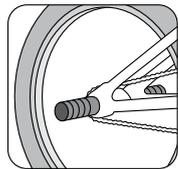


 **KHEbikes®**

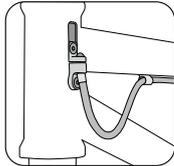
**Operating manual**  
BMX bikes



# Components



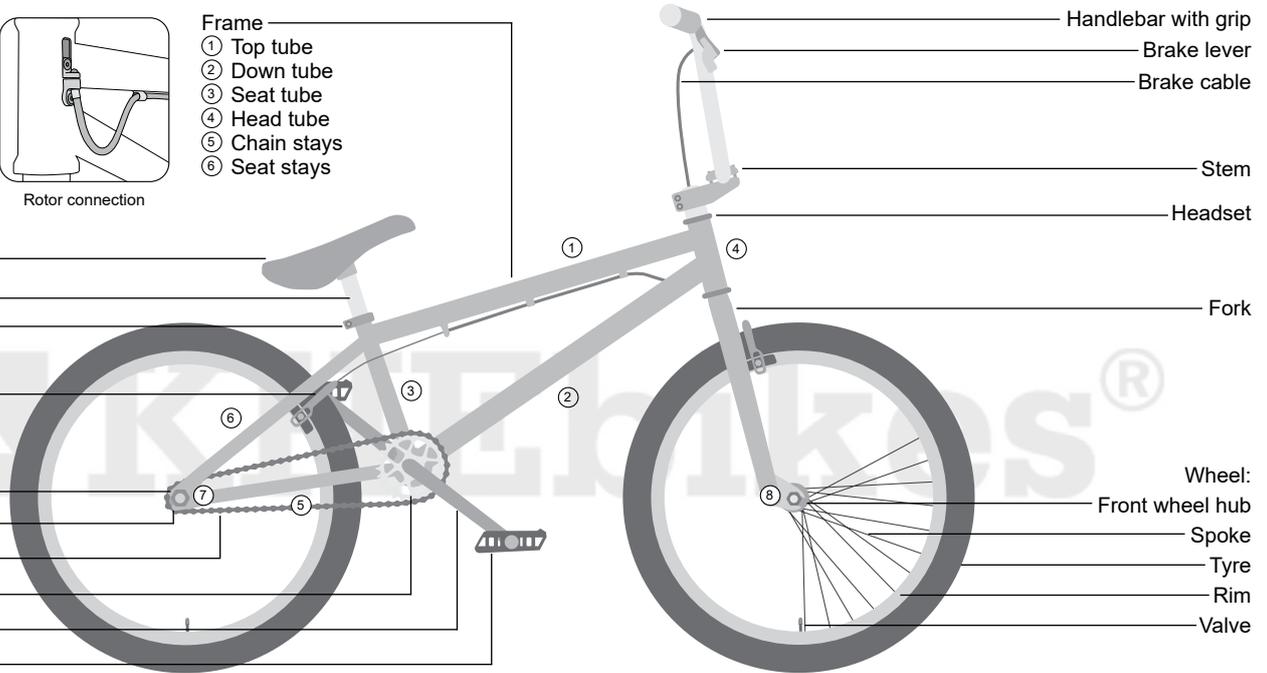
Optional axle peg



Rotor connection

- Frame**
- ① Top tube
  - ② Down tube
  - ③ Seat tube
  - ④ Head tube
  - ⑤ Chain stays
  - ⑥ Seat stays

- Seat
- Seat post
- Seat post clamp
- Rim brake
- Fork end
- Sprocket
- Chain
- Chain ring
- Crank arm
- Pedal



- Handlebar with grip
- Brake lever
- Brake cable

- Stem
- Headset

- Fork

- Wheel:**
- Front wheel hub
  - Spoke
  - Tyre
  - Rim
  - Valve

⑦ Fastening rear wheel (bolted axle)

⑧ Fastening front wheel (bolted axle)

This illustration shows a BMX bike. The bike you have purchased may look slightly different. This guide describes BMX bikes. This instruction manual only applies to the bicycle mentioned on the envelope with which it was issued.

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Company address:  
KHE GmbH & Co. KG  
Am Hambiegel 3  
76706 Dettenheim  
Version number: 1/22

## Legal disclosure

If you have any questions concerning your bike, contact your local specialist retailer. If you still need help, contact the manufacturer.

For contact details, please refer to the guarantee conditions, return envelope or any other accompanying brand materials from the bike manufacturer.

### **Responsible for distributing and marketing the operating manual**

inMotion mar.com  
Rosensteinstr. 22, D-70191 Stuttgart  
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### **Content and images:**

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Legal inspection by a lawyer's office specialising in intellectual property.

This operating manual covers the requirements and scope of DIN EN ISO 4210-2:2015-12 and DIN EN 16054:2012-11.

In case of delivery and use outside this scope, the manufacturer of the vehicle must supply the requisite manuals.

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BMX EN Edition 1.0 February 2022

## Introduction

Dear Customer,

To start with, we would like to provide you with some important information about your new BMX bike. This will enable you to handle the technology better and to avoid risks. Please read this operating manual carefully and keep it in a safe place for later reference.

Your bike will be partially assembled when you receive it. Carefully read the accompanying assembly guide and follow all the instructions provided. It is assumed that the user of this bike has the basic knowledge needed to operate bicycles.

Anyone who:

- repairs or services
- cleans
- or disposes of this bicycle

must have fully read and understood this operating manual. If you have any further questions or have not quite understood certain points, you should contact KHE or a specialist retailer for your own safety. This manual contains information about construction, technology, maintenance and servicing. Please take note of this information as much of it is relevant to safety. Failure to consider this information can cause serious accidents, falls and damage to property. As modern BMX bike technology is highly complex, we have chosen to only describe the most important points. Furthermore, this manual only applies to the bike for which it was issued. For the technical specifications of any parts used, please consult

the instructions and manuals of the respective manufacturers. In case of any uncertainties, please contact a specialist retailer.

The following instructions must be observed at all times:

First, however, here are a few pointers regarding the rider which should be considered before starting a journey:

- Always wear a correctly fitting and suitable BMX helmet and use it each time you ride your bike!
- Read the instructions supplied by your helmet manufacturer relating to fitting the helmet properly.
- Always wear bright clothing or sports clothes with reflective elements and suitable protective clothing (e.g. protectors) when riding your bike.
- Appropriate trousers are mandatory. Your shoes should have non-slip soles.



Even if you are an experienced bicycle rider, it is essential that you first read the chapter "Before your first ride" and then carry out all the important checks from the chapter "Before every ride". Please note that as a bike rider, you are particularly at risk on public roads. Ensure that you protect yourself and others with responsible and safe riding.

Instructions for parents and guardians: As your child's legal guardian, you are responsible for their actions and safety. This includes taking care of the bike's technical condition and supervising the rider. In the section titled "Children's bikes", take careful note of what you and your child need to pay attention to. In addition, you should also ensure that your child has learnt how to use the bike safely. They should know how to ride the bike safely and responsibly in the environment in which it will be used.

If you have any questions about your BMX bike, please contact KHE Bikes by calling +49 7247 / 954558-13 or by sending an email to [service@khebikes.de](mailto:service@khebikes.de).

## Safety instructions

Please read all warnings and instructions in this manual thoroughly before using your bike.

Please keep this manual in a safe place for future reference. Keep it close to your bike so that you can access it at any time.

In order to ensure safe operation, it is first necessary to perform some assembly work and adjustments. Please read the assembly guide carefully to this end.

KHE GmbH & Co. KG accepts no liability for damages resulting from non-compliance with these instructions. Your bike should only be used for its intended use.

Any other use may lead to technical failures and accidents. Liability for defects and warranty will be void in the event of improper use.

**Please ensure you read the chapters “Before your first ride” and “Before every ride” before taking your first ride!**

If you lend your bike to a third party, please also give them this manual.

