KÚ CYCLE

ATHLETE PERFORMANCE

TF1

2025 - USER MANUAL

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FAST | FORK AIR STREAM TECHNOLOGY

Unique fork creating lower drag by manipulating and improving downstream airflow control.

SPB | STEERER PIVOT BOX

A brand-new rethinking of the head tube frame section eliminating the traditional fork and steerer tube.

HAS | HYDRAULIC ADVANCED SYSTEMS

Intelligent application of hydraulic subsystems in key areas.

Produced by Kú Cycle Communication Department.

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saucony
GTI
MNSTRY
FastTT
deboer
KU CYCLE
TF100
FAST

TF1 MODEL

1. DESIGN VISION - The perfect fit between body and machine

The Kú TF1 is a visionary triathlon bike.

Our design philosophy is a journey that always starts with looking for new ways to deliver real athlete performance gains.

The complete redesign of the front of the bike made possible by the introduction of disc brakes was a problem worth solving: The front of the bike is the area that influences up to 90% of wind drag for the rider + bike combined.

The TF1 is a Formula 1-inspired design where the front of the vehicle is critical to airflow and hence performance of the entire car.

The TF1 design showcases a striking aerodynamic high fork and head tube tucked between the rider's arms, which opens up the entire front of the bike. This revolutionary design helps lower overall bike + rider drag due to reduced air-blockage and improved downstream airflow control.

A never seen before Steerer Pivot Box eliminates the traditional fork steerer tube to deliver improved front-of-bike stiffness and more direct steering response.

The front of bike design also introduces an industry-first frame specific fork length, matching the fork length to each customer frame size, resulting in an optimized rider weight distribution and "feeling one with the bike".

Rider specific
The TF1 design introduces, a frameset completely optimized to each individual customer, built to order and one hundred percent rider specific.

Not only is this athlete centric frame geometry personalised, the frame paint scheme and logo decals can be personalised designs. All delivered in an amazing customer experience.

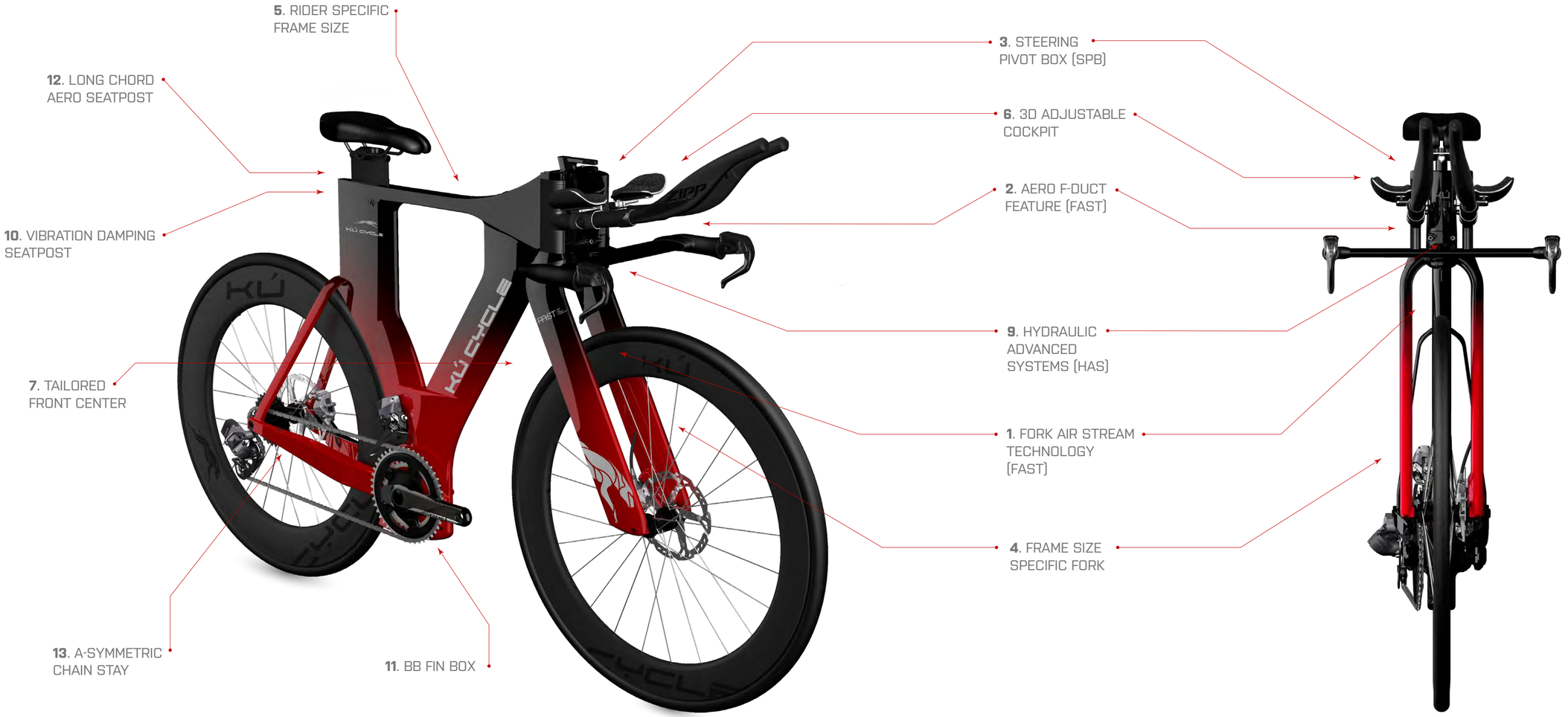
In partnership with our network of world class Kú authorised fitters, the TF1 advances every aspect of athlete performance; starting with the rider's personal biomechanics, bike + rider aero performance, and catering to the rider's personal bike handling skills.

The result
TF1 delivers major aero drag reductions and a perfect fit between body and machine to significantly improve athlete performance.

Our bike designs and performance solutions will change the sport forever.



2. TECHNICAL FEATURES



2. TECHNICAL FEATURES

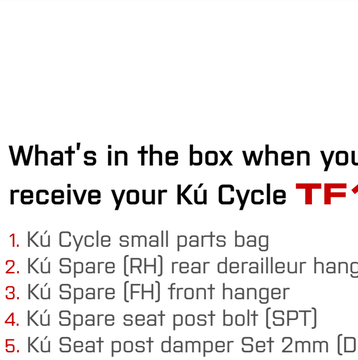
TITLE	DETAILS	INDUSTRY FIRST	BENEFITS
1. Fork Air StreamTechnology (FAST)	◉ Reduced frontal area ◉ Improved downstream airflow control	YES (Patent granted)	◉ Reduces airflow blockage on the front of the bike ◉ Improved downstream airflow control ◉ Lower overall bike + rider drag
2. Fork Air StreamTechnology (FAST)	◉ improved flow from arms round head tube/pivot box	YES (propriety technology)	◉ Reduces airflow blockage on the front of the bike ◉ Improved downstream airflow control ◉ Lower overall bike + rider drag
3. Steerer Pivot Box (SPB)	◉ The head tube frame section has become a closed box ◉ The fork is connected directly to the steerer box by means of external steerer pivots	YES (propriety technology)	◉ Front-end stiffness ◉ More direct steering response ◉ Strength / Weight
4. Frame size specific fork	◉ Fork length is matched precisely to each individual frame	YES (Patent granted) For mass produced bikes	◉ Matching fork length precisely to each customer frame ◉ Optimized rider weight distribution ◉ Tailor front-center to rider handling preference
5. Rider specific frame size	◉ Individual customer frame produced exactly matching the customer bike fit prescription		◉ Improved translation of biomechanical and aero fit to bike. ◉ Improved athlete performance ◉ Improved performance stability ◉ Improved biomechanics ◉ Improved aero performance ◉ Improved bike handling
6. 3D adjustable Cockpit	◉ Simple stack adjustment from switching spacer position ◉ Sliding arm cup monts for easy reach adjustment ◉ One piece width extender for easy elbow position adjustment		◉ Improved translation of biomechanical and aero fit to bike ◉ Ability for micro adjustments to tune fit

2. TECHNICAL FEATURES

TITLE	DETAILS	BENEFITS
7. Tailored front center	◉ The Kú **TF1** provides bike fitters and their customers with a choice of front-center dimensions	◉ Bike response matched to rider's experience and bike handling skills
8. Personalised	◉ Personal paint scheme (Level 1 – 3) ◉ Logo decal scheme	◉ Enables complete personal choice of bike look & feel ◉ Enables teams to develop team bikes
9. Hydraulic Advanced Systems (HAS)	◉ Smart connector allowing coupling and decoupling of hydraulic brake lines	◉ Easy breakdown of the Kú **TF1** bike for travelling ◉ No need for rebleeding
10. Vibration damping seat post	◉ Seat post rides on Sorbothane pads ◉ Enable shock damping	◉ Improved comfort ◉ Improved endurance
11. BB fin box	◉ Removable tool box under BB	◉ Integrated storage
12. Long chord aero seat post	◉ Wide aero profile seat post for improved flow under saddle	◉ Wide range of virtual seat post angles ◉ Improved biomechanics ◉ Aggressive aero position
13. Tubeless Storage Box	◉ Nose cone storage facility	◉ Easy to access emergency storage ◉ Compatible with Dynaplug style tubeless repair kit and CO2 inflator

What's in the box when you receive your Kú Cycle TF1 ?

1. Kú Cycle small parts bag
2. Kú Spare (RH) rear derailleur hanger
3. Kú Spare (FH) front hanger
4. Kú Spare seat post bolt (SPT)
5. Kú Seat post damper Set 2mm (D2), 3mm (D3), 5mm (D5)
6. Kú Steering lock cushion stickers
7. Kú Copper grease
8. Kú Carbon assembly paste
9. SRAM Battery cover eTap/eTap AXS
10. SRAM Battery cover for eTAP front and rear derailleurs
11. SRAM ETAP Battery charger and cord (ETC)
12. SRAM ETAP Battery 1x or 2x (ETB)
13. SRAM Red E1 AXS 46-50T front derailleur adjustment tool
14. SRAM Brakes spacer 24
15. SRAM, AXS front derailleur adjustment tool



1.



15.



14.



13.



12.



11.



10.



9.



8.
CARBON ASSEMBLY PASTE



7.
COPPER GREASE



2.



3.



4.



