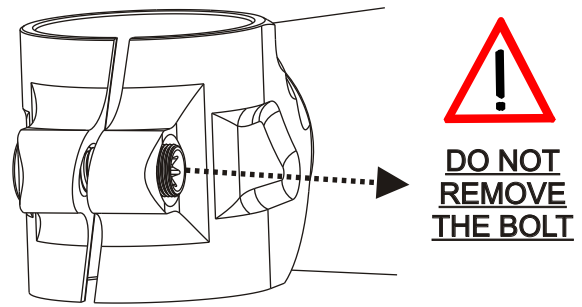
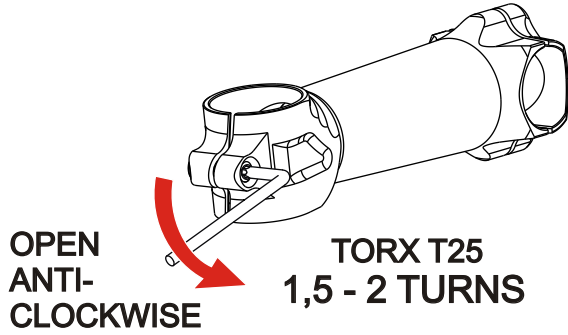
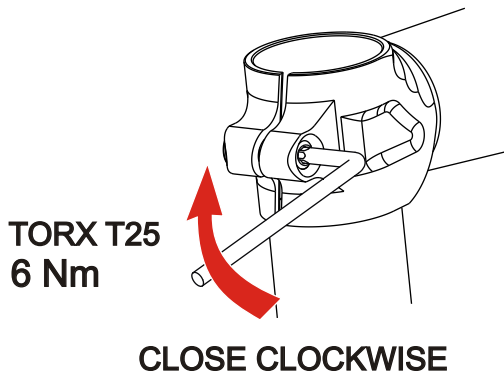


#1. STEERER TUBE PREPARATION.

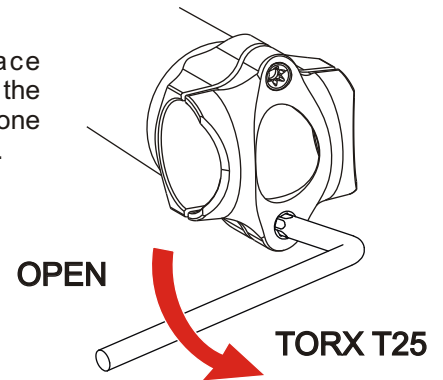


#2. STEERER TUBE INSTALLATION.



#3. REMOVE THE FACE PLATE.

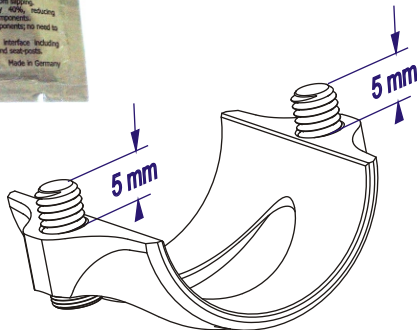
Remove the face plate, loosening the bolts alternately, one revolution at a time.



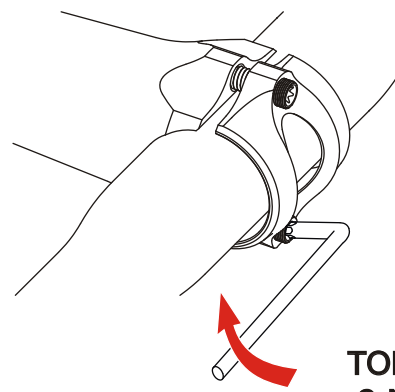
#4. FACE PLATE PREPARATION.



Apply friction paste to face plate and stem contact surfaces.



#5. START THREADING THE DTT BOLTS.

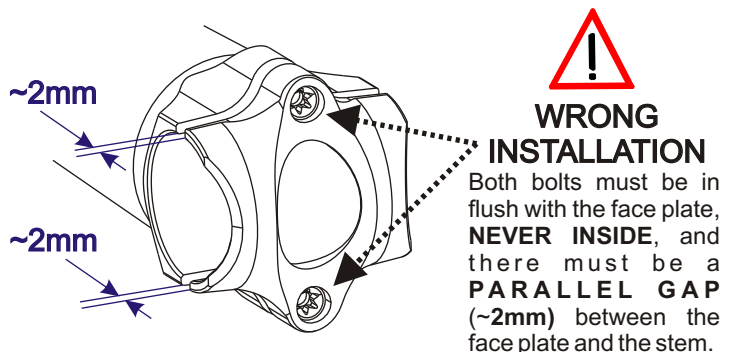
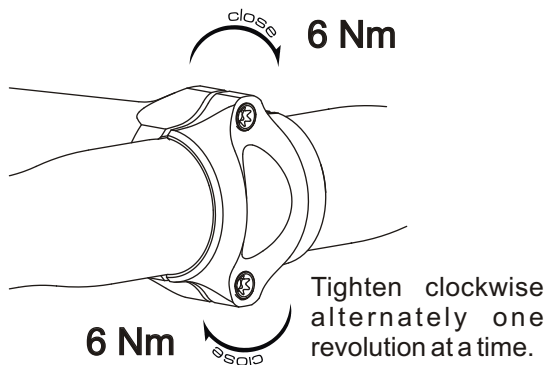


Tighten each bolt one turn and be sure both have threaded into the stem body.

