



SUPERIOR TEAM/XP CRB BF-M03

SERVICE MANUAL

Superior would like to congratulate you on the purchase of your new bicycle. We place a great emphasis on the choice of materials and their processing so as to ensure the highest quality of our products, a long service life and great functionality.

The Operating Manual contains and specifies certain rules that should be followed if you want to enjoy your high-quality Superior product for many years to come. You have received the Operating Manual with your bike.

Superior supplies high-quality bicycles exclusively for specialized shops. These products are already partially pre-assembled.

The final assembly of a bike for riding can only be carried out by an authorized Superior dealer. This especially applies to the basic configuration of suspension components, the front and back derailleurs and braking systems. This will ensure maximum safety when using the product.



WARNING

WARNING RELATED TO SERVICE TASKS

Specialized skills and tools are required for the first configuration and tuning of the bike. These tasks should only be carried out by employees at an authorized service station. Riding a bike that has not been correctly configured and assembled can be dangerous. Even a seemingly banal deficiency, such as a loose screw, can cause a crucial part to break over time and the loss of control of the bike, leading to an accident. Therefore, we recommend that you leave any repairs and maintenance for your bicycle to an authorized service centre. Your safety depends on the correct maintenance of the bike. Employees of authorized service stations have special qualifications and know-how.



WARNING

Any adjustments and modifications can lead to the frame, fork or other parts becoming unsafe. The use of an unapproved component or the incorrect assembly of parts can lead to excessive wear and tear of the bike or its parts. Adjustments to the frame, fork or other components can have a negative impact on the handling of the bike and may lead to a fall. Do not grind off, drill or file any parts, do not remove backup safety elements, do not install incompatible forks and do not make any other similar unauthorized changes. Before you install any accessories on your bicycle, or replace any part, always consult the service centre staff to make sure the particular accessory or part is compatible and safe to use.

BIKE CATEGORY

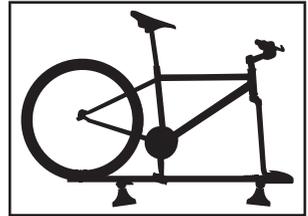
Mountain bikes are equipped with a rear suspension with short travel and are constructed for "standard," "racing," "cross-country" or "singletrack-trail" rides assuming adherence to type-3 operating conditions
Type-3 operating conditions.

Riding on trails, crossing small obstacles and riding on technical paths of medium difficulty as well as sections where the tyres do not touch the ground for a short period of time; jumps and drops of at most 61cm (24")



PREVENTION OF DAMAGE

- Avoid contact with hard or sharp items. Do not rest your bike with the top tube of the frame against a column or corner of a building.
- When fixing the wheel, place the entire bike in a stand and clamp the seatpost, avoid high side loads; this especially applies when replacing the bottom bracket and cranks/crankset. High loads can cause damage to the seatpost or frame.
- When transporting the bike on a car, use a bike carrier that fixes the bike using the seatpost or front wheel axle. Do not fix the bike to the frame.
- Frames are not suitable for use on stationary bicycles fixed to the rear stay. In this case, the bike subsequently cannot move, which leads to an excessive load on the end of the frame. This can cause damage to the frame.
- The frame is not suitable for the fixture of any children's seats or carriers.
- If you are transporting the bike in a box, make sure that the bike is kept safe, for instance by using a soft foam cover. Make sure that there are no foreign items or that excessive pressure or force from these items cannot damage the frame. Please keep in mind that the warranty does not apply to damage caused during transit.
- Neither the frame nor the carbon components can ever come in contact with high temperatures such as those used in the case of powder spraying or cauterizing varnish. Such temperatures can damage the frame and components. Also avoid leaving the bike in a car in the case of strong sunlight. Similarly, do not keep your bike in the vicinity of sources of high temperatures.



