

BACCHETTA BICYCLES
OWNERS MANUAL 2.0



BACCHETTA

A close-up, black and white photograph of a bicycle frame. The word "BACCHETTA" is prominently displayed in large, raised, stylized letters on the down tube. The letters have a thick, black outline and a white fill, giving them a three-dimensional appearance. The background is a blurred, light-colored surface, likely the rest of the bicycle frame.

WELCOME TO BACCHETTA

Bacchetta Bicycles are only available through authorized dealers throughout the United States and Canada. Independent bicycle dealers, in our opinion, are the best source for proper assembly, rider set up, and service after the purchase.

We know you're anxious to begin riding your new Bacchetta, but first please take a few minutes to read the information in this manual. The following pages include information on safety and instructions for your bike's fit and function.. If you have any questions, please contact your Bacchetta dealer.

We hope you enjoy your new Bacchetta Bicycle and hope to see you out there....riding of course!

Bacchetta



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NOTE: This manual is not intended for use as a service, maintenance, or repair manual. Please see your Bacchetta dealer for questions regarding these items.

A FEW WORDS ABOUT SAFETY

As with any sport, bicycling involves risk of injury and damage. By riding a bicycle, you are assuming the responsibility for that risk. It is for this reason, that it is important to know and practice the rules of safety, responsible riding, and proper use and maintenance. Because it is impossible to anticipate every situation or riding condition, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided and are the sole responsibility of the rider.

In most places in the U.S., bicycles are like motor vehicles: they enjoy most of the same rights, and must follow most of the same rules. Do not take this privilege lightly. The way you ride your bike on a public roadway is critical to not only your safety, but also shapes the attitudes and biases that motorists have about cyclists in general. In short, obey the rules of the road and cycling grows, disobey the rules and all cyclists suffer.

Helmets

No matter how sweaty your head may get it does not begin to approach the inconvenience of spending the rest of your life in a wheelchair. Make your own choice, but the fact is that a helmet can save your life. Depending on your area, bicycle helmets may be required by law. Check your city, county, and/or state laws. We recommend that you ride with an approved cycling helmet. Fit is key: It has to be snug or it won't properly protect your head. Snap your head forward and back, and side-to-side; your helmet shouldn't move. And please don't just wear it on the back of your head to keep your hair pretty; put it on so the front is just above your eyebrows.

Mirrors

Mirrors are essential safety equipment for cyclists. Knowing what's behind you is as important as knowing what's ahead of you. If you don't want

a mirror on your bike, consider one that mounts to your sunglasses

Lights

If you plan to ride at night, the laws of both common sense and your community require that you meet certain standards of visibility. In the front, \$20 headlights help motorists see you, but they may not be sufficient to adequately reveal what lies ahead; more powerful (and more expensive) systems are better if your night riding takes you where, for instance, there are no streetlights. On the back, flashing LED-type lights are a good choice; some are visible for a half-mile or more.

Clothing

When motorists can see you they are less likely to run over you. Even in the summertime consider the safety advantage of a yellow nylon vest. If it's just too warm for that, a bright-colored jersey is smart. Gloves will protect your hands if you fall.

And since we're speaking of clothing anyway: Many recumbent cyclists like to wear traditional bike clothing, even though the benefits aren't as compelling as for upright cyclists: Padded shorts (and unpadded recumbent versions) prevent chafing from the up/down motion of your legs, and help manage moisture, regardless of the kind of bike you ride. Avoid wearing anything under them—this defeats their overall purpose of keeping you dry and comfortable. Cycling jerseys and polyester T-shirts are designed to wick moisture away from your skin and while great for everyday comfort, avoiding cotton fabrics, especially on longer rides will improve your riding experience.

KNOW YOUR BIKE

Bike-handling skills contribute a lot to safety; as you get more competent with your bike and its controls, you'll become a better, safer cyclist, more observant and able to react in subtle ways to situations you encounter. This is a strong argument



for spending a lot of time on your bike.... If you're not an experienced cyclist, pick routes with less traffic and avoid other hazards until your skills and confidence improve. Get to know your bike and the way it works so you'll be able to control it properly in different conditions. And, of course, keep your bike in good working order: Tires properly inflated, brakes and drive train adjusted, wheels true. Be sure important bolts and fasteners are tight, use a good lubricant on the chain and have your bike serviced regularly. While never a substitute for a good mechanic, a bike maintenance class can help you identify a possible problem, before it happens.

YOUR FIRST RIDE

If you're new to recumbents, you might find it takes a bit of practice before you feel as competent as you do on an upright bike. When going from a traditional road bike to a recumbent bike, you will notice some handling differences. Most of these are due to the fact that you are sitting down with your feet in front of you, causing a dramatic change in the way you are used to displacing the weight of your body. You may even be a bit wobbly at first as you get familiar with this new riding position. Our best advice is simply to r-e-l-a-x—release that death grip on the handlebar, look well beyond the tips of your toes, unclench your jaw, and pedal smoothly and slowly in a lower gear. When following these steps, most individuals find that riding a recumbent is no different than riding a traditional bike.

