COLNAGO

V4Rs Assembly guide

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V4Rs frame assembly guide

INTRODUCTION

In the following pages a step-by-step guide is shown for Colnago V4Rs assembly.

We opted for a Campagnolo Super Record EPS build as an example, given the fact that this specific groupset requires additional steps than groupsets offered by other makes avaiable on the market.

The Colnago V4Rs is also compatible with Shimano and SRAM electronic groupsets, which are installed in the same way, but with fewer steps.

The V4Rs frameset is not compatible with mechanical groupsets.

DISCLAIMER

1. Colnago strongly recommends that the bike should be assembled by a professional bike mechanic.

2. Colnago Ernesto & C. s.r.l. avoids any liability over damage or harm to things and people caused by an incorrect application of the instructions shown in this manual.

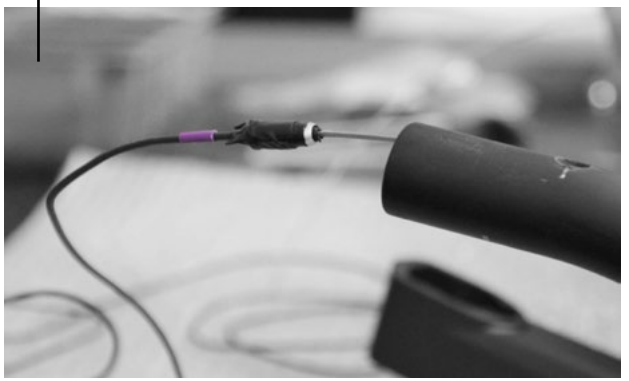
3. Equally, damage caused to the frameset during bike assembly is not covered by Colnago warranty.

Integrated handlebar cable routing

The following instructions show the preparation of Colnago's CC01 Integrated handlebar. In order to know how to install both the complete handlebar and the headset on the bike (and how to cut the steerer tube), check the separate guide.

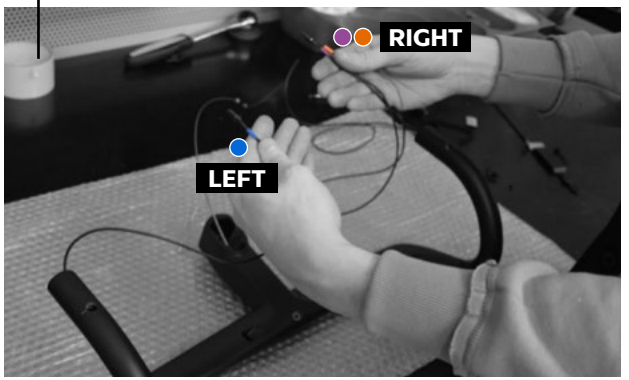
1

Handlebar setup: insert the cables inside the handlebar.



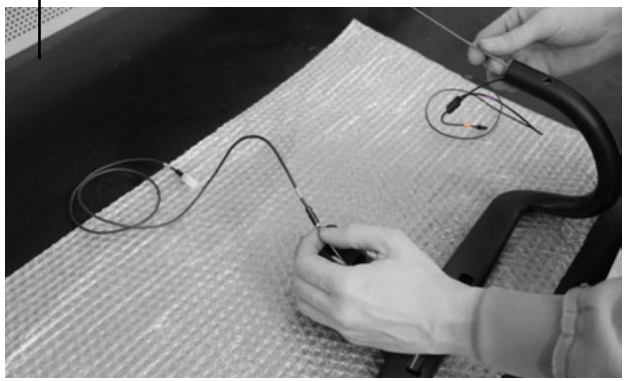
2

Orange and Purple connectors must always exit from the right side of the dropbar.



3

The Grey connector must exit form the central hole, passing through the stem.

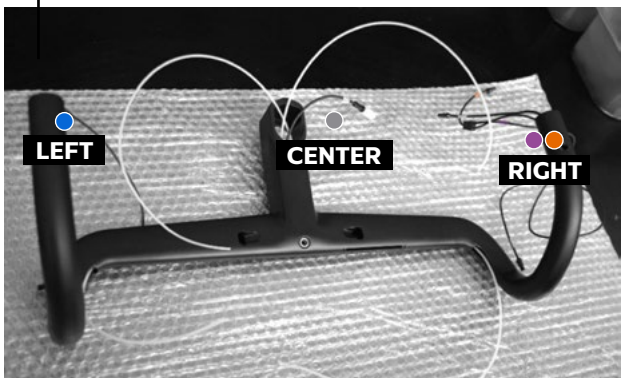


4

In order to ease the passing of the cables through the handlebar bends, the use of a hooked instrument is suggested.

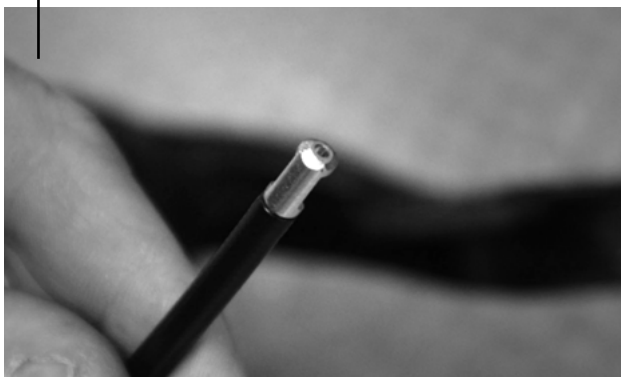
5

Cables are interely routed through the handlebar. Purple and orange connectors exit from the right side, the grey one from the center, the blue one from the left.



