

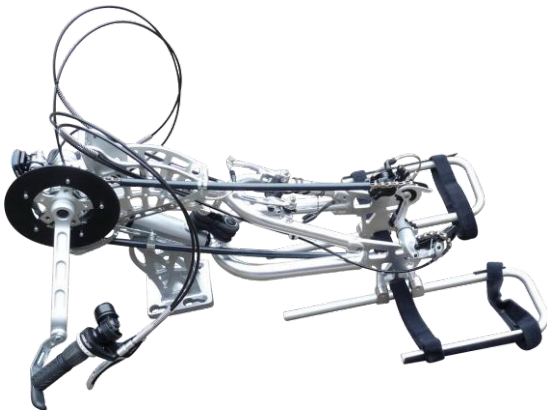


Bruksanvisning Lupo



Lupo

Adjustable backseat



Bike einfach bar da man es leicht zusammen klappen kann. Optimaler komfort und leichtes ein- und einsteigen durch Verstellbare Rückenlehne

14. Removing cranks

To remove a crank, proceed as follows:

- Hold the gear shift button with pliers and unscrew the tiny Allen screw M3 with an 1.5-mm Allen wrench.
- Unscrew the button.
- Remove the axle bolt with a 14mm box spanner. Check, to make sure that the washer underneath the bolt didn't remain in the axle hole.
- Insert the small tube from tool set Nr. 1 or 2, before using a standard puller to remove the crank. (an M6-nut may do the job as well, if you don't have the original tool set).

Very important: If not using the small tube or an M6 nut, you will destroy the shifting shaft when pushing with a standard puller!

If using a different crankarm not provided by the manufacturer, make sure the hole has a depth of at least 8mm.

Please also make sure that the right-side crankarm is not wider than 25mm, to prevent it from touching the spider when being tightened.

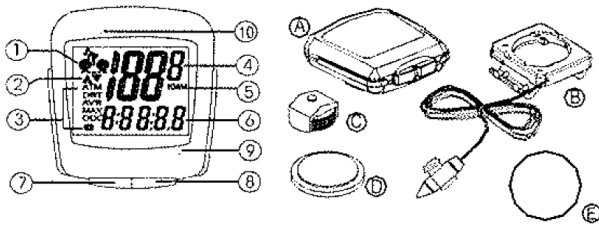
Hold the button with some pliers and unscrew the tiny M3 Allen screw within the button with a 1.5-mm Allen wrench.

Unscrew the axle bolt with a 14mm box spanner. Please make sure that the washer underneath the axle bolt has been removed, too.

Very important: Always insert the small tube (part of our tool sets Nr. 1 and 2) between axle and puller to prevent the shifting shaft in the center of the axle from being destroyed by the puller.



B8 INSTRUCTION MANUAL



- 1. Wheel Sensor
 - 2. Comparison
 - 3. Mode Symbol
 - 4. Speed Display
 - 5. Speed Scale
 - 6. Sub-Display
 - 7. Mode Button
 - 8. Reset Button
 - 9. Set (on back)
 - 10. A/C (on back)
- A. Main Unit
 - B. Bracket Sensor Kit
 - C. Magnet
 - D. Lithium Battery (CR2032)
 - E. O-Ring x 2

Wheel circumference range	10-3999mm
Initial value of wheel	2155mm
Battery type	CR2032
Battery life	Approx. 2 years (1hour every day)
Working temperature	0°C - 40°C
Power saving mode	No signal for 5 minutes
Wake up	Press button or receiving signal

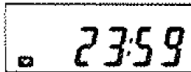
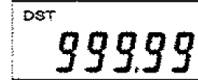
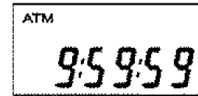


Current Speed 0 - 199km/h

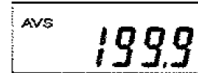
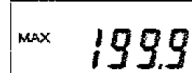
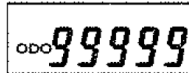
If current speed
 Lower than 40km/h
 Faster than 40km/h

▲ Faster than the average speed
 ▼ Lower than the average speed

ATM	trip timer	0:00:00 - 9:59:59
DST	trip distance	0.00 - 999.99
AVS	average speed	0.0-199.9
MAX	max. speed	199.9
ODO	programable total distance	0.0 - 9999.9



Clock 0:00 - 23:59 (KM/H)
 12:00 - 11:59 (M/H)

