

## VOYAGER XIV

TOE PATTERN: P3-P3-H1-H1



HEEL PATTERN: H-H-H-H

### **WARNING!**

#### **SEAL OF LIABILITY AND REMOVAL OF THE SAME**

A “Seal of Liability” has been securely and carefully applied to each binding produced by the manufacturer during the packaging operations.

The removal of this seal **MUST BE EXCLUSIVELY PERFORMED** by the original user itself.

The removal of the “Seal of Liability” represents the proof of the full, direct, careful and conscious acknowledgment of the entire content of this “INSTALLATION, USE and MAINTENANCE GUIDEBOOK” included within the product packaging. In particular, it represents the full acknowledgment of the whole parts and paragraphs highlighted by the words “ **WARNING!**” or “ **WARNING! DANGER!**” regarding the risks raising within the use of the product itself for the User and/or third parties and the producer “PRODUCT LIABILITY LIMITATIONS” clauses.

In the event that the “Seal of Liability” is not present on the purchased binding, please **DO NOT USE** the product and immediately contact the manufacturer.

The “Original User” assumes the absolute responsibility of delivering this “INSTALLATION, USE and MAINTENANCE GUIDEBOOK” to any secondary users of this product (even if temporary) and to verify that they have received the correct training on how to use the product as well as having fully and unequivocally understood the whole parts of this manual.



### **WARNING! DANGER!**

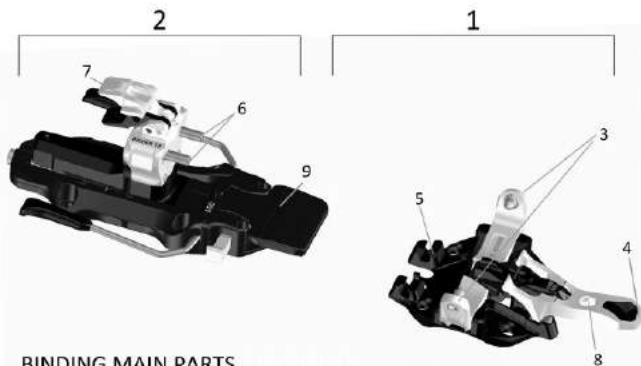
This binding is equipped with systems generating weak magnetic fields that could interfere with the proper functioning of life-saving medical devices such as implanted pacemakers or defibrillators but also magnetic cards, watches or compasses.

Keep the binding at a distance of at least 10cm from any device whose proper operation could be affected by the magnetic field generated by the systems contained in the binding.

**⚠ WARNING!**

The images included within this manual are purely illustrative. The images may show accessories not included in the product package, such as adjustment plates. Moment Skis reserves the right to make any changes to the technical or graphic design of the product at any time.

## 1 | DEFINITION OF THE BINDING'S MAIN PARTS



### BINDING MAIN PARTS

- |                        |                             |
|------------------------|-----------------------------|
| 1. TOE PART            | 5. INTEGRATED CRAMPONS SLOT |
| 2. HEEL PART           | 6. HEEL HOOKING PINS        |
| 3. TOE HOOKING PINS    | 7. HEEL FLAPS               |
| 4. FRONT LOCKING LEVER | 8. LEASH HOLLOW             |
|                        | 9. REAR SKI BRAKE           |

#### SCREWS



13 MM SCREWS FOR TOES

11 MM SCREWS FOR HEELS

## WHAT WILL YOU FIND INTO THE PRODUCT BOX?

NR. 2 TOES, NR. 2 HEELS, NR. 2 FREERIDE SPACERS (AL09), NR.1 "SEAL OF LIABILITY" applied to the product, NR. 8 TOE SCREWS 13 mm, NR. 8 HEEL SCREWS 11mm, NR.1 "WARNING STICKER", NR. 1 "INSTALLATION, USE and MAINTENANCE GUIDEBOOK", NR. 2 ski brake's spacers, NR. 14 MM SPACER.

## 2 | GENERAL WARNINGS AND RECOMMENDATIONS



### **WARNING! DANGER!**

Before proceeding with any operation regarding the installation or use of the product, please make sure that you have fully understood what is written and explained in this guidebook.

In case of any doubts and/or uncertainties, please contact Moment Skis:  
info@momentskis.com  
+1-775-527-1595



### **WARNING! DANGER!**

This binding model

**DOES NOT COMPLY WITH ANY DIN/ISO SAFETY STANDARD NOR ANY SAFETY CERTIFICATION.**

In particular, this binding does not comply with **DIN/ISO 11088** and/or **DIN/ISO 13992** safety standards.

Therefore, the release systems offered by the binding could fail in releasing the boot when necessary and/or expected with a consequent danger for the User's safety.



### **WARNING! DANGER!**

This binding is **conceived, developed and produced for FreeTouring activities**. The high performance and the extreme lightness of this product can influence and/or **reduce the safety features** of the product itself, including the quality or repeatability of the boot release in the event of a fall.

