



SUPERIOR X-ROAD CRB

BF-RB03/BF-F05

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 initial 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

A mountain bike is constructed for riding in type-2 conditions.
Type-2 operating conditions.

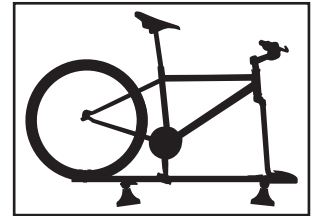
Riding on- and off-road, with jumps of up to 15cm (6 in).

Riding over uneven terrain when the tyres may lose contact with the surface for a short time. Jumps and drops of at most 15cm (6' in).



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

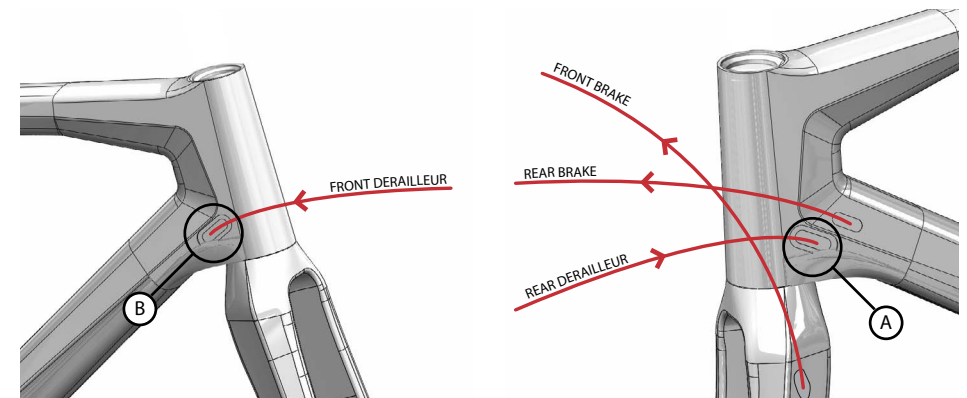
The warranty may be voided if the service intervals are not adhered to.

SERVICE

1 SERVICE FOR SHIFTING AND REPLACING THE INNER CABLES

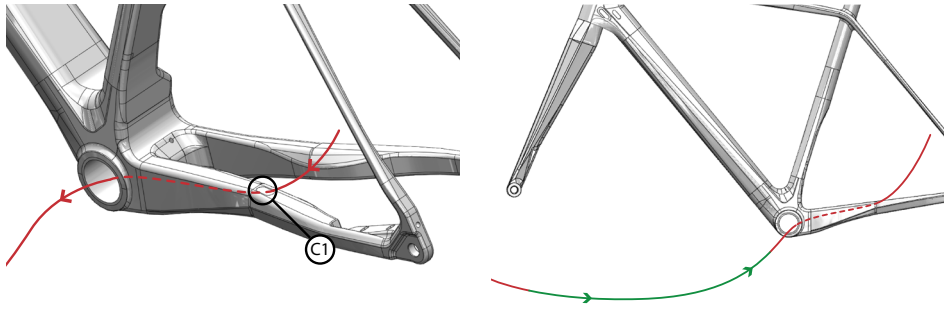
The frame is equipped with continuous liners for the inner cables. To make sure that the shifting is smooth and precise over the long-run, we recommend that you:

1. Remove the current inner cables and cables
2. Spray the inside of the liners with a thin lubricant (e.g. WD-40)
3. Prepare the new cables (it is recommended that their shortening is based according to the cables you have already removed)
4. Place the shifting inner cables through the entrance **A** a **B**
5. To achieve the long-term and smooth operation of shifting, we recommend that you put a sealing cover on the cable entries
6. The inner liners can be damaged if the bike is ridden in harsh conditions for a long time – replacing the liners should be left to an authorized Superior service centre