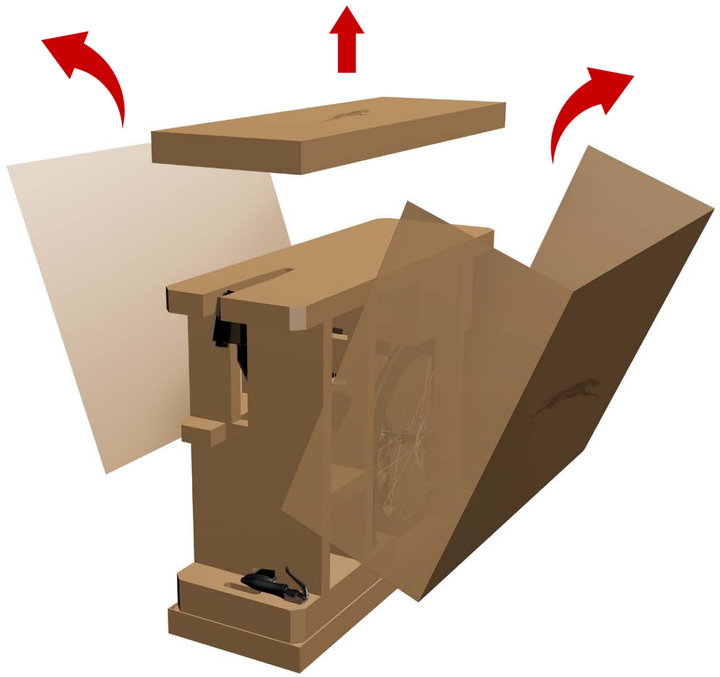
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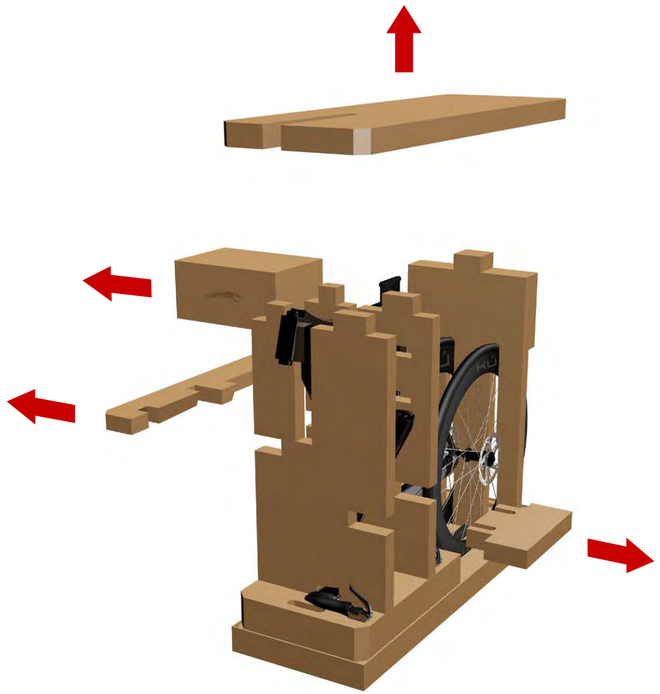
6.

4. UNBOXING - Kú has developed a highly protective packing box for the shipment of each **TF1**

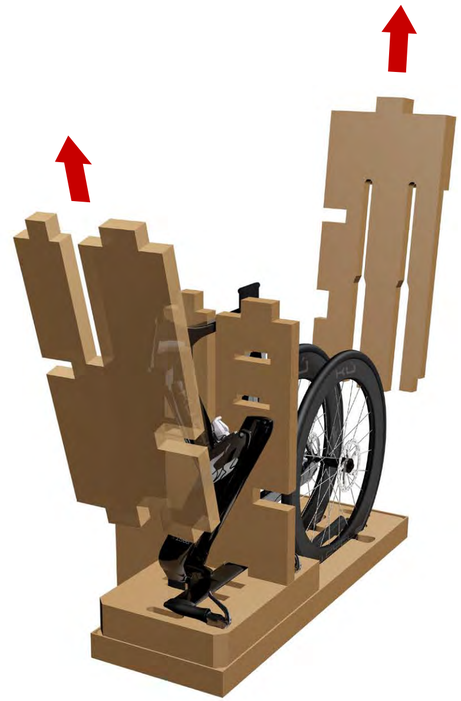




STEP 1



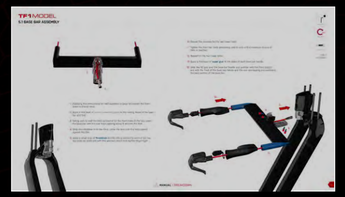
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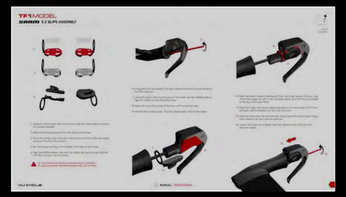
STEP 3


cadomotus
FastTT
FAST

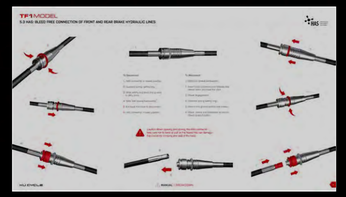
5.1 Base bar assembly
Page 12



5.2 SRAM Blips assembly
Page 13



5.3 HAS Bleed free connection of front and rear brake Page 14



5.4 Fork to frame connection
Page 15



5.5 Headset, extensions and Bar Assembly Page 16



5.6 Cockpit FastTT adaptor assembly Page 17



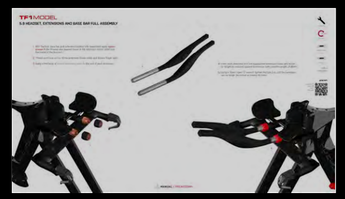
5.7 SRAM Blips bar end holder assembly Page 18



5.8 Fork and extension holder to frame assembly Page 20



5.9 Headset, extension and base bar full assembly Page 21



5.10 Seat Post and Saddle assembly
Page 22



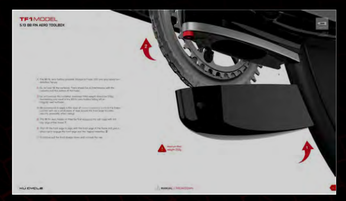
5.11 Front Wheel Installation
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5.12 Rear Wheel Installation
Page 24



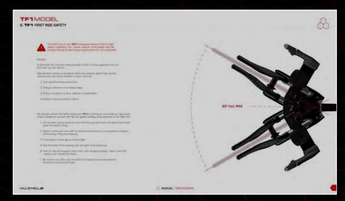
5.13 BB fin aero tool box
Page 25



5.14 Bento box and front hydration
Page 26



5.15 TF1 First ride safety
Page 27







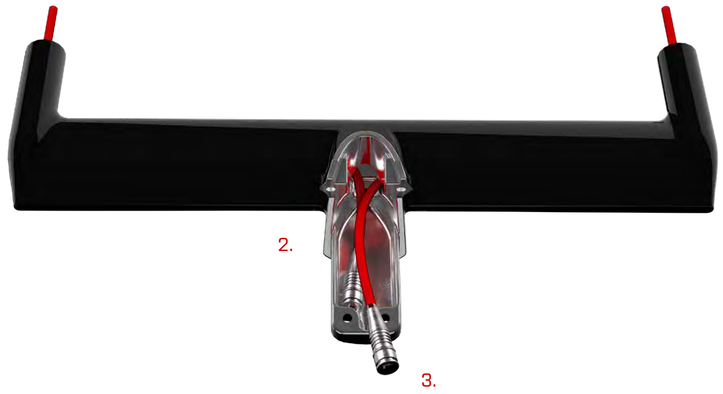






TOOLS REQUIRED

5.1 BASE BAR ASSEMBLY



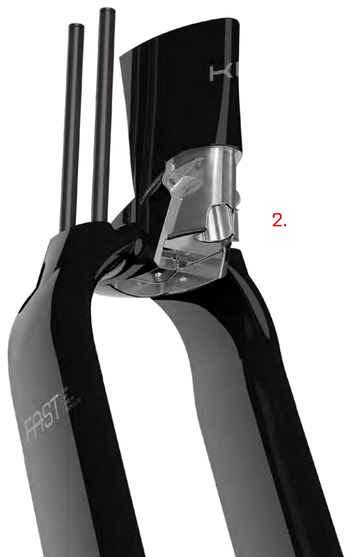
6. Repeat this process for the two lower bolts.
7. Tighten the front two bolts alternating side to side until a maximum torque of 5Nm is reached.
8. Repeat for the two lower bolts.
9. Apply a thin layer of **super glue** to the sides of each base bar handle.
10. Slide the 3D grip over the base bar handle and position with the front edge in line with the front of the base bar handle and the rear overlapping and enclosing the aero section of the base bar.



