

OWNER'S MANUAL



**RIDE
YOUR
LIFE**



Dear customer,

thank you for purchase of KELLYS bicycle. We strongly encourage you to read the owner's manual first to enjoy your bicycle and for safety reasons too. By doing so, you will have a better understanding for the general operation of your bike.

Your local KELLYS dealer will provide warranty services and repairs of your bike.

TYPE OF BICYCLE USE

The bicycle is designed for use off-road on rough terrain, on public roads and on public pathways. If you will ride your bicycle in road traffic mainly when reduced visibility you have to equip it with lights and reflectors according relevant national law.

ADJUSTING SADDLE, STEM AND HANDLEBAR POSITION

All function parts of the bicycle are adjusted by manufacturer and checked by your local dealer so you can safely use your bike immediately. The only thing you need to do is to set the saddle, handlebar and stem position to provide yourself with maximum comfort and safe operation of brakes and steering of the bike.

SADDLE

SADDLE HEIGHT ADJUSTMENT

Take a seat on bicycle. Put your foot on pedal which is in the position nearest to the ground. Heel must be on pedal. Leg must be stretched and slightly bent in the knee for reaching right height of saddle. If you have saddle too high you will overcharge legs and back muscles. Knee and hips muscle overcharge will be caused by too low levelled saddle.

ADJUSTING SADDLE POSITION AND TILT

Most recommended position of saddle is when saddle is parallel with ground. Try some positions of saddle and finally choose the one which is the best for you. It is possible to move saddle forward and backwards towards the handlebar. Tilt adjustment and moving of saddle is possible when screw on lock of seat tube is released. Release the screw, move the saddle in desired position and set the tilt and then tighten screw to keep saddle safely in requested position. Make sure that the screw is tightened properly.

⚠ IMPORTANT WARNING

There is the minimum insertion mark on the seatpost which marks minimal required insertion depth of seatpost into bike frame. This minimal insertion mark of seatpost must be invisible. Make sure that the minimum insertion mark of seatpost is not visible above the bike frame after the seatpost is inserted into the frame. Seatpost clamp screw or seatpost

quick-release must be securely tightened so the seatpost is not turnable inside the frame. Move the lever of the quick-release to the sides only, to positions OPEN or CLOSE. Do not turn locked quick-release lever, it could get damaged!

Recommended torque tightening values for seatpost tightening in bicycle frame:

Screw M4 - seatpost clamp screw on carbon composite bike frame	4,5 Nm
Screw M5 - seatpost clamp screw on aluminium alloy bike frame	6 Nm
Screw M8 - seatpost clamp screw	25 Nm

Recommended torque tightening values for seat tube lock screw:

Screw M5	10 - 12 Nm
Screw M6	12 - 15 Nm
Screw M8	20 - 25 Nm

STEM AND HANDLEBARS

STEM (A-HEAD TYPE STEM)

The a-head type of stem is fastened on fork neck and is fixed by 2 Allen screws. Height of stem and handlebars is set by rings which are placed between stem and headset or eventually by stem change for another with different angle. Allowance of headset is possible to set by stem. Release 2 Allen screws on stem clamp which lock stem to the fork and release screw on headset as well. Set headset allowance by loosening or tightening of headset screw to make fork rotation easy. Do not let headset to have its own allowance. At first tighten headset screw. Now set stem direction and tighten stem by 2 Allen screws on stem clamp.

Torque tightening values:

Screw M4 for stem clamp	5 Nm*
Screw M5 for stem clamp	5 Nm*
Screw M4 for handlebars clamp	5 Nm*

*Recommended values must be kept if instruction on product does not vary.

STEM WITH THREAD

This kind of stem is plugged-in fork neck. It is secured by long screw and nut inside fork. Long screw has shape of oblique frustum. Release long screw and slew the stem for stem level and direction setting-up. In case that stem will not be released rap on screw by rubber hammer.

⚠ IMPORTANT WARNING

There is mark on the stem which shows maximal possible height of stem. This mark must be invisible. Never post stem so high that this mark will be visible!



BICYCLE PARTS



**Torque tightening values:**

Stem sleeve screw M6	20 Nm*
Handlebars sleeve screw M6	20 Nm*

*Recommended values must be kept if instruction on product does not vary.

