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2025 Aluto 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

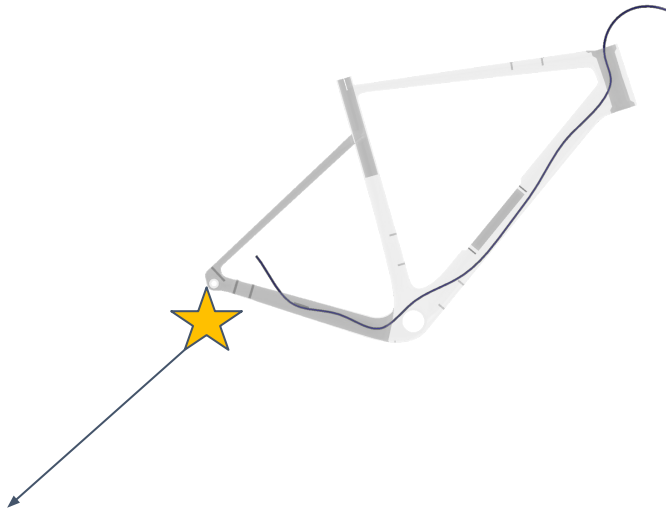


PRODUCT REGISTRATION



Hose routing

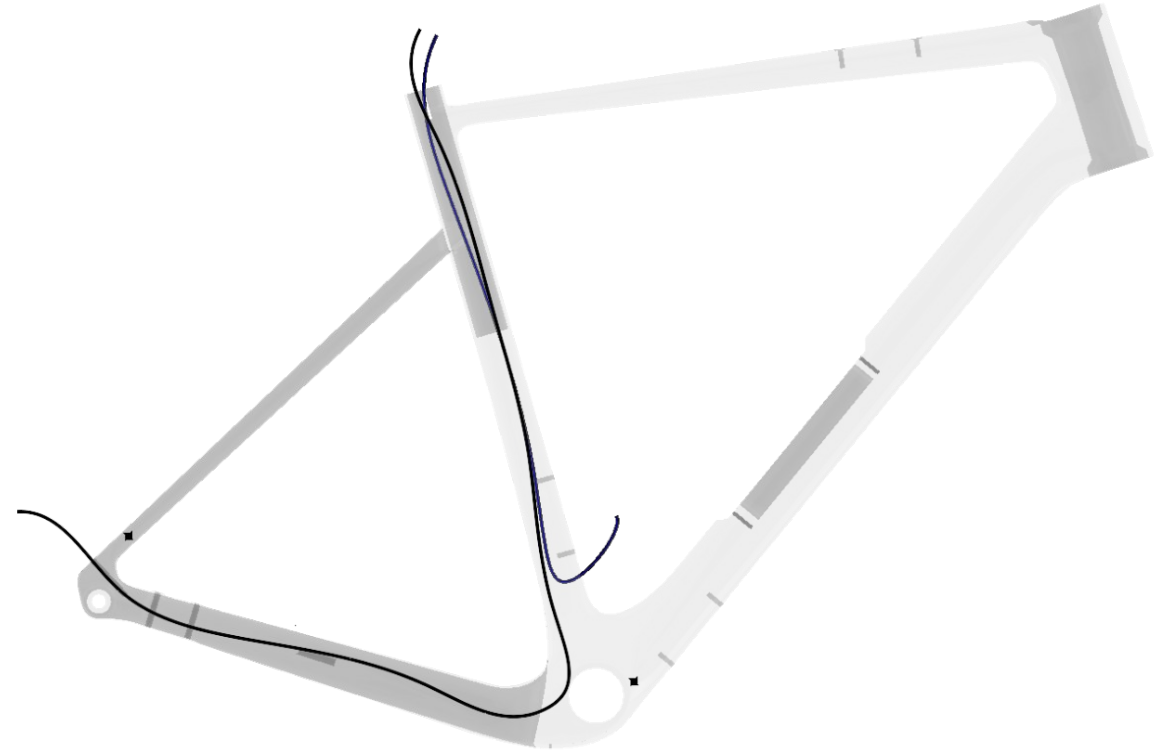
- Install rear brake and fish hose through the frame and out the head tube
- install the anti rattle rear brake hose foam sleeve
- Insure that the clear plastic anti wear guard portion of the anti rattle hose covering is adjacent to the head tube to shield the brake hose from the steerer rotation
- Loosely fix rear brake caliper using appropriate length bolts



NOTE: Please ensure to use the supplied rear adapter for SRAM 160mm rear rotor configuration.