This binding can only be used in combination **with Alpine Touring boots**, provided with standard "tech" inserts and general geometries that comply with market standards.

This binding heel part offers adjustable release systems with values in between 8 to 14. Calibrating the most suitable release value for the User's characteristics may reduce the risk of injuries to the lower extremities.

**The user**, by removing the "**SEAL OF LIABILITY**" from the binding, **consciously assumes all the responsibility raising from the use of this product**, and therefore releases **Moment Skis** from any damage caused to himself and/or third parties during the use of the product.

Please, be aware that ski-mountaineering, like many other high mountain activities, is a **DANGEROUS SPORT**, that may cause injuries to the ski mountaineer himself and/or third-party.

In the practice of ski mountaineering, dangerous and/or unpredictable situations may occur; never overestimate your capabilities, never ski if sick or wounded or under the effect of alcohol, medicines or drugs.

**Voyager XIV** bindings are realized for, and tested in combination with, boots provided with standard **“TECH INSERTS”** in perfect state and original dimensions; the use of boots with **NON-STANDARD** and/or worn **“TECH INSERTS”** could modify the functional performance of the bindings and create a great danger for the User. Before any use check the general condition of the gear: in case of doubts immediately reach a **“SPECIALIZED TECHNICIAN” (definition at chapter 3)** for a deeper check or a **VOYAGER** dealer.

Installation, adjustment and calibration operations on these bindings must be exclusively performed by a **“SPECIALIZED TECHNICIAN”**: any operation performed by a **“NON-SPECIALIZED TECHNICIAN”** is strongly un-recommended and could lead to greater risks for the User's safety.

During transport (ex: car roof, backpack, bike) the bindings could be attacked by dirt or salt that may damage the bindings or modify the regular functioning of the same: always protect the bindings with adequate instruments by these external agents during transport.

After hooking the boot, always check that the toe pins are correctly matching with their seats on the **TECH INSERTS** by rotating the boot a few times on the toe piece, as shown at chapter 4.

Before skiing, please remember to place the toe front lever in downhill position, checking that the **“SKI”** logo marked on the front lever is fully visible. Skiing with the front lever in uphill position eliminated the lateral release function of the binding with greater risks for the User's safety. A release of the toe with the front lever locked in uphill mode can lead to heavy structural damages to the product, with consequentially greater danger for the user **(please check paragraph 4.3)**.

Before each use check that the binding or the accessories do not have defective, worn or damaged parts, that the release system is perfectly working and that the bindings have not been contaminated by debris or ice/snow.

**Never use bindings with damaged parts:** if there is any defective or broken part, or any doubt is raising in your mind in regards to the state of your bindings, immediately stop the use of the product and promptly bring your gear to an authorized dealer for a deeper check and/or to file a warranty claim.

Frequently check (each 30 days of use or immediately after each extraordinary event, such as bad falls) that: 1) the binding is correctly fixed to the ski 2) that the screws are correctly tightened 3) the ski internal structure is not damaged 4) the ski is flat in the binding mounting area in order to allow proper seating of the binding base plates. If one or more of these conditions are not confirmed, or cannot be confirmed by the User, please immediately stop the use of the ski-set and promptly deliver it to a **SPECIALIZED TECHNICIAN** for a deeper check or to an a dealer to start a warranty claim.

The use of a ski brake (REAR brake included with the binding) or a leash (**“KEVLAR® CORE LEASH”**) is strongly recommended, **in order to limit the risk** of losing the skis and/or create damages to the gear or third parties.

In case of deep fresh snow or hard snow, the efficiency of any SKI BRAKE is very limited: in these snow conditions the use of a **KEVLAR® CORE LEASH** is strongly recommended.

**Any MODIFICATION to components and NON-PROPER USE of any Voyager XIV binding may invalidate the product warranty and raise the risk of injuries for the user and/or third-party.**

The use of non-original Voyager accessories may cause damages to the bindings with greater risks for the user. Safely keep these user's guide and check it in case of any doubt.

## 3| INSTALLATION, ADJUSTMENT AND CALIBRATION

### 3.1| INSTALLATION

#### **WARNING! DANGER!**

TOE PIECE SCREWS MAX TORQUE: 7 N/m

HEEL PIECE SCREWS MAX TORQUE: 5 N/m

#### **WARNING! DANGER!**

These bindings and the connected accessories can be exclusively installed, adjusted or calibrated by a

### **“SPECIALIZED TECHNICIAN”**

A “SPECIALIZED TECHNICIAN” is any technician operating in the ski/ski touring business field provided with the following minimum requirements:

- 1) Is in possession of the original ATK® “AUTOMATIC DRILLING JIG” addressed to the installation of the product and has perfectly understood the entirety of the respective guidebooks. (**WARNING!** The Specialized Technicians shall be in possession of the latest release of the Drilling Jig Guidebook, which can be found at the [momentskis.com](http://momentskis.com))
- 2) Is in possession of the experience, know-how and skills raising from years of practice in the field of “TECH” bindings installations, adjustment and calibration.
- 3) Is in possession of the whole instruments and tools needed to perform a perfect installations, adjustment and calibration of a Voyager XIV ski touring “TECH” binding, including the specific testing machinery needed to check the real and correct release performance of the binding.

