

STRADA Dedacciai

OWNER'S MANUAL



flash tt

Thank you for choosing a DEDACCIAI product.

We in DEDACCIAI develop, manufacture, and constantly test our products in order to maintain the highest standards of quality.

We ask for your collaboration to preserve and correctly use DEDACCIAI components.

To achieve this, we invite you to read these instructions carefully and retain this manual for future use. If you sell your DEDACCIAI frame or components to someone else, please include this manual.

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FLASH TT

The following manual shows what is important to know about your Dedacciai Strada frame kit you are going to purchase and/or to equip as bicycle

We highly invite you to carefully read it and to periodically check the website www.dedacciaistrada.com in order to be updated regarding further information, new advices, updating review and eventual technical recall due to defective products.

2 USE LIMITS

Frame set respecting rules ISO 4210 – EN 14781

Frame set for bicycles intended for use on roads with smooth surfaces

- Bags or panniers should not be mounted onto the frame
- No passengers should be carried except the rider
- Do not expose the frame to temperatures above 65 °C (150 F)

We highly suggest to equip your Dedacciai Strada frame kit to professional and qualified mechanic official Dedacciai.

Every year, or every 5.000 km, inspect and check-up the frame for the grease operation service, in that occasion it is important to check carefully the frame with particular regards to the connection between head tube and down tube, down tube to bottom bracket. Also inspect carefully the front fork with particular regards to the steering tube.

Before every ride, it is recommended that the entire bicycle is checked, with particular attention to the frame, in order to detect any possible cracks. Suspected cracks should be checked with your local dealer. The areas that require particular attention are the down tube-head tube joint and the seat tube-bottom bracket casing. Furthermore take care of the following listed points:

- Inspect that the fork rotates freely with the common headset tolerance. Check the stem to be correctly tightened to the steering tube.
- Check that the handlebar is tightened to the stem at the suggested Nm.
- Inspect the plate fixing bolts of the stem by checking the correct position and the integrity. Also check that the plate does not show any cracks or abrasions.
- Check the tightening bolts of the stem on the steering tube by checking that they are in the right position, the filets must not have no cracks or abrasions.
- Check the saddle stability on the seat post. If appears irregular movements, before tightening definitely, check further saddle and seat post in order to verify the components integrity.
- Ensure that the seat post is not able to rotate in the seat tube and it dont flex in the frame. If occurred, before tightening the seat clamp, disassemble the seat post and inspect it in order to verify its integrity.

AFTER A FALL OR AN ACCIDENT IT IS REQUIRED TO CHECK DEEPLY ALL THE BICYCLE AND FRAME!

We remind you that composite materials can suffer damage and can de-laminate in hidden areas after an impact or shock. They can break without warning. Both unusual noises and abnormal handling are signs of potential danger! These should not be underestimated. A qualified technician should check the bicycle!

Triathlon and chrono super-aero frame kit for road purpose on smooth roads.

The frame has been thoroughly and intensively engineered with the purpose of taking advantage in the air penetration. These combined technologies offer up to 3.8km/h advantage in the average speed, and up to 20 watts saving power to an average 40km/h breakaway

The aero oversized tube shape is engineered with the use of extremely high modulus carbon. This results in a very light frame, without compromising stiffness. The dual purpose internal cable routing uses the same holes for mechanical and electronic shifting, resulting in a very clean design without excess holes.

Dedacciai engineers have intensively work in decreasing front surface in order to get the best air penetration profile thanks to the association of top tube, stem, handlebar.

Each FLASH TT frame carries a serial number, stamped underneath of the down tube, close to the bottom bracket. The serial number is used for traceability and warrantee purposes. Do not remove or grind the number.

4.1 MATERIAL

Mistubishi Carbon fiber MRC MRC60/40

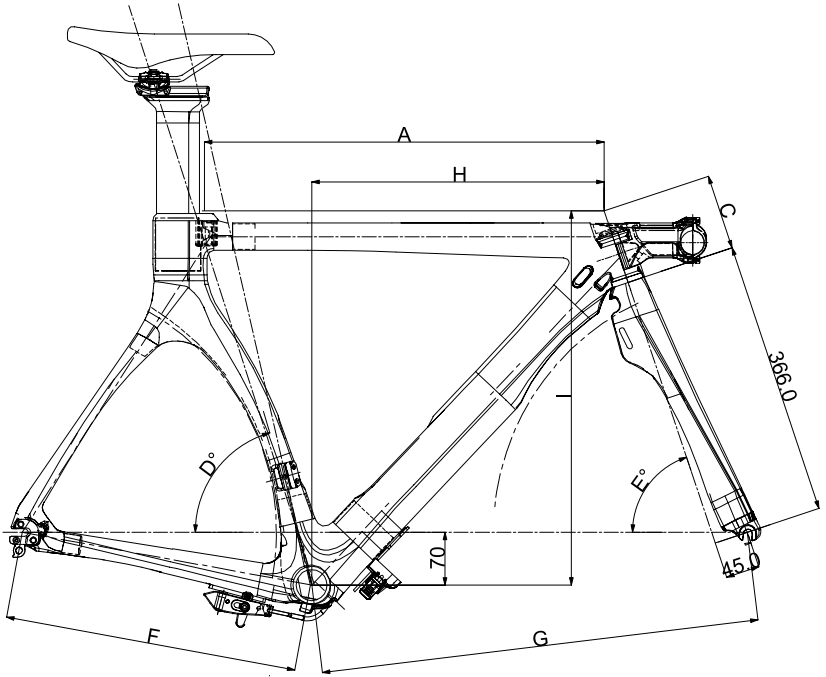
- MRC 60T front monocoque
- MRC 40T rear triangle
- Alloy Carbon bottom bracket
- Carbon drop out with 6 mm off-set (rear drop-out with reinforced alloy body)
- Alloy front derailleur hanger brazed-on-type via bolts
- Alloy rear derailleur hanger

