Congratulations on the purchase of our bicycle saddle!

Innovative power and many years of experience in working with composite fibre materials have resulted in a patented design saddle concept that has created a new dimension of light-weight carbon components. With Intelligent lightweight carbon and Kevlar design, we have succeeded in achieving a unique spring effect that delivers excellent sitting comfort while keeping weight to a minimum and maintaining maximum durability.

Our experience has shown that the durability of Becker's saddles depends exclusively on proper use and handling. Some of our prototype saddles are still being used by our test cyclists even though it's six years since they were introduced. Which eliminates the need for regular replacements (e.g. every two years).

Our saddles were developed and successfully tested for cyclists weighing up to a maximum of 85 kilograms competing in tournaments.

General information about handling our high-performance saddles

Before fitting and/or using the saddle, please read these instructions of use in their entirety. They contain important information about the intended use of your saddle. You should always be aware of the fact that high-quality lightweight products intended for use in competitive sports require a high level of care and an appreciation of the details by their users. We would be happy to help in the event of any inquiries.
Perfect functioning and cycling pleasure will only be achieved if you **observe and understand** all points set out in these **instructions**. If necessary, please share this important information with other people who use this saddle.

Not observing the warnings and incorrect use will result in all warranties and liabilities becoming void.

In the event of queries, please contact info@becker-carbon.de.

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Where our bicycle saddles may be used

The "**Road Light**" saddle has been exclusively designed for racing bikes that are used on smooth roads. Never cycle over obstacles (grids, potholes...) while remaining seated.

The "**Road**" saddle comes with special reinforcements which offer a certain amount of protection against road features. However, you should still avoid cycling over road surface irregularities without briefly removing your weight from the saddle in order to protect it, your back and your racing bike.

The "**Endurance**" saddle allows cyclists to assume low aerodynamic positions with their upper bodies on triathlon and time-trial bicycles. The same guidelines apply to this saddle as those set out for the "Road" saddle.

The "**MTB**" saddle has been designed for off-road usage and is therefore also able to absorb shocks caused by irregular surfaces. However, jumps and cycling through depressions and holes when seated should in particular be avoided as this will cause excessive strain on the saddle.

Assembly instructions

1. Clean the clamping elements on your seat post and grease the screws.

2. Please ensure that the clamp parts do not possess any sharp edges; if they do, please smooth them down with 400-grade sandpaper to prevent any damage to the saddle. (Damage caused by seat-post clamps or incorrect assembly is not covered by our warranty.)

   Seat posts with yoke clamps create severe shearing forces and are therefore not recommended. We recommend that posts with clamping elements that are as wide as possible be used as these spread their pressure evenly over the thicker clamping area (Syntace, Thompson, Ritchey WCS...).

3. The saddle must be placed with the thicker clamping area **inside** the markings on the seat-post's lower clamping part. Please ensure that no clamping parts extend beyond these markings as this will otherwise result in direct breakage. Also check that the clamping parts are properly aligned with and fit precisely on the thicker clamping area. The clamping parts may not touch the saddle's thin side walls.

4. Initially tighten the screws with a force of 3 Nm and then check the desired saddle position. (A greater torque would produce visible marks on the saddle's thicker clamping area which, however, would not affect the technical functioning (below maximum values, cf. 4.).)

5. Increase the force until the saddle is secure and doesn't slip any more. Please observe the seat post manufacturer's information. **Torque values are maximum values**.
   A secure fit may often be achieved with lower values → max. guideline values:

   Yoke clamps (Tune, KCNC, Schmolke, Heylight, AX, ...): <5 Nm
   Patent posts (one screw) or similar (Ritchey WCS): <10 Nm

6. Take the bicycle out for a test run while listening for creaking noises. Such noises are caused by the material settling in the clamping area and are to be expected. Tighten the clamp again **gradually** until the creaking noise stops.

7. Regularly check that all clamping parts are secure.

Warnings and rules for proper use!

- Please note that it is the user's responsibility to visually check the saddle every time the bicycle is taken out for a ride. **ATTENTION: a damaged saddle will possess sharp edges and may cause injury.**
- In no event should you or anyone else attempt to carry out any work on the saddle. This may result in its failure and cause an accident with serious injuries as a consequence. Any modification to the saddle (e.g. by filing, drilling, gluing, etc.) is expressly prohibited.
- Immediately check the saddle for damage in the event of falls or suspected excess strain (riding over rough obstacles when seated).
- Never lift your bicycle by the tip of the saddle!

  This will cause the tip to twist and fail!
  (These loads never occur while riding - the saddle hasn't been designed for them.)
- Avoid long periods of sitting on the saddle tip.

  This may be regarded as giving rise to concern from a medical point of view. Check and, if necessary, change the saddle and your position.
- Do not exert any pressure on the saddle or twist it when it has not been fitted. This applies particularly to bending the thicker clamping areas.
- Frayed fibres on the saddle's surface indicate that the saddle has been exposed to excessive strain and constitute an indication of gradual failure if noticed in time.

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