EASTON FORKS

NOTE: Easton forks are not approved for tandem bicycle use.

Congratulations on your purchase of an Easton bicycle component. To ensure the best performance and longest service life from your Easton components, please read and carefully follow these installation instructions.

CAUTION!
All Easton products should be installed by a qualified bicycle mechanic using appropriate professional tools. Use a calibrated torque wrench when tightening bolts to torque specification. Bolts that are too loose or too tight can cause failure. **Easton assumes no liability for products that are improperly installed.**

⚠ WARNING!
Failure to follow these instructions can result in component failure. Component failure can lead to loss of control of the bicycle and result in serious personal injury or death.

1. Preparation
- Verify that the fork and the headset have compatible diameters.
- Verify that the stem steerer clamp diameter is compatible with the fork steerer tube diameter.

  The fork, headset and stem steerer clamp must have compatible diameters. Incorrect mating of components can cause component failure.
- Confirm the headset parts are free of any burrs or sharp edges. Remove any burrs or sharp edges with 320/400 grit sandpaper.
- Confirm your stem is free of any burrs or sharp edges at the steerer clamp slot. Remove any burrs or sharp edges with 320/400 grit sandpaper.
- Only use a rear slot clamp stem. Wedge clamp stems must not be used and could result in failure (Figure 1).

2. Preparing the Fork
- Avoid scratching or scoring the steerer tube surface. **Any damage to the steerer tube could cause failure.**
- Apply a small amount of grease to the fork crown race seat. Do NOT make any modifications to the crown race area of the fork. Only use a headset race with the correct inside diameter for your fork steerer tube.
- Hold one leg of the fork securely and, using an appropriate race seating tool, install the headset crown race. **Do not place the fork on the dropout tips or crown while installing the race. Doing so can damage the fork and could cause failure** (Figure 2).
- Assemble the fork, headset and any spacers in the head tube of the bicycle and slide on the stem (Figure 3).
- **The spacer stack below the stem must not exceed 50 mm (Figure 4).**
- **A carbon steerer tube must extend 7-8 mm above the top of the stem clamp and have a 10 mm spacer installed between the stem and the top cap (Figure 5).**
- Carefully measure and mark the amount of steerer tube that you will need to remove. Remember that, when cut, the top of the steerer tube must be 2-3 mm below the top of the headset/spacer/stem assembly (Figure 6).
- Remove the fork from the bicycle.
- **Make absolutely certain that you do not cut the steerer tube too short.**
- Using a new fine tooth hacksaw and proper cutting guide, cut the steerer tube.
- Carefully sand or file the rough edges until smooth.
- Clean the steerer tube and inside of the stem clamp with alcohol to remove grease and dirt; then let dry.

CAUTION!
Never use a star-fangled nut with a carbon steerer tube.
- Install insert nut into fork and thread until 6–7 mm below top end of steerer tube (Figure 7). Confirm thread friction holds insert nut in steerer tube without movement.

3. Installing the Fork
- Assemble the fork, headset, spacers, top cap and top cap bolt in the head tube of the bicycle and slide on the stem (Figure 8).
- Adjust headset tension using a 5 mm hex wrench according to the headset manufacturer's instructions. If the headset manufacturer has not specified torque, tighten to 1.6 Nm (15 in-lbs).
- Torque the stem steerer clamp bolts as specified by the stem manufacturer.
- Only use the front brake nut supplied with the fork to mount the front brake.
- Install the front brake following the brake manufacturer's instructions.
- Follow the wheel manufacturer's instructions for correct clamping of the wheel quick release and install the front wheel.

  Failure to properly adjust the quick release and secure the wheel can result in serious injury or death.
- Adjust the front brake following the brake manufacturer's instructions.

  Failure to properly install and adjust brakes can result in serious injury or death.
- When using a dropout clamping bicycle rack, always clamp the dropouts securely to prevent dropout and/or bike damage. If the clamp is loose, the bike may fall out of the rack. When removing the fork from the clamp, be sure to remove both dropouts evenly at the same time. Do not tilt the bike to one side, because dropout damage can result (Figure 8).

  Dropout damage can cause component failure, which can result in serious injury or death.

4. Maintenance
- Do not modify the fork in any way, other than cutting the steerer tube to the correct length for your bike.

