



WELCOME

We thank you for your confidence in us and we wish you many good times to come with your new COMMENCAL bike.

This manual will help you to get to know your bike and includes some useful information and detail.

We recommend that you read it with care.

MANUAL CONTENT

In this manual, you will find all the necessary information to assemble, set up and maintain your bike correctly. You will also find the different security warnings and the warranty terms and conditions.

IN CASE OF PROBLEM

If you encounter any problems during the assembly of your bike or have any other questions, don't hesitate to contact us:

- by e-mail : customerservice@commencal.com
- by phone : + 376 73 74 75



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USEFUL INFO

LABELLED DIAGRAM

Parts designation

FULL BIKE

- | | |
|---------------------------|-------------------------|
| 01 - Frame | 11 - Shifter |
| 02 - Fork | 12 - Tire |
| 03 - Wheel | 13 - Rear shock |
| 04 - Disc | 14 - Crank |
| 05 - Brake caliper | 15 - Chain guide |
| 06 - Brake lever | 16 - Chainring |
| 07 - Handlebar | 17 - Chain |
| 08 - Stem | 18 - Derailleur |
| 09 - Seat clamp | 19 - Saddle |
| 10 - Seatpost | 20 - Grip |

FRAME

Front triangle

- a1** - Tootube
a2 - Down tube
a3 - Seat tube

Rear triangle

- a4** - Rocker/Clevis
a5 - Seatstay
a6 - Chainstay

FORK AND WHEELS

- | | |
|----------------------|------------------|
| b - Crown | f - Hub |
| c - Stanchion | g - Spoke |
| d - Lowers | h - Rim |
| e - Axle | |



USEFUL INFO

BIKE CATEGORISATION



CATEGORY 1

These bikes are designed to be used on road, stable paths and gravel roads. The wheels should never exceed the maximum height of 15cm from the ground.

Models : FCB, Ramones.

-Ramones 16 Chrome,
-Ramones 16 Lagoon



CATEGORY 2

These bikes are designed to be used as bikes from category 1 as well as use on rough trails, rough unpaved roads, rough terrain and unimproved trails that require technical skills.

Models : Meta HT AM, Meta HT KIDS, Meta TR.



CATEGORY 3

These bikes are designed to be used as bikes from category 1 and 2 as well as downhill grades on rough trails at high speed.

Models : Meta AM, Clash. Meta TR.



CATEGORY 4

These bikes are designed to be used as bikes from category 1, 2 and 3 as well as higher speed and extreme use (big jump, bikepark...)

Warning, dirt jump bikes must be only use on dirt jumps, pump tracks and skateparks.

Models : Supreme, Furious, Absolut.



Incorrect use of your bike can be dangerous. You risk to cause damage or brake your bike and the components.



USEFUL INFO

NOTES

ONLINE INSTRUCTIONS

This manual provides you with all the necessary and concise information to assemble and maintain your bike. You can find this manual on the COMMENCAL Bicycles website. You can also find more information about your bike, some tutorials, videos and much more on the COMMENCAL Bicycles website!

Website

<https://www.commencal-store.com/>

Manual

https://www.commencal-store.com/owners_manual

Tutorial videos

<https://tech.commencal.com/tech/>

NOTES FOR PARENTS

If you have just purchased a bike for your child (Ramones 14, 16, 20, 24, Junior, Supreme/ Clash Kids, Meta HT Kids), You are responsible for the safety of the child during use. This includes regular checks and maintenance on the bike leading to a clean and well functioning bike. You are free to install stabilisers, or not, depending on your child's skill.

When the child is using the bike, we recommend strongly that the child is always under adult supervision.

Make sure that the child is wearing a helmet only when riding the bike.

Finally, we recommend that you read the manual with the child and teach him/her the different safety rules regarding the use of the bike and how it works (especially the brakes).

MAXIMUM WEIGHT

To use your bike you should not exceed (inc, helmet, bag, protection...), the weight of:

- Kids bike: 60Kg
- Adults bike: 120Kg

Total weight (rider + bike):

- Kids bike: 75kg
- Adults bike: 140kg

Indication that the bicycle is suitable for mounting a luggage rack and/or a child seat.

Presence of information on the suitability of the bicycle for use with a trailer and, where appropriate, indications on the precautions to be taken when riding.



We remind you that there is a risk of entrapment when you maintain or use your bike.



