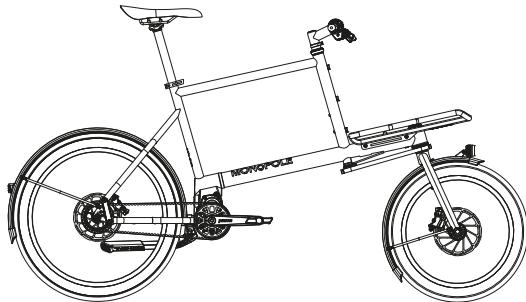


# No O1 manual



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Before riding your MONOPOLE bike, please read and understand the following safety information.

If you lack professional-level bicycle mechanic skills or feel unsure, consult a qualified mechanic. Failure to follow the instructions in this manual may result in serious injury.

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# **1 Original MONOPOLE parts**

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## **1.1 Source parts**

You must source these parts from MONOPOLE, or get in touch about the precise specification for the parts which are standard components and available from third party suppliers.

## **1.2 Steering mechanism**

All parts of the steering mechanism must be original and conform to MONOPOLE specifications. This includes the fork, cable clamps, cable stops, cable stop bolts, frame rubber grommets, steering belt, front headset, long steerer unit, and rear headset.

## **1.3 Cargo racks**

The front cargo racks and all parts needed to attach them to the bicycle/frame must be original to the MONOPOLE specification. This includes the rack itself and the mounting hardware.

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# **2 Steering**

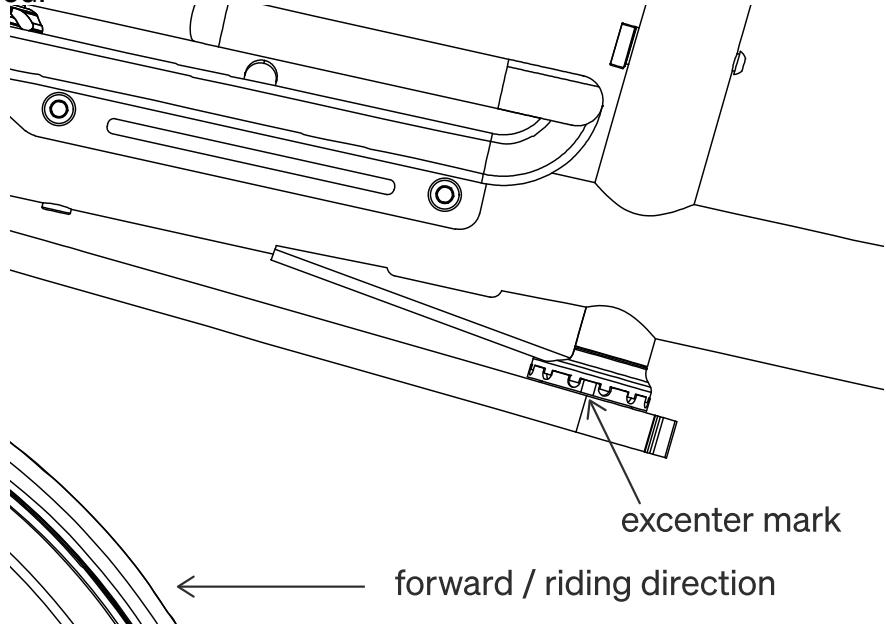
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## **2.1 Belt tension**

Using the official Gates® Carbon Drive tension measuring tool (Gates art.nr. S8100030) measure the steering belt tension. It needs to be within the range of 7.5 to 10. If the tension falls outside this range, do not ride the bike. Instead, adjust the belt tension as described here below.

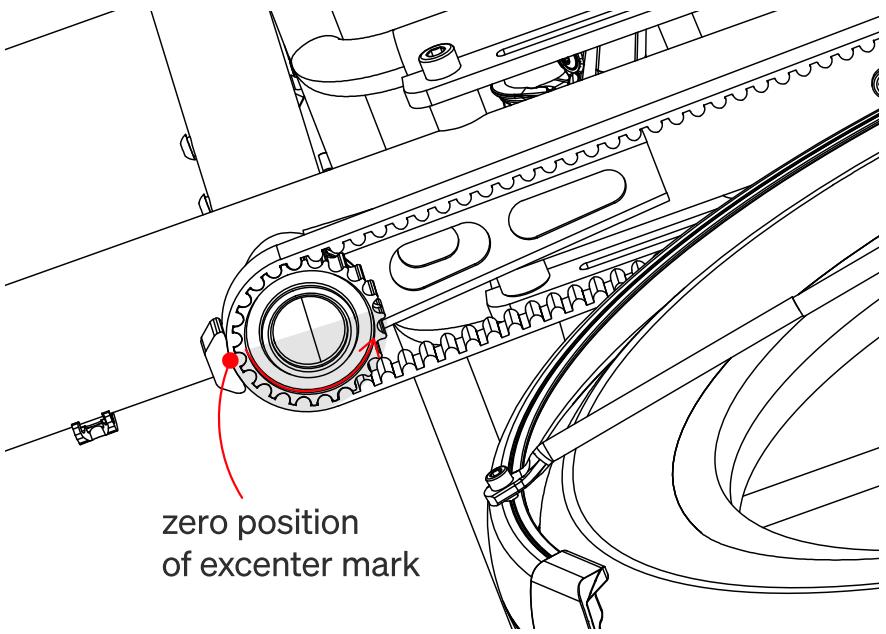
## 2.2 Belt excenter adjustment

The marking on the long steerer tube eccentric insert indicates the position of the excenter. The more it is turned forwards, the more the belt will be tensioned. Turn the eccentric one step at a time and measure the tension in between. Keep repeating until the correct value is achieved.



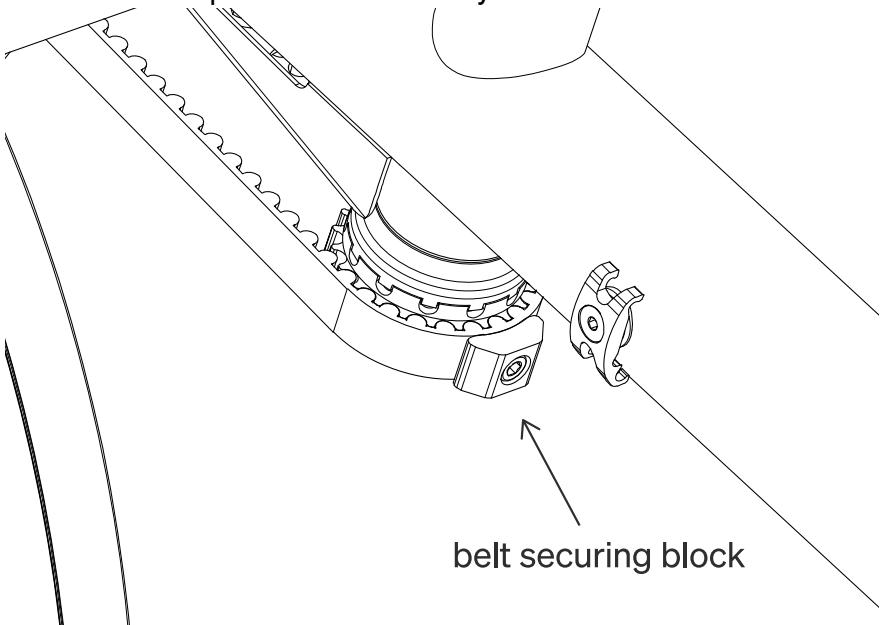
## 2.3 Important

When adjusting the belt tension, turn the eccentric insert towards the non-drive side of the bike.



