



A D H X F A M I L Y



RIDING A SPECTRUM OF ROADS

ALPE D'HUEZ

All TIME Bicycles are designed with performance in mind. For road riding, the perfect balance of low weight, high efficiency and responsive handling calls for short chainstays and robust torsional rigidity. Tire width plays a role as well – contemporary analysis of rolling resistance and rider efficiency have settled on 28C as an optimal tire width for modern racing or training on tarmac roads.

ADHX

As flexibility becomes paramount, chainstays lengthen and a margin of reactivity is traded for additional tire clearance. It's this Allroad or 'fast gravel' machine that has to deliver the goods in the widest variety of conditions. For riders who are looking to add variety to their riding, a 35-38c file tread on a lightweight tire casing will offer a great deal of comfort and control on dirt without feeling ponderous on pavement.

ADHX 45

Riders that spend the majority of their time on dirt will appreciate the volume and traction offered by a 45c tire. Gravel-oriented frames achieve the necessary tire clearance by thinning and lengthening the seatstays and chainstays, and widening the opening in the fork legs. The resulting increase in frame deflection paired with the vibration absorption and traction from larger tires make light work of rough roads even as they render the ADHX 45 less suited to asphalt.

Selecting the bike that is designed for your rides will yield the most 'smiles per mile.' If rougher gravel roads only feature occasionally, you'll enjoy the improved handling and road feel of the ADHX. If you primarily ride pavement, you might not need a 'gravel' bike at all – It's amazing what can be ridden quickly and comfortably aboard the Alpe d'Huez sporting a supple 28c tire. If you want to get lost on unimproved back roads and could almost justify a mountain bike, the capabilities of the ADHX 45 could be perfect.



ADHX

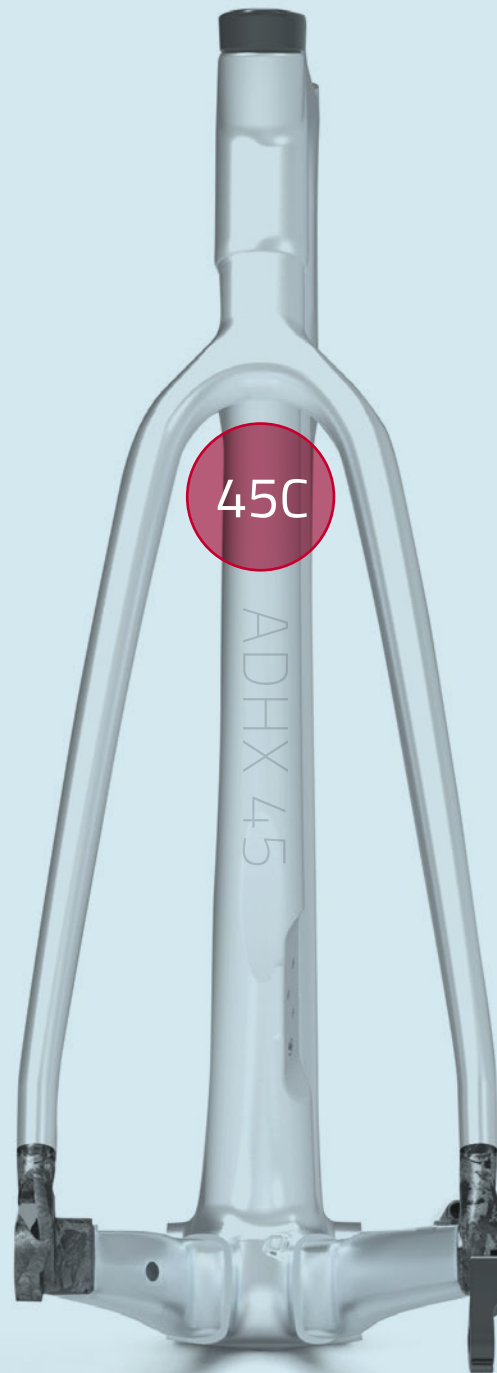
ALLROAD
420MM CHAINSTAY
38C TIRE



ADHX 45

GRAVEL
430MM CHAINSTAY
45C TIRE





VOLUME, TRACTION AND CONTROL

A 45c tire has roughly three times the volume of a 28c tire and about 65% more than a 38c version. More volume allows lower air pressures and better traction, increased comfort and more stability. Additionally, the more aggressive tread patterns available in larger sizes further contribute to grip on uncertain terrain.

