This Brief User Manual contains important information. Please read carefully and store in a safe place.

This user manual is specific to your Specialized Roubaix bicycle. It contains important safety, performance, and technical information, which you should read before your first ride and keep for reference. You should also read the entire Specialized Bicycle Owner's Manual ("Owner's Manual"), because it has additional important general information and instructions which you should follow. If you do not have a copy of the Owner’s Manual, you can download it at no cost at [www.specialized.com](http://www.specialized.com), or obtain it from your nearest Authorized Specialized Retailer or Specialized Rider Care.

Additional safety, performance and service information for specific components such as suspension or pedals on your bicycle, or for accessories such as helmets or lights, may also be available. Make sure that your Authorized Specialized Retailer has given you all the manufacturers' literature that was included with your bicycle or accessories. If there is a difference between the instructions in this manual and the information provided by the component manufacturer, please refer to your Authorized Specialized Retailer.

When reading this user manual, you will note various important symbols and warnings, which are explained below:

**WARNING!** The combination of this symbol and word indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death. Many of the Warnings say “you may lose control and fall.” Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.

**CAUTION:** The combination of the safety alert symbol and the word CAUTION indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury, or is an alert against unsafe practices.

The word CAUTION used without the safety alert symbol indicates a situation which, if not avoided, could result in serious damage to the bicycle or the voiding of your warranty.

**INFO:** This symbol alerts the reader to information which is particularly important.

**GREASE:** This symbol means that high quality grease should be applied as illustrated.

**CARBON FRICTION PASTE:** This symbol means that carbon friction paste should be applied as illustrated to increase friction.

**TORQUE:** This symbol highlights the correct torque value for a specific bolt. In order to achieve the specified torque value, a quality torque wrench must be used.

**TECH TIP:** Tech Tips are useful tips and tricks regarding installation and use.

**INTENDED USE**

The Specialized Roubaix bicycles are intended and tested for road biking (condition 1) use only. For more information on intended use and structural weight limits for the frame and components, please refer to the Owner’s Manual.

**GENERAL NOTES ABOUT ASSEMBLY**

This manual is not intended as a comprehensive assembly, use, service, repair or maintenance guide. Please see your Authorized Specialized Retailer for all service, repairs or maintenance. Your Authorized Specialized Retailer may also be able to refer you to classes, clinics or books on bicycle use, service, repair, and maintenance.

**WARNING!** Due to the high degree of complexity of the Roubaix, proper assembly requires a high degree of mechanical expertise, skill, training and specialty tools. Therefore, it is essential that the assembly, maintenance and troubleshooting be performed by an Authorized Specialized Retailer.

**WARNING!** Many components on the Roubaix, including, but not limited to, the handlebars and the stem, are proprietary to the Roubaix. Only use originally supplied components and hardware at all times. Use of other components or hardware will compromise the integrity and strength of the assembly. Roubaix specific components should only be used on the Roubaix and not on other bicycles, even if they fit. Failure to follow this warning could result in serious injury or death.

In order to successfully build the Roubaix bicycles, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.

**BOLT SIZE / TOOLS / TORQUE SPECS**

**WARNING!** Correct tightening force on fasteners (nuts, bolts, screws) on your bicycle is important for your safety. If too little force is applied, the fastener may not hold securely. If too much force is applied, the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

Where indicated, ensure that each bolt is torqued to specification. After your first ride, and consistently thereafter, recheck the tightness of each bolt to ensure secure attachment of the components. The following is a summary of torque specifications in this manual:

**SPECIALIZED CYCLE COMPONENTS**

15130 Concord Circle, Morgan Hill, CA 95037 (408) 779-6229
0000134021_UUM_EN_R3, 11/19

We may occasionally issue updates and addendums to this document. Please periodically check [www.specialized.com](http://www.specialized.com) or contact Rider Care to make sure you have the latest information.

