# ARGON 18


E117

VALID FOR EII7374A-B / 08-01-2025


E117

VALID FOR E117 374A-B / 08-01-2025

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## MY E-117

Date of purchase: _____

Retailer: _____

Size: _____

Serial number: _____

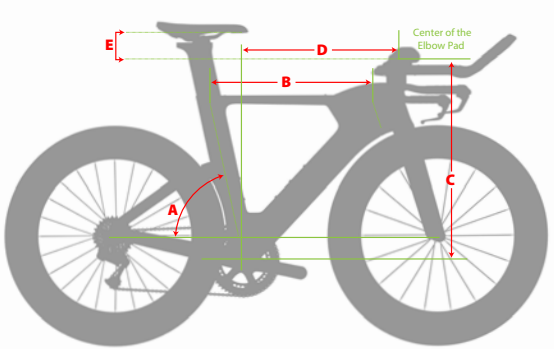
*To maintain the validity of the warranty, the bicycle must be fully assembled by an authorized Argon 18 dealer. High-end components, such as carbon parts, require extra care during assembly.*

*These components must be installed using a torque wrench to ensure each bolt is at the specified torque setting to prevent damage.*

# I. FIT / STACK & REACH

## Sizing chart

| | | A | B | C | | D | | E | |
|---|---|---|---|---|---|---|---|---|---|
| Saddle Height | Suggested Size | Seat Tube Angle | Top Tube | Maximum Stack* | Minimum Stack* | Maximum Reach* | Minimum Reach* | Maximum Drop | Minimum Drop |
| cm | | deg | mm | mm | mm | mm | mm | cm | cm |
| 58 | XS | 78 | 491 | 663 | 573 | 501 | 414 | 0,6 | 9,6 |
| 59 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -0,4 | 8,6 |
| 60 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -1,4 | 7,6 |
| 61 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -2,4 | 6,6 |
| 62 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -3,3 | 5,7 |
| 63 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -4,3 | 4,7 |
| 64 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -5,3 | 3,7 |
| 65 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -6,3 | 2,7 |
| 66 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -7,3 | 1,7 |
| 67 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -8,2 | 0,8 |
| 68 | XS | 78 | 491 | 663 | 573 | 501 | 414 | -9,2 | -0,2 |
| 69 | XS / S | 78 | 491 / 505 | 663 / 673 | 573 / 583 | 501 / 511 | 414 / 424 | -10.2 / -9.2 | -1.2 / -0.2 |
| 70 | XS / S | 78 | 491 / 505 | 663 / 673 | 573 / 583 | 501 / 511 | 414 / 424 | -11.2 / -10.2 | -2.2 / -1.2 |
| 71 | S | 78 | 505 | 673 | 583 | 511 | 424 | -11,1 | -2,1 |
| 72 | S | 78 | 505 | 673 | 583 | 511 | 424 | -12,1 | -3,1 |
| 73 | S | 78 | 505 | 673 | 583 | 511 | 424 | -13,1 | -4,1 |
| 74 | S / M | 78 | 505 / 518 | 673 / 688 | 583 / 598 | 511 / 521 | 424 / 434 | -14.1 / -12.6 | -5.1 / -3.6 |
| 75 | M | 78 | 518 | 688 | 598 | 521 | 434 | -13,6 | -4,6 |
| 76 | M | 78 | 518 | 688 | 598 | 521 | 434 | -14,5 | -5,5 |
| 77 | M | 78 | 518 | 688 | 598 | 521 | 434 | -15,5 | -6,5 |
| 78 | M | 78 | 518 | 688 | 598 | 521 | 434 | -16,5 | -7,5 |
| 79 | M / L | 78 | 518 / 533 | 688 / 713 | 598 / 623 | 521 / 531 | 434 / 444 | -17.5 / -15.0 | -8.5 / -6.0 |
| 80 | L | 78 | 533 | 713 | 623 | 531 | 444 | -15,9 | -6,9 |
| 81 | L | 78 | 533 | 713 | 623 | 531 | 444 | -16,9 | -7,9 |
| 82 | L | 78 | 533 | 713 | 623 | 531 | 444 | -17,9 | -8,9 |
| 83 | L / XL | 78 | 533 / 549 | 713 / 743 | 623 / 653 | 531 / 541 | 444 / 454 | -18.9 / -15.9 | -9.9 / -6.9 |
| 84 | L / XL | 78 | 533 / 549 | 713 / 743 | 623 / 653 | 531 / 541 | 444 / 454 | -19.8 / -16.9 | -10.8 / -7.9 |
| 85 | XL | 78 | 549 | 743 | 653 | 541 | 454 | -17,8 | -8,8 |
| 86 | XL | 78 | 549 | 743 | 653 | 541 | 454 | -18,8 | -9,8 |
| 87 | XL | 78 | 549 | 743 | 653 | 541 | 454 | -19,8 | -10,8 |
| 88 | XL | 78 | 549 | 743 | 653 | 541 | 454 | -20,8 | -11,8 |
| 89 | XL | 78 | 549 | 743 | 653 | 541 | 454 | -21,8 | -12,8 |



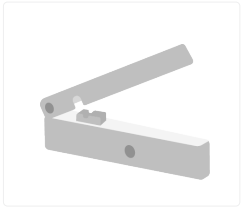

This chart indicates recommended values. Max and min drop values are calculated according to Canadian specifiations.

Contact one of our authorized dealers for further informations on your bike fit.

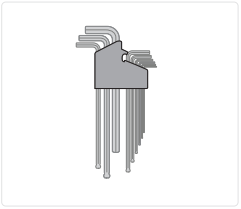
* Stack and reach are measured at center of elbow pad

## 2. TOOLS NEEDED & EMERGENCY REPAIR KIT

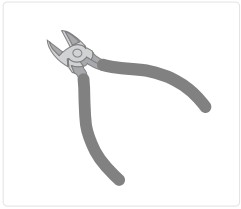
1. Hydraulic Hose Cutter



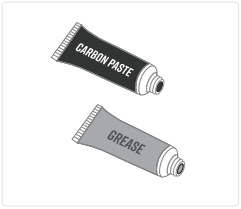
2. Set of Allen Keys



3. Flush Cut Plier

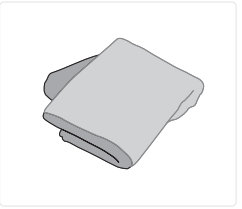


4. Carbon Paste & Grease

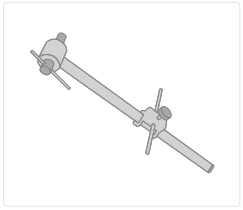



5. Utility Picks

6. Clean Rag



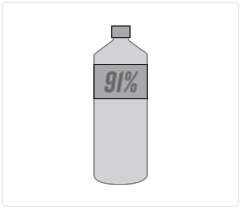
7. Derailleur Hanger Alignment Gauge



8. Cables and Housing Cutter

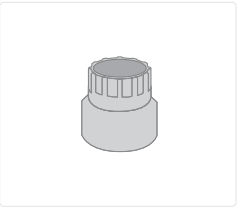
9. Medium-strength Thread Locker

10. Isopropyl Alcohol

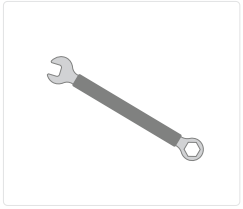



11. Torque Wrench

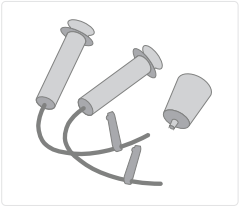
12. Cassette Lockring Tool



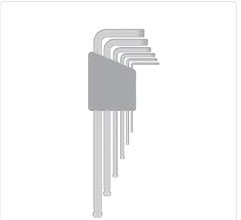
13. 8mm Wrench



14. TRP Bleed Kit



15. Set of Torx Keys



16. TRP Mineral Oil

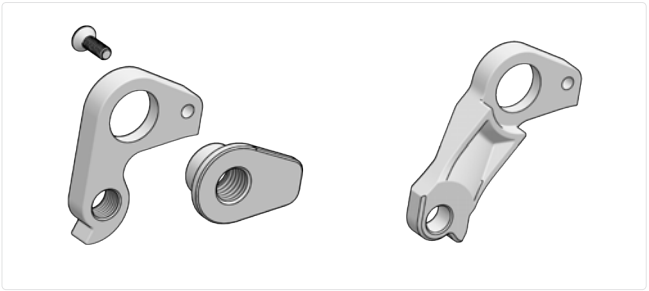

## EMERGENCY REPAIR KIT

**IMPORTANT:**
Essential parts to always have on hand
IN CASE OF EMERGENCY...
THIS MIGHT SAVE YOUR RIDE!

1. Seat Post Clamp

81504

2. Spare Rear Derailleur Hanger



80802

80832

3. Spare Brake Pad

Tektro F10RS
Semi-Metallic

# 3. FRAMESET INSPECTION & TORQUE CHART

| No. | A18 SKU# | Function | Description | Screw Type | Torque | Detail | Qty |
|---|---|---|---|---|---|---|---|
| 1 | 81499* | Front derailleur hanger screw | M5 x 16 mm screw | Flat head | 3 Nm | Grease | 2 |
| 2 | 80802* | Rear derailleur hanger screw | M4 x 12 mm screw | Flat head | 2 Nm | Loctite | 1 |
| 3 | 81504* | Seat post clamp top screw | M8 x 10 mm screw | Set screw | 5.5 Nm | Grease | 1 |
| 4 | 81504* | Seat post clamp bottom screw | M3 x 8 mm screw | Button head | Hand Tighten Slack | Loctite | 1 |
| 5 | 81249 | Water bottle and Bento box screw | M5 x 14 mm screw | Button head | Hand Tighten | Grease | 6 |
| 6 | 201209 (374A)<br>201210 (374B) | Rear brake cover side screw | M4 x 10 mm screw | Flat head | Hand Tighten | Loctite | 1 |
| 7 | 201209 (374A)<br>201210 (374B) | Rear brake cover bottom screw | M4 x 16 mm screw | Button head | Hand Tighten | Loctite | 1 |
| 8 | SP.119+D.368A* | Ritchey saddle clamp screw | M5 x 16 mm screw | Socket head | 6 Nm | Loctite | 2 |
| 9 | SP.119+D.368A* | Ritchey saddle rail clamp screw | M6 x 55 mm screw | Socket head | 12 Nm | Loctite | 1 |
| 10 | 80852 | Front thru-axle | M12 x 1.5 x 119 mm Axle | Thru Axle | 10 Nm | Grease | 1 |
| 11 | 80853 | Rear thru-axle | M12 x 1.5 x 161 mm Axle | Thru Axle | 10 Nm | Grease | 1 |
| 12 | 81551* | TRP lever bleed screw | M6 x 7 mm screw | Button head | 2 - 4 Nm | Dry | 2 |
| 13 | 81553* | Brake lever wedge screw | M3 x 12 mm screw | Socket head | 2 Nm | Grease | 2 |
| 14 | 81548 | TRP caliper bleed screw | M5 x 6 mm screw | Cone point Set screw | 3 Nm | Dry | 2 |
| 15 | 81547*<br>81551*<br>81555* | TRP compression nut | M8 x P0,75 x 7 mm | Nut | 5 - 7 Nm | Loctite | 4 |
| 16 | 81549 | TRP brake pad pin | M4 x 25 mm Pin | Socket head pin | 4 Nm | Loctite | 2 |
| 17 | 81550 | Rear caliper fixing screw | M5 x 20 mm screw | Socket head | 7 Nm | Loctite | 2 |
| 18 | 81556 | Front caliper fixing screw | M5 x 27 mm screw | Socket head | 7 Nm | Loctite | 2 |
| 19 | ** | TRP centerlock lockring | - | Disc lockring | 40 Nm | Loctite | 2 |
| | **Integrated Handlebar** | | | | | | |
| 20 | 81084 | Stem's steerer clamp screw | M5 x 25 mm screw | Socket head | 5 Nm | Grease | 2 |
| 21 | 201193* | Basebar door screw | M3 x 5 mm screw | Flat head | Hand Tighten | Loctite | 2 |
| 22 | 81513* (Di2) | Brake lever shifter adapter screw | M3 x 12 mm screw | Socket head | Hand Tighten | Grease | 2 |
| 23 | 201194* (eTap) | Brake lever shifter adapter screw | M3 x 8 mm screw | Flat head | Hand Tighten | Grease | 2 |
| 24 | 81544* | Extension clamp screw | M5 x 14 mm screw | Flat head | 5 Nm | Grease | 2 |
| 25 | 81520* | Water bottle mount screw | M5 x 8 mm screw | Button head | 2 Nm | Grease | 1 |
| 26 | 81520* | Water bottle mount screw | M5 x 12 mm screw | Button head | 2 Nm | Grease | 1 |
| 27 | 81520* | Water bottle mount screw | M5 x 15 mm screw | Button head | 2 Nm | Grease | 1 |
| 28 | 81254* | Swivel screw | M6 x 18 mm screw | Socket head | 9 Nm | Grease | 2 |
| 29 | 201207<br>81532 - 81540 | Spacer screw | M6 x 20 mm screw<br>M6 x 30 to 110 mm screw | Socket head | 9 Nm | Grease | 2 |
| 30 | 80300 | Armrest screw | M5 x 12 mm screw | Flat head | 2 Nm | Grease | 4 |
| 31 | 201197* | Extension end-cap for blip screw | M4 x 25 mm screw | Flat head | Hand Tighten | Dry | 2 |
| 32 | 201198* | Compression plug | M8 x 1.25 mm wedge | Wedge | 10 Nm | Grease | 1 |
| 33 | 201198* | Top cap screw | M6 x 30 mm screw | Flat head | Hand Tighten | Grease | 1 |
| 34 | 81564* | GPS mount screw | M3 x 8 mm screw | Flat head | Hand Tighten | Grease | 2 |
| 35 | 201195-201196* | Stem Cap Screw | M4 x 8 mm screw | Flat head | Hand Tighten | Grease | 2 |
| | **Handlebar** | | | | | | |
| 36 | 81512* (Mech) | Brake lever shifter adapter screw | M3 x 12 mm screw | Socket head | Hand Tighten | Grease | 2 |

* Included With ** Availlaible at Tektro

**Before assembling your new E-117, please :**

1. Check your parts against the frameset parts checklist (see p.8-12)
2. Inspect the frame for cosmetic defects (scratches, bumps, cracks, paint defects, etc.)
3. Record serial number on p.3 for reference.
4. Make sure you have all the necessary bolts (refer to frameset parts, p.8-12)
5. For optimal shifting performance, use a derailleur alignment gauge to make sure that the derailleur hanger is straight.

Some of the following parts are already assembled on the frame. When assembling the bike, you will need to adjust these parts according to their torque specifications and fastener conditions when necessary.


Torque Value

Allen key size

Apply **threadlocker** on the indicated surfaces.


Apply **grease** on the indicated surfaces.


Apply **carbon paste** on the indicated surfaces.

***IMPORTANT:***
Indicates special precautions and important steps that must be taken to avoid damage and/or injury.

# 4. TROUBLESHOOTING / TIPS & SPECIFICATIONS

### Brakes

Use only supplied Tektro brakes.
The frame and fork are compatible with 140 mm disc rotors only.
The frame's rear mount thickness is 10 mm. Use M5 x 20mm mounting screws. For the fork, use M5 x 27 mm mounting screws.

### Tire Clearance

The largest tires that can be installed are 700x30c, they must be no wider than 32mm, for the front and rear wheels. Max rim width of 35mm.

### Seat Post

Argon 18 exclusive Aero Seatpost Shape, compatible with our other E-119 and E-117 SP.

### Saddle Clamp

The saddle clamp is compatible with Ø 7mm saddle rails. If your saddle rails are not round, please refer to the Ritchey part numbers listed below. These parts are not sold by Argon 18, but they are available on Ritchey's website (ritcheylogic.com).

55055467004 for 7x7mm saddle rail
41055467003 for 8x8.5mm saddle rails
41055467002 for 7x9.6mm saddle rails

### Front Mechanical Derailleur

The E-117 family is designed to work with full housing compatible front derailleurs. The front derailleur must have an integrated cable stop.

### Bottom Bracket

BB86 (press-fit), 86.5mm width

### Headset

Top bearing: A18# 201188, ACB 4545 SS, 40.5x49.5x6.5mm, 45° x 45°, stainless steel
Bottom bearing: A18# 80100, MR168-1 1/4 po, 45° x 45°

### Chainring

The E-117 Disc is designed to work with round chainrings with 50 to 58 teeth and oval chainring with the equivalent max. OD of a 58T round chainring in double-chainring configuration. In singe chainring, the maximum is 64T.

**Please contact customer service at info@argon18.com for any further inquiries.**

### Seat Post Collar

Argon18 exclusive, E-117 Disc MY2025 and E-119Tri+ Disc seatpost clamp. The seatpost clamp on the E-117 Disc MY2025 is NOT the same as previous generations of the Nitrogen, E-117 and E-119.

### Disc brake rotor

The disc brake system is compatible with any 140mm disc on the market, although it's optimized for the Tektro Disc. Argon 18 cannot guarantee optimal performance with other disc brake rotors.

### Disc brake pad

Use a Tektro F10RS compatible brake pad. Also compatible with Shimano K02S/K04S pads.

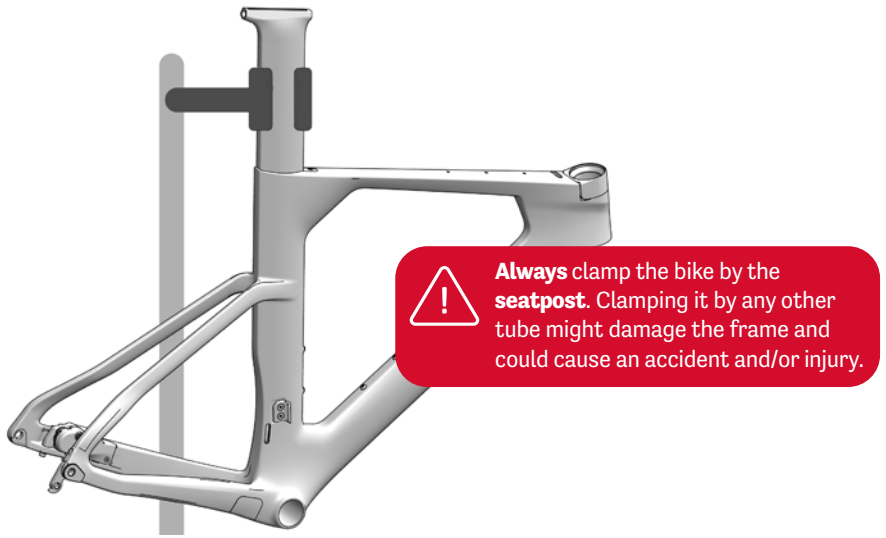
### Power Meter

The E-117 is designed to work with the most of the power meters available on the market.

*For **hub/wheel**-based power meters*:
The system must be compatible with a 12 mm X 142 mm OLD rear thru-axle.

*For **crank/chainring-spider**-based power meters:*
The E-117 frame has enough clearance to fit most models of Stages, Quarq, Rotor, SRM, 4iiii, FSA PowerBox (Power2Max NG Eco), etc.

**Please contact your local Argon 18 authorized retailer for confirmation before purchasing.**

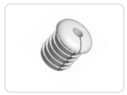


# 5.1 FRAMESET SKUS AND DESCRIPTIONS

E-117 Frame
*Not sold separately

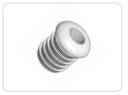
FK.117D.374A
FK.117D.374B

81249



80805

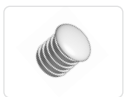
81503



80985

201208

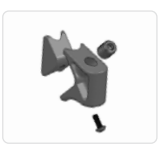
80264



80804

81500

81094



81504

SP.119+D.368A



Disponible sur :
ritcheylogic.com



80167

81499

201182

80802

80832

100146

201209 (374A)
201210 (374B)

201184

81053

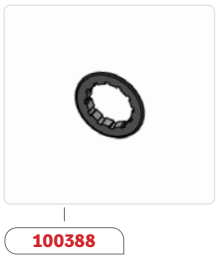
81052

81551 (Left)
81551 (Right)

81553

81550 (20mm)

81141



100388

201185 (374A)
201186 (374B)

201183

81054

81547

81549



81548

81555

81556 (27mm)

TRP F10RS
Semi-Metallic

201188

80100 (MR168)

80811

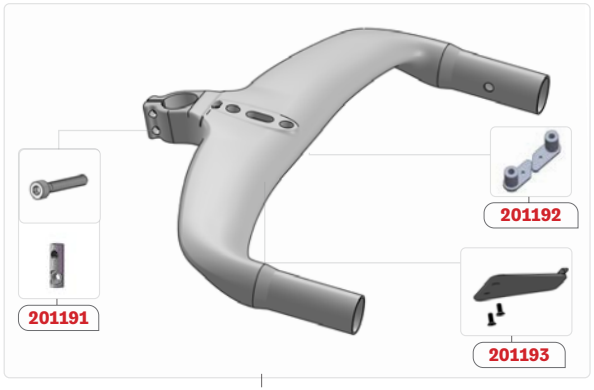
Argon 18 x Tektro Brake Assembly

*Except for the frame itself, which is not sold separately as a spare part, all parts can be ordered by referring to their respective SKU numbers.

## 5.2 FRAMESET SKUS AND DESCRIPTIONS

| NO. | NAME | AI8 SKU# | QTY |
|---|---|---|---|
| 1 | E-117 Frame | - | 1 |
| 2 | E-117 Fork | FK.117D.374A / FK.117D.374B / FK.117D.374C | 1 |
| 3 | E-117 Chain Suck Guard | 201182 | 1 |
| 4 | E-119/E117 Disc FD Hanger Removable (incl. screws) | 81499 | 1 |
| 5 | Rear Der. Hanger TA Type A (incl. screw) | 80802 | 1 |
| 6 | Rear Derailleur Hanger, Direct mount TA Type A | 80832 | 1 |
| 7 | BHCS - M5x14 LG - Water Bottle Mount | 81249 | 6 |
| 8 | Plastic Plug for Water bottle eyelet | 80264 | 6 |
| 9 | Long plug grommet | 80804 | 1 |
| 10 | Long grommet Di2 | 80805 | 1 |
| 11 | Long gommet mechanical | 80985 | 1 |
| 12 | E-119/E117 Disc FD Di2 Grommet | 81500 | 1 |
| 13 | E-119/E117 Disc FD eTap Grommet | 81503 | 1 |
| 14 | TT Grommet for Wireless Drivetrain | 81094 | 1 |
| 15 | TT Grommet for Mechanical Drivetrain | 201208 | 1 |
| 16 | BB Cover | 100146 | 1 |
| 17 | E-117 Disc Rear Brake Cover (374A / B / C) incl. screws | 201209 (374A) / 201210 (374B) / 201211 (374C) | 1 |
| 18 | Top Bearing - 40.5x49.5x6.5 | 201188 | 1 |
| 19 | Bottom Bearing - MR168 | 80100 | 1 |
| 20 | E-119/E117 Seatpost assembly | SP.119+D.368A | 1 |
| 21 | Internal battery holder for triathon seatpost | 80167 | 1 |
| 22 | Ritchey SP Head | Available at ritcheylogic.com | 1 |
| 23 | E-119/E117 Disc SP Clamp assembly | 81504 | 1 |
| 24 | GW Front Thru Axle 12mm | 81052 | 1 |
| 25 | GW Rear Thru Axle 12mm | 81053 | 1 |
| 26 | Removable Lever For GW Thru Axle 12mm | 81054 | 1 |
| 27 | Foam liner for hydraulic hose | 80811 | 1 |
| 28 | E-117 35 mm Column Assembly (374A / B / C) | 201185 (374A) / 201186 (374B) / 201187 (374C) | 1 |
| 29 | E-117 Bento box | 201183 | 1 |
| 30 | E-117 Toolbox | 201184 | 1 |
| 31 | E-119/E117 Disc Rear Caliper Assembly (TKD120-R) | 81547 | 1 |
| 32 | E-119/E117 Disc TRP Bleed Screw | 81548 | 2 |
| 33 | E-119/E117 Disc TRP Brake Pad Pin | 81549 | 2 |
| 34 | E-119/E117 Disc 20mm Rear Flat mount Screw | 81550 | 2 |
| 35 | E-119/E117 Disc Brake lever Assembly | 81551 | 2 |
| 36 | E-119/E117 Disc Lever wedge set with screw | 81553 | 2 |
| 37 | E-119/E117 Disc Front Caliper Assembly (TKD120-F) | 81555 | 1 |
| 38 | E-119/E117 Disc 27mm Front Flat mount Screw | 81556 | 2 |
| 39 | TRP Disk TR140-25 | 81141 | 2 |
| 40 | TRP Centerlock Lockring | 100388 | 2 |
| 41 | Brake Pad Tektro F10RS Semi-Metallic | Available at tektro.com | |

# 5.3 HANDLEBAR SKUS AND DESCRIPTIONS





80300


81524


201198


81520


81564


201194 (SRAM)


201197


81521


81522


201196


201195


81513 (Di2)


81519


2x 81544


201160


81542

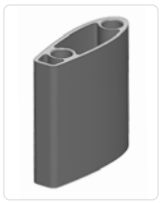

81543


81526 (5mm)


81527 (10mm)


81528 (20mm)


81529 (40mm)


81530 (70mm)


201207 (20mm)


81533 (40mm)


81535 (60mm)


81537 (80mm)


81539 (100mm)


81532 (30mm)


81534 (50mm)


81536 (70mm)


81538 (90mm)


81540 (110mm)


81525

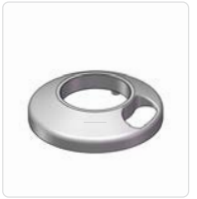

81523


201199


81512 (mech.)


201114


80811


201200

Handlebar

*Except for the frame itself, which is not sold separately as a spare part, all parts can be ordered by referring to their respective SKU numbers.

## 5.4 HANDLEBAR SKUS AND DESCRIPTIONS

| NO. | NAME | AI8 SKU# | QTY |
|---|---|---|---|
| | **Integrated Handlebar** | | |
| 1 | E-117 Integrated Basebar | 201189 | 1 |
| 2 | Bi-hole Collar Barrel Threaded, incl. screws | 201191 | 1 kit |
| 3 | Stack Assembly Bracket | 201192 | 1 |
| 4 | E-117 Basebar Door | 201193 | 1 |
| 5 | 51 Speedshop extension bar pair | 201160 | 1 |
| 6 | E-119 Disc Handlebar Hood Set for Di2 | 81513 | 1 |
| 7 | E-119 Disc Handlebar Hood Set for SRAM Wireless Blip | 201194 | 1 |
| 8 | E-119 Disc Bridge | 81519 | 1 |
| 9 | E-119 Disc Spherical Washer/Ext clamp screw | 81544 | 2 |
| 10 | E-119 Disc Water-bottle mount with screws | 81520 | 1 |
| 11 | E-119 Disc Plug for bridge cable routing | 81521 | 1 |
| 12 | E-119 Disc Plug for extension cable routing | 81522 | 2 |
| 13 | E-119 Disc Bridge Cap | 81523 | 1 |
| 14 | E-119 Disc Bean+Swivel screw | 81524 | 1 |
| 15 | E-119 Disc Swivel | 81525 | 1 |
| 16 | E-119 Disc 5 mm Stack Spacer | 81526 | 1 |
| 17 | E-119 Disc 10 mm Stack Spacer | 81527 | 1 |
| 18 | E-119 Disc 20 mm Stack Spacer | 81528 | 1 |
| 19 | E-119 Disc 40 mm Stack Spacer | 81529 | 1 |
| 20 | E-119 Disc 70 mm Stack Spacer | 81530 | 1 |
| 21 | E-119 Disc Spacer screw M6 x 1.0 x 20 mm | 201207 | 2 |
| 22 | E-119 Disc Spacer screw M6 x 1.0 x 30 mm | 81532 | 2 |
| 23 | E-119 Disc Spacer screw M6 x 1.0 x 40 mm | 81533 | 2 |
| 24 | E-119 Disc Spacer screw M6 x 1.0 x 50 mm | 81534 | 2 |
| 25 | E-119 Disc Spacer screw M6 x 1.0 x 60 mm | 81535 | 2 |
| 26 | E-119 Disc Spacer screw M6 x 1.0 x 70 mm | 81536 | 2 |
| 27 | E-119 Disc Spacer screw M6 x 1.0 x 80 mm | 81537 | 2 |
| 28 | E-119 Disc Spacer screw M6 x 1.0 x 90 mm | 81538 | 2 |
| 29 | E-119 Disc Spacer screw M6 x 1.0 x 100 mm | 81539 | 2 |
| 30 | E-119 Disc Spacer screw M6 x 1.0 x 110 mm | 81540 | 2 |
| 31 | E-119 Disc Armrest Cup Set | 81542 | 1 |
| 32 | E-119 Disc Armrest Foam Set | 81543 | 1 |
| 33 | Armrest cup screw Flat Head Hex screw - M5 x 12 mm | 80300 | 4 |
| 34 | E-119 Disc Computer mount | 81564 | 1 |
| 35 | E-117 Stem Cap Tri | 201195 | 1 |

## 5.5 HANDLEBAR SKUS AND DESCRIPTIONS

| | | | |
|---|---|---|---|
| 36 | E-117 Stem Cap TT | 201196 | 1 |
| 37 | E-117 Extension End-cap Wireless Blip | 201197 | 2 |
| 38 | E-117 Compression Plug | 201198 | 1 |
| | **Handlebar** | | |
| 1 | E-117 Tri Basebar | 201199 | 1 |
| 2 | E-119 Disc Handlebar Hood Set for Mechanical | 81512 | 1 |
| 3 | E-117 SRS Tri Cap | 201200 | 1 |
| 4 | TH-881 - cap with Argon 18 logo | 201114 | 1 |
| 5 | Foam liner for hydraulic hose | 80811 | 2 |

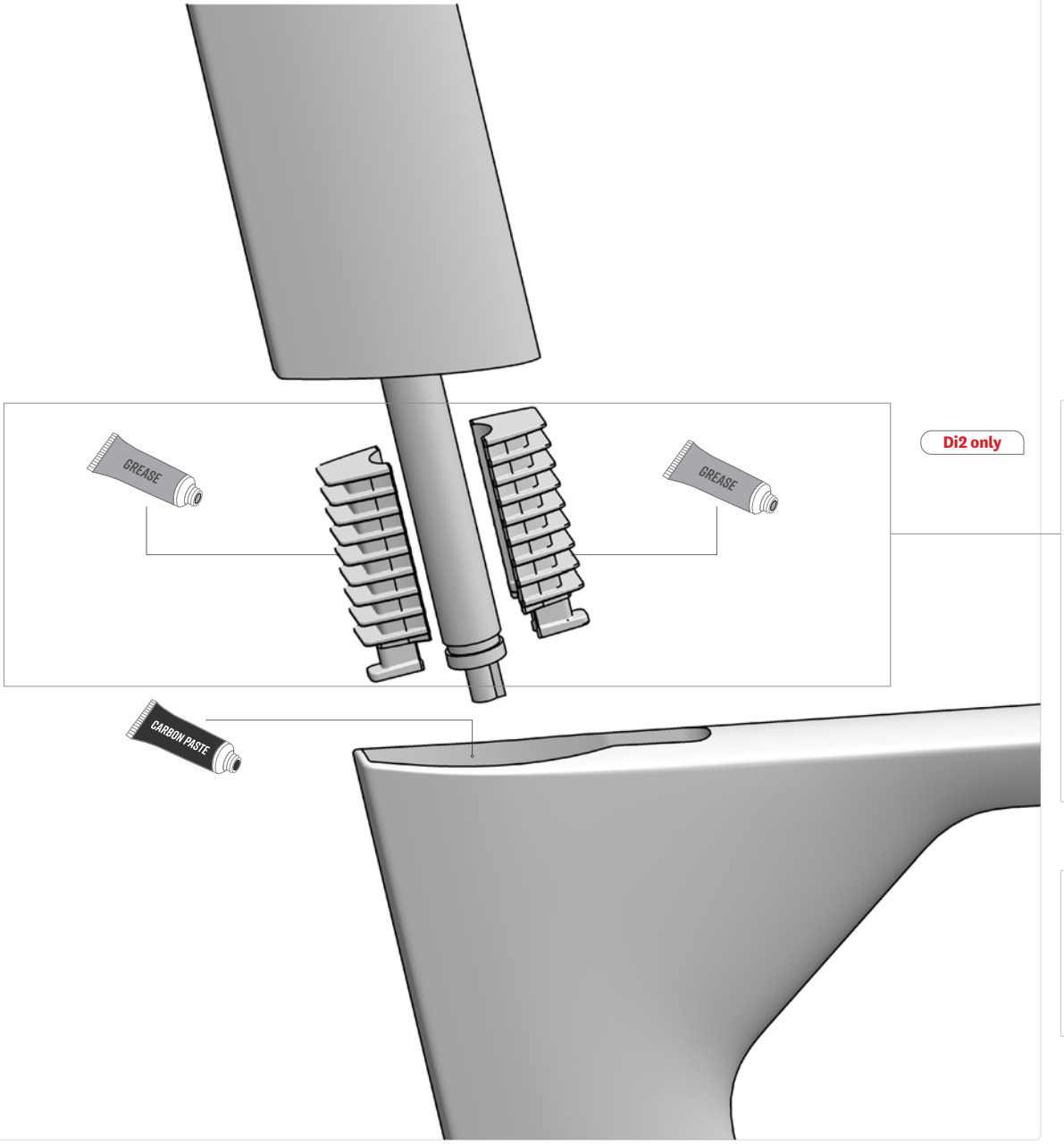
# 6.1 SEAT POST ASSEMBLY


**The seat post comes fully assembled.**

1. Loosen the two M5 x 16mm screw to allow the seat post head assembly to slide.
2. Apply a drop of blue threadlocker (no. 242) to the M5 x 16 mm screw threads.
3. Position the seat post head at the desired position and tighten the two M5 x 16 mm screws to 6 Nm.
4. Unscrew the M6 x 55 mm as far as possible without fully removing from the lock nut (A).
5. Apply a drop of blue threadlocker (no. 242) to the M6 x 55 mm screw threads.
6. Apply carbon paste to the curved face of the lower part (B)
7. Set the saddle rails into the seatpost clamp.
8. Adjust the angle of the saddle and tighten the M6 x 55 mm screw to 12 Nm.

