



## ONE DISC USER MANUAL

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### Ventum One Disc Torque Specs

- ▼ Seatpost clamp: 6-8 Nm
- ▼ 2 nose-cone side bolts: hand tight
- ▼ Mono-riser bolts (behind the nose cone): 7 Nm
- ▼ Mast tilt bolts (between arm pads): 7 Nm
- ▼ Base bar bolts: 7 Nm
- ▼ Aero-extension holder bolts: 5 Nm
- ▼ Arm cup/pad bolts: 3 Nm
- ▼ Stem bolts: 6-8 Nm
- ▼ TRP brake lever bolts (on base bar): 3 Nm



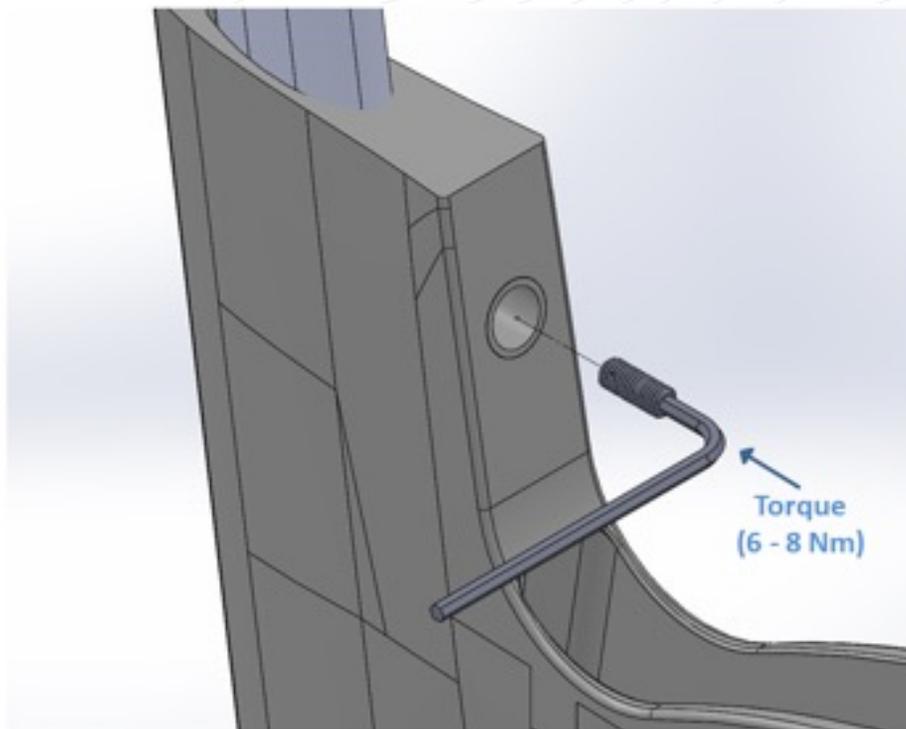
# Ventum One Disc User Manual

Congratulations on your purchase of the Ventum One Bike!

This document will guide you through the process of setting up your new bike and getting out on the road. Of course, if you have any questions or if we can be of assistance in any way, please contact the Ventum Concierge team at [support@ventumracing.com](mailto:support@ventumracing.com). Before you hit the road, please also take a moment to register your bike purchase via our website: <https://ventumracing.com/register-your-bike/>

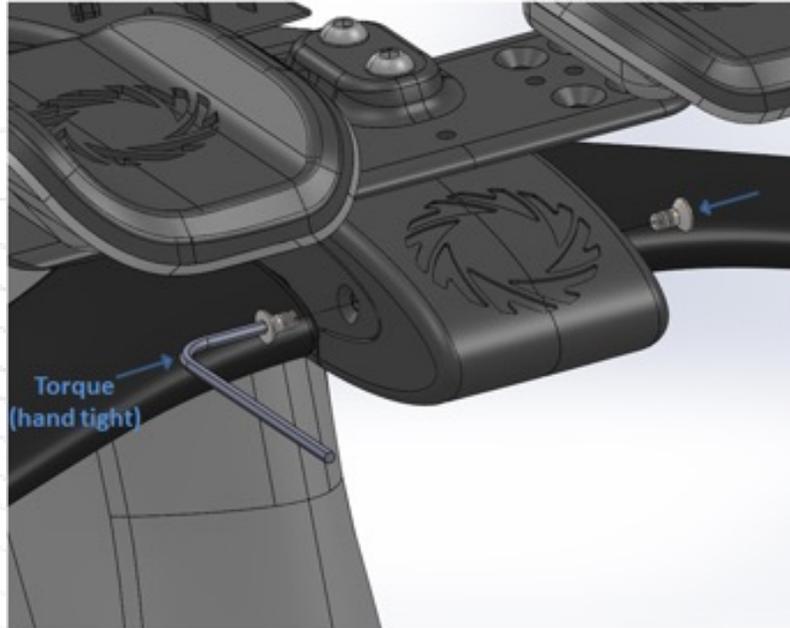
**WARNING: Failure to follow these instructions could lead to serious injury or death**

