Assembly instructions
ZXRS

ATTENTION
It is essential to read the instructions below and to respect the following recommendations: cycling is a discipline which can lead to falls or accidents.
Use the greatest care when you use your bicycle. Obey all the rules of the Highway Code and do not forget to wear a helmet. Keep these instructions to consult them at a later date if need be.

FABRICATION DEFECT GUARANTEE

TIME SPORT INTERNATIONAL guarantees that this product is exempt from defects, in terms of the materials used and the way it has been manufactured.

This guarantee is strictly limited to the replacement of the part recognised as defective by the TIME after-sales service.

Attention: This guarantee does not concern TIME products given to professional or amateur cyclists as part of sponsorship.

Duration: The guarantee offered by TIME is a lifetime guarantee, uniquely for the benefit of the first buyer, against defects in materials or fabrication.
It only applies to products bought from an authorised TIME retailer.

Limitations: The TIME guarantee does not cover the finish, any damage or defects caused by abnormal use, a lack of maintenance, an accident, a fall or through the non-respect of the recommendations contained in the instructions for use attached to the product.

Modifications: Any unauthorised intervention will invalidate the guarantee.

Procedure: For any problem with your frame, please contact your TIME retailer. They will call the TIME after-sales service who will open a Return file. The TIME retailer must then send the module to the TIME after-sales service, accompanied by the original receipt, the guarantee card and a letter stating the reasons for this approach, a detailed description of the problem encountered, the type of use, the reference for the different components of the bicycle and the number of kilometres cycled.

Responsibility for costs: The decision concerning the responsibility for costs by TIME will be confirmed by the TIME after-sales service upon reception of the material. The disassembly and reassembly fees as well as the shipping fees are the responsibility of the client. The fees to return to the retailer will be paid by the company TIME SPORT INTERNATIONAL if the repair is carried out under the guarantee.

	Assembly instructions **ZXRS**	

Recommendations: TIME recommends that you follow the assembly and use instructions for the module scrupulously. During a collision or a fall, the module may be subject to very significant constraints, the effects of which may not be immediate and therefore likely more or less long term to provoke cracks or even a break in the structure.

IT IS IMPERATIVE, FOLLOWING A COLLISION OR A FALL, TO TAKE THE MODULE TO YOUR TIME RETAILER FOR A THOROUGH CHECK.

WARNING: The guarantee is only valid if the detachable section, stamped and signed by the TIME retailer, is returned to TIME SPORT INTERNATIONAL by the buyer within 10 days of the date of purchase.

Congratulations!

"Congratulations and thank you for your loyalty, you have just bought a TIME ZXRS module.

TIME modules are designed with the most modern tools, manufactured from the most developed materials and produced with the most specialised technologies.

The ZXRS module is the fruit of the experience gained by TIME through the greatest international cycling trials, in collaboration with the highest-performing riders.

The use of carbon fibres combined with polyamide fibres (ViBraser technology) enables a unique performance, perfectly balanced between lightness, dynamic qualities and filtration of vibrations.

In order to guarantee the perfect use of your module, we advise you to approach a professional for the assembly of your components. Before use, it is essential to read the instructions fully, so as to completely benefit from the qualities of the products and to ride in total safety.
TIME reserves the right to modify the characteristics of the product without prior notice, with a view to continual improvement.

Composition of the TIME ZXRS Module:	Composition
Frame	HM RTM Carbon + fibres Polyamides VIBRASER technology
Fork	Specific RTM carbon monocoque CMT carbon dropouts
Stem	RTM carbon full monolink specific carbon Colour to match frame
Seatpost	Streamlined TransLink
Headset	QuickSet with differentiated bearings
Accessories	Compression screw Stem spacer kit Front and rear brake nuts Cable passes under bottom bracket QuickSet adjustment levers

Technical Characteristics:

- Diameter of the wheels	700C
- Max section of tyres	700 x 23
- Width of front hub	100 mm
- Width of rear hub	130 mm
- Width of the bottom bracket	68 mm
- Bottom bracket	Standard BB30
- Chainring double chain line	43.5 mm
- Chainring triple chain line	
- Seatpost	Specific
- Type of front derailleur	Braze-on
- Rear derailleur hanger	
- Brakes	Standard callipers (Route 39/50)
- Steering	Integrated

Note: The TIME ZXRS module conforms to the ***EN 14781*** standard

It is protected by the following patents:
- Quick Set steering set: EP 1 569 843 and US 7 237 787
- Multi-diameter pivot: FR 2 807 382 and US6 805 372
- Composite pivot: EP 1 015 301

SAFETY INFORMATION

TIME modules are high-tech products and they have all the safety guarantees for the use for which they are intended
Please read the following instructions carefully, guarantee of proper use for your safety

CMT carbon dropouts:
The TIME ZXRS module or frame is equipped with fork dropouts in CMT carbon.
- Do not use roof racks where it is fastened to the front wheel axle
- Do not induce abnormal loads on the dropouts during assembly or maintenance works (for example: straightening the handlebars without loosening the stem!)
- Do not use wheel locks where the contact heads are too aggressive
- Tighten the lock without excessive pressure (follow the manufacturer's guidelines)
- Regularly check the appearance and the wear of the dropouts
- For maintenance works or practical work on the bicycle, never rest the dropouts on the ground (abnormal use of the dropouts by abrasion will invalidate the guarantee!)
- **Never file down the safety sprockets!**

- **In case of doubt, contact the TIME after-sales service**

Torque limits:
Scrupulously respect the torque limits in order to ensure optimum functioning and safety
Use a quality torque wrench

- Saddle clamp = **8 Nm (rear screw)**
- Saddle tightening = **4 Nm**
- Rear stem tightening = **5 Nm**
- Front tightening stem = **6 Nm**
- Chainset cups = Follow the manufacturer's recommendations
- Brake nuts = **5 Nm**
- Front derailleur hanger = **7 Nm**

Replacement of parts:

- Use strictly only original parts in the event of replacing used parts (bearings, derailleur hanger, etc.)

General use:

- It is strongly advised that you approach a professional for the assembly of your module
- take all precautions necessary on transport (particularly on aeroplanes) so that your bicycle is not subject to abnormal impact
- regularly inspect your bicycle before use
- do not leave your bicycle exposed to a very high source of heat
- in the event of a fall, have your bicycle checked by a retailer or by the TIME after-sales service
- In case of doubt over an element of your module, contact the TIME after-sales service

TIME absolves itself from all responsibility in the event of assembly which does not conform to the instructions for use, which was not carried out with the appropriate tools and does not respect the rules of the art

Assembly of the bicycle

Before proceeding to the assembly of the bicycle, check the compatibility of the accessories and components with the TIME module.
In order to adapt the TIME Translink module to the size and position of its user, it will be necessary to set the length of the fork tube as well as the height of the saddle.

