Gazelle

www.gazelle.nl

# User Manual

Gazelle

All Gazelle bikes have a unique frame number. This and other details can be recorded here. If your local police force runs a cycle tagging scheme then we recommend that you get your bike registered. The details that you record here will be necessary for that registration.

**Note down your frame number on this page and put the sticker of the safety lock on the spot indicated below. If your bike doesn't have a lock (as is the case with racing bikes or mountain bikes) only note down the frame number.**

## Owner

Name: .....

Address: .....

Postcode: ..... City of residence: .....

Bike model: .....

Brake system: .....

Lock number: ..... Key number: .....

Frame number: .....

Date of purchase: .....

Seller: .....

Signature seller: Signature owner:

..... .....

## What to do in the case of theft?

If you are unfortunate enough to have your bike stolen report it to the police. When you do so, bring this booklet so that the police will have the details for your bike which will make it easier to identify should it be recovered. If your local police force operates a cycle tagging scheme registering your bike will make it easier to identify.

**Always properly lock your bike and attach it to a fixed object as well, if possible. Use a Sold Secure approved lock.**

Keep it safe!



It is important that you bring your bike to your Gazelle dealer to have it serviced within 3 months and within 1 year after you start using it. This servicing consists of the following actions / inspections:

| | | First service | Service after a year |
|---|---|---|---|
| **Adjusting brakes:** | Front brake | O | O |
| | Rear brake | O | O |
| **Inspection lighting:** | Dynamo | O | O |
| | Light wiring | O | O |
| | Headlight | O | O |
| | Taillight | O | O |
| **Tyres/wheels:** | Front tyre | O | O |
| | Rear tyre | O | O |
| | Front axle nuts | O | O |
| | Rear axle nuts | O | O |
| | Spoke tension, optionally truing the weel if it is buckled | O | O |
| | Chain tension | O | O |
| **Gear system:** | Adjusting gear shifters | O | O |
| | Adjusting derailleur / gear hub, if necessary | O | O |
| | Seat | O | O |

**Signed as correct:** ..... .....

**City:** ..... .....

**Date:** ..... .....

Content


Congratulations on your new Gazelle! It ensures that you will enjoy thousands of kilometres of relaxed and carefree cycling fun. Ever since Gazelle produced its first bike in 1892, your comfort and safety have been a priority. As the premier bike brand in the Netherlands, Gazelle was the first bicycle manufacturer to receive the ISO 9001-2000 certificate for its quality system.

You can be certain that your bike has been designed and manufactured with the utmost care using high grade and resilient materials. That's why Gazelle can offer you a long-lasting warranty. In the back of this booklet you will find the certificate of guarantee.

To get the best out of your new bike on a continuous basis it is recommended that you maintain it well and have it checked regularly by your Gazelle dealer. This booklet will advise you how best to do this and how to do minor repairs yourself. In addition, you will find all the information that you need for an exact and tailor-made adjustment of your bike.

We advise you to read this user manual carefully and to keep it in a safe place. Your Gazelle dealer is always prepared to help you out with advice and assistance.

We wish you lots of cycling fun!

Royal Dutch Gazelle N.V.
P.O. Box 1
6950 AA Dieren, the Netherlands
www.gazelle.nl


1


Upon delivery, the Gazelle dealer has adjusted your bike just right for you. However, sometimes it's convenient to slightly change the sitting position. To prevent muscular pain during a long ride, for instance. Gazelle bikes are designed in such a way that you can easily do this. This chapter will advise you how to adjust your Gazelle in order to make it most comfortable.

## The seat

The seat is an important part of your bike and comes in different varieties. For instance, the seat of a racing bike is hard and small, whereas the seat of a comfort bike is wider and softer. Many of our bikes are fitted with Gel seats. These are designed to change shape in order to distribute the pressure of the rider's backside more evenly.

**Saddle Height Adjustment**

The best way to check the ideal height of your seat is by sitting on the bike. The toes of one foot must be able to touch the ground, whereas the heel of your other foot rests on the pedal that is in its lowest position. In that case your leg is stretched almost completely, but still feels relaxed. If you can touch the ground with both feet, the seat is too low. If you want to adjust the height of the seat, simply loosen bolt (A) or the Allen bolt on the chain side. Then you can adjust the seat according to your wishes. Firmly retighten the bolt after (fig. 1).

*When you do this, please be aware that the safety indication MIN or STOP isn't visible.*

**Normal seat**

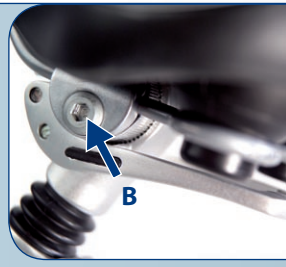
Using bolt (B) you can adjust the seat to the front or back and set the seat's angle. The comfort is determined not only by the seat's height, but by its adjustment as well (fig. 1).

**Seat Switch and Gel Seat**

In the case of models with a Seat Switch seat angle adjuster you can adjust the seat without tools. All you have to do is push down the lever (H) beneath the seat and determine the ideal position. Subsequently you push the lever (H) back up. If it is difficult to operate the lever, you can slightly loosen nut (M). If you loosen the nut too much, the seat will tilt. If you loosen bolt (B), you can adjust the seat to the front or back (fig. 2).




2




**Gazelle Comfort Post and Gazelle Comfort Seat**

With the Comfort Post seat post (fig. 2) it is possible to adjust the seat angle without tools. By pushing the safety catch (A) you can lower the lever (H). This makes it possible to set the ideal seat angle by moving the seat up or down. You can shift the seat to the front or back by loosening Allen bolt (B). Once the seat is positioned correctly, retighten Allen bolt (B) with 1 Nm.

With the Comfort Seat's seat post (fig. 3) you can adjust the seat to the front or back by lowering lever (A). Subsequently you lock the seat in the right position by shifting the lever back up.

**Comfort Seat inserts**

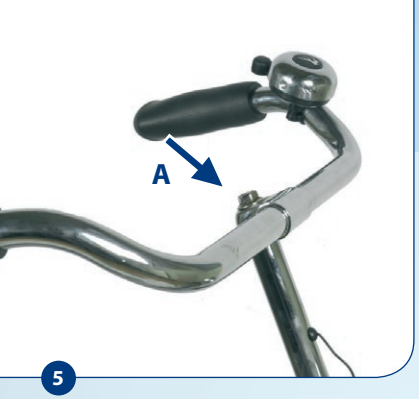
Inserts (fig. 4) determine the seat's cushioning. Standard, the seat is provided without insert. If you weigh between 80 and 100 kg, you are advised to apply the green insert. If you weigh between 100 and 130 kg it's best to choose the blue insert. If you weigh less than 80 kg, for instance, and want a less flexible seat an insert can offer a solution also (e.g. for longer rides). To place the inserts loosen the three bolts and take off the seat cover. Add the insert and put back the seat cover. Now you can retighten the bolts. When demounting the seat the stopper on the bottom of the seat should be removed. Do not adjust the bolts on both sides of the seat post, because these keep important components in place. They do not clamp the seat post. All inserts are available via Gazelle's O&A.


3

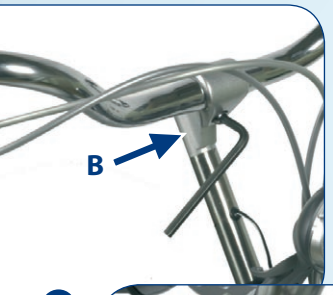
**The ideal sitting position**

The seat's ideal position is different for everyone. It often takes a bit of time before you have found the perfect position. Furthermore, it depends on the kind of bike ride you take. If you take a long, sporty ride it is best to point the seat slightly downwards. If you take a short bike trip it is often more convenient to sit upright and point the seat slightly upwards.
*Warning: the seat should never be adjusted while riding the bike!*

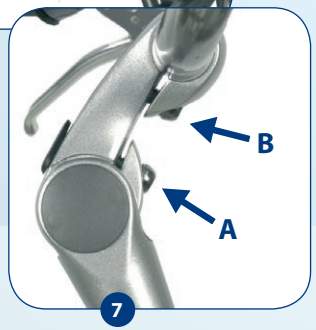
4



5



6



7

8

## The handlebar

Your riding comfort is not only influenced by the position of the seat, but by the height of the handlebar as well. That is because it determines the pressure on your hands and the posture of your back.

Gazelle bikes are fitted with various types of handlebars. Obviously these can all be adjusted in height according to your wishes.

If you have a fixed handlebar, loosen bolt (A) a few turns. Then give it a few taps with a rubber hammer. You can now position the handlebar to the desired height by using a back-and-forth turning movement. Then firmly retighten the bolt (fig. 5).

When adjusting the handlebar height, beware that the safety indication MAX on the handlebar stem is not visible. In that case the handlebar is too high.

A number of Gazelle models feature a handlebar stem that enables you to adjust the position of the handlebar by means of a clamping bolt (B) (fig. 6).

Some of our Gazelle models are fitted with an infinitely adjustable Shuttle handlebar stem. With bolt (A) you can adjust the position of the stem extension and with bolt (B) that of the handlebar (fig. 7).

To adjust the height of this handlebar you have to remove the cap from the stem. Subsequently you can turn the stem extension in such a way that an additional bolt becomes visible. You can loosen this bolt with a long 6 mm Allen key (S), after which you can adjust the handlebar height according to your wishes. Afterwards firmly retighten the bolt (fig. 8).

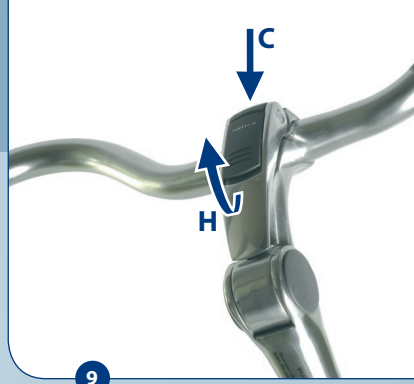
If you own a Gazelle bike with an infinitely adjustable Shuttle QR, Shuttle QR Comfort or Switch handlebar stem, you don't even need tools to position the handlebar. Then the only thing you have to do is lift the lever (H) (with the Switch and Shuttle QR Comfort first pull back sliding safety bolt (C)) and tilt the handlebar to the desired height (fig. 9). At the moment you push the lever back down the handlebar is locked (fig. 10). If you want to adjust the height of the handlebar stem itself, use a 6 mm Allen key (10A) to loosen the bolt (fig. 10A). You can see this bolt if you lift the lever.