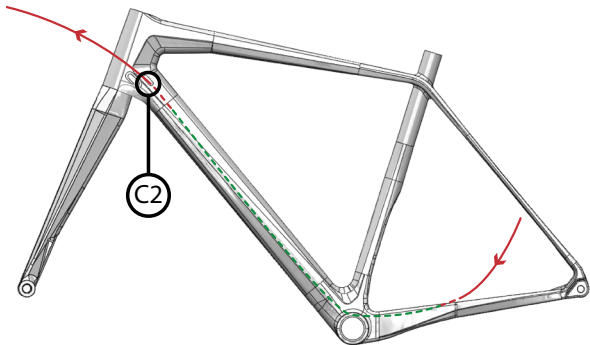


2 INSTALLING THE REAR BRAKE HOSE

1. Insert the hose / cable into the frame via entrance **C1** of the chainstay on the left hand side, and lead it out through an opening in the middle section socket.
2. Place a **Jagwire SFA07A5M** foam sleeve with the required length on the loose end of the hose / cable.



3. Insert the loose end of the hose / cable via the middle section socket into the down tube, and lead it out via the entrance **C2** at the head tube.
4. Close the whole brake system, and attach plastic grommets **010.0183.00001-196** to entrances **C1** and **C2**.

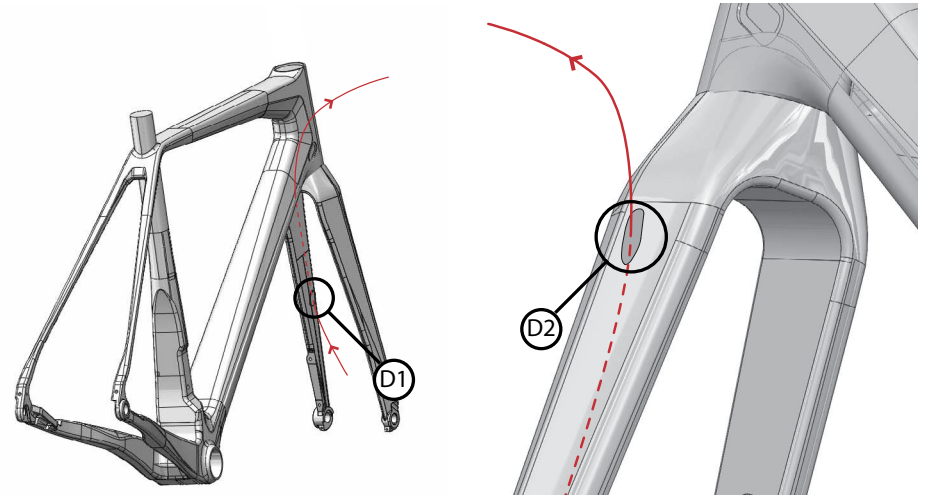


SMART TIPS

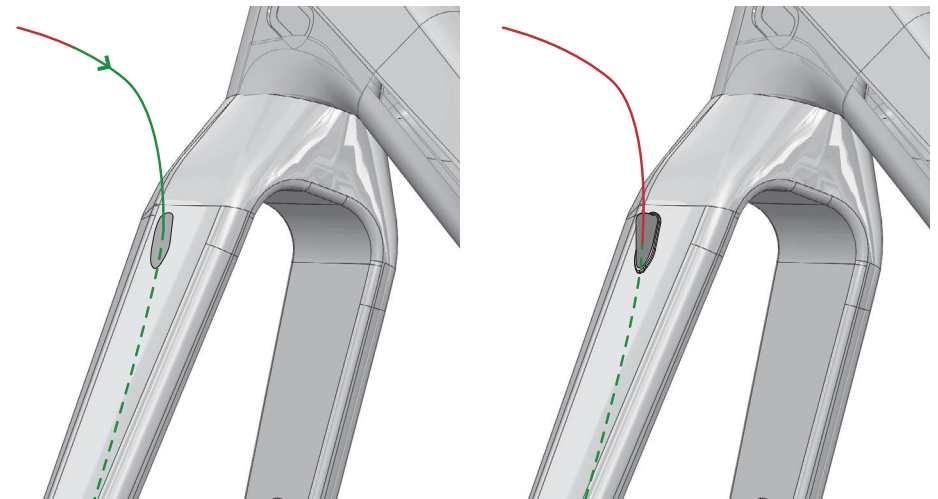
To make the installation of the internal cables and hoses easier, we recommend that you use the ParkTool IR-1 toolkit.

