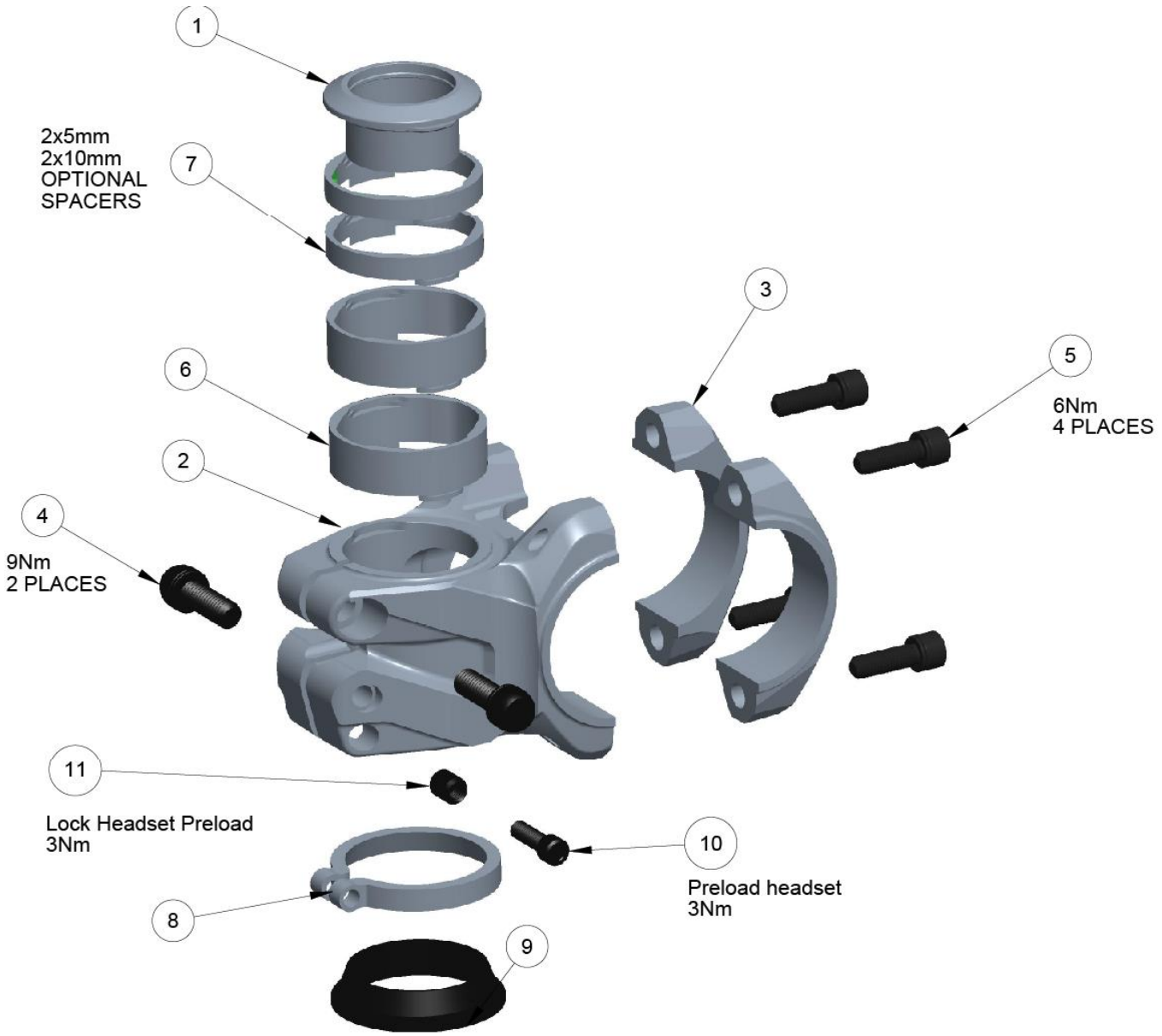
EDC STEM INSTALL INSTRUCTIONS



TOOLS REQUIRED FOR INSTALL

- 3,4,5mm HEX
- FLAT HEAD SCREWDRIVER or LONG HANDLE 8/10/12mm HEX
- WATERPROOF GREASE

FOR STAR NUT REMOVAL

- 10mm SOCKET OR SPANNER WRENCH
- HOLLOW CASSETTE SPLINE TOOL (such as PARK FR-5.2) or 15mm SOCKET
- FLAT HEAD SCREWDRIVER
- HAMMER