This manual contains five different types of pointer symbols: one provides important information about your new bike and how to use it, the second refers to behaviour that could cause damage to property and the environment, the third warns against potential falls and serious damage to your equipment or physical injury, the fourth indi-

cates the correct torque to apply so that the bike parts do not loosen or break, and the fifth pointer reminds you that it is necessary to read the operating and assembly manuals included carefully. When you see these symbols, there is always a risk that the described danger may occur. The text which the warning covers always has a grey background.

The pointers break down as follows:



**Note:** This symbol provides information about how to use the product or highlights specific parts of the operating manual that are particularly important.



**Warning:** This symbol warns of misuse which could result in damaging the product or the environment.



**Danger:** This symbol indicates possible dangers to your health and life that could arise if specific actions or appropriate care is not taken.



### **Important bolted connection:**

Precise torque must be applied here when tightening. You can find the correct torques to use in the table on page 25, or you can contact KHE (service@khebikes.de). In order to apply a precise torque, you must use a torque wrench. If you don't have a torque wrench, take your bike to a specialist retailer to be repaired! Parts which do not have the correct torque could come loose or break! This may result in severe falls.



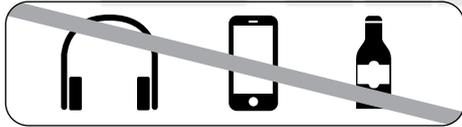
### **Operating instructions: Read**

**all the instructions delivered with the bike. If you are unsure about any of the topics covered in this handbook, contact KHE or ask a specialist retailer for help.**

## For your safety

This operating manual assumes that you can ride a bike. It will not teach you how to ride a bicycle. Likewise, it does not explain how to assemble or repair your bike.

You have chosen a BMX bike. Your bike is not approved for use on public roads. Your bike is equipped to perform standard BMX tricks on BMX tracks. Always be aware that riding a bike is inherently dangerous. BMX is an extreme sport where falls and injuries are common. Be particularly attentive when riding to avoid endangering yourself and others. When riding your bike, all your attention should be on what you are doing. Never ride with headphones. Never talk on the phone while riding. Never ride your bike if you are not able to completely control it. Under no circumstances should you ride your bike if you have taken medicine or are under the influence of alcohol or drugs.



- Alter your way of riding accordingly when riding in wet and slippery conditions. In this case, you should ride more slowly and brake more carefully and gradually since the braking distance becomes significantly longer.
- Ride at an appropriate speed for the terrain and your riding capabilities.



Do not ride in skate parks or on half-pipes in wet conditions. They can be dangerously slippery. If you lose control of your bike, you may fall and seriously injure yourself.



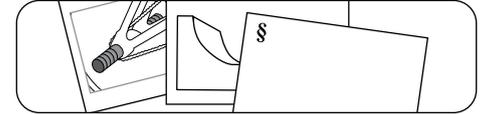
Remember that your bike is not authorised for use on public roads. It does not comply with the German Road Traffic Licensing Regulations (St-VZO). BMX is a potentially dangerous sport. Only ride with suitable protective clothing such as a helmet and body protectors.



Your bike should only be used for sporting activities and should not be used for transporting cargo or towing trailers.

## Before your first ride

Please consult the operating manuals provided by the individual component manufacturers that are available online.



KHE will be happy to answer any further questions that you may have after reading this manual. If you have any questions or complaints, please call + 49 7247 954558 13 or send an email to [service@khebikes.de](mailto:service@khebikes.de).

Ensure that the bike is ready for use and adjusted to your size. This includes:

- Checking the position and attachment of the seat and handlebars
- Mounting and adjusting the brakes
- Fastening the wheels securely onto the frame and the fork
- Ensure that all bolted connections are tight – always use a torque wrench to tighten them if necessary.

Have your specialist retailer set up your handlebars and stem so that they are in a comfortable position for you.

Set up the seat so that it is in the right position for you (see page 12). Have a specialist retailer set up the brakes so that the brake levers are always within easy reach. Ensure that you know which lever operates the front brake and

the back brake (i.e. left or right). Usually, the right brake lever operates the rear wheel brake and the left brake lever operates the front wheel brake. Before your first ride, always check which wheels the brake levers are connected to as this can vary.

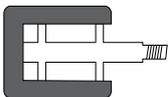


Modern braking systems might be more powerful or have a different functionality than those that you are used to. Familiarise yourself with the bike's braking behaviour before your first ride!

Practice operating the brakes in a safe area without traffic before you start a journey. Remember that the effectiveness of brakes can be different, and usually worse, when riding in wet conditions or on slippery surfaces. Adapt the way you cycle to slippery surfaces and braking distances which may be longer.



If rubber or plastic pedal covers have been put on your bike, familiarise yourself with their grip. When wet, rubber and plastic pedals are very slippery.



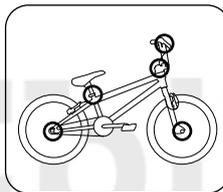
### Snagging hazard

Moving and turning parts of your bike may lead to danger during use, maintenance and upkeep.

Protect yourself by not wearing loose clothes that may get caught. During use, maintenance and servicing, keep away from turning parts (wheels, cassettes) and do not touch moving, sharp or protruding parts (cranks, pedals).

Ensure that the wheels are securely fastened in the frame and fork. Check that all important mounting nuts and bolts are secure (see page 25).

Lift your bicycle up slightly and drop it onto the ground from about 10 cm in the air. If it rattles or makes another unusual noise, ask a specialist retailer to identify and fix the problem before you ride the bike. Push the bike forwards and apply each handbrake individually. The rear brake, when operated, must allow the rear wheel to lock; the front brake, when operated, must lift the rear wheel off the ground. The bike's steering should not rattle or have any play.

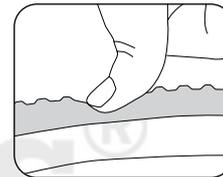


Possible positions of bolt joints

Please do an initial test ride in a safe place where you can familiarise yourself with the new brakes! Modern brakes can have completely differently braking behaviour to what you may be used to. Check the air pressure in the tyres. You will find information as to the required tyre pressure on the sides of the tyres. Please adhere to the required minimum and maximum pressure! If you cannot find the recommended pressure values, 2.5 bar/36 PSI is a suitable pressure for most tyres.

As a general rule of thumb, you can check the tyre pressure (such as when out on a ride) by doing the following: If you place your thumb on a pumped-up tyre, you should not be able to significantly change its shape by applying pressure. Check the tyres and rims. Look for damage, tears and deformations, foreign objects, such as glass splinters or sharp-edged stones, etc.

Never ride your bike if you notice cuts, tears or holes. Have your bicycle checked over in a specialist workshop.



## Before every ride

Before every ride, please check that:

- The brakes are working and are safely secured
- The tyres are free of foreign objects and damage, and the rims are not damaged and run true, particularly after riding off road
- The tyres have a sufficient tread depth
- The bolts and nuts are tightened sufficiently
- The frame and fork are not misshapen or damaged
- The handlebars, stem, seat post, axle pegs and seat are all correctly and securely fastened and in the right position
- The rotor is functioning safely
- The seat post and seat are secure. Try turning the seat or tipping it upwards or downwards. The seat should not move.



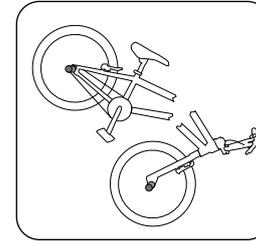
Do not use your bike if you think it may not be in perfect condition. Have a specialist retailer check it.

If you use your bike a lot, either for sport or daily use, it is particularly important that you get all the important parts checked regularly by a specialist retailer. Frame and fork, wheel suspension components and other parts relevant to your safety such as the brakes and wheels are subject to heavy wear which can impact their operational safety. A component may unexpectedly begin to malfunction if you use it beyond its lifespan or recommended period of use. This may lead to falls and serious injuries.



Please make these checks before continuing after a fall or if your bicycle falls over! Components made from aluminium cannot be safely straightened again. Have the bike checked by a specialist retailer.

## If you have a fall



Check the entire bike for any damage. This could be dents and cracks in the frame and fork but also bent parts. Also, if any parts such as the handlebars or seat have shifted or

twisted, you need to check that these parts are working and safely secured.