It might seem that any bike would benefit from larger tires and this is true to an extent. But consider that a large tire weighs a great deal more than a smaller one and the taller sidewalls deflect more, contributing to a vague feeling over hard surfaces. Additionally, drive-train compatibility is reduced as wide tires, chainrings and front derailleurs all compete for the same space.

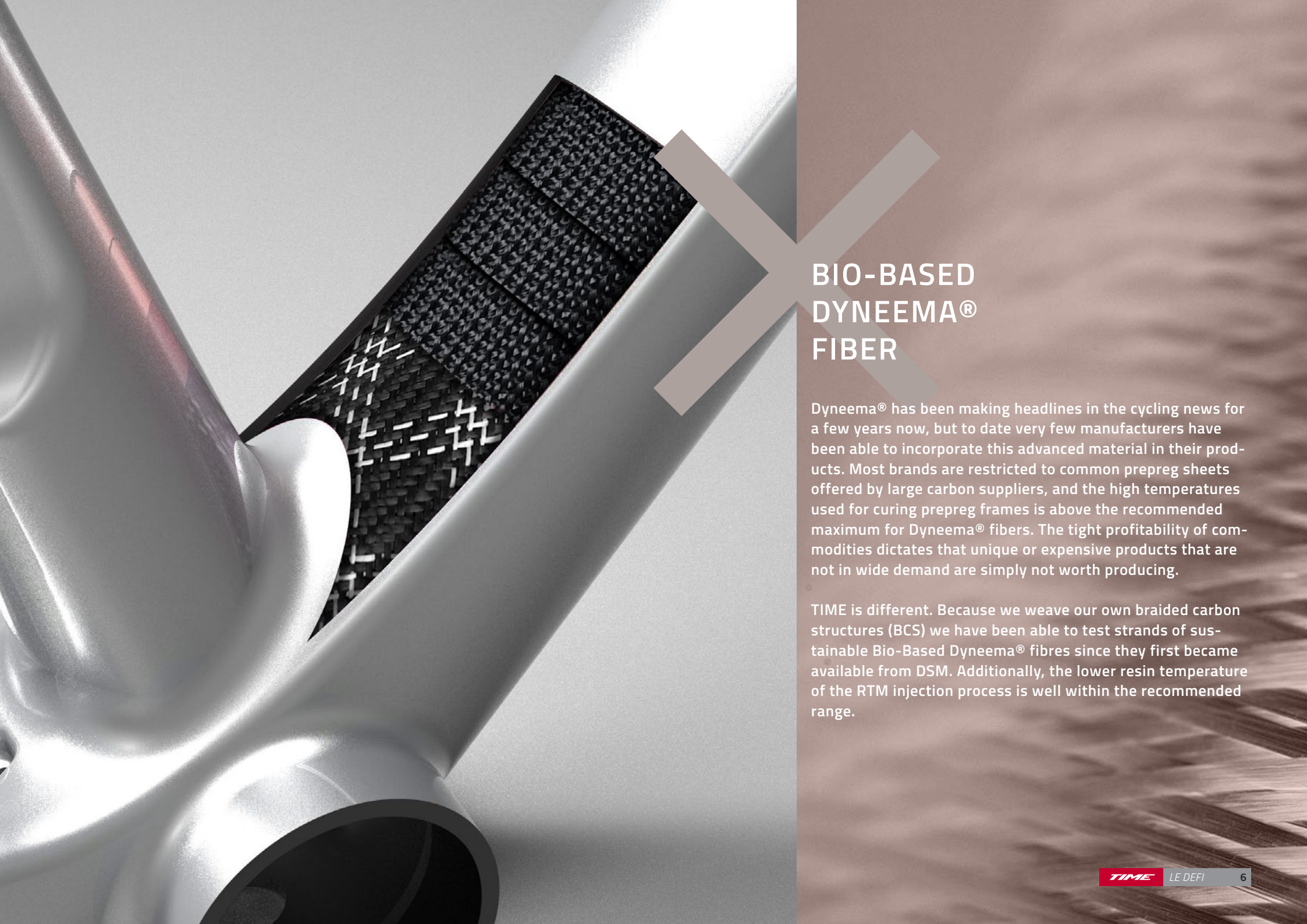
GRAVEL GEOMETRY HIGHLIGHTS

ADHX 45 is different from the ADHX in a few key dimensions. These changes allow for larger tires and impart additional stability.



