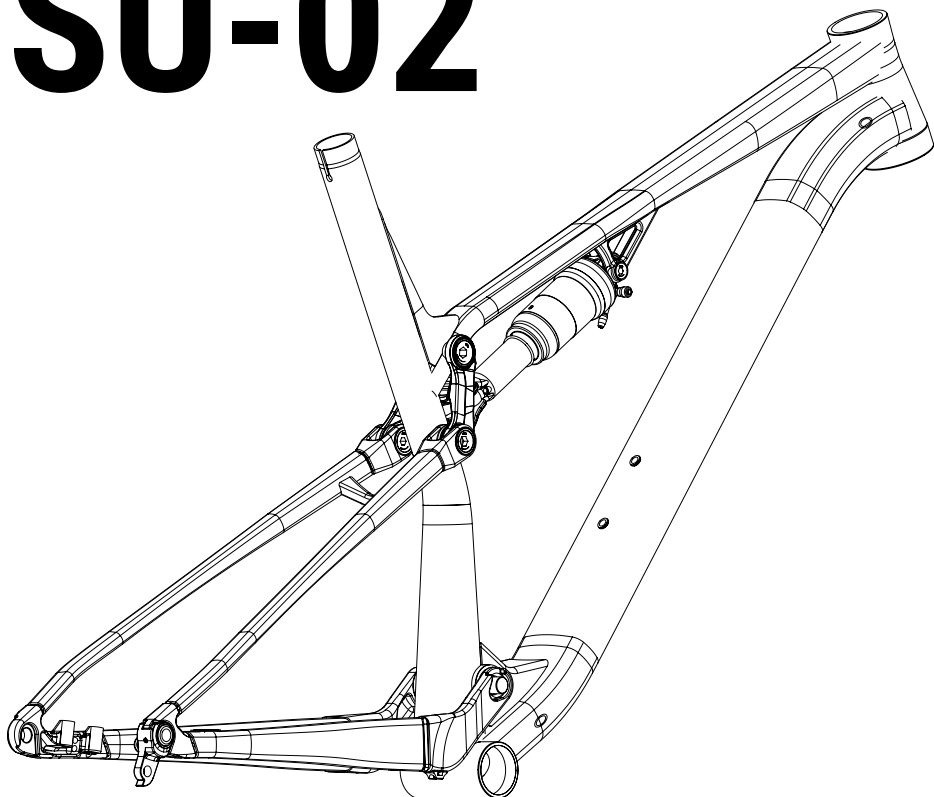


# SERVICE MANUAL SUPERIOR SU-02



# SUPERIOR SERVICE MANUAL

Superior would like to congratulate you on the purchase of your new bicycle. We place 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 Service 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 particularly 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

### WARNINGS RELATED TO MECHANICAL WORK

Specialized skills and tools are required to configure and tune 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 minor 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 authorized service center 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:

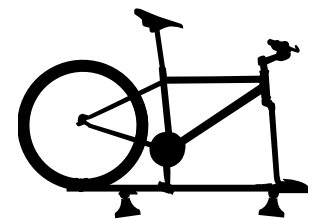
Type-3 operating conditions

Riding on paved roads, on- and offroad with drops, rough trails, rough unpaved roads, and rough terrain and unimproved trails that require technical skills. Jumps and drops are intended to be less than 61 cm (24")



# PREVENTING 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 and avoid high side loads; this especially applies when replacing the bottom bracket and cranks/crankset. High loads can lead to damage of 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. The bike then cannot move, which leads to 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 break or 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 case of strong solar radiation. Similarly, do not keep your bike in the vicinity of sources of high temperatures.



