



Manual

EERO ASSEMBLY INSTRUCTIONS

Congratulations on purchasing an Eero frame set. In the following instructions, we will guide you step by step through the assembly of your new bike. Proper assembly is essential to fully realize the potential of this product and, more importantly, to ensure a safe ride. Otherwise, serious injury or even death may occur. Therefore, we strongly recommend having your bike assembled by a qualified bicycle mechanic.

The assembly of your bike should follow the steps described in this document.

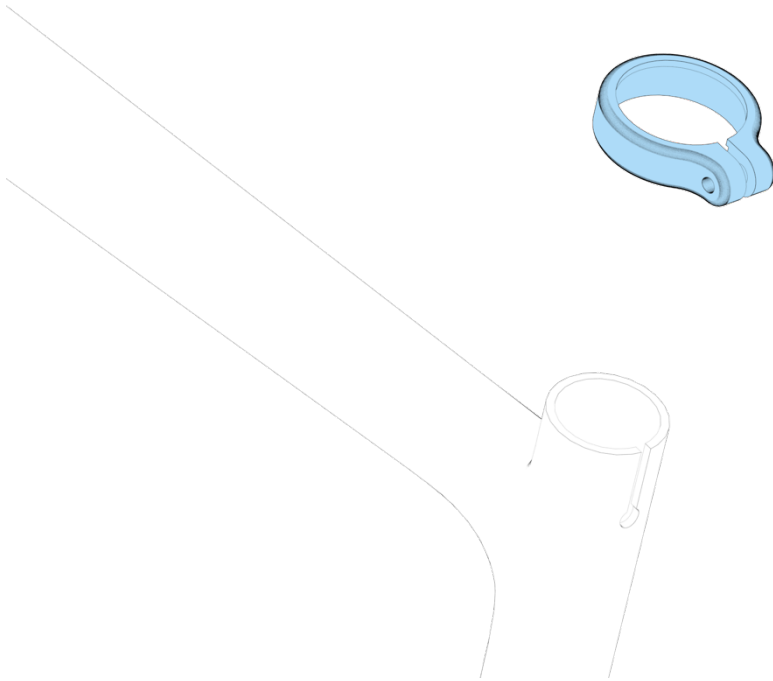


Eero frameset

Before starting

Make sure you have all the necessary tools and the required expertise to perform the described steps. All screws must be tightened using a calibrated torque wrench. When mounting third-party components, ensure that they correspond to the compatibility list at the end of this manual and follow the manufacturer's instructions.

Seat post installation

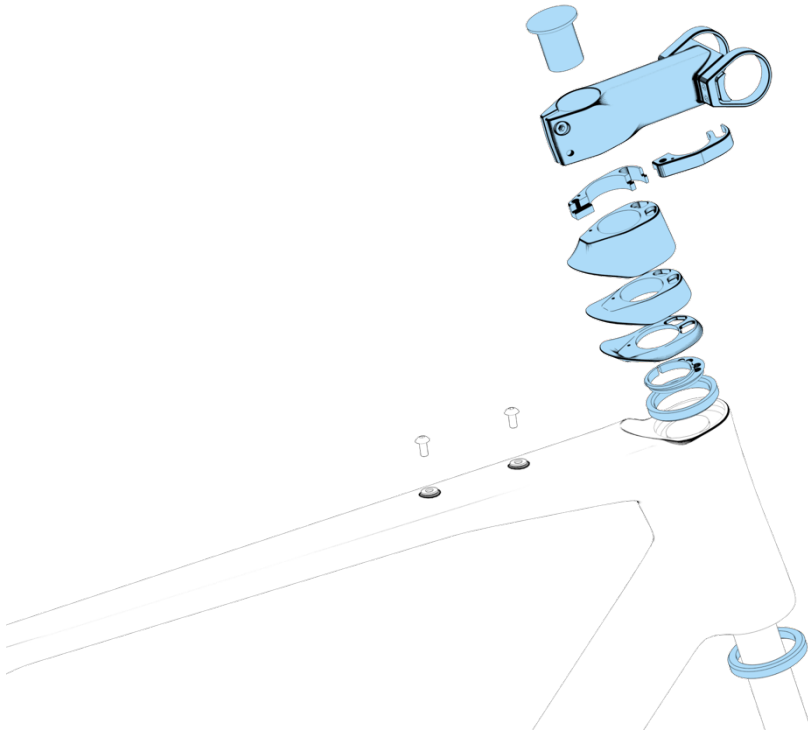


| Pos. | Description | Part. No. | Torque |
|------|----------------------|-----------|--------|
| 1 | ARC8 Seat clamp 30.9 | | 6 Nm |

