

# Lock-Out Headset

Post Moderne's Lock-Out Headset can be simply and easily locked-out in one step by the cyclist to prevent the fork & handlebars from unintentionally turning when the bike is parked.

This feature is a benefit on any bicycle that is carrying a load on the fork or front handlebar, such as cargo bikes, delivery bikes and touring bikes. The lock-out helps prevent the laden bicycle from unexpectedly falling over and damaging the bicycle and / or the cargo.

The headset is equally easily un-lock and returned to its normal function when the user is ready to resume cycling.

## OT-902 / OT-903 / OT-905

Suitable to OEM city bike.  
Use caged bearing.



## OT-907

Suitable to OEM & aftermarket city bike.  
Designed especially for those steerer tubes which are shorter.  
Use caged bearing.



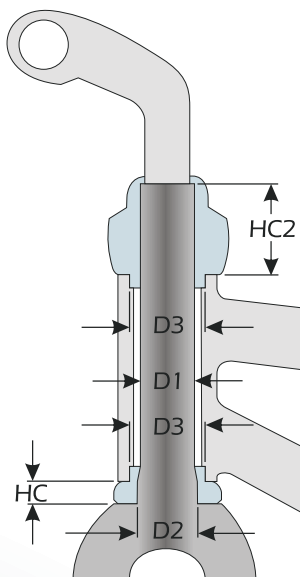
## OT-908

Suitable especially to OEM sporty or high-end bike.  
Looks integrated with the headtube.  
With CNC and anodized aluminum and cartridge bearing.

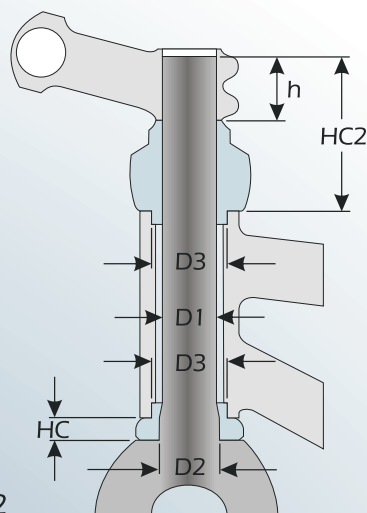


# Lock-Out Headset Overview

Stem type : Quill stem



Stem type : Ahead stem



## OEM SERIES

MODEL NAME	LOCK-OUT RING MATERIAL	STEM TYPE
<b>QUILL / THREADED 1" — TRADITIONAL CUPS</b>		
OT-902-4	Plastic	Quill stem
OT-903-4	Plastic	Quill stem
OT-903-42	Plastic	Quill stem
<b>QUILL / THREADED 1-1/8" — TRADITIONAL CUPS</b>		
OT-905	Plastic	Quill stem
OT-903-6	Plastic	Quill stem
<b>QUILL / THREADED 1-1/8" — ZERO-STACK CUPS</b>		
OT-902-6	Plastic	Quill stem
<b>AHEAD / THREADLESS 1-1/8" — TRADITIONAL CUPS</b>		
OT-903A	Plastic	Ahead stem
<b>AHEAD / THREADLESS 1-1/8" — ZERO-STACK CUPS</b>		
OT-902A	Plastic	Ahead stem
OT-908AE	Plastic	Ahead stem
OT-908A	CNC AL	Ahead stem

## AM SERIES

MODEL NAME	LOCK-OUT RING MATERIAL	STEM TYPE
<b>QUILL / THREADED 1" — TRADITIONAL CUPS</b>		
OT-907-4	Plastic	Quill stem
OT-907-42	Plastic	Quill stem
<b>QUILL / THREADED 1-1/8" — TRADITIONAL CUPS</b>		
OT-907-6	Plastic	Quill stem
<b>QUILL / THREADED 1-1/8" — ZERO-STACK CUPS</b>		
OT-907-62	Plastic	Quill stem

Recommended mainly for OEM applications. This is because the upper stack height is relatively high and may not be suitable for aftermarket replacement.

If used for aftermarket then it's recommended to include together with a fork with longer steerer tube to accommodate the taller upper stack height.

BEARING TYPE	FORK STEERER TUBE Steerer OD ( D1 )	Crown race OD ( D2 )	HEAD TUBE ID ( D3 )	LOWER Stack Height ( HC )	UPPER Stack Height ( HC2 )
<b>QUILL / THREADED 1" — TRADITIONAL CUPS</b>					
Caged Bearing	25.4 mm	26.4 mm	30.2 mm	12.5 mm	56 mm
Caged Bearing	25.4 mm	27.0 mm	30.0 mm	11.8 mm	58 mm
Caged Bearing	25.4 mm	27.0 mm	34.0 mm( reducer )	10.3 mm	58 mm
<b>QUILL / THREADED 1-1/8" — TRADITIONAL CUPS</b>					
Caged Bearing	28.6 mm	30.0 mm	34.0 mm	12.0 mm	56 mm
Caged Bearing	28.6 mm	30.0 mm	34.0 mm	12.0 mm	58 mm
<b>QUILL / THREADED 1-1/8" — ZERO-STACK CUPS</b>					
Caged Bearing	28.6 mm	30.0 mm	44.0 mm	3.3 mm	48 mm
<b>AHEAD / THREADLESS 1-1/8" — TRADITIONAL CUPS</b>					
Caged Bearing	28.6 mm	30.0 mm	34.0 mm	12.0 mm	60mm +h
<b>AHEAD / THREADLESS 1-1/8" — ZERO-STACK CUPS</b>					
Caged Bearing	28.6 mm	30.0 mm	44.0 mm	3.3 mm	50mm +h ( oversize lock-out )
Caged Bearing	28.6 mm	30.0 mm	44.0 mm	3.3 mm	35mm +h
Caged Bearing	28.6 mm	30.0 mm	44.0 mm	3.3 mm	35mm +h

Recommended mainly for both aftermarket and OEM applications. This is because the upper stack height is relatively low and is suitable for most applications.

BEARING TYPE	FORK STEERER TUBE Steerer OD ( D1 )	Crown race OD ( D2 )	HEAD TUBE ID ( D3 )	LOWER Stack Height ( HC )	UPPER Stack Height ( HC2 )
<b>QUILL / THREADED 1" — TRADITIONAL CUPS</b>					
Caged Bearing	25.4 mm	27.0 mm	30.0 mm	11.8 mm	24 mm $^{+4}_{-0}$ ( For AM )
Caged Bearing	25.4 mm	27.0 mm	34.0 mm( reducer )	10.3 mm	24 mm $^{+4}_{-0}$ ( For AM )
<b>QUILL / THREADED 1-1/8" — TRADITIONAL CUPS</b>					
Caged Bearing	28.6 mm	30.0 mm	34.0 mm	12.0 mm	24 mm $^{+4}_{-0}$ ( For AM )
<b>QUILL / THREADED 1-1/8" — ZERO-STACK CUPS</b>					
Caged Bearing	28.6 mm	30.0 mm	44.0 mm	3.3 mm	24 mm $^{+4}_{-0}$ ( For AM )