Info: ridercare@specialized.com / 877 808-8154
The following tools are required for assembly of this product:

- 2, 2.5, 3, 4, 5mm Allen keys
- 3, 4, 5mm socket Allen keys (3/8” socket)
- Long 4mm Allen key bit for Roubaix/Ruby (S175300015)
- Torque wrench (3/8” socket)
- Cable and housing cutters
- High-quality grease
- Blue threadlocker (Loctite 242)

**GENERAL NOTES ABOUT MAINTENANCE**

The Specialized Roubaix are high performance bicycles. All regular maintenance, troubleshooting, repair and parts replacement must be performed by an Authorized Specialized Retailer. For general information regarding maintenance of your bicycle, please refer to the Owner's Manual. In addition, routinely perform a mechanical safety check before each ride, as described in the Owner’s Manual.

- Great care should be taken to not damage carbon fiber or composite material. Any damage may result in a loss of structural integrity, which may result in a catastrophic failure. This damage may or may not be visible in inspection. Before each ride, and after any crash, you should carefully inspect your bicycle for any fraying, gouping, scratches through the paint, chipping, bending, or any other signs of damage. Do not ride if your bicycle shows any of these signs. After any crash, and before you ride any further, take your bicycle to an Authorized Specialized Retailer for a complete inspection.

- While riding, listen for any creaks, as a creak can be a sign of a problem with one or more components. Periodically examine all surfaces in bright sunlight to check for any small hairline cracks or fatigue at stress points, such as welds, seams, holes, and points of contact with other parts. If you hear any creaks, see signs of excessive wear, discover any cracks, no matter how small, or any damage to the bicycle, immediately stop riding the bicycle and have it inspected by your Authorized Specialized Retailer.

- Lifespan and the type and frequency of maintenance depends on many factors, such as frequency and type of use, rider weight, riding conditions and/or impacts. Exposure to harsh elements, especially salty air (such as riding near the ocean or in the winter), can result in galvanic corrosion of components such as the crank spindle and bolts, which can accelerate wear and shorten the lifespan. Dirt can also accelerate wear of surfaces and bearings. The surfaces of the bicycle should be cleaned before each ride. The bicycle should also be maintained regularly by an Authorized Specialized Retailer, which means it should be cleaned, inspected for signs of corrosion and/or cracks and lubricated. If you notice any signs of corrosion or cracking on the frame or any component, the affected item must be replaced.

- Regularly clean and lubricate the drivetrain according to the drivetrain manufacturer’s instructions.

- Do not use a high pressure water spray directly on the bearings. Even water from a garden hose can penetrate bearing seals and crank interfaces, which can result in increased bearing and crank wear, which can affect the normal function of the bearings. Use a clean, damp cloth and bicycle cleaning agents for cleaning.

- Do not expose the bicycle to prolonged direct sunlight or excessive heat, such as inside a car parked in the sun or near a heat source such as a radiator.

**WARNING!** Failure to follow the instructions in this section may result in damage to the components on your bicycle and will void your warranty, but, most importantly, may result in serious personal injury or death. If your bicycle exhibits any signs of damage, do not use it and immediately bring it to your Authorized Specialized Retailer for inspection.

**WARRANTY**

Please refer to the written warranty provisions provided with your bicycle, or visit www.specialized.com. A copy is also available at your Authorized Specialized Retailer.