After prolonged use the handlebar might become a bit loose. In that case visit your Gazelle dealer. He has the know-how and tools to fix this problem immediately. Should the handlebar be bent or damaged in any way, it should always be replaced. Bending back the handlebar after an accident is potentially dangerous and not recommended as it might cause a weakness that could lead to failure at any time. Deep scratches in aluminium handlebars create the risk of breaking the handlebar. In this case the handlebar should also be replaced.

Various MTB, X-Road and Racing models are outfitted with an Ahead System stem extension. In Ahead system headsets the handlebar stem is mounted directly onto the steerer tube of the front fork (the long tube that passes through the front part [called the head tube] of the bike's frame). To align the handlebar stem with the front wheel, loosen the clamp bolts (A). By loosening bolt (B) (tightening torques are indicated on the stem) the angle of the stem extension, and thus the height of the handlebar can be adjusted (fig 12). Afterwards firmly retighten all bolts after adjustment. Never attempt to adjust your handlebars while riding the bike and always check if everything is tightened properly before setting off the ride.

## The handlebar locking system

Some models have a handlebar locking system on the headset (fig. 11). This can be activated by turning the black ring to the left (counter clockwise) which engages a ratchet mechanism. The turning direction is indicated by arrows and an open and closed lock on the aluminium ring. A red band becomes visible when the handlebar has been locked. For safety reasons it is still possible to turn the handlebar when locked – made evident by the clicking sound of the ratchet. The handlebar can be unlocked by turning the black ring back to the right (clockwise), after which it is possible to steer normally again.



9

10

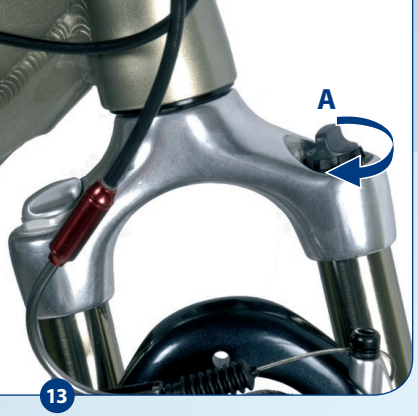
10A


11



12

Cycling comfortably



13

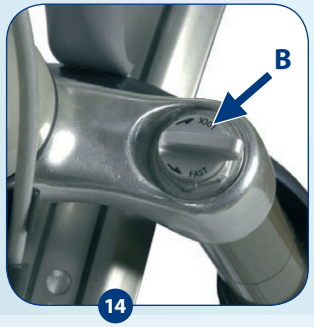
## Suspension

Some models feature suspension for optimum comfort. The correct adjustment of the suspension system depends on the weight of the rider and the terrain on which you bike.

**Suspension seat post**

In many models, Gazelle has put a suspension system within the seat post. In the chapter "Maintenance and inspection", on page 26, it is indicated how you can set the spring tension of the suspension seat post.

*Beware: If you brake hard, the front suspension will deliver an up and downward movement that can be dangerous, especially in curves. This effect is weakened if you use the front brake as well as the rear brake. Therefore, never brake with the front brake only!*



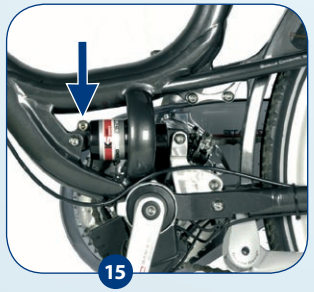
14

**Suspension front fork**

Gazelle's suspension front forks can be divided into two categories. The first type works by means of mechanical springs with elastomers, the other type uses air pressure.

**Front forks using air pressure**

These front forks can be adjusted by increasing or lowering the air pressure. The desired pressure depends on the weight of the rider and the desired suspension action. The air pressure can be adjusted using the supplied pump.


15

Instead of using air, the suspension front fork with elastomers uses mechanical springs with elastomers for suspension. This is a cell-like, plastic spring element. This type of suspension can be adjusted by means of the turning knobs on top of the front fork (A in fig. 13).

Please note that the tension of the springs on both sides should be the same. More information about this can be found in the chapter "Maintenance and inspection", on page 26.

Some models with a suspension front fork offer not only the possibility to adjust the spring tension but also to temporarily turn off the suspension completely, the "Lock-out" function (B). This is recommended to prevent loss of energy during a climb (fig. 14).

**Adjusting the rear suspension unit**

For Gazelle bikes with rear (air shock) suspension, the firmness of the ride can be altered by adjusting the air pressure in the rear suspension unit. This can be done using the pump supplied (fig. 15).

## Handlebar grips

The ergonomically designed handles ensure that the load on your hands during cycling is minimized. Due to temperature differences, the action of sunlight or as a result of intensive use, the handles can become loose over time. In that case they need replacement. Your Gazelle dealer will be happy to take care of that.

**Adjustable handles**

To prevent handles from becoming loose, Gazelle has developed handles that can be secured with a bolt. If you like to slightly twist your handles over the handlebar, you first need to slightly loosen this bolt. After setting them to the desired position you must secure the handle again. Don't turn the bolt too tight, max. 5 Nm tightening torque (fig. 16). By holding the Allen key on its short side you apply the right amount of strength (fig. 17).

## Kickstand

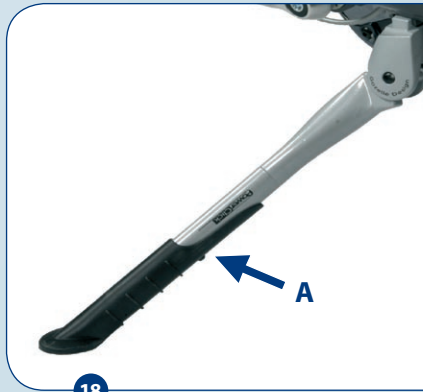
Since you won't find bike racks everywhere, almost all Gazelle bikes are fitted with a sturdy, stable PowerClick stand. Lengthwise adjustment with screw (A) is simple and ensures that your bike always sits rock solid fig. 18).

## On your way

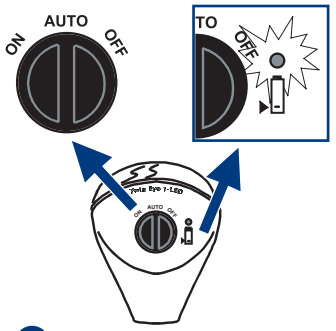
Now your bike has been adjusted correctly. Before you start riding, check if everything is secure. Now you can start enjoying your new Gazelle. If you want to know more about the technical aspects of your bike you can read about the various parts, maintenance and minor repairs in the following chapters.

16

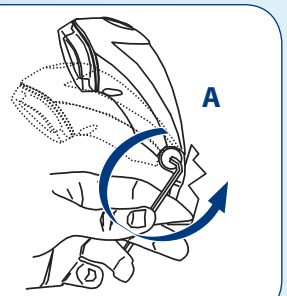
17



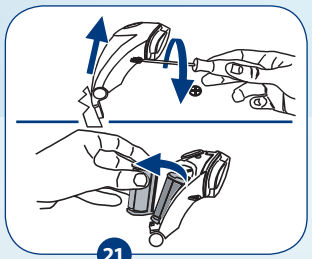
18



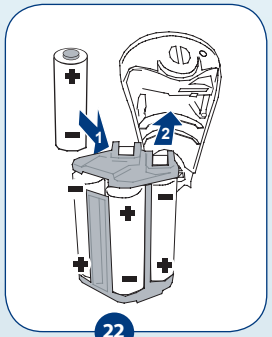

19




20



21




22



## Lights

To ride safely in traffic it is important that other road users can see you. Therefore, effective lighting has been one of our main concerns in the design of your bike. In this chapter you can read about the operation of the various types of lights that you can find on your new Gazelle.

**Dynamo**

The taillight of your Gazelle works on batteries. The energy needed for the headlight is usually generated by a dynamo. There are dynamos that are driven via a device that rolls against the tyre and dynamos that are integrated into the hub. In the chapter "Minor repairs", on page 38, you can read exactly how to simply solve possible problems with your dynamo.

**Headlights**

Many Gazelle bike models are fitted with a headlight with a built-in reflector. The advantage of this is that you are still properly visible to approaching traffic when you're standing still. Some models feature Gazelle Double-Sight LED battery headlights with one or more LEDs (Light Emitting Diode). The service life of LEDs is almost unlimited.

**Gazelle Double-Sight LED headlight**

The Gazelle LED battery headlight has a switch with three positions (fig. 19):
AUTO: In this mode the headlight switches on automatically when darkness sets in and the bike starts to move. If you're standing still and the bike isn't moving, the headlight continues to shine for another 30 seconds (standlight light function).
ON: This enables you to have the headlight on at all times. This can be important in misty weather, for instance, when it is desired that the headlight is on while it's still too light to have the automatic mode switched on.
OFF: This enables you to completely switch off the headlight at all times. Handy when you transport your bike on a carrier that is attached to your car: under those circumstances it is undesirable that the light switches on. It's also a convenient way to quickly stop the standlight function.

The beam angle of the Gazelle LED battery headlight is adjustable. By slightly loosening the bolt (A) you can easily direct the light. Subsequently, properly retighten the bolt (fig. 20). To replace the batteries, unscrew the light's rear casing, remove the bolts and slide the cap upwards. Then you can change the batteries (figs. 21 and 22).

**Gazelle Power Vision rear battery light**

If your Gazelle is equipped with a Power Vision headlight with a halogen light bulb and you want to adjust this headlight, you first have to loosen the front part. If you don't do this there is a risk that the light's connection will break off. Loosening and retightening can be done by using a coin (A in fig. 23). There are 2 models of the Gazelle In-Sight headlight available: a battery model and a dynamo model. This headlight has 3 modes (fig. 24).

**Gazelle In-Sight headlight, battery version:**

**ON:** The light is on continuously with full power.
**AUTO:** The light switches on automatically when the bike is moving and it's dark. The light switches automatically between Eco and Full power depending on the ambient light. This means that if you ride in a built-up area and pass a beam of light (e.g. a street light) the light slowly (in about 3 seconds = Soft down) switches over to Eco and remains in that mode for 10 seconds. If no new light stimulus is received within that period of time, the light switches back to Full Power again (in about 3 seconds = Soft start), etc. If you park the bike, the light stays on for another 20 seconds (safe stop).
**OFF:** The light is switched off permanently.

