WOUND UP
COMPOSITES

Owners Guide

with Installation Manual

www.woundupcomposites.com

Wound Up™ Composites

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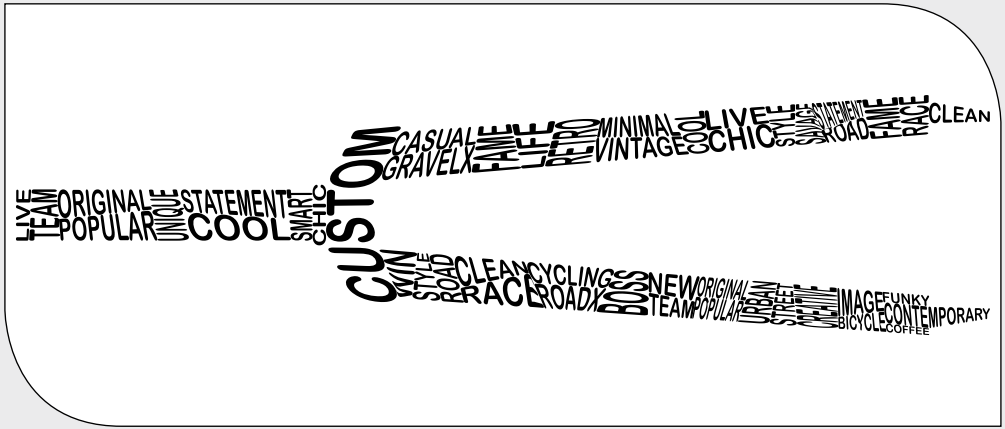
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NEW
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ORIGINAL
POPULAR
URBAN
STREET
IMAGE
FUNKY
CONTEMPORARY
BICYCLE
COFFEE

Wound Up™ Composites

Welcome to Wound Up™!

Thank you for purchasing a Wound Up™ carbon fork. You have in your possession what we believe to be the best fork you can put on your bicycle. In order to make sure you get the most out of our fork it is imperative for your fork to be installed correctly. Wound Up™ recommends professional installation of your new fork by a trained bike mechanic at your favorite local bike shop. They will have likely installed countless forks for customers and will quickly size up these requirements, have all the proper equipment, and will also provide a thorough inspection of the components as well as the installation. Wound Up™ strongly supports local bike shops and their certified mechanics. We will reimburse the original owner of any new Wound Up™ fork purchase that is professionally installed with a $50 (US) rebate to help cover the cost. See the Professional Installation Rebate program details on pg. 36.

If you have any questions along the way feel free to contact Wound Up™ at:
Phone: 801-467-1204
E-Mail: info@woundupcomposites.com

Rider Weight Limits

All Wound Up™ forks have a specific rider weight limit. This weight includes the rider with all gear including, backpacks, hydration systems, etc.

See below for each forks specific weight limit:

Road, Cyclocross, and light touring forks with 1” Steel or 1-1/8” Carbon steerer tubes - **230lb Single Rider Weight**.

Duo and Duo 2 Tandem specific forks with Aluminum or Carbon Crown and 1-1/8” Carbon steerer tube - **450lb Combined Rider Weight.**

NOTE: If you are a heavier rider, you may consider a Wound Up™ tandem fork for your single rider bike. Please contact Wound Up™ Composites prior to purchase.

Intended Use of Fork

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. NOTE: Wound Up™ may, upon consultation with customers, help make specific recommendations for some forks' use on another bike type based upon receiving specific information from the rider and/or bike shop concerning their needs. Please contact Wound Up™ Composites prior to purchase. Attentive riding is a must 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™ Composites.