**SMALL PARTS**

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<thead>
<tr>
<th>PART #</th>
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<tr>
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<td>MSC MY20 ROUBAIX 7.5 CAP ROAD END HT 02 ALL SIZES</td>
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<td>ELE MY18 TARMAC D2 BATTERY MOUNT FOR TARMAC SEATPOST</td>
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<td>FORK ORMUT</td>
<td>MSC MY17 ROUBAIX 7.5MM FLAT ICR ORMUT</td>
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<td>S159900006</td>
<td>ORMUT</td>
<td>MSC MY15 TARMAC VENGE VIAS DROPOUT EXIT FRAME PLUG FOR D2 WIRE</td>
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<td>ORMUT</td>
<td>CBS D2 RUBBER PLUG STOPPER FOR CLOSING UNUSED WIRE HOLES</td>
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<td>DERAILLEUR HANDLE</td>
<td>HSR MY18 ROAD DISC THRU AXLE DER HANGER</td>
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<td>S142000001</td>
<td>TOP HAT CABLE STOP</td>
<td>CBS MY14 TOP HAT ICR CABLE STOP 7.75</td>
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<tr>
<td>S196500005</td>
<td>DOWN TUBE CABLE GUIDE COVER KIT</td>
<td>DT CBL GUIDE ASSY, ROAD END HT 02</td>
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| FRAME WIRING LENGTHS: |
|-----------------------|-----------------|----------|
| LOCATION | QTY | LENGTH (mm) | LOCATION | QTY | LENGTH (mm) | LOCATION | QTY | LENGTH (mm) |
| SHIFTER TO SHIFTER | 1 | 600 | JCT A BOX TO JCT B BOX | 1 | 700 | JCT B BOX TO FRONT DERAILLEUR | 1 | 500 |
| SHIFTER TO JCT A BOX | 1 | 1000 | JCT B BOX TO REAR DERAILLEUR | 1 | 700 | JCT B BOX TO BATTERY | 1 | 1000 |
In order to successfully build the Roubaix bicycle, it is very important to follow the order of operations as outlined in this manual. Modifying the order of assembly will result in a longer build process.

**Fig. 1:** If you’re installing a SRAM eTap drivetrain, install the downtube cover panel and torque the bolt to 9.0 in-lbf / 1.0 Nm, then install the drivetrain according to the manufacturer’s instructions.

The Roubaix can have either electronic or mechanical shifting installed. The following instructions are for Shimano wiring.

### ELECTRONIC WIRED SHIFTING

1. **SRAM ETAP COVER ONLY**  
   ![Wire Routing Diagram](image1.png)

   **Fig. 2:** Route a 1000mm length wire (A) through the brake entry ICR port (B), down the down tube and out the Junction A port at the top of the down tube.

   **Fig. 2:** Route a 700mm length wire (C) into the Junction A port and down the down tube until it exits the port below the bottom bracket shell.

   **Fig. 2:** Plug the two wires into the Junction A box (D) and insert it into the down tube, then install the cover (clip (E) goes in, then bolt (F) goes in). Torque the bolt to 9.0 in-lbf / 1.0 Nm.

2. **Fig. 3:** Route the front (500mm) and rear (700mm) derailleur wires and the battery wire (1000mm) through the chainstay and seat tube, then route all three wires over and in front of the bottom bracket shell. The wires then exit the port below the bottom bracket and plug into an SM-JC41 Junction B box (G).

   **Fig. 4:** Once all the wires are connected, place the junction box into the bottom bracket ICR port, then install the cover (H). See the shift system manufacturer’s instructions for additional information.

### MECHANICAL SHIFTING

1. **Fig. 1:** Install the down tube ICR port cover (A), then torque the bolt (B) to 9.0 in-lbf / 1.0 Nm.

   **Fig. 2:** Install a flanged sheath (C) in each ICR port hole, then install the shift housings (D) with ferrules (E) into the ICR port holes. Make sure the housings are trimmed to the correct length so the handlebars can rotate fully in each direction without interference.
Fig. 3: Run the cables through the shifters, into the housings and into the down tube until they exit at the bottom bracket exit ICR port.

Fig. 3: Install cable sheaths (F) onto each cable.

**Specialized recommends routing the cables to opposite sides of the down tube (California Cross), so the cables will cross themselves in the down tube.**

Install a barrel adjuster at the preferred location along each cable housing, between the handlebar and the down tube.

Fig. 4: Run the cables through the bottom bracket cable guide (G), with the front derailleur cable on the non-drive side through the longer of the two cable paths.

