



REPLACEMENT OF HANDLEBAR STEM.

Disconnect the control cables from the LH control lever(s) (you may also find it easier to remove those on the RH side too). Unscrew the nipple from its stud on the stem. Remove the LH h'bar grip and the LH control lever(s): undo the clip bolt at the top of the stem, and (if necessary lightly prising open the clip) feed the h'bar out from the clip.

With the stem partially (or fully) folded, undo the expander cone bolt, and tap it down: slacken off the steering bearing lock-nut: withdraw the handlebar pin (with stem) from the steerer tube.

Before fitting the new stem-assy, check that the expander cone at the bottom of the pin is just loose, but with its anti-rotation pip engaged with the slot. Smear some grease onto the bore of the steerer tube, then feed the pin into the steerer tube, taking care not to knock the expander cone, and (if the headset lock-nut has a rubber lip-seal) not to snag the seal.

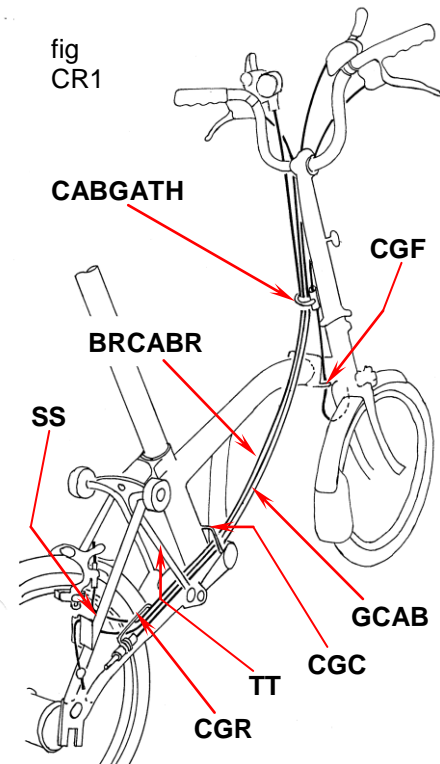
Next, leaving a small (say 0.5mm) gap above the headset-locknut, lightly tighten the expander cone bolt, enough to provide some grip yet still allow the stem to be moved (for alignment later).

Reassemble all other components (making sure that the cables are correctly routed, fig CR1: all cables to pass in front of the h'bar, to the left of the h'bar stem, to the right of the main tube). After centering the h'bar, secure the clip bolt on the lug at the top of the stem loosely, just enough to start gripping the h'bar.

Aligning the handlebar. Fold down the h'bar stem and align it so that the h'bar lies alongside the front wheel with its LH end (the RH end as you look at it when folded) about 12mm closer to the tyre than the RH end. Before finally tightening the expander bolt, check that when unfolded the bars are square to the wheel (some compromise may be necessary). Tighten the expander cone bolt (16Nm). Re-tighten the steering bearing lock-nut, checking for free bearings, but without play.

Finally, rotate the h'bar in the lug at the top of the stem till it's at the correct angle (fore/aft), both for when folded and when in use. Secure the clip bolt, use a torque of 18Nm.

Check that the function of the handlebar catch is correct as below, and also, finally make sure that the control levers and handlebar are positioned so that they do not prevent (by fouling against the front wheel) correct operation of the catch when folding.



subtext hbcadj

Setting up the handlebar catch and nipple: if this is wrong, the handlebar catch will lose its spring effect, with the result that the handlebars can become unlatched too easily from the folded package.

- Alignment of the catch, HBC: the catch itself must be aligned so that the nipple enters centrally (fig HB3 rather than HB4).
- Alignment of the nipple, HBNIP: this should be in line with the catch HBC as it enters it during folding (fig HB5 rather than HB6). Bear this in mind if making adjustments as below.
- Offset of the nipple HBNIP: if the handlebar itself, or the control levers/cables, are set too far forward, they may, on folding, foul against the front wheel and so prevent the nipple from fully entering the catch (i.e. as per fig HB8). To remedy, either reset the handlebar or levers further back (i.e. further out when folded), or unscrew the nipple so that it is further from the support tube, HBS: the nipple must be able to enter the catch HBC fully, as per fig HB7.

If the set-up is correct and the catch remains ineffective, either replace the h'bar catch, or you may obtain a temporary cure by twisting the nipple slightly (i.e. as not normally recommended, fig HB6).

fig HB3

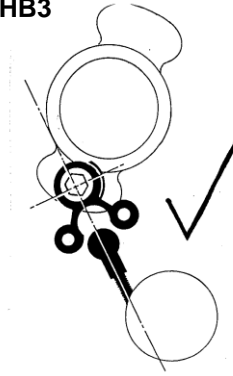


fig HB4

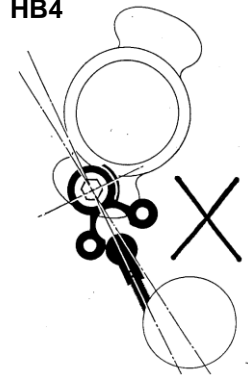


fig HB5

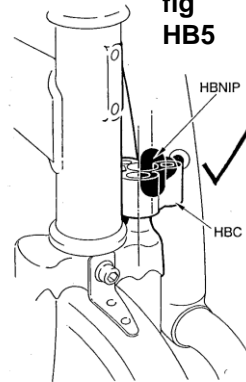


fig HB6

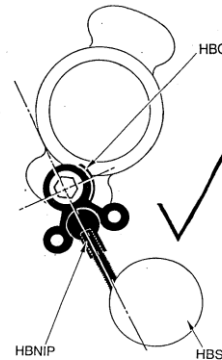
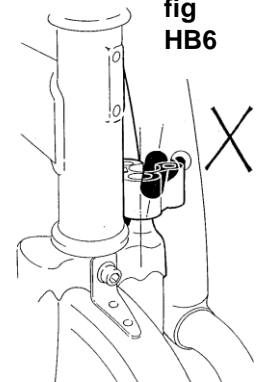


fig HB7

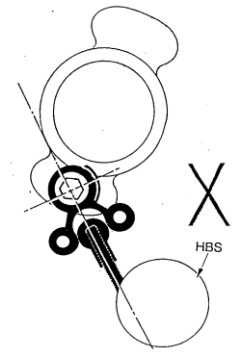


fig HB8