Find the biggest, emptiest parking lot where you can do easy laps without fear of traffic. Try to notice the subtleties of your new Bacchetta—the way it handles, how it responds to your input. It may be easier to start with the seat fairly upright; you can recline it gradually as you get more experience.

CAUTION

Something else to be aware of is “front wheel

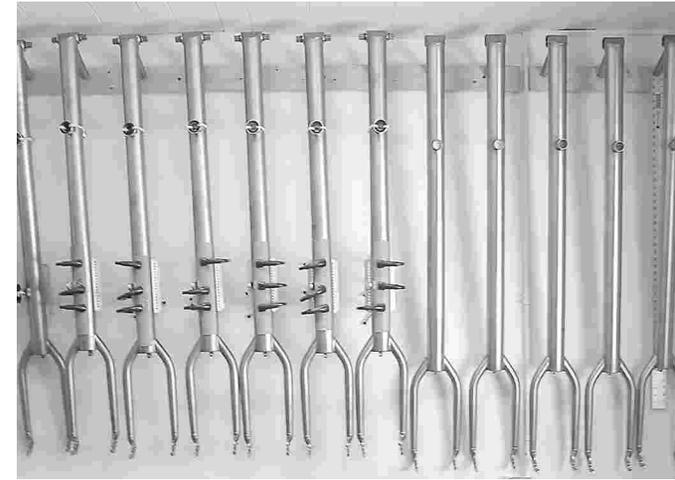
interference” or “heel strike”. This is when your foot makes contact the front wheel as you pedal through a turn. This normally happens only when you make a sharp turn at very low speed. Just keep the cranks horizontal during such turns and you'll be fine. “Heel strike” is a characteristic of most Short Wheel Base recumbents.

Climbing hills on your recumbent will be slightly different than a standard road bike. While an upright cyclist can ‘stand’ or ride out of the saddle, a technique that allows the rider of an upright bike to pedal with greater force, in a higher gear, you will sit and spin the pedals in a comfortable gear to climb a hill on a recumbent. While you could push your back against the seat and grind away in a high gear, the cost of the damage on your knees far outweighs the benefits. How fast recumbents climb compared to other bikes depends a lot on the rider. What's most important to climbing performance is the engine... that's right, you! Improve your strength and conditioning and you'll find climbing gets much easier. The bottom line on climbing; relax, develop your technique and over time your climbing capabilities will improve.

HOW YOUR BIKE WORKS

Your new Bacchetta has three major mechanical systems: The drive train, wheels and the brakes. Here's a little information about how each system works. The proprietary systems on your Bacchetta bicycle are discussed in the next chapter!

The drive train includes all parts that interact to propel the bike forward except the wheels: The shifters; derailleurs, chainrings (the gears in front); cassette (the cluster of gears in the back; individually they're called cogs); bottom bracket (a metal cartridge with bearings, grease, and an axle; it is pretty much hidden inside the frame); and the crank and pedals. We could spend hours talking about the drive train but we'd rather you get out and ride, so here's what's important:





The derailleurs function is to push the chain sideways from one chainring or cog to the next. Derailleurs are connected to the shifters by cables. The shifter pulls the moving part of the derailer sideways; a spring pulls it back when the shifter is turned the other way.

At the front derailer, the small chainrings are the lowest gears (easiest to pedal). At the rear derailer, the opposite is true: The smaller cogs provide the highest gears (hardest to pedal). An easy way to remember this: The gears closest to the frame of the bike are the low gears, regardless of their size; the gears farthest out from the frame are the high gears.

The lowest gear of all is the combination of “small/big” (the chain on the smallest chainring up front, and the biggest cog in back—the closest gears to the frame). Your highest gear will be the “big/small” combination (chain on the biggest chainring up front, smallest cog in back—the gears which are farthest from the frame).

As you practice shifting, pay attention to which chainring and which cog the chain is on. It doesn't mean much to just look at the numbers on the shifter and say, “Oh, I'm in fifth gear,” if you don't know whether “fifth” is a low gear or a high gear, or where the chain is when the shifter says you're in fifth.

CAUTION

It is not recommended to ride in the “big/big” or “little/little” combinations (chain on the big chainring and big cog, or on the little chainring and little cog). Such combinations force the chain to a sharp angle, which can wreak havoc with your rear derailer. If you should accidentally shift to one of these combinations don't worry... your bike is set up so it can shift to these extreme gears safely but we do recommend that you try to avoid them.

Avoid pedaling backward while shifting, or shifting

without first pedaling briefly forward. The chain could derail and cause damage to the bike and to you if the drive train suddenly locks up and you crash.

Tires, Tubes and Wheels

It's quite possible you'll spend more time attending to issues concerning tires and wheels than the other mechanical systems of your Bacchetta. Following is some information that will help you keep these items running smooth.