BICYCLE MAINTENANCE

We would like to remind you to do a proper maintenance to keep your bike in a good condition. Regularly check if all screws of your bike are properly tightened.

CRANKSET AND PEDALS

After the first 20 km tighten the crankset and also tighten the pedals to the crank arms. Check if crank bolts are properly tightened. Check whether left crank arm screws are tightened firmly when bottom bracket axle is integrated with right crank arm.

▲ IMPORTANT WARNING

No check of crank arms fastening to the bottom bracket axle may result in progressive release of crank arms and cause irreparable damage to the crank arm. Such damaged crank arms must be replaced with new crank arms. Please contact special bike service for crank arms replacement. Pedals must be firmly fastened in crank arms. Check tightness of pedal fastening regularly otherwise pedals may release progressively and thread inside of crank arm will be damaged. Above mentioned damages are not covered by warranty.

PEDALS ASSEMBLY

Pedals are generally marked on the axle of each pedal by letters R - right pedal and L - left pedal.

1. First lubricate the thread on pedals with grease before assembly.
2. Screw the right pedal (R) into the thread of the right crank arm (arm with chainwheels) by turning it to the right.
3. Screw the left pedal (L) into the thread of left crank arm by turning it to the left.
4. Tighten firmly with appropriate tool. Make sure that the shouldering of the pedal axis sits on the crank arm.

▲ WARNING

Clip-in pedals and pedals with toe clips or toe straps bond feet tightly with pedals which enables higher pedalling efficiency. These pedals require usage of special cyclist shoes which are adapted to clip-in mechanism.

Use of these pedals requires skills therefore it is recommended to train clipping-in and clipping-out in safe place before first ride.

BOTTOM BRACKET PARTS

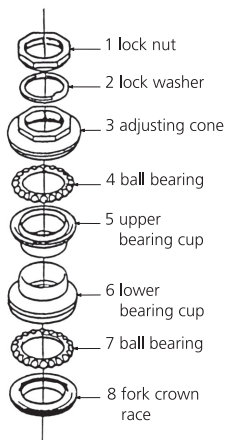
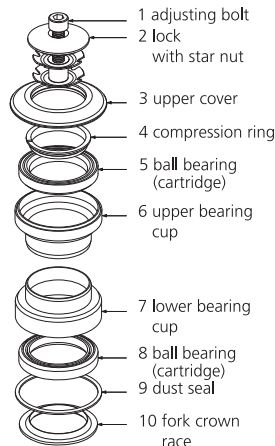
Both cups of bottom bracket parts must be firmly tightened in the frame. Check them periodically,

mainly after ride in wet and muddy conditions. B.b.parts must rotate without any friction and loose if not we advise you to contact a special bike service.

HEAD PARTS

Head parts have to be sufficiently tightened and correctly assembled. If there is any loose in a head parts, follow next steps:

1. Hold the adjusting cone (3) with the right wrench, and release the lock nut (1) with another wrench.
2. Tighten the adjusting cone so there is no loose in the head parts, and fork is turning easily.
3. Hold the adjusting cone again, and tighten the lock nut to secure the head parts.

HEAD PARTS**A-HEAD HEADPARTS**

**⚠ WARNING**

Before ride, make sure that the fork is turning easily, but without a loose, in the head set.

A-HEAD HEAD PARTS

Headset must be tightened properly. Check whether fork can turn easily in headset but without allowance and if all stem screws are tightened securely before each ride. Follow these steps when headset has allowance:

- release 2 Allen key screws on stem clamp which hold stem on fork's neck and loosen headset screw (1) as well
- set headset allowance by loosening or tightening of headset screw so that fork will turn easily but headset will not have allowance
- check if headset parts fit into each other properly and if fork's neck is embedded correctly in headset
- tighten headset screw
- now set stem direction and tighten 2 Allen key screws on stem clamp - by making this headset is secured.

⚠ WARNING

Check before ride, if the screws on the stem's body are firmly tightened.

GEARING SYSTEM

Gearing system consists of shifting levers (shifting grips), shifting cables, front and rear derailleurs, chainwheels, freewheel (cassette sprockets) and chain. System is set up by manufacturer so do not make any gearing system adjustments until necessary. Shift gears only when pedaling forward. Never shift using force! Functionality of the system depends mainly on an easy movement of cables in outer casing and gear system (sprockets, chainwheels and chain). Keep gearing system clean! Lubricate cables with teflon oil which protects cables against corrosion keeps them running smoothly and prolongs their lifespan.