#	QTY	COMPONENT NAME
1	1	EDC STEM TOP CAP
2	1	STEM BODY
3	2	STEM BAR CLAMP
4	2	M6x1.0x16 BOLT WITH WASHER
5	4	M5x0.8x15 BOLT WITH WASHER
6	2	EDC STEM SPACER 10mm
7	2	EDC STEM SPACER 5mm
8	1	PRELOAD CONE TOP
9	1	PRELOAD CONE BOTTOM
10	1	PRELOAD BOLT
11	1	PRELOAD LOCK NUT

GETTING STARTED

Using a bike stand or a wall to steady your bike; keep the front tire on the ground the whole time and remove your handlebars from your existing stem. Let them hang down near your fork. Remove your stem and any spacers above your stem from your bike's fork steerer. Leave the spacers you had below your stem on the steerer. Open the OneUp EDC Preload Kit. Pull the wedge from where its nested on the plastic plug, unscrew the nut and bolt from one an other and set aside.

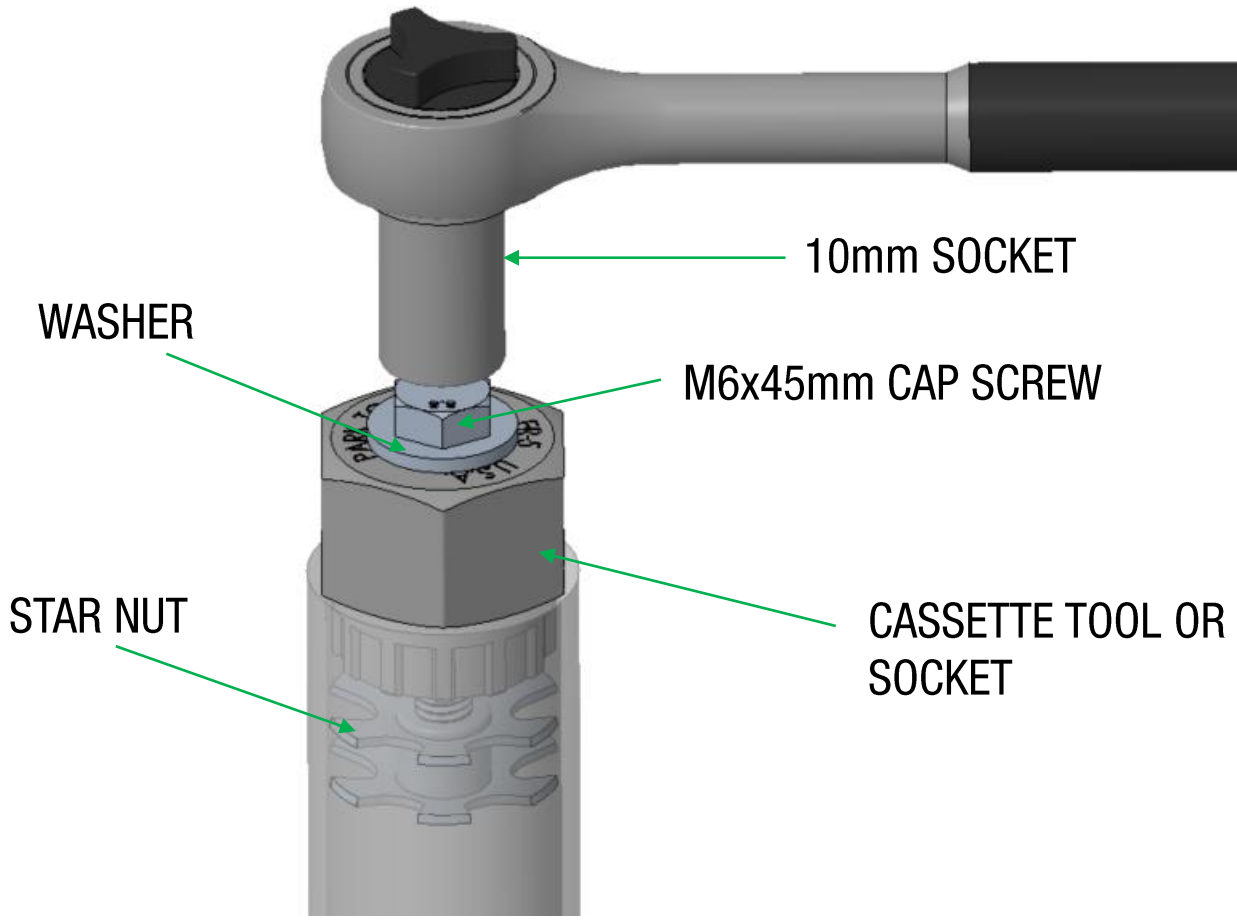
The preload kit comes with 4 interlocking spacers in 5mm and 10mm increments (2x 5mm, 2x 10mm). These are to be used on the top of your stem only. The top cap sits 2mm into the spacers or the stem body. Therefore when the stem is installed on your fork with the supplied spacers you can have up to a maximum of 28mm of steerer tube above your stem. If you require more than this you can purchase additional spacers. Otherwise you will need to cut your steerer down.

