

## ENGLISH

# INSTALLATION, ADJUSTMENT AND CARE INSTRUCTIONS FOR VCLS POST 2.0

## WELCOME AND GENERAL DESCRIPTION

Thank you for having chosen the revolutionary VCLS Post 2.0. This seat post was developed with the aim of increasing the degree of comfort when riding unsprung bicycles (road racing bikes, hardtail mountain bikes, cross bikes) and of relieving the stress on the rider.

Thanks to two leaf springs in parallel the seat post offers up to 15 mm more spring travel when under load and hence perceptibly more comfort than with a conventional seat post made of carbon fibre or other fibre-based composite materials. The functional principle of a parallelogram prevents the saddle from tilting too far back. The direction in which it yields therefore corresponds exactly to the direction in which impacts from the road or the ground are applied to the rider.

As a result the seat post operates very delicately. The seat post has been designed for using on sporting bikes and cannot replace full suspension, nor is it intended to.

We have put together the main points for adjustment, care and also installation in these instructions. If you bought your VCLS Post 2.0 separately, please note that the initial installation requires technical finesse and experience and that you must have the special tool and special aid available.

These instructions cannot convey to you the skills of a bicycle mechanic.

Please keep the instructions in a safe place for subsequent work and make them available to any further users of this VCLS Post 2.0.

If you have any questions, then please contact Canyon Bicycles.

We hope you enjoy good riding at all times and a great deal of fun!

The team from Canyon Bicycles GmbH

## THE FUNCTIONAL PRINCIPLE OF THE VCLS POST 2.0

The forces that the rider generates due to unevenness of the ground or road, etc., produce bending moments via the saddle in both leaf spring elements. This leads to a lowering of the saddle about a circular path. The two joints of the seat post make it possible to keep the angle of inclination of the saddle almost constant.

## BEFORE THE FIRST RIDE – INTENDED USE – GENERAL INSTALLATION INSTRUCTIONS

The seat post has been primarily designed for use on asphalted or other sealed paths and roads and only for off-road riding under relatively easy conditions such as routes across fields and meadows or through woodland. The seat post is not suitable for use when riding under difficult conditions on rocky terrain or for jumps and trick riding. Risk of an accident!

For that reason the VCLS Post 2.0 is suitable for installation and use in road racing bikes, cross bikes, trekking bikes and for mountain bikes without rear suspension, so-called hardtails.

Installation of it in bicycles with rear suspension (full suspension bikes) makes no sense and can make the riding behaviour worse.

The maximum permissible weight (rider including clothing and baggage, such as a backpack) is 100 kg.

The seat post can only be installed in round seat tubes. The internal diameter of the seat tube must exactly match the diameter of the seat post. The VCLS Post 2.0 is available with a nominal diameter of 27.2 mm, 30.9 mm and 31.6 mm respectively.



If the frame and post are of different sizes this can lead to failure of the seat post and hence to an accident with a risk of injury.

The installation of a VCLS Post 2.0 of 27.2 mm in size in a frame with a seat tube of greater diameter by using a spacer sleeve is generally permitted. Ensure that the spacer sleeve must have a length of at least 85 mm and be free of burrs both inside and outside. Check the fit as well. The seat post may not have any play at all, also when a spacer sleeve is used, and must be pushed in against the suction.

In the internal diameter of the seat tube is even a few tenths of a millimetre too great, this can lead to the seat post slipping while riding. If the screws are done up too tightly in an attempt to compensate for the difference in diameter, this can cause the seat tube, the frame and/or the seat post to fail.

The seat post can be damaged if the internal diameter of the seat tube is too small or if there are sharp edges or burrs.

The seat tube must be free of grease and lubricants when the seat post is installed. Always use carbon assembly paste on the seat post and in the seat tube of the frame.

**⚠** Always use carbon assembly paste. If carbon assembly paste is not used the seat post can slip down in the seat tube.

The maximum and minimum insertion depths of the seat post are imprinted on the VCLS Post 2.0. These values must be complied with in all cases.

Note that the bicycle maker may stipulate a greater insertion depth than the minimum value imprinted on it. Carefully read through the operating instructions for your bicycle.

