

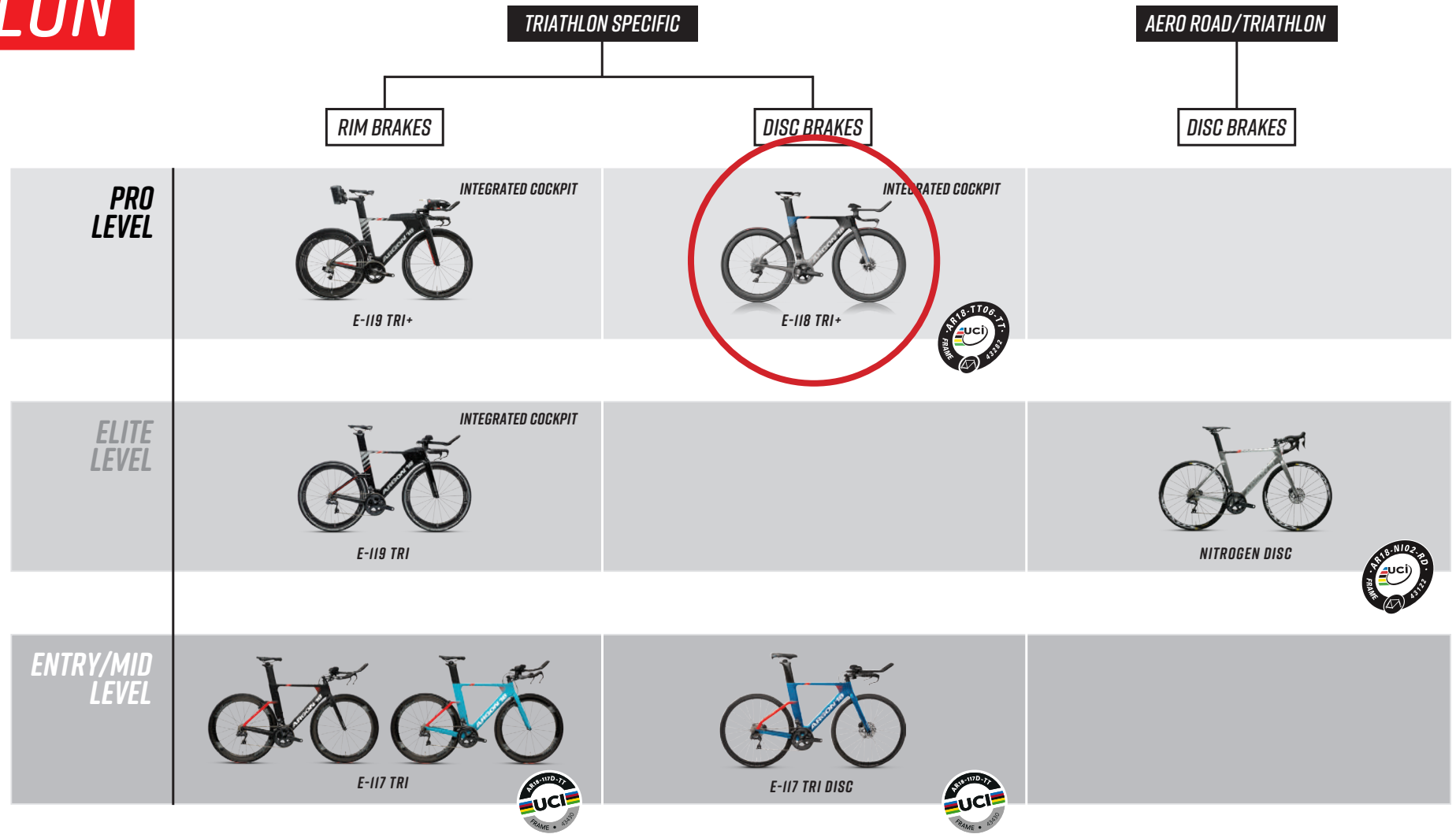
E-118+  
TRI



ARGON 18



# OUR TRIATHLON LINEUP



**E-118 TRI+**



# E-118+ TRI

**FAST, FIT, FEARLESS.**

At 250g lighter than the previous-generation E-118Next and equipped with disc brakes, the E-118 Tri+ combines the razor-sharp handling and aerodynamic performance of a TT champion with tri-specific fit and functionality.