Replacing the batteries is easily done after removing the black cap and unscrewing both bolts (fig. 25).

**Gazelle In-Sight headlight, dynamo version:**

**ON:** The light is on.
**AUTO:** The light switches on automatically if you start to bike and it is dark.
**OFF:** The light is switched off permanently.
Safe stop function: The light stays on for a few minutes after you've stopped. This works both in the "on" and "auto" mode.


23

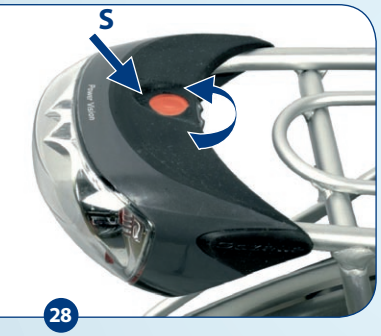

24


25

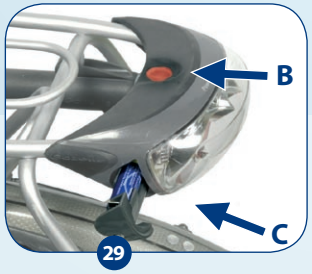
26

*A "scroll wheel" with which you can adjust the beam of light (closer by/further away) is located at the bottom of the headlight (fig. 26).*

27



28



29

30

**Automatic lights in combination with hub dynamo**
More and more Gazelle bikes are equipped with automatically functioning headlights that are powered by hub dynamos. These lights go on automatically when darkness sets in and the bike is in motion. To make this possible, a light sensor is integrated into the headlight. The sensor can either be obscured or exposed by a moveable cover (S) (fig. 27). If the sensor isn't covered, the headlight switches on at the moment that darkness sets in. If you do not obscure the sensor with the cover, the lights will always be on when you ride. This can be desirable when it's foggy or snowing, for instance.

**Taillights**
The new generation Gazelle taillights were designed to have a long runtime. LED light bulbs use very little energy and have a virtually unlimited service life. With battery-powered taillights wiring problems are now a thing of the past.

Gazelle bikes are supplied with various types of taillights. The Gazelle Clear Vision taillight has a turn switch (S) with three positions (fig. 28):
**AUTO:** In this mode the taillight switches on automatically when darkness sets in and the bike starts to move. If you're standing still and the bike isn't moving, the taillight continues to be on for another minute (standstill light function).
**ON:** This enables you to have the taillight on at all times. This can be important in misty weather, for instance, when it is desired that the taillight is on while it is still too light to switch on the automatic mode.
**OFF:** This enables you to completely switch off the taillight at all times. Handy when you transport your bike on a carrier that is attached to your car: under those circumstances it is undesirable that the light switches on. It's also a convenient way to shut off the standlight function when you park your bike.

When the batteries of the Clear Vision taillight have ten hours left in them, the indicator starts to blink (B). This enables you to replace the batteries in a timely fashion (C in fig. 29). In practice, the batteries will need replacement once a year on average at the most.

Bikes that feature the Gazelle/Spanninga LED XB taillight do not have an automatic mode. You can switch this type of taillight on and off by pressing the switch (S) on the taillight (fig. 30).

Some taillights that are moulded into the mudguard, switch on and off automatically. If desired you can switch off this automatic action by pressing switch (S) (fig. 31). If you press again, the light will function automatically again.

You can switch the Spanninga Ultra-B taillights on and off by pressing switch (S). The batteries in these types of lights have to be replaced once or twice a year. To do so, screw (B) needs to be unscrewed on all types (fig. 32).

In the chapter "Minor repairs" on page 38 you can read how to replace the batteries.

The Busch & Müller taillight (fig. 33) has an automatic, as well as an "on" and an "off" mode. With the setting (S) you turn on the automatic mode. The light will now switch on in the dark if the bike is moving.
1: Will permanently turn on the taillight.
0: Will turn off the light.

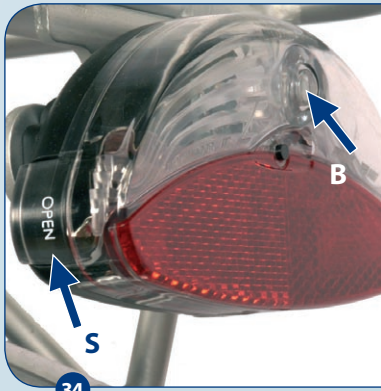
To replace the batteries: press down the black plastic on the bottom of the taillight and pull the complete taillight to the front.

With the button (B) you can switch the taillight on and off. If the batteries need to be replaced, you can release the taillight from the back plate by unclicking the taillight on the side (S) (fig. 34).

31

32

33



34

**Under wet conditions rim brakes have an increased braking distance: keep this in mind!**

## Brake systems

Properly working brakes are of vital importance. In this chapter we therefore pay attention to all types of brakes. You can read, amongst other things, how to recognize and solve possible problems.

**Coaster brake**

If you notice that the braking power of your coaster brake is diminishing, please consult your Gazelle dealer. The maintenance and possible repair of this brake system is a specialised job that can only be performed properly by a professional.

**Rim brakes**

If you have a bike with rim brakes and you notice that the braking efficiency diminishes it might be that your brake pads are worn down. These pads are usually designed with grooves. These give a good indication of the degree of wear. If the pads are worn down to the bottom of the grooves, they should be replaced. In that case, be sure to check that you mount the correct brake pad type.

It is also important that there is not too much distance between the brake pads and the rim. The ideal distance can be assumed to be 1 millimetre. If the distance is greater it can be decreased using the fine adjustment, which is located on the brake lever or the brake itself ( figs. 35 and 37).

Rim brakes can also cause wear of the rims. This effect is speeded up by sand or street dirt, for instance. Have your Gazelle dealer regularly check your rims to determine if they are still stable or in need of replacement.

Bear in mind that V-brake type rim brakes have a very powerful braking action. Therefore, never use the front brake only. Always use the front as well as the rear brake! This type of brake does feature a power modulator. It prevents powerful braking from being applied immediately; providing a slight delay before the brake gives maximum power (fig. 35).

35

**Drum brakes**

Over time, drum brakes also show wear. You will notice this by the fact that the brake levers will almost be able to touch the handlebar. Usually, readjusting the brakes suffices.

If you have a cable-operated drum brake, turn nut (S) until the brake lining just touches the drum barrel. You will be able to notice this by spinning the wheel. If the wheel stops quickly, then the brake is over tightened. In this case you should unscrew nut (S) one or two turns until the wheel keeps spinning without interruptions. Regularly pull the brake hard during its adjustment to make sure that it 'beds in' correctly.

The same procedure can be followed for a rod-operated brake. Just beware that you first adjust the front brake before you start working on the rear brake.

Leave the replacement of brake shoes to your dealer. Only he knows exactly which type of brake shoe must be fitted.

**Rollerbrakes**

Shimano's roller brake is also a kind of drum brake. You achieve the correct adjustment by turning the adjusters (S in fig. 37) at the hub and the brake lever on the handlebar.

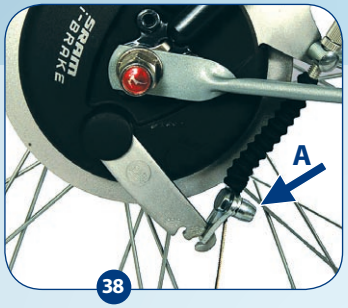
**Disc brakes**

Gazelle bikes can be fitted with hydraulic disc brakes. In the chapter "Maintenance and inspection", on page 27, you can read how to adjust these brakes.

Brake pads need to be replaced when they are worn down to half a millimetre.

36

37



38

**I-brake**
This brake can be set to 2 modes. To 100 kg, which gives you a braking action that is a bit less powerful. To 125 kg, with which you achieve the maximum braking action. The I-brake requires a break-in period to achieve the maximum braking power. If the combined weight of the rider, luggage and bike exceeds 125 kilograms the braking action is diminished.

Brake adjustment: you can adjust the brake by turning the adjusting bolt (A in fig. 38) upwards and then secure it with the locknut. The brake lining is worn if the brake lever passes the marker line "limit". In that case you must contact your Gazelle dealer to ensure that the brake lining will be replaced.

## Hub gears

Gazelle bikes can be fitted with a Sturmey-Archer, a Sram Spectro or a Shimano Nexus gear hub. Within these brands a further distinction can be made between 3, 4, 5, 7 or 8-gear hubs.

**Sturmey-Archer gear hubs**
These types of gear hubs have 3 gears and are operated with a twist grip. Its operation speaks for itself and therefore doesn't need any further clarification.

**Spectro gear hubs**
Spectro 3, 5 and 7-gear hubs are operated with a twist grip. The operation is self-explanatory.

**Shimano gear hubs**
The Shimano 3, 4, 7 and 8-gear hubs are operated with a twist grip. The operation is self-explanatory.

Obviously, upon delivery the gear hubs are properly adjusted. If it is necessary to readjust them in the course of time, you can do this yourself. The chapter "Maintenance and inspection", on pages 27 through 29, tells you how to adjust gear hubs. When shifting, see to it that you lessen the pressure on the pedals or temporarily stop pedalling.

## Derailleurs

Gazelle's more sporty models feature derailleur gears. The shifter that operates the front derailleur is always located on the left and the shifter of the rear derailleur is always on the right.

Modern derailleurs are always of the index type. This means that when you press the shifter once or shift its position, the front or rear derailleur always moves the chain up or down to an adjacent chainwheel or sprocket.

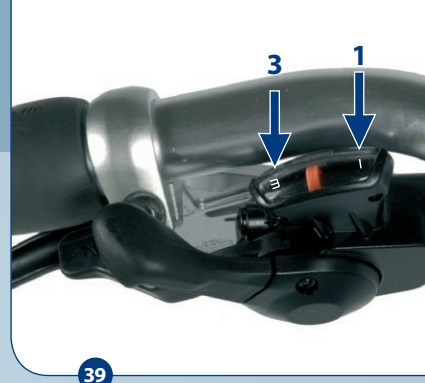
**The operation of the front derailleur**
On the indicator, "3" indicates the highest gear (harder to pedal - for speed) and "1" is the lowest (easiest to pedal - for hills) (fig. 39).

**The operation of the rear derailleur**
On the indicator, the highest number indicates the highest gear (harder to pedal - for speed) and the lowest number the lowest gear (easiest to pedal - for hills) (fig. 40).