## Seatpost clamp



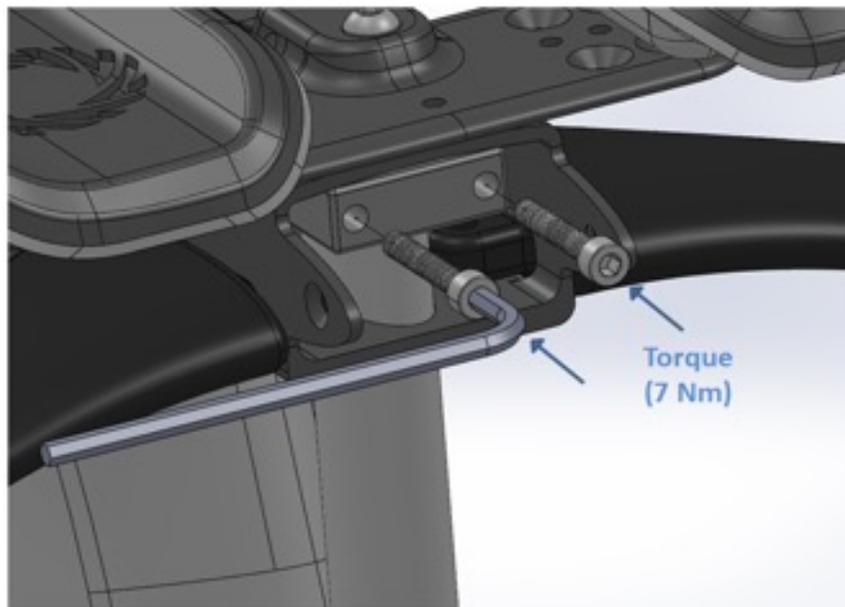
- ▼ Insert the seat post into the frame. Ensure the minimum insertion depth of 10 cm is achieved
- ▼ Torque the seat post clamp bolt to a minimum of 6 Nm Temperature, moisture, and contaminants can affect the seat post clamp. If necessary, it can be torqued up to 8 Nm
- ▼ To remove or adjust the seat post, loosen the seat post clamp bolt. It is not necessary to remove it from the clamp entirely. Simultaneously tap the tail and nose of the saddle with your hands to disengage the clamp's grip on the seat post and permit adjustment. Push or pull the seat post as required to achieve the desired saddle height

## Nose-cone side bolts



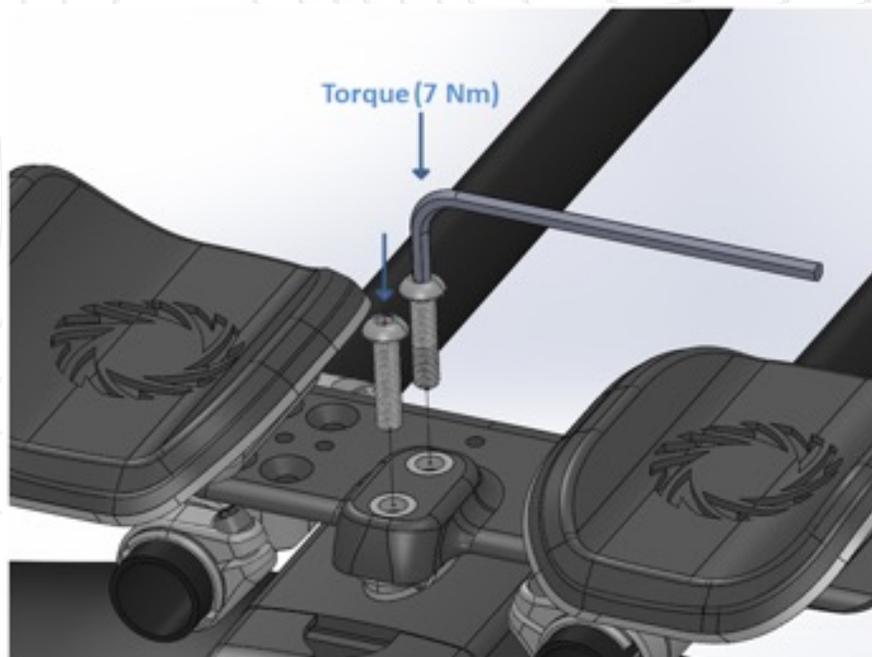
- ▼ Position the nose cone as shown
- ▼ Hand tighten the nose cone side bolts

