
LAPIERRE
ultimate cycles


WC SERIES
ULTIMATE RACING EXPERIENCE

ACCELL GROUP

You have just acquired a Lapierre bike and we would like to take this opportunity to thank you for your purchase. Lapierre, based in Dijon, France, since 1946, is pleased to provide you with innovative solutions for enjoyable riding. This manual is designed to help you fully understand your Lapierre bike for an optimal performance.

I - WELCOME

1 ABOUT OUR BIKES

Lapierre's R&D headquarters are also located in Dijon, at the main production site. Our engineers are on hand to take your needs as a cyclist into consideration when developing new concepts and ideas. All of the different aspects, from geometries and technologies to materials and components, are closely studied to offer you unparalleled comfort and performance.

The members of the R&D department also work closely with the riders from Team Lapierre International (MTB) and the Française des Jeux (professional road team) in order to benefit from their experiences at the highest levels of competition.

Each one of our models is developed with a particular style of riding in mind, and we pay close attention to even the tiniest of details in order to offer you a high quality, homogeneous product. All of our bikes are individually assembled by a Lapierre specialist, whose signature you'll find on the Quality Check accompanying your purchase.

ENGLISH

Lapierre bikes conform to the security standards listed below, as described in the new European norms:

- EN14764: "Bicycles used on public highway"
- EN14765: "Bicycles for young children"
- EN14766: "Mountain bicycles"
- EN14781: "Road bicycles"

Lapierre bikes are developed for optimal performances in specific riding conditions, and they can be divided into different categories according to the riding conditions for which they were created. Not respecting the intended use of the bike can pose potential risks to the rider.

When you buy a Lapierre bike, you are buying the highest quality product that we can offer you. Thank you for your trust, and we look forward to accompanying you on many rides.

⚠ WARNING ⚠

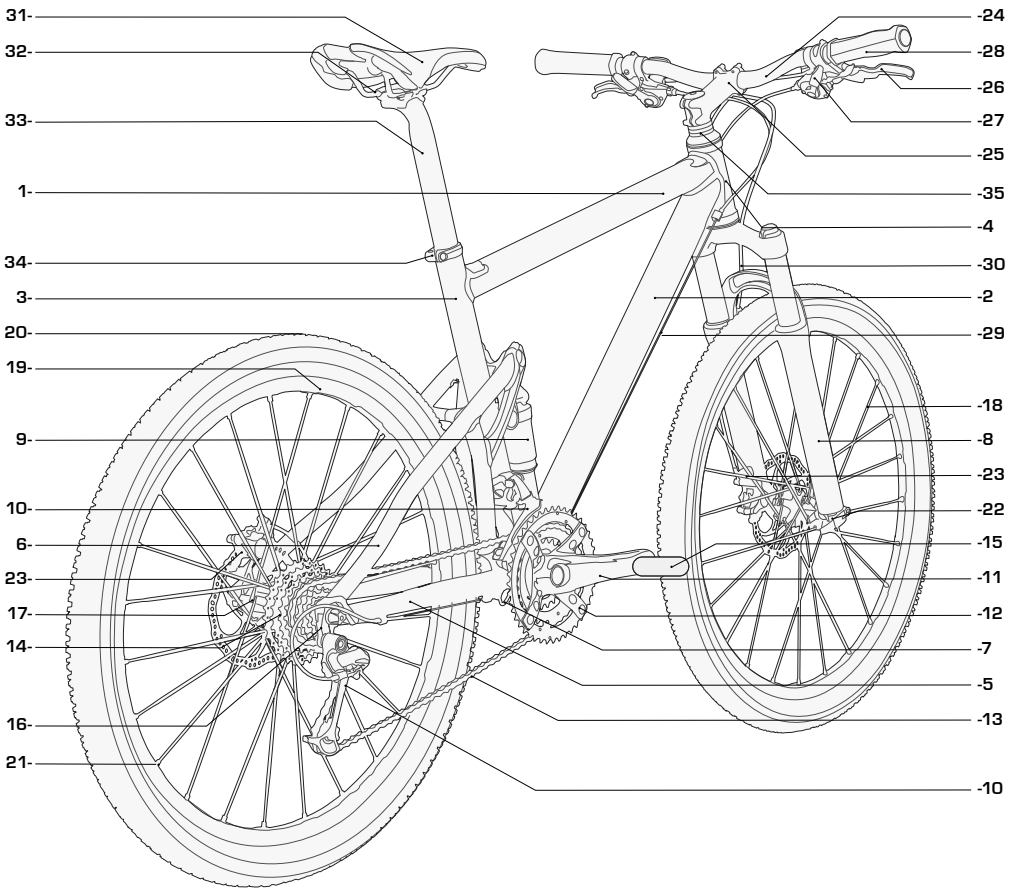
PLEASE READ THIS MANUAL CAREFULLY BEFORE USING YOUR BIKE. FOR MAINTENANCE AND SETTINGS FOR COMPONENT PARTS, PLEASE REFER TO THE SUPPLIERS' MANUALS DELIVERED WITH YOUR BIKE.