**IMPORTANT:**
The E-117 Disc's saddle rail clamp is made for 7mm round saddle rails (Ritchey part number: 55055467004). For other types of saddle rails, select one of the following Ritchey components: 41055467003 for 8 x 8.5 mm saddle rails and 41055467002 for 7 x 9.6 mm saddle rails.

## 6.2 SEAT POST ASSEMBLY




Di2 only

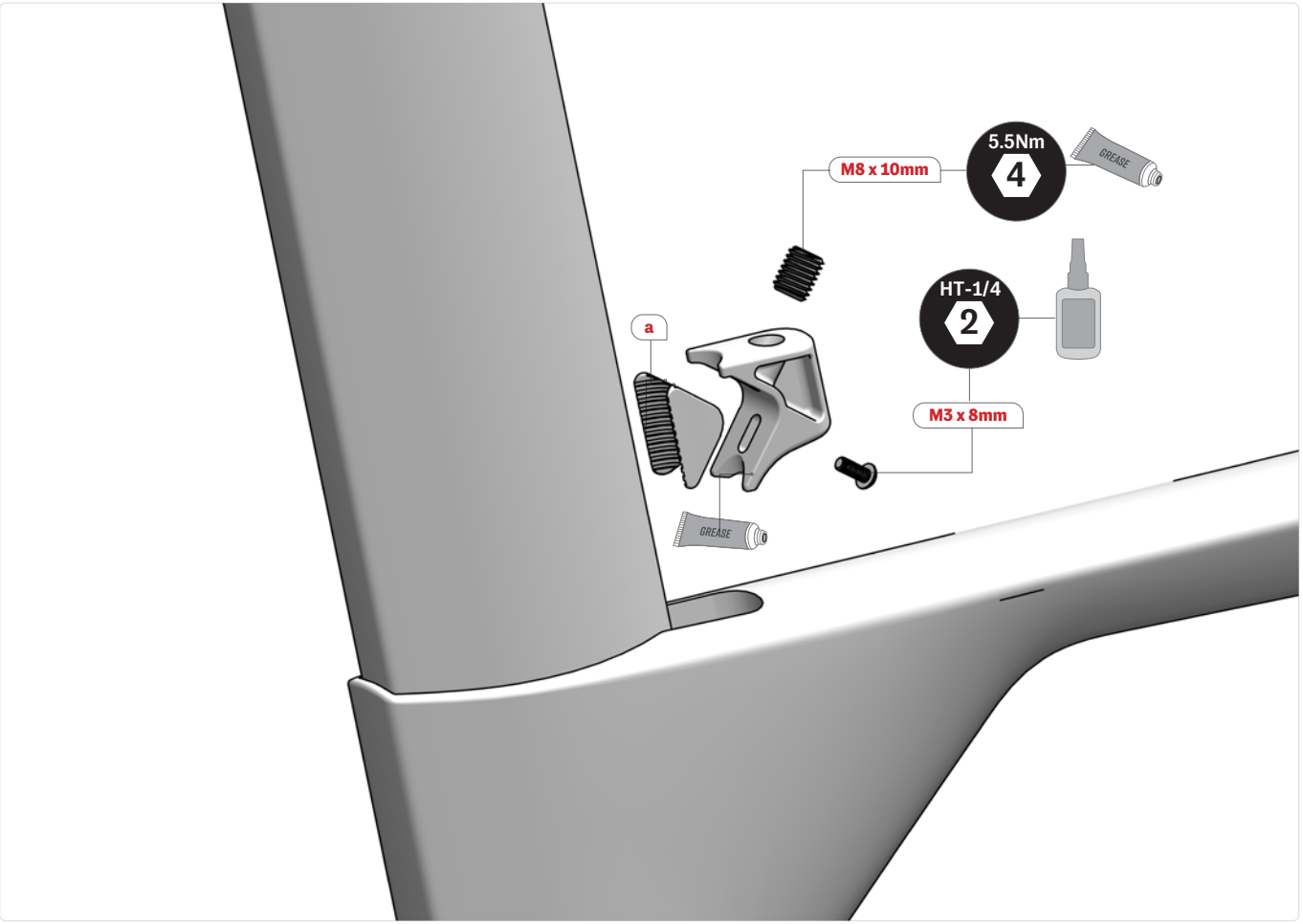
**Assembling with Shimano Di2**
The Di2 battery is hidden in the seatpost**:**

1. Apply grease on the ribs of the internal battery holder (SKU: 80167)
2. Place the battery between both pieces of the internal battery holder.
3. Slide the assembly into the seatpost.
4. Route a Di2 cable down to the BB and connect it to the battery.
5. Follow the other groupset steps to complete the assembly.

**Assembling with other groupsets:**

1. Apply carbon paste to the inside of the frame (seat tube).
2. Slide the seatpost into the cavity.

## 6.3 SEAT POST COLLAR ASSEMBLY



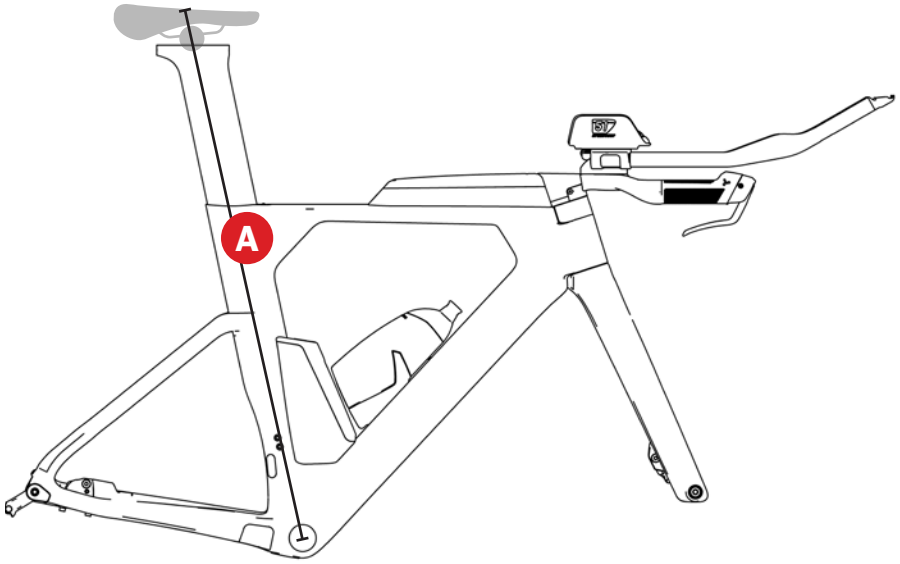

1. Apply grease to the lower angled surface of the seat post collar.
2. Apply a drop of blue threadlocker (no. 242) to the M3 x 8 mm screw threads.
3. Hand tighten the M3 x 8 mm screw and loosen 1/4 turn back, so that the wedge (a) can slide.
4. Apply grease on the threads of the M8 x 10 mm set screw.
5. Screw the M8 x 10 mm set screw in place.
6. Set the seatpost to the desired height. Follow the seatpost min and max insertion values shown on the next page.
7. Tighten the M8 x 10 mm set screw of the seat post clamp to 5.5 Nm.

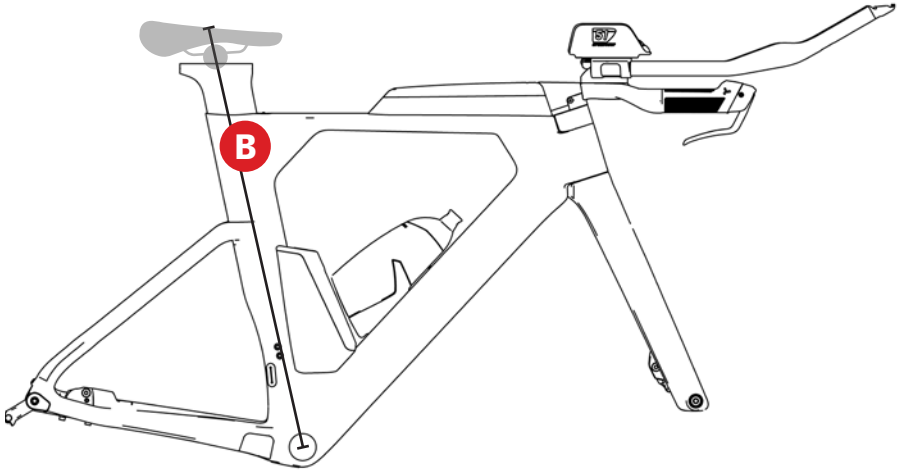
**IMPORTANT:**
The E-119 Tri+7 Disc's seat clamp is **NOT** the same as the Nitrogen and E-119 Rim brake version.

**IMPORTANT:**
Refer to p.16 for seat post **MIN** and **MAX** insertion values.

# 6.4 SEAT POST MIN AND MAX INSERTION

| Saddle Height Limits | | | |
|---|---|---|---|
| Size | Max Saddle Height mm | Min Saddle Height mm | Formula Value |
| | A | B | C |
| X-Small | 790 | 610 | 735 |
| Small | 836 | 656 | 731 |
| Medium | 851 | 671 | 731 |
| Large | 877 | 697 | 757 |
| X-Large | 908 | 728 | 788 |




**My desired saddle height**

- **The value must be between A & B based on your bike size.**
- **Measured from the BB center to the top of the saddle***
- **Based on a chariot and saddle of +/- 155 mm in height.**

**D =** ____ **in mm.**

---

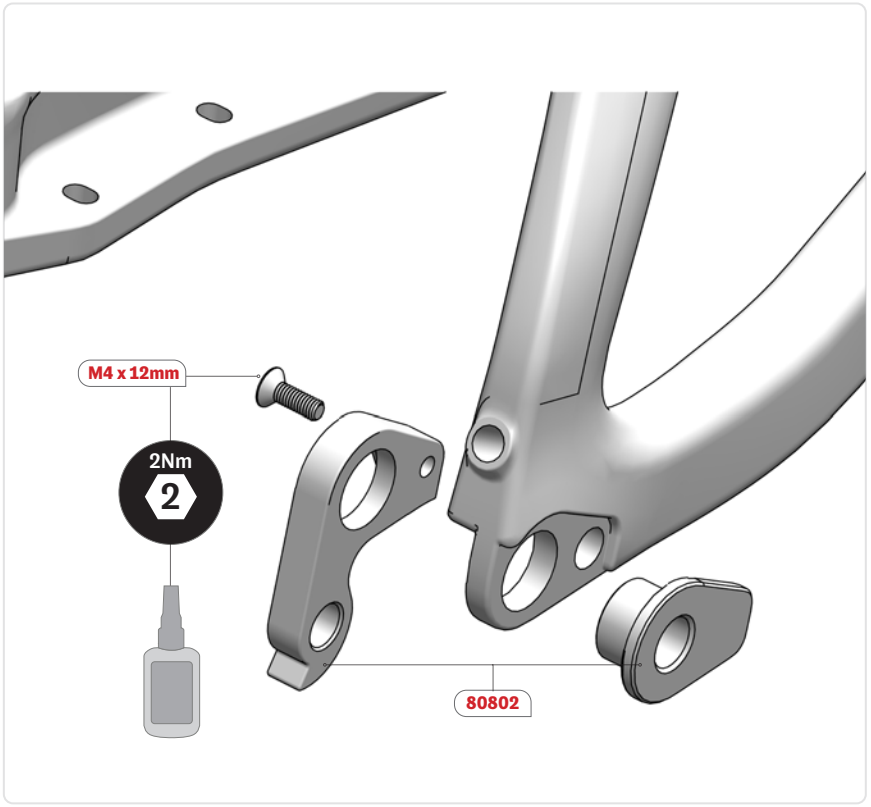
**Seatpost Cutting Formula**

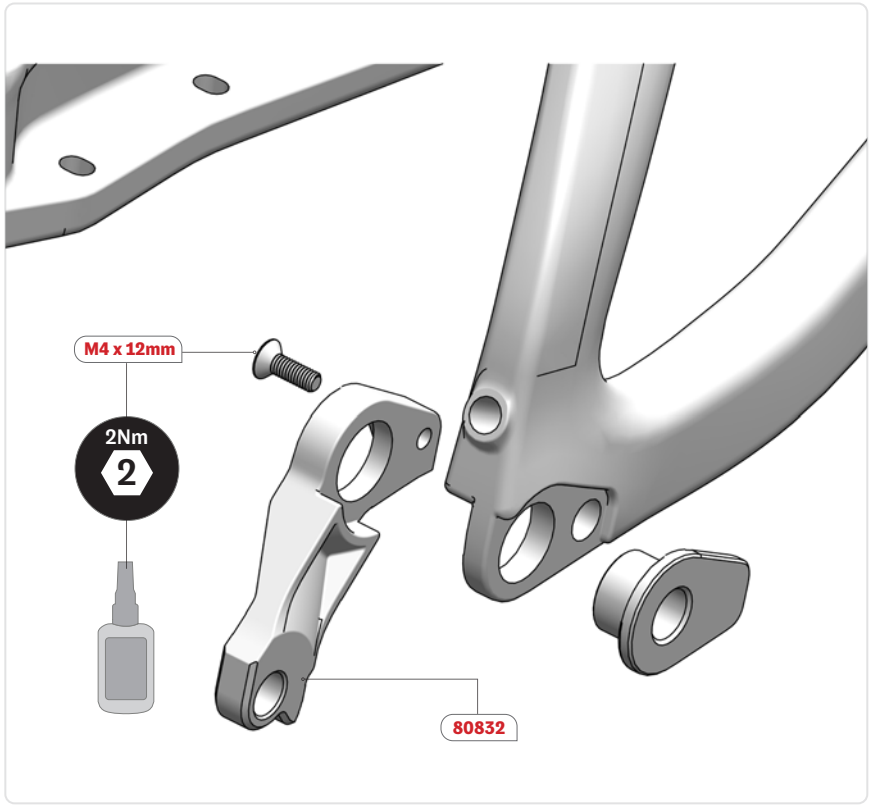
Use the values based on your bike size in the sizing chart above.
The cut must be clean and perpenticular to the shaft.

**C - D =** **Cutting Lenght in mm. (Max. 180 mm)**
If the value is negative, no cutting is neccessary.

**Minimum Seatpost Insertion:** 80mm
**Maximum Seatpost Cut:** 180 mm

# 7.1 REAR DERAILLEUR HANGER ASSEMBLY




**Assembling with a regular hanger:**

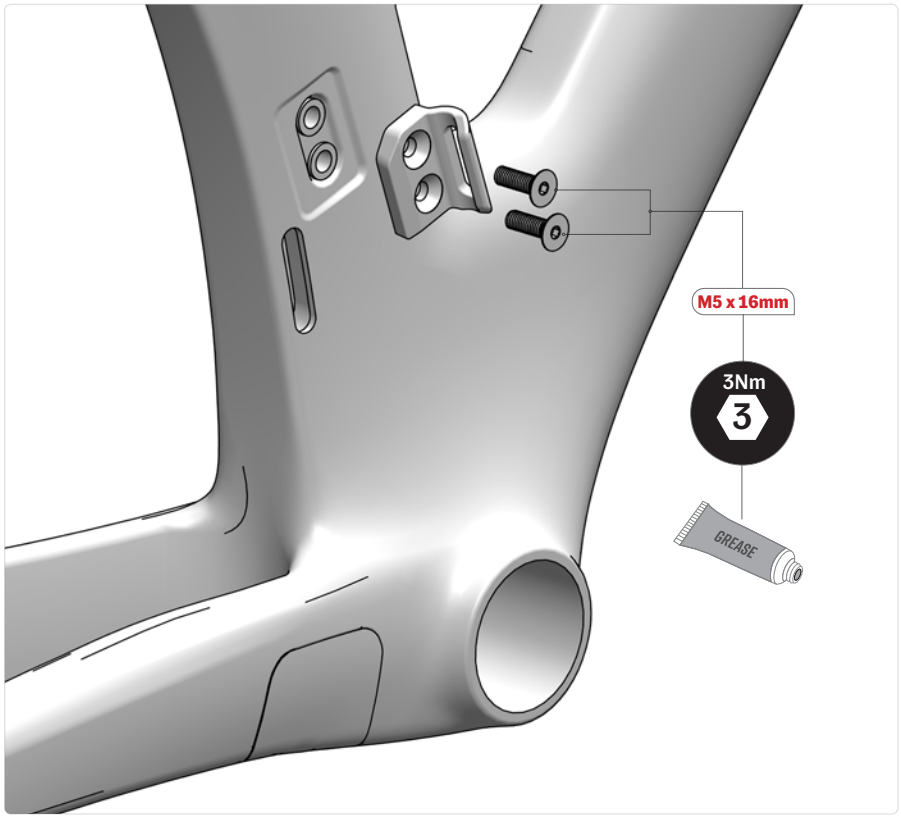
1. Assemble the rear derailleur hanger (SKU: 80802) on the frame with the flat head cap screw M4 x 12 mm.
2. Apply a drop of blue threadlocker (no. 242) to the M4 x 12 mm screw threads and tighten to 2 Nm.
3. Use a rear derailleur hanger alignment gauge to align the rear derailleur hanger.

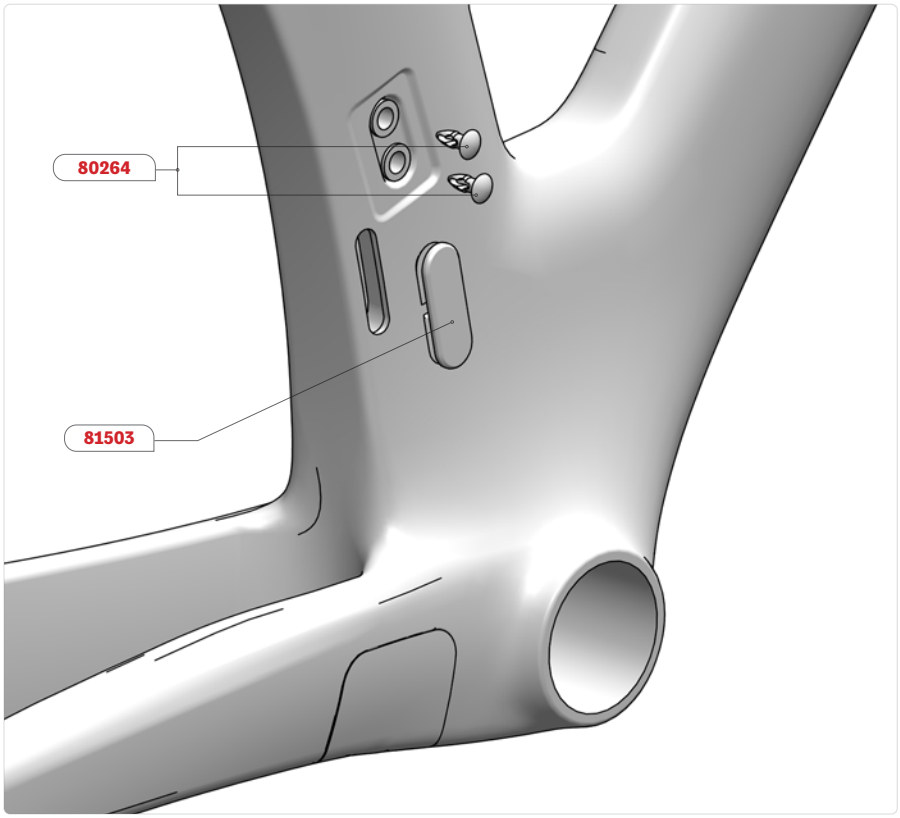
**For assistance, visit Park Tool's website at:**
https://www.parktool.com/blog/repair-help/rear-derailleur-hanger-alignment

**Assembling with a direct mount hanger:**

1. Assemble the rear derailleur hanger (SKU: 80832) on the frame with the flat head cap screw M4 x 12 mm (included in SKU: 80802).
2. Apply a drop of blue threadlocker (no. 242) to the M4 x 12 mm screw threads and tighten to 2 Nm.
3. Use a rear derailleur hanger alignment gauge to align the rear derailleur hanger.

# 7.2 FRONT DERAILLEUR HANGER ASSEMBLY




**Using a double chainring set-up:**

1. Apply grease to the threads of both M5 x 16 mm screws (SKU: 81248).
2. Install the front derailleur hanger (SKU: 81499) on the frame using the two M5 x 16 mm bolts.
3. Tighten the two screws to 3 Nm.

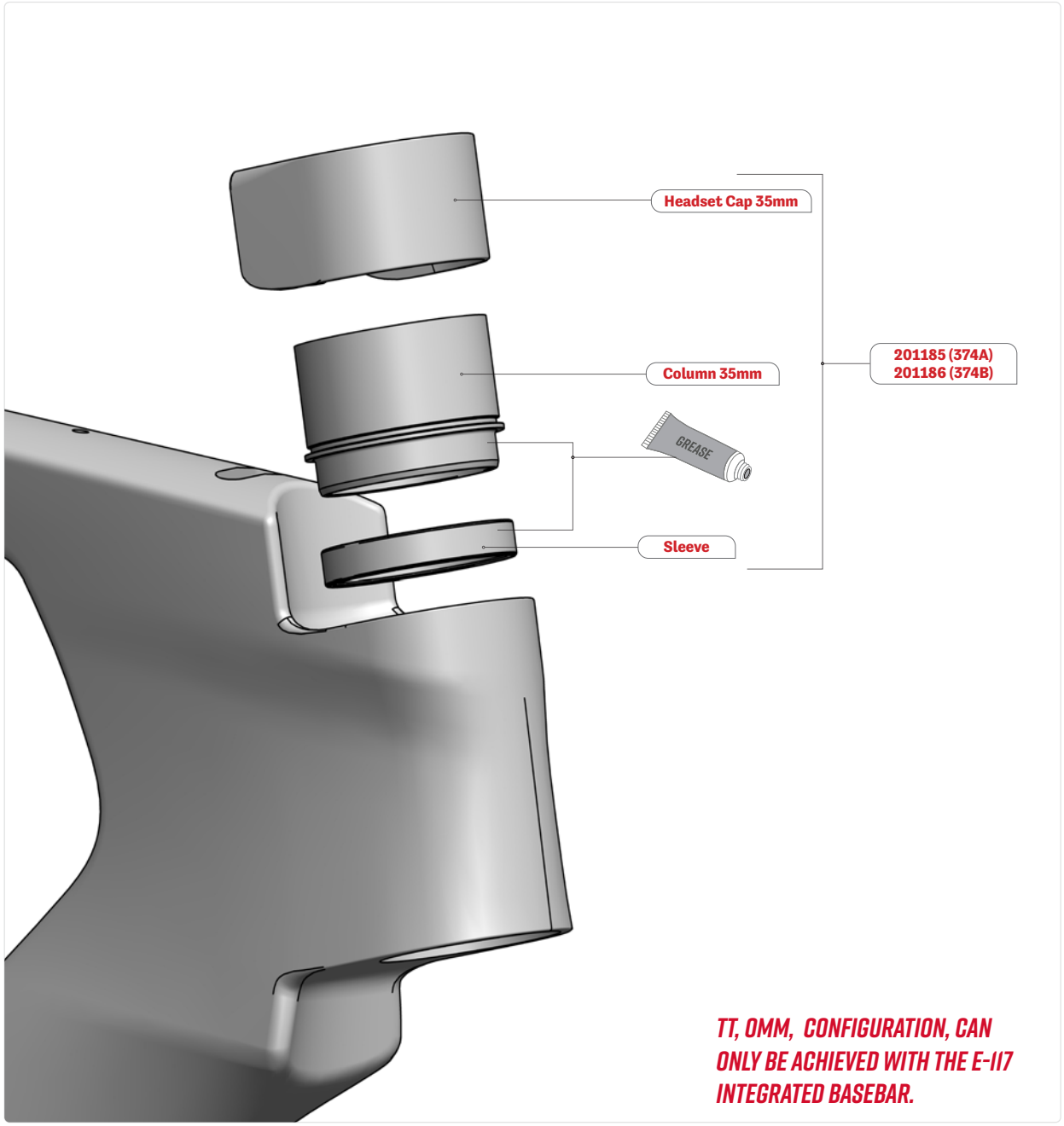
**Note:**

The front derailleur hanger has been designed to work with round and oval chainrings with 50 to 57 teeth and equivalent max. OD of a round 57T chainring.

**Using a single chainring set-up:**

1. Install two plastic plug (SKU: 80264) on the frame to cover the front derailleur hanger threaded insert.
2. Install the FD eTap Grommet(SKU: 81503) on the frame.

# 8 3D ASSEMBLY



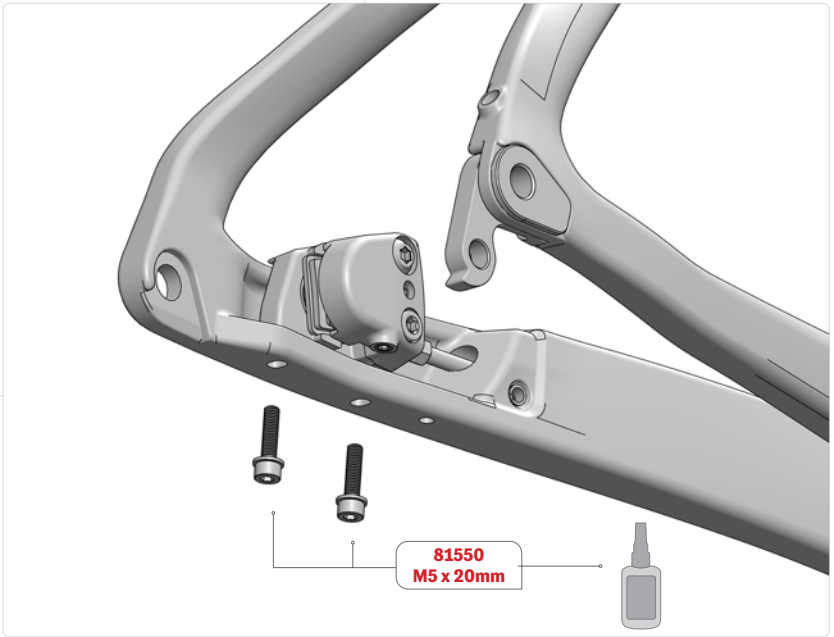

*TT, 0MM, CONFIGURATION, CAN ONLY BE ACHIEVED WITH THE E-117 INTEGRATED BASEBAR.*

**If the 35mm 3D headset is desired, follow the steps below. If no 3D headset is desired, no action is required:**

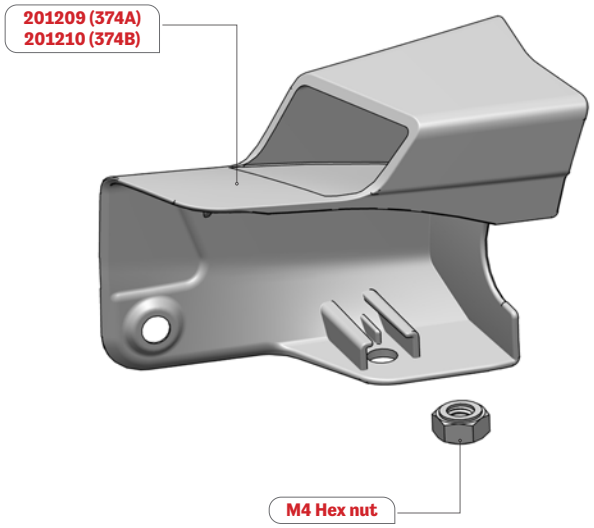
1. Install the 3D headset plastic sleeve (included in SKU: 201185 (374A) or 201186 (374B)) into the top of the head tube. Apply grease on the sleeve
2. Insert the 35mm headset colunm (included in SKU: 201185 (374A) or 201186 (374B)). Apply grease on the column.
3. Secure the assembly using a headset press.
4. Push the 35mm headset cap on the column while aligning it with the frame.

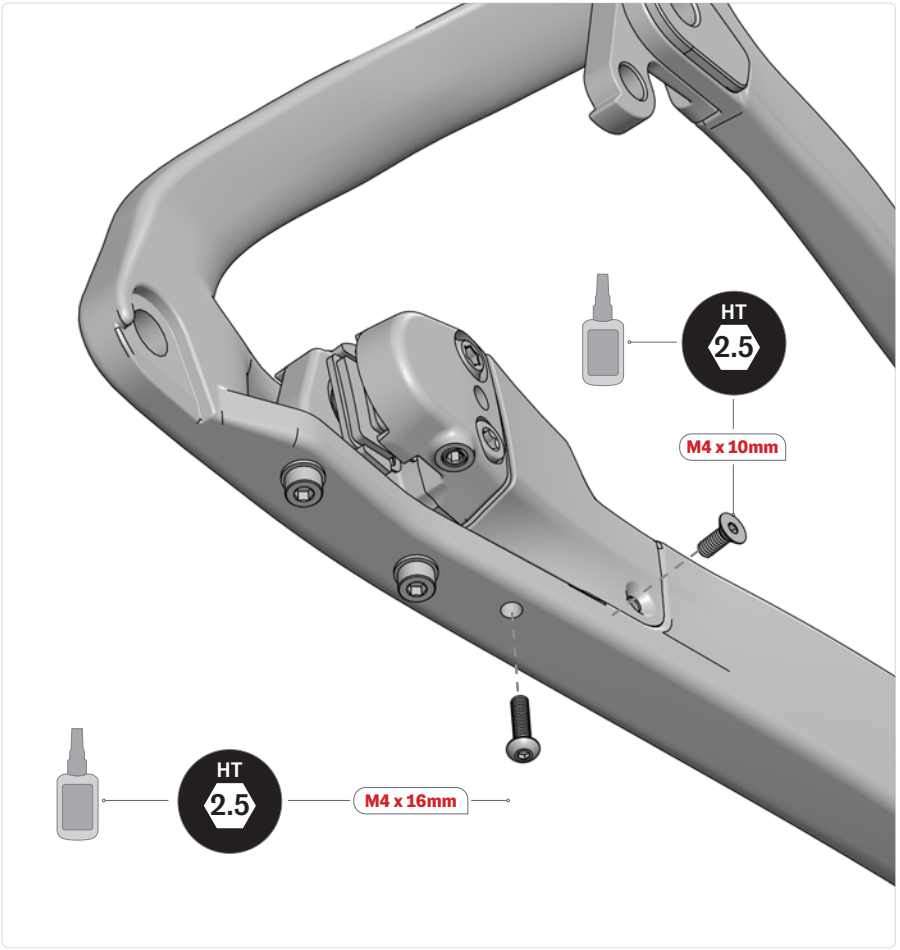
# 9.1 REAR BRAKE ASSEMBLY

1. Guide the hydraulic housing through the hole in the chainstay, guiding it over the bottom bracket sleeve. It will exit at the headset.
2. Apply threadlocker (no. 242) to the threads of the two M5 x 20mm rear caliper fixing screws (SKU: 81550).
3. Thread both M5 x 20mm screws to fix the caliper to the chainstay, don't tighten yet.
4. To avoid rattle inside the frame, the hydraulic housing MUST be covered with foam liner up to the BB shell. (SKU: 80811).



