



Genetic Karyotype fork Installation instructions

Thank you for purchasing a Genetic product.

The following information has been prepared in good faith to assist with the preparation, installation and maintenance of your fork.

Please read this information fully before installation.

If you have any queries, please consult your dealer or Genetic bikes.

www.geneticbikes.com

Karyotype Race Forks

700c superlight, semi-Aero Carbon Race forks.

Carbon 1 1/8" threadless steerer (with "Integrated type" 45mm crown)

Exposed alloy dropout faces avoids hub/QR damage to the Carbon finish.

360g pr. Axle to Crown: 370mm. Offset: 43mm

This lightweight full carbon fork is designed for normal road (racing) type use.

It is not to be used for any other purpose.

CAUTION!

All Genetic products should be professionally installed by a trained bicycle mechanic using appropriate tools.

A torque wrench must always be used when tightening bolts to recommended torque specifications.

Bolts that are too loose or too tight can cause failure.

Genetic 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 while riding the bicycle resulting in serious personal injury or death.

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.

Stem & Headset Preparation

Verify that the fork, headset and all required parts for proper assembly have compatible dimensions. headset, headset spacers and stem steerer clamp must have compatible diameters. Incorrect use of components can cause component failure.

The Genetic Karyotype fork requires 1 1/8" "threadless Aheadset" type parts to be used.

Make sure any headset or stem parts that come into contact with the steerer tube are free of burrs or sharp edges. Remove burrs or sharp edges by using very fine grit sandpaper.

Stem type note:

Only use stems with slot-style clamps that apply the clamping force in an even spread around the fork steerer tube. Wedge clamp stem designs that apply a large force focussed into a small area must not be used and could result in failure.

Fork Preparation

Avoid scratching or scoring the steerer tube. Any damage to the steerer tube could cause failure.

Apply a small amount of non-lithium grease to the crown race seat (to avoid corrosion).

Do not make any modifications to the crown race seat of the fork.

We recommend the use of headsets that employ “split”-crown-races, as these are far easier to install and significantly reduce the risk of damage on installation and extraction to your fork.

Hold one leg of the fork securely while using a crown race installation tool to 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 through direct impact and could cause failure.

The 1 1/8” Threadless Steerer tube is supplied in over-long length.

It is expected that the steerer will be need to be cut-down.

We do not recommend more than 10-20mm of fork is left above the assembled stem

Assemble the fork, headset and any spacers in the headtube of the bicycle and install the stem to a loose holding position to allow you to measure the required cutting point of the steerer tube.

NOTE: The spacer stack between the headset and stem must not exceed 50mm with a regular* stem.

(This is because the steerer is effectively unsupported after passing the top of the headset, and excessive height above the headset increases the leverage applied.)

*Note: Some stems have built-in spacers, therefore, with spacers, be sure not to exceed a total of 100mm of steerer height above the headset top bearing.

Carefully measure and mark the amount of steerer tube to be cut-off.

Note: when cut, the top of the steerer tube must be 2–3mm below the top of the headset spacer/stem assembly to allow the headset cap to apply pre-load to the bearings.

Re-check the measurements. Measure twice, cut once.

Remember, if you cut the steerer too short – there is no way to add it back on later.

Remove the fork from the headtube for cutting.

Using a new fine tooth hacksaw blade (preferably a carbon-specific blade) and proper cutting guide, cut the steerer.

Using a synthetic scouring pad, remove burrs and sharp edges

Wipe away any traces of dirt or grease from the steerer tube and inside of the stem.

WARNING!

Never use a “star nut” with a carbon steerer tube fork .

(Star nuts can only be used with aluminium or steel steerer tube forks.)

Only EVER use the compression plug device supplied.

Fork Installation

Assemble the fork, headset, headset spacers in the headtube of the bicycle and slide on the stem (and a suitable top spacer if desired above the stem).

Insert the headset compression plug into the steerer and adjust headset tension using appropriate tool according to the headset manufacturer's instructions.

Tighten stem steerer clamp bolts to stem manufacturer's recommended torque specifications

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.

NOTE:

Ensure that the back nut for the brake caliper has at least 7 full turns of engaged thread.

If the brake nut is too short, do not use the bike until you have sourced and fitted a suitably long brake nut from your dealer.

Failure to properly install and adjust brakes can result in serious injury or death.

On-going Maintenance

Do not modify the fork, other than cutting the steerer tube to the correct length for your bicycle

Modifying the fork could cause fork or other component failure resulting in serious injury or death.

Fully loosen the stem's steerer clamp bolts before making any stem-to-fork alignment adjustments.

Periodically remove, clean and inspect your fork for damage, cracks or any other damage. Any questions about marks or cracks on the fork should be directed to your dealer immediately.

Regularly inspect all components for any damage (cracks, chips, etc.) and replace components upon detection.

In the event of a crash or impact, carefully inspect handlebars, fork, stem, seatpost, wheels and the frame for any visible damage. As with any component under varying degrees of stress there is a fatigue life that is proportional to the type of use and abuse applied to the part.

Note: If your bicycle is involved in a heavy frontal impact, we would strongly recommend that Carbon forks are replaced. Damage to Carbon tubing from impact may be internal – and therefore not always visible.

Carbon forks will not "bend" – and therefore external visual appearances may not show structural damage.

Always inspect your components before a ride. If you have doubts about the integrity and condition of any part, replace it.

Always consult your dealer if you are unsure about the condition of your components or any part of your bicycle.