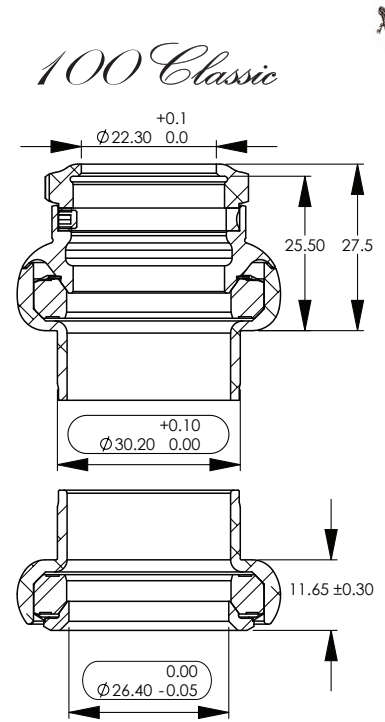


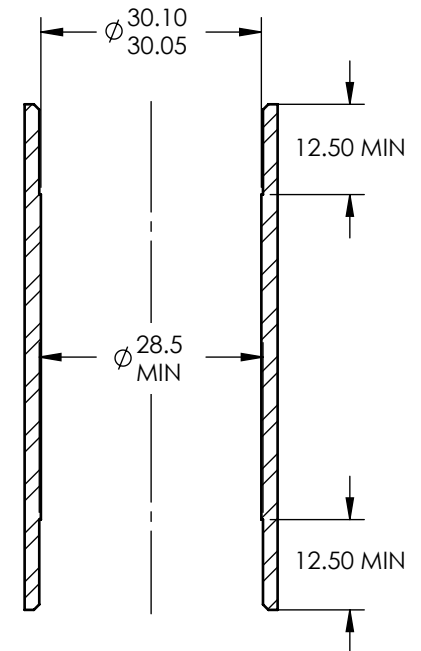
ITEM NO.	PART NUMBER	DESCRIPTION
1	.HD01313x	100 Classic - Threaded Lock-Nut
2	.HD01314x	100 Classic Key Washer
3	.HD01315	M3 x0.5 x 3mm Cup-Point, 18-8 Stainless Steel Set Screw
4	.HD01312x	100 Classic - Threaded Top Cover
5	.HD1320K	1" Angular Contact Bearing
6	.HD01300x	100 Classic - Upper Bearing Cup
7	.HD01301x	100 Classic - Lower Bearing Cup
8	.HD1305B	1" Crown Race with Molded Seal
9	.HD01304	100 Classic - Compression Ring Seal
10	.HD01316x	100 Classic - Threaded Spacer
11	.HF11890	1.5mm Hex Key

WARRANTY

Cane Creek Cycling Components warrants its bicycle products for a period of 2 years from the original date of purchase. Any product that is found to be defective in materials or workmanship will be repaired or replaced at the discretion of Cane Creek. This warranty applies to the original owner only. This warranty does not cover damage or failure resulting from misuse, abuse, alteration, neglect, wear and tear, crash or impact, lack of maintenance or other conditions judged by Cane Creek to be abnormal, excessive, or improper. It is mandatory that a Return Authorization Number (RA#) be obtained by calling Cane Creek before any product is returned. Additionally, a dated Proof of Purchase must accompany the product when returned.



(fork crown OD $\varnothing 26.43 +0.050$)



1" Traditional Head Tube Specifications



100 Classic Threaded Headset Instructions

Frame and Fork Preparation:

Use head tube reaming and facing tools to prepare the top and bottom of the frame's head tube. (Be sure to use the correct reamer diameter corresponding to the headset being installed.)

Use a crown race cutting tool to turn and face the crown race seat of the fork, again being sure to use the correct diameter tool.

Steerer Tube Length

For the safe and proper installation of a threaded headset system it is imperative that the top of the fork's steerer tube does not bottom out on the locknut when fully assembled. In order to achieve this it may be necessary to cut the steerer tube or insert additional spacers between the top cover and locknut. To prevent damage to the aluminum locknut, ensure that the locknut threads on at least 3 full revolutions before tightening. If it does not, the steerer tube is too short or there are too many spacers in the assembly.