We suggest that you read all the relevant manufacturer manuals for the other components provided on the bike to know the relevant security warnings and set-up.



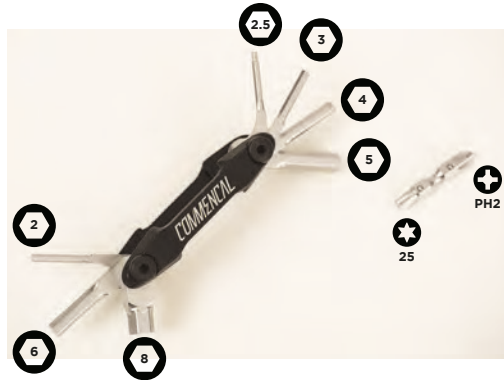
ASSEMBLY

TOOLS AND TORQUE TABLE

TOOL LIST

Find below the contents of the optional tool kit. The different logos on the diagram will help you to understand what tools are needed for every assembly step.

- 1x MULTI-TOOL
Allen keys T.2/2,5/3/4/5/6/8mm
Torx key T.25
Cross head screwdriver PH2



- 1x HIGH PRESSURE PUMP
for your fork and rear shock,
if air sprung.



Torque tightening values indicated in the instructions for fitting the saddle onto the seat post.

Torque tightening indicated for fixing the handlebar and stem.

TORQUE TO RESPECT

Stem - Steerer Tube	5,5N.m
Stem - Handlebar Cap	5,5N.m
Brake Caliper	8-10N.m
Speed Sensor	2,5-4N.m
Derailler	8-10N.m
Brake Lever	2,5-4N.m
Cassette	40N.m
Seat Clamp	5-6N.m
Headset	3N.m
Chainring	9N.m
Grip	2,5-4N.m
Pedals	38N.m
Disc	6N.m



For frame contact system, please refer to relevant bolt marking for torque information.



ASSEMBLY

ASSEMBLY STEPS

STEP 1

Unbox the bike vertically (lift it by the rear wheel and fork).



STEP 2

Place the bike on the floor. Rotate the fork so that the bike is stable.



STEP 3

Remove any protective packaging.



When unpacking or moving the handlebar, take care not to damage the cables or hoses.



ASSEMBLY

ASSEMBLY STEPS

STEP 4 CLASSIC STEM

- 1) Unscrew the front cover of the stem.



- 2) Assemble and align the handlebar using the laser marking (you can also set your preferred angle).

STEP 4 DIRECT MOUNT STEM

- 1) For a direct mount stem such as the Ride Alpha 40mm, tighten the lower part of the stem on the upper crown.



- 2) Install the upper part on the handlebar and screw it on the lower part. (without tightening). Align your handlebar using the laser marking.



ASSEMBLY

ASSEMBLY STEPS

STEP 4 DIRECT MOUNT STEM (ALTERNATE)

1) For direct mount stem such as the Ride Alpha 50mm, unscrew slightly the two handlebar bolts.



2) Install the stem on the upper crown and align your handlebar using the laser marking.

STEP 5
Tighten the front cover of the stem or the upper part.



STEP 5 ALT
For ZeroGap stem, first tighten the stem in order to have zero gap where marked. Secondly, tighten the frontmost stem bolts.



Ensure equal spacing between the front cover and the body of stem in all 4 positions.



ASSEMBLY

ASSEMBLY STEPS

STEP 6

For bikes equipped with disc brakes, remove the caliper pad spacer.



2) Assemble the front wheel into the fork. Install the front axle and tighten.



STEP 7

15MM AXLE

1) Remove the front axle and apply grease along the shaft and thread.



STEP 7

QUICK RELEASED AXLE

For quick release axles, tighten and close it vertically. Refer to the manufacturer manual if the lever does not align vertically to change the setting.



ASSEMBLY

ASSEMBLY STEPS

STEP 7 FOX 40

1) Unscrew the four security bolts. Remove and grease the axle.



2) Install the front wheel into the fork. Install the axle and tighten. Tighten the four security bolts.

STEP 7 BOXXER

1) Unscrew and remove the axle. Install the front wheel into the fork. Grease and install the axle.



2) Tighten the axle bolt (1). Then tighten the pinch bolt (2).

i The detail information for assembly of the axle is written on the axle body.

! Refer to the Rockshox manual for precise torque instructions.



