ENGLISH

WARRANTY AND ASSEMBLY INSTRUCTIONS
VXRS ULTEAM WorldStar

WARRANTY AGAINST MANUFACTURING FAULTS

Purpose: TIME SPORT INTERNATIONAL guarantees that this Module is free from defects in materials and workmanship.
This warranty is strictly limited to the replacement of parts acknowledged as defective by TIME's technical department.



This warranty does not cover TIME products given to amateur or professional racing cyclists as part of a sponsorship deal.

Duration: This TIME warranty is restricted to the original buyer and is a lifetime warranty against defects in materials and workmanship.

It is applicable only to Modules bought from a TIME-authorised dealer.

Limitations: This TIME warranty does not cover paintwork and enamelling, nor does it cover damage or defects caused by abnormal use, lack of maintenance, accidents, falls or non-compliance with the recommendations contained in the operating instructions attached to the product.

Modifications: Any modifications, except for cutting the fork steerer tube to length and setting the seat height, will invalidate this warranty.

Procedure: In the event of defects covered under this warranty, the buyer must have the defects certified by his specialist dealer who will contact TIME's after-sales service.
Upon TIME's approval, the frame will be returned to the dealer with a letter containing the reasons for making the claim, a detailed description of the problem, the type of use, the various bicycle part numbers and the number of kilometres travelled.
A copy of the purchase invoice and the warranty card must also be sent with this letter.

Liability: Liability under the warranty must be confirmed by TIME's technical department upon receipt of the equipment.
Unless there are exceptional circumstances and unless TIME agrees otherwise, TIME is not responsible for payment of dismantling and reassembly costs, nor shipping costs.

Recommendations: TIME recommends that the assembly and operating instructions for the different components of the Module are strictly followed.



During impact or fall, the module may be subjected to considerable force, which could eventually lead to cracks in, or breakage of, certain components.
IT IS ESSENTIAL THAT IN THE EVENT OF IMPACT OR FALL YOU TAKE YOUR MODULE TO YOUR DEALER FOR A THOROUGH CHECK.

NOTE: The warranty can only be enforced if the tear-off slip is stamped and signed by the specialist dealer and returned to TIME by the buyer within 10 days from the date of purchase.

TECHNICAL SPECIFICATIONS

"Congratulations and thank you for your confidence, you have just purchased a TIME VXRS Ulteam WS Module"

The various components of the module are made with the most advanced materials and manufactured using the very latest techniques.

The use of carbon fiber combined with polyamide fibers (ViBraser technology) enables unique performance with a perfect balance between light weight, dynamic qualities and vibration filtration.

The pleasurable use and performance of TIME VXRS Ulteam WS Module is the result of a subtle balance between transverse rigidity and longitudinal shock absorption, and between light weight and reliability. These modules are designed for competitors who consider these characteristics to be of primary importance.

The TIME Translink Modules are the result of optimising all associated components in order to give the greatest weight reduction. These Modules are just as suitable for powerful riders on the flat as for light climbers.
Module sizes XXS, XS, S, M and L are supplied with a short seat post (part no. 07105003). For module sizes XL and XXL, a long seat post (part no. 07105003/GT) is automatically supplied with the Module. For riders over **85Kg** ⚠ on sizes XXS, XS, S, M and L, it is imperative that a long seat post be used (part no. 07105003/GT). This seat post will be supplied on request in exchange for the post originally supplied with the module.

Optimum performance will only be obtained through competent assembly by a professional referring to the technical instructions attached and using quality components.