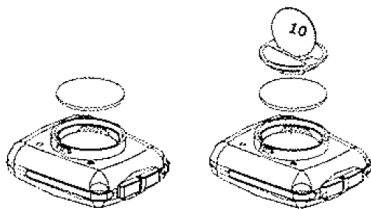


MAINTENANCE / PRECAUTIONS

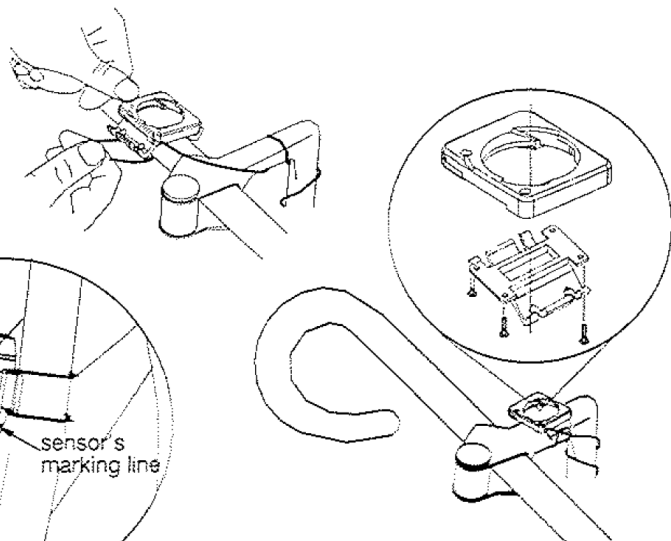
- Do not leave the main unit exposed to direct sunlight when the unit is not in use.
- Do not disassemble the main unit, sensor and magnet.
- Do not pay too much attention to your computer's functions while riding.
- Keep your eyes on the road and duly consider to traffic safety.
- Check relative position of sensor and magnet periodically.

MOUNTING THE SYSTEM

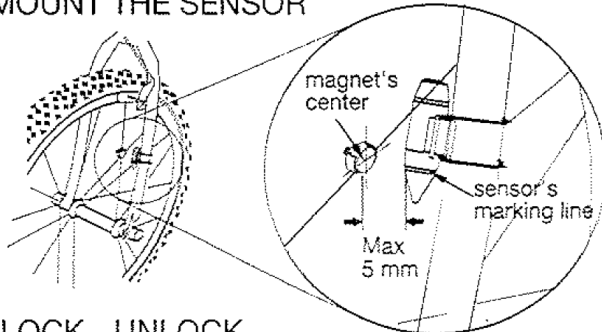
INSTALL BATTERY



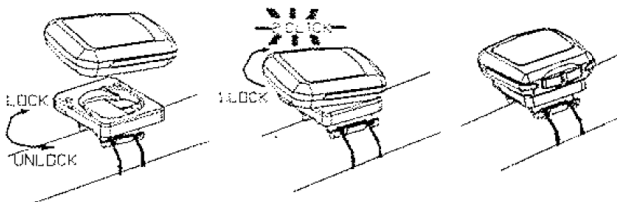
MOUNT THE BRACKET



MOUNT THE SENSOR



LOCK - UNLOCK



The sensor should be mounted on the same side of the fork as the holder is on the handlebar. Distance between magnet and sensor should be within 5mm .

The computer is put onto the handlebar by a clockwise turn of the computer fixed to the holder. To remove computer from handlebar holder, push the computer down, twist it anti-clockwise.

OPERATING INSTRUCTIONS

INSTALL BATTERY

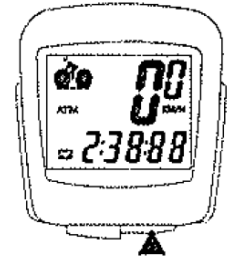


"AC" button

"AC" Key - When the "AC" button is pressed, all data stored in memory will be erased.

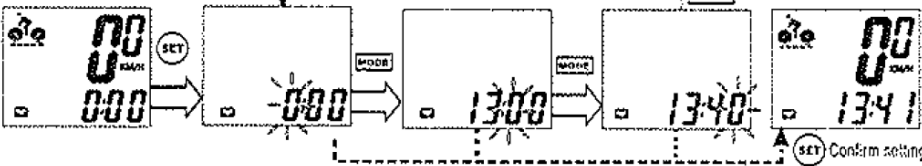
This operation should be executed only when irregular display occurs or no display appears.