- Examine the frame and fork closely. If you examine the surface from different angles, you usually will be able to clearly see any deformations.
- The seat, seat post, stem and handlebars must still be in the correct position. If this is not the case, **DO NOT** attempt to turn or bend the part back from its new position without undoing the corresponding bolts. When fastening parts, always use the specified torque. You can find the values for this in the "Bolted connections" chapter.

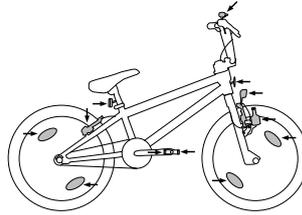
- Check that both wheels fit correctly and securely in the frame and fork. Lift the bike up at both the front and rear to turn the front and rear wheels. The rim should move smoothly straight through the brakes. The tyres must not touch the brakes.
- Check that both brakes are operating fully.
- The chain must lie securely on the chain wheel and rear sprocket. The chain tension must be correct. It must be engaged fully with the cogs. If you set off and the chain slips off a cog, you may fall and severely injure yourself.



Aluminium components can break unexpectedly when deformed. Do not use any parts that have been deformed or bent, such as after a fall. Always replace these parts immediately.

If you notice any changes to your bike, DO NOT continue cycling. Do not retighten loose parts without prior inspection and not without a torque wrench. Take the bike to a specialist retailer, describe the fall to them and have the bike inspected!

## Legal regulations



### Your bike is not equipped to be used on public roads.

Before riding your bicycle on public roads, you should inform yourself about the applicable national regulations in your specific country.

These regulations provide information about how to equip your bike so that you can use it on public roads.

The lighting system required to be installed or carried with you is also described. You will also be informed on which brakes the bike needs to be equipped with.

You will also find information about applicable age restrictions, i.e at what age you can ride your bike and where. The regulations for children riding on public roads are also found here. It will also be made clear if a helmet is required by law.

For use on public roads, the following is required:

- Lighting system with white front and red rear lights. Operated by a permanently installed generator, a rechargeable energy storage device or batteries that comply with the currently applicable legal regulations.
- Bell with a high ringing tone
- Two brakes that work independently from each other, one front and one rear brake.
- Reflectors
  - front: white, large, may be integrated into the headlight
  - rear: red, labeled with a "Z", should be in the rear light
- Wheels: two yellow reflectors per wheel, white reflective rings on the tyres or rims or reflective pins on the spokes
- One yellow reflector per pedal, one facing forwards and one facing backwards
- All lighting systems must have a certification mark that shows that they have been approved by the relevant authorities: A wavy line and a K number.

## Intended use



Bicycles are a means of transport designed to be ridden by one person. Transporting a second person on the bike is not permitted.



**Permissible total weight:**  
**Rider's weight + bike weight +  
baggage and protective equip-  
ment weight (see page 30)**



Certain KHE bikes are only suitable for riders that weigh 45 kg or less. Do not exceed this rider weight limit!

You can find the permitted maximum rider weight at [www.khebikes.com](http://www.khebikes.com) in the product description for each model.

Intended use also includes adherence to the operating, servicing and maintenance conditions that are described in this manual.



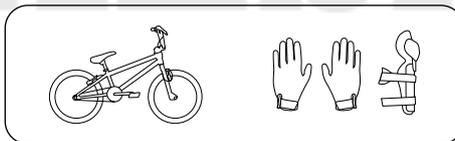
### Dangers of improper use

Only use your bike for its intended use. Please read the section "Intended use". Intended use also includes adherence to the operating, servicing and maintenance conditions that are described in this manual. Inform other users of the intended use and the dangers of not adhering to it. Improper use, overloading and lack of maintenance may lead to accidents and falls involving severe injuries to you and other people!



Always carry a lock with you. Always secure your bike against unauthorised and improper use.

## BMX



BMX bikes should not be used on public roads. Your bike is only designed for use on freestyle BMX tracks. This includes tracks for flatland, street, park and dirt disciplines. Your bike is

designed for use on medium terrain, e.g., BMX circuits, ramps, pump tracks and skate parks. KHE bikes should never be ridden with only one brake. Foot rests/axle pegs should be mounted and used correctly.

For models with a one-piece crank,

- Lenny 16"
- Arsenic LL 16"
- Blaze 18"
- Roouse 20"
- Cosmic 20"
- Black Jack 20"

**Category 3** from the following table applies.

For models with a three-piece crank,

- Arsenic 18"
- Ravisher LL 18"
- Chris Böhm 20"
- Barcode LL 20"
- Cope 20"
- Centrix 20"
- Silencer LT 20"
- Strikedown 20"
- Plasm 20"

**Category 4** from the following table applies.

Conditions	1	2	3	4
Description	Refers to bikes and EPACs used on normal paved surfaces where the tyres are intended to maintain ground contact at average speeds and to handle occasional drops.	Refers to bikes and EPACs to which condition 1 applies and which are also used on unpaved roads and gravel paths with moderate uphill and downhill gradients. In these conditions, there may be contact with uneven terrain and repeated loss of contact between the tyre and the ground. Drops are limited to 15 cm or less.	Refers to bikes and EPACs to which condition 1 and condition 2 apply which are also used on rough paths, rough unmade roads, difficult terrain and on unmade paths and which require technical skill to use. Jumps and drops should be less than 60 cm.	Refers to bikes and EPACs to which conditions 1, 2 and 3 apply and which should be used on rough paths at speeds of less than 40 km/h. Jumps should be less than 120 cm.
Typical range of the average speed	15 to 25 km/h	15 to 25 km/h	not relevant	not relevant
Approved drop/jump height	< 15 cm	< 15 cm	< 60 cm	< 120 cm
Intended use	Commuting and leisure riding with moderate effort	Leisure riding and trekking with moderate effort	Sport and competitive riding on moderately technically demanding tracks	Sport and competitive riding on very challenging technically demanding tracks
Type of bike (examples)	City and urban bikes	Trekking and touring bikes	Cross-country and marathon bikes	Mountain bikes and trail bikes
Recommended riding skills	No particular riding skills required	No particular riding skills required	Technical skills and practice required	Technical skills, practice and good bike control required

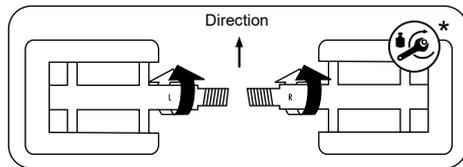
Appropriate safety equipment (an approved bicycle helmet, cycling gloves and protectors) should always be worn.

KHE cannot be held liable for damage resulting from any use outside of the intended use. This applies particularly to damage resulting from failure to comply with the safety instructions, e.g., owing to:

- use in BMX races
- use on difficult terrain, steep inclines, in bike parks and on downhill tracks
- overloading
- or the improper repair of defects
- riding with just one brake

## Installing pedals

If your bike was supplied without the pedals pre-installed, they must be attached with the correct tool. Please note that the pedals have to be screwed in in different directions and secured with a high mounting torque (see page 25). Apply assembly grease to both threads before assembling the pedals.



Use a 15 mm open-end wrench or a special long pedal wrench. The torque is 40 Nm.

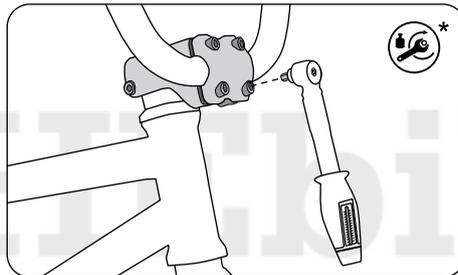
\* see page 25

## Adjusting the bicycle to the rider

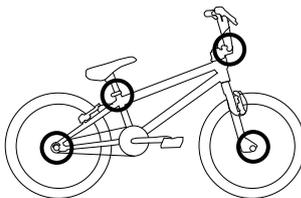
The seat post, seat, stem and handlebars must be fastened in place with bolted connections.



Only allow specialist retailers to work on your handlebars and stem! The components are important for your safety.