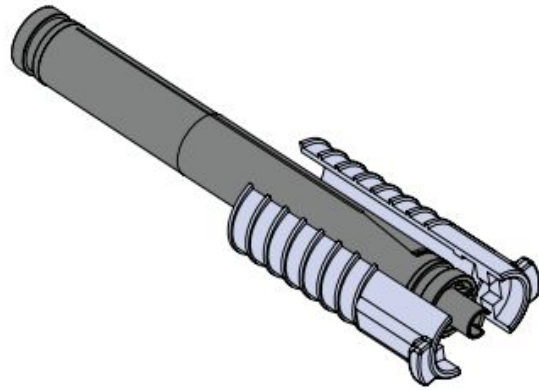
Di2 routing

- Install the Front and rear derailleur Di2 wires as needed, out the respective ports in the frame, and out the top of the seat tube opening.



Di2 Battery Installation

- Place the battery between the rubber clamshell battery sleeve
- Firmly install the battery and sleeve into the seatpost



Seatpost installation



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



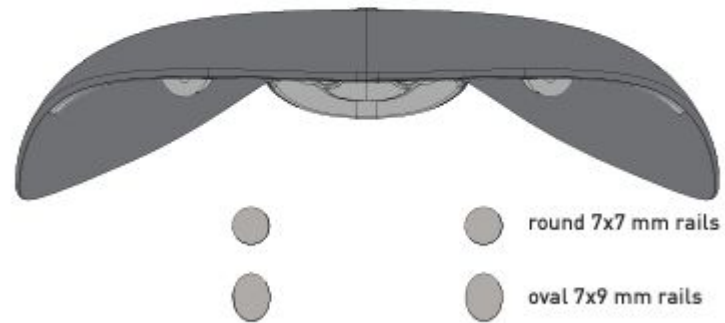
Apply frame assembly compound to the 27.2mm round post



Install the post and set at desired height, remove excess grease/assembly compound

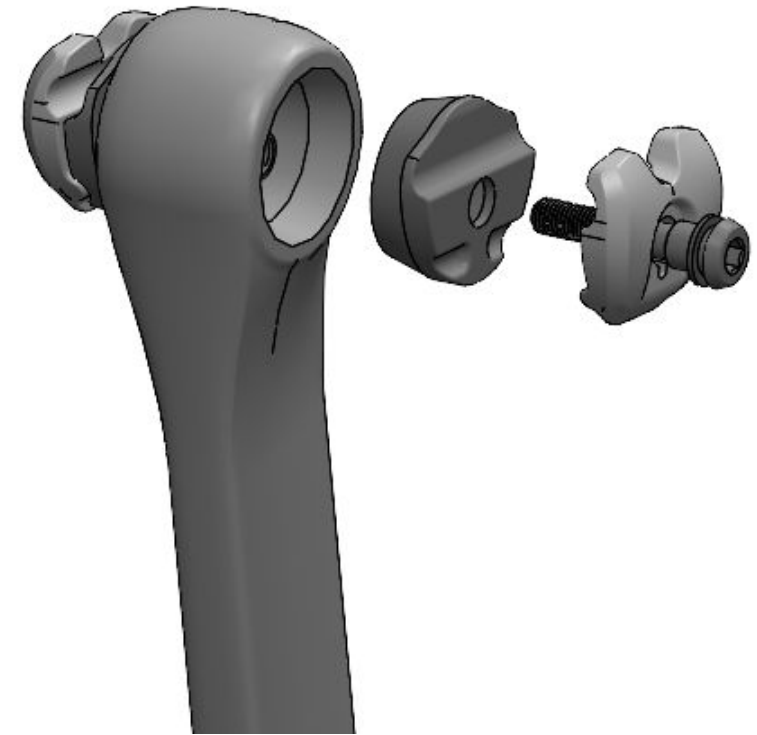
Seat attachment

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



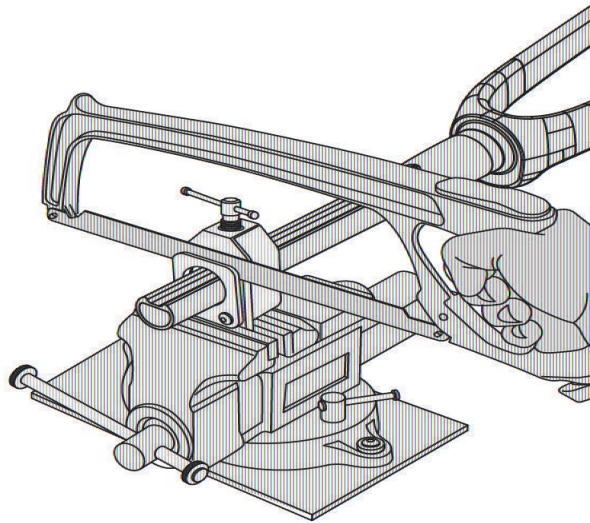
Factor frame sets are shipped with 7X9 mm outer rail clamps for carbon rail saddles. 7x7 mm outer rail clamps for traditional saddle rails are available through your Factor dealer.

