FAIRLIGHT

OWNERS MANUAL

170725

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YOUR BICYCLE ANNOTATED

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Assembly instructions are provided within the “Quick Start Guide” supplied with your bicycle or can be found at www.fairlightcycles.com.

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Your bicycle, and this manual, comply with the safety requirements of EN ISO Standard 4210.

INTRODUCTION

Thank you for choosing Fairlight Cycles!

We put a huge amount of care into the design, manufacture and assembly of our bicycles.
In order to get the most out of your bike or frameset, please take the time to thoroughly read this manual.

Some key areas include:

INTENDED USE
Defines the style of riding, for which your Fairlight was designed.

QUICK START GUIDE
This provides key information to build and set-up your bike.

FIRST RIDE SAFETY CHECK
Go over these elements before your first ride.

PRE-RIDE SAFETY CHECK
The **"M-Check"** is a useful method to help ensure your bike is safe to ride.

USE & LIMITATIONS OF THIS MANUAL

Although this manual contains some general information about bicycle maintenance, setup and repair, it should not be used as a bicycle maintenance manual.

At any point where we outline risks, tips or actions these do not represent an exhaustive covering every scenario. If in doubt, ask a trained bicycle mechanic.
This manual refers mainly to the Fairlight specific elements of your bicycle. Namely the frame, fork and frame parts. Where appropriate you should refer to the various suppliers for the components fitted to your bike.

Links to supplier manuals can be found on our website.

This manual is not designed to teach you how to maintain your bike. Be realistic about your ability to set up and maintain your bicycle so that it is safe to ride.
If you have any doubts or concerns over the bicycle's safety always consult a reputable trained bicycle mechanic.
Like many sports or active pursuits, cycling carries an inherent risk of serious or even fatal injury. This manual makes no representations as to the safety of riding a particular Fairlight Bicycle in specific conditions.

Have fun, but always ride safely, lawfully, and within your limits.

SYMBOLS USED IN THIS MANUAL

This is a summary of the symbols used in this manual.

– WARNING !

Combination of this symbol and word indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.

– CAUTION !

Combination of this symbol and word indicates a situation which, if not avoided, could result in damage to your bicycle or voiding of warranty.

– IMPORTANT INFORMATION

Combination of this symbol and word indicates important information

– GREASE

High quality grease to be applied where illustrated.

– CARBON PASTE

High quality carbon fibre paste to be applied where illustrated.

– PLEASE REUSE / RECYCLE

Where possible please reuse or recycle the supplied packaging.

INTENDED USE - STRAEL 4.0

All Fairlight bicycles are tested under the guidelines set out in EN ISO 4210.

The design and testing of this Fairlight is dependent on the intended use of the bicycle. Therefore it is very important that the bicycle is not used beyond its intended use.

The Fairlight Strael 4.0 is tested for High Performance Road (Condition 1) use only. Bicycles designed for riding on a paved surface where the tyres do not lose contact with the ground.

WEIGHT LIMITS

Fairlight Strael 4.0 51R > 58T : Rider + Luggage = 105kg max.
Fairlight Strael 4.0 61R & 61T : Rider + Luggage = 115kg max.

Rider weight limit = 105kg (51R - 58T) / 115kg (61R & 61T)
Combined luggage on bike = 15kg (51R - 58T) / 25kg (61R & 61T)
Rear rack = 15kg (51R - 58T) / 25kg (61R & 61T)

- WARNING !

Using the bicycle in a manner beyond its intended use can make the bicycle unsafe to ride.

- CAUTION !

Any clamping force can damage the thin walled tubing of the frame. **Clamp based racks and child seats are specifically not permitted.** When using a work stand always clamp to the seat post rather than the frame. Take care when securing your bicycle to car bike carriers using clamps. Always inspect the bicycle frame when the clamp is removed, and prior to riding.

- IMPORTANT INFORMATION

Visit www.fairlightcycles.com for any updates on usage policies.
Or email us at mail@fairlightcycles.com.

INTENDED USE - SECAN 3.0

All Fairlight bicycles are tested under the guidelines set out in EN ISO 4210.

The design and testing of this Fairlight is dependent on the intended use of the bicycle. Therefore it is very important that the bicycle is not used beyond its intended use.

The Fairlight Secan 3.0 is tested for usage Condition 2 - for off-road riding and jumps less than 30cm (12"). Please refer to the appendix for a full definition.

WEIGHT LIMITS

Fairlight Secan 3.0 : Rider + Luggage = 115kg max.

Rider weight limit = 115kg
Combined luggage on bike (front rack + fork + rear rack) = 25kg
Combined fork max = 10kg
Front rack = 8kg
Fork leg cargo = 3kg each side (6kg total)
Rear rack = 25kg

- WARNING !

Using the bicycle in a manner beyond its intended use can make the bicycle unsafe to ride.

- CAUTION !

Any clamping force can damage the thin walled tubing of the frame. **Clamp based racks and child seats are specifically not permitted.** When using a work stand always clamp to the seat post rather than the frame. Take care when securing your bicycle to car bike carriers using clamps. Always inspect the bicycle frame when the clamp is removed, and prior to riding.

- IMPORTANT INFORMATION

Visit www.fairlightcycles.com for any updates on usage policies.
Or email us at mail@fairlightcycles.com.

INTENDED USE - FARAN 3.0

All Fairlight bicycles are tested under the guidelines set out in EN ISO 4210.

The design and testing of this Fairlight is dependent on the intended use of the bicycle. Therefore it is very important that the bicycle is not used beyond its intended use.

The Fairlight Faran 3.0 is tested for usage Condition 2 - for off-road riding and jumps less than 30cm (12"). Please refer to the appendix for a full definition.

WEIGHT LIMITS

Fairlight Faran 3.0 : Rider + Luggage = 125kg max.

Rider weight limit = 125kg
Combined luggage on bike (front rack + fork + rear rack) = 25kg
Combined fork max = 15kg
Front rack = 8kg
Fork leg cargo = 3kg each side (6kg total)
Rear rack = 25kg

- WARNING !

Using the bicycle in a manner beyond its intended use can make the bicycle unsafe to ride.

- CAUTION !

Any clamping force can damage the thin walled tubing of the frame. **Clamp based racks and child seats are specifically not permitted.** When using a work stand always clamp to the seat post rather than the frame. Take care when securing your bicycle to car bike carriers using clamps. Always inspect the bicycle frame when the clamp is removed, and prior to riding.

- IMPORTANT INFORMATION

Visit www.fairlightcycles.com for any updates on usage policies.
Or email us at mail@fairlightcycles.com.

INTENDED USE - HOLT 2.0

All Fairlight bicycles are tested under the guidelines set out in EN ISO 4210.

The design and testing of this Fairlight is dependent on the intended use of the bicycle. Therefore it is very important that the bicycle is not used beyond its intended use.

The Fairlight Holt 2.0 is tested for usage Condition 3 - for rough trails, rough unpaved roads, and rough technical areas and unimproved trails. Jumps of 60cm (24") or less. Please refer to the appendix for a full definition.

WEIGHT LIMITS

Fairlight Holt 2.0 : Rider + Luggage = 125kg max.

Rider weight limit = 125kg
Combined luggage on bike = 25kg
Rear rack = 25kg

- WARNING !

