

FACTOR

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2025 Elara MANUAL

INTRODUCTION

Congratulations on the purchase of your FACTOR product. Please review thoroughly the following instructions and only follow them for correct operation and use. Should you fail to follow the following instructions and warnings, this could result in damage of the product, damage to the bicycle and in severe situations cause possible injury and or death.

Since specific tools and bicycle service experience is required for proper assembly installation, it is recommended that the product be assembled by a qualified bicycle mechanic. FACTOR BIKES assumes no responsibility for damages or injury due to improper assembly and installation of the product(s).

LIMITED LIFETIME WARRANTY ON BICYCLES AND FRAMESETS

To qualify for FACTOR'S LIMITED LIFETIME WARRANTY please visit www.factorbikes.com and register your product(s) within 15-days of purchase.

WARRANTY



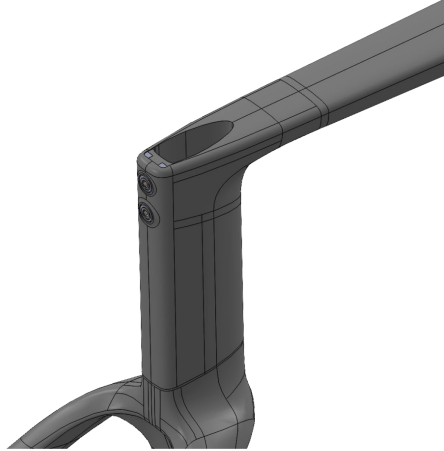
PRODUCT REGISTRATION



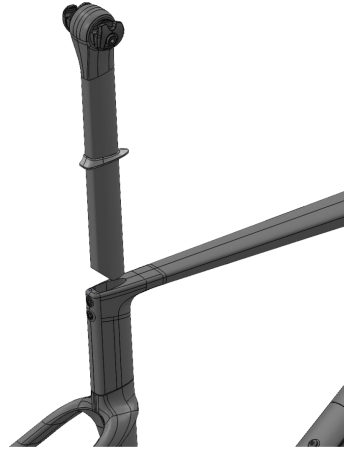
Seatpost installation



Grease the area between the Clamp and the frame with a dielectric grease to prevent corrosion



Slide the rubber SP gasket on the the SP and apply frame assembly compound to the seatpost



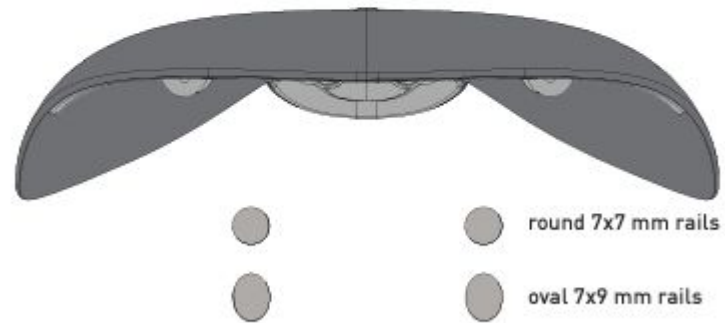
Install the post and set at desired height, remove excess grease/assembly compound, and torque to 4-5Nm. Install the SP Clamp plugs into the heads of the grub screws.



WARNING! This bike is shipped with a full length seatpost, however in some cases it is not possible to use the entire length. In these cases the seatpost **MUST** be cut and can not be allowed to bottom out on the frame. A ½" (12mm) chamfer at the rear of the seatpost is also required, similar to how the full length seatpost is chamfered

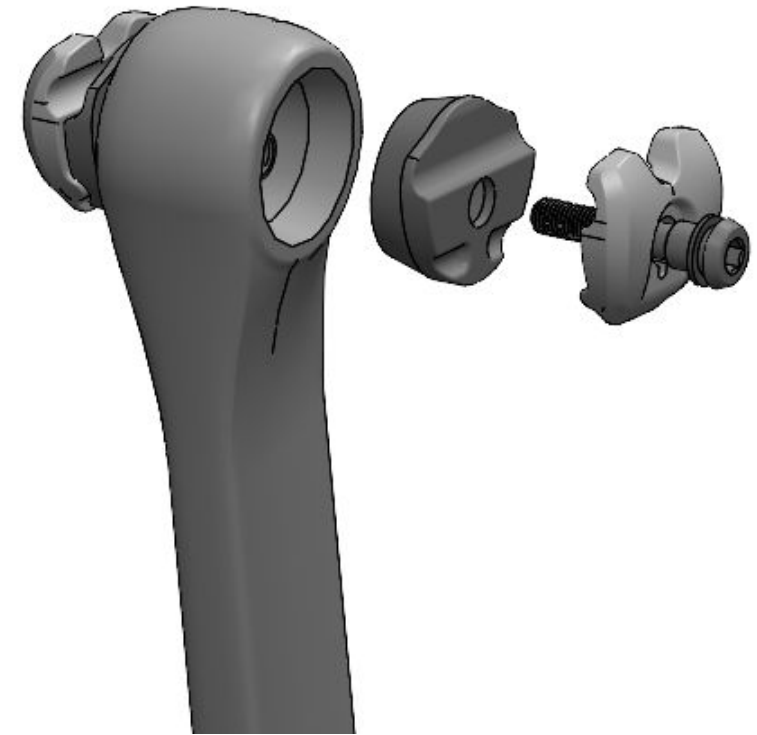
Seat attachment

- Determine the type of SP rails on your saddle and choose the appropriate clamp setup from the Pizza Box of parts