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



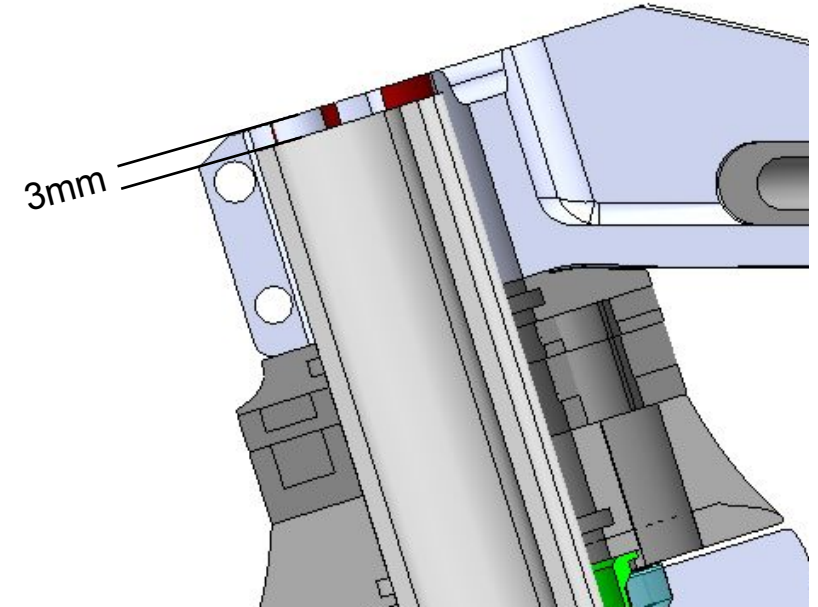
Steerer

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

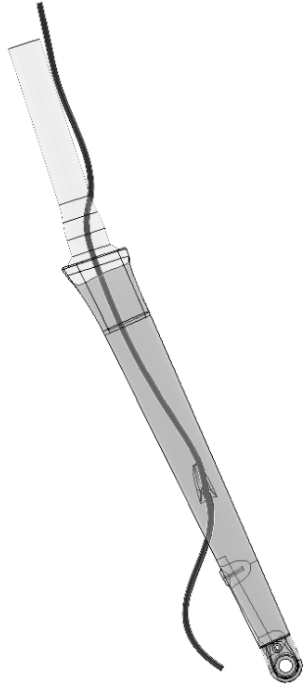


WARNING! Only use a maximum of 40mm of spacers (including tall headset cover) supplied with the frameset.

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



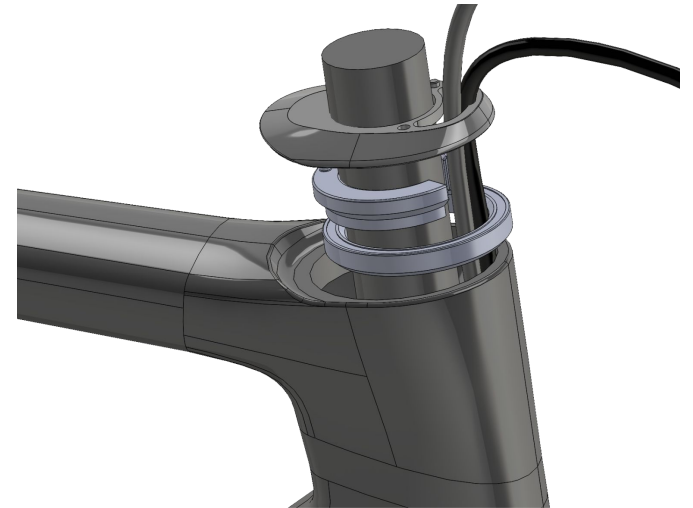
Fork mounting



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 dust cap. Make sure the hoses go through the appropriate openings on the split ring and dust cover.