Fig. 4: Continue running the cables back into the frame so the front derailleur cable exits the small ICR port behind the bottom bracket shell and the rear derailleur cable exits the dropout ICR port.

Once the cables exit the ICR ports, pull on the cables while inserting the bottom bracket cable guide. Be sure not to kink the cables.

Fig. 5: Run the front derailleur cable through the plastic cable guide (H), then insert the guide in the hole above and behind the bottom bracket shell. The sheath should protrude out the top of the guide. Once the guide is in place, install a rubber seal (I) over the cable and sheath, against the top of the guide.

Fig. 6: Insert a top hat (J - shifting top hat has a flat edge machined off the flange), a flanged sheath (K), a ferrule (L) and a section of shift housing (M, trimmed to length according to the derailleur manufacturer’s instructions) onto the cable exiting the dropout ICR port.

Finish the assembly of the front and rear derailleur systems according to the derailleur manufacturer’s instructions.

**MECHANICAL BRAKING**

1. Install a rubber grommet (A) on the brake housing (B), then insert the brake housing into the chainstay housing port.

2. Route the brake housing over the bottom bracket shell and up the down tube.
Guide the housing to exit the bottom of the head tube, install a Churro (A, foam sleeve) on the housing, then run the sleeve down inside the down tube.

Run the housing back inside the down tube, then guide it out the port on the side of the head tube.

Fig.3: Install a rubber grommet (B) on the brake housing (C), then run the housing up to the rear brake lever.

Complete the installation of the rear brake according to the brake manufacturer’s instructions. The brake mounting bolt length is 30mm.

Fig.4: Run the front brake housing (D) into the fork either from the top or the bottom, depending on the model of brake being installed. Install the fork and cartridge system according to the steps outlined on page 6, then install the front brake according to the brake manufacturer’s instructions. Once complete, install a rubber grommet (E) at the top and bottom exit ports.

**SEATPOST**

**Di2 BATTERY** (fig.1):
A rubber seatpost sleeve is available to install a Shimano Di2 battery inside the seatpost. To assemble, place the rubber sleeve (A) around the battery (B), then insert the assembly into the seatpost.

**SADDLE INSTALLATION** (fig.2):
- Grease the inboard rail clamp contact surfaces (F), then install them in the seatpost head assembly (H).
- Position the saddle rails on the inboard rail clamps.
- Position the outboard rail clamps (E) over the saddle rails. Use 7x7mm clamps for alloy rails or 7x9mm clamps for carbon rails.
- Insert the female bolt (G) through one of the outboard rail clamps and key the bolt tab in the outboard rail clamp groove.
- Apply loctite to the bolt threads (C) and grease to the bolt head and washer (D), then place the washer on the male bolt.
- Install the bolt in the opposing outboard rail clamp, then thread it into the female bolt.

**SEATPOST WEDGE CLAMP** (fig.3):
- Follow the assembly steps below, then assemble the seatpost wedge.
  - Apply grease to the contact surfaces between the three wedge parts (I, J, K).
  - Titanium wedge clamp bolt: Apply anti-seize compound (e.g. Ti-Prep) to the bolt threads, head and washer (L). If you’re unsure if the bolt is titanium, place a magnet on the bolt head.
  - Steel wedge clamp bolt: Apply grease to the bolt threads, head and washer (L).
- Place the rubber seal (M) onto the seatpost (H), then apply carbon assembly compound (carbon paste) to the seatpost and concave wedge surface.
- If necessary, plug the Di2 wire into the battery. Insert the seatpost into the seat tube, then insert the seatpost wedge clamp assembly in the seat tube behind the seatpost.
- Once the saddle height is determined, torque the seatpost wedge bolt to 55 in-lbf / 6.2 Nm, then slide the rubber seal down so it interfaces with the top of the seat tube.
CAUTION: If the wedge bolt is loosened but the seatpost will not come out of the seat tube, lightly tap the top of the bolt. Forcefully unscrewing the bolt beyond the stopping point will damage the circlip that holds the assembly together.