REAR DERAILLEUR

Rear derailleur shifts chain on rear sprockets and doing so changes transmission ratio between front chainwheel and rear sprockets. Rear derailleur is controlled by right shifting lever (right shifting grip). There is possibility of mistuning of derailleur system during operation:

• LOWER LIMIT ADJUSTMENT

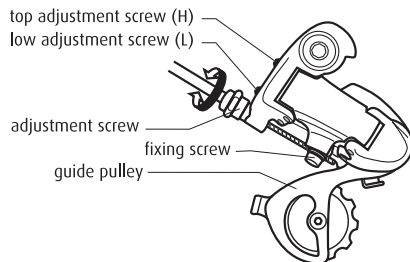
Shift chain on the smallest sprocket. Release fixing screw which will release the control cable. Set the guide pulley under the outer edge of the smallest sprocket by turning the top adjustment screw (H). Insert the control cable into the groove under the fixing screw, stretch it (using pliers) and tighten the screw.

• UPPER LIMIT ADJUSTMENT

Shift on the biggest sprocket. Set the guide pulley into the middle position under the biggest sprocket by turning the low adjustment screw (L). Now try to shift the chain on all gears.

• REAR DERAILLEUR TUNING

Hold the rear wheel above the ground and turn with crank arms. Turn the adjustment bolt (an outer casing with an inner cable crosses through this screw) on guide pulley until shifting is smooth without disturbing sounds.

REAR DERAILLEUR**⚠ IMPORTANT WARNING**

Prior each ride check rear derailleur limits for correct adjustment. If upper limit is released, the guide pulley could collide with spokes which can cause not only damage of wheel spokes, but also serious injury.

FRONT DERAILLEUR

Front derailleur changes transmission ratio by shifting chain on chainwheels. Chain guide must be parallel to the chainwheels to operate properly. Front derailleur is controlled by left shifting lever (left shifting grip). The control cable must be stretched. There is a possibility that the control cable can be released and the front derailleur system can get mistuned during operation:

• LOWER LIMIT ADJUSTMENT

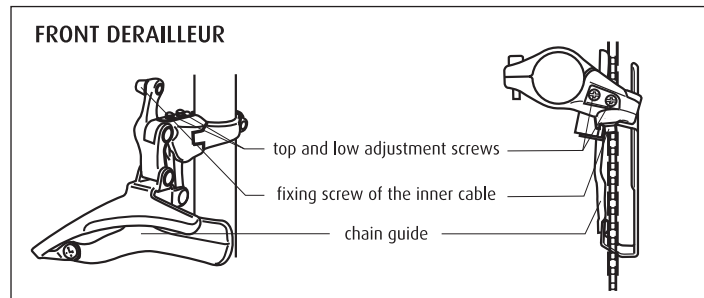
If the chain falls down from the smallest chainring - the chain guide is too close to the bike frame. Turn the lower limit set up screw clockwise.

**• UPPER LIMIT ADJUSTMENT**

If the chain falls down from the biggest chainring - the chain guide is too far from the bike frame. Turn the top adjustment bolt counterclockwise. Check the proper setting by shifting the chain on all gears.

• FRONT DERAILLEUR TUNING

Any loose of the control cable should be eliminated by releasing the fixing screw of the cable and stretching the cable (with pliers). Tighten the fixing screw. Check the functionality.

**CHAIN**

Chain transmits power from pedals to rear bicycle wheel. It is one of the most stressed parts of bicycle therefore its maintenance requires higher attention. Rear derailleur provides correct chain tension. Life of chain can be prolonged by periodical chain cleaning from mechanical dirt (e.g. dust, mud). Oil with teflon is recommended for chain lubrication - your retailer will recommend you appropriate lubricant. Chain links are sprawled by riding bicycle. Worn and damaged chain can cause damages on cassette sprockets and chainwheels. If bicycle is used in hard terrain regularly (e.g. wet and muddy) chain should be replaced by new one each 1000 km. Replace worn out chain by new one of the same type and with the same amount of links like the worn out chain has.