Fork mounting

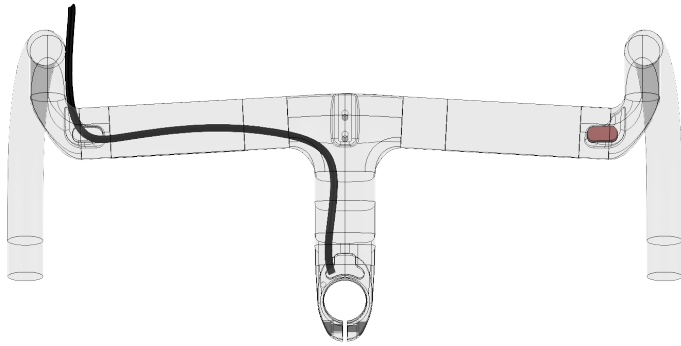


Apply carbon assembly paste to the compression plug, install in steerer, and tighten to 8Nm

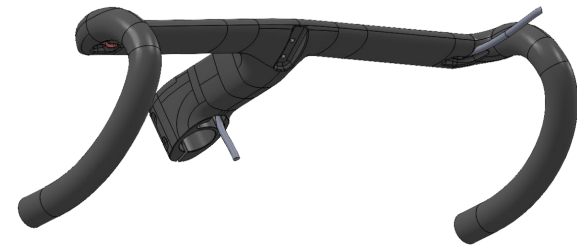


Install the relevant number of spacers.
Note max spacer stack not to exceed 4cm

Fork mounting



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

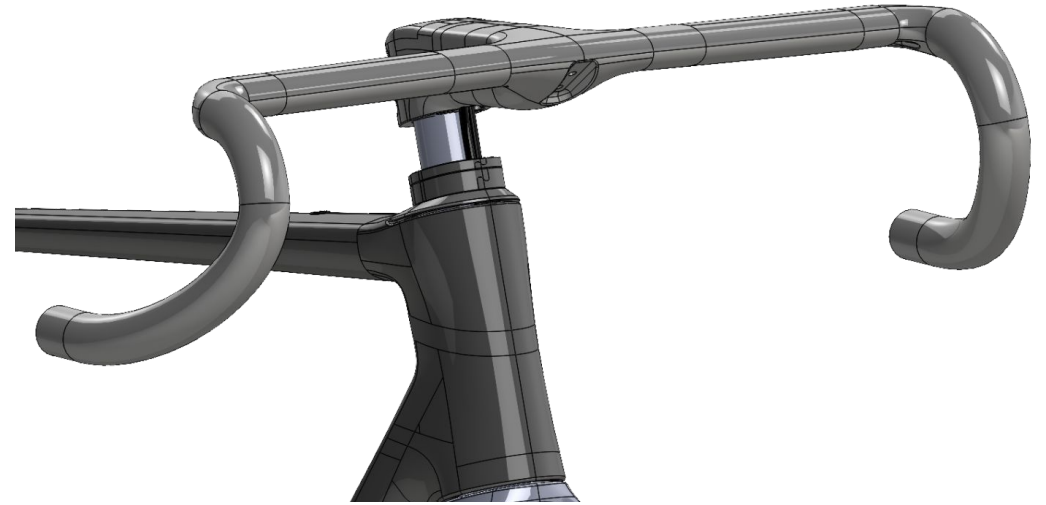


Pull excess hose through barstem, exiting on your desired side

Fork mounting



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



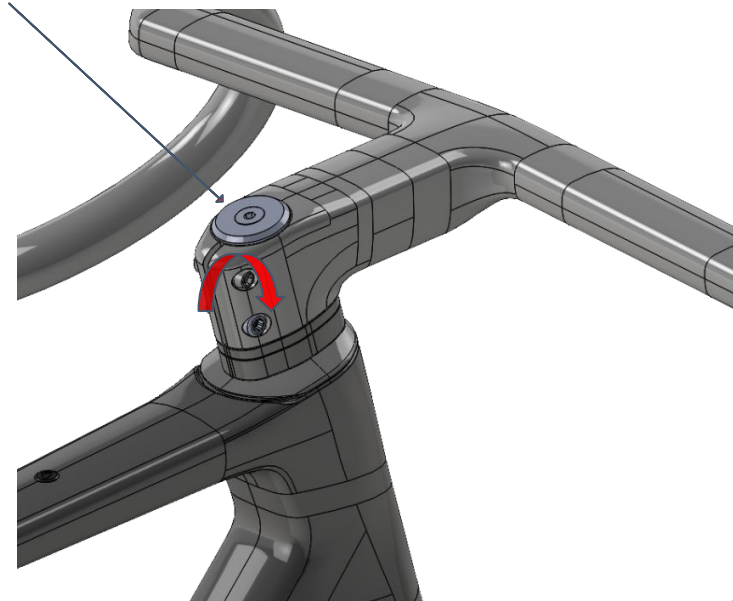
Alternating hoses and being sure to avoid kinking any lower it on the steerer tube until the bar sits atop the spacer stack

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.

