

cervélo

P5 SUPPLEMENTARY MANUAL

P5

ROUTING DI2 FRAME WIRES

Down Tube E-Tube Wire

- Remove the Battery Cover and Hidden Battery compartment from the frame and set aside.
- Using electrical tape, attach the end of the Down Tube E-Tube wire that connects to the Di2 Junction Box to a mechanical shifter cable. Feed the shift cable through the hole on the back vertical wall of the “cable bucket” until it exits the BB shell.

TIP: The cable and E-Wire should remain above the ICS3 tubes within the frame.

- Remove the electrical tape and mechanical shift cable from the E-Tube wire.

Front Derailleur E-Tube Wire

- Insert the Front Derailleur E-Tube wire into the cable hole on the seat tube.

Rear Derailleur E-Tube Wire

- Using electrical tape, attach the end of the E-Tube wire that connects to the Junction Box to a mechanical shifter cable. Feed the cable through the cable exit hole on the drive side chain stay, and out the BB shell.
- Install the rubber Di2 grommet supplied with the frame onto the cable exit hole on the drive side chain stay.

Battery Mount

- Feed the cable from the Di2 Battery Mount through the battery pocket in the rear wheel cutout and out the drive side of the BB shell.
- Mount the front derailleur on the frame and connect the E-Tube wire.
- Mount the rear derailleur on the frame and connect the E-Tube wire.
- Connect the battery, front wiring harness, and TT shifters. Test the Di2 system for proper function.
- If the system does not work, double check all connections and ensure the battery is charged. If problems persist, please contact Shimano for further assistance.
- If the system works properly, disconnect the front harness, shifters and battery. Set aside for the time being.

3T ADURO AEROBAR INSTALLATION

- Dry fit the fork, headset, basebar, and any spacers needed to determine the cut length of the fork steer tube based on the customer's fit requirements. We strongly recommend a detailed measurement of the customer's current bike to ensure proper fork cut length and fit.

NOTE: The bearing cap is NOT needed when using the 3T Aduro bar. It is required with a traditional stem and aerobar combination.

- Cut the fork and install the insert into the steer tube.
- If spacers are being used, install one of the anti-rotation spacer bolts into the front hole on the underside of the 3T Aduro bar.

NOTE: If 10mm of spacers or more are required, the first spacer below the Aduro bar needs to be a 10mm spacer. Two 5mm spacers should not be used together, as they will not fit properly.

- After placing the first spacer on the bar, install another anti-rotation bolt. This process is continued until the last spacer is installed. The last spacer does not need an anti-rotation bolt.
- Attach the fairing mount to either the bottom spacer or directly to the aerobar if no spacers are required.
- Mount the spacer(s), if necessary, and bar onto the fork steerer. Install the top cap and bolt to ensure the system pulls together properly. Torque the Aduro steerer tube pinch bolts to 5Nm.

NOTE: Never install the two-piece top tube plug (supplied with P2 and P3) in combination with the Aduro Aerobar, as the hydraulic brake hose could be severed and the shift wire/cable could be damaged.

MAGURA BRAKE INSTALLATION

Magura Front Brake Lever Installation using the 3T Aduro Aero bar

- Remove the front brake cover from the brake. This is done without tools, as the cover snaps onto the brake arm.
- TIP:** It is easiest to remove the brake cover by grasping it from the back edge and gently pulling away from the caliper.
- Remove the hydraulic hose from the caliper (NOT THE LEVER) using an 8mm open-ended wrench and set the caliper aside. Do not squeeze the caliper brake arms or the brake lever as mineral oil will escape.
- Using the Magura hose cutter (or a sharp knife on a hard surface) cut the hose just above the olive. Remove the threaded nut and set aside with the caliper.
- Put a slight bend in the end of the hydraulic hose and feed it through the bar.
- Install the lever into the bar and pull the hydraulic hose to ensure the lever is tight.
- Using a 2mm Allen wrench, tighten the retention screw on either side of the lever blade to lock the lever in place.
- Feed the end of the hydraulic hose through the bar, any spacers, and the fairing mount. Once installed, lightly pull on the hose to remove any slack.

NOTE: Be careful not to kink the hydraulic hose during this step.

Magura Rear Brake Lever Installation using the 3T Aduro Aero bar

- Remove the hydraulic hose from the caliper (NOT THE LEVER) using an 8mm open-ended wrench and set the caliper aside.
- NOTE: Do not squeeze the caliper brake arms or the brake lever as mineral oil will escape.**
- Using the Magura hose cutter (or a sharp knife on a hard surface) cut the hose just above the olive. Remove the threaded nut and set aside with the caliper.
- Put a slight bend in the end of the hydraulic hose and feed it through the bar.
- Install the lever into the bar and pull the hydraulic hose to ensure the lever is tight.
- Using a 2mm Allen wrench, tighten the retention screw on either side of the lever blade to lock the lever in place.
- Feed the hose through the back part of the aero bar and down through the middle hole in the bottom of the cable bucket.
- The hose should feed through the down tube and out through the cable guide hole on the bottom of the BB shell.