Necessary Tools

To start installation you will need to make sure you have the following tools. Additional tools may be necessary depending on other components being installed (i.e. stem, brakes, etc.):

- Crown race tool
- Hacksaw with fine-tooth blade (32 TPI)
- Steerer tube cutting guide (aka saw guide)
- Star nut setting tool
- Assembly grease (ex. Park Tools Polylube)
- Masking tape
- Standard pencil
- Isopropyl alcohol
- Clean rag
- Fine grit sandpaper
- Compression plug assembly (supplied by Wound Up™ for applicable forks)
- Star-Nut (supplied by Wound Up™ for applicable forks)
- Metal hammer
- 5mm and 6mm Allen wrench (others may be necessary depending on components used)
- Bicycle work stand
- Calibrated torque wrench
- Metric measuring tape

Wound Up™ Composites

Before Installation

Every good relationship starts with compatibility, and your bike is no different. In order for your Wound Up™ fork to work with your bicycle it is critical that your frame, fork, headset, and stem are all compatible with each other.

Wound Up™ steerer tube diameters are as follows:

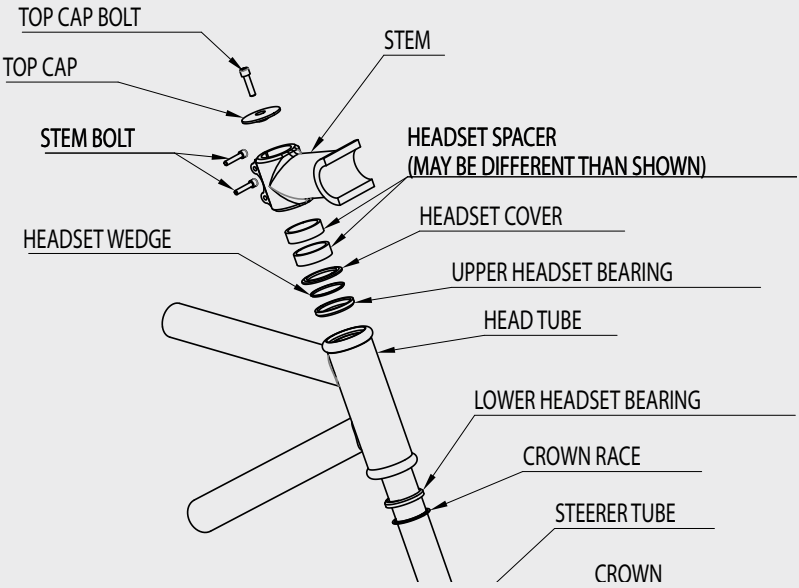
- 1 inch steel
  - 22.2 upper 26.4mm race
- 1-1/8 inch carbon
  - 28.6 upper 30.0mm race
- 1-1/2 inch tapered
  - 28.6 upper 40.0mm race

Tips for Installation

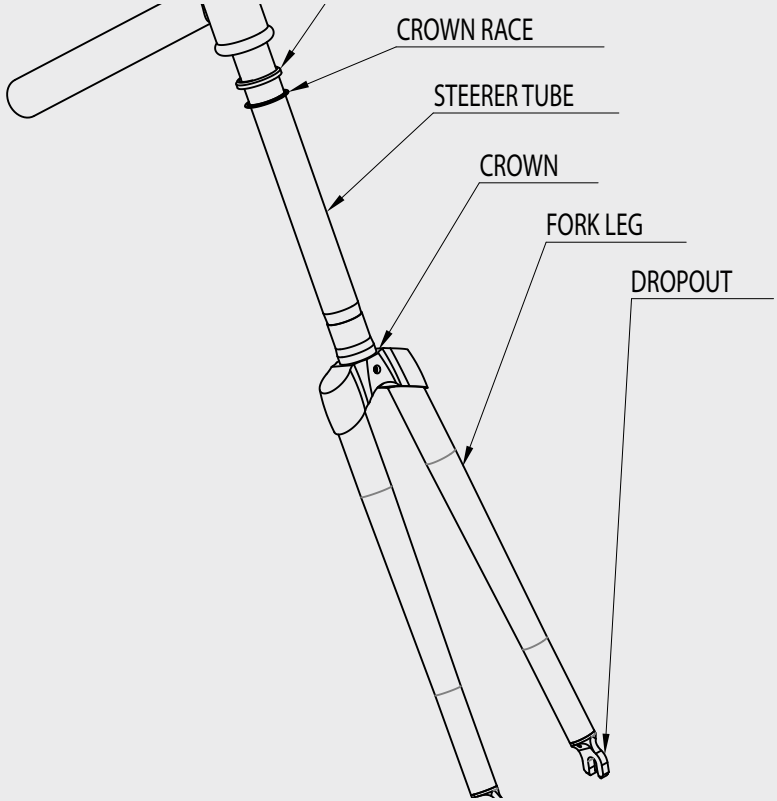
Installation of components is one of the most important jobs to pay attention to when working on a bicycle. To make sure components are installed correctly please follow the following tips.