## **AGGRESSIVE AERO POSITIONING**

Armrest stack 2cm lower and grip position 4cm lower than the E-118Next.

## **SUPERB HANDLING FOR HIGHLY TECHNICAL COURSES**

Lower basebar, the confidence of discs, and the stiffness of thru-axles.

## **REAL-WORLD SPEED**

Gain of 8 to 10 watts at 50km/h over the E-118Next - as tested outside the wind tunnel

## **PROVEN CHAMPION**

Same carbon layup as Astana Pro Team's Vuelta Team Time Trial-winning E-118 Pro

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Athletes looking to optimise their aero advantage know that the rider is the most significant source of drag, and are always working to refine their position. With that in mind, we tailored the E-118 Tri+ with an aggressive position to save valuable watts on the bike leg. But the aero benefit may be matched by the ultimate speed-booster: confident handling. The accuracy of disc brakes and the added stiffness of thru-axles gives confidence in tight turns and fast descents, allowing for more time in the aerobars and more speed on technical courses. Our pro layup provides the exceptional stability and lightning-quick reflexes taken from the E-118's World Tour TT roots.

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# KEY FEATURES: FIT AND FAST

With new geometry to achieve a significantly lower front profile, our updated ONEness system offers a bar/stem system with armrest stack 2cm lower and grip position 4cm lower than the E-118Next (3.5cm lower than the E-119). This allows athletes to achieve a low, aggressive position, and for smaller riders to find their perfect fit.

*"I immediately felt the speed and smoothness. It's surprisingly smooth, actually. The fit we were able to get because of the lower front profile was perfect for me. I've already had quite a few athletes ask me about it, who are smaller in stature like me."*