The “SPECIALIZED TECHNICIAN” shall:

- 1) Perfectly install, adjust and calibrate the product and its accessories.
- 2) Deliver the product to the “Original User” including the “SEAL OF LIABILITY”, still complete and correctly applied to the product.
- 3) Check that the “WARNING STICKER” is properly applied to one of the two skis in front of the toe piece area.
- 4) Deliver this “INSTALLATION, USE and MAINTENANCE GUIDEBOOK” to the “Original User”.



The installation, adjustment and calibration of a Voyager XIV binding is forbidden by any technician that does not meet all 3 above mentioned minimum requirements, due to the greater risk of incorrect installation, adjustment and calibration.

## 3.2| ADJUSTMENT

### 3.2.1| ADJUSTMENT: HOW TO ADJUST THE HEEL PART POSITION

#### **WARNING! DANGER!**

The binding model VOYAGER XIV is provided with a "E.R.S." system (**ELASTIC RESPONSE SYSTEM**), developed to support an aggressive and hard charging skiing style with an elastic response to compressions and jumps, improving the ski control, precision and flex performance. **(8mm)** "E.R.S." does not eliminate the need of a gap of **4 mm** in between boot and heel: to respect the imposed distance is a compulsory point in order to avoid undesired malfunctions and /or damages to the material, with consequent dangers for the user or third parties.



The adjustment operation must be done **manually** by using a **good quality PH2 screwdriver**.

The adjustment range provided by the plate is 25 mm (0,+14mm,-11mm); the adjustment range is marked by a scale and included **within two "STOP" logos**.

During the adjustment operations it is **ABSOLUTELY FORBIDDEN** to obscure the two side lines marked with the "STOP" logo.

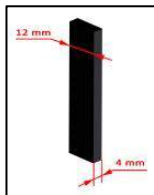
**Using the heel with an over range adjustment could lead to malfunctions and/or structural damages to the binding with possible greater dangers for the User.**

A incorrect installation distance between boot and binding (smaller than 4 mm or bigger than 5 mm) can cause an early or sudden structural failure of the binding with irreparable damages to the binding/ski/boot system and/or prevent or compromise the release performance in the event of a fall with consequential greater risks for the athlete or third parties.

1. Hook the boot to the toe part.
2. Adjust the heel part on the plate by adjusting the back screw to obtain a position of the heel pins that allows the boot to step in.
3. Step into the heel part with the boot and insert the 4 mm gauge in between boot and heel.
4. Micro-adjust the heel position and eliminate any free room in between gauge, heel and boot.



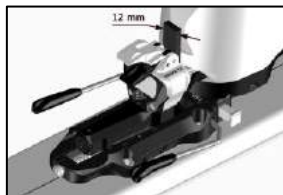
5. Completely release the boot and step in again to doublecheck with the 4mm gauge that the boot-heel distance is correct: the gauge must enter the space without forcing and there must not be any left room in between boot, gauge and heel. (Pictures 1, 2, 3)



PICTURE 1



PICTURE 2



PICTURE 3

### 3.2.2 | ADJUSTMENT: BOOT-BINDING COMPATIBILITY CHECK

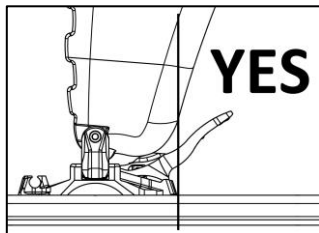
#### **WARNING! DANGER!**

**Bellowed touring boots or NTN standard boots with TECH inserts are NOT COMPATIBLE WITH ANY VOYAGER XIV TOURING BINDING.**

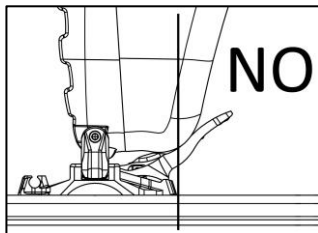
In walk mode, the contact point in between the boot and the front locking lever must not exceed the vertical line marked at PICTURE 4 and 5.

PICTURE 4 shows a boot which is **COMPATIBLE** with the binding: the boot tip gets in touch with the front lever in a point behind the vertical line marked on the picture.

PICTURE 5 shows a boot which is **NOT COMPATIBLE** with the binding: the boot tip gets in touch with the front lever in a point over (even if slightly) the vertical line marked on the picture.