- Check component specifications to make sure all components are compatible with each other prior to installation.
- Set up a clean work space free of clutter.
- Prepare all necessary tools and supplies prior to installation.
- Carefully read all instructions before and during installation.
- Apply assembly grease to headset bearings and any mating parts to prevent creaking.
- Do not rush or hurry installation.
- Double check work after completing installation.
- Do not perform any installation, inspection, or repairs while distracted or impaired.

Schematic 1: Overview - Upper



Schematic 2: Overview - Lower



Step 1: Install Crown Race

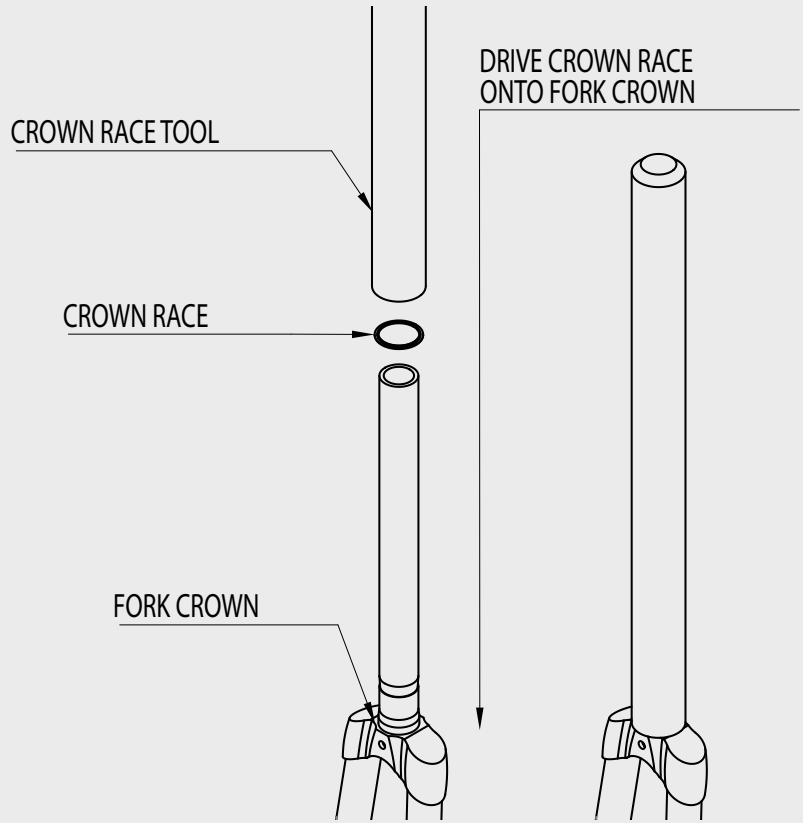
First, you will need to install the Crown Race onto the steerer tube. Clean both the steerer tube and race with a clean rag and isopropyl alcohol to remove any oils left over from the manufacturing process.

Next, place the Crown Race onto the steerer tube per the manufacturer's recommendations.

Finally, hold one leg of the fork with one hand, and grasp the Crown Race Tool with the other hand, and drive the race onto the steerer tube until it seats against the crown. **See Figure 1**.

IMPORTANT: You will need to use a Crown Race Tool to install this part. If you do not have one, call your local bike shop for more details/ information. If you need extra help, please consider professional installation of your fork.