ASSEMBLY

ASSEMBLY STEPS

STEP 7 9MM AXLE

1) Install the front wheel into the fork, make sure to include the alignment spacer.



7



7

2) Install the quick release axle in the open position. Don't forget the security rings if provided.



7

3) Close the lever half way and tighten the axle nut by hand.



7

4) Fully close the lever vertically, you should feel some force. Ensure your wheel is sufficiently tight with no play. If not, repeat the previous steps.



Make sure that when you tighten the wheel, the hub is sat correctly in the fork.



ASSEMBLY

ASSEMBLY STEPS

STEP 8

Align the stem with the front wheel and ensure there is no play in the headset (see page 44). After, tighten the stem collar screws.



STEP 9

Install the seatpost inside the frame (if it is not already done). Untighten the seatpost clamp, install the seatpost and tighten the clamp.



STEP 11 FOR RAMONES 14

If necessary, install the stabilisers. To do so, unscrew the rear wheel nuts, install the stabilisers and tighten the nuts.



STEP 10

Install the different accessories included, such as the lights, bell and reflectors. Stick on any frame protection given, such as the seatstay protector.



SET-UP

SEATPOST AND SADDLE

SADDLE HEIGHT



To adjust your saddle height, untighten the seat clamp (by hand or with an allen key), adjust the height and tighten the seat clamp.



To set the correct height, sit on your bike and put one pedal as low as possible: your leg should be straight.



The maximum insertion line should not be visible.



Your dropper seatpost should be actuated to complete this set-up.

SADDLE POSITION



For your health and comfort, it is important to correctly orientate your saddle. An inappropriate setting could result in discomfort or pain when using your bike.

To set your saddle position, unscrew bolts (A and B). First, set the lateral position along the rails to your preference. Second, tighten to achieve a horizontal orientation.



SET-UP

DISC BRAKES

CALIPER ALIGNMENT



To align the caliper to the disc, unscrew the two bolts by half a turn so it is fairly loose. Turn the wheel and press the corresponding brake lever.



Whilst holding the brake lever, tighten the caliper bolts.

Check that your wheel turns without causing any rubbing (or very little). However, repeat the process if it is not satisfactory.



You must break in your pads before achieving good performance from the brake. You must actuate your brakes 20 to 30 times to slow down from

30 km/h to 5 km/h to break in your pads sufficiently. Brake as hard as possible without stopping the wheel. It is normal to have friction between the disc and the pads before the system has been fully broken in.



Wet conditions can increase braking distance.

ADJUST YOUR BRAKE LEVER REACH



You can adjust the reach of the brake lever. Simply turn the fine adjuster found on the brake lever. This can also be in the form of an allen key bolt.

For any maintenance, (adjustment, replacement of brake discs or brake pads etc.) please refer to the corresponding manufacturer's website.



The left brake lever operates the front brake.
The right brake lever operates the rear brake.
In case of doubt, check which caliper is connected to which lever. (exception: UK, Australia, New Zealand and Japan use an opposite brake configuration)



SET-UP

V-BRAKES

PAD POSITION



Disconnect your brake as seen in the picture. If you have difficulties, you can unscrew the bolt holding the cable or adjust the fine adjuster on the brake lever to remove tension.



Using a 5mm allen key, untighten the pad and align it on the rim face. It should align like shown in the picture. Whilst in this position, tighten the pad to the caliper. Repeat the process on the opposite side.

CALIPER SET-UP



Reconnect the brake cable. Untighten the spring adjuster bolts by a few turns.



Untighten the cable bolt and pull through the cable by hand. When the pads are positioned close to the rim (but not touching), tighten the bolt to fix the cable.

Adjust the spring adjuster bolts to align the pads evenly to the rim.

Actuate the brake lever and check the pads alignment with the rim. If not, repeat the process.



If you have difficulties with this step you should seek professional assistance. Brakes are an important security element, and require correct and careful set-up.

For any maintenance, (adjustment, replacement of brake discs or brake pads etc.) please refer to the corresponding manufacturer's website.



SET-UP

AIR PRESSURES

FORK AND SHOCK



It is very important to set up your suspension corresponding to your weight. Regulate the pressure of the suspension with a high pressure pump.



To know the correct pressure and settings, please consult the respective manufacturers manual. For coil shocks, tighten the spring to set your SAG.