If you are using a workstand with a clamping claw, the assembly of the seat post should be the first step. Clamping the frame itself in the workstand damage it! For tasks that require significant force (e.g., bottom bracket installation), the frame must be supported on the ground with wheels or using a repair stand with bottom bracket/axle support.

1. Apply friction paste on seat post and on inside of seat tube
2. Tighten the seat clamp bolt to 6 Nm

Cable routing & fork installation



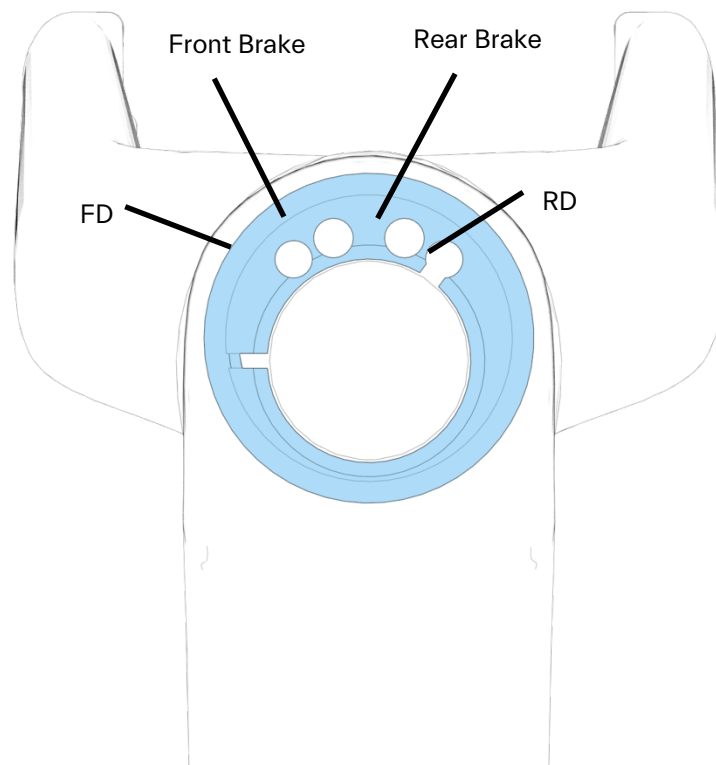
| Pos. | Description | Part. No. | Torque |
|------|---------------------------|-----------|--------|
| 1 | ARC8 Expander | | 5 Nm |
| 2 | ICH Stem | | 5 Nm |
| 3 | ICH Spacer | | |
| 4a | ICH Top Cone 27 mm | | |
| 4b | ICH Top Cone 12 mm | | |
| 4c | ICH Top Cone 4 mm | | |
| 5 | ICH Road Compression Ring | | |
| 6 | ICH Road Upper Bearing | | |
| 7 | ICH Road Lower Bearing | | |

Note: For smooth function, it is important to use high quality, flexible cable housing.