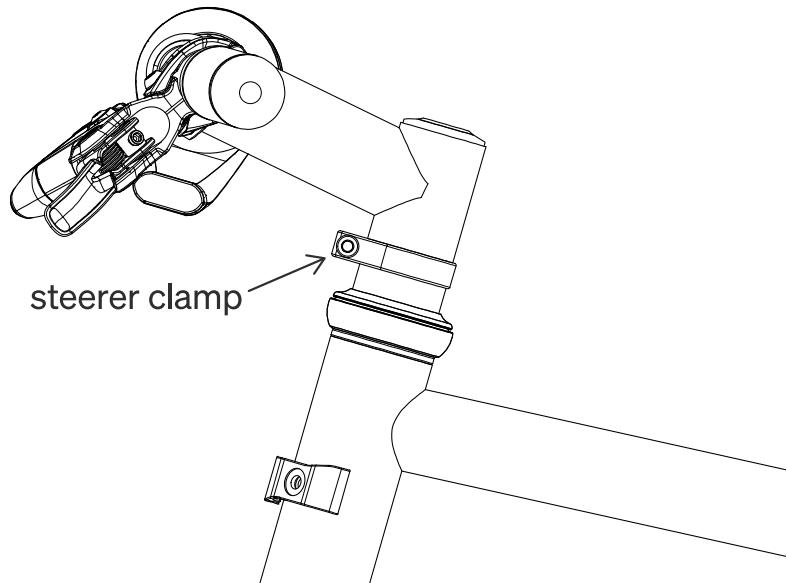
## 2.4 Belt securing blocks

Make sure the belt securing blocks are installed on both sprockets. Make sure they are installed using a medium strength (non permanent) threadlock solution. Make sure the bolts locking the belt to the sprocket are only tightened until the securing blocks sit flush against the belt. As soon as the belt starts to deform, you have tightened the bolts too much. Back up the preload until the belt is no longer deformed by the bolt tension. Let the threadlock dry to the manufacturers specification before you use the bike!



## 2.5 Long steerer headset preload

Every No O1 comes with a preinstalled steerer clamp to allow for stem changes and adjustments without having to retighten the long headtube headset. If, for whatever reason, you need to remove the steerer clamp, follow the instructions under 2.6 and 2.7 to retension the headset.

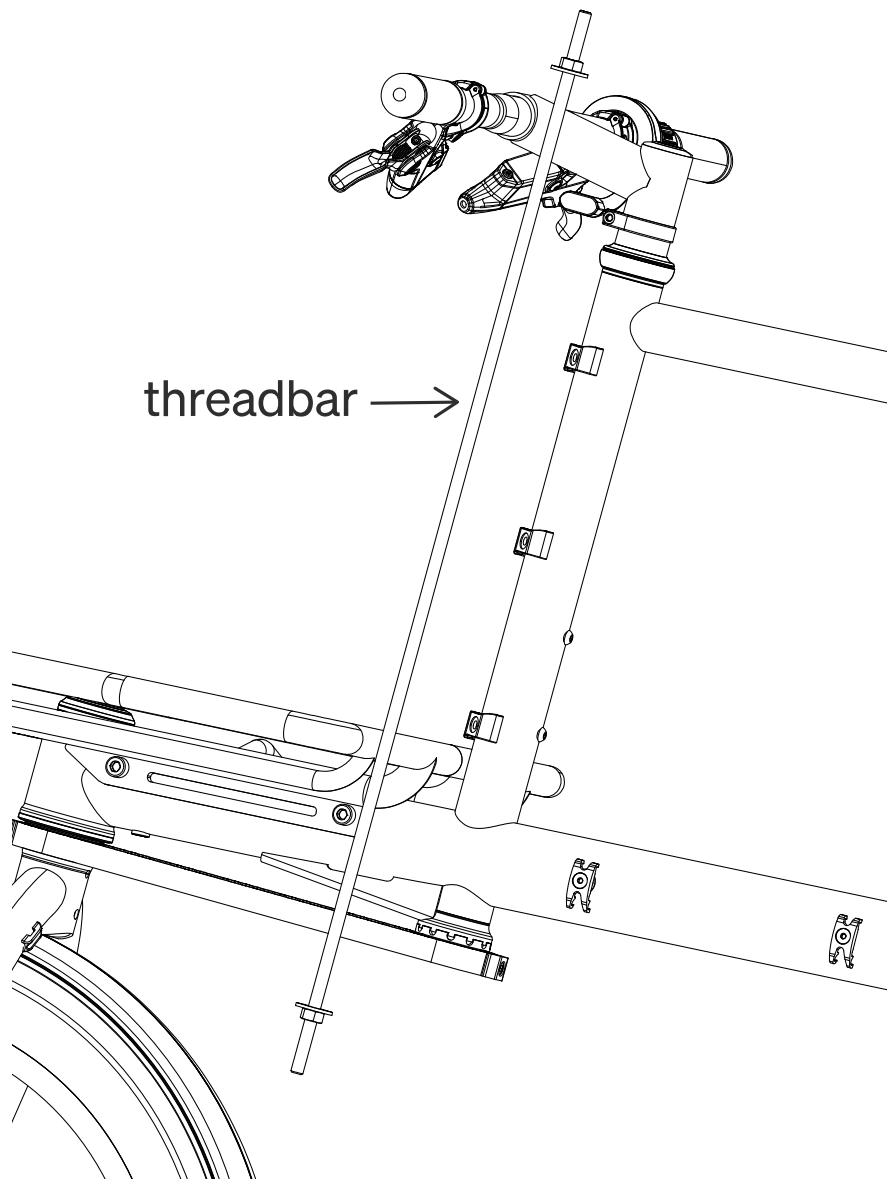


## 2.6 For non e-bike builds

If your headset has developed some play, act as follows: Preload the long head tube headset with the star fangled nut (installed on complete bikes, included with framesets) and the M6 topcap bolt, until there is no more play in the headset.

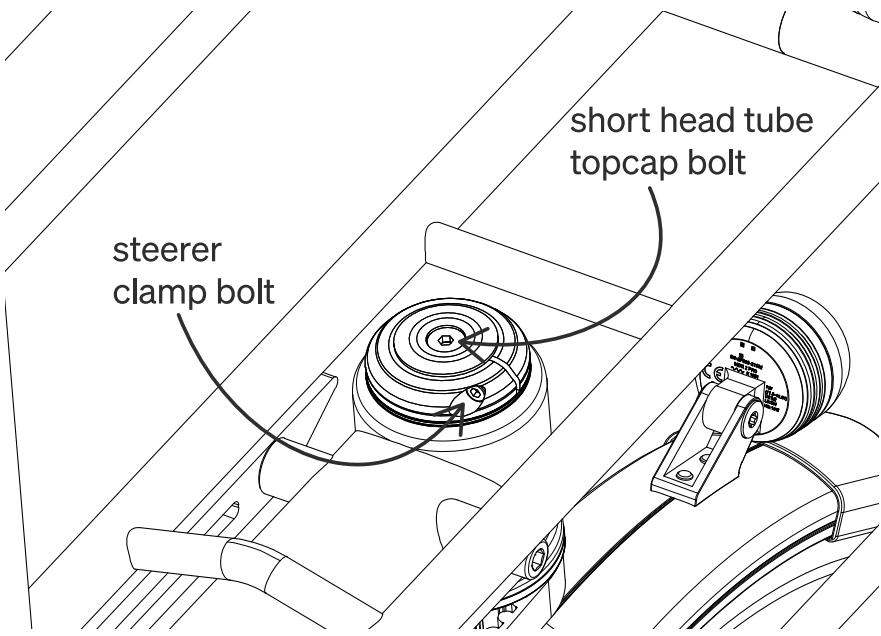
## 2.7 For Mahle X35 e-bike builds

At the bottom of the steerer, pull on the cable, then unplug the iWoc One and remove it. Now preload the long head tube headset with a long threadbar with nuts and washers until there is no more play in the headset. You may also use a standard steerer expander (not included with the bike/frame) to adjust headset play. Reassemble the iWoc One assembly and go ride.



