

BICYCLE USER MANUAL

cervélo

velo

CERVÉLO BICYCLE USER MANUAL

For Multi-Speed Racing Bicycles

16th Edition, 2020

This manual meets EN Standards 14764, 14766 and 14781.

All Cervélo bicycles are tested to ISO 4210 and CPSC 16 CFR Part 1512 Bicycle Regulations.

IMPORTANT: This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Your Cervélo bicycle will be delivered to you fully assembled by your authorized Cervélo retailer according to the requirements set out in this manual. Additional safety, performance and service information for specific components such as pedals, or for accessories such as helmets or lights that you purchase, may also be available. Make sure that your retailer has given you all the manufacturers' literature that was included with your bicycle or accessories. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, always follow the component manufacturer's instructions.

If you have any questions or do not understand something, take responsibility for your safety and consult with your retailer as a first point of contact, or with Cervélo directly.

NOTE: This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your retailer for all service, repairs or maintenance. Your retailer may also be able to refer you to classes, clinics or books on bicycle use, service, repair or maintenance.

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GENERAL WARNING

Like any sport, bicycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know — and to practice — the rules of safe and responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

This Manual contains many “Warnings” and “Cautions” concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices.

The combination of the safety alert symbol  and the word **WARNING** indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death.

The combination of the safety alert symbol  and the word **CAUTION** indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.

The word **CAUTION** used without the safety alert symbol indicates a situation which, if not avoided, could result in serious damage to the bicycle or the voiding of your warranty.

Many of the Warnings and Cautions say “you may lose control and fall.” Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.

Because it is impossible to anticipate every situation or condition which can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider.

A SPECIAL NOTE FOR PARENTS

As a parent or guardian, you are responsible for the activities and safety of your minor child, and that includes making sure that the bicycle is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned and understand the safe operation of the bicycle; and that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual, as well as review its warnings and the bicycle's functions and operating procedures with your child, before letting your child ride the bicycle.

WARNING

Make sure that your child always wears an approved bicycle helmet when riding; but also make sure that your child understands that a bicycle helmet is for bicycling only, and must be removed when not riding. A helmet must not be worn while playing, in play areas, on playground equipment, while climbing trees, or at any time while not riding a bicycle. Failure to follow this warning could result in serious injury or death.

1. FIRST

NOTE: We strongly urge you to read this Manual in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section, and refer to the cited sections on any issue which you don't completely understand. Please note that not all bicycles have all of the features described in this Manual. Ask your retailer to point out the features of your bicycle.

A. Bike Fit

1. Is your bike the right size? To check, see Section 3.A. If your bicycle is too large or too small for you, you may lose control and fall. If your new bike is not the right size, ask your retailer to exchange it before you ride it.
2. Is the saddle at the right height? To check, see Section 3.B. If you adjust your saddle height, follow the Minimum Insertion instructions in Section 3.B.
3. Are saddle and seat post securely clamped? A correctly tightened saddle will allow no saddle movement in any direction. See Section 3.B.
4. Are the stem and handlebars at the right height for you? If not, see Section 3.C.
5. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach. See Section 3.D and 3.E.
6. Do you fully understand how to operate your new bicycle? If not, before your first ride, have your retailer explain any functions or features which you do not understand.

B. Safety First

1. Always wear an approved helmet when riding your bike, and follow the helmet manufacturer's instructions for fit, use and care.
2. Do you have all the other required and recommended safety equipment? See Section 2. It's your responsibility to familiarize yourself with the laws of the areas where you ride, and to comply with all applicable laws.
3. Do you know how to correctly secure your front and rear wheels? Check Section 4.A to make sure. Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle, and cause serious injury or death.
4. If your bike has toe clips and straps or clipless ("step-in") pedals, make sure you know how they work (see Section 4.D). These pedals require special techniques and skills. Follow the pedal manufacturer's instructions for use, adjustment and care.
5. Do you have "toe overlap"? On smaller framed bicycles your shoe or toe clip may be able to contact the front wheel when a pedal is all the way forward and the wheel is turned. Read Section 4.D to check whether you have toe clip overlap.

C. Mechanical Safety Check

Routinely check the condition of your bicycle before every ride. If the bicycle or any part thereof does not pass inspection, ensure this is fixed before riding. Consult your retailer if you have any questions.

6. **Nuts, bolts screws & other fasteners:** Because manufacturers use a wide variety of fastener sizes and shapes made in a variety of materials,

often differing by model and component, the correct tightening force or torque cannot be generalized. To make sure that the many fasteners on your bicycle are correctly tightened, refer to the FastenerTorque Specifications in Appendix C of this manual or to the torque specifications in the instructions provided by the manufacturer of the component in question. Correctly tightening a fastener requires a calibrated torque wrench. A professional bicycle mechanic with a torque wrench should torque the fasteners on your bicycle. If you choose to work on your own bicycle, you must use a torque wrench and the correct tightening torque specifications from the bicycle or component manufacturer or from your retailer. If you need to make an adjustment at home or in the field, we urge you to exercise care, and to have the fasteners you worked on checked by your retailer as soon as possible.

WARNING

Correct tightening force on fasteners – nuts, bolts, screws – on your bicycle is important. Too little force, and the fastener may not hold securely. Too much force, and the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

- Check visually for any damage on your bicycle. If anything looks incorrect or suspicious please consult your retailer.
- Make sure nothing is loose. Lift the front wheel off the ground by two or three inches, then let it bounce on the ground. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bike. Any loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.
- Make sure tires are correctly inflated (see Section 4.E). Check by putting one hand on the saddle, one on the intersection of the handlebars and

stem, then bouncing your weight on the bike while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated; and adjust if necessary.

- Tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the bike.
- Wheels true? Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to a qualified bike shop to have the wheel trued.

CAUTION

Wheels must be true for rim brakes to work effectively. Wheel truing is a skill which requires special tools and experience. Do not attempt to true a wheel unless you have the knowledge, experience and tools needed to do the job correctly.

- Wheel rims clean and undamaged? Make sure the rims are clean and undamaged at the tire bead and, if you have rim brakes, along the braking surface. Check to make sure that any rim wear indicator marking is not visible at any point on the wheel rim.

WARNING

Bicycle wheel rims are subject to wear. Ask your retailer about wheel rim wear. Some wheel rims have a rim wear indicator which becomes visible as the rim's braking surface wears. A visible rim wear indicator on the side of the wheel rim is an indication that the wheel rim has reached its maximum usable life. Riding a wheel that is at the end of its usable life can result in wheel failure, which can cause you to lose control and fall.

- **Brakes:** Check brakes for proper operation (see Sections 4.B). Squeeze the brake levers. Are the brake quick-releases closed? All control cables

seated and securely engaged? If you have rim brakes, do the brake pads contact the wheel rim squarely, making full contact with the rim? Do the brakes begin to engage within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bike until the brakes are properly adjusted by a professional bicycle mechanic.

- **Wheel retention system:** Make sure the front and rear wheels are correctly secured. See Section 4.A
- **Handlebar and saddle alignment:** Make sure the saddle and handlebar stem are parallel to the bike's center line and clamped tight enough so that you can't twist them out of alignment, or move them up or down. Ensure no cables interfere or bind when the handlebar is rotated side to side. See Sections 3.B and 3.C.
- **Handlebar ends:** Make sure the handlebar grips are secure and in good condition. If not, have your retailer replace them. Make sure the handlebar ends and extensions are plugged. If not, have your retailer plug them before you ride. If the handlebars have bar end extensions, make sure they are clamped tight enough so you can't twist them.

WARNING

Loose or damaged handlebar grips or extensions can cause you to lose control and fall. Unplugged handlebars or extensions can cut you and cause serious injury in an otherwise minor accident.

- **Chain:** Check that the chain is not kinked or rusted, and does not have broken plates, pins, or rollers. Ensure the tension is correct so that it does not fall off when the pedals are rotated.
- **Pedals:** Check that the pedals are tightened onto the crankarm. Ensure the pedals and shoes are clean and that debris will not interfere with the pedal system.

VERY IMPORTANT SAFETY NOTE: Please also read and become thoroughly familiar with the important information on the lifespan of your bicycle and its components in Appendix B on page 42.

D. First Ride

When you buckle on your helmet and go for your first familiarization ride on your new bicycle, be sure to pick a controlled environment, away from cars, other cyclists, obstacles or other hazards. Ride to become familiar with the controls, features and performance of your new bike.

Familiarize yourself with the braking action of the bike (see Section 4.B). Test the brakes at slow speed, putting your weight toward the rear and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall. Skidding is an example of what can happen when a wheel locks up.

If your bicycle has toe clips or clipless pedals, practice getting in and out of the pedals. See paragraph 1.B.4 above and Section 4.D.4.

Practice shifting the gears (see Section 4.C). Remember to never move the shifter while pedaling backward, nor pedal backwards immediately after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

Check out the handling and response of the bike; and check the comfort.

If you have any questions, or if you feel anything about the bike is not as it should be, consult your retailer before you ride again.

2. SAFETY

A. The Basics

WARNING

The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires.

Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bike path and trail use, helmet laws, child carrier laws, special bicycle traffic laws. It's your responsibility to know and obey the laws.

1. Always wear a cycling helmet which meets the latest certification standards and is appropriate for the type of riding you do (fig. 1). Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries which might have been avoided if the rider had worn an appropriate helmet.

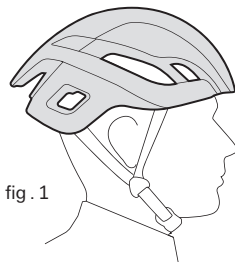


fig. 1

WARNING

Failure to wear a helmet when riding may result in serious injury or death.

2. Always do the Mechanical Safety Check (Section 1.C) before you get on a bike.

3. Be thoroughly familiar with the controls of your bicycle: brakes (Section 4.B); pedals (Section 4.D); shifting (Section 4.C).
4. Be careful to keep body parts and other objects away from the sharp teeth of chain rings, the moving chain, the turning pedals and cranks, and the spinning wheels of your bicycle.
5. Always wear:
 - Shoes that will stay on your feet and will grip the pedals. Make sure that shoe laces cannot get into moving parts, and never ride barefoot or in sandals.
 - Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects at the side of the road or trail.
 - Protective eyewear, to protect against airborne dirt, dust and bugs — tinted when the sun is bright, clear when it's not.
6. Don't jump with your bike. Jumping a bike can be fun; but it can put huge and unpredictable stress on the bicycle and its components. Riders who insist on jumping their bikes risk serious damage, to their bicycles as well as to themselves. Before you attempt to jump, do stunt riding or race with your bike, read and understand Section 2.F.
7. Ride at a speed appropriate for conditions. Higher speed means higher risk.

B. Riding Safety

1. Obey all Rules of the Road and all local traffic laws.
2. You are sharing the road or the path with others — motorists, pedestrians and other cyclists. Respect their rights.
3. Ride defensively. Always assume that others do not see you.

4. Look ahead, and be ready to avoid:
 - Vehicles slowing or turning, entering the road or your lane ahead of you, or coming up behind you.
 - Parked car doors opening.
 - Pedestrians stepping out.
 - Children or pets playing near the road.
 - Pot holes, sewer grating, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or cause you to have an accident.
 - The many other hazards and distractions which can occur on a bicycle ride.
5. Ride in designated bike lanes, on designated bike paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.
6. Stop at stop signs and traffic lights; slow down and look both ways at street intersections. Remember that a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.
7. Use approved hand signals for turning and stopping.
8. Never ride with headphones. They mask traffic sounds and emergency vehicle sirens, distract you from concentrating on what's going on around you, and their wires can tangle in the moving parts of the bicycle, causing you to lose control.
9. Never carry a passenger. Refer to Appendix A.
10. Never carry anything which obstructs your vision or your complete control of the bicycle, or which could become entangled in the moving parts of the bicycle.
11. Never hitch a ride by holding on to another vehicle.
12. Don't do stunts, wheelies or jumps. If you intend to do stunts, wheelies, jumps or go racing with your bike despite our advice not to, read Section 2.G, Extreme, Stunt, or Competition riding, now. Think carefully about your skills before deciding to take the large risks that go with this kind of riding.
13. Don't weave through traffic or make any moves that may surprise people with whom you are sharing the road.
14. Observe and yield the right of way.
15. Never ride your bicycle while under the influence of alcohol or drugs.
16. If possible, avoid riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark, or when extremely tired. Each of these conditions increases the risk of accident.
17. Always take along some kind of identification, so that people know who you are in case of an accident; and take along a couple of dollars in cash for a candy bar, a cool drink or an emergency phone call.

C. Off Road Safety

We recommend that children not ride on rough terrain unless they are accompanied by an adult.

1. The variable conditions and hazards of off-road riding require close attention and specific skills. Start slowly on easier terrain and build up your skills. Get to know how to handle your bike safely before trying increased speed or more difficult terrain.
2. Wear safety gear appropriate to the kind of riding you plan to do.
3. Don't ride alone in remote areas. Even when riding with others, make

sure that someone knows where you're going and when you expect to be back.

4. Always take along some kind of identification, so that people know who you are in case of an accident; and take along some cash for food, a cool drink or an emergency phone call.
5. Yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and give them enough room so that their unexpected moves don't endanger you.
6. Be prepared. If something goes wrong, help may not be close.
7. Before you attempt to jump, do stunt riding or race with your bike, read and understand Section 2.G.

Off Road Respect

Obey the local laws regulating where and how you can ride off-road, and respect private property. You may be sharing the trail with others — hikers, equestrians, other cyclists. Respect their rights. Stay on the designated trail. Don't contribute to erosion by riding in mud or with unnecessary sliding. Don't disturb the ecosystem by cutting your own trail or shortcut through vegetation or streams. It is your responsibility to minimize your impact on the environment. Leave things as you found them; and always take out everything you brought in.

D. Wet Weather Riding

WARNING

Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions.

Under wet conditions, the stopping power of your brakes (as well as the brakes of other vehicles sharing the road) is dramatically reduced and your

tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions. See also Section 4.B.