PICTURE 4



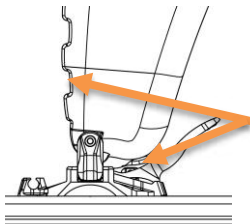
PICTURE 5

**The use of a NON-COMPATIBLE boot-binding combination is strictly FORBIDDEN, due to the high risk of an undesired and/or accidental activation of the front locking lever of the binding that may be moved from UPHILL WALKING MODE to DOWNHILL SKIING MODE during the uphill walking phase with a great danger for the User's safety.**

## **WARNING! DANGER!**

Hook the boot at the binding and set it for the uphill walking mode. Rotate the boot on the toe up to the front end of the rotation-range and verify that the boot is performing at least a **90° free rotation**.

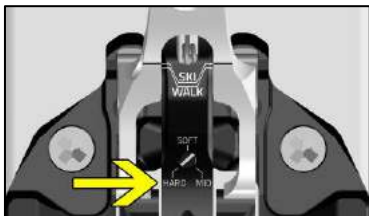
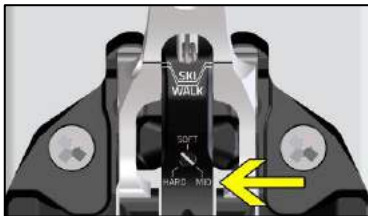
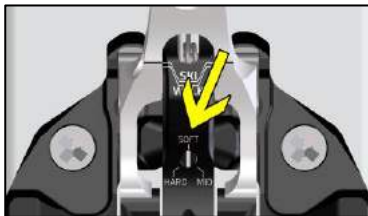
If the free rotation range is smaller than 90°, the boot tip and/or the front part of the binding could be damaged by a regular use of the set.



**BOOT FREE  
ROTATION  
RANGE  $\geq 90^\circ$**

### 3.2.3 | ADJUSTMENT: HOW TO ADJUST THE “U.H.V.” SYSTEM

The “U.H.V.” system provides a locking hardness variation to perfectly fit with the different styles of boots inserts and user’s needs. By adjusting the selector in “Soft”, “Mid” or “Hard” position, the force needed to lock the front lever will increase or decrease. At the same time, the pins on the boot insert will increase or decrease.





### 3.3 | RELEASE SYSTEMS

## **WARNING! DANGER!**

This binding model

**DOES NOT COMPLY WITH ANY DIN/ISO SAFETY STANDARD NOR ANY SAFETY CERTIFICATION.**

In particular, this binding does comply with **DIN/ISO 11088** and/or **DIN/ISO 13992** safety standards.

**The release values set on the binding must be considered as INDICATIVE:** the real release value may sensibly differ from the shown one, variate during the entire life of the product and/or variate according to the use and/or wear and tear conditions.

These bindings offer a **VERTICAL RELEASE SYSTEM (My)** and a **LATERAL RELEASE SYSTEM (Mz)**, both driven by the heel part and fully independent.

These bindings offer a release value adjustment range in between 8 and 14. Calibrating the most suitable release value for the User's characteristics may reduce the risk of injuries to the lower extremities.

**Calibrating an underestimated release value could lead to undesired pre-releases of the binding or auto-rotations of the heel during the ascent phase and increase the risk of injuries for the User.**

The vertical release takes place thanks to the radial divarication of the two hooking pins under the effect of a sufficient vertical extraction load. This release is driven by an independent elastic system. The lateral release takes place thanks to the rotation of the heel head under the effect of a sufficient lateral load. This release is driven by an independent elastic system.

These bindings do not provide any different release than vertical (My) and lateral (Mz) ones.

While skiing, the front locking lever of the binding must be set in "**DOWNHILL MODE**". Skiing with the front lever set in "**UPHILL MODE**", the lateral release system is completely disabled, with a greater risk for the user. (check out paragraph 4.3)

### 3.3.1 | RELEASE SYSTEMS SETTING

## **WARNING! DANGER!**

The adjustment of the release systems can be performed exclusively by a  
“SPECIALIZED TECHNICIAN”

The adjustment of the release systems must be performed accordingly with the physical and performance characteristics of the User.

A proper calibration of the release systems may reduce the risk of injury to the inferior limbs under the femur.

The release value must fall in between the maximum and minimum release value offered by the adjustment scale; **the adjustment screw shall never overpass the “STOP” logo laser engraved on the side of the minimum and maximum release values available on the adjustment scale.**

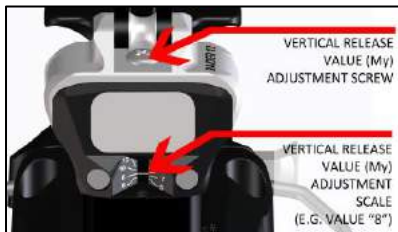
Before proceeding with the release test on the testing machine, remember to lubricate or humidify the brake in the contact area between the brake pad and boot sole in order to avoid frictions that might invalidate the release test.

**WARNING!** Each boot has its own substantial geometry and the installation, adjustment and calibration of the binding must be performed with the boot that will be used in combination with the binding itself. In case of boot replacement (with a different one in model or size), a “SPECIALIZED TECHNICIAN” must check the adjustment and calibration of the binding according to the new boot. If it is not possible to set or adjust the binding for the new boot, a completely new installation, adjustment and calibration is required.