Contents:

A) Setting the saddle height
B) Setting the height of the fork tube and assembling the stem
C) Assembly of bottom bracket
D) Assembly of brake callipers
E) Assembly of front derailleur
F) Assembly of rear derailleur
G) Tuning and maintenance
1 Tuning the headset
2 Replacing the headset bearings
3 Replacing the rear derailleur hanger
4 Cleaning

A) SETTING THE SADDLE HEIGHT

The TIME ZXRS Module is equipped with a new evolution of seatpost system TransLink
The seatpost is an integral part of the structure of the frame, enabling better integration of the function

Attention: This operation is irreversible. It must be carried out with the greatest care, following the method described. We advise you to have it done by a professional!

1) Measure the saddle height (SH)
Determine, with maximum precision, the desired saddle height (**the saddle height is the distance between the bottom bracket and the hollow in the saddle**) by measuring up against your old bicycle or with the help of the ergometer at your retailers (fig.1)

2) Write down this dimension carefully
(For example in our case opposite SH = 758mm)

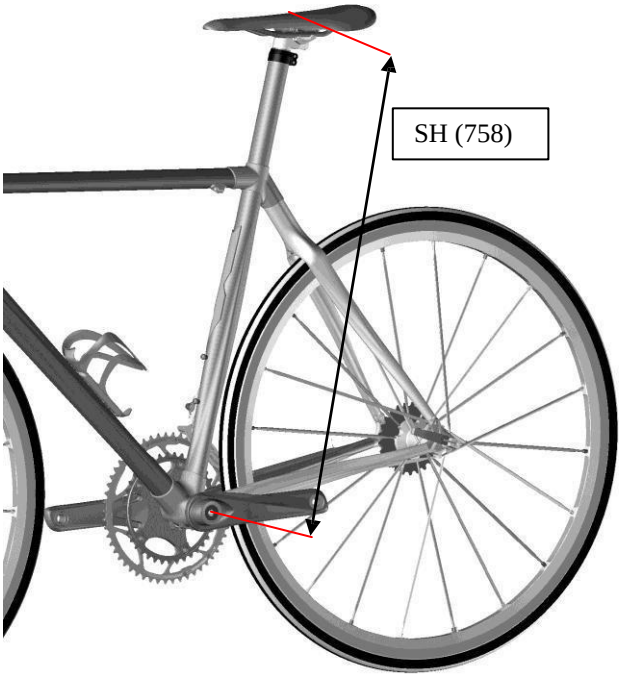


Figure 1

2) Attach the saddle that you will use to the seatpost

Check the assembly direction of the lower seatpost balance

Loosen the rear screw of the seat clamp (fig. 2) to introduce the rails of the saddle (fig.2.1)



Figure 2



Figure 2-1

Pre-tighten the saddle to position it horizontally (fig.3)



Figure 3

Attention: Considering the strong disparity in geometry of saddle models, it is imperative to use the saddle which will be attached to the new bicycle. You must therefore choose your saddle before assembly!

3) Position it all on the ZXRS frame

The seatpost must be lowered to its lowest possible position (fig.4)

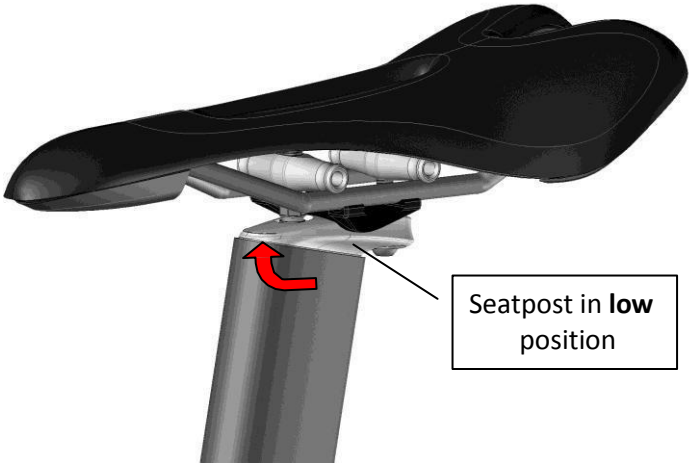


Figure 4

4) Measure the maximum saddle height (max SH)

In terms of the size of your ZXRS and the type of saddle used, measure the saddle height (**TransLink seat tube not cut!**) by using the same method as before (distance between the bottom bracket and the hollow of the saddle) (fig.5)

Write down the dimension measured (for example in our case = 800 mm).

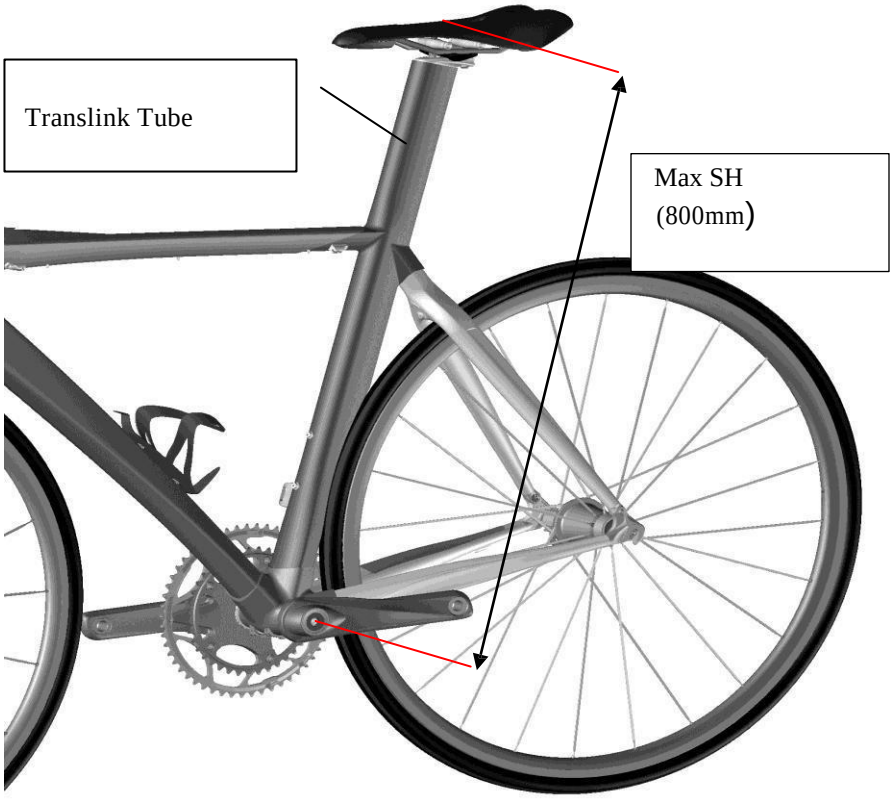


Figure 5

5) Determine the dimension of the cut

Subtract the desired dimension from the maximum saddle height (in our example 800mm – 758 mm = **42 mm**).