If you have a fork with an existing star nut you will need to remove the star nut from your fork.

REMOVE STAR NUT

If your fork has a star nut installed you will need to remove it before installing the EDC Stem.

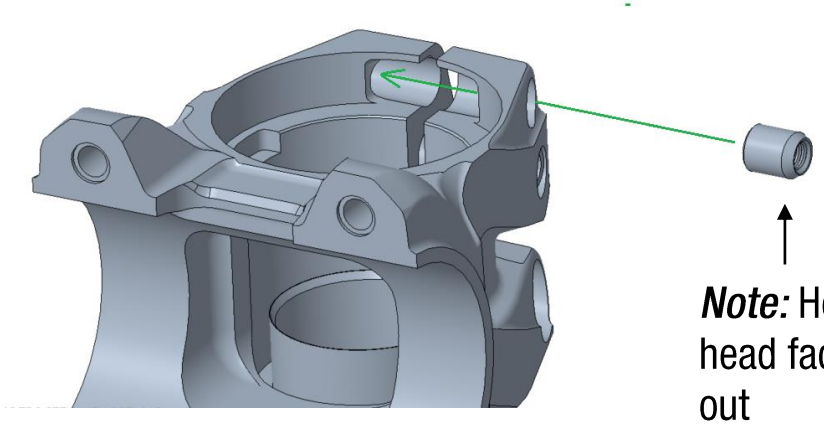
You can remove it using the supplied M6 cap screw and washer and a hollow cassette spline tool (PARK FR-5.2) or 15mm socket.



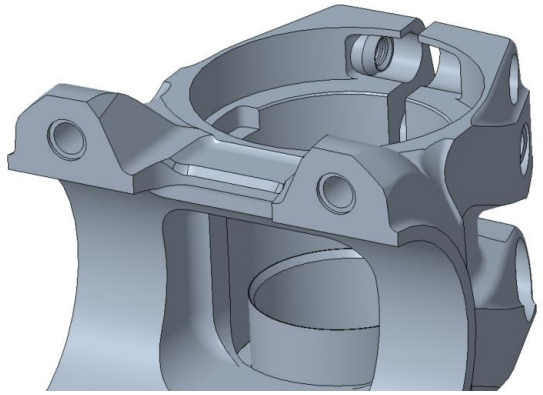
1) Tighten cap screw until the middle portion of the Star nut is removed

2) Use a flat head screwdriver and hammer, twist, and pry out the remaining two portions of the star nut

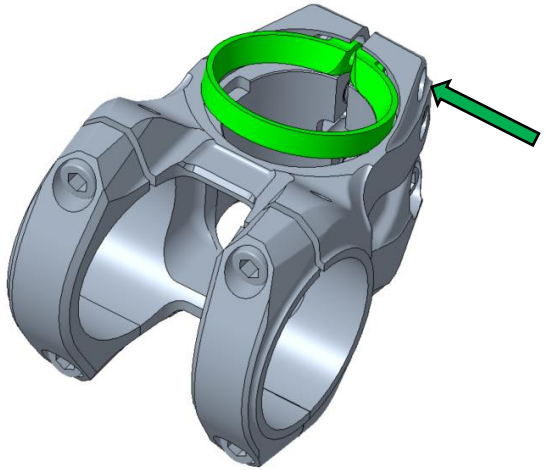
1) With the Stem upside down, install the headset preload lock nut into the stem. Do this by dropping it in from the right. It must be oriented this way and will be on the left side once in place.