RESET OPERATION

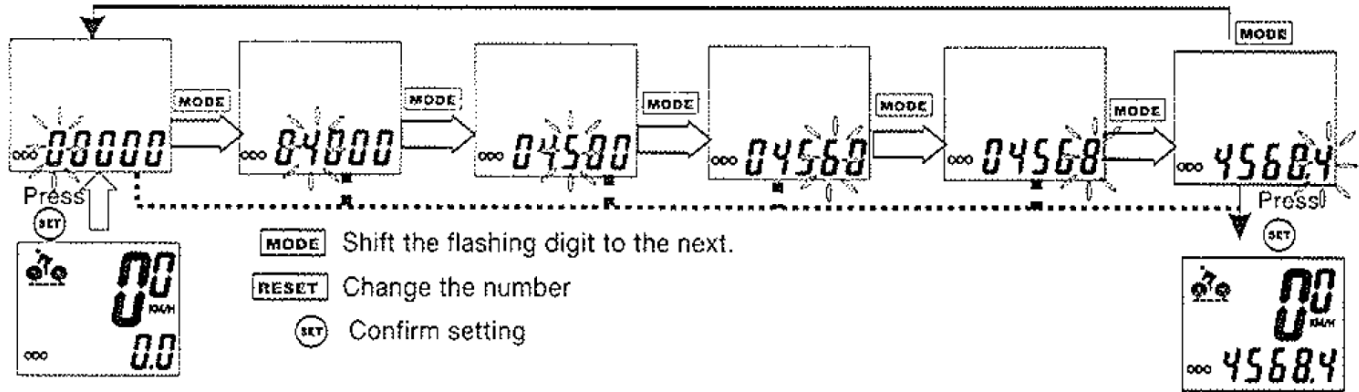


To reset ATM, DST, AVS, MAX, to zero. Hold "RESET" button for 2 seconds.

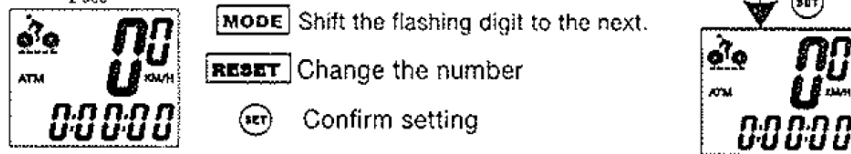
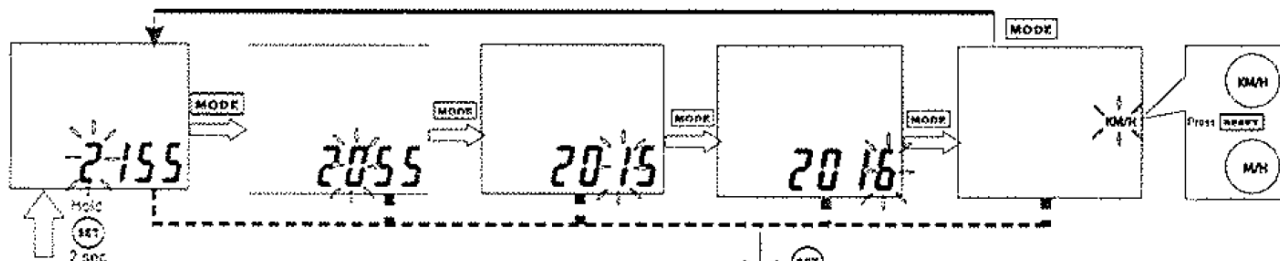
SET CLOCK



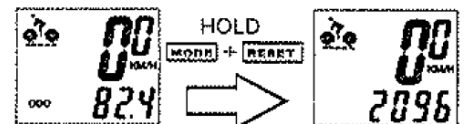
SET TOTAL DISTANCE



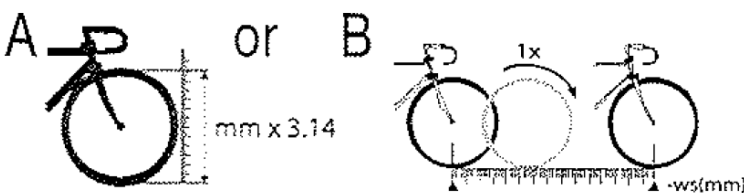
CHANGE WHEEL SIZE



SHOW WHEEL SIZE

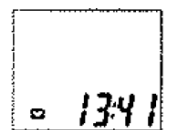


How to measure the exact wheel size



POWER SAVING

when the unit doesn't receive signal for 5 minutes.