E. Night Riding

Riding a bicycle at night is much more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, at dusk or at night. Adults who chose to accept the greatly increased risk of riding at dawn, at dusk or at night need to take extra care both riding and choosing specialized equipment which helps reduce that risk. Consult your retailer about night riding safety equipment.

WARNING

Reflectors are not a substitute for required lights. Riding at dawn, at dusk, at night or at other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death.

CAUTION

Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Have your retailer replace damaged reflectors and straighten or tighten any that are bent or loose.

Bicycle reflectors are designed to pick up and reflect car lights and street lights in a way that may help you to be seen and recognized as a moving bicyclist.

⚠ WARNING

Do not remove the front or rear reflectors or reflector brackets from your bicycle. They are an integral part of the bicycle's safety system. Removing the reflectors reduces your visibility to others using the roadway. Being struck by other vehicles may result in serious injury or death.

If you choose to ride under conditions of poor visibility, check and be sure you comply with all local laws about night riding, and take the following strongly recommended additional precautions:

- Purchase and install battery or generator powered head and tail lights which meet all regulatory requirements and provide adequate visibility.
- Wear light colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle ... any reflective device or light source that moves will help you get the attention of approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.
- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.

While riding at dawn, at dusk or at night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.

- Avoid road hazards.
- If possible, ride on familiar routes.

If riding in traffic:

- Be predictable. Ensure drivers can see you and predict your movements.
- Be alert. Ride defensively and expect the unexpected.
- If you plan to ride in traffic often, ask your retailer about traffic safety classes or a good book on bicycle traffic safety.

⚠ WARNING

Although many catalogs, advertisements and articles about bicycling depict riders engaged in racing or competition, this activity can be extremely dangerous, increases your risk of injury, severity of an injury, or even death. Remember that the action depicted is being performed by professionals with many years of training and experience. Know your limits and always wear a helmet and other appropriate safety gear. Even with state-of-the-art protective safety gear, you could be seriously injured or killed when riding at speed or in competition.

⚠ WARNING

Bicycles and bicycle parts have limitations with regard to strength and integrity, and riding in competition can exceed those limitations. In particular the following situations can exceed the design limits of your bicycle, and result in a loss of control and falling which could result in serious injury or death: Hopping/jumping your bicycle. Riding over curbs, sticks or debris. Impacts or crashes (See section 5.B). Other situations the bicycle was not designed for (See Appendix A)

F. Racing or Competition

- Hopping/jumping your bicycle
- Riding over curbs, sticks or debris
- Impacts or crashes (See section 5.B)
- Other situations the bicycle was not designed for (See Appendix A)

Cervélo bicycles are designed for road riding, road racing, time-trialing, track racing, and triathlon competitions. However, without proper maintenance and regular inspection (refer to section 5.A), or with substitution of inappropriate components (section 2.H), the safety and reliability of your bicycle can be compromised. When riding fast in competition or downhill, you can reach speeds achieved by motorcycles, and therefore face similar hazards and risks. Have your bicycle and equipment carefully inspected by a qualified mechanic and be sure it is in perfect condition. Consult with expert riders, area site personnel and race officials on conditions and equipment advisable at the site where you plan to ride. Wear appropriate safety gear. Ultimately, it is your responsibility to have proper equipment and to be familiar with course conditions.

We also recommend the following before competing with your Cervélo:

- Start with easy learning exercises and slowly develop your skills
- Use only designated or appropriate areas for racing or fast downhill riding
- Always wear a helmet and other appropriate safety gear
- Understand and recognize that the stresses imposed on your bike by this kind of activity may break or damage parts of the bicycle and void the warranty

- Take your bicycle to your retailer if anything breaks or bends. Do not ride your bicycle when any part is damaged.

If you ride downhill at speed, or ride in competition, know the limits of your skill and experience. Ultimately, avoiding injury is your responsibility.

G. Extreme or Stunt Riding

Whether you call it Aggro, Hucking, Freeride, North Shore, Downhill, Jumping, Stunt Riding, or something else: if you engage in this sort of extreme, aggressive riding you will get hurt, and you voluntarily assume a greatly increased risk of injury or death.

WARNING

Cervélo bicycles are not designed for these types of riding under any circumstances. Refer to Appendix A for intended use of your bicycle. Engaging in any of these activities will increase your risk of injury or death, increases the severity of any injury, and will also void your warranty.

H. Changing Components or Adding Accessories

There are many components and accessories available to enhance the comfort, performance and appearance of your bicycle. However, if you change components or add accessories, you do so at your own risk. Cervélo may not have tested that component or accessory for compatibility, reliability or safety on your bicycle. Before installing any component or accessory, including a different size tire, make sure that it is compatible with your bicycle by checking with your retailer or with Cervélo Customer Service. Be sure to read, understand and follow the instructions that accompany the products you purchase for your bicycle. See also Appendix A, p. 40 and B, p. 42.

⚠ WARNING

Changing the components on your bike with other than genuine replacement parts may compromise the safety of your bicycle and may void the warranty. Check with your retailer before changing the components on your bike. Failure to confirm compatibility, properly install, operate and maintain any component or accessory can result in serious injury or death.

I. Aerobars

⚠ CAUTION

Care should be exercised when utilizing aerobars at all times, as these bars, while highly effective at decreasing aerodynamic drag, also decrease the bicycle's ability to steer and brake relative to standard handlebars.

Braking is made more difficult when using aerobars as your hands are positioned further from the brake levers compared to standard handlebars – in an emergency you need first sit up and move your hands back towards the base bar and out to the brake levers to begin braking. If brake levers are attached to the aerobars, you must remember that your weight is positioned further forward than normal, with more weight on the front wheel. Caution should be exercised when braking from this position as the forward weight bias makes it more likely for you to flip over the front wheel if the front brake is applied too strongly. See also section 4.B. Regarding handling, the bike is more difficult to steer from the aero hand position as you are steering with your elbows instead of hands, and with a narrower total width as compared to standard handlebars. This makes it more difficult to ride in a straight line, and the bike will react more strongly

to bumps or other unexpected inputs. It is highly recommended that you initially practice riding in a smooth, flat area, away from traffic, until you become familiar with the handling characteristics imparted by aerobars. Once mastered, aerobars are never recommended for use when riding in a group or in heavy traffic for safety reasons.

⚠ WARNING

Failure to confirm compatibility, properly install, operate and maintain any aerobar or related component or accessory can result in serious injury or death.

3. FIT

NOTE: Correct fit is an essential element of bicycling safety, performance and comfort. Making the adjustments to your bicycle which result in correct fit for your body and riding conditions requires experience, skill and special tools. Always have your retailer make the adjustments on your bicycle; or, if you have the experience, skill and tools, have your retailer check your work before riding.

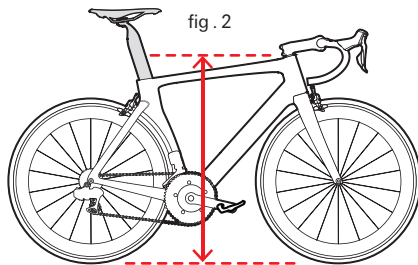
⚠ WARNING

If your bicycle does not fit properly, you may lose control and fall. If your new bike doesn't fit, ask your retailer to exchange it before you ride it.

A. Standover Height

1. Diamond Frame Bicycles

Standover height is the basic element of bike fit (see fig. 2). It is the distance from the ground to the top of the bicycle's frame at that point where your crotch is when straddling the bike. To check for correct standover height, straddle the bike while wearing the kind of shoes in which you'll be riding, and bounce vigorously on your heels. If your crotch touches the frame, the bike is too big for you. Don't even ride the bike around the block. A bike which you ride only on paved surfaces and never take off-road should give you a minimum standover height clearance of two inches (≈ 5 cm). A bike that you'll ride on unpaved surfaces should give you a minimum of three inches (≈ 7.5 cm) of standover height clearance. And a bike that you'll use off road should give you four inches (≈ 10 cm) or more of clearance.

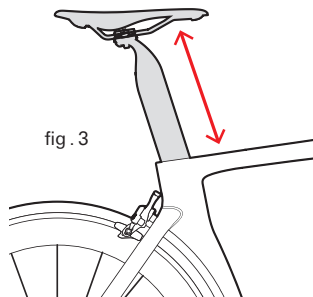


2. Step-Through Frame Bicycles

Standover height does not apply to bicycles with step-through frames. Instead, the limiting dimension is determined by saddle height range. You must be able to adjust your saddle position as described in B without exceeding the limits set by the height of the top of the seat tube and the "Minimum Insertion" or "Maximum Extension" mark on the seat post.

B. Saddle Position

Correct saddle adjustment is an important factor in getting the most performance and comfort from your bicycle. If the saddle position is not comfortable for you, see your retailer.



The saddle can be adjusted in three directions:

1. Up and Down Adjustment

For correct saddle height (fig. 3):

- Sit on the saddle;
- Place one heel on a pedal;
- Rotate crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube.

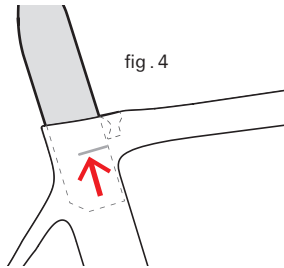
If your leg is not completely straight, your saddle height needs to be adjusted. If your hips must rock for the heel to reach the pedal, the saddle is too high. If your leg is bent at the knee with your heel on the pedal, the saddle is too low.

Ask your retailer to set the saddle for your optimal riding position and to show you how to make this adjustment. If you choose to make your own saddle height adjustment:

- Loosen the seat post clamp.
- Raise or lower the seat post in the seat tube.
- Make sure the saddle is straight fore and aft.
- Re-tighten the seat post clamp to the recommended torque (Appendix C or the manufacturer's instructions).
- Once the saddle is at the correct height, make sure that the seat post does not project from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark (fig. 4).

NOTE: Some bicycles have a sight hole in the seat tube, which make it easy to see whether the seat post is inserted in the seat tube far enough to be safe. If your bicycle has such a sight hole, use it instead of the "Minimum Insertion" or "Maximum Extension" mark to make sure the seat post is inserted in the seat tube far enough to be visible through the sight hole.

If your bike has an interrupted seat tube, as is the case on some suspension or triathlon bikes, you must also make sure that the seat post is far enough into the frame so that you can touch it through the bottom of the interrupted seat tube with



the tip of your finger without inserting your finger beyond its first knuckle. (Also see NOTE above and fig. 5).

⚠ WARNING

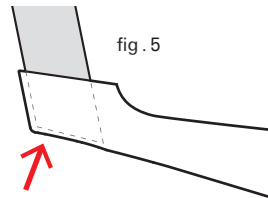
If your seat post is not inserted in the seat tube as described in section, B. 1, the seat post may break, which could cause you to lose control and fall.

2. Front & Back Adjustment

The saddle can be adjusted forward or back to help you get the optimal position on the bike. Ask your retailer to set the saddle mal riding position and to show you how to make this adjustment. If you choose to make your own front and back adjustment, make sure that the clamp mechanism is clamping on the straight part of the saddle rails and is not touching the curved part of the rails, and that you are using the recommended torque on the clamping fastener(s) (Appendix C or the manufacturer's instructions).

3. Saddle Angle Adjustment

Most people prefer a horizontal saddle; but some riders like the saddle nose angled up or down just a little. Your retailer can adjust saddle angle or teach you how to do it. If you choose to make your own saddle angle adjustment and you have a single bolt saddle clamp on your seat post, it is critical that you loosen the clamp bolt sufficiently to allow any serrations on the mechanism to disengage before changing the saddle's angle, and then that the serrations fully re-engage before you tighten the clamp bolt to the recommended torque (Appendix C or the manufacturer's instructions).



⚠ WARNING

When making saddle angle adjustments with a single bolt saddle clamp, always check to make sure that the serrations on the mating surfaces of the clamp are not worn. Worn serrations on the clamp can allow the saddle to move, causing you to lose control and fall. Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

Small changes in saddle position can have a substantial effect on performance and comfort. To find your best saddle position, make only one adjustment at a time.

⚠ WARNING

After any saddle adjustment, be sure that the saddle adjusting mechanism is properly seated and tightened before riding. A loose saddle clamp or seat post clamp can cause damage to the seat post, or can cause you to lose control and fall. A correctly tightened saddle adjusting mechanism will allow no saddle movement in any direction. Periodically check to make sure that the saddle adjusting mechanism is properly tightened.

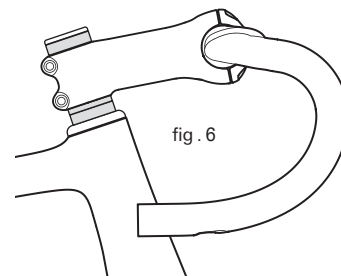
If, in spite of carefully adjusting the saddle height, tilt and fore-and-aft position, your saddle is still uncomfortable, you may need a different saddle design. Saddles, like people, come in many different shapes, sizes and resilience. Your retailer can help you select a saddle which, when correctly adjusted for your body and riding style, will be comfortable.

⚠ WARNING

Some people have claimed that extended riding with a saddle which is incorrectly adjusted or which does not support your pelvic area correctly can cause short-term or long-term injury to nerves and blood vessels, or even impotence. If your saddle causes you pain, numbness or other discomfort, listen to your body and stop riding until you see your retailer about saddle adjustment or a different saddle.

C. Handlebar Height & Angle

Your bike is equipped either with a “threadless” stem, which clamps on to the outside of the steerer tube, or with a “quill” stem, which clamps inside the steerer tube by way of an expanding binder bolt. If you aren’t absolutely sure which type of stem your bike has, ask your retailer. Cervélo bicycles are delivered with threadless stems exclusively.



If your bike has a “threadless” stem (fig. 6) your retailer may be able to change handlebar height by moving height adjustment spacers from below the stem to above the stem, or vice versa. Otherwise, you’ll have to get a stem of different length or rise. Consult your retailer. Do not attempt to do this yourself, as it requires special knowledge.