## Mono-riser bolts



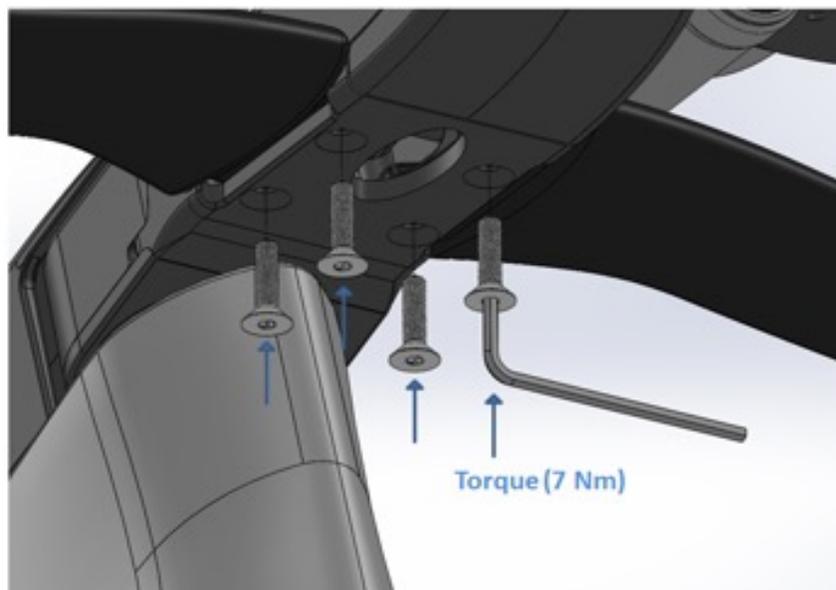
- ▼ Position the mast clamp as shown
- ▼ Torque the mono-riser bolts to 7 Nm

## Mast tilt bolts



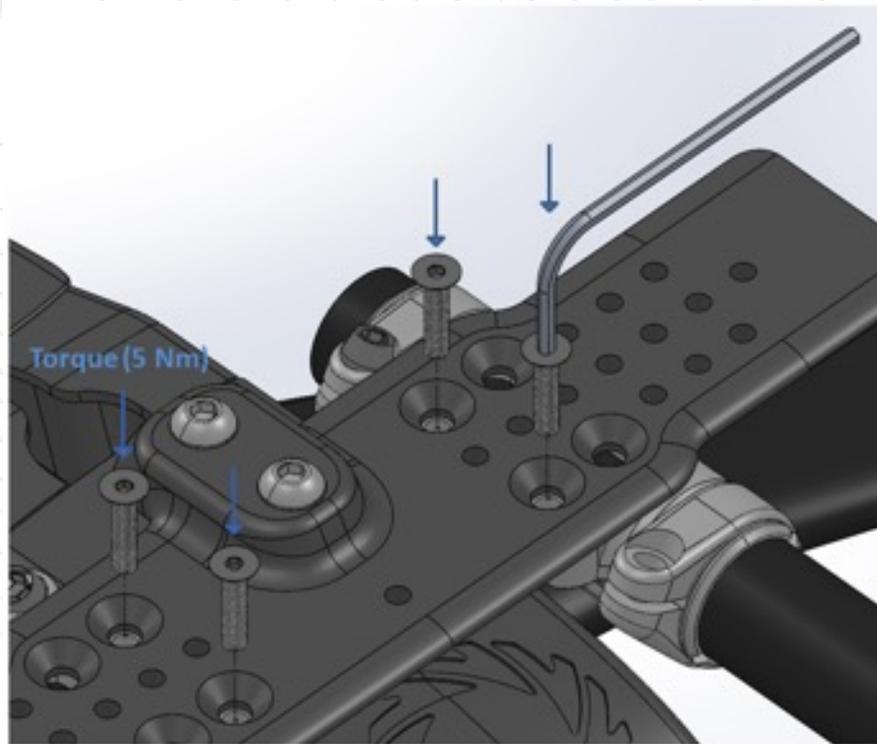
- ▼ Position the armrest mount as shown
- ▼ Torque the mast tilt bolts to 7 Nm