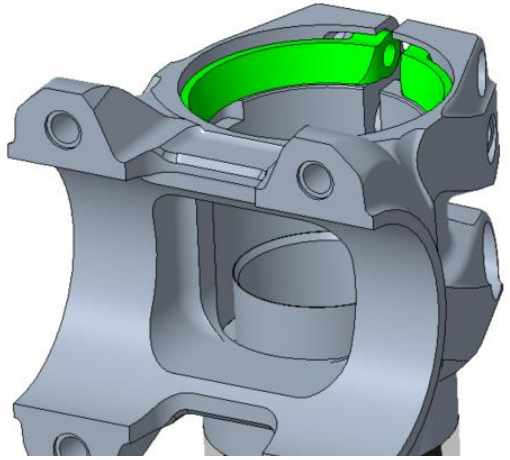
Note: Hex head facing out



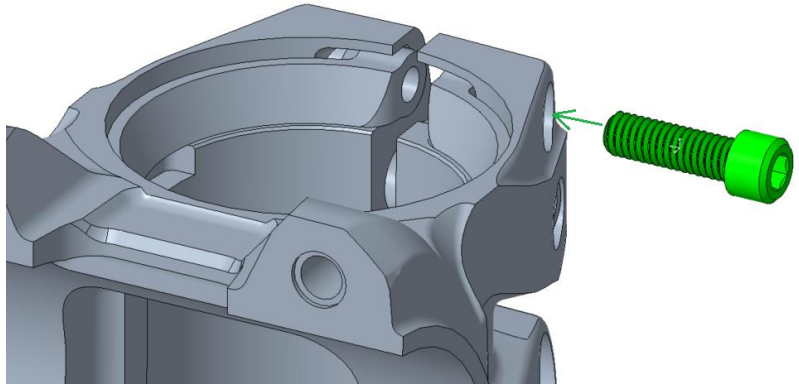
2) Install the preload collar into the stem. With the upside-down stem in your hand take the collar (which has neither nut or bolt in it) make sure the cone shape is opening outward and angle the closure of the collar into the stem. Then insert a 4mm hex wrench in from the right to pinch the closure slightly. This will allow the collar to seat into the stem



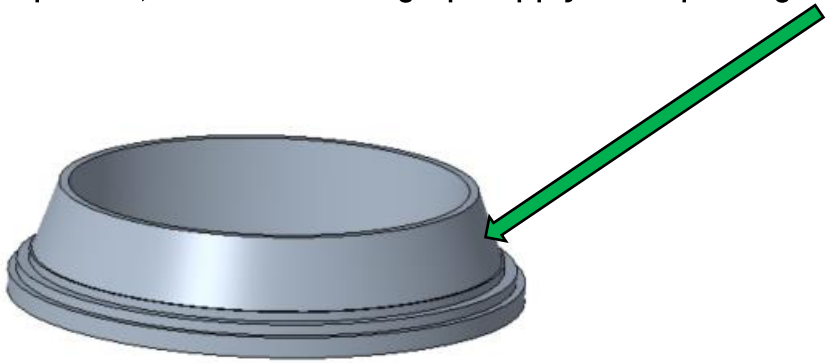
Use a 4mm Hex tool to compress collar pushing through preload bolt hole



3) Thread in the M4 preload bolt in from the right by hand. No tension is needed yet on either the preload bolt or lock nut.

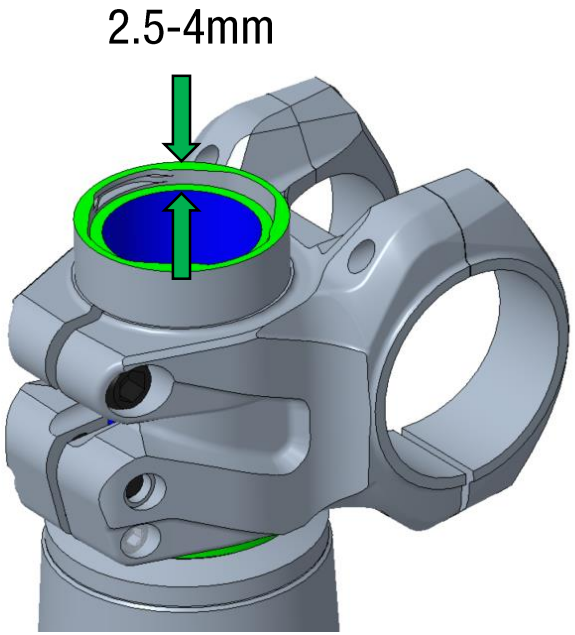


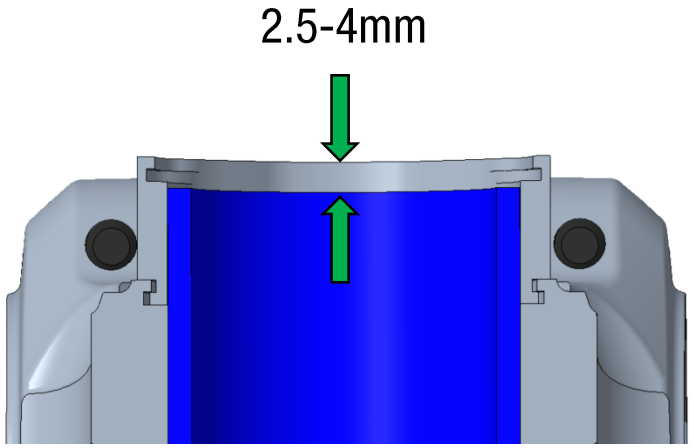
4) Place conical black spacer onto steerer on top of your spacers or on top of your headset race if you don't have any spacers, cone side facing up. Apply waterproof grease on the cone surface.

