PROFESSIONAL HIGH RACER

ASSEMBLY MANUAL



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FRAMESET MAP



SCREW SET

1x	Headset top	M6x40 mm flathead screw hex socket, Stainless Steel / Titanium
1x	Return idler	M6x20 mm cylindric head screw hex socket, Stainless Steel / Titanium
1x	Power idler ROAD	M8x100 mm button head screw hex socket, Stainless Steel / Titanium
1x	Power idler GRAVEL	M8x110 mm button head screw hex socket
2x	Front brake	M5x14 cylindric head screw
2x	Rear brake	M5x35 cylindric head screw
6x	Front boom-frame	M5x15 mm flathead screw hex socket, Stainless Steel / Titanium
2x	Stem	M5x19 screw hex socket, Stainless Steel / Titanium
2x	Seat	M5x40 mm flathead screw hex socket, Stainless Steel / Titanium
2x	Seat	M5x60 mm flathead screw hex socket, Stainless Steel / M5x55 mm Titanium
2x	Seat	M5x80 mm flathead screw hex socket, Stainless Steel / M5x70 mm Titanium
4x	Seat	M5 mm nut, Stainless Steel / Titanium
2x	Power idler	Inner diam. 8 mm Outer diam. 12 mm washer
3x	Power idler	Inner diam. 8 mm washer
Зx	Return idler	Inner diam. 6 mm washer
4x	Seat	Inner diam. 5 mm washer
4x	Seat	Inner diam. 5 mm conical washer
6x	Boom	Inner diam. 5 mm conical washer
1x	Front Light Mount	M5x12 mm button head screw hex socket + M5 mm nut
1x	Race Number Holder	M5x10 mm flathead screw hex socket + conical washer + M5 mm nut

X-SEAM MEASUREMENT

The correct measurement of your X-seam is crucial for the best bike positioning. Take your measurement as illustrated in the following drawing, barefoot and with legs together. You can place one or two books behind your buttocks to create space between your back and the wall.



MAXIMUM X-SEAM

The maximum boom length is suitable for cyclists with an X-seam of 1250 mm.

The frameset can accommodate taller riders (Xseam greater than 1250 mm) by moving the seat backward, positioning the seat center behind the seat-post plate.

For a given backrest angle, the seat center is defined as the lowest point of the seat.

MAX. 1000 mm

Seat Center

MINIMUM X-SEAM

The minimum required X-seam measurement is 1010 mm when the seat is positioned in the central configuration, with the seat center aligned with the seat-post plates.

The frameset can accommodate smaller riders (X-seam less than 1010 mm) by positioning the seat further forward, where the seat center is located in front of the seat-post plate.

For a given backrest angle, the seat center corresponds to the lowest point of the seat. It is essential to respect the specified minimum X-seam measurement to avoid interference between the front wheel and the cranks during turns.



SEAT ASSEMBLY

The seat is widely adjustable in height, position and angle: drill 5 mm diameter holes in the seat and cut the spacers to size for your position.



SEAT ADJUSTMENT

When adjusting the seat position, consider that its forward and backward movement directly affects the weight distribution between the wheels, significantly influencing the bike's handling and stability. Furthermore, the height difference between the seat and the bottom bracket impacts pedaling dynamics and efficiency.

For optimal positioning and comfort, we highly recommend consulting with a biomechanics expert.



REAR SPACERS ADJUSTMENT

It is possible to adjust the backrest inclination by simply changing the height of the rear spacers. In this case, the height difference between the seat and the bottom bracket remains unchanged as the seat inclination varies. Note that a lower backrest inclination (shown in red) corresponds to a shorter distance between the pelvis and the pedals, while a greater inclination (shown in green) results in a longer distance.

FRONT SPACERS ADJUSTMENT

It is possible to adjust the backrest inclination by simply changing the height of the front spacers. In this case, the height difference between the seat and the bottom bracket changes as the seat inclination varies. Note that a lower backrest inclination (shown in red) corresponds to a longer distance between the pelvis and the pedals, while a greater inclination (shown in green) results in a shorter distance.

CARBON FRONT LIGHT MOUNT INSTALLATION

- 1. The installation of the Front Light Mount must precede the installation of the Pressfit cups.
- 2. Drill the lower wall of the boom with a 5 mm diameter drill bit.
- 3. Prepare the M5x12 mm screw by applying strong threadlocker to ensure long-term tightness.
- 4. Install the Front Light Mount aligned along the axis of the frame. Insert the M5 screw from below and tighten the M5 nut from the inside.



CUTTING THE BOOM

op



To achieve the perfect coupling between the boom and the frame, use the dedicated cutting mask.

Before cutting the boom to the desired length, we suggest practicing by cutting only a shorter section of the boom. Cut out the mask along the edges highlighted with a cutter and a ruler or a square. Place the mask on the boom, making sure to align the bottom edges, then secure the mask to the boom with tape.

Once you've cut the boom to the desired length, before removing the mask, use the highlighted circular references on the sides of the mask to drill the holes needed for mounting on the frame.

MINIMUM FRAME LENGTH

If the length of the boom allows, it is recommended to attach the boom to the frame using the first and last pair of threaded seats. If necessary, the frame can be shortened. To ensure a sturdy assembly between the frame and the boom, it is necessary to respect the minimum allowed length of the frame.