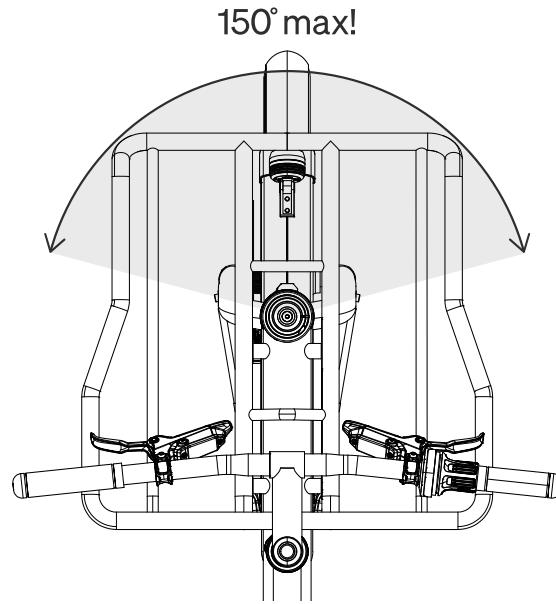
## 2.8 Play in your headset

If your headset has developed some play, act as follows: Losen the steerer clamp bolt. Tighten the short headtube topcap bolt until there is no more play in the headset. Then tighten the steerer clamp bolt to 4.5 Nm.



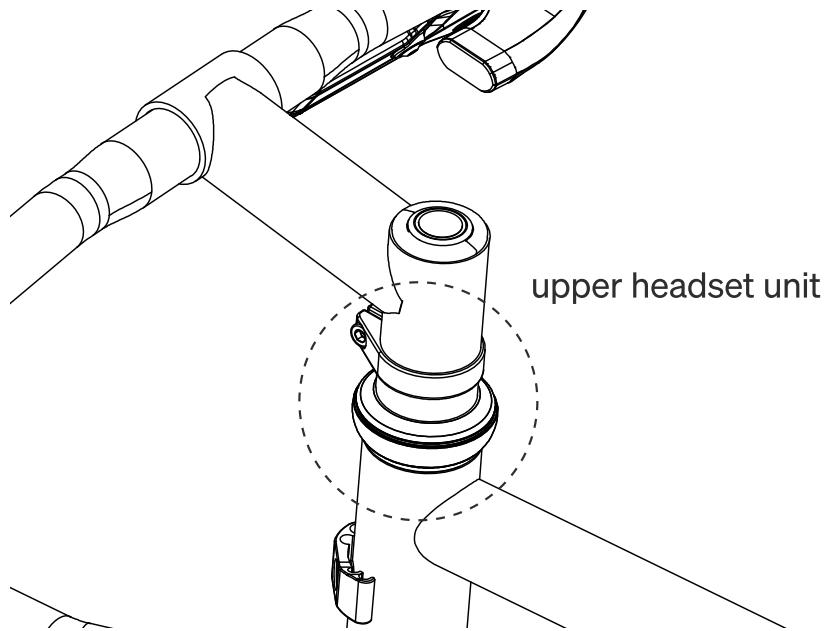
## 2.9 Short headtube

For the short headtube, only headsets with a block lock function can be used. The maximum steering range for such headsets must not exceed 150°!



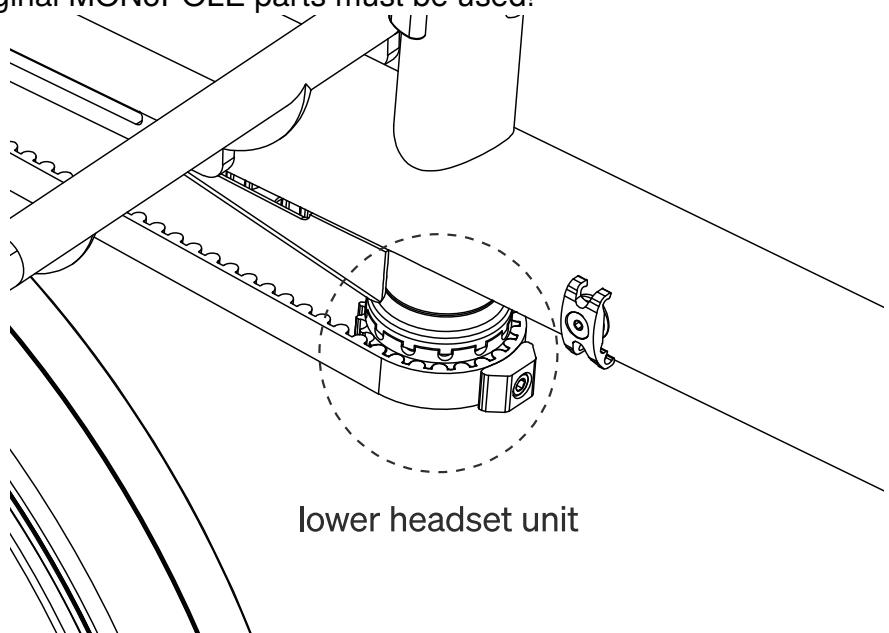
## 2.10 Long headtube

For the long headtube: As an upper unit any standard 1 1/8" ahead headset may be used.



## 2.11 Lower unit

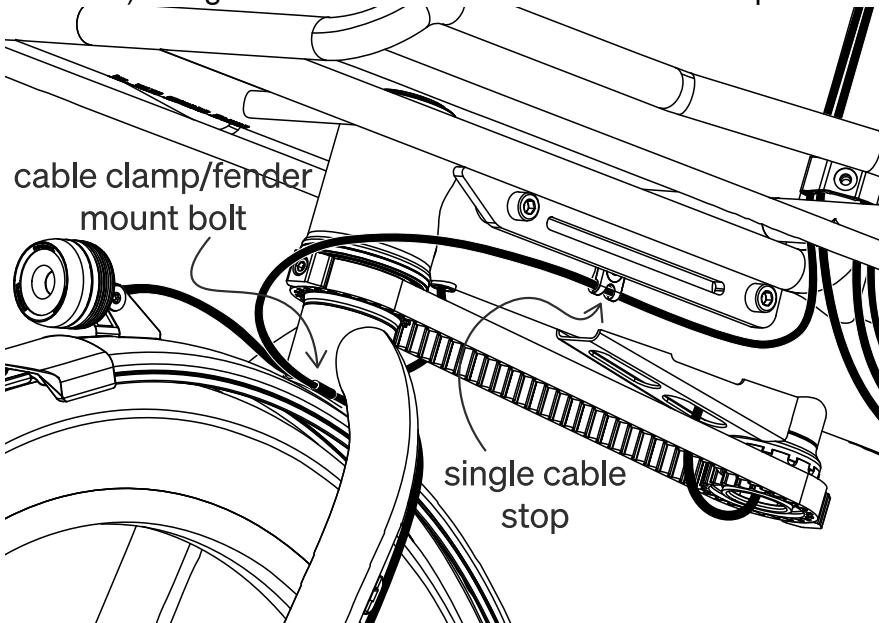
For the lower unit only original MONOPOLE parts must be used!



## 3 Cable routing

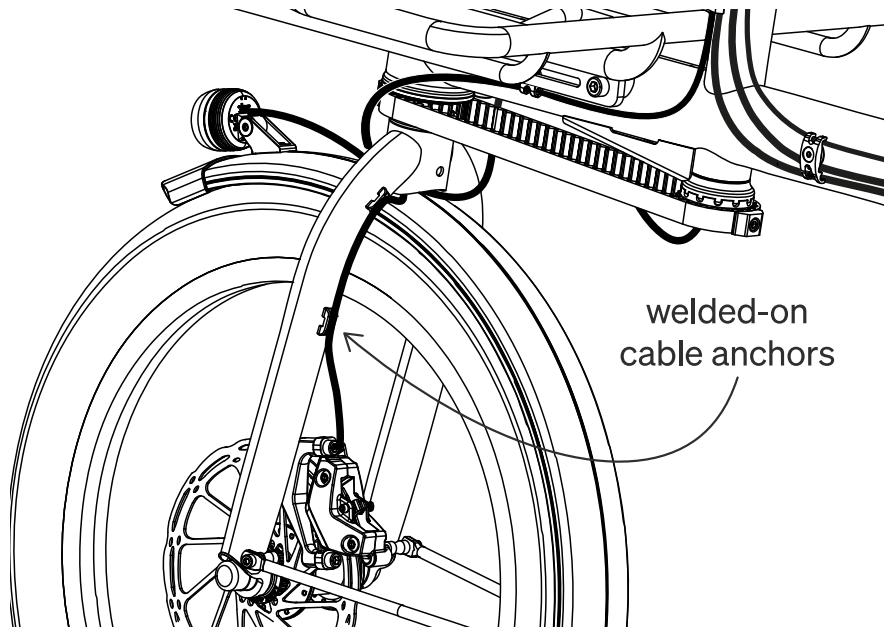
### 3.1 Fork: Brake hose routing

Route the front brake hose as follows: Coming from the long steerer tube fix it with the single cable stop. Then form an arc to the underside of the steerer where you clamp it to its underside (on the non drive side) using the fender mount bolt and cable clamp.