SERVICE INTERVALS

- Large-scale service – At an authorized service centre, at least 1× per year or after 200 hours of riding
- Bearings should be lubricated at least 1× per half a year
- The exact service plan and maintenance schedule for your bicycle should be consulted with your dealer, who will suggest a plan depending on the model of your bicycle and the way you use it. The service intervals stated above are the recommended maximum intervals for regular bicycle maintenance, i.e. they cannot be extended under any circumstance. If you ride your bicycle more intensely, or if your dealer advises you so, we recommend that you shorten the intervals and extend the scope of tasks carried out. For example, if you ride your bicycle in adverse climatic conditions, over hard terrain or if you have equipped your bicycle with specific components with a different service interval and scope of regular maintenance stated by their manufacturer (exact instructions regarding the service of particular components will be provided by your dealer).



WARNING

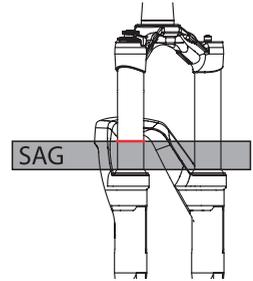
The warranty may be voided if the service intervals are not adhered to.

SETTING OF THE FORK

CONFIGURING OF THE FORK STIFFNESS (SAG)

- The fork must always be unlocked while being configured.
- Move the rubber indication ring located on the inner fork leg and the damper body to the dust cap.
- Sit on the bicycle with your full weight and then get off it carefully, without rocking the bike.
- Check the position of the ring and make sure that the fork is set in accordance with the values stated in the chart (see below), or adjust the pressure in the fork as needed.

Depending on your riding style and the way you use your bike, the sag should range between 15-25% of the travel.		
SAG	%	mm
Travel 100	15-25%	15-25mm



SETTING THE REBOUND FOR THE FORKS AND REAR SHOCKS

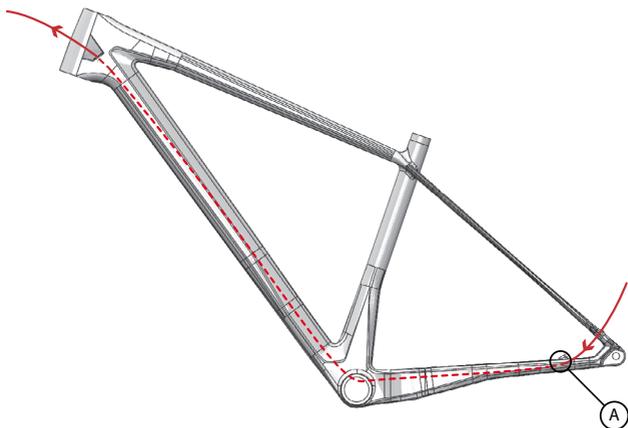
- Rebound is a term used to describe the speed of the fork or rear shock returning to its original position after absorbing a shock. The lever for adjusting the rebound is usually located at the lower end of the fork leg.
- When sitting on the saddle, ride off of an edge of approx. 10 -15cm in height.
- If the fork rocks 1 or 2 times, the rebound is set correctly.
- If the fork rocks more than 3 times, the rebound is too fast.
- If the fork does not rock at all, the rebound is too slow.

SERVIS

The frame is designed for the use of cables and hydraulic hoses of a full length and is equipped with internal tunnels to facilitate cable replacement.