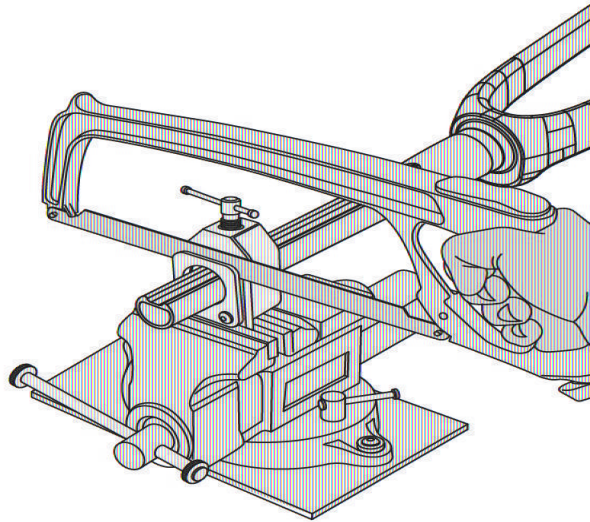
Factor frame sets are shipped with 7X9 mm outer rail clamps for carbon rail saddles. 7x7 mm outer rail clamps for traditional saddle rails are available through your Factor dealer.

- Apply carbon paste liberally to the SP clamp assembly, assemble the seat post clamp, adjust saddle angle and seatback, and tighten to 12Nm.

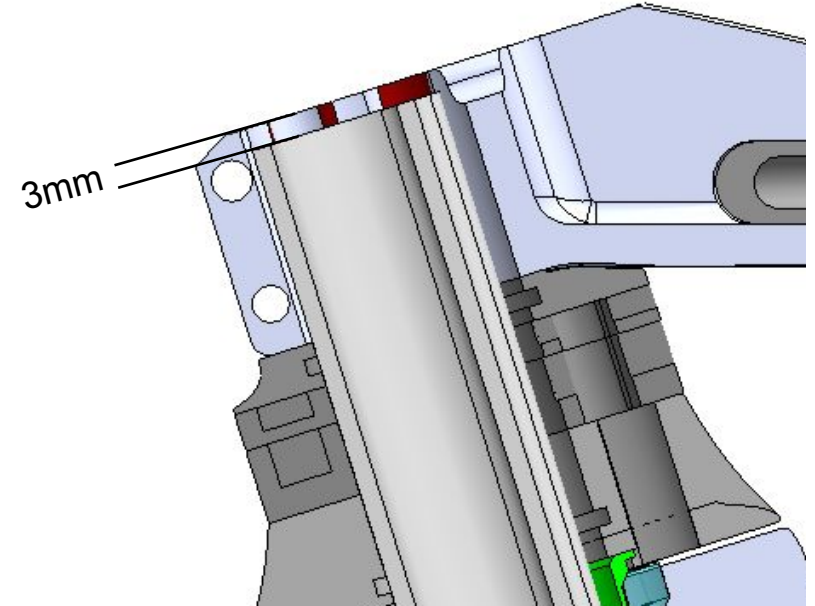


Steerer

- Working with your mechanic determine the correct number of spacers, and cut the fork steerer tube as shown below

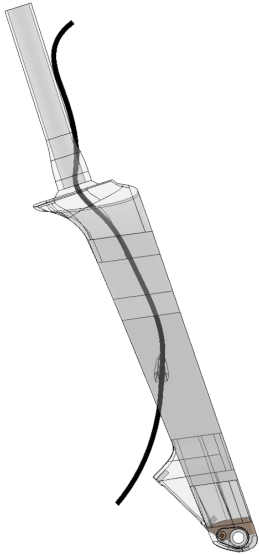


Pre-cut fork steerer making sure that it is cut 3mm below the top of the stem.

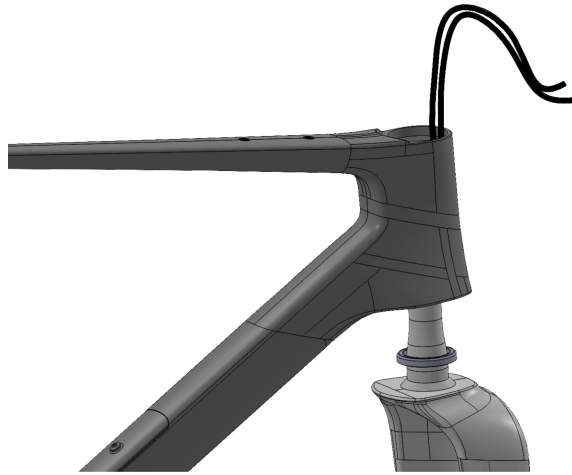


WARNING! Only use a maximum of 40mm of spacers (including tall headset cover) supplied with the frameset.