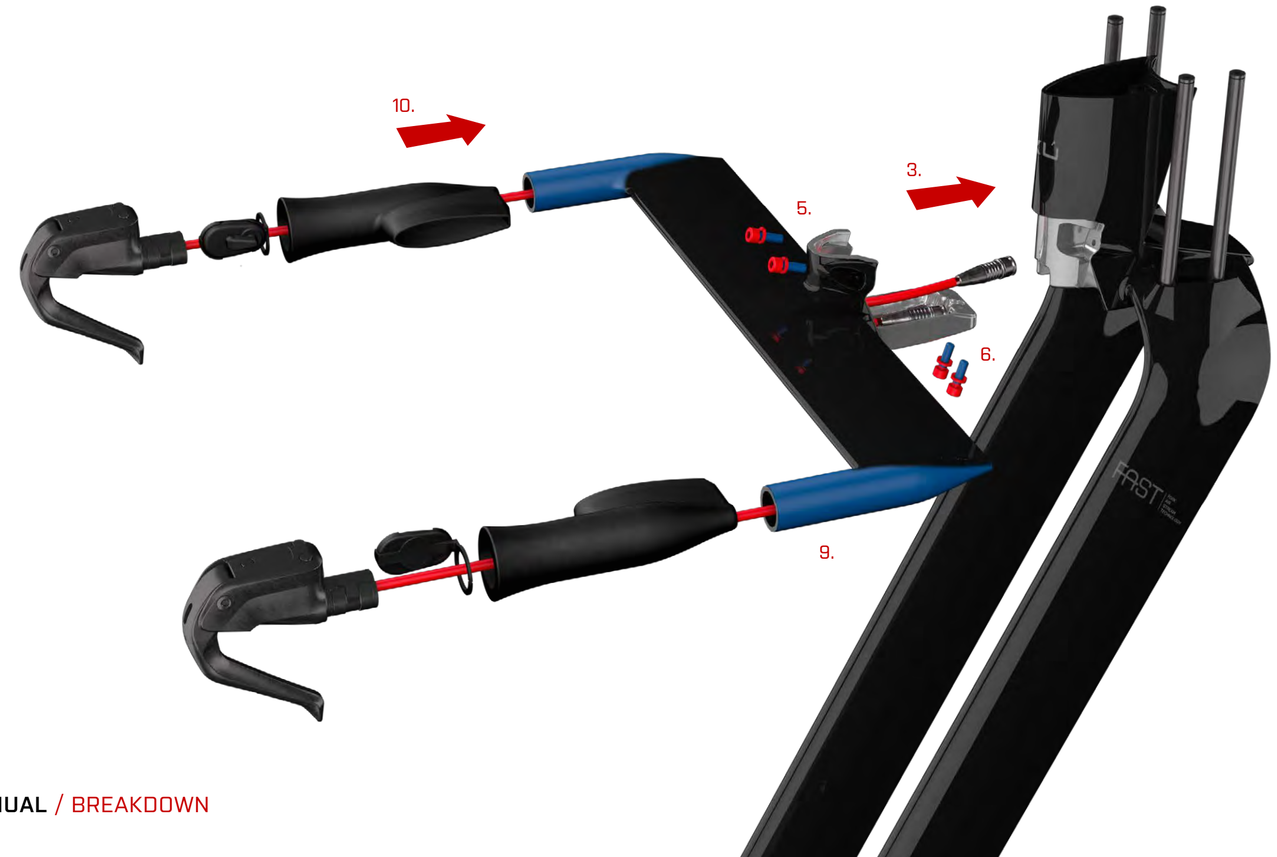




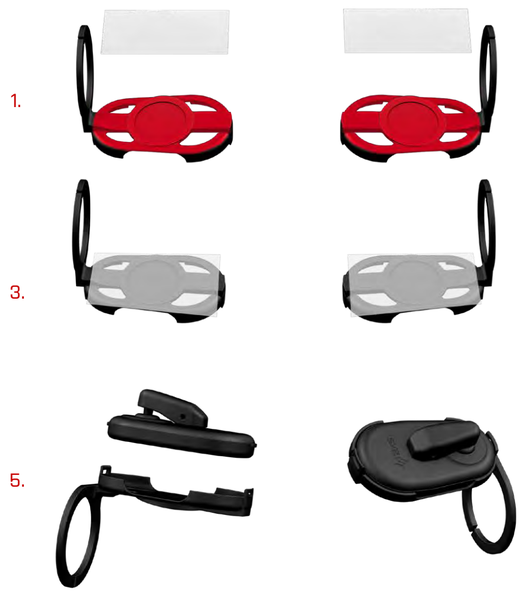
TOOLS REQUIRED



1. Following the instructions for HAS operation in page 14 connect the front brake hydraulic lines.
2. Apply a thin layer of carbon assembly paste to the mating faces of the base bar and fork.
3. Taking care to seat the HAS connector for the front brake in the tray under the base bar with the rear hose passing above it and into the fork.
4. Slide the handlebar from the front, under the fork until it is fully seated against the fork.
5. Apply a small drop of **threadlock** (loctite 243 or similar) to each of the two top base bar bolts and with the washers insert and tighten finger tight.



5.2 SRAM BLIPS ASSEMBLY

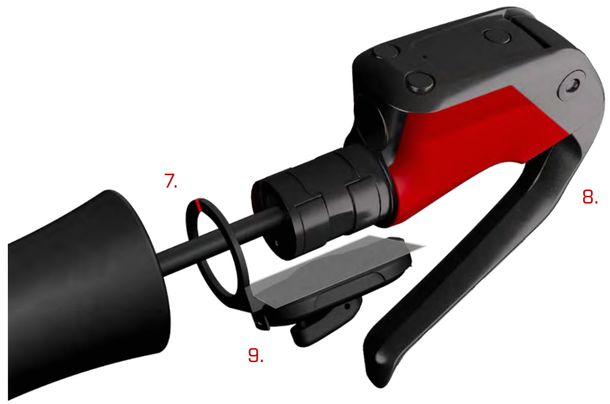


1. Clean the inside lever face of the holder with an alcohol wipe to remove any grease deposits.
2. Remove the backing paper from the double sided tape.
3. Press the double sided tape onto the lever face of the holder and apply pressure for 30 to 45 seconds.
4. Do not remove backing on the double sided tape at this stage.
5. Align the SRAM wireless blip with the holder and gently press together until the two tabs click into place.

For extra security we would recommend using a small spot of superglue between the SRAM wireless blip and the holder.



6. Using No.3 hex key slacken the lever retention bolt and remove the lever from the base bar.
7. Using the split in the mounting ring of the holder slot the SRAM wireless blip and holder over the hydraulic hose.
8. Clean the inner facing side of the lever with an alcohol wipe.
9. Remove the backing paper from the double sided tape on the holder.





10. Slide the holder forward making sure the ring is hard against the rear face of the lever, align the slot in the mounting ring to be horizontal and parallel to the top of the lever body.
11. Push the holder and double sided tape against the inside face of the lever and apply gentle pressure for 30 to 45 seconds.
12. Push the lever back into the base bar making sure the holder mount ring is held between the lever and the base bar.
13. Using a No.3 hex key retighten the lever retention bolt until the lever does not rotate.

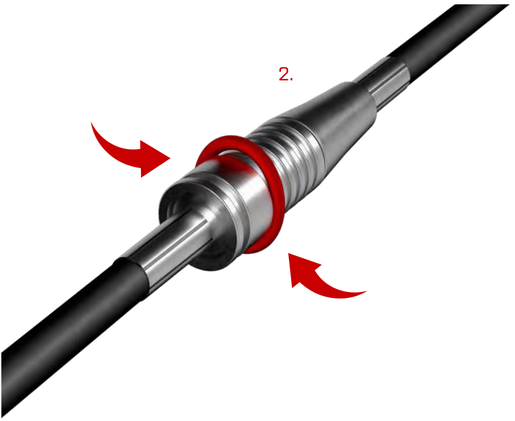


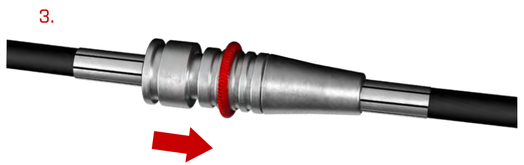
3MM HEX KEY

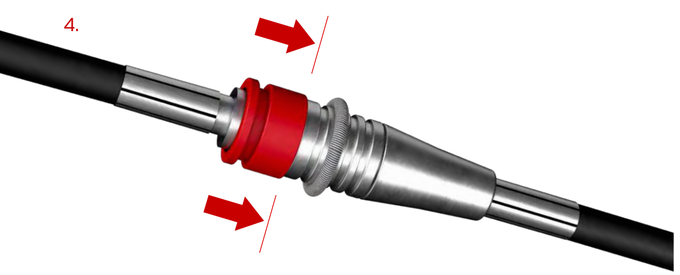
TOOLS REQUIRED

5.3 HAS: BLEED FREE CONNECTION OF FRONT AND REAR BRAKE HYDRAULIC LINES

HAS HYDRAULIC ADVANCED SYSTEMS







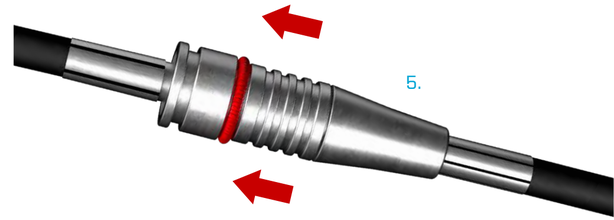


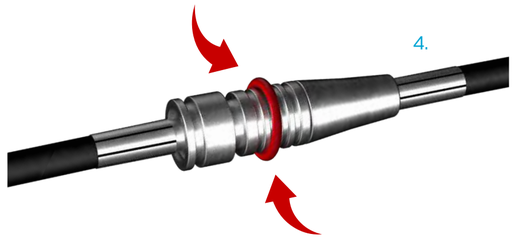
To Disconnect

1. HAS connector in closed position.
2. Squeeze spring safety ring.
3. Slide safety ring back into groove in alloy body.
4. Slide lock sleeve backwards.
5. Pull back the hose to disconnect.
6. HAS connector in open position.

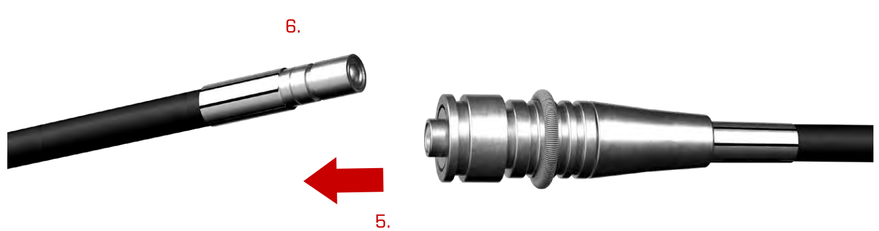
To Reconnect:

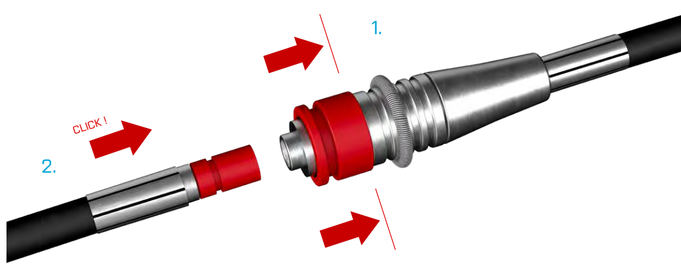
1. Slide lock sleeve backwards.
2. Insert male connector and release lock sleeve when you hear the click.
3. Check engagement.
4. Squeeze spring safety ring.
5. Slide it into groove behind lock sleeve.
6. Check sleeve and connector is secure. Check brake function.





Caution: When opening and closing the HAS connector take care not to bend or pull on the hoses this can damage the connector crimping and seal of the hose.