6) Cut the seat tube
- Remove the saddle and seatpost from the frame
- Position the cutting tool on the seat tube (ref: 55006004)
- Adjust the cut dimension in relation to the upper support of the tool, referring directly to the dimension calculated (**in our example 42 mm**) then tighten
- Cut the tube, taking care not to deviate (use a metal-cutting saw in good repair). (fig.6)
- Remove the cutting tool and clean any smears and carbon dust

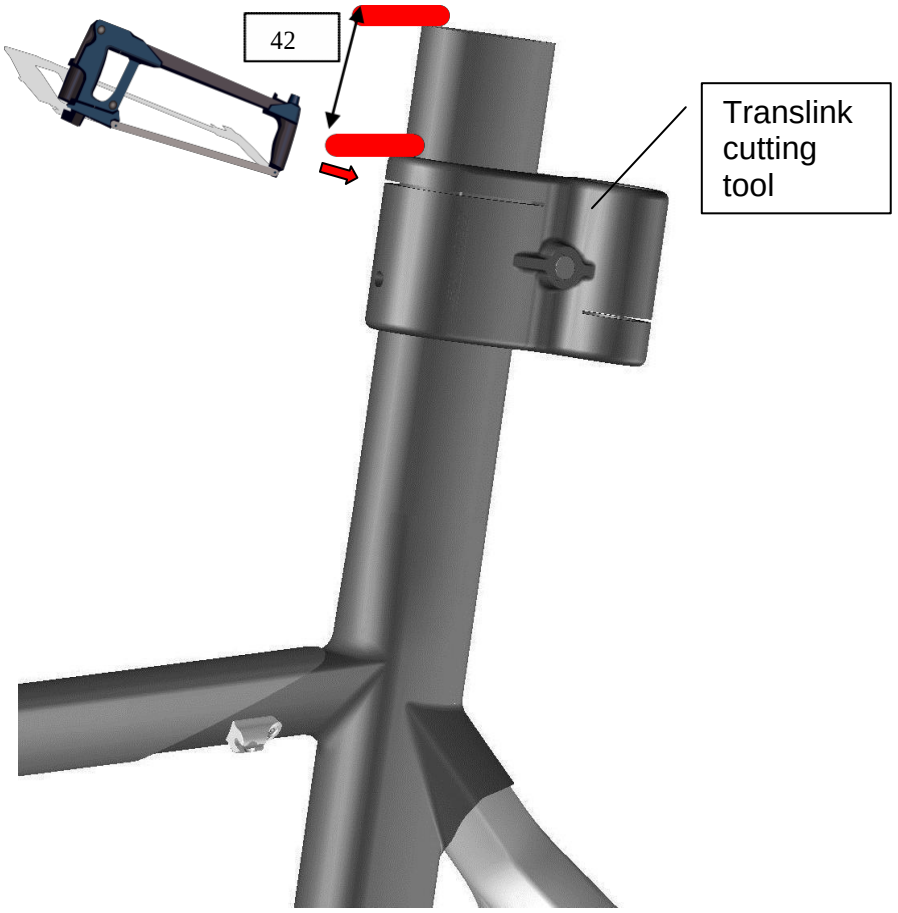


Figure 6

7) Final assembly of the seatpost on the frame

- Position the seat clamp on the TransLink tube (be careful not to damage the paintwork!) (fig.7)

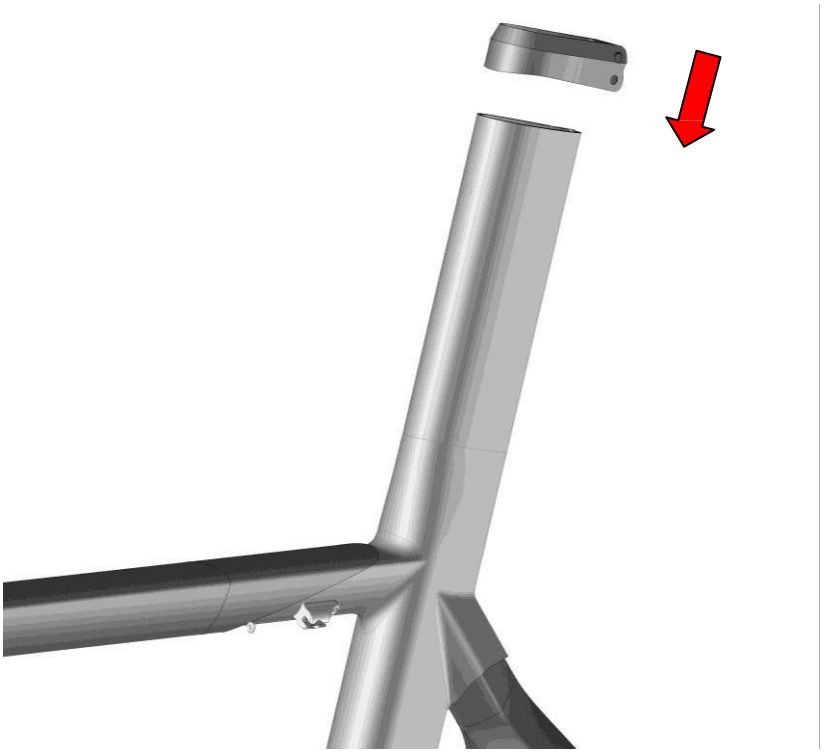


Figure 7

- Slide the saddle / seatpost into the frame tube (fig.8)

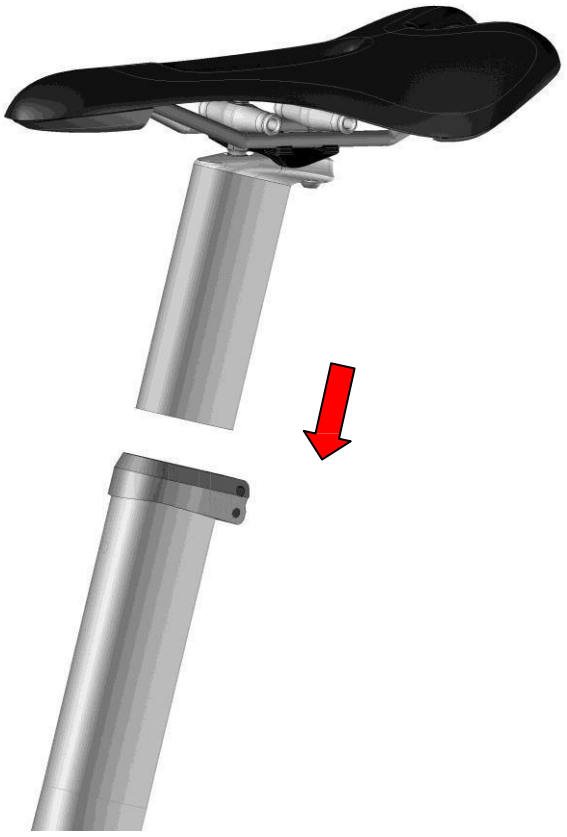
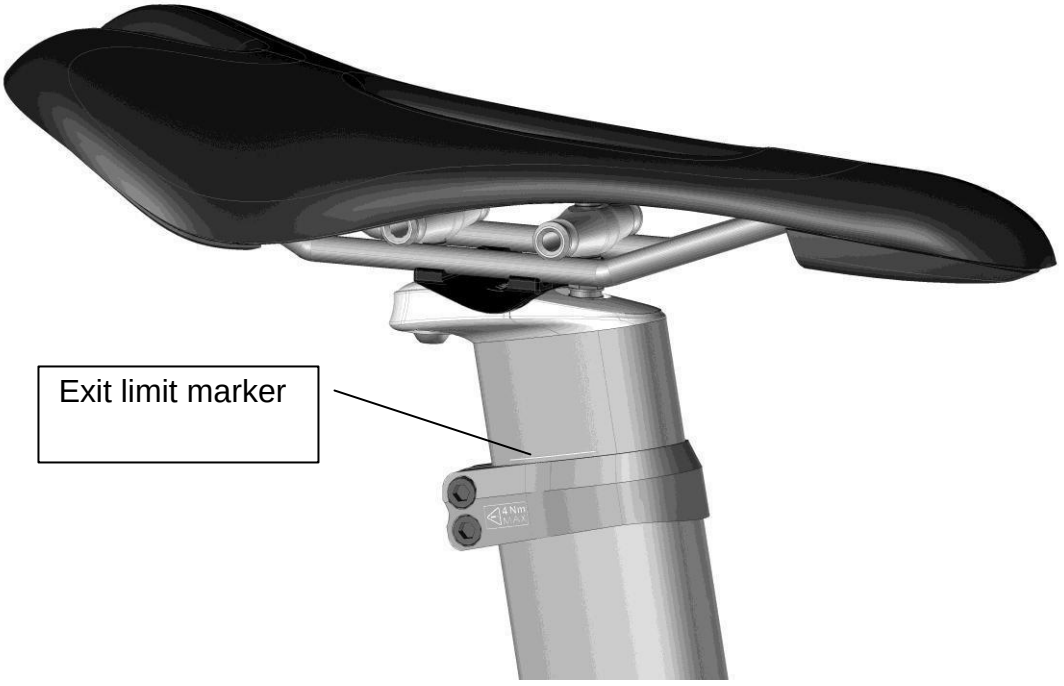