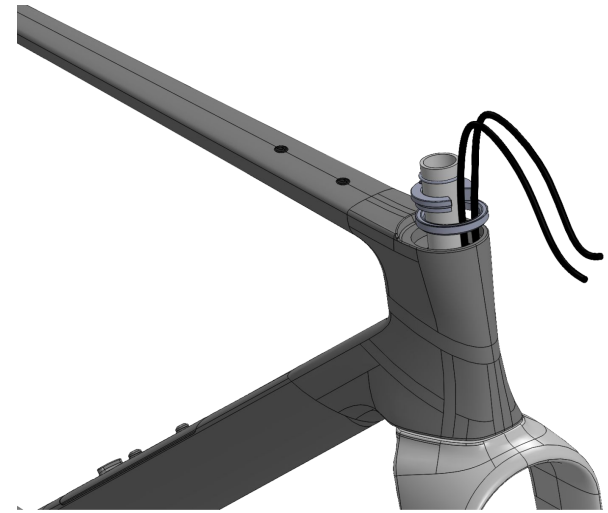
Fork mounting



Pull brake hose through the fork and leave full length

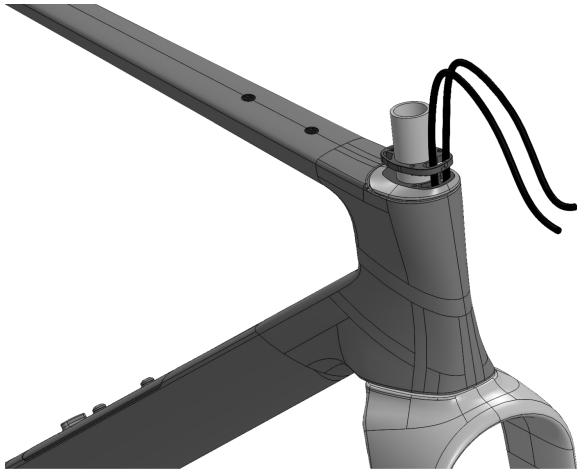


Pull the hose through the lower bearing, grease the lower bearing seat, and install the fork and bearing into the frame



Grease and install the upper bearing, Split ring, and sealing O-Ring. Make sure the hoses go through the appropriate openings on the split ring.

Fork mounting

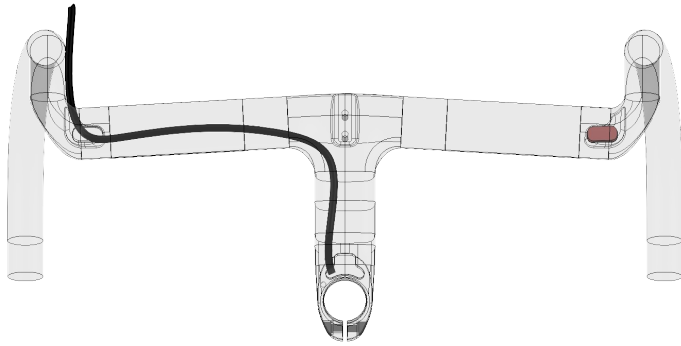


Install dust cover and spacers as desired, ensuring the hoses are brought up through the dustcover and spacers as needed.

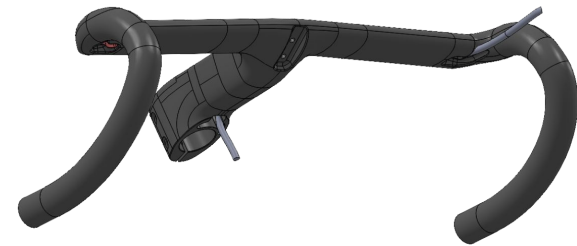


Apply carbon assembly paste to the compression plug, install in steerer, and tighten to 8Nm

Fork mounting

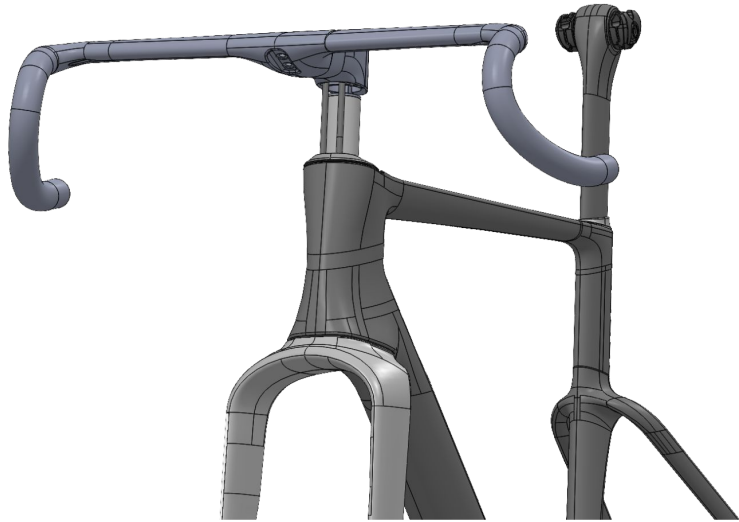


Snake hoses through the bar, respecting which is left and which is right and corresponding front/rear brakes