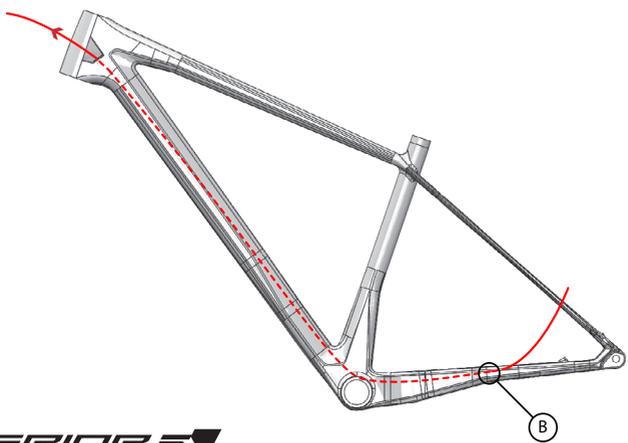
1 REPLACING THE REAR DERAILLEUR CABLE

1. Insert the cable into the frame via entrance **A**



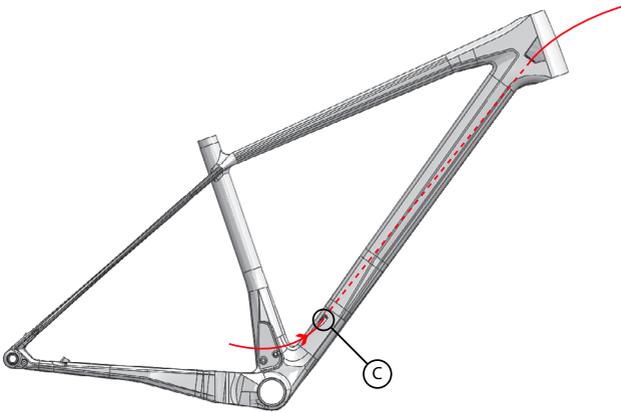
2. INSTALLING THE REAR BRAKE HOSE

1. Insert the cable into the frame via entrance **B**



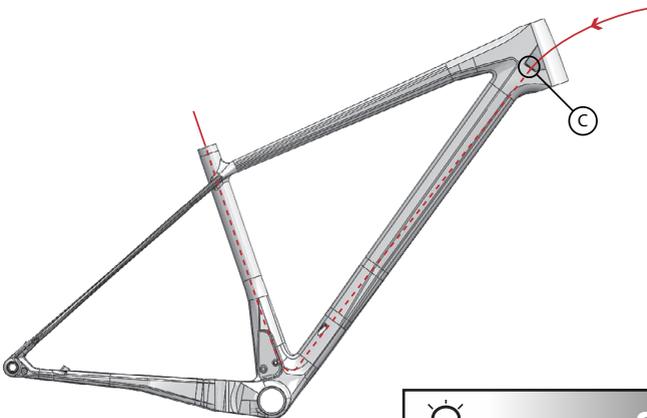
3. INSTALLING FRONT DERAILLEUR CABLE

1. Insert the cable into the frame via entrance **C**



4. INSTALLING THE INTERNAL ROUTING FOR THE DROPPER SEATPOST

1. Insert the cable into the frame via entrance **C** and then lead it through the seat tube. To eliminate the undesired tapping of cables inside the frame, we recommend equipping the cable with a **Jagwire SFA07A5M** foam belt.

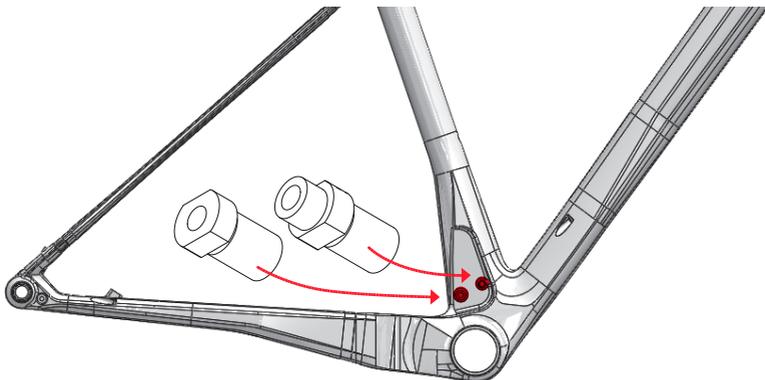


SMART TIPS

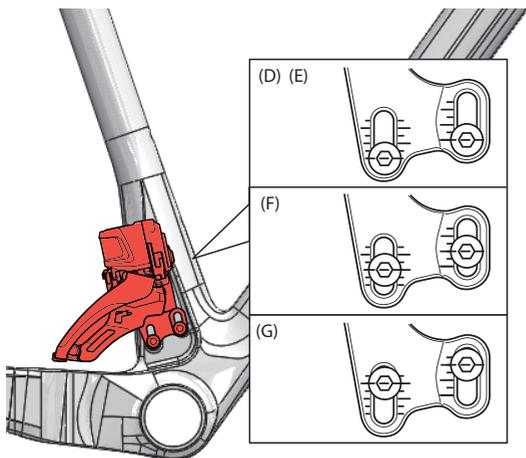
To make the installation of the internal dropper post routing easier, we recommend that you use the ParkTool IR-1 toolkit.