## Base bar bolts



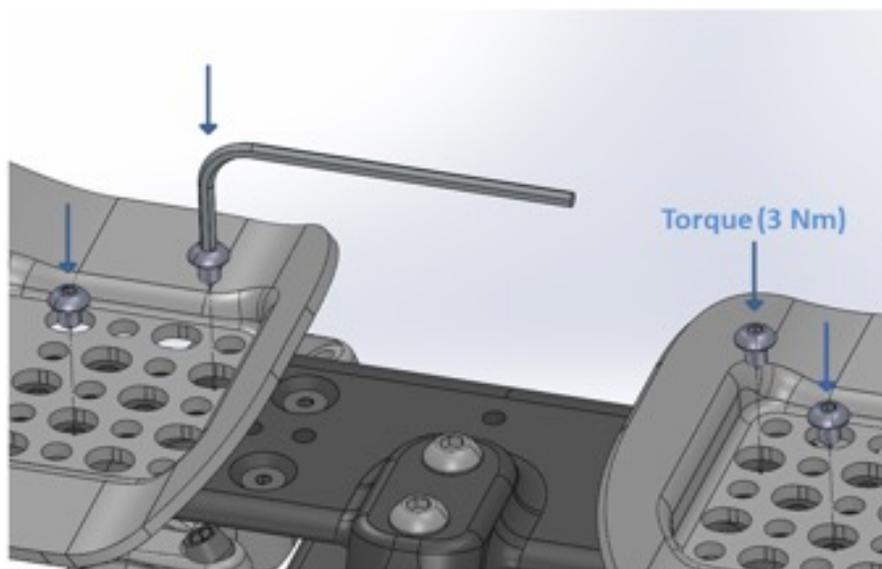
- ▼ Torque the base bar bolts to 7 Nm

## Aero extension holder bolts



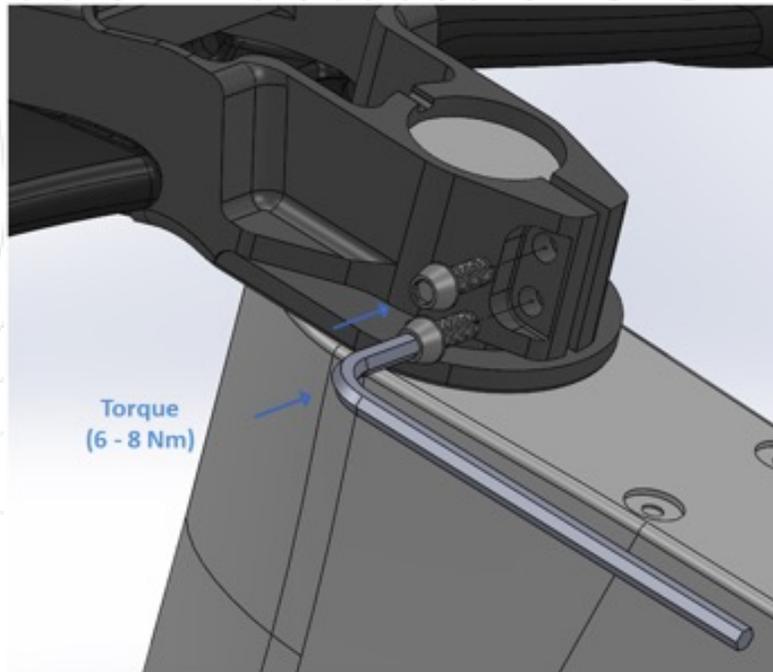
- ▼ Torque the aero extension holder bolts to 5 Nm