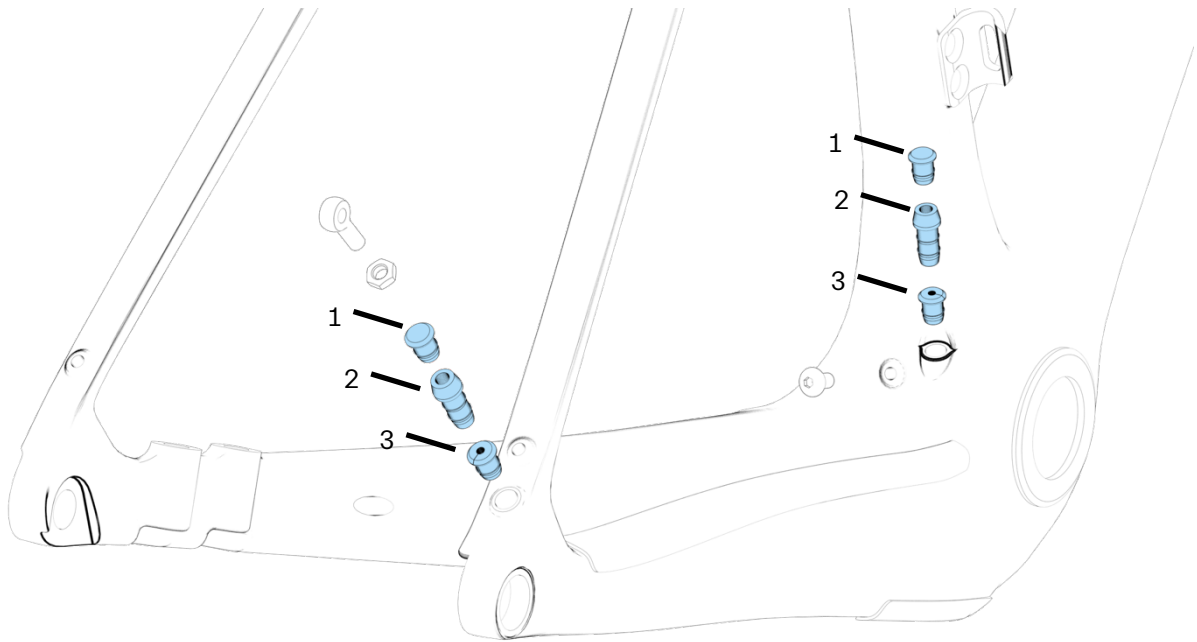
1. Determine the correct steerer tube length for your fit by assembling the fork, headset bearings, compression ring, top cone, spacers (if needed) and stem. If you want to keep some spare steerer tube length for fit adjustment, you can place additional spacers above the stem. Mark the height of the assembly on the steerer tube, using a pencil or marker. Check twice before you cut!
2. Take some prevention not to inhale the carbon dust when cutting the fork. Wear a mask and use a vacuum cleaner to remove the dust during cutting. Cut the steerer tube using a carbon specific hacksaw blade (e.g. Park Tool CSB-1) and a cutting guide. You should cut it 2-3 mm below the mark you did in the step before. Make sure you do not damage the carbon by delamination. Smoothen the edges of the steerer tube using sandpaper.
3. Apply friction paste to the inside of the steerer tube and insert the expander. Tighten the expander to 5 Nm.
4. Slide the cable housings through the frame. Work from the rear towards the head tube. Let the cables exit through the top of the head tube. Make sure the RD and rear disc brake cable passes above the BB shell and use an end cap on the FD cable. Leave some extra length to the cable housing on either end.
For Di2, cables follow the same path as with mechanical shifting. They get connected above the BB by a junction box. Pull out the cables (from RD, FD, battery, and handlebar) through the large openings inside the BB shell, connect them with the junction, and push the junction back into the frame. The battery gets stored inside the seat post by an adaptor (e.g. Pro PRAC0094).
5. To avoid rattling, slide foam tubes over the cable housing, into the down tube.
6. Apply grease to upper headset bearing seat and insert bearing.
7. Install the front brake and feed the brake hose through the fork. Pull it out through the long hole in the fork steerer. Apply grease to the lower bearing, the integrated for crown race, and the lower bearing seat in the head tube. Put the lower headset bearing onto the fork, then insert the fork into the head tube. Make sure the rear derailleur cable and rear brake hose passes the steerer tube on the drive side, the other FD cable on the non-drive side.
8. Slide the compression ring over the cable housings. Make sure to use the holes as indicated. For Di2, use the slotted hole.

