

VCRC Alloy Products

A trained bicycle mechanic should always install VCRC products. Failure to install parts properly could result in injury and may also void warranty.

All alloy parts should be torqued correctly. Torque each bolt in small increments, rotating between the bolts. This means tighten one bolt slightly, then tighten the next bolt slightly, etc., until all bolts have evenly reached the proper torque. We recommend a small amount of grease to be used on the threads of the bolts. If you have our Ti bolts, you should use anti-seize grease.

The following guide list will assist you:

- Alloy Stems- torque bolts to 4 - 5nm. You should have an even and consistent gap between the faceplate and stem for all faceplate bolts. You should also have an even and consistent gap for both steerer bolts.
- Alloy Handlebars- torque stem bolts to 4 - 5nm
- Alloy Seatposts- torque seatpost clamp bolts to 4 - 5nm

Alloy parts should also be visually checked for cracks and or failures periodically.

Under NO CIRCUMSTANCES should a VCRC part be cut or modified in any way. This will not only void the warranty immediately, but it can make the part unsafe to ride.

VCRC Bike, Jan. 2003