Figure 8

- Adjust the correct height of the saddle (in our example = 758 mm)
- Gently tighten the clamp screws
- Complete the adjustment of the saddle on the seatpost (seat and recoil)
- Tighten the torque to a maximum of **4 Nm, taking care to increase the torque alternately on each screw** (fig.9)



Figure 9





Important: Respecting this method allows the saddle to be lowered by a few millimetres (from the initial dimension) or to raise it by 25 mm, a total range of 30 mm
In no case should the seatpost exit beyond the maximum exit limit (30 mm)

Note: In case of cutting error or resale to a third party with a different body type, TIME

offers a "Retro Fit" seatpost for sale, enabling a saddle exit of 100 mm

B) SETTING THE LENGTH OF THE FORK TUBE AND ASSEMBLING THE STEM

ZXRS Modules are equipped with a patented steering system, QUICKSET

The QUICKSET concept consists of separating the headset adjustment from the stem adjustment, while preserving the advantages of the Aheadset system (TIME patent). The cyclist can thus adjust his position without restricting the adjustment of his steering set. Such a system makes all complex compression systems unnecessary.

The adjustment of the QUICKSET steering is done in the factory, and it is therefore unnecessary to dismantle it beforehand

1) Mounting the handlebars on the stem

- Position the 31.8 mm handlebars. Assemble the head of the stem with the screws and tighten the torque to 6 Nm, being careful to balance the tightening

Attention: Handlebars with a diameter less than 31.7 mm or a diameter greater than 31.9 mm can lead to hazardous use

2) Test assembly of the stem

- Carry out a test assembly first to determine the height of the stem (fig.10)
- In order to offer optimum adjustment, a kit of 3 spacers of 5, 10 and 15 mm is supplied with the module. These spacers integrate an o-ring which avoids any static vibration!
- Proceed to a trial of adjusting the height of the stem

- As a matter of safety, do not use additional spacers other than those provided.

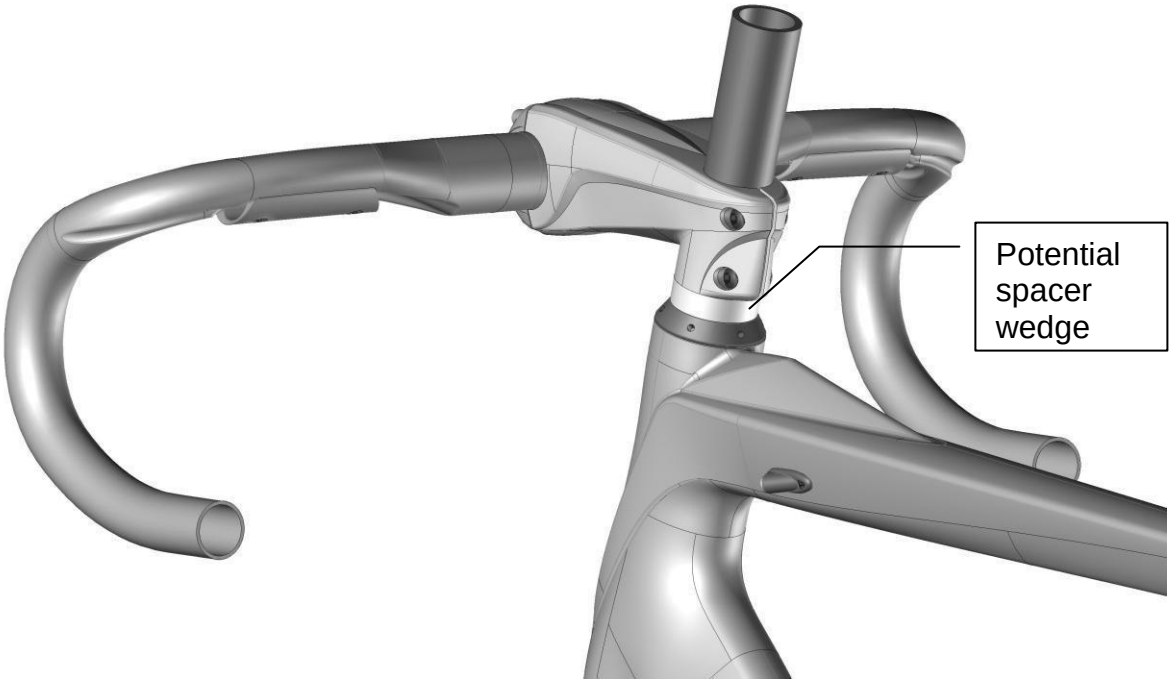


Figure 10

2) Cutting the fork tube

- Remove the stem **(without removing the potential spacer wedges chosen)**
- Position the designated cutting tool provided (ref: 55006004)
- Tighten the tool, making sure that it presses against the headset cups or the spacer wedges
- Cut the tube, **being careful not to deviate** (use a metal-cutting saw in a good state of repair) (fig.11)
- Remove the cutting tool and clean any smears and carbon dust



Figure 11

4) Replace the stem

- Position the stem and check that the top of the tube is set back by 0.5 to 2 mm in relation to the upper side of the stem (fig.12)
- Insert the compression screw inside the tube
- Align the stem
- Tighten the stem on the tube, respecting the torque limit of 5 Nm (use a torque wrench for this) (fig.13)

Attention: exceeding the recommended torque does not improve the performance of the stem, but on the contrary risks irreversibly destroying the fork tube

Important: detailed instructions for assembling the TIME MONOLINK stem are also available

