

COMPOSITE FORK CARE KESTREL EMS SERIES

Congratulations on your Kestrel purchase! The carbon fiber/CrMo/6-4 Ti construction of your Kestrel EMS fork is significantly lighter and stronger than metals and, barring accidents, will stand up to a lifetime of the hardest training and racing. But composite forks require slightly different care than metal ones. Even if you've been working on bikes for years, please take a few minutes to read the following guidelines.

ASSEMBLY

Lubrication. Apply grease or, preferably, anti-seize lubricant to the inside of the EMS steerer tube before installing stem. In addition, the stem should be removed periodically and re-lubricated as part of a normal maintenance routine. Lubrication will ensure that the stem and fork do not become corroded and, ultimately, seized together.

Quill Insertion. The stem quill must be inserted beyond the threaded region of the fork. Tightening a stem quill which is incorrectly installed in the threaded region will cause sudden or eventual failure of the steerer tube and will not be covered under warranty.

Brake Nut. Your EMS Composite fork requires a special brake nut for installing the brake. The standard brake nut supplied with your brake will not work with the EMS fork. You should have received the special brake nut with your fork. If not, please contact customer service and ask for EMS Fork Brake Nut, part number 90-30-103C.

PAINT

Caution: Any paint stripper which will remove polyurethane/urethane paint will damage the epoxy resin matrix which holds your EMS fork together. Do not use any paint stripper on your Kestrel EMS Composite fork. If you decide to have your Kestrel repainted, we recommend hand sanding to remove the decals and scuff the topcoat. Do not bake over 150 degrees F. Do not sand away any composite material. Do not sandblast, beadblast, or blast with any other media. Blasting can remove structural composite material which could make your EMS fork unsafe.

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