## Arm cup/pad bolts



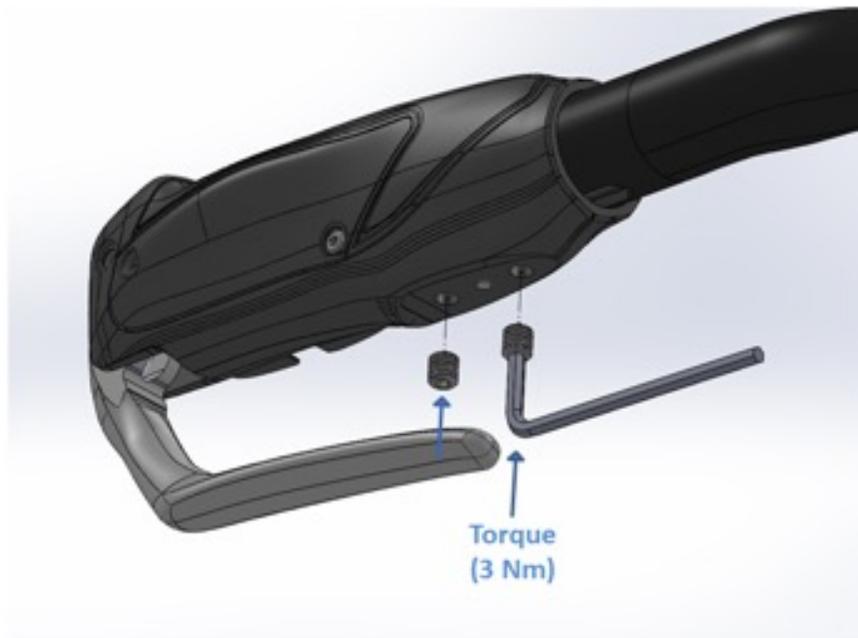
- ▼ Torque the arm cup bolts to 3 Nm

## Stem bolts



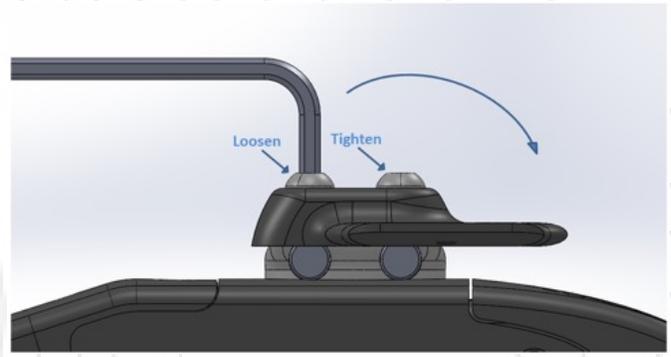
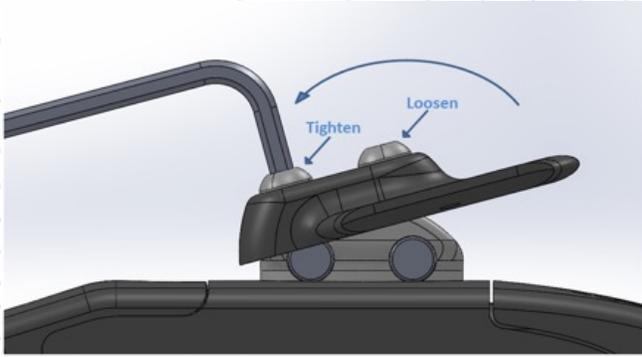
- ▼ Torque the stem bolts to 6 N.m.. If necessary, they can be torqued up to 8 Nm