BRAKE SYSTEM

Brake system consists of brake levers, cables, front and rear calipers, brake shoes, and is one of the most important components of your bike. Right brake lever operates rear brake, left brake lever operates front brake. Brakes are set by manufacturer. For your own safety do not make any brake

system adjustments until it is really necessary! Check periodically the wear of friction surfaces, brake pads and keep rims clean. Untuned brake system has to be adjusted again or ask a special bike service for help.

BRAKE CABLES

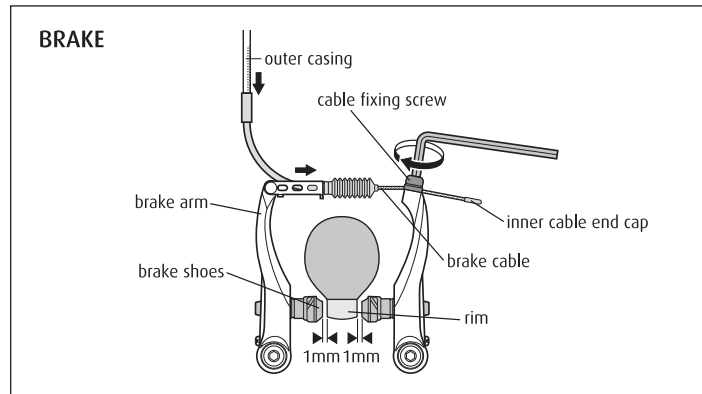
Brake system of bicycle will be effective only when brake cables are correctly stretched. Brake cables can be set by adjusting screws on brake levers. Lubricate brake cables and outer casings with oil which provides cables running smoothly. End cup should be placed on cable end to prevent it ply apart and damage. Damaged or worn out cable must be replaced by new one.

BRAKE ADJUSTMENT

Brake shoes should be 1 mm from the rim in V-type brakes.

⚠ WARNING

Brake shoes may not touch the tire - otherwise this could cause an over-heating of the tire! Check the wear, and if it is necessary, change them. Replace worn out brake shoes with new one original brake shoes matching your brake type.





1. Release the safety nut of the adjustment screw on the brake lever. If it is necessary to bring the pads closer to the rim, turn the adjustment screw counterclockwise out from the thread. Secure the safety nut.
2. If the cable is too loose, turn the adjustment screw on the brake lever clockwise - into the thread. Now release the screw that secures the cable on the brake arm. Stretch the cable, so that brake pads are aligned with the rim. Firmly tighten the screw and check the brakes.

▲ IMPORTANT WARNING

Pay attention when braking on wet surface - braking distance of your bike is longer! Prior to each ride check, if the braking system of your bike is in a perfect condition.

DISC BRAKES

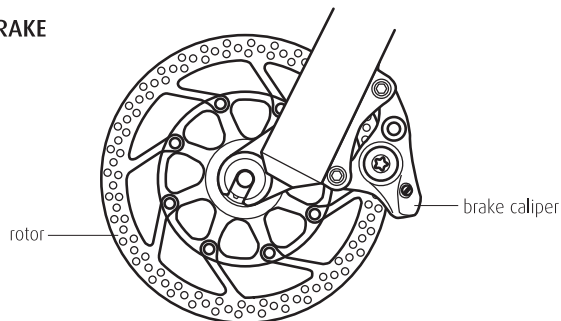
Disc brakes are already adjusted by manufacturer and checked by retailer hence it is safe to use bicycle immediately.

SET UP OF DISC BRAKE LEVERS POSITION

It's possible to adjust brake levers position on handlebar to provide perfect control and safe usage during ride:

1. Release screws on brake lever mount.
2. Set up the most suitable brake lever position on handle bar which let you perfectly control it. Fasten screws on brake lever mount.

DISC BRAKE



SET UP OF BRAKE LEVER POSITION - DISTANCE

There is regulation screw inside of brake lever for distance set up between brake lever and handlebar. Adjust distance between brake lever and handle bar according to brakes model:

- by Allen screw which is inside of brake lever, or
- by regulating screw which is integrated in brake lever (configuration depends on brakes model and their manufacturer).

Brake lever position (closer to handlebar or away from handle bar) could be adjusted by turning of regulation screw or Allen screw.

DISC BRAKES MAINTAINANCE

It is strongly recommended to visit professional service if you do not have needed experiences and special tools. Nonprofessional manipulation with disc brake system could cause reduced braking effect or total brakes failure.