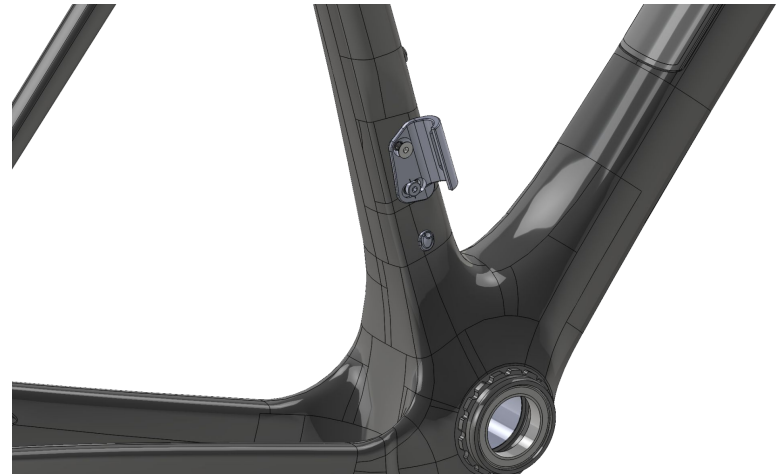
Tighten the compression top cap until sufficient preload is on the bearings.

Tighten the stem bolts to 5.2 Nm



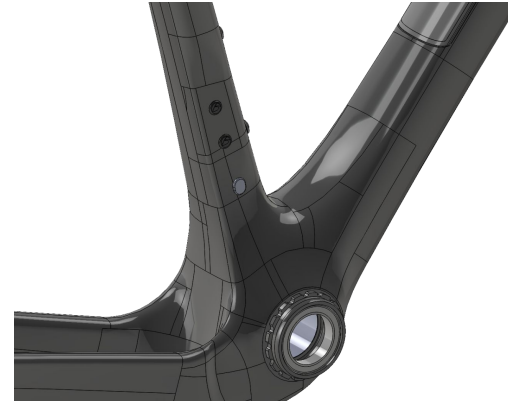
Grommets

- Install the front and rear grommets, using either the Di2 passthrough style, or the E-Tap blanking style



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.



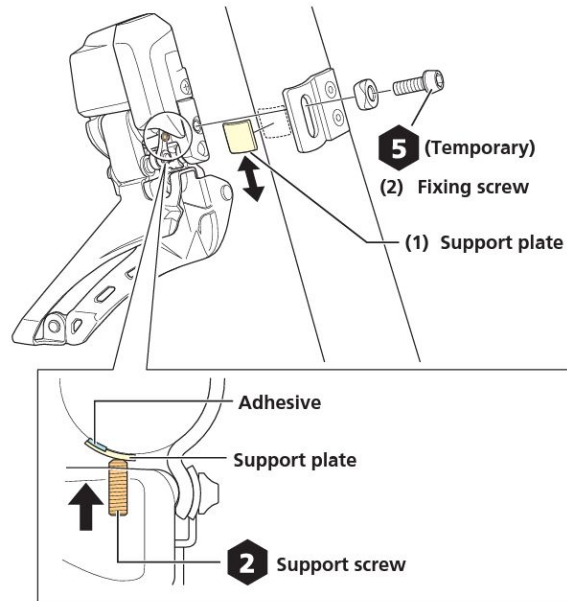
FDM

- The 2025 Aluto 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 Aluto, and tighten the FDM to no more than 3Nm.

Installation/removal

Temporarily installing the front derailleur

(2) Temporarily install the front derailleur.



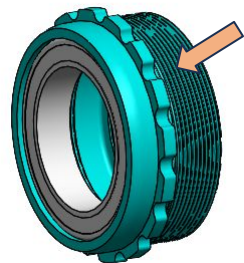
CHECK THE WEDGE

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.