Figure 1: Crown Race Tool



Step 2: Measure/Mark Steerer Tube

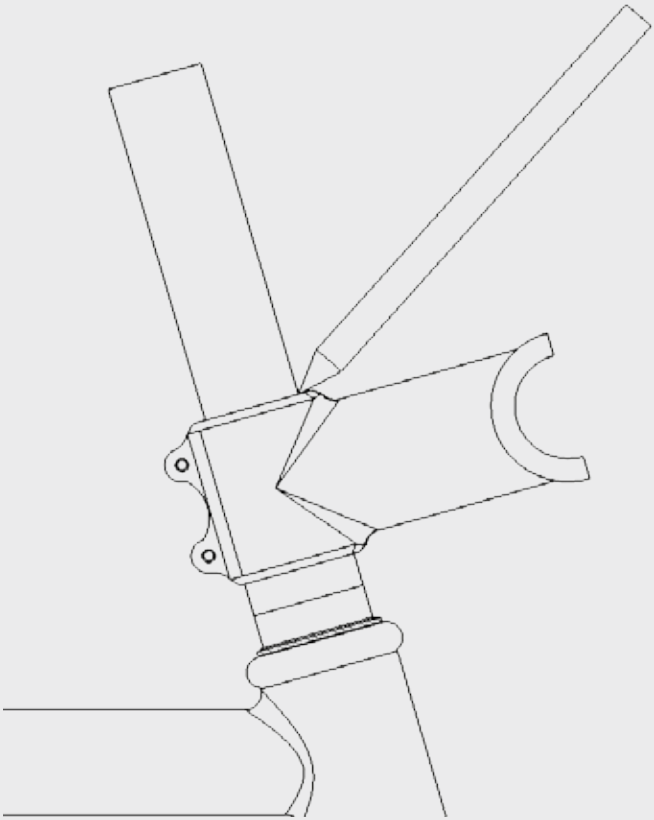
Install the lower headset bearing onto the steerer tube. Refer to **Schematic 1** or the installation manual for the headset if unsure.

Slide the fork into the head tube of the bicycle, and install the upper headset bearing, wedge, cover, any necessary headset spacers (44mm/1.73in Max), and the stem. Refer to **Schematic 1** or the installation manual for the headset if unsure.

Lightly tighten the steerer tube clamp bolts on the stem to hold the assembly in place.

Using a pencil, mark around the steerer tube where it extends through the stem. **See Figure 2**.

Figure 2: Mark Steerer Tube



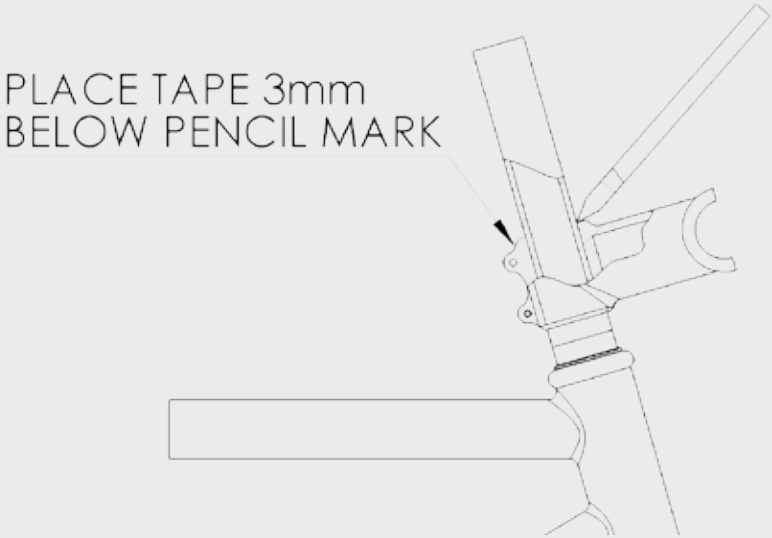
Step 3: Prepare the Steerer Tube

Remove the stem, fork, and headset assembly created in Step 2.

Find the pencil mark created in Step 2.