ARC8



9. Slide the top cone and the stem over the cables. Make sure to select the suitable top cone for your fit. While spacers can be added and removed later, exchanging the top cone or the stem will need some more work.
10. Install the top cap and tighten it just enough to eliminate any play, while keeping the bearings running smoothly.
11. Align the stem and tighten the steerer clamp bolts to 5 Nm.
12. Check the steering function. At bigger steering angles, you can feel some resistance caused by the cables, but it should not be excessive. Make sure all cables have enough leeway so you can turn the fork 90 degrees in each direction. At this point, it is still easy to adjust the cable length.
13. Cut the housing to the final length after you installed the components, but double check before that there is enough leeway for turning. If you plan to make changes to your set-up, leave a little bit of extra housing in the form of a bigger curve in front of the stem.

ARC8



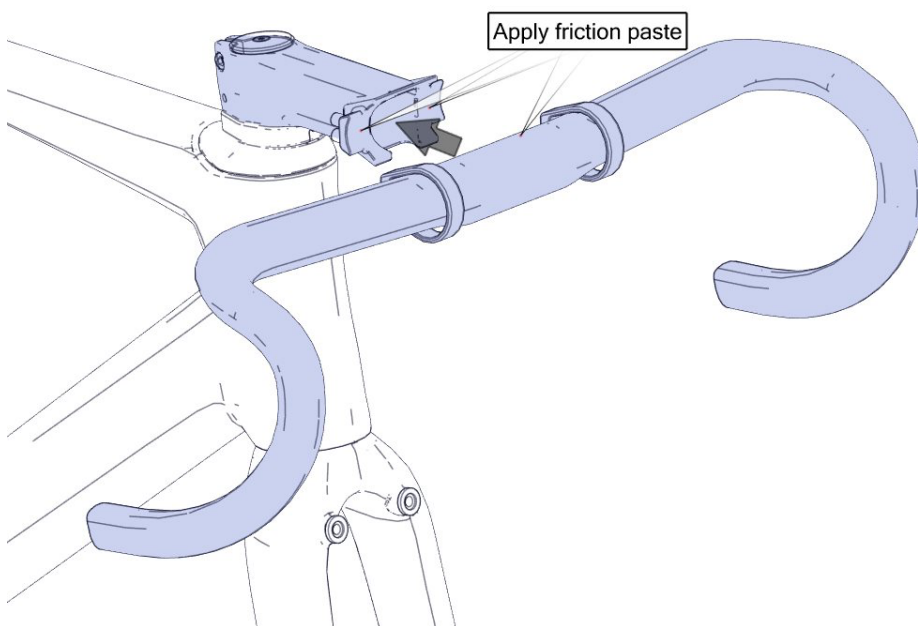
| Pos. | Description | Part. No. |
|------|-----------------------------|-----------|
| 1 | AXS Grommet | |
| 2 | Mechanical Shifting Grommet | |
| 3 | Di2 Grommet | |

