



**WOUND UP™ FORKS ARE AVAILABLE IN A VARIETY OF SIZES AND STYLES...700c, 650c, CYCLOCROSS, TANDEM AND TOURING.**

## **WOUND UP™ COMPOSITE CYCLES OWNER'S MANUAL**

Note to shops/mechanics: These instructions are to be passed along to the consumer with the installed fork and completed bicycle for their future reference.

### ***READ THOROUGHLY PRIOR TO RIDING***

Thank you for purchasing a Wound Up™ fork! Your fork has been manufactured completely in Salt Lake City, UT (as it has been over the past 15+ years) by skilled composite technicians who take great care in each and every fork produced. Your decision to use a high performance Wound Up™ carbon composite fork requires a strong awareness and ability to thoroughly inspect, care for and schedule maintenance for the fork in order to ensure safe use. To know or do any less with this bicycle front fork is a serious compromise to your safety and to the efficiency of the performance of your gear. So take a few moments to read through this reference sheet before you ride.

### ***CONDITIONS FOR USE***

Each Wound Up™ fork model is intended to be used for a specific condition. Road forks are for road bike use only, tandem forks are for tandem bike use only, cyclocross forks are for cyclocross bike use only, track forks are for track bike use only and touring forks are for touring bike use only. Take care to avoid pot holes, sewer grating, railroad tracks, road or sidewalk construction and other obstructions that could catch your front wheel and cause a severe impact to the fork. Wound Up™ forks are not designed for stunts, jumping or other overly aggressive riding especially if it results in a crash. Riding a Wound Up™ fork in a manner other than its intended use, constitutes misuse, which may result in property damage, serious injury or death, and will void all Wound Up warranties. If you are unsure which fork to use, contact your local bike shop or Wound Up™ Composite Cycles. (NOTE: If you are a heavier rider considering a Wound Up™ cyclocross or tandem fork for your single rider bike please contact your local bike shop and/or Wound Up™ Composite Cycles prior to purchase).



## **GENERAL WOUND UP FORK INFO**

1" carbon forks are threadless only. Weight for a 300mm 1" carbon threadless steerer road fork is 456 grams (1.00 lbs). 1" carbon threadless steerer tube forks come with the required top cap assembly. 1" carbon steerer tubes are only available on 650c and 700c road forks. Maximum rider weight with rider gear (i.e. backpack, hydration system, etc.) is recommended to never exceed 195 lbs.

1" steel forks are available as either threaded or threadless. The threaded steel steerer tubes have 55mm of threads. Weight for a 300mm 1" steel threadless steerer road fork is 613 grams (1.35 lbs). 1" steel steerer tubes are only available on 650c and 700c road, cyclocross and light touring forks. Maximum rider weight with rider gear (i.e. backpack, hydration system, etc.) is recommended to never exceed 230 lbs.

1-1/8" carbon forks are threadless only. These steerers require a star fangled nut that is standard for 1" aluminum steerers. This is supplied with the fork. Weight for a 300mm 1-1/8" carbon steerer road fork is 528 grams (1.16 lbs). 1-1/8" carbon steerer tubes are only available on 650c and 700c road, cyclocross, light touring and tandem forks. Maximum rider weight with rider gear (i.e. backpack, hydration system, etc.) is recommended to never exceed 230 lbs for single rider road, cyclocross and light touring forks. Tandem forks equipped with tandem specific aluminum crowns and 1-1/8" carbon steerer tubes have a maximum combined rider weight of 450 lbs.

1-1/8" carbon *DUO* tandem forks are available in threadless only but require the use of a compression plug top cap assembly. This is supplied with the fork. **Do NOT use a star fangled nut with this steerer tube!** The steerer ID is 0.875" (22.2mm). Tandem forks equipped with carbon *DUO* crowns and 1-1/8" carbon steerer tubes have a maximum combined rider weight of 450 lbs.

## **GENERAL INSTALLATION INFO**

Stems: For carbon threadless steerer tubes we recommend a stem (preferably aluminum or titanium) with a rear bolt clamp design. Do NOT use a stem with an internal wedge clamp design with a carbon steerer tube. Use of a stem with an internal wedge clamp design in a carbon steerer tube voids the warranty.