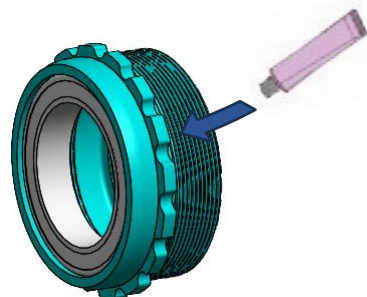
If the wedge is missing on a bike that came with an eTap AXS front derailleur, see your local dealer to ask for a free replacement. If you bought the derailleur to install on a bike, a selection of wedges was included in the original packaging. This is an important part of the front derailleur setup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



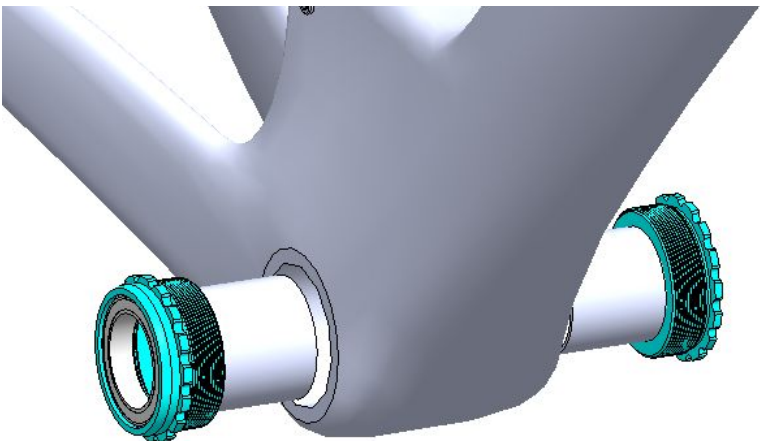
2025 Aluto



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

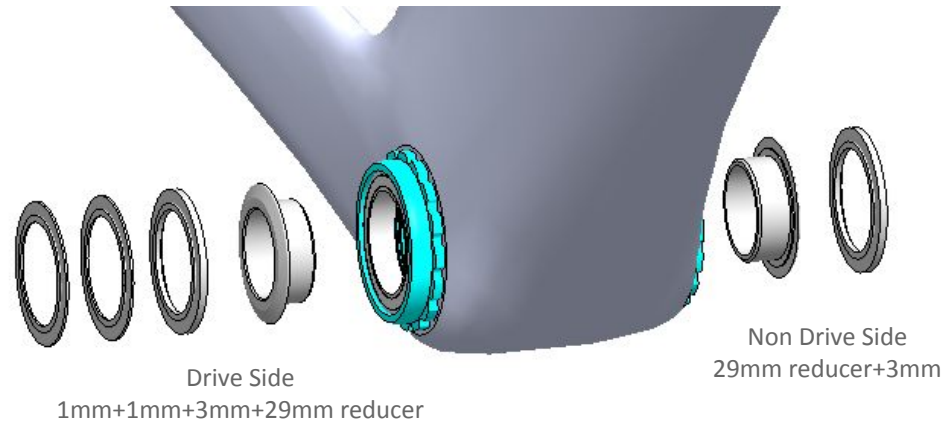


Apply a layer of good quality assembly paste to the threads of both bottom bracket cups. We recommend assembly paste from Morgan Blue (Aquaproof Paste) or r.s.p. (Creak Freak Assembling Paste).



Thread the cups into the frame and torque the cups down to 30nm for the drive side and 40nm for the non drive side. We recommend using Park Tool BBT-47.

For SRAM DUB cranksets, install the included 29mm reducers and spacers in the following sequence.