14. Slide the grommets over the shifting cables to seal them where they exit the frame.

Handlebar installation

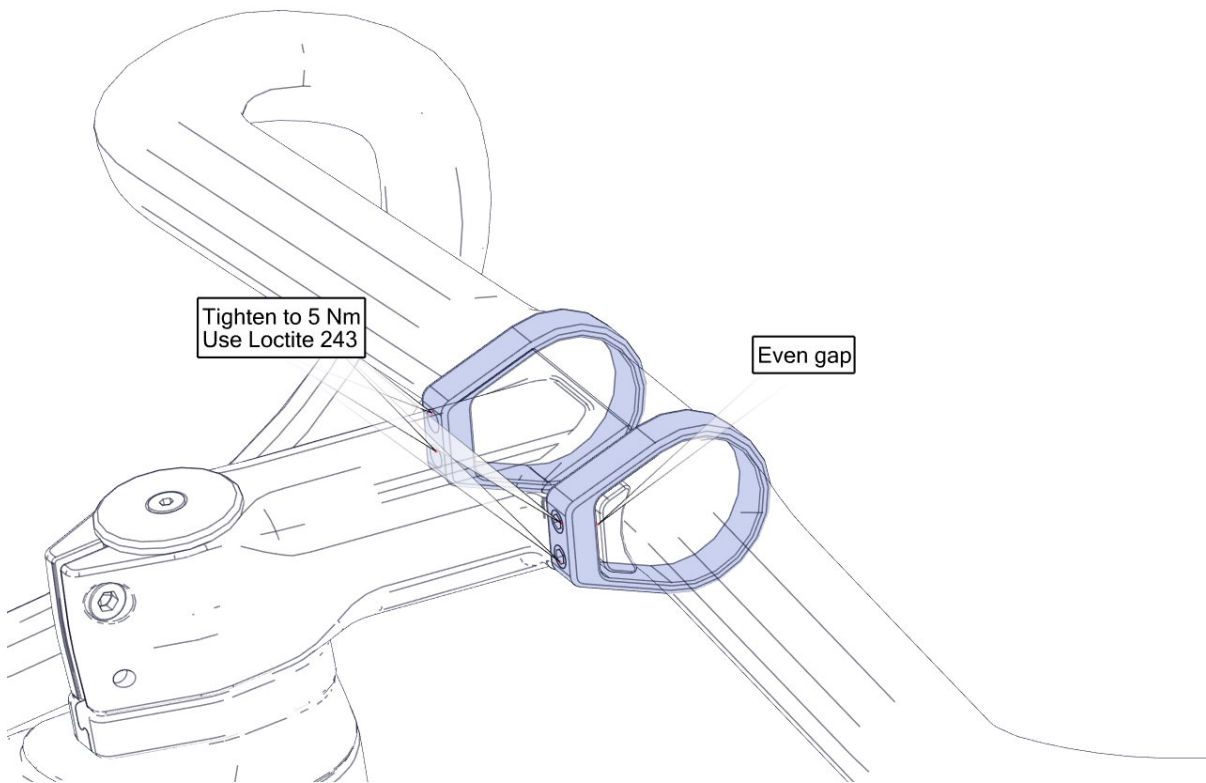
For handlebar compatibility, see chart at the end of this document.

1. Apply friction paste to the contact surfaces of handlebar and stem
2. Slide handlebar clamps over handlebar. This must happen before installing brake levers.

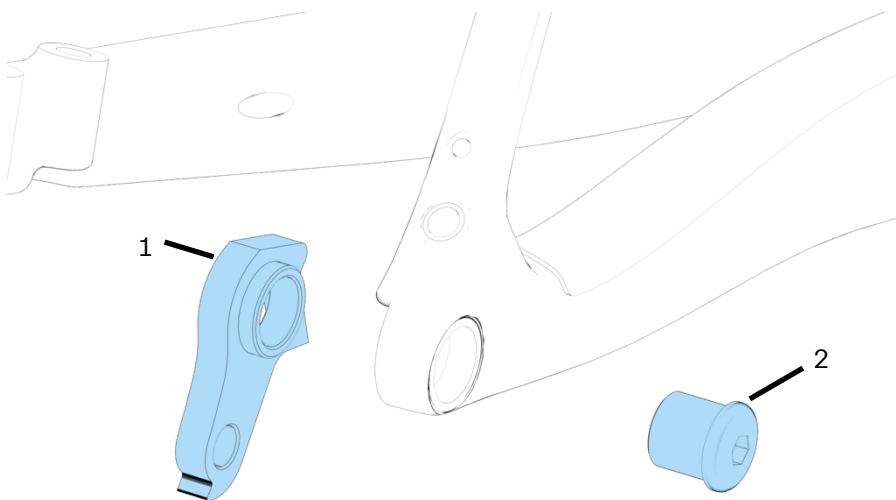


3. Slide handlebar clamps over the protrusions on the side of the stem body. Tighten the four stud screws alternatingly and evenly to 5 Nm. Make sure the gap between the handlebar clamp and the stem body is even. For initial installation, the bolts are coated in thread locker, but if you do adjustments later, use Loctite 243 to secure the bolts. Check the tightness of these bolts before every ride.