MAINTENANCE AND CARE

GEAR ADJUSTMENT

GEAR HUB

3 Place thumb shift lever in standard mode.

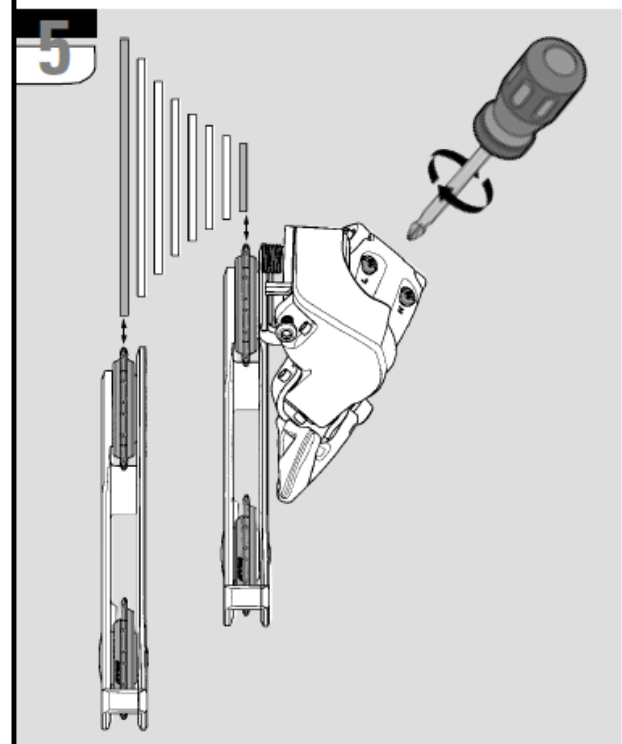
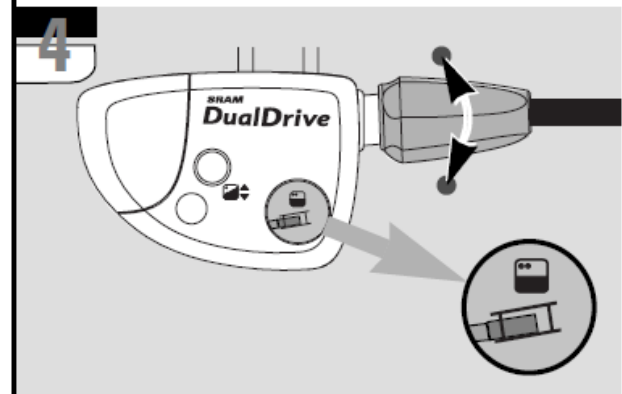
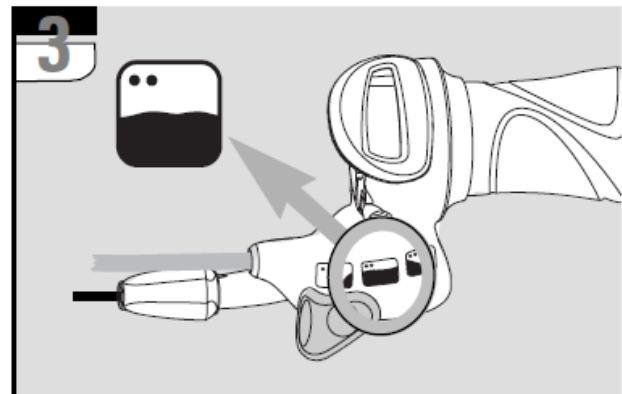
4 Match up the yellow marks in the Clickbox viewing window by twisting the barrel adjuster.

DERAILLEUR

Limit screw adjustment:

5 View the rear derailleur and pulleys from behind the rear of the bicycle.

- » Turn the limit screw marked 'H' on the outer link of the derailleur to align the upper guide pulley center with the outboard edge of the smallest cog – clockwise moves the guide pulley inboard towards the wheel.
- » While turning the crank, push the rear derailleur towards the larger cogs by hand.
- » Align the upper guide pulley under the largest cog, by turning the limit screw marked 'L' on the outer link – clockwise moves the guide pulley outboard away from the spokes.



MAINTENANCE AND CARE

GEAR ADJUSTMENT


Chain gap adjustment:

Chain gap is the distance between the upper guide pulley and the cog the chain is riding on. Optimal chain gap allows quick, efficient shifts.

