

# Kumo+ Lightweight Seatpost Clamp Installation

## *Pack Contents:*

- 1x CNC Machined 7075-T6 Aluminium Clamp in either 31.8mm or 34.9mm diameters.
- 1x 6Al/4V Titanium 15mm M4 Bolt.

### 1. Pre-Installation Check:

- Ensure your existing seatpost and frameset are in good condition. Damaged parts must be replaced before fitting your new Kumo+ clamp.
- Ensure that you have the correct tools: Hex keys, torque wrench and lithium grease.
- Ensure your bike is securely held in a work stand or is on a stable surface.

### 2. Original Seatpost Clamp Removal:

- Use a hex key of the appropriate size to loosen the original seatpost clamp bolt.
- Remove the seatpost after noting your saddle height and inspect the post for cracks or other damage that may indicate that the post must be replaced.
- If the seatpost contains a battery for your shifting system be careful not to damage the wire when removing and/or refitting.
- Remove the seatpost clamp and inspect the frameset clamp area for cracks or other damage.

### 1. JRC Kumo + seatpost clamp installation

- Grease the threads of the new seat clamp's M5 titanium bolt and refit it to the clamp.
- Grease the inside of the clamp circumference where it will be touching the frameset. This is to avoid any potential future creaking especially after repeated washing of the bike or rainy rides.
- Align the diagonal slot in the clamp so that it crosses the relief slot of the frame.
- Before reinserting the seatpost ensure that you use either carbon assembly paste for carbon seatpost/carbon frame or carbon/aluminium applications. This is applied to the inside of the seat tube before fitting the seatpost.
- For aluminium/aluminium, steel/steel or steel/aluminium applications grease or anti-seize compound should be used to prevent the occurrence of galvanic corrosion over time.

### 2. Kumo + Seat Clamp final tightening:

- Please note the maximum seat clamp torque setting of 4Nm (engraved on the clamp itself) and ensure that this is not exceeded.

- Proceed to tighten the seat clamp bolt until the seatpost withstands 'Rotation Under Stress' i.e. attempting to rotate the nose of the saddle to left and right of the centreline of the bike. It should withstand this force and not move. Together with the use of the torque wrench, this method provides another means of ensuring that the seatpost is securely and correctly fitted to the bike.

### 3. Pre-Ride Check:

- Ensure the seatpost clamp is greased, fitted and tightened as described above before test riding the bike.
- If you encounter any difficulties during fitting, or are unsure about any step, it is recommended that you consult a suitably certified bike mechanic for assistance.