Tires

Keep tires properly inflated to the recommended pressure shown on the tire's sidewall. Don't be surprised if you must top them off almost every time you ride; a little air always escapes from even a tube in good condition. Also, be sure and check your tires on a regular basis for wear and tear, many a good ride has been wasted to lack of attention to this detail.

Tubes

There are two types of valves on bicycle tubes in the U.S.: Schrader valves, which are like those on car tires, and Presta valves, which are skinnier and have a valve at the end that must be opened before you attach your pump and inflate the tire. This nut must also be closed once the tire has been inflated. Presta valves are often easier to use and allow you to better regulate air pressure in the tire. You will find Presta valves on most Bacchetta models. Schrader tubes have their strong points as well; they can be filled with the machine at a gas station if necessary and may also be the only replacement tube you'll find if you're in need of a quick replacement.

Wheels

The quick-release lever keeps the wheel in the frame so it must be tightly closed. A wheel should always be installed with the quick-release lever on the left side of the bike. You should begin to get resistance when the lever is about half-closed; from that point, if the tension is correct you'll



need to press the lever hard with the heel of your hand to close it all the way.

When you remove a wheel you must first release the brake arms so the tire has enough clearance to pass between them. If you are uncertain how to do this, ask your dealer for a demonstration. When you reinstall the wheel, don't forget to reattach the brake cable, too. Make sure the wheel is properly seated and centered in the dropouts before you close the quick-release lever.

Depending on your Bacchetta model, you have either two wheels of the same size, or a front wheel that's smaller than the rear. While the smaller front wheel is sometimes called a "20-inch," it's much better to define it by its metric size—406mm—when you're shopping for a replacement tire. That's because not all "20-inch" tires and rims are the same size, or even 20 inches in diameter. The rear wheel on the Giro and both wheels on the Strada, are "26-inch," or 559mm, which is the standard mountain bike size. The Strada will also accept 650C or 571mm wheels, which have a slightly larger diameter and are usually found on triathlon bikes. Consult your dealer for more information on wheels and sizing.

Brakes

In general, you should inspect your brakes regularly and replace brake pads when they are worn. Visit your dealer if your brakes get noisy or in need of adjustment

If you're new to recumbents you should take the time to get a feel for the brake set up on your bike before you get into an emergency situation. Find an open parking lot and test the brakes at different speeds to see how the bike reacts. The front brake is the most important because it does most of the actual stopping, except in situations where you shouldn't use it at all, like when the pavement is very slippery or bumpy.

FRAME SIZES AND PROPER FIT

Your Bacchetta dealer is well qualified to assess and adjust the fit of your new bike, starting with the proper frame size. Choosing the correct frame size can be the single most important element in guaranteeing the proper fit and ride of your new bike. The different frame sizes allow you to choose a frame that best allows you to properly distribute your body weight over the frame.

Before your bike leaves the store the dealer will help you set the seat-to-pedal distance, the seat recline, and the handlebar positions to accommodate your physical dimensions, riding style, and personal preferences. But it's possible you'll want to fine-tune these settings later.

Seat position

Seat-to-pedal distance is the best place to start when getting fitted to a bike; incorrect seat position can hurt your knees and keep you from pedaling efficiently. Proper seat adjustment will greatly improve your riding experience. The best position produces a slight knee bend at the longest part of your pedal stroke. The quickest way to find this position is to adjust your seat so your leg is completely straight when the pedal at its fullest extension with the heel of your foot on that pedal. When this distance is determined you will then move your foot down so the ball of your foot is in contact with the pedal, it is at this point that your leg will produce a slight bend. Remember, this is just a starting point and minor adjustments should still be made to really dial in your position.

To adjust the position of the seat, get off the bike, open the quick-release lever on the seat clamp, and slide the seat base forward or back. Do not open the seat clamp or make any seat adjustments while sitting on the bike; the seat could slide backward on the frame, taking you for a brief unpleasant ride, and possibly damaging the finish on your bike. Be sure to close the quick release lever on the seat clamp tightly when you're done making an adjustment.





The recline of the seat is determined by the position of the pins in the telescoping seat support tubes; these are located on the back of the seat. To adjust the recline of the seat, simply pull the pins, adjust up or down, and replace the pins. Remember to be sure each pin is pushed in completely after making any adjustment.

How much to recline the seat is largely a matter of personal preference. New riders may benefit from the balance and greater visibility provided by a more upright seat, while experienced riders may prefer the aerodynamics and comfort of a reclined position. Your Bacchetta dealer will help with your initial set up and we encourage you to experiment with the recline of the seat to find the most comfortable position for yourself.

AERO SEAT ADJUSTMENTS

Note that seat adjustment procedures vary for our titanium frames, the Aero and Aero Basso. The seat on the Aero series has seat adjustments in the following areas: Seat bottom fore and aft; and Seat back recline

(1) Aero Seat Bottom Fore and Aft: The seat bottom fore and aft positioning will allow you to properly adjust your leg length on the bike (this is where you use the X-Seam measurement).