Wrap a strip of masking tape around the steerer tube 3mm (maximum) below the pencil mark. The edge of this tape, marks the cut location for the steerer tube and will also prevent fibers from peeling while cutting the steerer tube. **See Figure 3.**

Figure 3: Prepare Steerer Tube



Step 4: Cut the Steerer Tube

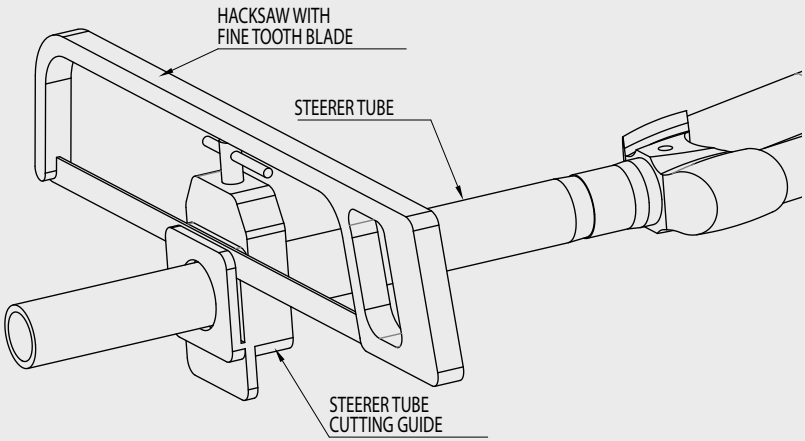
Using a steerer tube cutting guide (saw guide), cut the excess steerer tube material off at the top edge of the masking tape applied in Step 3. **See Figure 4.**

Once the steerer tube is cut, remove the fork from the saw guide and lightly sand the edges of the cut to remove any loose fibers or sharp edges.

Clean any carbon dust from the steerer tube using a clean rag and isopropyl alcohol.

Warning: Do not clamp any portion of the fork in a vice. This can cause damage to the fork leading to premature failure, and subsequent injury or death.

Figure 4: General Overview



Step 5a: Install the Star-Nut

If you are installing a fork that is a 1" steel steerer tube or a 1-1/8" carbon steerer tube with an aluminum sleeve in the steerer tube, install the provided star-nut. For full carbon steerer tube (Duo or Tapered Steerer Tube), refer to Step 5b.

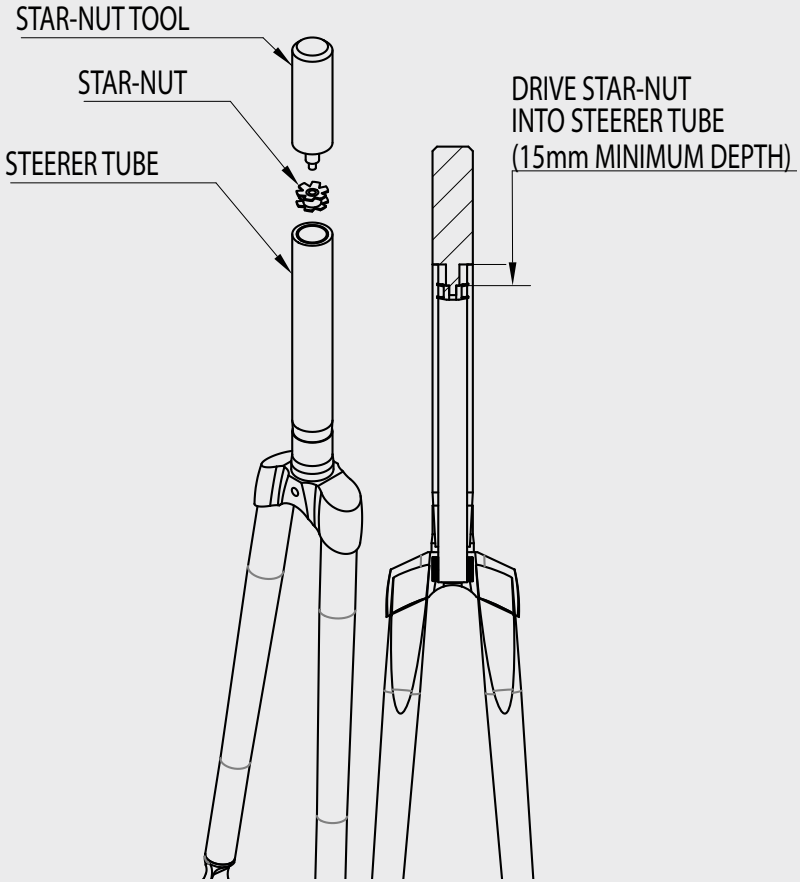
Warning: Do not use a compression plug in place of a star-nut.