Possible positions for adjusting bolted connections

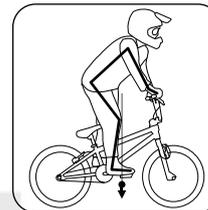


Possible positions for the bolted connections

## Setting up the riding position



BMX bikes are mostly ridden in a standing position. Have your specialised retailer advise you on a suitable riding position.

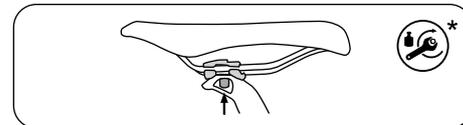


The knee should be directly above the axle of the front pedal.

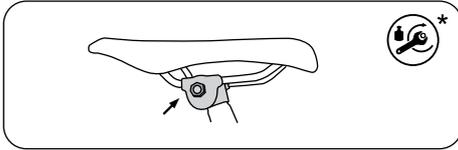
The seat should be set as low as possible to allow for sufficient space to perform tricks and jumps.

### Seat tilt

If your bike has a bolted fastener on the seat, you can use this to set the seat tilt. For good control when performing tricks and jumps, the front of the seat should be tilted slightly upwards. You can adjust this by loosening the clamping bolts in the seat post.

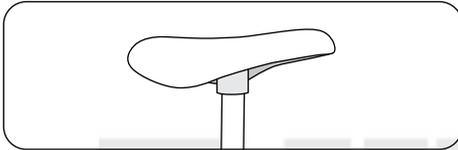


Patented seat post with one-bolt locking mechanism



Attachment with seat clamp

On some bikes, the seat tilt is fixed and cannot be altered.



The seat post and seat must be securely fastened in place. To do this, grasp the seat at the front and back and attempt to turn it. It should not move.



When adjusting the height of the seat, never pull the seat post further out than the maximum extension length marked! If there is no maximum mark, the seat post should always be at least 7.5 cm deep in the tube frame.

## Adjusting the handlebar position / stem



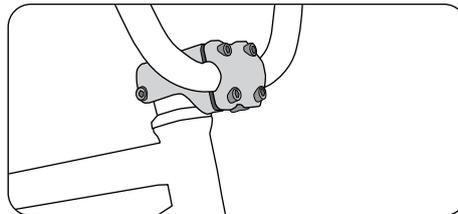
Only allow specialist retailers to work on your handlebars and stem!



Changing the position of the stem also changes the position of the handlebars. You should always be able to safely reach and use grips and controls. Please ensure that all cables and lines are long enough to allow you to turn the handlebars in every possible way.

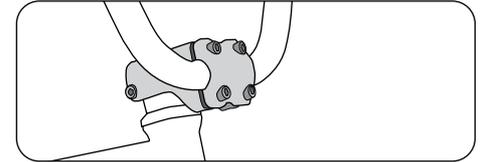


Due to the shape of the handlebars and their specialised usage, large amounts of stress are placed on the handlebars and stem. Have both these parts securely attached by a specialist retailer and checked on a regular basis.



The handlebars should be parallel to the fork. The handlebars should be roughly a shoulder-width long. If the handlebars are too long, have them shortened by a specialist retailer or buy a new set of handlebars that are the correct size.

## A-head stems



Height change possible as follows:

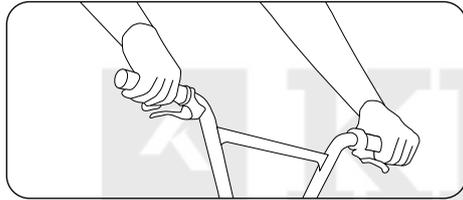
- Replace the stem
- Replace the handlebars

## Setting up the brake levers

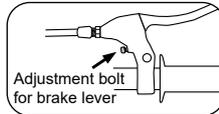
Set the brake levers so that you can easily reach them and brake when standing on the pedals. Please familiarise yourself with which lever operates which brake!



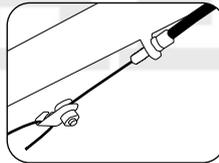
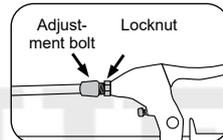
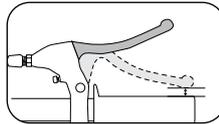
The brake levers should be set up so that your hands can safely and comfortably apply them as a straight extension of your arms.



If you would like to swap the position of the brake levers on the handlebar grip, please contact a specialist retailer to do this.



the brake levers closer to the handlebars using special equipment.



adjustment bolt may be

In order to be able to apply the brake lever if you have smaller hands, in some models it is possible to position

Set up the cable tension in such a way that the brake levers do not touch the handlebar grip, even when they are applied to their fullest extent!

Mechanical brakes can usually be readjusted by turning the adjustment bolt. You can find this bolt on the brake lever or the cable counterholder on the top tube. Loosen the adjustment bolt until it is possible to brake safely. Secure this position by tightening the locknut.

On side-pull brakes, the

## Children

### Important notes for parents

Read this chapter particularly carefully. As a parent, you are responsible for the safety of your child. Before every ride, please carry out all steps listed in the chapter "Before every ride".

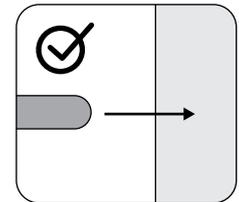
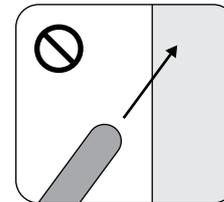
Before your child uses the bike alone, spend some time with them to help them practise.

Discuss and practise controlling the bike, and talk to them about appropriate behaviour in traffic.

Riding in BMX parks or on tracks requires knowledge and practise. There are some rules that you must make your child aware of.

It is especially important to supervise them carefully on their first bike rides. Whatever you do, while practising with your child, take care not to push them out of their comfort zone too quickly.

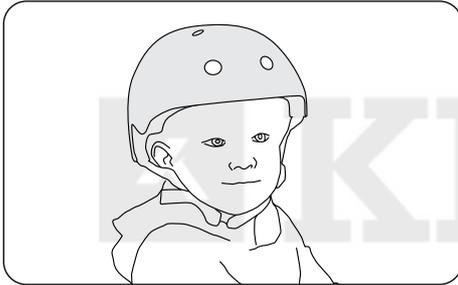
Before they set off on a bike ride, make sure they are familiar with using the brakes and how the brakes feel. Choose a suitable area, such as a safe street or square without traffic, to help your child learn how to cycle and use their bike. Teach them how to tackle obstacles such as low kerbs and tram tracks. If possible, these obstacles should be ridden over at an obtuse angle. Watch for possible hazards from in front or behind.





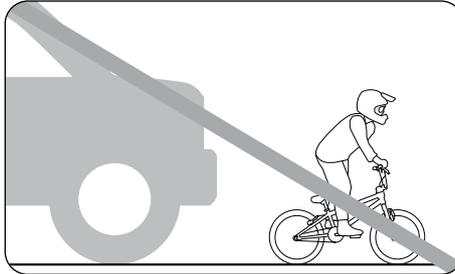
Never let your child ride without a helmet!

Only buy certified bicycle helmets. Take your child with you when purchasing the helmet so that they can try it on and choose one that fits and that they like. They will be more likely to accept and wear a helmet that appeals to them. Make sure the helmet fits perfectly and that the straps are properly adjusted and attached.



Make sure the child has bright clothing on, tight trousers and shoes with a firm grip. Reflective strips are recommended for visibility.

Contact KHE Bikes if you have any questions about maintaining and setting up your bike. The bike is not equipped in accordance with legally applicable regulations. It cannot be used on public roads.



### Before your first ride

- Familiarise your child with the brake system. Supervise them while they have a few goes at using the brakes.
- Make sure they understand that the brakes do not work as well in wet conditions and that they should cycle more slowly on rainy days.



Make these first cycling lessons into a game so that they are fun for your child. This will help them learn faster and enjoy it more!