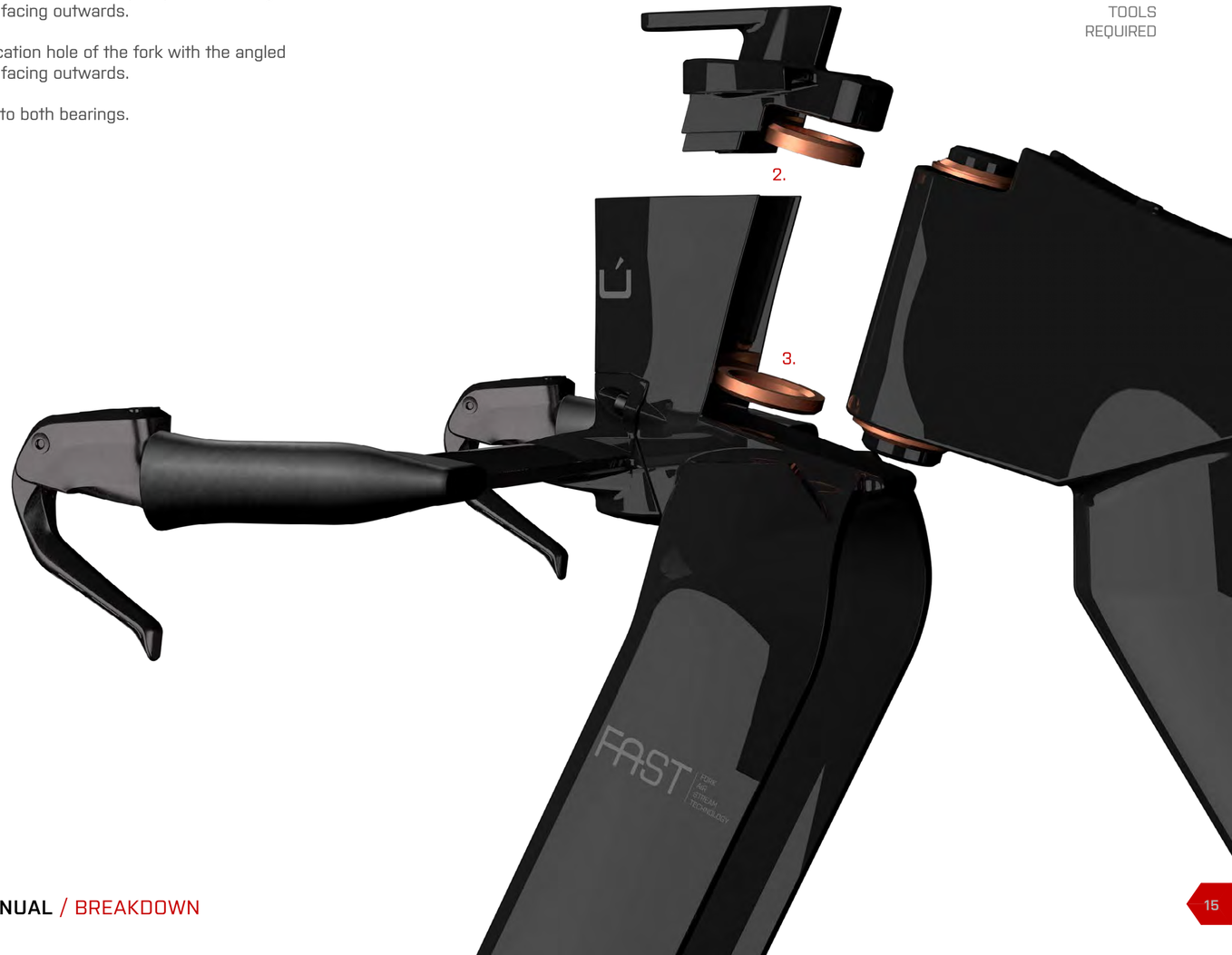
5.4 FORK TO FRAME CONNECTION



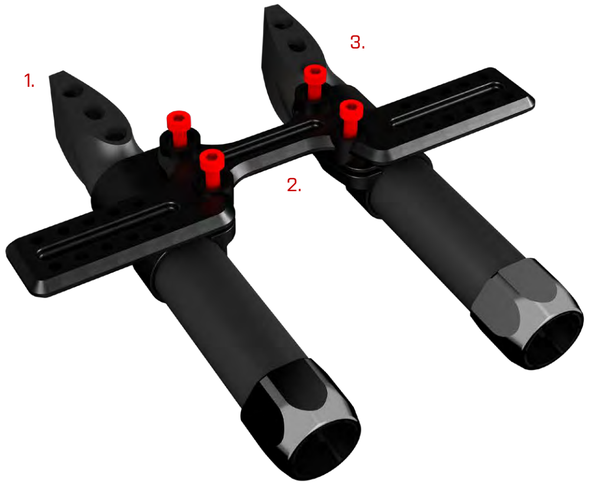
1. Make sure the Queen (upper) and King (lower) race are in place around the head tube.
2. The Queen bearing must sit in its location in the Top Cap with the angled (chamfered) face of the inner ring facing outwards.
3. The King bearing must sit in its location hole of the fork with the angled (chamfered) face of the inner ring facing outwards.
4. Add a thin layer of **copper grease** to both bearings.



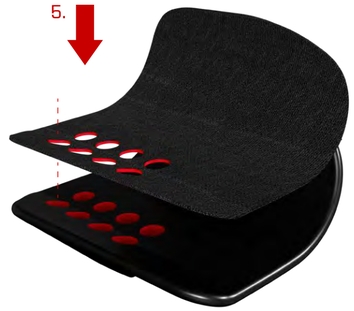
TOOLS REQUIRED



5.5 HEADSET, EXTENSIONS AND BASE BAR ASSEMBLY















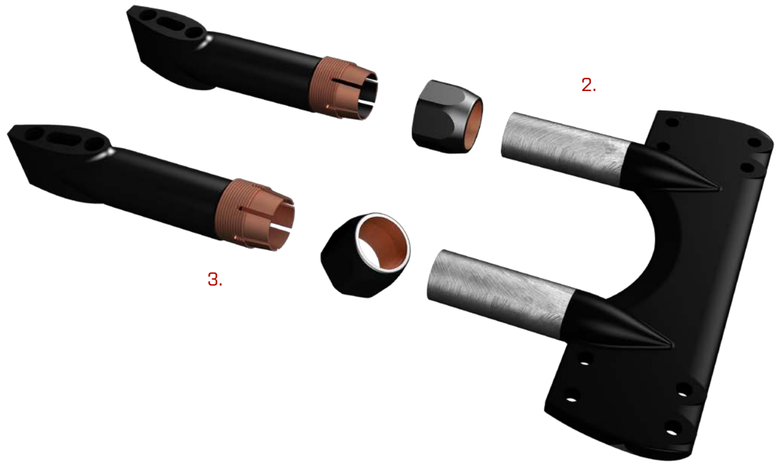
TOOLS REQUIRED

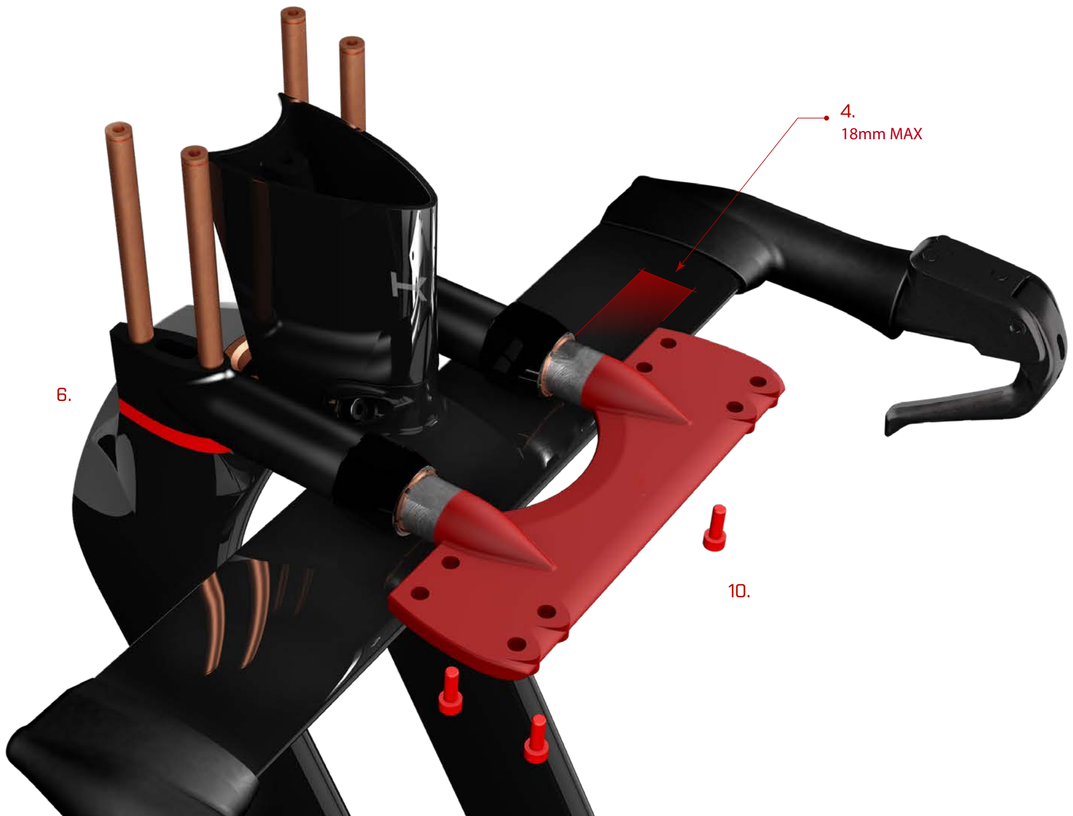
1. Place the armrest mounts aligned in the fore and aft position with the mounting faces flat.
2. Aligning the monting holes in the cup width extender with the holes in the armrest cup mounts and insert four M5 x 20 cap head bolts finger tight. Note: the cup width extender is angled at 5° the front edge should be higher.
3. Making sure the cup width extender and armrest cup mounts are aligned tighten the four bolts in a figure of eight pattern to a torque of 4Nm.
4. Remove the backing paper from the self adhesive velcro patch (if required).
5. Aligning the holes, stick it to the upper face of the armrest cup.
6. Aligning the mounting holes in the armrest cup with those in the cup width extender place the right hand armrest cup at the desired width and reach position.
7. Use two M5 x 10 cap head bolts tighten both bolts to 4Nm.
8. Attch the armrest foam to the velcro aligning the edges with the armrest cup.
9. Repeat process for the left hand armrest cup, velcro and foam.
10. Add a thin layer of **copper grease** to the threads of and taper faces of the extension lock nuts and tighten finger tight.

5.6 COCKPIT FASTTT ADAPTOR ASSEMBLY

Prior to mounting the FastTT Aerobars, the extension holders and FastTT adaptor must be securely mounted to the **TF1** cockpit.

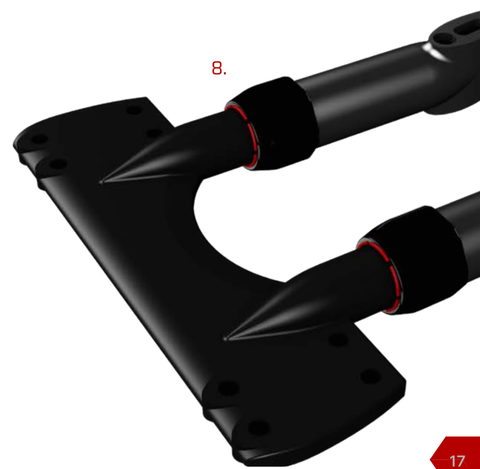
1. Apply carbon assembly paste to the arms of the FastTT adaptor.
2. Add a thin layer of **copper grease** to the threads and taper faces of the extension lock nuts and tighten finger tight.
3. For security we recommend to fully insert the FastTT adaptor.
4. For minor reach adjustment never exceed a maximum distance of 18mm from the rear edge of the adaptor to the forward face of the extension holder locknut.*
5. Supporting the fork assembly from below remove the top cap, spacers and extension assembly (if fitted).
6. Alternating sides, gradually tighten the locknuts using a 30mm 'Crowsfoot' attachment to a torque wrench. As the taper collet grips the extensions, the torque required to continue tightening will increase. Tighten to 15Nm.





