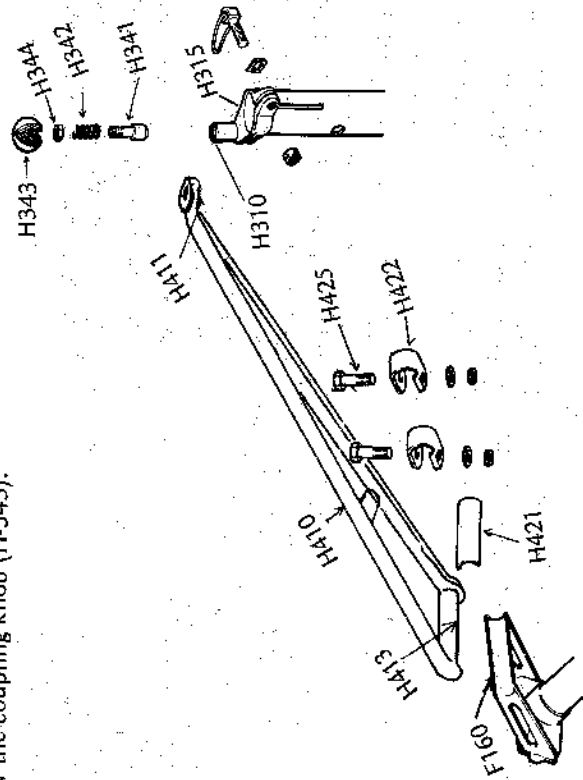


If the handlebar stem can be rotated in the steering tube (H-240), further tighten the expansion bolt (H-220). If this does not solve the problem, remove the lug to check the expansion bolt and nut (H-230) to make sure they are not broken and that the threads are in good condition. If looseness is due to expansion of the steering tube, the tube will not be able to fully retract into the steering column (H-310), and should be replaced.

6.3.8 Handlebar Clamp, Brace and Coupling Pin

A. Disassembly

To separate the brace from the frame brace bracket (F-610), remove the 2 bolts (H-425), 2 clamps (H-422) and the half sleeve (H-421). To disassemble the coupling pin, hold the tightening nut (H-344) tight with a pair of pliers, and unscrew the coupling knob (H-343).



B. Adjustment, Trouble Shooting and Maintenance

The handlebar quick release clamp is the same type as the seat post quick release clamps, and disassembly, adjustment, and maintenance procedures are the same.

The brace should be able to slide back and forth in the brace bracket smoothly but firmly. If this action becomes too tight (requires exceptional force or pounding to move) or too loose to stay up by itself, the brace should be adjusted by loosening or tightening the 2 clamp bands (H-422). If this adjustment does not cure the problem, check and replace worn brace bracket assembly

parts (H-425 bolts, H-222 clamps, H-421 sleeve, H-413 brace end, or F-160 brace bracket.)

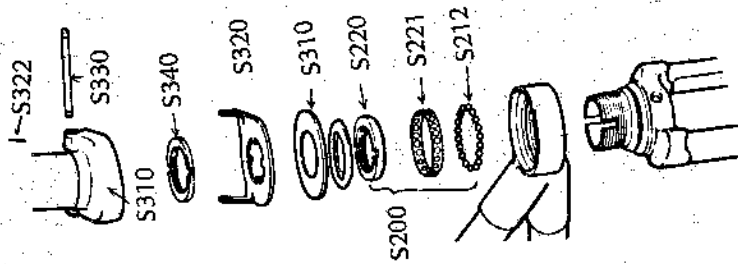
When unfolding the bicycle, the brace head (H-411) should slide snugly into the coupling guide (H-314) on the steering column (see Sec. 3.1 of this manual). If the brace head hole does not align with the brace coupling pin (H-341), one or more of the following components are bent or out of alignment, and your bike should be taken to a dealer for adjustment or replacement of necessary parts — brace, brace bracket, front frame, steering column, coupling guide or coupling pin.

If the brace is firmly fitted in bracket and all parts in alignment, but the steering column wobbles after unfolding the bicycle, check immediately the tightness of the lock nut (S-340) of the steering coupler (S-320). If it is all right, then one or more of the following components are worn, bent or cracked, and should be replaced at once — coupling pin, coupling guide, brace head, or steering column base (see following section).

6.3.9 Steering System (Bearings, Steering Column Latch and Front Fork)

A. Disassembly

To remove the steering column, remove one of the 2 C-clip retainers (S-322) and tap the base pin (S-330) out from between the steering column base (S-310) and steering coupler (S-320). To disassemble the bearing headset (S-200) and disconnect the front fork, remove the steering column, unscrew the lock nut (S-340), remove steering coupler (S-320) and bearing cover (S-310), unscrew bearing adjusting nut (S-220), and remove ball bearings and cage (S-211 and S-212), and unscrew front fork.



Note: When assembling, be sure that the bearing adjusting nut (S-220) is properly adjusted—not so loose that wobbling of the front fork exists, but not so tight that bearings are cramped and do not turn smoothly and freely.