Both the frame and seatpost have minimum insertion requirements. To prevent damage to the frame and/or seatpost, the seatpost must be inserted deep enough into the frame to be visible through the sight hole. The min/max markings on the seatpost are not visible when the seatpost is installed, but they can be helpful for adjusting saddle height.

If the seatpost is not visible through the sight hole, the seatpost is not inserted deeply enough into the seat tube and should be lowered until it can be seen through the sight hole. This may result in the saddle being too low. If so, the seatpost must be replaced with a longer seatpost.

CAUTION: Failure to follow the seatpost and frame insertion requirements (fig.3) may result in damage to the frame and/or seatpost, which could cause you to lose control and fall.

The Roubaix seatpost is available in two lengths (380mm and 450mm). If the 450mm post is too long, we recommend using the 380mm seatpost.

WARNING! For general instructions regarding the installation of the seatpost, refer to the appropriate section in the Owner’s Manual. Riding with an improperly tightened seatpost can allow the saddle to turn or move and cause you to lose control and fall.

WARNING! Inspect the seatpost and seat tube to ensure that there are no burrs or sharp edges. Remove any burrs or sharp edges using fine grit sandpaper.

WARNING! When tightening the wedge clamp, it’s important to make sure it’s fully seated inside the wedge clamp cavity behind the seatpost.

Do not apply grease to the contact surfaces between the seatpost and the seat tube. Grease reduces the friction, which is critical to proper seatpost grip. Specialized recommends the application of carbon assembly compound (fiber paste), which can increase friction between carbon surfaces. Please visit your Specialized Authorized Retailer for additional information.

INSTALLING THE BOTTOM BRACKET

The Roubaix frames use a 68mm standard BSA threaded design. Grease the threads. Install and torque according to the bottom bracket manufacturer’s instructions.

CAUTION: Do not face the bottom bracket shell! This can prevent proper installation of the crank. Your Specialized frame does not require any bottom bracket shell pre-installation preparation, as all surfaces have been precisely machined to specific tolerances at the factory for proper interface with a compatible crankset. Please refer to the manufacturer instructions for crank and bottom bracket installation.

INSTALLING THE FORK AND FUTURE SHOCK CARTRIDGE

A video for the Future Shock cartridge is available by going to http://servicevideos.specialized.com/video/306086210, or scanning the QR Code.

The Specialized Future Shock cartridge and headset are designed as an integrated unit and are only intended for use with compatible frames and forks. Only use the specified parts when assembling the front end of a Roubaix bicycle.

WARNING! The fork steerer tube is pre-cut to the size of the frame. Do not cut the fork, or use a fork that is too short. Ensure that the size written on the fork matches the size of the frame.

Fig.1: Grease, then install the lower bearing (A) on the fork (B). Insert the fork into the head tube, then grease and install the upper bearing (C) and compression ring (D) on the steerer tube.

CAUTION: Ensure that the compression ring slot is facing toward the front or rear of the bike. Do not place the slot near the headset preload bolts.

Fig.2: Grease, then install the steerer tube collar bolt, washer and barrel. Install the steerer tube collar (E).

Fig.2: Apply blue loctite, then install the locator bolt (F) in the collar to lock the collar on the steerer tube. Tighten until snug. Do not exceed 9.5 in-lbf / 1.0 Nm.

WARNING! To ensure that the collar and fork locator bolt holes are aligned with each other, place a 2mm Allen key through the holes before installing and tightening the locator bolt. Ensure that the headset adjustment set screws are backed out before installing the collar.
Fig. 3: Choose the tall (G) or short stack headset cap (H), then place it over the steerer tube collar. Please note that the published stack/reach geometry is based off the short cap.

Fig. 4: Install 0-15mm of steerer tube spacers (I) on the cartridge assembly (J). Apply carbon assembly compound on the Future Shock, then insert the cartridge assembly into the steerer tube. Do not use grease.

