

ARM REST KIT V2

ASSEMBLY DIAGRAM

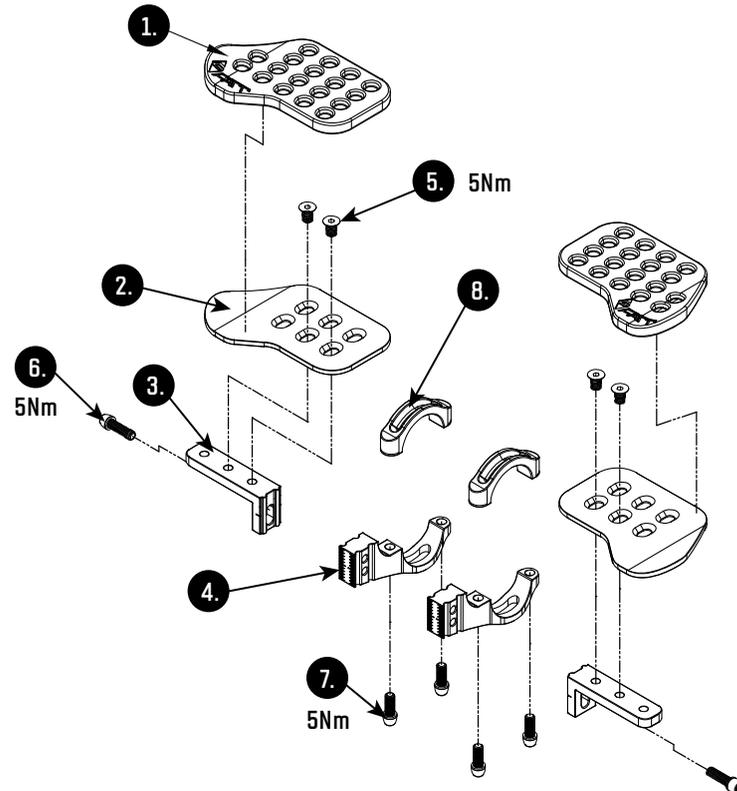
IMPORTANT NOTICE :

CLAMP BOLTS FROM THE AERO BOLT-ON MUST BE REPLACED WITH T25 M5 X 16mm BOLTS SUPPLIED.

| ITEM | DESCRIPTION | MATERIAL | QTY |
|------|-----------------------------|----------|-----|
| 1. | ARM REST PAD | EVA | 2 |
| 2. | ARM REST CUP (LEFT & RIGHT) | AL6061 | 2 |
| 3. | L-BRACKET | AL6061 | 2 |
| 4. | LOWER CLAMPS | AL6061 | 2 |
| 5. | BOLT M5 x 9mm | STEEL | 4 |
| 6. | BOLT T25 M5 x 18mm | STEEL | 2 |
| 7. | BOLT T25 M5 x 16mm | STEEL | 4 |
| 8. | TOP CLAMP | AL6061 | 2 |



INSTRUCTION MANUAL

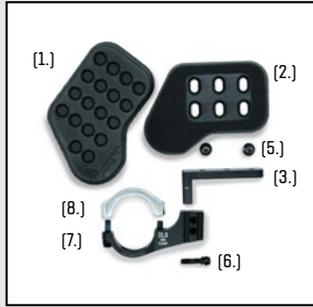


TOOLS REQUIRED:
• 1 X T25 KEY • 1 X 5mm ALLEN KEY



DISCLAIMER : INCORRECT ASSEMBLY AND/OR USE COULD CAUSE FAILURE AND INJURY.
PRODUCT IS INTENDED FOR USE ON SMOOTH ROADS ONLY. ITEM IS NOT FOR COMPETITION USE.

OVERVIEW OF PARTS:



- (1.) ARM REST KIT
- (2.) ARM REST CUP (LEFT & RIGHT)
- (3.) L-BRACKET
- (4.) LOWER CLAMPS
- (5.) BOLT M5 x 9mm
- (6.) BOLT T25 M5 x 18mm
- (7.) BOLT T25 M5 x 16mm
- (8.) TOP CLAMP

STEP 1:

Fit the top clamp (8.) and lower clamp (4.) to the 31.8mm handlebar. Bolts (7.) must be torqued to a maximum of 5Nm.

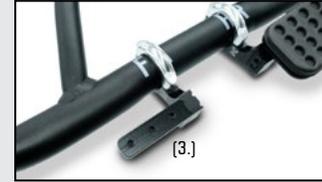
NOTE: If using the carbon/alloy aero bolt-on then the top clamps are substituted with the top half of the aero bolt-on and the M5 x 16mm bolts must be used to clamp the unit. Follow the torque setting for the respective aero bolt-on.



STEP 2:

Assemble the L-Brackets (3.) to the Clamps using the supplied M5 x 18mm bolts (6.). Maximum torque setting of 5Nm.

NOTE: There are 2 holes for adjustment of the L-bracket height. Select the preferred height based on handlebar / stem setup on the bike.



STEP 3:

Attach the cups (2.) supplied in the required position. We recommend using the front row of holes as this allows the best weight distribution and also the neatest setup for most common bike setups. The cups can be positioned inward or outward via the 3 different holes and can also be adjusted in the horizontal plane via the angled chamfer holes.



STEP 4:

Apply the pad (1.) to the top of the cup (2.). Ideal position of the pad is centered so the slight overlap on the edges is uniform around the alloy cup. This will ensure the most comfort and durability of the pad material.



STEP 5:

Repeat the above steps 1 - 4 for the opposite side.

NOTE: Both left and right need to be positioned at the same height on the L-bracket adjustment. Check to make sure the cups will clear the top of the handlebar and are also positioned in the same holes and at the same angle on the L-bracket.

FINAL ASSEMBLY OVERVIEW:

There are 3 common handlebar setups that we foresee the arm rest kit being used for. To the right are the 3 examples:



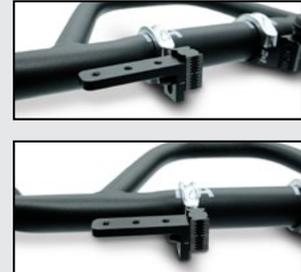
ADJUSTMENT OPTIONS:

Given the variety of adjustment options available with the design, below are some of the key aspects of ensuring a comfortable fit and setup on your bike.

1. HEIGHT OF L-BRACKET ON LOWER CLAMP



L-bracket in the **higher position**. This positions the pad above the top of most base handlebars.



L-bracket in the **lower position**. This is a more ideal position based on our feedback and allows the pad to be positioned lower and in a more "natural" resting position for your forearms.

2. POSITION OF CUP FORE/AFT ON THE L-BRACKET

Cup (2.) can be positioned in the first or second row of holes. We recommend the first row as it ensures the cups are positioned slightly behind the handlebar. The second row option would allow the cup to clear the handlebar if the L-bracket was in the higher position on the clamp.



NOTE: The cup can also be moved inward or outward along the 3 different positions on the L-bracket.

3. ANGLE POSITION OF CUP INWARD/OUTWARD ON THE L-BRACKET

Due to the chamfered holes and counter sunk bolts, the cup can also be adjusted both inward and outward in terms of the angle in the horizontal plane. The photos to the right both show the cup in the inward angle position, with the cup in either the first row (left) or second row hole (right).

Please experiment with your optimal setup and only tighten up the necessary hardware once both clamps are aligned and positioned correctly to ensure comfort.

The above information is provided purely as a reference and there are infinite options for how to set the arm rest kit up on your personal bike.