In order to adjust the seat bottom, you will need to first remove the seat foam to allow access to the 3mm allen head bolts, used to attach the seat bottom to the seat interface plate (the seat interface plate is attached to the frame and has pre-drilled adjustment holes). Illustration of seat interface plate

To properly remove the seat foam, place your hand in between the Velcro that holds the foam to the seat and slowly use your hand to separate the foam from the seat. Do not simply pull the foam off of the seat, you may damage the seat foam and the

Velcro attachment on the seat!

Once the seat foam is removed, use the 3mm allen wrench to loosen the 3mm bolts used to attach the seat bottom, you will need to hold onto the wing nuts on the bottom side of the seat plate while loosening the 3mm bolts.

Once the wing nuts are removed, you can then lift up the seat bottom and move it forward or backward depending on your X-Seam measurement. You may find moving the seat bottom forward and backward easier, by first removing the seat pins from the back of the seat, these seat pins allow for adjustment of the seat back recline.

(2) Aero Seat Back Recline: The seat back recline will allow you to properly dial in the comfort, aerodynamics and weight displacement on your Aero.

In order to adjust the recline in your seat back you will need to remove the pull pins from the seat stays (these hold your seat up, they are mounted at the rear dropout and extend up to the back of the seat). You are then free to recline the seat as much or as little as desired.

When adjusting the recline of your seat, keep in mind that the idea is to take the weight of your body from bearing directly on your glutes. Reclining the seat will help distribute your body weight more evenly over your glutes and back, providing a more comfortable riding position.

While it is not necessary to be in a complete reclined position, it is also not recommended to be in a position that is too upright. We recommend starting with a position that is fairly neutral and then making small adjustments (one hole at a time) until you find the best fit for your body.

CAUTION

When finished, it is important that you replace

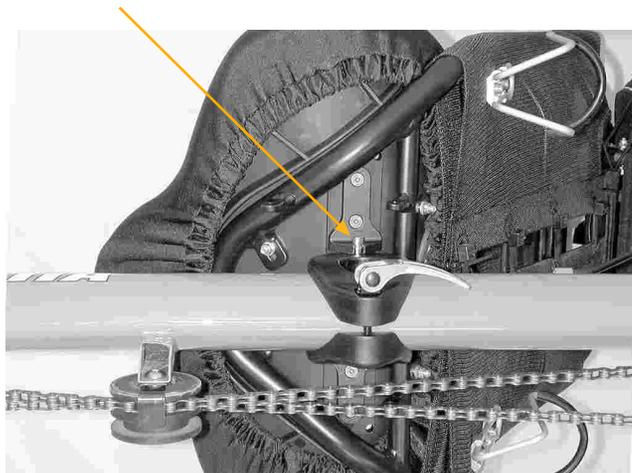


the seat pins through the holes of the upper and lower seat stay, failure to do so may result in a serious accident.

STEEL FRAME MODELS SEAT ASSEMBLY

First a word about the Delrin seat clamp on your Bacchetta bicycle. Delrin is a self-lubricating PVC material that displays all the properties to make adjusting your seat as easy as one on any diamond frame bike. When under pressure Delrin sticks like glue and when that pressure is released it slides like it's greased, making seat adjustments a snap. But here are a few things to always keep in mind. As great as Delrin is, it is not self-cleaning! To prevent damaging the finish on your bike you should take care to clean off any dirt on the main tube before adjusting the seat. Delrin is also very strong but it's not indestructible. Over tightening the seat clamp could cause damage to it. The correct pressure for tightening the clamp is very much like that of a quick release skewer on a wheel. You should see a slight impression of the quick release skewer in the palm of your hand after tightening.

The seat is attached to the bike by two bolts at the top of the Delrin seat clamp. We call them "Frankenstein" bolts. These bolts should be well



lubed to prevent them from binding and should be checked before installing the seat. After lubing, if needed, the bolts should be threaded completely into the block and then backed out far enough to allow the "L" brackets on the seat base to slide down over the bolts. Now, this fitting is very tight and may require some patience on your part the first time the seat is put on. After the "L" brackets are pushed down over the bolts they can be tightened. Take care to make sure that the bolt heads are seated in the recessed holes of the "L" brackets and securely tightened to prevent the seat from disengaging from the seat clamp.

The key for easy seat installation is making sure that the pressure is released on the Quick Release (QR). Backing off the QR a few turns and then squeezing the top of the clamp together as much as you can should allow the seat to slip over the block.