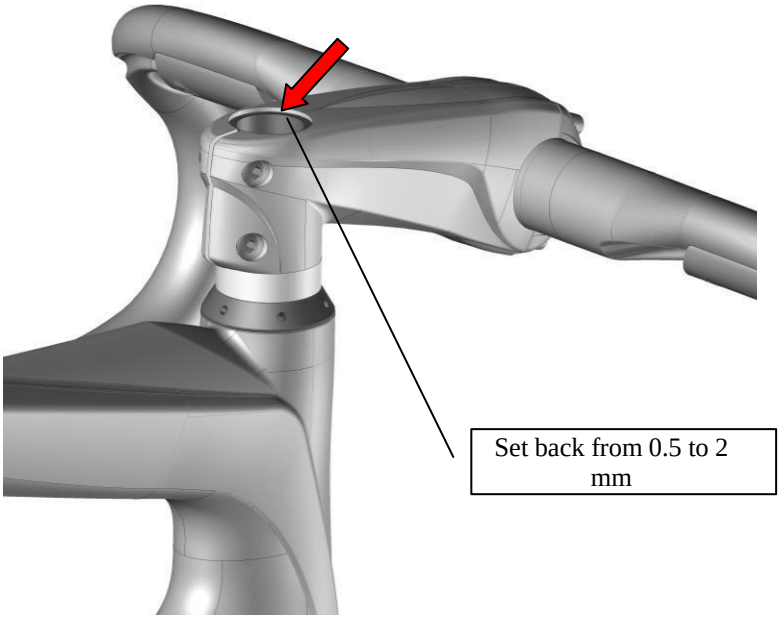


Figure 12

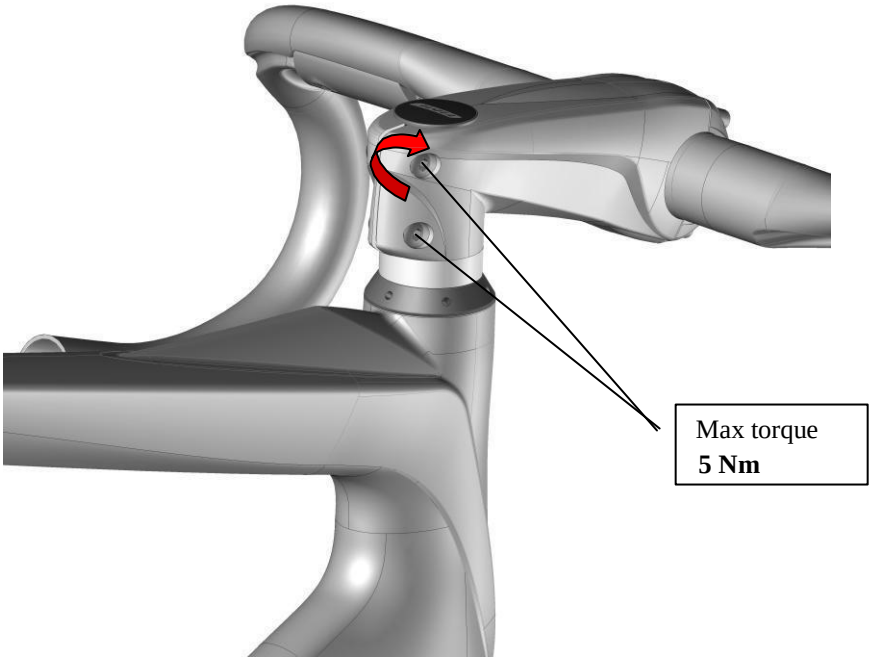


Figure 13

C) ASSEMBLING THE BOTTOM BRACKET

TIME NXR modules and frames are intended to fit the new standard of bottom brackets, the BB 30

Before proceeding to assembly, check that your bottom bracket is BB30 compatible
(Some bottom bracket manufacturers can supply an adapter from the BSC standard to BB30)

Proceed to assembly by following the recommendations of the bottom bracket manufacturer

Attention: The impact of the bottom bracket bearings are checked in the factory, and as a result no recovery is necessary before assembly

Advice: In order to avoid any risk of static noise over time, we advise you to assemble the BB30 bearings with LOCTITE 648
This solution will ensure silent functioning long term, while guaranteeing a possible disassembly

D) ASSEMBLING BRAKE CALLIPERS

Before proceeding to assembly, read the technical instructions from the manufacturer of the braking system

TIME modules are supplied with specific brake nuts which must replace the original brake nuts

- Front nut length 36 mm (ref: 60005999)
- Rear nut length 30 mm (ref: 60006058)
- Lightly grease the thread of the nut before assembly
- Tighten to a torque of 6 Nm by using a torque wrench (fig.14)

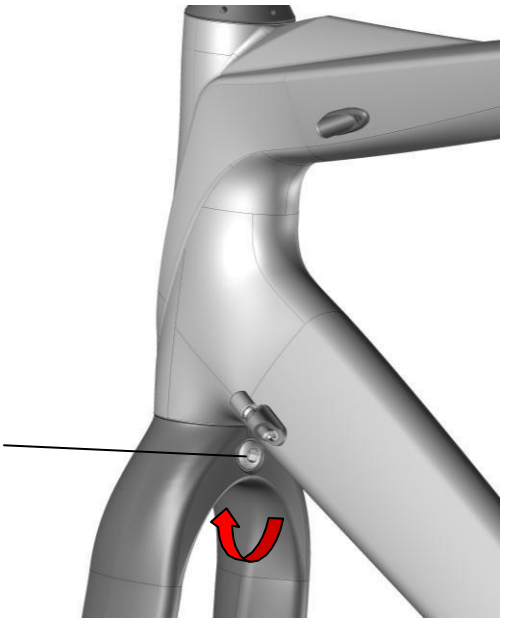


Figure 14

Attention: The brake nuts are specific to each type of module and must not be used on other products and vice versa.
Exceeding the recommended torque does not improve performance, but on the contrary risks the production of a harmful constraint, which can damage the fork or degrade the brakes

E) ASSEMBLY OF FRONT DERAILLEUR

Before proceeding to assembly, read the technical instructions from the manufacturer of the front derailleur

The TIME ZXRS module is designed to fit a 'braze-on' front derailleur
The derailleur hanger is adjustable to 2 positions

- High position for classic chainset (53 tooth chainring) (fig.15)
- Low position for compact chainset (50 tooth chainring) (fig.16)
- Tighten the screws (Ref: 600045041) to **7 Nm torque, using a torque wrench**



Figure 15



Figure 16



Attention: in no event should you force the position of the derailleur dropout as you risk damaging the frame irreversibly

F) ASSEMBLY OF REAR DERAILLEUR

Before proceeding to assembly, read the technical instructions from the manufacturer of the derailleur

The TIME module is compatible with the 10 and 11 speed derailleurs on the market

- Lightly grease the fastening screw before assembly
- Standard M thread 10 X 100

Attention: If a dropout alignment is necessary, it is important to have the procedure carried out by a professional who will use a suitable tool
Very significant or repeated distortions can make the derailleur hanger dropout fragile

G) ADDITIONAL ACCESSORIES

Your TIME module or frame is delivered with a certain number of complementary accessories