WARNING

Do not exceed the number of height adjustment spacers below the stem that were initially provided with the bicycle or recommended by Cervélo. Exceeding the maximum spacer height can result in damage to the fork's steerer tube, which could cause you to lose control and fall.

WARNING

On some bicycles, changing the stem or stem height can affect the tension of the front brake cable, locking the front brake or creating excess cable slack which can make the front brake inoperable. If the front brake pads move in towards the wheel rim or out away from the wheel rim when the stem or stem height is changed, the brakes must be correctly adjusted before you ride the bicycle.

Some bicycles are equipped with an adjustable angle stem. If your bicycle has an adjustable angle stem, ask your retailer to show you how to adjust it. Do not attempt to make the adjustment yourself, as changing stem angle may also require adjustments to the bicycle's controls.

WARNING

Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

Your retailer can also change the angle of the handlebar or bar end extensions.

WARNING

An insufficiently tightened stem clamp bolt, handlebar clamp bolt or bar end extension clamping bolt may compromise steering action, which could cause you to lose control and fall. Place the front wheel of the bicycle between your legs and attempt to twist the handlebar/stem assembly. If you can twist the stem in relation to the front wheel, turn the handlebars in relation to the stem, or turn the bar end extensions in relation to the handlebar, the bolts are insufficiently tightened.

D. Control Position Adjustments

The angle of the brake and shift control levers and their position on the handlebars can be changed. Ask your retailer to make the adjustments for you. If you choose to make your own control lever angle adjustment, be sure to re-tighten the clamp fasteners to the recommended torque (Appendix C or the manufacturer's instructions).

E. Brake Reach

Many bikes have brake levers which can be adjusted for reach. If you have small hands or find it difficult to squeeze the brake levers, your retailer can either adjust the reach or fit shorter reach brake levers.

WARNING

The shorter the brake lever reach, the more critical it is to have correctly adjusted brakes, so that full braking power can be applied within available brake lever travel. Brake lever travel insufficient to apply full braking power can result in loss of control, which may result in serious injury or death.

4. TECHNOLOGY

It's important to your safety, performance and enjoyment to understand how things work on your bicycle. We urge you to ask your retailer how to do the things described in this section before you attempt them yourself, and that you have your retailer check your work before you ride the bike. If you have even the slightest doubt as to whether you understand something in this section of the Manual, talk to your retailer. See also Appendix A, B, & C.

Cervélo bicycles are shipped from the factory to the retailer only partially assembled. Your retailer will complete the assembly of the bicycle, and perform any adjustments required to make it fit you. It is strongly recommended that you allow your retailer to perform the assembly and fitting operations, as it requires specific knowledge of each part, appropriate tools, and understanding of the interactions of various materials. Your bicycle is a high performance machine, much like a racing car, and as such requires skilled maintenance in order to function safely and effectively.

Your retailer will perform the following assembly operations before your bicycle is delivered to you:

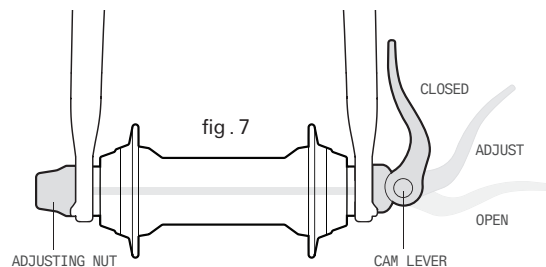
1. Fork steerer cut to appropriate length.
2. Headset & stem installed and adjusted.
3. Handlebars clamped into stem.
4. Brake/shift levers installed onto handlebars.
5. Front brake installed on fork.
6. Brake and shifter cables threaded & attached.
7. Brakes and derailleurs adjusted.
8. Handlebars wrapped with bar tape & plugged.
9. Seat and seatpost installed.
10. Wheels installed.
11. Pedals (of your choice) installed.

If you choose to perform any assembly operations yourself, ensure that all operations are done in accordance with the specific assembly instructions published by the component manufacturer. These assembly instructions are included in the bike box provided to your retailer. Alternatively, assembly instructions are usually posted on the component manufacturer's websites, or are available from their service departments. Please ensure that you locate and follow the directions for your particular component model.

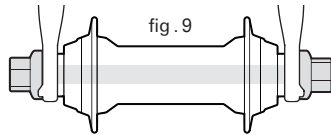
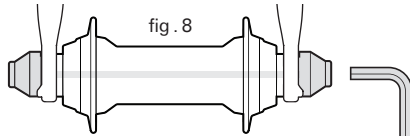
A. Wheels

Bicycle wheels are designed to be removable for easier transportation and for repair of a tire puncture. In most cases, the wheel axles are inserted into slots, called "dropouts" in the fork and frame, but some bicycles use what is called a "thru-axle" wheel mounting system. Cervélo bicycles utilize wheels that are secured in one of four ways:

- 1) Quick Release models utilize a hollow axle with a shaft ("skewer") running through it which has an adjustable tension nut on one end and an over-center cam on the other (cam action system, fig.7)

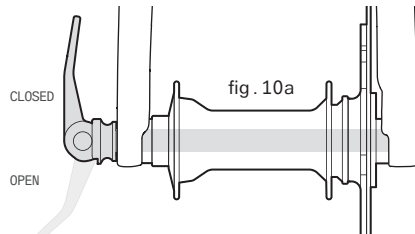


2) Track models utilize either a hollow axle with a shaft (“skewer”) running through it which has a nut on one end and a fitting for a hex key, lock lever or other tightening device on the other (through bolt, fig. 8), or utilize hex nuts or hex key bolts which are threaded on to or into the hub axle (bolt-on wheel, fig. 9)

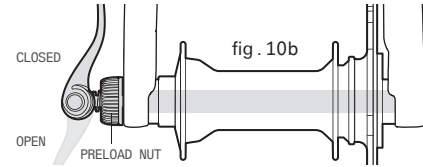


3) Thru-axle models utilize a large diameter axle paired with a cam action tension release lever to clamp the bike’s wheel in place (fig. 10a,b,c & d). Cervélo has four variants of thru-axle designs:

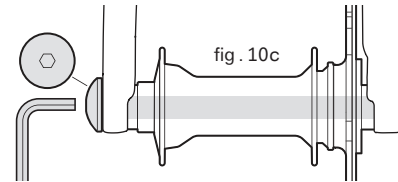
a) Cervélo Thru-Axle models utilize a 12mm diameter threaded axle which threads into the opposite dropout, and is tensioned with the cam action lever (fig. 10a, 12, 13, 16 & 17)



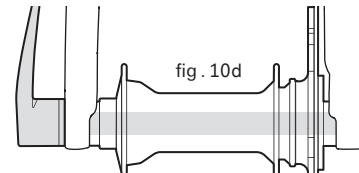
b) Cervélo Rapid Axle models utilize a 12mm diameter axle with a T-shaped end which slots into the opposite dropout, is rotated into locked position, and is tensioned with the cam lever (fig. 10b, 14, 15, 18 & 19)



c) Cervélo AeroThru-Axle models also utilize a 12mm diameter threaded axle which threads into the opposite dropout, and are tensioned using a 6mm Allen key. (fig. 10c, 12, 13, 16 & 17)



d) Cervélo Indexed Thru-Axle models utilize a 12mm diameter axle which threads into the opposite dropout, and are tensioned by hand with the lever arm. The lever arm can be rotated to a desired angle position using the indexing feature. (fig. 10d, 14, 15, 18 & 19)



Your bicycle may be equipped with a different securing method for the front wheel than for the rear wheel. Discuss the wheel securing method for your bicycle with your retailer.

⚠ WARNING

Riding with an improperly secured wheel can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death. Therefore, it is essential that you:

- 1) Ask your retailer to instruct you in correct wheel removal and installation, and ask them to give you any available manufacturer's instructions**
- 2) Understand and apply the correct technique for clamping your wheel in place.**
- 3) Each time, before you ride the bike, check that the wheel is securely clamped. The clamping action of a correctly secured wheel must emboss the surfaces of the dropouts.**

1. Front Wheel Secondary Retention Devices

Most bicycles have a secondary wheel retention device on the front fork to reduce the risk of the wheel disengaging from the fork if the wheel is incorrectly secured. Secondary retention devices are not a substitute for correctly securing your front wheel.

Cervélo rim brake or track bicycles will utilize a secondary retention device molded, cast or machined into the outer faces of the front fork dropouts. An alternative type of secondary retention device that is utilized on other bicycles is a clip-on type which the manufacturer adds to the front wheel hub or front fork. Ask your retailer to explain the particular secondary retention device on your bike.

2. Wheels with Cam Action Systems

Over-center cam wheel retention mechanisms use an over-center cam action to clamp the bike's wheel in place.

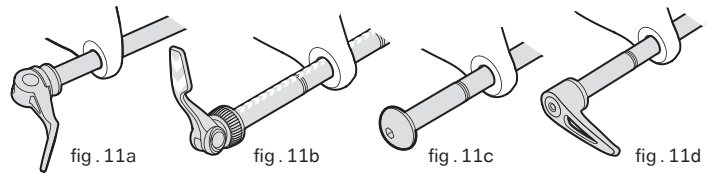
a) Traditional Cam Action Mechanism (fig. 7)

The wheel hub is clamped in place by the force of the over-center cam pushing against one dropout and pulling the tension adjusting nut, by way of the skewer, against the other dropout. The amount of clamping force is controlled by the tension adjusting nut.

⚠ WARNING

Do not remove or disable the secondary retention device. As its name implies, it serves as a back-up for a critical adjustment. If the wheel is not secured correctly, the secondary retention device can reduce the risk of the wheel disengaging from the fork. Removing or disabling the secondary retention device may also void the warranty. Secondary retention devices are not a substitute for correctly securing your wheel. Failure to properly secure the wheel can cause the wheel to wobble or disengage, which could cause you to lose control and fall, resulting in serious injury or death.

b) Through-Axle Mechanisms (fig. 10a & b, 11a through d)



NOTE: If you have a bicycle equipped with thru-axle front or rear wheels, make sure that your retailer has given you the manufacturer's instructions, and follow those when installing or removing a thru-axle wheel. If you don't know what a thru-axle is, ask your retailer.

Cervélo Traditional Thru-Axle (fig. 11a)

The wheel hub is clamped in place by threading the axle into the opposite dropout, and then closing the cam-action preload lever so that it is locked into place. The amount of clamping force is controlled by turning the preload lever when it has engaged the slotted OPEN position. Turning the lever clockwise while engaged in the slotted OPEN position (fig. 11a) increases clamping force; turning it counterclockwise reduces clamping force. Once proper clamping force is applied, closing the lever prevents further adjustment of the clamping force.

NOTE: When the tension release lever is in the OPEN position (but not in the slotted position), it can be rotated into any angle and set in that position by closing the lever without affecting the threading of the axle.

Cervélo Rapid Axle (fig. 11b)

The wheel hub is clamped in place by inserting the axle into the opposite dropout, aligning the T-End of the axle with the insert. The axle is rotated 90° clockwise until the T-End is stopped by the insert. The cam-action preload lever is then closed so that it is locked into place. The amount of clamping force is controlled by turning the preload nut when the lever is in the OPEN position. Turning the preload nut counterclockwise with the lever in the OPEN position (fig. 11b) increases clamping force; turning it clockwise reduces clamping force. Once the preload nut is adjusted, closing the lever prevents further adjustment of the clamping force.

Cervélo Aero Thru-Axle (fig. 11c)

The wheel hub is clamped in place by threading the axle into the opposite dropout. It is then tightened using a 6mm Allen key and Torque Wrench.

Cervélo Index Thru-Axle (fig. 11d)

The wheel hub is clamped in place by threading the axle into the opposite dropout, and tightened by hand using the lever.

NOTE: The indexing feature allows the lever to be pulled away from the axle flange, and rotated freely without affecting the threading of the axle. Once in the desired angle, it is released and returned (via spring retention) to contacting the axle flange.

4. Removing & Installing Wheels

A. Removing a Disc Brake or Rim Brake Front Wheel

1. If your bike has rim brakes, disengage the brake's quick-release mechanism to increase the clearance between the tire and the brake pads (See Section 4.B fig. 21 through 24).
2. If your bike has cam action front wheel retention, move the cam lever from the locked or CLOSED position to the OPEN position (fig. 7). If your bike has through bolt or bolt-on front wheel retention, loosen the fastener(s) a few turns counterclockwise using an appropriate wrench, lock key or the integral lever. If your bike uses the **Cervélo Traditional Thru-Axle mechanism**, move the preload lever from the CLOSED position to the OPEN position and rotate it to engage the slotted OPEN position. Turn the preload lever counterclockwise until the threads are fully disengaged from the opposite dropout. If your bike uses the **Cervélo Rapid Axle mechanism**, move the preload lever from the CLOSED position to the OPEN position and rotate the lever 90° counterclockwise to align the T-End with the insert

⚠ WARNING

Proper torque when threading the TRADITIONAL axle into the dropout is needed to clamp the wheel securely. Rotating the preload lever without engaging the slotted OPEN position will not engage the threads or clamp the wheel safely in the dropouts. The preload lever must be rotated into the slotted OPEN position to engage the threads, then the lever must be turned clockwise until the axle is tight (threads fully engaged), and finally the lever must be closed firmly in order to clamp the wheel securely in the dropouts.

slot. If your bike uses the **Cervélo Aero Thru-Axle**, use a 6mm Allen Key to loosen (counterclockwise) the Axle until the threads are fully disengaged from the opposite dropout. If you are using the **Cervélo Indexed Thru-Axle**, turn the lever arm counterclockwise until the threads are fully disengaged from the opposite dropout. In all cases, once loosened, pull the axle straight out through both fork dropouts to release the wheel.