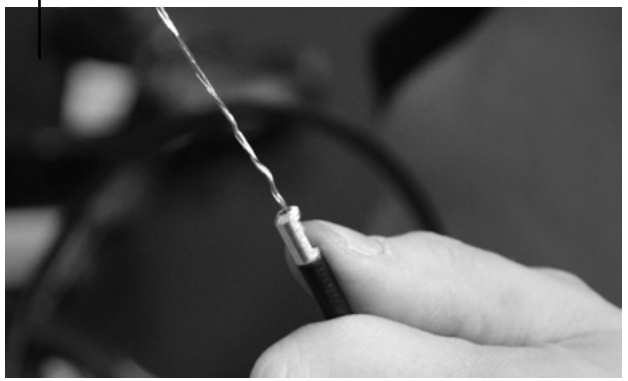
6

Hydraulic hoses routing through the handlebar. Suggestion: slightly round the end of the cable in order to ease the process.



7

Route the cable through the handlebar with the help of a guiding object (usually this is a mechanical shifter cable).



8

Fix the Shifters to the dropbar. Connect the EPS cable and the Hydraulic hose lines following the specific instructions. Torque setting is shown in the table at the end of this manual.

9

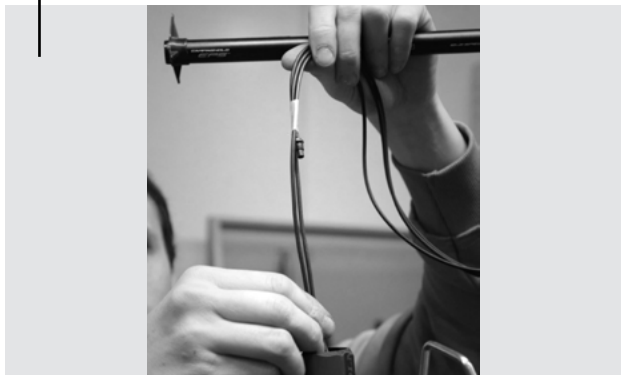
The cockpit is ready. The EPS groupset cables and the hydraulic hoses pass inside the stem. Place the spacers under the handlebar if needed and cover the rear brake line with the noise-cancelling rubber.

10

Prepare the power unit.

11

Insert the Power unit’s cables through the seat tube (top to bottom).



12

Gather the cables outside the right side of the bottom bracket shell.

13

Route the EPS groupset cables for every single position, following the specific instructions.

14

Route the EPS groupset cables for every single position, following the specific instructions.

15

Connect the Hydraulic brake hose with the rear brake caliper.

16

Connect the Hydraulic brake hose with the rear brake caliper.

17

Make sure that the EPS cables are in between the two hydraulic hoses.

18

The front brake hose passes throught the head tube.

19

Insert the front brake hose inside the fork
(the hole is on the front part of the fork tube).

20

Connect the cable into the EPS interface unit following
the specific instructions.

21

Connect the EPS cable with the rear derailleur.

22

Connect the EPS cable with the front derailleur.

23

Bolt the rear brake caliper on the chain stay.

24

Bolt the front brake caliper to the fork leg.

25

Connect both the brake hoses to the relative brake calipers.

Bottom bracket installation

26

Prior to the installation of the bottom bracket cups, put some grease over the thread.

27

Thread the cups in, together with the plastic cable-guiding cylinder.

28

Lock in the cups with the specific T47 bottom bracket tool. Torque setting is shown in the table below.

29

The V4Rs frame is ready to be fitted with the rest of the components.

Torque settings tab

WHY COLNAGO SUGGESTS THE USE OF THE TORQUE WRENCH

Colnago is concerned about the resistance and quality of their frames. In order to guarantee the perfect conservation and durability of the frame over time, is important to mantain it correctly, by using a torque wrench.

REASONS WHY TO USE THE TORQUE WRENCH

1. Ensuring the frame and components are not overtightned which can cause damage or from components loosening from being under tightened. Cracks and damages caused by overtightening the bolts are not covered by Colnago Warranty.

2. Avoiding any harm to the cyclist whilst riding, due to the failure of incorrect instalation.

3. Frameset and components benefit from a longer lifespan, even after multiple maintenance and service schedules during its lifetime.

Torque settings tab

DESCRIPTION	MAXIMUM TORQUE (approx.)	TOOL
CC01 Handlebar rear screws	4 Nm	3 mm Allen key
Standard stem bolts (fork)	5 Nm	4 mm Allen key
Standard stem bolts (handlebar)	5 Nm	4 mm Allen key
Fork Expander Bolt	4 Nm	6 mm Allen key
Integrated Levers' Collar	10 Nm	5 mm Allen key (T25 Campagnolo)
Colnago Bottom Bracket cups	25-30 Nm	T47 key
Standard Bottom Bracket	30-35 Nm	See maker instructions
Colnago Seatpost Clamp bolt	5 Nm	4 mm Allen key
Colnago rear Saddle Clamp bolt	8 Nm	5 mm Allen key

Torque settings tab

DESCRIPTION	MAXIMUM TORQUE (approx.)	TOOL
Bottle Cage bolts	2,5 Nm	4 mm Allen key
Wheel thru-axle	4-5 Nm	5 mm Allen key
Brake Calipers bolts (on frame)	6-8 Nm	4 mm Allen key
Pedals	35 Nm	6/8 mm Allen key
Rear Derailleur on Hanger	10-12 Nm	5 mm Allen key (T25 Campagnolo)
Rear Derailleur Hanger (on frame)	4-5 Nm	2,5 mm Allen key
Front Derailleur on Hanger	5-7 Nm	5 mm Allen Key
Front Derailleur Hanger (on frame)	4 Nm	4 mm Allen key

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