Magura Brake Lever Installation using the 3T Aura Pro AeroBar

- Using an 8mm open ended wrench, remove the hydraulic hose from the caliper. Do not remove the hydraulic hose from the brake lever.
NOTE: Do not squeeze the caliper brake arms or brake lever as mineral oil will escape.
- Using the Magura hose cutter (or a sharp knife on a hard surface) cut the hose just above the olive. Remove the threaded nut and set aside with the caliper.
- Put a slight bend in the end of the hydraulic hose for easier routing through the basebar.
- Slide a brake ferrule onto a mechanical shifter cable.
- Feed the ferrule and cable into the underside of the Aura Pro bar and out the corresponding exit for the front or rear brake lever.
- Install the ferrule onto the cut end of the hydraulic hose.
- Push the hydraulic hose through the bar while lightly pulling on the shifter cable.
- Continue until you see the ferrule begin to exit the bar.
- Pull on the shifter cable with a slight downward motion, while continuing to push on the hose, to help guide the ferrule and hydraulic hose out of the bar.
- Install the lever into the bar and pull the hydraulic hose to ensure the lever is tight.
- Using a 2mm Allen wrench, tighten the retention screw on either side of the lever blade to lock the lever in place.
- Repeat the same process for the other lever.

Magura Front Brake Caliper Installation

- Cut the hydraulic hose 1-2mm above the center of the brake mount hole on the fork crown.
- Slide the threaded nut onto the hose.
- Slide the new black olive (included with the brakes) onto the hose.
- Insert the hose back into the caliper and ensure it bottoms out.
- Tighten the threaded nut (ensuring not to cross thread) until the olive begins to deform. Then turn the nut another half turn.
- Using the 2mm washer and long brake nut, install the brake onto the fork.

Magura Front Brake Caliper Installation

- Remove the slack from the hydraulic hose, leaving roughly a 5mm gap between the hose and the top cap.
- Cut the hydraulic hose 1-2mm in front of the brake mount hole on the BB shell.
- Slide the threaded nut onto the hose.
- Slide the new black olive (included with the brakes) onto the hose.
- Insert the hose back into the caliper and ensure it bottoms out.
- Tighten the threaded nut (ensuring not to cross thread) until the olive begins to deform. Then turn the nut another half turn.
- Guide the hose through the slot in the BB cable guide and attach the guide to the frame.
- Using the 2mm washer and short brake nut, install the brake onto the frame.

3T ADURO AEROBAR

Di2 Front Wiring Harness Installation

NOTE: Front Wiring Harness instructions are the same for both high and low mounts.

- Connect the Front Wiring Harness to the Down Tube E-Tube wire.
- Route the cables through the high mount and out the corresponding extension exit.

NOTE: The control box can be stuffed into the basebar, or left out for easy access. If left out of the bar, the control box can be attached to the stem using strong double-sided tape or zip ties.

- Grease the threads on the extension mount and thread on the collet nuts.
- Route the shifter wire through the extension and out the access hole just beyond the bend in the extension. Repeat the process for the other extension.

NOTE: The extensions may need to be trimmed in order to achieve the proper fit for the rider.

- Install the bar end shifter pods as per Shimano assembly instructions.
- Use an adjustable wrench to tighten the collet nuts to secure the extensions. The nuts should be tightened until the extensions no longer rotate.

TIP: Using a clean rag between the adjustable wrench and the nut will prevent any cosmetic damage to the nuts.

Arm Pad Installation

- Install the bridge mount below the elbow rests. Each elbow rest should be lined up with the desired bolt-hole and attached to the bar using the proper bolts.
- When using the high mount, insert the plastic plugs into the mounting holes on the base bar.

Beard Installation

- Slide the beard onto the fairing mount and attach using the 3 x M3 bolts provided with the fairing mount.

FINAL DI2 INSTALLATION STEPS

- Ensure proper connection and function of all Di2 components.
- Stuff all the connections into the down tube, making sure the BB area is clear for installation of the BB.
- Attach the adhesive foam strip to the bottom of the battery compartment.
- If the battery compartment sleeve does not have a notch in the corner, one can easily be cut with a retractable knife.
- Place the Di2 battery into the compartment sleeve and slide it into the frame.
- Install the bottom screw to secure the compartment in place.
- Install the battery cover and secure it to the frame with the screw provided.
- Bleed both front and rear brakes as per Magura's bleeding instructions.
- Using a 3mm Allen wrench, attach the rear brake cover using the 3 screws already installed in the frame.
- Snap the front brake cover back on the arms of the brake caliper.
- Ensure that all wires are clear of the BB opening and install the BB.
- Proceed with normal assembly procedure for a bicycle.

ADDITIONAL P5 ASSEMBLY INFORMATION

Rear Dropout Adjustment Screws

- The position of the wheel can be adjusted using the pre-installed dropout adjustment screws.

P5 Seatpost Head

- Friction paste comes with all P5 seatposts.
- Use of the friction paste is required on all mating surfaces of the seatpost head, or slippage will occur.

Travelling with a P5

- Remove the front brake from the fork. The removal of the front brake cover is not necessary.
- Loosen the stem pinch bolts with a 4mm Allen wrench
- Remove the high mount or the top cover if using the low mount of the 3T Aduro Aerobar.
- Remove the top cap and drop the fork out of the frame.
- Remove headset parts and set aside.
- Remove the beard from the fairing mount.
- Remove the rear derailleur, leaving the e-wire connected.
- Lay the bike frame and fork in the case.
- Put protective padding between the frame and the aerobar to prevent damage during transportation.
- Wrap protective padding around exposed parts of the frame, rear derailleur, crankset, and fork to prevent transportation damage.
- Place any loose parts (headset, bolts, etc.) in a small bag. It is advisable to secure the small parts bag so it doesn't move around and cause potential damage.
- Cover the frame and components with foam or other sufficient padding.
- Remove the skewers from the wheels and attach them to the spokes.
- Cover the frame and components with foam or other sufficient padding.
- Tighten the straps and put the cover on the case.

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