Lightly clamp the steerer tube of the fork in a bicycle work stand. Using an appropriate Star-Nut Setting tool, thread the star-nut onto the Setting tool. Hold the setting tool and star-nut assembly tight against the top of the steerer tube with one hand. With the other hand, use a hammer to seat the star-nut into the steerer tube. **See Figure 5**.

Make sure the star-nut is seated at least 15mm below the top of the steerer tube. Remove the Star-Nut Setting tool.

WARNING FOR DUO 2 AND TAPERED STEERER TUBES: Do not use a star-nut with these carbon steerer tubes. This will damage the fibers, and can cause failure of the steerer tube.

Figure 5: Star-Nut Diagram



Step 5b: Install a Compression Plug

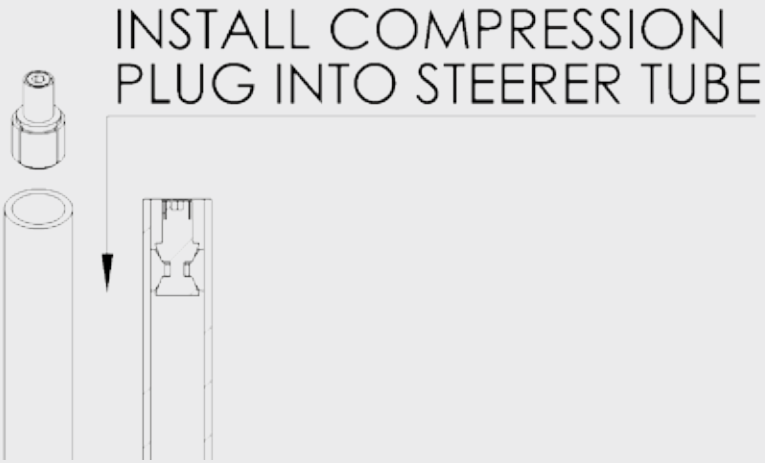
If you are installing a fork that does have a full carbon steerer tube without an aluminum insert, proceed as follows.

Remove the top cap/bolt from the supplied compression plug assembly and set it aside. Unthread the compression plug assembly and apply a small amount of assembly grease to the first few threads of the compression bolt. Reassemble the compression plug assembly.

Install the compression plug into the steerer tube, and torque it to 6-9 N·m. **See Figure 6**.

Warning: Only use a compression plug on all carbon steerer tubes. Using a star-nut will cause damage to the composite material, and could lead to a potential failure.

Figure 6: Compression Plug



Step 6: Installing the Fork

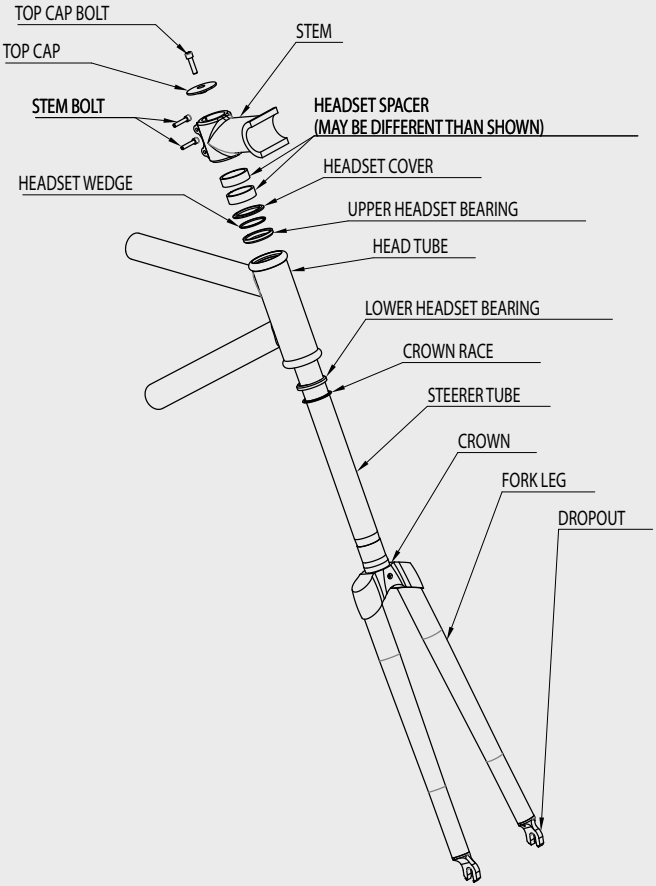
Reinstall the headset bearings, bearing wedge, top-cover, necessary spacers (44mm/1.73 in MAX), and stem per the manufacturer's recommendations.