Using the bicycle in a manner beyond its intended use can make the bicycle unsafe to ride.

- CAUTION !

Any clamping force can damage the thin walled tubing of the frame. **Clamp based racks and child seats are specifically not permitted.** When using a work stand always clamp to the seat post rather than the frame. Take care when securing your bicycle to car bike carriers using clamps. Always inspect the bicycle frame when the clamp is removed, and prior to riding.

- IMPORTANT INFORMATION

Visit www.fairlightcycles.com for any updates on usage policies.
Or email us at mail@fairlightcycles.com.

QUICK START GUIDE

Please ensure you follow the instructions outlined to ensure your bike is correctly built prior to your first ride.

You can download this manual at fairlightcycles.com

Fairlight Bicycles are shipped 95% built. This section guides you through the remaining 5%. Please ensure you follow the instructions outlined to ensure your bike is correctly built prior to your first ride.

Riding bicycles carries an inherent risk. Lack of maintenance, improper assembly or misuse can result in your bicycle becoming unsafe to ride. Please ride safely and responsibly.

Please note. The photos show a typical Fairlight bicycle. It will not necessarily be the exact model you have purchased.

If you do not feel confident following this guide please defer to your local bike shop or a qualified bicycle technician.

REQUIRED TOOLS*

Hex Keys - 3mm, 4mm, 5mm, 6mm

Torx Keys - T25, T30

Torque Wrench - up to 12Nm

High Quality Grease - for fitting alloy seatposts

High Quality Carbon Paste - for fitting carbon seatposts

Pedal Spanner - 15mm

* Not supplied

OPEN THE BOX

– WARNING !

Carefully remove the staples from the top of the box. They can cause injury or damage to your new bicycle.

– CAUTION !

Ensure the box is the correct way up before opening.

REMOVE THE FRONT WHEEL

– PLEASE REUSE / RECYCLE

Remove the front wheel and set it aside. The protective sleeve can be reused / recycled.

REMOVE THE SEATPOST & ACCESSORIES

– PLEASE RECYCLE

Take all the components and paperwork and set them aside.

LIFT OUT THE BICYCLE

– WARNING !

You may need help to lift the bicycle from the box.

REMOVE THE PACKAGING

– WARNING !

Carefully remove the packaging. Scissors or knives can cause injury or damage to your new bicycle.

CONNECTING THE BATTERY – DI2 ONLY

NB. JUMP TO PAGE 21 IF YOU DO NOT HAVE A DI2 BATTERY IN YOUR SEATPOST.

– IMPORTANT INFORMATION

Leave the warning sticker in place while fitting the seatpost.

CONNECT THE BATTERY - DI2 ONLY

- WARNING !

Use the supplied Di2 tool to connect the wires. You will feel a subtle ‘click’ which the wire is in place.

- CAUTION !

Leave the blanking plug in place - all 3 ports in the battery must be ‘used’.

CONNECT THE BATTERY - DI2 ONLY

- WARNING !

Use the supplied Di2 tool to connect the wires. You will feel a subtle ‘click’ which the wire is in place.

- CAUTION !

Leave the blanking plug in place - all 3 ports in the battery must be ‘used’.

FIT THE SEATPOST - DI2 ONLY

- CAUTION !

Carefully feed the wires down into the seat tube. Ensure they do no get trapped / snagged.

- GREASE

For alloy seatposts - Apply a small amount of grease inside the seat tube.

- CARBON PASTE

For carbon seatposts - Apply a small amount of carbon paste inside the seat tube.

FIT THE SEATPOST

- CAUTION !

Tighten the seat clamp to the correct torque. Do not exceed either the clamp / seatposts maximum rating.

- GREASE

For alloy seatposts - Apply a small amount of grease inside the seat tube.

- CARBON PASTE

For carbon seatposts - Apply a small amount of carbon paste inside the seat tube.

REMOVE THE STEM FACE PLATE

FIT THE HANDLEBARS

– CAUTION !

Be careful not to cross-thread the bolts.

ADJUST THE HANDLEBARS

– CAUTION !

Ensure the bars are centred and rotated correctly.

TIGHTEN THE STEM FACE PLATE

– CAUTION !

Tighten the face plate to the correct torque. Do not exceed either the stem / face plates maximum rating.

REMOVE THE THRU AXLE

REMOVE THE BRAKE PAD SPACER

– PLEASE RECYCLE

The cardboard shipping spacer can be reused or recycled.

– IMPORTANT INFORMATION

Once removed do not pull the front brake lever. Retain the spacer for travel / servicing.

FITTING A FRONT WHEEL - DYNAMO ONLY

NB. JUMP TO PAGE 30 IF YOU DO NOT HAVE A DYNAMO HUB.

- IMPORTANT INFORMATION

Carefully rotate the wheel so the connector is positioned as shown.

CONNECT THE DYNAMO

- IMPORTANT INFORMATION

Plug in the Coaxial connector.

FIT THE FRONT WHEEL

- GREASE

Apply a small amount of grease onto the thru axle.

- CAUTION !

Slide in the thru axle then tighten to 12Nm.

FIT THE PEDALS*

***NOT SUPPLIED**

- GREASE

Apply a small amount of grease onto the threads before fitting.

- CAUTION !

Ensure you fit the right pedal to the right arm (right = drive side / left = disc brake side).
Tighten to the manufacturer's recommended torque setting.

FIRST RIDE SAFETY CHECKS

First Ride? - Get to know your bicycle !

BUILDING YOUR BIKE

Before you start, ensure you build your Fairlight Bicycle in accordance with the Quick Start Guide.

- WARNING !

If you are not confident in your ability to build your bicycle safely, please ensure that it's reviewed by a trained mechanic prior to your first ride.

CORRECT SIZING

Ensure the bicycle is a good fit. Stand over the bicycle straddling the top tube. There should be sufficient room between the top tube and your crotch such that getting off the bicycle quickly does not cause you injury. Fairlight provides a large amount of guidance on bicycle fitting.

HANDLEBAR HEIGHT

You should be in a comfortable and maintainable position when seated with your hands on the hoods of the shifters / grips.

SADDLE HEIGHT

Ensure this is set to the correct height to allow for good leg extension without your knee locking out.

- IMPORTANT INFORMATION

If you have had a professional bike fit set up the handlebar & saddle to align with their recommendations.

BRAKES

We use a Sinter Smart Bedding In machine to ensure your brakes are good to go from the first ride. Ensure that you know front from rear, this differs country by country. Fairlight allows you to choose and will have configured the setup as requested.

- WARNING !

Always test your brakes before every ride. Be aware that disc brakes are more powerful than rim brakes.

GEARS

Ensure you understand how they work and avoid simple mistakes like shifting when stationary.