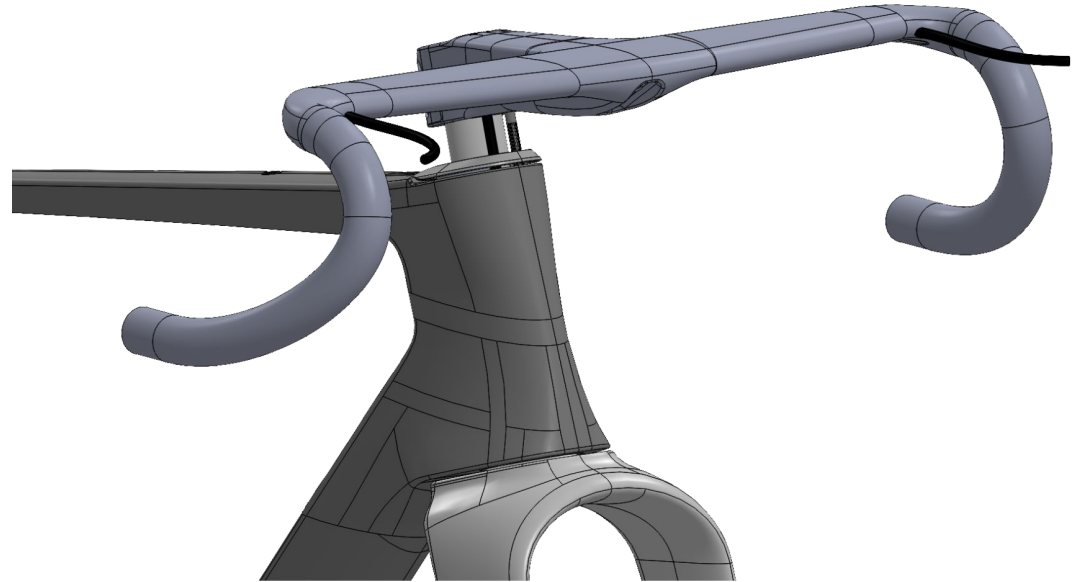


Pull excess hose through barstem, exiting on your desired side

Fork mounting



Gently pull the hoses through the bar while starting to locate it over the steerer tube.



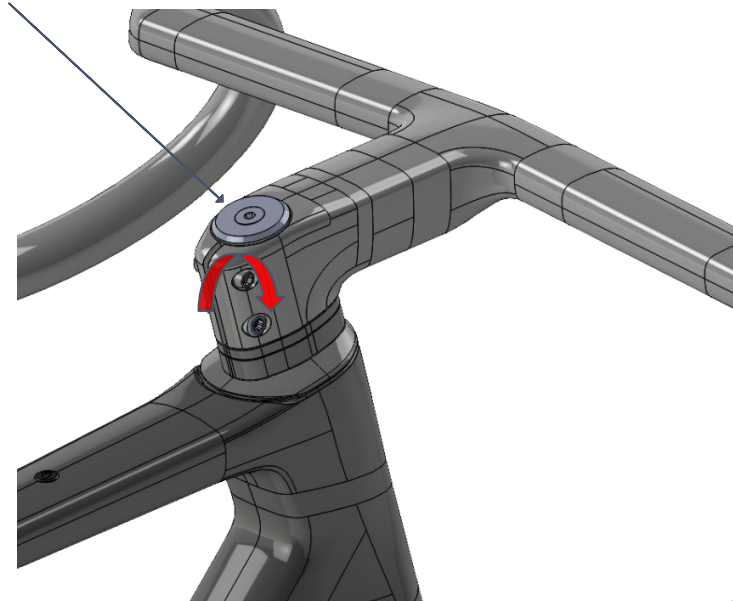
Alternate pulling on hoses while being sure to avoid kinking any lower it on the steerer tube until the bar sits atop the spacer stack

Bar mounting

Center the bar on the bike's centerline prior to tightening. Ensure the spacer locating holes and mating features are aligned with the dust cap and the handlebar.