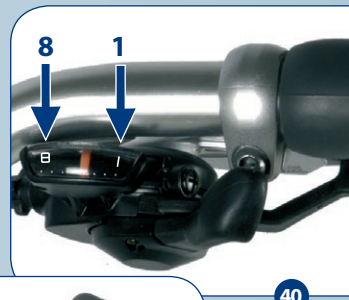
In the case of combined brake/gear levers found on cycles with racing style 'drop' handlebars the brake lever should be pulled in once for shifting up one sprocket (D). To shift back the inner lever (B) is pulled in (figs. 41 and 42).

If the derailleur does not change gears properly, it can be adjusted. In the chapter "Maintenance and inspection", on page 30, you can read everything about the adjustment.

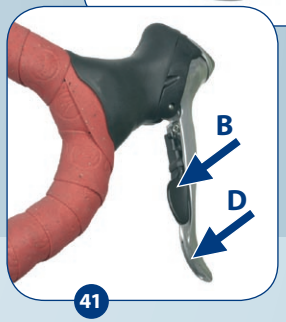
On a bike with derailleur gears you must keep on pedalling while shifting. However, it is advisable to limit the pedalling power during shifting to minimize wear on transmission components.



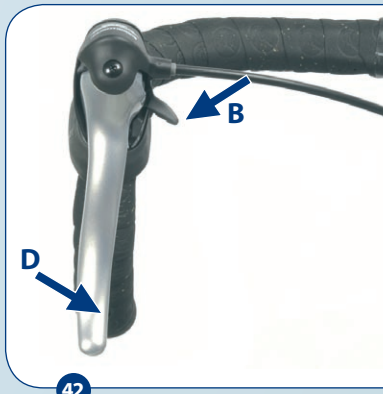
39



40

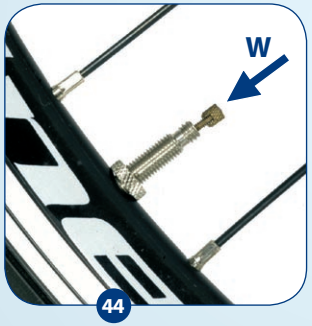


41



42


43



44


45

## Tyres and wheels

**Tyres**

If you're only able to press your thumb into your tyres a little way they still contain enough air. If you use a pump with a pressure gauge, you can read the recommended pressure on the side of the tyre. You are advised to regularly check the tyre pressure, because tyres that are too soft have considerable disadvantages. First, they wear much quicker and are more likely to puncture. In addition, it simply takes a lot less effort and is more pleasant to bike with hard tyres. Hard tyres have a much lower rolling resistance than soft tyres!

**Valves**

Gazelle bikes can be fitted with two types of valves: the "Dunlop" or "Woods" valve (fig. 43) and the racing or "Presta" valve (fig. 44). Dunlop valves are the norm in the Netherlands, but less common in the UK, though both types can be inflated using a traditional pump with the same valve connector. For greater convenience however, you may wish to purchase a Gazelle track pump from your dealer which is specially designed to accommodate Dunlop valves. For pumping up tyres with a racing valve, a push on style pump is needed. Before inflating a tyre with a racing valve the dust cap must be removed. Then the nut (w) should be loosened. Before you start pumping, it is desirable to briefly press down the valve in order to blow out possible dirt. After inflating the tyre, retighten the nut and screw the dust cap back on.

A flat tyre might very well be the biggest nuisance for bike riders. Luckily, repairing a puncture doesn't have to take too much time. The chapter "Minor repairs", on page 34, describes in detail what steps to follow in order to get cycling again quickly. If the hole in the tyre is too big to repair, it is necessary to replace the tyre. In that case you have to remove the wheel. You are instructed how to do this in the chapter "Minor repairs" as well, on pages 35 and 36.

**Wheels**

If the wheel is buckled, we advise you to call in the help of the Gazelle dealer as quickly as possible. That is because repairing a wheel is a job for a specialist. The same goes for repairing a broken spoke. If a spoke is broken the wheel can deform, as a result of which there is a great chance that more spokes will break.

Some bikes are fitted with a special wheel set that is characterised by a different spoke pattern. In the case of a broken spoke or a buckled wheel, swiftly go to your Gazelle dealer.

**Wheel hubs**

The hub is the heart of the wheel. If there is play in the wheel or if it's hard to turn the wheels this is almost always due to a problem with the wheel hubs. In that case, immediately go to your Gazelle dealer. He is the only one capable of solving this quickly and professionally.

## The chain

To be able to cycle comfortably it is essential that the chain has the correct tension. If the chain is too tight, it will require extra force to get the bike moving. In addition, you run the risk of damaging the wheel bearings, chainwheels or bottom bracket bearings. If the chain is too loose it may come off the chainwheels. Have your Gazelle dealer regularly check the chain tension. In the chapter "Maintenance and inspection", on page 32, you will find all the information needed to clean the chain. If it is necessary to adjust the chain tension, then go to the chapter "Minor repairs", on page 40. There you can read exactly how to do this.

## Bottom bracket, cranks and pedals

The pedals of your bike are attached via cranks to the bottom bracket, which basically looks after itself. Both the bottom bracket and the pedals are manufactured in a "sealed" fashion. This means that you never have to grease them.
However, it's still worth it to pay some attention to these parts once in a while. The cranks have to be fixed tightly, for instance, and shouldn't have any play. If they do, you will hear an annoying cracking sound during cycling or feel the play. More seriously, riding with a loose crank can also damage it irreparably. It's OK for the pedal bearings to have a bit of play. This is because the pedal axle will bend a little over time as a result of the force exerted on it.

If the pedals themselves or the cranks are bent or damaged, for instance following a fall, they need to be replaced. Bending them back to their original shape can change the structure of the material in a way that might make them break spontaneously at a later stage.

**Please be aware that under wet conditions pedals can be slippery!**

46

**In no instance use a high-pressure cleaner! The jet of steam or water can penetrate the bearings or suspension system and blow out essential grease and oil.**

47

**Caution: if you have a bike with rim or disc brakes, make sure that no spray wax gets on the braking disc or rims. It can adversely affect the braking efficiency!**

## Maintenance of the frame

Proper maintenance prolongs the service life of your new Gazelle bike. Therefore it is wise to regularly check it or have it checked and keep it clean. It's best to use a brush that is not too stiff. With that you can clean off the worst of the dirt. Beware of scratches, though! With a clean cloth, or better still a flannel cleaning cloth, you can then remove the rest of the dirt.
If it is necessary to turn your bicycle upside down, make sure that all handlebar-mounted controls don't get damaged and remove loose parts such as bags before you start cleaning the bike.

**Paintwork**
Every Gazelle bike has no less than four coats of paint. The outer layer is formed by an environmentally friendly, ultra hard, clear powder coating. It offers optimum protection against damage.

Although this coating has good resistance to chemicals, care should be taken when cleaning the paintwork. For instance, do not use alkalis such as ammonia or soda or products that contain fluorides, chlorides or sulphates. These may damage the coating and therefore result in reduced gloss.

Actually, the best way to keep the paintwork clean is by using a soft cloth and clean, warm water. If need be you can add a mild liquid soap or the Gazelle bike shampoo (fig. 46) to the water.

After you have cleaned your frame it is recommended to use some Gazelle spray wax. It provides protection of the paintwork against water, salt and UV light. In addition, it will give the paintwork a new shine. Gazelle spray wax is also suitable for plastic, chrome, stainless steel and aluminium parts and accessories (fig. 47).

Minor damage to the paintwork can best be touched up with a paint pencil. If the damage is too extensive to do so, use a spray can. You can purchase it at your Gazelle dealer.

**Chromed parts**
With regard to chromed parts, such as the handlebar, hubs, cranks or seat post of some models, it is recommended that you occasionally apply a thin layer of acid-free Vaseline on them (fig. 48). This prevents these components from rusting.

**Unpainted aluminium**
To keep the unpainted aluminium parts of your bike such as the handlebar or cranks, for instance, in good shape we recommend the occasional application of a thin layer of acid-free Vaseline on them. This provides protection against water, dirt and salt.

**Stainless steel parts**
Many parts of your bike, including most bolts and nuts, are made of stainless steel. This is more resistant to the effects of weather than chromed or galvanised parts, for instance. By occasionally applying a thin layer of acid-free Vaseline on them you prevent them from rusting in the long run. If rust spots appear anyway, you can easily brush these away.

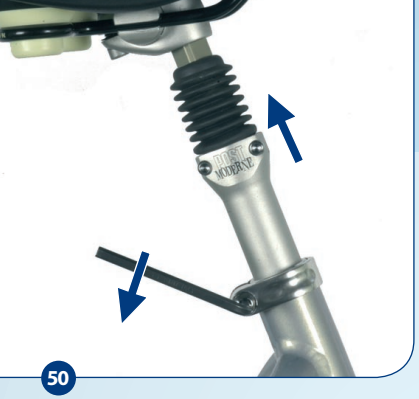
**Cleaning the dress guard**
To clean your dress guards, if desired, there is the option to demount these. You can do so by unclicking both clips (fig. 49).

48

## Technical maintenance

It is wise to have your Gazelle dealer regularly check your bike. We recommend that you have your bike serviced, based on the service card in the front of this booklet, about six to twelve weeks after you start using it. After that, it is advisable to have your bike serviced by your Gazelle dealer once a year. Then it is checked for proper spoke tension and play in the hubs, bottom bracket or headset, for instance. If you notice play during cycling it is best to immediately go to your Gazelle dealer. If you continue cycling with defects for too long, the problems can worsen and may eventually lead to severe damage. By having your bike regularly adjusted and checked you will avoid big repair bills.


49

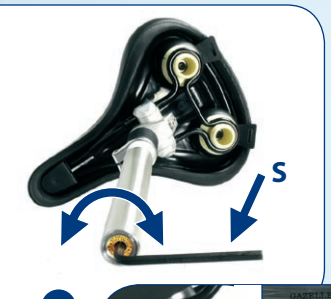


50

**Spring tension of the seat post**
Gazelle has outfitted many models with a suspension system in the seat post. The spring tension is set at the factory to medium. If you want to change the spring tension, you must remove the seat post from the frame (fig. 50).

The spring tension can be adjusted on the bottom side of the seat post using a 6 mm Allen key (fig. 51). Turning it clockwise will increase the spring tension, turning it anti-clockwise will decrease the tension. If the seat post has sideway play, it can be fixed by turning Allen bolt (B) (fig. 52).

