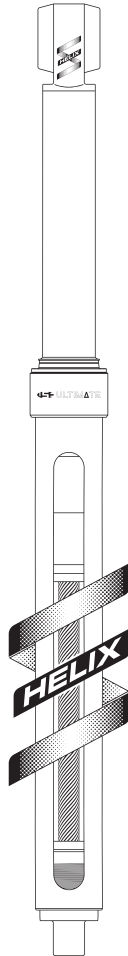


**INSTALLATION
GUIDE**



ULTIMATE



TOOLS

Good Quality
Hex Keys

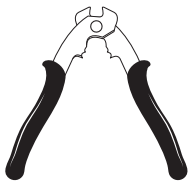
1.5
mm

2
mm

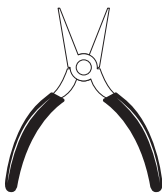
3
mm

4
mm

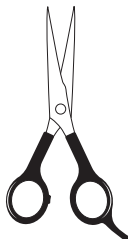
5
mm



Cable Cutters



Needle-Nose Pliers
/Cable Crimps



Scissors
(for cable ties)



Marker
/Chalk



Shock-pump

ESSENTIALS

- Bike with Internal Routing

HELIX KIT

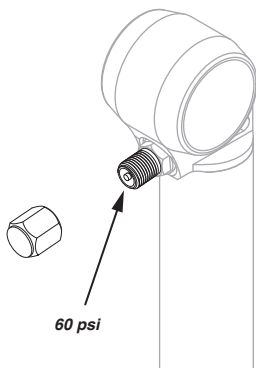
- Helix
- Cable Outer
- Cable Inner
- Ferrules x 2
- Cable Crimp End
- Lever Assembly
- Grease

INSTRUCTIONS

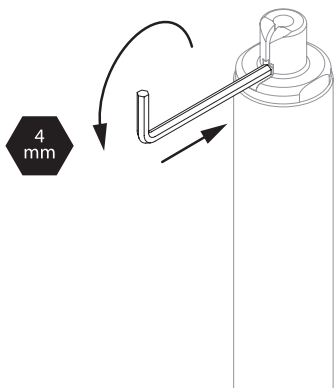
Video instructions are available on our [YouTube](#) channel.

Out of the box your post will be in a partially compressed position with very little air. Connect your pump to the post, check the pressure and increase to 60 psi if necessary.

NOTE: the 125mm drop post will be supplied fully extended.

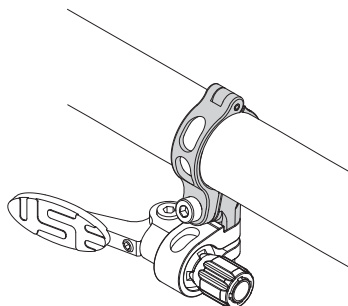


With the post upside down, insert the 4mm hex into the square hole at the bottom of the post. Depress the clutch mechanism with a downward lever motion on the hex. The post will extend.



LEVER OPTIONS

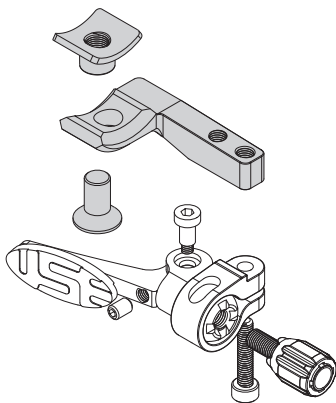
Fit the lever onto the handlebar.



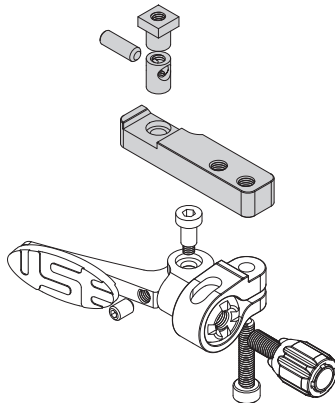
HANDLEBAR MOUNT

Direct mount parts are available for SRAM and SHIMANO visit ULTIMATEUSE.COM

⚠ NOTE: You may need additional parts from your brake lever manufacturer depending on your existing set-up.