PRESSFIT CUPS INSTALLATION

- 1. Apply a layer of lithium grease (water-resistant) to the right and left cups.
- 2. Position the right cup on the right side of the boom.



3. Use the manual press to push the cup into place until it is fully seated, ensuring it enters straight.



- 4. Remove the press and repeat the same operation on the left side.
- 5. Check that the cups are fully inserted without any gaps or misalignments.
- 6. Verify that the bearings rotate freely without any friction.

INTEGRATED CABLE ROUTING INSTALLATION

1. Assemble components: attach headset, stem and fork to frame. Position bearing outer race chamfer towards headtube. Mark stem top, then mark a line 3 mm below for cutting.

2. Cut steerer tube: remove fork from frame. Cut steerer tube to marked length. Remove burrs from cut.

3. Check the steerer tube length: assemble stem, headset, fork and expander. Screw on the headset cap. Once the cap is properly tightened, ensure there is a 1 mm gap between the cap and the expander.



INTEGRATED CABLE ROUTING INSTALLATION

4. Cable routing: Thread brake line through fork exit hole. Route through fork leg. Pull to final caliper position. Route shifting cable housing and rear brake line through frame. Exit from top of head tube. Pull cables to final position at derailleurs/calipers.

It is recommended to use **specific anti-rattle foam** to silence the rear derailleur housing and the rear brake hose.

It is recommended to use 'C' shaped pipette (Shimano SM-VBRK for V-brake) to stop the front derailleur cable housing.



INTEGRATED CABLE ROUTING INSTALLATION

5. Top cover routing: pass housings/brake lines through headset top bearing and top cover. Avoid tight turns for shifting housings.

6. Install compression ring: place between top cover and upper bearing.

7. Handlebar routing: route housings/brake lines through stem and handlebar. It is recommended to apply a layer of carbon fiber-specific grease inside the stem before installing the handlebar.

8. Complete setup: Install headset expander. Check handlebar movement for restrictions.



INTEGRATED CABLE ROUTING INSTALLATION / Other Stems

As an alternative to the standard stem and handlebar, you can install any type of handlebars and stem without Integrated Cable Routing.

To fit a traditional stem, the top cover comes with a modification: the two male pins are removed.

To assemble the headset, fork, and stem, follow the procedure illustrated in the previous two pages.

To allow the cables and housings to enter without pinching, a series of spacers must be inserted between the stem and the top cover.



BAR-END SHIFTERS INSTALLATION

The handlebar ends are drilled for the internal routing of derailleur and shifter housing. If you wish to insert a barrel adjuster for the rear derailleur cable, you can remove the brake hose guide on the right side of the handlebar and insert the rear derailleur housing along with the brake hose. If you wish to install different cable-operated shifters than bar-end shifters, you need to follow the same procedure on both sides.



FRAME PROTECTOR INSTALLATION

It is important to position the adhesive protector very close to the exit hole of the rear derailleur cable. This ensures that the chainstay is protected from the chain when it runs on the smallest cog.



STANDARD CHAIN MANAGEMENT

The Standard Chain Management configuration includes a power idler, a return idler, a front-mounted drive chain tube (50 cm) to protect the front fork and a rear-mounted return chain tube (60 cm) to protect the rear frame. The drive chain runs externally, while the return chain runs internally.

To protect the frame from the chain, it is necessary to apply adhesive protector to the upper part of the right rear chain stay. Alternatively, it is possible to install a drive chain tube also on the rear.







Return idler

POWER IDLER INSTALLATION

To mount the power pulley with a front power chain tube and a return chain tube, it is necessary to follow the order indicated in the drawing.

With the Gravel front fork, to avoid contact between the power chain tube and the front fork, it may be necessary to add a thicker spacer between the inner chain tube bracket and the frame.



Racing and Touring Frameset: M8x100 mm / Gravel Frameset: M8x110 mm

SHORT TUBE CHAIN MANAGEMENT

The Short-Tube Chain Management configuration includes a power idler, a return idler and a short return chain tube (min 20 cm, max 60 cm). To protect the frame from the chain, it is necessary to apply adhesive protector to the upper and lower part of the right rear chain stay.



POWER IDLER INSTALLATION / Short-Tube Chain Management

To mount the power pulley with the return chain tube only, it is necessary to follow the order indicated in the drawing.



MINI RETURN IDLER INSTALLATION

In both Standard Chain Management or Short-Tube Chain Management follow the order indicated in the drawing to mount the Mini return pulley above the front fork. To avoid damaging the front fork, do not use a screw longer than 20 mm.



POUCH INSTALLATION



To mount the pouch on the seat, you need to drill four slots. It is important to respect the indicated widths to avoid drilling the shoulders of the seat, compromising its resistance. Assemble the pouch by inserting the male and female Velcro strips into the slots.



RACE NUMBER HOLDER INSTALLATION

1. Drill the seat in the upper part, in the middle, with a 5 mm bit.

2. Prepare the M5x10 mm screw with threadlocker to ensure the tightening over time.

3. Install the number holder aligned with the frame axis. Insert the screw from the seat side using the conical washer and screw the M5 nut from the opposite side.



ASSISTANCE

For any information and assistance during assembly and adjustment, contact us:



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