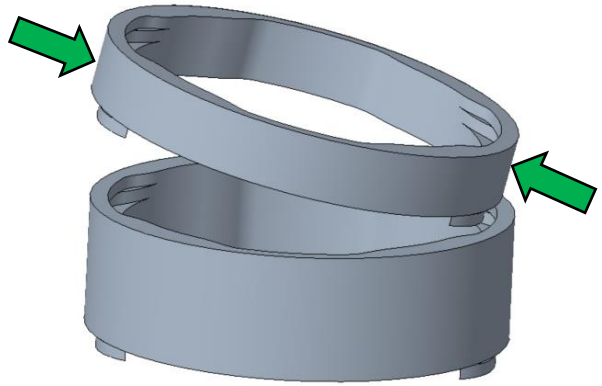


5) Slide stem (with preloader assembled) on to your steerer. Make sure that the fork is sitting firmly up into the frame and that there is no slack below the stem on the steerer. Add EDC stem spacers** to the stem until your steerer tube is sitting 2.5-4mm below the top of the spacer with your stem bottomed out on your headset.

***NOTE:** The spacers snap into the recesses in the stem using tabs and **must** be installed on the stem **before** it is pushed onto a steerer.

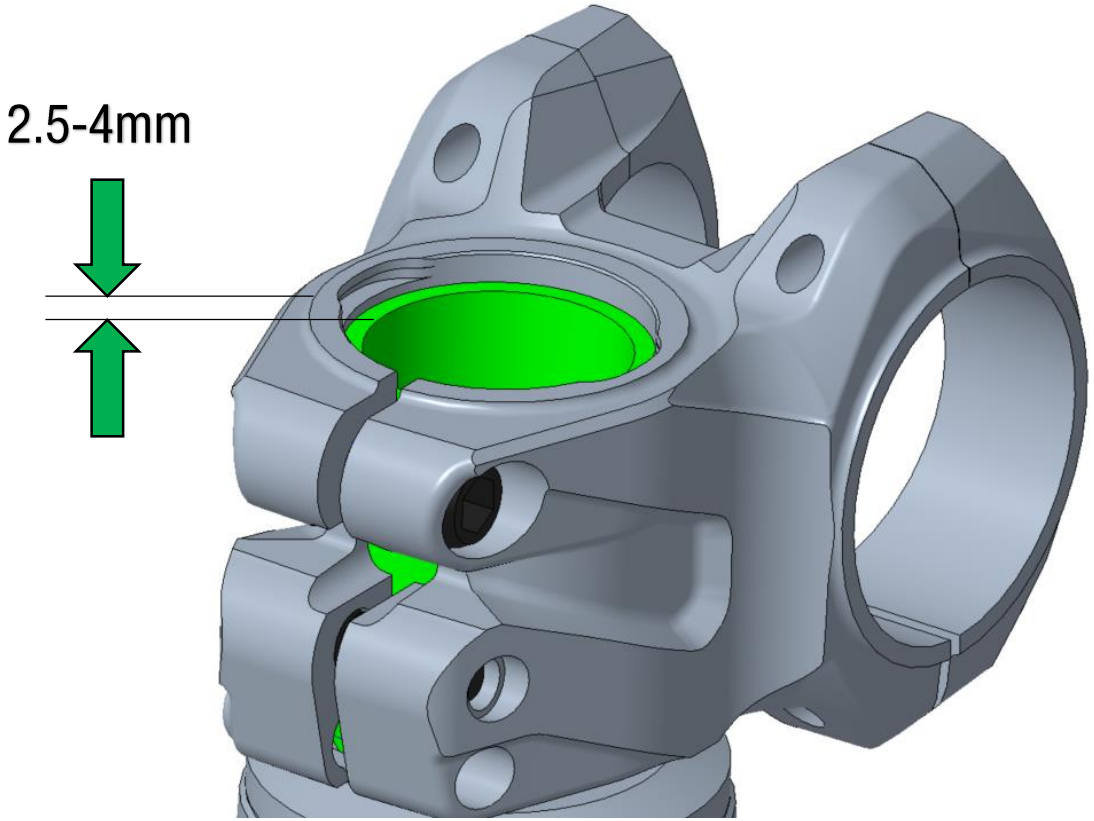




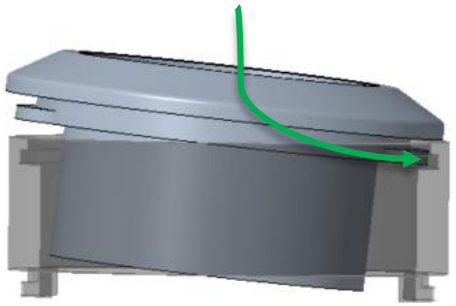


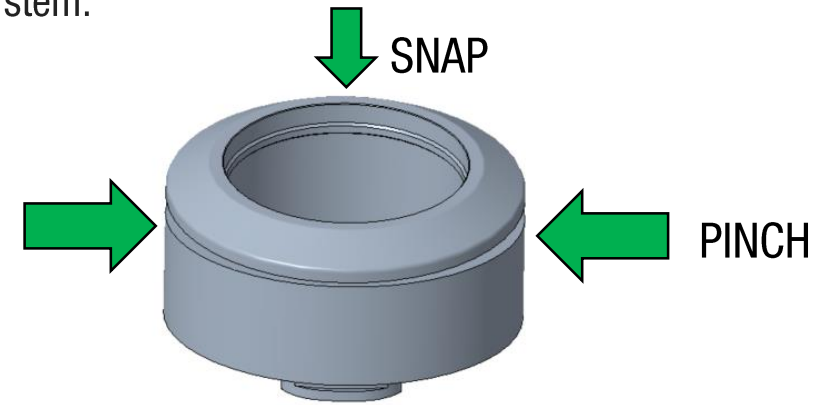
PINCH AND SNAP TABS IN TO RECESS

If you are not using spacers above your stem the gap below the top of the stem will also need to be between 2.5-4mm.