  Modifying the fork could cause fork or other component failure resulting in serious injury or death.
- Always loosen the stem's steerer clamp bolts before attempting to make stem/fork alignment adjustments.
- Periodically remove, clean, and inspect your fork for any damage or cracks. If you have any questions about a mark on the fork, consult your Easton dealer immediately.
- Regularly inspect all components for any damage (cracks, chips, etc.) and replace component upon detection.
- In case of a crash or any impact, carefully check your bars, stem, fork, seat post, wheels, and frame for any visible damage. As with any component under varying stress, there is a limited fatigue life that is proportional to the use and abuse of the part. Inspect your components often. If you have any doubts about the integrity of any part, REPLACE IT. Consult your Easton dealer if you are unsure about the condition of your components or any part of your bicycle.

⚠ WARNING
Bicycle riding can be dangerous. To prevent serious injury while riding, wear an approved helmet every time you ride. Be sure your bicycle is properly maintained, and that all components are correctly installed and adjusted. Ride cautiously and within your abilities at all times.

WARRANTY
This EASTON product is warranted to be free of defects in materials and workmanship for five (5) years from date of purchase. Warranty is for the original owner only and proof of purchase is required. This warranty is in lieu of all other warranties. ANY IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE OR WARRANTIES OF MERCHANTABILITY ARE LIMITED TO THE DURATION OF THE EXPRESSED WARRANTY. Depending on individual state laws, the above exclusion may not apply to you. This warranty gives you specific rights. You may have other legal rights depending on the state in which you reside.

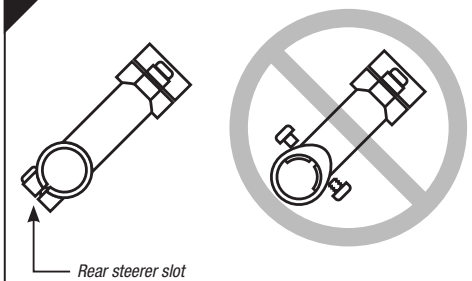
Please consult the *Contact* page of the Easton web site <www.eastonbike.com> for warranty contact information. Select *North American Dealers* or *International Distributors* depending on your location.

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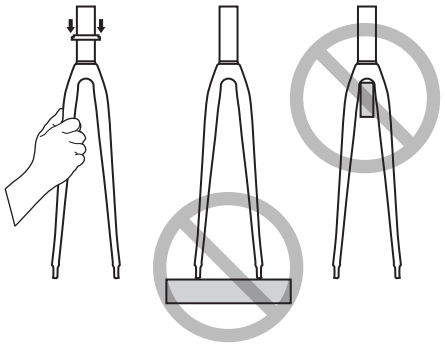
INSTALLATION INSTRUCTIONS

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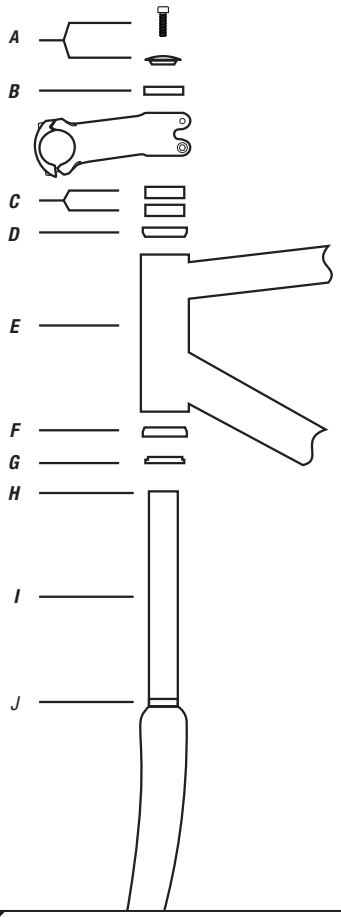


Rear steerer slot
Hinterer Steuerrohr-Schlitz
Potence à collier avec fente vers l'arrière
Fessura posteriore del cannotto di sterzo
Opening in stuurpen, achterzijde