The tightening torque details of the frame maker can usually be found at the seat post clamp or in the general bicycle operating instructions. The maximum permissible tightening torque for the screw at the seat post is: 7 Nm.

The tightening torques imprinted on all the screws of the seat post itself must be complied with. If there are differing values due to different components being put together (frame – seat post), then take the smaller one in each case. Always use a torque wrench for installation work.

The standard version of the seat post is intended for the combination with saddles that have round saddle rails made of steel or titanium and with a diameter of 7 mm.

In the case of saddles with oval saddle rails the two saddle outer clamps must be replaced against the appropriate original accessories.

If they are required, order these parts from Canyon Bicycle GmbH.

**⚠** For your own safety, replace the seat post if it has suffered a hard knock, for example, after an accident or a fall.

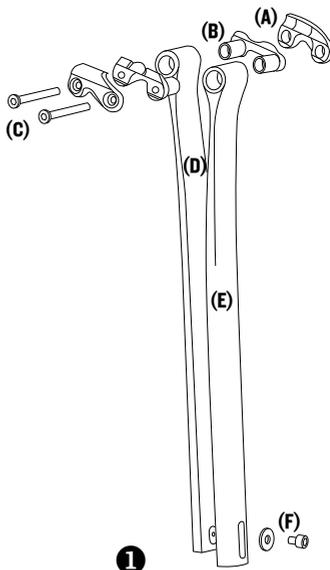
**⚠** If your seat post creaks or makes cracking noises or if external damage such as notches, cracks, dents, or discoloration, etc., can be seen, then you should not use it any longer. Contact Canyon Bicycles and have it checked carefully and replace the parts if necessary.

**⚠** Under no circumstances should damaged parts be used further. Do not use the seat post until it has been replaced.

**⚠** Note carefully the maximum and minimum insertion depths imprinted on the seat post.

## PREINSTALLATION OF THE SEAT POST 1

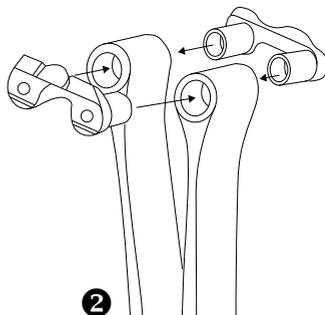
- (A) Saddle outer clamps (L/R)
- (B) Saddle inner clamps (L/R)
- (C) Saddle clamping screws
- (D) Leaf spring "back"
- (E) Leaf spring "front"
- (F) Stop screw with washer



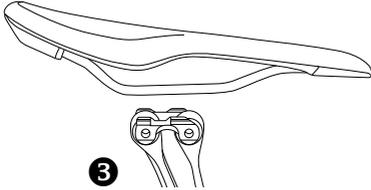
The two leaf spring elements are marked with "front" and "back", as seen in the direction of motion. Ensure that this orientation is maintained. 2

Place the leaf springs with the flat side facing one another.

Then insert the saddle inner clamps with the saddle holders (lengthways grooves) pointing upwards into the joint bushes.



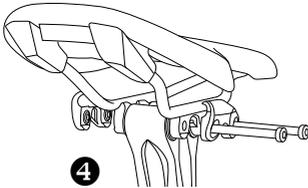
3 Then place the saddle on the saddle clamp unit. Note during installation the clamping area of the saddle that is typically delineated by an imprinted scale or stop markings. Never go beyond these delineating marks.



4 The saddle is then installed with the saddle outer clamps and the two clamping screws of size M5x50 mm in the two saddle inner clamps.

Ensure that the outer clamps point in the same direction as do the inner ones. This means that the clamps should be positioned congruently.

Guide the two saddle clamping screws into place and do them up by one or two turns.

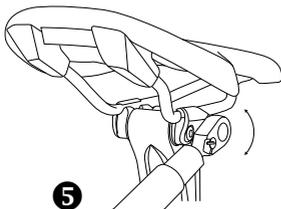


The clamps must fit snugly and cleanly against the saddle rails. If the saddle rails do not go with the clamps, for example, because they are oval, then never use force under any circumstances.

Instead, order special clamps from Canyon Bicycles GmbH.