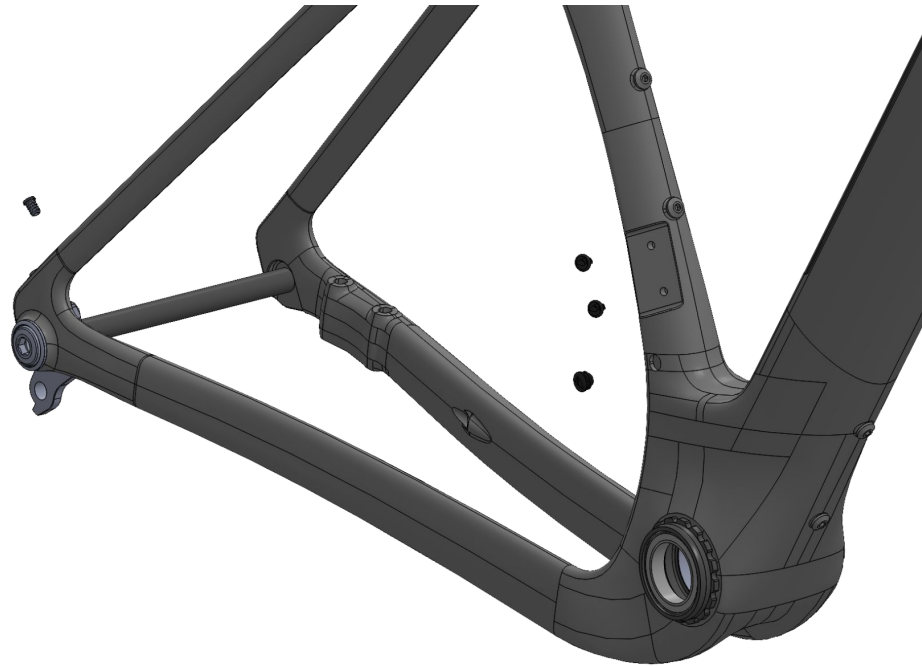
Tighten the compression top cap until sufficient preload is on the bearings.

Tighten the stem bolts to 5.2 Nm

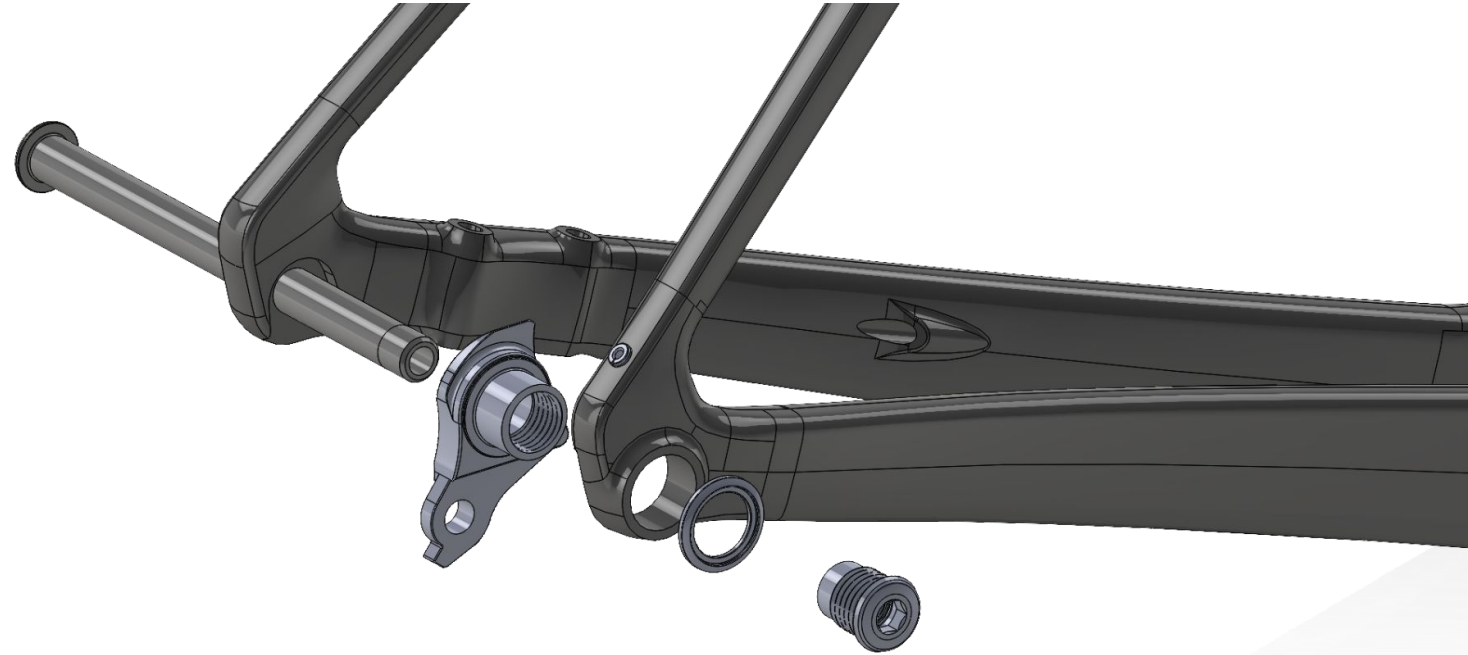


If you are using a 1x setup, remove the FDM and set aside. Install the provided blanking plates for the FD mounting holes. Note you may benefit from a small dab of adhesive or silicone when installing these as they can rattle out with time.