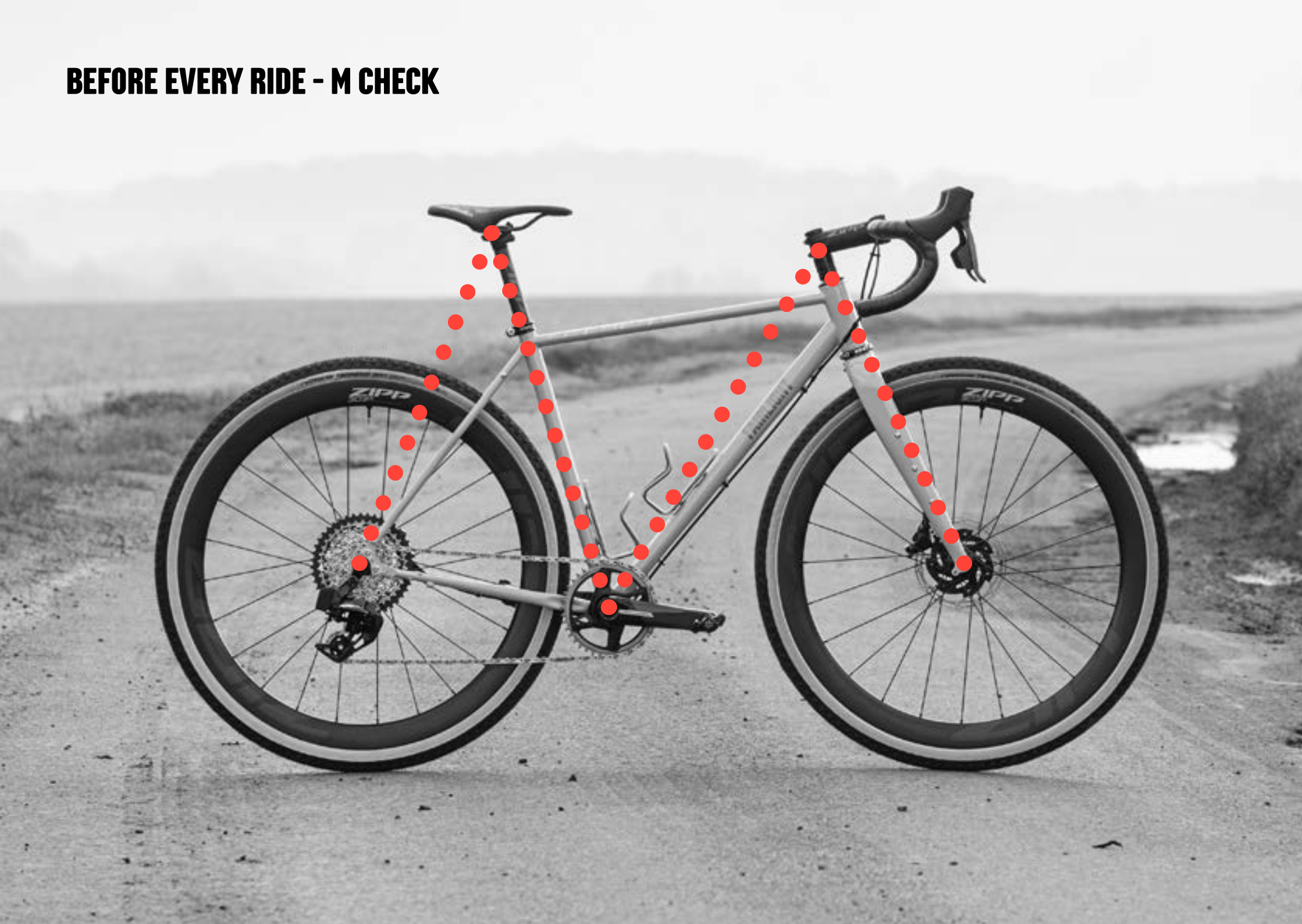
ATTACHING PEDALS

Fairlight does not supply pedals with our bikes.
When you do attach your pedals be sure to grease the threads, tighten them well to their recommended torque.
If you are using clip-in pedals for the first time, ensure you practice in a safe place.

TEST RIDE

Find a quiet area, ideally off the public roads. Give yourself time to get used to the bicycle.

BEFORE EVERY RIDE - M CHECK



BEFORE EVERY RIDE - M CHECK

You should carry out an “M-Check” on your bicycle before every ride. It’s quick, thorough and methodical.

As you move over the bicycle **from back to front** remember to carefully review the condition of the frame to ensure there is no damage. Look for cracks, dents, or signs of underlying damage, such a paint defects.

REAR WHEEL

Is the tyre at an appropriate pressure for the terrain you intended to ride, and are they within the tyre manufacturers recommended pressure range?

Spin the wheel. Does the wheel look straight and true?

Are any spokes loose or broken?

Is the thru axle correctly torqued?

Try to wiggle the wheel side to side. Is there any lateral play in the wheel bearings?

DERAILLEURS AND DRIVETRAIN

Does the bicycle shift correctly and smoothly?

Is the chain clean and well lubricated?

Does the rear derailleur hanger visually look straight?

When in the largest sprocket, push the rear derailleur to ensure it can’t shift further into the wheel.

REAR BRAKE CALIPER AND DISC

Spin the wheel. Is the disc running smoothly between the disc pads?

Are your brake pads worn? ie Shimano advises that there should be at least 1mm of pad left on the backing plate

Carefully wiggle the caliper to ensure the caliper and dropout bolts are tight.

Does the brake function properly, stopping the wheel?

If your brake are squeaky check for contamination.

- WARNING !

Do not put your hands near the disc rotor while the wheel is in motion. Fingers can get caught in the disc or drivetrain causing serious injury.

SADDLE, SEATPOST AND SEAT CLAMP

Is the saddle correctly attached to the seat post?

Is the saddle set to the right height?

Is the seat clamp correctly torqued?

If you have a dropper post, does it travel smoothly and hold its position?

CHAINSET AND BOTTOM BRACKET

Check that the cranks back-pedal smoothly. (Do not carry this out while ‘cross-chaining’ or the chain may come off)

Is there play in either crankarm or bottom bracket bearings?

Are the chainring bolts correctly torqued?

Are any teeth bent or excessively worn?

HEADSET PRE-LOAD TEST

With one hand hold the top cup of the headset, placing your fingers at the interface between the headset and the steerer spacers (or stem if you have none).

With the other hand, hold the front brake to lock the front wheel in place.

Rock the bicycle back and forth.

There should be no play between the headset and the fork steerer. If there is play then the headset pre-load is potentially loose and may need to be tightened.

- IMPORTANT INFORMATION

If you are not confident adjusting the headset yourself defer to a trained mechanic.

STEM AND HANDLEBARS

Do the handlebars turn freely?

Are all stem bolts correctly torqued?

Ensure the front wheel cannot move independently from the handlebars.

Ensure the shifters and brake levers are secured in place and that the bar tape / grips are not loose.

FORK

Carefully check the fork for any signs of damage or fatigue.

Is the thru axle correctly torqued?

If it is a suspension fork ensure it travels smoothly and is correctly configured for your weight / ride style.

- WARNING !

Any cracks in the fork, stem or handlebar are an immediate red flag. These are the most safety critical areas of the bicycle. If you have any concerns contact Fairlight or take your bicycle to a knowledgeable trained mechanic.

M CHECK - CONTINUED

FRONT BRAKE CALIPER AND DISC

Spin the wheel. Is the disc running smoothly between the disc pads?

Are your brake pads worn? ie Shimano advises that there should be at least 1mm of pad left on the backing plate

Carefully wiggle the caliper to ensure the caliper and dropout bolts are tight.

Does the brake function properly?

Pull the brake lever and ensure it correctly stops the bicycle.

If your brake are squeaky check for contamination.

- WARNING !