45C TIRE (+7MM)





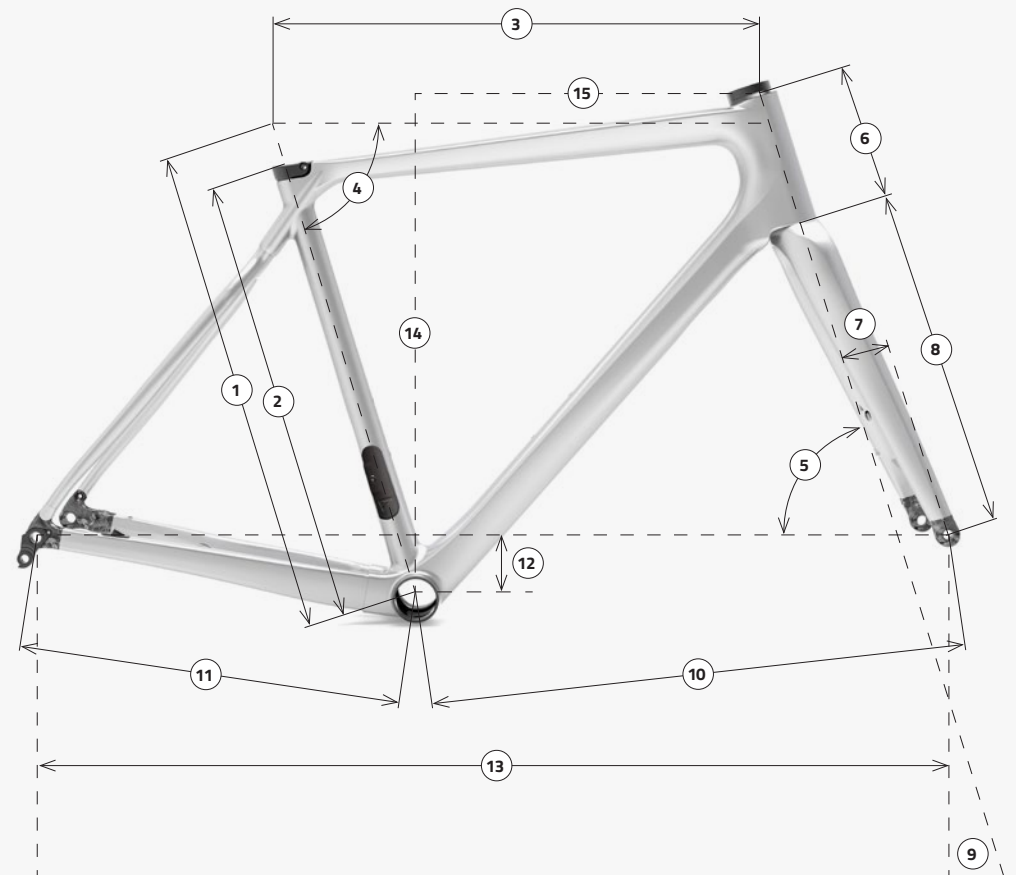
BIO-BASED DYNEEMA® FIBER

Dyneema® has been making headlines in the cycling news for a few years now, but to date very few manufacturers have been able to incorporate this advanced material in their products. Most brands are restricted to common prepreg sheets offered by large carbon suppliers, and the high temperatures used for curing prepreg frames is above the recommended maximum for Dyneema® fibers. The tight profitability of commodities dictates that unique or expensive products that are not in wide demand are simply not worth producing.

TIME is different. Because we weave our own braided carbon structures (BCS) we have been able to test strands of sustainable Bio-Based Dyneema® fibres since they first became available from DSM. Additionally, the lower resin temperature of the RTM injection process is well within the recommended range.