5. ADDITIONAL INSTALLING OF THE FRONT DERAILLEUR

1. Remove the plugs and install the pivots located in the inserted boxing.
2. Apply the threadlocker (Loctite, Metaflux,..).
3. Put smaller pivot left and bigger one to right (pic. below).



4. Tighten both to torque 5-7 Nm (40-60 in.lbs.) using spanner 8mm.
5. Install front E-Type derailleur using two bolts.
6. Use position according to chainring. (pic. below)

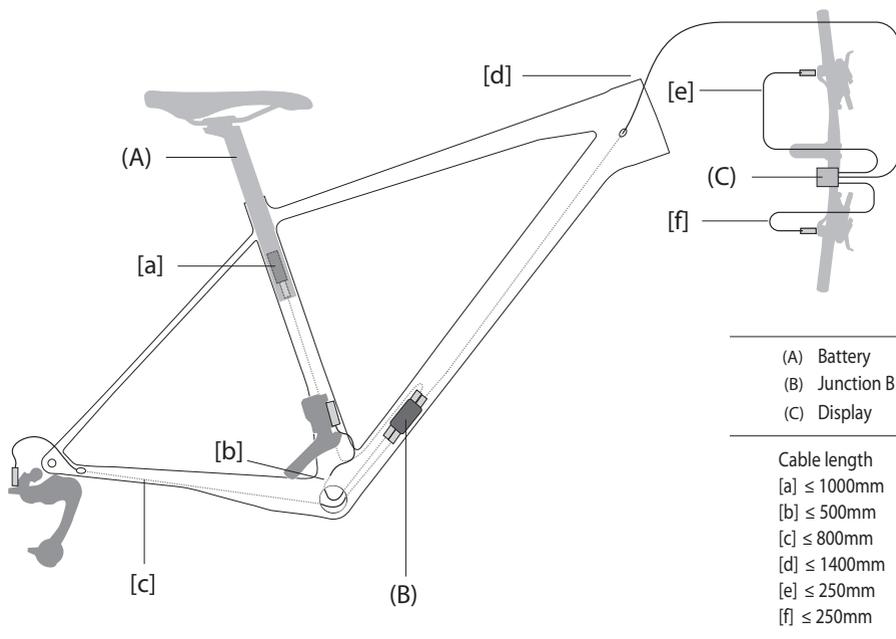


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- (D) Triple:
Largest chainring 40Z
 - (E) Double:
Largest chainring 38Z
 - (F) Double:
Largest chainring 36Z
 - (G) Double:
Largest chainring 34Z
-

7. In case of removing: Loosen pivots and install the plugs.

6. INSTALLING OF THE Di2 INTERNAL ROUTING

1. Remove shift levers connector cover and connect cable [f] a [e].
2. Connect cable [f] and [e] to information display (C) and connect cable [d].
3. Insert cable [d] into the frame via entrance C and then lead it through the bottom bracket shell.
4. Loosen closed plug downside of the right chainstay and install opened plug for Di2 routing located in the inserted boxing.
5. Insert cable [c] via entrance downside of the right chainstay and lead it through the bottom bracket shell.
6. Place battery (A) into the seatpost and connect cable [a]. Insert cable [a] into the seat tube and lead it through the bottom bracket shell.
7. Connect cables [a] and [d] on one side of the Junction (B) and cables [b] and [c] on the other side of the Junction (pic. below)
8. Insert Junction (B) into the down tube.

