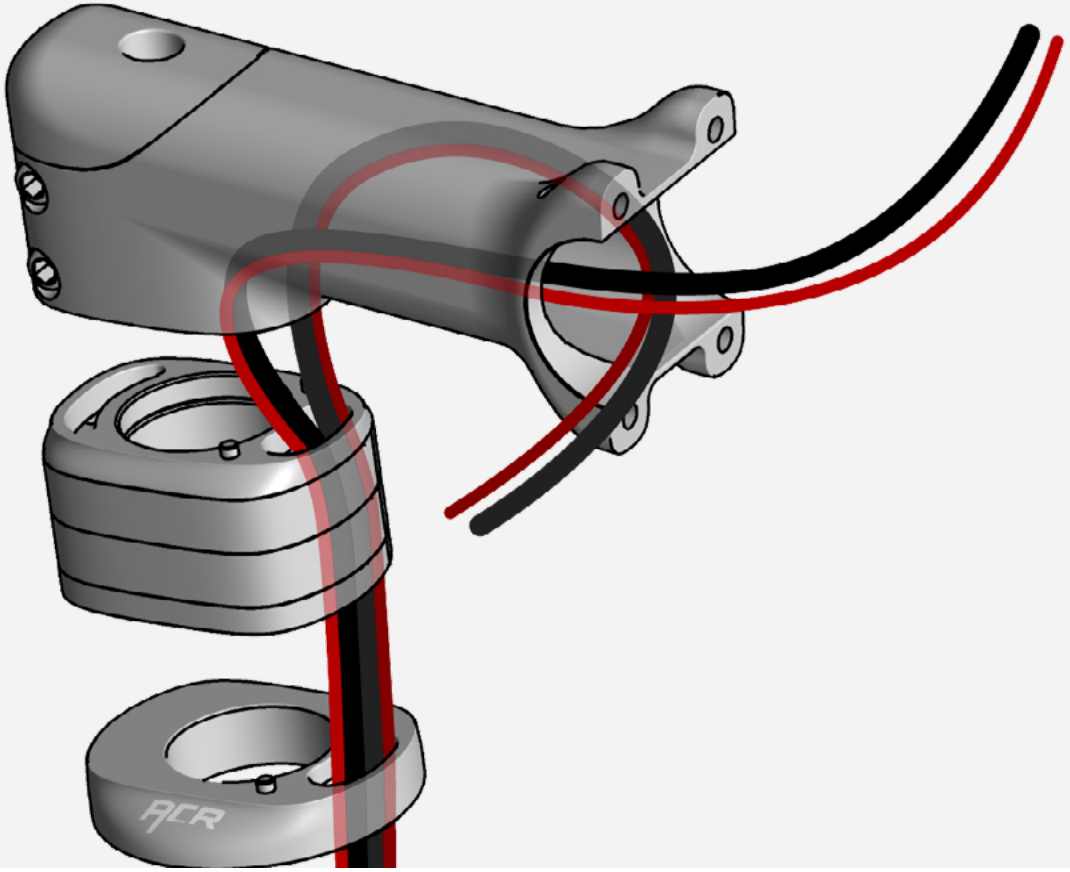
ARGON 18

INTERNAL CABLE ROUTING THRU HEADTUBE

ASSEMBLY TIPS AND SYSTEM VALIDATION



VALID FOR ALL ARGON 18 IST2 FRAME - VERSION 3 / 07-27-2022

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To maintain the validity of the warranty, the bicycle must be fully assembled by an authorized Argon 18 dealer. High-end components, particularly 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. TROUBLESHOOTING / TIPS & SPECIFICATIONS

Headset

Bottom Bearing: MR127 - 1 1/2", 36° x 45° Stainless Steel
*Nitrogen Disc: MR168 - 1 1/4", 45° x 45° Stainless Steel

Top Bearing: MR127 - 1 1/2", 36° x 45° Stainless Steel
*Some system may required a 1 1/2", 45° x 45° Top bearing

Mechanical / electronic compatibility

Before choosing a system, make sure it's compatible for the groupset you have. Some system will work only for electronic groupset. All system offer less restriction in electronic configuration.

All housing except Di2 need to be covered in foam liner to avoid rattle noise.

Larger frame offer less friction, but not significantly.

Before connecting all housing, make sure the rotation of the handlebar isn't compromised.

