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TECH NOTE

Carbon Seat Post

Please read these important safety instruction for use of any carbon fiber seatpost installation on bicycle. Please also read "Important safety warnings for all carbon fiber seatposts" on page 2 of these instructions.

SEATPOST INSTALLATION

Before you insert a seatpost into the bike, ensure inside the seat tube is clean and free of any burrs or sharp edges. Anything that can scratch, score, gouge or cut the seatpost can cause serious damage leading to strctural failure of seatpost.

See Figure 1.

To check the seat tube, carefully look inside the seat tube and along the edges of the seat tube for sharp edges or burrs. You can remove sharp edges or burrs by hand sanding with a very fine sandpaper (400 grit). The inside of seat tube and edges of the slot should feel very smooth without jagged edges or nicks.

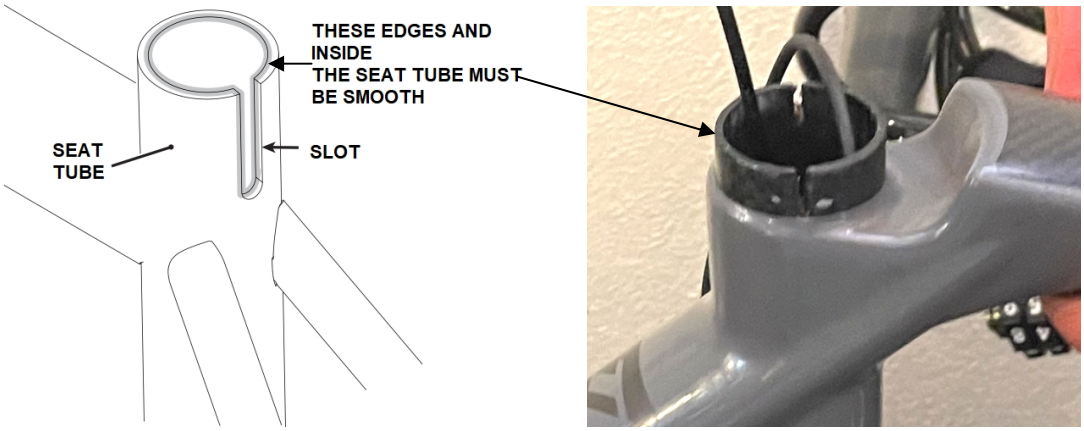

Fig. 1

See Figure 2.

Choose a proper design seatpost clamp to avoide stress to damage the surface of the carbon fiber of the seatpost, causing the rupture.

The seatpost clamp should match the diameter of the seat tube (Fig.3) on your frame and not the diameter of the seatpost itself. Frame material thickness can greatly affect the diameter of the seat tube compared to the seatpost. Verify using a calipers or check your frame manufacturer specification.

Fig. 2

Fig.3

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Always insert the seatpost in a straight up and down smooth motion. Never use a twisting motion to insert or remove the seatpost. Twisting can scratch the carbon and create a stress point causing the seatpost to crack or break unexpectedly.

Before installing, do not apply grease the seat post but only apply a light layer of Carbon Assembly Paste onto the seatpost shaft and inside the seat tube. The paste adds desirable friction and minimizes corrosion. It will help keep your seat post in place.

WE RECOMMEND FOR HIGH-PERFORMANCE CARBON SEATPOST THAT YOU ALWAYS POSITION THE SEATPOST CLAMP SLOT OPPOSITE THE SEAT TUBE SLOT.
Locating the clamp slot opposite the seat tube slot reduce the chance of cracking from deformation or accidental overtightening.

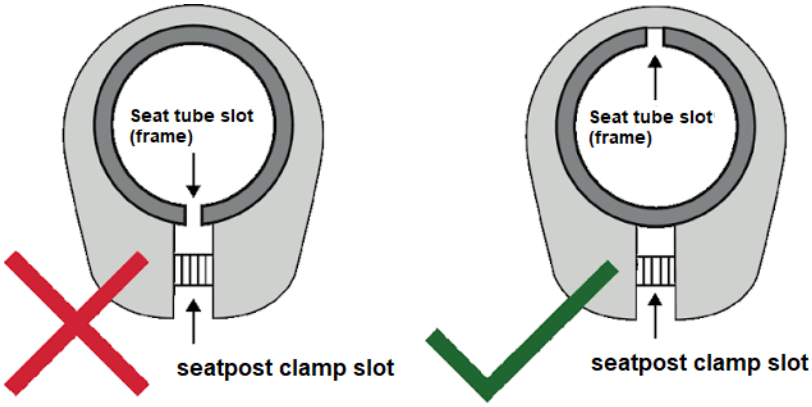


Fig. 4

Maintenance

Periodically checking is necessary to identify the problems that can lead to an damage. Regularly or in conjunction with your regular bike maintenance routine, do the following:

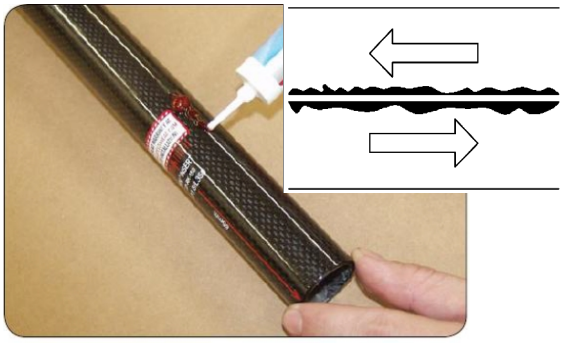
1. Remove from seat tube and remove from saddle. Disassemble the head/saddle clamp assembly.Clean the post, clamp and inside the seat tube with a clean dry towel. Do not use solvents.
2. Inspect all parts carefully for cracks, scratches, scrapes, gouges, splintering. If any damages, replace it with new one.
3. Pay particular attention to the bolts that clamp the saddle in place. If the bolts lookstretched, bent or in any way damaged, replace it. Note that these bolts have been known to be broken due to fatigue when not properly tightened. They must be tightened with a torque wrench.
4. Always properly torque to saddle and seat post clamp bolts. Too much torque may faile the bolts, too little torque will result in movement leads to fatigue and bolts failure. Follow the manual that came with seatpost, as the torque values in the manual take priority.

Carbon Seat Post Assembly Compound

The compound has friction properties without causing damage. Ensuring undiminished locking properties, the compound relieves stress on sensitive carbon surfaces, prevents damage to the fibres, and helps prevent cracking.

- Reduces required fastening torque by up to 30%.
- Protects components from corrosion.
- Eliminates creaking noises.

Apply a thin film evenly onto the surfaces being fastened together.



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IMPORTANT SAFETY WARNINGS FOR ALL CARBON FIBER SEAT POSTS

⚠WARNING

1.FOLLOW THE SEAT POST MANUFACTURER'S INSTRUCTIONS
If you do not have the manufacturer's instructions for your seat post, obtain and read them before using the seat post.
2. INSPECT AFTER ANY CRASH, FALL, OR IMPACT
Remove and inspect the seat post for damage (eg., cracks, scratches, scrapes, gouges, splintering). If you find damage, replace it with a new one. STOP RIDING A DAMAGED SEAT POST IMMEDIATELY

3. NEVER FORCE A SEAT POST INTO THE SEAT TUBE.
The seat post should always be a slide fit. If the seat post is difficult to install, there is a serious problem. Ask your FSA dealer for help in properly fitting and adjusting your seat post.

DO NO SHORTEN OR CUT A SEAT POST.

4. KEEP THE SEAT POST'S "MINIMUM INSERT" BELOW THE TOP OF THE SEAT TUBE.
5. USE A TORQUE WRENCH TO TIGHTEN SEAT POST BINDER AND ALL SADDLE MOUNTING FASTENERS.
6. NEVER USE LIGHT OR SPRAY OILS TO LUBRICATE A SEAT POST OR INSIDE THE SEAT TUBE.
Never use solvents, orchemical spray cleaners to clean the inside of the seat tube. Wipe out the seat tube with a clean dry towel only. Light oils (WD40 and oils typically used in honing) and solvents, and including chemical cleaners can attack and weaken composite bonds holding the frame together leading to breakage. Follow the seat post and frame manufacturer instructions.

You can be severely injured, paralyzed or killed if your ignore these warnings.

Understanding Composites-Carbon fiber seat post

Carbon fiber composites are not ductile. Once a carbon structure is overloaded, it will not bend; it will break. At and near the break, there will be rough, sharp edges and may be delamination of carbon fiber or carbon fiber fabric layers. There will be no bending, buckling, or stretching.

Our carbon seat posts are designed for normal riding loads with a factor of safety. It will be broken by some crash or impact loads.

This is not a warranty.

The seat post is not safe to ride.

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