IMPORTANT>>>>>>PLEASE READ THOROUGHLY!

THE PACE RC100 MOUNTAIN BIKE FRAMESET IS DESIGNED AND BUILT TO TAKE ONLY TOP QUALITY COMPONENTS. MANY ASPECTS OF THE FRAMESET ARE UNIQUE IN DESIGN AND FUNCTION AND GREAT CARE SHOULD BE TAKEN TOWARDS REGULAR AND THOROUGH MAINTENANCE,PARTICULARLY WITH REGARD TO THE FOLLOWING..

1. All torque figures, particularly those of the fork crown bolts, brake fittings and crank screws, should be checked on a regular basis.

2. The bottom bracket and headset should be pumped full of grease through the frame nipples before riding the bike and on a regular basis thereafter.

3. If play develops in the headset or bottom bracket, adjust immediately to avoid bearing damage.

FAILURE TO FOLLOW PACE RECOMMENDATIONS REGARDING PREPARATION AND MAINTENANCE MAY INVALIDATE WARRANTY.

Full preparation and maintenance details follow.

WARRANTY

PACE frames purchased new from a PACE authorised dealer are warranted by PACE to be free from defects in materials and craftmanship under the limitations of its' intended use (see below) for a period of 2 years.

Claims under this warranty, made through a PACE authoried dealer, will be honoured by PACE free of charge, excluding post, packing and dealer labour charges.

Warranty claims will not be considered if the frame has been altered in any way, improperly assembled / serviced, or used for stunt riding or any other activity outside the range of activities for which the frame has been designed.

Whilst the frame is designed for serious competition use, the user assumes the risk of any personal injuries, damage to or failure of the frame due to accident, alteration, neglect, blatant misuse or the use of unsuitable replacement parts.

Your normal consumer rights are not affected.

MAINTENANCE SCHEDULES ON PACE RC100 FRAMESETS

Congratulations on purchasing your RC100 frameset system. To make sure your machine performs as designed, please follow the instructions below.

1. Before riding machine, pump the bottom bracket and headset full of grease through the frame nipples, until grease oozes from the bearing dirt seals. Wipe off excess. This should be carried out on a regular basis, in particular as an assumed part of the cleaning process after dirty rides.

2. Check, and double check, tightness of all fixings. Torque figures are as follows.....

Brake Mountings	80 lbs
Fork Crown Screws	110 lbs
Chainset Screws (spider to crank)	70 lbs
Front Mech Mounting	40 lbs
Crankarm Screw	70 lbs
Handlebar Stem	80 lbs
Waterbottle Cages	15 lbs
Grease Nipples	13 lbs

3. The offset (asymetrical) rear triangle of the machine dictates that a 135mm hub is used in conjunction with a particular wheel build specification (less dished for greater strength). For certain hubs, it may be necessary to change the axle spacers to obtain the correct wheel and chain alignment, and ensure that the chain runs clear of the frame in the smallest rear sprocket.

The rear wheel should be built so that the centreline of the rim is positioned 69mm from the inside face of the righthand (driveside) rear dropout and therefore 66mm from the inside face of the left hand dropout.

To double check wheel/hub alignment, sight from the front of the machine and ensure that an equal amount of tyre is visible on either side of the seat tube.

4. Ensure that the smallest front chainring runs clear of the oversize bottom bracket shell.

5. Seatpost size..27mm.

6. Crank to spider and crank screws are imperial size, not metric.

7. Align brake pads with rim by loosening 2 screws on each brake mount and moving the cylinder so that the face of the pad is about 2mm from the rim and directly in line with the rim section when applied.

Fine adjustment of the brake is achieved by rotating the screw at the base of and directly behind the brake lever. This has the effect of 'preloading' the system and moving the shoes in/out.

Do not overtighten slave cylinder mounting screws as this can inpare brake efficiency.

For long term maintenance and replacement of parts, a MAGURA service kit is aeesential. Refer to official MAGURA service instructions.

HYDRAULIC BRAKES ARE POWERFUL. TAKE CARE ON FIRST RIDE!

8. To adjust headset, loosen four fork crown screws, then turn the 6mm alloy nut (one flat at a time) beneath the fork crown until headset runs smoothly with no play.

DON'T FORGET TO RETIGHTEN FORK CROWN SCREWS FULLY

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BOTTOM BRACKET SERVICING

1. Keep fully greased, as specified above, to prolong bearing life.

2. If it is necessary to remove the chainset, simply remove single screw and safety tab from left hand crank arm, pull off crank arm and draw/push out crank and axle assembly. Take care to reassemble with spacers in correct order and with crank safety tab correctly positioned in hole in axle.

3. If bearing replacement is necessary, we recommend that this is carried out by your PACE authorised dealer, who will have the correct tools to draw out the old bearings and press in the new ones.

When new bearings are installed, the bearing seating surface should be thoroughly cleaned with Trico Ethelene before pressing and "Locktiting" the bearings squarely into place.

4. Because of the floating axle design of the crankset, there may be a tiny amount of play in the crankarms. This should be ignored as long as it remains within acceptable parameters.

FORK/STEERER/HEADSET SYSTEM

This design is unique to PACE machines. It offers unequalled steering precision and maximum weight saving. The maintenance of the system is minimal as long as simple proceedures are followed.

The stem geometery cannot be altered for height or reach. The stem provided with each frameset has been calculated to suit the frame geometry. A choice of stems is available to suit if a different riding position is required.

Points of maintenance
1. Keep headset well greased through frame nipple. Regular greasing will substantially prolong bearing life.
2. Adjust play as described above (Point 8 in Maintenance Schedule)
3. Adjust tracking with fork crown screws loose, to ensure that handlebars are at exactly 90 degrees to the frame and wheels. Pay particular attention to positioning of fork blades and make sure they do not slip within the crown.

REMEMBER TO RETIGHTEN FORK CROWN SCREWS

HEADSET REPLACEMENT

The PACE steerer system is designed for direct steering response and to prolong the life of the headset, as long as lubrication is regular and thorough.

Headset or stem removal and replacement should ideally be done by a PACE authorised dealer. Disassembly is as follows....
a. Loosen fork crown screws and remove aluminium nut and spacer under forkcrown. Remove forks.
b. Remove bottom bearing race from steerer column. This is an 'interference' fit and it will probably be necessary to tap the bottom of the steerer column, using the correct PACE tool to avoid damage to the threaded stud, whilst pulling up on the stem to persuade the bearing race to slide off.
c. Pull stem out of frame.
d. To remove top bearing cup from steerer, clamp cup flats into vice, taking care not to damage cup or stem. Tap bottom of steerer, using PACE tool, until cup loosens and slides off steerer.

NOTE..THIS PROCESS CAN ONLY BE EFFECTIVELY CARRIED OUT USING PROPER PACE TOOLS. BECAUSE OF THE TIGHT FIT OF THE BEARING CUPS ON THE STEERER, EXTREME CARE MUST BE TAKEN IN DIRECTING FORCE TO THE APPROPRIATE POINTS!

Reassembly must also be carried out in accordance with these principles.

GENERAL

The RC100 machine is designed specifically as an experts competition bike. The efficiency of the machine depends upon the way it is maintained and prepared. Over 90% of mechanical failures during competition are due to incomplete servicing before an event.

The frame finish has been designed to withstand pressure washing (400-600 psi max). Apply detergent to loosen dirt and hose off after 10 to 15 minutes. Dry machine and thoroughly apply a protection fluid such as Duck Oil or WD40, before going through routine maintenance schedule. Wipe off protection fluid and check torque of screws throughout the machine before next ride.