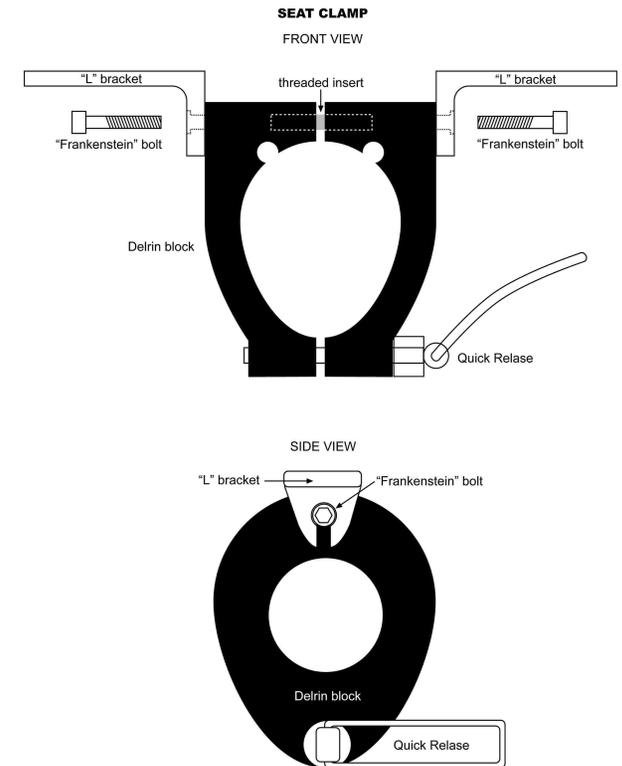
Seat removal

Taking the seat off your bike is really very easy but there are a few things you'll need to know to make the job go smoothly. To remove the seat, you should first turn the bike over so it is standing on the handle bar and the top of the seat. Turning the bike over is not completely necessary but it makes seeing what you're doing a lot easier and that makes the whole job go much quicker.

1. Release the Quick Release (QR) and back it out a couple of turns. This will release some of the pressure at the top of the clamp as well and makes backing the "Frankenstein" bolts out much easier.

2. Using a 5 mm allen wrench, back the two "Frankenstein" bolts out (remember Left is loose and Right is tight) until they clear the recessed area of the "L" bracket. A 5mm allen wrench is provided with your bike specifically for this task. If you did not receive one with your bike, please ask your dealer about it.

3. With the bolts clear of the "L" bracket you can





turn the bike upright and give the seat a solid pull to lift it off the seat clamp.

4. To complete the job, remove the pull pins from the seat support tubes and pull the seat straight up and off. This job gets faster and easier with a little practice.

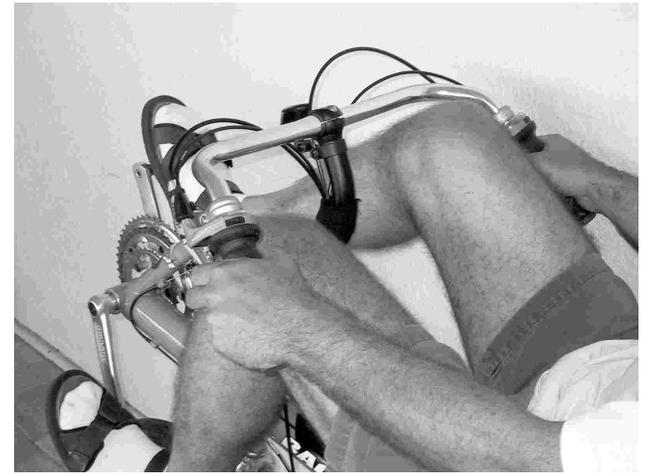
Handlebar position

To place the handlebars in the recommended position you should start by installing the riser pushed all the way down on the GlideFlex (installed on our steel frames) or the Bacchetta Fine Tune (BFT) device (installed on our titanium frames), with the B on the riser top loader facing forward and outward. This allows for the most open cockpit and aerodynamic position available. Note: When tightening the bolts on the top load, be sure to tighten the bolts evenly. Failure to do so can result in a stripped bolt hole! The correct riser height will be accomplished when your arm is running



parallel with the ground when viewed from one side. Once the riser is secured by the riser clamp located on the bottom of the riser, you will need to adjust the handle bars to the correct angle.

Install the bars so the grip zone is approximately at a 45° angle to the ground. This will put your hands and arms in a relaxed and well-supported position. Remember, this is just a starting point for the handlebar fit process. Dialing in the perfect position takes a little time and patience. When properly set up, your shins and knees will be behind the bars and not under them. We designed the handlebars to be both aerodynamically and ergonomically efficient. The riding position of the Bacchetta handle bar and riser is very similar



to that of a road bike, only rotated to a seated position. This makes the transition from a traditional road bike to a recumbent very smooth.

Here is another angle of the above setup. As you can see, with the riser at its lowest position, there is still plenty of clearance in front of the leg. You need no more than 1" maximum clearance between your shins and the handlebar.