- » While turning the crank, push the rear derailleur inboard by hand to the largest cog.
- » Hold the derailleur in this position while making the following adjustment.

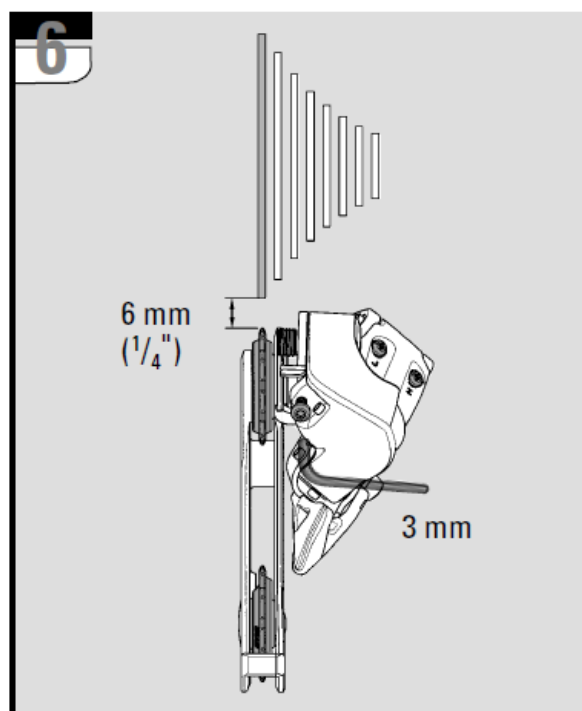
6 Use a 3 mm hex wrench, turn the b-adjust screw until the chain gap equals approximately 6 mm ($\frac{1}{4}$ ").

- Turn the b-adjust screw clockwise to increase the chain gap.
- Turn the b-adjust screw counterclockwise to decrease the chain gap.

 Do not use the b-adjust screw to adjust the rear derailleur to act as a chain-tensioning device or to prevent chain suck. This increases the chain gap causing poor shifting performance.

Index shifting adjustment:

- » Make sure the chain is located on the smallest sprocket.



- » Shift the chain to the second cog.
 - If the chain hesitates or does not shift, increase the cable tension by turning the shifter barrel adjuster counterclockwise.
 - If the chain shifts beyond the second cog, decrease the cable tension by turning the shifter barrel adjuster clockwise.
- » Repeat the two former steps until shifting and cable tension is accurate.
- » While turning the crank, shift the chain up and down the cassette several times to ensure that your derailleur is indexing smoothly.

General Safety Information

⚠ WARNING

- To avoid serious injuries:
- Obtain and read the service instructions carefully prior to installing the parts. Loose, worn, or damaged parts may cause serious injury to the rider. We strongly recommend only using genuine Shimano replacement parts.
- It is important to completely understand the operation of your bicycle's brake system. Improper use of your bicycle's brake system may result in a loss of control or an accident, which could lead to severe injury. Because each bicycle may handle differently, be sure to learn the proper braking technique (including brake lever pressure and bicycle control characteristics) and operation of your bicycle. This can be done by consulting your professional bicycle dealer and the bicycle's owners manual, and by practicing your riding and braking technique.

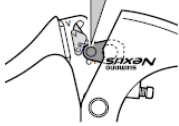
- These brake levers are equipped with a mode switching mechanism to make them compatible with cantilever brakes and roller brakes or V-BRAKE brakes with power modulator.

If the incorrect mode is selected it may cause either excessive or insufficient braking force to occur, which could result in dangerous accidents.

Be sure to select the mode in accordance with the instructions given in the table below.

Mode position	Applicable brake
---------------	------------------

C/R position

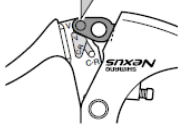


- Cantilever brakes
- Roller brakes

The C indicates the mode position for compatibility with cantilever brakes.

The R indicates the mode position for compatibility with roller brakes.

V position



- V-BRAKE brakes with power modulator

The V indicates the mode position for compatibility with V-BRAKE brakes with power modulator.

Use the brake levers with mode switching mechanism in the combinations given above.

- Read these Technical Service Instructions carefully, and keep them in a safe place for later reference.

⚠ CAUTION

- To avoid serious injuries:

Be sure to shift the lever one gear at a time, and reduce the force being applied to the pedals during shifting. If you try to force operation of the shifting lever while the pedals are being turned strongly, your feet may come off the pedals and the bicycle may topple over, which could result in serious injury.

