

BROMPTON HANDLEBAR STEM & HEADSET FOR T LINE

IMPORTANT INFORMATION

- It is vital that you follow the correct fitting procedure and tighten the fixing bolts correctly; otherwise, the handlebar support may not be secured properly
- Do not try to adjust the steerer stop band SSB as this requires a special tool to be angled correctly, for replacement forks, the SSB will have already been fitted.
- If you are unsure of the correct fitting process please consult your Brompton dealer or Brompton Customer Service support@brompton.co.uk.

Fig. 1

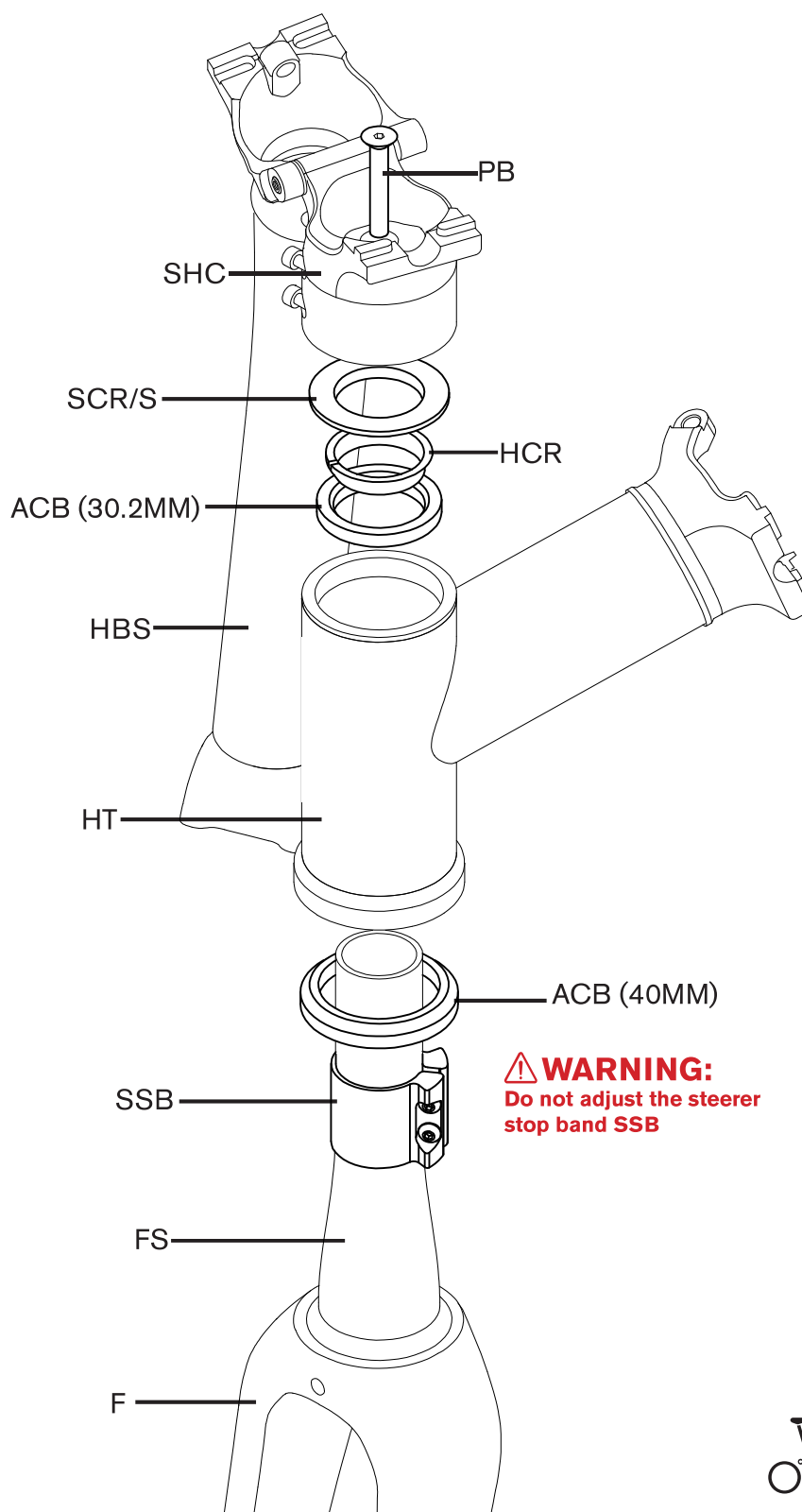


Fig. 2

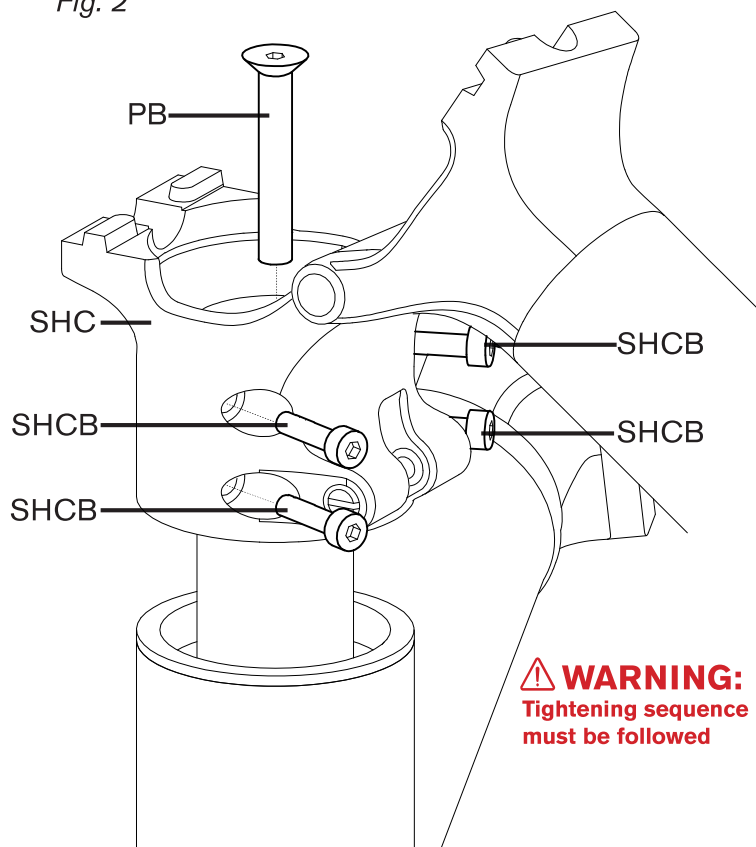
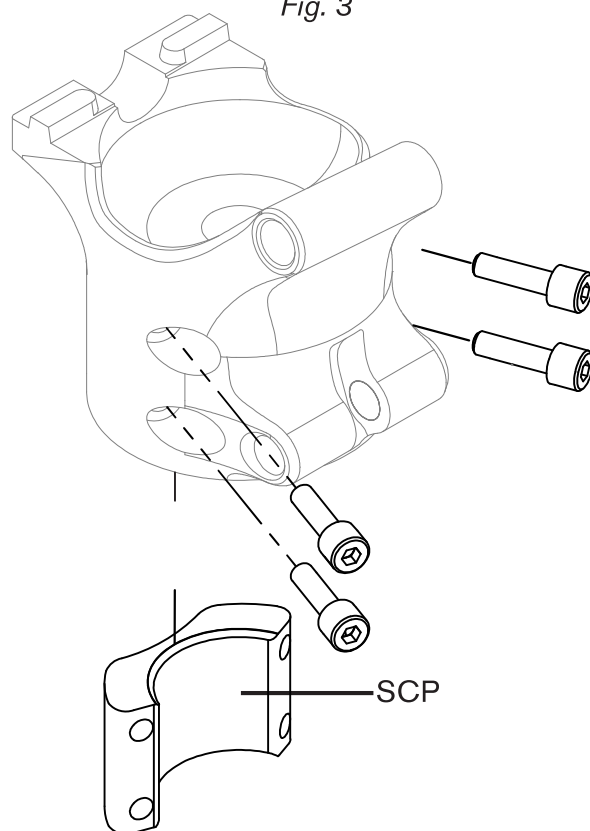


Fig. 3



FITTING

Before fitting the headset or the steerer hinge clamp SHC (fig. 2), lightly grease all bearings and mating surfaces including the head and thread of the bolts. You should also apply a small amount of grease inside the fork steerer FS. Avoid getting grease on the clamping surfaces.

Fit headset angular contact bearing ACB 40MM on the fork not forgetting to lightly grease this component (fig. 1). Fit the other ACB 30.2MM in the top cup of the headtube HT, grease lightly, followed by the headset compression ring HCR.

Insert the FS into the HT, ensuring that all parts are aligned and seated correctly. Fit the steerer clamp ring seal SCR/S.

Fit the SHC body over the FS; insert and tighten preload the bolt PB (fig. 2) to 3Nm.

Unfold the handlebar support HBS and align the handlebar to the front wheel. Partially tighten the two right steerer clamp hinge bolts SHCB looking towards the front of the bike followed by the two left bolts (fig. 2). Check again to make sure that the handlebar is in alignment with the front wheel. Doing this with the bike out of the stand is recommended. Tighten the 2 right SHCB to 5Nm looking towards the front of the bike followed by the two left bolts to 5Nm.

It is vital that you apply the correct torque. If the bolts are not tightened enough, the handlebars could twist in use, if over-tightened you could damage the steerer clamp hinge or fork steerer.

When refitting the HBS, ensure the cables are properly routed around the non-drive side of the HBS. Also, check the position of the handlebar catch when folding the bike and adjust if necessary.

REMOVAL

To separate the SHC from the FS, fold the HBS to reveal the PB in the center of the SHC (fig.1). Undo the bolt and remove it. Undo all 4 SHCB by 3-4 turns. Do not remove completely to prevent the steerer clamp plate SCP from falling out (fig. 3) then gently twist the SHC and pull upwards to separate it from the FS.