Install the top cap and bolt making sure to grease the threads of the top cap bolt. Tighten the top cap bolt to remove all play from the headset assembly while maintaining the smooth rotation of the headset assembly. **See Figure 7.**

Align the stem so when the wheel is pointed forward, the stem is also pointed directly forward.

Torque the steerer tube clamp bolts on the stem to the manufacturer's specifications. **Do not exceed the stem manufacturer's torque specifications.**

Figure 7: General Overview



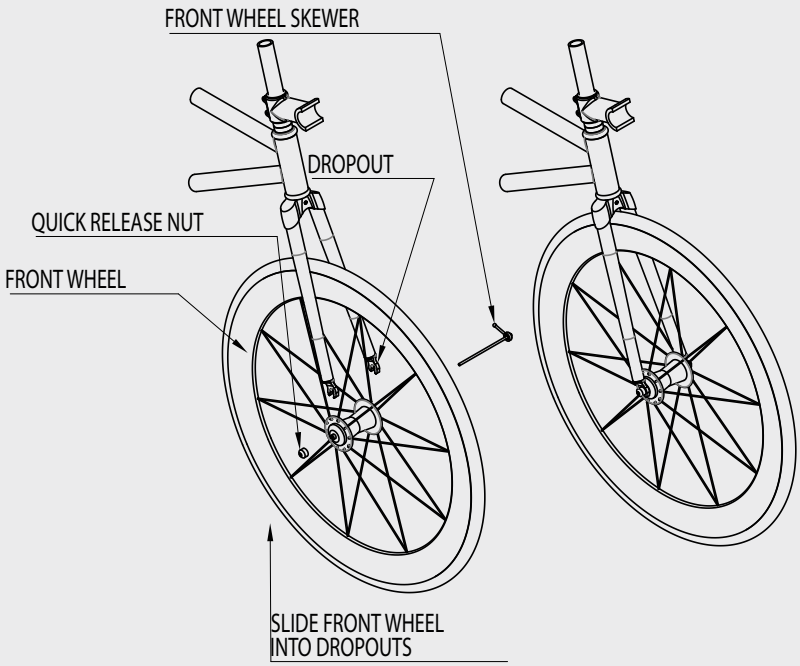
Step 7: Installing the Front Wheel

Remove the quick-release skewer from the front hub.

Slip the front wheel into the fork dropouts, and reinstall the quick-release into the hub per the manufacturer's recommendations. Make certain the quick release holds the wheel securely in place, but can be removed if necessary. **See Figure 8.**

Warning: Incorrect installation of a quick-release skewer can cause serious injury or death so be sure the skewer is installed correctly before every ride.

Figure 8: Front Wheel Installation



Step 8: Installing the Front Brake

Installation of the front brake will vary depending on the type of brake being used, whether it be road caliper, cantilever, or disc. When installing brakes it is always best to consult the brake manufacturer's installation guide to insure all necessary procedures are followed. Brakes are one of the most critical components on a bicycle and should never be subject to short cuts or careless installation.