⚠ WARNING ⚠

FOR YOUR SAFETY, ALWAYS WEAR THE NECESSARY PROTECTIVE GEAR.
MAKE SURE YOU HAVE ON APPROPRIATE CLOTHING AND THAT YOU ARE VISIBLE TO AUTOMOBILES.
WEARING A HELMET IS STRONGLY RECOMMENDED.

IF YOU FALL, MAKE SURE YOU CAREFULLY INSPECT YOUR BIKE BEFORE RIDING AGAIN.
IF YOU DETECT A PROBLEM, DO NOT USE YOUR BIKE UNTIL IT HAS BEEN FIXED.

VERIFY YOUR BIKE BEFORE EVERY RIDE.



2 DEFINITIONS

FRAME

1- Top tube
2- Down tube
3- Seat tube
4- Head tube
5- Chain stays
6- Seat stays
7- Bottom bracket shell
8- Fork (suspension or rigid according to the type of bike)
9- Rear shock absorber (Only on full-suspension MTBs)

DRIVETRAIN

10- Front / Rear derailleur
11- Cranks
12- Chainrings
13- Chain
14- Cassette (individual cogs)
15- Pedals (according to the type of bike)
16- Derailleur hanger

WHEELS

17- Front / Rear hub
18- Spokes
19- Front / Rear rim
20- Tire (with or without inner tube depending on the type of bike)
21- Valve
22- Quick release
23- Front / Rear brakes (V-Brake or disc brake depending on the type of bike)

COMPONENT PARTS

24- Handlebars
25- Stem
26- Brake levers
27- Shifters
28- Grips
29- Cables
30- Wires
31- Saddle
32- Saddle clamp
33- Seat Post
34- Seat Post Clamp
35- Headset

Road: Drop handlebars or Aerobars, calliper brakes, 700c wheels with 20-25c tires. Riding condition 1

Road cruiser: Similar to road bike but with flat handlebars. Riding condition 1

City: Drop handlebars, 26" wheels, equipped with bag holders and a permanent light. Riding condition 1

Trekking: Flat handlebars, 700 wheels with 32-35c tires. Riding condition 2

Cross-country MTB: Flat or Riser handlebars, 26" wheels with large tires, V-Brake or disc brakes. Front suspension only or front suspension and moderate rear suspension. Riding condition 3

Free ride, Enduro, DH, Dirt MTB: Large tires, riser bars, long travel suspension. For a more aggressive riding style. All of these models have reinforced frames. Riding condition 4

Using your bike in riding conditions other than those described to the right may cause your bike or its component parts to deteriorate prematurely. Lapierre bikes are designed for people weighing up to 100kg (220 lbs). Exceeding this weight limit could cancel the terms of the guarantee.

⚠ CONDITION 1 ⚠

PAVED SURFACE, TIRES STAY ON THE PAVEMENT WHILE RIDING.

⚠ CONDITION 2 ⚠

INCLUDES RIDING CONDITIONS 1 PLUS GRAVEL OR UNEVEN PATHS, TIRES STAY ON THE GROUND WHILE RIDING.

⚠ CONDITION 3 ⚠

INCLUDES RIDING CONDITIONS 2 PLUS ALL TYPES OF PATHS. TIRES MAY MOMENTARILY LEAVE THE GROUND. NO JUMPS.

⚠ CONDITION 4 ⚠

ALL TYPES OF RIDING.

ENGLISH

3 SAFETY AND USAGE

When you acquire your Lapierre bike, it has already been assembled and carefully inspected by one of our authorized dealers. After an initial testing period (4-5 rides), we recommend a visit to your authorized Lapierre dealer for any final adjustments to your bike. They will have the specific tools as well as the information and skills necessary to perform the more complicated adjustments. If, however, you prefer to perform these various adjustments yourself, you will find helpful advice in this manual.

As with all sports, cycling can involve a number of potentially fatal risks. By taking part in this activity, you are assuming these risks. It is therefore important to know and apply the rules of responsible riding and to properly maintain your bicycle, for your safety and the safety of others. Wearing the proper equipment, such as a helmet, protective eyewear, and gloves, is also strongly recommended.

1 – Always double check your bike before riding it (tighten the handlebars and stem, check the saddle, wheels, and brakes, etc.). It is strongly recommended to establish and respect a periodic maintenance schedule, which will be determined by the frequency and length of your rides, your style of riding, as well as the terrain on which you most often ride. Your Lapierre authorized dealer can help you determine your specific needs.

2 – When you are riding on the road, make sure that you are always visible to other vehicles by using reflective products (clothing, reflectors, etc.) and the proper lighting if necessary. Respect the rules of the road in all circumstances.