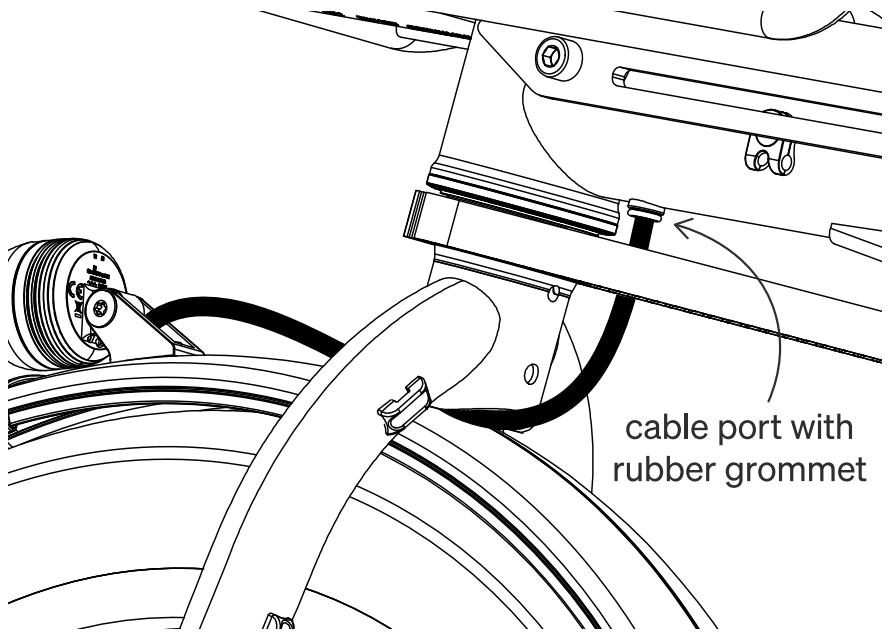
### 3.2 Welded-on cable anchors

Route it to the backside of the forkblades and secure it with a zip tie in both welded-on cable anchors.



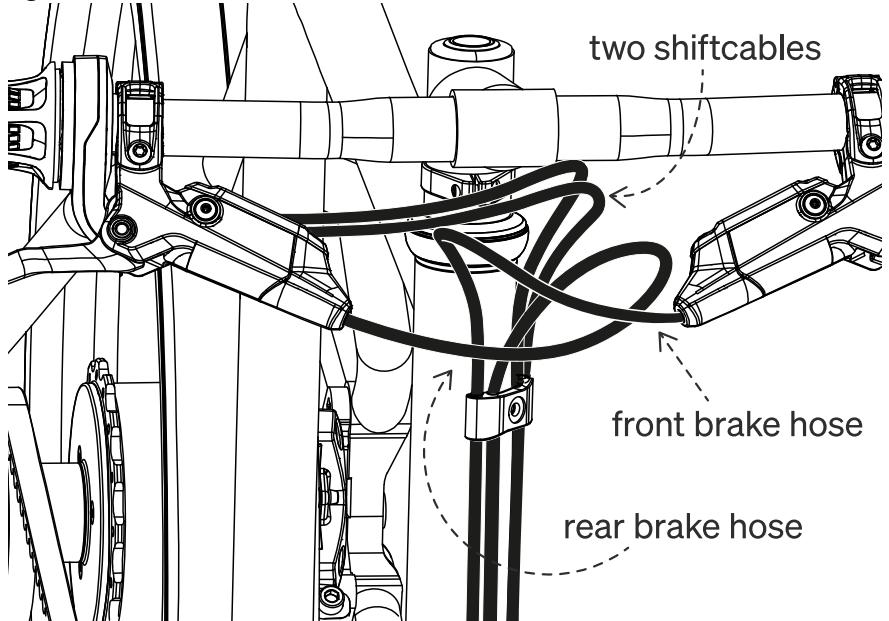
### 3.3 Light cable routing

When installing a lighting system, it is important to ensure that the front light cable port is properly protected by the rubber grommet, which should be securely in place to prevent dust and moisture from entering. Excess cable should be pulled through to allow the full steering range, as set by the BlockLock headset, without coming into contact with the steering belt. To keep the cable securely in position, it must be clamped to the underside of the steerer using the fender mount bolt and a drive-side cable clamp. Proper installation will ensure a clean setup while maintaining unrestricted steering and overall safety.

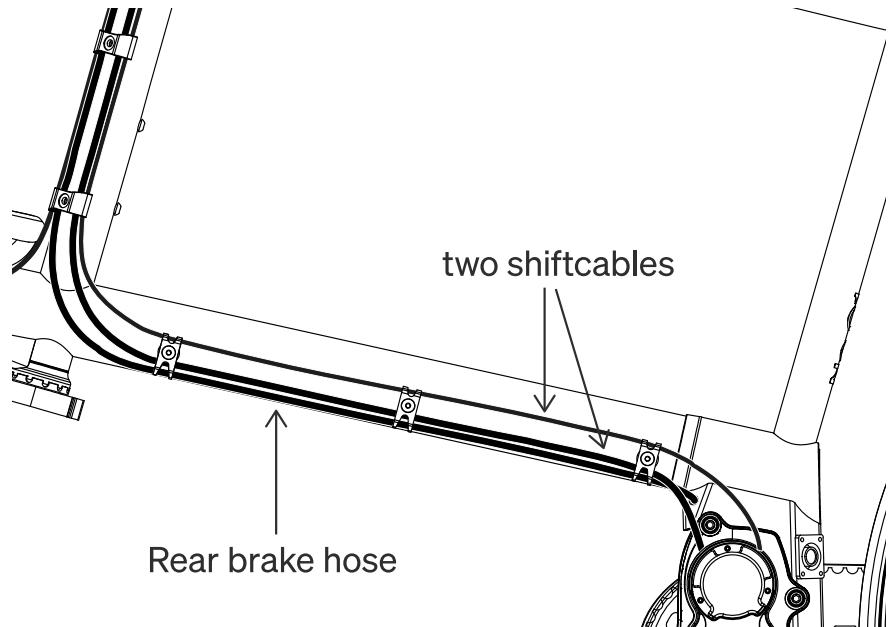


### 3.4 Frame: Pinion bikes

Ensure that the cable routing for the two shift cables is in the correct order.