3 INSTALLING THE FRONT BRAKE HOSE

1. Insert the loose end of the hose / cable into the frame via the entrance **D1**, and lead it out via the entrance **D2**.



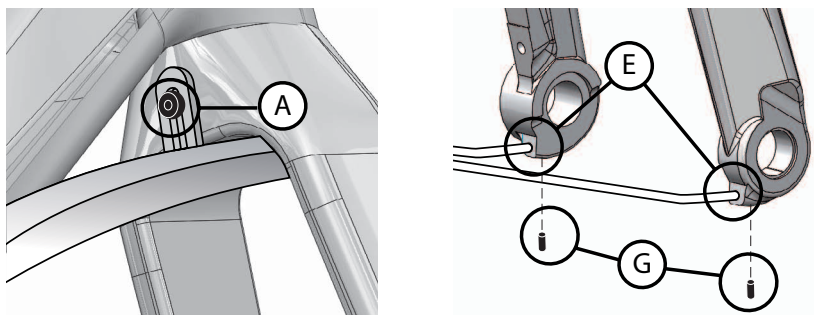
2. Insert a foam sleeve with the required length on the loose end of the hose / cable.
3. Close the whole brake system, and attach plastic grommets **010.0183.00001-196** to entrances **D1** and **D2**.



4 ATTACHING A FRONT MUD GUARD

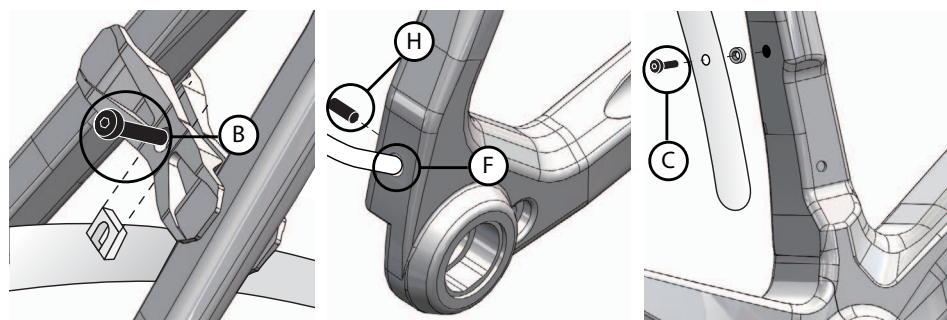
The frame and fork are designed to allow the easy and fast attachment of a front mud guard. Optimal functionality is guaranteed by the original set of mud guards (018.8281.00122-311); however, after a minor adjustment has been made, you can use any commonly available mud guards with a width not exceeding **40 mm**. **The mud guards must be equipped with one pair of struts.**

1. The top attachment point of the front mud guard is to be attached by the screw **A** to the rear of the fork crown.
2. Slide the loose ends of the mud guard struts into assembly openings **E** and **F** on the rear of the fork drop-outs and the frame, and fix it with safety screws (**set screws**) **G** and **H**.



