

# Assembly of Chris King GripNut™

- Make sure the threads on the lock ring and the inside thread of the adjusting ring are lubricated thoroughly with an anti-seize compound or heavy grease. Also apply grease to the tapered surfaces of the threaded collet.
- Place the threaded collet into the threaded hole of the adjusting ring, positioning the key on the collet in the corresponding slot.
- Screw the lock ring into the adjusting ring/collet assembly until the collet has very little float inside the assembly.

## Final Assembly and Adjustment

- Once the GripNut™ is securely on the steerer (about 4-5 turns and at least 3.5mm prior to contacting the bearing), tighten the lock ring into the adjusting ring until it feels as though the entire GripNut™ assembly is dragging as it turns on the threads.
- Once you feel this drag, advance the entire GripNut™ assembly as a unit down to touch the bearing (using headset wrenches on both the lock and adjusting ring if necessary).
- Adjust the preload on the bearing and finish tightening the GripNut™ lock and adjusting rings together to 15Nm.
- To test GripNut™: Using both wrenches, try to turn the GripNut™ as a unit in the loosening direction. It should be extremely difficult, if not impossible, to turn. If it turns easily, continue to turn the entire unit 1/4 turn in the loosening direction and re-torque.

PLEASE NOTE: New seals will produce some resistance in rotation for the first 50-100 hours of use. Avoid confusing this with rubbing or binding that may result from improper installation or stems that are not properly faced.