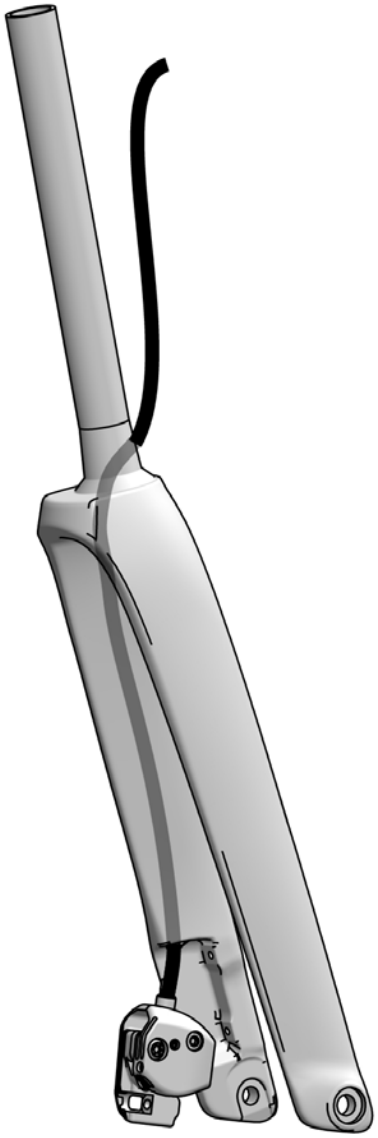
# 9.2 REAR BRAKE ASSEMBLY

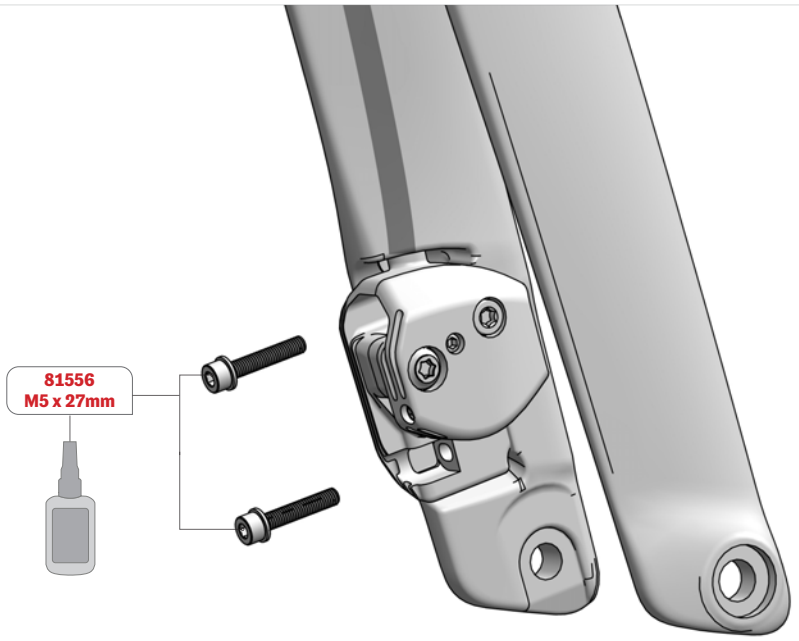



1. Apply grease to the groove of the rear brake cover to help the M4 hex nut stay in place during the assembly.
2. Insert the M4 hex nut into the groove, aligning both sides with the edges of the groove.
3. Install the rear brake cover (SKU: 201209 (374A) or 201210 (374B)) on the frame.
4. Apply a drop of threadlocker (no. 242) to the threads of the M4 x 10 mm flat head screw.
5. Hand tighten the M4 x 10 mm screw.
6. Apply a drop of threadlocker (no. 242) to the threads the M4 x 16 mm button head screw.
7. Hand tighten the M4 x 16 mm screw. You can move the rear brake cover laterally to ensure a perfect alignment with the rear brake caliper.

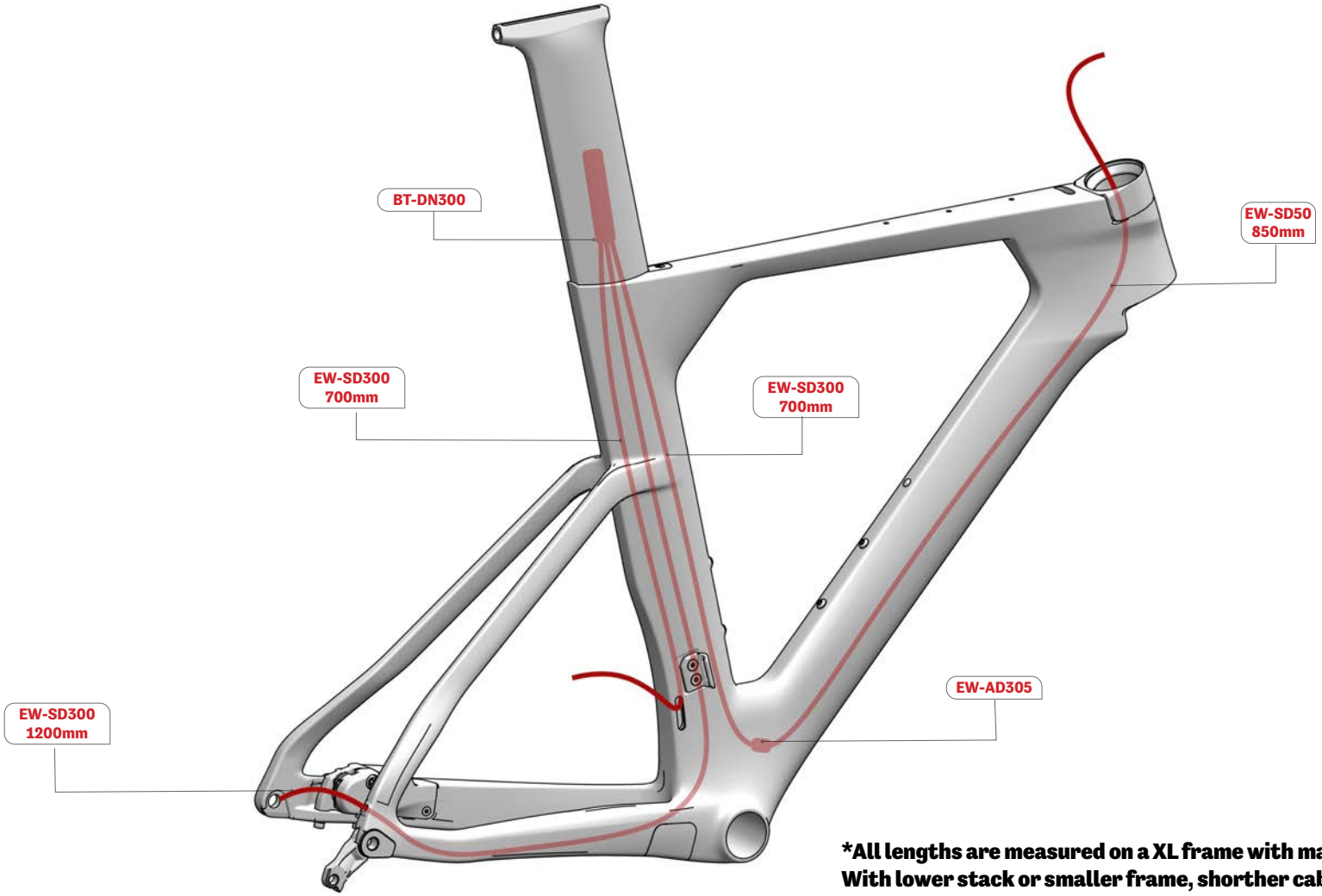
# 9.3 FRONT BRAKE ASSEMBLY






1. Guide the hydraulic housing through the hole in the fork's brake mount recess. It will exit at the top of the fork.
2. Apply threadlocker (no. 242) to the threads of the two M5 x 27 mm front caliper fixing screws (SKU: 81556).
3. Thread both M5 x 27mm screws to fix the caliper to the fork. **Don't tighten yet**.

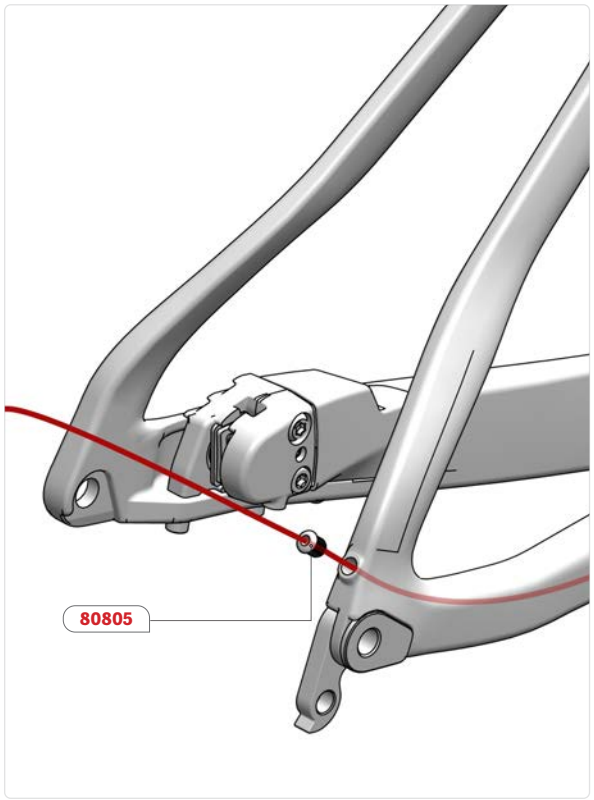
# 10.1 FRAME ROUTING - OVERVIEW - DI2

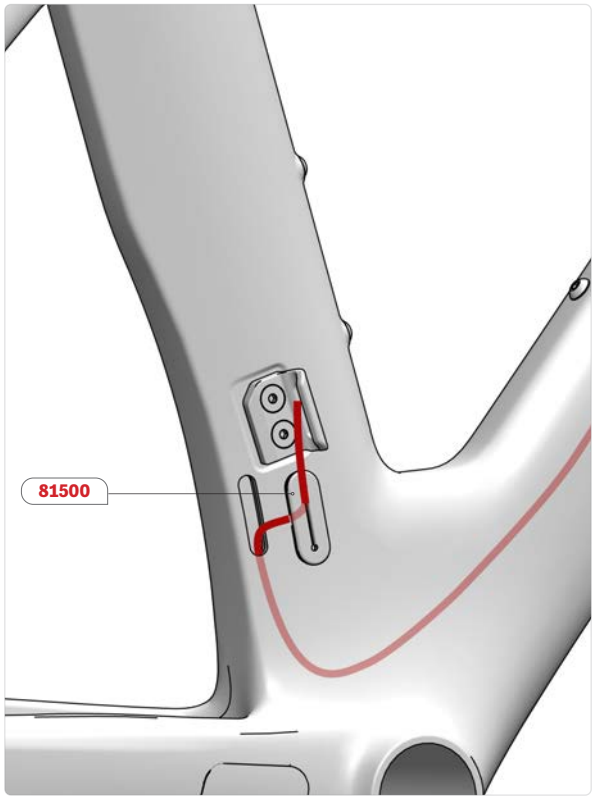


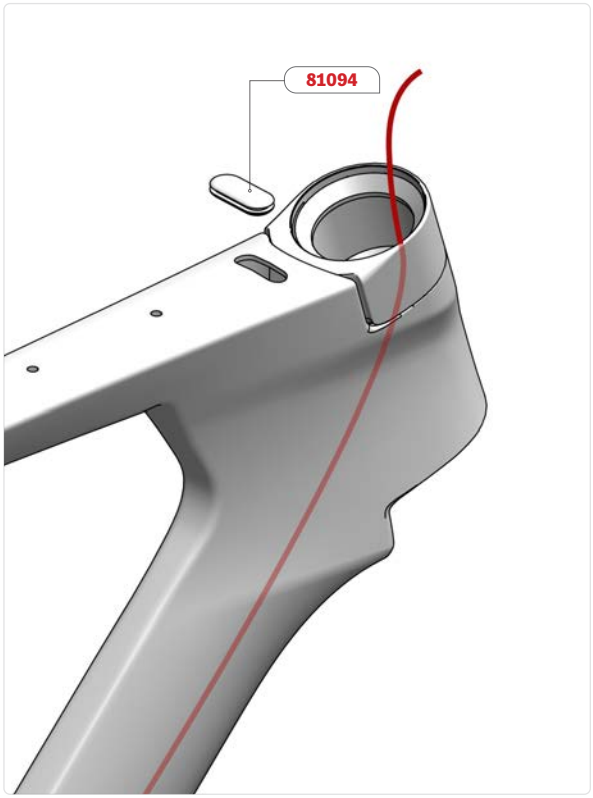

***All lengths are measured on a XL frame with maximum cockpit stack. With lower stack or smaller frame, shorther cables can be used.**

1. The rear brake housing must be routed over the bottom bracket sleeve.
2. The EW-SD50 Di2 cable going to the front end must be routed over the bottom bracket sleeve.
3. The AD305 Conversion Adapter will rest behind the BB.
4. The rear brake housing **MUST** be covered by a foam liner up to the BB shell. See page 23. (SKU: 80811).

# 10.2 FRAME ROUTING - DI2




**Rear derailleur:**

1. Insert the Di2 cable into the rear hole on the seat stay.
2. Guide the Di2 cable until it exits from the seat tube opening.
3. Insert the long Di2 grommet (SKU: 80805) into the seat stay hole.

**Front derailleur:**

1. Run the Di2 cable through the hole on the drive side of the seat tube until it exits from the seat tube opening.
2. Insert the FD Di2 grommet (SKU: 81500) into the seat tube cable exit hole.

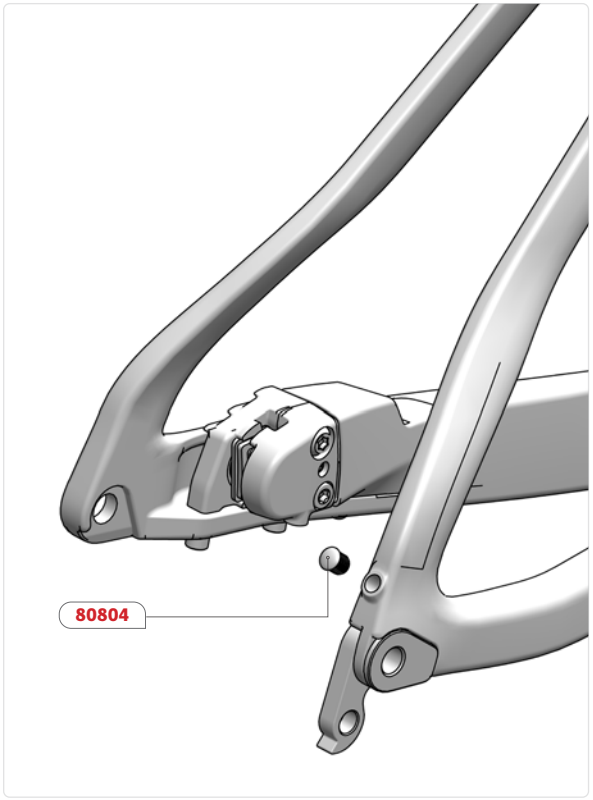
**Top tube:**

1. Run the Di2 cable through the headtube until it exits from the hole under the bottom bracket.
2. Run a Di2 cable from the seat tube opening until it exits from the hole under the bottom bracket.
3. Connect both Di2 cable with a EW-AD305 junction box.
4. Insert the TT grommet for electronic drivetrain (SKU: 81094) into the top tube cable exit hole.

# II.I FRAME ROUTING - OVERVIEW - ETAP

1. Rear brake housing must be routed over the bottom bracket sleeve.
2. All housing **MUST** be covered by a foam liner up to the BB shell.
See page 23. (SKU: 80811).

# *II.2* FRAME ROUTING - ETAP




**Rear derailleur:**

*I.* Insert the long plug grommet (SKU: 80804) into the seat stay hole.

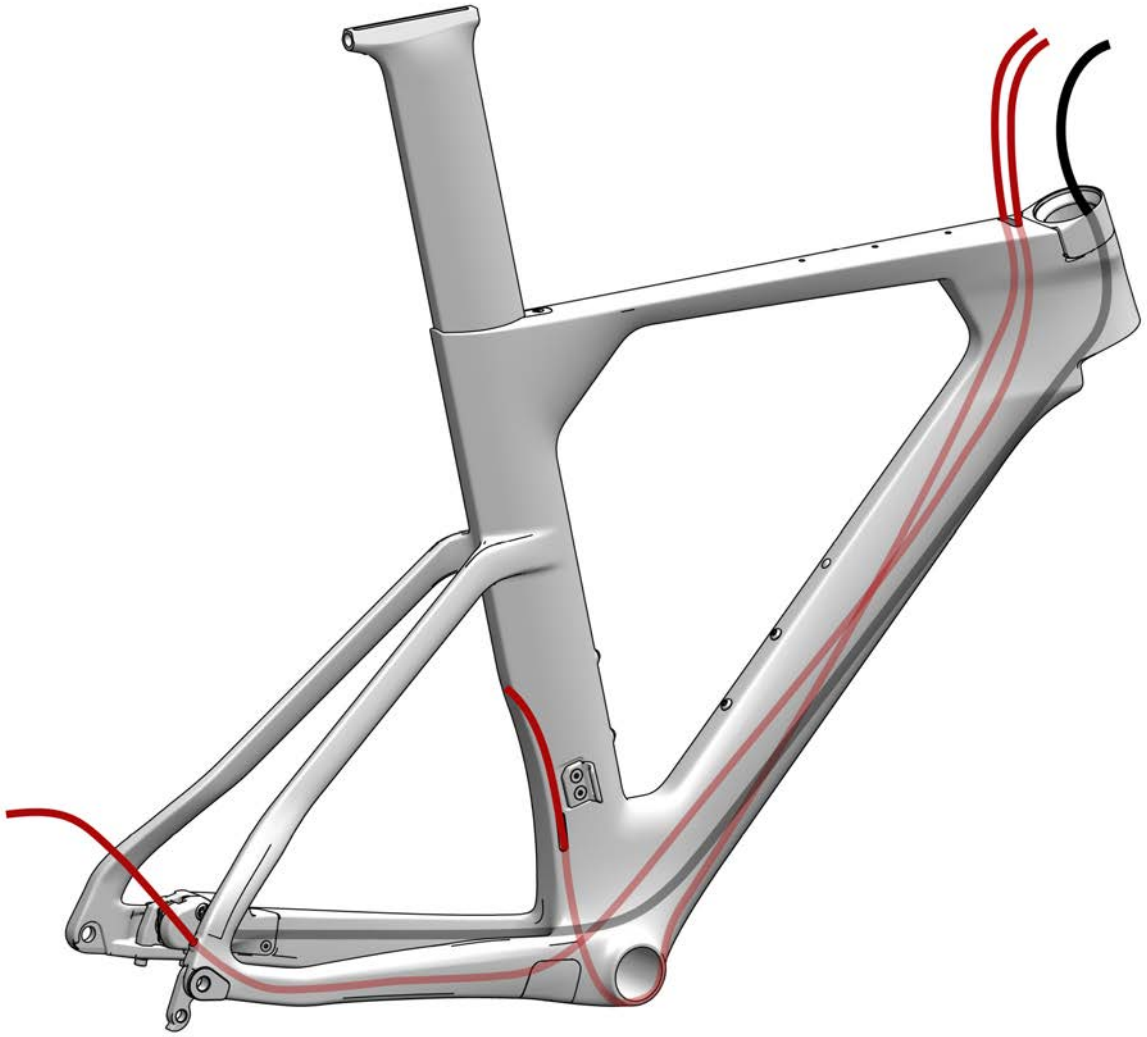

**Front derailleur:**

*I.* Insert the FD eTap grommet (SKU: 81503) into the seat tube cable exit hole.


**Top tube:**

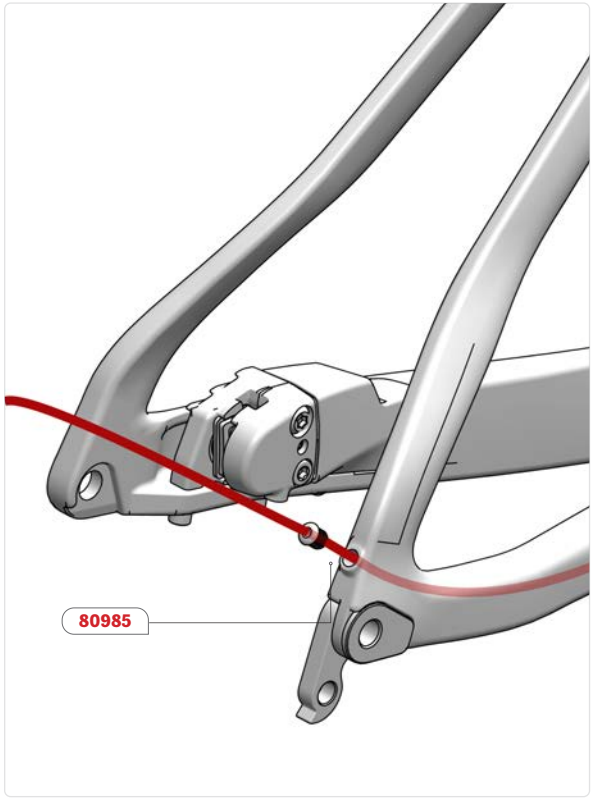
*I.* Insert the TT Grommet for Wireless Drivetrain (SKU: 81094) into the top tube cable exit hole.

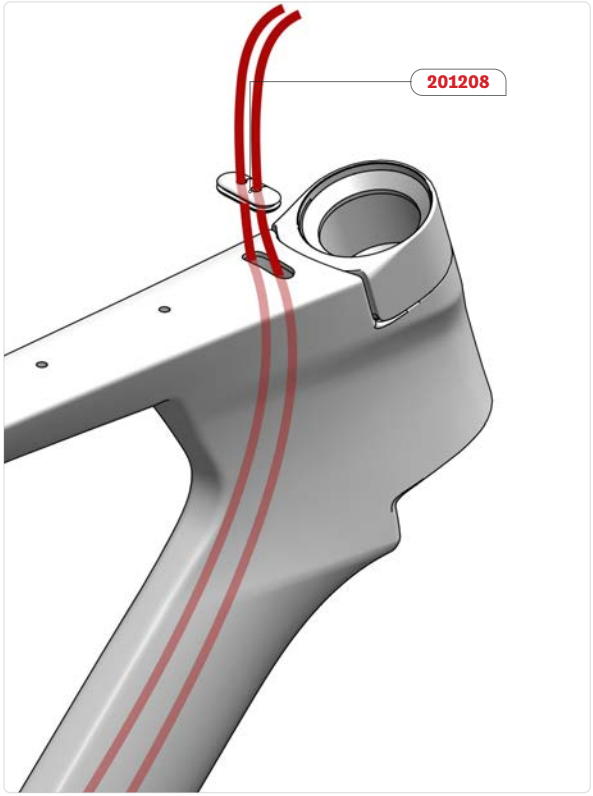
# 12.1 FRAME ROUTING – OVERVIEW - MECHANICAL



1. The rear brake housing must be routed over the bottom bracket sleeve.
2. Both derailleur cable housings will be over the bottom bracket sleeve once installed.
3. All housings MUST be covered by a foam liner from BB shell up to the head tube (SKU: 80811).

# 12.2 FRAME ROUTING - MECHANICAL




**Rear derailleur:**

1. Insert the rear derailleur housing into the rear hole on the drive side seatstay.
2. Guide the rear derailleur housing over the BB sleeve until it exits from the hole on the top tube.
3. Insert the long grommet mechanical (SKU: 80985) into the seat stay hole.

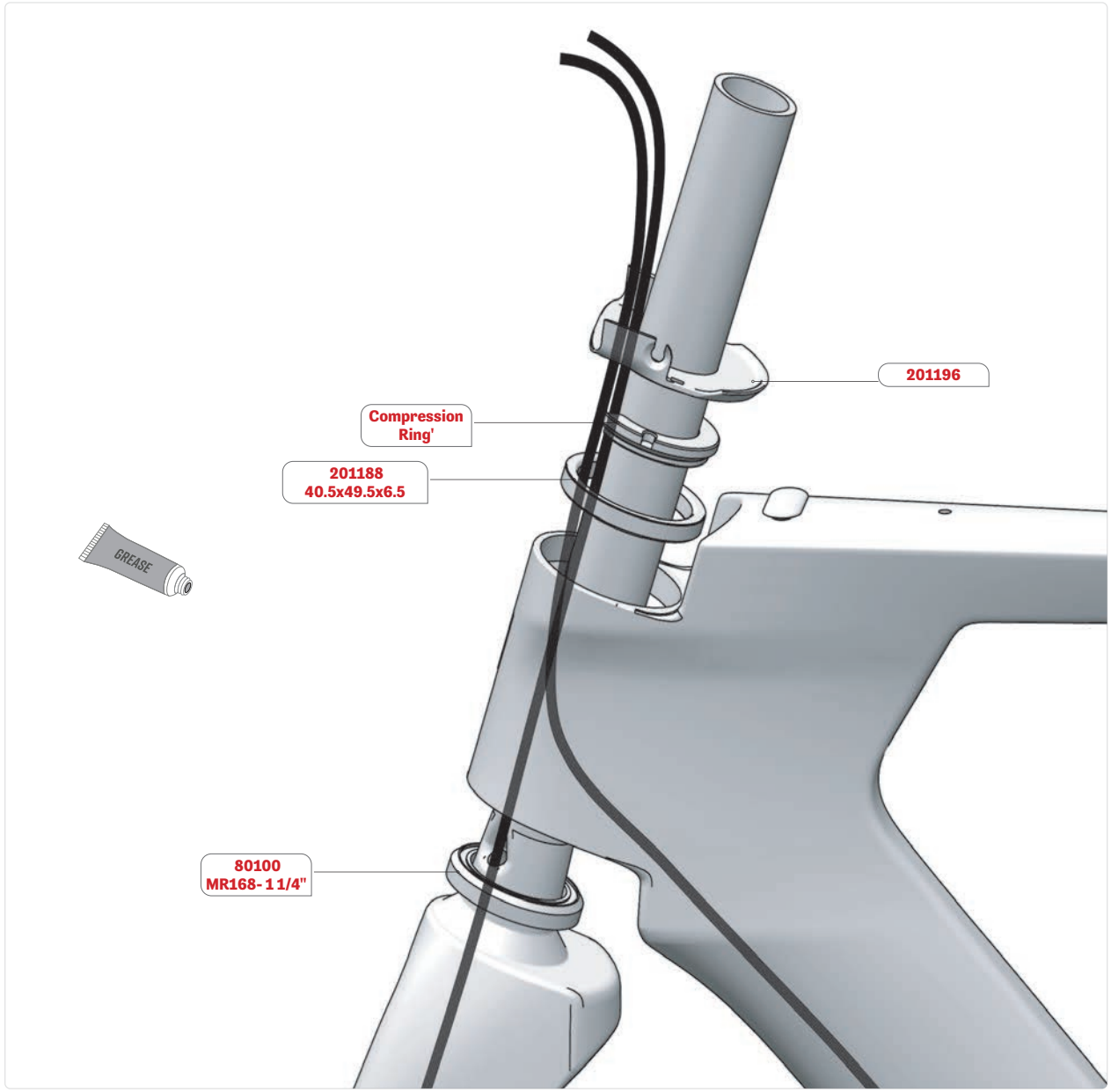
**Front derailleur with full housing:**

1. Insert the front derailleur housing into the hole on the drive side of the seat tube.
2. Guide the front derailleur housing over the BB sleeve until it comes out from the hole on the top tube.

**Top tube:**

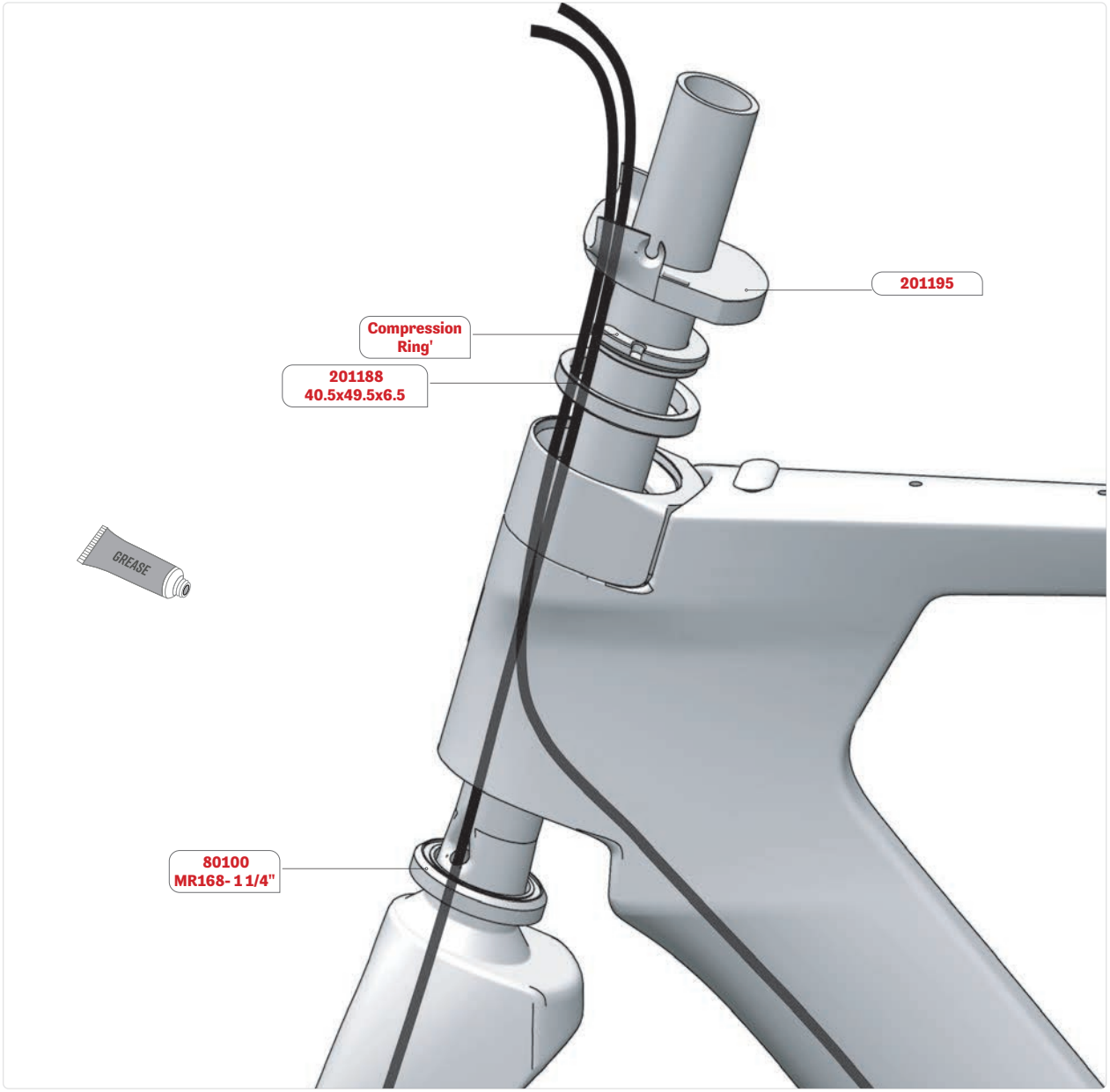
1. Insert the TT Grommet for Mechanical Drivetrain (SKU: 201208) into the top tube cable exit hole.