NOTE:

- For maximum performance we highly recommend Shimano lubricants and maintenance products.
- Parts are not guaranteed against natural wear or deterioration resulting from normal use.

SI-6M50B-001

SL-7S20
BL-IM60
BL-IM65
CJ-NX10

Revo-shift Lever

Brake Lever

Cassette Joint

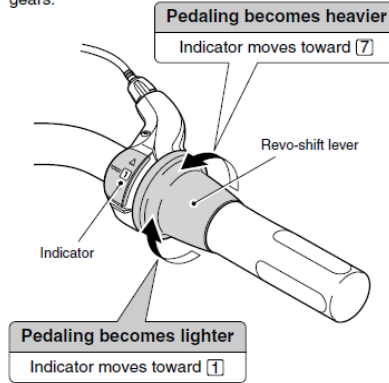
Technical Service Instructions



Be sure to read these service instructions in conjunction with the service instructions for the Inter-7 hub before use.

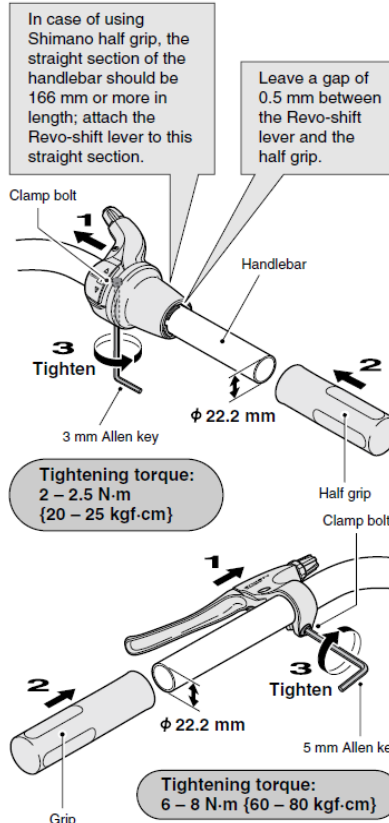
Revo-shift lever operation

Turn the Revo-shift lever to shift to each of the seven gears.



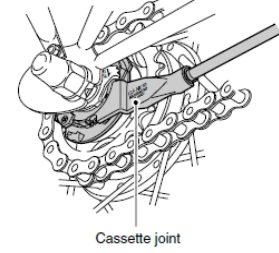
Installation of the lever

Install the lever as shown in the illustration.

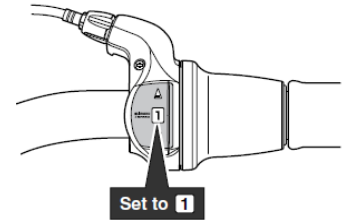


Disconnecting the shifting cable when removing the rear wheel from the frame

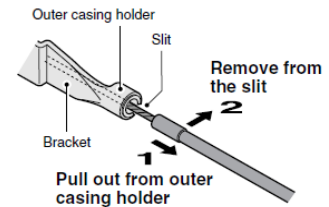
Disconnect the cable from the cassette joint when removing the rear wheel from the frame.



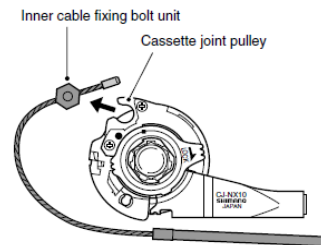
1. Set the Revo-shift lever to [1].



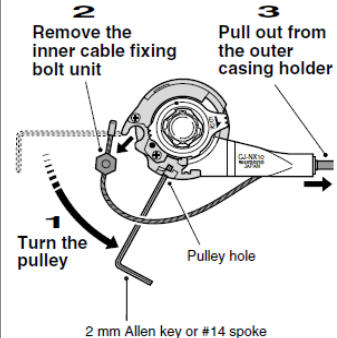
2. Pull the outer casing out from the outer casing holder of the cassette joint, and then remove the inner cable from the slit in the bracket.



3. Remove the inner cable fixing bolt unit from the cassette joint pulley.



If it is difficult to pull the outer casing out from the outer casing holder of the cassette joint, insert a 2 mm Allen key or a #14 spoke into the hole in the cassette joint pulley, and then turn the pulley to loosen the inner cable. Then remove the inner cable fixing bolt unit from the pulley first, and after this remove the outer casing from the outer casing holder.