LIST OF CONCERNED ARGON 18 BIKES:

MODEL	YEAR	ARTWORK #
Nitrogen Disc	2021 -	340A-B
Sum, Sum Pro	2022 -	352A, 353A-B
Gallium Disc CS	2022 -	362A-B
Grey Matter	2022 -	356A

LIST OF COMPATIBLE SYSTEMS:

BRAND	MODEL	INTEGRATION LEVEL
FSA	ACR	Full
FSA	SMR	Semi
FSA	SRS	Headset
DEDA	DCR	Full
DEDA	DCR	Semi
DEDA	S-DCR	HS
Ritchey	Switch System	Semi
Ritchey	Logic-E Comp IS52	HS
Token	A-Box	Full
Token	S-Box	HS
First	C522A	HS
Enve / Chris King	IRS	Full

LIST OF INCOMPATIBLE SYSTEM:

BRAND
Acros / Satori
Tranz-X

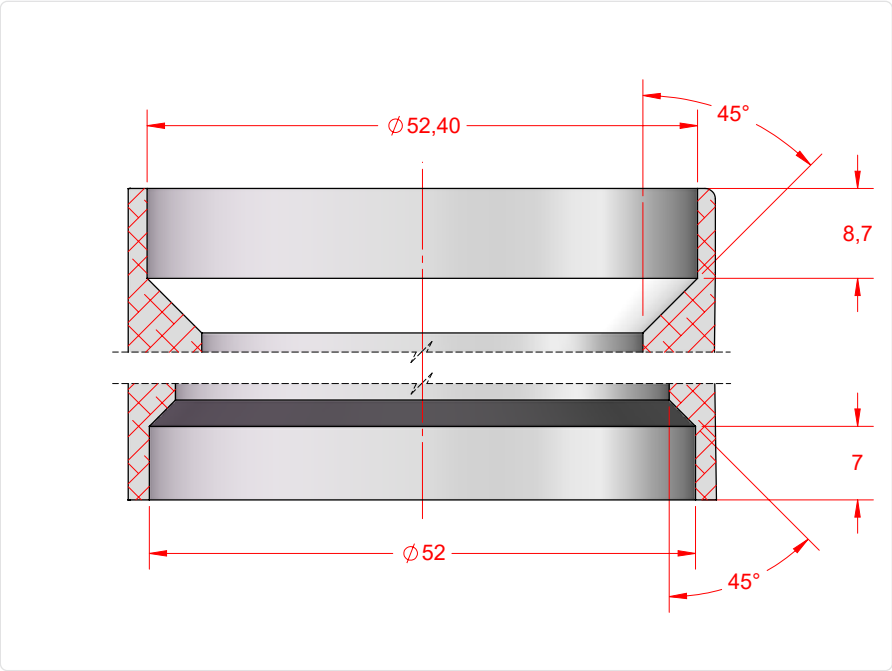
2. SYSTEM RATING AND RECOMMENDATION

Here's a table with rating of different system tested. The system are rated based on 2 factors, ease of installation, and overall performance once installed, rotation ease, friction, noise, etc. 5 star represent a good headset with external routing, absolutely no added friction.

HEADSET	STEM	HANDLEBAR	GROUP	GO/NO-GO	INSTALLATION	RATING
FSA ACR	FSA ACR	SLK SMR	Di2 / Etap AXS	Go	★★★	★★★
			Mechanical	Go	★★	★★
		Energy SMR	Di2 / Etap AXS	Go	★★★	★★★
			Mechanical	Go	★	★★
	FSA SMR	-	Mechanical	Go	★★★★	★★
DEDA	DEDA Vinci	DEDA Superzero	Di2 / Etap AXS	Go	★★★	★★★★
			Mechanical	No-Go	-	-
	DEDA Superbox		Di2 / Etap AXS	Go	★★★★	★★★★
			Mechanical	Go	★★★★	★★
Ritchey	STEM C220 with channel for cable integration	-	Di2 / Etap AXS	Go	★★★★★	★★★★
			Mechanical	Go	★★★★★	★★

1. Test have been performed on an XS frame which represent one of the worst case scenario. Larger frame offer less friction, but not significantly.
2. All system offer less friction in electronic configuration. Running mechanical shifting groupset gives more restriction in steering, it's the stiffness of the mechanical speed housing that provide more steering restriction.
3. Those were the system available at the moment, we will continue to test and rate model upon availability. This list will be updated.

