

Experimental Prototype Cannondale Lefty Carbon steerer tube upgrade.

First of all:

Read this document in full.

Assembly instructions:

The Lefty Tube either Heavy Duty or Super Light is a delicate piece of unidirectional carbon fiber and 7075-T6 aluminum, glued with 2 component epoxy glue.

Even if it looks sturdy and well engineered, it is but wrong assembly technique does void the warranty completely.

Never use a hammer, even a rubber hammer, only hand force is acceptable.

If the bearing surfaces does not fit with normal effort, mail me at mattias@hellöre.se and let me respond to your eventual problems.

The XC3 Si stem/steerer tube does assemble from up to down, the Lefty Tube does the opposite, from DOWN to UP.

Then fasten the lefty fork clamps with maximum 5nm torque, never overtighten, in Super Light the bearing/clamp surface are drilled and very thin for maximum lightness.

The stem should be a twin or triple screwed type similar to Ritchey 4 axis WCS or Syntace F99.

Never use a older type with a small tab inside which presses inwards, that WILL crush the carbon tube and letting the whole steerer tube collapse with possible injury as result.

Rotor stems with a single bolts is not recommended.

Maximum stem torque spec is 5nm, carbon friction paste is always recommended.

The Super Light tube is for XC / Race with rider weight of maximum 80 kg body weight with all gears.

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Mattias Hellöre.

Double clamp screws recommended.

Max 2mm under stem.

Min 3mm over internal milling.

Maximum 20mm spacers.