# 13.1 FORK AND HEADSET ASSEMBLY TT



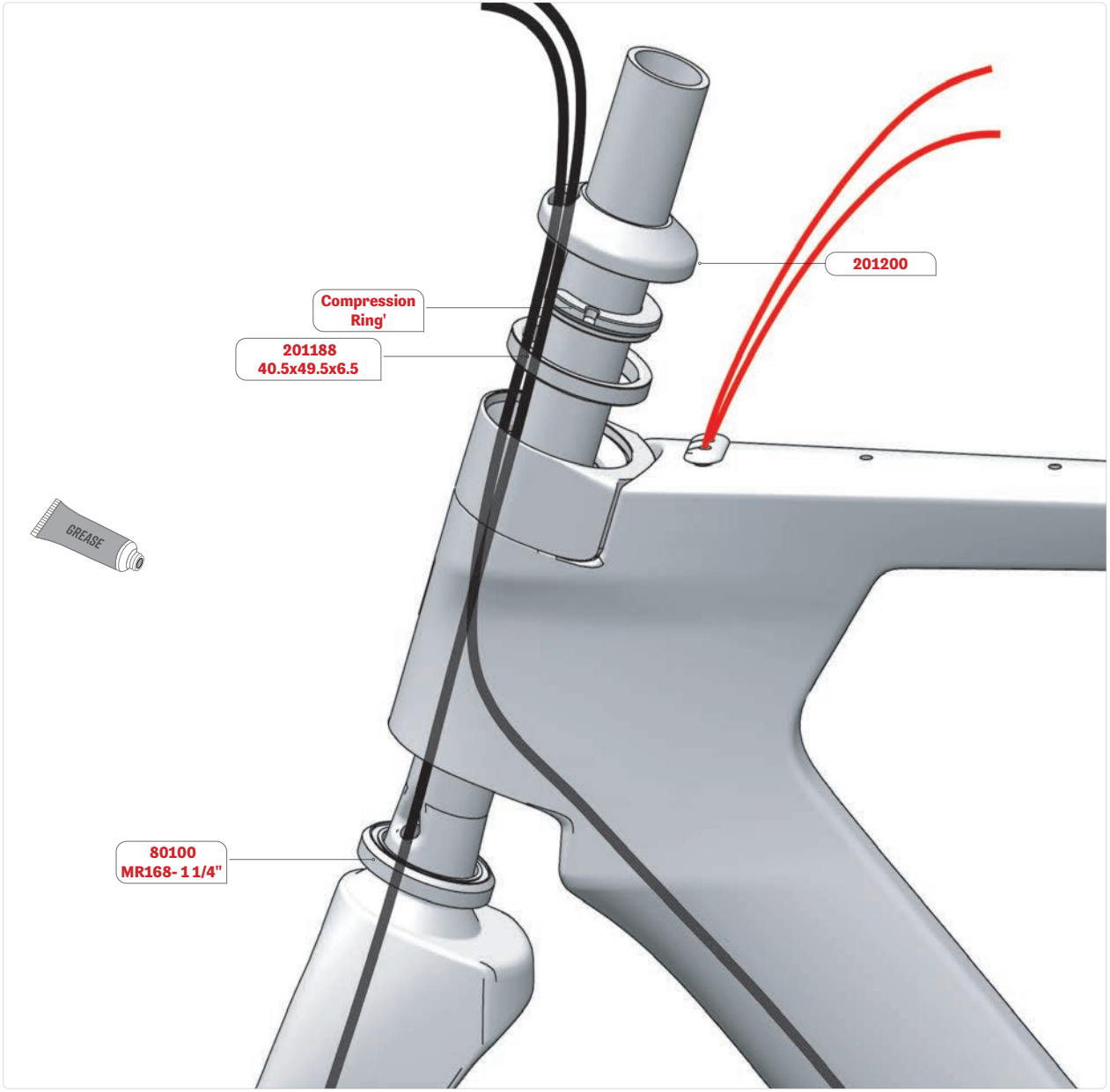

1. Install the bottom bearing MR136-1 1/4", 36° x 45° (SKU: 80100) on the fork. (Apply grease on both sides of the bearing)
2. Install the top bearing: 40.5x49.5x6.5, 45° x 45° stainless steel (SKU: 201188). (Apply grease on both sides of the bearing)
3. Slide the fork into the head tube while orienting all housing on the good side of the steertube depending on the choosen headset system.
4. Install conical compressor ring once all cables are in place.
5. Install headset top cover, stem cap TT (SKU: 201196), with all cable at the right place.

# 13.2 FORK AND HEADSET ASSEMBLY TRI



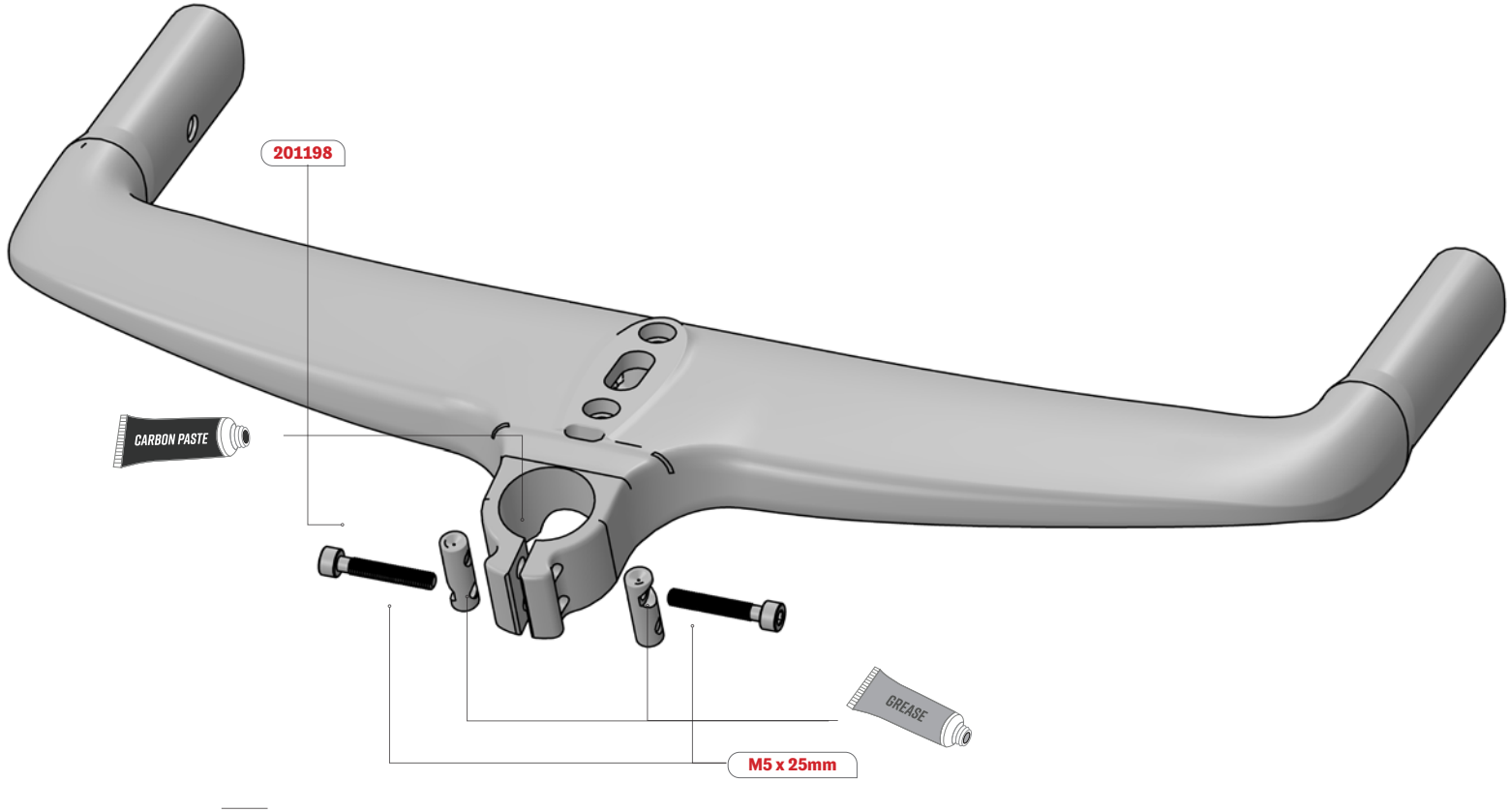

1. Install the bottom bearing MR136-1 1/4", 36° x 45° (SKU: 80100) on the fork. (Apply grease on both sides of the bearing)
2. Install the top bearing: 40.5x49.5x6.5, 45° x 45° stainless steel (SKU: 201188). (Apply grease on both sides of the bearing)
3. Slide the fork into the head tube while orienting all housing on the good side of the steertube depending on the choosen headset system.
4. Install conical compressor ring once all cables are in place.
5. Install headset top cover, stem cap Tri (SKU: 201195), with all cable at the right place.

# 13.3 FORK AND HEADSET ASSEMBLY SRS




1. Install the bottom bearing MR136-1 1/4", 36° x 45° (SKU: 80100) on the fork. (Apply grease on both sides of the bearing)
2. Install the top bearing: 40.5x49.5x6.5, 45° x 45° stainless steel (SKU: 201188). (Apply grease on both sides of the bearing)
3. Slide the fork into the head tube while orienting all housing on the good side of the steertube depending on the choosen headset system.
4. Install conical compressor ring once all cables are in place.
5. Install headset top cover, SRS tri cap (SKU: 201200), with all cable at the right place.

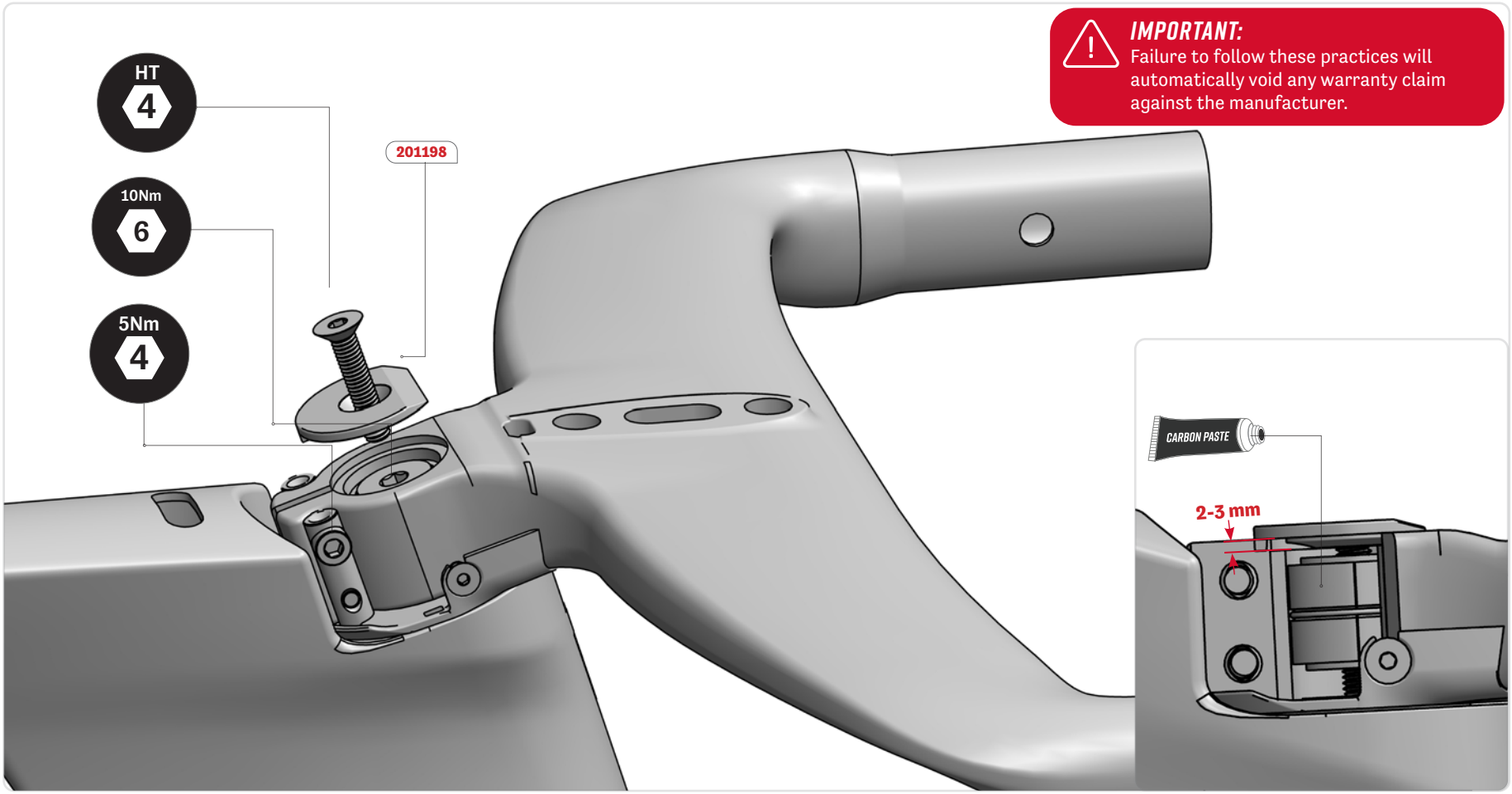
# 14.1 HANDLEBAR INSTALLATION TT & TRI




**Pre-assembling the handlebar:**

1. Apply grease to the threads of both M5 x 25 mm screws (SKU: 201198)
2. Assemble the screws and barrels as shown, do not tighten.
3. Apply carbon paste on the internal diameter surface before installing on the fork's steerer tube.

# 14.1 HANDLEBAR INSTALLATION TT




**IMPORTANT:**
Failure to follow these practices will automatically void any warranty claim against the manufacturer.

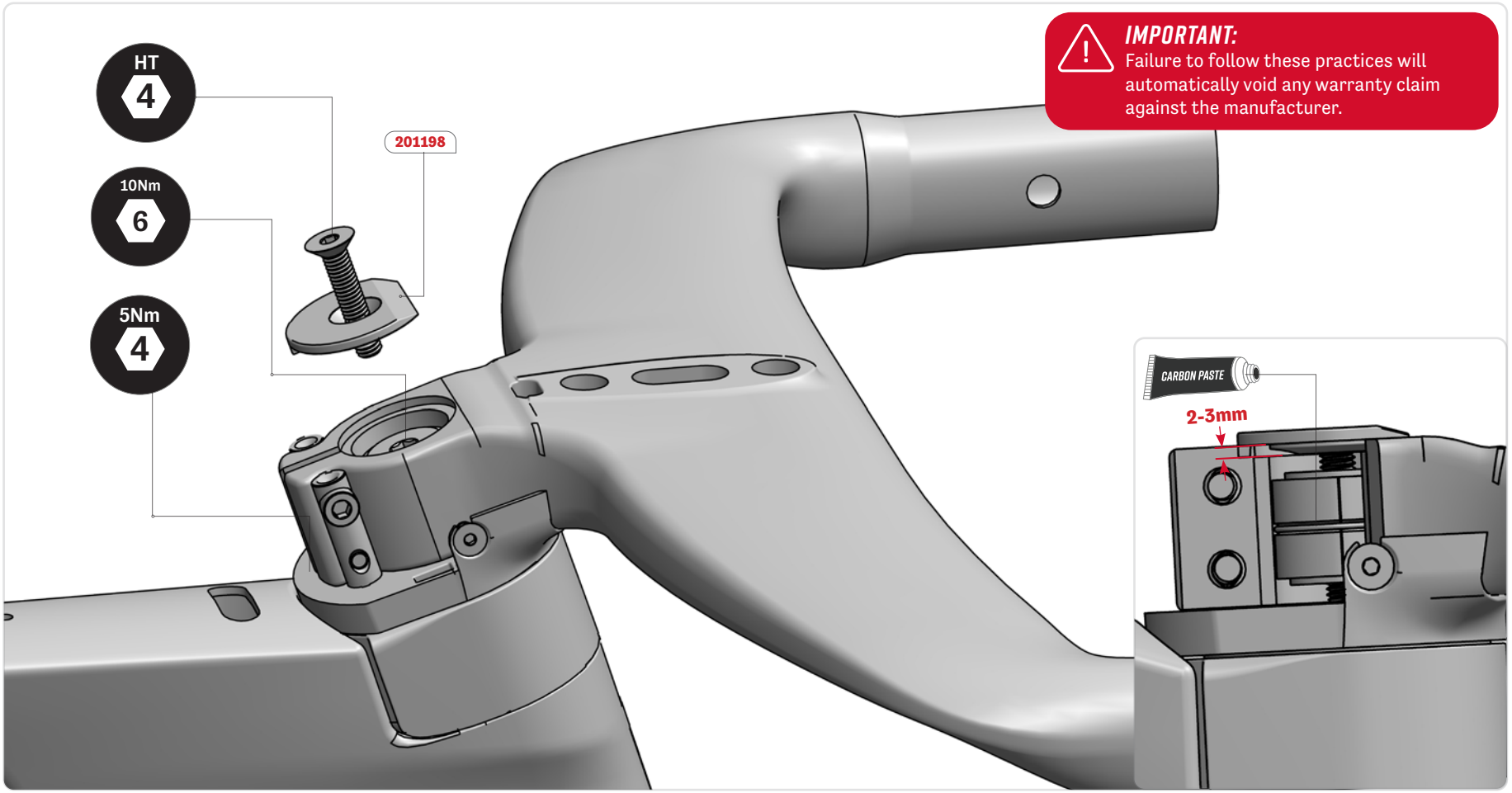
**Important:**

- No spacers can be placed between the stem and the top cap of the headset.

**Installing the stem:**

1. Cut the steerer 2 to 3mm below the top of the handlebar. This will ensure proper compression of the headset.
2. Apply carbon paste between compression plug and steerer. Install the compression plug flush with the steerer. Thighten expander plug to 10Nm.
3. Thigthen the compression screw until there's no play in the headset bearing. Make sure there's 2 to 3 mm of gap to allow headset adjustement.
4. Align the stem and torque the bolts to 5Nm.

## 14.2. HANDLEBAR INSTALLATION TRI



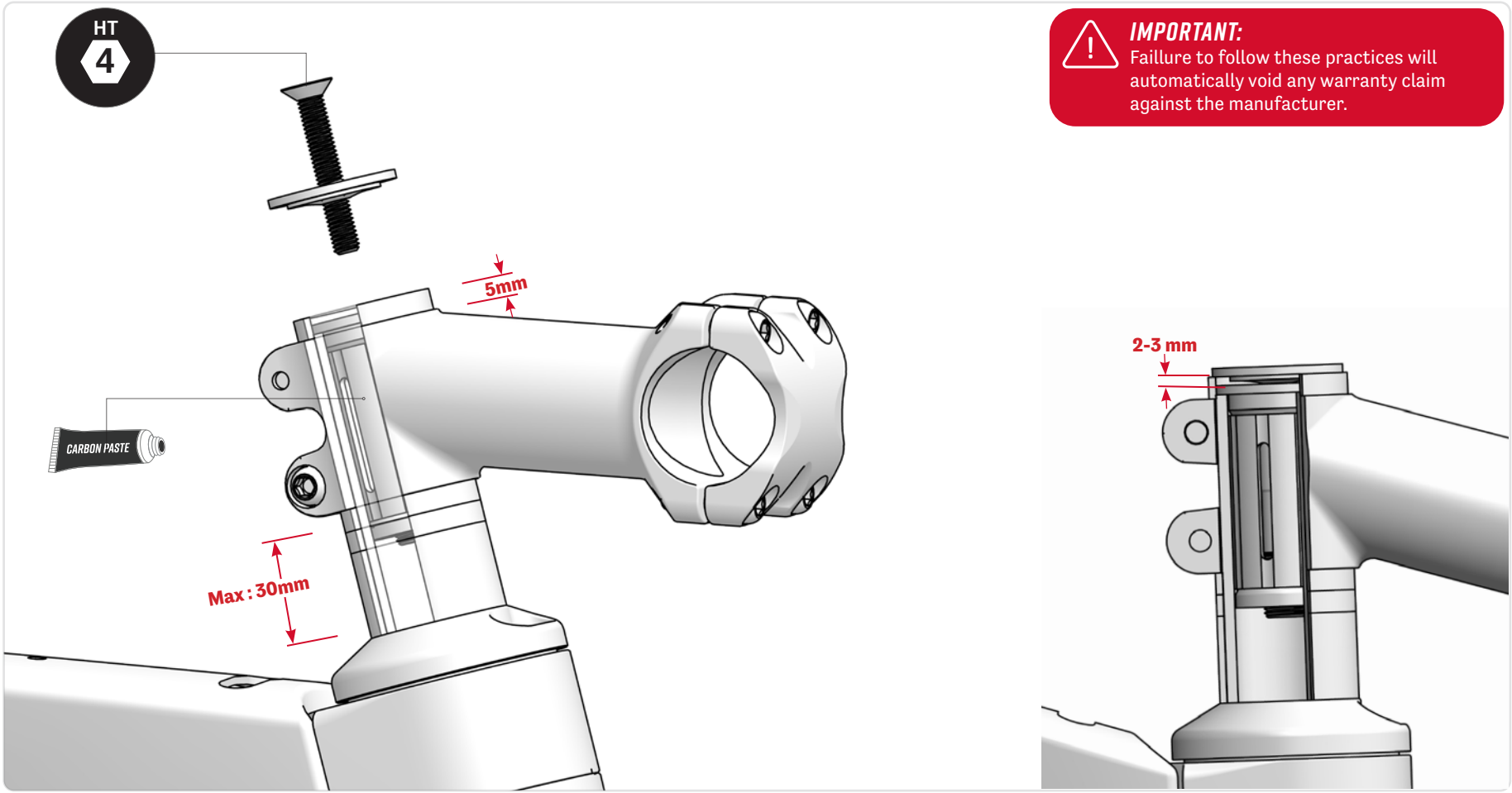

**Important:**

- No spacers can be placed between the stem and the top cap of the headset.

**Installing the stem:**

1. Cut the steerer 2 to 3mm below the top of the handlebar. This will ensure proper compression of the headset.
2. Apply carbon paste between compression plug and steerer. Install the compression plug flush with the steerer. Thighten expander plug to 10Nm.
3. Thigthen the compression screw until there's no play in the headset bearing. Make sure there's 2 to 3 mm of gap to allow headset adjustement.
4. Align the stem and torque the bolts to 5Nm.

## 14.3 HANDLEBAR INSTALLATION




**IMPORTANT:**
Faillure to follow these practices will automatically void any warranty claim against the manufacturer.



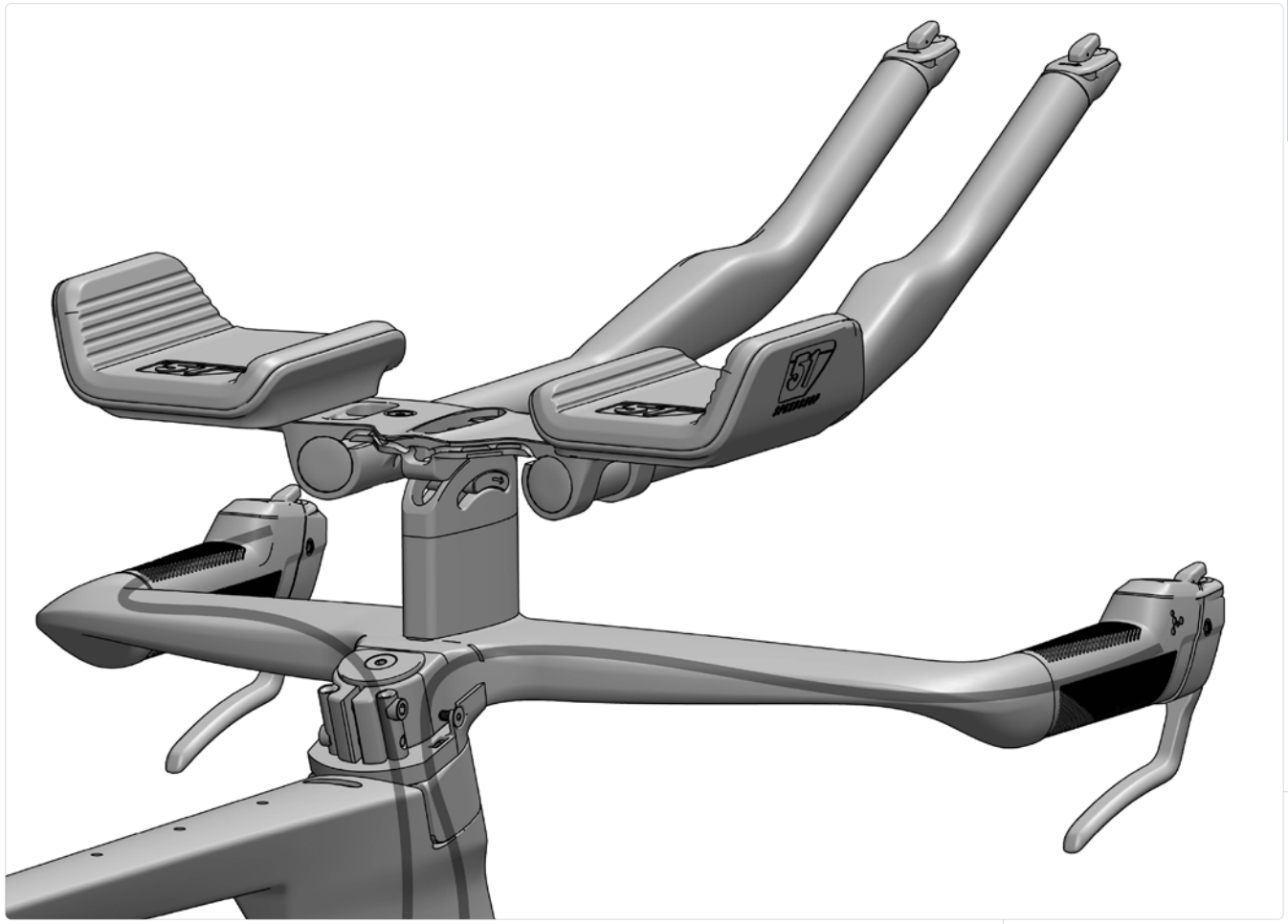

**Important:**

- No more than 30mm of spacers can be placed between the stem and the top cap of the Headset.
- It is critical to assemble the headset expander plug at the same height as the stem's steerer clamp.

**Installing the stem:**

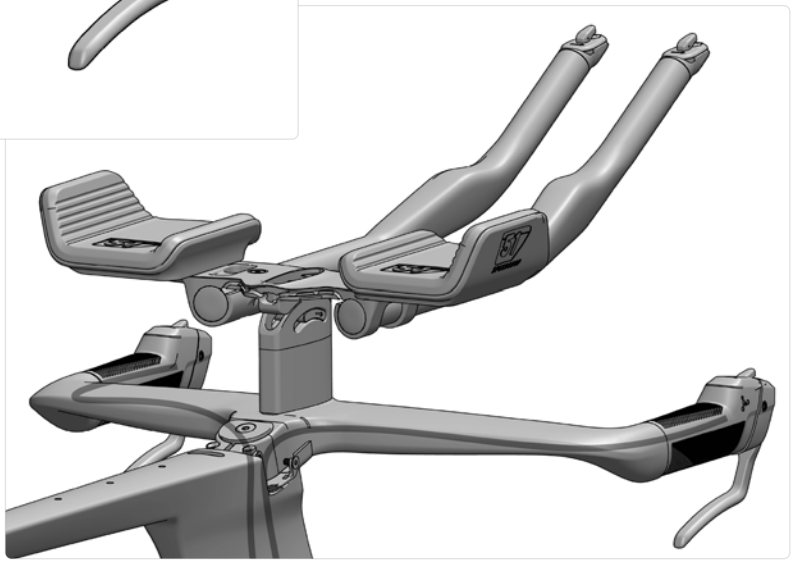
1. Cut the steerer so a 5mm spacer can be used on top of the stem. This will ensure the stem clamping area is fully suported by the carbon steerer.
2. Apply carbon paste between compression plug and steerer. Thighten expander plug to 10Nm.
3. Thigthen the compression screw until there's no play in the headset bearing. Make sure there's 2 to 3 mm of gap to allow headset adjustement.
4. Align the stem and torque the bolts to the manufacturer recommended torque.

# *15.1 COCKPIT ROUTING - AXS*

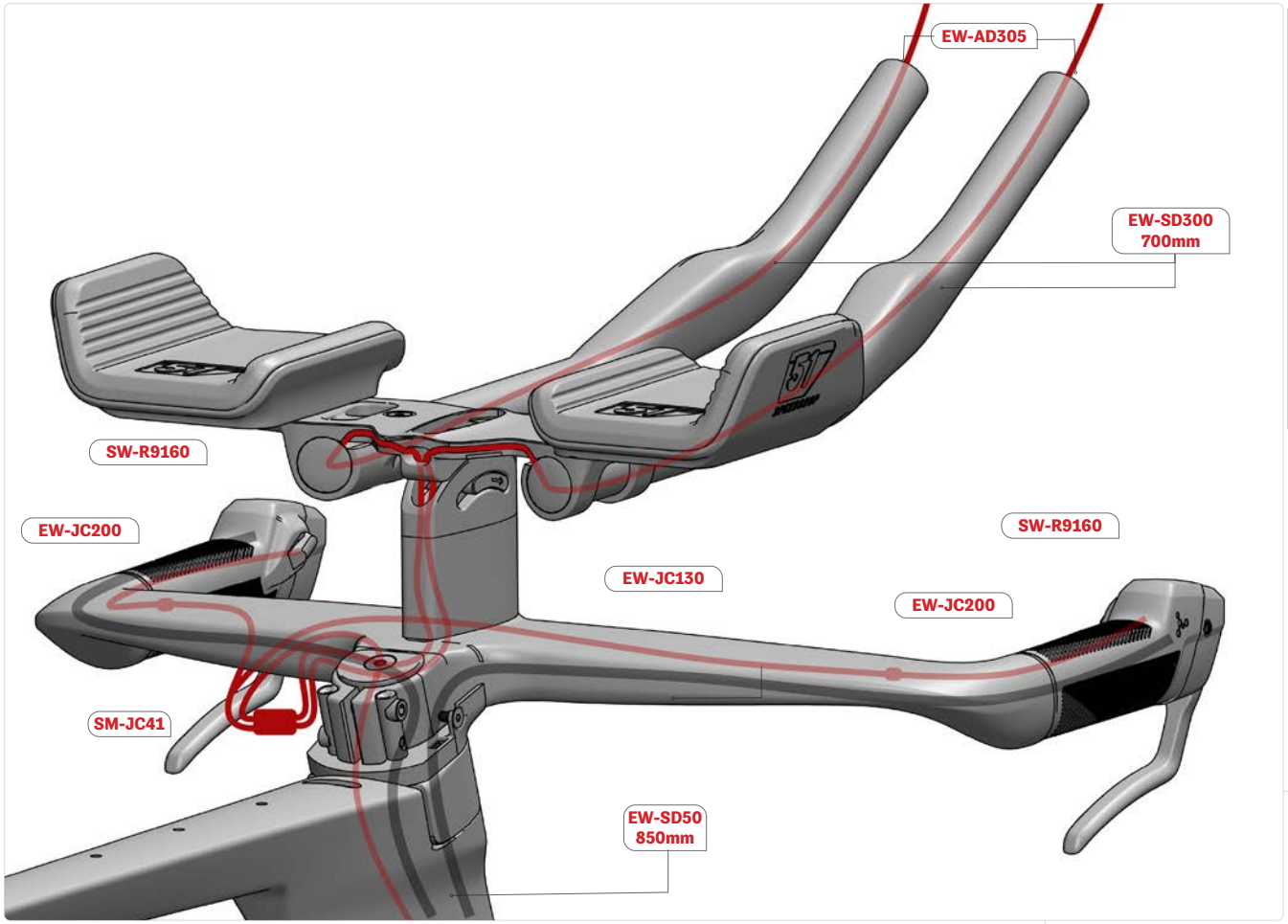


**Important:**

- The handlebar can't accomodate a blipbox, it's designed to use AXS wireless blips.