5 ATTACHING THE REAR MUD GUARD

3. The front attachment point of the rear mud guard is to be attached by the screw **C** to the rear of the seat tube.

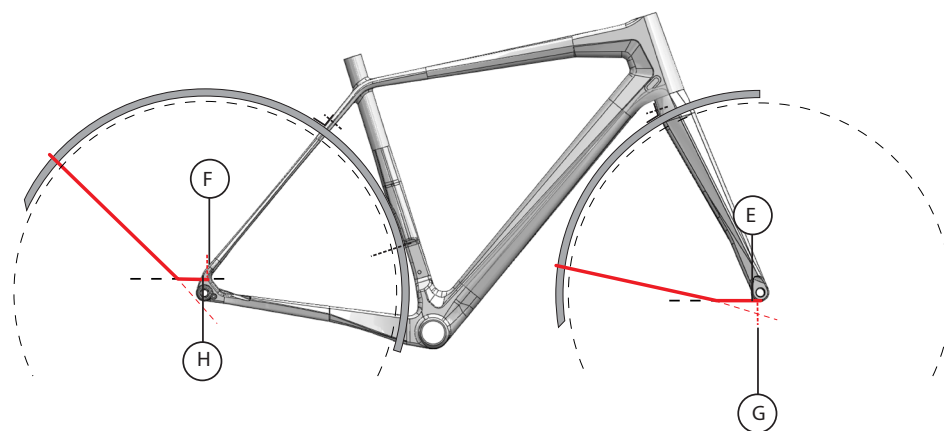
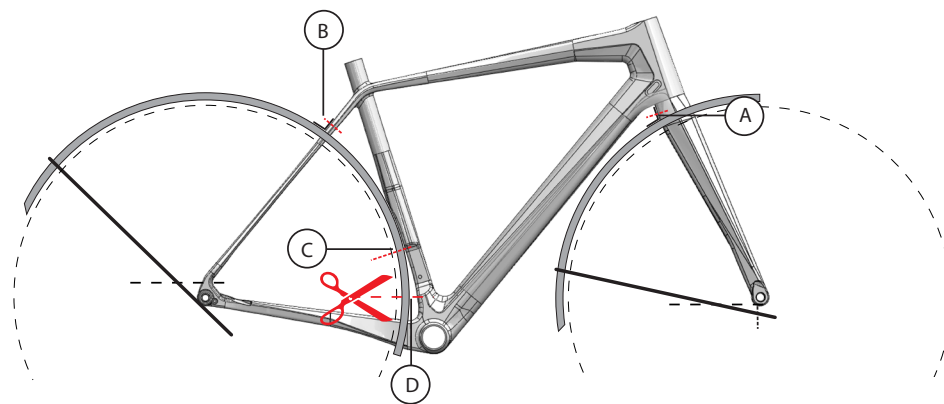


4. Thread the top attachment point on the X-Bridge screw **B** and the whole bridge fasten to the seat stays of the frame. We recommend that you stick protective stickers from the **087.7000.00009-196** set to the seat stays, where the X-Bridge comes into contact with them.

6. ATTACHING NON-PROPRIETARY MUD GUARDS

In case you wish to attach non-proprietary mud guards, the top attachment point of the front mud guard should be fixed to the crown of the fork by screw **A**, and the top attachment point of the rear mud guard is to be attached by the screw **B** to the X-Bridge. Subsequently, the position of attachment point **C** on the seat tube should be measured, and the mud guard should be drilled by a 5mm borer at this point. Attach the mud guard by screw **C**.

If necessary, cut away the excess end of the mud guard (**D**), or adjust its shape so that it does not collide with the front derailleur. The angle and length of the struts should be adjusted according to the entry openings in the fork (**E**), and the frame (**F**), and subsequently fixed by the set screws **G** and **H**. Maximum torque of 1 Nm must be observed.



ORIGINAL ACCESSORIES

Art. No.	BFI Product Code	Description
1	087.7000.00009-196	Set of protective stickers
2	087.8000.00003-196	Protective sticker for chainstay
3	087.4001.00002-196	Protective sticker for down tube
4	013.0002.00091-348	Shimano / SRAM rear derailleur hanger
5	013.0017.00004-348	X-Bridge – rear mud guard carrier
6	010.0183.00001-196	Cable grommets
7	059.0008.00002-290	DT Swiss RWS 15×100mm axle
8	059.0008.00003-290	DT Swiss RWS 12×142mm axle
9	087.8000.00017-348	Protective plate for chainstay
10	018.8281.00122-311	Original set of X-Road mud guards

COMPATIBILITY

Disc Diameter	Front	140 - 160mm	
	Rear	140-160mm	
Maximum tyre width	700×35C (Schwalbe G-One)		
Chaining	1×	Maximum number of teeth	50
	2×	Maximum number of teeth	53
Headset	FSA NO.42/ACB-A		
Bottom bracket	Pressfit Shimano standard 41×86.5mm		
Seatpost Clamp	31.8mm (minimum clamp height - 10mm)		
Seatpost	27.2mm (minimum insertion - 100mm)		
Front Derailleur	Braze-on type		



SMART TIPS

To improve handling and comfort and to prevent defects, we recommend installing a tubeless system. Should the bike be used over rougher terrain, we recommend you use 35mm wide tyres