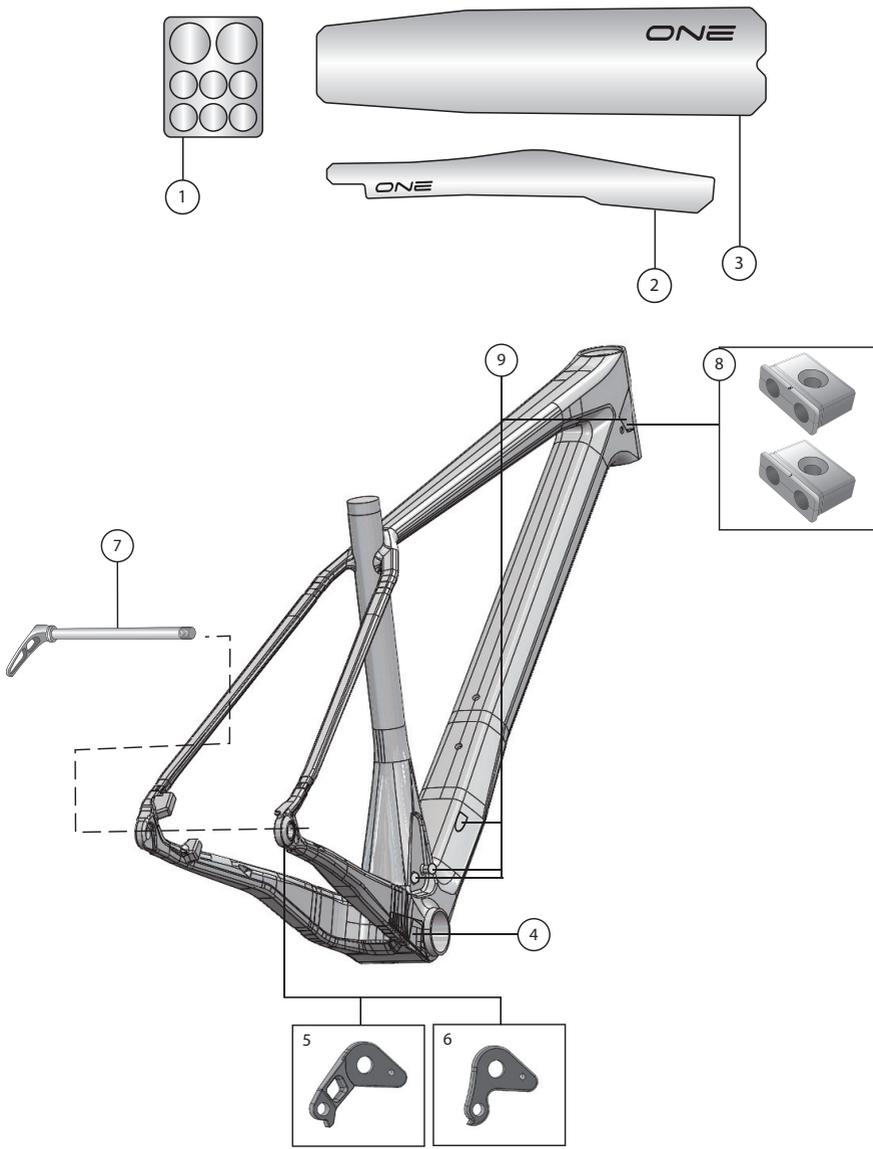


ORIGINAL ACCESSORIES

Art. no.	BFI Product Code	Description
1	087.7000.00009-196	Set of protective stickers
2	087.8000.00014-196	Protective sticker for chainstay
3	087.7000.00008-196	Protective sticker for down tube
4	087.8000.00015-348	Protective plate for chainstay
5	013.0002.00089-177	Shimano Direct Mount rear derailleur hanger
6	013.0002.00097-348	Shimano / SRAM rear derailleur hanger
7	059.0008.00003-290	DT Swiss RWS 12×142mm Axle
8	598.1304.00001	Set of plugs
9		Pivots

COMPATIBILITY

Disc Diameter	Front	160-180mm	
	Rear	140-160mm	
Maximum tyre width		29×2.35" (Schwalbe Nobby Nic)	
Chainring	1×	Maximum number of teeth	36
	2×	Maximum number of teeth	38
Crankset		Q factor	min. 158mm
Headset		FSA NO.42/48 ACB	
Bottom Bracket		Pressfit Shimano standard 41×92 mm	
Seatpost Clamp		31.8mm (minimum clamp height - 10mm)	
Seatpost		27.2mm (minimum insertion - 100mm)	
Front Derailleur		Side swing E-Type	
Fork Travel		100mm	



SMART TIPS

To improve handling and comfort and to prevent defects, we recommend installing a tubeless system.