3. ARGON 18 FRAME AND BEARING DIMENSIONS



Headtube Dimension

Bearings :

Lower bearing : MR127 - 1 1/2”, 36° x 45° Stainless Steel
*The Nitrogen Disc, however work with an 1.25'' lower bearing, MR168 - 1 1/4”, 45° x 45°

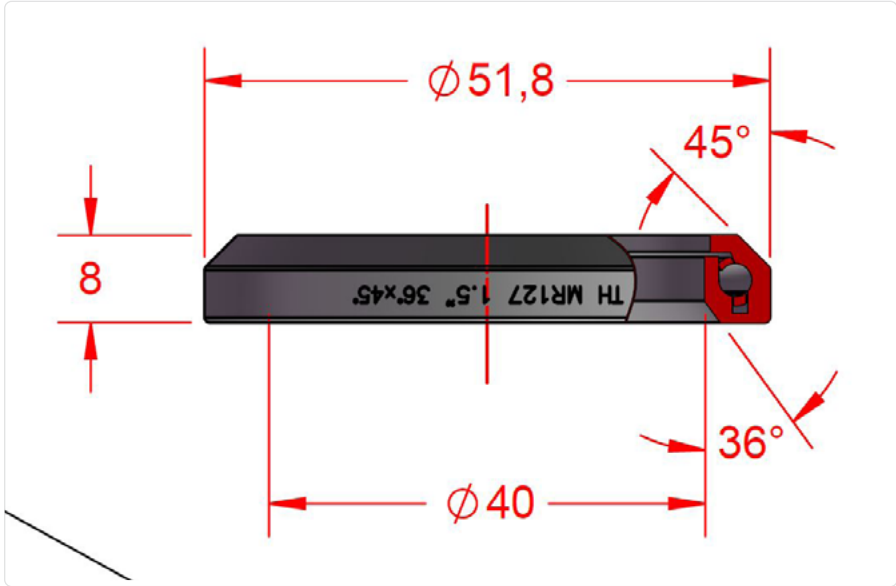
Uper bearing : MR127 - 1 1/2”, 36° x 45° Stainless Steel
*Some system may required a 1 1/2”, 45° x 45° Upper bearing, check specification of choosen system.

Headtube Dimension:

The upper section is designed to work with integrated cable system with 1.5'', 45° bearing which require a **8.7mm** bearing bore depth.