3. If your front fork has a clip-on type secondary retention device, disengage it and go to step (4).
4. If your front fork has an integral secondary retention device, and a traditional cam action system (fig. 7) loosen the tension adjusting nut enough to allow removing the wheel from the dropouts. If your front wheel uses either Cervélo thru-axle mechanism, hold the wheel steady with one hand, and pull the axle through the hub and dropout to fully remove it from the wheel. Carefully remove the wheel from the fork by pulling the wheel down through the fork legs. Be careful not to angle the wheel laterally within the fork and potentially bend the brake rotor or contact the fork legs with the edge of the brake rotor.

You may need to tap the top of the wheel with the palm of your hand to release the wheel from the front fork.

B. Installing a Disc Brake or Rim Brake Front Wheel

1. If your bike has cam action front wheel retention, move the cam lever so that it curves away from the wheel (fig. 7). This is the OPEN position. If your bike has through bolt or bolt-on front wheel retention, go to the next step.
2. With the steering fork facing forward, insert the wheel between the fork blades so that the axle seats firmly at the top of the fork dropouts. The cam lever, if there is one, should be on rider's left side of the bicycle (fig. 7) If your bike has a clip-on type secondary retention device, engage it.
3. With a **traditional cam action mechanism**: holding the cam lever in the

ADJUST position with your right hand, tighten the tension adjusting nut with your left hand until it is finger tight against the fork dropout (fig. 7). Less than half a turn of the tension adjusting nut can make the difference between safe clamping force and unsafe clamping force.

4. While pushing the wheel firmly to the top of the slots in the fork dropouts, and at the same time centering the wheel rim in the fork:
 - a) With a **cam action system**, move the cam lever upwards and swing it into the CLOSED position (fig. 7). The lever should now be parallel to the fork blade and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.
 - b) With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications in Appendix C or the hub manufacturer's instructions.

WARNING

The full force of the cam action is needed to clamp the wheel securely. Holding the nut with one hand and turning the lever like a wing nut with the other hand until everything is as tight as you can get it will not clamp a cam action wheel safely in the dropouts. See also the first WARNING in this Section, p. 21.

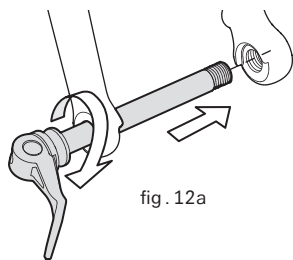


fig. 12a

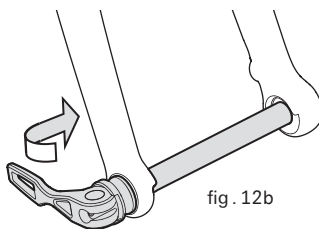


fig. 12b

5. If your bike has the **Cervélo Traditional Thru-Axle mechanism**, move the preload lever to the OPEN position and rotate it to engage the slotted OPEN position (fig. 11a). Carefully insert the wheel between the fork blades, ensuring that the disc rotor properly slots between the brake pads as it slots into the caliper until the hollow axle lines up with the holes in the fork dropouts. The preload lever should be on the right side of the bicycle. Slide the thru-axle through the fork dropout and wheel hub until it contacts the dropout on the left side of the fork. Visually align the thru-axle with the dropout hole on the left side of the fork, and turn the preload lever clockwise to thread the axle into the dropout (fig. 12a). Continue to tighten until the threads are fully engaged in the left side dropout. Move the preload lever into the CLOSED position (fig. 12b). The lever should now be parallel to the fork blade and curved toward the wheel.

⚠ WARNING

Securely clamping the wheel takes considerable force. If you can fully close the preload lever without wrapping your fingers around the seatstay or chainstay for leverage, and the lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open the preload lever and engage the slotted OPEN position; turn the lever clockwise a quarter turn; then try again.

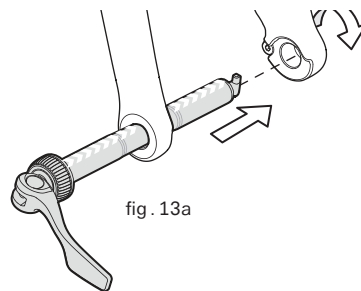


fig. 13a

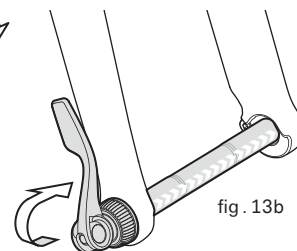
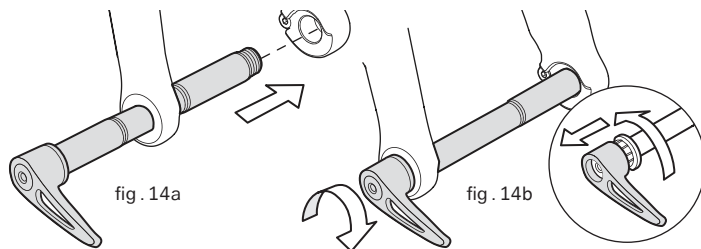


fig. 13b

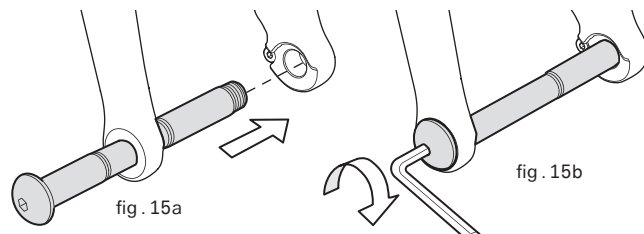
6. If your bike has the **Cervélo Rapid Axle mechanism**, move the preload lever to the OPEN position (fig. 11b). Carefully insert the wheel between the fork blades, ensuring that the disc rotor properly slots between the brake pads as it slots into the caliper until the hollow axle lines up with the holes in the fork dropouts. The preload lever should be on the right side of the bicycle. Slide the axle through the fork dropout and wheel hub with the arrows facing up until it contacts the dropout on the left side of the fork. Visually align the T-End of the thru-axle with the insert slot on the left side of the fork, then turn the preload lever clockwise 90° until the T-End is stopped by the insert. (fig. 13a). Move the preload lever into the CLOSED position (fig. 13b). The lever should now be parallel to the fork blade and curved toward the wheel.

⚠ WARNING

Securely clamping the wheel takes considerable force. If you can fully close the preload lever without wrapping your fingers around the chainstay or fork leg for leverage, and the lever does not leave a clear imprint in the palm of your hand, the tension is insufficient. Open the preload lever and turn the lever counterclockwise a quarter turn; then try again.



7. If your bike has the **Cervélo Indexed Thru-Axle mechanism** (fig. 11c), carefully insert the wheel between the fork blades, ensuring that the disc rotor properly slots between the brake pads as it slots into the caliper until the hollow axle lines up with the holes in the fork dropouts. Slide the thru-axle through the fork dropout and wheel hub until it contacts the dropout on the left side of the fork. Visually align the thru-axle with the dropout hole on the left side of the fork, and turn the lever clockwise to thread the axle into the dropout (fig. 14a). Continue to tighten until the threads are fully engaged in the left side dropout, and tightened to a virtual 12-15Nm Using the indexing mechanism, disengage the lever by pulling it outward, then rotate to desired angle, then release, allowing the lever to spring back to it's final position (fig. 14b).



8. If your bike has the **Cervélo Aero Thru-Axle**, the disc rotor properly slots between the brake pads as it slots into the caliper until the hollow axle lines up with the holes in the fork dropouts. Slide the thru-axle through the fork dropout and wheel hub until it contacts the dropout on the left side of the fork. Visually align the thru-axle with the dropout hole on the left side of the fork, and with a 6mm Allen key, thread the axle into opposite end. (fig. 15a). Continue to tighten until the threads are fully engaged in the left side dropout, and tightened to 12-15Nm (fig. 15b).

⚠ CAUTION

If your bike has disc brakes, exercise care in touching the rotor or caliper. Disc rotors have sharp edges, and both rotor and caliper can get very hot during use.

Take care to ensure that no oils or related products (hydraulic fluid, chain lube, finger oils) contact the brake pad materials. Contamination of brake pads by oil-based materials can significantly reduce the effectiveness of your braking system.

Be careful not to damage the disc caliper or brake pads when re-inserting the disc into the caliper. Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper. See also Section 4.B.

NOTE: If, on a traditional cam action system, the lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again. If, on a thru-axle mechanism, the preload lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position, rotate to engage the slotted OPEN position, and turn the preload lever counterclockwise one-quarter turn and try closing the lever again.

9. With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications in Appendix C or the hub manufacturer's instructions.
10. If you disengaged the brake quick-release mechanism in 3. A. (1), re-engage it to restore correct brake pad-to-rim clearance.
11. Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

WARNING

Securely clamping the wheel with a cam action retention device or thru-axle mechanism takes considerable force. If you can fully close the cam/preload lever without wrapping your fingers around the fork blade for leverage, the lever does not leave a clear imprint in the palm of your hand, and the serrations on the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. On a cam action retention device-open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again. On the Traditional Thru-Axle mechanism, return the lever to the OPEN position, rotate to engage the slotted OPEN position, and turn the preload lever clockwise one-quarter turn and try closing the lever again. On the Cervélo Rapid Axle mechanism, return the lever to the OPEN position, and turn the preload nut counterclockwise one-quarter turn and try closing the lever again. On the Aero Thru-Axle, ensure the torque is between 12-15Nm with a Torque Wrench. On the Indexed Thru-Axle, use as much pressure as needed to ensure an approximate 12-15Nm. See also the first WARNING in this Section, p. 21.

C. Removing a Disc Brake or Rim Brake Rear Wheel

1. If you have a multi-speed bike with a derailleur gear system: shift the rear derailleur to high gear (the smallest, outermost rear sprocket).
2. If you have a single-speed bike with rim or disc brake, go to step (4) below.
3. If your bike has rim brakes, disengage the brake's quick-release mecha-

nism to increase the clearance between the wheel rim and the brake pads (see Section 4.B, figs. 21 through 24).

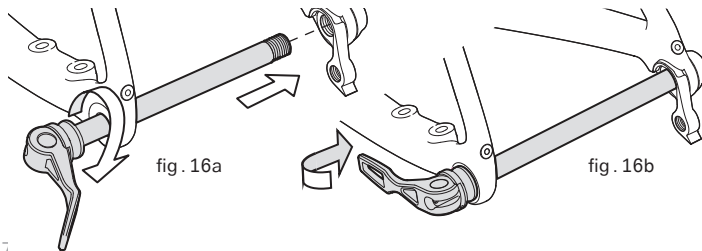
4. On a derailleur gear system, pull the derailleur body back with your right hand.
5. With a cam action mechanism, move the quick-release lever to the OPEN position (fig. 7). With a through bolt or bolt on mechanism, loosen the fastener(s) with an appropriate wrench, lock lever or integral lever; then push the wheel forward far enough to be able to remove the chain from the rear sprocket. With the Cervélo Thru-Axle mechanism, move the preload lever from the CLOSED position to the OPEN position (fig. 11a). Rotate the lever as required to engage the slotted OPEN position, then turn the lever counterclockwise until the threads on the opposite side of the axle are fully disengaged from the right side dropout. Hold the wheel steady with one hand, and pull the axle through the hub and the left dropout to fully remove it from the wheel. If your bike uses the Cervélo Rapid Axle mechanism, move the preload lever from the CLOSED position to the OPEN position (fig. 11b) and rotate the lever 90° counterclockwise to align the T-End with the insert slot. Pull the axle straight out through both dropouts to release the wheel.
6. Carefully remove the rear wheel from the dropouts by pulling the rear derailleur body back and lowering the wheel straight down through the frame. Be careful not to angle the wheel laterally within the frame and potentially bend the disc rotor within the brake or contact the chainstays or seatstays with the edge of the rotor.

D. Installing a Disc Brake or Rim Brake Rear Wheel

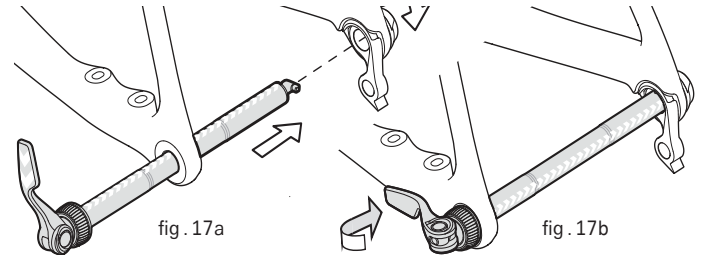
1. With a cam action system, move the cam lever to the OPEN position (see fig. 7). The lever should be on the side of the wheel opposite the derailleur and freewheel sprockets. If your bike has the Cervélo Thru-Axle mechanism, move the preload lever to the OPEN position and rotate it to engage the slotted OPEN position (fig. 11a). If your bike has the Cervélo Rapid Axle mechanism, move the preload lever to the OPEN position (fig. 11b). The

preload lever should be on the left side of the bicycle.

2. On a derailleur bike, make sure that the rear derailleur is still in its outermost, high gear, position; then pull the derailleur body back with your right hand. Put the chain on top of the smallest freewheel sprocket.
3. On single-speed, remove the chain from the front sprocket, so that you have plenty of slack in the chain. Put the chain on the rear wheel sprocket.
4. Then, insert the wheel into the frame dropouts and pull it all the way in to the dropouts. With a thru-axle mechanism, be careful to ensure that the disc rotor properly slots between the brake pads, and line up the hollow axle with the dropout holes.
5. On a single speed bicycle, replace the chain on the chainring; pull the wheel back in the dropouts so that it is straight in the frame and the chain has about 1/4 inches of up-and-down play.
6. With a cam action system, move the cam lever upwards and swing it into the CLOSED position (fig. 7). The lever should now be parallel to the seatstay or chainstay and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the fork blade for leverage, and the lever should leave a clear imprint in the palm of your hand.
7. With a through-bolt or bolt-on system, tighten the fasteners to the torque specifications in Appendix C or the hub manufacturer's instructions.

