



Vybe Suspension Stem

User guide

SPECIFICATION

LENGTH	WEIGHT
70mm	195g
90mm	205g

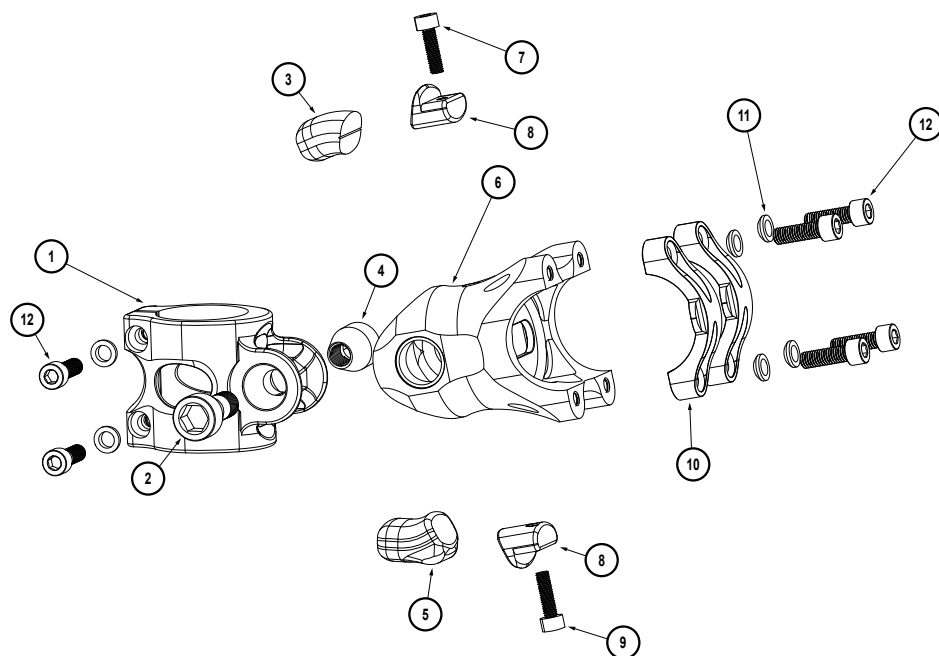
WHAT'S IN THE BOX

- 1 x Vybe Stem
- 1 x Pack of Interchangeable compression elastomers
- 1 x Rebound elastomer (Black in colour with a groove on one face)
- 1 x Container of WELDITE TF-2 Bike Grease

TOOLS REQUIRED

- 4mm Hex key for stem face plate bolts and steerer clamp bolts, to attach the bar.
- 5mm and 6mm Hex key to release the Pivot bolt and Pivot nut.
- 3mm Hex key to adjust pre-load bolts.
- We recommend using WELDITE TF-2 Bike Grease.
- Torque Wrench with 4mm or 5mm bits.

EXPLODED DIAGRAM



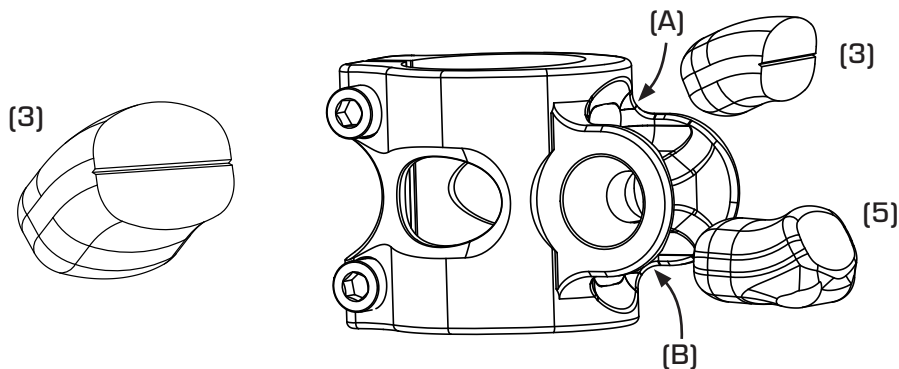
1. Steerer Clamp Body
2. Pivot Bolt (6mm Hex Key)
3. Rebound elastomer
4. Pivot Nut (5mm Hex Key)
5. Interchangeable compression elastomer
6. Stem Body
7. Rebound adjustment screw
8. Adjustable Pre-load wedge (x2)
9. Compression adjustment screw
10. Stem faceplate 31.8mm (x2)
11. Brass dome washer (x6)
12. M5x16mm (x6)

INSTALLATION NOTICE

- We recommend that the installation is carried out by a qualified bicycle mechanic.
- The Vybe stem must be installed in the correct orientation, with the rebound adjustment screw facing up and the compression adjustment screw facing down.
- All bolts must be torqued to the marked values.
- The steerer tube should extend fully through the stem to ensure even clamping pressure for safety.
- It is recommended that the steerer tube extends 2mm above the stem with a 5mm headset spacer placed between the stem and the headset top cap. (It is not recommended to use a spacer greater than 5mm above, or a spacer greater than 40mm below, the stem.)