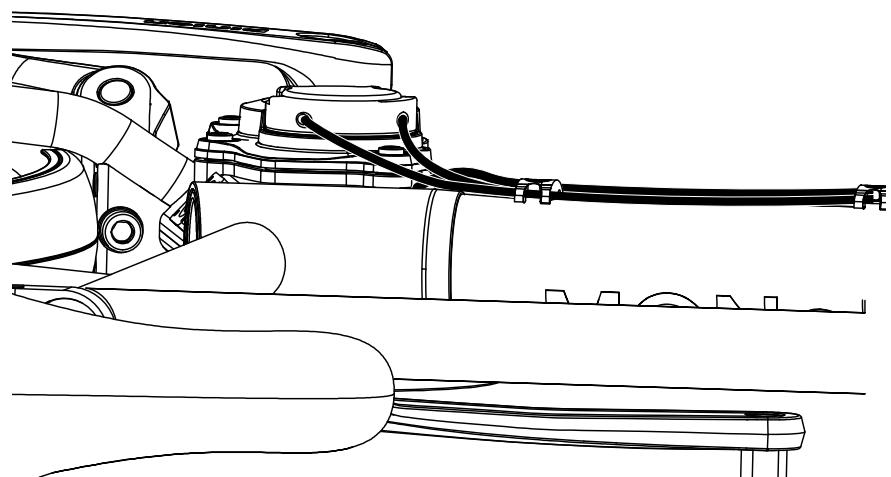


### 3.5 Cable routing pinion bikes

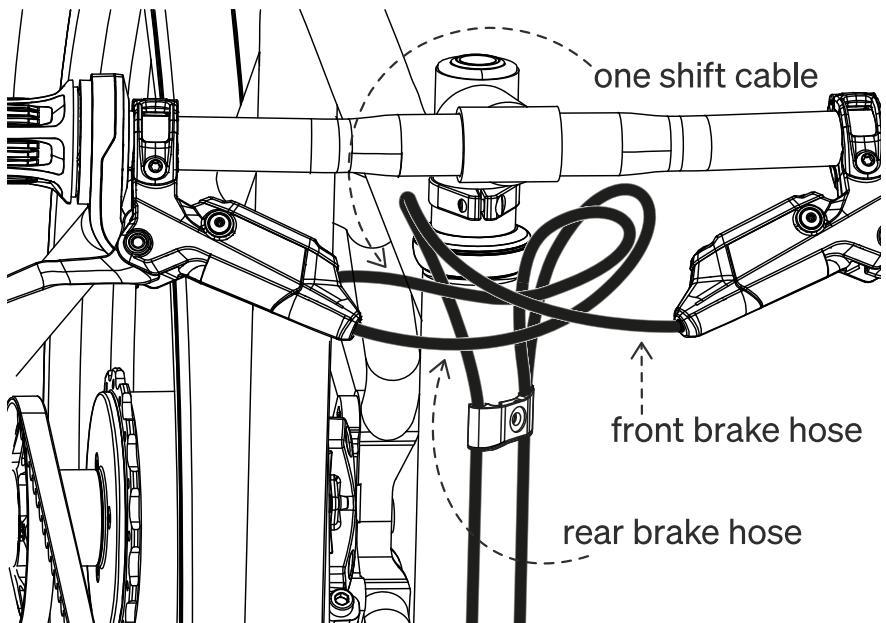


### 3.6 Attention with pinion bikes

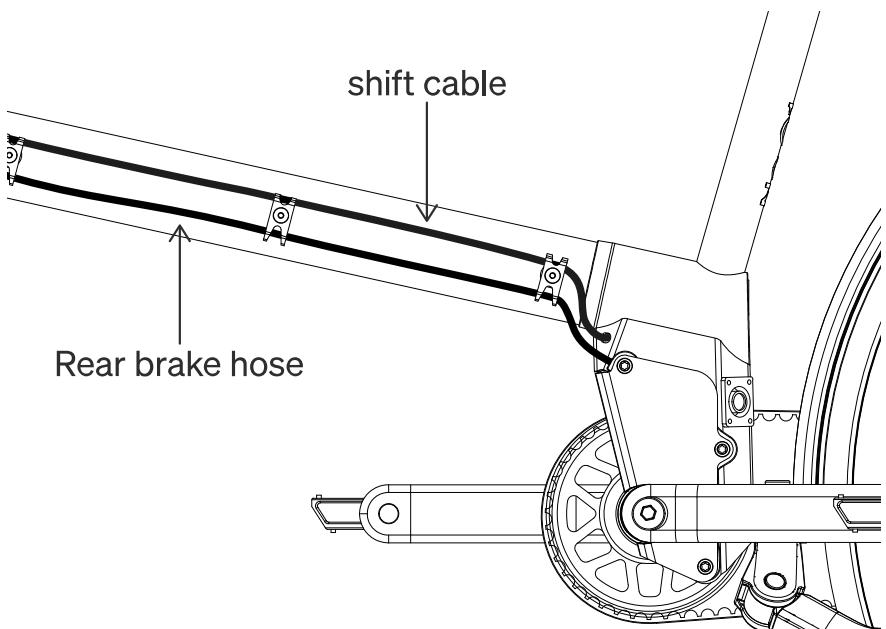
Check that the cables running to the pinion gearbox do not interfere with the rotating crank!



### 3.7 Brake and shift cable routing hub gear and derrailleur bikes



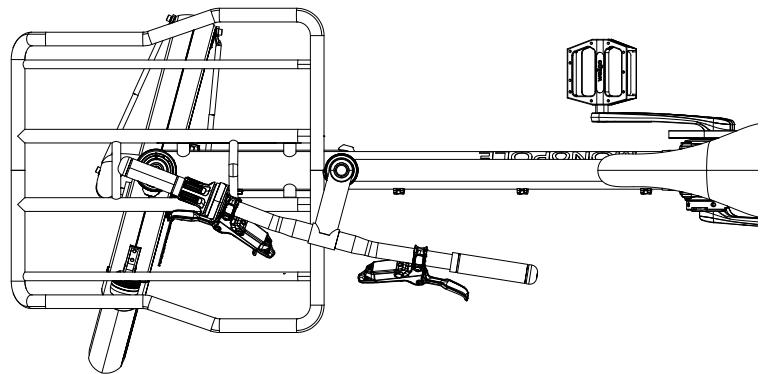
### 3.8 Shift cable and rear brake hose



## 4 Racks/cargo

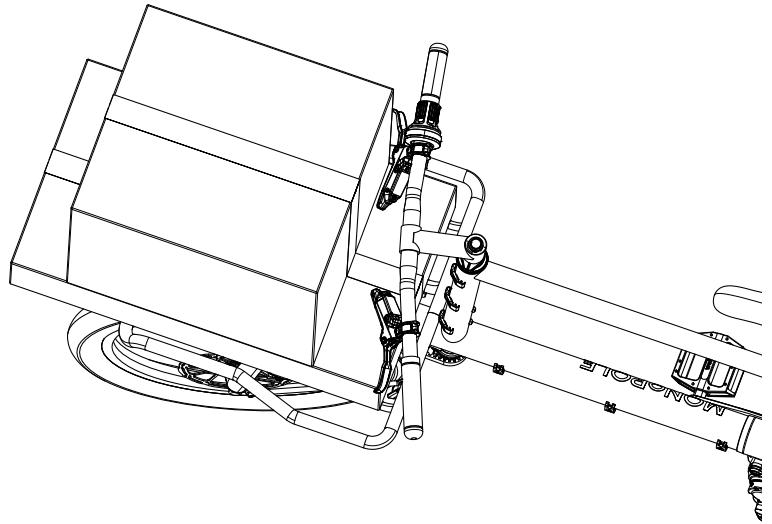
### 4.1 Steering range

The full steering angle range must be available at all times, no matter what cargo you have loaded to the bike.



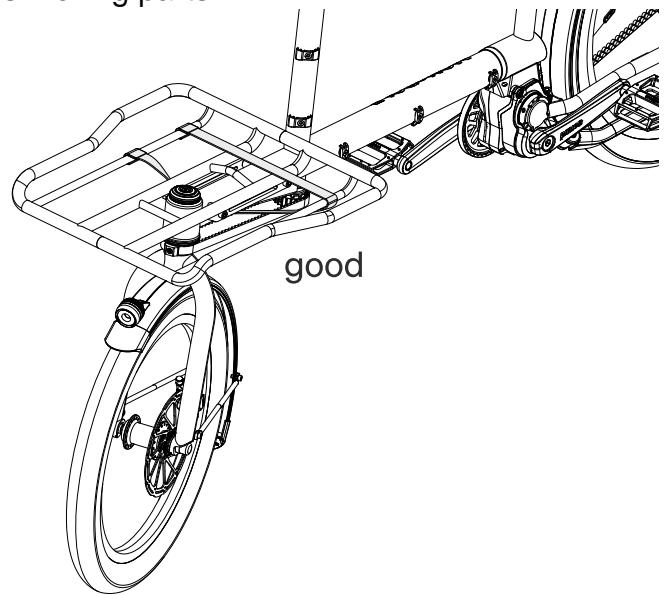
### 4.2 Check interference

E.g. cargo must not interfere with your handlebars or any other component of the steering mechanism—see section 2—or any other moving part of the bicycle.