ARC8



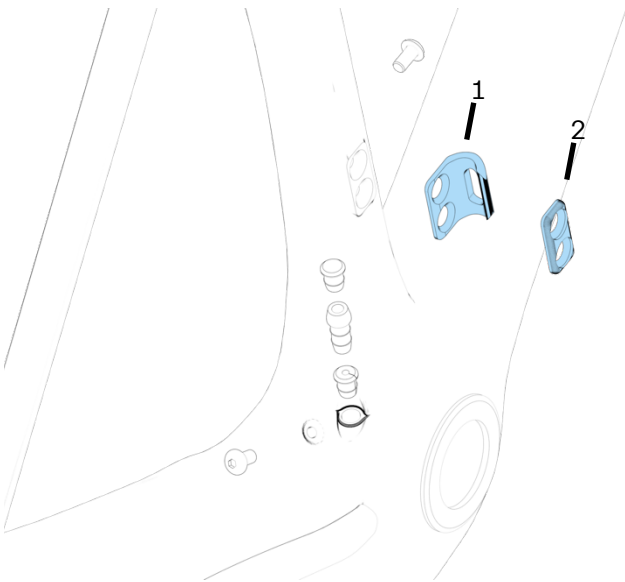
RD Hanger



| Pos. | Description | Part. No. | Torque |
|------|----------------|-----------|--------|
| 1 | RD Hanger | | |
| 2 | RD Hanger Bolt | | 8 Nm |

Apply thread locker (e.g. Loctite 222) on the outside thread of the RD hanger (2) bolt before tightening it to 8 Nm.

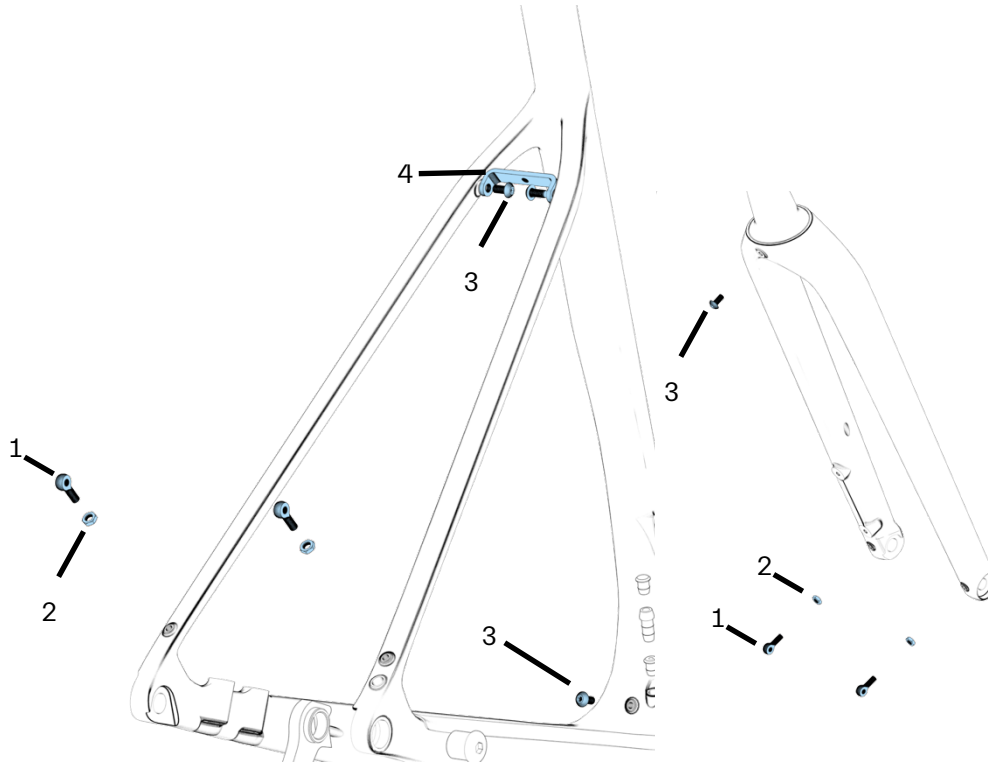
FD Hanger



| Pos. | Description | Part. No. | Torque |
|------|-------------------------------|-----------|--------|
| 1 | FD Hanger | | |
| 2 | FD Hanger Cover | | |
| 3 | Countersunk Head Screw M5 x 8 | | 5 Nm |

If you are using a front derailleur, install the FD hanger. For single chainring cranks, use the FD hanger cover. Apply thread locker (e.g. Loctite 222) on the outside thread of the screws (3) before tightening them to 5 Nm.