1) Anti-impact cable housing

It must be positioned on the derailleur cable housing, at the contact point with the frame, so as to avoid rubbing and the impact of the cable housing with the frame (Ref:
55005998) (fig. 17)

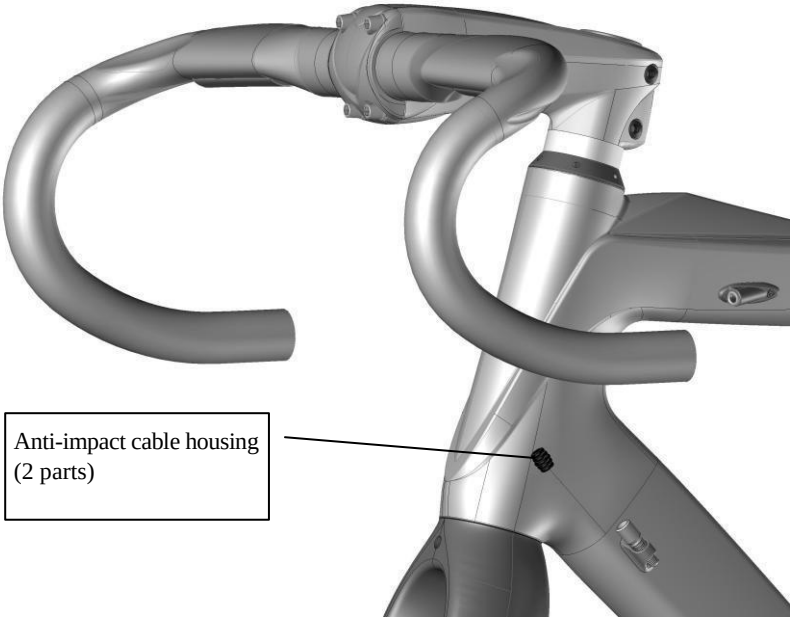


Figure 17

2) Position of rear brake cable housing

The TIME ZXRS module has internal rear brake cable casing. A guide tube enables the casing to be guided through the upper tube of the frame (fig. 18)

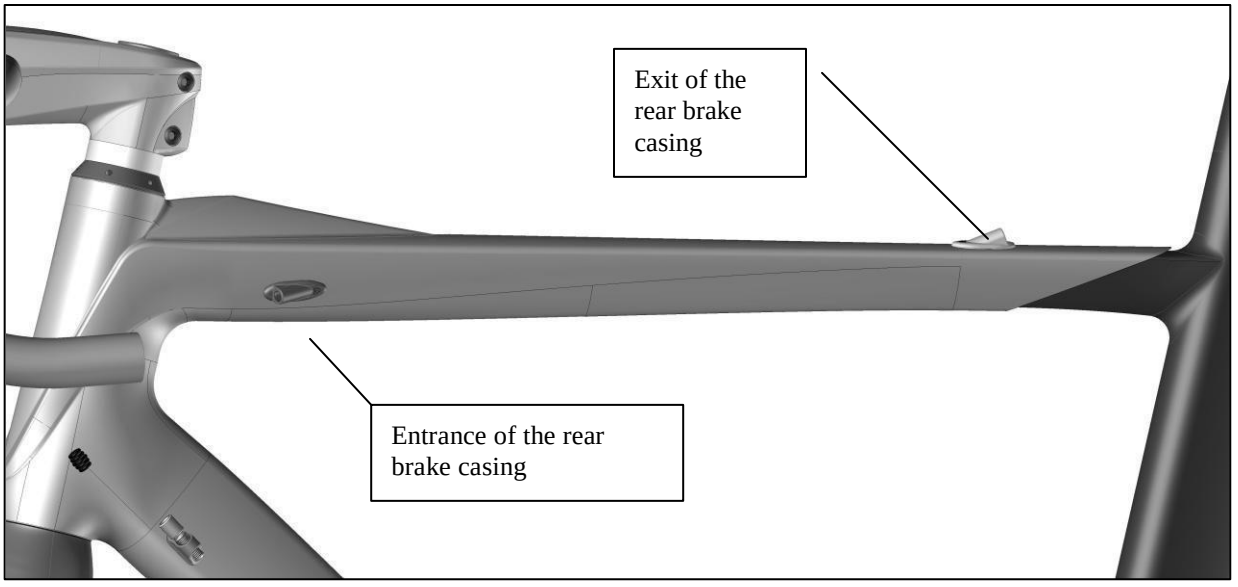


Figure 18

Attention: the casing passes through the frame in its entirety, it must not be interrupted

3) Casing support joints

2 Ø 4 o-rings are delivered with the module. They must be positioned on the brake casing to avoid it moving during use (Ref: 55007196) (fig. 19 & 20)

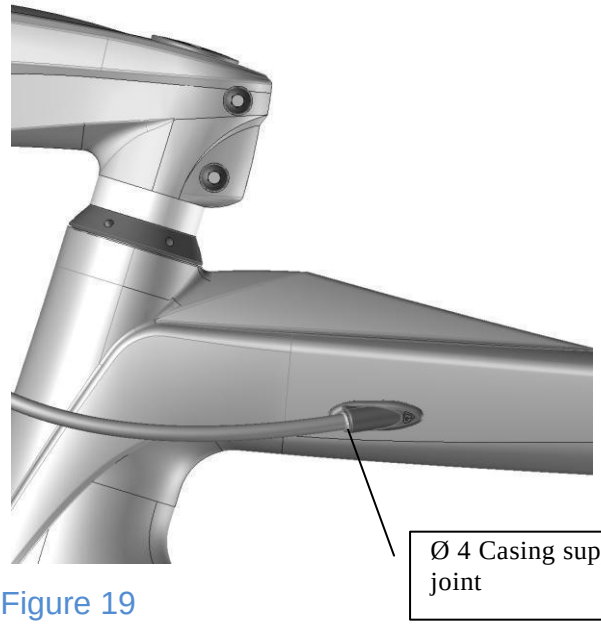


Figure 19

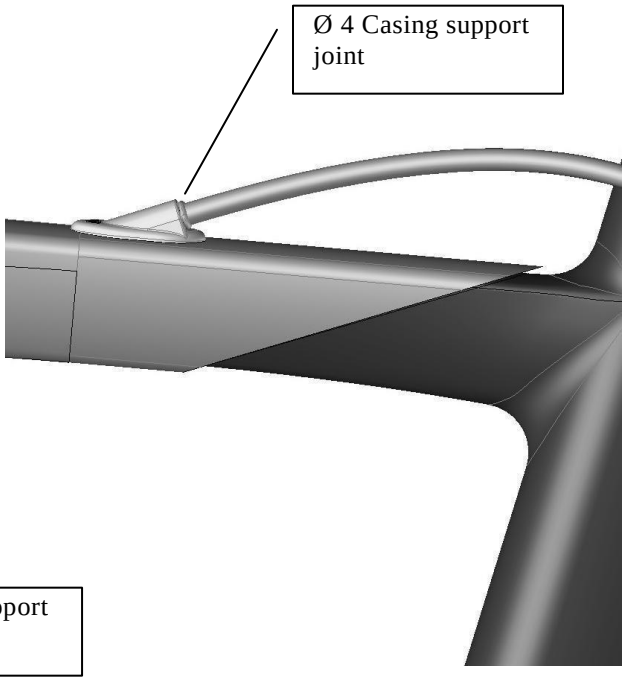


Figure 20

4) Protective casing of front derailleur cable

It must be positioned on the front derailleur cable to protect the frame from rubbing (Ref: 55006065) (fig. 21)