If you are using a 2x setup, install the FD, and adjust accordingly. Torque to 3Nm.



The Frame is fitted with a UDH interface. If you use the UDH hanger follow the torque instructions on the hanger. If using a direct mount derailleur, follow the manufacturing instructions. Note that these derailleurs can feel like they are too loose fitting on the frame before the full torque value is reached, which is quite high.



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If you are using a 2x setup, install the Front Derailleur mount and adjust accordingly. Torque to 3Nm.

In order to allow for the very large tire clearance on this bike, only 2x drivetrains with a “wide” chainline (47+mm).

Shimano GRX and Sram D1 Wide are current the recommended arrangements for 2x with this frame. Maximum Chainring Diameter with a 2x setup is 48T.

Due to the very narrow aerodynamic seatpost used on the frame it is not possible to mount the battery in the seat tube if a Di2 Battery is being used. Consult with a skilled mechanic on techniques to safely locate this in the downtube, accessible via the storage door.

All front derailleurs severely limit the maximum tire width in the frame, so carefully consult with the component manufacturer for your maximum tire allowance.



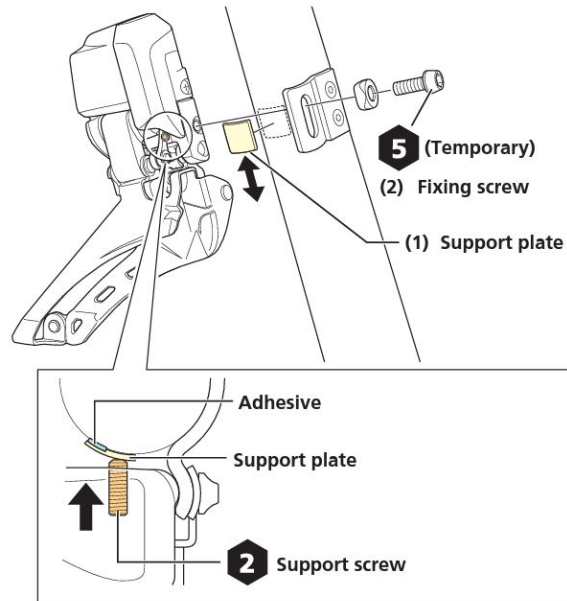
FDM

- The 2025 Elara is configured for the use of a front derailleur, as well as supporting 1x only function. If using 1x, remove the FDM and install the supplied blanking plate.
- Be sure to follow all manufacturer recommendations for supporting plates, wedges, and screws when using the Elara, and tighten the FDM to no more than 3Nm.

Installation/removal

Temporarily installing the front derailleur

(2) Temporarily install the front derailleur.

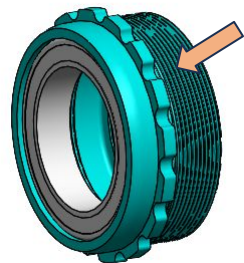


CHECK THE WEDGE

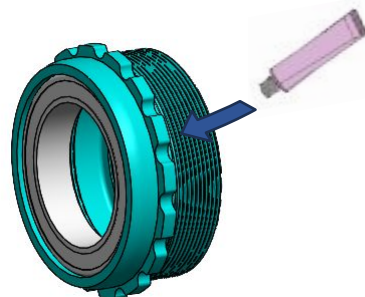
Look at the back side of the front derailleur to see if the support wedge is installed and adjusted properly. Without it, outer limit adjustment needs to compensate to produce a fast shift, but then you run the risk of an over up-shift chain drop.

If the wedge is missing on a bike that came with an eTap AXS front derailleur, see your local dealer to ask for a free replacement. If you bought the derailleur to install on a bike, a selection of wedges was included in the original packaging. This is an important part of the front derailleur setup process because it provides a significant increase in stability when upshifting to the big ring.

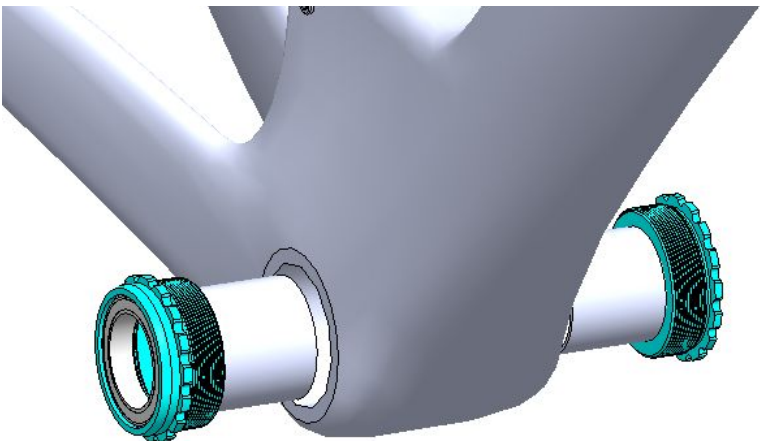




Clean the inside of the frame bottom bracket & the bottom bracket cups with an isopropyl alcohol.