Do not put your hands near the disc rotor while the wheel is in motion. Fingers can get caught in the disc or drivetrain causing serious injury.

FRONT WHEEL

Is the tyre at an appropriate pressure for the terrain you intended to ride, and are they within the tyre manufacturers recommended pressure range?

Spin the wheel. Does the wheel look straight and true?

Are any spokes loose or broken?

Is the thru axle correctly torqued?

Try to wiggle the wheel side to side. Is there any lateral play in the wheel bearings?

LIGHTING SYSTEMS - DYNAMO

Spin front wheel and ensure both front and rear lights are working correctly.

LIGHTING SYSTEMS - BATTERY

Ensure any lights are working correctly and attached properly.
Check the charge level (if appropriate).

SAFETY

We want to make sure that you ride many enjoyable miles on your Fairlight. Cycling carries some inherent risks but you can minimise these if you follow good practice. These guidelines aren't exhaustive, but here are some tips for staying safe out there:

Always use a bicycle helmet. Wear a good fitting, certified, regularly replaced, helmet. This should be a non-negotiable.

Be conscious of the capabilities and stated use of the bicycle. Ride within those capabilities.

Wear suitable clothing. Watch out for trousers or laces that can get caught in gears.

Wear glasses. These help a lot at speed and save your eyes from bugs.

When riding at night make sure you have some reflective / hi-visibility gear and ensure you fit an appropriate set of lights, and that they remain charged.

Always follow the relevant traffic laws and regulations for your country or state. Always obey the lights.

Ride at speeds appropriate for your ability and the conditions. Look ahead, spot danger and obstacles. Anticipate worst case scenarios.

Don't diminish your senses but using headphones, or riding under the influence of drink or drugs.

Do not perform stunts or dangerous manoeuvres. You do so at your own risk.

- IMPORTANT INFORMATION

Laws and guidelines may differ depending on your country or state. It is your responsibility to ensure you understand and comply with these. Clothing types, lighting, reflectors and bells are all potentially subject to local mandates in this respect.

CARE & MAINTENANCE

BEDDING IN

After the first few weeks of owning your Fairlight you may find that the gears have gone out of index, or that some of the bolts may loosen. They will need to be adjusted and tightened. This is common on any new bicycle and the adjustments can be performed by any trained mechanic.

CLEANING

Avoid the following as they all remove protective grease and oil from your frameset and components, accelerating wear:

Using excessive detergent based clearing products - They are harsh on the frame and can promote corrosion.

Spray lubricants and water dispersal products (ie WD40 / GT85) should not be used as lubricants or cleaning products on your Fairlight.

Never use power washers on any part of your bicycle. This will greatly increase wear on any bearing component of your bicycle.

Frame and forks should be wiped down with a damp sponge or cloth. Avoid using excessive water as this can enter the frame, pooling within it, increasing the risk of corrosion. Pay particular attention to open breather holes or missing frame bungs which may allow water to enter the frame during cleaning. Clean more frequently during winter in order to prevent the build up of road salt.

Drivetrain, we recommend using a dedicated drivetrain cleaning products.

Disc rotors; pay specific care to ensure they are not contaminated with oils during the cleaning process. Use a dedicated disc rotor cleaning product to prevent this.

Always ensure your Fairlight is carefully dried after cleaning. Store in a dry location.

CARING FOR STEEL FRAMES

Fairlight Strael 4.0 & 3.0, Secan 3.0 & 2.5 and Faran 3.0 & 2.5 frames are treated with both zinc phosphating and 'ED-coating' prior to paint application. This is the most extensive corrosion protection used on steel bicycles in the industry.

In order to protect your Fairlight from corrosion, we recommend the following actions.

Avoid allowing water to pool inside your frame.
Water can get into your frame during cleaning, or during wet rides. After this, remove the seatpost (having marked your saddle height first), and hold the bicycle upside down to allow any pooled water to drain from the frame. If there is moisture in the frame, air out the frame by keeping the seatpost out for a few days.

Avoid harsh detergents or excessive water during cleaning.
They break down protective oils and greases, leading to corrosion and increased wear on all bike parts.

Remove the seatpost every 6 months or so.
Ensure the alloy seatposts are well greased and carbon posts have carbon paste on them.

During an annual service you could apply an extra corrosion inhibitor to the frame.
Our recommended product is Bilthamber Dynax S50 aerosol (using the application lance).
We don't use this as a matter of course as we feel it shouldn't be necessary. But if you live in a salty location or have harsh winters it may be worth doing to prolong the life of your frame.
Only apply this every 3 years at a maximum.

LUBRICATION

Your Fairlight drivetrain will need regular lubrication to keep it running smoothly.
Avoid using spray lubricants as they can contaminate the brake system.
Water dispersal products (such as WD40 and GT85) should be avoided as they remove grease and oil from components.

Drivetrain - Ensure that old grease, oil and general muck is removed from the drivetrain before applying new. Always ensure that new lubrication is applied after washing your bicycle.

Derailleurs - Pivots can become seized over time. They may benefit from a tiny amount of grease very infrequently.

Wheel Hubs - Avoid using light oil or chain oil anywhere near significant bearings like headset, bottom bracket or wheel hubs. The light oil can leach away protective grease, causing premature wear.

Care should always be taken to avoid lubricants contacting braking surfaces or other areas where they will damage the performance of the bicycle.

SERVICE INTERVALS

COMPONENT	ACTIONS / CHECKS	MONTHLY *	GENERAL SERVICE **	OTHER INTERVALS
Tyres	Check for cuts / damage / wear on tread and side walls	X		
	Check for bulges or unseating	X		
Wheels	Check for dents and damage	X	X	After any fall or crash
	Ensure running true & spoke tension is correct. Service if necessary	X	X	
	Check hubs running smoothly, no lateral play	X		
	Service Hubs		X	
Frame & Fork	Strip down & review for cracks		X	After any fall or crash
	Review for paint chips - seal or touch-up if required			Every 6 months
Thru Axles	Check Torque	X	X	
Headset	Check for bearing play	X		
	Re-grease		X	
Handlebars & Stem	Check torques		X	After any fall or crash
	Review for cracks. Replace if necessary		X	After any fall or crash
Seatpost	Check seatpost clamp and saddle bolt torques		X	
	Remove and re-grease (alloy) / re-apply carbon paste (carbon)		X	
Bar Tape	Check for wear / damage and replace if necessary		X	After any fall or crash
Bottom Bracket	Check for bearing play - repair or replace if necessary	X	X	
Brakes	Check function and lever throw	X	X	
Brake Pads	Check for wear - replace if necessary	X	X	After any long rides with a lot of descending
Chain	Check for wear and/or lubricate	X		
	Check and/or replace			Based on chain wear - typically 1000 - 2000km
Chainset	Check for wear and/or re-tighten all bolts		X	
Front Derailleur	Clean, check & lubricate		X	
Rear Derailleur Hanger	Check the hanger not bent in towards the rear wheel	X	X	After any fall or crash
Rear Derailleur	Clean, check & lubricate		X	
Cables	Clean, check & lubricate		X	
Batteries	Check state of charge & recharge if necessary	X		

For any questions, concerns or queries, please contact us at mail@fairlightcycles.com

* Monthly - A rider with a reasonable bicycle knowledge should be able to undertake these actions.
If you have any doubts please refer the issue to a trained bicycle mechanic immediately.