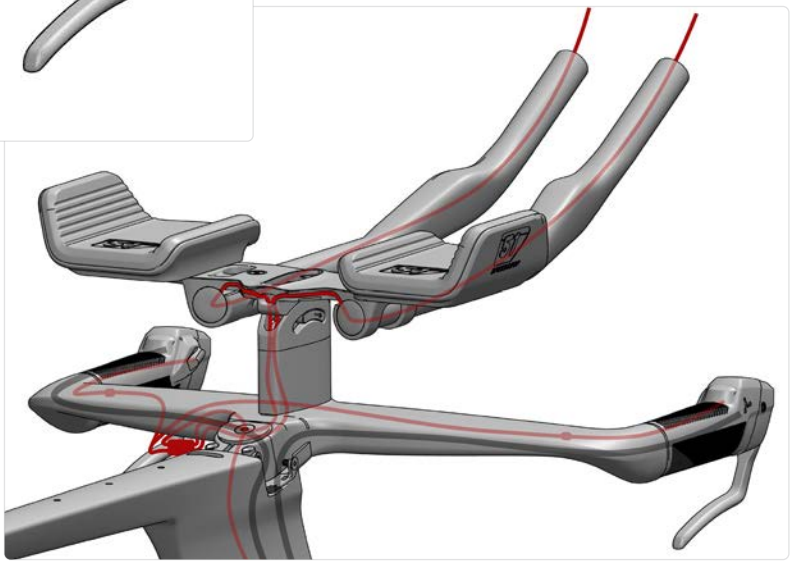


# 15.2 COCKPIT ROUTING - DI2

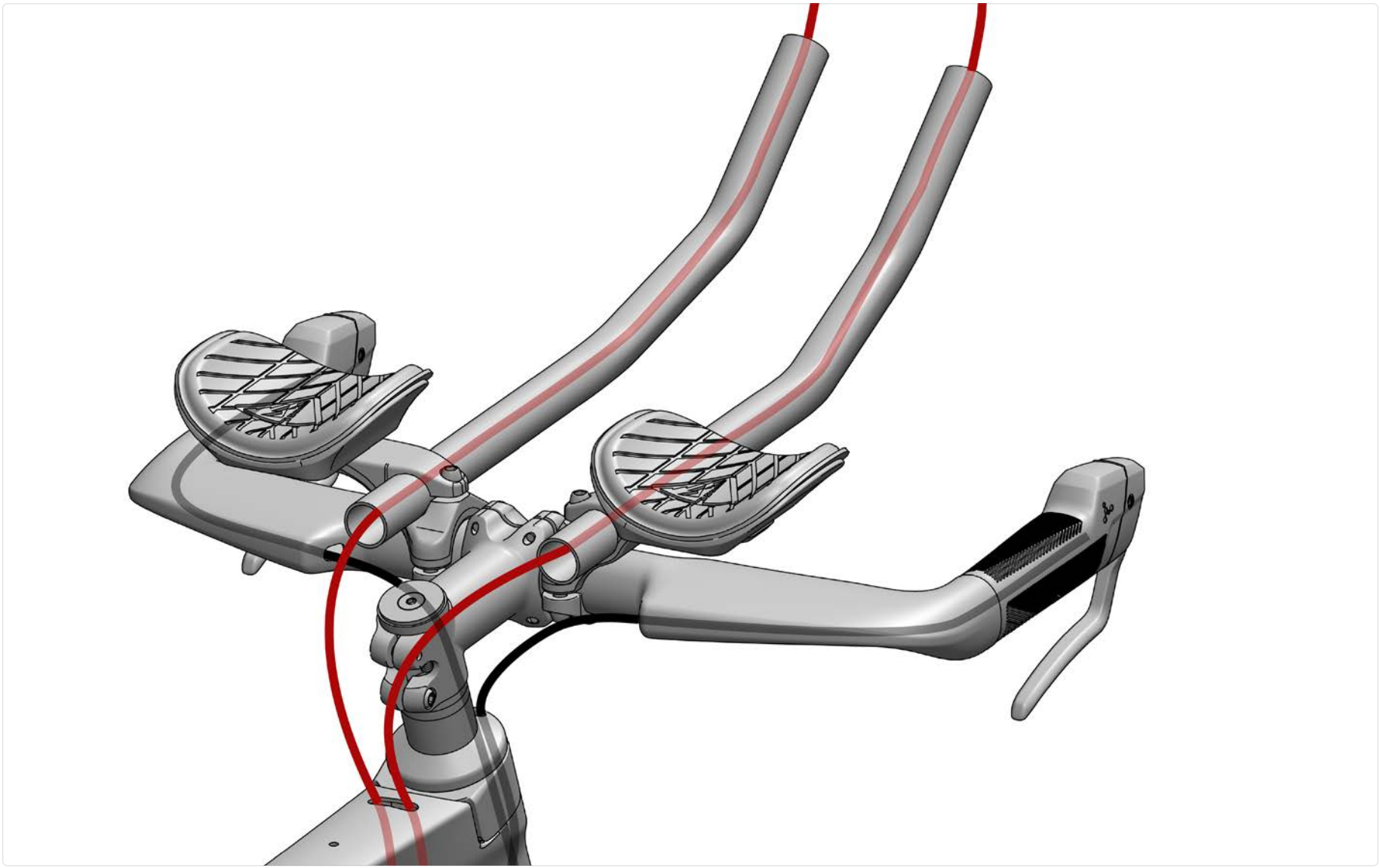



**Important, this part of the routing is perform with 9100 series Di2 part and wire:**

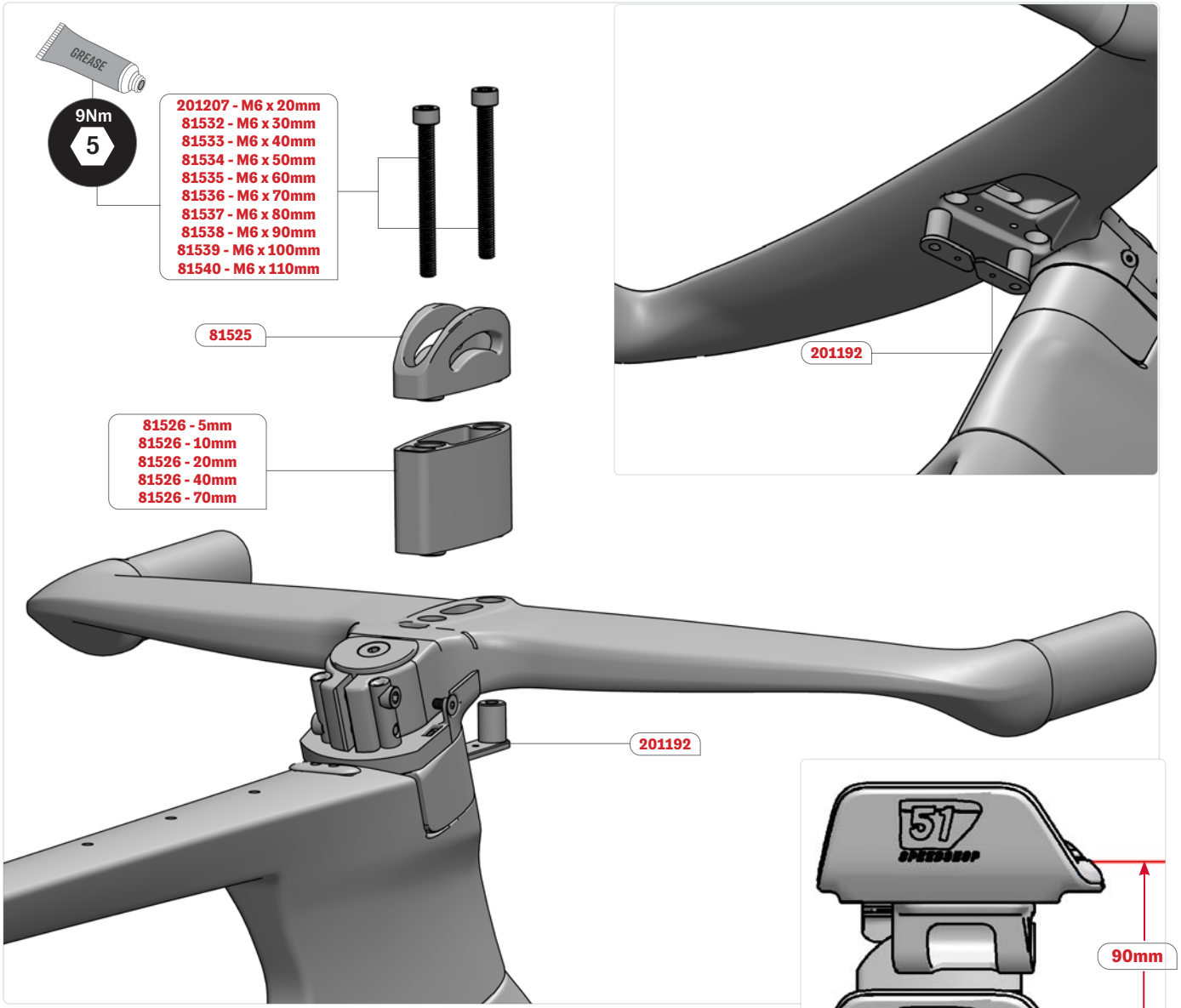
- Di2 REMOTE TRIATHLON SHIFTER SW-R9160
- Di2 REMOTE SATELLITE SHIFTER (CLIMBING SWITCH) SW-R9150
- Di2 JUNCTION-B SM-JC41
- 2-PORT JUNCTION EW-JC200 (2X)
- Y-SPLIT ROOTING, EW-JC130-MM 50MM/520MM/520MM
- Di2 E-Tube Wire EW-SD50 (2X)

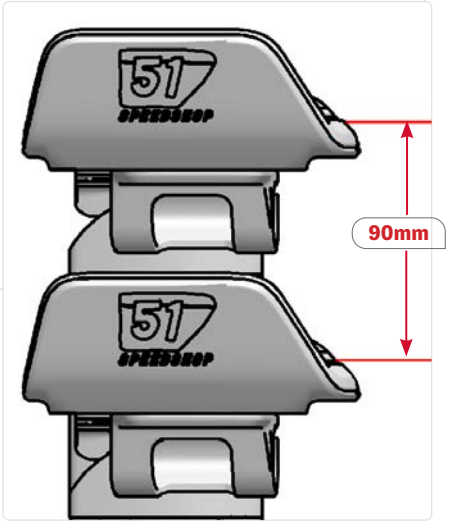


## *15.3* COCKPIT ROUTING - MECHANICAL



# 16.1 COCKPIT ASSEMBLY



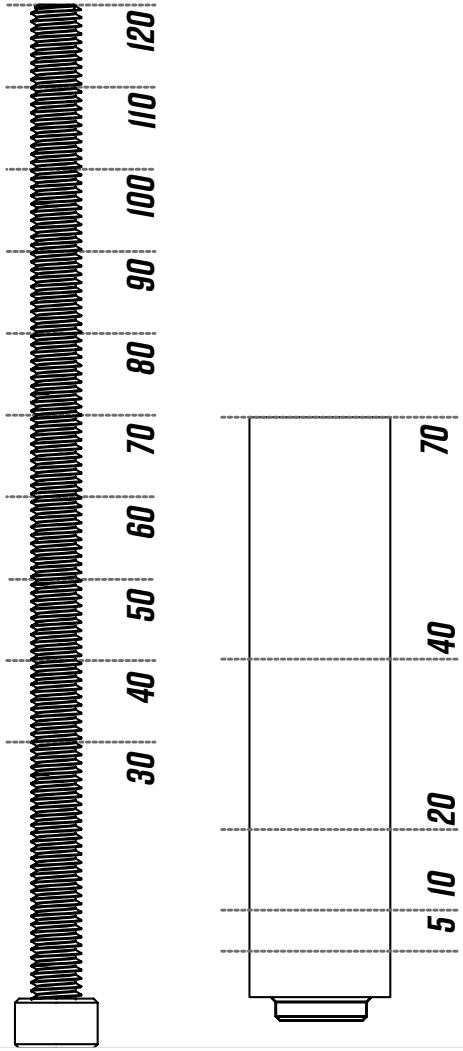




1. Choose the right combination of spacers and screws to achieve the desired fit. See next page for stack configuration options.
2. Stack the spacer(s) onto the handlebar. Each spacer will clip on to the lower one.
3. Set the swivel (SKU: 81525) on top of the spacer or spacers stack.
4. Apply grease to the threads of the two spacer screws (SKU: 201207, 81532 to 81540).
5. Install the two pieces of stack assembly bracket from under the handlebar (SKU: 201192).
6. Install and tighten both M6 spacer screws to 9 Nm.
7. Note: For a Di2 assembly, run the Di2 extension cable from the junction box through the channel in the spacers and swivel.

**90 mm spacers max.**

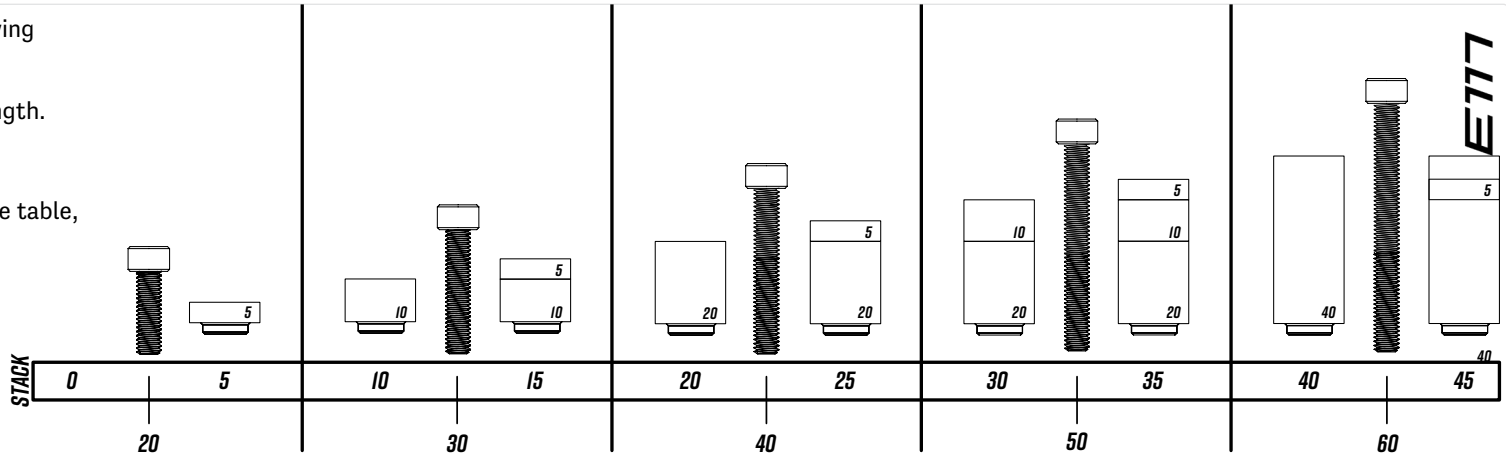
# 16.2 COCKPIT ASSEMBLY

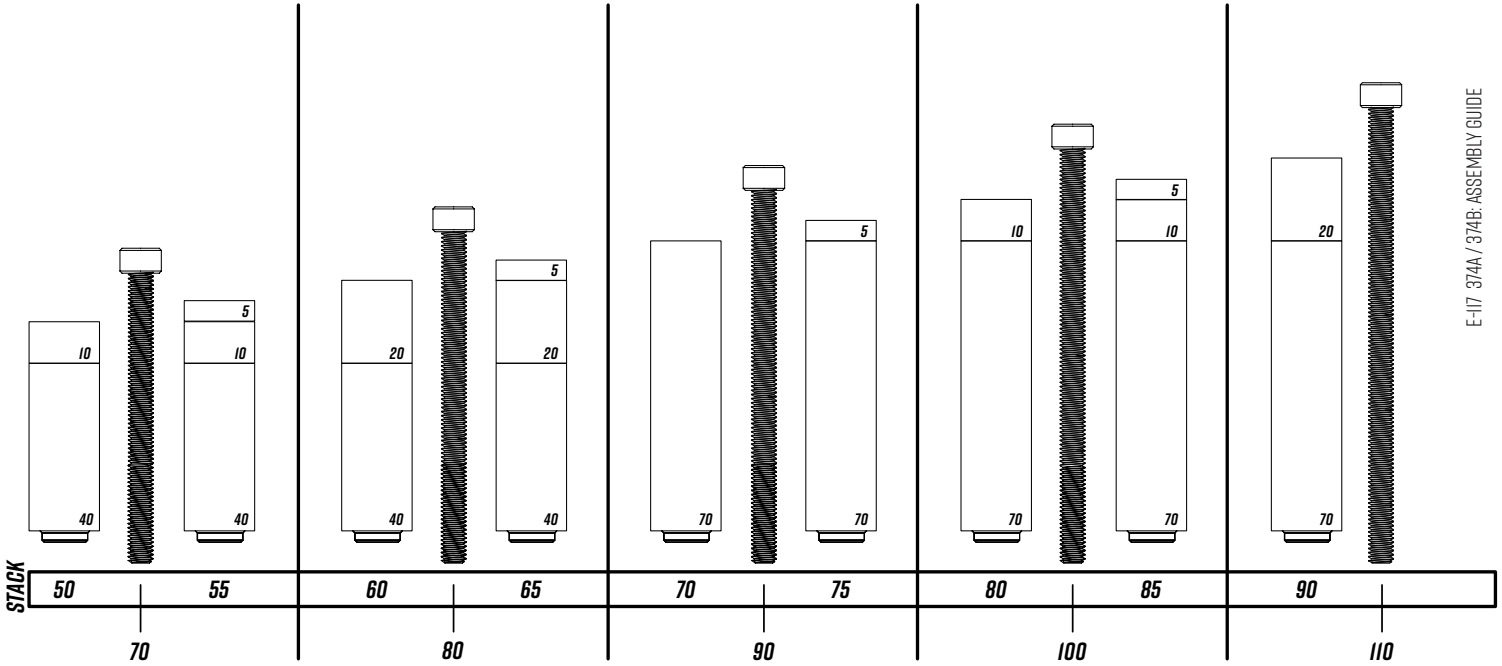
1. Check the screw length by using the 1:1 drawing below.
2. Align the the screw head and measure its length.
3. Do the same for the spacers.
4. Place the spacers in the order specified in the table, from bottom to top.



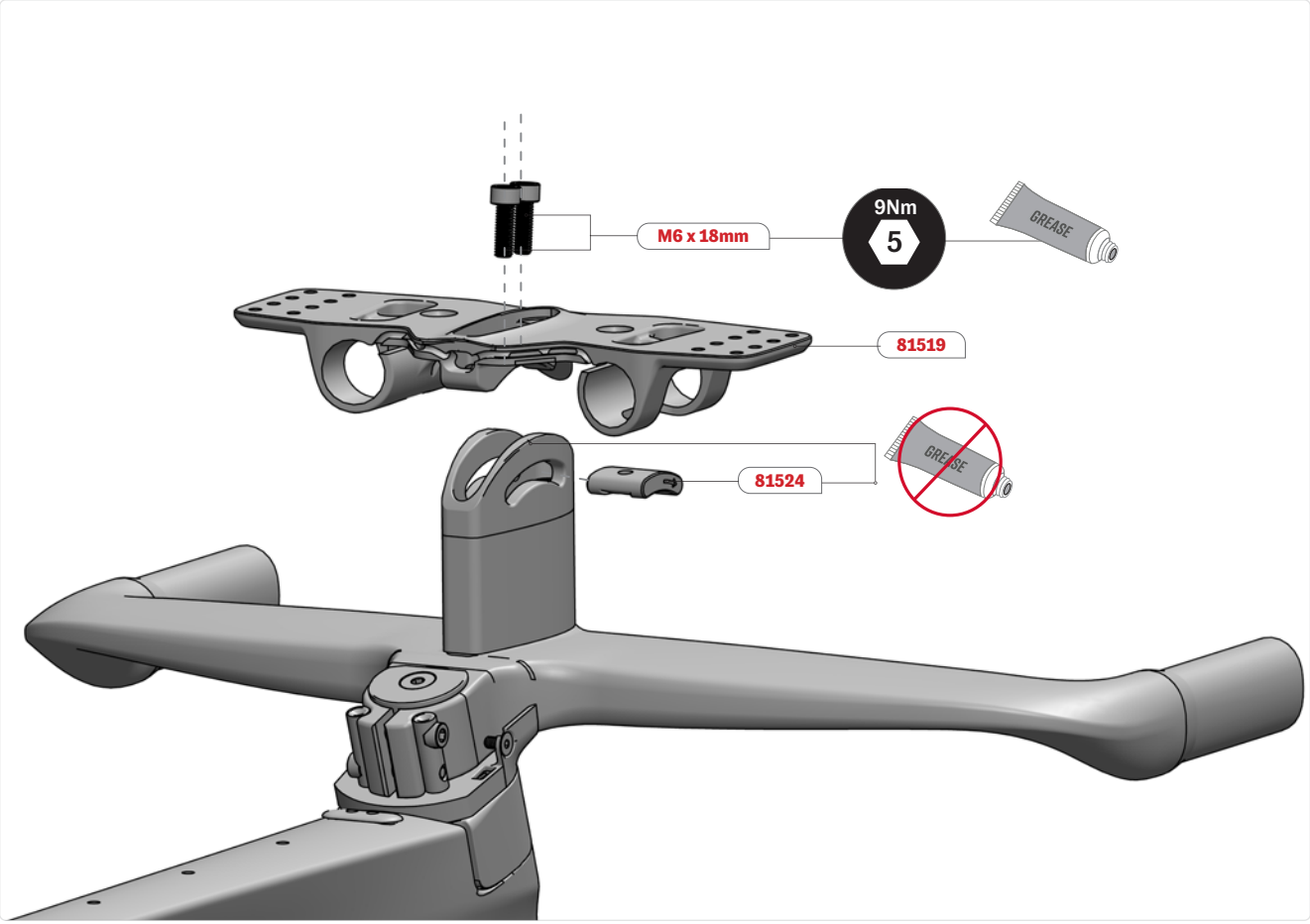


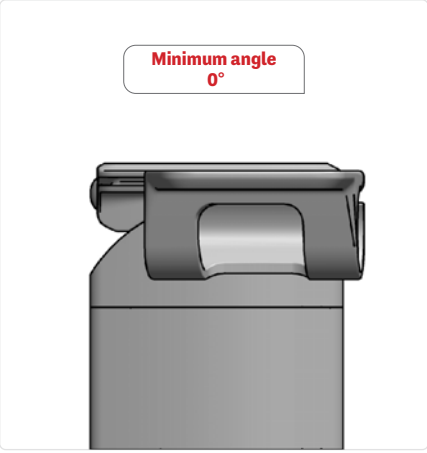


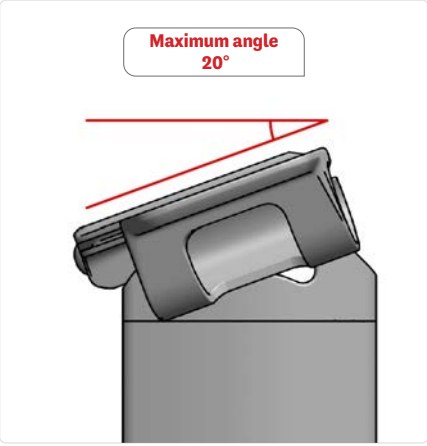



# 16.3 COCKPIT ASSEMBLY - BRIDGE INSTALLATION

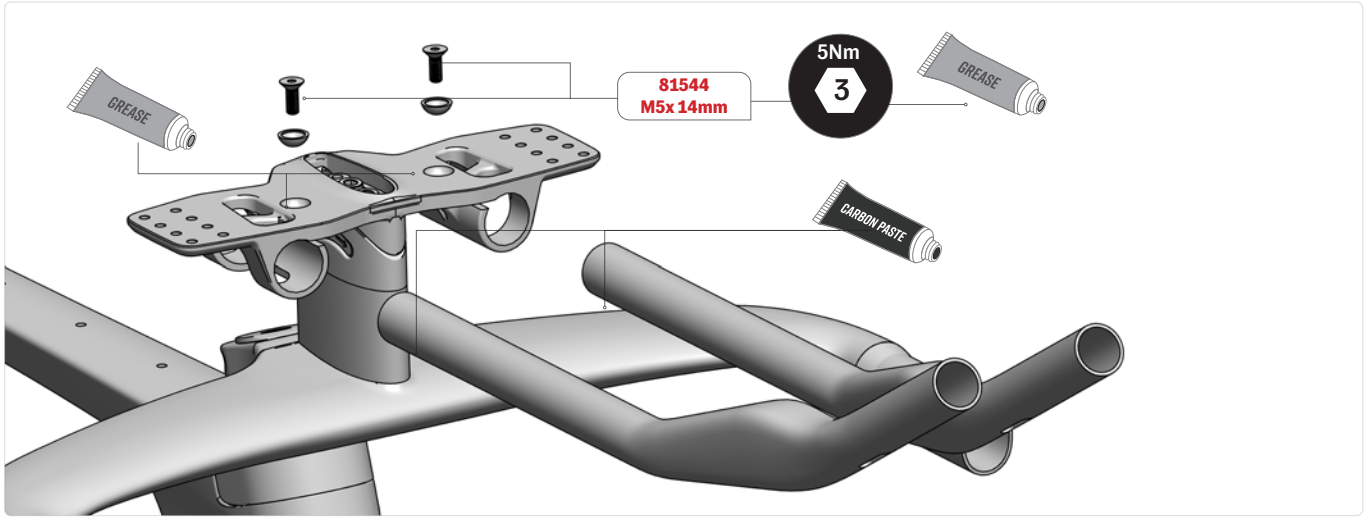



1. Slide the swivel bean (SKU: 81524) into the swivel spacer with the arrow pointing forward. Make sure all surfaces are free of grease.
2. For Di2 assembly, run the Di2 extension cable through the lower hole on the bridge (SKU: 81519) and out the rear hole.
3. Apply grease to the threads of the two M6 x 18 mm screws.
4. Position the bridge on top of the swivel spacer, making sure all the pivoting surfaces are free of grease.
5. Hand-tighten both M6 x 18 mm screws into the swivel bean.
6. Adjust to desired angle. The bridge angle can be fixed anywhere between 0° to 20°. Follow the laser etching on the swivel spacer NDS.
7. Tighten both M6 x 18 mm screws to 9 Nm.

# 16.4 COCKPIT ASSEMBLY - EXTENSION ASSEMBLY





1. Slide both extensions (SKU: 201160) into the bridge.
2. Once the desired length is achieved, follow the next steps depending on the groupset used.
3. Apply grease to the threads of the two M5 x 14 mm screws and both sides of the spherical washers.
4. Apply carbon paste on the extension bars and bridge interface.
5. Tighten both M5 x 14 mm screws to 5 Nm.

**Electronic:**

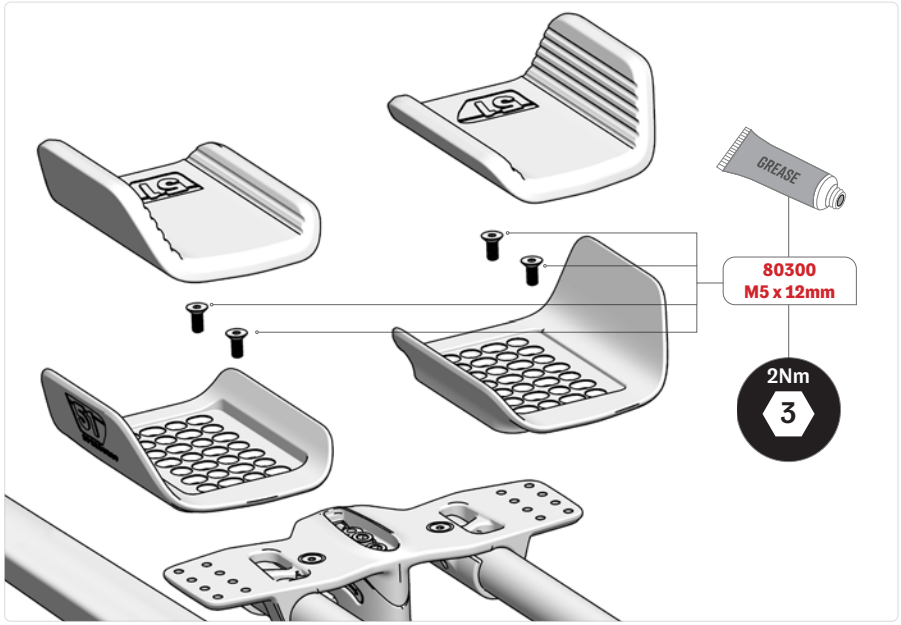
1. Using a utility pick, mark the junction between the extension and the rear face of the bridge.
2. Cut the extension **4 mm shorter** than the mark made in the previous step. (To allow space for the extension plugs) (See p.58)
3. Make sure you're in the cutting and clamping section shown on the extension.

**Mechanical:**

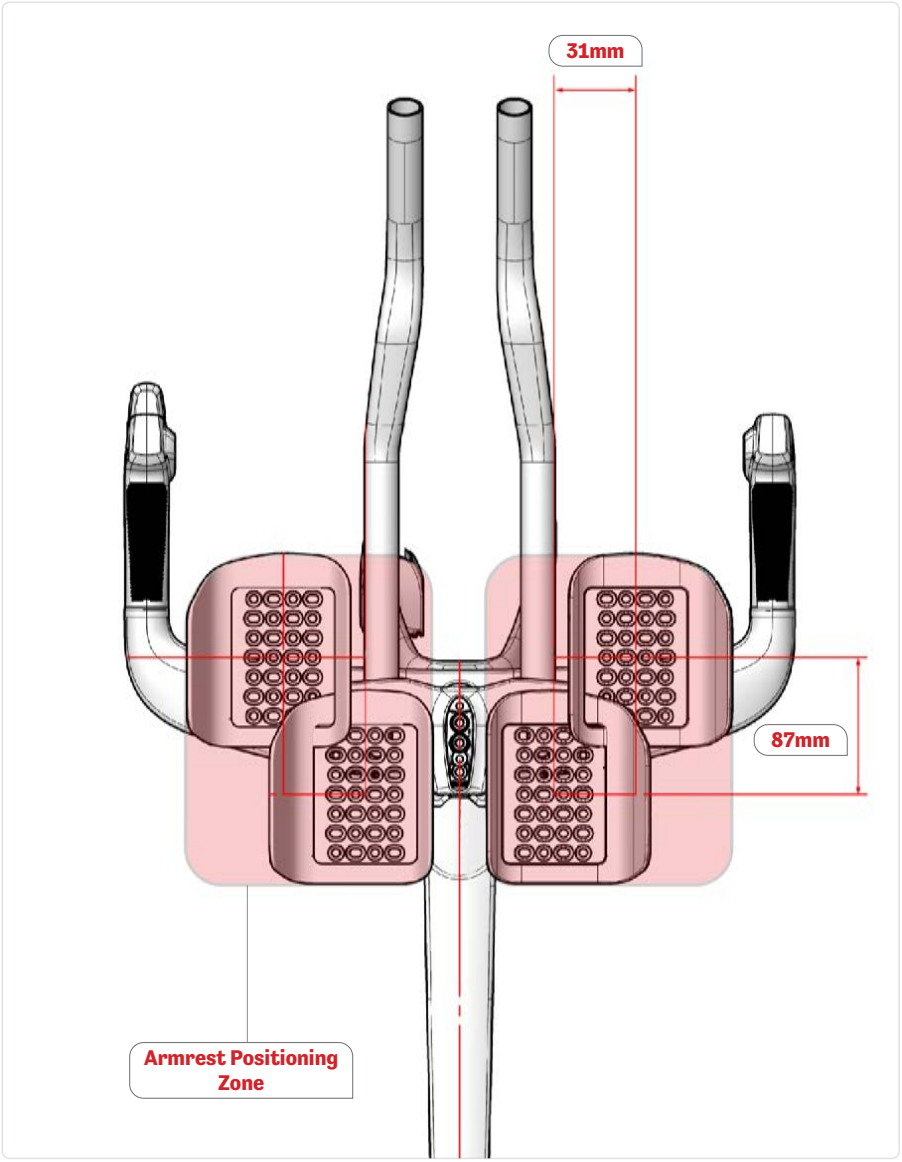
1. Using a utility pick, mark the junction between the extension and the bridge on the outside of the bridge.
2. Cut the extension **on the mark** made in the previous step.
3. Make sure you're in the cutting and clamping section shown on the extension.

# *16.5* COCKPIT ASSEMBLY - EXTENSION ASSEMBLY

# 16.6 COCKPIT ASSEMBLY - ARMREST ASSEMBLY

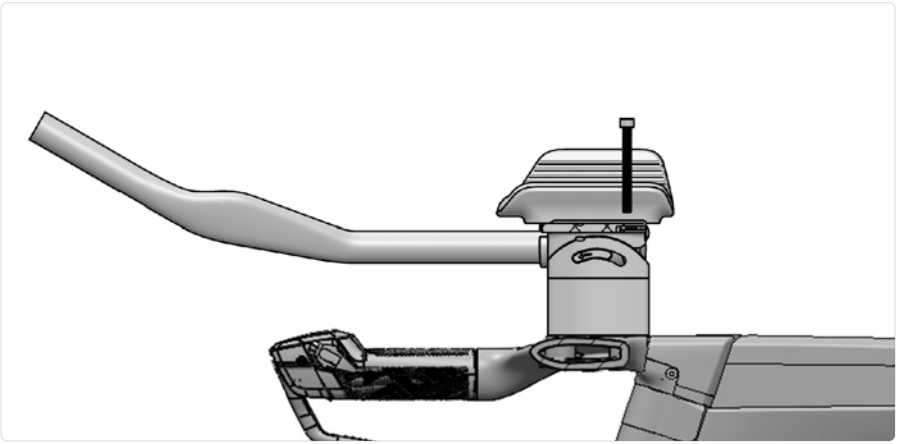


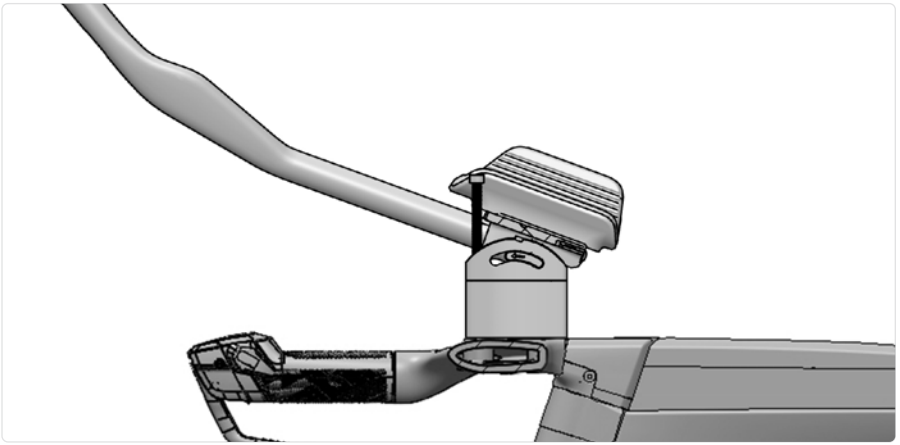

1. Fix the adhesive Velcro to the armrests.
2. Apply grease on the threads of all M5 x 12mm screws.
3. Screw the armrests onto the bridge at 2 Nm in the desired position.
4. Finish the assembly by installing the armrest pads onto the Velcro.