Do the two screws up evenly so that the clamps are in place and the saddle is held in place for further adjustment.

Do up the two saddle clamping screws with a torque of between 4 and 5 Nm. Do not exceed the maximum torque of 5 Nm. 5



## ADJUSTING THE SEATING POSITION 6

Guide the seat post into the frame to find the right seating position.

Check first of all that the seat tube is free of sharp edges and burrs. Carefully remove any burrs that are found in the clamping area by using fine-grain emery paper.

Furthermore, the seat tube of the frame must be clean and free of lubricants.

Clean the seat tube with an absorbent (cotton) rag. Use alcohol to remove any stubborn residues of grease. Never use aggressive cleaners such as acetone.

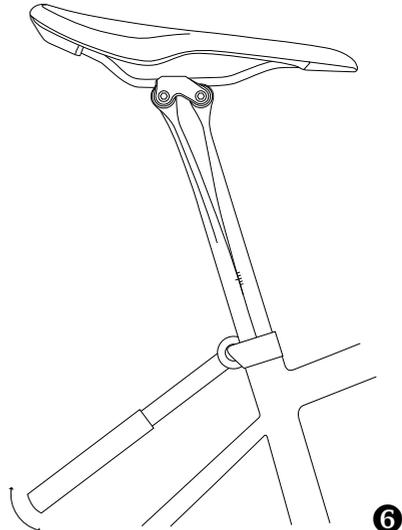
**⚠** While cleaning, look for cracks and scratches, as well as bent or discoloured material. If in doubt, contact Canyon Bicycles. Have any damaged parts replaced at once.

The seat post must be guided into the frame against the suction. There may not be any play at the seat post when it is in the seat tube and at the same time it may not be too stiff when pushed in the tube.

If you have any doubts about the fit of the seat post and the seat tube then contact Canyon Bicycles.

Turn the screw of the seat post clamp only far enough to prevent the seat post from shifting by itself in the following installation steps.

**⚠** Only tighten up the screws fully once the adjustment has been completed. Do not sit on the saddle or ride off before this.

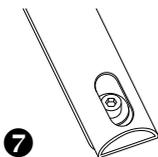


## SETTING THE ANGLE OF INCLINATION OF THE SADDLE 7

Most cyclists find it best to have the saddle set horizontally or inclined slightly downwards at the front. For that reason you should start with this position.

The angle of inclination of the saddle that has been set can be seen on the angle of inclination marking at the seat post. You must remove the seat post to set the angle of inclination of the saddle. Undo the stop screw by one or two turns.

Push the leaf springs towards one another. Note when doing this how the marking at the seat post changes. If the front part slides downwards, the nose is lowered further. Even small changes in the marking have a large effect on the angle of inclination of the saddle.



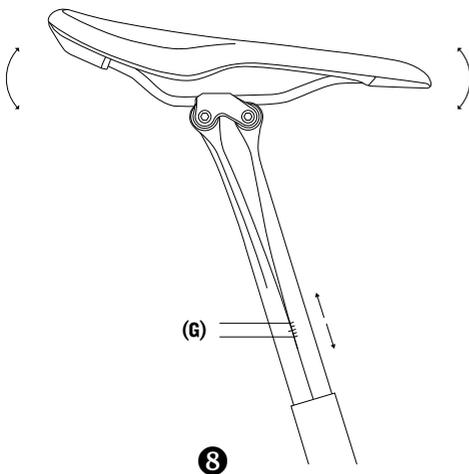
8 In order to fix the angle of inclination of the saddle, first turn the stop screw until a certain amount of friction can be felt between the leaf springs.

It is essential to use the washer underneath the screw when doing this! Once again push the seat post into the seat tube and check the angle of inclination of the saddle ((G) angle of inclination marking).

If the angle of inclination is correct, pull the seat post out and tighten up the stop screw with a torque of 6 to 7 Nm, using a torque wrench. Do not exceed the maximum torque of 7 Nm.



The VCLS Post 2.0 may not be used without the stop screw. Apply a tightening torque of 6-7 Nm.



## ADJUSTING THE PULL-OUT LENGTH

Push the VCLS Post 2.0 into the seat tube of the frame.