#### 3.3.1.1 | VERTICAL RELEASE SYSTEM CALIBRATION (My)

The vertical release system adjustment can be performed through the screw on the top of the heel head (PH2 good quality insert) **(PICTURE ON THE SIDE).**

The yellow pointer top border shows the vertical release value set on the binding. **(PICTURE ON THE SIDE: E.G. value “8”).**



Turn clock-wise the adjustment screw to increase the release value.

Turn counter clock-wise the adjustment screw to decrease the release value.

### 3.3.1.2 | LATERAL RELEASE SYSTEM CALIBRATION (Mz)

The lateral release system adjustment can be performed through the back screw shown by the

**PICTURE ON THE SIDE** (use a good quality PH2 or PZ3 insert). The set release value is shown through the upper window (**PICTURE ON THE SIDE**, e.g. value "5").

Turn clock-wise the adjustment screw to increase the release value.

Turn counter clock-wise the adjustment screw to decrease the release value.



## 4 | PRACTICAL USE INSTRUCTIONS

### **WARNING! DANGER!**

It is highly recommended to strictly follow the operations described and illustrated in this chapter: a misunderstanding or execution of these procedures may create a greater risk for the user and/or third parties, such as damages to the gear itself.

Before proceeding with any operation or use, verify that the boots and the bindings are **COMPLETELY FREE** from ice, dirt, debris or any other foreign body that may lead to a failure in the regular functions of the bindings.

Before proceeding with any operation, check the functional state and the wear condition of the binding and its components: in case of doubts regarding the perfect functionality of one or more of the binding's components, immediately stop using the product and promptly reach a **"SPECIALIZED TECHNICIAN"** for a deeper check or a **Voyager XIV** dealer.

Some functions of the binding can be handled with a ski pole. The use of a ski pole may create scratches and/or an early wear of the product surfaces.

The binding includes some powerful elastic systems. An involuntary, wrong or accidental activation of these system is dangerous for the User's or third party's safety. Always handle these bindings with the proper care.

**Keep these bindings out of reach of children.**

## 4.1 | HOW TO USE THE REAR SKI BRAKES



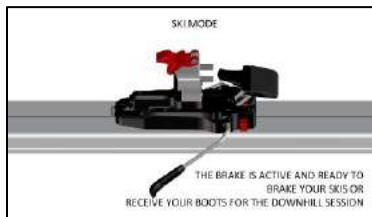
### **WARNING! DANGER!**

Before proceeding with your activities, always check the proper lubrication of the brake's arms recall walls in order to avoid malfunctions (see at chapter 5).

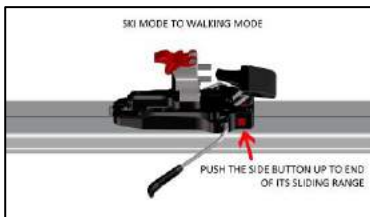
**Any operation on the brakes must be performed MANUALLY!**

### **4.1.1 WALK/UP-HILL MODE**

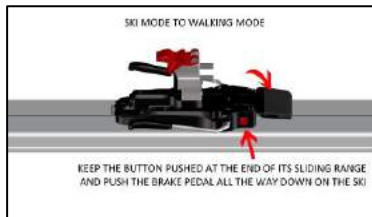
- 1) From ski mode (**PICT.6**), manually press on the side button, moving it to the end of its sliding range (**PICT.7**).
- 2) Keeping the side button in the reached position, manually push the brake pedal all the way down towards the ski (**PICT.8**).
- 3) From the reached position, release the side button and then the brake pedal that will be stabilized in walk mode by the side button (**PICT.9**).



**PICTURE 6**



**PICTURE 7**



**PICTURE 8**



**PICTURE 9**

## 4.1.2 SKI MODE

In order to set the brake in ski mode starting from the walk mode, operate as follows (PICT.10):

- 1) Push the brake pedal all the way down to the ski.
- 2) Push the side button up to the end of its sliding range.
- 3) Release the brake pedal.
- 4) Release the side button.
- 5) Proceed with the desired activities.