** General Service - These actions should be undertaken by a trained bicycle mechanic.

BICYCLE COMPONENTS & FUNCTION

WHEELS

Fairlight uses a number of different wheel brands:

Hope / DT Swiss / Hunt / Hand built Son Dynamo front wheels

All of our wheels are built to a high standard and should run true. If this is not the case or you break a spoke, please contact Fairlight, a local dealer or a trained bicycle mechanic to get them repaired immediately. Fairlight offers a 2 year warranty period on wheels and all components.
As part of your pre-ride '**M-Check**', always ensure the wheels are securely fastened, running true, and there is little or no lateral play.

HOOKLESS RIMS

Some carbon wheels supplied with Fairlight bicycles have 'hookless' rims. Where this is the case it is clearly noted on the fairlightcycles.com website. For these wheels you must use hookless compatible tubeless tyres.

Examples of 'hookless' wheels include - Hunt 35 Carbon Gravel, DT Swiss GRC 1400 Spline 42mm, Hunt Proven Carbon Race. (NB This is not an exhaustive list)

- WARNING !

Fitting tyres that are not 'hookless compatible' to hookless rims can cause the tyre to come off during riding leading to a crash and possible injury.

TYRES AND TUBES

Always ensure the tyres you are using are appropriate for both the frame of the bicycle and the wheels.
All Fairlight bicycles have a stated maximum recommended tyre size - This is the physically measured width of the tyre as it sits on the wheel, rather than the stated width on the tyre itself. Different wheel rim profiles will impact the final inflated width of the tyre.
Fairlight sets up all tyres with an appropriate inner tube.
Wheels are fitted with tubeless tape to allow the rider to convert to 'tubeless' in the future but we do not ship bicycles already set up tubeless.

- WARNING !

Exceeding the stated maximum tyre size for a bicycle increases the likelihood of a wheel binding and seizing mid-ride. This can cause crashes.

- IMPORTANT INFORMATION

Refer to the relevant model page for tyre clearances at fairlightcycles.com

THRU AXLES

All Fairlight bicycles come equipped with thru axles, front and rear.
To fit a wheel with thru axles; ensure the wheel is fully lined up with the dropout and the brake disc is correctly located in the caliper.
Insert the thru axle from the unthreaded side (the disc/caliper side). Ensure there is a small amount of grease on the thru axle thread.
Tighten the thru axle to the recommended torque 12Nm using a 6mm hex key.
When fully tight the head of the thru axle should be flat against the side of the fork or the dropout.
Only use thru axles supplied by Fairlight.

- CAUTION !

Thru axles are critical to the safety of your bicycle. They support the wheel in place. Always check them before every ride. Never ride with them loose. If you think there is a potential issue always consult a trained bicycle mechanic.

BRAKES

Fairlight bicycles use hydraulic disc brakes from the either Shimano or SRAM. The brakes are one of the most safety critical areas of the bike so you need to understand how they operate and maintain them well. Always use your first 'test ride' to fully acquaint yourself with the operation of the brakes.

BRAKE DIRECTION SET-UP

The UK, Australia, New Zealand, Japan, and other countries that drive on the left side of the road, typically have bicycles with the right hand lever controlling the front brake.
Counties that drive on the right hand side of the road typically configure their bicycles to have the left hand lever controlling the front brake.
However, we will always configure your bicycle to your preference, as stated on your order.

During your first test ride of the bicycle you should test the brakes and ensure they are correctly configured per your request. If they are incorrectly configured, contact Fairlight immediately and we will ensure they get safely switched for you.

If you have accidentally requested an incorrect set up we would strongly recommend taking your bicycle to a qualified bicycle mechanic and getting them switched to the correct orientation. Accessing multiple bicycles with differing braking characteristics can cause confusion and be dangerous in situations where the brake lever is pressed in panic.

- WARNING !

Riding your bicycle with an unfamiliar or incorrect brake orientation can cause you to apply the wrong brake (especially when braking suddenly). This can cause you to lose control of the bicycle and crash. Never ride your bicycle with an incorrect brake direction set-up.

BICYCLE COMPONENTS & FUNCTION

HYDRAULIC DISC BRAKES

All Fairlight bicycles are equipped with hydraulic disc brakes.
Below are some points to note:
Fairlight use a Sinter 'Smart Bedding In' machine to ensure your brakes are working optimally from your first ride.
Do not touch your disc rotors on the flat surface. This can contaminate the surface with oils from your skin, causing your brakes squeal.

- WARNING !

Disc rotors can get very hot with continued braking. Do not touch them.

- CAUTION !

When removing your wheels ensure to either use a caliper spacer (provided with bikes on front caliper); or, failing that, ensure that the brake lever is not depressed when the wheel is out of the bicycle. Depressing the brake lever without the brake rotor to in place can cause the caliper pistons to over-travel. This can potentially damage the caliper.

SHIFTERS AND GEARS

Road shifters, also known as STIs, are used on all of our drop barred models; Strael, Secan and Faran.
In 2x configurations the left hand shifter operates the front derailleur.
On mechanical shifters there is usually a trim function operated by depressing the inner lever a small amount. This moves the front mech inwards a small amount to reduce chain rub when on the largest cassette cogs.
For 1x systems the left hand lever operates either the brake only, or, if the bicycle is set up with a dropper seatpost, it will actuate the dropper seatpost.
For Shimano Di2 electric shifting systems there are a number of gear actuation options. Please refer to the Shimano technical documentation to explore these.

Trigger shifters are used on our flat barred models such as the Holt.
For 1x configurations the right hand shifter operates the rear derailleur.
If you have a dropper seatpost fitted it will be actuated using the lever under the left side of the handlebar.

GEAR USE BEST PRACTICE

Never operate the gears while stationery, pedalling backwards or under extreme load.
When using 2x gearing avoid cross-chaining where possible by activating the front derailleur more regularly. 'Cross-chaining' is when the chain is at opposite extremes of the gearing range between the front chainrings and rear cassette. Cross chaining causes extra friction and component wear and increases the likelihood of the chain coming off. Back-pedalling while cross-chaining will cause the chain to come off.

- WARNING !

Failing to follow the above advice will increase the likelihood of the chain coming off. This can cause crashes.

BATTERIES AND ELECTRONIC COMPONENTS

Some Shimano Di2 and SRAM AXS components contain batteries.
Ensure you follow the instruction manuals for the relevant components to ensure safe function, charging and battery maintenance. Always use the designated charger.

Safe operating temperatures are:
During discharge: -10°C - 50°C
During charging: 0°C - 45°C.

- WARNING !

Never disassemble, puncture or crush your Lithium Ion battery. Do not set fire to your battery or submerge it in water. Never let the battery exceed 60 °C (140 °F). Do not connect the (+) and (-) terminals with metal objects. Do not carry of store the battery with metal objects that could create a short-circuit. Failure to follow these instructions could cause the battery to leak, overheat or explode, causing death or serious injury.

- WARNING !

Never ingest any part of the battery and keep the battery away from children. If any leaking fluid gets onto the skin, wash immediately with clean water. If any leaking fluid gets into the eyes, wash immediately and seek immediate medical attention. If this is not done, blindness can occur.