DISC BRAKE ROTOR

Rotor status must be checked regularly. Rotor is worn out by braking which results in scratches on it. Replace damaged rotor by new one.

▲ WARNING

Rotor is heated by braking therefore disassemble wheels from fork or frame carefully. Hot rotor could cause skin burns!

DISC BRAKE PADS

Brake pads are wearing out by braking and braking effect is gradually less efficient. Possible marks that brake pads are worn out are these: brakes are making noise while braking or you notice that brakes are less efficient. Worn out brake pads must be replaced by new one. Your retailer recommends you suitable brake pads.

BRAKE FLUID CHANGE

Air in disc brake system could cause reduced braking efficiency or disc brakes failure. It is necessary bleed air from disc brake system or eventually replenish it by brake fluid.

▲ WARNING

Disc brake hydraulic system is filled up by standard brake fluid or mineral oil. These two brake fluids can not be mixed with each other. Only recommended brake fluid by manufacturer can be used for replenishment or brake fluid change. Brake fluid change or hose change requires experiences and special tools hence it is recommended to visit qualified service center.



DISC BRAKE CLEANING

Disc brake rotor, pads and brakes must be kept clean. Grime rotor by oil or by other lubricant must be cleaned immediately e.g. by benzine. When disc brake pads are impure by brake fluid it is necessary replace them by new one.

▲ IMPORTANT WARNING

1. Check before each ride if disc brake system is working perfectly. Press few times brake lever and check if brake system works really properly.
2. Check regularly if all braking system screws are tight securely. Released screws could cause braking system failure.
3. Disc brake rotor and caliper are heated up by braking. Do not touch them immediately after braking, hot parts could cause skin burns.
4. Learn use disc brake system properly. Too much intense braking by front brake could cause downfall and injury. Serious injuries could occur when disc brakes are not set up properly or they are not used properly.

FRONT AND REAR WHEEL

Prior each ride check if the wheel is securely fastened by quick release lever i.e. quick release lever must be in position „CLOSE“. Quick release lever enables fast toolless wheel disassemble and assemble. Before ride check if wheel is centred in the fork. Tighten quick release nut so much that lever will put up resistance when closing. When quick release system is closed to the secured position it must push closer both fork ends. **Move quick release lever only to the sides to reach its position OPEN or CLOSE. Never turn closed quick release system it could be damaged!**

If wheels are secured by end nuts they must be checked before each ride to be sure that wheels are secured correctly.

Torque tightening values:

M10 nut of hub axle 30 - 40 Nm

Check the wheel hubs periodically mainly after ride in wet and muddy conditions. The hub axle should rotate without any friction and loose. If it does not, even after axle's cones and safety nut adjustment, it is necessary to disassemble the hub, clean bearing rings and balls, lubricate them with a new grease, assemble and set the hub again. If you are not skilled enough to do this kind of maintenance we advise you to contact a special bike service.

RIMS

Check before each ride if wheels are centred correctly and rims are not damaged. There could appear grooves and cracks by using bicycle or they could be caused by blast. Side areas of rim are getting worn up by braking. There is security system on each rim side which indicates deformation

on side of rim. Bent side area of rim is mark of wear which causes self-acting braking. Riding on bicycle with such damaged rims is dangerous and damaged rim must be replaced!

TIRES

Never ride on over or under inflated tires. Respect recommended pressures, which are shown on sides of each tire.

Calculation of pressure measurement units mentioned on tires: $100\text{kPa} = 14.22\text{ P.S.I.} = 1\text{ bar} = 1\text{ at}$ In case of puncture replace always damaged tube by new one with the same parameters like the old one. Parameters are marked on each tube or on sides of tire.

FRAME AND FORK

Check regularly if the frame and fork of your bike are not damaged. Damage of the frame or fork is mainly caused by accidents and falls. Stop using such damaged frame or fork, otherwise you risk serious injury!

CARBON COMPOSITE FRAME

Carbon composite bike frame has excellent driving quality, high rigidity, low weight and vibration absorption. Overloading or strong stroke could cause damages (cracks) of carbon structure.

▲ WARNING

Bike frame made of composite materials have higher fatigue life when used properly than the one made of metal materials. It is necessary to check regularly frame and fork mainly after any stroke or accident. Stop use carbon frame or fork immediately after finding any cracks!