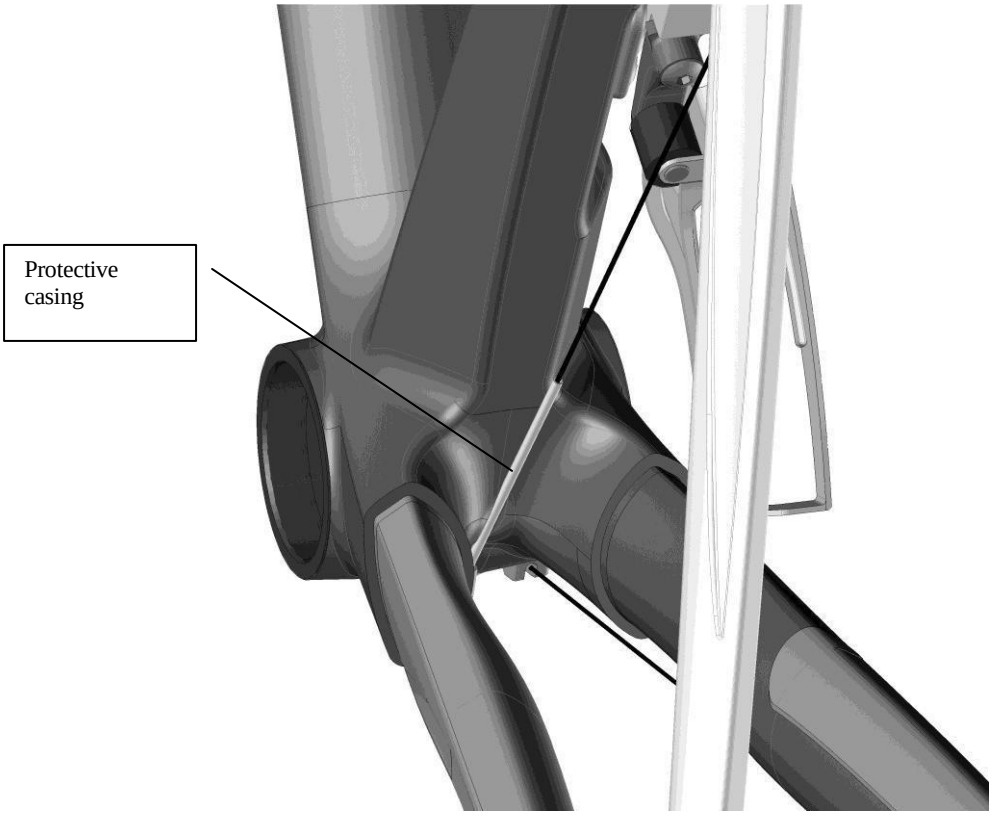


Figure 21

H) TUNING AND MAINTENANCE

1) Adjusting the headset

The TIME modules are equipped with a QUICKSET headset
Although adjusted in the factory, it is normal that after a period of breaking in, a slight slack occurs

To remove this slack, proceed as follows:

- Use the little levers which are supplied with the module (ref: 60003067)
- Position them in the cup
- Immobilise the fork and turn the levers gently clockwise to remove the slack (fig.22)

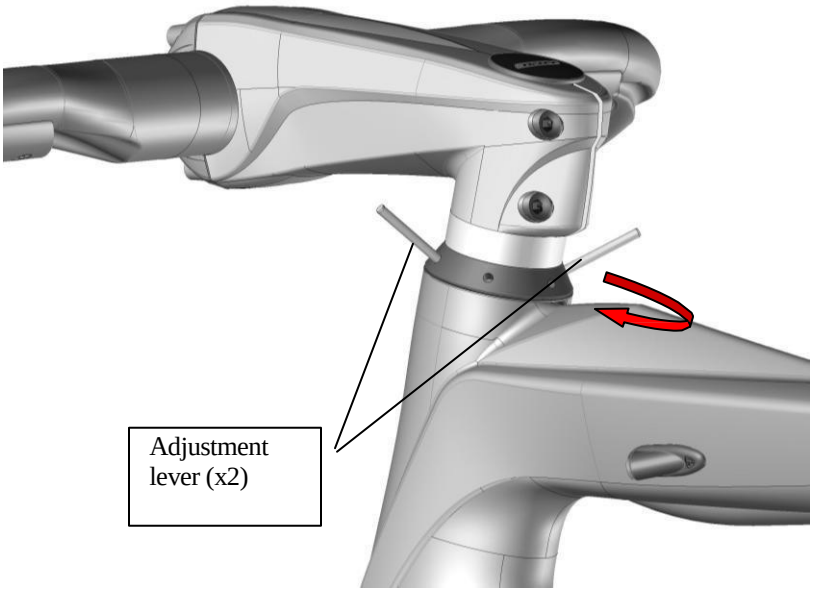


Figure 22

Attention: Do not over-constrain the bearings, as this could make the headset difficult to use and damage the bearings prematurely

2) Replacing the headset bearings

- Dismantle the stem by loosening the fastening screws (if necessary, dismantle the brake and derailleur cables)
- Slide the stem upwards, taking care not to damage the XXX and the spacer wedges
- Loosen the QUICKSET cup by using the little levers which are supplied with the module (**Ref**: **60003067**)
- Remove the tube cup by sliding it
- Release the fork from the frame
- Remove the bearings and the protection ring
- Clean all the parts then regrease with cycle grease
- Position the chamfer protection ring towards the bottom of the fork
- Position the Ø45 lower steering bearing (**Ref**: **61005887**) taking care to orientate the external chamfer to the top (fig. 24)
- Introduce the fork into the frame
- Position the Ø42 upper steering bearing **(Ref: 61004739)**, taking care to orientate the external chamfer to the bottom (fig.23)
- Position the deflector for the QUICKSET cup (**Ref**: **55006884**) on the steering socket (small diameter near the bottom)
- Slide the QUICKSET cup on the tube until it touches the threaded ring
- Screw the cup by using the little levers (**Ref**: **60003067**) until it touches the bearings
- Finely tune the headset
- Reassemble the stem