Sideway play of the Seat Switch is readjusted with help from adjusting ring (C). When readjusting, make sure that the post still has suspension (fig. 52).




51


52

**Maintenance of the front and rear fork's suspension system**
Both the front and rear suspension are ingenuously constructed. Therefore never use a high-pressure cleaner. This may cause leakage within the suspension system. The best way to keep the suspension units clean is by using a moist, soft brush.

The suspension's up and downward movement can cause dirt and moisture to enter the mechanism, thereby diminishing its action. Therefore, the arms of the fork should be cleaned regularly, also beneath the rubber parts. After cleaning, Teflon-containing oil should be reapplied to them (fig. 53).


53



**Disc brake maintenance**
The disc brake consists of 2 movable brake pads. If the braking power is diminishing, you must go to the dealer. This can indicate the presence of air in the hoses. Stop riding directly and go to your dealer (figs. 54 and 55).

If you find oil traces on the levers or hoses, go directly to your dealer. This can indicate leakage. Check before every ride for signs of possible leakage.

Brake pads must be replaced if they are worn down to half a millimetre.

*Caution: The brake discs shouldn't get oil, grease or paint wax on them!*

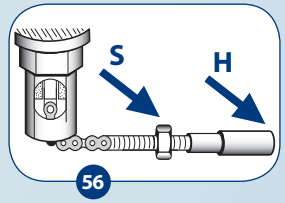
**Gear hub adjustment**
If your bike is fitted with a Sturmey-Archer 3-gear hub, put the shifter in the middle position. Then briefly move the pedals up and down so as to be sure that the hub is in the middle position as well.

Remove the back part of the chain case (see page 40/41). Then loosen nut (S) and twist the sleeve (H in fig. 56). The end of the indicator rod (C) must be in line with the end of the axle. You can see this through the hole in the axle nut (fig. 57).

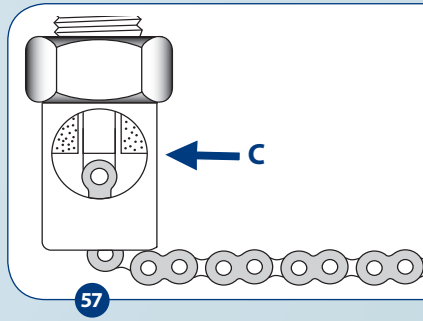
Subsequently, retighten nut (S). By shifting a few times and seeing whether the adjustment returns to the original position, you can check if the adjustment is correct. If everything is in order, you can click the back part of the chain case back in its place.

54

55




56




57


58

To adjust the Sram Spectro T3 gear hub the shifter must be set to position "3". Then move the pedals to make sure that the hub has engaged the correct gear (fig. 58).

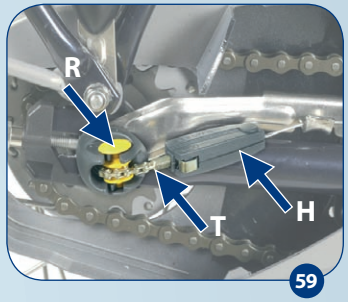
Now push the locating sleeve (H) onto the small pull rod (T) until the gear cable is taut. Make sure that you don't pull the indicator chain out of the deflection pulley (R) (fig. 59). To check the adjustment: set the shifter to gear position "1" while moving the crank. If the adjustment too loose: in first gear the indicator chain can be pulled further out of the deflection pulley by hand. If the adjustment too tight: it is difficult to set the shifter to gear position "1".

The Sram Spectro R5 gear hubs are constructed in such a way that readjustment is not necessary when the wheel has been adjusted or removed. The only thing you need to ensure is that the bolt that attaches the gear-shift unit to the hub axle is located in the groove in the axle (B in fig. 60). If for some reason it is necessary to readjust the Spectro gear hub, the twist grip should be set to the right gear first. This is third gear for a 5-speed hub and fourth gear for a 7-speed hub.

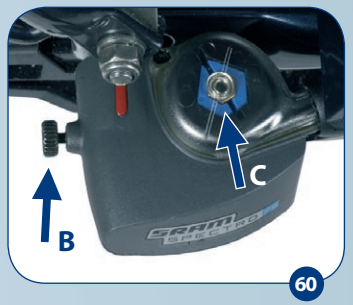
Subsequently, move the pedals briefly up and down so as to be sure that the hub has engaged the correct gear. Then turn the adjuster on the clickbox until the markers visible in the clickbox window are in line with one another (C in fig. 60).

The following adjustment procedure applies to the Shimano Nexus 3-speed hub: first set the twist grip to second gear. Briefly move the pedals up and down so as to be sure that the hub has definitely engaged the second gear. Then check if the yellow marker on the gear-shift unit is between the two yellow lines. If this is not the case, turn the adjusting screw (A) on the gear-shift unit or the shifter (fig. 61).

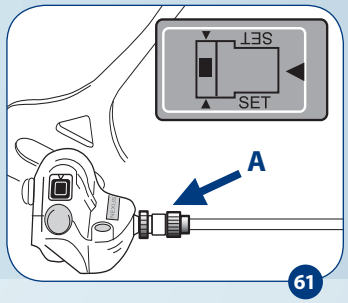
For Shimano's 4, 7 and 8-speed Nexus gear hubs adjustment must take place in fourth gear (fig. 62). In this case, two red markers should be aligned with one another by turning nut (A) (figs. 63 and 64).



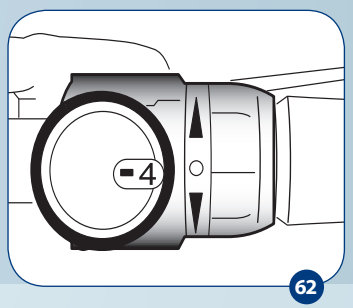

59



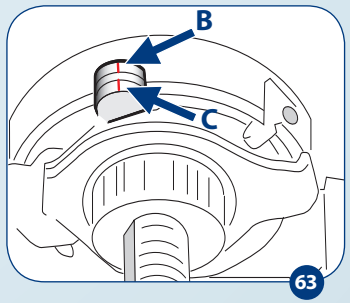

60



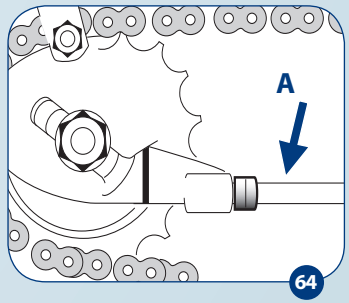

61



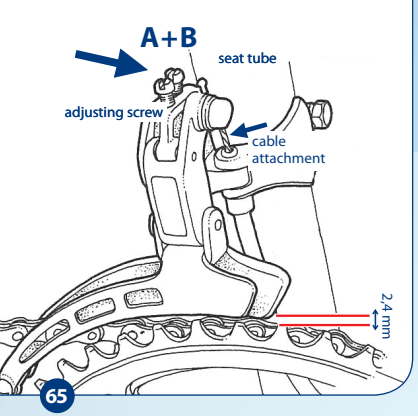

62



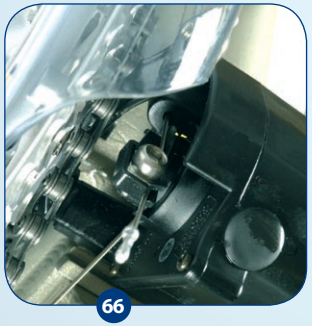

63

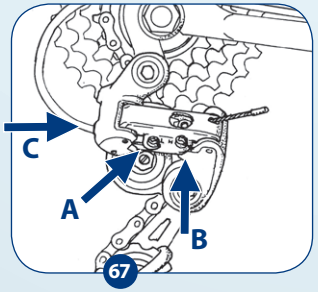



64



65


66



67

## Adjusting the derailleurs

**Front derailleur: adjusting the lowest gear**
Place the chain on the largest sprocket at the back and the smallest chainwheel at the front. Turn the adjusting screw (A) in such a way that the play between the inside of the chain guide and the chain is no more than half a millimetre (fig. 65).

**Front derailleur: adjusting the highest gear**
Place the chain on the smallest sprocket at the back and the largest chainwheel at the front. Turn the adjusting screw (B) in such a way that the play between the inside of the chain guide and the chain is no more than half a millimetre (fig. 65).

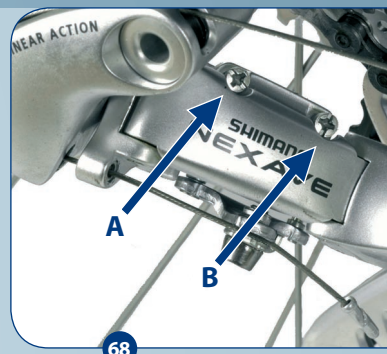
**Front derailleur: adjusting the intermediate gear**
Place the chain on the largest sprocket at the back and the middle chainwheel at the front. Adjustment for the intermediate gear is made with the adjusting barrel on the cable where it emerges from the front gear shifter on the handlebar. Adjust so as to set the play between the inside of the chain guide and the chain to half a millimetre (fig. 65). Adjusting the front derailleur with spcm unit is done as follows: align both markers beneath the spcm unit when the shifter is in position "1" (fig. 66).

**Rear derailleur: adjusting the highest gear**
To adjust the highest gear, turn adjusting screw (A). Make sure that the chain is on the outer sprocket and turn the adjusting screw in such a way that the guide wheel, looking from the rear of the bicycle, sits directly under this sprocket (fig. 67).