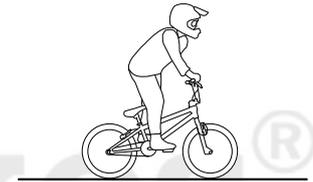
Before each ride, go through the checks and tests laid out in this chapter regularly with your child. This way they will learn how to use their bike and will know how to recognise malfunctions and tell you about them. Repair any defects immediately or take the bike to a specialist retailer.



If you notice any problems while checking the bike, do not let your child ride the bike. This could lead to a serious accident. If in doubt, contact KHE Bikes.

### Adjusting the bicycle to the child

BMX bikes are ridden in a standing position. The seat must be set as low as possible.



### Service/maintenance

Check your child's bike regularly. Young children especially cannot be relied on to monitor the bike's safe operation.

Operating the brakes: Familiarise your child with the use of the brakes in a safe area. They should learn how to operate both brakes at once. If they only use the front brake, their weight could shift, causing them to flip over the handlebars.

## Operating the brakes



Familiarise your child with which way round the brake levers work. Which lever is linked to which brake can vary between bikes. If necessary, ask a specialist retailer to switch the brakes over.



Ask your child to be careful when learning to use the brakes. They should only practise emergency braking on even ground without traffic.



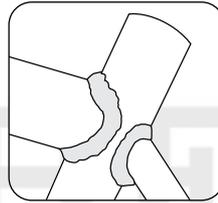
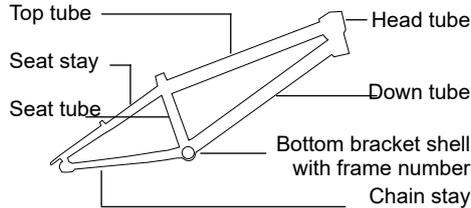
If the roads are wet and slippery, your child should be especially careful while braking as the tyres can slip. Tell them to ride their bike more slowly whenever the weather is bad.

## Tyres



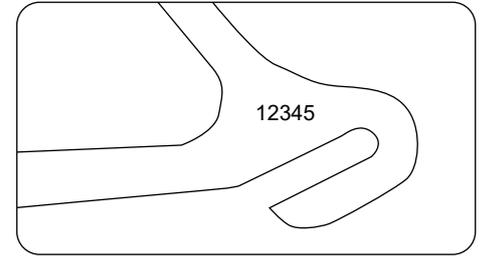
Ask your child not to ride over high curbs or steps as doing this could damage the wheels or tyres of the bike or even cause a fall.

## Frame



Welded aluminium frame

Thanks to the evolution in materials and construction techniques, it is nowadays possible to produce all shapes of frames safely so that they perform stably during riding.



Sample illustration



Under no circumstances should you ride with a bent or broken frame. Never attempt to repair damaged parts yourself as this could result in accidents. Faulty parts must be replaced by KHE. Please only ride your bike again when the faulty parts have been replaced. Faults on the frame or other parts can cause accidents. If your bike does not ride in a straight line without any problems, this can be due to a bent frame or fork. Please contact KHE Bikes to have the frame and fork checked.



If your bike is stolen, it can be identified using its frame number. Please note down the full number in the correct order. Otherwise, it is impossible to make a unique identification. The frame number can also be engraved on various parts of the frame. It is often located on the seat tube, on the fork ends or on the bottom bracket shell.

## Service/maintenance



When replacing broken or worn parts that are relevant to your safety, only use original replacement parts from the manufacturer or parts approved by the manufacturer. Most of the time, the warranty and/or manufacturer's guarantee is voided if non-authorized replacement parts are used.



If you install non-original or wrong replacement parts, this can lead to severe loss of function! Tyres with poor grip or safety, brake pads with a low friction coefficient and incorrectly installed or poorly made lightweight components can all lead to potentially serious accidents. The same applies for improper assembly!



Have your bike checked regularly by a specialist retailer. These experts can identify damaged and worn parts and are able to advise you in selecting replacements. Refrain from repairing key parts yourself (frame, fork, handlebars, stem, headset, brakes, lights).



Modern bicycle technology is high tech! Working on it requires technical knowledge, experience and special tools. Do not work on your bike by yourself! Bring your bike to a specialist workshop if it is in need of repair, maintenance or restoration.



Just like all mechanical components, the bike is exposed to wear and heavy use. Different materials and components can react to wear and tear from heavy use in different ways. If a component is used for longer than it is designed for, it may suddenly stop working and possibly lead to injury or cause additional damage. Any kind of tear, puncture or colour change seen in an overused area indicates that the component's use has reached its limit; the component should in this case be replaced.



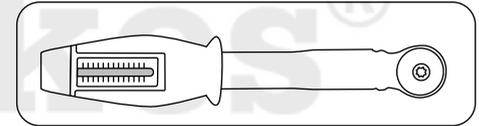
With your new bike, the bearings (e.g. bottom bracket and headset) may be a bit stiff to begin with. These are fixed firmly in the factory so that they can cope with high loads. Once you have ridden the bike for a while, the bearings will move more smoothly.



### Bolts and torque wrenches

When working on the bicycle, please ensure that all bolts are tightened to the correct torque. On some components, the torque required for mounting is printed.

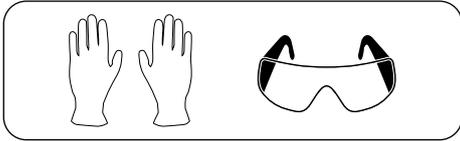
Measurements are given in Newton metres (Nm) and applied with a torque wrench. It is best to use a torque wrench that displays the tightening torque as it is in use. Otherwise bolts can snap or break. If you do not own a torque wrench, then you should always leave this work to a specialist retailer! A table listing the most important torques for bolted connections is provided on page 25.



Torque wrench



Wear suitable protective clothing, protective gloves and protective goggles during all installation and maintenance work. Otherwise, dirt or injuries that may be caused by lubricants and auxiliary devices among other things may result.



### Frame maintenance

Regularly check the frame of your bike for damage. Maintain the frame, e.g. with maintenance oil.

<https://www.khebikes.com/en/parts/accessories/2553/innotec-lubricant-high-tef-75ml>

### Chain

To ensure it works effectively, the bike chain has to be cleaned and greased regularly (see page 24). Dirt can be removed when washing the rest of the bicycle. Otherwise you can clean the chain by rubbing it with an oily cloth. When the chain is clean, it should be greased at the joints with suitable lubricant. After being left to soak, the excess lubricant should then be removed.

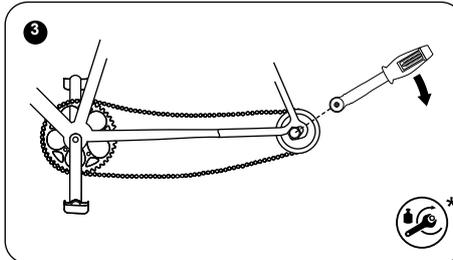
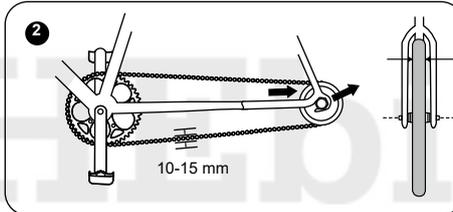
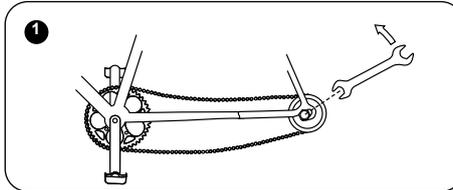
### Chain tension



To ensure that the chain and gears can work safely, the chain must have a certain level of tension. Otherwise they can come off and lead to a fall.

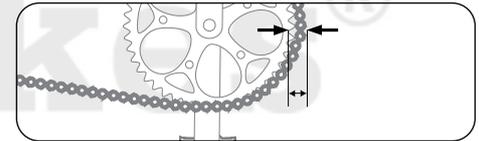


Once the chain has been tensioned, the axle nuts must be tightened again with the correct torque.