## TRP brake lever bolts



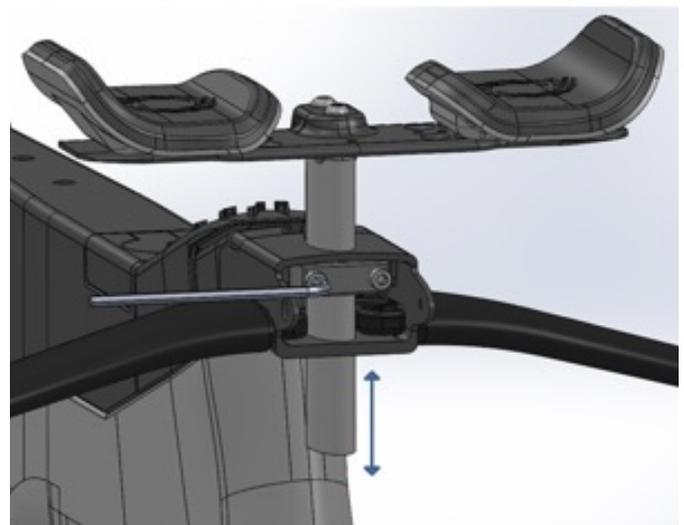
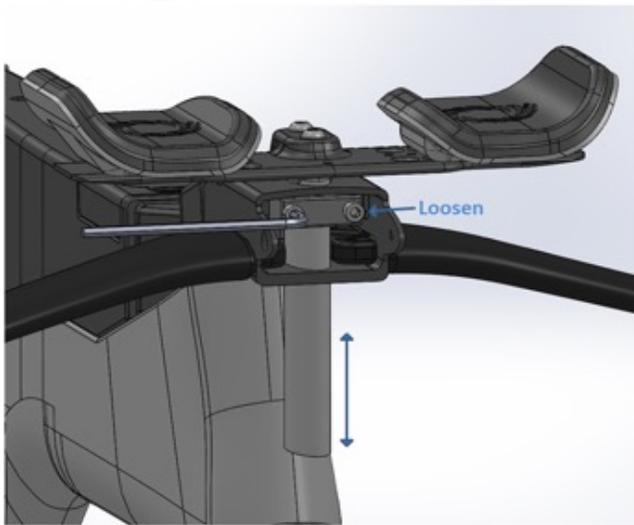
- ▼ Torque the brake lever bolts to 3 Nm

## Mast tilt



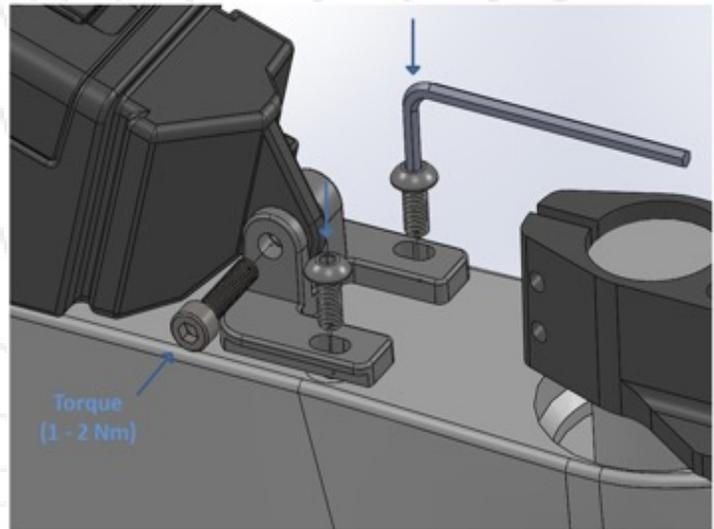
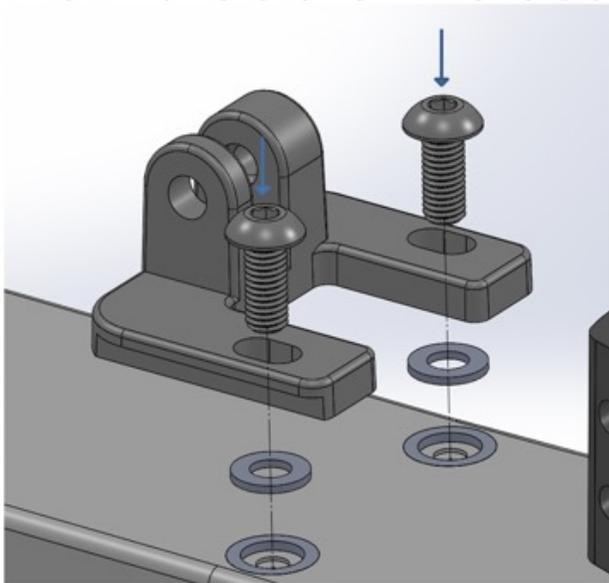
- ▼ Fully loosen the right screw
- ▼ Adjust the left screw until the mast is at the desired angle
- ▼ Torque the right screw to 7 Nm

## Mast height



- ▼ Loosen the mono-riser bolts until the riser post can slide freely
- ▼ Adjust the mast until it is at the desired height
- ▼ Torque the mono-riser bolts to 7 Nm