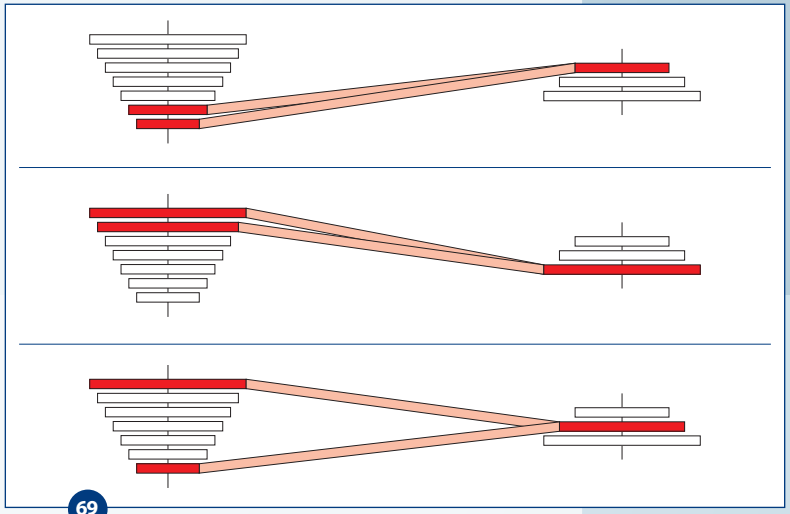
**Rear derailleur: adjusting the lowest gear**
To adjust the lowest gear, turn adjusting screw (B). Make sure that the chain is on the inner sprocket and turn the adjusting screw in such a way that the guide wheel, looking from the rear of the bicycle, sits directly under this sprocket. Now check second gear. If the chain is running against an adjacent sprocket, this can be adjusted using the cable adjusting screw (C). In some models the adjusting screws are in another position on the derailleur. Making adjustments is done in the same way as described above (fig. 67).

**Shimano Nexave rear derailleur: adjusting the lowest gear**
Place the chain on the largest sprocket at the back. Turn the adjusting screw (A) in such a way that the guide wheel, looking from the rear of the bicycle, sits directly under the largest chainwheel (fig. 68).

**Shimano Nexave rear derailleur: adjusting the highest gear**
Place the chain on the smallest sprocket at the back. Turn the adjusting screw (B) in such a way that the guide wheel, looking from the rear of the bicycle, sits directly under the smallest chainwheel (fig. 68).



68


69

*Note: the chain should move in as straight a line as possible. This means that, when shifting, some combinations serve no purpose and will lead to unnecessary wear on the chain and chainwheels. If the chain is on the smallest chainwheel at the front, then prevent it from being positioned on the two smallest sprockets at the back. If the chain is on the largest chainwheel at the front, then prevent it from being positioned on the two largest sprockets at the back. It's also advised not to combine the middle chainwheel at the front with the smallest or largest rear sprockets. Therefore the red positions in fig. 69 are* ***not*** *advisable.*

**Regular maintenance prolongs the service life of your derailleur and chain.**

70

**Prevent oil from getting on the brakes in any event!**


71


72

**Cleaning the derailleurs and chain**

The best way to clean the derailleur is by using Gazelle chain cleaner (fig. 70). Afterwards you can lubricate the system with Gazelle derailleur oil. Make sure that the chain is clean and supple as well. Also, at the Gazelle dealer you can purchase special cleaning sets to easily clean the derailleur.

**The cassette**

The cassette transfers the turning movement of the chain to the rear wheel. On bikes fitted with derailleurs that cassette can feature seven, eight or nine sprockets. These sprockets can wear quickly due to accumulated dirt or poor chain tension. If this is the case, the chain can become damaged or annoyingly "clatter" over the sprockets. Then there is no other option than to have the cassette replaced.

However, good and regular maintenance will prolong the cassette's service life. Therefore, regularly and meticulously remove the dirt that accumulates at the cassette. Remove the worst dirt with a brush and then apply special chain or derailleur cleaning fluid. Make sure that no dirt remains in the spaces between the sprockets. This is best removed with a brush. Let the chain dry properly after cleaning it and then apply Gazelle derailleur oil to it.

**Cleaning the chain**

It's best to clean the chain with a brush and Gazelle chain cleaner. Subsequently let it dry properly before applying Gazelle chain oil to the chain (fig. 73). If desired, you can use a little brush for this.

**Wheel hubs**

Some Gazelle models are fitted with wheel hubs with quick release. To prevent the wheels from becoming loose, the quick release must have proper tension. To adjust it, place the lever in position "1" (fig. 72). Then manually turn the nut on the opposite side of the axle until it can't go any further. Now push up the lever so that it reaches position "2" (fig. 71). This is the only way to make sure that the wheels are held securely. Beware of putting too much tension on the mechanism in step one, because this might cause the quick release axle to break.

73

## Recommended tightening torques

There is a prescribed tightening torque for each of the bolts and nuts on your bike. To achieve these, the Gazelle dealer possesses special tools. If you do the maintenance of your bike yourself, you can achieve the prescribed tightening torques using a torque wrench. See the table below.

### Tightening torque table

| | |
|---|---|
| Stem lug bolt | 12 - 15 Nm |
| Expander bolt with (stem) wedge | 10 - 12 Nm |
| Nut for seat post bolt M8 | 15 - 20 Nm |
| Nut for seat post bolt M6 hexagon socket | 12 - 15 Nm |
| Cranks with square ends: - steel | 30 - 40 Nm |
| - aluminium | 20 - 25 Nm |
| - Shimano | 35 - 45 Nm |
| Headset nut | 18 - 23 Nm |
| Dynamo | 8 - 10 Nm |
| Hub axle nuts front wheels | 20 - 27 Nm |
| Hub axle nuts rear wheels Sturmey Archer | 20 - 27 Nm |
| Hub axle nuts rear wheels Spectro | 20 - 27 Nm |
| Hub axle nuts rear wheels for derailleur systems | 35 - 45 Nm |
| Hub axle nuts Spectro Super 7 | 30 - 35 Nm |
| Hub axle nuts Shimano | 30 - 45 Nm |

## Tyre inspection and maintenance

If you're only able to press your thumb into your tyres a little way they still contain enough air. You are advised to regularly check the tyre pressure, because tyres that are too soft have considerable disadvantages. First, they wear much quicker. In addition, it will take you a lot less effort to bike with hard tyres. Also, your bike will respond better to your braking and steering movements. If your Gazelle is not going to be used for some time, e.g. in winter, this can have adverse effects on your tyres. Always keep the tyres properly inflated.


74

75

76

77



## Repairing a puncture

If your tyre is losing air, first check to see if the valve is broken. You do this by moistening the valve opening. If bubbles form, the valve is leaking. The cause of this can be that some dirt has accumulated beneath the valve. If the valve is still leaking after cleaning, it must be replaced. If the valve is functioning properly but the tyre still loses air, then unfortunately you have a puncture. With the proper repair tools, such as the Gazelle puncture repair kit (fig. 74), this can be fixed swiftly in nine steps.

Check the tyre. Maybe you'll notice a nail or a piece of glass, for instance. If so, then you know where the puncture is located. Turn the bicycle upside down. Make sure not to damage the handlebar and seat when you do this. Then remove the valve and the rim nut.

Press the edge of the tyre towards the middle of the rim (fig. 75) and insert the first tyre lever between the tyre and the rim (fig. 76). Be careful not to catch the tube between the lever and the tyre or you will have another puncture. Insert the second tyre lever between the tyre and the rim about a hand's breadth away from the first lever. A hand's breadth away from the second lever, you insert the third tyre lever. Then the second lever will usually fall out. By placing this lever next to the third one, you can free the tyre from the rim.

Now push out the valve holder and remove the tube from within the tyre (fig. 77). Then place the valve back in the tube and inflate the tube. If the leak in the tube is a big one, you will immediately hear air escaping. A small leak can be detected by placing the tube in a bucket of water (fig. 78).

If you have located the puncture, mark the spot on the tube using a ballpoint pen. Now you can empty the tube completely and dry it. Clean the puncture area well with a piece of emery cloth. Then smear on a not-too-thick layer of rubber solution and let it dry for a few minutes, following to the manufacturer's instructions. Subsequently you can stick a patch on it, which you should press firmly onto the tube (fig. 79).



To check if the puncture has been repaired, inflate the tube and hold it under water. If the leaking has stopped, put the tube back on the rim. Be sure to check that the rim tape is properly located in the middle of the rim, because it protects the tube from the spokes. Push the valve holder back through the hole, screw the valve nut back on and give the tube a few pumps of air. Now carefully check the inside of the tyre for sharp objects that might cause leakage. If you slowly keep moving the wheel around it's easy to place the tube around the wheel and inside the tyre.

78

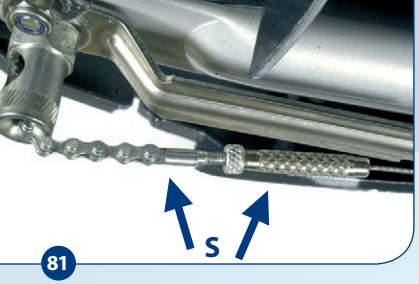
Subsequently you can push the tyre back over the rim, starting at the valve. Push the valve holder in as far as possible, thus ensuring that the tube will be positioned correctly. This way you can push the entire tyre back over the rim while making a tilting movement with the wrist area of your palms. You might need to apply quite a lot of force, but don't be tempted to use a tyre lever for the last section. There is every chance that you will poke a hole in the tube by doing so, meaning that you would have to start the process all over again. Also check that no part of the tube is caught between the tyre and the rim. If this is not the case, firmly tighten the valve nut and inflate the tyre. Finally, you just have to screw the dust cap back onto the valve and you are ready to ride off.

79

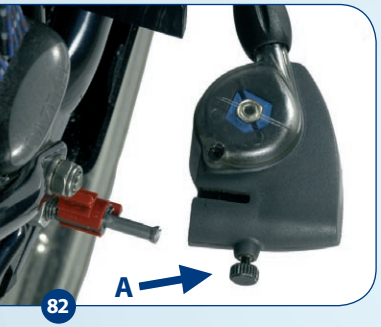
## Removing the front wheel

The more sporty bicycles are often fitted with so-called drop-outs or quick release hubs. It makes it very easy to remove the wheels from the bike. If you pull up the lever of the tensioner and remove the front hub drop-out protection, the wheel drops out by itself. V-brakes (fig. 80) must be opened when demounting the front and rear wheel. If you want to put the wheel back in, make sure that the tension nut is providing enough tension. By doing so you avoid the possibility of the wheel coming loose from the fork. You can read more about this in the chapter "Maintenance and inspection", on pages 27 and 28.

80

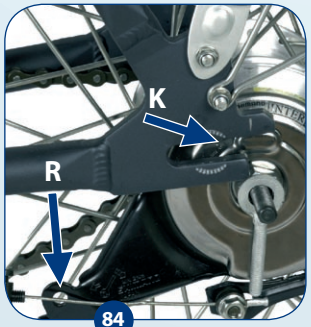


81



82

83



84

## Removing the rear wheel

If your bike features so-called drop-out slots, removing the rear wheel can be done in no time. If your bicycle has chain tensioners, however, you must perform a number of additional actions. Using a screwdriver, you remove the rear cap of the chain case. This is described on page 40.