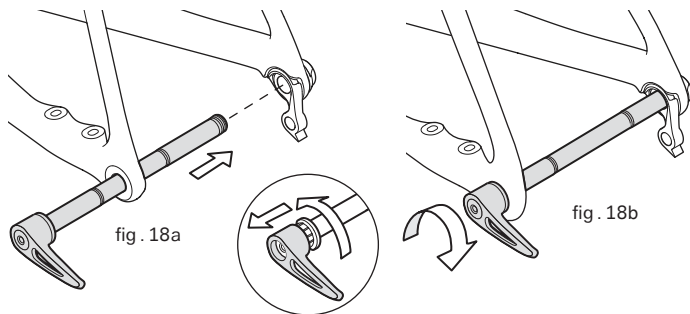


8. With the **Cervélo Traditional Thru-Axle mechanism**, slide the thru-axle through the left dropout and wheel hub until it contacts the dropout on the right side of the frame. Visually align the thru-axle with the dropout hole on the right side of the frame, and turn the preload lever clockwise to thread the axle into the dropout. Continue to tighten until the threads are fully engaged in the right side dropout (fig. 16a). Move the preload lever into the CLOSED position (fig. 16b). The lever should now be parallel to the seatstay and curved toward the wheel. To apply enough clamping force, you should have to wrap your fingers around the seatstay or chainstay for leverage, and the lever should leave a clear imprint in the palm of your hand.

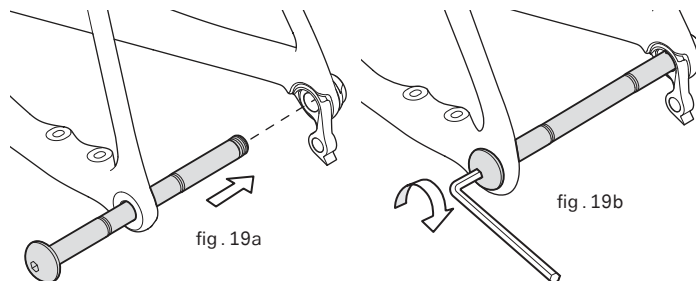


9. If your bike has the **Cervélo Rapid Axle mechanism**, move the preload lever to the OPEN position. Carefully insert the wheel between the dropouts, ensuring that the disc rotor properly slots between the brake pads as it slots into the caliper until the hollow axle lines up with the holes in the fork dropouts. The preload lever should be on the left side of the bicycle. Slide the axle through the dropout and wheel hub with the arrows facing up until it contacts the dropout on the right side of the bike. Visually align the T-End of the thru-axle with the insert slot on the right side of the bike, then turn the preload lever clockwise 90° until the T-End is stopped by the

insert. (fig. 17a). Move the preload lever into the CLOSED position (fig. 17b). The lever should now be parallel to the chainstay and curved toward the frame.



10. With the **Cervélo Indexing Thru-Axle mechanism**, slide the thru-axle through the left dropout and wheel hub until it contacts the dropout on the right side of the frame. Visually align the thru-axle with the dropout hole on the right side of the frame, and turn the lever clockwise to thread the axle into the dropout. Continue to tighten until the threads are fully engaged in the right side dropout (fig 18a), and tightened to a virtual 13Nm. Using the indexing mechanism, disengage the lever by pulling it outward, then rotate to desired position, and release. The lever will spring back to it's final position (fig 18b).



11. If your bike has the **Cervélo Aero Thru-Axle**, the disc rotor properly slots between the brake pads as it slots into the caliper until the hollow axle lines up with the holes in the chainstay dropouts. Slide the thru-axle through the dropout and wheel hub until it contacts the dropout on the left side of the frame. Visually align the thru-axle with the dropout hole on the left side of the frame, and with a 6mm Allen key, thread the axle into opposite end (fig. 19a). Continue to tighten until the threads are fully engaged in the left side dropout, and tightened to 12-15Nm (fig. 19b).

NOTE: If, on a traditional cam action system, the lever cannot be pushed all the way to a position parallel to the seatstay or chainstay, return the lever to the OPEN position. Then turn the tension adjusting nut counterclockwise one-quarter turn and try tightening the lever again. If, on the Cervélo Thru-Axle mechanism, the preload lever cannot be pushed all the way to a position parallel to the fork blade, return the lever to the OPEN position, rotate to engage the slotted OPEN position, and turn the preload lever counterclockwise one-quarter turn and try closing the lever again. On the Cervélo Rapid Axle mechanism, return the lever to the OPEN position, and turn

the preload nut clockwise one-quarter turn and try closing the lever again. See also the first WARNING in this Section, p. 21.

 **CAUTION**

If your bike is equipped with a rear disc brake, be careful not to damage the disc, caliper or brake pads when re-inserting the disc into the caliper. Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper.

Never activate a disc brake's control lever unless the disc is correctly inserted in the caliper. See also Section 4.B.

12. If you disengaged the brake quick-release mechanism in 3. C. (2) above, re-engage it to restore correct brake pad-to-rim clearance.
13. Visually check that the wheel is installed correctly. Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.
14. On a thru-axle mechanism, partially open the preload lever and rotate to angle the lever to the desired position, and re-close the lever.

 **WARNING**

Securely clamping the wheel with a cam action retention device or thru-axle mechanism takes considerable force. If you can fully close the cam lever without wrapping your fingers around the seatstay or chainstay for leverage, the lever does not leave a clear imprint in the palm of your hand, and the serrations on the wheel fastener do not emboss the surfaces of the dropouts, the tension is insufficient. On a cam action retention device - open the lever; turn the tension adjusting nut clockwise a quarter turn; then try again. See also the first WARNING in this Section, p. 21. On the Cervélo Thru-Axle mechanism, return the lever to the OPEN position, rotate to engage the slotted OPEN position, and turn the preload lever clockwise one-quarter turn and try closing the lever again. See also the first WARNING in this Section, p. 21. On the Cervélo Rapid Axle mechanism, return the lever to the OPEN position, and turn the preload nut counterclockwise one-quarter turn and try closing the lever again. On the Cervélo Aero Thru-Axle, ensure the torque is between 12-15Nm with a Torque Wrench. On the Cervélo Indexed Thru-Axle, use as much pressure as needed to ensure an approximate 12-15Nm. See also the first WARNING in this Section, p. 21.

B. Brakes

There are three general types of bicycle brakes: rim brakes, which operate by squeezing the wheel rim between two brake pads; disc brakes, which operate by squeezing a hub-mounted disc between two brake pads; and internal hub brakes. All three can be operated by way of a handlebar mounted lever. On some models of bicycle, the internal hub brake is operated by pedaling backwards. This is called a Coaster Brake. Cervélo bicycles are equipped with either rim brakes or disc brakes.

WARNING

- 1) Riding with improperly adjusted brakes, worn brake pads, or wheels on which the rim wear mark is visible is dangerous and can result in serious injury or death.
- 2) Applying brakes too hard or too suddenly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may pitch the rider over the handlebars, which may result in serious injury or death.
- 3) Some bicycle brakes, such as disc brakes (fig. 20) and linear-pull brakes (fig. 21), are extremely powerful. Take extra care in becoming familiar with these brakes and exercise particular care when using them.

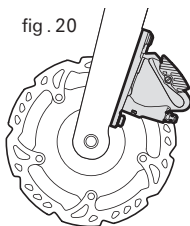


fig. 20

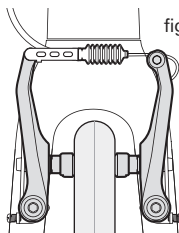


fig. 21

4) Some bicycle brakes are equipped with a brake force modulator, a small, cylindrical device through which the brake control cable runs and which is designed to provide a more progressive application of braking force. A modulator makes the initial brake lever force more gentle, progressively increasing force until full force is achieved. If your bike is equipped with a brake force modulator, take extra care in becoming familiar with its performance characteristics.

5) Disc brakes can get extremely hot with extended use. Be careful not to touch a disc brake until it has had plenty of time to cool.

6) See the brake manufacturer's instructions for operation and care of your brakes, and for when brake pads must be replaced. If you do not have the manufacturer's instructions, see your retailer or contact the brake manufacturer.

7) If replacing worn or damaged parts, use only manufacturer-approved genuine replacement parts.

1. Brake Controls & Features

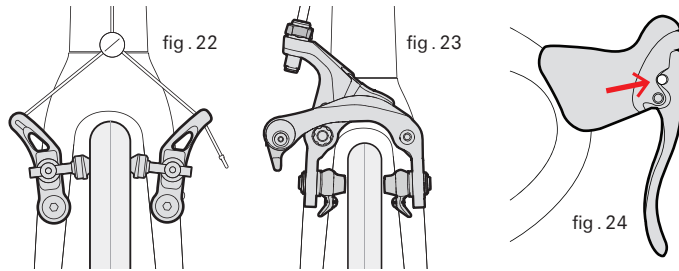
It's very important to your safety that you learn and remember which brake lever controls which brake on your bike. Traditionally, the right brake lever controls the rear brake and the left brake lever controls the front brake; but, to make sure your bike's brakes are set up this way, squeeze one brake lever and look to see which brake, front or rear, engages. Now do the same with the other brake lever.

Make sure that your hands can reach and squeeze the brake levers comfortably. If your hands are too small to operate the levers comfortably, consult your retailer before riding the bike. The lever reach may be adjustable; or you may need a different brake lever design.

Most rim brakes have some form of quick-release mechanism to allow the brake pads to clear the tire when a wheel is removed or reinstalled. When

the brake quick release is in the open position, the brakes are inoperative. Ask your retailer to make sure that you understand the way the brake quick release works on your bike (see figs. 21, 22, 23 & 24) and check each time to make sure both brakes work correctly before you get on the bike. Cervélo disc brake equipped bikes all utilize thru-axes, which eliminates the need for a brake quick release mechanism for wheel removal.

2. How Brakes Work



⚠ CAUTION

If your bike has a disc brake, take care to ensure that no oils or related products (hydraulic fluid, chain lube, finger oils) contact the brake pad materials. Contamination of brake pads by oil-based materials can significantly reduce the effectiveness of your braking system.

The braking action of a bicycle is a function of the friction between the braking surfaces. To make sure that you have maximum friction available, keep your wheel rims and brake pads or the disc rotor and caliper clean and free of dirt, lubricants, waxes or polishes.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel “locks up” (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel. The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you’ll generate appropriate braking force, squeeze the lever, progressively increasing the braking force. If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It’s important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bike and applying different amounts of pressure to each brake lever, until the wheel locks.

When you apply one or both brakes, the bike begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel (or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars).

A wheel with more weight on it will accept greater brake pressure before lockup; a wheel with less weight will lock up with less brake pressure. So, as you apply brakes and your weight is transferred forward, you need to shift your body toward the rear of the bike, to transfer weight back on to the rear wheel; and at the same time, you need to both decrease rear braking and increase front braking force. This is even more important on descents, because descents shift weight forward.

Two keys to effective speed control and safe stopping are controlling wheel lockup and weight transfer. Practice braking and weight transfer techniques where there is no traffic or other hazards and distractions.

Everything changes when you ride on loose surfaces or in wet weather. It will take longer to stop on loose surfaces or in wet weather. Tire adhesion is reduced, so the wheels have less cornering and braking traction and can lock up with less brake force. Moisture or dirt on the brake pads reduces their ability to grip. The way to maintain control on loose or wet surfaces is to go more slowly.

C. Shifting Gears

Your multi-speed bicycle will have a derailleur drivetrain (see 1. below), an internal gear hub drivetrain or, in some special cases, a combination of the two. Cervélo multi-speed bicycles are delivered with derailleur drivetrains.

1. How a Derailleur Drivetrain Works

If your bicycle has a derailleur drivetrain, the gear-changing mechanism will have:

- A rear cassette or freewheel sprocket cluster
- A rear derailleur
- Usually a front derailleur
- One or two shifters
- One or two front sprockets called chain rings
- A drive chain

a) Shifting Gears

There are several different types and styles of shifting controls: levers, twist grips, triggers, combination shift/brake controls and push-buttons. Ask your retailer to explain the type of shifting controls that are on your bike, and to show you how they work.

The vocabulary of shifting can be pretty confusing. A downshift is a shift to a “lower” or “slower” gear, one which is easier to pedal. An upshift is a shift to a “higher” or “faster”, harder to pedal gear. What’s confusing is that what’s happening at the front derailleur is the opposite of what’s happening at the rear derailleur (for details, read the instructions on Shifting the Rear Derailleur and Shifting the Front Derailleur below). For example, you can select a gear which will make pedaling easier on a hill (make a downshift) in one of two ways: shift the chain down the gear “steps” to a smaller gear at the front, or up the gear “steps” to a larger gear at the rear. So, at the rear gear cluster, what is called a downshift looks like an upshift. The way to keep things straight is to remember that shifting the chain in towards the centerline of the bike is for accelerating and climbing and is called a downshift. Moving the chain out or away from the centerline of the bike is for speed and is called an upshift.



CAUTION

Never move the shifter while pedaling backward, nor pedal backwards immediately after having moved the shifter. This could jam the chain and cause serious damage to the bicycle.

Whether upshifting or downshifting, the bicycle derailleur system design requires that the drive chain be moving forward and be under at least some tension. A derailleur will shift only if you are pedaling forward.

b) Shifting the Rear Derailleur

The rear derailleur is controlled by the right shifter.

The function of the rear derailleur is to move the drive chain from one gear sprocket to another. The smaller sprockets on the gear cluster produce higher gear ratios. Pedaling in the higher gears requires greater pedaling effort, but takes you a greater distance with each revolution of the pedal cranks. The larger sprockets produce lower gear ratios. Using them requires

less pedaling effort, but takes you a shorter distance with each pedal crank revolution. Moving the chain from a smaller sprocket of the gear cluster to a larger sprocket results in a downshift. Moving the chain from a larger sprocket to a smaller sprocket results in an upshift. In order for the derailleur to move the chain from one sprocket to another, the rider must be pedaling forward.

c) Shifting the Front Derailleur

The front derailleur, which is controlled by the left shifter, shifts the chain between the larger and smaller chain rings. Shifting the chain onto a smaller chainring makes pedaling easier (a downshift). Shifting to a larger chainring makes pedaling harder (an upshift).