## 17. STACK & ANGULATION ADJUSTEMENT

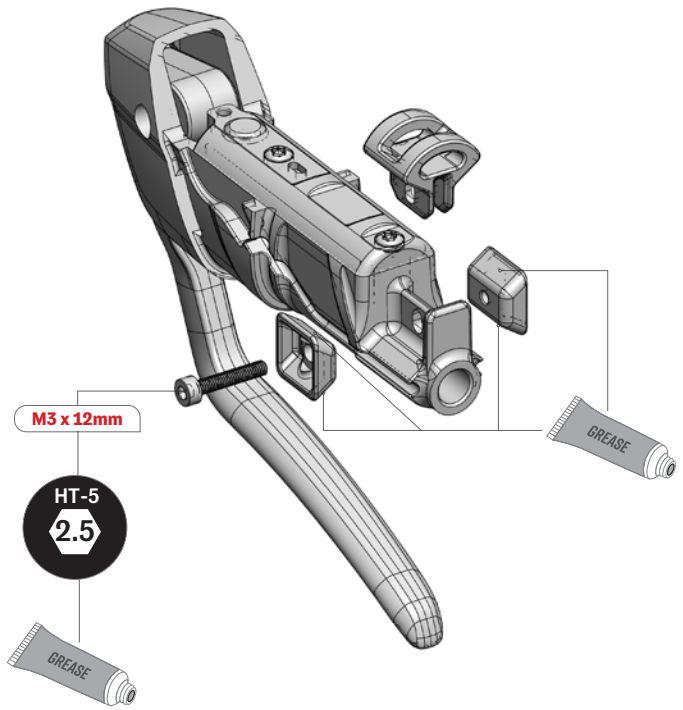

1. Loosen both M6 x 18mm screws (Red) from the bridge so that you can adjust the angle.
2. Moving the bridge angle creates space to remove both spacer screws.
3. Adjust the stack as desired (max. 90mm stack). Refer to the spacer and screw lengths chart. (p.51)





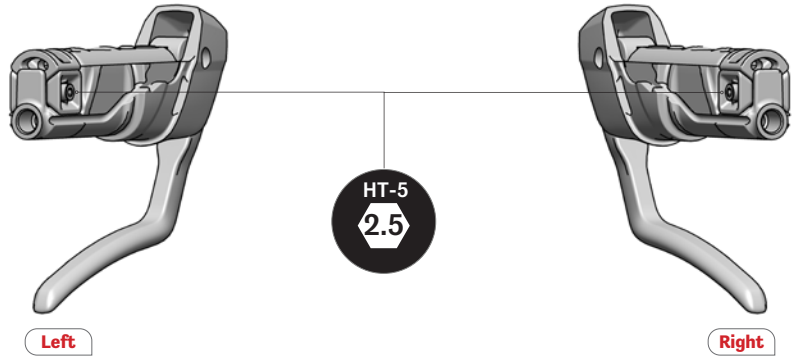
# 18.1 BRAKE LEVER ASSEMBLY - WEDGE PREPARATION

Right Lever




**The wedge is already assembled on the brake lever (SKU: 81551).**

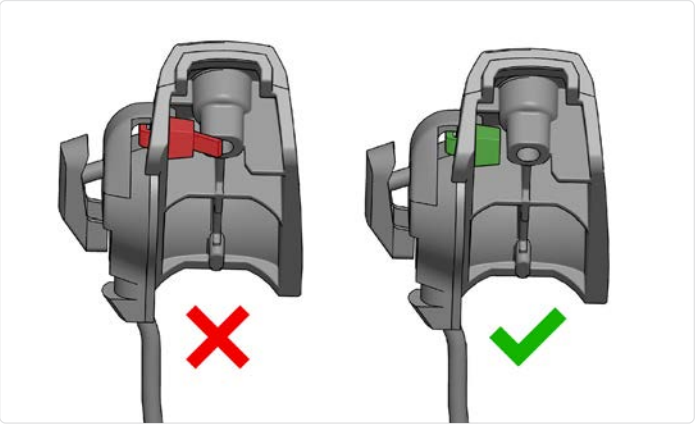
1. Unscrew the M3 x 12mm screw to dismantle the brake lever wedge assembly (SKU: 81553).
2. Apply grease to all angled surfaces of both wedges.
3. Apply grease to the threads of the M3 x 12 mm socket head screw.
4. Insert the M3 x 12 mm screw onto the inner side of the lever.
5. Tighten the screw approximately 5 turns to hold the assembly.
6. Repeat for the other side of the brake lever.



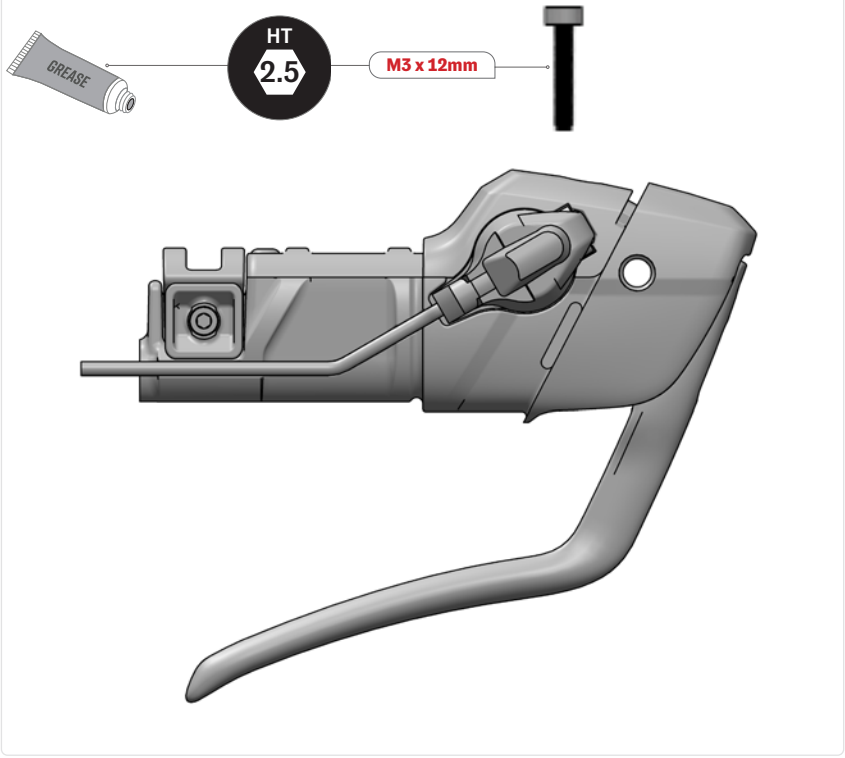

The brake lever is reversible. The M3 x 12 mm socket head screw head needs to be on the **INNER SIDE** of the lever to align with the access hole on the handlebar.

# 18.2 BRAKE LEVER ASSEMBLY - ADAPTER FOR DI2 ROUTING



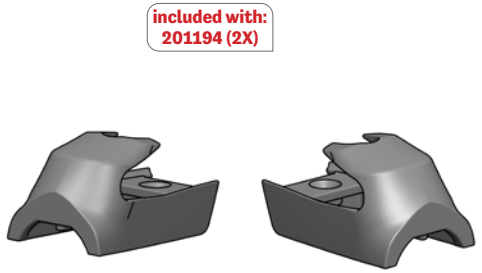


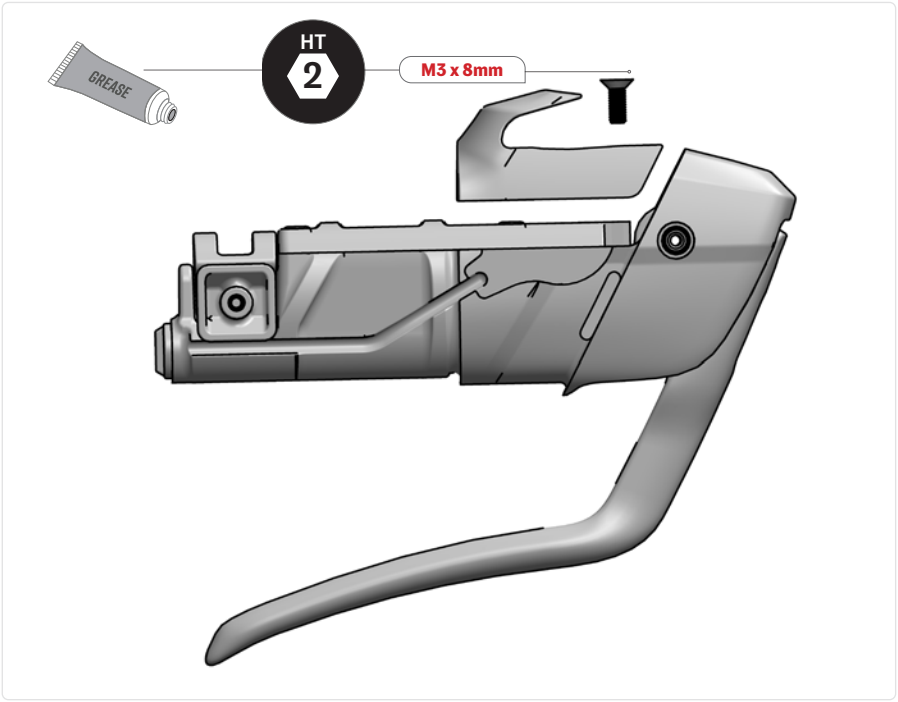
1. Choose the Di2 sprint shifter adapter (included in SKU: 81513).
2. Insert the cable tie into the upper hole on the inside of the Di2 sprint shifter adapter.
3. Choose the right SW-R9150 sprint shifter for the adapter side you are assembling.
4. Run the cable tie through the SW-R9150.
5. Run the cable tie through the lower hole of the Di2 sprint shifter adapter.
6. Tighten the cable tie. The head must lie flat on the inside of the Di2 sprint shifter adapter.
7. Cut the excess cable tie flush with the head using flush cut pliers.
8. Set the Di2 sprint shifter adapter assembly into the brake lever. The shifter must be on the same side as the M3 x 12 mm wedge screw head.
9. Apply grease to the threads of the M3 x 12 mm adapter screw.
10. Hand-tighten the M3 x 12 mm screw in the shifter.
11. Run the shifter cable through the cable groove on the lever.
12. Repeat for the other side.

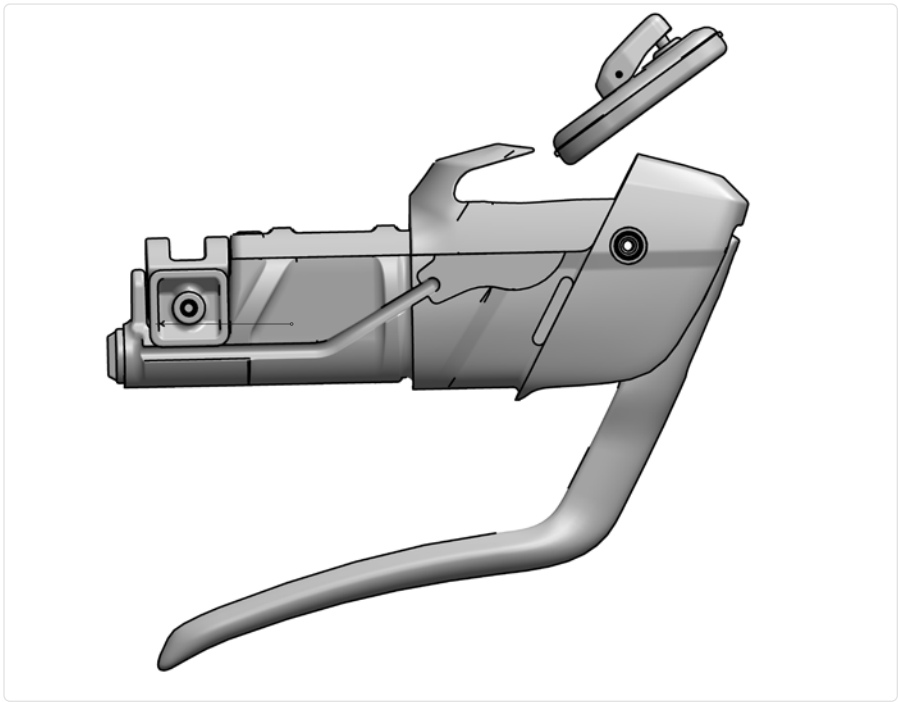


# 18.3 BRAKE LEVER ASSEMBLY - ADAPTER FOR ETAP ROUTING

1. Install the SRAM eTap AXS Wireless Blips shifter adapter assembly on the brake lever.
2. Apply grease to the threads of the M3 x 8 mm adapter screw.
3. Hand-tighten the M3 x 8 mm screw in the shifter.
4. Install the adhesive sheet supplied with the SRAM eTap AXS Wireless Blips on the shifter.
5. Install the SRAM eTap AXS Wireless Blips shifter in the adaptor. Insert the wider part first and push the front end until the SRAM eTap AXS Wireless Blips is secured.
6. Repeat for the other side.

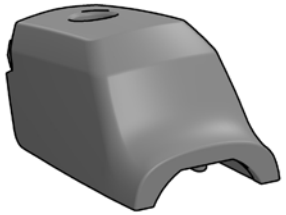


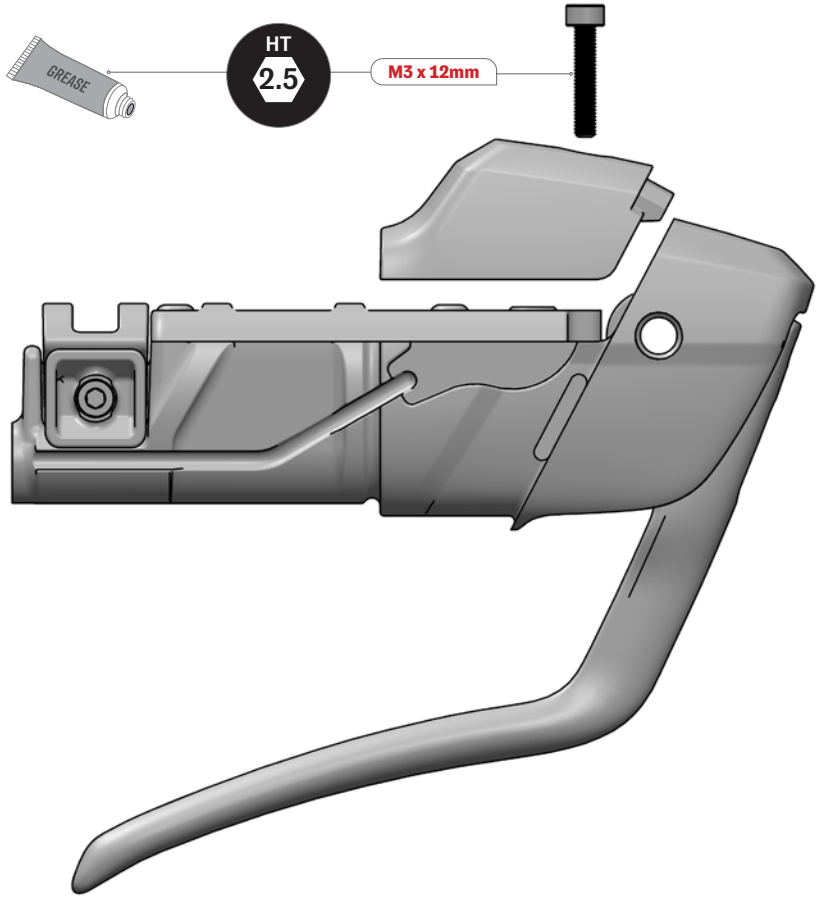



# 18.4 BRAKE LEVER ASSEMBLY - ADAPTER FOR MECHANICAL ROUTING

Included with:
81512 (2X)

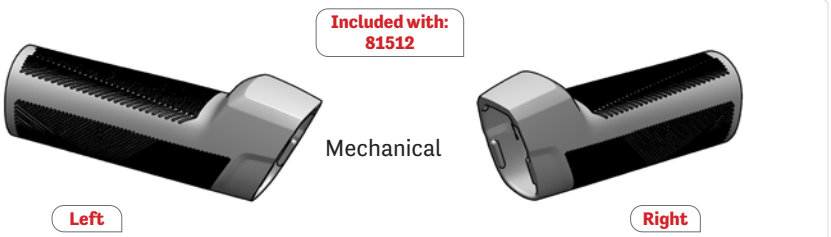


1. Choose the blank mechanical adapter (included in SKU: 81512).
2. The blank mechanical adapter is reversible. It can be installed on either brake lever.
3. Set the blank mechanical adapter on the brake lever.
4. Apply grease to the threads of the M3 x 12 mm adapter screw.
5. Hand-tighten the M3 x 12 mm screw in the shifter.
6. Repeat for the other side.



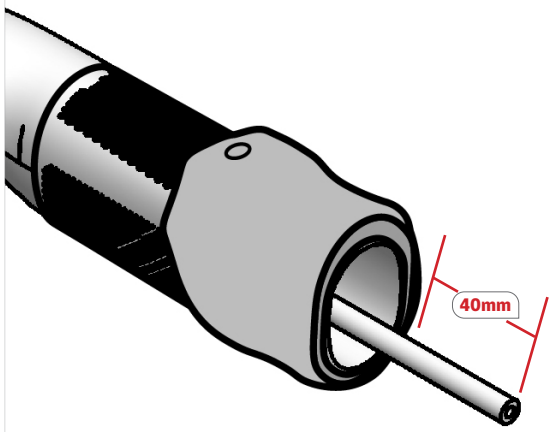
# 18.5 BRAKE LEVER ASSEMBLY





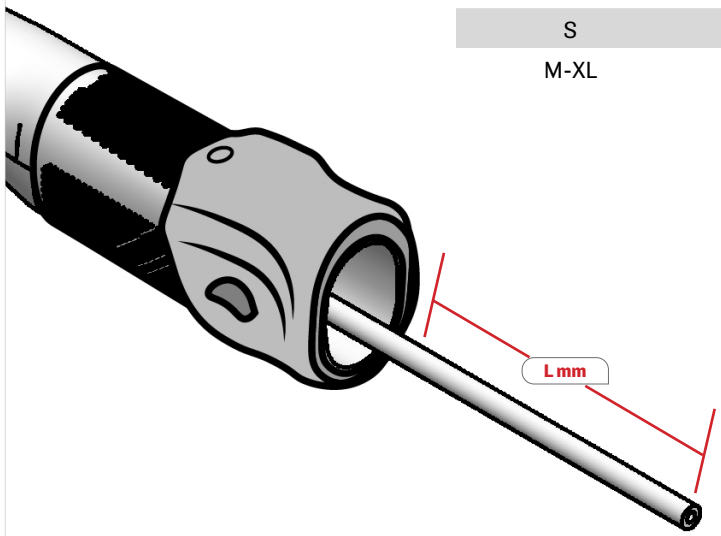

1. Choose the correct handle kit for your build: mechanical (included in SKU: 81512), Di2 (included in SKU: 81513) or eTap (included in SKU: 201194)
2. Insert the right handle into the right side of the handlebar.
3. Slide it in until the hole is aligned with the hole in the handlebar. Isopropyl alcohol can be used to slide the handle in if an air compressor isn't availlable.
4. Repeat for the left handle on the left side of the handlebar.
5. Fold the handle back on itself until the end of the handlebar is visible.

# 18.6 BRAKE LEVER ASSEMBLY




**Rear**

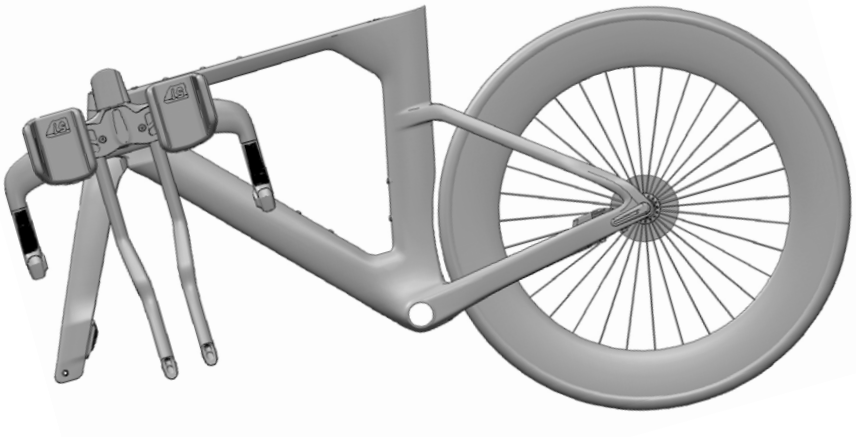
| FRAME SIZE | L (MM) |
|---|---|
| XS | 50 |
| S | 55 |
| M-XL | 60 |



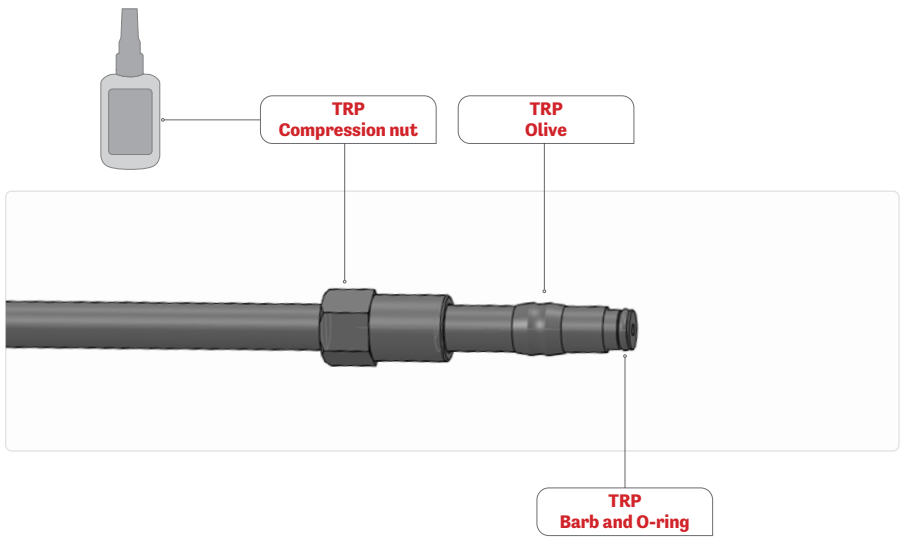

**Front**

1. Using a hydraulic hose cutter, cut the rear hydraulic hose 40mm from handlebar end.
2. Using a hydraulic hose cutter, cut the front hydraulic hose 60mm from handlebar end.
3. Make sure both cuts are flat and free of burrs. If they aren't, replace the blade of the hose cutter.

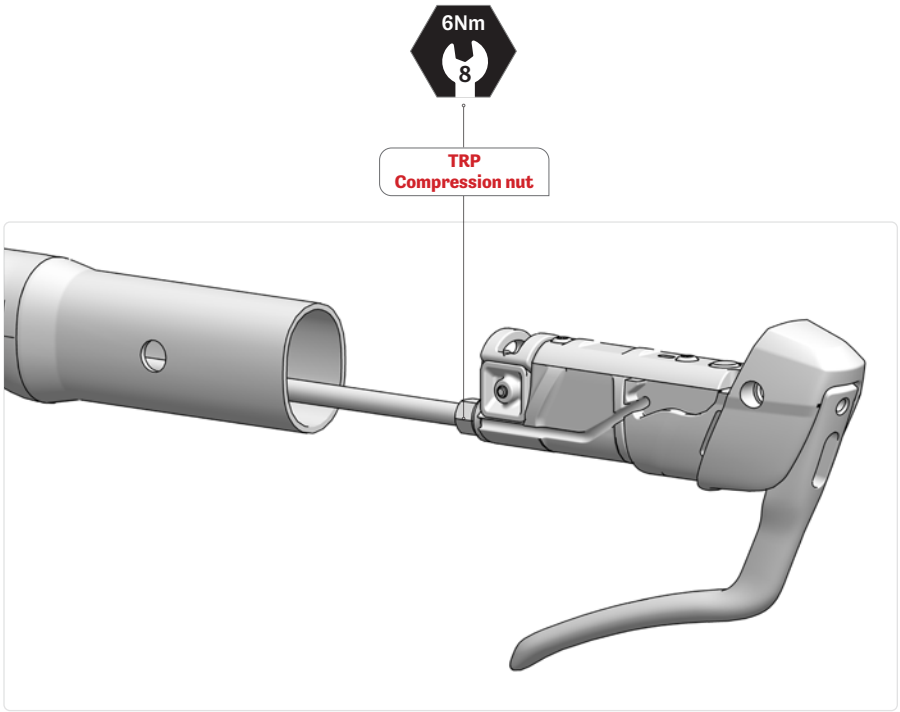
***Lengths indicated are to allow the handlebar to be positioned for shipping in a travel bike box.**



# 18.7 BRAKE LEVER ASSEMBLY



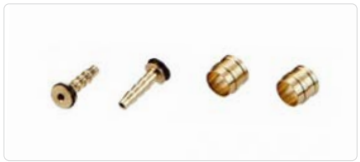

1. Using a hydraulic barb compression tool, press the TRP barb into place in the hydraulic hose.
2. Make sure the O-ring is installed and the barb is flush against the hydraulic hose.
3. Slide the TRP compression nut onto the hydraulic hose.
4. Slide the TRP olive onto the hydraulic hose.
5. Push the hydraulic hose all the way into the lever until it stops.
6. Screw the TRP compression nut on, and thighten to 5-7 Nm.
7. Repeat for the second brake lever.



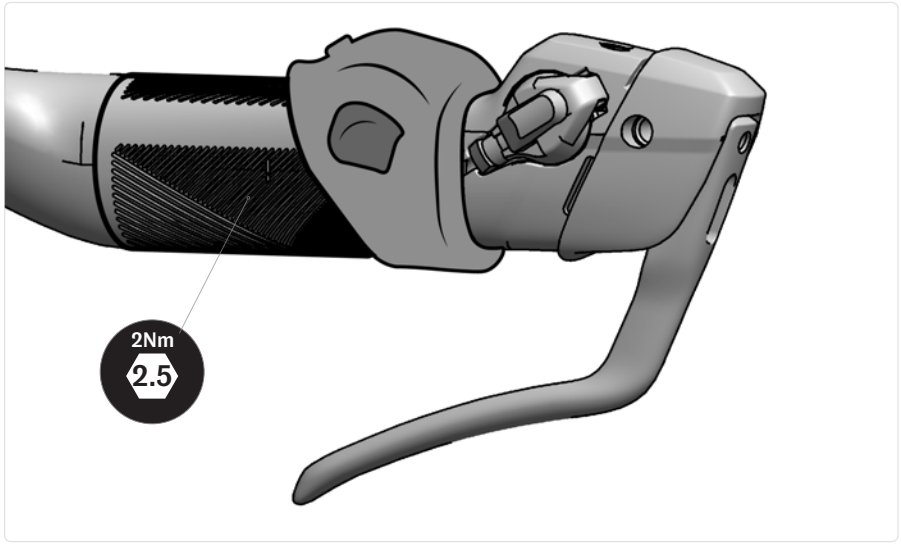

**TRP replacement part, available at :**

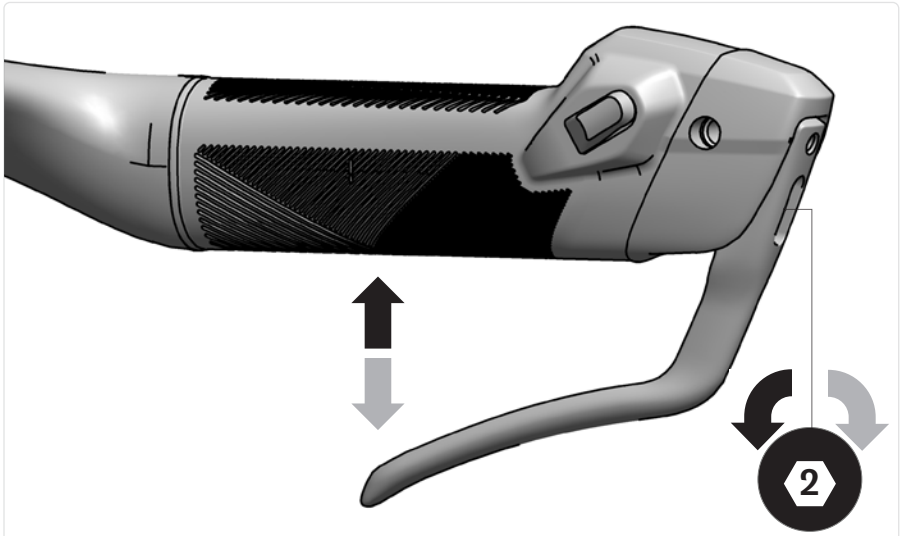
**https://trpcycling.com/product/olive-and-barb-10-pack/**

TRP barbs & pins **5 mm**

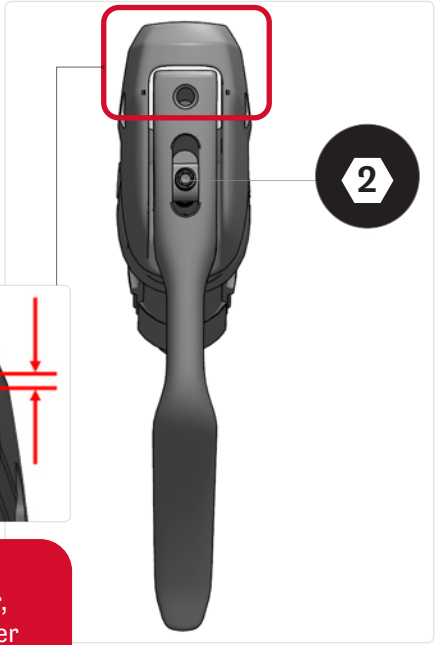


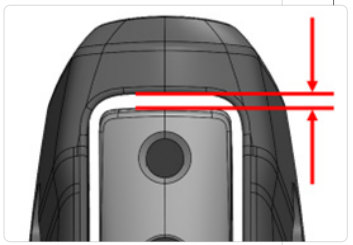
## *18.8* BRAKE LEVER ASSEMBLY



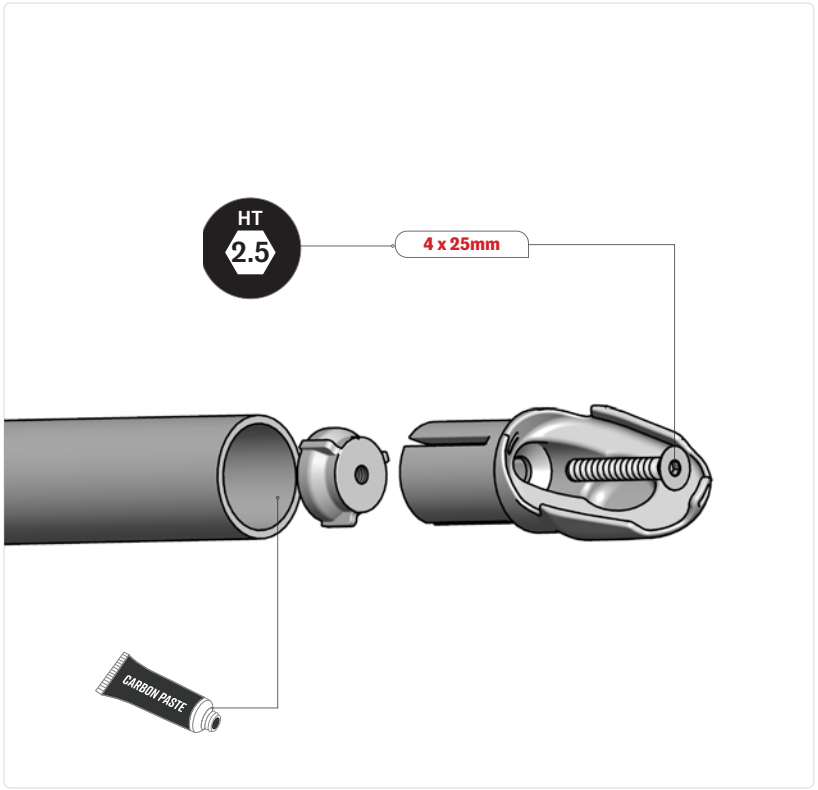

1. Connect the electronic shifter wire (**if Di2 build**).
2. Push the lever into position until it sits on the handlebar face.
3. Using a 2.5mm Allen key, screw the wedge bolt to 2 Nm. You can reach the bolt through the hole in the grip.
4. Flip back the grip, securing it in the groove in the brake lever.
5. The reach of the lever may be adjusted with a 2mm Allen key. Turning clockwise will increase the reach, while turning counter clockwise will reduce the reach.