If your bike is fitted with a Sram 3 or a Sturmey-Archer gear hub, you can detach the hub by loosening the link between the cable and chain (S) (fig. 81).

If you have a 5 or 7-gear hub of the type Sram Spectro, or a Shimano Nexus 3-gear hub, you can remove the gear unit from the hub axle using bolt (A) (fig. 82).

Now loosen the nuts of the wheel axle, the chain tensioners (K) and the brake arm (R). Subsequently, push the wheel forwards to the end of the slot. Now you can remove the chain from the sprocket. If you then pull the wheel backwards, you can let it drop out of the frame (figs. 83 and 84).

If you want to put the rear wheel back into the frame, follow the above instructions in the reversed order. For the correct adjustment of the gear hub, we refer you to the instructions in the chapter "Maintenance and inspection", on pages 24 through 27.

If your bike is fitted with a 4, 7 or 8-gear hub by Shimano, the rear wheel is removed in a somewhat different way. You start by removing the back cap of the chain case. See page 40 for instructions.

If you release the shifter cable at the bottom bracket and down tube, you can pull back the rear wheel about five centimetres.

Now loosen the nuts of the wheel axle (M), the chain tensioners (K) and the brake arm bracket. Then push the wheel forwards to the end of the slot and remove the chain from the sprocket. Subsequently pull the wheel backwards to be able to let it drop out of the frame (figs. 83 and 84).





If you turn the locking plate (B in fig. 85) to the left, you can remove the gear-shift unit. This must be done in first gear. Don't loosen the gear-shift unit cable during removal or the correct adjustment will be lost. To put back the rear wheel, follow the above instructions in the reverse order. When replacing the gear-shift unit, make sure that the yellow marker dots on the hub and the gear-shift unit line up with one another.

85

## Repairing the lights

If the light doesn't work, the problem is most likely in the wiring. It might be that a wire is broken. It might also be that the connections have become loose. Your Gazelle has a two-wire system, by the way. This means that the frame doesn't act as the earth.

A black/white wire runs from a fixed point in the front light to a fixed point on the front fork or the dynamo. If the wiring is in order, the light bulb is probably broken. To replace the light bulb you first need to disassemble the headlight. Undo the screw on the bottom side of the light. Now you can remove the light's glass cover with reflector (fig. 86).


86

You can remove the halogen bulb by turning it to the left. Then place a new halogen bulb in the fitting. Subsequently you can place back the light fitting and glass and retighten the screw. If the lighting still doesn't work, check the wiring of the dynamo. Further on in this chapter you can read more about this.

If a headlight with one or more LEDs fails to work, first check the batteries or the battery contacts of the dynamo. If these are all in working order and the LED lighting still doesn't function the defect might be located in the electronics. To fix this, you have to go to the Gazelle dealer.

**Beware not to touch a halogen bulb with your bare hands. It can be very hot. In addition, halogen bulbs cannot withstand the action of substances on your fingers. Always use a cloth or plastic cap to hold new halogen bulbs.**

87

88

## Repairing the rear light

The rear lights of Gazelle bikes are fitted with LED bulbs. In principal, these have an unlimited service life. If your light doesn't work anyway, most likely the batteries are in need of replacement.

The Clear Vision and Spanninga Ultra-B rear lights use two AA batteries. If you need to replace them, open the light using the screw (S) (figs. 87 and 88).

The rear light of the type LED XB, or the moulded in model LED XB, uses two AAA batteries. To replace them undo screw (S) (fig. 89).

Make sure that you always place the batteries in the way that is indicated inside the rear light. Furthermore, use Alkaline batteries only. These don't leak, thus preventing damage.

If your rear light doesn't work with the new batteries, it might be that the battery contacts have become dirty. If that isn't the case either, consult your Gazelle dealer.

## Repairing the dynamo

**Repairing the HR dynamo**

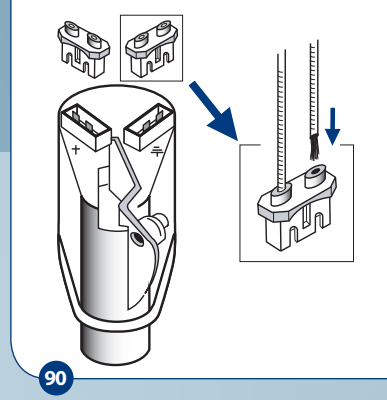
Before you can check or replace the wiring of the HR dynamo, you must lever the plug off the bottom of the dynamo with a small screwdriver. When doing so, make sure not to pull on the plug cover or it might break off. Do not touch the screw on the bottom side either. Subsequently, open the plug cover. You can now see if the wires are still connected. If you want to remove these, then first bend them back.

89

If you want to reconnect the dynamo with the wires, make sure that the plastic is stripped off the ends of the twin-core light wire. Then push these through the plug pins and see to it that they protrude on the other side at least six millimetres. Then you can fold the bundles of wire back tightly over the plug pins.

On a separate note: in the dynamo, the two connections on the right are for the light. These are indicated by a "+" sign. The two connections on the left are for the black/white earth wire.

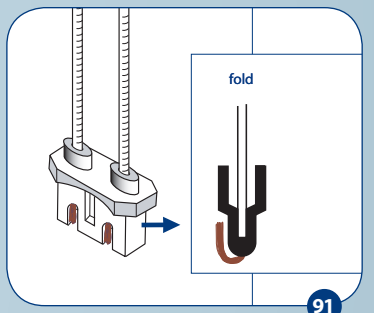
If the wires are arranged as desired, press the plug firmly into the underside of the dynamo housing. Finally, place the light wire at the back of the plug socket neatly and tightly in the recess and close the plug cover (figs. 90 and 91).


90

**Repairing the Gazelle Power Plus dynamo**

If your bicycle has a Gazelle Power Plus dynamo, the cable connection is on the underside of the dynamo.

To remove this cable, lever the plugs out of the dynamo. To do so, you can best use a small screwdriver. You can remove the cable after bending back the core wires (fig. 92).

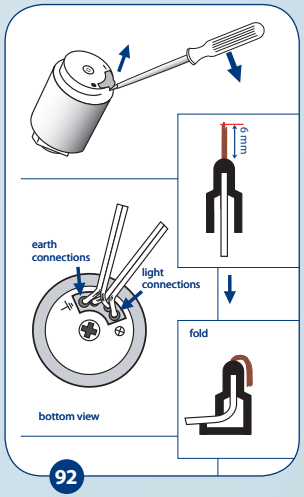


91

To connect the cable you have to make sure that their plastic protection layer is stripped off the first nine millimetres of the wire ends at least. If that is the case you can push them through the plugs. Then push the wires back over the plugs and press these into the bottom of the dynamo housing. Make sure that the black wire is in the correct plug, with the "+" sign.

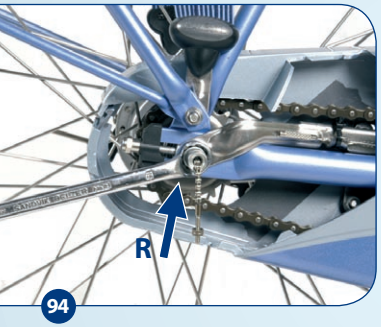
The Axa HR Traction dynamo features a similar plug system. In this case, all wires are placed into a single socket unit (fig. 92).

A number of Gazelle bikes is fitted with a Shimano hub dynamo. If this type of dynamo is malfunctioning it is necessary to call in the help of your Gazelle dealer to solve the problem.

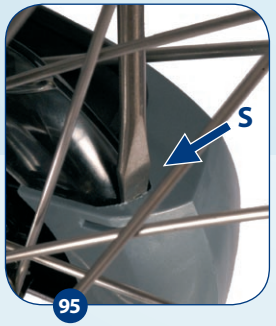


92

93



94



95

96

## Tensioning the chain

Before you can tension the chain, you first need to remove part of the chain case. Gazelle fits various types of chain cases on its bikes.

If your bike is fitted with a Gazelle Linea II chain case, you can push up a lip with a screwdriver (S) and slide the back cap to the back (fig. 93). Now you can reach the rear axle to loosen the nut (R) (fig. 94).

With the Gazelle Elite II chain case you can push the lip on the rear side of the case. Now you can remove the cap and reach the axle nut.

If your bike is fitted with a Gazelle Linea chain case you must unclick the end cap of the upper lip using a screwdriver (S in fig. 95). Subsequently, you can unclick the end cap at the bottom lip by hand. Then you can slide the cap to the back and reach the axle nut.

If you have a Sram Spectro 5 or 7-gear hub, then first remove the gear-shift unit from the axle by undoing screw (S) (fig. 96). Then unscrew the axle nuts and brake arm bracket. By tightening the chain tensioners you can tension the chain. The chain tension is correct when the chain can be moved up and down a short distance.

If the chain is a too tight, move the wheel forwards a bit. If your bike is fitted with a Sram Spectro 3-gear hub, you have to correct the hub adjustment after tensioning the chain. How you can do this, you can read in the chapter "Maintenance and inspection", on page 27.

If the chain is set to the correct tension, all you have to do is firmly retighten both axle nuts and the brake arm bracket. When doing this, make sure that the wheel sits completely straight and is in line with the front wheel. This is the case if the spaces between the wheel and the rear fork are equal on both sides.





If your bike is fitted with a Gazelle Two line chain case you can demount the end cap with help from a screwdriver (fig. 97). On the bottom side, pull off the cap further by hand and slide the cap to the back.

## Replacing the chain

If your chain is worn and therefore needs to be replaced, always purchase a chain of the same brand and type. If you don't do this, you're bound to get problems with your derailleur gear.

## Replacing the pedals

Using a fork wrench it's easy to fit different pedals on your bike, if desired. Just be sure to put the pedals on the correct side. That's why they are marked "L" and "R". If you install the pedals correctly, you tighten them by turning them towards the front wheel and loosen them by turning them towards the rear wheel (fig. 98).


97

98


99


100


101


102

## Cycling safely

For us, your safety is of the utmost importance. That's why our bikes are designed in such a way that you can be on your way without worries. In the interest of your safety we would like to give you some more tips.

**Children's seats**

In order to safely transport children on the bike it is important that you use approved children's seats and take measures to prevent the child from getting its feet caught between the spokes or its fingers between the seat springs. When transporting two children on a bike you run the risk of losing your balance in unforeseen situations and fall as a consequence. If you want to make a trip with two children, it is safer to purchase the Gazelle Kidkar (fig. 99).