3 – Never overestimate your abilities, especially in more aggressive styles of riding. Proper training and skill development can reduce many risks.

4 – When you are riding on public roads, always respect the code of conduct and the local bicycle riding laws.

For an optimal performance, certain settings will need to be adjusted on your bike before your first ride. This will assure a safe and comfortable ride.

II- SETTINGS

1 RIDING POSITION

1.1 SADDLE HEIGHT

Every human body is unique, which means that the ratio between your torso, arm length and leg length can vary between people even of the same height. It is important to adjust your saddle to your needs.

If the saddle is too high, your hips will rock from side to side in order to pedal, which can cause back pain. If the saddle is too low, pressure is unevenly distributed along your leg and directly at your knee causing unnecessary pain.

In order to find the correct saddle height, use the following steps. With the cranks parallel to the seat tube, take off your shoe and place your heel on the lower pedal. Your leg should be straight, without having to stretch it. This will give the ideal height for riding with shoes and pedalling with the ball of your foot at the pedal axel.

When you raise the seat post, do not raise it higher than the "INSERT MINI" or "STOP" indications that are in general engraved at the bottom of the seat post. If this indication is visible while you ride, you can deform the tubes of your frame or even break it, possibly resulting in serious injury. This will also cancel the terms of the warranty.

The saddle height can be adjusted with:

- A seat post binder bolt
- An Allen bolt (always work with the bolt on the right hand side)
- Quick release system (in this case, position the lever at a 90° angle to the top tube to tighten or loosen the opposed nut, then close the lever to block the system)

⚠ WARNING ⚠

FOR YOUR SAFETY, RESPECT THE TORQUE SPECIFICATIONS OF THE DIFFERENT COMPONENTS. CHECK YOUR BIKE BEFORE AND AFTER EVERY RIDE FOR PLAY OR VIBRATIONS, WHICH WILL HELP IDENTIFY IF A PART IS NOT TIGHTENED CORRECTLY OR NEEDS REPLACED.

⚠ WARNING ⚠

FOR YOUR SAFETY, NEVER RIDE YOUR BIKE WITH THE STEM RAISED ABOVE THE MINIMUM INSERTION MARK.

ENGLISH

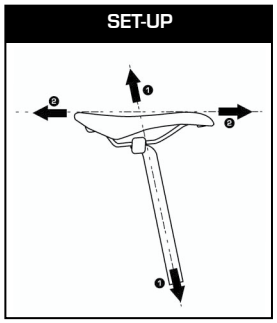
1.2 SADDLE POSITION

You may suffer some initial discomfort before your body becomes accustomed to sitting on the saddle. However, the position of the saddle may also cause some irritation.
To avoid this kind of problem, in general a level saddle position is best. Of course, the saddle can be slightly tilted depending on the body shape of the rider. You can also adjust the fore and aft position of saddle for comfortable pedalling and the correct back position.
When you do find the correct position, the saddle must be securely tightened so that it can no longer move while riding.

1.3 STEM AND HANDLEBARS

To adjust the height of the stem:

1 – First loosen the stem expander bolt two or three turns, then tap the top of the stem expander bolt to loosen the stem quill.



2 – Then you can freely adjust the height of the stem, but be careful not to exceed the minimum insertion mark. When you retighten the stem, be sure to respect the torque specifications and to align the stem with the front wheel.

If you have a threadless headset, we recommend that you consult your Lapierre authorized dealer who can flip the stem or remove spacers.
After making adjustments to the stem, check that the stem is tightened by trying to turn the handlebars left and right while you hold the front wheel between your legs.

For your safety, adjust your handlebars so that you can easily access the brake levers and the shifters.
For mountain bikes: The shifters should be positioned in the prolongation of your forearms when you are in riding position on the bike.
For road bikes: In general, the lower part of the handlebars should be horizontal.

WARNING: The stem has a minimum insertion mark ("STOP" or "INSERT MINI"). If this mark is visible, the stem may break, causing potential injury, and the terms of the warranty will be cancelled. For threadless headsets, always make sure the bolts are correctly tightened.

1.4 HEADSET

The headset is composed of two bearings and races placed at each end of the head tube. Lapierre bikes use one of two types of headsets: classic (when the front fork, which has screw threads, is secured by a locknut), or threadless (when the front fork is clamped by the handlebar stem itself and the play can be adjusted by tightening the top cap).

During intense rides, the headset is put under a large amount of pressure, and afterwards you may notice some play, which could make it difficult to steer. Riding with the headset not properly adjusted could cause damage to your bike.

Here are two simple tests to perform before each ride:

TEST 1 – While applying the front brake, try to move the bike forwards and backwards. You will notice right away if there is movement of the steer tube in the headset.