7. Check the adaptor is secure. If there is any sign of movement further tighten to 20Nm
8. Check the adaptor is secure, the front edge of the collet should just be visible at the front of the lock nut. Do not exceed a torque of 25Nm.
9. Mount FastTT adjustable angle risers to the FastTT adaptor plate using 4 of M6 bolts and the bottom up procedure descibed in:
   FastTT Adjustable Angled Riser Installation Guide. (See QR).
10. Add **copper grease** to the threads of the bolts and torque to 6Nm as per the FastTT installation guide.
11. Complete installation of your FastTT aerobars following the procedures of:
    FastTT Carbon Aero Bar 2.0 Installation Guide. (See QR).
12. Note the FastTT bolt care guidleines in:
    FastTT Carbon Aero Bar Mounting Bolt Care Guide. (See QR).
13. When travelling we recommend to remove your FastTT cockpit using the four mounting bolts.
14. Do not loosen the large lock nuts and check their tightness regulalry

*Note: For additional reach extension please refer to FastTT for specific reach adjuster components.



30MM WRENCH

30MM CROWDFOOT WRENCH

COPPER GREASE

CARBON PASTE

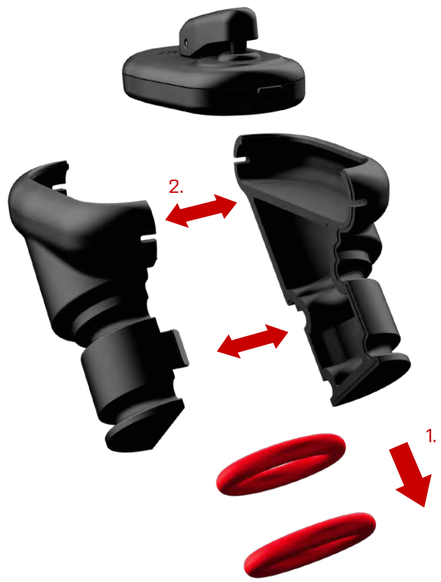
TOOLS REQUIRED

FastTT Adjustable Angled Riser Installation Guide

FastTT Carbon Aero Bar 2.0 Installation Guide

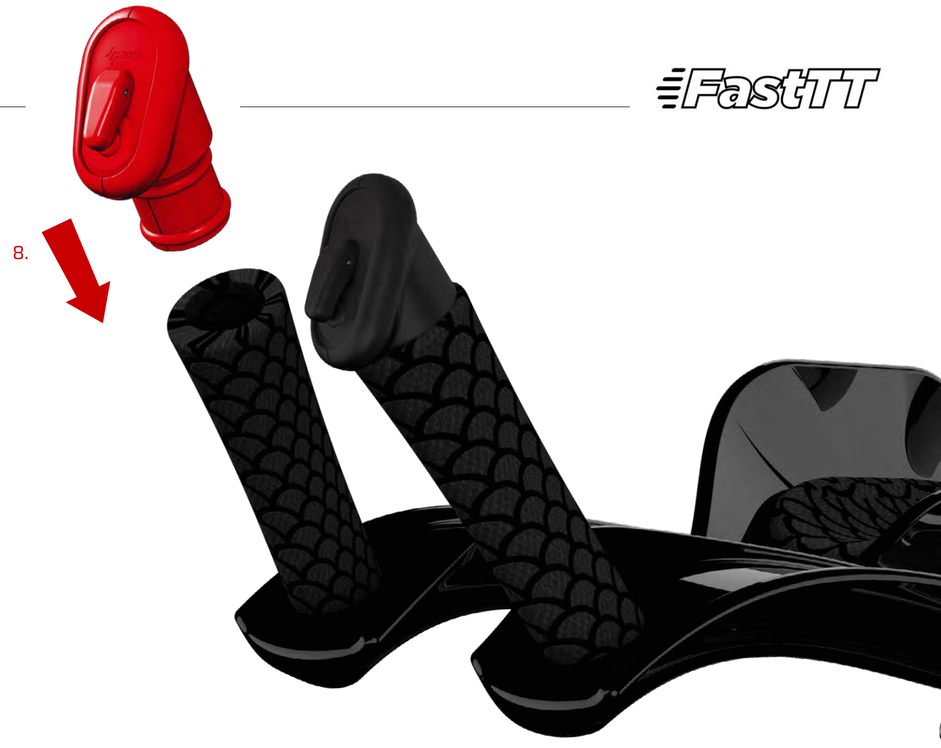
FastTT Mounting Bolt Care Guide

5.7 SRAM BLIPS BAR END HOLDER ASSEMBLY



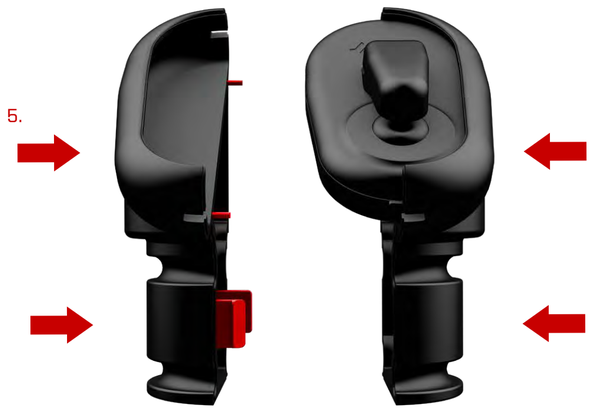
Blip Assembly

1. Remove the two security **'O'** rings by lifting them out of their respective grooves in the blip shell body and sliding off.
2. Gently prise apart the two halfs of the blip body shell taking care not to damage the connection tabs.
3. Place the self adhesive plastic shim into one half shell of the bar end blip holder.
4. Insert the blip into the half shell on top of the shim.
5. Take the other half shell and carefully align the tabs with the slots in the opposite shell.
6. Push together enclosing the blip, squeeze the round body and blip enclosure evenly until the two shells snap together.
7. Add the two **'O'** rings into each of the two grooves in the round body of the blip holder.
8. Push the blip holder into the bar end of the FastTT grip or extension.
9. Repeat for the other side.














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TF1 MODEL

5.8 FORK AND EXTENSION HOLDER TO FRAME ASSEMBLY

The following steps are best performed with an assistant:

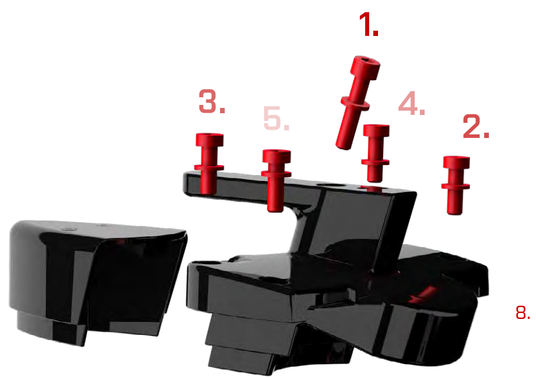
4MM HEX KEY

4Nm MAX TORQUE

COPPER GREASE

TOOLS REQUIRED

1. Support the fork vertically and offer it up to the frame.
2. Connect the rear brake HAS connector following the steps on page 14. Do not let the hose carry the weight of the fork.
3. Slide the hose and HAS connector into the pivot box and locate the King (lower) bearing on the pivot box boss.
4. Apply a thin layer of **copper grease** to each of the four support rods.
5. With the base bar installed mount the spacers and extension holder assembly over the fork support rods in the correct sequence to achieve the correct pad stack.
6. Place the extension holder and armrest cup assembly
7. Add the remaining spacers above the extension holder and armrest cup assembly.
8. Position the top cap locating the Queen (upper) bearing on the pivot box boss.
11. Insert 25mm cap head bolt (**1**) and tighten finger tight. The fork is now supported on the frame.
12. Insert four 16mm cap head bolts with locking washers (**2**, **3**, 4, 5) and tighten gradually in a figure '8' sequence, **2**, **3**, 4, 5.
13. Make sure all bolts are tightened to a final torque of 4Nm.



8.



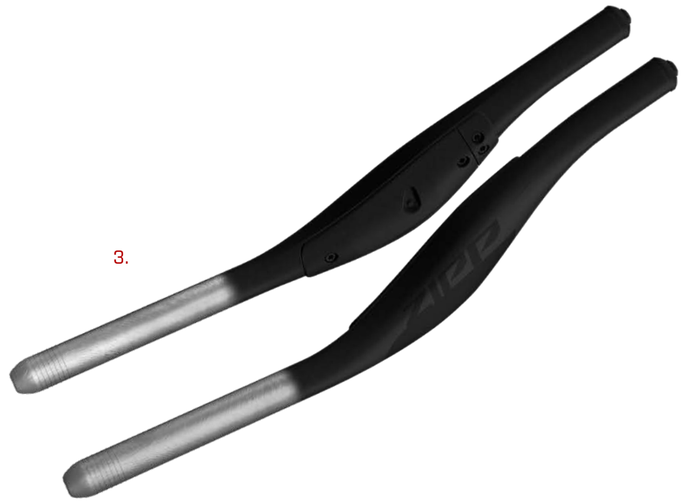
4.

5.9 HEADSET, EXTENSIONS AND BASE BAR FULL ASSEMBLY

1. With the fork, base bar and extension holders fully assembled apply **copper grease** to the threads and tapered faces of the extension holder collet and the inside of the lock nut.

2. Thread each lock nut on to the extension holder collet and tighten finger tight.

3. Apply a thin layer of carbon assembly paste to the end of each extension.



3.

4. Insert each extension into the appropriate extension holder and adjust for length as required respect a minimum safe insertion length of 45mm.

5. Gradually tighten the locknuts using a 30mm'Crowsfoot' attachment to a torque wrench. As the taper collet grips theextensions, the torque required to continue tightening will increase.Tighten to 15Nm.

6. Check the extension is secure. If there is any sign of movement further tighten to 20Nm

7. Check the extension is secure, the front edge of the collet should just be visible at the front of the lock nut. Do not exceed a torque of 25Nm.











TOOLS REQUIRED

ZIPP

Vuka Shift AXS 90 User Manuals



1.



4.