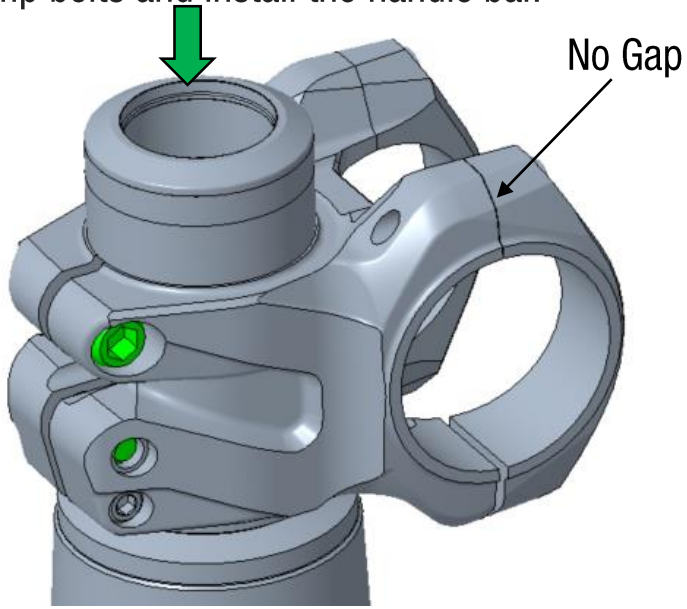


6) Once you have established the correct number of spacers required, slide the stem off the bike, remove the spacers and clip the top cap into the spacer or stem. Angle the tabs from the top cap into the recess of the spacer while pinching the sides of the spacer and then snap it together. Then snap the cap and spacers back onto the stem.





7) Slide the stem, spacer, and top cap now stacked and clicked together onto the steerer. Pushing down on the stem, go slowly to make sure the top of the steerer doesn't catch on the spacer or top cap and pop it out. Align it toward the front and snug the top stem bolt. Remove the bar clamp bolts and install the handle bar.