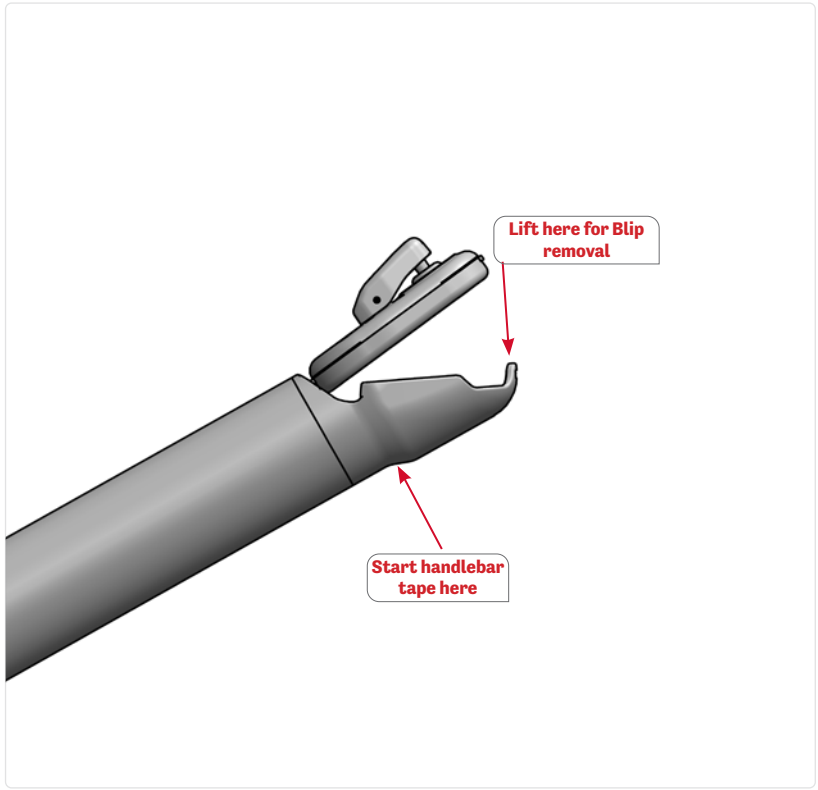


When adjusting the reach of the brake lever, leave a small gap between the lever and lever body. Faillure to do so will push the brake piston and cause pad rubbing on the disc.

# 19. EXTENSION END-CAP ASSEMBLY - ETAP



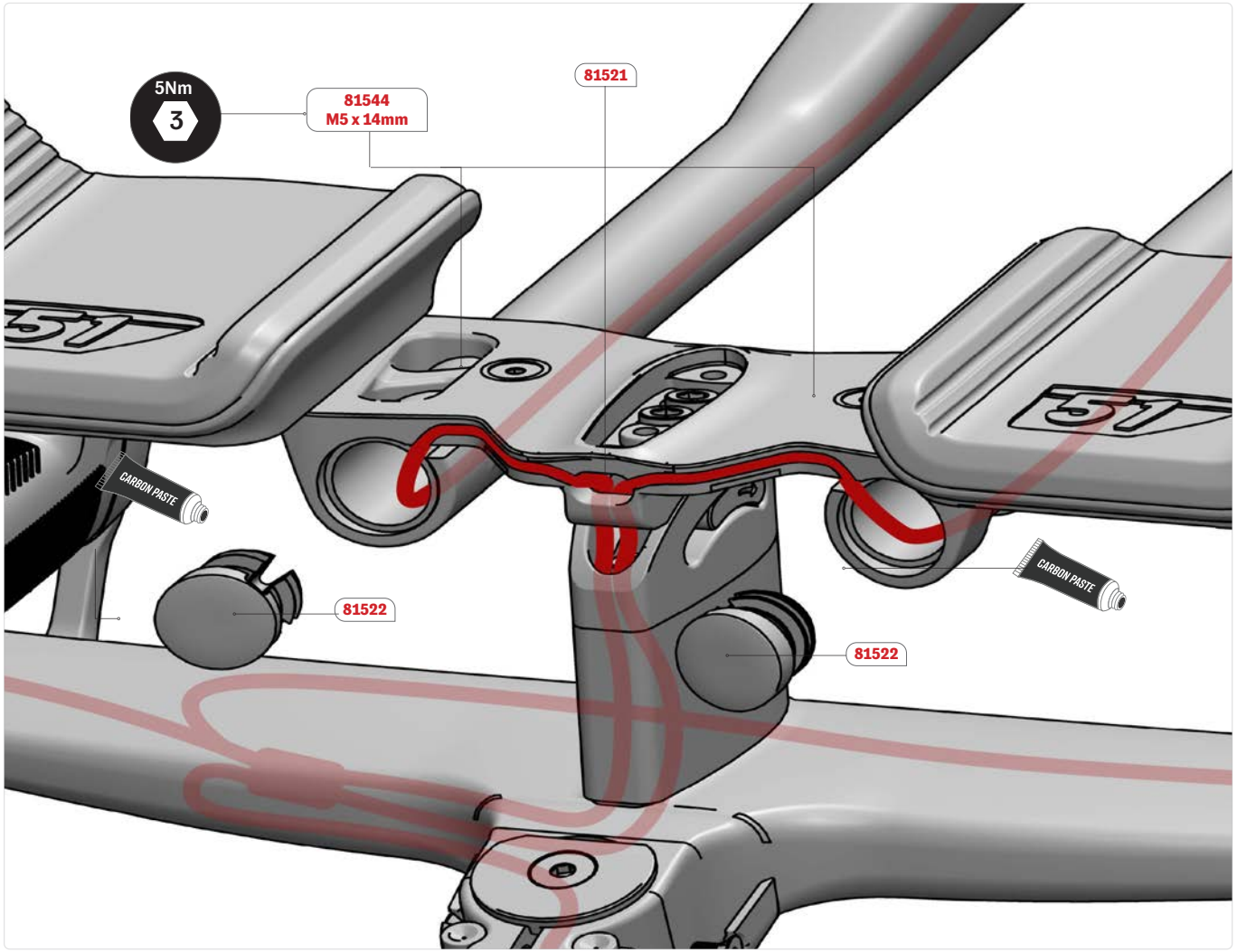




1. Apply carbon paste inside the extension.
2. Apply grease to the threads of the M4 x 25 mm screw.
3. Install the SRAM eTap AXS Wireless Blips shifter Extension end-cap assembly in the extension. Position in the desired angle.
4. Hand-tighten the M4 x 25 mm screw until the Extension end-cap don't move.
5. Install the SRAM eTap AXS Wireless Blips shifter in the adaptor. Insert the wider part first and push the front end until the SRAM eTap AXS Wireless Blips clip in place.
6. Repeat for the other side.

**Important:**

- The SRAM eTap AXS Wireless Blips clip in the extension end-cap assembly, DO NOT use the adhesive supplied with the shifter.
- To remove the SRAM eTap AXS Wireless Blips use a small flat screwdriver to pry the front of the extension end-cap.
- The handlebar tape can start on the taper of the Extension end-cap assembly.

# 20.1 COCKPIT ASSEMBLY - FINISHING




1. Apply carbon paste on the bridge at the extension contact area.
2. Position the extensions into the bridge.

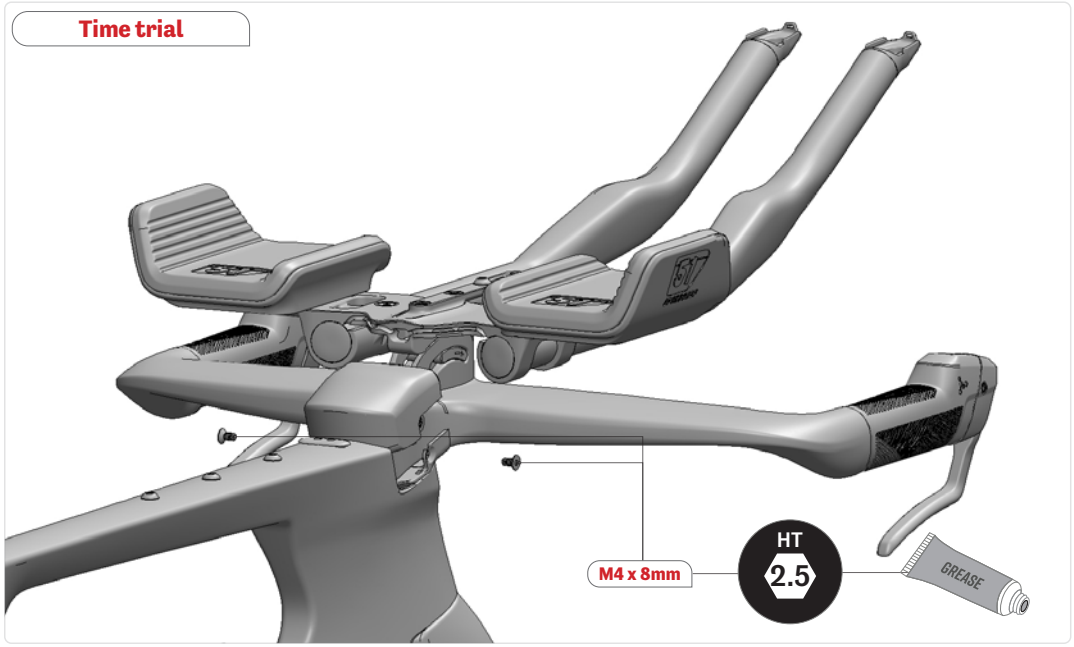
   **Di2,** Route the cables:

   Run the Di2 cables through the extensions and clip the cables in the grooves and push the excess into the extensions.
3. Rotate the extensions to the desired angle.
4. Install the extension caps (SKU: 81522). Choose the correct groove to match the bridge angle.
5. Tighten the extension fixing screws to 5 Nm.
6. Install the bridge plug (SKU: 81521).

81522

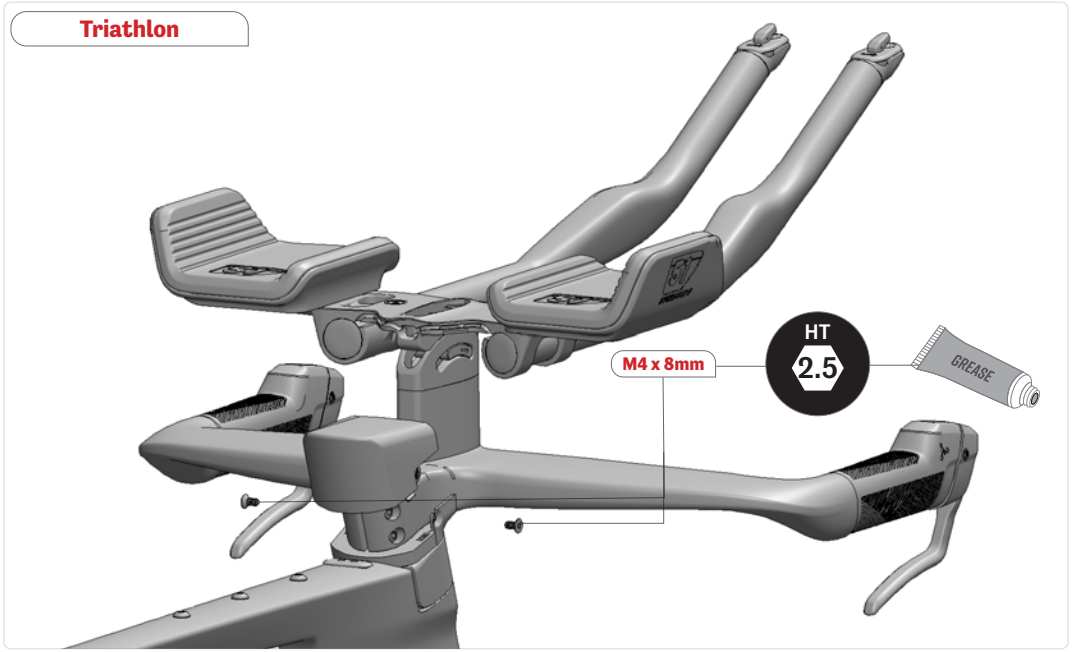
# 20.2 COCKPIT ASSEMBLY FINISHING - STEM CAP INSTALLATION

**Time trial**



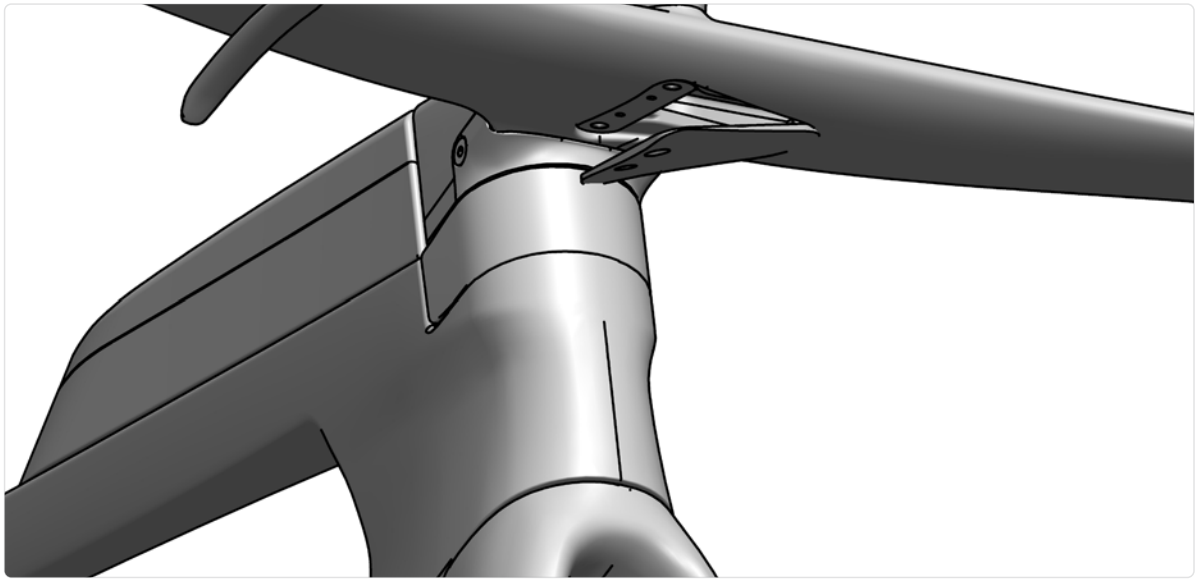

1. Insert the front lips of the Stem Cap TT (SKU: 201196) under the stack spacer.
2. Press down the stem cap and hand thighten both M4 x 8mm screw to fix the stem cap.

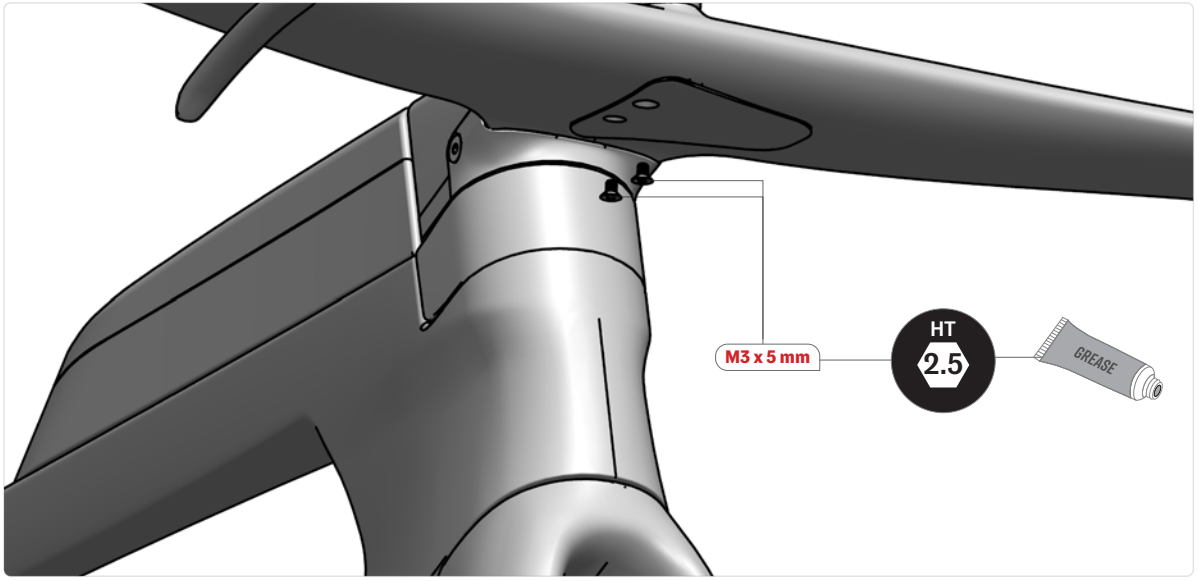
**Triathlon**




1. Insert the front lips of the Stem Cap Tri (SKU: 201195) under the stack spacer.
2. Press down the stem cap and hand thighten both M4 x 8mm screw to fix the stem cap.

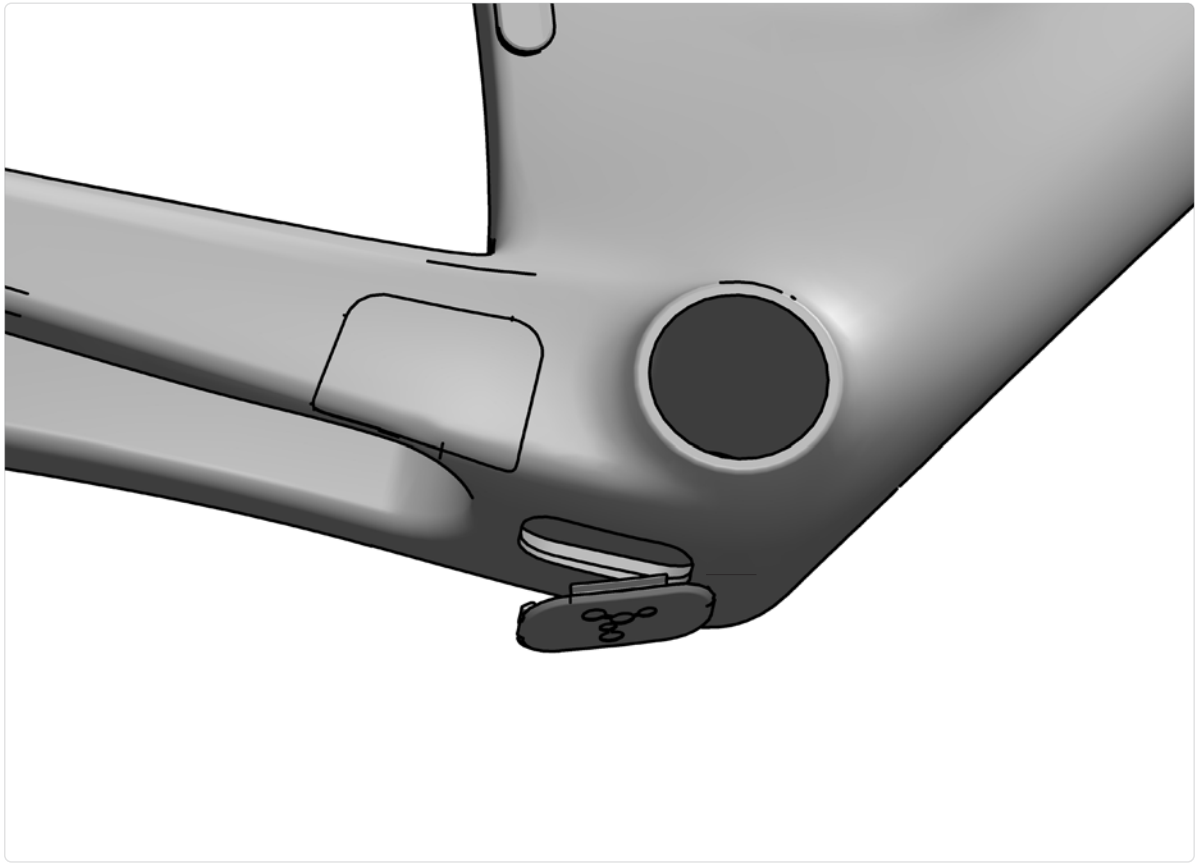
# 20.3 COCKPIT ASSEMBLY FINISHING - HANDLEBAR COVER INSTALLATION






1. Insert the lip of the Basebar Door (SKU: 201193) into the handlebar.
2. Apply grease on the threads of both M3 x 5mm flat head screws.
3. Hand-tighten both M3 x 5mm flat head screws.

# 20.3 COCKPIT ASSEMBLY FINISHING - BB COVER INSTALLATION

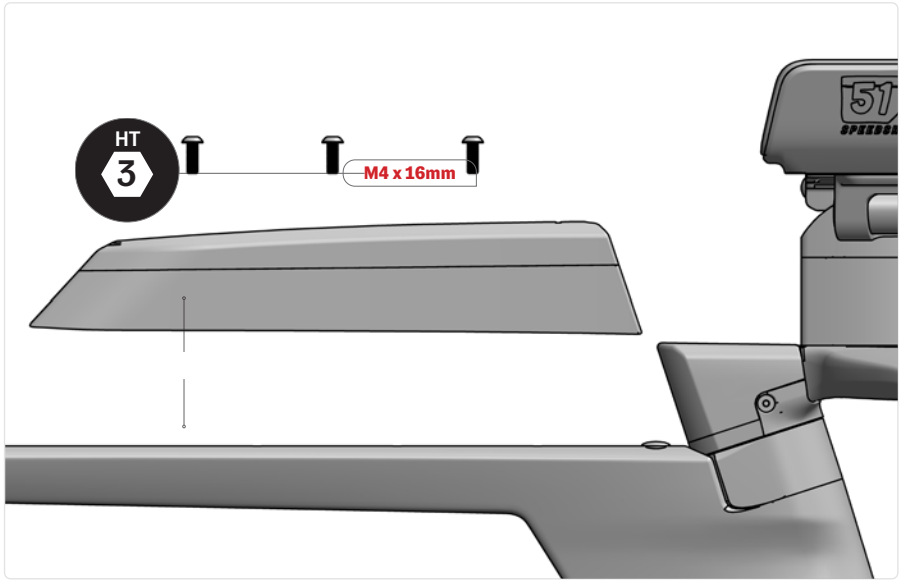


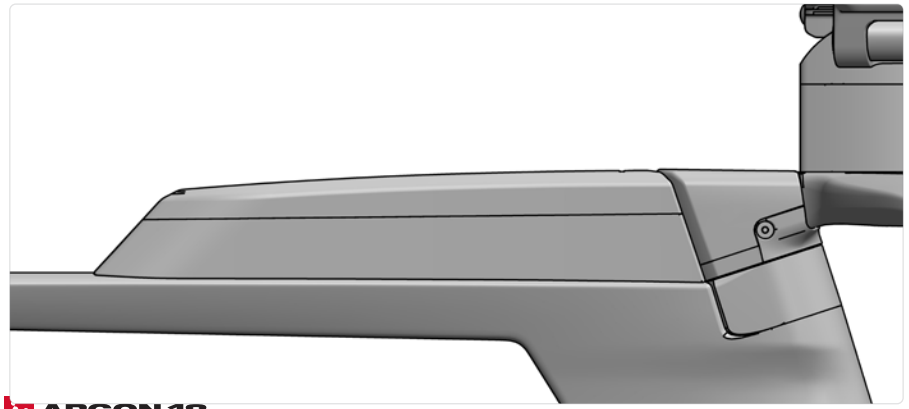
1. Install the BB cover to cover the hole under the bottom bracket, The cover will sit flush against the frame.
2. For Di2, push the cable and EW-AD305 inside the frame.

# 21. BENTO BOX INSTALLATION

**The bento box is designed for optimal integration with our integrated basebar in tri configuration.**

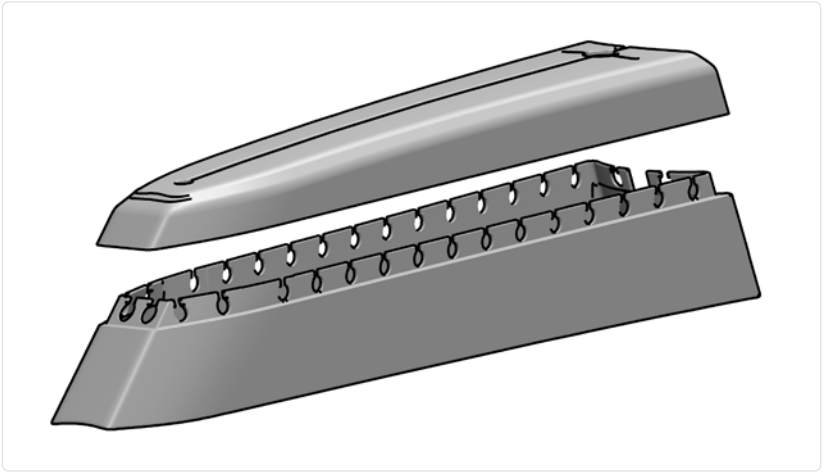
1. Apply grease on the threads of the three M5 x 14mm flat head screws.
2. Hand-tighten the three M5 x 14mm flat head screws.

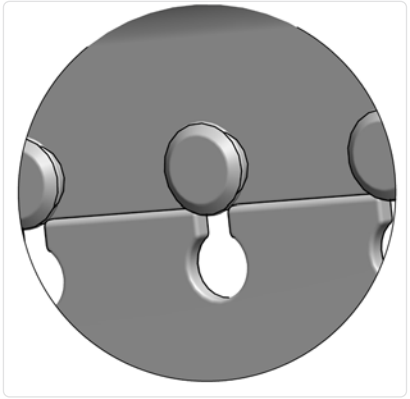


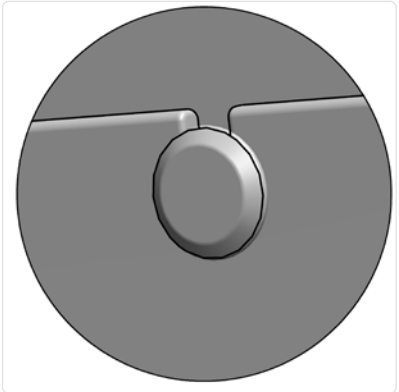



**The bento box can de dissasemble for cleaning. It's also dishwasher safe, assembled or dissasembled.**

1. Tear of the rubber cover to dissasemble the bento box for easier cleaning..
2. Reassemble the bento box by clipping each button in place.