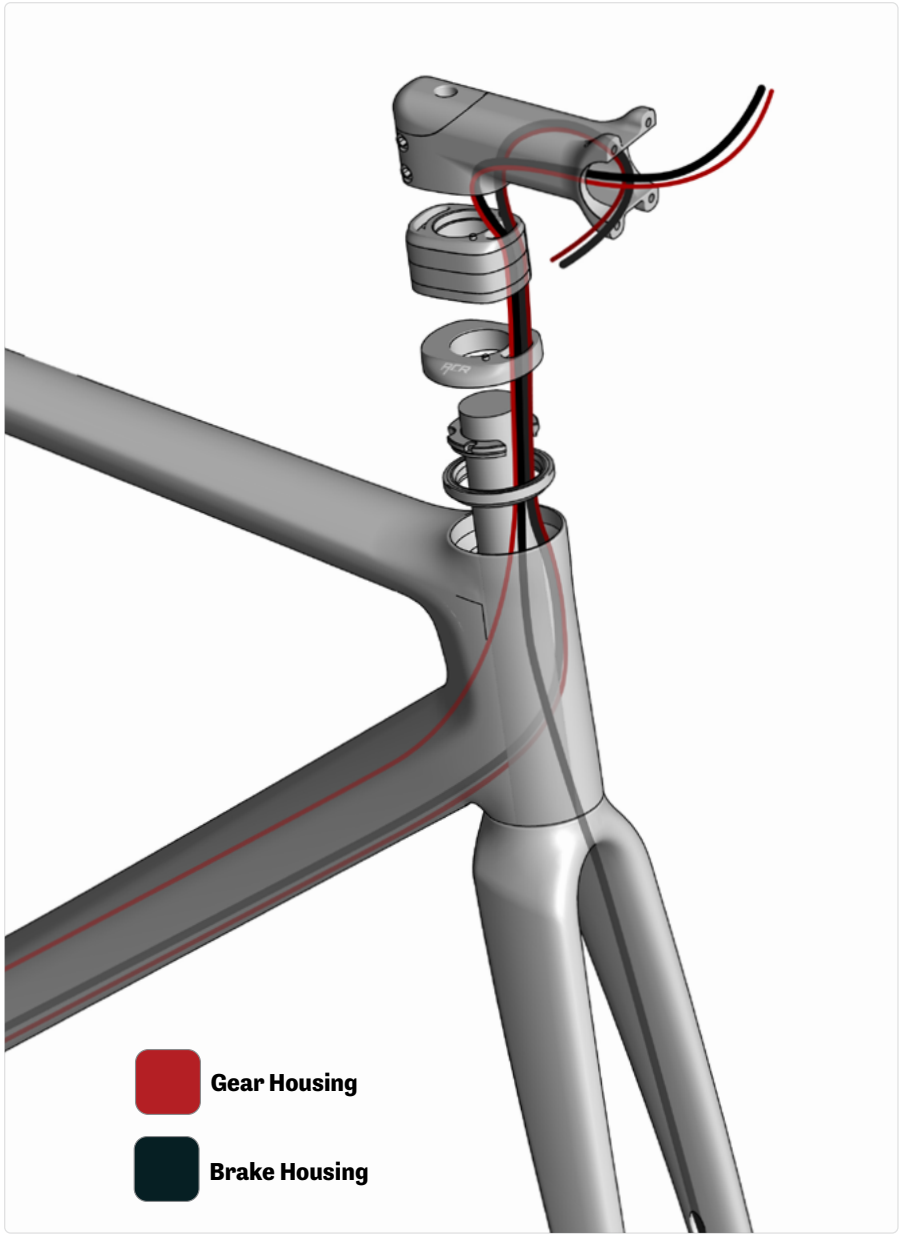
The lower section is designed to work with an 1.5'', 45° bearing (see specification) and an Argon 18 fork. Argon 18 fork have a integrated bearing race for 36° bearing.

*The Nitrogen Disc, however has a lower section designed to work with an 1.25'', 45° bearing and an Argon 18 fork. Argon 18 Nitrogen Disc fork have a integrated bearing race for 45° bearing.



MR127

4. FULL INTEGRATED COCKPIT ROUTING



*Integrated headsets are not included in the frameset.

Full Integrated Cockpit are systems in which the housing pass thru the stem and inside the handlebar. This can be acheived with compatible stem and bar combo or with an integrated handlebar.