The following formula may be used to determine the proper steerer tube length:

$$\text{ST Length} = \text{Lower Stack Height}(11.65\text{mm}) + \text{Head Tube Length} + \text{Upper Stack Height}(25.5\text{mm}) + \text{Height of Spacers(if any)} - 2\text{mm}$$

Cutting Steerer Tube:

Cut the steerer tube using a good quality hacksaw and an appropriate guide. To ensure a clean cut always use a sharp, fine toothed hacksaw blade. Be sure to file and de-burr the freshly cut edge before assembly. It can be helpful when cutting threaded steerers to thread the headset top cover or a threading die onto the fork before cutting. Once cut, simply un-thread the top cover or die to clean-up the threads.

Installing the Crown Race:

Press the fork crown race onto the fork with an appropriate crown race installation tool until the bottom of the race is flush with the fork crown. This should be a press fit.

Installing the Bearing Cups:

Press the upper and lower bearing cups into the head tube using a good quality headset press. It is often easier and more precise to press in one cup at a time.

The 100 headsets are equipped with drop-in bearings for easy replacement and tolerance to frame/fork misalignment. When pressing the cups into the frame the bearings should be removed. Cup installation is best done using Cane Creek headset installation tools to press directly on the bearing seats. These tools are designed to ensure the safe installation of all Cane Creek Headsets and are available through your local Cane Creek dealer.

Adjusting the Headset Assembly:

With the headset installed and assembled insert the fork into the frame. Apply a quality water-proof grease to the fork threads and thread the top cover onto the fork until it makes contact with the upper bearing. Next assemble the key-washer and any necessary spacers and then thread-on the lock nut but do not tighten. Carefully tighten the top cover until all play is taken out of the headset assembly, this should require very little force. To lock this adjustment in place it is necessary to firmly tighten the locknut against the top cover. Do this by holding the top cover in place with a 32mm wrench while tightening the locknut with another 32mm wrench. Check for play by firmly holding the front brake and rocking the bike backwards and forwards. With the headset properly adjusted there should be no play in the assembly and the fork should rotate easily without binding.

Installation and removal of the upper seal:

Cane Creek 100 Classic headsets are equipped with a special rubber seal above the upper bearing to help guard against contamination. On the threaded headset this seal is press-fit onto the top cover. If it becomes necessary to remove or replace this seal the process is fairly easy.

To remove the seal use a small, thin, flat-bladed screw-driver or similar instrument to pry the seal off of its seat. This should not take very much force.

To install the seal, find a cylinder with an inside diameter very slightly larger than 29.1mm (a socket or 1-1/8" crown race works nicely). Place

the seal over the conical face on the top cover and ensure that the concave face of the seal faces towards the bearing. Next, place the cylinder over the seal and press firmly with hand pressure only. There should be a slight popping or scraping noise as the seal slides over the top cover. Check to ensure that the seal is seated correctly and re-assemble the headset.

Set-Screw Adjustment:

The 100 Classic is equipped with a key-washer that goes between the top cover and the locknut. The purpose of this washer is to separate the rotation of the top cover and locknut. The "key" is formed by the small set-screw installed in the washer and is designed to interface with the small slot machined into the threads of most steerer tubes.

These slots are not necessarily standardized so the set-screw configuration allows the user to adjust the depth of the "key" to fit his or her particular fork. Also, if the fork is not equipped with said slot, the key may be completely removed from the washer.

To adjust the key, use the included 1.5mm hex wrench to move the set-screw in and out of the washer. The screw should be adjusted as far inwards as possible while still allowing the washer to ride freely up and down the steerer tube. The set-screw should also not be adjusted so far out that the key-washer assembly will not nest inside the recess on the top of the top cover.

Notes:

1. If the headset will not tighten properly check to be sure your steerer tube has enough threads to allow the top cover to fully contact the upper bearing.
2. If there are problems threading the top cover and locknut onto the fork, ensure that the threads are clean and un-damaged.
3. If the headset binds, be sure that the preload adjustment is not too tight. If binding occurs even with proper adjustment this could be a sign that the frame and/or fork needs to be reamed and faced.
4. After an initial break-in period it may be necessary to repeat this process. As with all threaded headset systems regular checks should be made to check the headset for proper adjustment.