To cut 1" and 1-1/8" carbon steerer tubes, wrap the spot you want to cut on the steerer with tape and trace a line around the steerer where you want to cut. Take the time to measure this length twice! Use of a saw guide (Park Tools) is very helpful to ensure a straight cut. Then, using a sharp hack saw blade, make your cut on the line (or through the guide). After the cut is made, deburr the inner and outer cut edges with sand paper or fine file.

**Never clamp the carbon steerer tube in a vise! This damages the carbon composite! Clamping the composite steerer tube and/or fork blades voids the warranty.**

**The maximum spacer stack height allowed on any Wound Up carbon steerer tube fork is 44mm (1.73").**

Additional installation instructions: See *pages 5 and 6*.



## **INSPECTION**

The proper inspection of your fork and components are critical. Before every ride, refer to the checklist below, to inspect your Wound Up™ fork and components. This checklist does NOT cover all possible types of damage and is NOT a substitute for regular maintenance performed by a certified bicycle shop mechanic. The checklist is intended to assist the rider in what to look for in potential compromises to the fork's proper operation and the riders' safety.

- Inspect entire exterior of fork for damage. Check for scratches, abrasions, gouges or other surface issues. The fork should not be used if any of the exterior parts appear to be damaged. Please contact your local dealer or Wound Up Composites Cycles for further inspection.
- Check for cracks or flaking in the paint, which could indicate damage to the structure.
- Check all fork crown areas for cracks and/or gaps.
- Check for any unusual noises or rattles.
- Check for loose, bent or otherwise compromised dropouts. Brake safety tab on the dropout should never be removed (i.e. filed off).
- Check that all brakes are working correctly and that cables are secure and connected.

**CAUTION:** If any of the above conditions is noted through inspection --- DO NOT RIDE YOUR BIKE! Bring it in for maintenance through your local bike shop and/or contact Wound Up at 801-467-1204.

## **CARE AND MAINTENANCE**

For polishing aluminum crowns and dropouts, use Mothers brand Mag & Aluminum Polish. Use a soft cloth for optimum results. Fork blades are coated with a high quality urethane topcoat and can be polished using a mirror glaze polishing compound (like Meguiars Mirror Glaze #205 Ultra Finishing Polish) for best shine.

**NEVER** use solvents or harsh chemicals on your fork for cleaning and/or removing decals. The chemicals can damage the paint and the structural integrity of the carbon fiber.

The steerer and fork crown area should be cleaned and properly lubricated. After cleaning, we recommend that Boeshield T-9 (or comparable) be applied to the full length of a 1" steel steer tube and to the steel steerer insert connecting the crown to 1" or 1-1/8" carbon steerers. Allow this solution to dry and then thoroughly lube the bearing race with water-resistant grease.

Carbon bicycle forks are subject to wear and stress during their lifetime. Wound Up™ recommends that as part of a routine **six-month maintenance** program through your local bike shop, the fork, steerer tube and fork crown area be examined for signs of impact damage and/or fatigue stress. If your bike is involved in any type of accident, your fork must also be inspected for possible hidden damage. A damaged fork can fail suddenly, causing serious injury or death. If you suspect the fork is damaged, immediately stop riding the bicycle and bring it in for an inspection & maintenance through your local bike shop and/or contact Wound Up at 801-467-1204.



## **LIMITED WARRANTY**

All Wound Up™ Composite Cycles products are warranted against defects in workmanship and materials to the original consumer purchaser for three years from date of original sale from an authorized Wound Up™ dealer, distributor, framebuilder or through the manufacturer. **This warranty does not cover:**

- 1) Normal wear and tear.
- 2) Any defects, damage, loss or failure caused in whole or in part by improper installation or improper use of the fork for other than its' designed and engineered use---road forks are for road use only, tandem forks are for tandem use only, cyclocross forks are for cyclocross use only, recumbent forks are for recumbent use only.
- 3) Any defects, damage, loss or failure caused in whole or in part by negligence or improper maintenance, abuse, or by any alterations or modifications made to the fork by anyone other than the original manufacturer.
- 4) Any defects, damage, loss or failure caused in whole or in part by accidents or while damaged in transit through shipping and/or on bicycle racks.

Product defects resulting solely from workmanship and/or materials will be repaired or replaced (at our discretion) at no cost solely to the original purchaser with proof of purchase. This warranty does not include shipping costs to and from Wound Up™ Composite Cycles.