BATTERY DISPOSAL

Fairlight does not offer a battery disposal service. Always ensure batteries are disposed of at a recycling centre in a safe way. Batteries contain valuable and environmentally toxic materials. They should not be disposed of in landfill.

MUDGUARDS AND RACKS

Fairlight does not supply bicycles with mudguards or racks as standard.
Here are some tips if fitting racks and mudguards, please exercise care when doing so:

Ensure the fitted product has been tested to the relevant ISO standards.

Read the manual and follow the fitting instructions carefully.

Mudguards need to be mounted with adequate clearance to stop them binding if something gets caught in them.

Specific care should be taken with front mudguards and front racks. If they become loose they can bind against the front wheel and cause it to stop very quickly. Causing accidents.

Front racks should only be used to their directed carrying weight maximum. Rack mountings should be inspected regularly to ensure they are not coming loose and the bolts are tight and in good shape.

TORQUE RECOMMENDATIONS

FRAME	TORQUE	BOLT FITTING	NOTES
Brake Mount / Dropout	8Nm	Torx T30	Thread lock ie. Loctite Blue 248
Derailleur Hanger	8Nm	Torx T30	Thread lock ie.. Loctite Blue 248
Rear Thru Axle	12Nm	6mm Hex	Grease threads
Down Tube Cable Guide	4Nm	Torx T25	
Down Tube Hose Guide	4Nm	3mm Hex	
Cage Bolts	4Nm	3mm or 4mm hex	

FORK	TORQUE	BOLT FITTING	NOTES
Cage Bolts	4Nm	3mm or 4mm Hex	
Fairlight Steerer Bung	10Nm	5mm Hex	No carbon paste required
Front Thru Axle	8Nm	6mm Hex	Grease threads

STEERING	TORQUE	BOLT FITTING	NOTES
FSA Stem Faceplate	6Nm	4mm Hex	Energy / Gossamer models
FSA Steerer Clamp	6Nm	4mm Hex	Energy / Gossamer models
Chris King Headset Preload	1.7Nm	5mm Hex	Tighten to remove play
Hope Headset Preload	1.5-2Nm	5mm Hex	Tighten to remove play
FSA Headset Preload	1.5-2Nm	5mm Hex	Tighten to remove play

SEATPOST & SADDLE	TORQUE	BOLT FITTING	NOTES
Chris King Seat Clamp	6Nm	4mm Hex	3mm or 4mm hex
Hope Seat Clamp	8Nm	4mm Hex	Steel Bolt / Slotted Clamp
Hope Seat Clamp	8Nm	5mm Hex	Alloy Bolt - Grease thread
Fairlight Seat Clamp	6Nm	4mm Hex	Unbranded
FSA Saddle Clamp - 1 Bolt	16.5Nm	6mm Hex	20mm Setback Gossamer model
FSA Saddle Clamp - 2 Bolt	8.8Nm	5mm Hex	20mm Setback SL-K model
FSA Saddle Clamp - MTC	7Nm	4mm Hex	Inline Afterburner & KFX models

SHIMANO	TORQUE	BOLT FITTING	NOTES
Brake Caliper	6-8Nm	4mm Hex	Thread lock ie.... Loctite Blue 248
Centre Lock Ring	40Nm	Park Tool FR-5.2	
Shifter Clamp	6-8Nm	5mm Hex	Caution with carbon handlebars
Front Derailleur Clamp	5-6Nm	5mm Hex	
Front Derailleur to Clamp	5-6Nm	5mm Hex	
Rear Derailleur to Hanger	8-10Nm	5mm Hex	
Derailleur Cable Fixing Bolt	6-7Nm	4mm Hex	
Chainset Bearing Preload	1Nm	Park Tool BBT-9	
Crankarm Pinch Bolts	12-14Nm	4mm Hex	
Hollowtech II BB	45Nm	Park Tool BBT-9	
Cassette	40Nm	Park Tool FR-5.2	

- IMPORTANT INFORMATION

For any parts / brands not shown above please refer to the relevant manufacturers guidelines.

WARRANTY

FAIRLIGHT FRAMESETS

Fairlight Cycles framesets are sold with a 5 year manufacturer's warranty.
If you are the original owner and you have a problem with the frame/fork then we will replace or repair the frame.
This warranty covers manufacturing or material issues only; it doesn't cover 'wear and tear' or crash damage.
If the model/colour/size is no longer available then we will offer the nearest equivalent model or you can choose to upgrade and pay the difference.

FAIRLIGHT COMPONENTS

Fairlight Cycles components are covered by a 2 year warranty
Any replacement parts offered under warranty will be strictly subject Fairlight recovering the failed part. If we do not recover the failed part we reserve the right to charge you for the replacement.

OTHER COMPONENTS

3rd Party bicycle components (eg. Shimano, SRAM, FSA, Hope, Hunt, DT Swiss, Continental, Son Nabendynamo) are covered by their own manufacturers warranties. Typically this is 2 years.

Please note the above are limited warranties, and only available to the original owner.

In case of a warranty issue contact us first. We will always try to find the most efficient solution for you. If the warranty is regarding a 3rd party component we may recommend dealing directly with the manufacturer (eg. Hunt wheels) or a local dealer.

WARRANTY EXCLUSIONS

This warranty does not cover:

Any bicycles, framesets, components or parts not returned by the original purchaser.

Damage caused by a lack of care, maintenance, improper installation, or modification; whether by the owner or any 3rd party.

Consumable items such as gear cables, freehub bodies, inner tubes, brake pads, and bearings are non-warrantable items and not covered by this policy.

Components returned with the serial number removed, tampered with, damaged or otherwise unreadable.

Normal wear and tear. Cosmetic damage arising over time. Crash or impact damage. Misuse or neglect.

Paint damage caused by normal wear and tear such as stone chips.

Paint damage from rubbing or abrasion by bicycle luggage or the attachment of accessories.

Paint damage caused by the removal of paint protection tape or film.

Refurbishing, stripping or repainting your frameset would invalidate the warranty immediately. NB We specifically advise against this because you are likely to remove the corrosion protection layers in the process.

Any modifications made to the frameset such as the fitting of non-standard forks (without first seeking prior consent). Or structural modifications to the frame or forks.

The fitting any child seat or rack system that directly clamps onto the tubing of your Fairlight frame. In parts the tubing walls are thin and can be damaged by the high force exerted by the clamp and cantilevered force. These include (but are not limited to) any Hamax 'frame mounted' child seat or the Thule 'Ride-along' system. Rack mounted child seats; or racks in general; which mount into frame bosses can be used.

CRASH REPLACEMENT

If you are unfortunate enough to have a crash and damage your Fairlight frame or fork, then we can offer you a discounted replacement frame or fork to get you back on the road.
If you do have an accident and your bike sustains damage then please call or email us.
Any replacement parts offered as 'crash replacement' will be strictly subject to Fairlight recovering the damaged parts.

RETURNS

All bikes are built to order and unless they are faulty or damaged when you receive them we, cannot offer you a refund or exchange. This doesn't affect your statutory rights.

If you do need to send something back to us then please make sure you send it with a recorded service and make sure the product is covered up to its full value. Please ensure that any bicycles, framesets or components are packaged securely; ideally in their original packaging and following our packing instructions.

We cannot accept responsibility for items that are lost or damaged in transit when you send them back to us.