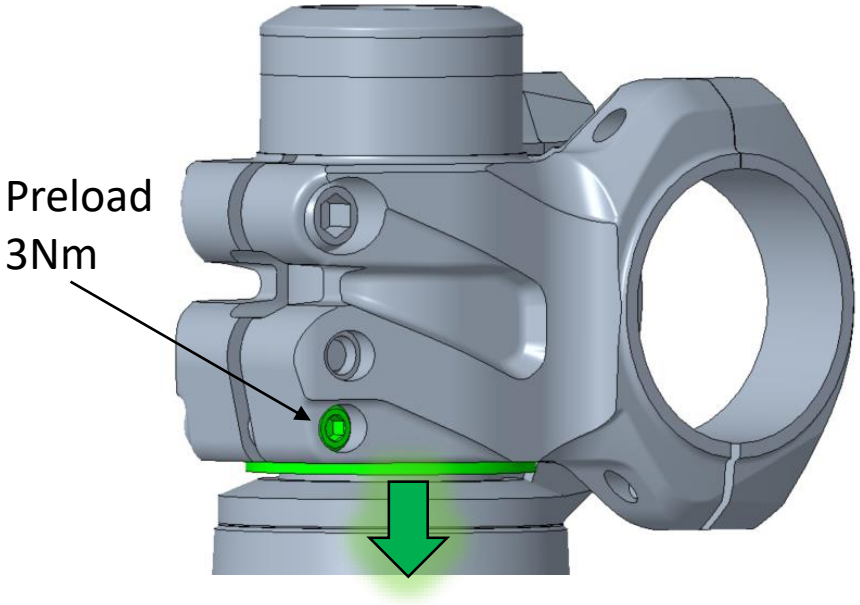


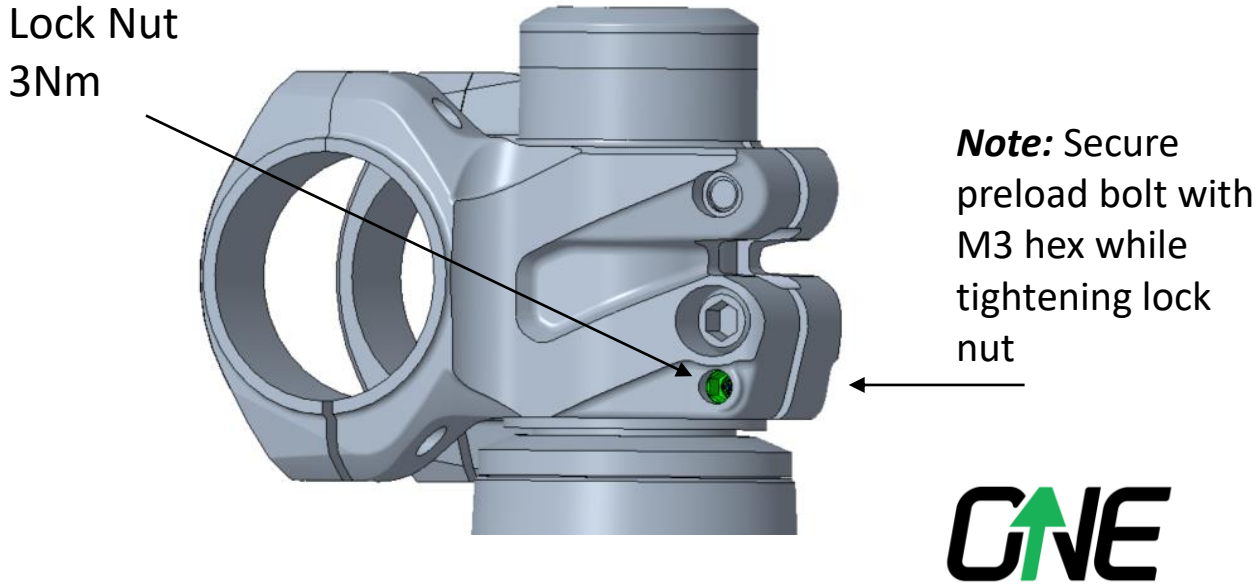
Tighten the top bar clamp bolts first, there will be no gap between the bar clamp and stem. Bottom bolts will have a gap between the clamps and stem body after tightening. Torque to 6Nm.

8) Back off the steerer stem bolts, then push down on the stem and hold your fork to remove any gaps in the fork and headset, preloading your headset bearings as best you can, by hand. While continuing to hold down your stem, align the bars correctly to the frame and tighten the top 2 stem steerer bolts down to 9Nm.