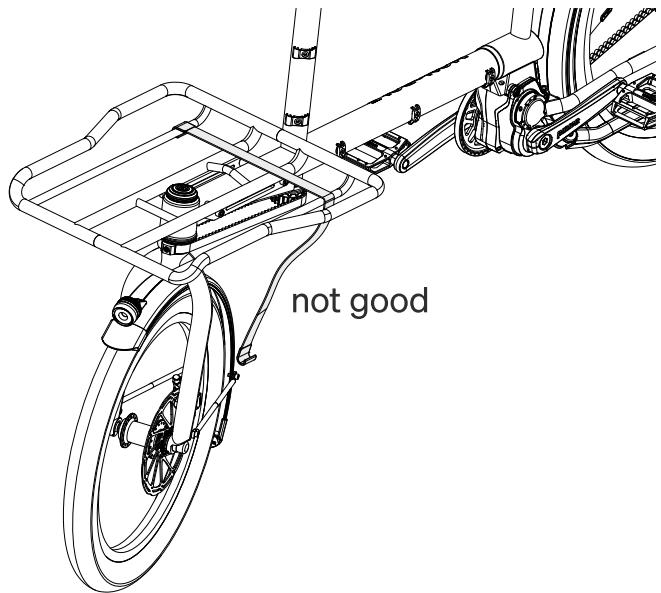


### 4.3 Cargo securing items

Cargo securing items need to be stowed when not in use. In a way that they cannot loosen or get in contact with any of the bikes moving parts.



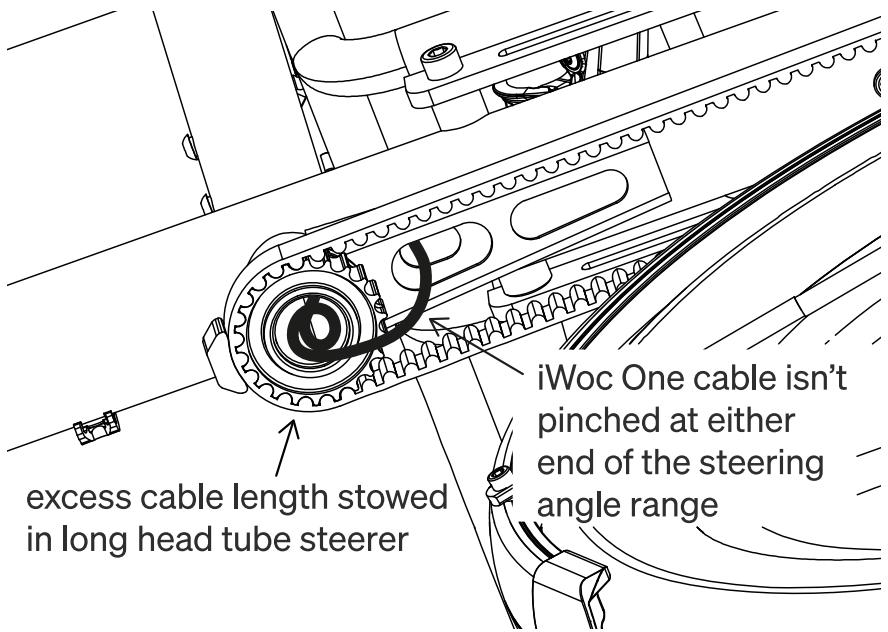
#### 4.4 Cargo securing items



### 5 Applicable only to No O1 electric

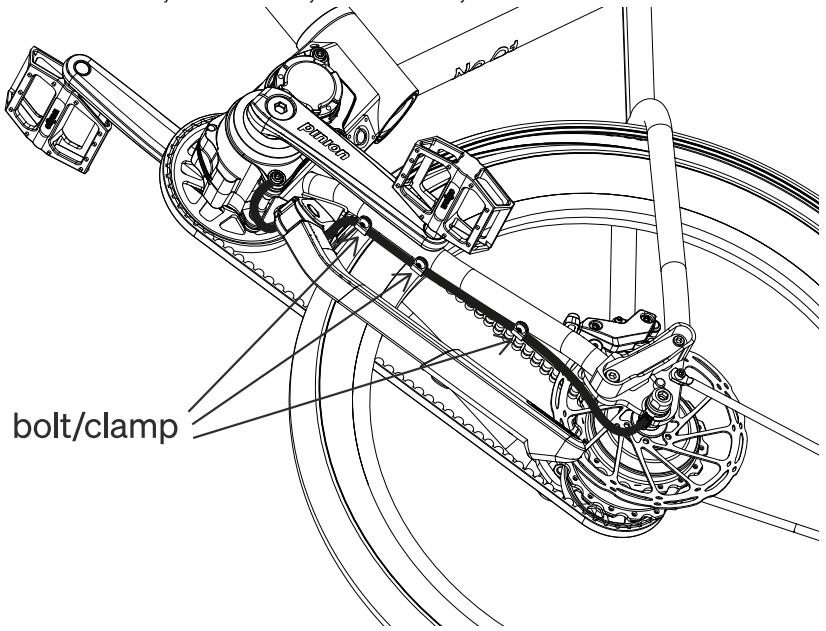
#### 5.1 Mahle iWoc One and motor cable routing

Make sure you stow the excess length of the iWoc One cable (for Mahle X35 e-bike builds) inside the long head tube steerer and not inside the frame main tube! Make sure that the iWoc One cable (for Mahle X35 e-bike builds) cannot interfere with the steering sprocket over the whole range of steerer rotation.



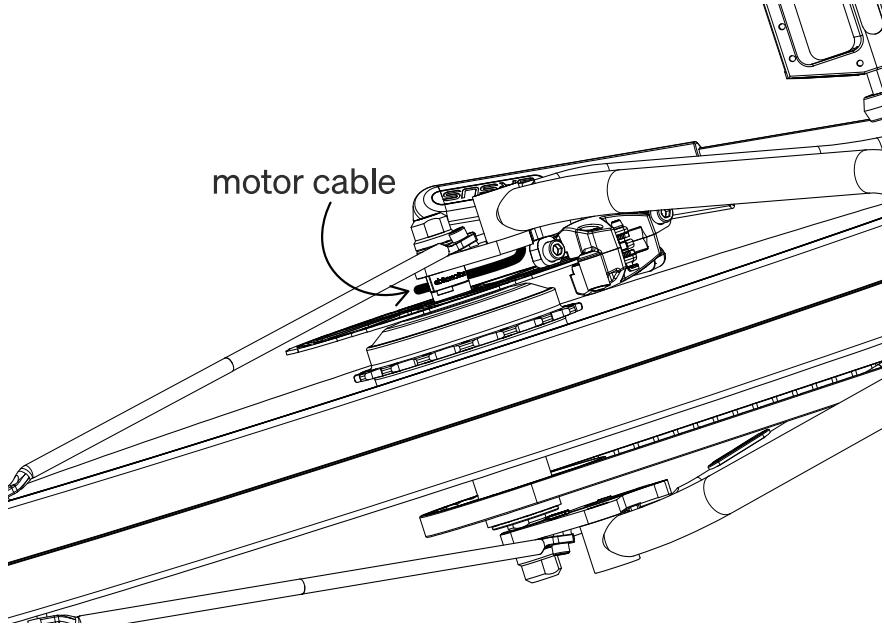
## 5.2 Motor cable fixation

The motor cable must be secured using clamping bolts/clamps and must not interfere with any moving parts, such as the cranks, disc rotor, kickstand, etc.



