Sensor Mounting

Sensor cables are available for front and rear wheel mounting. Place the magnet on the spokes so that it passes the sensor in the middle in about 3mm distance.

With the Cannondale bikes the power sensor should be mounted onto the down tube, there is not enough space on the chainstay. The cable should show towards the chainrings and not to the axle. A distance of about 3-5mm will work. If mounted wrong the Powermeter will not switch on.

Only the aluminium clip fits on the new FSA K-Force handlebar that comes with the Cannondale bike.

The sensors needs to be mounted carefully. The cables and sensors are marked with 'speed' and 'power (POW)' so that they do not get mixed up.
Sensor Mounting for Trek

The sensors needs to be mounted carefully. The cables and sensors are marked with `speed´ and `power (POW)´ so that they do not get mixed up.

Sensor cables are available for front and rear wheel mounting. Place the magnet for the speed sensor on the spokes so that it passes the sensor in the middle in about 3mm distance.

At the Trek carbon frames the power sensor should be mounted onto the down tube, there is not enough space on the chainstay. The cable should show towards the chainrings and not to the axle. A distance of about 3-5mm to the Powermeter will work. If mounted wrong the Powermeter will not switch on.

* To keep both sensor pieces together, you can fix the sensor with a drop of superglue.
Power Sensor Mounting Cervelo

On the Cervelo Solist frame, the power sensor should be mounted onto the chainstay. The cable should show towards the chainrings (rear deraillor) and not to the axle. A distance of about 3-5mm to the Powermeter will work. You fix one side of the mount with a cable tie, the other side with a rubber ring that runs around both bottom bracket caps. If the sensor is mounted wrong the Powermeter will not switch on or will pick up the data incorrectly. A simple check is to control that on each crank position you have the same zero offset (+/- 10; Mode+Set on the Powercontrol) when no load is on the chain. To keep both sensor pieces together and protect them from shifting you can fix the sensor with a drop of superglue.

Notice:
The long rubber can be ordered from SRM if needed. If the clearance between the Powermeter lid and frame is less than 1mm you should use a 1mm spacer under the right bottom bracket cap, not necessary in this case.

The Power sensor (POW) needs to be mounted carefully to pick up the Powermeter data correctly. After mounting please check that the zero offset (press Mode + Set on the Powercontrol) is almost the same for each crank position.
Sensor - Powermeter Check

To test, place the Powermeter front side down and move the POWER sensor over the lid of the Powermeter to simulate a cadence signal. - Reed switch is at 10 o’clock when crank is at 3 o’clock - The zero offset should be between 100 and 1,000Hz, press Mode+Set to see - The slope (calibration) of your Powermeter must match to the slope in the Powercontrol. To see this press all 3 buttons of Powercontrol simultaneously and 7 times Mode - More instructions look at Zero Offset Calibration and Set Slope of Powermeter

In case of problems this helps to determine if the Powermeter, Sensor cable or Sensor cable mounting is causing the problem.

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Inside the Powermeter

- Battery 1.000h lifetime 750mA capacity
- Sending coil
- Strain gauges on bending elements
- Broken sealing
- Reed switch for cadence detection
- Sealing O-rings
- Zero offset trimmer
Set Slope of Powermeter

Switch on Powercontrol by pressing Mode
Press Mode, Pro and Set simultaneously to get into the setup mode
Pro (+) and Set (-) increase or decrease the flashing number, Mode switches to the next setting
When the S flashes, you can adjust the slope to the correct value with the help of Pro and Set. Hold Mode for 3 seconds to go back to main menu.
The correct slope is printed on the back side of the Powermeter. If this sticker has been removed, please contact SRM (info@SRM.de) and indicate the serial nr. of the Powermeter.

The slope of the Powermeter has to be set in the Powercontrol to measure the power correctly.
A wrong slope causes a wrong power.
The slope is factory calibrated and normally does not change.
Zero Offset Calibration

- Switch to Calibration Mode by pressing Mode and Set simultaneously (be sure to exit Interval mode if int flashes by pushing Set)
- You have now 2 numbers on the display
- The actual output of the Powermeter
- Powercontrol uses this number to calculate the power
- Switch on the Powermeter by pedalling backwards
- After the upper number stabilizes press Set to store the new zero offset of the Powermeter

The zero offset calibration is necessary to tell the Powercontrol the frequency output of the Powermeter with no load on the chain.

Without a pre-ride calibration the measured power could be wrong.
Main Menu of Powercontrol

The main menu informs the athlete during the training with all necessary information. With Mode you change the display.

- Training time, distance or both, alternating in a setable time
- Actual training data

- Training time, distance or both, alternating in a setable time
- Average training data

- Mechanical energy uptake in Joule, multiply by 4 to get total energy the body used. Divide by 4 to transform into Calories
- Maximum data of training

- Time of day
- Day, Month
- Year, temperature in Celsius or Farenheit
Set Markers in Training

- Press **Set** to start an interval. Display shows zero.

- Press **Set** again to stop interval. Display then shows 10 sec. avr. data of last interval and then switches back to main menu.

The marker option is necessary to stop intervals in training sessions and for lap times.

After downloading the file to pc you will see the parts marked in the graph.
The info menu informs the athlete with information concerning memory, battery and total hours of use.

- Press **Mode** and Pro simultaneously to get into the info menu.
- Free memory in hours
- Software version
- Battery capacity
- Storage interval, changeable with Pro and **Set**
- **Mode** next menu
- Total distance
- Total training hours
- Total energy uptake in Mega Joule
- **Mode** back to main menu
Cable Mounting in Frame

- Dismount the crank axle
- Drill two 10mm holes for the cable plug
- A good position for the outer drill is directly under the derailleur cable holder.
The drill goes straight forward directly into the frame’s down tube.
- Before inserting the axle fix a piece of plastic into the bottom bracket housing for cable protection. You can use a yoghurt beaker cut into a 4.5cm stripe.
- Make sure the cables don’t touch the shifting wires. In the front part you can come out under the C-emblem. In the steering tube run 1 cable on left side, the other on the right side around the fork shaft with some grease.

The SRM sensor cable mounted in the bike frame is the ideal position to protect the cable against damages caused by improper bike transport.