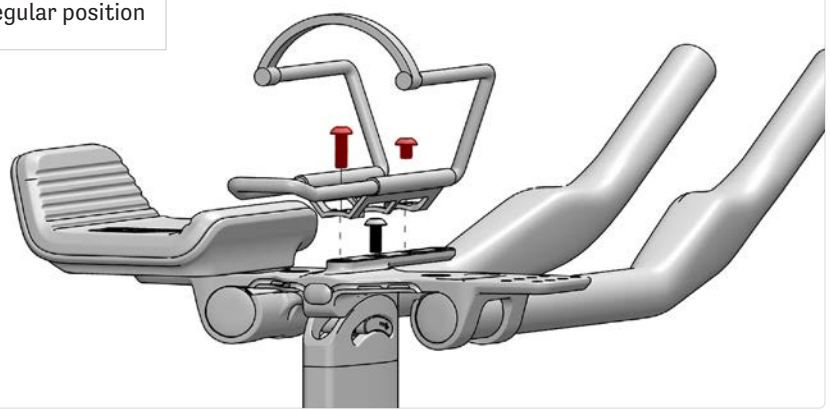




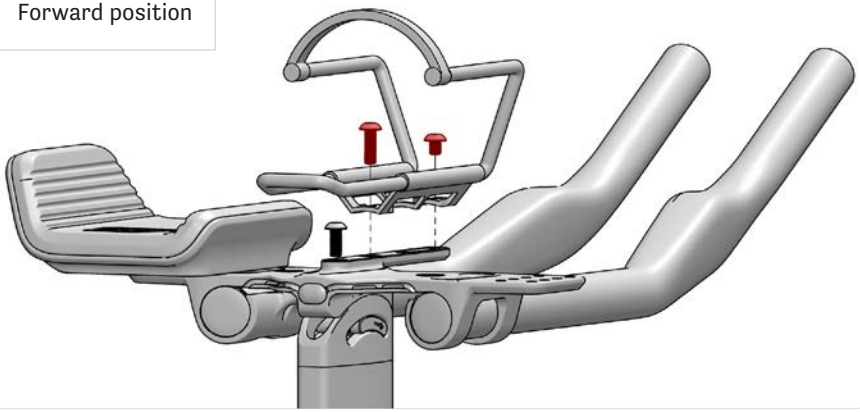


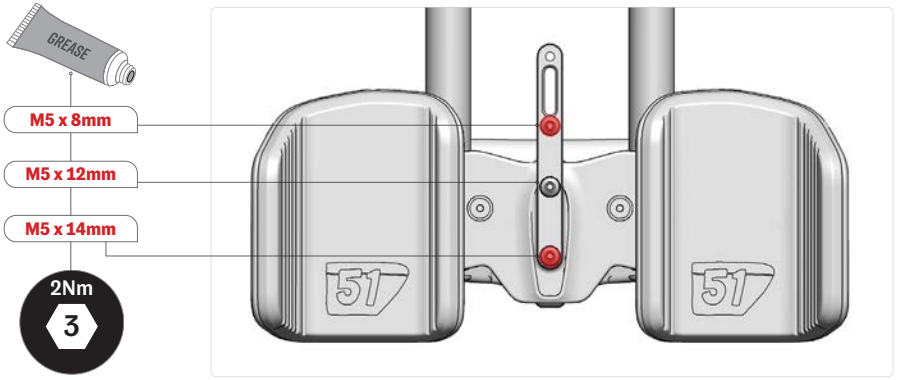
# 22. BOTTLE CAGE MOUNT INSTALLATION

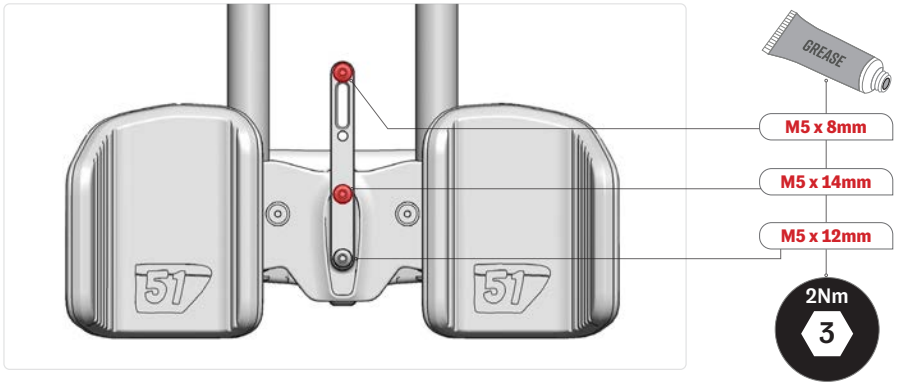
Regular position



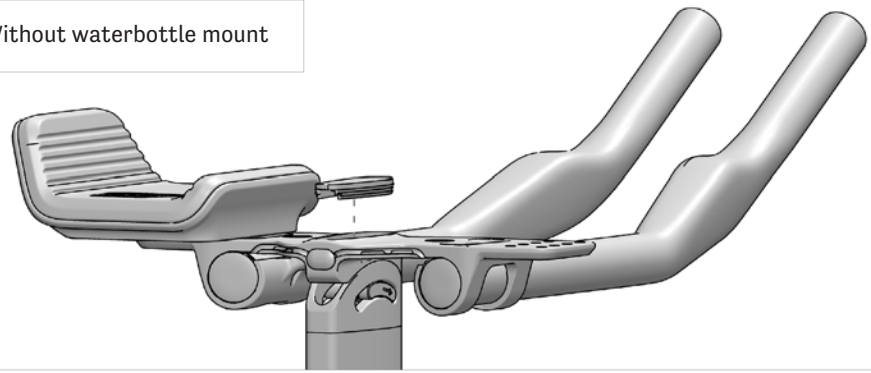
Forward position





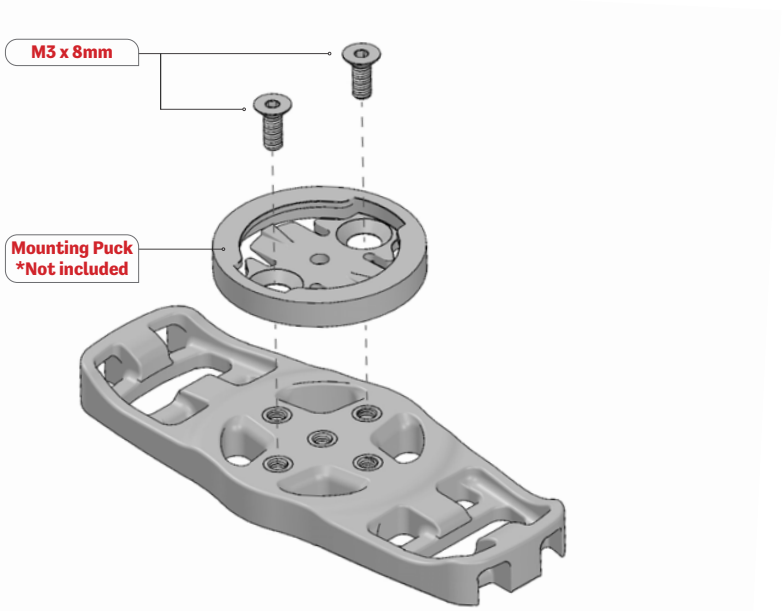



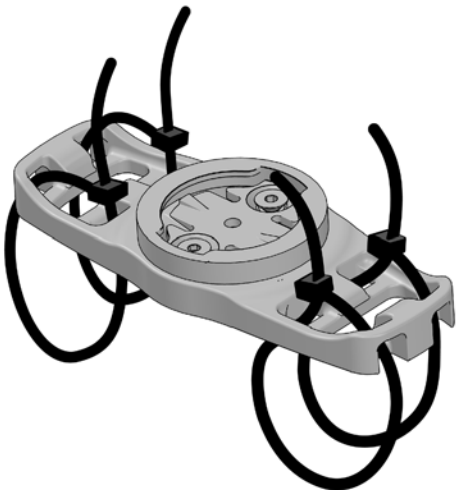

Without waterbottle mount

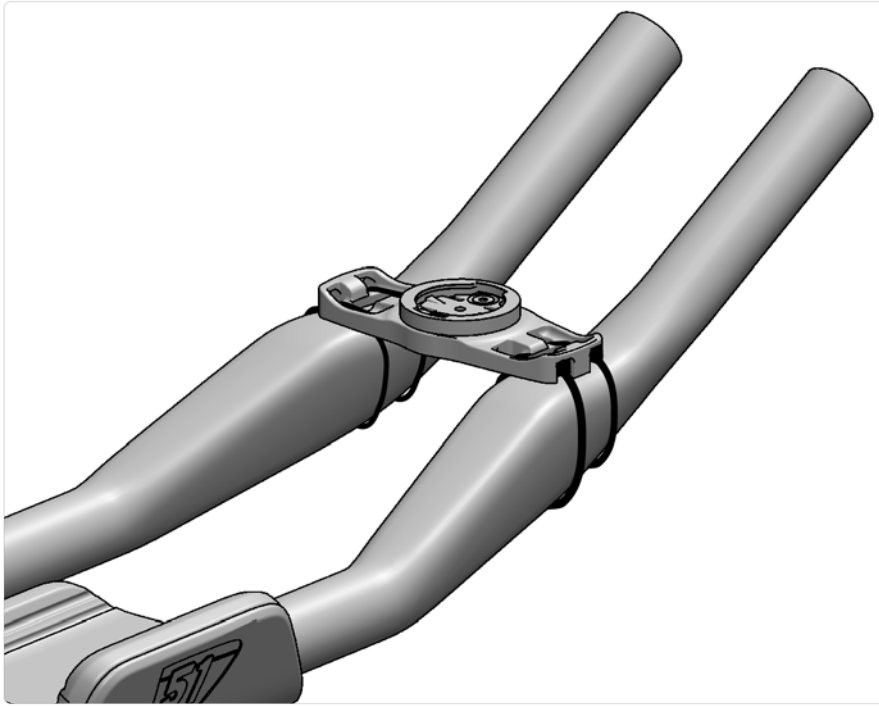


1. Screw the water bottle cage (SKU: 81520) onto the mount at the desired position using the red screws.
2. Insert the bridge plug (SKU: 81523) if the mount is not wanted.

# 23. COMPUTER MOUNT INSTALLATION

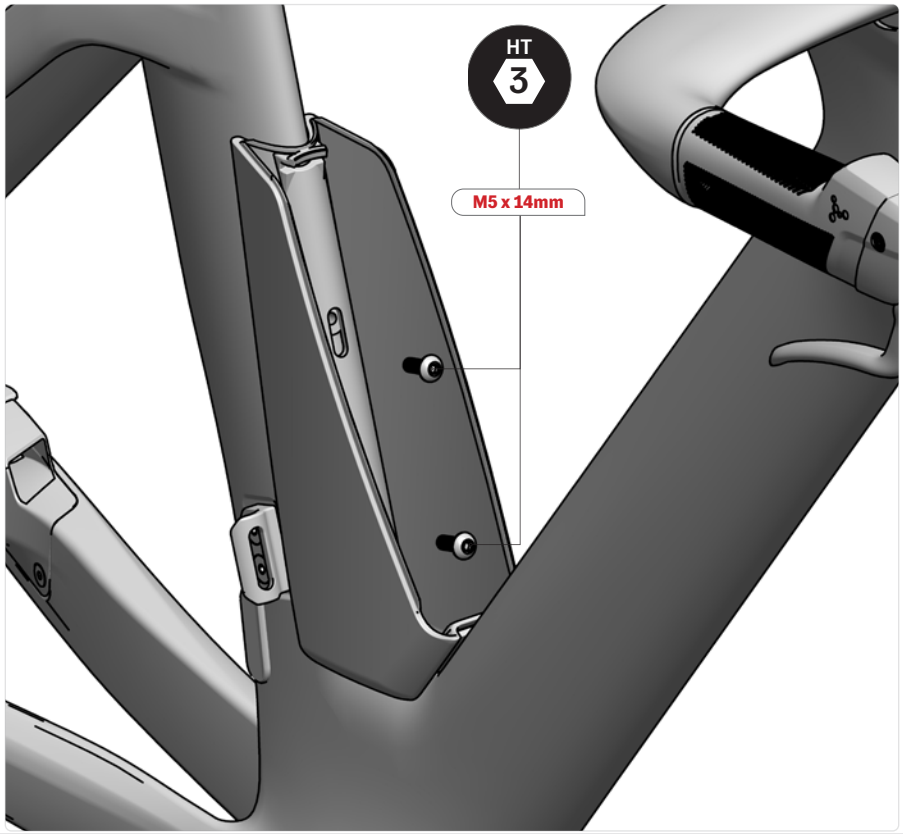


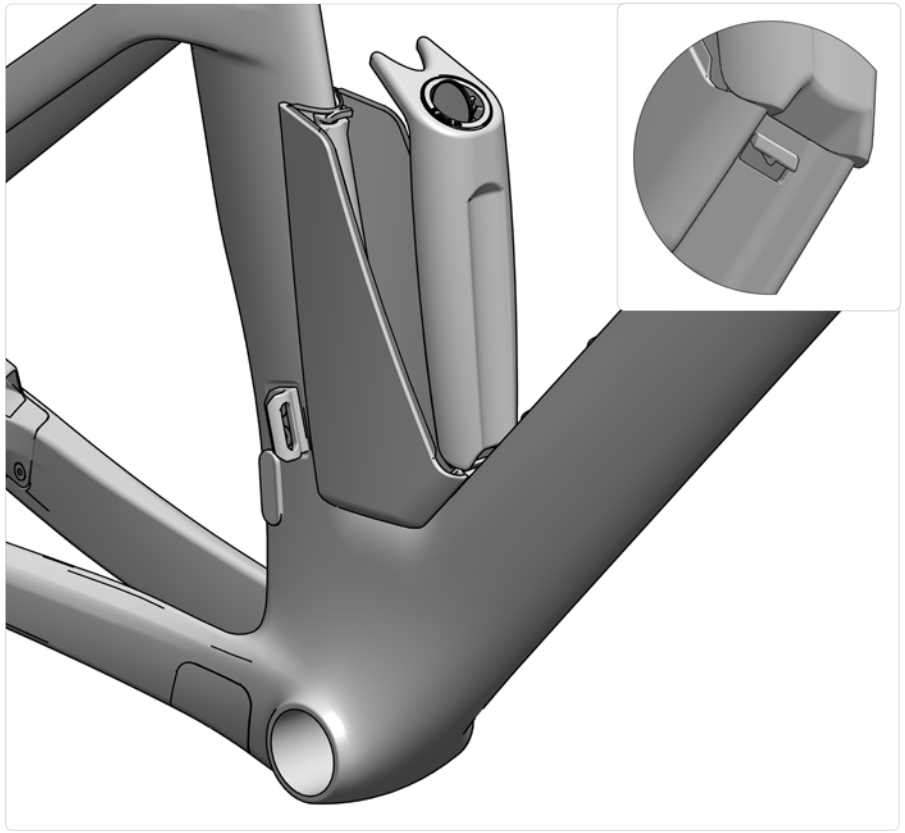


1. Choose the right mounting puck for your computer.
   ***Not supplied with frameset***
2. Screw the mounting puck onto the computer mount.
3. Use cable ties to attach it to the extensions.
4. Cut the excess cable tie and remove any sharp edges with a cutter.

# 24.1 TOOLBOX INSTALLATION

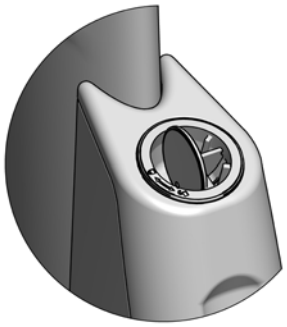



1. Apply grease on the threads of both M5 x 14mm screws.
2. Push downward on the toolbox body to ensure a good contact with the frame.
3. Hand-tighten both M5 x 14mm screws.



1. Insert the door at the bottom and make sure the alignment lip are inserted into the toolbox body.
2. Push the door down against the toolbox body.
3. Turn the door knob 90 degrees clockwise to lock the door in place.
4. Push the door knob flap into its closed position.
5. See next page for detailled instructions.

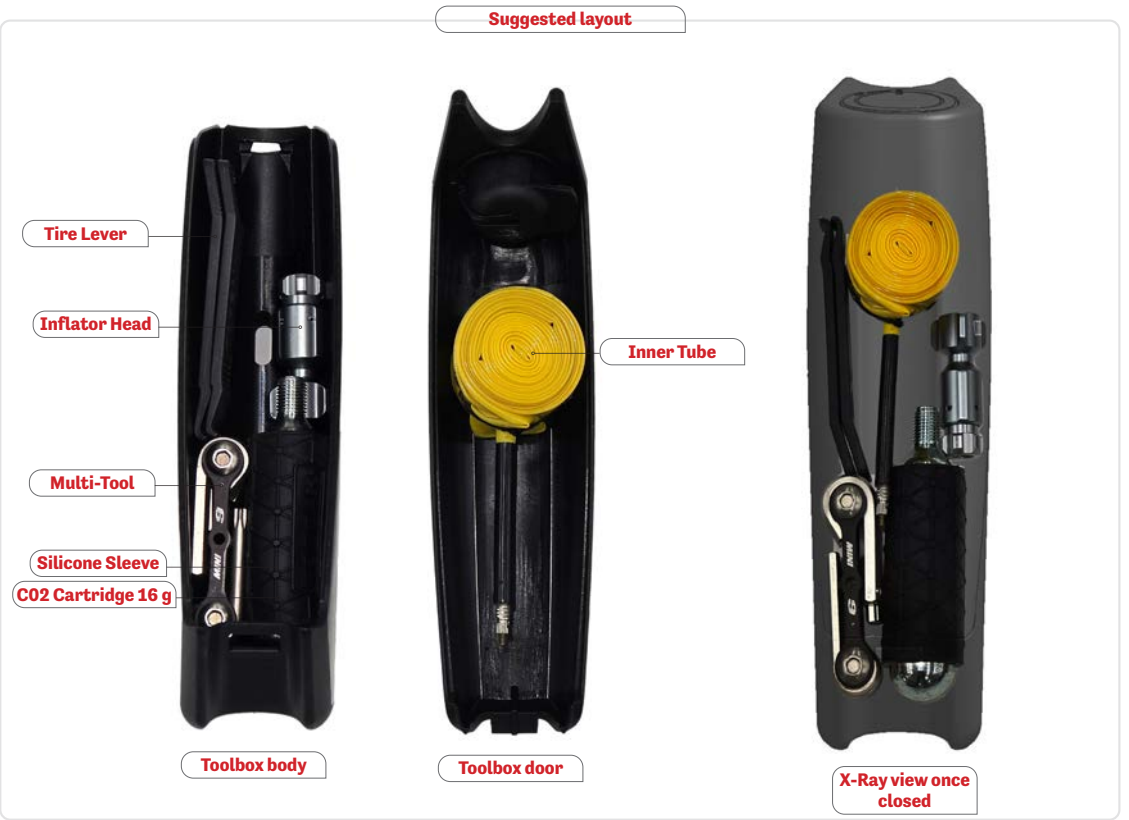
# 24.2 TOOLBOX INSTALLATION



1. Turn the door knob 90 degrees clockwise to lock the door in place.
2. Push the door knob flap into its closed position.

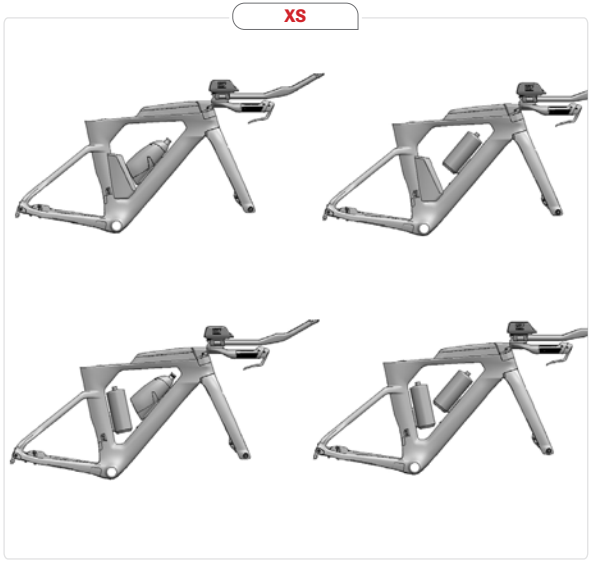
**No tools or spare parts are included with the bike:**

- The toolbox is designed to accomodate the following:
- Tire lever (2x)
- Multi-Tool
- CO2 inflator head
- 16g CO2 cartridge and a sillicon sleeve
- Inner tube (TPU tube prefered)
- Install the tools in the toolbox body and the inner tube in the toolbox door as suggested. This configuration maximise storage and minimize rattling noise.



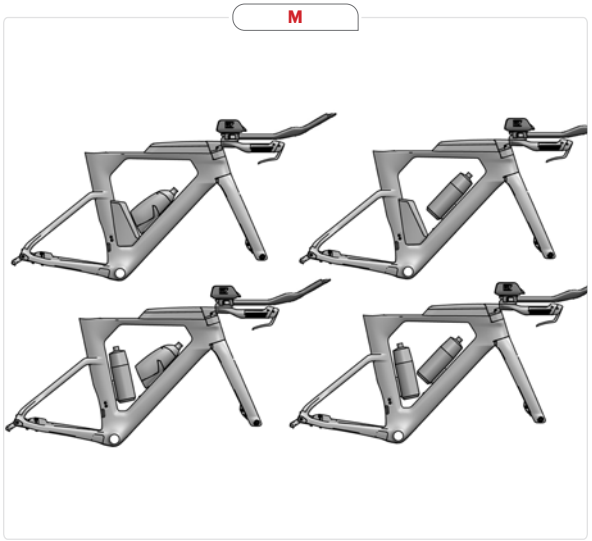
# 25. TOOLBOX AND WATER BOTTLE POSITION

XS



S

M

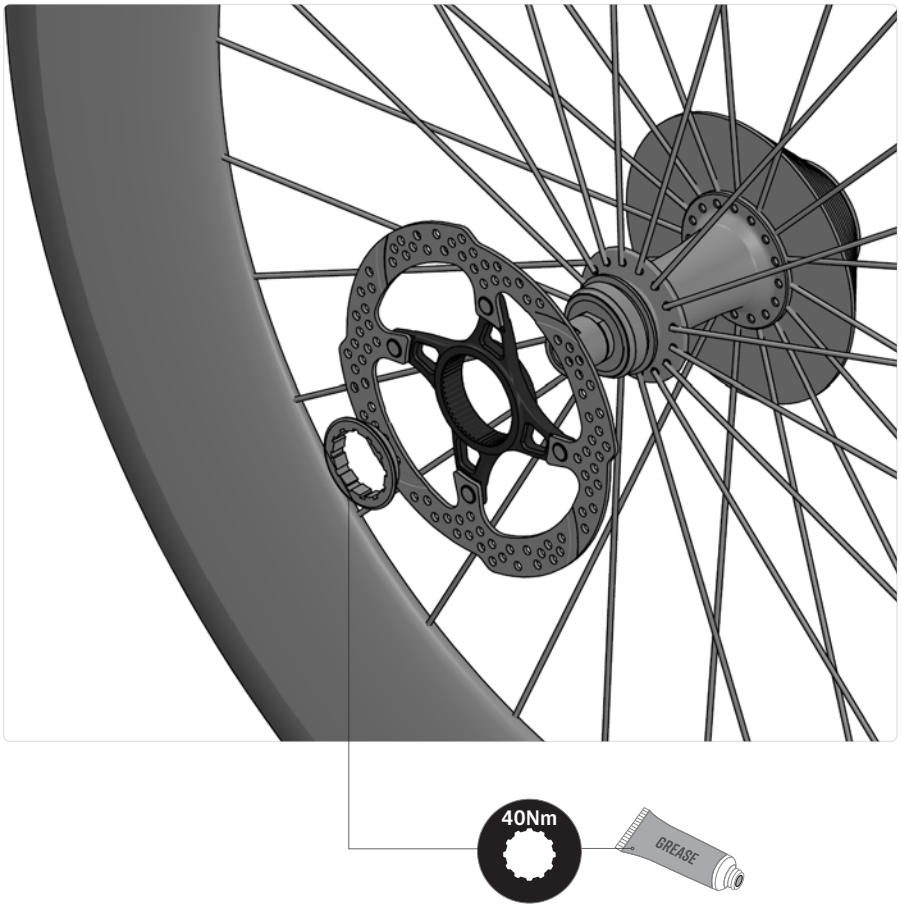


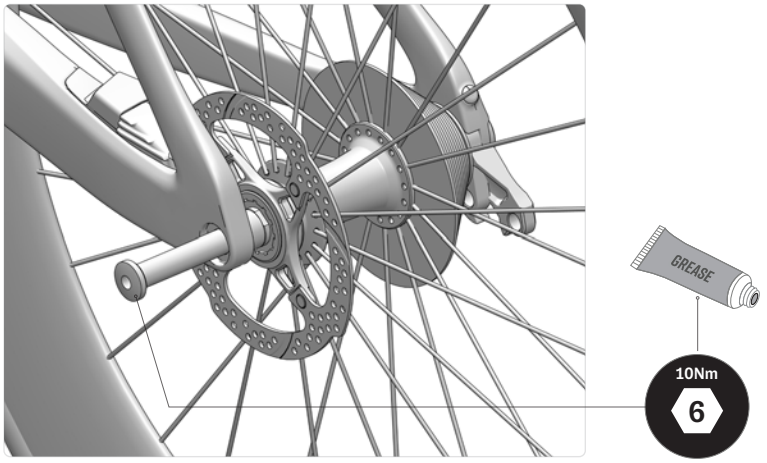
L

XL

Here are some possible options of how to fit the toolbox and waterbottle(s) onto the frame's water-bottle-cage mounts, depending on the frame size.
On frame size XS and size S downtube, unfortunately only small/short water bottles fit within the frame if paired with other bottles or the Tool Kit.

# 26.1 WHEEL/DISC INSTALLATION

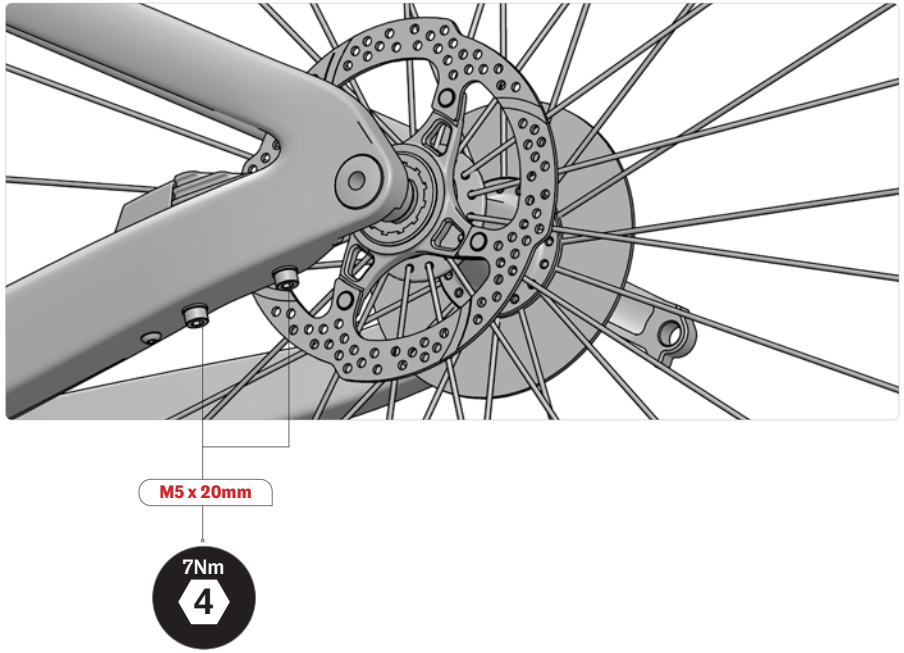


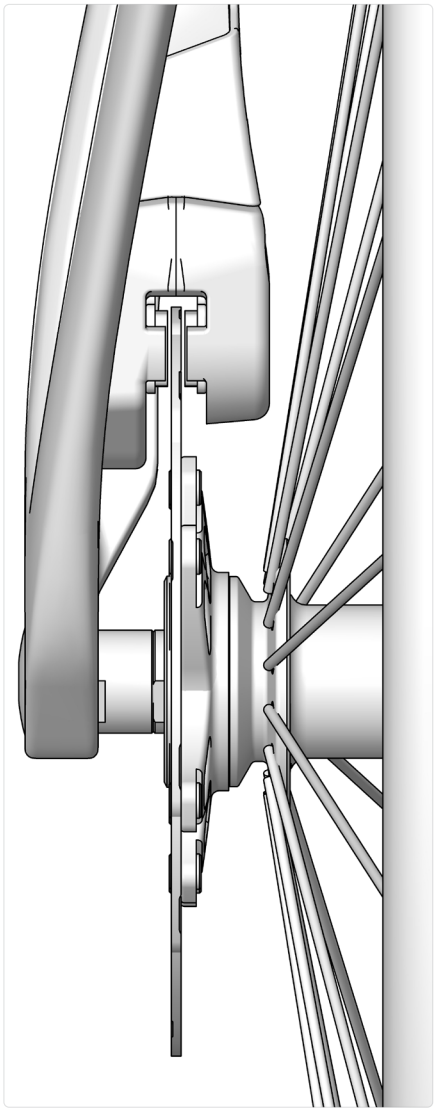



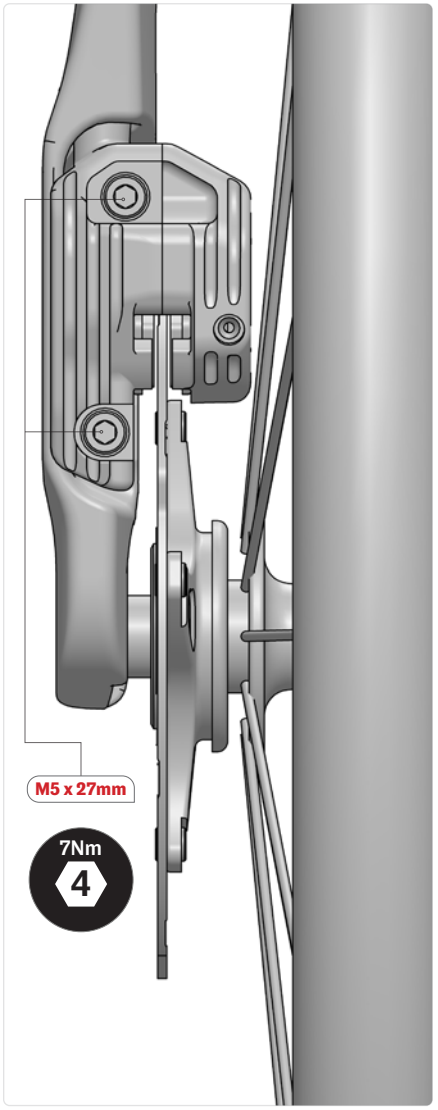

1. Insert the rear rotor (140 mm) into the hub centerlock.
2. Apply grease to the lockring threads.
3. Using a torque wrench, tighten the lockring onto the wheel centerlock to 40 Nm.
4. Apply grease to the axle threads.
5. Thread the thru-axle through the wheel and tighten it to 15 Nm.
6. Repeat for front wheel.

# 26.2 WHEEL/DISC INSTALLATION

1. Guide the caliper onto the rotor.
2. Tighten both M5 x 20 mm screws to 7 Nm.
3. Make sure the rotor doesn't rub on the brakes pads.
4. Repeat for front caliper, using M5 x 27 mm.





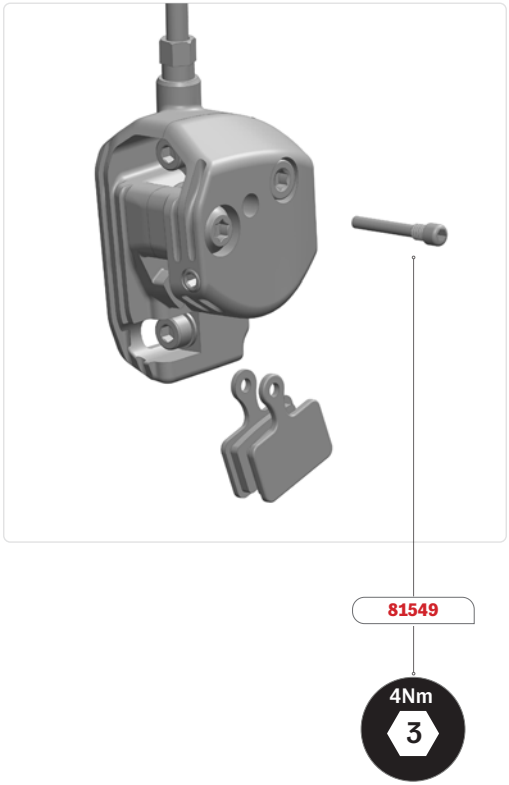
## 27.1 BLEEDING PROCEDURE

1. Place the bike on a workstand, set the angle of the bike so the lever and the reservoir are parallel to the ground.
2. Remove pad.
3. Insert a disc brake piston setting tool or other non-sharp tool and push the pistons back into the caliper.
4. Using a 2mm Allen key, remove the reservoir bleed plug. Set aside.
5. Insert the knurled bleed fitting supplied with the bleed kit into the reservoir port. Firmly attach a long plastic tube over the bleed fitting, placing the other end into a clean, dry empty bottle or plastic bag.
6. Fill the syringe halfway with brake fluid. Hold the syringe vertically with the tip up and tap out any air bubbles.
7. Secure the oil-filled syringe hose onto the caliper bleed valve.
8. Use a disc brake piston setting tool or equivalent spacer to keep the pistons from moving.
9. Loosen the bleed valve 1/8-1/4 turn or remove the bleed cap
10. While holding the pistons in place, start filling the brake with new mineral oil by pushing the syringe. Air bubbles may come out of the reservoir. Continue pushing fluid until you no longer see bubbles coming out of the tube.
11. Close the caliper bleed valve. Tighten to 0.3 - 0.5 Nm (2.8-4.3in lbs.)
12. Remove the syringe.
13. Repeatedly squeeze the brake lever a few times. You may see a few more bubbles come up. The action should feel stiff, not spongy.
14. Remove the knurled bleed fitting.
15. Replace reservoir bleed plug. Tighten to 2 - 4 Nm (18 - 35 in/lbs.)
16. Wipe off any excess oil from the lever and caliper body.


**For more technical information and documentation, please refer to TRP's website :** https://trpcycling.com/downloads/

## 27.2 BRAKE PAD CHANGE

1. Position pad on opposite sides of the holder so that the two braking surfaces are facing each other.
2. Taking care not to touch the braking surfaces, push the pads in the holder together and insert into the caliper so that the protruding lip with the retainer bolt (81549) hole is aligned with the bolt hole caliper.
3. Insert the retainer bolt and tighten it with a 3mm Allen key. Final tightening torque should be 3 - 5 Nm.




New pads require about **30-40 full stops** to achieve their optimum braking power. This process is called bedding-in. After bedding-in is complete, you may need to reajust the pads.

## 27.3. BRAKE BEDDING PROCEDURE

**To ensure optimal performance and rider safety please follow these instructions.**

1. **Pad/Rotor bed in procedures** : Before you start, please note that TRP/Tektro rotors use a harder steel that may require a slightly more extensive bedding-in process than other makes, but they offer longer life. Please also note the pad type used as metallic pads require a longer bedding-in process before being ready to ride. Proper pad/rotor bedding is key to brake performance over the life of the pads and rotors. Failure to follow these procedures will result in poor brake performance for the life of the pads.

2. The following procedures are for new rotors and metallic pads. If using semi-metallic pads or used rotors, the bedding-in process may be quicker. For optimal brake performance, it is best to follow the complete instructions.

3. Begin by installing rotor and pads. Be careful not to touch the braking surface of the rotor or pad to avoid contamination. Also, the rotor may heat up during the bedding process. Do not touch the rotor as it could be hot resulting in a burn or bodily harm. If a used rotor is being matched with new pads be sure to clean the rotor with isopropyl alcohol and a clean shop towel before installing pads.

4. Once pads and rotors are installed, take your bike to a flat area clear of obstacles. Pedal your bike up to 15 mph (24 km/h). Brake using the front brake only until you decelerate to 5 mph (8 km/h) and release the brake. Be careful not to engage the brake hard enough to stop the front wheel or lift the rear wheel off the ground. Stopping the wheel with the brake engaged will hold a hot pad to a hot rotor and can cause pad glazing which reduces brake performance. Repeat this process up to 20-25 times or until full brake power is achieved.

5. Once you have successfully bedded-in the font brake, repeat the process with the rear brake. When decelerating with the rear brake be careful not to stop the wheel from spinning or skidding.

## 27.4. ADDITIONNAL DOCUMENTATION

### PAD TYPES

**Semi-Metallic (Red Backed) :**
The semi metallic compound will bedin quickly and operate with minimal noise but may wear quickly in wet conditions compared to a full metallic compound. These pads are best for riders looking for minimal noise, riding in dry conditions, or looking for optimal modulation.

**Full Metallic or Sintered (Copper Backed) :**
These pads may generate more noise when cold. Once heated up during use they should be relatively quiet. These pads will offer more bite, higher optimal operating temperatures, and longer pad life over semi-metallic pads. Metallic pads are optimal for riders looking for maximum braking performance, riding in wet conditions, looking for maximum pad life, or looking for more bite/power.

**For more technical information and documentation about the braking system, please refer to TRP's website :**
https://trpcycling.com/downloads/

**For troubleshooting and FAQs, please visit :**
https://www.parktool.com/blog/repair-help