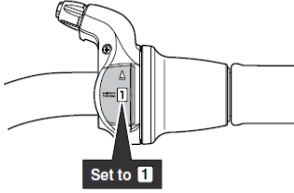


Note:
If reusing the cable, refer to steps 7 to 9 in "Installation of the shifting cable".

Installation of the shifting cable

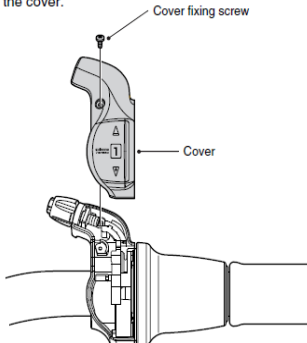
Use a shifting cable with one inner cable drum.
Cable with one inner cable drum:
SIS-SP40/SP41 (4 mm dia.)

1. Set the Revo-shift lever to **1**.

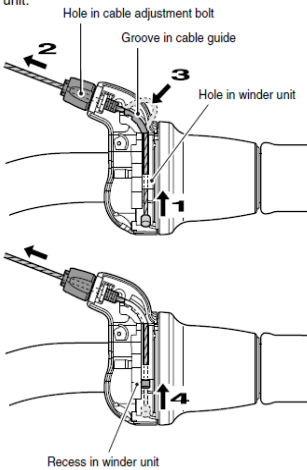


Revo-shift lever side

2. Loosen the cover fixing screw, and then remove the cover.

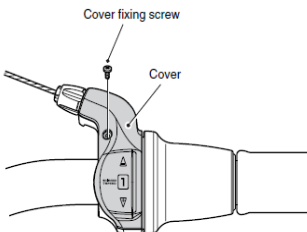


3. Pass the inner cable from the hole in the winder unit through the hole in the cable adjustment bolt. Next, insert the inner cable into the groove of the cable guide, and pull the inner cable so that the inner cable drum fits into the recess in the winder unit.

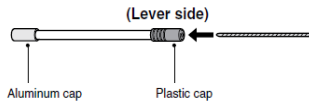


4. Replace the cover and tighten the cover fixing screw.

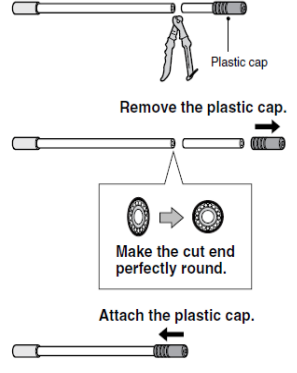
Tightening torque:
0.1 – 0.2 N·m {1 – 2 kgf·cm}



5. Pass the inner cable through the SIS-SP40/SP41 outer casing through the end with the plastic cap.



If cutting the outer casing, cut it near the end with the plastic cap while the cap is still attached. Then make the cut end perfectly round and attach the plastic cap.

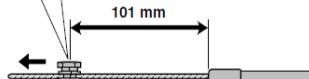
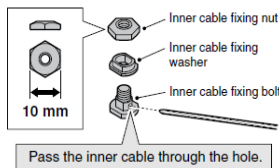


Cassette joint side

6. After checking that the end of the outer casing is sitting securely in the cable adjustment bolt of the Revo-shift lever, attach the inner cable fixing bolt unit to the inner cable.

Inner cable fixing bolt unit

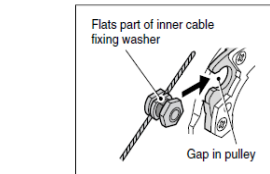
Note: Do not use this inner cable fixing bolt unit with the CJ-4S30 cassette joint.



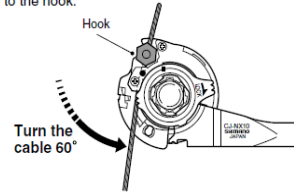
Pull the inner cable while attaching the inner cable fixing bolt unit.

Tightening torque:
3.5 – 5.5 N·m {35 – 55 kgf·cm}

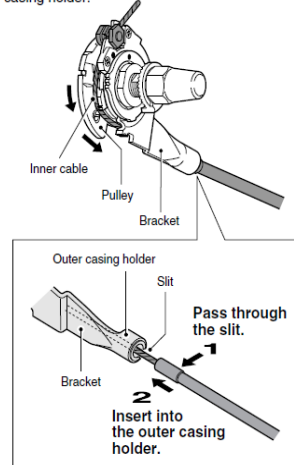
7. Bring the cable around to the cassette joint pulley, hold so that the inner cable fixing nut is facing to the outside (toward the fork end), and then slide the flats part of the inner cable fixing washer into the gap in the pulley.