PICTURE 10

## 4.2 | UP-HILL/WALKING MODE

### **WARNING! DANGER!**

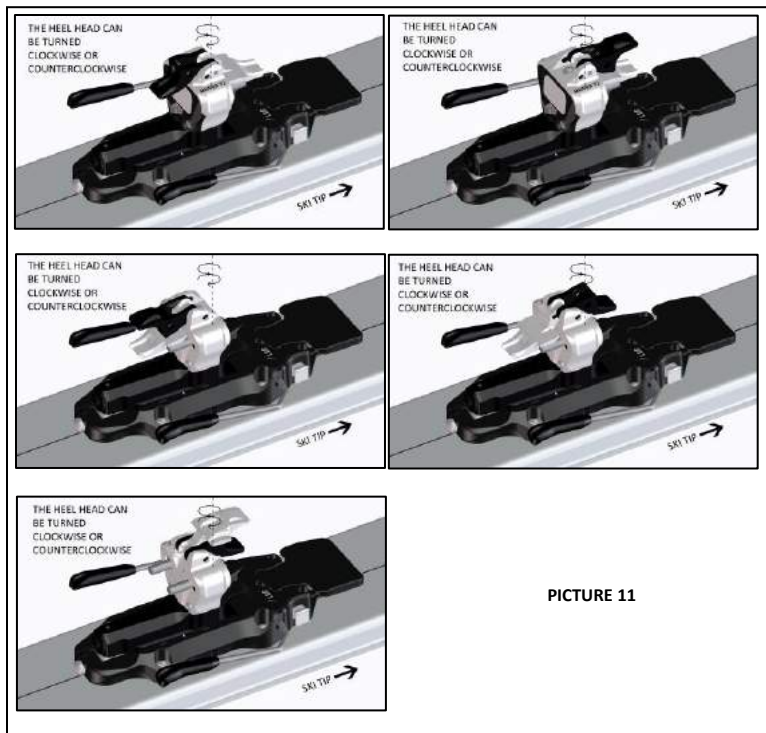
In this mode, the toe part is locked on the boot. This means that in case of fall, avalanche or any other unlucky situation that can be faced by the user, the release of the boot will be nearly impossible. This condition represents a **GREAT DANGER** for the user that could be dragged into an avalanche by the ski and/or suffer serious injuries in case of fall or accident.

When the binding is set in up-hill mode, the separation between boot and binding can only occur in case of heavy material deformations due to an event, external load or particular stress: if this happens, immediately stop using the product and promptly reach a **"SPECIALIZED TECHNICIAN"** for a deeper check or a **VOYAGER XIV** dealer.

During the ascent, an accidental impact or any other particular event, may move the front locking lever of the binding from the uphill walking mode to the downhill skiing mode. This represents a great danger for the user's safety that may experience an undesired boot release, with consequent risk of falling or slipping in dangerous conditions: **frequently check the correct setting and stabilization of the front lever of the binding, especially in case of accidental impact.**

Set the ski brake in walk mode as shown at paragraph 4.1.1

Position the heel part in one of the configurations shown at "PICTURE 11", rotating manually the heel head and stabilizing the heel flaps into its seats.



Check that the toe part is in the position shown at **PICTURE 12**, ready to receive the boot, free from ice, snow or other debris. If toe is not in the proper position, manually press on the front locking lever in order to reach the stabilized position shown at **PICTURE 12**.



**PICTURE 12**

Move the boot tip towards the toe part, matching the front TECH insert seats with the toe hooking pins (**PICTURE 13**). From this position, vertically push on the toe part to step in. (**PICTURE 14/15**). Rotate a few times the boot in order to check the proper boot-binding coupling, as shown at **PICTURE 15**.



**PICTURE 13**

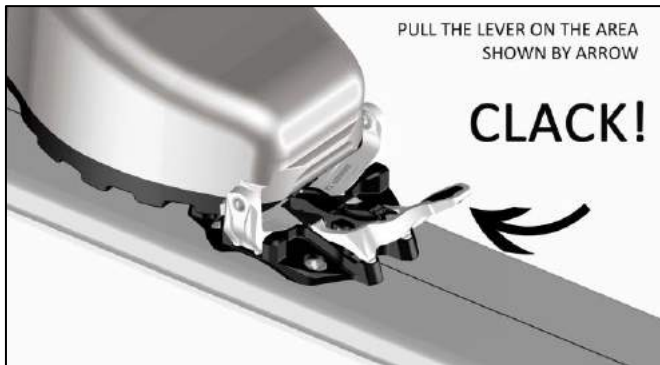


**PICTURE 14**



**PICTURE 15**

Slightly pull the front locking lever towards the boot tip up to the uphill stabilized position in order to lock the binding on the boot and allow the ascent, as shown at **PICTURE 16**.



**PICTURE 16**

**WARNING!** Before approaching any up-hill, always check that the front locking lever is stabilized in the locked position (**WALK**), as shown at **PICTURE 17**. The marked line should match with the "WALK" lines.



**PICTURE 17**



### 4.3 | DOWN-HILL MODE

#### **WARNING! DANGER!**

The correct setting of the binding for the DOWNHILL MODE is explained at paragraph 5.2 of this manual. This use mode may allow the release of the binding in case of ruinous falls: **NEVER SKI with the binding set for the UP-HILL WALKING MODE** in order to avoid the deactivation or exclusion of the release systems of the binding!