VXRS Ulteam WS MODULE COMPONENTS

	VXRS ULTEAM
FRAME	Carbon Matrix+ViBraser Nanostrength® - Full Carbon
FORK	PILOT Ulteam - CMT carbon fork ends
STEM	MONOLINK Ulteam
SEAT POST	Translink Ø 27.2 mm
HEADSET	QuickSet
ADDITIONAL ACCESSORIES	Compression cap - Spacer kit

Technical specifications:

Wheel diameter	700 C
Maximum tyre section	700 x 23
Width of front wheel hub	100 mm
Width of rear wheel hub	130 mm
Width of bottom bracket shell	68 mm wide
Thread on bottom bracket shell	1"370 x 24 F BSC
Double chainring chainline	43.5 mm
Triple chainring chainline	46.5 mm
Seat post diameter	27.2 mm
Front derailleur	braze-on type
Rear derailleur hanger	M 10x100 removable
Brakes	38/50 road standard calipers
Headset	Integrated

ASSEMBLY INSTRUCTIONS

Before assembly of the bicycle, check that the components are compatible with the TIME Module.
In order to adapt the TIME Translink module to the rider size and position, the fork steerer tube will have to be cut to length and the seat height will need to be set.

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A - CUTTING THE FORK STEERER TUBE TO LENGTH AND ASSEMBLING THE STEM

VXRS Ulteam WS Translink Module is equipped with a patented headset system called QUICKSET (pre-adjusted in the factory). While retaining the advantages of the Aheadset system, the QUICKSET concept consists of separating headset adjustment from stem adjustment (TIME patent). This means the cyclist is able to set the rider position without the constraint of adjusting the headset. This solution removes the need for a complex compression system while decreasing weight by approximately 30 g.

1 - Remove the Module from its packaging.
2 - Determine the stem height required by performing an initial **"test"** assembly. In order to get the best setting, a kit comprising 3 spacers of 5, 10 and 15 mm is supplied with the Module.

For safety reasons, do not use any other spacers.

3 - Run a test adjustment of the stem height.

4 - Cutting the steerer tube.
(Putting the stem in its final position).

a) Remove the stem.

b) Position the cutting template supplied with each module (part no. 55004007) in place of the stem, without removing any spacers that may have been inserted to adjust the height (Fig. 1).

c) Cut the steerer tube through the slit in the cutting template using a hacksaw in good condition (Fig. 2).

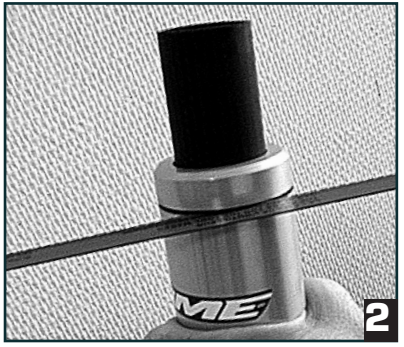
d) Clean thoroughly to remove carbon dust.

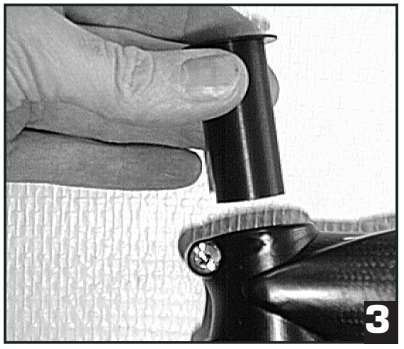
5 - Replace the stem.

6 - Insert the compression cap inside the steerer tube (Fig. 3).

7 - Align and tighten the stem on the steerer tube to a maximum torque of **5 Nm** (use a torque wrench to do this).







Exceeding the torque does not improve the grip on the stem and indeed may cause irreversible damage to the fork steerer tube.

8 - Put the 31.7 mm diameter handlebar in position, assemble the stem crown using the 2 screws and tighten to a maximum torque of 6 Nm.

Using a handlebar with a diameter below 31.7 mm or over 31.9 mm may incur operating risks.

NB: The VXRS Ulteam WS Module is equipped with CMT (Carbon Matrix Technology) front fork ends. These fork ends are comprised of carbon fibres compressed under high pressure.