Be careful when mounting components on composite frame mainly when tightening seatpost clamp screw or front derailleur clamp screw. Keep recommended torque tightening values!

Recommended torque tightening values for frame components made of carbon composite:

Screw M4 - seatpost clamp screw	4,5 Nm
Screw M5 - front derailleur clamp screw	6 Nm

▲ WARNING

Seatpost clamp screw must be securely tightened so the seatpost is not turnable inside the frame. It is recommended to use special mounting paste for carbon components when seatpost screw is tighten properly according recommended torque tightening values and even though is seatpost inserting inside frame tube. This special paste contains micro granules which increase friction and enable use 30% lower torque tightening value and thereby prevent component damages. When workstand is used to hold bike during maintenance never fix bicycle by pressing bike frame - this can cause cracks.

It is recommended to let cycle service provide maintenance which requires use of special tools.



SUSPENSION FORK

If bicycle is equipped with suspension fork respect following instructions:

SUSPENSION SETUP

1. SPRING FORK

Fork compression setup unit is placed in upper part of right fork leg. Fork with suspension lock out (Lockout) has compression setup unit placed on left fork leg. Turn compression setup unit clockwise to set up higher rigidity of fork, by turning it counter clockwise the rigidity of fork decreases.

2. AIR SUSPENSION FORK

Air suspension fork compression is setup by inflating air into fork air chamber. Inflation air valve is in upper part of left fork leg.

⚠ WARNING

Fork is adjusted by manufacturer and checked by your local dealer. Special high pressure pump with manometer is needed for air suspension fork inflation. Particular skills and suitable tools are needed for air suspension fork inflation and adjustment hence it is recommended to let special cycle service do these operations.

FORK SUSPENSION LOCK OUT

Some forks have hydraulic lock out system. Fork lock out enables reduce fork teetering what increases pedaling efficiency when riding uphill or sprinting. Fork's lock out setup unit is placed in upper part of right fork leg. Lock out is operated by lever (with Lockout tag). Turn lever clockwise for lock out, turn counter clockwise to unblock suspension and fork will work in normal mode.

FORK SUSPENSION LOCK OUT REMOTE CONTROL

When bicycle has fork with fork lock out remote control (Remote Lockout) which is placed on handle bars follow these steps: press lever or button (depends on fork model) towards handle bars to lock out fork, press down button to unblock suspension and fork will operate in normal mode.

⚠ IMPORTANT WARNING

Fork suspension lock out is intended for use when riding in less difficult terrain. It is necessary to unblock fork when riding in rough terrain otherwise fork lock out system could be damaged!

REBOUND DAMPING

Rebound damping setup unit controls how fast the fork returns to original position after compression. Setup unit is on bottom part of right fork leg. To slow fork return speed (marked by "+") turn setup

unit clockwise (when looking on fork from bottom). To increase fork return speed (marked by "-") turn setup unit counterclockwise. Too slow rebound damping could cause that fork is not able to "copy" terrain surface but too fast rebound causes fork "kicking".

FORK MAINTENANCE

CLEANING / LUBRICATION - regular maintenance is crucial for proper fork operation, mainly maintenance of friction areas between outer and inner fork legs. Dust seal and gasket which keep friction areas from contamination must be not damaged and must protect whole perimeter of friction area. Keep clean inner leg's sliding area, after each ride clean dust or moisture by soft cloth and lubricate. Use detergent solution and soft brush for outer fork cleaning. When cleaning take extra care to prevent water reach gap between inner and outer fork legs. Never use high pressure cleaning devices. Moisture and dirt inside fork have negative impact on fork operation, dirt inside fork cause higher friction between bushings and inner fork's legs which may lead to fork components lifespan shortening.

Keep following instructions to retain perfect fork operation:

- After each ride clean up inner fork legs, dust seals and gaskets of inner fork legs from dirt like dust, moisture or mud.
- After each 25 hours of operation (or after each ride in extreme conditions like mud or wet sand):
 1. Lubricate dust seals and gaskets by oil with Teflon.
 2. Check all fork screws if they are tight enough.
 3. Check any fork parts for damages. If you find any damaged or worn out fork parts replace them by new original parts. Never ride on bicycle with damaged fork!
- It is recommended to let special service execute fork inspection (SERVICE 1) after each 50 hours of operation.
- It is recommended to let special service execute fork inspection (SERVICE 2) after each 100 hours of operation.