Stand on your bike fully equipped as if you were going riding. Your suspension should compress from 25% to 30% (depend of your utilisation).

TIRE PRESSURES

To know the correct pressure for your tires, look at the manufacturers recommendations found on the side walls of the tires. This will include the maximum and minimum pressure.



We recommend that you check your tire pressure before every ride.

The air pressure will have a significant impact on the behaviour of the bike. We recommend that you adjust your pressure in function of your weight, riding style and terrain.



Warning, you must never exceed pressure limits (max/min). You risk causing irreversible damage to your bike.

If you can not achieve the correct SAG setting on your coil shock, you should change the coil.



SET-UP

DERAILLEUR

DERAILLEUR POSITION SET UP



The limit screws prevent your chain from exceeding the limits of the cassette. You have one screw controlling the higher limit (H) and one screw for the lower limit (L). The higher limit corresponds to the smallest cassette ring while the lower limit corresponds to the biggest cassette ring.

Adjust so that you achieve the correct limitation without compromising gear range.



To ensure the correct setting you must be sure that:

- When your chain is on the biggest gear, align the center of the upper guide pulley with the outboard edge of the smallest cog.
- When your chain is on the lowest gear, the derailleur pulley should align with the largest cassette ring.

CABLE TENSION



Once your limit screws are set, you have to adjust the cable tensionner. Try shifting through the gears:

- If you have difficulty shifting from smaller to bigger rings then loosen gradually (turn anti-clockwise) the cable tensionner to tighten the cable.
- If you have difficulty shifting from bigger to smaller rings then tighten gradually (turn clockwise) the cable tensionner to untighten the cable.



Make sure your derailleur hanger is not bent.

Read the manufacturers manual to learn more about specific settings.

If you have difficulties with your settings, please seek advice from a professional.



SET-UP

OTHER

SET THE HANDLEBAR HEIGHT



If preferred, you can adjust your handlebar height by modifying the spacer stack. To do so, unscrew and remove the topcap. Then, untighten the stem bolts. Remove the stem and adjust the spacer stack to change height.



Do not remove or add spacers to the stack.

CHAIN TENSION



For singlespeed bikes, check that your chain is correctly tensioned. You should have a maximum vertical movement of 1cm at the centre of the chain line. If this is not the case, you should tighten further by pulling your wheel back in the drop outs before tightening the bolts. If you have a fine adjuster /tightener fitted, this can be used also.



Make sure your wheel sits straight in the drop outs and is aligned with your frame.

CONTROLS POSITION



When you have finished assembling your bike, you can adjust your controls and grip position. These settings are personal, you are free to set them to your preference.



Respect the torques provided and be sure that all the controls are working and reachable.



VÉRIFICATION

BEFORE YOUR FIRST RIDE



CHECK THAT EVERYTHING IS TIGHT

Check that all the bolts or other tightening features are sufficiently tight, such as the brake calipers, seatclamp, stem, cockpit, levers, headset, derailleur, wheels and so on...

THINGS TO CHECK

Check the wheels: they should turn without any problem (trueness, roundness...) and be correctly assembled in the frame or the fork.

Check your brakes: they should work correctly and the levers should not feel too hard or too soft.

Transmission: gears should shift easily, the crankset should turn without friction.

Check that the pedals and crankset have no play.

SETTING CHECKS

Be sure that your bike is set up to your body specifically:

- Saddle height.
- Suitable saddle orientation.
- Specific air pressure in suspension and tires.
- Cockpit and controls position adjusted.



VERIFICATION

BEFORE YOUR FIRST RIDE



TIGHTEN HEADSET

Check that there is no play in the headset.

To do so, stand next to your bike. Push the front brake and place your other hand on the headset. Keep your brake activated and move your bike forward and backward.

If you feel some play, here are the steps to follow:

- 1) Untighten the two bolts of the stem.
- 2) Tighten the topcap to 3N.m maximum.
- 3) Check that there is no more play and your headset can rotate freely.
- 4) Align your stem with the frontwheel.
- 5) Tighten the stem bolts.



MAINTENANCE

BEFORE AND AFTER EVERY RIDE



BEFORE EVERY RIDE

BRAKE CHECK

Check your brakes. They should be working as usual: not too hard and not too soft.

AIR PRESSURE CHECK

Check your suspension pressure by compressing them. They should feel as previously set.

Check that your tires are well inflated (better to do so with a pump with an air pressure gauge).