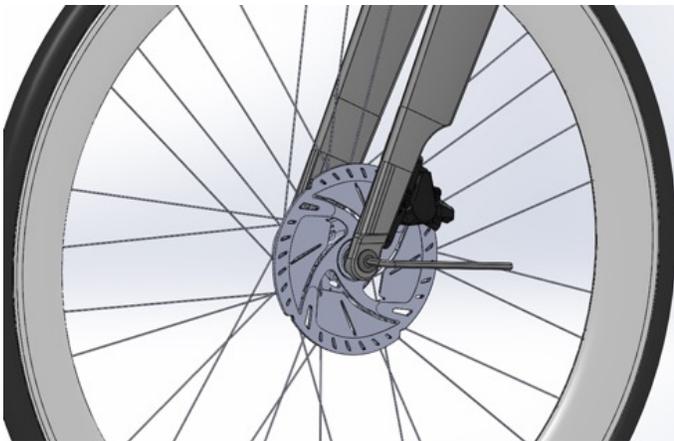
## Bottle bracket



- ▼ Place 1mm thick washers under the bottle bracket as shown

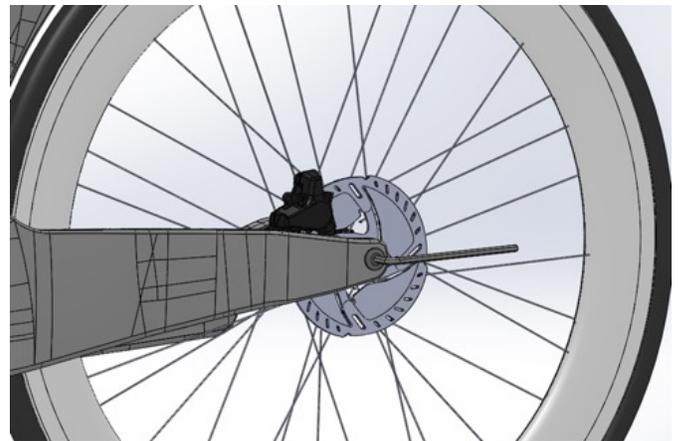
- ▼ Torque the bottle bracket screws to 1 or 2 Nm