WARNING

Never shift a derailleur onto the largest or the smallest sprocket if the derailleur is not shifting smoothly. The derailleur may be out of adjustment and the chain could jam, causing you to lose control and fall. This action could also result in serious damage to the bicycle or the voiding of your warranty.

d) Which Gear Should I Be In?

The combination of largest rear and smallest front gears (fig. 25a) is for the steepest hills. The smallest rear and largest front combination is for the greatest speed (fig. 25b). It is not necessary to shift gears in sequence. Instead, find the “starting gear” which is right for your level of ability — a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling — and experiment with upshifting and downshifting to get a feel for the different gear combinations. At first, practice shifting where there are no obstacles, hazards or other traffic, until you’ve built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties

with shifting, the problem could be mechanical adjustment. See your retailer for help.

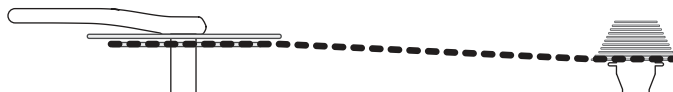


fig. 25a



fig. 25b

WARNING

Toe Overlap could cause you to lose control and fall. Ask your retailer to help you determine if the combination of frame size, tire size, crank arm length, pedal design, and shoes you will use results in pedal overlap. Changing any of these combinations of parts could cause Toe Overlap to occur, even though it did not occur prior to a change. Whether you have overlap or not, you must keep the inside pedal up and the outside pedal down when making sharp turns.

e) What if it Won't Shift Gears?

If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear chances are that the mechanism is out of adjustment. Take the bike to your retailer to have it adjusted.

D. Pedals

1. Toe Overlap is when the toe of your shoe can touch the front wheel when turning the handlebars to steer while a pedal is in the forward-most position. This is common on small-framed bicycles, and is avoided by keeping the inside pedal up and the outside pedal down when making sharp turns. On any bicycle, this technique will also prevent the inside pedal from striking the ground in a turn.
2. Some bicycles come equipped with pedals that have sharp and potentially dangerous surfaces. These surfaces are designed to add safety by increasing grip between the rider's shoe and the pedal. If your bicycle has this type of high-performance pedal, you must take extra care to avoid serious injury from the pedals' sharp surfaces. Based on your riding style or skill level, you may prefer a less aggressive pedal design, or chose to ride with shin pads. Your retailer can show you a number of options and make suitable recommendations.

WARNING

Getting into and out of pedals with toe clips and straps requires skill which can only be acquired with practice. Until it becomes a reflex action, the technique requires concentration which can divert attention and cause you to lose control and fall. Practice the use of toe clips and straps where there are no obstacles, hazards or traffic. Keep the straps loose until your technique and confidence in getting in and out of the pedals warrants it. Never ride in traffic with your toe straps tight.

3. Toe clips and straps are a means to keep feet correctly positioned and engaged with the pedals. The toe clip positions the ball of the foot over the pedal spindle, for maximum pedaling power. When tightened, toe straps keep the foot engaged through the pedal's rotation cycle. While toe clips and straps give some benefit with any kind of shoe, they work

most effectively with cycling shoes designed for use with toe clips. Your retailer can explain how toe clips and straps work. Shoes with deep treaded soles or welts which might make it more difficult for you to insert or remove your foot should not be used with toe clips and straps.

4. Clipless pedals (also called "step-in pedals") are another means to secure feet in a position for maximum pedaling efficiency. They have a plate, called a "cleat," on the sole of the shoe, which clicks into a mating spring-loaded fixture on the pedal. They only engage or disengage with a very specific motion which must be practiced until it becomes instinctive. Clipless pedals require shoes and cleats which are compatible with the make and model pedal being used. Many clipless pedals are designed to allow the rider to adjust the amount of force needed to engage or disengage the foot. Follow the pedal manufacturer's instructions, or ask your retailer to show you how to make this adjustment. Use the easiest setting until engaging and disengaging becomes a reflex action, but always make sure that there is sufficient tension to prevent unintended release of your foot from the pedal.

WARNING

Clipless pedals are intended for use with shoes specifically made to fit them and are designed to firmly keep the foot engaged with the pedal. Do not use shoes which do not engage the pedals correctly.

Practice is required to learn to engage and disengage the foot safely. Until engaging and disengaging becomes a reflex action, the technique requires concentration which can distract your attention and cause you to lose control and fall. Practice engaging and disengaging clipless pedals in a place with no obstacles, hazards or traffic; and be sure to follow the pedal manufacturer's setup and service instructions. If you do not have the manufacturer's instructions, see your retailer or contact the manufacturer.

E. Tires & Tubes

1. Tires

Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you've gained experience with your new bike, you feel that a different tire might better suit your riding needs, your retailer can help you select the most appropriate design.

The size, pressure rating, and on some high-performance tires the specific recommended use, are marked on the sidewall of the tire (see fig. 26). The part of this information which is most important to you is Tire Pressure. The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.

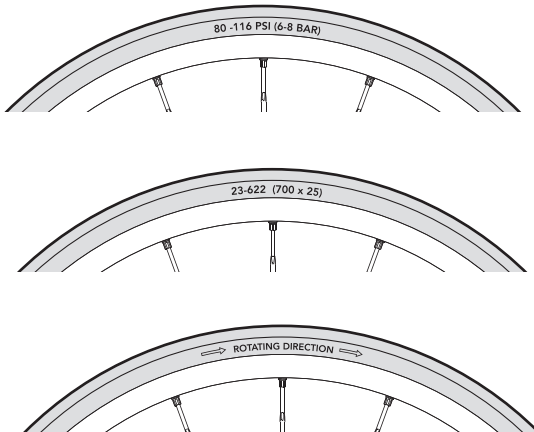


fig. 26

⚠ WARNING

Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bike and injury to the rider and bystanders.

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance; but also produces the harshest ride. High pressures work best on smooth, dry pavement.

⚠ WARNING

There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode.

⚠ CAUTION

Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.

Very low pressures, at the bottom of the recommended pressure range, give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand.

Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

Ask your retailer to suggest the best tire pressure for the kind of riding you will most often do, and have the retailer inflate your tires to that pressure. Then, check inflation as described in Section 1.C so you'll know how correctly inflated tires should look and feel when you don't have access to a gauge. Some tires may need to be brought up to pressure every week or two, so it is important to check your tire pressures before every ride.

Some special high-performance tires have unidirectional treads: their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction. If your bike has unidirectional tires, be sure that they are mounted to rotate in the correct direction.

2. Tire Valves

There are primarily two kinds of bicycle tube valves: The Schraeder Valve and the Presta Valve. The bicycle pump you use must have the fitting appropriate to the valve stems on your bicycle. Cervélo bicycles are delivered with Presta valves only.

The Schraeder valve (fig. 27a) is like the valve on a car tire. To inflate a Schraeder valve tube, remove the valve cap and clamp the pump fitting onto the end of the valve stem. To let air out of a Schraeder valve, depress the pin in the end of the valve stem with the end of a key or other appropriate object.

The Presta valve (fig. 27b) has a narrower diameter and is only found on bicycle tires. To inflate a Presta valve tube using a Presta headed bicycle pump, remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; and push down on the valve stem to free it up. Then push the pump head on to the valve head, and inflate. To inflate a Presta valve with a Schraeder pump fitting, you'll need a Presta adapter (available at your bike shop) which screws on to the valve stem once you've freed up the valve.

The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

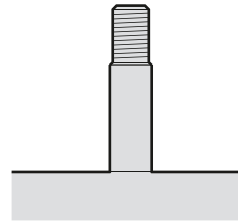


fig. 27a

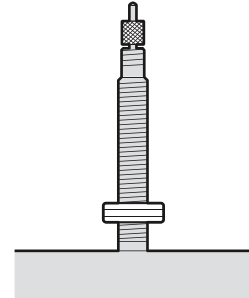


fig. 27b

WARNING

We highly recommend that you carry a spare inner tube when you ride your bike. Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, which could cause you to lose control and fall. Replace a patched tube as soon as possible.

5. SERVICE

WARNING

Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an accident and possible injury, it is critical that you have any repair or maintenance which is not specifically described in this manual performed by your retailer. Equally important is that your individual maintenance requirements will be determined by everything from your riding style to geographic location. Consult your retailer for help in determining your maintenance requirements.

WARNING

Many bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bicycle until you have learned from your retailer how to properly complete them. Improper adjustment or service may result in damage to the bicycle or in an accident which can cause serious injury or death.

If you want to learn to do major service and repair work on your bike:

1. Ask your retailer for copies of the manufacturer's installation and service instructions for the components on your bike, or contact the component manufacturer.
2. Ask your retailer to recommend a book on bicycle repair.
3. Ask your retailer about the availability of bicycle repair courses in your area.

We recommend that you ask your retailer to check the quality of your work the first time you work on something and before you ride the bike, just

to make sure that you did everything correctly. Since that will require the time of a mechanic, there may be a modest charge for this service. We also recommend that you ask your retailer for guidance on what spare parts, such as inner tubes, light bulbs, etc. it would be appropriate for you to have once you have learned how to replace such parts when they require replacement.

A. Service Intervals

Some service and maintenance can and could be performed by the owner, and require no special tools or knowledge beyond what is presented in this manual.

The following are examples of the type of service you should perform yourself. All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

1. Break-in Period: Your bike will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or "seat" when a new bike is first used and may require readjustment by your retailer. Your Mechanical Safety Check (Section 1.C) will help you identify some things that need readjustment. But even if everything seems fine to you, it's best to take your bike back to the retailer for a checkup. Retailers typically suggest you bring the bike in for a 30 day checkup. Another way to judge when it's time for the first checkup is to bring the bike in after three to five hours of hard off-road use, or about 10 to 15 hours of on-road or more casual off-road use. But if you think something is wrong with the bike, take it to your retailer before riding it again.
2. Before every ride: Mechanical Safety Check (Section 1.C)

3. After every long or hard ride; if the bike has been exposed to water or grit; or at least every 100 miles: Clean the bike and lightly lubricate the chain's rollers with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint-free cloth. Lubrication is a function of climate. Talk to your retailer about the best lubricants and the recommended lubrication frequency for your area.

4. After every long or hard ride or after every 10 to 20 hours of riding:

- Squeeze the front brake and rock the bike forward and back. Everything feel solid? If you feel a clunk with each forward or backward movement of the bike, you probably have a loose headset. Have your retailer check it.
- Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset. Have your retailer check it.
- Grab one pedal and rock it toward and away from the centerline of the bike; then do the same with the other pedal. Anything feel loose? If so, have your retailer check it.
- Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have the retailer adjust or replace them.
- Carefully check the control cables and cable housings. Any rust? Kinks? Fraying? If so, have your retailer replace them.
- Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have your retailer check the wheel for tension and trueness.
- Check the tires for excess wear, cuts or bruises. Have your retailer replace them if necessary.
- Check the wheel rims for excess wear, dings, dents and scratches. Consult your retailer if you see any rim damage.

- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints; the handlebars; the stem; and the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. See also Appendix B.

WARNING

Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle. The bicycle's warranty is not meant to suggest that the bicycle cannot be broken or will last forever. It only means that the bicycle is covered subject to the terms of the warranty. Please be sure to read Appendix A, Intended Use of Your Bicycle and Appendix B, The Lifespan of Your Bike & Its Components, starting on page 40.

5. As required: If either brake lever fails the Mechanical Safety Check (Section 1.C), don't ride the bike. Have your retailer check the brakes.
6. If the chain won't shift smoothly and quietly from gear to gear, the derailleur is out of adjustment. See your retailer.

7. Every 25 (hard off-road) to 50 (on-road) hours of riding: Take your bike to your retailer for a complete checkup. Fork inspection must include removal of the fork from the bicycle to permit inspection of the fork steerer as well as the fork blades and dropouts for any signs of damage.

B. If Your Bicycle Sustains An Impact:

First, check yourself for injuries, and take care of them as best you can. Seek medical help if necessary.

Next, check your bike for damage.


After any crash, take your bike to your retailer for a thorough check. Carbon composite components, including frame and fork, wheels, handlebars, stems, cranksets, brakes, etc. which have sustained an impact must not be ridden until they have been disassembled and thoroughly inspected by a qualified mechanic. Fork inspection must include removal of the fork from the bicycle to permit inspection of the fork steerer as well as the fork blades and dropouts for any signs of damage.

See also Appendix B, Lifespan Of Your Bike & Its Components.

WARNING

A crash or other impact can put extraordinary stress on bicycle components, causing them to fatigue prematurely. Components suffering from stress fatigue can fail suddenly and catastrophically, causing loss of control, serious injury or death.

APPENDIX A - INTENDED USE OF YOUR BICYCLE



WARNING
Understand your bike and its intended use. Choosing the wrong bicycle for your purpose can be hazardous. Using your bike the wrong way is dangerous.

No one type of bicycle is suited for all purposes. Your retailer can help you pick the “right tool for the job” and help you understand its limitations. There are many types of bicycles and many variations within each type. There are many types of mountain, road, racing, hybrid, touring, cyclocross and tandem bicycles. There are also bicycles that mix features. For example, there are road/racing bikes with triple cranks. These bikes have the low gearing of a touring bike, the quick handling of a racing bike, but are not well suited for carrying heavy loads on a tour. For that purpose you want a touring bike.

Within each of type of bicycle, one can optimize for certain purposes. Visit your bicycle shop and find someone with expertise in the area that interests you. Do your own homework. Seemingly small changes such as the choice of tires can improve or diminish the performance of a bicycle for a certain purpose. On the following pages, we generally outline the intended uses of the various types of Cervélo bikes.

NOTE: Usage conditions are generalized and evolving. Consult your retailer or Cervélo Customer Service about how you intend to use your bike.