Pro triathlete Heather Jackson

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# KEY FEATURES: HANDLING

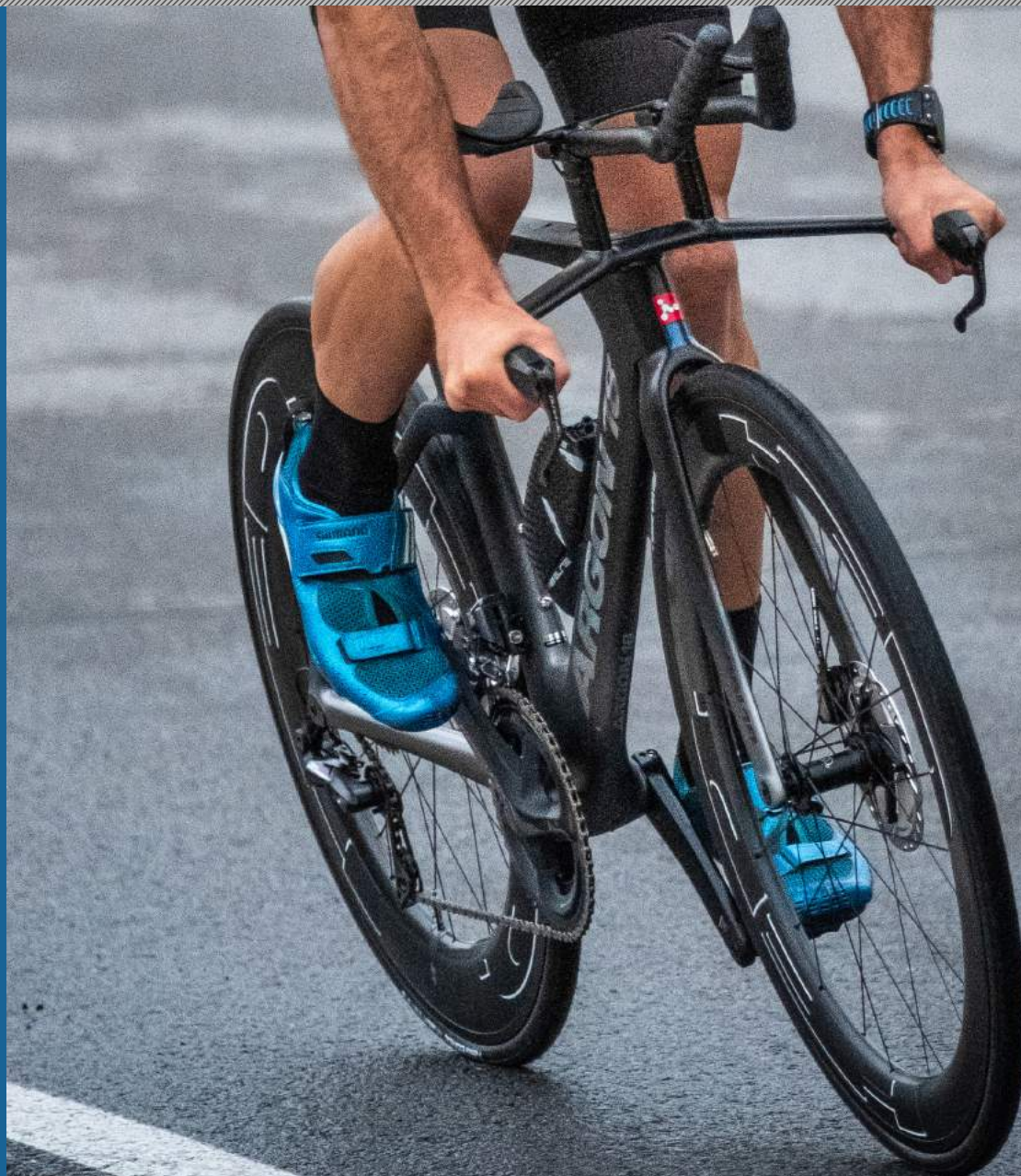
## CLIMBING, CORNERING AND CLEARANCE

The E-118 Tri+ was made for the corners and climbs of highly technical bike legs. Superior handling and exceptional responsiveness were required for Astana's TTT courses, where lightning-quick reflexes are critical.

*"It's impossibly stable. It's actually hard to describe how it feels in a fast corner. 'On the rails' is a cliché, but it works here. That means it gives you confidence, supreme confidence. I think athletes will really latch onto that. The less you have to think about the bike and the more you can just believe in it, the better results you have."*

Pro triathlete Eric Lagerstrom

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## CONFIDENCE OF DISCS

Simple maintenance, confident on corners and technical descents

## INCREASED CLEARANCE

Up to 28C tire clearance for comfort and control

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**KEY FEATURES:**  
**LIGHTWEIGHT**



**250G**

**WEIGHT SAVING COMPARED  
TO E-118 NEXT (SAME BUILD)**

Usually, incorporating discs will add about 400g to the total weight of the bike. Not only did we avoid that weight gain, we shaved off an additional 250g.

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# KEY FEATURES: NUTRITION & HYDRATION

We wanted the E-118Tri+ to be as adaptive as possible, so we did away with proprietary hydration systems as they tend to be heavier and may not answer the needs of all triathletes. However, the frame is ready for all hydration and nutrition needs.

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## SEATPOST READY FOR HYDRATION SYSTEMS

Compatible with all 10mm seatpost inserted hydration systems and repair kit holders from major brands.

## TOP TUBE MOUNTS

The E-118Tri+ is equipped with threaded inserts on the top tube for easy installation of any aero bento box.

## HORIZONTAL BOTTLE MOUNT

With regular bottle cages mounts, the E-118Tri+ provides fast and easy hydration system set up in the cockpit area.

## DUAL POSITION BOTTLE MOUNTS

The lowest position is designed for a more aero set-up while the higher position offers convenience for long training rides.