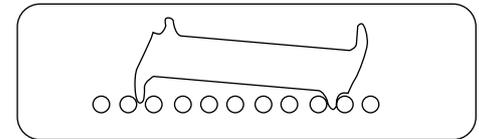


Dirt and permanent strain wear the chain. The chain should be replaced as soon as it can be significantly lifted (approx. 5 mm) from the front chain ring. Modern chains no longer have master links. You therefore need specialist tools to open, change and close them. This work should be carried out by a specialist retailer. Other chains are supplied/assembled with master links. In some cases, these can be opened without the need for tools. These master links can also be used to repair a damaged chain if they are the correct width.

### Determining chain wear



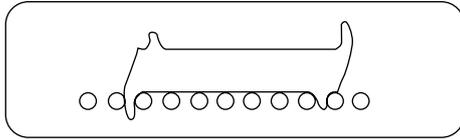
You can determine chain wear with a specialised tool.



Measuring chain wear

\* see page 25

If it is a new chain, the measuring tool will not sink in between the chain links.



If a chain is as worn as this one, the measuring tool will sink in completely. This chain must be replaced.



If a worn chain is not replaced, the rear sprocket and chain wheel will become excessively worn. This may result in earlier breakdowns and higher costs.

## Wheels

The wheels are subjected to heavy loads when the bike is ridden. Thorough checks and centring work on the wheels is undertaken before they are packed. During the first few kilometres of riding, the new spokes bed in.

- After the first 30 kilometres, the wheels must be checked by a specialist retailer and re-centred if necessary.
- The tension of the spokes has to be checked at regular intervals. Loose or damaged spokes must be replaced or centred by a specialist retailer.

The wheels are fixed into the frame and fork with axle nuts.



All bolts must be tightened with the correct torque. If the torque is not correct, the bolts could break or other parts can loosen (see page 25 “Bolted connections”).



Inappropriately installed wheels may shift or become detached while you are riding. This may damage the bike and lead to severe or life-threatening injuries to the rider.

## Checking the hubs

You can check the hub bearings as follows:

- Lift both wheels up from the ground by first lifting the bike at the front and then at the rear. Spin each wheel to start it turning.
- The wheel should continue to turn and then slow evenly. If the wheel suddenly stops, the bearing is defective. (Exception: completely new bikes.)
- The hub bearing should not exhibit play. Pull the wheels from side to side in the fork and frame to check if they are loose. No play should be noticeable here.
- If the wheels can be easily moved sideways in their bearings or are difficult to turn, the hub bearings have to be set by a specialist retailer.

## Rims / tyres



Normal operation wears down brake rubbers and brake pads. You should therefore regularly check the condition of your braking system and brake pads! Replace worn brake pads and brake rubbers in good time! Ensure that the rims and brake discs are clean and free of any grease!

Clean the braking surfaces regularly according to the inspection plan, page 22.



Rims are subject to a great deal of strain and are vital to your safety on the bike. Riding wears rims down over time, particularly on bicycles with rim brakes. If you see any damage, do not ride using this rim. Have them checked by a specialist retailer and replaced if required. Wear can weaken rims and lead to falls and serious accidents.



The permitted tyre pressure may not be exceeded when inflating the tyres. Otherwise this could lead to a tyre exploding. The tyres must be pumped up with at least the stated minimum tyre pressure. If the tyre pressure is too low, there is a possibility that the tyre could free itself from the rim. There is information

about the maximum permitted tyre pressure, and generally also on the minimum permitted tyre pressure, on the side surface of the tyre. If you replace the tyres, only exchange them for the same model with the same dimensions and profile. The bicycle's handling could otherwise be negatively affected. This may lead to accidents.

**i** Tyres are available in various dimensions. The tyre dimensions are provided with standardised information.

**Example 1:** "57 – 406" means that the tyres have a width of 57 mm and the rim has a diameter of 406 mm.

**Example 2:** "20 x 2.40" means that the tyre has a diameter of 20 inches and a width of 2.40 inches.

## Tyres and tyre pressure

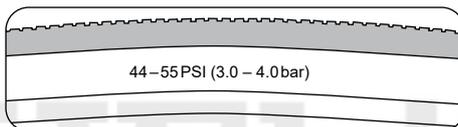
The recommended tyre pressure can either be given in bar or PSI. Recommended air pressure is 3–4 bar (45–55 psi). Depends on the rider weight and riding style.

**i** Please also inform yourself using the information provided by your tyre manufacturer. This could possibly be different from the information listed here. Not adhering to these guidelines can lead to damage to your tyres and inner tubes.



You should also regularly check your bike's tyres. The minimum and maximum permitted tyre pressure is printed on the side of the tyres. Please adhere to these values; otherwise the tyre may detach from the rim or burst.

If the inflation pressure rating indicated on the tyre and on the rim differ, the lowest maximum pressure and the highest minimum pressure apply.



Example of tyre pressure information

Tyres are wearable parts. You should therefore regularly check the pressure, tread and condition of your tyres. Not every tyre is designed for every type of use. Allow KHE Bikes to advise you when selecting tyres.



When replacing original tyres or cranks, ensure that there is sufficient space between the tyre and your shoe. Failure to do so may result in accidents and serious falls.

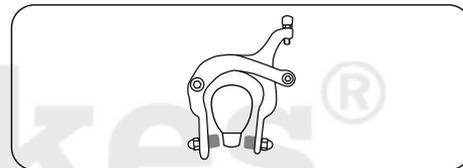


Your bike can only function safely and effectively if you replace parts with suitable, authorised replacements. Ask KHE Bikes for advice on suitable material.

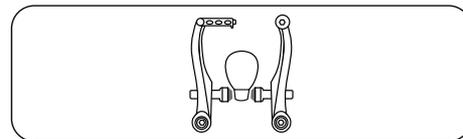
## Brakes

Your bike may be equipped with different rim brakes.

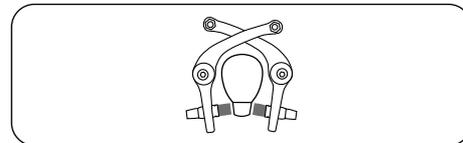
- Side-pull brake



- V-brake



- U-brake

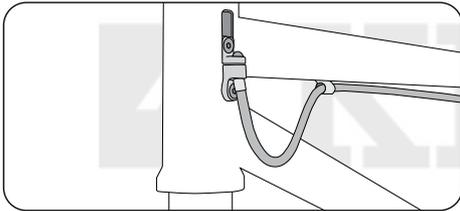




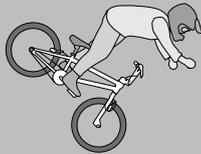
No brakes should be removed from your bike. If you ride with only one brake or no brakes at all, the warranty and the manufacturer's guarantee will be voided. In the event of an accident, your insurance provider may refuse to pay.



The safe fit of the brake cables in the rotor is important. They may become loose. Check the brake cables regularly. If something is not right, contact KHE Support.



Almost all modern brakes provide considerably more braking power than was available for bicycles in the past. Carefully familiarise yourself with the brakes, practise using them and practise emergency braking, starting on safe, empty terrain.



If you ride on a long or very steep slope, do not brake constantly or only using one brake. This could lead to the brakes overheating and loss of braking force. You are braking properly and safely if you use both brakes equally. The only exception is if you are cycling in slippery conditions such as on sand or a smooth surface. You should then exercise great care, slowing yourself down using the rear brake. Otherwise there is the risk of the front wheel slipping out to the side and causing a fall. On very long downhill stretches, you should not be lightly braking constantly. It is preferable to brake sharply for a shorter time when taking bends or if you are riding too fast. This allows the brakes to cool down in the meantime. This preserves your braking power.



Brakes are vital to your safety on the bike. You should therefore maintain them on a regular basis. This requires specialist knowledge and tools. Get a specialist retailer to carry out this type of work on your bicycle! Work that is improperly carried out endangers the operational safety of the bike!