SERVICE 1 - recommended service operations: inspection of fork's function, bushings cleaning and greasing, remote control cable and hose lubrication, torque parameters checking, air pressure checking, fork's condition inspection oriented on legs detrition and fork parts damages.

SERVICE 2 - recommended service operations: SERVICE 1 + fork disassembling, all fork parts cleaning, dust seals and oil wipers lubrication, remote lock out control greasing, air valve gasket and air pressure checking, torque parameters checking.

⚠ WARNING

Use high quality lubricants which content teflon for fork lubrication. Do not use lubrications which content lithium such lubricants could damage inner fork parts. It is recommended to visit special cycle service if fork maintenance requires special tool usage.



REAR SUSPENSION - DAMPER

If bicycle is equipped by rear suspension follow these steps:

SUSPENSION SETUP

Air damper suspension is setup by inflating air into damper air chamber.

⚠ WARNING

Damper is adjusted by manufacturer and checked by your local dealer. Special high pressure pump with manometer is needed for damper inflation. Particular skills and suitable tools are needed for damper inflation and adjustment hence it is recommended to let special cycle service do these operations.

DAMPER SUSPENSION LOCK OUT

Lockout function enables lock out damper suspension what increases pedal efficiency when riding uphill or in less difficult terrain. Damper lock out is operated by lever on damper bottom side. Lever has 2 positions: turn lever into "lock out" position to switch off/lock out damper suspension, turn lever to the other side to release damper and it will work in normal suspension mode.

⚠ WARNING

Long term usage of damper suspension lock out may result in damper early wear.

REBOUND DAMPING

Rebound damping setup unit controls how fast damper returns to original position after compression. Setup unit is placed on upper damper part. Turn setup unit clockwise to slow speed of return into original position. Turn setup unit counter clockwise to increase return speed.

⚠ IMPORTANT WARNING

Never exceed maximum pressure values inscribed on damper!

Never open damper! Visit special cycle service if there are suspicions about proper damper operation, oil leakage, damper loosing ability to absorb blasts or damper makes strange noises while loaded. Prior each ride check screws which hold damper in bike frame. They must be tightened firmly. Keep damper clean. After each ride clean damper from dust or moisture by silky cloth. Never use high pressure cleaning devices!

DAMPER MAINTENANCE

- After each ride clean damper friction surfaces and gasket from impurity like dust, moisture or mud.

- After each 25 hours of operation (or always after ride in extreme conditions like mud or wet sand):
 1. Lubricate piston, gasket and moving damper parts by oil with Teflon
 2. Check damper for any damage. Never ride on bicycle with damaged damper!
- It is recommended to let special cycle service do inspection and maintenance of damper after each 50 hours of operation.

⚠ IMPORTANT WARNING

If you will ride your bicycle in road traffic mainly when reduced visibility you have to equip it with lights and reflectors according relevant national law.

Wear always cyclist helmet when riding bicycle! Head injury is often caused by bicycle accident. When buying helmet mind its proper size. Helmet must fit correctly on head. It can not hurt or press head. Buy helmet with settable fixative mechanism which will safely fix helmet on head.

The permissible maximum total weight of the rider plus luggage is 110 kg. Do not overweight the bicycle!

⚠ WARNING

As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components may react to wear or stress fatigue in different ways. If the design life of component has been exceeded, it may suddenly fail possibly causing injuries to the rider. Any form of crack, scratches or change of colouring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

Enjoy your ride!

KELLYS



WARRANTY

Retailer provides warranty for this bike 24 months from the date of purchase.

WARRANTY CONDITIONS

Warranty period is prolonged for the time of warranty service. During warranty coverage, all defects in material, workmanship or assembly will be repaired free of charge.

WARRANTY DOES NOT COVER DEFECTS CAUSED BY:

- user - damage of the product by an unprofessional assembly (insufficient insertion of the seatpost into the frame, and the headset into the fork, insufficient pedal tightness in crank arms), wrong use and maintenance failure (untightened crank arms to the bottom bracket axle, inappropriate storage), damage caused by accident, non-professional repair, wrong using of the bike, damage caused by change of original components, other technical intervention to the bike's frame;
- common wear of rubber parts of the bicycle (tires, inner tube, brake pads, rubber seals);
- mechanical damage - a wear during normal use of the bike (paint damage).