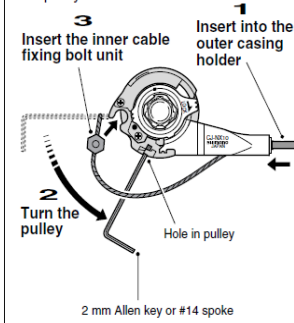
8. Turn the cable 60° counterclockwise and attach it to the hook.



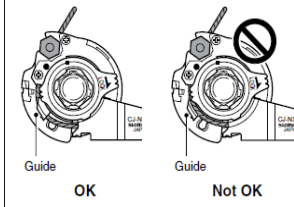
9. Attach the inner cable to the pulley as shown in the illustration, pass the inner cable through the slit in the cassette joint bracket, and then insert the end of the outer casing securely into the outer casing holder.



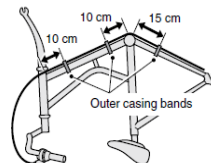
If first inserting the outer casing into the outer casing holder is easier, then first insert the outer casing into the outer casing holder, and then insert a 2 mm Allen key or a #14 spoke into the hole in the cassette joint pulley, and then turn the pulley so that the inner cable fixing bolt unit fits into the gap in the pulley.



Note:
Check that the inner cable is correctly seated inside the pulley guide.

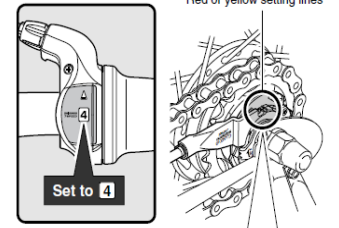


10. Secure the cable to the frame with the outer casing bands.



Adjusting the cassette joint

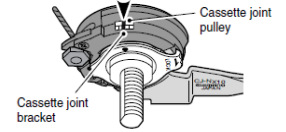
1. Move the Revo-shift lever from **1** to **4**. Check to be sure that the red or yellow setting lines on the cassette joint bracket and pulley are aligned at this time.



The red or yellow setting lines on the cassette joint are located in two places. Use the one that is easiest to see.

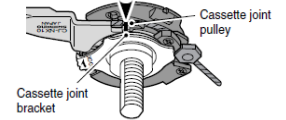
When bicycle is standing up

Should be straight

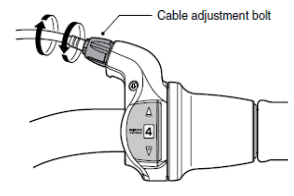


When bicycle is upside down

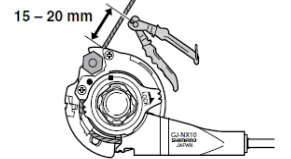
Should be straight



If the red or yellow setting lines are not aligned, turn the cable adjustment bolt of the Revo-shift lever to align the setting lines. After this, move the Revo-shift lever once more from **4** to **1** and then back to **4**, and then re-check to be sure that the red or yellow setting lines are aligned.



2. After adjusting the cassette joint, cut off the excess length of inner cable and then install the inner end cap.



These service instructions explain how to use and maintain the Shimano bicycle parts which have been used on your new bicycle. For any questions regarding your bicycle or other matters which are not related to Shimano parts, please contact the place of purchase or the bicycle manufacturer.

Please note: Specifications are subject to change for improvement without notice. (English)

SHIMANO

SHIMANO AMERICAN CORPORATION
One Holland, Irvine, California 92618, U.S.A. Phone: +1-949-951-5003

SHIMANO EUROPE B.V.
Industrieweg 24, 8071 CT Nunspeet, The Netherlands Phone: +31-341-272222

SHIMANO INC.
3-77 Oimatsu-cho, Sakai-ku, Sakai, Osaka 590-8577, Japan

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Vassbygdvegen 42, 7512 Stjørdal - Norway Phone: +47 91 91 14 44, Fax: +47 74 82 01 47
Postboks 92, 7501 Stjørdal
Bankgironr. 4202 29 32548 Foretaksnr. 996 072 231 MVA www.h-e.no

OPPOGFRAM