**WARNING!** To ensure proper insertion of the Future Shock cartridge in the steerer tube, do not install more than 15mm of spacers over the short or tall headset caps. Ensure there is no grease between the steerer tube and the cartridge (Fig. 4). Grease can cause the cartridge to slip, which can result in a loss of control.

Specialized recommends the application of carbon assembly compound (or carbon paste) between the cartridge and steerer tube (Fig. 4) to increase friction. See your Authorized Specialized Retailer if you have any questions.

Fig. 5: Align the cartridge so that the arrow on the rubber boot aligns with one of the three flat surfaces. The flat surface and arrow must face toward the front of the bike.

Fig. 6: Torque the steerer tube collar to 35 in-lbf / 4.0 Nm.

**WARNING!** When the cartridge is installed, ensure that the steerer tube collar bolt is greased and torqued to specification. Do not tighten the collar without the cartridge installed. An improperly installed and/or tightened collar may cause you to lose control and fall.

Install a stem shim (K) on the cartridge. Use a thick shim for a standard 1 1/8" stem, or a thin shim for the SW Future Stem. The shim must align with the stem toward the back of the bike.

Fig. 6 (adjustable Future Shock only): The adjuster dial must be removed before the stem is installed. Loosen the set screw on the side of the adjuster knob to remove it. To re-install, align the adjuster dial set screw with the flat surface (Fig. 5 L) on the top of the Future Shock. Torque the set screw to 18 in-lbf / 2.0 Nm.

The SW Future Stems is compatible with all Future Shocks.

The Venge Accessory Mount (S189900104) is compatible with the SL faceplate (S199900064) or the SW Future Stem.

The SL faceplate is only compatible with the SW Future Stems and SL stems.
1. **Fig.7:** Install the stem on the cartridge, then align the stem with the front wheel. Torque the stem according to the manufacturer specifications. Install the handlebar and brakes according to the brake manufacturer’s instructions.
2. **NON-ADJUSTABLE FUTURE SHOCK:** Install the top cap (fig. 1-A below, *finger tight*).
3. **Fig.8:** Make sure the locking screws are loosened (N), then adjust the two preload screws (M) using a 2mm Allen key, until they both contact the compression ring. Gradually and evenly alternate between the two preload screws while engaging the front brake and rocking the bike back-and-forth until any movement/looseness is eliminated and the headset rotates freely.
4. Place the supplied 3mm open wrench on the preload screws (M) below the collar, then torque the locking screws (N) to 9.5 in-lbf / 1.0 Nm, down onto the preload screws to lock them in place. **DO NOT GREASE THE LOCKING SCREWS!!**

**ADJUSTING THE STACK HEIGHT**

- Remove the top cap and stem.
- Back out the seat screws, then loosen the collar pinch bolt.
- Remove the cartridge from the steerer tube. **DO NOT REMOVE THE BOOT!** The boot is very tight and difficult to get back on, and exposes the internals to contamination.
- Refer to Fig.3-8, page 7 for installation steps on adjusting the stack height.

**CHANGING THE SPRING RATE** (non-adjustable models)

1. To change the spring rate, remove the cap (fig. 1-A), stem and shim, then unscrew the cartridge top cover (fig. 2-B) using a 20mm cone wrench.
2. Install the desired spring (fig. 3-C) then reinstall the top cover. Tighten to 55 in-lbf / 6.2 Nm (using a Crow’s Foot), or until the cover is snug (using a cone wrench).

**CAUTION:** Do not change the spring rate by loosening the top cover! This nullifies the shock’s ability to maintain the correct spring rate.

**HEADSET/STACK HEIGHT ADJUSTMENT CHECKLIST**

- **USE A TORQUE WRENCH!!**
- Is the headset adjusted?
- Is the arrow on the cartridge boot aligned toward the front of the bike?
- Are the set screws applying even pressure, with the lock screws tightened down?
- Is the collar pinch bolt tight?
- Are the stem bolts tight?