TEST 2 – You can also hold the handlebars and top tube loosely and gently bounce the front wheel on a concrete surface (the tire must be inflated). You will hear a hollow vibration if there is any play (ignore the sounds of

vibrating cables, etc.).

You can also discover play by slightly lifting the front wheel off the ground and turning the handlebars from left to right. If there is play, you will notice that it doesn't turn smoothly.

If you do notice that there is play:

A – For a classic headset:

1 – Loosen the locknut.
2 – Tighten the top race while tightly holding the fork so it does not turn.
3 – Tighten until the play has disappeared.
4 – Check to see if the headset turns correctly now.
5 – While holding the top race in place, tighten the locknut.
6 – Check again that the headset can turn smoothly.

When adjusting your headset, you must use headset wrenches. Do not use ordinary open-ended wrenches as this may result in damage to the locknut and top race.

B – For threadless headsets:

1 – Adjustment of threadless headsets only requires an Allen wrench.
2 – Loosen the bolts in the stem (A).
3 – Tighten the bolt in the top cap until play has been eliminated (B).
4 – Re-tighten bolts in the stem (A).

2 DRIVETRAIN

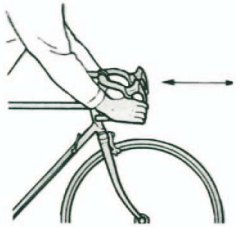
2.1 REAR DERAILLEUR

This is one of the most important component parts of your bicycle. It must be properly adjusted in order to offer optimal performance and to prolong its lifespan. If you have additional questions that are not answered in the manual, please ask your authorized Lapierre dealer for more information.

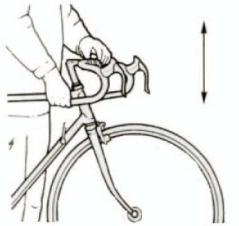
To minimize resistance and wear, the chainrings, chain and cogs should all be as aligned as possible.

Normally, the procedures described in this manual should have been completed before you receive your bike.

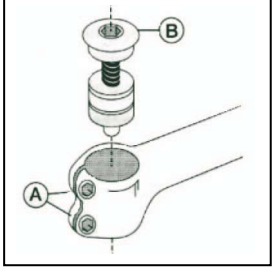
TEST 1



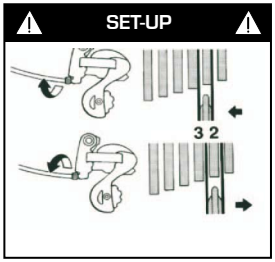
TEST 2

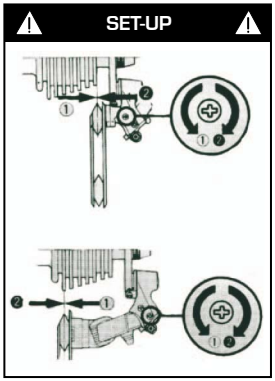


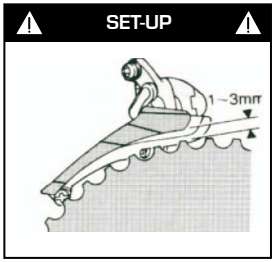
SET-UP



ENGLISH







However, if at some point you do need to make adjustments, please follow the steps below:

1 – Loosen the cable anchor bolt so that the derailleur is free to move.
2 – Adjust the inner and outer limits, as in the drawing.
3 – Tighten the cable by pulling on it and secure it using the cable anchor bolt. If necessary, you can further adjust with the barrel adjuster located on the derailleur.

WARNING: If you cannot achieve smooth and quiet gear shifting using these steps, please consult your Lapierre authorized dealer, who can check the different elements as well as the derailleur hanger.

2.2 FRONT DERAILLEUR

As with the rear derailleur, the front derailleur has also been adjusted before you acquire your bike. If you need to make further adjustments, please follow the steps below:

1 – Position

The derailleur is attached to the bike by tightening the seat tube clamp bolt. By loosening this bolt, you can move the derailleur vertically on the seat tube.
In order for the front derailleur to be in the optimal position, the outer plate should be 1mm to 3mm above and parallel to the large chainring.
Once you have adjusted the position of the front derailleur, you can retighten the screw. Please respect the torque specifications (p. 11). As with the rear derailleur, it is possible to adjust the outer (A) and inner (B) limits of the front derailleur with the adjustment screws.

2 – Adjustment of the travel of the front derailleur

Set the rear derailleur, chain and front derailleur in small chainring/large cog position.
With the adjustment screws, adjust the inner plate of the derailleur so that it is between 0.5mm and 1mm from the chain.
Pull the cable tight, and secure it correctly. The chain should not be touching the inner plate of the derailleur.

IMPORTANT! For smooth riding and shifting, avoid "crossing" the chain with extreme pairings, such as small chainring/small cog or large chainring/large cog, as illustrated.