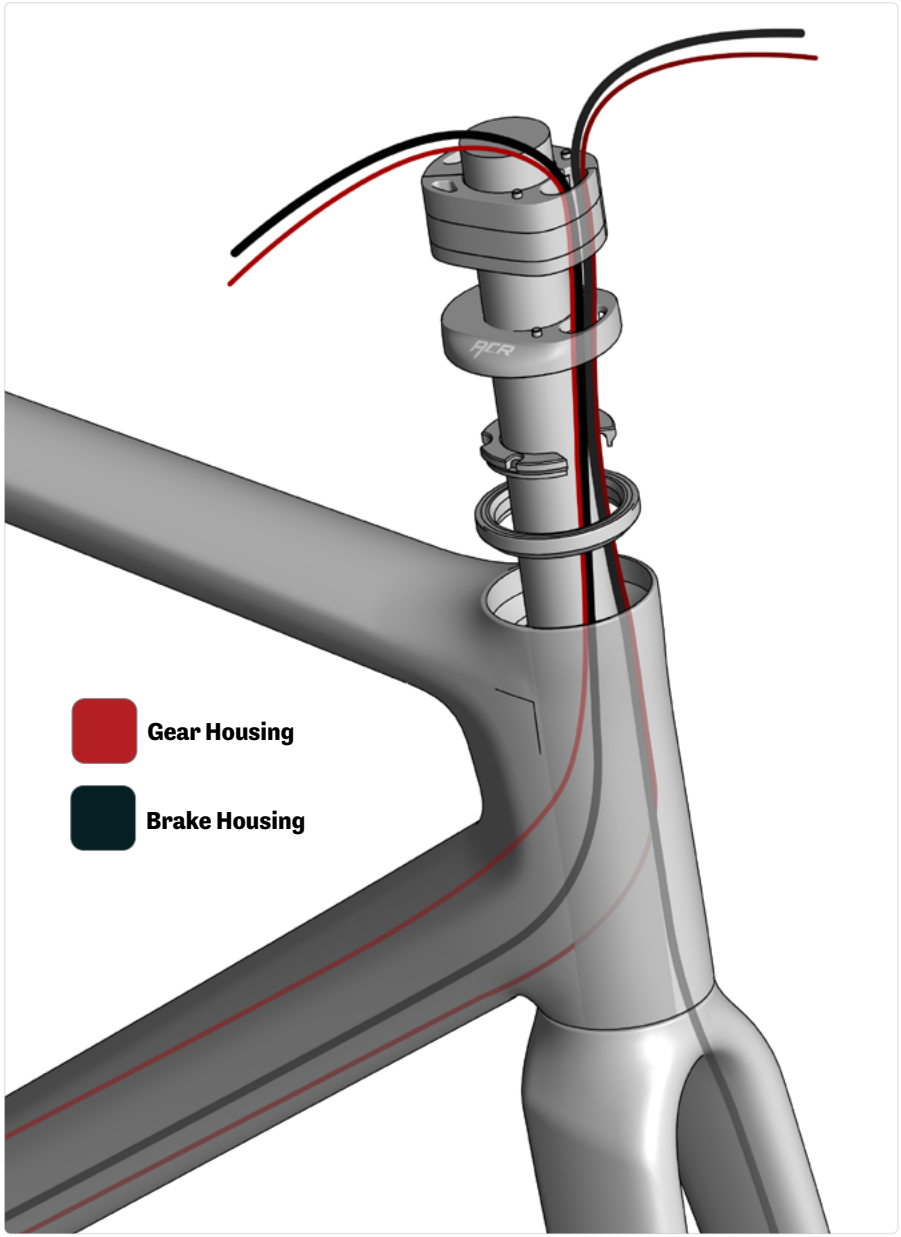
1. In most system, the housing is hard to move once the stem is down. Leave excess housing in the frame for the brake before descending the stem.
2. Some handlebar have very sharp edge around the hole and can scratch the housing.
3. Some handlebar have very thight hole, routing can be difficult, it help to pass the hydro housing before the speed housing, as it's more flexible and can be moved out of the way.
4. Leave excess housing at the derailleur exit hole, push derailleur housing in the frame while turning the handlebar (3-4 times) to allow excess housing in the frame to allow rotation and adjust length after.
5. Install the stem and then the handlebar, you will need to pull the housing coming from the lever hole to bring the handlebar closer to the stem.
6. To ease the housing curve, we recommend crossing the housing in the stem.
   - Rear speed and brake housing should pass at the left (Non drive side) of the steerer and go to the right shifter
   - Front speed housing should pass at the right (Drive side) of the steerer and go to the left shifter
7. Be carefull of your fit as the stem can't be changed easily.

Mechanical

Di2

eTap

5. SEMI INTEGRATED COCKPIT ROUTING



Semi Integrated Cockpit are systems in which the housing pass under the stem hidden by a cover and under or inside the handlebar. This can be acheived with compatible stem and bar combo.

1. Much easier installation because of the routing not in the stem and handlebar.
2. In most system, the housing is hard to move once the stem is down. Leave excess housing in the frame for the brake before descending the stem. Altought it's easier to move the housing once the stem is down.
3. Leave excess housing at the derailleur exit hole, push derailleur housing in the frame while turning the handlebar (3-4 times) to allow excess housing in the frame to allow rotation and adjust length after.
4. To ease the housing curve, we recommend to pass the housing on the same side as the shifter.
    - Rear speed and brake housing should pass at the right (Drive side) of the steerer and go to the right shifter
    - Front speed housing should pass at the left (Non drive side) of the steerer and go to the left shifter
5. Stem can be changed more easily, enabling you to adjust your fit.