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# KEY FEATURES: DETAILS



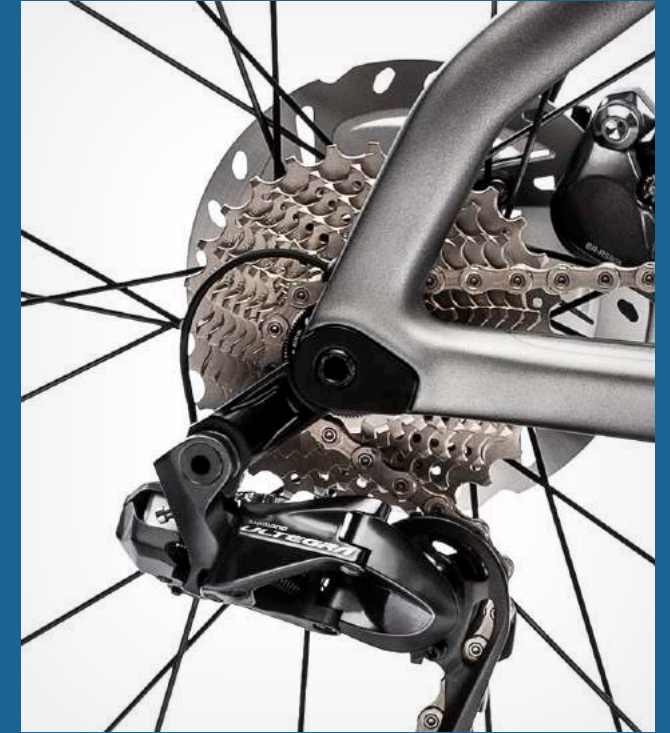
## NEW ARMREST CUPS

Increased forearm stability at the extensions for better front end control



## D12 JUNCTION BOX INTEGRATION

With easy access to monitor and recharge the battery, the frame is optimised for easy installation of latest generation electronic groupsets from Shimano and Sram



## DIRECT MOUNT DERAILLEUR HANGER

Fast, accurate shifting

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# PERFORMANCE GAIN VALIDATION IN THE VELODROME

TEST PROTOCOL: STABLE AT 45KM/H  
10 LAPS. (2 LAP TO ACCELERATE TO 45KM/H)

3 RUNS WITH E-118 NEXT (FORMER BIKE - RIM BRAKES),  
3 RUNS WITH E-118 TRI+ (NEW BIKE - DISC BRAKES).

IN LATE 2018 WE TESTED THE NEW LAYUP AS DESIGNED FOR ASTANA PRO  
TEAM'S TT MODEL

With Notio, our device that calculates CdA in real time, we compared the E-118 Tri+ with the previous generation E-118 Next. Both models were set up the same way (tire model and technology, wheel profile – 3 spokes front, disc rear). Notio was also used to validate that the rider position wasn't interfering with the results.

With gains of 8 to 10 watts (at 50km/h), it became clear that our new disc-equipped TT bike was faster than the previous generation bike with rim brakes.

» AT A SPEED OF 50KM/H, IT REPRESENTS A TIME GAIN OF 25S ON A 40KM DISTANCE.

RUN	DESCRIPTION	AVG. POWER RUN	RUN AVG.SPEED (KM/H)	GDA	POWER AT 50KM/H	DELTA POWER AT 50KM/H	TIME TO 45KM TT	DELTA TIME
<b>GORKA IZAGIRRE</b>								
1	Argon 18 E118 Next	313w	45.24	-0.0013	421w	-2w	54m31s	-6s
2	Argon 18 E118 Next	317w	45.35	Reference	423w	-	54m37s	-
3	Argon 18 E118 Next	324w	45.77	-0.008	422w	-1w	54m34s	-3s
4	<b>Argon 18 E118</b>	<b>312w</b>	<b>45.28</b>	<b>-0.057</b>	<b>415w</b>	<b>-8w</b>	<b>54m15s</b>	<b>-22s</b>
5	<b>Argon 18 E118</b>	<b>314w</b>	<b>45.34</b>	<b>-0.051</b>	<b>415w</b>	<b>-8w</b>	<b>54m16s</b>	<b>-21s</b>
6	<b>Argon 18 E118</b>	<b>310w</b>	<b>45.43</b>	<b>-0.046</b>	<b>416w</b>	<b>-7w</b>	<b>54m19s</b>	<b>-18s</b>
<b>PELLO BILBAO</b>								
1	Argon 18 E118 Next	304w	46.41	Reference	377w	-	52m33s	-
2	Argon 18 E118 Next	302w	46.44	-0.020	374w	-3w	52m25s	-8s
3	Argon 18 E118 Next	296w	46.23	-0.032	372w	-5w	52m20s	-13s
4	<b>Argon 18 E118</b>	<b>302w</b>	<b>46.68</b>	<b>-0.069</b>	<b>367w</b>	<b>-10w</b>	<b>52m05s</b>	<b>-28s</b>
5	<b>Argon 18 E118</b>	<b>298w</b>	<b>46.66</b>	<b>-0.061</b>	<b>368w</b>	<b>-9w</b>	<b>52m08s</b>	<b>-25s</b>
6	<b>Argon 18 E118</b>	<b>286w</b>	<b>45.78</b>	<b>-0.055</b>	<b>369w</b>	<b>-8w</b>	<b>52m11s</b>	<b>-22s</b>