NOTE: All Cervélo bicycles are tested to a maximum combined bicycle/rider/luggage weight of 100kg. Components have different weight limits, and if replaced can alter the maximum safe bike weight limit. Consult your retailer or Cervélo Customer Service about what components are appropriate for your bicycle.

Maximum Weight Limit - All Cervélo Bicycles

Rider	194 lbs	88 kg
Gear*	11 lbs	5 kg
Total	220.5 lbs	100 kg

*Seat bag / water bottles / bento bag / handlebar bottle / storage mounts only

High-Performance Road- Condition 1

Bikes designed for riding on a paved surface where the tires do not lose ground contact.

Intended To be ridden on paved roads only.

Not Intended For off-road, cyclocross, touring with racks or panniers, or mounting child seats or trailers.

Trade-Off Material use is optimized to deliver both light weight and specific performance. You must understand that (1) these types of bikes are intended to give an aggressive racer or competitive cyclist a performance advantage over a relatively short product life, (2) a less aggressive rider will enjoy longer frame life, (3) you are choosing light weight (shorter frame life) over more frame weight and a longer frame life, (4) you are choosing light weight over more dent resistant or rugged frames that weigh more. All frames that are very light need frequent inspection. These frames are likely to be damaged or broken in a crash. They are not designed to take abuse or be a rugged workhorse. See also Appendix B.

Applicable Cervélo Models P5, PX, P, R5, R, S5, S

General Purpose Riding - Condition 2

Bikes designed for riding Condition 1, plus smooth gravel roads and improved trails with moderate grades where the tires do not lose ground contact.

Intended For paved roads, gravel or dirt roads that are in good condition, and bike paths.

Not Intended For off-road or mountain bike use, or any kind of jumping. While some have suspension features, these features are designed to add comfort, not off-road capability. Some come with relatively wide tires, well suited to gravel or dirt paths. Some come with relatively narrow tires, best suited to faster riding on pavement. If you ride on gravel or dirt paths, carry heavier loads or want more tire durability talk to your retailer about wider tires. Not intended for touring with racks or panniers, or mounting child seats or trailers. See also Appendix B.

Applicable Cervélo Models Caledonia-5, Caledonia

Gravel/Cyclocross - Condition 3

Bikes designed for riding Conditions 1 and 2, plus smooth gravel roads and improved trails with moderate grades where the tires do not lose ground contact.

Intended For cyclocross riding, training and racing. Cyclocross involves riding on a variety of terrain and surfaces including dirt or mud surfaces. Cyclocross bikes also work well for all-weather rough road riding and commuting.

Not Intended For off-road or mountain bike use, or jumping. Cyclocross riders and racers dismount before reaching an obstacle, carry their bike over the obstacle, and then remount. Cyclocross bikes are not intended for mountain bike use. The relatively large road bike size wheels are faster than the smaller mountain bike wheels, but not as strong. See also Appendix B.

Applicable Cervélo Models Áspero

APPENDIX B - THE LIFESPAN OF YOUR BICYCLE & ITS COMPONENTS

1. Nothing Lasts Forever, Including Your Bike

When the useful life of your bike or its components is over, continued use is hazardous.

Every bicycle and its component parts have a finite, limited useful life. The length of that life will vary with the construction and materials used in the frame and components; the maintenance and care the frame and components receive over their life; and the type and amount of use to which the frame and components are subjected. Use in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the life of the frame and components. Any one or a combination of these conditions may result in an unpredictable failure.

All aspects of use being identical, lightweight bicycles and their components will usually have a shorter life than heavier bicycles and their components. In selecting a lightweight bicycle or components you are making a trade-off, favoring the higher performance that comes with lighter weight over longevity. So, if you choose lightweight, high performance equipment, be sure to have it inspected frequently.

You should have your bicycle and its components checked periodically by your retailer for indicators of stress and/or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened product life.

2. Perspective

Today's high-performance bicycles require frequent and careful inspection and service. In this Appendix we try to explain some underlying material science basics and how they relate to your bicycle. We discuss some of the trade-offs made in designing your bicycle and what you can expect from your bicycle; and we provide important, basic guidelines on how to maintain and inspect it. We cannot teach you everything you need to know to properly inspect and service your bicycle; and that is why we repeatedly urge you to take your bicycle to your retailer for professional care and attention.

WARNING

Frequent inspection of your bike is important to your safety. Follow the Mechanical Safety Check in Section 1.C of this Manual before every ride.

Periodic, more detailed inspection of your bicycle is important. How often this more detailed inspection is needed depends upon you.

You, the rider/owner, have control and knowledge of how often you use your bike, how hard you use it and where you use it. Because your retailer cannot track your use, you must take responsibility for periodically bringing your bike to your retailer for inspection and service. Your retailer will help you decide what frequency of inspection and service is appropriate for how and where you use your bike.

For your safety, understanding and communication with your retailer, we urge you to read this Appendix in its entirety. The materials used to make your bike determine how and how frequently to inspect.

Ignoring this WARNING can lead to frame, fork or other component failure, which can result in serious injury or death.

A. Understanding Metals

Steel is the traditional material for building bicycle frames. It has good characteristics, but in high performance bicycles, steel has been largely replaced by aluminum and some titanium. The main factor driving this change is interest by cycling enthusiasts in lighter bicycles.

Properties of Metals

Please understand that there is no simple statement that can be made that characterizes the use of different metals for bicycles. What is true is how the metal chosen is applied is much more important than the material alone. One must look at the way the bike is designed, tested, manufactured, supported along with the characteristics of the metal rather than seeking a simplistic answer.

Metals vary widely in their resistance to corrosion. Steel must be protected or rust will attack it. Aluminum and Titanium quickly develop an oxide film that protects the metal from further corrosion. Both are therefore quite resistant to corrosion. Aluminum is not perfectly corrosion resistant, and particular care must be used where it contacts other metals and galvanic corrosion can occur.

Metals are comparatively ductile. Ductile means bending, buckling and stretching before breaking. Generally speaking, of the common bicycle frame building materials steel is the most ductile, titanium less ductile, followed by aluminum.

Metals vary in density. Density is weight per unit of material. Steel weighs 7.8 grams/cm³ (grams per cubic centimeter), titanium 4.5 grams/cm³, aluminum 2.75 grams/cm³. Contrast these numbers with carbon fiber composite at 1.45 grams/cm³.

Metals are subject to fatigue. With enough cycles of use, at high enough

loads, metals will eventually develop cracks that lead to failure. It is very important that you read [The Basics of Metal Fatigue](#) below.

Let's say you hit a curb, ditch, rock, car, another cyclist or other object. At any speed above a fast walk, your body will continue to move forward, momentum carrying you over the front of the bike. You cannot and will not stay on the bike, and what happens to the frame, fork and other components is irrelevant to what happens to your body.

What should you expect from your metal frame? It depends on many complex factors, which is why we tell you that crashworthiness cannot be a design criteria. With that important note, we can tell you that if the impact is hard enough the fork or frame may be bent or buckled. On a steel bike, the steel fork may be severely bent and the frame undamaged. Aluminum is less ductile than steel, but you can expect the fork and frame to be bent or buckled. Hit harder and the top tube may be broken in tension and the down tube buckled. Hit harder and the top tube may be broken, the down tube buckled and broken, leaving the head tube and fork separated from the main triangle.

When a metal bike crashes, you will usually see some evidence of this ductility in bent, buckled or folded metal.

It is now common for the main frame to be made of metal and the fork of carbon fiber. See Section B, [Understanding Composites](#) below. The relative ductility of metals and the lack of ductility of carbon fiber means that in a crash scenario you can expect some bending or bucking in the metal but none in the carbon. Below some load the carbon fork may be intact even though the frame is damaged. Above some load the carbon fork will be completely broken.

The Basics of Metal Fatigue

Common sense tells us that nothing that is used lasts forever. The more you

use something, and the harder you use it, and the worse the conditions you use it in, the shorter its life.

Fatigue is the term used to describe accumulated damage to a part caused by repeated loading. To cause fatigue damage, the load the part receives must be great enough. A crude, often-used example is bending a paper clip back and forth (repeated loading) until it breaks. This simple definition will help you understand that fatigue has nothing to do with time or age. A bicycle in a garage does not fatigue. Fatigue happens only through use. So what kind of “damage” are we talking about? On a microscopic level, a crack forms in a highly stressed area. As the load is repeatedly applied, the crack grows. At some point the crack becomes visible to the naked eye. Eventually it becomes so large that the part is too weak to carry the load that it could carry without the crack. At that point there can be a complete and immediate failure of the part.

One can design a part that is so strong that fatigue life is nearly infinite. This requires a lot of material and a lot of weight. Any structure that must be light and strong will have a finite fatigue life. Aircraft, race cars, motorcycles all have parts with finite fatigue lives. If you wanted a bicycle with an infinite fatigue life, it would weigh far more than any bicycle sold today. So we all make a trade-off: the wonderful, lightweight performance we want requires that we inspect the structure.

In most cases a fatigue crack is not a defect. It is a sign that the part has been worn out, a sign the part has reached the end of its useful life. When your car tires wear down to the point that the tread bars are contacting the road, those tires are not defective. Those tires are worn out and the tread bar says “time for replacement.” When a metal part shows a fatigue crack, it is worn out. The crack says “time for replacement.”

Metal Fatigue - What To Look For	
Once a cracks starts it can grow and grow fast. Think about the crack as forming a pathway to failure. This means that any crack is potentially dangerous and will only become more dangerous.	Simple Rule 1: If you find crack, replace the part.
Corrosion speeds damage. Cracks grow more quickly when they are in a corrosive environment. Think about the corrosive solution as further weakening and extending the crack.	Simple Rule 2: Clean your bike, lubricate your bike, protect your bike from salt, remove any salt as soon as you can.
Stains and discoloration can occur near a crack. Such staining may be a warning sign that a crack exists.	Simple Rule 3: Inspect and investigate staining to see if it is associated with a crack.
Significant scratches, gouges, dents or scoring create starting points for cracks. A cut surface is a focal point for stress. Perhaps you have seen glass cut? Recall how the glass was scored and then broke on the scored line.	Simple Rule 4: Do not scratch, gouge or score any surface. If you do, pay frequent attention to this area or replace the part.
Some cracks (particularly larger ones) may make creaking noise as you ride. Think about such a noise as a serious warning signal. Note that a well-maintained bicycle will be very quiet and free of creaks and squeaks.	Simple Rule 5: Find the source of any noise. It may not be a crack, but the cause of the noise should be fixed promptly.

Fatigue is Not a Perfectly Predictable Science

Fatigue is not a perfectly predictable science, but here are some general factors to help you and your retailer determine how often your bicycle should be inspected. The more you fit the “shorten product life” profile, the more frequent your need to inspect. The more you fit the “lengthen product life” profile, the less frequent your need to inspect.

Factors that shorten product life:

- Hard, harsh riding style
- “Hits”, crashes, jumps, other “shots” to the bike
- High mileage
- Higher body weight
- Stronger, more fit, more aggressive rider
- Corrosive environment (wet, salt air, winter road salt, accumulated sweat)
- Presence of abrasive mud, dirt, sand, soil in riding environment

Factors that lengthen product life:

- Smooth, fluid riding style
- No “hits”, crashes, jumps, other “shots” to the bike
- Low mileage
- Lower body weight
- Less aggressive rider
- Non-corrosive environment (dry, salt-free air)
- Clean riding environment

WARNING

Do not ride a bicycle or component with any crack, bulge or dent, even a small one. Riding a cracked frame, fork or component could lead to complete failure, with risk of serious injury or death.

B. Understanding Composites

All riders must understand a fundamental reality of composites. Composite materials constructed of carbon fibers are strong and light, but when crashed or overloaded, carbon fibers do not bend, they break.

What Are Composites?

The term “composites” refers to the fact that a part or parts are made up of different components or materials. You’ve heard the term “carbon fiber bike.” This really means “composite bike.”

Carbon fiber composites are typically a strong, light fiber in a matrix of plastic, molded to form a shape. Carbon composites are light relative to metals. Steel weighs 7.8 grams/cm³ (grams per cubic centimeter), titanium 4.5 grams/cm³, aluminum 2.75 grams/cm³. Contrast these numbers with carbon fiber composite at 1.45 grams/cm³.

The composites with the best strength-to-weight ratios are made of carbon fiber in a matrix of epoxy plastic. The epoxy matrix bonds the carbon fibers together, transfers load to other fibers, and provides a smooth outer surface. The carbon fibers are the “skeleton” that carries the load.

Why Are Composites Used?

Unlike metals, which have uniform properties in all directions (engineers call this isotropic), carbon fibers can be placed in specific orientations to optimize the structure for particular loads. The choice of where to place the carbon fibers gives engineers a powerful tool to create strong, light

bicycles. Engineers may also orient fibers to suit other goals such as comfort and vibration damping.

Carbon fiber composites are very corrosion resistant, much more so than most metals. Think about carbon fiber or fiberglass boats. Carbon fiber materials have a very high strength-to-weight ratio.

What Are The Limits of Composites?

Well designed “composite” or carbon fiber bicycles and components have long fatigue lives, usually better than their metal equivalents.

While fatigue life is an advantage of carbon fiber, you must still regularly inspect your carbon fiber frame, fork, or components.

Carbon fiber composites are not ductile. Once a carbon structure is overloaded, it will not bend; it will break. At and near the break, there will be rough, sharp edges and maybe delamination of carbon fiber or carbon fiber fabric layers. There will be no bending, buckling, or stretching.

While carbon fibers themselves are very strong and temperature resistant, high temperatures can damage the plastic matrix portion of the composite. Prolonged exposure to temperatures above 65°C/149°F can affect the integrity of the composite structure.

WARNING

Do not expose your bicycle to temperatures above 65°C/149°F for any extended period of time. It is possible to reach this temperature while the bicycle is in storage or transport, such as the inside of a car parked in the sun. Take care to avoid confined storage areas with exposure to sources of heat.

If You Hit Something or Have A Crash, What Can You Expect From Your Carbon Fiber Bike?