CONTACT DETAILS

Please contact us prior to returning any item.
Email: mail@fairlightcycles.com
Phone: +44 (0) 204 5746686 (Monday to Friday 9.30am-5.00pm GMT)

FATIGUE AND LIFESPAN

NOTHING LASTS FOREVER

Your bicycle and it's components have a finite useful life. If you continue to use the bicycle after this point then it runs the risk of failing, which can be hazardous.

At Fairlight we do extensive testing to ensure that your bicycle complies with the relevant ISO 4210 tests for it's intended use. This testing involves putting the framesets in jigs and making them endure a huge number of repetitive stress tests to make sure they don't fail under rider use.

All Strael 4.0 & 3.0, Secan 3.0 & 2.5, Faran 3.0 & 2.5 and Holt 2.0 frames are corrosion protected with industry leading phosphating and electro-coating.

Factors that can affect your bicycle's lifespan:

Construction materials and methods. Typically lighter weight frames and components have a shorter lifespan and are more prone to fatigue.

Riding style. If you ride your bike hard, pushing it's capabilities to the limit you will place more stress on the frame and components reducing it's lifespan.

Riding environment. Certain environments such as heavily salted roads, and wet or coastal areas can impart higher corrosion on your frame and components.

Terrain and impacts. If the bicycle is consistently ridden on challenging terrain regular high stress impacts,

Mileage. The more you have used the bicycle, the greater the amount cumulative stress it has endured. Some parts like the drivetrain will wear out, other parts may suffer from fatigue and weaken.

Crash damage. Dents and damage to frames and components may not cause an immediate failure, but they can cause stress to accumulate in a specific area of the bicycle (known as a stress riser). This can increase the risk of future failure.

Rider weight and power. Heavy and powerful riders put more force through the bicycle. As a result the bicycle is likely to fail quicker.

Carrying luggage. A rider's weight is counteracted by their legs which act like suspension, reducing the stress put through the bicycle. This is called 'sprung weight'. Luggage is typically connected directly to the bicycle, so is 'unsprung weight'. As a result, carried luggage has a greater proportional effect on bicycle frame longevity than rider weight.

INSPECT YOUR BICYCLE

The best way to mitigate any risks from fatigue and wear and tear is to have your bicycle regularly serviced and regularly inspect your bicycle.

We've provided you with a bicycle that passes the relevant safety tests and is protected against corrosion. But only you understand how you are using the bicycle and whether your use case increases the chances of fatigue and failure.

Follow the safety M-Check outlined in this document prior to every ride.
Be realistic about your use. If, for example, you are a heavy, powerful rider and you ride the bicycle hard. Take account of this and ensure you carefully review the bicycle for damage.

Get your bicycle regularly serviced by a reputable trained mechanic. Account for your usage type when setting the frequency of service intervals.

- WARNING !

Only you, as the rider have the knowledge of how far your ride and how hard you treat your bicycle. You are responsible for its safe upkeep. Failure to inspect your bicycle frequently and get your bicycle regularly serviced can lead to frame, fork or other component failure. Causing crashes.

MATERIALS AND FATIGUE

Fairlight bicycles contain a large range of materials within their frames and components. Our frames are predominantly made of Steel. Forks are made of carbon fibre or steel. Components such as stems and handlebars are mainly made of various aluminium alloys. Materials science is a huge topic, and certainly not one we can cover in totality within this manual. However, here are some basics:

METALS

All metals suffer from fatigue over time. Constant, recurrent stress forces through the metal cause microscopic cracks, which, in time, can cause the metal to fail.

DESIGN COMPROMISES

There is a trade-off between weight and longevity. A good example of this is using the force in your hands to bend a thin piece of metal back and forth. After a while cracks will form and the metal will break. You can design the piece of metal to be much thicker. So thick that the force of your hands only bends it a tiny (imperceptible) bit. Trying to bend this thicker piece of metal back and forth may break it eventually. But it may take 100 years of trying.

All lightweight, performance items like cars, bicycles, aeroplanes and motorcycles have to be designed with weight in mind. A bicycle could be made from steel girders. It would never break. But it would not fast or responsive.

Any structure or product designed to be both light and strong will have a finite fatigue life.

The ISO testing done on bicycles and bicycle parts effectively ensures that the failure point of a frame or component should never come in the realistic lifetime of the bicycle.

STEEL

Steel is extremely strong but is relatively dense (heavy) by comparison to, say, aluminium or carbon fibre. Because of this, the tubing of steel bicycles is very thin. Typically the tubing is thicker at the end of tubes where they need to be welded, but thinner in the middle where stresses are lower. This difference in thickness is called 'butting', and helps save weight and provide compliance through the frame.
Steel is more ductile than aluminium and carbon fibre. This means that, under stress, it is more likely to deform (or bend) prior to any sort of failure or crack.

FATIGUE AND LIFESPAN CONTINUED

Upon inspection - things to look for:
Any crack in the frame or steel fork in any area of the bicycle
Any sort of crack in the paint may indicate an underlying crack in the frame
Any movement in the frame. If it is out of shape there is likely a significant issue
Pay particular attention to dents, gouges and scratches. These they can cause stress to accumulate in a specific area of the bicycle (known as a stress riser). Causing a crack in the future.
If you have been in a significant front collision such as a pothole, kerb, or rear-ending a car, you should look very carefully for bending or creasing on the top tube or the underside of the down tube near the front of the bicycle. Typically in these situations the fork can transmit a lot of force into the frame, bending or cracking it.
Corrosion and paint bubbling. This can be caused around frame cracks.
If the frame has lost paint and is suffering from corrosion it is best to cover this area with some touch up paint or corrosion resistant paint in order to arrest the progress of the rust.

ALUMINIUM

Aluminium (AKA Alloy) is not as strong as steel but it is lighter. It is less ductile and more prone to stress fatigue over a period of time. Most metal components on the bicycle excluding the frame and fork will be made from aluminium alloy. Because aluminium alloy is lighter than steel, components will typically be made from thicker pieces. As a result they will be less prone to denting.
Corrosion is less prevalent in aluminium frames and components. But, it can happen especially when the aluminium is butted against another metal like steel or titanium, which can create a galvanic corrosion process. If you are getting significant corrosion on anodised aluminium parts you should consider how you are treating and maintaining the bicycle. This is usually a result of excess salt through road salt or sweat, combined with poor maintenance.

Upon inspection - things to look for:
Any sort of crack in an aluminium part
Aluminium parts are usually anodised but, if painted, looks for cracks in the paint work.
You should avoid bending any aluminium part back into shape after damage. For example, with a rear derailleur hanger. If this has been bent, you would be better replacing it than trying to bend it back into shape. The act of bending it can cause invisible micro-cracks, weakening the hanger and potentially making it fail in the future.
Corroded parts should be carefully examined for cracks and damage.
Particular care should be taken when inspecting the front end of the bicycle (bars, stem, shifters). Always ensure bar tape is removed (and replaced) periodically to prevent sweat salt build up and allow for inspection.

CARBON FIBRE

Carbon Fibre is a composite material made by layering carbon fibres with resin. Typically multiple layers of woven carbon fibre are laid into a mould and then baked to activate the resin and create the desired shape.
When designed well, carbon fibre products can be made that are both very light and have exceptional fatigue life. Even beyond that of metals.