**It is absolute responsibility of the user to decide which behaviour/use modality represents a MINOR RISK for its own safety and that one of third parties, according to the faced conditions.**

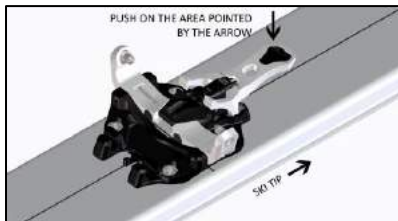
While skiing, an accidental impact or any other particular event, may move the front locking lever of the binding from the downhill skiing mode to the uphill walking mode. This can happen suddenly and without any voluntary action of the user: frequently check the position of the front locking lever, especially in case of accidental impact.

Move the heel on the stabilized position shown at **PICTURE 18** by rotating the heel head with the hands. Then rotate the heel flap towards the ski tail up to the back end of the rotation range.



**PICTURE 18**

Check that the toe part is in the position shown at **PICTURE 19**, ready to receive the boot, free from ice, snow or other debris. If toe is not in the proper position, manually press on the front locking lever in order to reach the stabilized position shown at **PICTURE 19**.



**PICTURE 19**

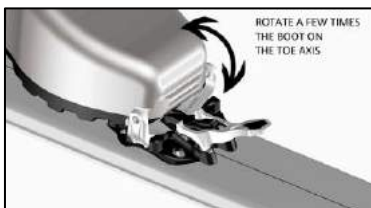
Move the boot tip towards the toe part, matching the front TECH insert seats with the toe hooking pins (PICTURE 20). From this position, vertically push on the toe part to step in. (PICTURE 21/22). Rotate a few times the boot in order to check the proper boot-binding coupling, as shown at PICTURE 22.



PICTURE 20

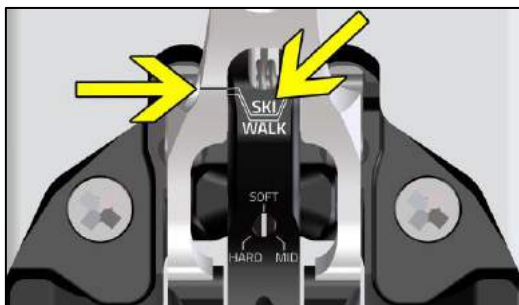


PICTURE 21



PICTURE 22

Check that the front locking lever is in downhill skiing mode (SKI), as clearly shown at PICTURE 23. The marked line should match with the "SKI" lines. If not like that, slightly push on the front locking lever in order to obtain the proper position, as shown at PICTURE 23.



PICTURE 23

Press on the heel part of the binding in order to step in and to obtain the complete hooking of the boot, as shown at **PICTURE 24**.



**PICTURE 24**

** WARNING! DANGER!**

Before your downhill section, it is really important to check that the perfect coupling in between boot and binding has occurred. It is common and good behaviour to check the proper toe pin insertion into the boot insert by locking the toe front locking lever and then immediately move it back into the downhill mode.

In case that the locking operation has been difficult or impossible, it is strictly forbidden to proceed with the downhill section and it is recommended to act as follows:

- Check that the boot tech insert is fully free from ice and dirt, otherwise clear it carefully.
- Check that no ice has built up underneath the toe piece locking mechanism, otherwise carefully clear it out using a knife or a thin section tool.

After these operations, please repeat the above-mentioned test to check the perfect coupling in between the toe piece and boot insert.

**Before starting with your downhill section, always doublecheck that your toe piece has been set back into downhill mode.**

## 4.4 | HOW TO GET OUT FROM THE BINDING

### **WARNING! DANGER!**

While releasing the binding, **firmly hold the ski that is going to be release from the boot in order to avoid an uncontrolled ski loss** that would represent a great danger for the skier and/or third parties which may be hit by the ski.

At the end of your ascent, carefully release the boot from the binding and immediately turn the ski brake in braking mode (downhill mode) in order to reduce the risk of an uncontrolled ski loss.

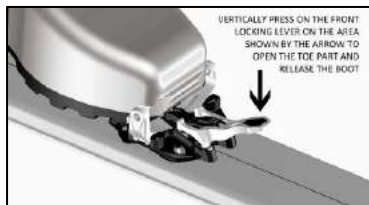
By the up-hill position, press on the front locking lever as show at **PICTURE 25**, moving it to the downhill skiing position and proceed as follows.

By the downhill skiing position, press again the front locking lever as shown at **PICTURE 26**, in order to fully open the toe part and release the boot.

Lift and rotate the foot tip moving the boot forward in order to get out from the heel part of the binding, as shown at **PICTURE 27**.



**PICTURE 25**



**PICTURE 26**



**PICTURE 27**

## 4.5 | HOW TO USE THE CRAMPONS

### **WARNING! DANGER!**

**The crampons should be fit into or removed from the binding when the boot is not ENGAGED into the binding. (e.g. with the skis in your hands or skis laying on the snow).**

Crampons must be used only with proper snow conditions; improper snow conditions could lead to heavy damages to the material and create a greater danger for the user or third parties.