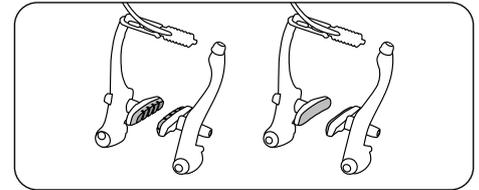
No oil-based liquids should ever be applied to brake pads, rim brake surfaces or brake shoes. These substances reduce the effectiveness of the brakes.

### Worn brake pads



Normal operation wears down brake rubbers and brake pads. You should therefore regularly check the condition of your braking system and brake pads! Replace worn brake pads and brake rubbers in good time! Ensure that rims and brake discs are clean and free of any oil!

The brake rubbers for brake pads are almost all made with grooves and notches. The grooves and notches are used, for instance, to determine the degree of wear on the brake rubbers. If the grooves and notches aren't visible anymore, then you must replace the brake rubbers.

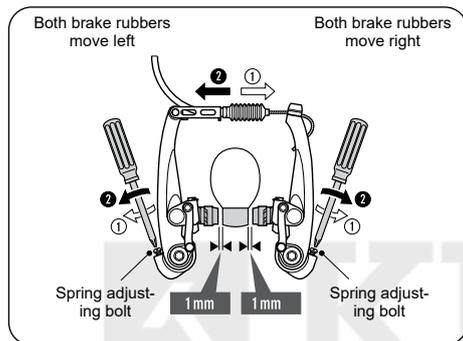


What to do if the brake rubbers start rubbing against the rim: The spring setting allows you to set the return force in such a way that both brake

rubbers lift evenly from the rim when you release the brake lever. Then, check that the brakes are functioning correctly.

You can find instructions at:

<https://www.khebikes.com/en/work-shop/brakes/adjust-u-brakes/>



Sample illustration

Source: Shimano® techdocs

## Inspection plan

The first inspection is particularly important for ensuring that your bicycle remains safe and problem-free! Cables and spokes stretch, while bolted connections can loosen. As such, always have a specialist retailer carry out the first inspection.



The first inspection must be done after 3–4 rides or an intensive weekend of BMX riding. If the first inspection is not carried out, your warranty may be voided.



Only exchange or replace parts of your bike with parts of the same brand and type. Otherwise, the guarantee and liability for material defects (warranty) will become void.



Modern bike technology is highly efficient but also incredibly demanding. You should service your bicycle on a regular basis. This requires specialist knowledge and tools. Allow a specialist retailer to carry out this type of work on your bike! You can get more information about your bicycle's parts as well as cleaning and maintenance in the operating manual provided by your manufacturer or on the manufacturer's website.



You can find a video with tips on BMX maintenance on the KHE website: <https://www.khebikes.com/work-shop>.



You can access the video directly by scanning this QR code.

Work which you can carry out yourself without risking your safety is printed in **bold**.

To ensure that your bicycle remains in a safe condition and fulfils the conditions of the warranty, the following terms apply:

- **Clean your bicycle after every ride and check it for possible damage.**
- **Allow a specialist retailer to carry out inspections.**
- **Check your bike at least once a month.**
- **Check that all bolts and nuts are secure.**
- **Use a torque wrench to tighten bolt joints!**
- **Service and lubricate the movable parts (except the brake surfaces) according to manufacturer information.**
- **Allow a specialist retailer to touch up any paint damage.**
- **Ask a specialist retailer to replace any broken and worn parts.**



After any work on the braking system, perform at least one brake test on safe, empty terrain.



Check the brake shoes regularly and have them replaced when they are worn out.

Further information can be found in the operating manual provided by the brake manufacturer.

## Schedule and inspection work

### Before every ride:

Work undertaken

Maintenance/inspection:

Check the following:

- **Spokes**
- **Rims for wear and concentricity,**
- **Tyres for damage, foreign bodies and correct air pressure**
- **Quick release**
- **The functionality of the gears and suspension**
- **The functionality of the brakes**
- **The frame for damage**

Torques:

- Handlebars
- Pedals
- Chains
- Seat
- Seat post
- All mounting bolts

**After 200 kilometres or 50 operating hours after purchase** (depending on what comes first), **and then at least once a year:**

Work undertaken

Check the following:

- **Tyres and wheels**

Torques:

- Handlebars
- Pedals
- Chains
- Seat
- Seat post
- All mounting bolts

Make possible adjustments to the following components:

- Headset
- Brakes

**Every 300 to 500 kilometres or 100 operating hours** (depending on what comes first):

Work undertaken

Check the following:

- **Chain for wear and tension**
- **Sprocket**
- Rim
- **Rear sprockets**
- Check the brake pads for wear, replace them if required

Clean:

- **Chain**
- **Sprocket**
- **Rear sprockets**

Grease:

- **The chain with suitable lubricant**

Check the following:

- All bolt joints are secure

**Every 3,000 kilometres or 500 operating hours** (depending on what comes first):

Work undertaken

Have the following checked, cleaned or replaced by a specialist retailer:

- Hubs
- Headset
- Brakes
- Pedals

### After rides in the wet:

Work undertaken

Cleaning and greasing:

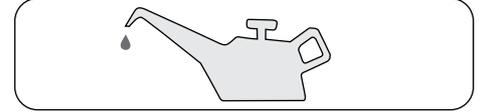
- **Chain**
- **Maintain brakes (except the brake surfaces) according to the manufacturer's instructions**



## Lubricant



Ask a specialist retailer for information about suitable lubricants! Not all lubricants are designed for all purposes. Using the wrong lubricants can lead to damage and impact the part's performance!



### *Lubrication schedule*

<b><i>What must be lubricated?</i></b>	<b><i>At what intervals?</i></b>	<b><i>With which lubricants?</i></b>
Chain	After removing dirt, after having ridden in the rain, every 250 km	Chain oil
Brake cables	When their performance deteriorates, once a year	Silicon-free grease
Wheel bearings, pedal bearings, bottom bracket	Once per year	Bearing grease
Thread	During installation	Assembly lubricant
Metal seat posts in the metal frame	Upon assembly, once per year	Grease
Joints of brake systems	When their performance deteriorates, once a year	Spray lubricant

## Bolted connections



It is vital that all bolted connections on the bike have the correct torque in order to ensure that they are secure. Too much or not enough torque can damage the bolt, nut or component. Always use a torque wrench. You are not able to correctly tighten these bolted connections without this specialist tool!



If a component specifies a torque for its bolted connections, then this should be strictly adhered to. Please read the instructions provided by the respective manufacturers of the individual components which often lists the correct torques. You can usually find these instructions online.

### Bolted connection

### Torque

Crankset arm, steel	30 Nm
Pedals	30 Nm
Front wheel nut	40 Nm
Rear wheel nut	50 Nm
A-head stem clamping bolts	8 Nm
M8 bolt for seat post clamp	8 Nm
Seat clamp bolt	20 Nm
Brake blocks	6 Nm

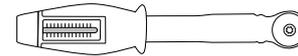
## Loose accessories



You always have to fit the enclosed accessories in line with the guidelines and instructions. With all connections, the correct torque must be adhered to (see page 25 "Bolted connections").

- Only use add-on parts that comply with the applicable legal regulations.
- Using non-authorized accessories can result in accidents or serious falls. You should therefore only use original accessories and add-on parts which fit your bike.

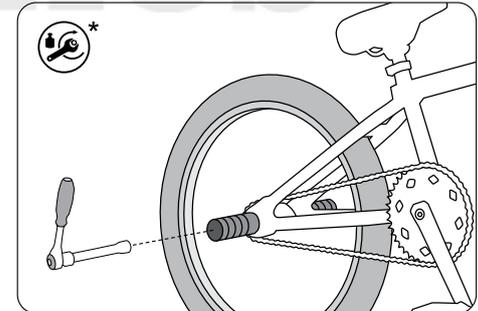
- Ask KHE Bikes for advice.  
Customers in Germany:  
service@khe-bikes.de
- Customers from Austria and Switzerland:  
support@khe-bikes.de



## Axle pegs



Due to their special usage, large amounts of stress are placed on the axle pegs. Ensure that the components are securely fastened and regularly checked by a specialist.