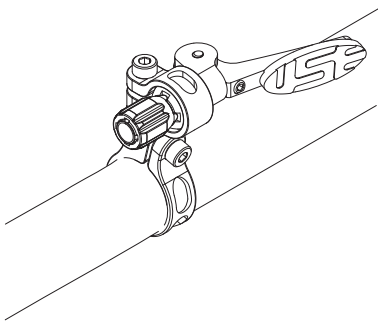
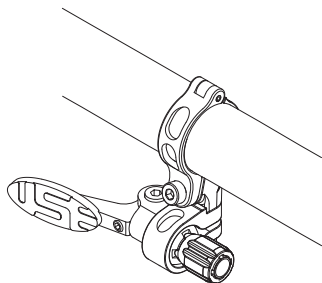
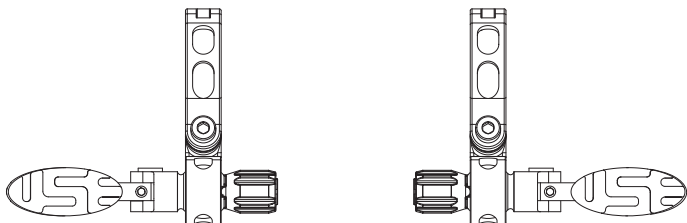
SRAM LEVER MOUNT



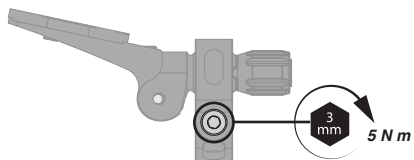
SHIMANO LEVER MOUNT



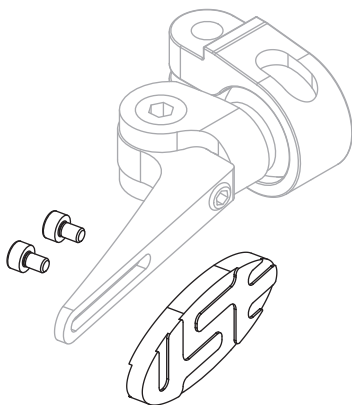
The Helix lever can be positioned and set-up to suit your personal preference, on either side and above or below the bar.



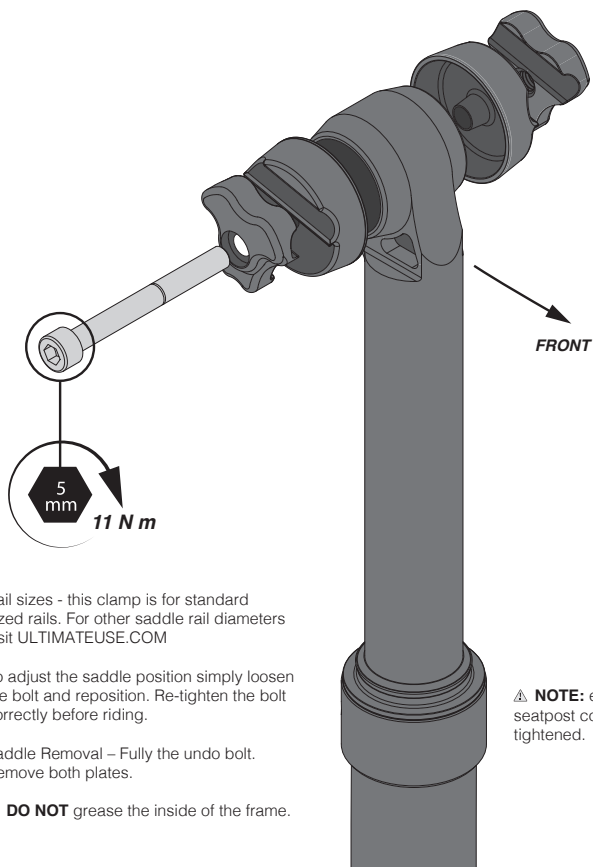
The lever angle and position can be further adjusted due to the ball-clamp design. Release the main bolt to obtain the optimum paddle position, re-tighten to 5 N m.



Use the fasteners on the back of the lever paddle to shorten or lengthen the reach by sliding it left or right and to reorientate the logo.



SADDLE INSTALLATION



Rail sizes - this clamp is for standard sized rails. For other saddle rail diameters visit ULTIMATEUSE.COM

To adjust the saddle position simply loosen the bolt and reposition. Re-tighten the bolt correctly before riding.

Saddle Removal – Fully the undo bolt. Remove both plates.

⚠ **DO NOT** grease the inside of the frame.

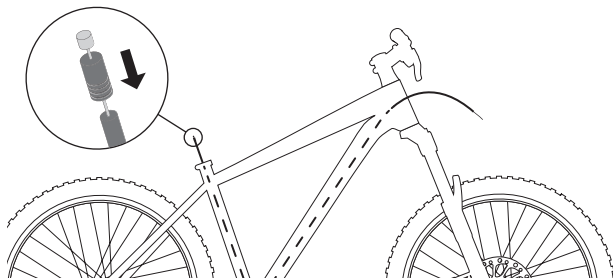
⚠ **NOTE:** ensure the seatpost collar is fully tightened.