4.2 WEIGHT

- 1.180 grams for M size in painted conditions
- FLASH TT fork 440 grams in painted conditions

*Weight of painted frame, real weight may differ from the weight mentioned above by $\pm 10\%$

4.3 GEOMETRY



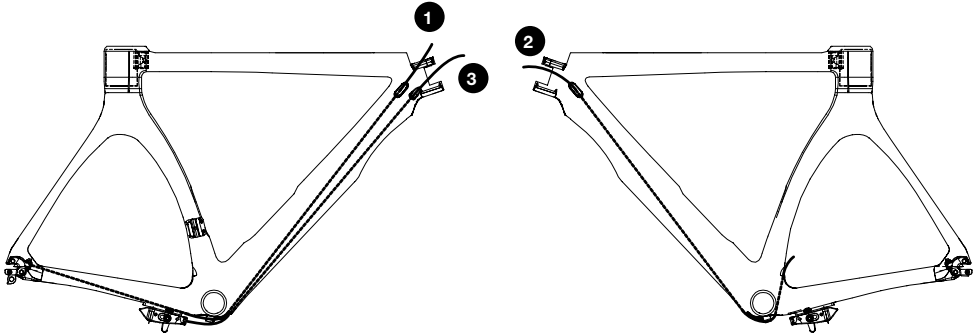
Refer. design	SIZE			
	S	M	L	XL
A	530□493	550□512	570□530	590□550
C	100	115	130	145
D	74°□78°	74°□78°	74°□78°	74°□78°
E	71,5°	72°	72,5°	72,5°
F	390	390	390	390
G	582	598	614	634
H	388	403	418	434
I	496	514	530	544

4.4 CABLE ROUTING AND COMPATIBILITY

The FLASH TT is compatible for:

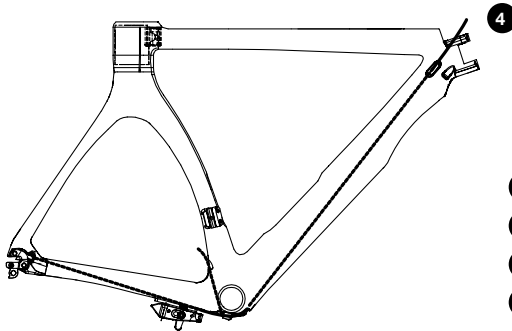
- Mechanical groupsets inner equipment via alloy parts and regulators
- Front derailleur brazed-on-type

MECHANICAL CABLE ROUTING Below the parts needed for a mechanical groupset



- Electronic groupsets: Shimano Di2 & Campagnolo EPS internal equipment
- Front derailleur brazed on type
- The battery has to be mounted underneath the down tube through available rivets. Possibility to install the battery inside the seat tube through available adaptor.