⚠ WARNING

Retailer's duty is to check the functionality of all bicycle parts. Manufacturer is not responsible for any personal injury, damage or failure, caused by wrong assembly or maintenance, after expedition of the product, that means insufficient service before sale at retailer's.

The warranty card is an accessory of a product with a particular serial number. Please keep this warranty card and use it in case of any warranty claim.

PROLONGED WARRANTY ON BICYCLE FRAMES

The company KELLYS BICYCLES s.r.o. provides for the frame of the purchased bicycle after the expiry of the legally given 24-month warranty period a prolonged warranty for the original purchaser listed in this certificate of warranty for the period of another 36 months, but maximum up to 60 months after the day of purchase of the bicycle by the original purchaser listed in the certificate of warranty (further only „prolonged warranty“), and this under following conditions:

- The original purchaser listed in this certificate of warranty must be a natural person, which bought the bicycle for his/her personal recreation needs (not for the purpose of business, or other gainful activity of racing needs) and uses this bicycle for his/her personal recreation need. This prolonged warranty is inalienable to another person - in case the original purchaser transfers the ownership to another person, the prolonged warranty expires.
- The bicycle will be registered in the system of the company KELLYS BICYCLES s.r.o. on the web page www.kellysbike.com up to 60 days of the purchase and the registered data will be identical with the data in the bicycle certificate of warranty.
- Making a warranty claim, the original purchaser submits a correctly filled original of the certificate of warranty and the original receipt about the bicycle purchase.
- During the period of the entire warranty period including the prolonged warranty period, the bicycle will be submitted to regular annual technical checks in a bicycle workshop and there will be a note about these checks in the certificate of warranty, whereby the first warranty check must be made after riding 100 km. The buyer (original purchaser) meets the costs for the components, which underlie the common wear and tear when using the bicycle, which will be necessary to replace during the warranty checks and the service work related to this.
- The bicycle submitted for a warranty claim must have an unmodified colour combination and the claimed frame must not be submitted separately (disassembled). The components or group sets, if they are changed during the bicycle usage, must be in accordance with the original bicycle specification.
- The object of the prolonged warranty is the frame construction only, not the frame finish.
- The buyer (original purchaser) meets the costs for the bicycle components, which are necessary to be replaced following to the changed tube parameters of the replaced frame and the service work related to this.
- The prolonged warranty does not refer to the carbon frames and for the fully spring-suspended frames the prolonged warranty does not refer to the rear damping unit, or any flexible frame embeddings (levers, pins).



An inevitable assumption for the origin of right from the prolonged warranty of the bicycle frame is the following, that all above mentioned conditions will be fulfilled without exception. In case any of the above mentioned conditions will not be fulfilled, and this even partly, the rights from the prolonged warranty of the bicycle frame will not arise.

The manufacturer insures during the prolonged warranty period to exchange the bicycle frame, whose cause of defect a material or production defect is, at his charge. The manufacturer explicitly declares, that during the prolonged warranty period, any other rights, but the claim for the bicycle frame exchange, under conditions defined in this certificate of warranty in the chapter „Prolonged warranty for bicycle frame“ arise for the buyer and the manufacturer provides any other rights with the prolonged warranty. By reason of a limited accessibility of the original model of the claimed frame, the term of delivery of the new frame can be longer than 30 days, whereby the manufacturer is obliged to deliver as soon as it is possible. The manufacturer reserves the right to deliver the frame from the current production with similar technical parameters of identical quality, but not the same colour. The contact person for the prolonged warranty claim is the bicycle dealer - the dealer is entitled to decide, whether the claim will be admitted and how it will be settled.

This above-standard prolonged warranty period is a voluntary act of the company KELLYS BICYCLES s.r.o. and any regulations of Civil Code or other commonly established legal enactments refer to it, but exclusively the conditions listed in this certificate of warranty, in the chapter „Prolonged warranty for bicycle frame“ are valid. The rights resulting from the prolonged warranty of bicycle frame terminate, if they are not to be claimed in the period of above defined prolonged warranty period.



© KELLYS BICYCLES
All rights reserved. KELLYS and KELLYS BICYCLES
are protected trademarks of Kellys group.

kellysbike.com
kellys@kellysbike.com