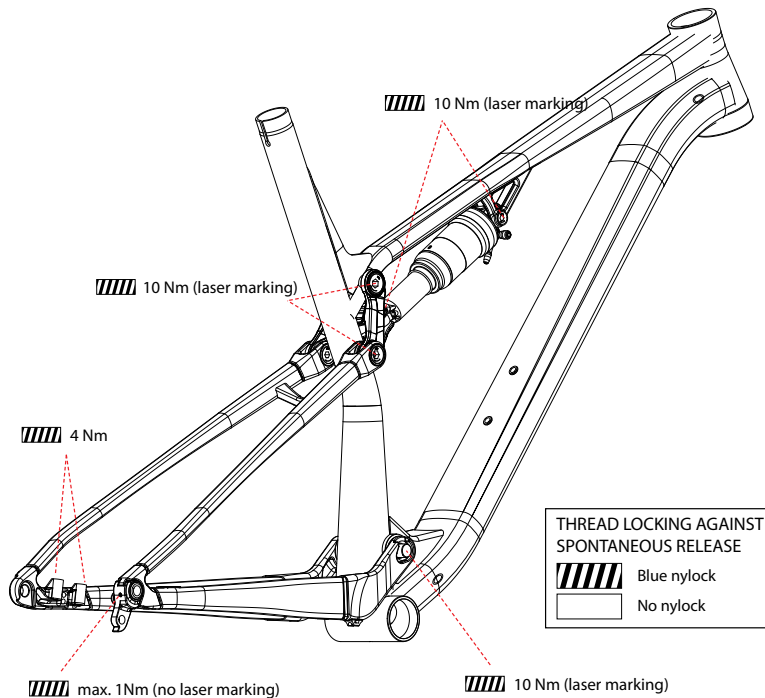
# SERVICE INTERVALS

- Large-scale service – At an authorized service centre, at least 1x per year or after 200 hours of riding.
- Check the tightening of moving parts before and after each ride. The prescribed torques of individual joints (see the diagram below) must be strictly observed.
- Bearings and pivots should be lubricated at least 1x per half a year.
- Consult your dealer about the exact service plan and maintenance schedule of your bicycle. The dealer shall propose the schedule 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 intensively, or if your dealer advises you to, 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

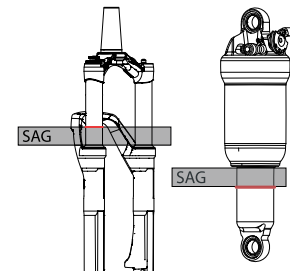
The warranty may be voided if the service intervals and prescribed torques are not adhered to.



# SETTING THE FORK AND REAR SHOCK

## CONFIGURING THE FORK AND REAR SHOCK STIFFNESS (SAG)

- The fork and the rear shock must always be unlocked while being configured.
- Move the rubber indication ring located on the inner fork leg and the shock 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 and the rear shock are 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**

	Fork		Rear shock	
SAG	%	mm	%	mm
Travel 100	15 - 20 %	15 - 20 mm	15 - 25 %	6 - 9 mm
Travel 140	15 - 20 %	21 - 28 mm	15 - 25 %	7 - 12 mm

## SETTING THE REBOUND FOR THE FORK AND SHOCK ABSORBER

- 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 control for adjusting the rebound is usually located on the can of the rear shock or at the lower end of the fork leg.
- When sitting on the saddle, ride off an edge of approx. 10 -15 cm in height.
- If the shock rocks 1 or 2 times, the rebound is set correctly.
- If the shock rocks more than 3 times, the rebound is too fast.
- If the shock does not rock at all, the rebound is too slow.

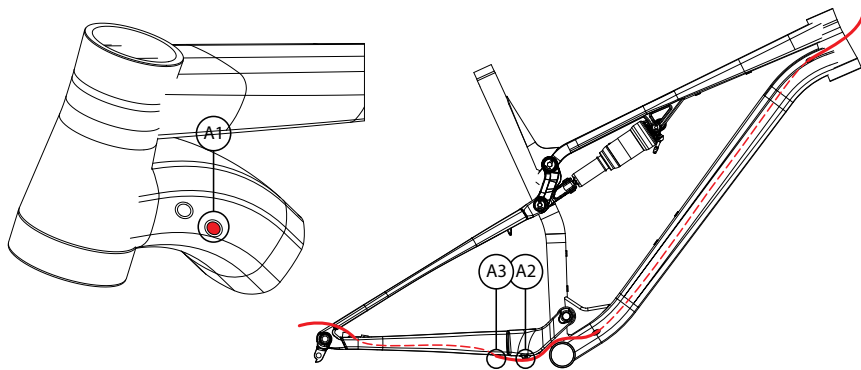
# SERVICE

## REPLACING THE CABLES AND HOSES

Ducts are made using guiding tunnels inside of the bicycle frame. The ducts allow easy and quick replacement of cables and hoses within their full length without need to break them.