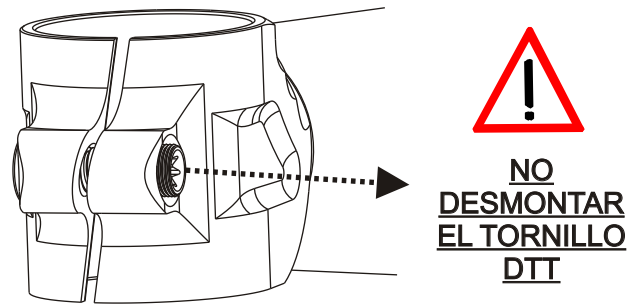
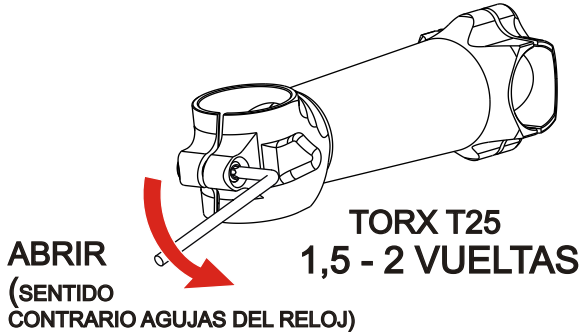


BE SURE THAT EACH BOLT THREADS INTO THE STEM BODY IN THE FIRST REVOLUTION.
IMPORTANT: If one of the bolts threads into the stem after the other one, the face plate will be misaligned. If this happens, remove the face plate and start again at point #4.

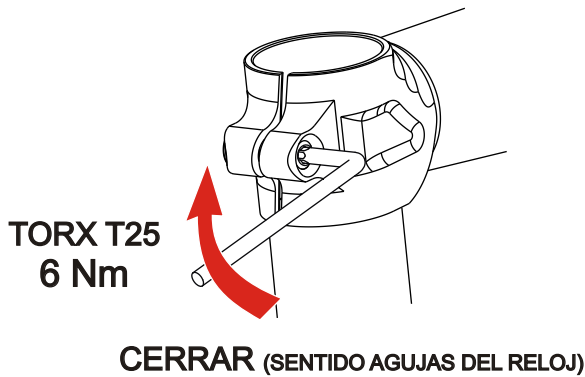
#6. HANDLEBAR FIXING.



#1. PREPARACIÓN DEL COLLAR DE DIRECCIÓN.

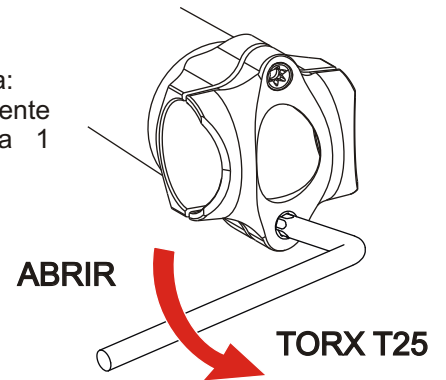


#2. INSTALACIÓN EN EL TUBO DE DIRECCIÓN.



#3. DESMONTAJE DE LA CARETA DE MANILLAR.

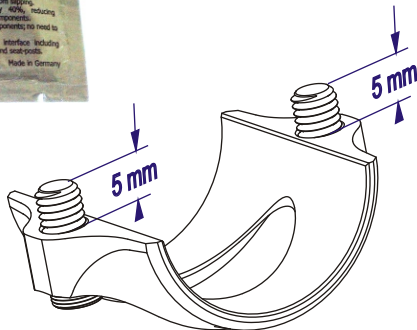
Desmunte la careta:
Afloje alternativamente los tornillos cada 1 vuelta.



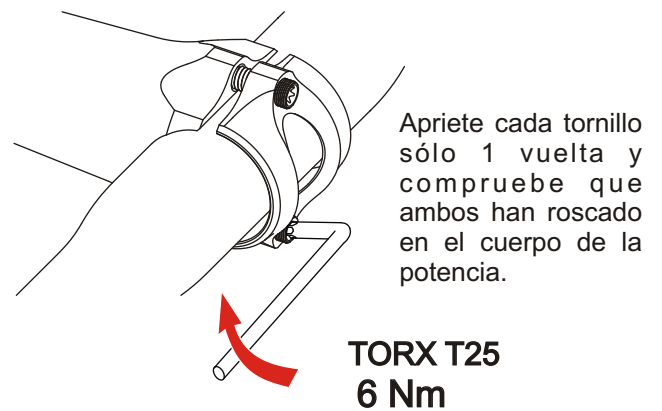
#4. PREPARACIÓN CARETA DE MANILLAR.



Aplique pasta de fricción en la careta y en el cuerpo de la potencia.



#5. INICIO ROSCADO TORNILLOS DE CARETA.



COMPRUEBE QUE CADA TORNILLO HA COGIDO ROSCA EN LA PRIMERA VUELTA.
IMPORTANTE: Si al inicio uno de los tornillos hubiese perdido una vuelta, al final quedará más adentro. Si esto ocurre desmunte la careta y comience de nuevo la instalación en el punto #4.

#6. FIJACIÓN DEL MANILLAR.