2.3 BRAKES

There are many different types of brakes:

- Calliper brakes
- Cantilever brakes
- V-Brakes
- Hydraulic brakes
- Hydraulic disc brakes

On all Lapierre bikes, the left brake lever corresponds to the front brake, and the right lever corresponds to the rear brake.

Calliper brakes can be adjusted with the barrel adjuster, by turning the lever counter-clockwise. For cantilever brakes, turn the barrel adjuster on the brake lever to adjust. You should leave 2mm between the brake pad and the rim for calliper and cantilever brakes. You can adjust V-brakes in the same manner, but only leave 1mm between the brake pad and the rim. Adjustments for hydraulic disc brakes are done automatically. To prolong the life of your brake pads, avoid contaminating them with any type of greasy substances. If you have additional questions, please refer to the user's manual from the brake manufacturer or consult your Lapierre authorized dealer.

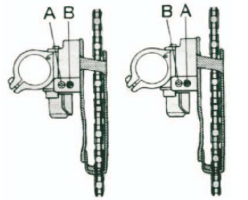
2.4 WHEELS

The tire industry has actively participated in the development of the different styles of riding, and tire manufacturers now offer tires that were created to accommodate the style of riding for which the bike they equip was made. It is important to understand the tires' characteristics in order to take full advantage of them.

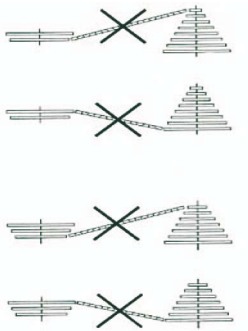
Maintaining your tires requires:

- Rims that are properly maintained.
- The occasional application of a small amount of talcum powder on the inside of the tire.
- The correct air pressure (indicated on the side of the tire). This will vary based on your style of riding. You do not need to inflate the tire to the maximum air pressure; instead, you can adjust based on the comfort/performance ratio you wish to achieve.
- Always remove any foreign objects that get stuck in the tire.

⚠ SET-UP ⚠



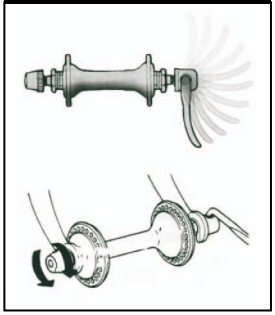
⚠ WARNING ⚠



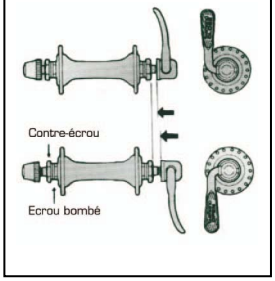
⚠ WARNING ⚠

IN RAINY CONDITIONS, BRAKING DISTANCES ARE LONGER.

WARNING



SET-UP



Your tires should avoid:

- **Contact with gas, oil, or other greasy substances.**
- **Prolonged exposure to direct sunlight.**
- **High temperatures**.

Certain models of tires are designed to rotate in a specific direction. Always respect the correct direction if this is the case, which will be indicated on the side of the tire.

3 RECOMMENDATIONS

3.1 TORQUE SPECIFICATIONS

- Classic stem = 20 Nm
- Handlebars on a classic stem = 25 Nm
- Threadless headset = 10 Nm on the pivot and 5 Nm on the handlebars
- Brake cables = 6-8 Nm
- Brake pads = 6-8 Nm
- Brake levers = 6-8 Nm
- Rear derailleur = 8-10 Nm
- Front derailleur = 5-6 Nm
- Wheelnuts = 20 Nm
- Saddle chariot = 15 Nm

3.2 SUSPENSION FORKS

Your suspension fork requires specific, precise maintenance that may vary depending on the fork. It is imperative that you read the manufacturer's notice that is delivered with your bike. Due to the impact and the shocks that suspension forks absorb, it is important to clean the stanchions and inspect the joints after each use. Please refer to the manufacturer's notice for information regarding how often you should change or add oil. Only a specialist who has the proper tools should perform these operations.

III - SPECIFIC MODELS

1 CARBON

Our carbon frames are the result of long hours of research and development, and owning one requires certain maintenance procedures that will prolong the life of your bike and assure optimal performance.

- Pay close attention to your bike, listening for any strange noises and visually inspecting the frame and parts on a regular basis.
- Perform regular tune-ups:
- Periodically visit your authorized Lapierre dealer so he can inspect your bike.
- In case of any serious accidents, have your bike examined by an authorized Lapierre dealer before riding it again.
- Avoid using grease on your seat tube as certain ones can be harmful to the resin and deteriorate it.
- During winter rides, it is absolutely necessary to wash your bike after each ride in order to avoid damaging the frame from the salt.