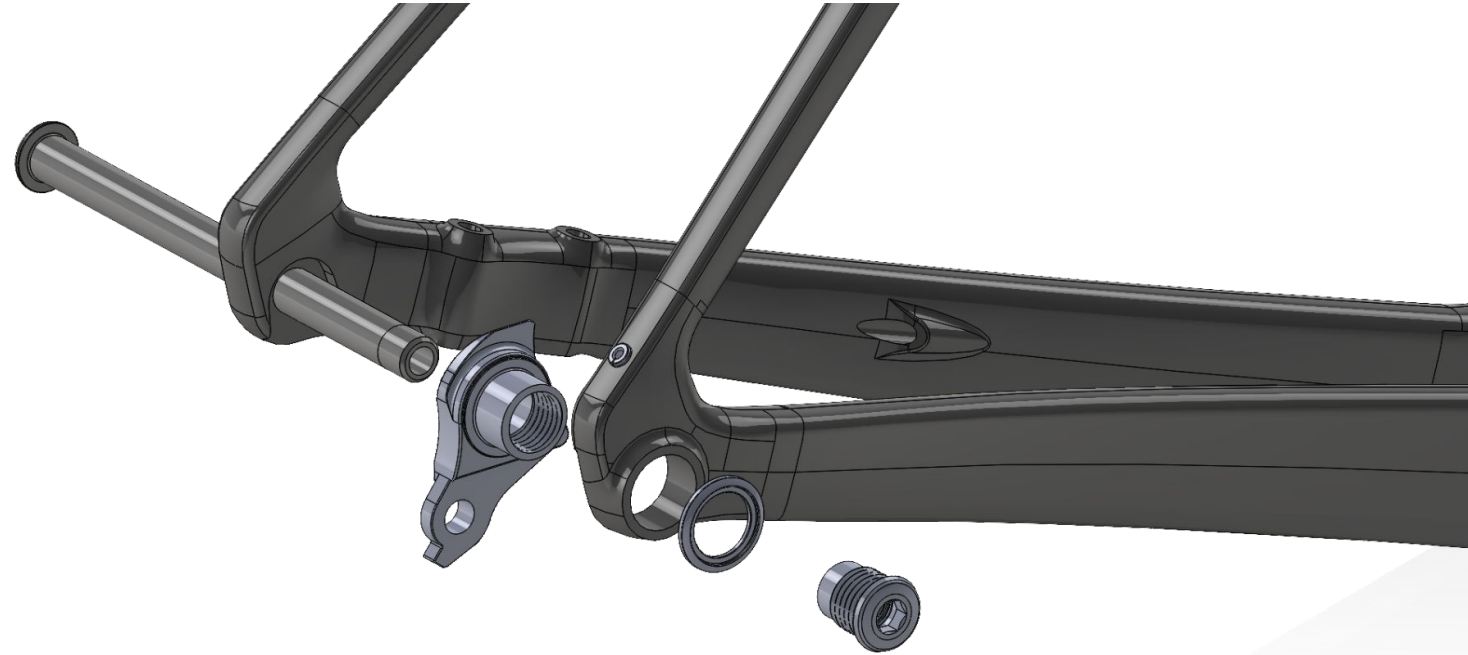


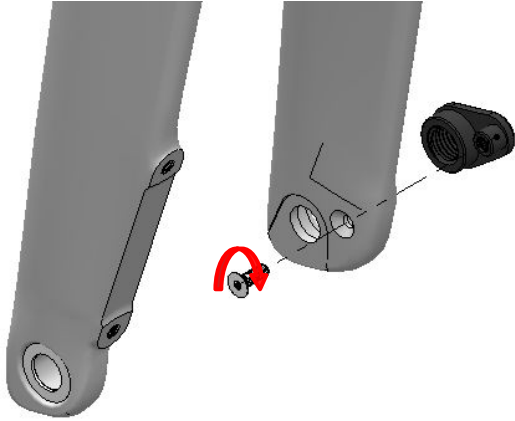
For Shimano Hollowtech II cranksets, install the included 24mm Wheels MFG reducers and spacer in the following sequence.

Drive Side
24mm reducer

Non Drive Side
24mm reducer+1mm+1mm+0.5mm

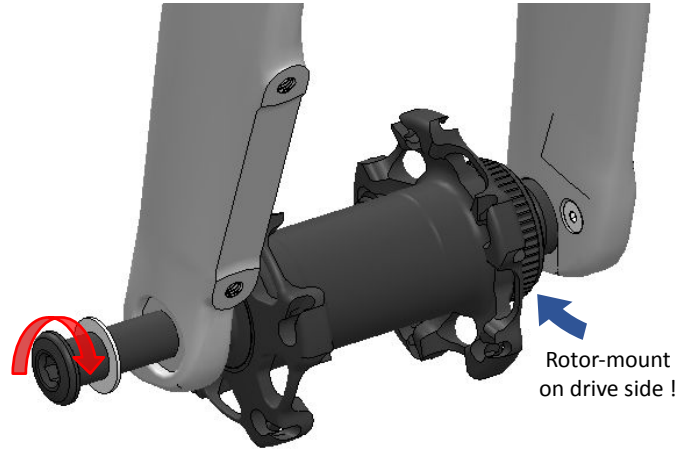
The Frame is fitted with a UDH interface. If you use the UDH hanger follow the torque instructions on the hanger. If using a direct mount derailleur, follow the manufacturing instructions. Note that these derailleurs can feel like they are too loose fitting on the frame before the full torque value is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