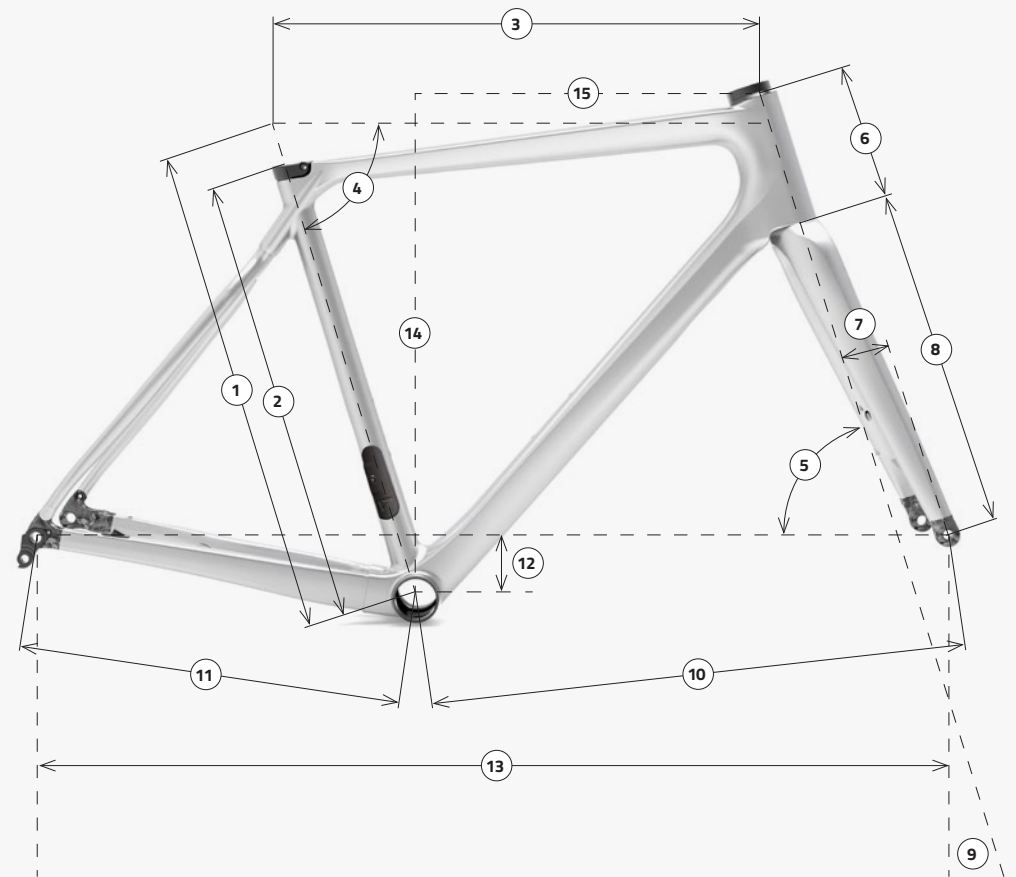
ADHX GEOMETRY

ADHX	XS	S	M	L	XL
1 SEAT TUBE (VIRTUAL)	521	539	555	570	581
2 SEAT TUBE (ACTUAL)	455	480	500	530	550
3 TOP TUBE (VIRTUAL)	521	539	555	570	580
4 SEAT TUBE ANGLE	73.7°	73°	73°	73°	73°
5 HEAD TUBE ANGLE	70.5°	71.5°	72.5°	72.5°	73°
6 HEAD TUBE	123	131	149	169	188
7 FORK OFFSET	50	50	50	50	50
8 AXLE TO CROWN	377	377	377	377	377
9 TRAIL	71	64	58	58	54
10 FRONT CENTER	585	587	594	609	615
11 CHAINSTAY	420	420	420	420	420
12 DROP	74	74	74	74	74
13 WHEELBASE	994	996	1003	1018	1024
14 STACK	530	543	562	581	601
15 REACH	366	373	383	392	397



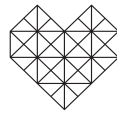
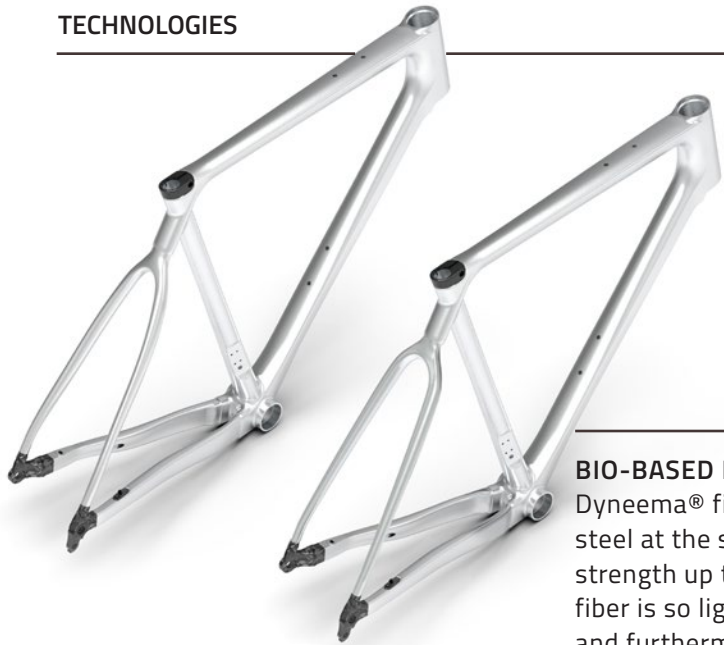
ADHX 45 GEOMETRY

