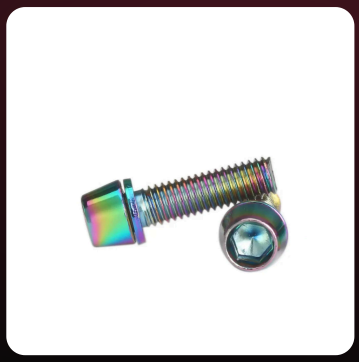
FITTING GUIDE

M5 ALLOY STEEL STEM BOLTS, MULTICOLOUR, SET OF 6

Six M5 tapered-head bolts in 10B21 alloy steel, rolled thread, iridescent multicolour finish: four for the faceplate, two for the steerer clamp. The cheapest splash of colour on a cockpit, at the torque engraved on the stem.



REF. VISMULTIGUID1 · M5 STEMS, 4 MM ALLEN KEY · 10B21 ALLOY STEEL, 23 MM WITH 18 MM THREAD

Before fitting

- Compare a new bolt with an original: **same M5 diameter**, similar length. A bolt that is too long bottoms out in the thread and clamps nothing.
- Have a 4 mm Allen key, some **grease** (or carbon paste on a carbon bar or steerer) and a **torque wrench**, essential on carbon.
- The **torque** is engraved on the stem, next to the bolts. If the handlebar states a lower value, that one applies.

Fitting, bolt by bolt

1. **Swap the faceplate bolts one at a time:** remove one original bolt, fit the new one with a trace of grease on the thread, screw it in until it seats, move on to the next. The bar does not move. Wipe off any grease that squeezes out to keep the finish intact.
2. **Tighten the faceplate in a cross pattern,** in stages, a little on each bolt diagonally, up to the engraved torque. The gap between faceplate and stem must be the same at the top and the bottom.
3. **Then the steerer bolts,** alternating up to the torque, stem lined up with the wheel.
4. **Check:** wheel held between your knees, try to turn the bars and to rotate them in the faceplate. Nothing should move. Recheck after the first ride.

On video

Independent tutorial, scan to watch.

All about bicycle bolt torque specs
Joey Mesa · English

Specifications

Thread	**M5**	Length	**23 mm, thread 18 mm**
Material	**10B21 alloy steel**	Finish	**Iridescent multicolour**
Head	**Allen 4 mm**	Bikes	**Road, MTB, gravel, e-bike**
Contents	**6 bolts**		

IF SOMETHING GOES WRONG

- **The bolt bottoms out before clamping**: too long for that thread, keep the original bolt in that position.
- **Creaking at the bar**: dry thread or too little torque. Remove, grease, retighten to torque.
- **The bolt spins freely**: the stem's thread is damaged. It is the stem that needs replacing, not the bolt.

DON'T

- Never a plain Allen key on a carbon bar or steerer, never beyond the engraved torque, never bolts of different lengths on the same faceplate.

Need help?

velkyne.com/contact
Our team answers your questions about compatibility and fitting.

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