**E-118<sup>+</sup>**  
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# PERFORMANCE GAIN VALIDATION ON THE ROAD

**TEST PROTOCOL: RIDING ON A 8.55KM HILLY LOOP.  
2 RUNS WITH E-118 NEXT (FORMER BIKE - RIM BRAKES),  
2 RUNS WITH E-118 TRI+ (NEW BIKE - DISC BRAKES).**

**TO BE SURE THE E-118 PERFORMED IN REAL, RACE-DAY CONDITIONS,  
WE TESTED IT ON THE ROAD USING NOTIO**

Real world testing validates what a wind tunnel cannot: aero advantage only translates into actual gains if a bike is light, responsive, precise while cornering, and confident to the point that the rider rarely needs to leave the aero position.

**AGAIN, OUR TESTS SHOW IMPRESSIVE RESULTS. GORKA IZAGIRRE WAS 17SECONDS FASTER ON A 8.55KM LOOP WITH THE SAME POWER OUTPUT.**

The gain could be even more significant with the addition of technical turns, since a rider can brake later with a disc brake equipped bike.



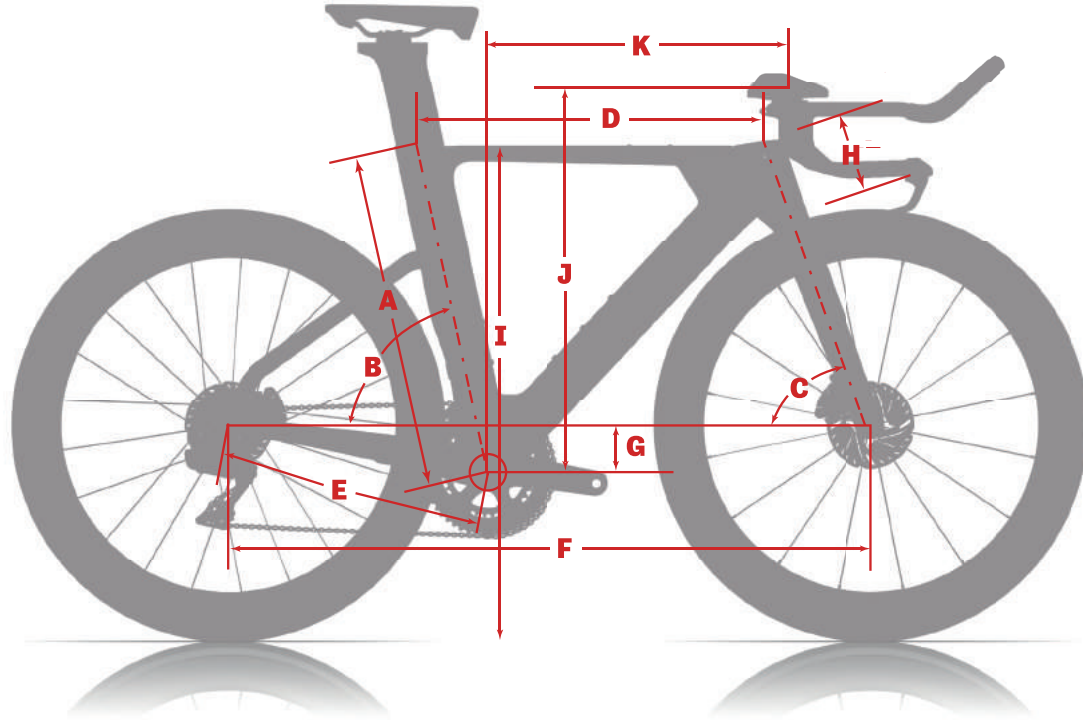
RUN	DESCRIPTION	CDA	LAP TIME	LAP AVG. POWER
<b>GORKA IZAGIRRE</b>				
1	Argon 18 E-118 Next	Reference	13m21s	311w
2	Argon 18 E-118 Next	-0.004	13m18s	312w
3	Argon 18 E-118	-0.011	13m10s	311w
4	Argon 18 E-118	-0.014	13m01s	312w
<b>PELLO BILBAO</b>				
1	Argon 18 E-118 Next	Reference	13m12s	276w
2	Argon 18 E-118 Next	-0.001	13m03s	285w
3	Argon 18 E-118	-0.007	13m00s	278w
4	Argon 18 E-118	-0.010	12m52s	282w