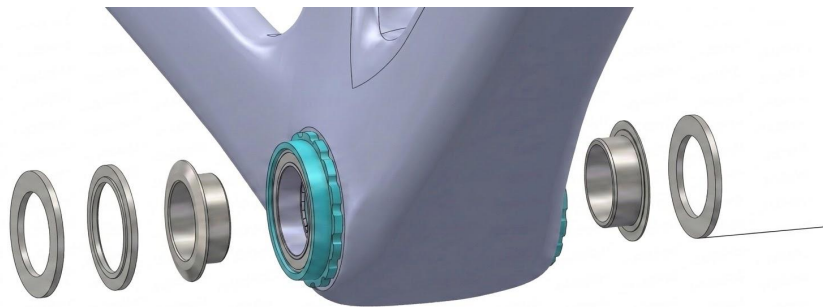


Apply a layer of good quality assembly paste to the threads of both bottom bracket cups. We recommend assembly paste from Morgan Blue (Aquaproof Paste) or r.s.p. (Creak Freak Assembling Paste).



Thread the cups into the frame and torque the cups down to 40nm for both drive side and non drive side. We recommend using the CeramicSpeed T47/T45 Dual Socket Tool.

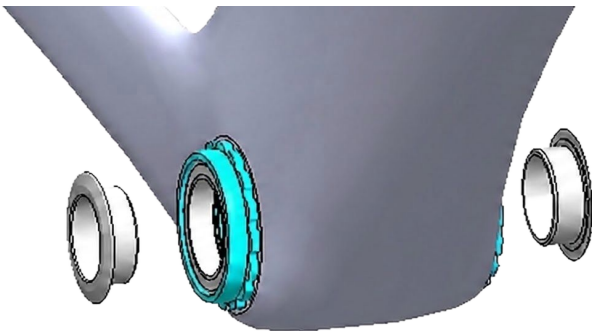
For SRAM DUB cranksets (WIDE spindle only), install the included 29mm dust covers and spacers in the following sequence.



Drive Side
3mm+2.5mm+29mm dust cover

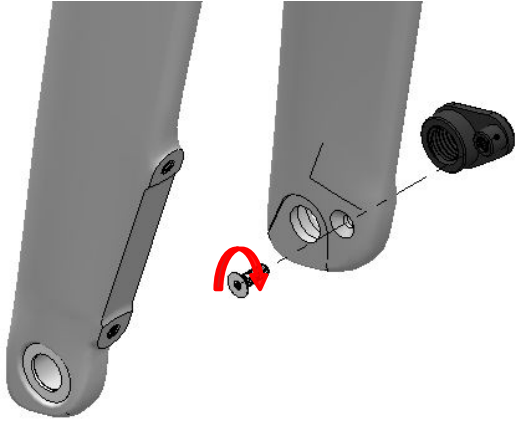
Non Drive Side
2.5mm+29mm dust cover

For Shimano Hollowtech II cranksets, install the included 24mm dust covers and the crank installs directly without any spacers.



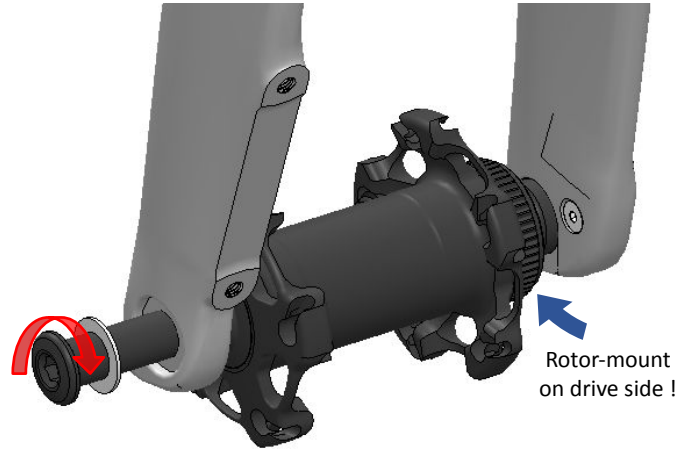
Drive Side
24mm dust cover

Non Drive Side
24mm dust cover

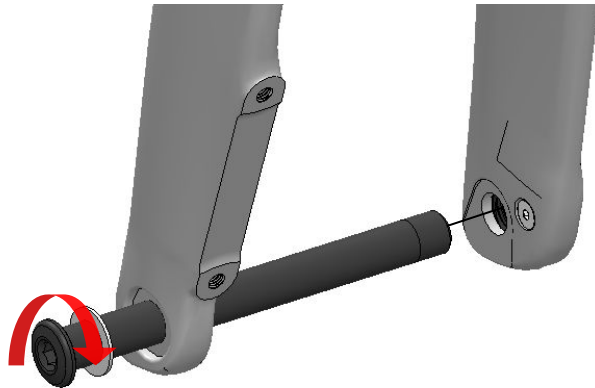
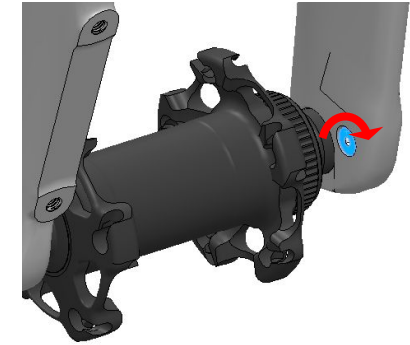