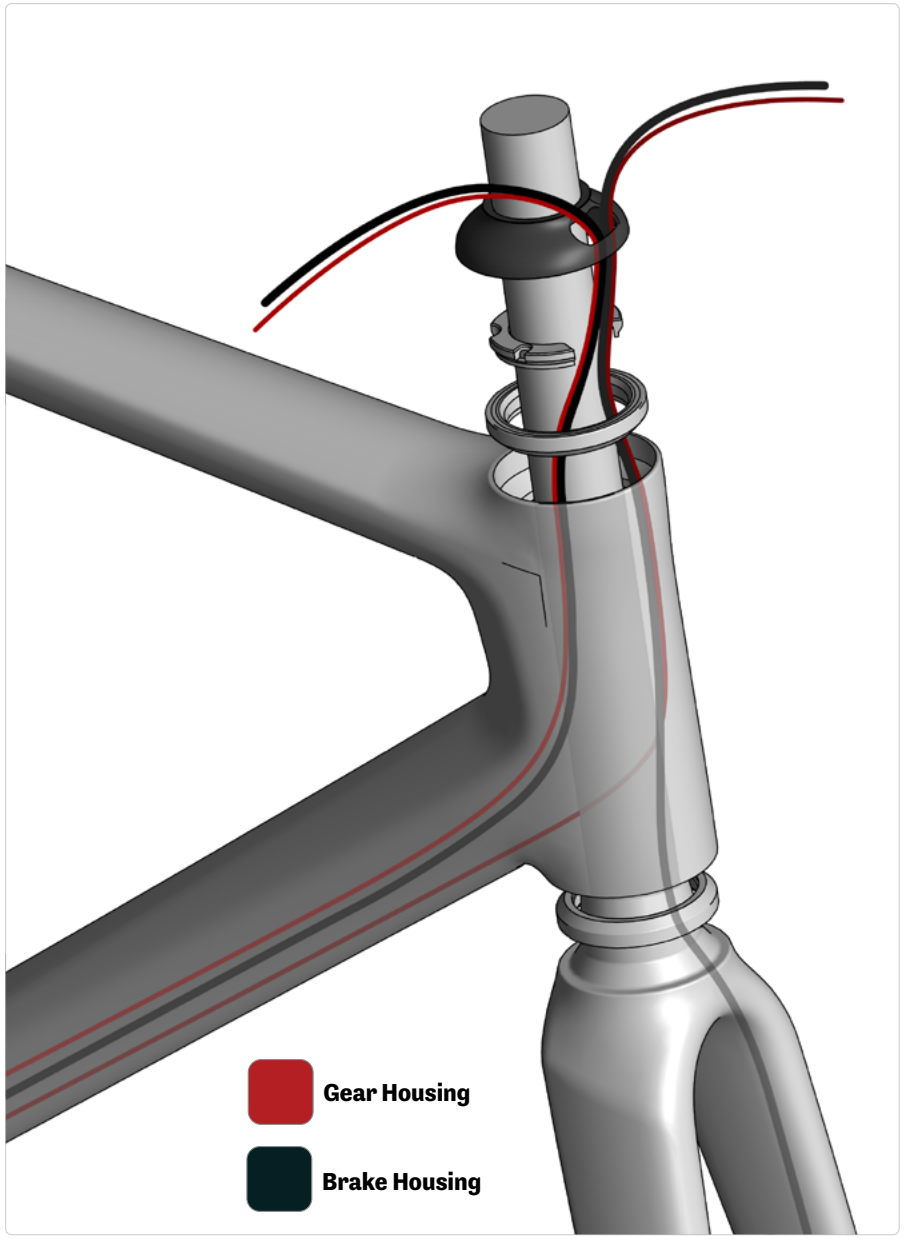
Mechanical

Di2

eTap

***Integrated headsets are not included in the frameset.**

6. INTEGRATED HEADSET ROUTING



Integrated Headset are systems in which the housing pass under the stem and enter the frame by the headset. Those system allow the use of regular stem and handlebar.

1. Leave excess housing in the frame for the brake before descending the stem. Altought it's easier to move housing once the headset cap is down.
2. Leave excess housing at the derailleur exit hole, push derailleur housing in the frame while turning the handlebar (3-4 times) to allow excess housing in the frame to allow rotation and adjust length after.
3. Much easier installation because of the routing not in the stem and handlebar.
4. To ease the housing curve, we recommend to pass the housing on the same side as the shifter.
    - Rear speed and brake housing should pass at the right (Drive side) of the steerer and go to the right shifter.
    - Front speed housing should pass at the left (Non drive side) of the steerer and go to the left shifter
5. Stem are easy to change, enabling you to adjust your fit.

Mechanical

Di2

eTap