## **WOUND UP™ COMPOSITE CYCLES**

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# Wound Up Fork Installation Instructions



Thank you for choosing Wound Up™ Composite Cycles for your composite bicycle fork. Read all instructions in their entirety prior to beginning installation.

**Warning:** Improper installation may cause the fork to fail which can cause serious injury or death. Wound Up™ forks are to be installed by a qualified bicycle mechanic with the correct equipment to ensure proper installation. Use a calibrated torque wrench when tightening bolts to torque specifications.

Provided with fork:

- 1" compression plug for 1" carbon steer tube fork
- 1-1/8" compression plug for 1-1/8" all carbon Duo steerer tube fork
- 1" star nut for 1" steel threadless steerer tube fork
- 1" star nut for 1-1/8" carbon steerer tube with aluminum inner sleeve

Tools Needed:

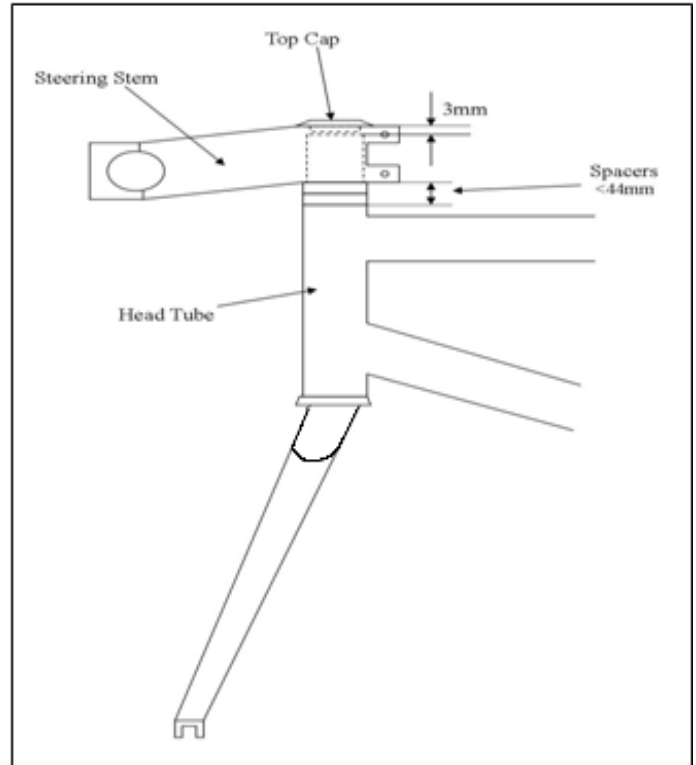
- Crown race installation tool
- Threadless saw guide for fork steerers
- Fine-tooth hacksaw
- Hex wrenches
- Torque wrench (1-10 Nm range) with metric hex key attachments
- High-quality bicycle grease

## Step 1: Verify Correct Components

- Verify that the intended headset to be used matches your steerer tube diameter.
- Be sure that you are using the correct head set mounting system.
  - ◊ Threadless steel, and 1-1/8" carbon with aluminum inner sleeve steerers: star nut and top cap
  - ◊ 1-1/8" and 1" carbon (*no aluminum sleeve*) steerer: compression plug and top cap
  - ◊ Threaded steel steerer: threaded headset with quill
- Be sure that the stem's clamp diameter matches that of the bicycle fork's steerer tube

## Step 2: Crown Race Installation

- Do not score or damage the steerer tube surface. Any damage can cause failure of the fork.
- Place a small amount of grease onto the crown race seat. Do not, in any way, modify the crown race seat and only use a crown race with the correct diameter to match your fork's crown race seat.
- Using an appropriate race seating tool, press the crown race onto the fork crown race seat while holding one of the fork legs in your hand. NEVER set the fork on the dropouts or the crown while installing the race. This may cause damage and fork failure.