Apply Loctite 243 on bolt threads. Thread the bolt in but do not tighten, this will allow the insert to align when installing the axle

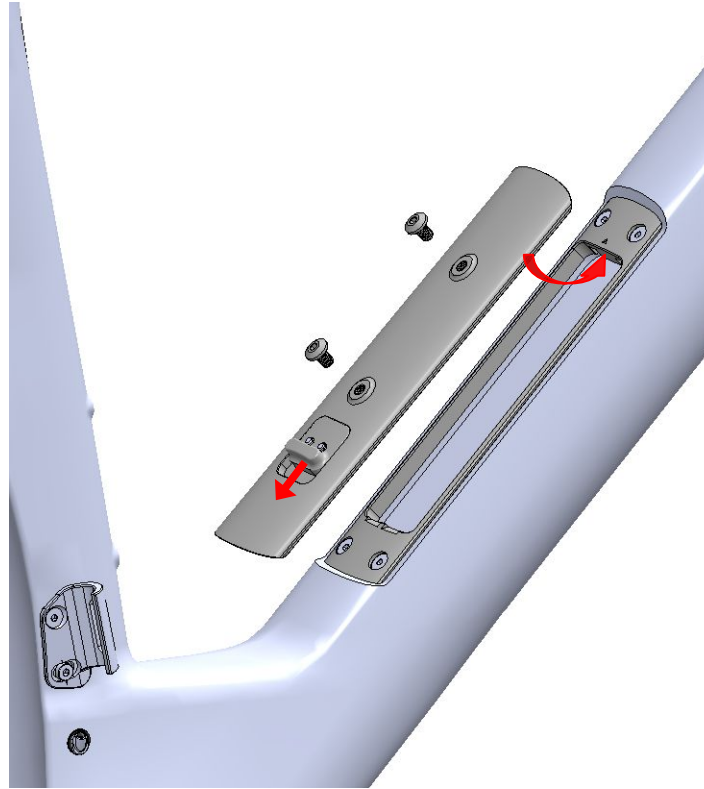
Install a front hub in the dropout with the free hub on non-drive side. This will allow better access for the next step. Install the thru-axle with the nylon washer and tighten to **12Nm**



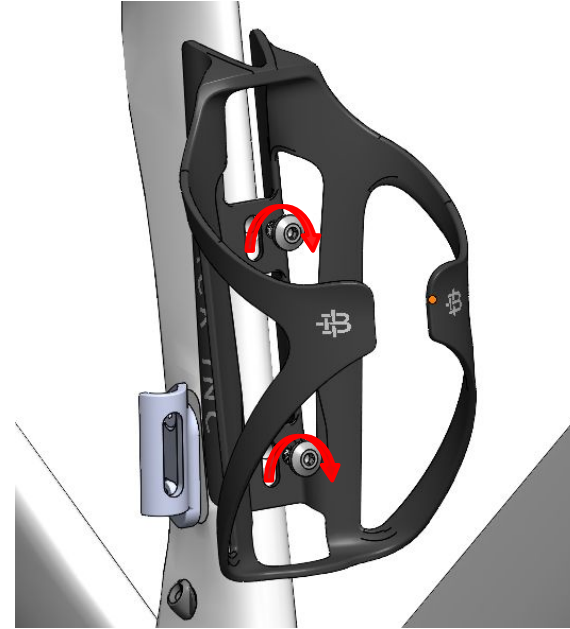
After ensuring the dropout insert is correctly aligned, tighten the dropout bolt to **1 Nm**.



Remove the thru-axle and remove the hub. Install front wheel and tighten the thru axle (with the nylon washer) to **12Nm**.



Insure that the factory installed bezel bolts are tightened (2Nm). Install cover and tighten M5 WB bolts with a high quality 3mm Hex head to **2 Nm**.



Install cages of your choice and tighten M5 bolts with a high quality 3mm Hex head to **2 Nm**.

Item Description	
Rear Axle	M12x1.0 -165.5mm Length
Front Axle	M12x1.5 - 123mm Length
Upper Bearing	1.5" 45°x45° (MR170)
Lower Bearing	1.5" 45°x45° (MR170)
Rear Brake bolt length (brake mount thickness 25mm)	SRAM = 32mm Shimano / Campagnolo = 34mm
BB Type	Wide T47a frame, use either supplied BB or T47i
Max Chainring	1x 52T, 2x 48-35T
Max Tire size	57mm MEASURED (Equiv to 2.2" Conti Raceking)

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