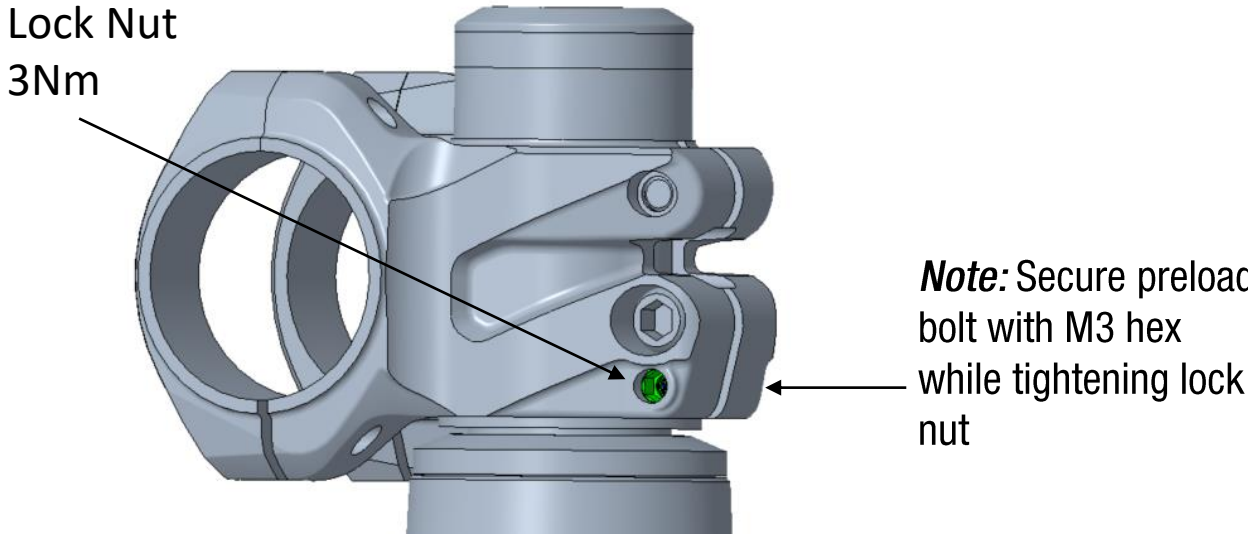
9) Then tighten the preload bolt to 3Nm. In small increments checking the headset preload after every quarter turn. Proper bearing preload is apparent when there is no “knock” (fore / aft or up / down free play) in the headset assembly, while the bearings rotate freely.

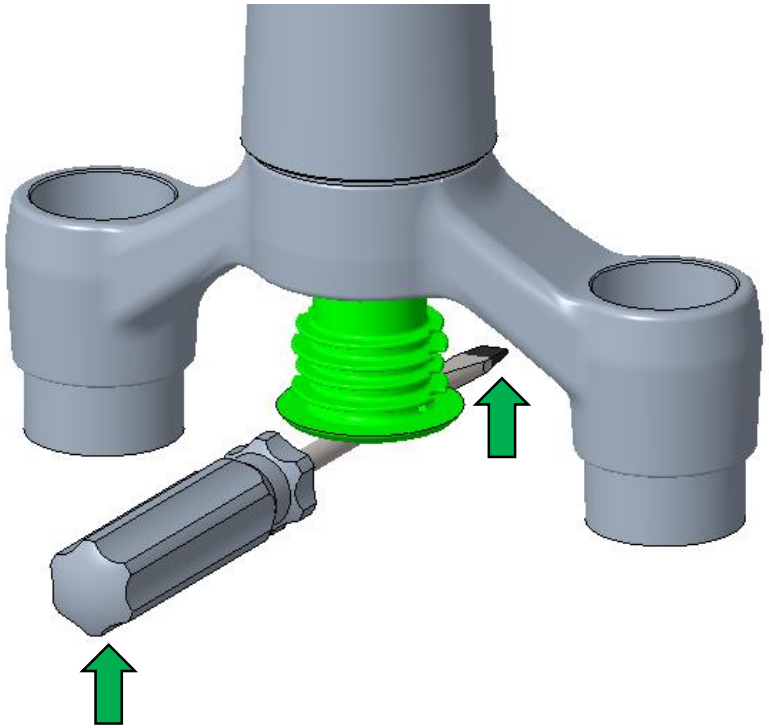
Check that your headset is tight. If you can not get the headset tight at 3Nm you may not have left enough gap between the top cap and steerer tube or you may not have pushed down and taken out the slop in the assembly when the steerer bolts were tightened. Loosen the preloader bolt, stem bolts and try again.





10) If the headset is tight then lock the preloader. Secure the preload bolt using an M3 hex and tighten the lock nut on the left of the stem using an M4 hex to 3Nm.





11) Install the plastic plug into the bottom of your fork steerer tube. Use a flat head screwdriver or large handle hex key to press on the end of the plastic plug and push it into the hole at the bottom of your steerer until it is fully seated.