Transfer your known saddle height, using a folding rule.

The seat post as a whole is pushed into the seat tube to set the pull-out length / saddle height.

Note when doing this the imprinted marking of the minimum insertion depth and the stipulations of the bicycle maker.

Bear in mind that the VCLS Post 2.0 already provides a small amount of springiness when it is sat on. For that reason add a total of 5 mm to the seat height for the first approximation.



You can probably only set the final pull-out length of the seat post after the first test ride.

## FINAL FASTENING IN THE FRAME

Mark the seat height at the upper edge, for example, using a piece of insulating tape, and pull the seat post out again.

Smear the inside of the seat tube evenly and thinly with carbon assembly paste and likewise the area of the seat post that is to be pushed into the seat tube.

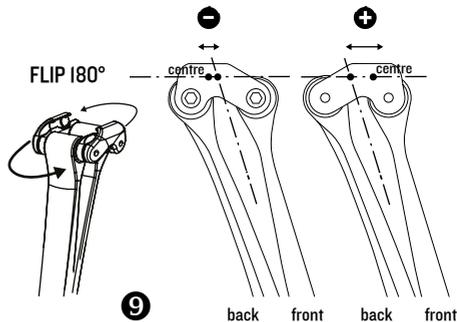
Push the VCLS Post 2.0 back into the seat tube of the frame.

Align the saddle straight to the frame using the saddle nose and the down tube or top tube as references.

Tighten up the screw of the seat post clamp using a torque wrench to the tightening torque specified by the frame maker. Do not exceed the maximum tightening torque of 7 Nm for the VCLS Post 2.0.

## SETTING THE HORIZONTAL POSITION (DISTANCE TO THE HANDLEBARS) 9

The distance to the handlebars can be set on the one hand in the usual way by pushing the saddle into the saddle clamp unit. Undo the two saddle clamping screws by one or two turns.

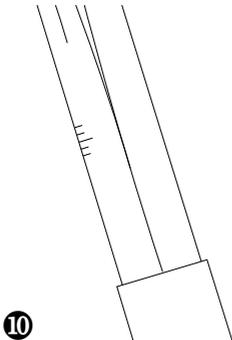


Push the saddle and note during adjustment the clamping area of the saddle that is typically delineated by an imprinted scale or stop markings. Never go beyond these delineating marks.

The seat post offers yet another option, this being to increase the adjustment range by turning the entire saddle clamp unit. Do this by loosening the two saddle clamping screws and install all four parts of the saddle clamp unit on the other side as applicable.

Install the clamps as described in the section “**Preinstallation of the seat post**”. Finally adjust the saddle to suit your needs and tighten up the screws as described in the section “**Setting the angle of inclination of the saddle**”.

 Ensure that the marking on the seat post (height scale)  always points to the rear (from the point of view of the direction of motion) when it is installed. The seat post itself may not be rotated by 180°!



## CARE AND MAINTENANCE

Regularly clean your VCLS Post 2.0 using water and a soft cloth. If required, use a soap without any abrasive particles to remove the dirt. If this involves stubborn dirt such as oil or grease on the fixed surfaces, then you can use a little ordinary washing up liquid in warm water. Never use aggressive cleaners or solvents such as acetone, trichloroethylene or methylene, etc., because they can attack the paint and the material.

Check the screws of your VCLS Post 2.0 after riding 100 to 300 kilometres or else after 4 to 12 hours of use and then every 2,000 kilometres or 80 hours of use respectively.

 The joints of the saddle clamp unit can display a very small amount of play after prolonged use. This does not have any negative effects on riding safety and is not a defect.

## WARRANTY

During the first two years after the purchase of your VCLS Post 2.0 you have a full claim to the legal warranty.

If any defects should occur, please contact the Canyon Bicycles team and present your sales receipt.

## IMPRINT

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© Canyon Bicycles GmbH  
Karl-Tesche-Straße 12  
D-56073 Koblenz  
[www.canyon.com](http://www.canyon.com)

and

Zedler – Institut für Fahrradtechnik und -Sicherheit GmbH  
[www.zedler.de](http://www.zedler.de)

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