**Do not force the crampon when not properly placed into its seat.**

**CRAMPONS best fit with your BINDINGS. Other crampons might work too, please check with your "SPECIALIZED TECHNICIAN".**

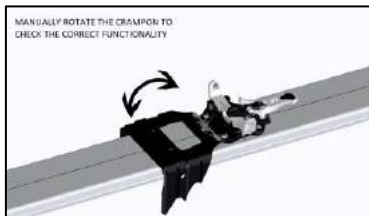
Place the crampon at 90° and slip it into the proper seat of the **CRAMPONS SLOT**, as shown at **PICTURE 28**. Once having correctly placed the crampon in its seat, release the crampon in order to obtain the position shown at **PICTURE 29**.

**Manually test the lateral stabilization of the crampon and the free rotation of the same on its pivot, as shown at PICTURE 29.**

When removing the crampon, place it back at 90° and slide it out (either right or left). A slight rotation while sliding the crampon out (a few degrees back and forth) would make the sliding operations easier.




**PICTURE 28**



**PICTURE 29**

## **5 | CARE, MAINTENANCE AND STORAGE**

** WARNING! Remember to periodically lubricate the rear brake recall sledges with grease. This maintenance prevents malfunctions and damages to the brake.**

In order to maintain a perfect functionality of the product, including the efficiency of the release systems, Moment recommends that you periodically lubricate all the joints and rotating surfaces of the binding with grease.

After a medium to long period of inactivity, it is necessary to have the binding checked by an **“SPECIALIZED TECHNICIAN”**, in particular the general wear and tear of the binding, the proper functionality of the systems and the lubrication state of the product.

After each use, carefully clean the binding from dirt, salt, sand or debris, using distilled water; do not use harsh chemical solvents.

When not used, set the binding as per the downhill mode in order to preserve the elasticity of the springs. Store it in a dry and protective place; avoid excessive heat.

Do not make any modifications or tampering to the bindings: any of these actions will lead to the cancellation of the product warranty; these actions could also compromise the functionality of the bindings and increase the possibility of structural damages and therefore create a greater risk for the user's and third party's safety.

## **6 | WARRANTY**

Moment guarantees that the product is free from any manufacturing or material defects for a period of two years (2) starting from the date of purchase through an authorized dealer.

The effective date of the warranty must be supported by the proof of purchase: without the original proof of purchase, the temporal effect will start from the date in which the product left the Moment warehouse.

**Known that the Voyager bindings are NOT SAFETY CERTIFIED by any certification institute, since they DO NOT COMPLY WITH ANY DIN/ISO SAFETY STANDARD, the warranty is not valid in case of:**

**(see chapter 3);**

- Incorrect installation or installation performed by a NON **“SPECIALIZED TECHNICIAN”**
  - Incorrect use;
  - Lacking of periodical maintenance as stated at chapter 9 of this GUIDEBOOK;
  - Carelessness;
  - Inexperienced use;
  - Any modification performed on the product;
  - Purchase through an un-authorized dealer.
  - Warranty request from a NON-ORIGINAL USER (=second hand product);
  - Overuse;
  - Wear and tear on consumables, available as regular spare parts
- Moment does not recognize any express or implied warranties other than those specified in this chapter and does not recognize damages raising by:**
- Incorrect installation, adjustment or calibration;
  - Standard wear and tear, including chipping;
  - Incorrect set up;
  - Use in combination with non-adequate gear per definition or due to wear and tear;
  - Use in combination with boots not expressly designed to be used in combination with tech bindings and/or boots that do not comply with the standard TECH system.
  - Impacts or collisions with foreign bodies;
  - prejudices not directly or necessarily related to the product;
  - prejudices connected to the noncompliance with any DIN/ISO SAFETY standard;
  - prejudices anyway avoidable with due caution required by the raw mountain environment with low urbanization;
  - prejudices increased by the damaged subject behaviour.

More warranty details can be found at [www.momentskis.com](http://www.momentskis.com)

## 7 | LIMITATION OF LIABILITY ON THE PRODUCT

### **WARNING! DANGER!**

The USER is fully aware that the bindings

**DO NOT COMPLY WITH ANY DIN/ISO SAFETY STANDARD.**

**In particular, these do not comply with DIN/ISO 11088 and DIN/ISO 13992 safety standards.**

By purchasing such products in a conscious and informed way as provided by this “INSTALLATION, USE and MAINTENANCE GUIDEBOOK”, the USER expressly accepts without any reserve all the risks arising from the characteristics of the products, relieving **Moment** by any liability regarding eventual damages caused to the user or third parties during the use of the product itself.

Under no circumstances shall the company be liable (i) for any claim arising from an incorrect or wrong application of the Guidebook, or (ii) for any issue or matter expressly identified as “Warning! Danger!” within the Guidebook, or (iii) for any damage that is limited or excluded within the Guidebook.

Under no circumstances shall the company be liable any claim for special, consequential, indirect, punitive, exemplary, or incidental damages (including lost or anticipated income, lost revenues or lost profits), arising out of the bindings, whether such claim is based on warranty, contract, tort (including negligence or strict liability) or otherwise.

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