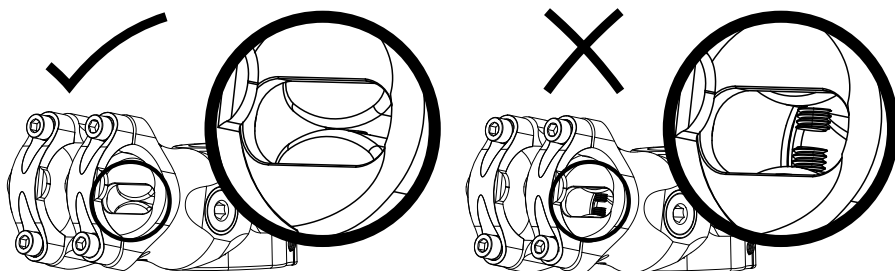
CHANGING ELASTOMERS

1. Remove the pivot nut and bolt [2, 4] from the steerer clamp body by rotating anticlockwise with a 5mm and 6mm Hex Key. We suggest leaving the stem attached to the steerer as this will aid this process.
2. Pull the steerer clamp body away from the steerer clamp; this will reveal both the rebound elastomer [3] and the Compression elastomer [5].
3. The rebound elastomer [3] is not interchangeable and must always be in the top position (the rebound elastomer is black and has a

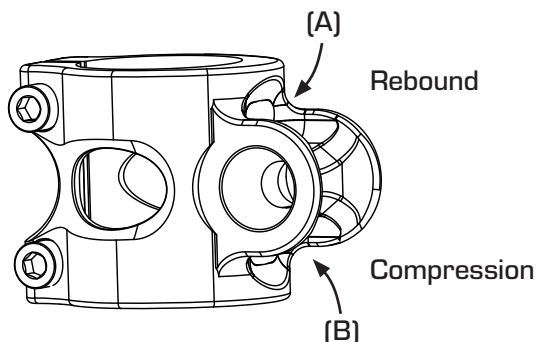


machined groove on its face].

4. Consult the elastomer selection table to choose the right compression elastomer for your needs.
5. Before reassembling the stem, you will need to reset the adjustment bolts [7, 9]. The easiest way to do this is to look through the front of the stem, you will see two preload wedges [8], these need to be just touching with an even amount of each visible through the viewing oval. When the wedges are in this position 0 preload is being applied to the product, this creates the point for all tuning to originate from as well as making it easier to reassemble the product.

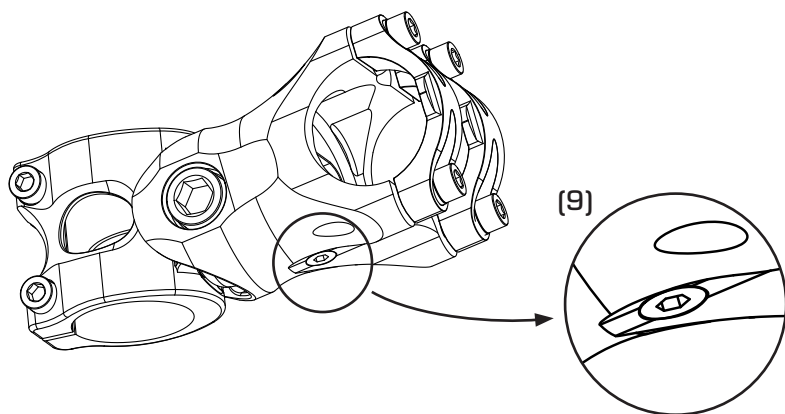


6. Apply an even coat of grease to all faces of both elastomers, place into the steerer clamp pockets marked A+B.
7. Slide the stem body over the steerer clamp, apply grease to both the Pivot Nut and bolts [2, 4] lubricate the threads, taper and bearing interfaces.
8. Torque Nut and Bolt [2,4] to the etched specification on the product.



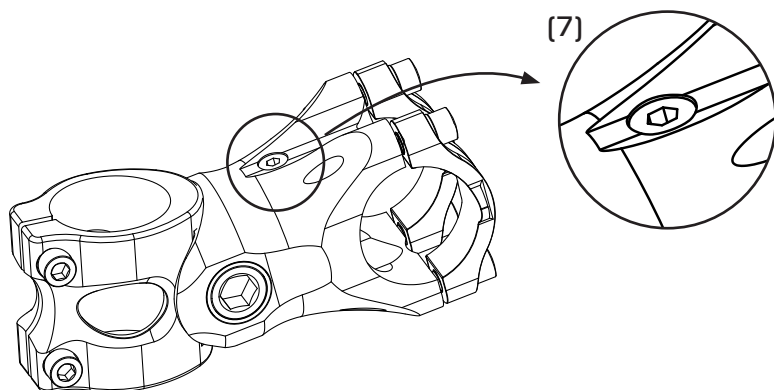
COMPRESSION ADJUSTMENT

To increase the compression pre-load, rotate the compression adjustment bolt [9] clockwise. This will increase the tension in the elastomer meaning more force is required to compress it.