Because carbon fibre products are made from multiple layers, it is very hard to visually inspect. There may be no crack at the surface, but multiple cracks in lower layers.
Carbon fibre is more prone to damage from sharp collisions where the material is directly struck by, say, a rock. In this case it is more likely to crack than a metal which is more likely to dent.
Carbon fibre is hard, but it has almost no ductility. It can flex, but it typically cannot deform without breaking or being damaged. Unlike steel, for example.

Upon inspection - things to look for:
Any sort of visible crack.
Broken or splintered areas.
Any areas of potential de-lamination (where the layers of carbon fibre are coming apart). This can look like cloudy areas in the lacquer, softer areas than can be compressed, any visible separation when viewing the edge cross-section of the carbon fibre material.
If you have concerns you can tap the area of concern. Normal carbon fibre should give a sharp, consistent sound. Damaged or de-laminated fibre may sound duller or tinnier.
Avoid exposing the parts to extreme temperature ranges.
Specifically investigating forks after any sort of crash or non-crash impact like a pothole. This may require part stripping the bicycle in order to properly examine the fork steerer.

After inspection - What to do:
Any cracked part should be replaced immediately. Do not ride the bicycle with a cracked frame or component. Small or large - no crack is acceptable.
Corrosion can speed up crack damage. Keep your bike cleaned and lubricated. If you have a concern about the integrity of the bicycle contact Fairlight or get the opinion of a trained bicycle mechanic.
Stains or bubbling in the paint work can signify a crack. Contact Fairlight or get the opinion of a trained bicycle mechanic.
Dents, gouges and scratches. Keep a very watchful eye on these as they can cause future cracks.
Creaking noises coming from the bicycle under pedalling load can be caused by a crack not just poor bicycle maintenance. If in doubt get the opinion of a trained bicycle mechanic.

- WARNING !

Never ride a bicycle that has a frameset or component with a crack, dent or bulge. This is a strong sign of an imminent failure which could cause a crash leading to serious injury or death.

APPENDIX - GLOSSARY OF INTENDED USE DEFINITIONS

- CAUTION !

Using your bike for the wrong purpose can be dangerous. Different bicycles are designed to cope with different conditions. Using the wrong bicycle for the conditions can cause a loss of control or failure of the bicycle.

Different bicycles are designed for different purposes. For example the Strael is designed predominantly for road riding, as a result it is lighter in weight and turns quickly, but is less able to absorb collisions. The Faran, on the other hand, is designed with greater tyre clearances and heavier tubing. As a result, it performs better off-road and when loaded.

Industry usage definitions are always evolving and there is no over-arching worldwide classification of bicycle us or purpose.

This guide outlines voluntary standards proposed by the ASTM (American Society for Testing and Materials - Designation F2043-09 'Standard Classification for Bicycle Usage').

This is followed by most large US bicycle manufacturers.

Where Fairlight differs from the ASTM intended use guide we specifically state this fact.

The ASTM guidelines are not used in respect of rider and loading weight limits. Fairlight sets these limits on a model by model basis. The following is a glossary of potential intended uses.

CONDITION 1 - FOR HIGH PERFORMANCE

Bicycles designed for riding on a paved surface where the tires do not lose ground contact. Typically there are road racing bicycles.

INTENDED - To be ridden on paved roads only.

NOT INTENDED - For off-road or cyclo-cross.

TRADE OFF - Material use is optimized to deliver both light weight and specific performance. You must understand that (1) these types of bikes are intended to give an aggressive racer or competitive cyclist a performance advantage over a relatively short product life, (2) a less aggressive rider will enjoy longer frame life, (3) you are choosing light weight (shorter frame life) over more frame weight and a longer frame life, (4) you are choosing light weight over more dent resistant or rugged frames that weigh more. All frames that are very light need frequent inspection. These frames are likely to be damaged or broken in a crash. They are not designed to take abuse or be a rugged workhorse

Fairlight models in this category: Fairlight Strael (all versions)

Fairlight does allow the use of racks and panniers with it's Strael models.

Rider and luggage weight limits are set on an individual model basis. Please refer to the specific guidance on page 6.

CONDITION 2 - FOR OFF-ROAD RIDING AND JUMPS LESS THAN 12" (30CM)

This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur. Jumps should be limited to 30 cm (12 in.) or less.

INTENDED For paved roads, gravel or dirt roads that are in good condition, and bike paths.

NOT INTENDED For off-road or mountain bike use, or jumps greater than 12" (30cm). Some of these bicycles have suspension features, but these features are designed to add comfort, not off-road capability. Some come with relatively wide tires that are well suited to gravel or dirt paths. Some come with relatively narrow tires that are best suited to faster riding on pavement. If you ride on gravel or dirt paths, carry heavier loads or want more tire durability, specify wider tyres..

Fairlight models in this category: Fairlight Secan (all versions), Fairlight Faran (all versions).

Fairlight does allow the use of racks and panniers with it's Secan and Faran models.

Rider and luggage weight limits are set on an individual model basis. Please refer to the specific guidance on pages 7 & 8 respectively.

CONDITION 3 - FOR ROUGH OFF-ROAD RIDING AND JUMPS LESS THAN 24" (61CM)

This is a set of conditions for operation of a bicycle that includes Condition 1 and 2 as well as rough trails, rough unpaved roads, rough technical areas and unimproved trails where jumps of 60 cm (24 in.) or less are anticipated.

INTENDED For cross-country riding and racing which ranges from mild to aggressive over intermediate terrain (e.g., hilly with small obstacles like roots, rocks, loose surfaces and hard pack and depressions). Cross-country and marathon equipment (tyres, shocks, frames, drive trains) are lightweight, favouring nimble speed over brute force. Suspension travel is relatively short since the bike is intended to move quickly on the ground.

NOT INTENDED For Hardcore Freeriding, Extreme Downhill, Dirt Jumping, Slopestyle, or very aggressive or extreme riding. No spending time in the air landing hard and hammering through obstacles.

Fairlight models in this category: Fairlight Holt (all versions).

Fairlight does allow the use of racks and panniers with it's Holt models.

Rider and luggage weight limits are set on an individual model basis. Please refer to the specific guidance on page 9.

CONDITION 4 & CONDITION 5 - FOR ROUGH TRAILS AND EXTREME RIDING

This is a set of conditions for operation of a bicycle that includes Conditions 1, 2, and 3 and downhill grades on rough trails as speeds in excess of 40 km/h (25 mph) or extreme jumping or both. It is suggested that use of a bicycle under these conditions is strongly dependent on rider experience and skills.

NO FAIRLIGHT MODELS FALL INTO THIS USAGE CATEGORY

CONDITION 5 - FOR EXTREME RIDING

Bicycles designed for jumping, hucking, high speeds, or aggressive riding on rougher surfaces, or landing on flat surfaces. However, this type of riding is extremely hazardous and puts unpredictable forces on a bicycle which may overload the frame, fork, or parts. If you choose to ride in Condition 5 terrain, you should take appropriate safety precautions such as more frequent bike inspections and replacement of equipment. You should also wear comprehensive safety equipment such as a full-face helmet, pads, and body armor.

NO FAIRLIGHT MODELS FALL INTO THIS USAGE CATEGORY