Do not purchase a child's seat that has to be attached directly to the handlebar. Your Gazelle dealer has safe alternatives that are attached to the frame or handlebar stem (fig. 100). In no instance fix a child's seat to an aluminium handlebar. These components are susceptible to damage. They can suddenly break when overloaded. Children's seats should not be mounted on an aluminium carrier.

**Aluminium frames, forks and components**

If your aluminium frame or another aluminium part of your bike is deformed as a result of a fall, it should never be bent back into its original shape. The material can be damaged invisibly to an extent such that there is too much of a risk that it can still break at any given moment. When mounting accessories, make sure to always have soft material situated between the accessory and the aluminium so as to prevent damage due to deep scratches. With aluminium, deep scratches can lead to breakage.

**Shopping items**

Shopping items and the like can best be transported in bags or baskets on or attached to the luggage carrier. The Gazelle dealer has a series of beautiful and sturdy Gazelle bike bags (fig. 101). One of the most common causes of bike accidents is hanging bags on the handlebar. Prevent this danger and never hang a bag on your handlebar! If you want to transport more shopping items than can fit in the bags, we advise you to purchase the Gazelle "Combi Car" luggage car (fig. 102).

**Racing bikes**

Gazelle racing bikes are built to compete with in races. If you use them for different purposes or mount accessories and additional components such as lights, these should meet the legal requirements. Always wear a helmet.

**Mountain bikes**

If you ride off-road, the nearest help is often far away. We advise you never to ride your mountain bike all by yourself in remote areas and to always take a mobile phone with you. Also, it is wise to take along tools with which you can repair flats or retighten bolts that have come loose due to vibrations. Always wear a helmet.

**Original Gazelle accessories and components**

The Gazelle dealer has an extensive assortment of original Gazelle accessories and components. Examples are the Gazelle high-pressure bike pump, rainwear and bike baskets (figs. 103 and 104).

## Theft prevention

Obviously, your new Gazelle bike is an attractive object for thieves. Luckily there are numerous ways to protect you from them. In this chapter you can read all about it.

**Anti-theft chip**

Almost all Gazelle bikes are delivered with an ART-approved AXA safety lock (fig. 105). This very solid lock features a chip that contains a number that is just as unique as your frame number. The key number is mentioned on the bill supplied to you by your Gazelle dealer upon purchase. If you lose the key, a copy can be delivered to you via your dealer.

Also make a note of these numbers on page 2 of this booklet. In the unhoped-for event that your bike gets stolen, it will be much easier for the police to trace it because Gazelle has registered the numbers in a database. Furthermore, the anti-theft chip is a deterrent to bike thieves.

**When riding a racing bike or off-road bike, always wear a helmet!**


103


104


105

106

107

The AXA SL7 and SL9 locks are protected against unintended use. If you want to lock your bike, you must first turn the key to the right. Only then can you push down the lever. This prevents, for instance, that a child on the back accidentally closes the lock during cycling. The AXA SL9 lock is fitted with an extra steel plate attached to the seat stay that ensures that the lock – even when it has been forced – can only be removed by demounting the rear wheel. In practice, this often turns out to be too labour-intensive for potential thieves.

**Cable lock and Gazelle click-in chain**
It is advised to always attach your bike to a bike rack or another fixed object. This can best be done by pulling the cable through the rack, the frame and the front wheel. If your bike is fitted with an AXA SL9 or an SL7 lock, click-in chains are available that can be clicked into the SL9 or SL7 lock (figs. 106 and 107).
If you have another lock, or no lock yet, we advise you to purchase a separate ART-approved cable lock. It goes without saying that your Gazelle dealer is happy to help you choose.

**Bicycle insurance**
Should your bike get stolen despite all precautions, it is comforting if you can turn to your insurance company. Your Gazelle dealer can inform you about the possibilities.

**Transport by car**
If you want to enjoy your bike a bit further away from home, you can transport it by car. That is always at your own risk, but if you want to do it safely ask your Gazelle dealer for a good bike carrier. Be aware, though, that your bicycle is subjected to considerable forces when transported on a car. Therefore, always check if there are no components that can be blown off. With regard to this you can think of the bike pump, bottles or bike bags, for instance. Also upon arrival it is wise to ensure that no parts have become loose or been damaged.

## Certificate of guarantee

**Frame and front fork**
With normal treatment, use and maintenance of the bicycle, Gazelle gives a 10-year warranty against material and manufacturing defects on the frame and fixed front fork. This warranty also applies to aluminium frames! For suspension front forks (mounted by Gazelle) a 5-year warranty applies.

**Frame and front fork paintwork**
A 5-year warranty against rust from the inside in the case of normal maintenance and treatment, without damage.

**Other painted and chromed parts**
A 2-year warranty against rust in the case of normal maintenance, use and treatment.

**Parts**
A 2-year warranty against material and manufacturing defects in the case of normal treatment, use and maintenance. Wear is not covered by the warranty.

**Complaint handling**
Complaints are dealt with by the Gazelle dealer. He is authorised in first instance to judge on behalf of Gazelle if warranty applies. The part in question shall be sent to Gazelle by the dealer, accompanied by the certificate of guarantee and along with a description of the complaint. Possible costs of assembly and disassembly have to be paid by the owner of the bicycle.



**Make sure that the automatic lights are turned off, so that these won't come on during the trip. That might confuse your fellow road users.**

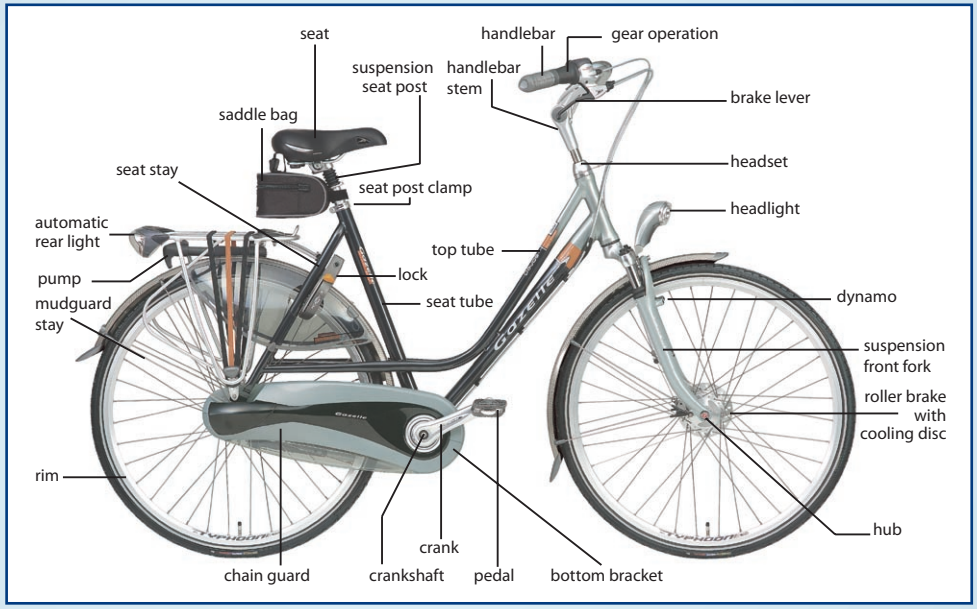
## General

Parts that are covered by the aforementioned warranty – as shall be judged by the manufacturer – shall be replaced. Warranty is granted only if upon replacement original parts or parts that were prescribed by the manufacturer have been used and only applies to the first owner. The warranty is cancelled if the user does not act in accordance with the instructions and warnings given in this user manual. These warranty terms do not apply in the case of competing in races. With regard to bike rental different warranty terms apply. Apart from these warranty terms, the buyer can hold the seller liable on the grounds of rights or claims that the law grants him.

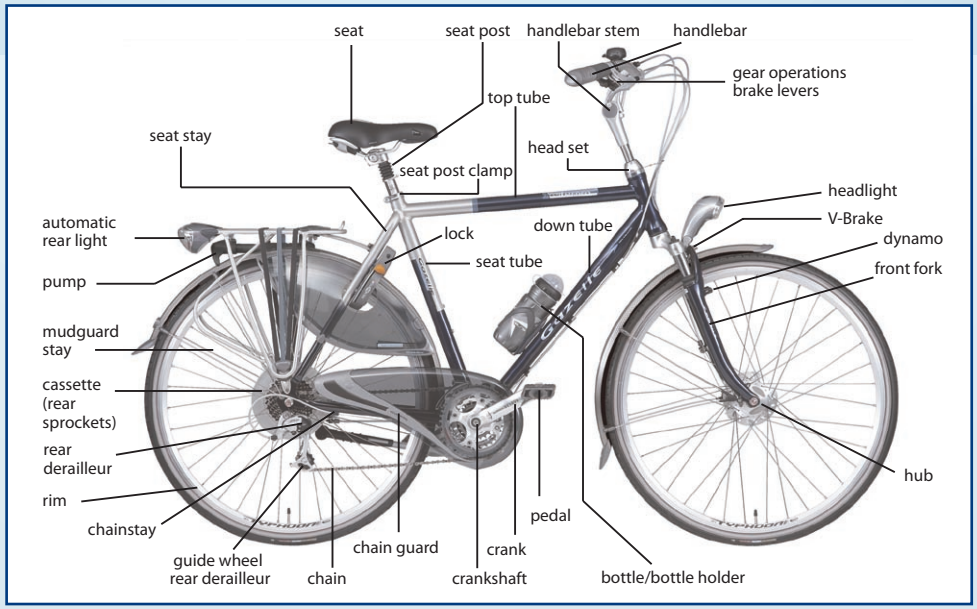
Royal Dutch Gazelle N.V.
P.O. Box 1
6950 AA Dieren
The Netherlands
www.gazelle.nl

## In conclusion

In this booklet we have explained to you how to have as much fun as possible from your new Gazelle bike and how to carry out maintenance and do possible small repairs. However, don't take any risks when it comes to this. If you find something a little too technical or don't completely trust your own skills, go to your Gazelle dealer. He has all the knowledge to keep your bike in top condition.




Gazelle Davos




Gazelle Medeo

**Colophon**

**It goes without saying that we have compiled this booklet with great care. However, we cannot be held liable for the consequences of misprints and typesetting errors.**

**Publication & copyright:**
**Royal Dutch Gazelle N.V.**

Notes