⚠ WARNING ⚠

NEVER EXCEED THE MAXIMUM PRESSURE INDICATED ON YOUR REAR SHOCK ABSORBER. WHEN IN DOUBT, REFER TO THE MANUFACTURER'S OWNER'S MANUAL FOR YOUR REAR SHOCK OR FORK.
IF YOU STILL HAVE QUESTIONS, DON'T HESITATE TO CONTACT YOUR AUTHORIZED LAPIERRE DEALER.

2 X-RACE

The X-Race was developed as a pure cross-country bike. The single-pivot rear suspension is both efficient and reactive, while adding comfort and adherence to your ride.

For the best performance, here are some adjustment and setting tips:

1 – Correctly adjust your riding position.
2 – Choose a tire pressure that is appropriate for weather and terrain conditions.
Refer to the pressure guidelines indicated on the tires. If you wish to increase comfort, decrease the pressure. For better performance (more efficiency), increase the pressure. This can also reduce the risks of a flat.
3 – Adjust the sag of the rear shock absorber.
Depending on the kind of ride that you are seeking, you can adjust the air pressure in the rear shock to vary the sag. If you are looking for reaction and precise steering, you should opt for a sag between 10-15% (4-6mm). If you wish to increase the comfort and stability in descents, you can lower the pressure and increase the sag, between 25-30% (9-11mm).

In general, the best compromise is 7-8mm of sag.

⚠ WARNING ⚠

WHEN APPLICABLE, AVOID RIDING WITH THE REAR SHOCK AND FORK ALWAYS LOCKED OUT. USE THE LOCK OUT FUNCTION ONLY WHEN NECESSARY, SUCH AS DURING LONG CLIMBS OR WHEN RIDING ON SMOOTH TERRAIN.
IF THE SUSPENSION IS LOCKED OUT DURING DESCENTS, YOU COULD CAUSE INJURY TO YOURSELF OR YOUR BIKE.

ENGLISH

Never exceed the maximum pressure indicated on the shock absorber.

SET-UP FPS2

X-CONTROL 100

3 FPS2 REAR SUSPENSION SYSTEM (NOT AVAILABLE IN THE US)

The FPS2 (Full Power Suspension) system is based on an equilibrium point. In order for the system to function correctly (and eliminate pedal bob and kick-back), you'll need to adjust the pressure in the rear shock absorber. All FPS2 models are equipped with a setting indicator on the swing arm.

Steps to follow:

- Sit on the bike, with your feet on the pedals and in riding position. (Having someone hold the bike for you or leaning against a wall with your elbow helps.)
- Once you are balanced, the indicator should point to the equilibrium point. On the 130mm and 160mm travel models, the equilibrium point falls within a relatively large range indicated on the left seat stay. (On the 160mm travel models, the optimal position corresponds to the "Nico's Sag" position.)
- If the indicator is pointed between "zero" and "min", you need to reduce the pressure.
- If the indicator is pointed between "zero" and "max", you need to increase the pressure. A high-pressure pump is recommended for this step.

WARNING: Never exceed 200psi or 14 bars, and do not allow any foreign objects to enter while you are adjusting.

To check your setting, you can slightly bounce while you're in the saddle and verify that the indicator comes back to the equilibrium point. You can also ride on flat ground to check that the indicator stays at the equilibrium point. If you do this, beware of oncoming traffic!

3.1 USEFUL ADVICE

If you would like to increase the negative travel, you can slightly reduce the pressure in the shock absorber for additional comfort, or if you ride on very rough terrain.

The indicator will then be positioned between "zero" and "max". (For the X-Control: never allow more than 1mm between the indicator and "zero".) You may feel slight pedal bob, but it will still be less than that of a classic full-suspension bike.

On the other hand, there is no real benefit to increasing the pressure higher than necessary.

Note:
- Avoid directing high-pressure washers pointed directly at the bearings of your bike (headset, wheels, crankset, etc.). A brush attached to the end of the hose is a better solution for cleaning your MTB.
- If you ride often in muddy conditions, it is advised to protect the rear shock absorber with a neoprene sleeve.

4- OST

Our new OST technology (Optimized Suspension Technology) was inspired from our FPS2 system and optimized for longer travels. Like FPS2, it is equipped with a setting indicator that helps adjusting the initial compression (SAG) in an optimal way in order to get the maximum of efficiency from your bike. The SAG sticker is located on the left side of the bike, on the seat stay. The SAG should be adjusted from 15 to 19 mm for Zesty and from 17 to 21 mm for Spicy.

Steps to follow for pressure adjustment (Same steps for Spicy and Zesty):

1 : First, make sure that the setting indicator is right in front of « zero » when no one is seated on the bike. Do not hesitate to adjust the red arrow's position if necessary.

2 : Sit on the bike, with your feet on the pedals and in riding position (Having someone hold the bike for you or leaning against a wall with your elbow helps.)