## Front thru axle

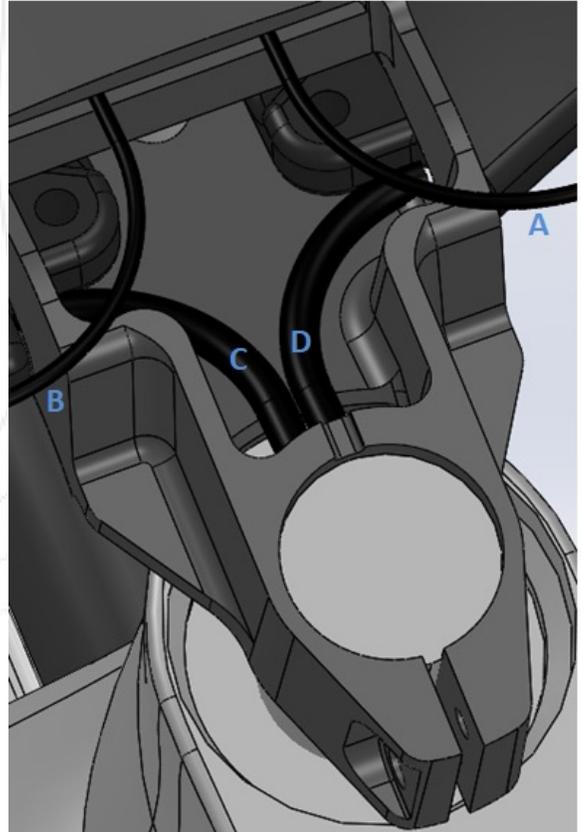


- ▼ Install the thru axles and torque to 10 Nm

## Rear thru axle

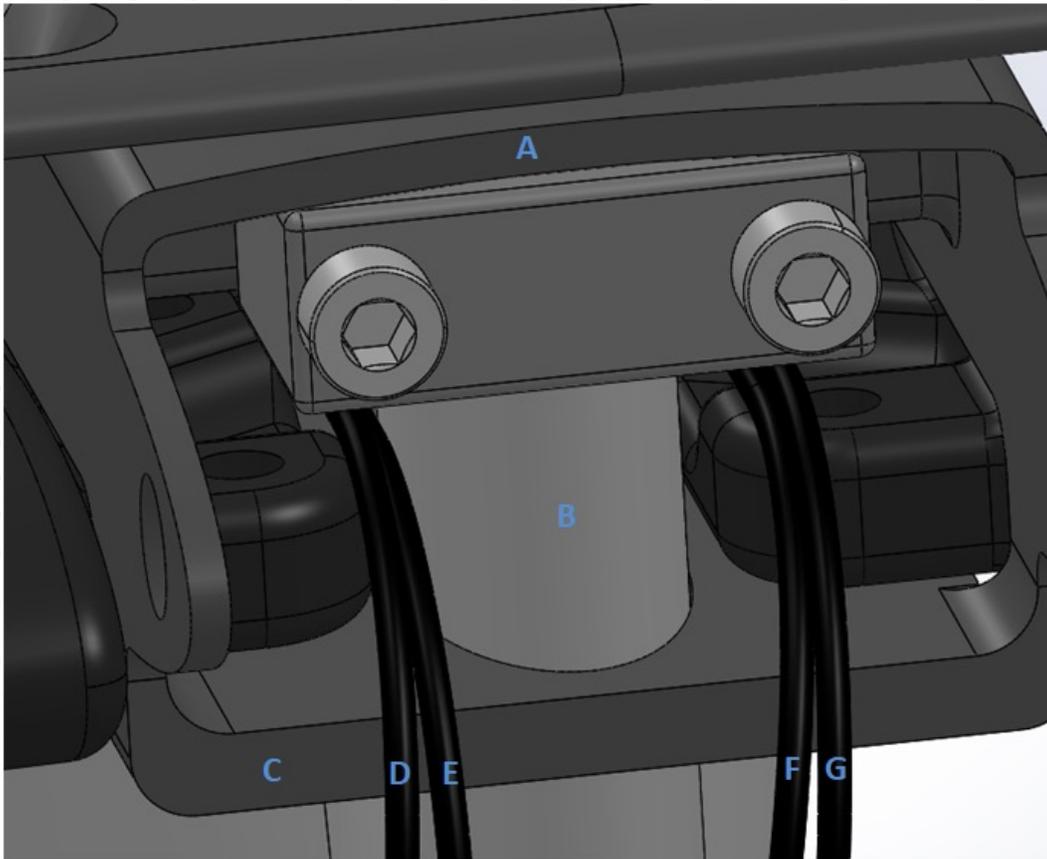


## Front end assembly



- ▼ **A:** It is recommended to route the brake hoses through these ports
- ▼ **B:** It is recommended to route the Di2/Etap cables through these ports

- ▼ **A:** Right Etap/Di2 cable
- ▼ **B:** Left Etap/Di2 cable
- ▼ **C:** Front brake cable
- ▼ **D:** Rear brake cable



- ▼ **A:** Top of stem
- ▼ **B:** Mast riser
- ▼ **C:** Bottom of stem
- ▼ **D, E, F, G:** Etap/Di2 cables

## Front end assembly instructions continued

- ▼ Remove the nose cone and mast.
- ▼ Determine the length needed for the basebar. This is determined by which brake lever will be installed on the bike. When using TRP HD-T910 it is advisable to trim 3 CM off the ends of each side of the basebar.
- ▼ If using brake levers with external bar clamps such as the HD-T910, be mindful to install the alloy reinforcement inserts prior to installation of brake lines. When using internally clamped brake levers such as SRAM S900 or Shimano D/A the alloy inserts are not needed.
- ▼ Run the Etap or Di2 wires in the basebar wings. You can use either exit hole in the bar to run the wires through the stem.
- ▼ Feed hydraulic brake lines into the basebar. It is important to run the Di2/Etap cables first as the hydraulic lines can make this very difficult.
- ▼ Run the Di2/Etap cables two to each side within the stem on either side of the mast. This is a tight fit.
- ▼ Di2/Etap wires run to the nose cone where the Blipbox/B-junction rests. These wires run UNDER the basebar nut plate.
- ▼ Determining correct hydraulic hose length depends on what brake lever you install. The front end can be assembled by running the hoses through the frame and fork, then trimming the excess from the caliper. Remember to give yourself some slack for future transit.
- ▼ When installing the mast, it is important to make sure you do not pinch any Etap/Di2 wires inside the stem. This can be done by using the index finger to guide the wires to either side of the mast while installing it into the stem.
- ▼ Route cables from extensions into the stem and under the basebar nut plate within the stem out to the Blipbox/B-junction.



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