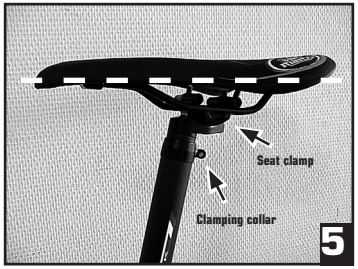
To avoid damaging the material, we advise against putting the CMT fork ends in direct contact with the ground.

B - SETTING THE SEAT HEIGHT



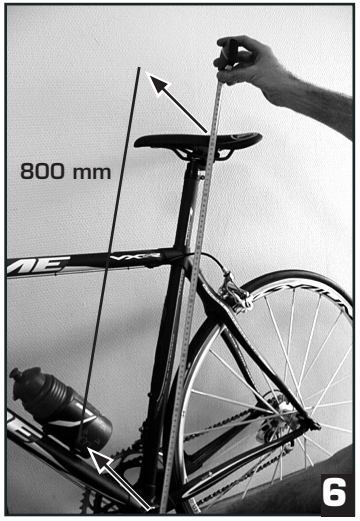
The VXRS Ulteam WS Module offer the "TRANSLINK" concept – an extended seat tube/post. The seat tube extends beyond the seat lug and acts as the seat post. To cut the TRANSLINK tube to the correct height, follow the instructions given below:

1 Very accurately determine the desired seat height **(seat height is taken from the bottom bracket axle to the top of the seat)** by applying the seat height from your old bicycle or by using the cycle manufacturer's seat height guide.



2 Make a note of this measurement (example 758 mm) (Fig.4).

3 Before cutting the TRANSLINK tube, position the seat that will be used on the Module and set it at the right height. Make sure the seat clamp is in the lowest position, touching the clamping collar. (Fig. 5).

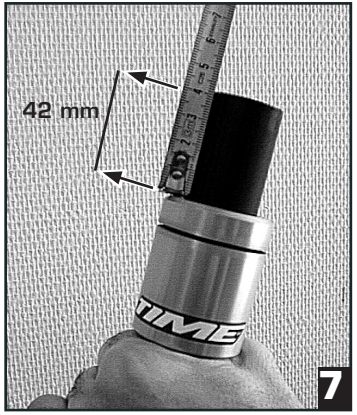


4 Measure the seat height on the TIME Translink Module in the same way as before.
(example: 800 mm) (Fig.6).

5 Subtract from this new height from the height you measured on your old bicycle or the height you obtained from the cycle manufacturer's guide (example: **800 - 758 = 42 mm**).

6 Make a note of this figure.

7 Loosen and remove the seat/clamp and clamping collar components from the TIME Translink Module.



8 Position the cutting template (part no. 55004007) taking care to transfer the height measurement taken previously (example: 42 mm) starting at the top end of the TRANSLINK tube (Fig. 7).



9 Hold the cutting template firmly in place with your hand and, using a hacksaw in good condition, cut the TRANSLINK tube through the slit in the template.

10 Clean thoroughly to remove carbon dust.

11 Then reassemble the collar and seat/clamp components.

12 Refine the seat height adjustment (the cutting procedure allows adjustment of -5 to + 25 mm, or a total of 30 mm, in relation to the desired height measurement. Example: for a height measurement of 758 mm, seat height can be set anywhere between 753 mm and 783 mm).

13 Tighten the collar bolts gradually and evenly until you reach a torque of **5 Nm**.

Exceeding the torque does not improve the grip on the seat post and indeed may damage the clamping collar or cause it to break due to fatigue.

C - ASSEMBLING THE BOTTOM BRACKET

Read the bottom bracket manufacturer's technical instructions before assembly.
VXRS Ulteam WS frame is designed to take a BSC double or triple chainring crankset.

- **1"370 X 24 Tpi left-hand thread for the right side of the frame.**
- **1"370 X 24 Tpi right-hand thread for the left side of the frame.**

1 Clean and grease the frame threads.

2 Use the tools supplied by the bottom bracket manufacturer.

3 Assemble the unit.

D - ASSEMBLING THE BRAKE CALIPERS

Read the brake manufacturer's technical instructions before assembly.