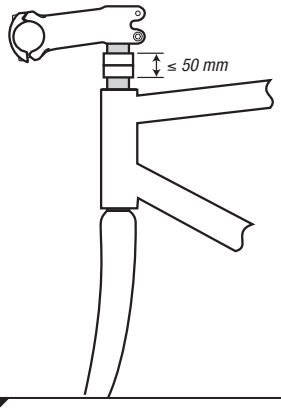
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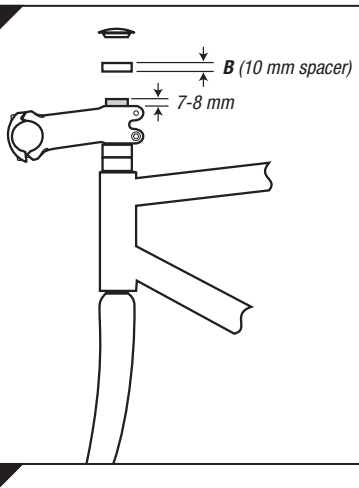
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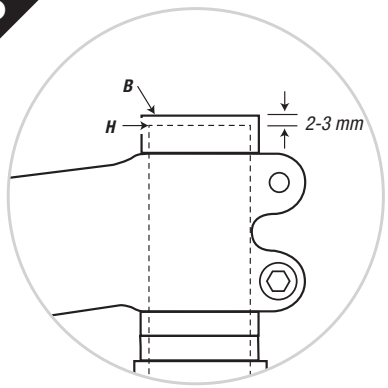
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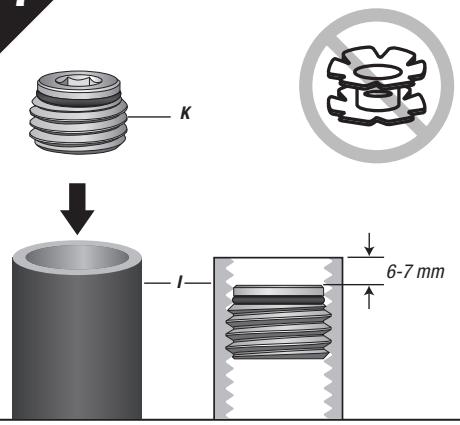
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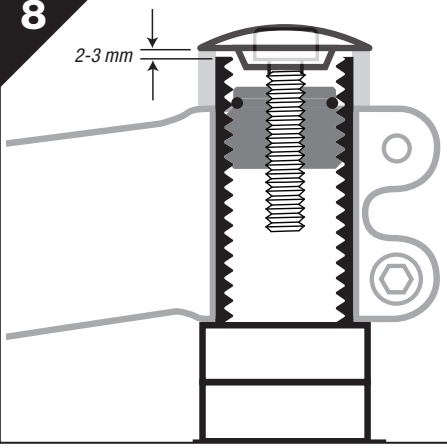
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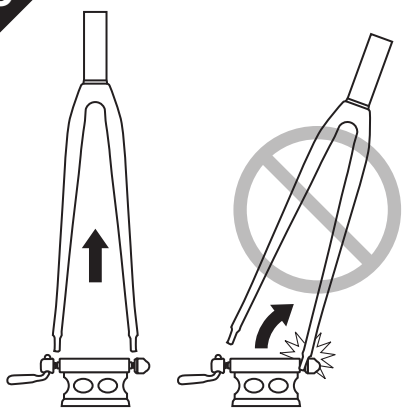
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8



9



A *- Top cap and bolt*
Abdeckkappe und Schraube
Capuchon et boulon
Tappo superiore e bullone
Sluitdop en bout

B *- 10 mm spacer*
10 mm Distanzstück
Bague de hauteur de 10 mm
Distanziatore da 10 mm
Afstandhouder van 10 mm

C *- Spacers (50 mm max)*
Distanzstück (max. 50 mm)
Bagues de hauteur (50 mm max)
Distanziatori (max 50 mm)
Afstandhouders (max. 50 mm)

D *- Upper headset*
Oberes Steuersatzlager
Jeu de direction, partie supérieure
Serie sterzo superiore
Bovenste balhoofdset

E *- Head tube*
Steuerrohr
Tube de direction
Tubo di sterzo
Balhoofdbuis

F *- Lower headset*
Unteres Steuersatzlager
Jeu de direction, partie inférieure
Serie sterzo inferiore
Onderste balhoofdset

G *- Fork crown race*
Gabelkonussitz
Bague de couronne de la fourche
Cono inferiore della forcella
Bovenloopvlak vork

H *- Top of steerer tube*
Oberkante des Steuerrohrs
Partie supérieure du tube de direction de la fouche
Parte superiore del cannotto di sterzo
Bovenkant van stuurbuis

I *- Fork steerer tube*
Gabelschaftrohr
Tube de direction de la fourche
Cannotto di sterzo della forcella
Stuurbuis vork

J *- Crown race seat*
Passfläche für Gabelkonus
Emplacement de la bague de couronne
Sede del cono inferiore
Bevestigingspunt bovenloopvlak

K *- Insert Nut*
Klemmmutter
Ecrou autobloquant
Bevestigingsmoer
Dado di inserimento

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