**E-118<sup>+</sup>  
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# E-118+ TRI



## GEOMETRY

SIZE CLASSIC		XS 47-50	S 51-53	M 54-56	L 57-59	
A	SEAT TUBE HEIGHT	CM	46.1	50.0	51.6	54.6
B	SEAT TUBE ANGLE	DEG	78.0	78.0	78.0	78.0
C	HEAD TUBE ANGLE	DEG	72.0	72.0	72.0	72.0
D	TOP TUBE LENGTH*	CM	49.2	50.4	51.7	52.8
E	CHAINSTAY LENGTH	CM	41.3	41.3	41.3	41.3
F	WHEELBASE	CM	97.7	99.0	100.5	101.9
G	BB DROP	CM	7.0	7.0	7.0	7.0
H	HEADTUBE LENGTH	CM	4.9	6.0	7.6	10.4
I	STANDOVER HEIGHT†	CM	71.8	75.4	77.0	79.5

\* HORIZONTAL TOP TUBE LENGTH  
† MEASURED WITH 700x23C TIRES

## FIT (STACK AND REACH)

J*	STACK MIN.	CM	53.6	54.7	56.2	58.8
	STACK MAX.	CM	63.6	64.7	66.2	68.8
K*	REACH MIN.	CM	43.3	44.3	45.3	45.8
	REACH MAX.	CM	51.5	52.5	53.5	54.0
	SADDLE HEIGHT MIN.†	CM	57.6	61.5	63.1	66.1
	SADDLE HEIGHT MAX.†	CM	78.1	82.0	83.6	86.6

\* STACK AND REACH MEASURED AT CENTER OF ELBOW PAD  
† MEASURED FROM MIDDLE OF BB TO TOP OF SADDLE ALONG SEAT TUBE

NORTH AMERICAN BUILD OPTIONS

### KIT 2 ULTEGRA Di2 315A - BLACK FROZEN TO GREY

FRONT DERAILLEUR	Shimano Ultegra Di2 Braze on
REAR DERAILLEUR	Shimano Ultegra Di2
SHIFTERS	Shimano Dura-Ace Di2 SW-R9160
BRAKES	Shimano R9170
BRAKE LEVER	Shimano Dura Ace R9180
ROTOR	Shimano Dura Ace RT900 FR: 160mm RR: 140mm
CABLE & HOUSING	Shimano

CRANKSET	Shimano R8000 52/36
BB	Shimano BB Press Fit SM-BB72-41B
CHAIN	Shimano HG700
CASSETTE	Shimano R8000 11/28
HEADSET	FSA RS054
STEM	Argon 18 ONEness 3.0
TT BAR	Argon 18

BAR TAPE	Prologo Microtouch black
SADDLE	ISM PN3,1
SEATPOST	Argon 18 ASP-7050 Aero
TIRES	Vittoria Corsa G+ 700x25
THRU AXLE	Argon 18 FR: 12mmx119 RR: 12mmx161
WHEELSET	HED Jet Plus Black 6 & 9 Disc



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