\* see page 25

## Transporting the bike



### **By car**

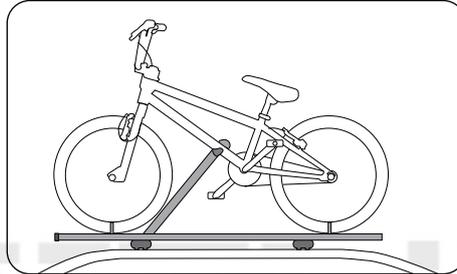
You should only use roof racks or rear carriers that comply with the requirements of the applicable road traffic regulations and all other regulations. Officially approved roof racks, rear carriers and other carriers are safe for use in road traffic. They must be approved in accordance with the applicable road traffic regulations. Look for a seal of approval, such as the GS stamp.



The total height of your vehicle changes when you transport a bike on the roof!

Carefully attach the bike so that it cannot come detached from the rack. This could result in severe traffic accidents. Check the fasteners multiple times during transport. Loose parts (e.g. tools, air pumps or bags) may come off during the drive and put other road users at risk. Remove all loose parts before departing. Only then may the bike be attached at the handlebars, stem, seat or seat post, if this is intended by the rack manufacturer. Do not use fasteners that could damage

the bike fork or the frame. Always transport bicycles on their wheels when not otherwise prescribed by the carrier manufacturer. Please do not attach the bike to the roof rack or rear carrier by its crank set. It may come loose and cause a severe accident.



The manufacturers of add-on components and accessories also provide information regarding use and assembly on their websites. Check it out when you use something new.



### **On the train**

In local public transport, there are different regulations regarding the carrying or transporting of bikes. Know which buses and trains you can take before using public transportation. In some trains, there are special storage spaces for bikes. Usually, these need to be reserved in advance.



### **By aircraft**

Check with the airline about the regulations regarding the transport of sports equipment/bicycles. You may have to declare the bicycle. Carefully pack your bicycle to prevent any damage in transport. For packaging, you can use a special bicycle case or a sturdy transport box. Ask your specialist retailer about this.



## Liability for material defects (warranty)



The conditions for warranty/liability for material defects are (partially) harmonised in Germany/Austria and countries that are subject to EU law. Please inform yourself about the applicable national regulations in your specific country.

Under EU law, the seller accepts liability for material defects for at least two years after the date of purchase. This includes defects that were present at the time of purchase or handing over. In fact, if material defects occur within the first twelve months after purchase, the assumption is made that these defects already existed at the time of purchase. Bikes are complex vehicles. Therefore it is required to implement all service intervals properly. Omitting servicing puts the claim of the seller at risk if the error could have been avoided by servicing. The necessary maintenance is outlined in the chapters of these op-

erating instructions and in the enclosed instructions from the component manufacturers. In most cases, the customer can first request subsequent fulfilment. If repair fails conclusively, which is the assumption after two attempts, the customer is entitled to abatement or cancellation of the contract. Liability for material faults does not cover normal wear and tear within the framework of use as intended. Construction elements of the propulsion and deceleration devices, as well as tyres, lighting and contact points between the rider and the bicycle are subject to wear and tear by virtue of their function. If the bike's manufacturer grants additional guarantees, you can find this out from KHE Bikes. Read the relevant guarantee conditions for further details about the guarantee cover and on how to exercise claims under it.



In the case of a defect/possible liability claim, please contact KHE Bikes. We recommend filing all purchase receipts and inspection reports as proof for your records

## Environmental protection tips

### **General care and cleaning products**

Please take the environment into account when caring for and cleaning your bike. You should use care and cleaning products which are biodegradable wherever possible. Please ensure that no cleaning fluid enters the drainage system. When cleaning the chain, use a chain cleaning tool. When cleaning the chain, dispose of chain lubricant properly at a suitable waste disposal site.

### **Brake cleaner and lubricants**

Brake cleaners and lubricants are to be treated like general cleaning and maintenance agents.

### **Tyres and inner tubes**

Tyres and inner tubes are not residual waste or domestic rubbish and have to be disposed of at your local recycling centre.



# Inspections

During the next inspection special care should be taken for:

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Parts that should be changed:

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Problems that occurred:

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1. Inspection  
After 3 – 4 rides or an intensive weekend of biking

Work done:

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Materials used:

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Date, signature

Retailer stamp

2. Inspection  
Within 3 months after receiving

Work done:

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Materials used:

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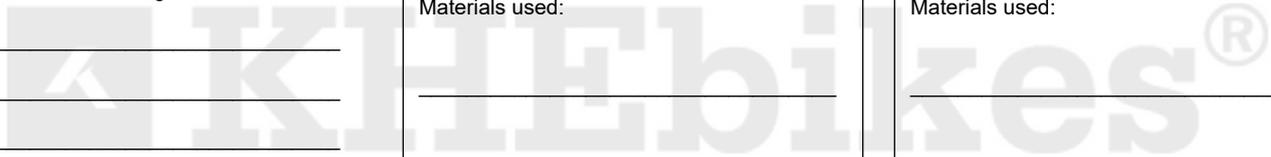
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Date, signature

Retailer stamp



**3. Inspection**

Within 6 months after receiving

Work done:

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Materials used:

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Date, signature

Retailer stamp

**4. Inspection**

Within 9 months after receiving

Work done:

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Materials used:

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Date, signature

Retailer stamp

**5. Inspection**

Within 12 months after receiving

Work done:

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Materials used:

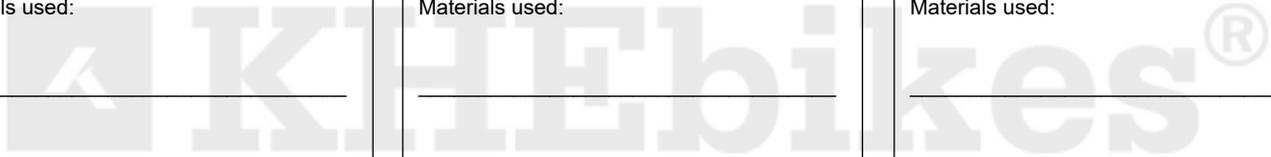
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Date, signature

Retailer stamp



## Hand-over documentation

The bike specified in the "Bicycle identification" section is a BMX bike, in accordance with the Chapter "Intended use".

### Customer/Recipient/Owner

Name \_\_\_\_\_

Address \_\_\_\_\_

Post code, Town/City \_\_\_\_\_

E-mail \_\_\_\_\_



The bike described in this operating manual is pre-assembled. The accompanying assembly guide must be read and the instructions followed. All checks and restrictions listed in the manuals must be carried out and adhered to.

### The following operating manuals were supplied and explained:

- Bike       assembly guide

Unless otherwise specified, trailers, child seats and racks are not permitted, and the bicycle is not licenced for competitions.

Permitted for trailers       yes     no

Permitted for child seats     yes     no

Permitted for luggage racks    yes     no

Permitted for competitions     yes     no

Permitted for bike parks       yes     no

Your BMX bike should only be loaded with a certain weight.

The following maximum values apply for the individual models:

Lenny 16"	40 kg	Chris Böhm 20"	80 kg
Arsenic LL 16"	40 kg	Barcode LL 20"	70 kg
Blaze 18"	50 kg	Cope 20"	90 kg
Arsenic 18"	80 kg	Centrix 20"	110 kg
Ravisher LL 18"	70 kg	Silencer LT 20"	120 kg
Roouse 20"	60 kg	Strikedown PRO 20"	140 kg
Cosmic 20"	50 kg	Plasm 20"	130 kg
Black Jack AL 20"	70 kg		

\_\_\_\_\_  
Purchase date

\_\_\_\_\_  
Signature recipient/owner

## Bicycle identification

Bicycle manufacturer: \_\_\_\_\_

Brand \_\_\_\_\_

Model \_\_\_\_\_

Frame height/size \_\_\_\_\_

Colour \_\_\_\_\_

Frame number: \_\_\_\_\_

Serial number: \_\_\_\_\_

Special features \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

In case of change of ownership:

Owner \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Date/Signature \_\_\_\_\_