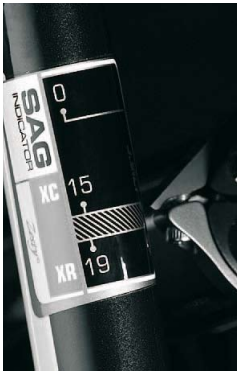
3 : Once you are balanced, the indicator (=red arrow) should point within the adjustment range that is indicated by hatchings on the left seat stay (between 15 and 19 mm for Zesty and between 17 to 21 mm for Spicy).
-A 15 mm adjustment for Zesty and a 17 mm adjustment for Spicy are more in direction of a cross country use (XC) with a steeper seat tube angle and a firmer suspension that will reflect more of the ground's flaws.
-A 19 mm adjustment for Zesty and a 21 mm adjustment for Spicy are more in line with an "Enduro" use (XR). The angles will be less steep to put more balance on the rear part of the bike.

If the indicator points out of the hatched range while you are on the bike, you just need to:

- Increase the air pressure inside the shock absorber with a high pressure pump (in case the red arrow points above 19 mm for Zesty or above 21 mm for Spicy)
- Decrease the air pressure if the arrow points under 15 mm for Zesty and under 17 mm for Spicy.

Tips :
Having another person check the indicator's position from the side of the bike is better for a good adjustment

SET-UP OST



ENGLISH

⚠ WARNING ⚠

NEVER EXCEED THE MAXIMUM PRESSURE INDICATED ON THE USER'S MANUAL OF THE SHOCK ABSORBER. ALWAYS REFER TO THAT USER'S MANUAL FOR ANY QUESTION YOU MAY HAVE OR FOR ANY MAINTENANCE MATTERS.

DO NOT DISASSEMBLE THE SHOCK ABSORBER IN ANY CASE: HIGH AIR PRESSURE COULD HURT YOU.

IN CASE OF ANY DOUBT OR QUESTION, DO NOT HESITATE TO CONTACT YOUR OR ANY LAPIERRE AUTHORIZED DEALER.

⚠ WARNING ⚠

LAPIERRE CANNOT BE HELD RESPONSIBLE FOR DAMAGE CAUSED BY NEGLIGENCE OR IRRESPONSIBLE USE OF THE BIKE.

of the pressure.
To check your setting, you can slightly bounce while you are on the saddle and check that the indicator stays at the equilibrium point. Also, in order to have the most precise setting possible, do not hesitate to settle your bike while fully equipped (with helmet, hydration bag…)

DH-230

5.1 ADJUSTING THE HEADTUBE

Your DH-230 is equipped with an adjustable headtube. The bearing seats are offset in relation to the axe of the exterior casing. There are two possible positions that give two different headtube angles (65° and 66.5°). By turning the interior headtube 180°, the headtube angle is changed.

You must align the groove at the bottom of the inside casing with the opening in the outside casing. The screws that fix the adjustable headtube in place should be tightened to 6 Nm.

5.2 FOX DHXAIR SETTINGS

The DH-230 frame was specifically developed to be used with the FOX DHXair rear shock absorber.

Several possible settings exist for this shock. Please refer to the FOX manual delivered with your bike for more detailed information.

You must first adjust the pressure in the positive chamber of the shock. The sag should be between 22mm and 31mm. The optimal sag, validated by Nicolas Vouilloz, is 28mm.
Next, you need to adjust the bottom-out setting (the large blue dial and the ProPedal adjust fully open). We suggest setting the pressure at 5 bars for the best performance.

If you do bottom out, tighten the large blue dial. You can also tighten the small blue dial (for adjusting the ProPedal), which has the same effect as increasing the pressure in the external chamber. This dial allows for a more precise setting and is easier to adjust during a ride.

Nicolas Vouilloz's set-up advice for the DHXair:
Compression adjust (via Schrader valve): 5.5 bars – 7.5 bars

Bottom-out adjust (large blue dial): fully open
Rebound adjust (red knob): A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

SET-UP

5 ACS – ADJUSTING THE ANTI-CHAIN SUCK SYSTEM

This system helps prevent the chain from getting stuck between the chainstay and the chainring. The ACS plate is attached under the chainstays with 4 oblong holes, which allow for precise adjustments of the plate.

The plate should be positioned as close as possible to the chainring, as illustrated in the drawing. Do not put the ACS plate in direct contact with the teeth of the chainring, studs, etc. However, if the plate is too far away from the teeth, the chain may get stuck.

ENGLISH

4.1 MAINTENANCE SCHEDULE

To prolong the life of your bike, you should keep and respect a maintenance schedule.

SET-UP

1- Before and after each ride
Check the brakes.
Check the pressure in the tires and for any tears or foreign objects.
Check if the wheels are securely fastened.
Check if the stem and handlebars are securely fastened.
Check the suspension forks to ensure proper functioning.
Always store your bike in a clean, dry place.