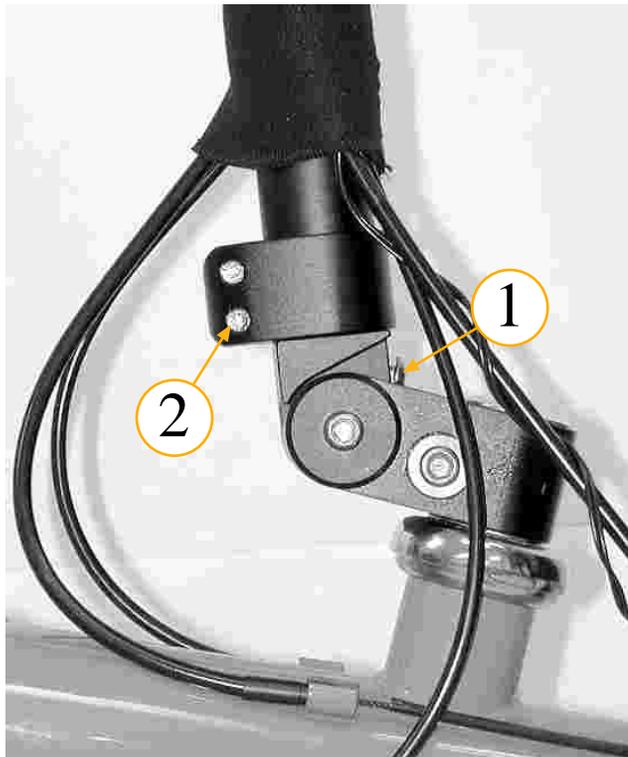
For more clearance on our steel frame models and Aero Basso model, simply move the riser up or forward. We recommend moving the riser up in half-inch increments until you feel comfortable in the cockpit. Most people tend to lower the riser back down as they become more accustomed to riding in this hands forward position. If you have to raise the bars more than an inch or so to clear

your legs on these models, you are probably on the wrong size frame and should consult with your dealer.

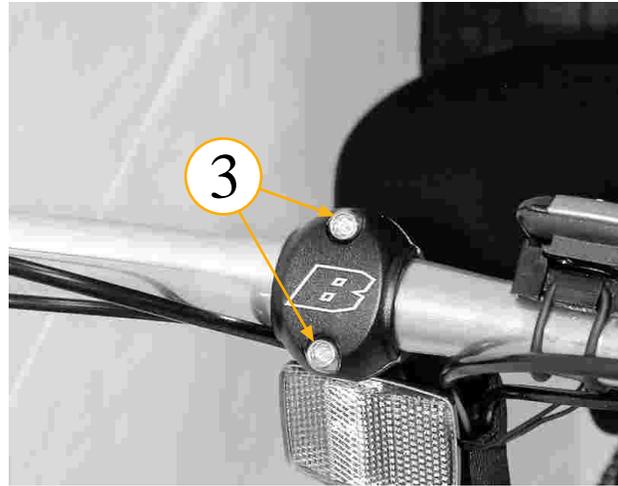
*For our Aero model, your dealer can add headset spacers, to slightly raise the bars and allow clearance if you require more clearance in this area. Remember again that you need no more than 1" maximum clearance between your shins and the handlebar.

Glide Flex

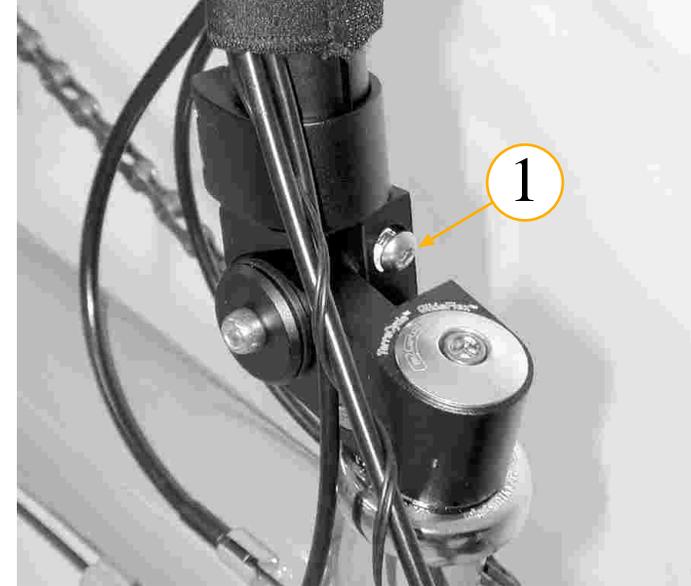
Steel frame models and Aero Basso model: There are three adjustment points that control handlebar position: (1) A limit screw on the inside face of the Glide Flex determines how close you can pull the riser and handlebar toward you. Turning the limit screw in (clockwise) lets the riser and handlebar to come closer; turning it back out (counterclockwise) keeps them farther away.