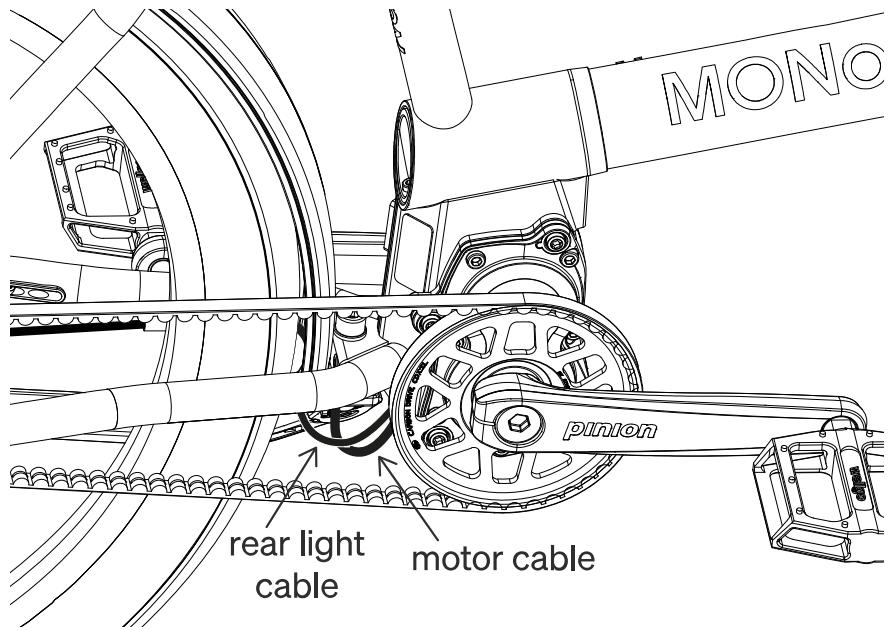
### **5.3 Motor cable fixation**

The motor cable must not interfere with any moving parts, such as the cranks, disc rotor, kickstand, etc.



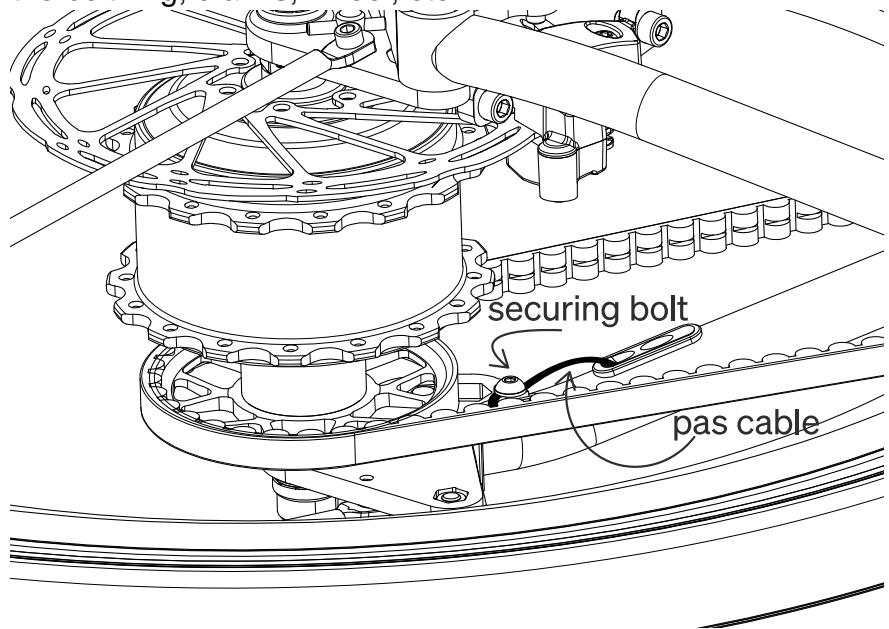
### **5.4 Mahle motor, rear light and PAS (pedal assist sensor) cable routing**

The rear light cable and motor cable must not interfere with any moving parts such as the belt ring, cranks, wheel, etc.



## 5.5 PAS sensor cable

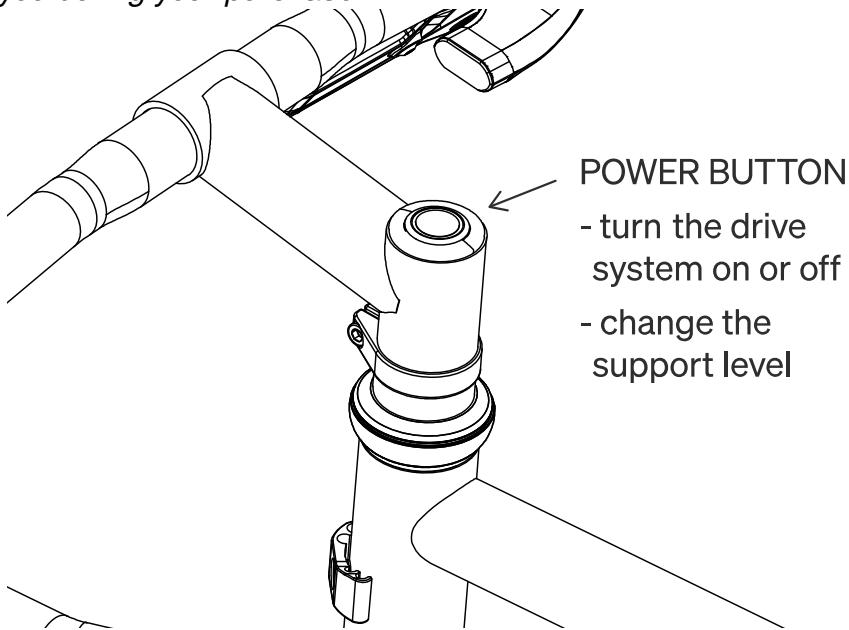
The PAS sensor cable must be secured with the designated bolt and must not interfere with moving parts such as the belt ring, cranks, wheel, etc.



## 5.6 Turning the E-drive system on/off and changing settings.

On the MONOPOLE No O1 electric, the on/off button is located on top of the stem. The same button is used to switch between the support modes of the drive system. For further information, please refer to the Mahle X-35 E-drive system product manual you received when purchasing the bike.

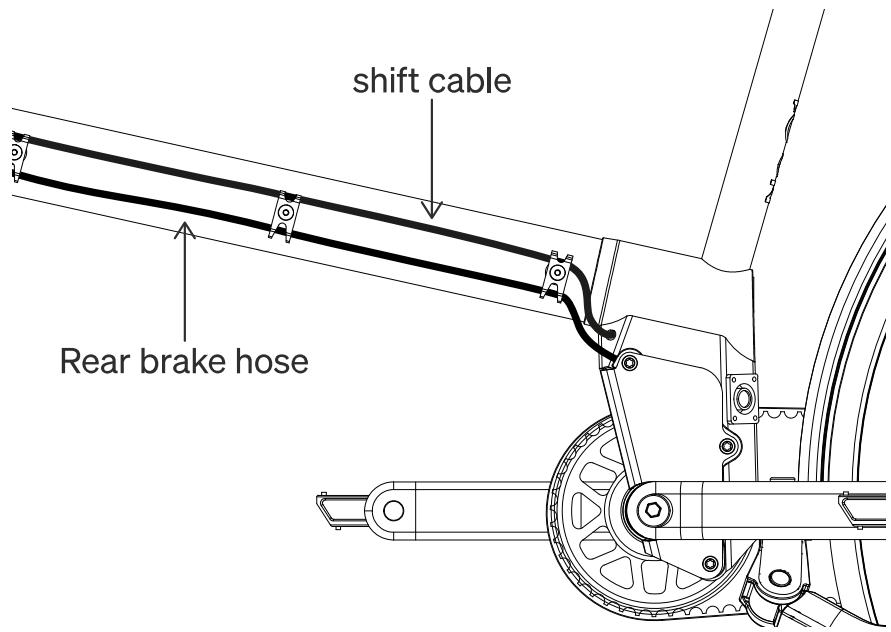
*\*This information is mandated by governing bodies. We assume that you, as our customer, can figure out how to turn the system on and off. Additionally, our sales staff will have explained this to you during your purchase.*