ELECTRONIC DEVICES CABLE ROUTING Below the parts needed for electronic groupset

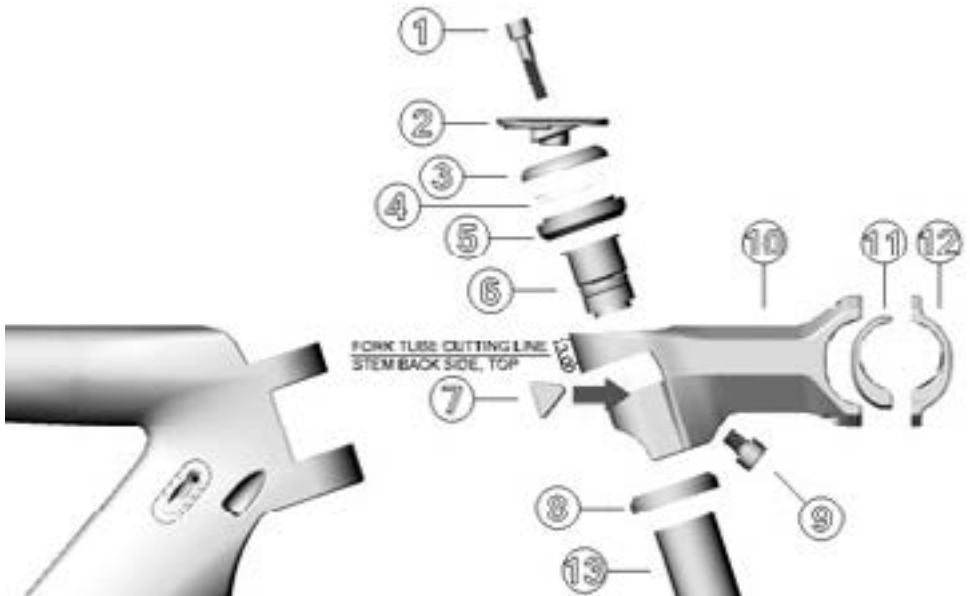


- 1 rear derailleur mechanical cable
- 2 anterior derailleur mechanical cable
- 3 rear brake cable wire
- 4 anterior/posterior derailleur cable

5.1 FORK

FLASH TT monocoque carbon flat steering tube with the following features:

- Carbon blades
- Carbon drop-out
- Finishing: external lamination UD
- Steerer: 1-1/8"
- Steerer tube length 220 mm
- Rake 45 mm
- Recommended compression plug: Dedacciai 23,5 mm part code n°EXP
- Weight 440 grams



5.2 HEADSET

45° Semi oversized angular contact bearing part code n°SSC2.

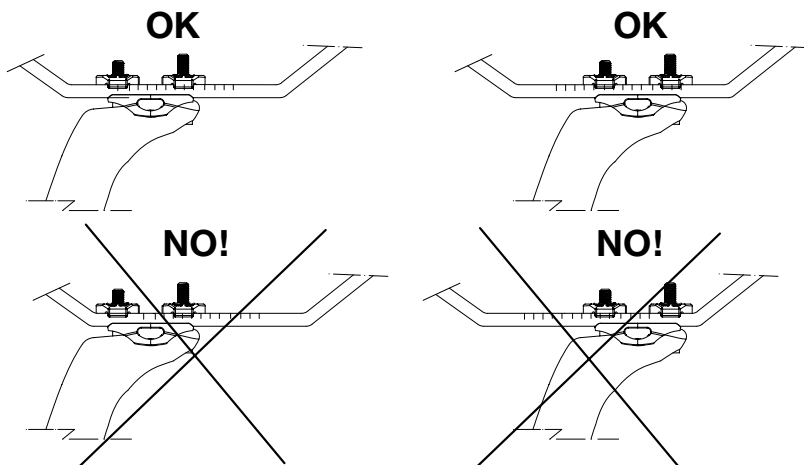
- Lower bearing: 1 1/8" MSS118R
- Upper bearing: 1 1/8" MSS118R

5.4 SEAT POST EQUIPMENT

The FLASH TT frame kit allows the custom aero seat tube of 235 gr. The seat tube has to be insert in the frame for at least 80 mm or in any case the minimum size shown by the constructor. Tightening is operated by an alloy expander through an hidden alloy screw in the top tube. Plastic cover in order to avoid air turbulence.

Do not exceed 10Nm torque concerning the closing band through wrench torque. An unnecessarily high torque creates a detrimental radial stress on the seat tube. Seat post serial n°RC2C.

Do not exceed the available off-set of the saddle. Saddle and seat post work properly in the middle range. An exaggerated forward position or toward position can generate a supplementary traction on the bolts. In case it needs a different off-set consider to amend the saddle with an improved or modify the existing in the best ergonomic position.



5.5) STEM

Alloy 7000 forget stem 100 length serial n°ADTT100

5.6) BOTTOM BRACKET

The bottom bracket is designed for press fit 86 alloy with a diameter of 46 mm and width of 86 mm.

5.7) HANGER

The hanger, used for the FLASTT, is the alloy part n°FRCDLH

5.8) BRAKES

The special FLASH TT Brakes are integrated in frame and fork.

In particular cantilever TRPS brakes are positioned under the chain stay. The front brakes are covered by the fork fairing. Serial part n°FCTTT2

Adjuster screws

Adjusting the alignment of the brakes is done by adjuster screws to adjust the tension of the springs in the flexible areas. In the standard position the screws are completely screwed into the frame or fork. You can achieve the right setup in the way explained below.

Brakes are perfect aligned in the standard position. You don't have to adjust anything. Brakes are not perfect aligned in the standard position If the clearance between the brake pads and the rim is not the same for both sides, unscrew the screw on the side where the clearance is the most. Unscrewing the screw will increase the tension on the spring causing the brake arm to move in the direction of the rim.

Springs

Together with the adjuster screws the springs make it able to adjust the tension on the brake arms and align the brake arms in a perfect position.



DEDACCIAI reserves the right to partially or totally change products, prices and warranty without notice.



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