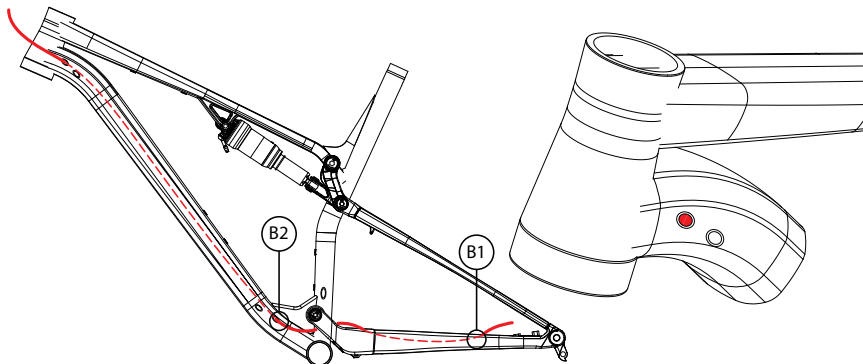
### 1 REPLACING THE REAR DERAILLEUR CABLE

- 1.1 Slide the old cable out from the guide in the frame.
- 1.2 Slide a new cable in the frame through the hole **A1**.
- 1.3 Slide the cable through the hole **A2** in the rear swingarm.
- 1.4 Fix the cable to the hitch **A3** using a tying strip.



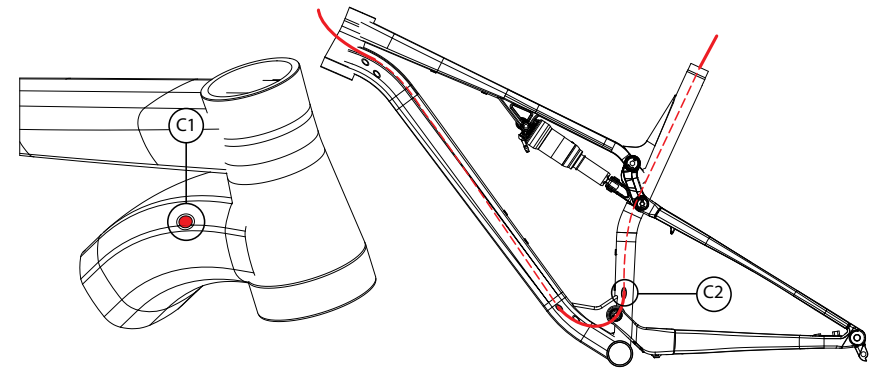
### 2 REPLACING THE HYDRAULIC HOSE OF THE REAR BRAKE

- 2.1 Slide the old hose out from the guide in the frame.
- 2.2 Slide a new hose in the rear swingarm through hole **B1**.
- 2.3 Put the hose from the inner side under the main pivot and insert it through the hole **B2** into the frame.