Let’s say you hit a curb, ditch, rock, car, other cyclist or other object. At any speed above a fast walk, your body will continue to move forward, the momentum carrying you over the front of the bike. You cannot and will not stay on the bike and what happens to the frame, fork and other components is irrelevant to what happens to your body.

What should you expect from your carbon frame? It depends on many complex factors. But we can tell you that if the impact is hard enough, the fork or frame may be completely broken. Note the significant difference in behavior between carbon and metal. See Section 2. A, Understanding metals in this Appendix. Even if the carbon frame was twice as strong as a metal frame, once the carbon frame is overloaded it will not bend, it will break completely.

Inspection of Composite Frame, Fork, & Components

Cracks

Inspect for cracks, broken, or splintered areas. Any crack is serious. Do not ride any bicycle or component that has a crack of any size.

Delamination

Delamination is serious damage. Composites are made from layers of fabric. Delamination means that the layers of fabric are no longer bonded together. Do not ride any bicycle or component that has any delamination.

These are some delamination clues:

1. A cloudy or white area. This kind of area looks different from the ordinary undamaged areas. Undamaged areas will look glassy, shiny, or “deep,” as if one was looking into a clear liquid. Delaminated areas will look opaque and cloudy.

2. Bulging or deformed shape. If delamination occurs, the surface shape may change. The surface may have a bump, a bulge, soft spot, or not be smooth and fair.
3. A difference in sound when tapping the surface. If you gently tap the surface of an undamaged composite you will hear a consistent sound, usually a hard, sharp sound. If you then tap a delaminated area, you will hear a different sound, usually duller, less sharp.

 **WARNING**

Do not ride a bicycle or component with any delamination or crack. Riding a delaminated or cracked frame, fork or other component could lead to complete failure, with risk of serious injury or death.

Unusual Noises

Either a crack or delamination can cause creaking noises while riding. Think about such a noise as a serious warning signal. A well maintained bicycle will be very quiet and free of creaks and squeaks. Investigate and find the source of any noise. It may not be a crack or delamination, but whatever is causing the noise must be fixed before riding.

C. Understanding Components

It is often necessary to remove and disassemble components in order to properly and carefully inspect them. This is a job for a professional bicycle mechanic with the special tools, skills and experience to inspect and service today's high-tech high-performance bicycles and their components.

Aftermarket "Super Light" Components

Think carefully about your rider profile as outlined above. The more you fit the "shorten product life" profile, the more you must question the use of super light components. The more you fit the "lengthen product life" profile, the more likely it is that lighter components may be suitable for

you. Discuss your needs and your profile very honestly with your retailer. Take these choices seriously and understand that you are responsible for the changes.

A useful slogan to discuss with your retailer if you contemplate changing components is "Strong, Light, Cheap – pick two."

Original Equipment Components

Bicycle and component manufacturers test the fatigue life of the components that are original equipment on your bike. This means that they have met test criteria and have reasonable fatigue life. It does not mean that the original components will last forever. They won't.

APPENDIX C - TORQUE SPECIFICATIONS

Correct tightening torque of threaded fasteners is very important to your safety. Always tighten fasteners to the correct torque. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, consult with your retailer or with Cervélo Customer Service for clarification. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt.

Always use a correctly calibrated torque wrench to tighten critical fasteners on your bike. Carefully follow the torque wrench manufacturer's instructions on the correct way to set and use the torque wrench for accurate results. Ensure you read all applicable documentation and have the correct tools prior to attempting any adjustments yourself.

It is recommended that you permit your retailer to perform the following adjustments, as they have the proper tools and experience to ensure it is done correctly.

Note that prior to assembling and tightening any bolts, all threads must be generously greased with a quality, non-lithium type grease unless the bolt is pre-coated with Loctite® thread locker. All bolts should have either grease or Loctite®- but never both. Torque wrenches with scale appropriate for the particular torque setting are strongly recommended for tightening all threaded fasteners.

In addition to bolts, it is mandatory to grease the following:

- Both upper and lower headtube bearing cups
- Seatpost clamp (underneath for collar style, and for wedge style grease is applied between the sliding surfaces)

- Bottom bracket cups
- Front and rear axles

Cervélo strongly recommends the use of carbon assembly compound/ friction paste for all areas of clamping to carbon fiber, such as the seatpost to frame, the stem to fork, and the handlebar to stem joints. Benefits to using this paste include reduced corrosion potential, and a decrease in required clamping force needed to support a given load. The paste should be evenly spread on the carbon surface under the clamped area, and the applicable bolt tightened as per the following recommendations.

WARNING

In case of a disagreement or a conflict between the following list and any supplier literature on recommended torque values for original equipment components, please contact Cervélo Customer Service for review and clarification of the required torque prior to installation.

All Models

Component	Torque(Nm)	Applicable Models	Notes
Frame			
Bottom bracket- Press-fit			Clean & grease the inside of the BB shell in the frame. Grease the outside of the BB cups. Using a BB Press tool, press the non-drive side (NDS) cup into the NDS side of the frame until flush. Repeat for the drive side (DS)
Bottom bracket- Press-fit thread together	35 to 50 Nm		Clean & grease the inside of the BB shell in the frame. Grease the outside of the BB cups & all threads of the BB. Using a BB Press tool, press the non-drive side (NDS) cup into the NDS side of the frame until flush. Fit the drive side (DS) BB cup into the drive side of the frame and press in by hand until it contacts the NDS cup. Using a torque wrench and the appropriate adaptor, tighten the DS cup of the BB until it is flush to the frame.
Components			
Road brake/shift levers (to handlebar)	6 to 8 Nm	All Road, Aero Road, Modern Road & Gravel	Refer to manufacturer's instructions for installation of brake/shift levers
TT shift levers	5 to 6 Nm	All Triathlon & TT	Refer to manufacturer's instructions for installation of brake/shift levers
TT brake levers	1.2 to 8 Nm	All Triathlon & TT	Refer to manufacturer's instructions for installation of brake/shift levers
Pedals	30 to 35 Nm	All	Refer to manufacturer's instructions for installation of brake/shift levers
Wheels			
Through-Axle (Standard, R.A.T., Indexed)	n/a	All disc	Tighten the nut/axle until the lever cannot be closed without wrapping fingers around the frame/fork for leverage, and the lever leaves a clear imprint on the palm of your hand
Cervélo Aero Through-Axle	12-15 Nm	All disc	Requires the use of a 6mm allen key type wrench

Road

Component	Torque(Nm)	Applicable Models	Notes
Frame			
Front derailleur mount- 2 screws	2.5 Nm	R5, R	
Rear derailleur fixing nut (disc brake)	12 to 15 Nm	R5, R	Finger tight prior to rear wheel installation, final torque to approximate torque using open ended wrench
Di2 internal battery mount	2.5 Nm	R5, R	Apply Loctite 242 to fixing screws
Chain catcher - mounting & connecting screws	4 Nm	R5, R	Follow front derailleur torque specification
Stem			
Stem to carbon handlebar	5 Nm	R5, R	
Stem to aluminum handlebar	5 to 6 Nm	R	
Stem to fork steerer tube	4 to 5 Nm	R5, R	
Stem top cap	1 to 2 Nm	R5, R	Apply enough torque to remove play while ensuring free rotation of the headset
Seatpost Clamp (frame to seatpost)			
27.2mm round collar	6 Nm	R	Use carbon assembly compound between the seatpost and the frame
Wedge clamp – D-shape (rear)	8 Nm	R5	Use carbon assembly compound between the seatpost and the frame
Saddle Clamp (seatpost to saddle)			
Cervélo SP19- 27.2mm (round) - 2 bolt	7 Nm	R	
Cervélo SP-18 (D-shape) - 2 bolt	7 Nm	R5	

Aero Road

Component	Torque (Nm)	Applicable Models	Notes
Frame			
Bottom bracket cable guide fixing screw	1 Nm	S5, S	
Rear derailleur fixing nut (disc brake)	12 to 15 Nm	S5, S	Finger tight prior to rear wheel installation, final torque to approximate torque using open ended wrench
Computer mount (Barfly 4 Spoon)	3 Nm	S5, S	
Di2 internal battery mount	2.5 Nm	S5, S	Apply Loctite 242 to fixing screws
Chain catcher - mounting & connecting screws	4 Nm	S5, S	Follow front derailleur torque specification
Stem - S			
Stem preload bolt	1 to 2 Nm	S	
Stem to fork wedge clamp	12 Nm	S	Lightly grease bolt
Stem to carbon handlebar (4 bolts)	5 to 6 Nm	S	Lightly grease bolts
Stem - S5			
Preload cone to fork (1 bolt)	1 to 2 Nm	S5	Apply Loctite 242 to bolt. Use enough torque to remove play while ensuring free rotation of the headset
Fork toppler to fork (3 bolts)	10 Nm	S5	
Fork toppler pinch to preload cone (1 bolt)	5 Nm	S5	Apply Loctite 242 to bolts.
Stem to Fork Topper (3 bolts)	7 to 8 Nm	S5	Ensure correct length bolts are used
Stem to carbon handlebar (4Torx bolts)	6 to 6.5 Nm	S5	Ensure correct length bolts are used
Seatpost Clamp (frame to seatpost)			
Wedge clamp – rounded (front)	8 Nm	S5, S	Use carbon assembly compound between the seatpost and the frame

Component	Torque(Nm)	Applicable Models	Notes
Saddle Clamp (seatpost to saddle)			
Cervélo SP20 - aero carbon - 2 bolt	8 to 9 Nm	S5, S	Ensure Loctite 242 is used on both bolts (1 is pre-applied, add to other)

Modern Road

Component	Torque(Nm)	Applicable Models	Notes
Frame			
Bottom bracket cable guide bolt	1 Nm	Caledonia-5, Caledonia	
Front derailleur mount- 2 screws	2.5 Nm	Caledonia-5, Caledonia	
Rear derailleur fixing nut (disc brake)	12 to 15 Nm	Caledonia-5, Caledonia	Finger tight prior to rear wheel installation, final torque to approximate torque using open ended wrench
Stem			
Stem to carbon handlebar	6 Nm	Caledonia-5	
Stem to aluminum handlebar	6 Nm	Caledonia	
Preload compression plug in fork steerer	8 Nm	Caledonia	
Stem to fork steerer tube	5 Nm	Caledonia-5, Caledonia	
Stem top cap	1 to 2 Nm	Caledonia-5, Caledonia	Apply enough torque to remove play while ensuring free rotation of the headset
Seatpost Clamp (frame to seatpost)			
27.2mm round collar	6 Nm	Caledonia	Use carbon assembly compound between the seatpost and the frame
Wedge clamp – D-shape (front)	8 Nm	Caledonia-5	Use carbon assembly compound between the seatpost and the frame
Saddle Clamp (seatpost to saddle)			
OEM 27.2mm (round) - 2 bolt	8 to 10 Nm	Caledonia	Refer to seatpost manufacturer's instructions
Cervélo SP-18 (D-shape) - 2 bolt	7 Nm	Caledonia-5	

Triathlon & TT

Component	Torque(Nm)	Applicable Models	Notes
Frame			
Bottom bracket cable guide bolt	1 Nm	PX, P	
	2.5 Nm	P5, PX, P	
Rear derailleur hanger fixing nut	12 to 15 Nm	P5, PX, P	Finger tight prior to rear wheel installation, final torque to approximate torque using open ended wrench
Computer mount (Barfly 4 Spoon)	3 Nm	PX, P5	
Riser mount Di2 junction fixing screw	1-2Nm	P5	
Stem			
Stem to carbon basebar	5 Nm	P	
Stem to aluminum basebar	6 to 12 Nm	P	
Riser post clamp	8 Nm	PX, P5	
Preload compression plug in fork steerer	8 Nm	P5, P	
Stem to fork steerer tube	4 to 5 Nm	P5, PX, P	
Stem top cap	1 to 2 Nm	P5, PX, P	Apply enough torque to remove play while ensuring free rotation of the headset
Stem cover to stem	1Nm	P5, PX	
Aerobar extensions – Cervélo aerobar			
Extension Clamp	4 Nm	P5	
Extension Clamp	3 Nm	PX	
Arm Pad Carrier	4 Nm	P5, PX	
Tilt Adjust Bolts	6 Nm	PX	
Seatpost Clamp (frame to seatpost)			
Wedge clamp – rounded (front)	8 Nm	P5, PX, P	

Component	Torque(Nm)	Applicable Models	Notes
Saddle Clamp (seatpost head bolts) – Aero Tri/TT			
Saddle clamp bolts	12 Nm	P5, PX, P	
Seatpost head to rail connector bolt	6 to 7 Nm	P5, PX, P	

Gravel

Component	Torque(Nm)	Applicable Models	Notes
Frame			
Bottom bracket cable guide bolt	1 Nm	Áspero	
Front derailleur mount - 2 screws	2.5 Nm	Áspero	
Rear derailleur fixing nut (disc brake)	12 to 15 Nm	Áspero	Finger tight prior to rear wheel installation, final torque to approximate torque using open ended wrench
Stem			
Stem to carbon handlebar	5 to 6 Nm	Áspero	Refer to stem manufacturer's instructions
Stem to aluminum handlebar	5 to 6 Nm	Áspero	Refer to stem manufacturer's instructions
Preload compression plug in fork steerer	8 Nm	Áspero	
Stem to fork steerer tube	5 Nm	Áspero	
Stem top cap	1 to 2 Nm	Áspero	Apply enough torque to remove play while ensuring free rotation of the headset
Seatpost Clamp (frame to seatpost)			
27.2mm round collar	6 Nm	Áspero	Use carbon assembly compound between the seatpost and the frame
Saddle Clamp (seatpost to saddle)			
OEM 27.2mm (round) - 2 bolt	5 to 10 Nm	Áspero	Refer to seatpost manufacturer's instructions
Cervélo SP19- 27.2mm (round) - 2 bolt	7 Nm	Áspero	

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CER-GUM-V16 2020-07-13

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