Fender Installation

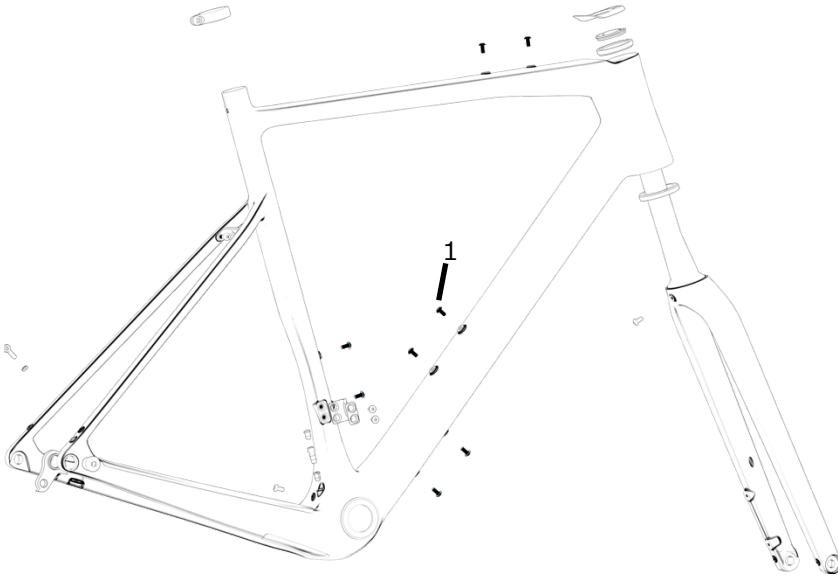


| Pos. | Description | Part. No. | Torque |
|------|---------------------------|-----------|--------|
| 1 | Fender Mount | | |
| 2 | M5 Thin Hex Nut | | 5 Nm |
| 3 | Button Head Screw M5 x 10 | | 5 Nm |
| 4 | Seatstay Bridge | | |

If you intend to use fenders, use the supplied fender mounts and seat stay bridge. The seat stay bridge is not structural, so you can choose to ride without it.

Storage

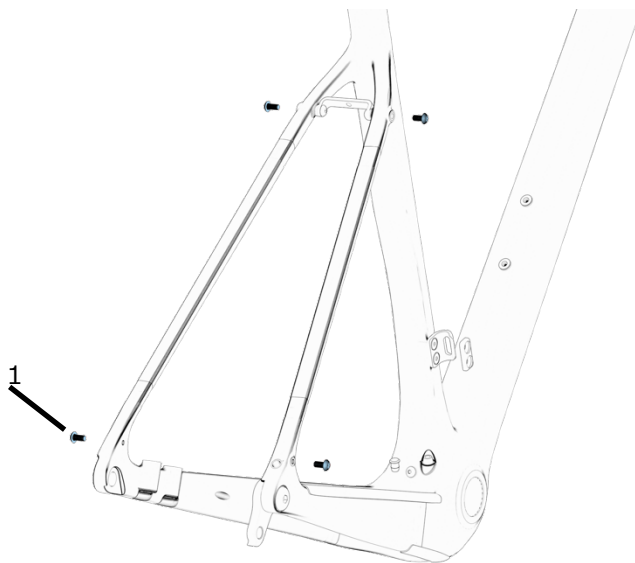
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| Pos. | Description | Part. No. | Torque |
|------|---------------------------|-----------|--------|
| 1 | Button Head Screw M5 x 10 | | 5 Nm |

You will find mounts for bottle cages or other storage solutions on the seat tube, top tube and down tube (top and bottom). They are designed to carry a maximum weight of 1 kg.