2- Every month
Check for a loose stem, handlebars or seat post.
Inspect the cassette and chain.
Inspect the cables, hose, and shifters, and adjust if necessary.
Check the derailleurs and add grease if necessary.
Check the wear and tear of the brake pads/callipers.
Check if the wheels are deformed, and check the tension in the spokes.

⚠ WARNING ⚠

IN ORDER TO PROLONG THE LIFE OF YOUR BIKE, IT IS ESSENTIAL TO PERFORM REGULAR TUNE-UPS.
CAREFULLY REVIEW THE TABLE TO UNDERSTAND THE LAPIERRE WARRANTY.

If your bike has V-Brakes, your rim is a consumable part that will need to be controlled regularly. Please refer to the supplier's guidelines and check the braking surface regularly for wear indicators.

3- Every six months (depending on how often you ride and the type of riding)
Closely inspect the frame for any tiny cracks.
Check for play in the crankset.
We recommend taking your bike to a Lapierre authorized dealer for an in-depth inspection and tune-up.

4- Every year
Replace the stem and handlebars.
Replace the brake pads/callipers if necessary (this will depend on the frequency and intensity of your rides).
Check for any parts that may rub against each other and cause damage.
We recommend taking your bike to a Lapierre authorized dealer for a complete revision and tune-up.

ENGLISH

2 CLEANING YOUR BIKE.
After your ride, wash your bike with soapy water (liquid dish soap is recommended for its ability to remove grease without damaging the bike). Avoid using high-pressure washers if possible. If you have to use one, avoid directing the stream directly at the joints and bearings (for full-suspension models).

Dry your bike with a soft cloth in order to avoid rust and corrosion. While carefully drying your entire bike, you will also be able to inspect all the different parts and detect any potential problems.
Before storing your bike in a clean and dry place, lubricate the drivetrain parts with an appropriate product. You can also take this time to control the brakes, see if the wheels are deformed, and check for any play.

3 WORN PARTS
Always keep an eye on component parts that receive a lot of wear and tear (especially the brakes) in order to avoid any risks. If you have any doubts, you can check the manual from the component manufacturer or check with your Lapierre authorized dealer. It's better to prevent than to heal, so never wait until the last minute!

List of consumable parts:
- Braking components (pads, rims)
- Tires, inner tubes, rim strips

- Cables and casing
- Transmission parts (chain, chainwheels, cassette, bottom bracket)
- Shock struts and bushings
- Full suspended frames pivot bearings.

V - LAPIERRE WARRANTY

Subject to the limitations, terms and conditions listed hereafter, the following warranty is valid starting from the original date of purchase of the bicycle. The warranty is only valid for bicycles purchased from Lapierre authorized dealers and for the original retail purchaser. The terms are not transferable.

The warranty is applicable only for bikes used under normal conditions, and will be cancelled in the case of misuse, lack of maintenance, accidents, normal wear and tear, or other abnormal or excessive treatment.

Lapierre provides a 5 year warranty for rigid frames and a 2 year warranty for full-suspension frames against manufacturer and material defects.

The DH frame is warranted for 1 year, under the condition that it is used for downhill riding only and not freeride.

Paint and decals are warranted against manufacturer defects for one year from the original owner's date of purchase.

This warranty is not valid for bicycles used in competition.

All component parts used on Lapierre bicycles are warranted against manufacturer defects for a period of 2 years, starting from the original date of purchase. Certain parts, such as suspension forks, shock absorbers, complete wheelsets, and hydraulic brakes, are warranted by their respective manufacturers, who handle warranty claims directly.

The warranty does not cover normal wear and tear. You will find a list of consumable parts in paragraph IV - 3 MAINTENANCE - Consumable parts

For all warranty claims, the user must have a proof of purchase indicating the date of purchase from one of Lapierre's authorized dealers. The user must present the completed warranty booklet as well as the invoice statement. The dealer will perform an initial analysis of the problem. All warranty claims must be authorized

⚠ WARNING ⚠

IF YOU HAVE A PROBLEM WITH YOUR BIKE, TAKE IT TO YOUR AUTHORIZED LAPIERRE DEALER (WITH A PROOF OF PURCHASE). THE DEALER WILL PERFORM AN INITIAL DIAGNOSIS, AND THEN ONLY HE CAN SEND THE BIKE BACK TO OUR FACTORY FOR A WARRANTY CLAIM. LAPIERRE'S WARRANTY DEPARTMENT HAS FINAL SAY IN ALL WARRANTY CLAIMS.

ENGLISH

by Lapierre's warranty claims department.
All warranty claims will be considered only following an expertise revision of the bicycle by Lapierre. The owner is responsible for paying any cost of travel or shipment related to a warranty claim. All labor costs are at the expense of the owner.

Should the bicycle or any of its parts be determined to be covered by this warranty, it will be repaired or replaced with a new identical or corresponding part. Lapierre cannot guarantee the availability of all frames and colors.

In any case, all final warranty decisions will be made by Lapierre's after sales department only.