**Bearings will resist corrosion, the grease condition.** Although the stainless steel water while riding can quickly lead to this the bicycle in the rain, or submersion in and into the headset bearings. High pressure through breather or other holes it can bearing. When water enters the frame PLEASE NOTE how often service your headset. Maintenance. Besides an occasional head In wet conditions, service as often 50-100 hours of use. Avoid confusing some resistance in rotation for the first crown race adapters prevent damage to pressed adapters help to correctly align critically weaken your frame. Check with SteelSet removal impossible and some the inside of the head tube may make for a total depth of 1.25" (~32mm) in depth of the bore must exceed the depth than a conventional frame will have. The chased what many people regard as the Congratulations! Tube and Installation

| Components. |sse, and reassemble. Reuse seals and flush with solvent, blow dry, thenment. When properly adjusted, the star nut. Tighten approx. 4-10 in.-lb. screw through cap, threading into sers, and then stem over steerer. Place upon installation.

**Preparation of Fork and Components.**

- If necessary, seals and snap rings flush with solvent, blow dry, thenment. When properly adjusted, the star nut. Tighten approx. 4-10 in.-lb. screw through cap, threading into sers, and then stem over steerer. Place upon installation.

**Preparation of Fork and Components.**

- If necessary, seals and snap rings are available through your dealer or snap rings unless damaged.

**Dismantling of Fork and Components.**

- Using a small file or sand paper, round outside edge of O-ring upon installation.

**Taming of Breaker Tube**

- Using a small file or sand paper, round outside edge of O-ring upon installation.

**Installation of Star Nut**

- Adjust alignment of stem and secure star nut. Tighten approx. 4-10 in.-lb. screw through cap, threading into sers, and then stem over steerer. Place upon installation.

**Installation of Crown Race**

- With a soft hammer or mallet, drive the star nut. Tighten approx. 4-10 in.-lb. screw through cap, threading into sers, and then stem over steerer. Place upon installation.

**Installation of Crown Race**

- With a soft hammer or mallet, drive the star nut. Tighten approx. 4-10 in.-lb. screw through cap, threading into sers, and then stem over steerer. Place upon installation.

**Installation of Bearing Cups**

- Insert fork, with baseplate installed, up, onto the steerer tube. Use a reaming and facing of head tool to ensure the cups are seated flatly against the ends of the head tube. Check with Chris King headset cup press adapter kits are available to fit all popular headset baseplate installation adapter prevents damage to the head tube and prevent damage to the inside of the head tube. We recommend the procedure be performed by a professional bicycle mechanic. We recommend the procedure be performed by a professional bicycle mechanic.

**Proper Preparation of the Head Tube**

- The crown race seat as necessary to ensure that the crown race seat face is square with the steerer tube. Proper preparation of the head tube is essential for best headset performance. Proper preparation of the head tube is essential for best headset performance.

**Final Assembly and Service of Bearings**

- Remove all sharp edges from inside of tube to avoid shearing the o-ring 3mm below the first. Cut on the lower line using a a line flush with top of stem.

**Table of Headtube Bore Specifications**

<table>
<thead>
<tr>
<th>Headtube Bore Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diameter</td>
</tr>
<tr>
<td>33.1 mm</td>
</tr>
<tr>
<td>32.7 mm</td>
</tr>
<tr>
<td>32.6 mm</td>
</tr>
<tr>
<td>32.4 mm</td>
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<tr>
<td>32.2 mm</td>
</tr>
</tbody>
</table>

**Headset Cup Press Adapters**

- Press adapters help to correctly align the crown race seat as necessary to ensure that the crown race seat face is square with the steerer tube. Proper preparation of the head tube is essential for best headset performance. Proper preparation of the head tube is essential for best headset performance.
**GripLock™ Assembly**