ADHX 45	XS	S	M	L	XL
1 SEAT TUBE (VIRTUAL)	521	539	555	570	581
2 SEAT TUBE (ACTUAL)	455	480	500	530	550
3 TOP TUBE (VIRTUAL)	519	537	553	568	578
4 SEAT TUBE ANGLE	73.5°	72.8°	72.8°	72.8°	72.8°
5 HEAD TUBE ANGLE	70.3°	71.3°	72.3°	72.3°	72.8°
6 HEAD TUBE	123	131	149	169	188
7 FORK OFFSET	53	53	53	53	53
8 AXLE TO CROWN	383	383	383	383	383
9 TRAIL	71	65	59	59	57
10 FRONT CENTER	589	591	598	613	618
11 CHAINSTAY	430	430	430	430	430
12 DROP	71	71	71	71	71
13 WHEELBASE	1009	1011	1018	1033	1038
14 STACK	532	543	564	583	603
15 REACH	364	371	381	390	395



ADHX & ADHX 45

TECHNOLOGIES

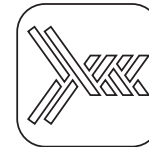


**BIO-BASED
DYNEEMA®
FIBER
AT HEART**
Because it matters

BIO-BASED DYNEEMA® FIBER

Dyneema® fiber is 15x stronger than steel at the same weight, with a tensile strength up to 43 cN/dtex. Dyneema® fiber is so light that it floats on water and furthermore has a very high modulus (resistance against deformation).

Compared to other generic HMPE fibers, bio-based Dyneema® emits 29 tonnes less CO2 per metric ton of fiber produced. This is the equivalent CO2 released by charging 3.7 million smartphones, or the amount of CO2 absorbed by growing 480 tree seedlings for 10 years.



BCS

Braided Carbon Structure is the weaving of dry fibers into complex bi-directional 'socks.' These tubes of fiber are easy to tune with different materials – TIME currently chooses from 16 filaments to perfectly tailor our layups. This process also allows something that is unheard of in the cycling world; continuous fibers that run the full length of a structure. With standard prepreg layup, fibers end where the sheets do, creating inherent weaknesses.

BCS is the way we've always made our products and we're the one of the only bike manufacturers doing it.



RTM

Resin Transfer Moulding is the best way to minimize defects in the frame structure. By laying up dry fibers and then injecting resin at high pressure between rigid external AND internal molds, air pockets and voids are eliminated. Unlike the industry-standard prepreg layup and air bag moulding, RTM quality is uniform and consistent yielding a beautiful near-finished product. While the RTM process is ubiquitous in aerospace and high-end automotive applications, it's almost unheard of in cycling and your TIME is unique.

ADHX & ADHX 45

FEATURES



REINFORCED STEERER TUBE

Fork steerer tubes must withstand a great deal of stress from riding and clamping forces imparted by the stem. TIME have always reinforced steerers with Kevlar or Vectran fibers to dramatically reduce the risk of total failure and separation in this critical area.



FORGED CARBON

With 20x the fatigue life of steel or alloy, we use forged carbon where others spec heavier aluminum parts. A 60% fiber content allows drilling and threading without cracking, processes that are much more challenging with prepreg construction.



TOP TUBE MOUNT POINT

Frame storage is great, but fingertip access while riding is better. Your ADHX is compatible with bags or mounting systems that use a standard bottle mount.



DEDA S DCR FOR SEMI & FULLY-INTEGRATED CABLES

A clean cockpit offers more than just great looks. Hidden cables are less likely to be damaged and give unhindered space at the bars for the accessories that make your ride great. The included DEDA S-DCR headset is compatible with standard stems and handlebars for semi-integrated setup or add a full DCR headset cover/stem/bar available from DEDA to finish your TIME with fully-integrated cables and brake hoses.



SINGLE COVER

Compatibility with single and double -chaining drivetrains doesn't have to leave exposed frame holes or a lonely, empty derailleur mount. With the Time Single Cover your 1X setup looks as slick and finished as the rest of your bike.