Fig.23

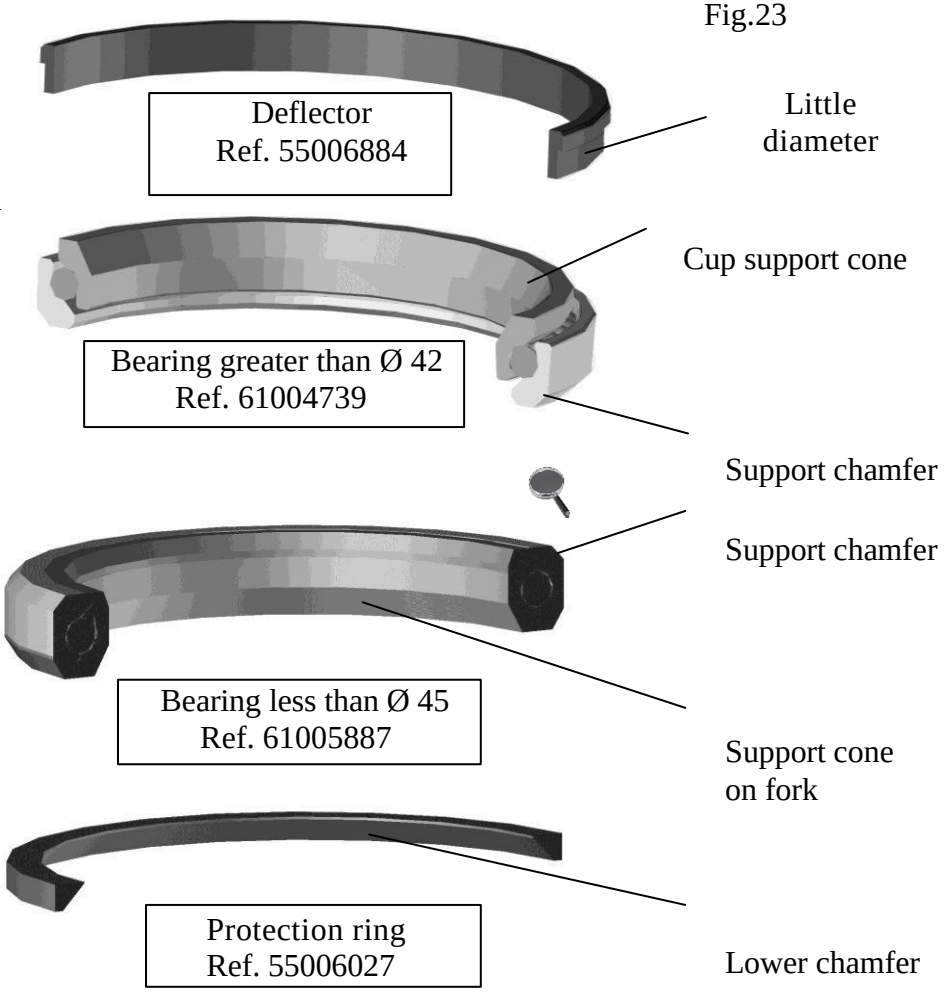
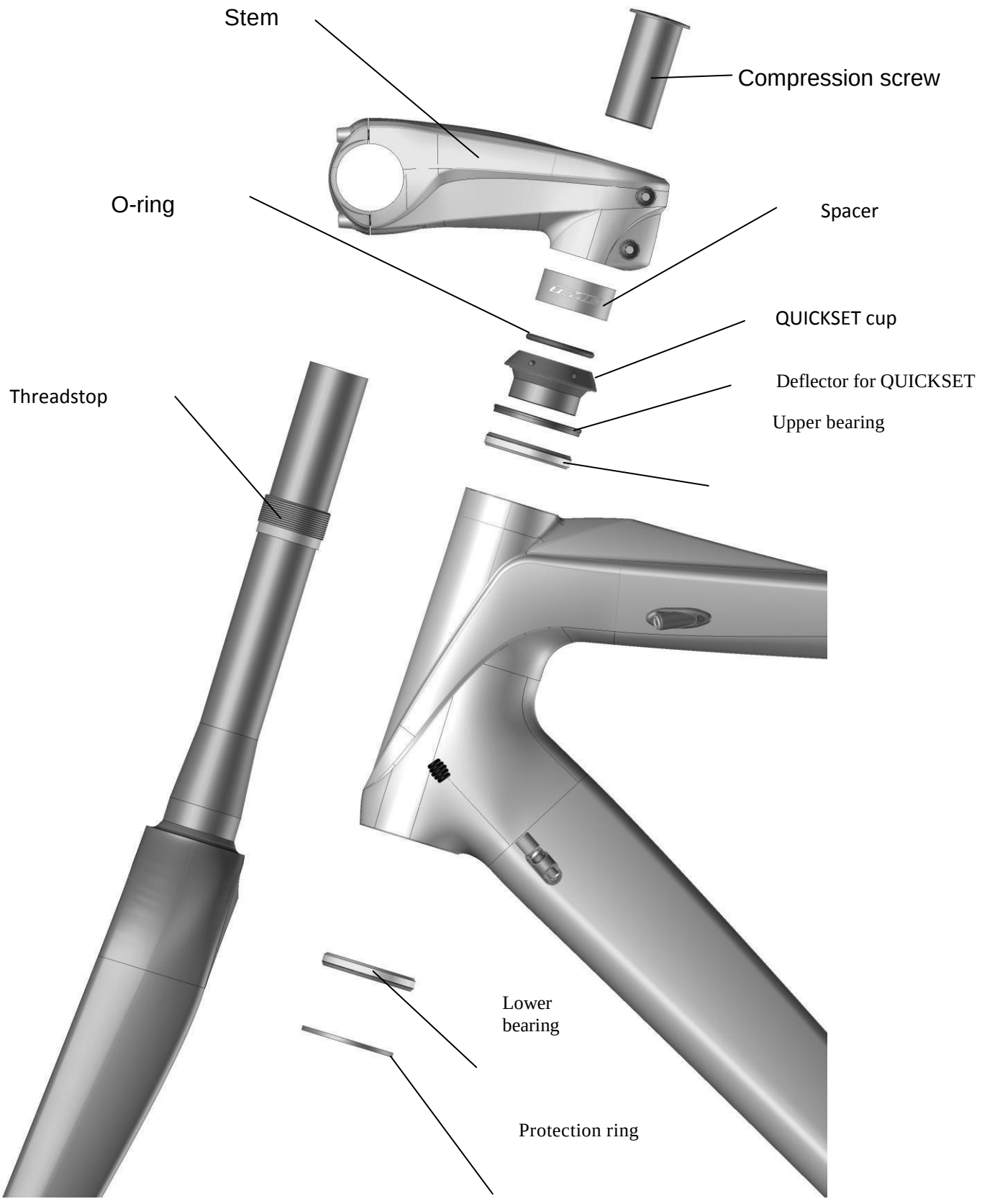


Fig.24

Attention: The headset bearings in TIME frames are specific! At no point should you use adaptable bearings or bearings by another brand, as this could put the safety of use in danger and irreversibly damage your frame

Separated headset assembly



3) Replacing the rear derailleur hanger

- Unscrew the 2 M3 screws with a cross-shaped screwdriver
- Remove the damaged derailleur hanger
- Lightly grease the side of the hanger on the frame
- Position the new derailleur hanger (ref: 55003337)
- Screw in the 2 M3 cross-shaped screws



Note: After a few dozen kilometres, check the tightness of the M3 cross-shaped screws

4) Cleaning

- Use neutral products that do not harm the environment
- Do not use a pressure-washer
- Wipe the module with a soft cloth

Attention: Do not use abrasive products such as polish. Traces of grease can be removed by using a solvent such as White Spirit