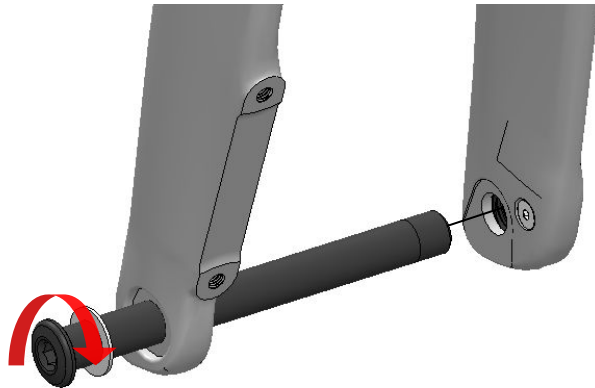
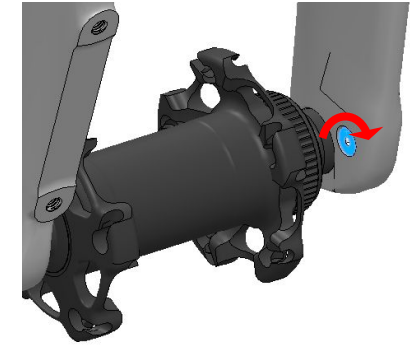


Apply Loctite 243 on bolt threads. Thread the bolt in but do not tighten, this will allow the insert to align when installing the axle

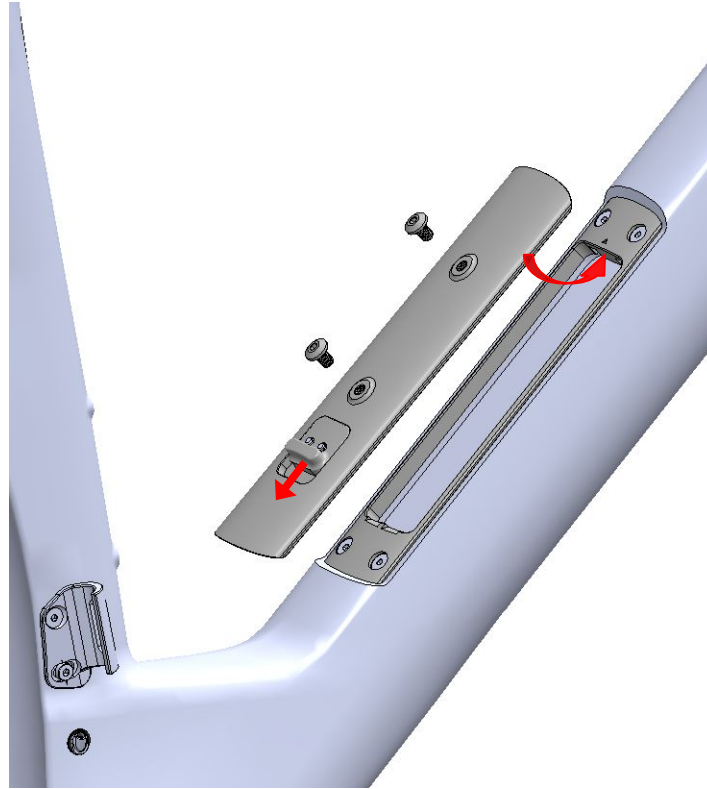
Install a front hub in the dropout with the free hub on non-drive side. This will allow better access for the next step. Install the thru-axle with the nylon washer and tighten to **12Nm**



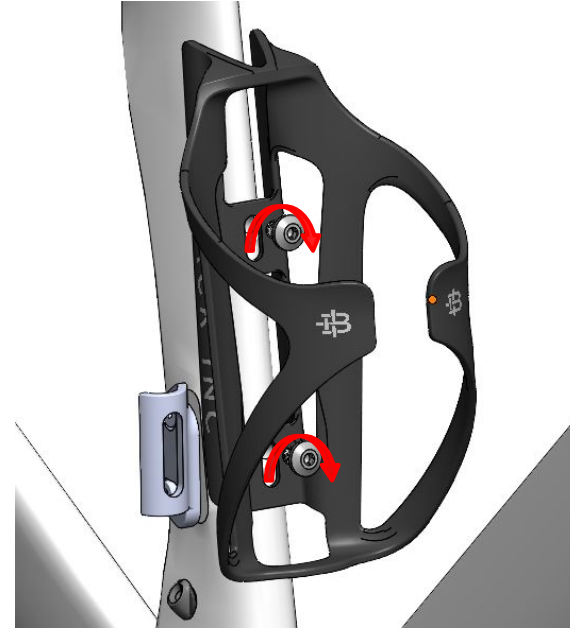
After ensuring the dropout insert is correctly aligned, tighten the dropout bolt to **1 Nm**.



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**.

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