1. To remove baseplate from fork, we recommend using a removal tool to lessen the possibility of warping.
2. Remove stem cap, stem and spacers not hit steerer tube from top, as this can be used instead. Be sure to remove cups from head tube with a drift punch alternating strikes on either side of fork crown to lessen the possibility of warping or bending.
3. After removing the baseplate from the side of fork crown to lessen the possibility of warping or bending, carefully inspect for damage. Some warpage may flatten upon reinstallation and is often a result of improperly seated components or workmanship. Minimize the possibility of warping or bending by using the removal tool to lessen the possibility of warping or bending.
4. Turn inner race of bearing by hand to test for binding. If bearings do not run freely, or any way appears to be warped or deformed, it must be replaced for optimal bearing performance.
5. Test for binding. If bearings do not run smoothly or sit level on the surface and are not visible between both ends of the ball area, a small gap should be present; otherwise, a small gap should be present.
6. Should the seal to access the interior of the headset and/or snap rings be visible, replace the seal. It is completely dislodged. If necessary, a 1/4" or 3/8" drift punch can be used instead. Be sure to remove cups from head tube with a drift punch alternating strikes on either side of fork crown to lessen the possibility of warping or bending.
7. Carefully, using a small screwdriver, Feed cap O-ring into the groove of bearing ring. Snap the bearing ring and split ring into corresponding groove of bearing ring. If necessary, a 1/4" or 3/8" drift punch can be used instead. Be sure to remove cups from head tube with a drift punch alternating strikes on either side of fork crown to lessen the possibility of warping or bending.
8. Reinstall rubber seal between inner and outer races. It is fully seated; a small gap should be present.

**GripLock™ Removal**

1. GripLock is shipped pre-assembled. Note: If GripLock assembly comes apart during installation, go back to beginning and reassemble. The GripLock is shipped pre-assembled. Note: If GripLock assembly comes apart during installation, go back to beginning and reassemble.
2. If necessary, a 1/4" or 3/8" drift punch can be used instead. Be sure to remove cups from head tube with a drift punch alternating strikes on either side of fork crown to lessen the possibility of warping or bending.
3. Replace seals and/or snap rings. Some solvents, synthetic lubricants, and greases with high-pressure additives may attack and damage seals and/or snap rings.

**Service of Headsets**

- New seals will produce some resistance when in place. Avoid confusing this with rubbing or rising. New seals will produce some resistance when in place. Avoid confusing this with rubbing or rising.
- It is normal and reasonable wear and tear, routine maintenance as instructed, or other nonmetallic materials. Minimize the possibility of warping or bending by using the removal tool to lessen the possibility of warping or bending.
- When properly adjusted, the fork will rotate smoothly without play when mounted on a level ground.
- Check headset for proper adjustment. It is normal and reasonable wear and tear, routine maintenance as instructed, or other nonmetallic materials. Minimize the possibility of warping or bending by using the removal tool to lessen the possibility of warping or bending.
- Besides an occasional adjustment, the only service necessary is an occasional cleaning and regreasing of the bearings. In wet conditions, service your headset. In wet conditions, service your headset.
- After removing the baseplate from the side of fork crown to lessen the possibility of warping or bending, carefully inspect for damage. Some warpage may flatten upon reinstallation and is often a result of improperly seated components or workmanship. Minimize the possibility of warping or bending by using the removal tool to lessen the possibility of warping or bending.
- Turn inner race of bearing by hand to test for binding. If bearings do not run freely, or any way appears to be warped or deformed, it must be replaced for optimal bearing performance.
- Should the seal to access the interior of the headset and/or snap rings be visible, replace the seal. It is completely dislodged. If necessary, a 1/4" or 3/8" drift punch can be used instead. Be sure to remove cups from head tube with a drift punch alternating strikes on either side of fork crown to lessen the possibility of warping or bending.
- Reinstall rubber seal between inner and outer races. It is fully seated; a small gap should be present.

**Warranty**

Chris King Precision Components warrants its bicycle headsets to be free from defects in materials or workmanship for a period of 10 years from the original date of purchase. Chris King Precision Components will replace or repair any component from the headset that is found to be defective in materials or workmanship for a period of 10 years from the original date of purchase. The headset will be returned during normal business hours at no cost to the customer, provided that the product is returned to Chris King Precision Components with proof of purchase. Chris King Precision Components will not be responsible for any labor or material costs associated with the repair or replacement of the headset. Chris King Precision Components reserves the right to inspect any returned product prior to repair or replacement. Chris King Precision Components will determine whether the product is defective and will provide a replacement or repair as described above. Chris King Precision Components is not responsible for any loss or damage to the headset during shipment. Chris King Precision Components will not be responsible for any consequential damages resulting from the failure of the headset to perform as intended. Chris King Precision Components is not responsible for any loss or damage to the headset during shipment. Chris King Precision Components will not be responsible for any consequential damages resulting from the failure of the headset to perform as intended.

For more information, visit www.chrisking.com or call 800.523.6008. Made in the USA.