Final Inspection

Once assembly of the fork is complete recheck all fasteners to make sure they are properly torqued, and there are no loose connections. If any loose connections are found, review the previous steps to check for any missed procedures. Components will go through a "break-in" period during the first few rides so inspect the bike before and after riding, and make any necessary adjustments. Refer to applicable manufacturer's recommendations for headset, and stem adjustments. Failure to install components correctly can result in serious damage to the bicycle, personal injury or death.

Care and Maintenance

Polishing Aluminum Crowns and Dropouts
Use Mothers brand Mag & Aluminum Polish and a soft cloth for optimum results.

Polishing Fork Blades
Fork Blades can be polished using a mirror glaze polishing compound like Meguiars Mirror Glaze #205 Ultra Finishing Polish and a soft rag.

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

Steerer Tube and Crown Race Area
After cleaning, we recommend Boeshield T-9 (or comparable) be applied to the full length of a 1" steel steerer 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.

Continued

Normal Wear and Stress Check
Wound Up™ recommends a six-month inspection schedule of the fork, steerer tube and fork crown area. This is best done through your local bike shop. Ensure a thorough examination, looking for signs of impact damage and/or fatigue stress.

In Case of an Accident
If your bike is involved in an accident or crash, your fork must 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 or contact Wound Up™ at: +1 801-467-1204 or email us at info@woundupcomposites.com.

Ongoing Inspections

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 fork's proper operation and the riders' safety.

- ☐ Inspect entire exterior of fork for damage.
- ☐ Check for scratches, cracks, abrasions, gouges or other surface issues. The fork should not be used if any of the exterior surfaces appears damaged.
- ☐ 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.
- ☐ Check brake safety tabs (when applicable) on the dropouts should never be removed (i.e. filed off).

Continued

☐ Check that all brakes are working correctly and that cables are secure and connected.

CAUTION: If any of the these inspection conditions are noted through inspection – DO NOT RIDE YOUR BIKE! Take it in for additional inspection and/or maintenance to your local bike shop.

Notes:

Wound Up™ Composites Warranty

All Wound Up™ Composite 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, and frame builder 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, and cyclocross forks are for cyclocross 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.

Continued

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™ Composites.

For full warranty details please visit our website: www.woundupcomposites.com/

Instagram | Facebook | Website

Professional Installation Rebate Offer

Wound Up™ offers a $50 rebate to those customers purchasing new Wound Up™ forks direct from the retail manufacturer and, specifically, applies only to the professional installation of your Wound Up™ fork at bicycle shops with professional service and repair operations. This offer is valid for qualifying installations within the United States from 3/15/2017 to 12/31/2017.

Please see the rebate offer sheet on pg. 37 for additional details. Or call Wound Up™ at +1-801-467-1204 if more information is needed.

Remember to:
Completely fill out form
Include a copy of the original receipt
Include a copy of the installation receipt
Maintain a copy for your records

SAMPLE FORM

Receive a $50 rebate for Product Installation

You must have your fork professionally installed to be elegible for the $50 rebate.
Offer period: 3/15/2017 - 12/31/2017
Offer available in United States.

Wound Up Composites is thrilled that you purchased a fork from us! Now all that is needed is to get it installed. We highly recommend it be professionally installed and with this recommendation comes an opportunity for a $50 rebate towards your installation. The following information must be filled out and sent back to us in order to qualify. Its best if you do this process online: Visit our registration page at **www.woundupcomposites.com/warranty-registration**

OR MAIL TO:
Wound Up Composites
c/o Sales
2575 S 3270 W
SLC, UT 84119
USA

First Name:		Last Name:	
Address:		City:	
State/Region:		Zip/Country Code:	
Country:		Email:	
Phone:		Place of Purchase:	
Serial #:		Invoice #:	
Fork Model:			

Optional:
What brand and model of bike are you installing this fork on?_____

_____

Why did you choose Wound Up?_____

_____

Notes:

Notes:

Wound Up™ Composites
2575 South 3270 West
Salt Lake City, UT 84119
801.467.1204
www.woundupcomposites.com

Made in the USA