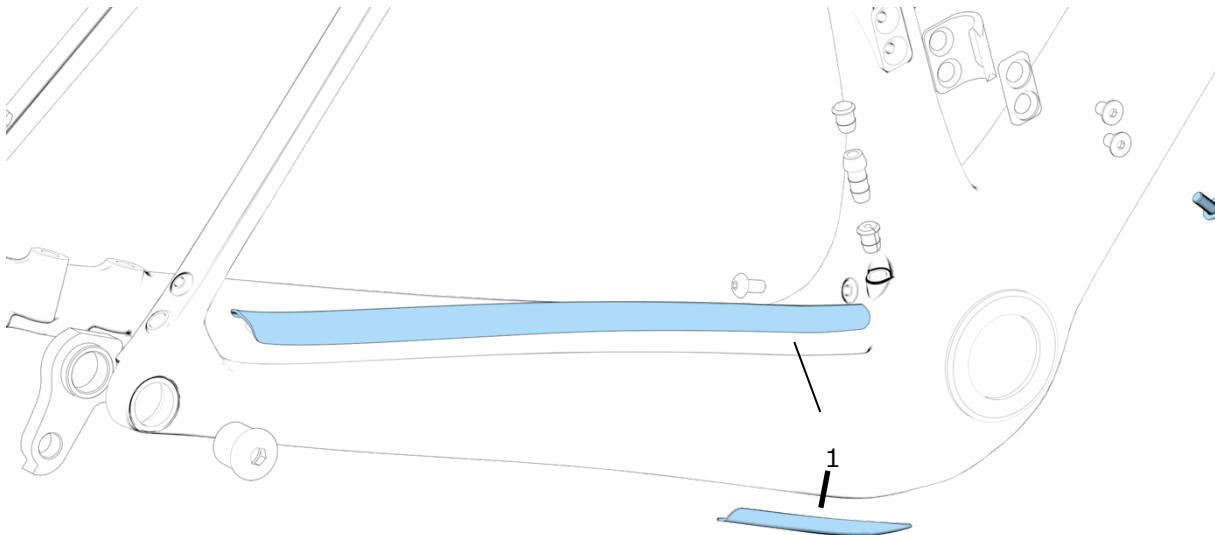
Rear Rack



| Pos. | Description | Part. No. | Torque |
|------|---------------------------|-----------|--------|
| 1 | Button Head Screw M5 x 10 | | 5 Nm |

You will find mounts for a rear rack on the seat stays and on the dropouts. They are designed to carry a maximum weight of 10 kg.

Chainstay protection



| Pos. | Description | Part. No. |
|------|---------------------------|-----------|
| 1 | Eero Chainstay Protection | |

Clean the surfaces with an alcohol wipe before applying the chainstay protection.



Parts Compatibility Table

| Part | Specification | Comment |
|------------------|---|--|
| Front Derailleur | braze-on | Shimano GRX or Sram Wide |
| Shifting Systems | Mechanical, Di2, Etap | Not compatible to Campagnolo EPS |
| Brakes | Flat mount disc brakes | Disc brakes: 160 mm diameter rotors, or 180 mm with specific brake models or adaptors. Use bolts for 30 mm disc brake mount height on the rear. |
| Tires | 700C x 50 | Because tire width also varies with rim width, make sure the effective tire width is not any bigger than 50 mm. |
| Seatpost | ø27.2 | |
| Headset | ICH | Use the headset delivered with the frameset. |
| BB | BSA 68 | |
| Cranksets | 1X: Shimano GRX / Easton / Sram Wide / Campagnolo Ekar 2X: Shimano GRX / Sram Wide | For 1X cranks, maximum chainring size: <ul style="list-style-type: none">• Campagnolo Ekar 38T• Sram Wide 40T• Easton 46T with 51.6 mm chainline |
| Handlebar | ø31.8 mm, width of clamping area 62 mm minimum | Aero handlebars can have a maximum depth of 37 mm, otherwise clamps cannot be installed. |

Weight Limit

This frame is designed and tested for a maximum total weight (rider plus bike plus equipment) of 110 kg.