

## S2 STEM

### **99 grams of perfection, now with new DTT Evo bolts**

The S2 applies ROTOR's new DTT Evo torx bolts at both the faceplate and the steerer clamp, making installation easier whilst increasing tolerance for slightly under- and over-sized steerer tubes, and simultaneously improving the clamping forces.

The new DTT Evo torx bolts allow for secure tightening without rounding out the head of the bolt and ensure reliable clamping regardless of the handlebar or fork in use.

### **What is the DTT?**

In a conventional bolt design, the head fulfils two different purposes on a stem: (1) it pushes against the face of the stem (creating stress) and (2) it provides a surface to tighten the face against (also causing stress to the face of the stem); because of the added stress created by the head of the bolt, excess material is added to the stem and the face of the stem in order to provide a sturdy and reliable stem. In Rotor's **DTT** bolts, the main threads engage onto the body of the stem and the secondary threads engage the face of the stem. When tightening, the different pitch threads evenly distribute the tightening load between the face and the body of the stem. The different pitch threads also allow for a lower tightening force while also producing a high torque value. This added torque value stiffens up the unit and the elimination of material helps minimize the weight and aids in the aesthetics of the stem design. The results: lighter weight, stronger clamping, better looks, increased reliability and a scant 99g total weight (90mm length).

Rotor's **DTT** bolts represent a technological jump in the evolution of bicycle components and can be applied to other components requiring the use of bolt, and surely you will see this technology trickle over to other products presently on Rotor's drawing board.

### **German EFBe Institute stamp of approval**

The S2 stem has passed the most demanding European standard fatigue test (EFBe-Standard 7520), completed by the EFBe Institute in Germany, and the awarded "Top Performance" result for the single model offering, ensures that S2 is suited for both road and MTB riding alike. Road or MTB, the Rotor S1 stem will stand to the test of the most demanding riders.



## **What do you get when you cross the strongest stem you can imagine with the lightest one?**

**The S1 Evo:** You've never seen a stem that offers this much stiffness, endurance and strength with so little weight. Add high precision CNC and turning of a forged block of 7075 aluminium to the mix, and you have the ultimate bike component. Rotor Bike Components strikes again...

The S1 has no ugly & heavy bolt heads, no excess fat and a stiffness to weight ratio unheard of for such an extremely durable product. It is put together like no other stem: the recessed DTT Evo (Dual Thread Technology) bolts offer clamping strength, weight savings and clean lines like you've never seen before. Consider Rotor's stringent manufacturing quality requirements on top of these qualities and you have a stem that sets the new standard for quality and design. Not to be forward or anything, but we believe this is the world's next supermodel.

The S1 Stem far exceeds the most demanding European standard fatigue tests (EFBe-Standard 7520) for both Road and MTB stems.

But lab testing doesn't always reflect the real world. Because of this we have had our dedicated team of Athletes - Amateur, Pro and World champions alike - testing the S1 stem for the entire development project.

The feedback received from these athletes and the success of the EFBe test, make us comfortable in saying:

**The new standard for Stems, The S1 Evo**