BOLT CHECKS

Check all the bolts on your bike and be sure that there is no play. You can check the headset, brake calipers, seatclamp, wheel axle, derailleur, stem, frame bolts...



AFTER EVERY RIDE

CLEAN YOUR BIKE

Clean your bike with a sponge and water.

BIKE CHECK

Check that there are no problems, any play, defects (cracks, impacts, deformation, scratches, decoloration, strange noises...) on your frame or components.

LUBE YOUR CHAIN

After washing your bike, apply some specific lubricant to your chain.



Warning, after use, some parts can be hot, such as disc rotors.

Warning, do not use a high pressure cleaner. You could damaged seals and bearings.



MAINTENANCE

MONTHLY / YEARLY

MONTHLY

CHECK THE BRAKE PADS

Check that your brake pads are not worn out. They should have a minimum of 1mm thickness on each pad.

TRANSMISSION

Clean your transmission, grease it and make sure it works correctly.

Check the wear visually on your chainring, cassette and derailleur pullies.

Check your chain wear with a specific tool.

CABLE AND HOSE CHECK

Check that there is no bend, damage or rust to any cables or hoses. If there is, you should replace them.

WHEEL CHECK

Check that your wheels are not damaged, rolling straight with no significant dents.

Make sure that the hubs have no play and turn correctly.

Check the spoke tension.



Good teeth



Worn teeth



If you ride with a damaged wheel you can break your wheel and hurt yourself

CRANKSET CHECK

Check that there is no play in your crankset.

TIRE CHECK

Check the wear of your tires: the material compound, the tread, any cuts or holes...

YEARLY

SUSPENSION MAINTENANCE

We recommend that you service your suspension with a professional every year or every 100h of riding. Refer to the manufacturers manual to know the different maintenance procedures (dates and operations) specific to each model.

GREASE

Clean and grease the following parts:

- Hub
- Crankset (thread)
- Headset
- Seatpost
- Frame bolts and contact system

CHECKS

Check your whole bike: you should find no problems or defects. If you have any doubt, seek advice from a professional.

FRAME CONTROL

Look for any: dents, scratches, cracks, general defects, bearing quality...

BRAKE BLEEDING

For better performance and a longer life, we recommend that you get your brakes bled by a professional.



SECURITY WARNING

GENERAL

- Always keep your bike clean and in good working order.
- For your security, follow the instructions given in the «before your first ride», «before and after every ride», «monthly» and «yearly» maintenance sections. These steps will enable you to keep your bike running smooth.
- Don't use your bike if you find any problems.
- Always wear a helmet when you ride your bike.
- Respect the laws of the road and the other road users.
- Do not overestimate your physical capability and be aware of the risks associated to bicycle riding.
- Respect the steps of the assembly instruction process and settings process. Use only replacement parts which are compatible or the same as original components.
- Be sure to break-in your brake pads when new.
- Do not sit your bike upside down, you can damage the cockpit, levers or other parts.
- In case of extreme use (like dirt jumping, tricks, downhill, competition) you are responsible for any injuries that may occur.

IN THE EVENT OF A CRASH

If you crash, you must check that no component (or your frame) has been damaged. If so, replace it accordingly. In case of any doubt, seek advice from a professional.

CORRECT USE

You must respect the intended use your bike was designed for.

If you exceed these limits, you can damage or break your bike or components and, as a result, injured yourself.

REMINDER TO INSTALL SECURITY ACCESSORIES

We remind you that as well as respecting the law of the road, and other users, you must install all necessary security equipment to be safe on the road.

Refer to the national law in your country for more details.

COMPOSITE COMPONENTS

For composite components impact damage may be invisible to the user. In the event of an impact, you should return your component to the manufacturer for inspection or destroy and replace it.



- Warning, intensive use can lead to damage to your bike.
You should inspect it often to detect any problems.

- Intensive use can lead to damage to components.

- As with all mechanical components, your bike is subject to wear and high stresses. If the design life of a component has been exceeded, it may result in sudden failure and personal injury. Any form of crack, scratches or change of colouring in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

- Warning, incorrect installation, poor assembly procedure or inappropriate parts assembly can lead to irreversable damage to your bike or to your health.

Accessories:

When these are offered already mounted, please refer to the corresponding manufacturer's site for all details concerning use and possible maintenance.

This also applies to the corresponding spare parts.



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