ADHX & ADHX 45

TECHNICAL SPECIFICATIONS

MAX TIRE WIDTH - ADHX

700 x 28-38c Road Tires (Slick or File Tread)

700 x 32-35c Cross Tires (Low Profile Knob)

(not all tire/rim combinations fit with adequate clearance - check for appropriate fit)

MAX TIRE WIDTH - ADHX 45

700 x 32-45c Gravel Tires

650 x 50c Gravel Tires

(not all tire/rim combinations fit with adequate clearance - check for appropriate fit)

FRAME MATERIAL

BCS Carbon Fiber - Dyneema® Enhanced

SIZES

XS, SM, MD, LG, XL

FORK STEERER TUBE

Kevlar® or Vectran® Enhanced BCS Carbon Fiber - Tapered 1-1/8" to 1-1/2"

HEADSET BEARINGS

Top and Bottom: 1-1/2" (with compression ring for internal cable routing)

BOTTOM BRACKET

BB386

DISC HUB STANDARD

12x100mm F, 12x142mm R

THRU AXLES

12x120x1.5mm Pitch F, 12x159x1.5mm Pitch R

WHAT'S INCLUDED

- DEDA S DCR Headset for Semi & Fully-Integrated Cockpits
 - Front and Rear Thru Axles
 - Alloy Bottle Bolts
 - Integrated Seatpost Clamp
- Single Cover and Drivetrain Conversion Kit

SEATPOST DIAMETER

∅27.2mm

SEATPOST CLAMP

Proprietary TIME Alloy

SHIFTING

Compatible with Electronic and Standard Shifting Systems

FRONT DERAILLEUR

1X and 2X Compatible with Integrated Single Cover and Drivetrain Conversion Kit

REAR DERAILLEUR

Standard Mount

FRONT BRAKE

Front and Rear Flat Mount Disc

ROTOR SIZE

140/160mm with Adapter

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DRIVETRAIN COMPATIBILITY ¹

ADHX DRIVETRAINS

BRAND	GROUP	CHAINRING
SHIMANO	DURA-ACE	ALL OEM OPTIONS
	ULTEGRA	ALL OEM OPTIONS
	105	ALL OEM OPTIONS
	GRX 1X	ALL OEM OPTIONS
	GRX 2X	ALL OEM OPTIONS
SRAM	RED AXS 1X	ALL OEM OPTIONS
	RED AXS 2X	ALL OEM OPTIONS
	FORCE D2 AXS 1X WIDE	ALL OEM OPTIONS
	FORCE D2 AXS 2X WIDE	ALL OEM OPTIONS
	FORCE D1 AXS 1X	ALL OEM OPTIONS
	FORCE D1 AXS 2X	ALL OEM OPTIONS
	RIVAL AXS 1X	ALL OEM OPTIONS
	RIVAL AXS 1X WIDE	ALL OEM OPTIONS
	APEX AXS 1X WIDE	ALL OEM OPTIONS
	CAMPAGNOLO	SUPER RECORD WIRELESS
	SUPER RECORD	ALL OEM OPTIONS
	RECORD	ALL OEM OPTIONS
	CHORUS	ALL OEM OPTIONS
	EKAR 1X13	ALL OEM OPTIONS

ADHX 45 DRIVETRAINS

BRAND	GROUP	CHAINRING
SHIMANO	GRX 1X	ALL OEM OPTIONS
	GRX 2X	ALL OEM OPTIONS
SRAM	RED D1 AXS 1X	46T MAX
	RED D1 AXS 2X ²	48/35T MAX
	FORCE D2 AXS 1X WIDE	ALL OEM OPTIONS
	FORCE D2 AXS 2X WIDE ³	ALL OEM OPTIONS
	FORCE D1 AXS 1X	46T MAX
	FORCE D1 AXS 2X ²	48/35T MAX
CAMPAGNOLO	RIVAL D1 AXS 1X	46T MAX
	RIVAL D1 AXS 1X WIDE	ALL OEM OPTIONS
	APEX D1 AXS 1X WIDE	46T MAX
CAMPAGNOLO	EKAR 1X13	ALL OEM OPTIONS

NOTES

¹ Tested with standard OEM chainring options from Shimano, SRAM and Campagnolo. Other drivetrains and components have not been verified.

² 40C max tire width

³ 40C max tire width - WIDE Front Derailleur clears 45C.