TF1 MODEL

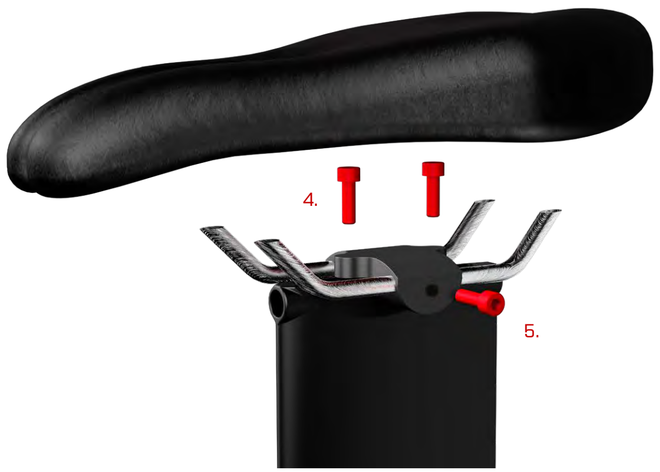
5.10 SEAT POST AND SADDLE ASSEMBLY

1. Insert the 10mm thick seat post damper into the frame seat post pocket.

2. The other thickness dampers can be used to fine tune saddle height as required.

PARTS







3. Mount the Ritchey seat post clamp to the seat post by sliding the barrel nut or rear bottle mount into the hole in the top of the seat post.

4. Align the barrel nut holes to the seat post clamp and tighten the two vertical bolts using a No.4 hex key to 4Nm.

5. Release the saddle rail clamps by slackening the single bolt in the side of the clamp using the No.5 hex key.

6. Install your choice of saddle into the Ritchey seat post clamp, adjust for position and angle then tighten the bolt to 12Nm using the No.5 hex key.

7. Install the seat post and saddle by sliding the assembly into the seat post location pocket in the frame.

8. Place the small rubber washer into the seat post clamp bolt hole so it sits against the side of the seat post.

9. **Copper grease** the thread and insert the seat post clamp bolt and tighten to a maximum of 4Nm. Warning! Over tightening the bolt can damage the bolt and the frame.

10. To remove the seat post for adjustment remove the seat post clamp bolt and remove the rubber washer before lifting the seat post from the seat post location pocket.







TOOLS REQUIRED





TF1 MODEL

5.11 FRONT WHEEL INSTALLATION





TOOLS
REQUIRED

PARTS



1. Lightly grease the threads and shaft of the thru' axle.
2. Align the edge of the disc with the slot in the caliper.
3. Position the wheel with the hub ends in the location pockets.
4. With the wheel in position slide the thru' axle into the LH fork leg and engage the hub.
5. Tighten the axles with the No.6 hex key to a maximum of 10Nm.

TF1 MODEL

5.12 REAR WHEEL INSTALLATION

1. To remove the rear wheel support the bike in a vertical position.
2. Make sure the chain is in the largest chain ring and the smallest rear sprocket.
3. Slacken the 12mm thru' axle using an No.6 hex key.
4. Before the axle disengages from the rear derailleur hanger, hold the rear derailleur and give the axle a sharp tap on the left hand side.
5. This will disengage the rear derailleur hanger releasing it from the frame along with the rear derailleur.
6. Remove the axle.
7. Holding the rear derailleur, lift the rear of the frame allowing the wheel to clear its location.
8. Holding the rear derailleur, lift the chain clear of the rear sprockets and remove the wheel.
9. The rear derailleur can be allowed to rest on the ground or, using the rear derailleur hanger can be reinserted and supported in the frame.
10. To replace the wheel hold the rear derailleur and re-engage the chain around the smallest rear sprocket.
11. Lightly grease the threads and shaft of the thru' axle.
12. Align the edge of the disc with the slot in the caliper.
13. Position the wheel with the hub ends in the location pockets.
14. With the wheel in position, slide the thru' axle into the LH chainstay and engage the hub.
15. Tighten the axle with the No.6 hex key to a maximum of 10Nm.

PARTS







6 MM HEX KEY

10Nm
MAX TORQUE

TOOLS REQUIRED

TF1 MODEL

5.13 BB FIN AERO TOOLBOX

1. The BB fin aero toolbox provides storage for tools, CO2 and your spare rear derailleur hanger.

2. Do not over fill the container. There should be no interference with the contents and the bottom of the frame.

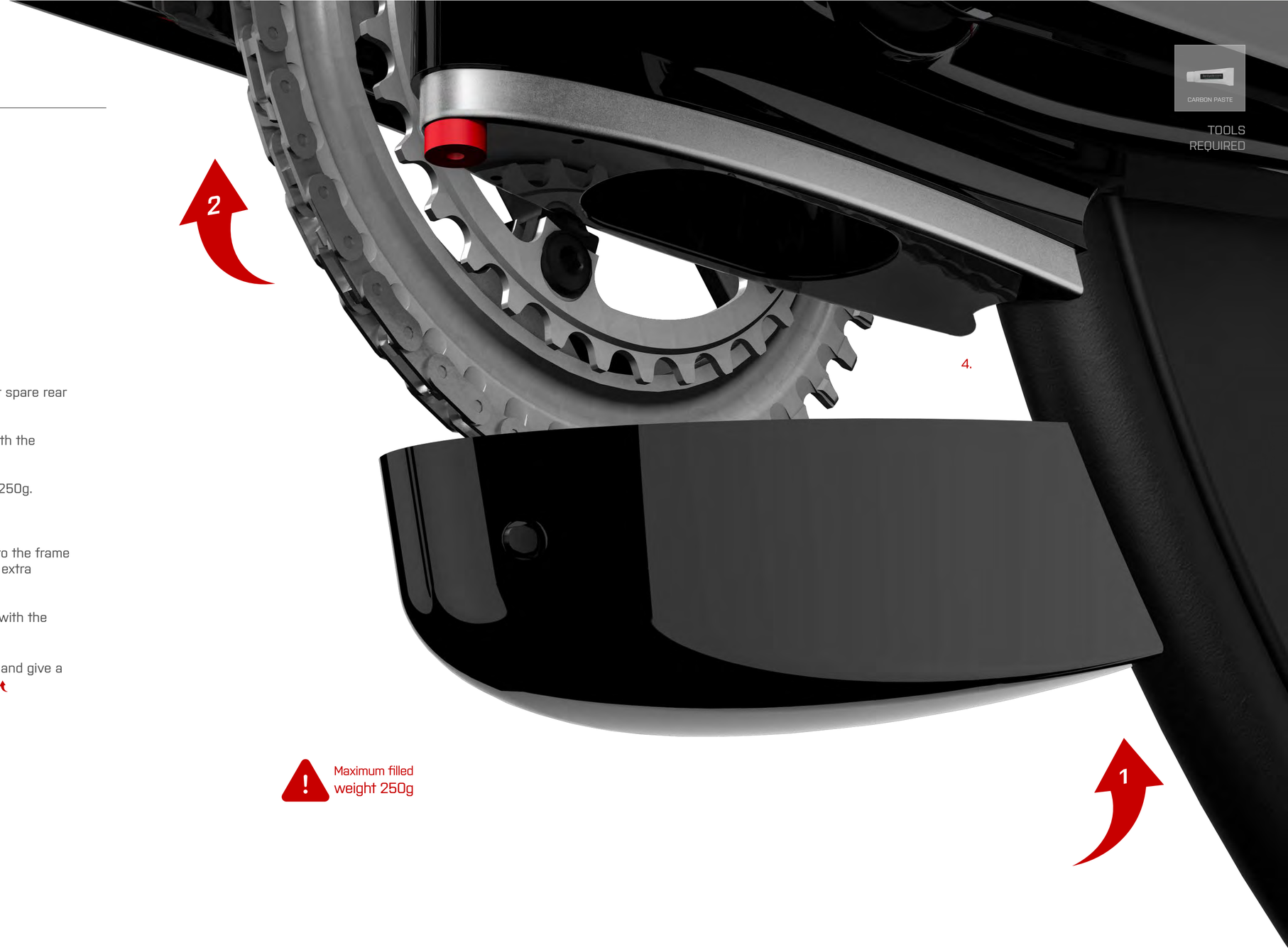
3. Do not overload the container, maximum filled weight should be 250g. Overloading can result in the BB fin aero toolbox falling off on irregular road surfaces.

4. We recommend to apply a thin layer of carbon assembly paste to the frame junction and use a small piece of tape around the front edge for extra security, especially when racing!

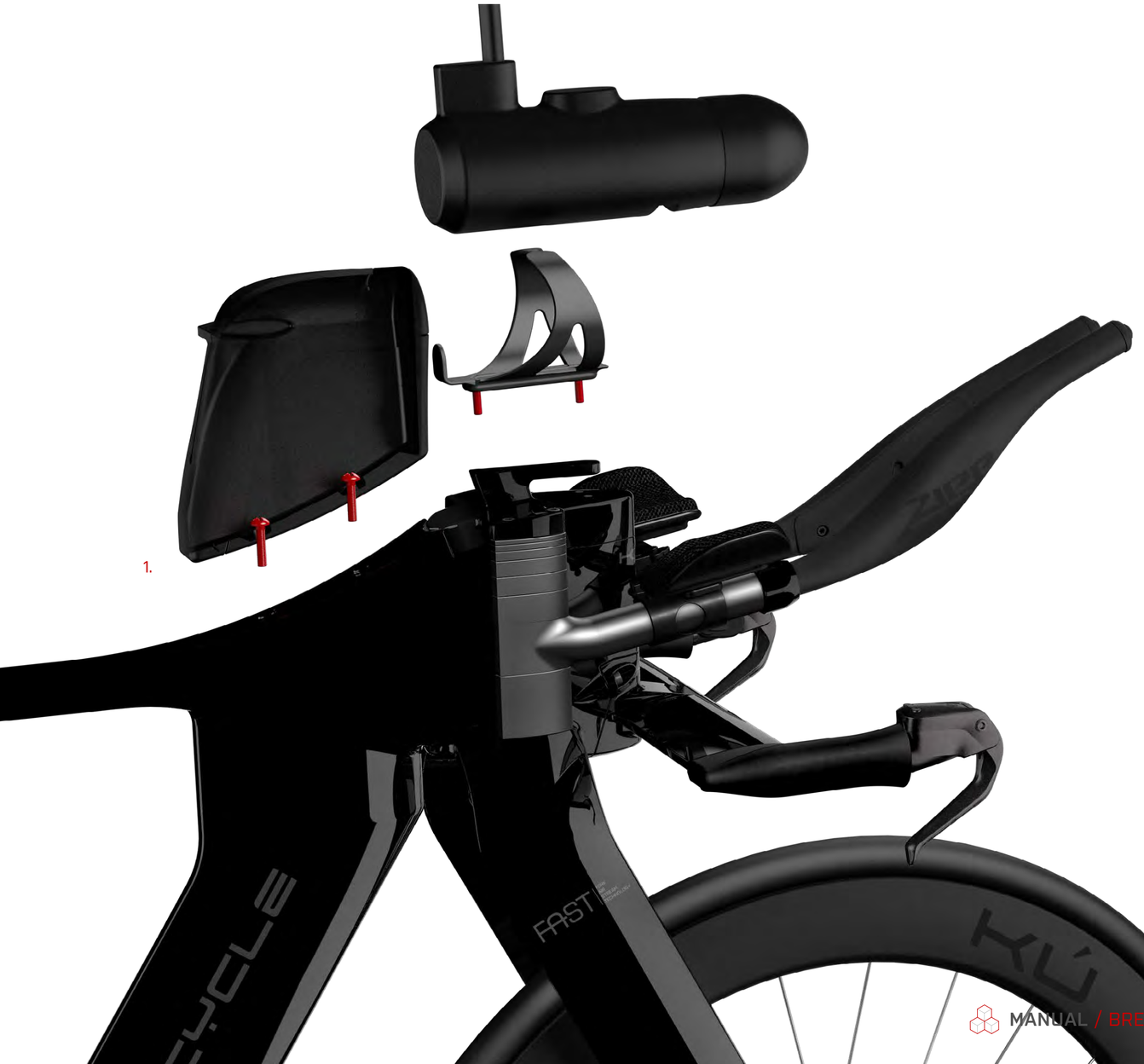
5. The BB fin aero toolbox is fitted by first engaging the rear edge with the rear edge of the frame. **1**