Initially lightly clamp the post in place.

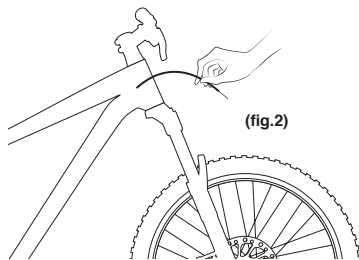
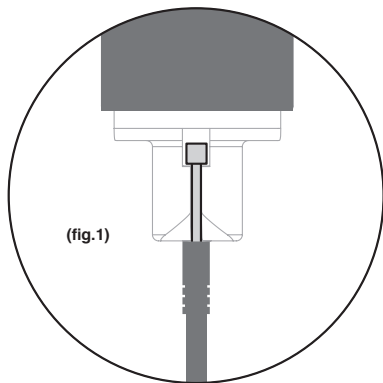
Once the installation is complete ensure the seatpost clamp is tightened to your frame manufacturer's recommended torque.

INITIAL CABLE INSTALLATION

- Unpack the cable kit
- Snip the ties then install the full length of cable outer working **from the handlebar**
- Install a ferrule then, insert the cable inner working **to the handlebar** end of the outer



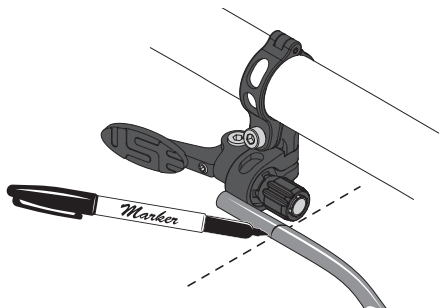
- Seat the cable barrel and ferrule in the bottom of the post (**fig.1**)
- Grip the cable outer and inner together to ensure cable stays in the post while installing the seatpost to the frame (**fig.2**)



- Install the seatpost to the desired riding height and adjust the saddle position

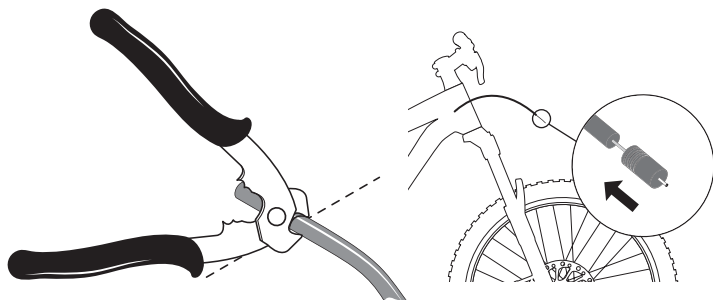
FINAL CABLE INSTALLATION

- Align the cable with the lever and mark the length required

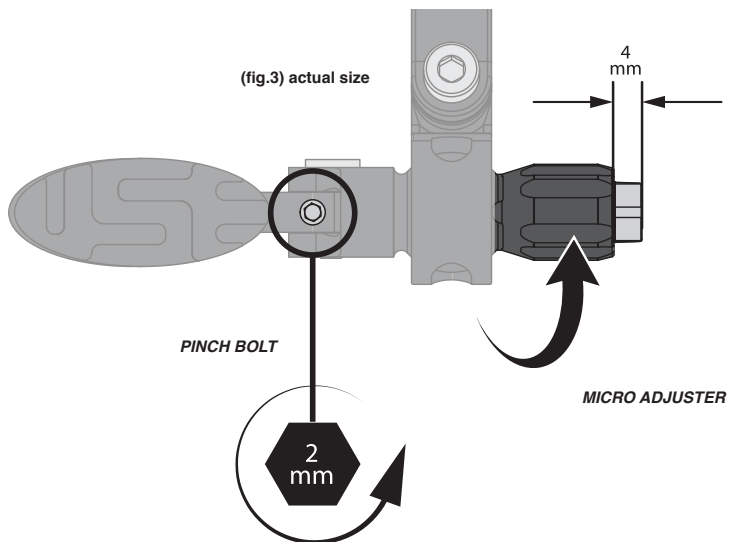


⚠ **NOTE:** ensure the cable outer is long enough that the handlebars can be turned fully!