(2) You can extend the riser several inches by loosening the two bolts near its bottom end, then pulling the riser up. Caution: DO NOT pull the riser past the limit mark scribed on the inner stem. When finished, be sure the riser is aligned with the direction of the front wheel, and tightened securely. If there isn't enough slack in your cables to extend the riser as much as you want, the cables

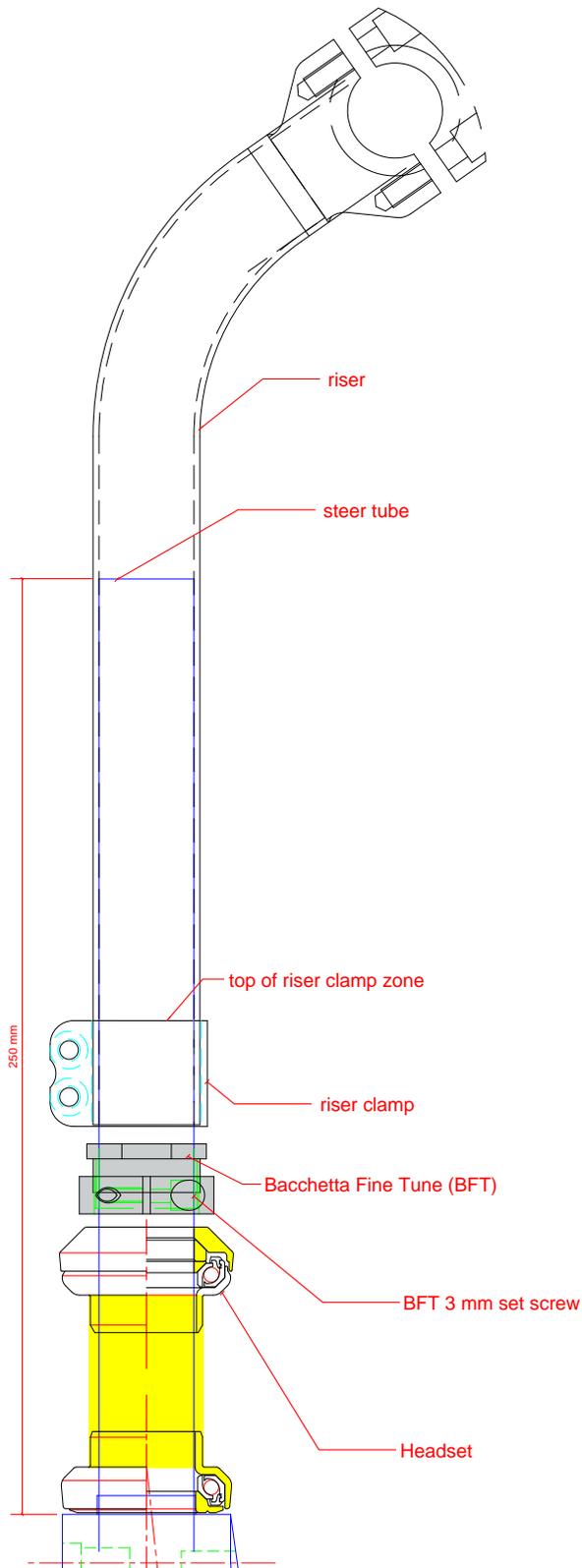


and housings will have to be replaced first. (3) Once you have adjusted the riser and handlebars for proper clearance, you will then want to adjust for wrist and arm positioning. Your hand positioning on the grips can be modified by loosening the bolts on the top load riser (see photo) and rotating the handlebar up or down. We highly recommend a neutral wrist position, similar to that of a comfortable handshake position when gripping the bar. Be sure to fully tighten the top loader bolts, using even pressure, after the correct hand position is attained. When set up properly, you should have a slight bend in your elbow and a straight wrist. This is recommended for maximum comfort; by having only a slight bend in your elbow and a straight wrist, you reduce the load on the joints in these areas, thus reducing fatigue.



CAUTION

If the handlebar or riser loosens while you are riding, you could experience a complete loss of control and inevitably crash."



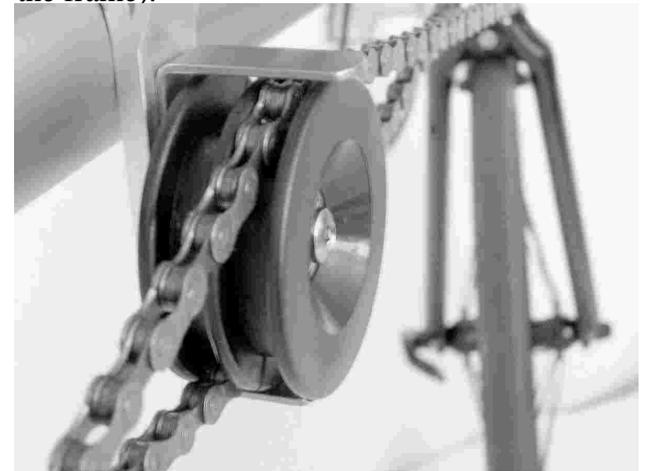
BFT (Bacchetta Fine Tune)

Aero model: Proper headset load must be applied using the Bacchetta Fine Tune (BFT). Loosen the setscrew on the bottom of the BFT. While holding on to the bottom of the BFT with a crescent wrench, use a 32mm headset wrench to rotate the topside counter clock-wise. This will cause the BFT to expand, placing a load on the headset. When proper load is applied and there is no movement in the headset, tighten the 3mm set screw on the bottom of the BFT. This will lock the BFT into its current position and eliminate the BFT from coming loose.