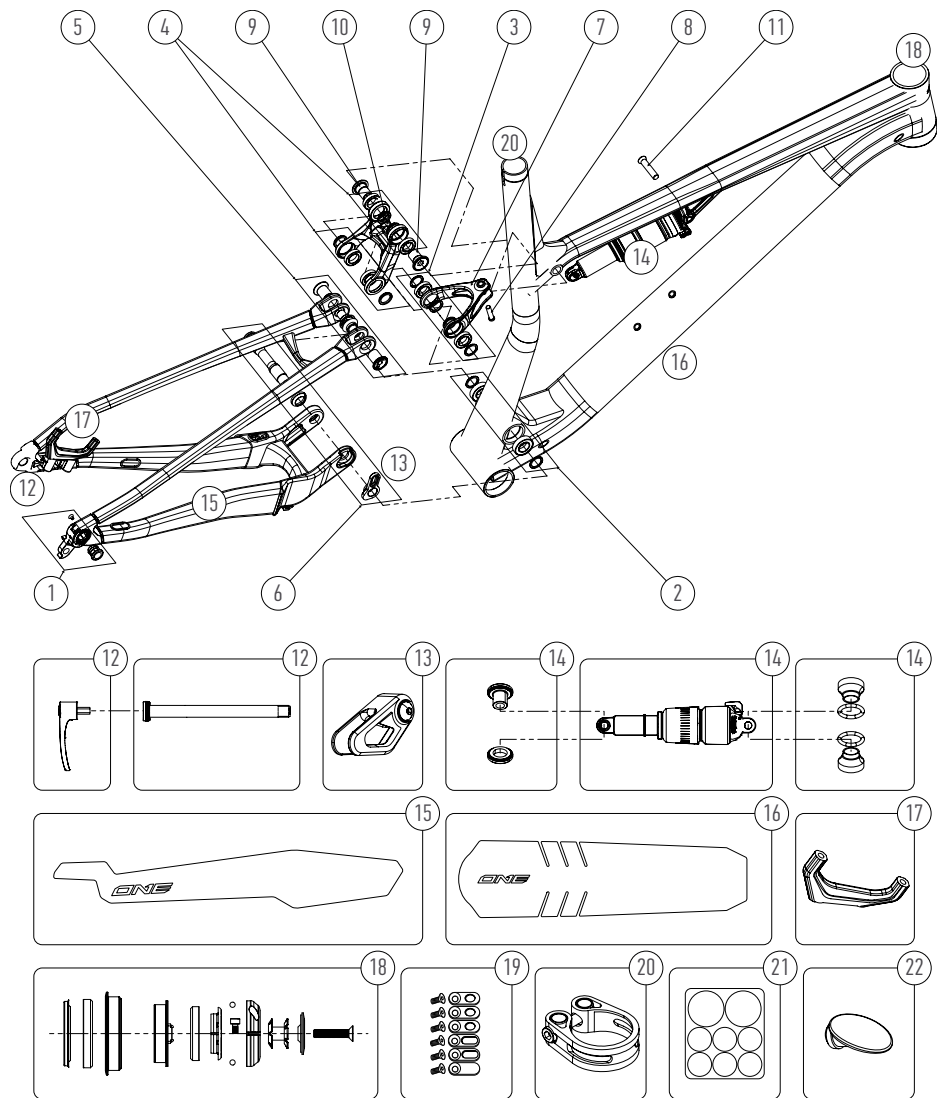


### 3 REPLACING THE TELESCOPIC SEATPOST CABLE

- 3.1 Slide the old cable out from the guide in the frame.
- 3.2 Slide a new cable in the frame through the hole **C1**.
- 3.3 Slide the cable through the hole **C2** in the seat tube.



COMPATIBILITY			
Brake Rotors	Front	Ø 160 -180 mm	
	Rear	Ø 140 -180 mm	
Tyre		max. 29 x 2.35"	
Chainring	1x	max. number of teeth 38	
Crankset		Q factor min. 168 mm	
Headset		BC 1-1/8" *1.5" FSA NO.57/ACB; Orbit ZS	
Bottom Bracket		Pressfit BB 92 mm	
Seatpost Clamp	Ø 34.9 mm	min. clamp height 10 mm	
Seatpost	Ø 30.9 mm	Minimum insertion / Frame size	100 mm / 15.5"- 21.0"
		Maximum insertion / Frame size	140 mm / 15.5" 175 mm / 17.5" 225 mm / 19.0" 270 mm / 21.0"
Fork		Travel 100 -140 mm	
Rear Shock	travel 100 mm	190 x 45 mm	
	travel 130 mm	190 x 50 mm	



ORIGINAL ACCESSORIES		
ART. NO.	ITEM	BFI PRODUCT CODE
1	DERAILLEUR HANGER	598.1303.00010
2	BEARING SET	598.1303.00011
3	BEARING SET	598.1303.00015
4	BEARING SET	598.1303.00017
5	SEAT STAY PIVOT	598.1303.00014
6	MAIN PIVOT	598.1303.00013
7	LINK	013.0003.00104-372
8	SCREW	013.0003.00102-372
9	PIVOT	013.0003.00107-372
10	LINK	013.0003.00103-372
11	SCREW	013.0003.00101-372
12	E-THRU AXLE	598.1303.00019
13	CHAIN DEVICE	067.0012.00001-196
14	SHOCK	006.0000.00233-290
	SHOCK HARDWARE	598.1303.00018
15	FRAME PROTECTOR CH/S	087.8001.00003-196
16	FRAME PROTECTOR DT - TRANSPARENT	087.4000.00006-196
	FRAME PROTECTOR DT - TRAIL	087.4000.00005-196
17	DB MOUNT 160 MM	073.0013.00033-372
	DB MOUNT 180MM	073.0013.00034-372
18	HEADSET	009.1205.00002-389
19	INTERNAL ROUTING SET	013.0003.00129-372
20	SEATPOST CLAMP	011.0302.00096-196
21	FRAME PROTECTOR	087.7000.00009-196
22	PLUGIN (1 PC)	013.0004.00026-196



#### SMART TIPS

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

# #BEFASTER

Superior is a registered trade mark of  
BIKE FUN International

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[www.superiorbikes.eu](http://www.superiorbikes.eu)