It is essential that the original brake nuts are replaced with the nuts (part no. 60003947) supplied with the TIME VXRS Ulteam WS Module. Please note that these nuts are special and are not compatible with other Modules in the TIME product range. It is recommended that the nuts be greased prior to assembly. These nuts should be tightened to a torque of 9 Nm using a torque wrench.



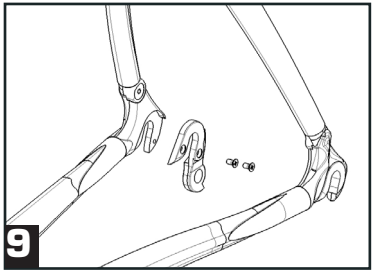
E - ASSEMBLING THE FRONT DERAILLEUR

Read the derailleur manufacturer's technical instructions before assembly.

VXRS Ulteam WS frame is designed to take a double or triple chainring "braze-on" front derailleur.
The frame drop-out allows a variation of plus or minus 3 teeth; the central position is calculated for a chainring with 52 teeth.

As there is a strong risk of causing irreparable damage to the frame, under no circumstances should the derailleur hanger position be changed.

F - ASSEMBLING THE REAR DERAILLEUR

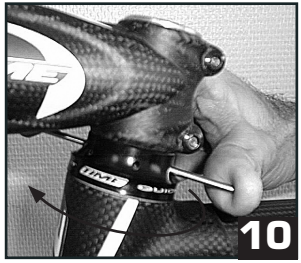


Read the derailleur manufacturer's technical instructions before assembly.
The TIME frame is compatible with the 9 and 10 speed derailleurs on the market.
Derailleurs are fitted with an interchangeable hanger (part no. 55003337) allowing maintenance in the event of accidents. M 10 x 100 standard thread (Fig. 9).

If hanger alignment proves necessary, it is important to have this done by a professional using the appropriate tools. Extensive or repeated warping may weaken the derailleur hanger.

G - ADJUSTMENTS AND MAINTENANCE

1 Adjusting the headset



TIME VXRS Ulteam WS Module is equipped with the QUICKSET headset system. Although pre-adjusted in the factory, it is normal for a small amount of play to occur after a period of settling-in.

Take the following steps to eliminate this play:

a) Use the small pins (part no. 60003067) provided for this purpose (supplied with the module).
b) Position the levers on the adjustable cup (Fig. 10).
c) Immobilise the fork and turn the levers in the direction shown in the photo until the play is eliminated.

2 Maintenance

TIME Modules do not require any special maintenance, but we do recommend that you regularly check the tightness of the various components to ensure compliance with the torques indicated.

3 Cleaning

Only use environmentally-friendly, neutral-solution products and wipe with a soft cloth.

Do not use abrasive products like polish. Any traces of grease can be removed with white spirit.

Properly maintained, TIME Modules will give complete satisfaction and bring the owner immense pleasure.
However, it is advisable to remember that cycling is a discipline in which falls or accidents can happen and is therefore a discipline that requires considerable caution.

We recommend that you observe the Highway Code and wear a helmet.
"Have a safe journey…"

H - TECHNICAL ASSISTANCE

PROBLEMS	CAUSES	SOLUTIONS
Headset has become loose	Headset components may need to be reset and tightened up again after the first few kilometres	Re-adjust after "bedding-in"
	Bearings are damaged	Replace the bearings
Seat post is slipping	Seat post is not held tightly enough (TRANSLINK)	Check collar torque (5 Nm)
		Check clamping equilibrium between the 2 collar bolts
		Degrease the post/frame contact area with an acetone solvent
Front and/or rear brake cannot be fitted	Brake nut is too short	You must use the nut supplied with the fork and frame
		Contact the technical department to check nut conformity
Triple chainring cannot be adjusted	Chainline does not conform	Use a triple chainring axle that gives a chainline of 46.5 mm minimum!
		Contact the technical department for additional information