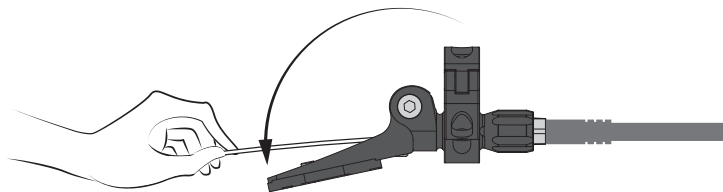
- Grip the cable inner and outer again, remove the seatpost allowing the inner to move back through the frame ensure the outer remains in the frame with the mark visible
- Disconnect the inner and outer from the seatpost
- Completely remove the inner cable from the outer casing **DO NOT CUT THE INNER CABLE**
- Using cable cutters, cut the outer at your mark and tidy the end to allow free cable movement
- Reinstall the seatpost. Seat the inner cable barrel and ferrule as before, install the front ferrule **DO NOT CUT THE INNER CABLE YET**



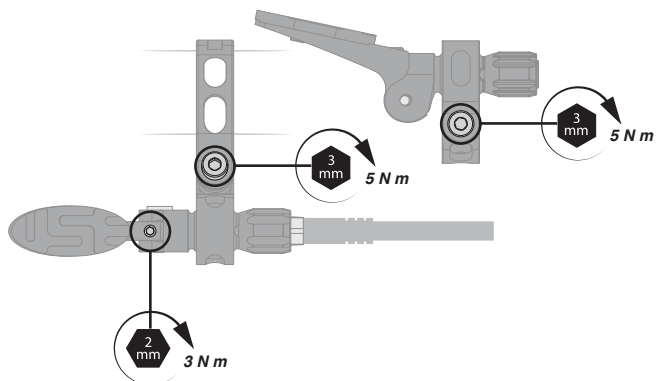
- Wind the micro adjuster all the way in then wind it out until around 4 mm of the chrome part protrudes from the plastic (**fig.3**)
- Wind out the pinch bolt (grub screw facing the rear)



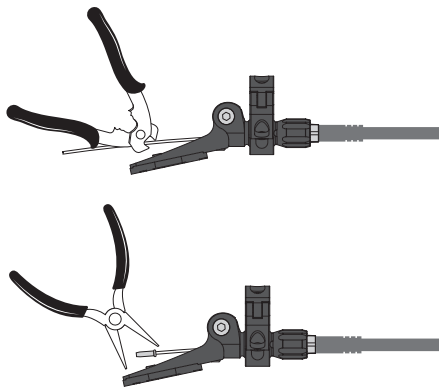
- Hold the lever 'home' (pulled towards the saddle, see image) and pull the cable taught and **tighten** the pinch bolt on the cable



- Depress the lever and repeat the tightening of the cable 2 or 3 times to ensure both ferrules are fully seated
- Tighten the main bolt to 5 N m. If this is too loose the ball may slip when the lever is used. The ball design allows for 270° of adjustment to allow for comfortable positioning



- Cut the inner to length, install cable crimp-end to keep the cable tidy



SET-UP

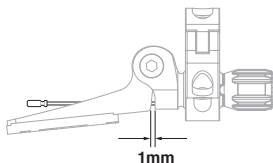
Cable Tension

Too little tension and you will find the clutch won't fully disengage, this will result in a ratcheting sound when moving the saddle up or down.

Too much tension and you may find that the clutch does not fully engage, the post will slip resulting in a ratcheting sound and a post that does not fully lock out when you sit down.

Make sure the clutch is engaged by pushing down the saddle, a small movement and click will confirm engagement. This small movement is normal and will occur after every lever actuation.

Use the micro-adjuster on the lever to enable approximately 1mm of free play when the lever is returned.



Return Rate

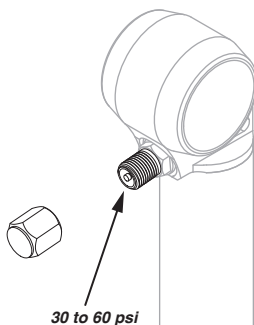
Take some time to tune the air pressure to your liking, return rate is a personal preference but the optimum is found somewhere between **30 and 60 psi**, too little and the post will be slow or not fully return, too much and the post will return with too much force.

If the seatpost moves in the frame when extending the post unweighted; and you have the seatpost clamp tightened to your frame manufacturer's recommended torque then you have too much air in the post.

If you find the post is sticking and this is remedied by loosening your seatpost clamp, you may need to use a lower torque on the seatpost clamp bolt with gripper paste applied to the inside of your frame.