6. Then lift the front edge to align with the front edge of the frame and give a sharp tap to engage the front edge and the magnet retention. **2**

7. To remove pull the front sharply down and un-hook the rear.



5.14 BENTO BOX AND FRONT HYDRATION









TOOLS REQUIRED

1. Using a long cross head screw driver insert the the two M5 button head bolts through the slot in the Bento soft cover and through the holes in the base of the Bento.
2. A small piece of tape can be used to prevent the bolts falling back inside the Bento.
3. Align the front bolt with the hole in the frame and engage the threads enough to retain the bolt.
4. Repeat for the rear bolt.
5. Tighten front and rear bolts until the Bento is secure and does not move.
6. Secure any standard bottle cage using two M5 bolts to the top cap mounting.
7. Ensure the bottle cage is as far foward as possible to prevent inference between the base of the bottle and Bento.
8. After assembly insert a bottle and check that the full steering range can be achieved before the bottle and Bento touch.

The FAST fork on your **TF1** is designed without limits for high speed competition use. Certain aspects of the design may fall outside national or international requirements for non-competition use.

Caution

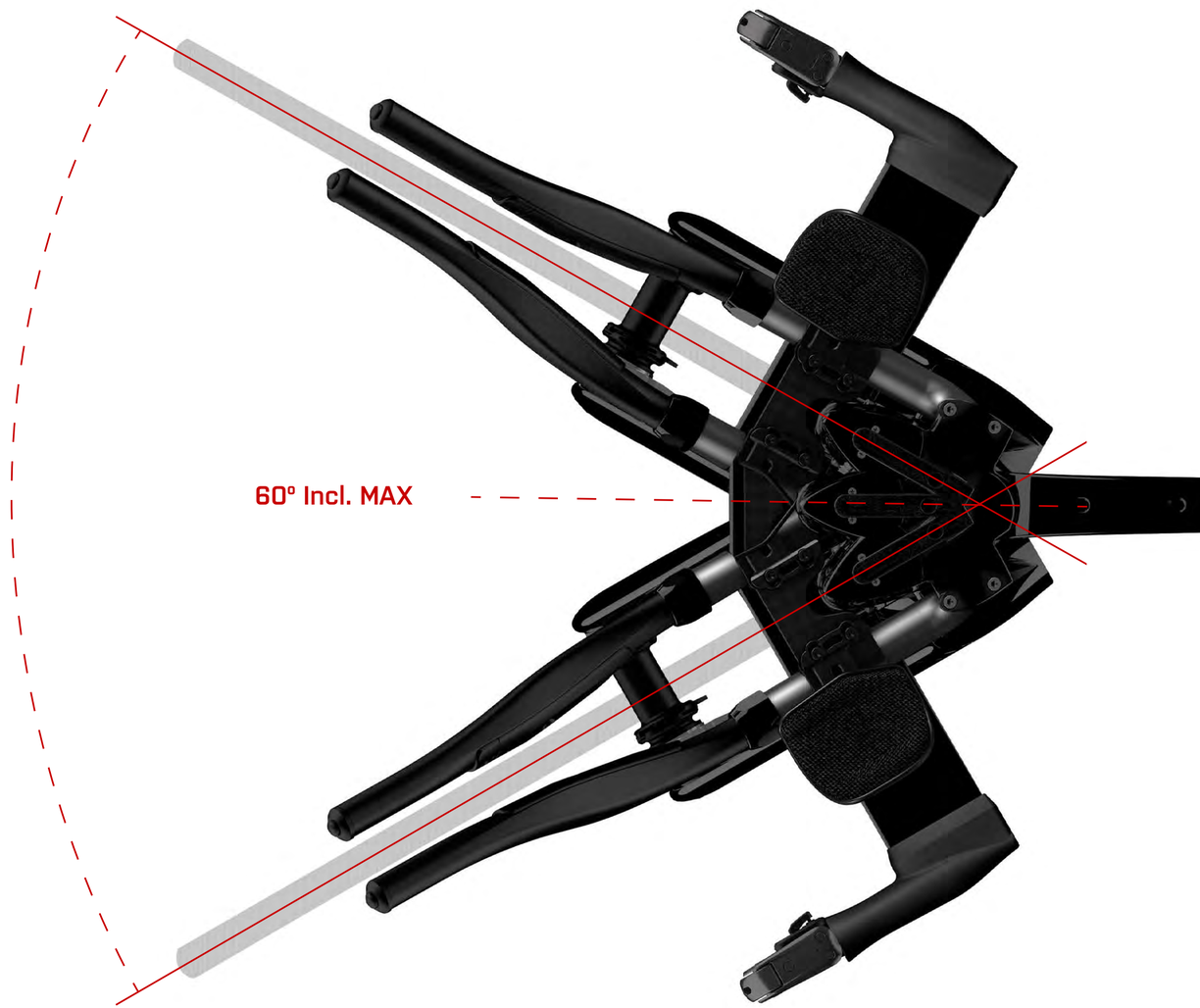
In particular the maximum steering angle of FAST's unique geometry may be less than you are used to.

Take extreme caution in situations where any need for tighter than normal steering lock may cause accident or injury such as:

1. Low speed handling maneuvers
2. Riding in restricted or confined areas
3. Riding in proximity to other vehicles or pedestrians
4. Riding in close proximity to others

We strongly advise that before riding your **TF1** in training or race mode you take some time to familiarise yourself with the low speed handling characteristics of the FAST fork.

1. Do not wear cycling shoes for your first ride, you will want to be able to put a foot down to prevent falling.
2. Select a wide open area with no obstructions where you can practice mounting, dismounting, riding and stopping.
3. A car park or similar paved area is ideal.
5. Feel the limits of the steering, left and right, while stationary.
6. Start to ride and imagine a train track, with shoulders locked, steer to the limit making a turn 'inside the tracks'.
7. Be ready to put down your inside foot if required to maintain balance. Practice turns to left and right.