Chain Line

The drive side of the chain, which runs over the top of the chain rings at both the front and rear of the bike, runs under the idler wheel in the inside channel (closest to the frame). The return side of the chain, coming off the bottom of the front chain rings running to the rear derailleur, runs over the idler wheel in the outside channel (furthest from the frame).





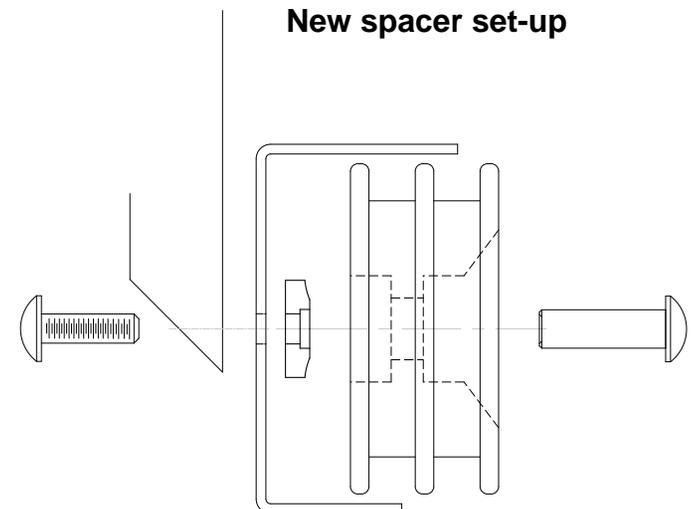
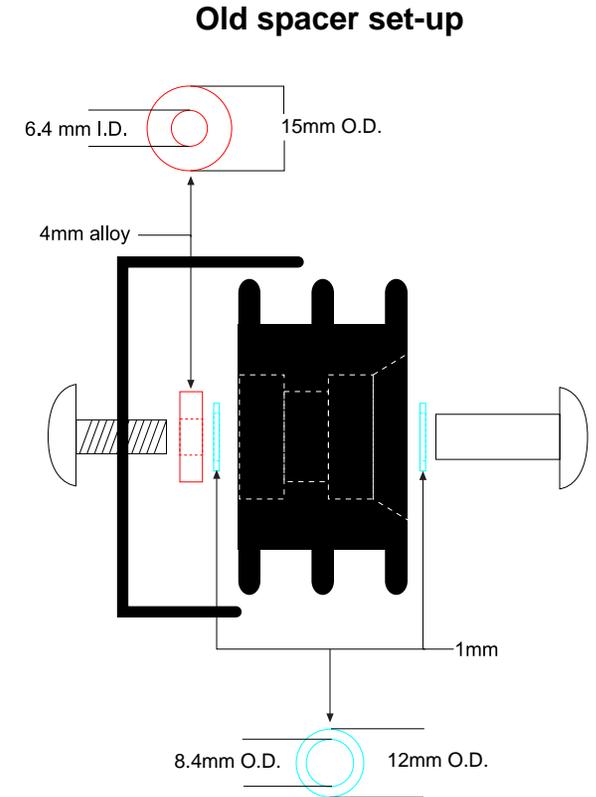
Bacchetta Brakes

Our Giro and Aero models use standard brake set-ups. By this we mean they use a matched set of brakes in both the front and rear and that you or your dealer should have no trouble setting them up and adjusting them correctly. The Aero uses a set of custom made, dual pivot, road brake calipers while the Giro uses a pair of linear pull calipers or, what is more commonly referred to as, V-brakes.

Our Strada and Corsa models, on the other hand, use a somewhat unconventional set-up. With a dual pivot road brake on the front and a V-brake on the rear that leaves plenty of room in the rear end of the bike for fatter tires and a fender. In order to make this set-up work with road levers we've added a cable pull enhancer to the rear brake that allows a road brake lever to pull more cable. Getting the enhancer set up correctly is critical to how the brake works and feels. The eccentric wheel of the enhancer should be set so the high side is turned toward the brake caliper, allowing it pull the most cable when it's engaged.

Idler wheel assembly

The drawings (right) show the “old” and “new” spacer set-ups for the idler wheel assembly. When set up properly, your drive train should run quiet and shift smoothly. Please contact your dealer if you are experiencing any problems with your idler assembly. You should also inspect the idler wheel periodically to check for excessive wear and to make sure it is spinning freely.



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If you have any questions, please see your Bacchetta dealer.