## 6 Applicable only to No O1 bio and frameset

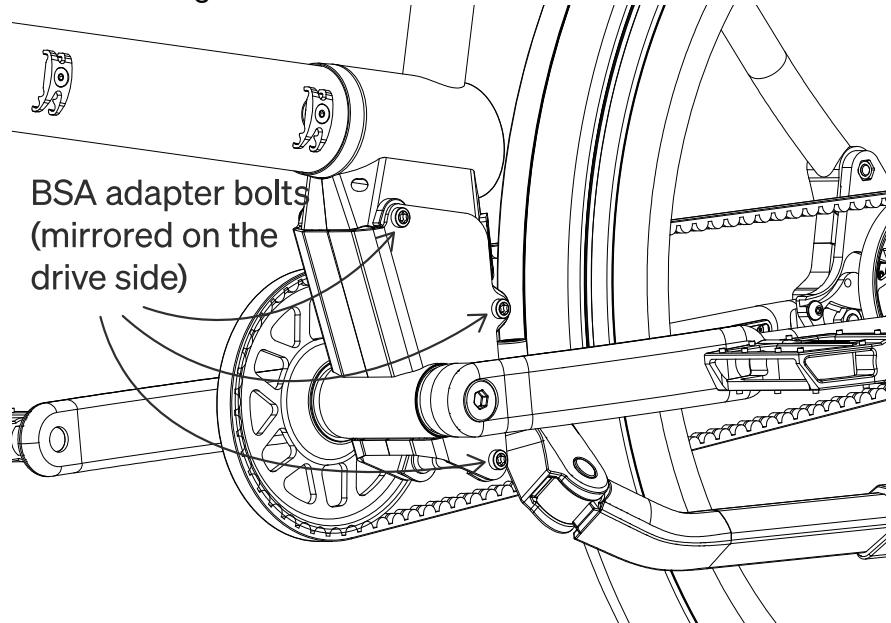
### 6.1 Rear brake and shift cable routing

BSA adapter builds: The rear brake hose and shift cable enter the adapter as shown and run through the drive-side and non-drive-side chainstays, respectively, from there.



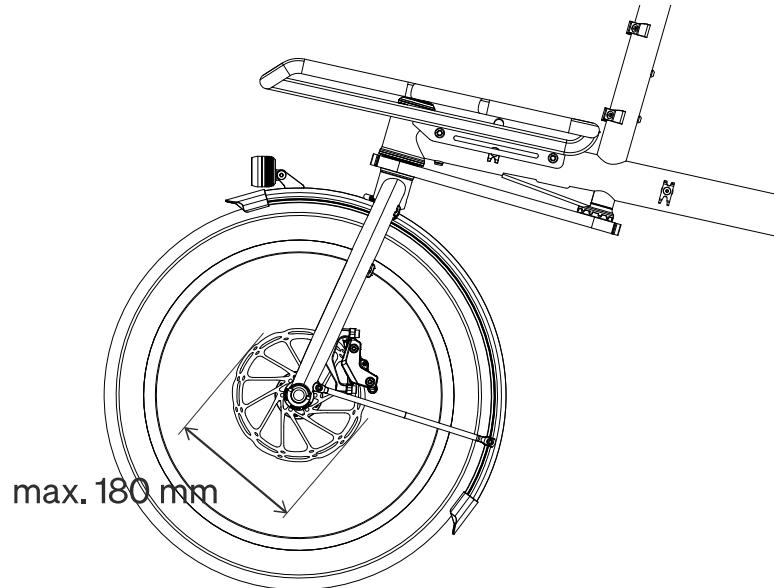
## 6.2 BSA mount torque values

BSA adapter: Make sure the bolts are tightened in alternation to a value of: 10 Nm.



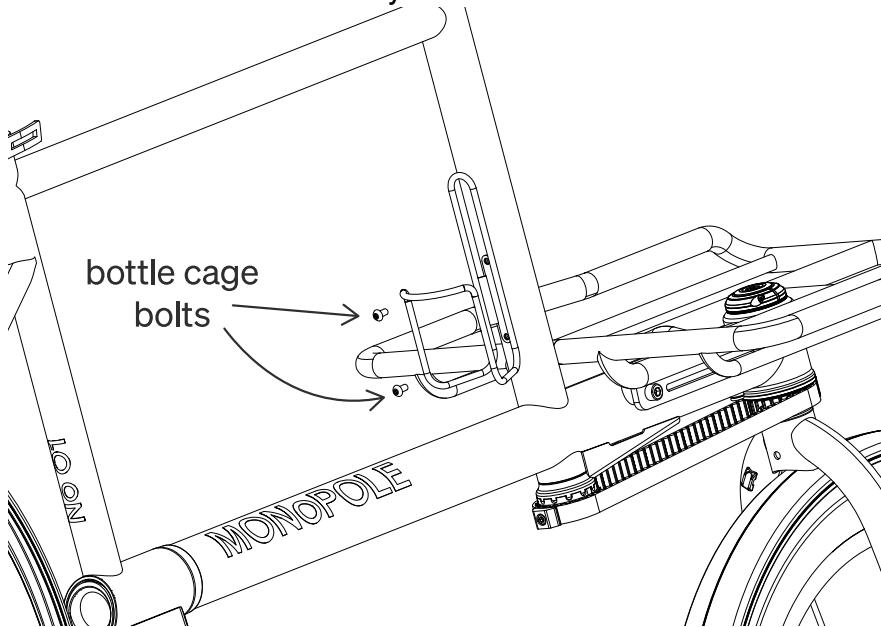
## 7 Specs to respect

### 7.1 Max. brake rotor size



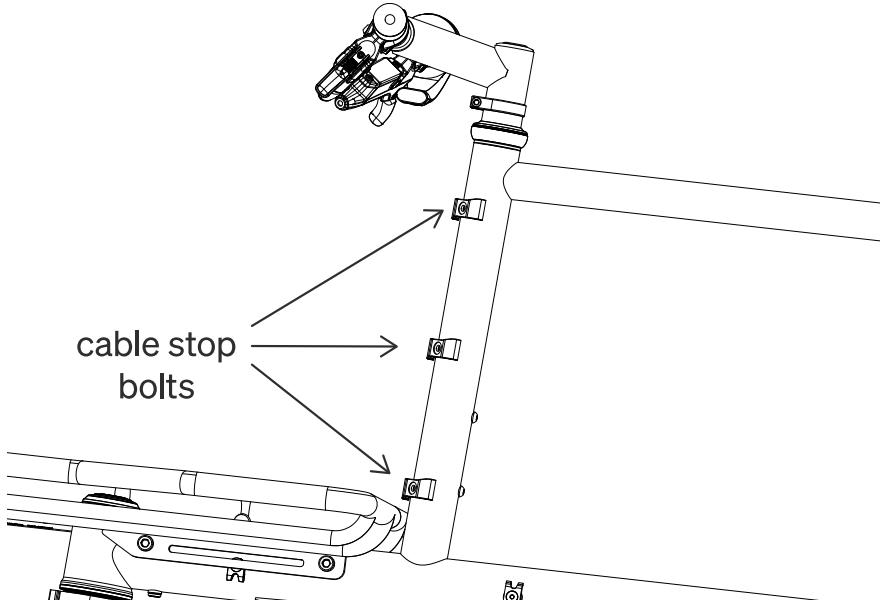
### 7.2 Bottle cage bolt length

In case you use longer bolts than originally supplied with your bike/frame to mount a bottle cage, make sure bolts do not collide with the steerer! With the bolts fully tight, check whether the handlebars and steerer rotate freely.



### 7.3 Long steerer tube cable stop bolts

Before every ride: Make sure the cable stop bolts do not collide with the steerer! With the bolts fully tight, check whether the handlebars and steerer rotate freely.



## 8 Cleaning of the bike/frameset

Regular cleaning and maintenance are important for the safety and longevity of your bike. We recommend wetting your bike only with a standard water hose, using a gentle water jet. Avoid pointing the jet directly at bearings or other delicate areas of the bike. Do not use pressure washers! Clean your bike only with a clean, moist, and soft towel. If needed, use a bicycle-specific cleaner.

*\*This information is mandated by governing bodies. We assume that you, as our customer, are aware of the requirements for safely cleaning a bicycle, but it may still be beneficial to have a reminder.*