REBOUND ADJUSTMENT

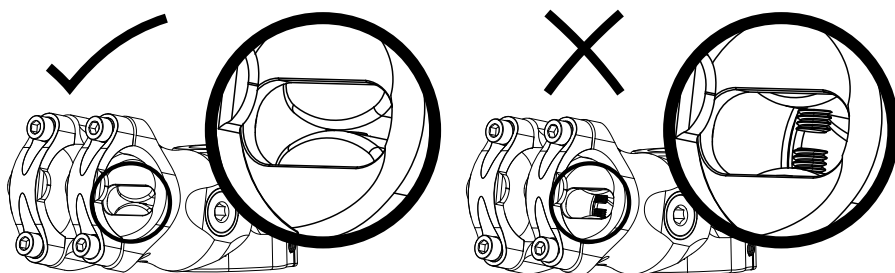
To increase the rebound pre-load, rotate the rebound adjustment bolt [7] clockwise. This will increase the tension in the elastomer meaning more force is required to compress it.



ADJUSTERS

If you would like to return the wedges to the zero preload applied location there are two methods

One – Remove the handlebars and look through the small viewing oval through the front of the product. Using the adjustment bolts (7, 9). Configure the wedges (8) so they are just touching with an even amount of each wedge visible through the viewing oval. When the wedges are in this position, 0 preload is being applied to the product.



Two - Turn anti clockwise each adjustment bolt one rotation at a time then compress the stem by applying a downwards and upwards force. When either bolt becomes loose stop adjusting and continue the process on the other adjuster bolt. Once both bolts are loose turn one rotation clockwise, you are now in the zero preload position.

If the adjustment screws (7, 9) are rotated anticlockwise more than the pre-defined amount the wedges can become disconnected from the bolts. If this happens it may be difficult to re-engage the threads without disassembly.

ELASTOMER COLOUR GUIDE

ELASTOMER COLOUR	HARDNESS RATING
Blue	Super Soft
Green	Soft
Yellow	Medium (Installed)
Pink	Hard

CHOOSING THE CORRECT COMPRESSION ELASTOMER

The charts below are simple guidelines that give you a good place to start. All riders have very different preferences, so we encourage you to tune the product to match your riding style.

The key guidelines for tuning your stem are:

- If your desired stem preload amount is more than 4 rotations from zero preload we suggest changing to a harder compression elastomer.
- To keep the angle of the stem consistent we recommend adjusting the rebound and compression bolts simultaneously.
- Adjusting your stem angle is achievable by differing the amounts of preload on the rebound and compression bolts, we suggest you don't have more than two rotations difference between the adjustment bolts.
- If an adjustment bolt stops rotating clockwise you have over compressed the elastomer; you must back off at least one rotation. The product should not be ridden in this configuration.

A "turn" is a full clockwise rotation of the bolt. The 0 location is when Zero Preload is applied, each rotation adds from this point. Eg. 3 Turns is three full rotations clockwise from position zero.

70mm Stem	Rider Weight (kg)	Elastomer Colour	Rebound adjustment	Compression adjustment
Flat bars	< 60	Blue	1 - 3 turns	1 - 3 turns
	60 - 70	Blue	2 - 4 turns	2 - 4 turns
	70 - 80	Blue	3 - 5 turns	3 - 5 turns
	80 - 90	Green	1 - 3 turns	1 - 3 turns
	> 90	Green	2 - 6 turns	2 - 6 turns
Drop Bars	< 60	Green	4 - 5 turns	4 - 5 turns
	60 - 70	Yellow	1 - 3 turns	1 - 3 turns
	70 - 80	Yellow	2 - 4 turns	2 - 4 turns
	80 - 90	Yellow	3 - 5 turns	3 - 5 turns
	> 90	Purple	1 - 6 turns	1 - 6 turns

90mm Stem	Rider Weight (kg)	Elastomer Colour	Rebound adjustment	Compression adjustment
Flat bars	< 60	Blue	2 - 4 turns	2 - 4 turns
	60 - 70	Blue	3 - 5 turns	3 - 5 turns
	70 - 80	Green	1 - 3 turns	1 - 3 turns
	80 - 90	Green	3 - 5 turns	3 - 5 turns
	> 90	Yellow	1 - 6 turns	1 - 6 turns
Drop Bars	< 60	Yellow	1 - 3 turns	1 - 3 turns
	60 - 70	Yellow	2 - 4 turns	2 - 4 turns
	70 - 80	Yellow	3 - 5 turns	3 - 5 turns
	80 - 90	Purple	1 - 3 turns	1 - 3 turns
	> 90	Purple	2 - 6 turns	2 - 6 turns

Any weight added to your handlebars such as bags will affect the sag, adjusting your stem with all items mounted is recommended.

MAINTENANCE

- We recommend checking bolt torques regularly or more often if riding frequently: Torque to Spec etched onto product.
- The suspension movement should be very smooth. If not, disassemble, clean, and re-grease the components as per the “Changing Elastomers” section.
- Avoid harsh abrasives and corrosive chemicals when cleaning your stem. Be careful not to wash away the grease.

WARRANTY & SERVICE

This stem 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.

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

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.

If you have a servicing or technical question, please see our contact details below. If you return your stem 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.

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