FUSION
FUSION
MIZUNO

6. **TF1** PARTS SUMMARY



32. RITCHEY WCS 1-BOLT SADDLE CLAMP

6. SEAT POST

40. KÚ CYCLE **TF1** SEAT POST DAMPER

41. KÚ CYCLE **TF1** SEAT POST CLAMP BOLT

1. FRAME

36. REAR THRU-AXLE

27. SRAM CASSETTE

26.34. REAR DERAILLEUR

30. SRAM OR CERAMIC SPEED CHAIN

23.24.31. SRAM CRANK

8. BB FIN

TOP CAP WITH BOTTLE MOUNT **4.**

TOP COVER **5.**

ZIPP VUKASHIFT AXS90 EXT **15.**

ARM REST CUPS AND PADS **9.10.11.12.13.14.**

BASE BAR **3.**

KÚ CYCLE **TF1** EXTENSION SPACER **22.**

SRAM DISC BRAKE S900 AERO **16.17.**

FORK **2.**

FRONT THRU-AXLE **35.**

FRONT DERAILLEUR **25.33.**

KÚ WHEELS **45.**

7. TF1 PARTS LIST

NO.	NAME	KÚ CYCLE PART#	QTY.
1	KÚ CYCLE TF1 FRAME	KU-TF1-FRM-0620-A001	1
2	KÚ CYCLE TF1 FORK	KU-TF1-FRK-0620-A001	1
3	KÚ CYCLE TF1 BASE BAR	KU-TF1-HBE-0620-C001	1
4	KÚ CYCLE TF1 TOP CAP WITH INTEGRATED BOTTLE MOUNT	KU-TF1-FRK-0221-C004	1
5	KÚ CYCLE TF1 TOP COVER	KU-TF1-FRK-0620-C005	1
6	KÚ CYCLE TF1 SEAT POST	KU-TF1-SPT-0620-C001	1
7	KÚ CYCLE TF1 SEAT POST CLOSE OUT COVER	KU-TF1-SPT-0620-C002	1
8	KÚ CYCLE TF1 BB FIN	KU-TF1-FRM-0620-C008	1
9	KÚ CYCLE TF1 ARM REST CUP LEFT	KU-TF1-HBE-0620-C011	1
10	KÚ CYCLE TF1 ARM REST CUP RIGHT	KU-TF1-HBE-0620-C012	1
11	KÚ CYCLE TF1 ARM REST PAD LH INCLUDING VELCRO	KU-TF1-HBE-0620-C013	1
12	KÚ CYCLE TF1 ARM REST PAD RH INCLUDING VELCRO	KU-TF1-HBE-0620-C014	1
13	KÚ CYCLE TF1 EXTENSION HOLDER LEFT 5°/10°/15°	KU-TF1-HBE-0620-C205/C210/C215	1
14	KÚ CYCLE TF1 EXTENSION HOLDER RIGHT5°/10°/15°	KU-TF1-HBE-0620-C206/C211/C216	1
15	ZIPP VUKASHIFT AXS90 C EXT SET	KU-TF1-SRM-0620-ECR1	1
16	SRAM DISC BRAKE S900 AERO HRD SJD FRONT	KU-TF1-SRM-0620-DBF1	1
17	SRAM DISC BRAKE S900 AERO HRD SJD REAR	KU-TF1-SRM-0620-DBR1	1
18	KING BEARING FOR IS47/33 [ø34*46. 8*7] + RACE	KU-TF1-STD-0620-C002	1
19	QUEEN BEARING FOR IS42/30 [ø30.2*41.8*7] + RACE	KU-TF1-STD-0620-C004	1
20	DB ROTOR CLX R CNTRLOCK 140 BLK ROUNDED	KU-TF1-SRM-0620-DB03	2
21	FORMULA CENTRE LOCKING RING	KU-TF1-SRM-0620-DB04	2
22	KÚ CYCLE TF1 EXTENSION SPACER 4mm(x2)/6mm/10mm/12mm/18mm/40mm	KU-TF1-HBE-0620-CXX7	14
23	SRAM CRANK NO POWER METER	KU-TF1-SRM-0620-FCXX	1*
24	SRAM CRANK POWER METER	KU-TF1-SRM-0620-PMXX	1*
25	SRAM FRONT DERAILLEUR FORCE ETAP AXS D1 GLS BRZ WDG	KU-TF1-SRM-0620-FDF1	1*
26	SRAM REAR DERAILLEUR FORCE ETAP AXS D1 GLS MAX 33T	KU-TF1-SRM-0620-RDF1	1
27	SRAM CASSETTE	KU-TF1-SRM-0620-CSXX	1
28	SRAM ETAP BATTERY	KU-TF1-SRM-0620-EPB1	2
29	SRAM ETAP BATTERY CHARGER AND CABLE	KU-TF1-SRM-0620-EPB2	1
30	SRAM OR CERAMIC SPEED CHAIN	KU-TF1-SRM-0620-CN01	1
31	SRAM BB DUB PF 86.5 ROAD	KU-TF1-SRM-0620-BBD1	1
32	RITCHEY WCS 1-BOLT SADDLE CLAMP	KU-TF1-STD-0620-S016	1
33	KÚ CYCLE TF1 FRONT DERAILLEUR HANGER	KU-TF1-FRM-0620-C011	1*
34	KÚ CYCLE TF1 REAR DERAILLEUR HANGER	KU-TF1-FRM-0620-C010	1
35	KÚ CYCLE TF1 FRONT THRU-AXLE	KU-TF1-FRK-0620-C010	1
36	KÚ CYCLE TF1 REAR THRU-AXLE	KU-TF1-FRM-0620-C015	1
37	KÚ CYCLE 5° ONE PIECE CUP WIDTH EXTENDER	KU-TF1-HBE-0623-C006	1
38	FORMULA MATTE BLACK HOSE REAR IL SPDL DOT (175CM)	KU-TF1-HAS-0620-C001	1
39	FORMULA MATTE BLACK HOSE FRONT IL SPDL DOT (125CM)	KU-TF1-HAS-0620-C002	1
40	KÚ CYCLE TF1 SEAT POST DAMPER	KU-TF1-FRM-0620-COXX	4
41	KÚ CYCLE TF1 SEAT POST CLAMP BOLT	KU-TF1-FRM-0620-C012	2
42	SRAM BRAKE LEVER WIRELESS BLIP HOLDER RH/LH	KU-TF1-HBE-0122-C020C021	2
43	SRAM BAR END (FASTTT) WIRLESS BLIP HOLDER ASSEMBLY	KU-TF1-HBE-0523-A001	2
44	FASTTT ADAPTOR PLATE AND EXTENSION HOLDER KIT	KU-TF1-HBE-1023-C009	1
45	KÚ WHEELS	4 OPTIONS	2

TIRE CLEARANCE:
The biggest tires that can be installed on the rear are 700x25c, there is no physical restriction to mounting a larger tire at the front, but we recommend using a 700 x 25c when mounted to a Kú Cycle rim.

TIRE CARE:
We recommend refilling the tires with 20ml-30ml of liquid sealant every three months.

SEAT POST:
Kú Cycle **TF1** aero seat post KU-TF1-SPT-0620-C001 is available in our online web shop.

SADDLE CLAMP:
The saddle clamp is compatible with ø7mm saddle rails. If your saddle rails are not round, please refer to the Ritchey's part numbers listed below their parts are not sold by Kú Cycle, they are available on Ritchey's website (richeylogic.com).

SKU 55055467001 for 7x7 rails (standard as supplied)
SKU 55055467003 for 7x10 oval rails
SKU 55055467002 for 8x8.5 oval rails

BOTTOM BRACKET:
SRAM DUB BB86.5 press fit.

HEADSET:
Top Bearing: QUEEN BEARING FOR IS42/30 [ø30.2*41.8*7] + RACE
Bottom bearing: KING BEARING FOR IS47/33 [ø34*46. 8*7] + RACE

Rain, sweat, spilt gels and drinks can work their way into the head set bearings and cause serious corrosion affecting the steering performance of your **TF1**.

HEADSET CARE:
To maximise the life of your head set bearings we recommend to remove the top cap and drop the fork following the procedures of page 15.
Inspect the bearings, clean, dry and regrease with a liberal coating of copper grease.

This maintenance should be done once a month or after a wet race or training.

Do not pressure wash or use WD40 in bearing locations such as the the headset/pivot box, bottom bracket or the wheel hubs, this will remove the grease which provides valuable protection and lubrication.

BRAKES:
Use only supplied SRAM brake rotors. The frame out of the box is built for 140mm rotors only but could be adjusted to fit 160mm rotors. Please contact us for assistance. Rear mount thickness is 35mm. Use a M5x42mm mounting screw.

The fork out of the box is built for 140mm rotors only but could be adjusted to fit 160mm rotors please contact us for assistance. Use a M5x15mm mounting screw.

For further detail refer to SRAM technical manuals.

BASE BAR GRIP CARE:
Incase your base bar grip is slipping, release the brake levers from the base bar and pull the grip toward you exposing the base bar, apply a thin layer of superglue onto the base bar, before dried push the grip back into place and refit the brake lever according to SRAM instructions.

BOLT CARE:
Rain, sweat, gels and drinks can work their way into the threads of bolted connections and cause corrosion making the bolt difficult to remove. It is recommended that the bolts be slackened and re-torqued every two to three months to ensure the threads are clean and the bolts are correctly torqued.

When replacing parts, after an accident or due to normal wear and tear it is recommended to replace the bolts. Older bolts that have seen some service can be corroded or starting to fatigue. Replacing bolts regularly is good service practice!

TF1 BOLT REFERENCE TABLE

LOCATION	BOLT SIZE	BOLT TYPE	MATERIAL	NO OFF	MAX TORQUE C	TOOL
Base bar	M5 x 16	Hex cap head	SS316	4	5Nm	No. 4 Hex key
Top cap extension towers	M5 x 16	Hex cap head	SS316	4	4Nm	No. 4 Hex key
Top cap centre	M5 x 25	Hex cap head	SS316	1	4Nm	No. 4 Hex key
Kú Armrest cups	M5 x 10	Hex cap head	SS316	4	4Nm	No. 4 Hex key
Kú One piece width extender	M5 x 20	Hex cap head	SS316	4	4Nm	No. 4 Hex key
BB fin retetion washer	M3 x 10	Hex cap head	SS316	1	3Nm	No. 2 Hex key
Front derailleur hanger	M5 x 12	Hex button head	SS316	2	4Nm	No. 3 Hex key
Front and rear bottle cages	M5 x 10	Hex button head	SS316	2 per cage	4Nm	No. 3 Hex key

SRAM
SRAM eTAP AXS User Manual

SRAM Brake hose and Bleeding Guides

ZIPP
Vuka Shift AXS 90 User Manuals

FastTT
FastTT Adjustable Angled Riser Installation Guide

FastTT Carbon Aero Bar 2.0 Installation Guide

FastTT Mounting Bolt Care Guide

9. TF1 TORQUE CHART C

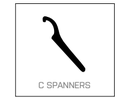
TOOL	USED ON	WHERE FOUND	MAX. TORQUE C
No.2.5 HEX KEY	REAR/FRONT DERAILLEUR LIMIT SCREWS, BRAKE LEVER REACH ADJUSTMENT SCREWS	SRAM REAR DERAILLEUR - SRAM FRONT DERAILLEUR SRAM BRAKE LEVERS	SET TO LIMITS
No.3 HEX KEY	M5 X 12 DOME HEAD SCREWS, BRAKE LEVER TIGHTENING SCREWS	FRONT DERAILLEUR HANGER, SRAM BRAKE LEVERS	4NM
No.4 HEX KEY	ALL M5 CAP HEAD BOLTS	TOP CAP (5 OF), ARMREST CLAMPS & CUPS, BOTTLE CAGE & BENTO MOUNT, RITCHEY SEAT POST CLAMP	4NM
No.5 HEX KEY	REAR DERAILLEUR/HANGER	SRAM REAR DERAILLEUR, BASE BAR (4 OF)	5NM
No.5 HEX KEY	SADDLE ROTATION CLAMP BOLT	RITCHEY SEAT POST CLAMP	12NM
No.6 HEX KEY	FRONT/REAR THRU' AXLE	FRONT WHEEL/FORK - REAR WHEEL/CHAIN STAY	10NM
No.8 HEX KEY	SRAM CRANK	SRAM CRANK DRIVE SIDE	54NM
T25 TORX KEY	FRONT/REAR BRAKE CALIPER	FRONT BRAKE CALIPER / FORK REAR BRAKE CALIPER / CHAIN STAY	6NM
T10 TORX KEY	FRONT/REAR BRAKE CALIPER BLEED PORT	BRAKE CALIPER BODY	2NM / 3NM
T8 TORX KEY	BRAKE LEVER BLEED SCREW HYDRAULIC HOSE BARB	REAR FACE OF BRAKE LEVERS SRAM 'STEALTHAMAJIG' HOSE CONNECTOR	2NM / 3NM
30MM WRENCH	EXTENSION CLAMP LOCK NUTS	EXTENSION HOLDER BODIES	15NM TO 20NM NEVER EXCEED 25NM
CASSETTE TOOL	CASSETTE	CASSETTE / REAR WHEEL	40NM
CENTERLOCK TOOL	CENTERLOCK RINGS (DB)	FRONT AND REAR BRAKE DISCS / WHEEL HUBS	40NM





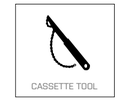














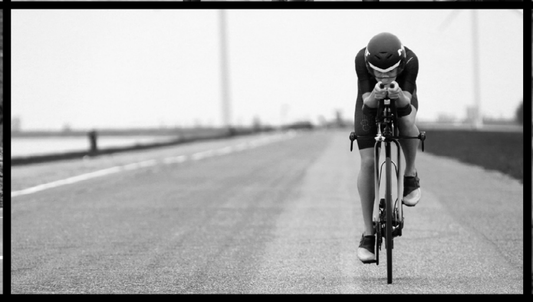

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