Valve Cap

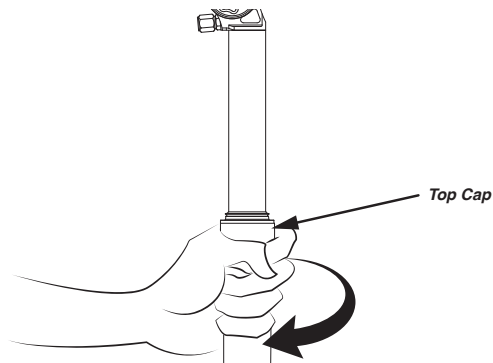
The valve cap supplied is aluminium. Occasionally add a smear of grease to the threads to ensure that the cap does not stick and to make attaching your pump easier.



NOTE: if you require more than **60 psi** for a good return rate - carry out the **mini service** overleaf.

TOP CAP BEARING

Ensure the seatpost top cap (collar) is tight. A bearing is located under the top cap so it must remain fully locked in place. Hand-tightening should be sufficient however if required a spanner can be used, but with **minimal force only**.



TROUBLESHOOTING & MAINTENANCE

Cleanliness

Regularly wipe the stanchion after rides with a damp cloth. To maintain the seal a dribble of fork oil will keep it extra supple. At the lever end, keep the pivot and cable exit free from muck and dirt as much as possible.

Mini Service

Every few rides, unscrew the top cap and apply a smear of grease to the stanchion, this is a super-simple task to keep the post feeling brand new all the time. A few times a year the cable will appreciate a dribble of lube, fork oil works well, as does dry chain lube.

Lever Slips

If the clamp is too loose you may find the lever slips, this should not affect how the post operates or how the lever works, only the pivot point so you may unexpectedly find yourself reaching further to make the post work.

Saddle Adjustments

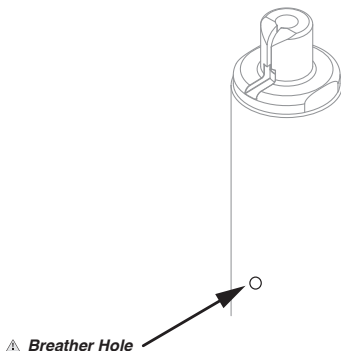
To adjust the saddle position simply loosen the bolt and reposition. Re-tighten the bolt correctly before riding.

Saddle Replacement

Fully undo bolt. Remove both plates and give the saddle a wiggle to pop the caps off. This clamp is for standard rails. For other saddle rail shapes visit ULTIMATEUSE.COM

Breather Hole

To allow the post to rise and fall freely there's a breather hole in the outer tube. **DO NOT** put oil or grease into it as this could permanently damage your seatpost.



GREASE SAFETY

Protection

Wear protective gloves while handling. Wear eye and face protection. Wash hands thoroughly after handling.

Skin Contact

For contact with product at ambient temperature wash with plenty of soap and water. Seek medical attention if skin appears damaged or if pain or irritation persists. If material is injected under the skin seek medical attention immediately. If burned by hot grease, cool skin by quenching with large amounts of cool water. If skin appears damaged or if pain or irritation occurs, get medical advice.

Clothing Contact

Wipe off excess and thoroughly clean contaminated clothing before reuse.

Contact with Eyes

Wash with water for several minutes, in case of contact lenses, remove and wash with plenty water. In case of irritation, get medical attention.

Inhalation

Vaporisation is not expected at ambient temperatures. This material is not expected to cause inhalation-related disorders under anticipated conditions of use. In case of overexposure, move the person to fresh air.

Storage

Store the product in well-ventilated area. This product has natural tendency to squeeze oil if not kept properly.



AIR TRAVEL

Reduce the air pressure in your seatpost when taking your bicycle on an aircraft, to allow for changes in cabin pressure causing over inflation.

WARRANTY & SERVICE

This seatpost is warranted to be free of defects in materials and workmanship for a period of two years from the date of original retail purchase. This warranty is for the original owner only, and proof of purchase is required.

Do not exceed Maximum Height line (from base of post) out of your frame.
DO NOT over-tighten your frame's seat clamp.


ULTIMATE USE recommends regular inspection for any damage, especially after a crash (cracks, chips, nicks, deep scratches etc.), if unsure please take to a bike shop/store for advice or replace component upon detection.

ULTIMATE USE shims are available for larger \varnothing than 27.2mm.

Before fitting, check for correct fit. Seatposts are available in a range of diameters and lengths. Correct size is critical. Consult your local bike dealer to ensure seatpost and bike are compatible.

Please do not send any products back to us without contacting our service team first to discuss your issue and for a valid returns number.

All our seatposts come with a 2 year warranty.



If you have a servicing or technical question you can contact us using the information below. If you return your seatpost for repair no work will be carried out until you have been contacted with the cost for the repair. If you are outside of the UK it would be quicker in the first instance to contact the local distributor.

+44 (0)1798 839300 | service@use.group