## Step 3: Measuring the steerer tube

### Threadless steerer tubes

- Mount the bike fork in the head tube with the head set bearings and races, any desired spacers and slide the stem in place. Hand tighten the stem's steerer clamp bolts just enough to hold components in that position.
- **Warning:** The maximum spacer stack height below the stem for all steerer tubes is 44mm.
- Mark the steerer at the top of the steering stem. Using calipers, measure 3mm below this mark to cut.
- The steerer must be cut so that its top edge is 3mm below the top of the steering stem clamp.
- Disassemble the fork from the head tube and steering stem.
- Use a fine tooth hack saw and proper cutting saw guide to cut the steerer to length. Take care to verify that this measurement is correct. Remember that, when cut, the top of the steerer tube must be approximately 3mm below the top of the headset/spacers/stem assembly.
- Sand off any burrs with a file or 180 grit sand paper to a depth of 2" to remove ID shine.
- For *all* carbon steerers lightly sand the inside surface of the steerer with 180 grit sand paper.
- After sanding, clean the steerer with alcohol and allow to dry.

# Wound Up Fork Installation Instructions



## Threaded Steerer Tubes

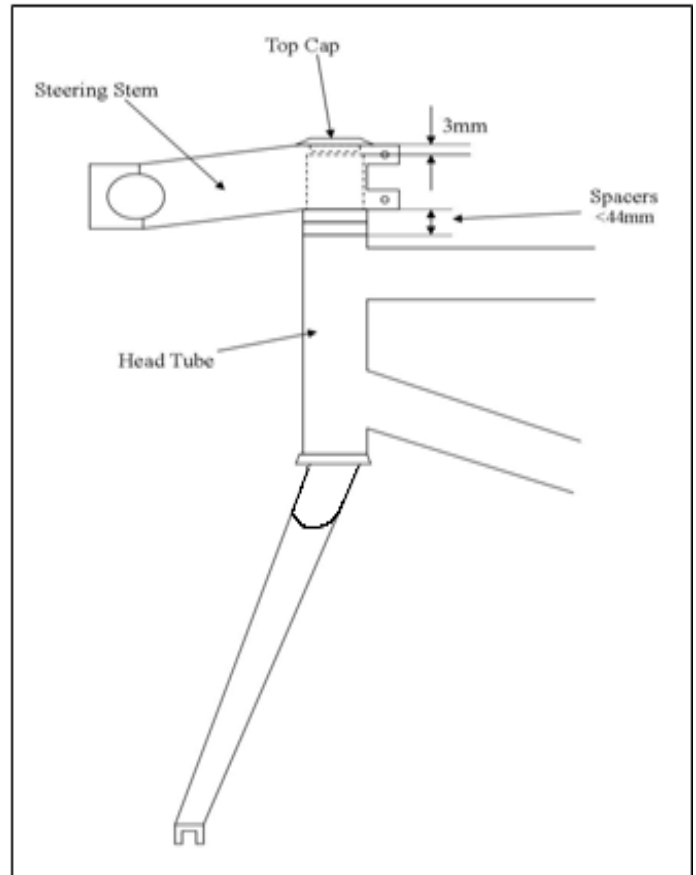
- Threaded steerers should already be the correct length and should not be cut to adjust the length.

## Step 4: Assemble Fork, Headset, and Stem

### *Steel steerer or aluminum sleeved carbon threadless steerer*

- For 1" steel steerer or 1-1/8" carbon steerer tube with an aluminum inner sleeve, install supplied star-fangled nut using an appropriate installation tool.
- The star fangled nut should be between 10-15mm from the top of the cut steer tube.
- Once the star nut has been installed, reassemble the fork, head set, spacers, and steering stem.
- Install top cap and tighten to manufacturer's recommended torque. See attached FSA installation instructions.

- **WARNING: Do not use a star nut for an all-carbon steerer tube. These nuts will damage a carbon steerer tube by cutting into the fiber structure and greatly increasing the potential for early and sudden fork failure. Installation and use of any star fangled nut on all-carbon steerer tube voids all warranties.**



Threadless Steerer Fork Assembly Diagram

## All-carbon steerer

- An all-carbon steerer will use a compression plug with its top cap (Included).
- Reassemble the fork, headset, spacers, and steering stem with the compression plug and top cap installed as specified by the manufacturer.

For up-to-date instructions and other technical information please contact us at: 801-467-1204 or visit [www.woundupcomposites.com](http://www.woundupcomposites.com). Questions can also be emailed to [info@woundupcomposites.com](mailto:info@woundupcomposites.com)