

UP 2.0
UPPER 2.0
ASSEMBLY MANUAL

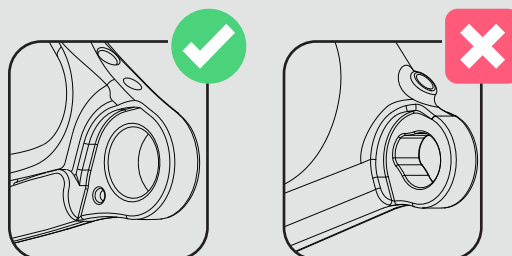
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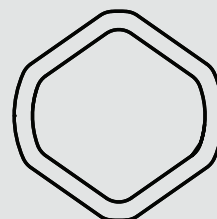
IDENTIFYING THIS MODEL

There are 2 easy ways to identify the UP|UPPER 2.0 from earlier versions:

- The frame is UDH compatible



- The fork steerer is diamond shaped



COMPATIBILITY

- This frameset is compatible with electronic groupsets only
- This frameset is compatible with hydraulic disc brakes only



Please read this user manual carefully as it contains important information for the safe use of the OPEN UP|UPPER 2.0 and associated parts

ASSEMBLY WARNINGS

- This user manual is specific to the OPEN UP|UPPER 2.0. It contains important safety, performance and technical information, which you should read before your first ride and keep for reference.
- Due to the high degree of complexity of the UP|UPPER 2.0, proper assembly requires a high degree of mechanical expertise, skill, training and specialty tools. Therefore, it is essential that the assembly, maintenance and troubleshooting be performed by an Authorized OPEN Retailer.
- Additional safety, performance and service information for specific components such as seatpost or pedals on your bicycle, or for accessories such as helmets or lights, may also be available.
- Make sure that your Authorized OPEN Retailer has given you all the manufacturers' literature that was included with your bicycle or accessories. If there is a difference between the instructions in this manual and the information provided by the component manufacturer, please refer to your Authorized OPEN Retailer or contact us directly.
- The UP|UPPER 2.0 frame and included components are designed and manufactured for a maximum rider + luggage weight of 120kg (264 lbs). Do not ride this frame or components if you and your weight, including any gear and accessories you are wearing plus luggage, exceeds this weight limit. Failure to follow this warning may result in an accident, which can cause serious injury or death.
- This manual is not intended as a comprehensive assembly, use, service, repair or maintenance guide. Please see your Authorized OPEN Retailer for all service, repairs or maintenance. Your Authorized OPEN Retailer may also be able to refer you to classes, clinics or books on bicycle use, service, repair, and maintenance.
- Inspect the fork, stem/bar, seatpost and seattube, to ensure that there are no burrs or sharp edges. Have any burrs or sharp edges removed using fine grit sandpaper.
- All edges of the stem in contact with the steerer tube should be rounded out to eliminate any stress points.

SAFETY GUIDELINES



- Many components on the UP|UPPER 2.0, including, but not limited to, the stem/bar, headset and cable guides, are proprietary to the UP|UPPER 2.0. Only use originally supplied components and hardware at all times. Use of other components or hardware may compromise the integrity and strength of the assembly.
- UP|UPPER 2.0 specific components should only be used on the UP|UPPER 2.0 and not on other bicycles, even if they fit. Failure to follow this warning could result in serious injury or death.
- Never modify your frame or components in any way. Do not sand, drill, file, or remove parts. Do not install incompatible forks or components. An improperly modified frame, fork, or component, can cause you to lose control and fall.
- Correct tightening force on fasteners (nuts, bolts, screws) on your bicycle is important for your safety. If too little force is applied, the fastener may not hold securely. If too much force is applied, the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall, resulting in injury or death.
- Where indicated, ensure that each bolt is torqued to specification. After your first ride, and consistently thereafter, recheck the tightness of each bolt to ensure secure attachment of the components.
- Unless otherwise specified, bolt threads and heads should always be greased prior to installation.

SAFETY GUIDELINES



MAINTENANCE WARNINGS

- Many bolts have a **blue threadlock ("Loctite")** patch on the threads to help secure the bolt under torque. Repeated installation and removal of a bolt may reduce the effectiveness of the patch. Whenever that is the case, it must be replaced with the application of a liquid blue threadlocker.
- The UP|UPPER 2.0 is a high performance bicycle. All regular maintenance, troubleshooting, repair and parts replacement must be performed by an Authorized OPEN Retailer.
- For general information regarding maintenance of your bicycle, please refer to an Owner's Manual.
- In addition, routinely perform a mechanical safety check before each ride, as described in an Owner's Manual.
- Great care should be taken to not damage carbon fiber or composite material. Any damage may result in a loss of structural integrity, which may result in a catastrophic failure. This damage may or may not be visible in inspection. Before each ride, and after any crash, you should carefully inspect your bicycle for any fraying, gouging, scratches through the paint, chipping, bending, or any other signs of damage. Do not ride if your bicycle shows any of these signs. After any crash, and before you ride any further, take your bicycle to an Authorized OPEN Retailer for a complete inspection.
- While riding, listen for any creaks, as a creak can be a sign of a problem with one or more components. Periodically examine all surfaces in bright sunlight to check for any small hairline cracks or fatigue at stress points, such as welds, seams, holes, and points of contact with other parts. If you hear any creaks, see signs of excessive wear, discover any cracks, no matter how small, or any damage to the bicycle, immediately stop riding the bicycle and have it inspected by your Authorized OPEN Retailer.
- Lifespan and the type and frequency of maintenance depends on many factors, such as frequency and type of use, rider weight, riding conditions and/or impacts. Exposure to harsh elements, especially salty air (such as riding near the ocean or in the winter), can result in galvanic corrosion of components such as the crank spindle and bolts, which can accelerate wear and shorten the lifespan. Dirt can also accelerate wear of surfaces and bearings.
- The surfaces of the bicycle should be cleaned before each ride. The bicycle should also be maintained regularly by an Authorized OPEN Retailer, which means it should be cleaned, inspected for signs of corrosion and/or cracks and lubricated. If you notice any signs of corrosion or cracking on the frame or any component, the affected item must be replaced.

SAFETY GUIDELINES



- Regularly clean and lubricate the drivetrain according to the drivetrain manufacturer's instructions.
- Do not use a high pressure water spray directly on the bearings. Even water from a garden hose can penetrate bearing seals and crank interfaces, which can result in increased bearing and crank wear, which can affect the normal function of the bearings. Use a clean, damp cloth and bicycle cleaning agents for cleaning.
- Do not expose the bicycle to prolonged direct sunlight or excessive heat, such as inside a car parked in the sun or near a heat source such as a radiator.
- When placing the frame and/or bicycle in a repair stand, clamp the stand to the seatpost and not the frame. Clamping the frame can cause damage to the frame that may or may not be visible, which may impair the structural integrity of the frame.
- Failure to follow the instructions in this section may result in damage to the components on your bicycle and will void your warranty, but, most importantly, may result in serious personal injury or death. If your bicycle exhibits any signs of damage, do not use it and immediately bring it to your Authorized OPEN Retailer for inspection.
- Please note all instructions and notices are subject to change and updates without notice.

WARRANTY

- Warranty information is available from your Authorized OPEN Retailer. It is also available for download at opencycle.com/warranty or by scanning the QR code.
- Feedback: tech@opencycle.com

WARRANTY



TORQUE SETTINGS



PART	ALLEN KEY SIZE	TORQUE	TREATMENT
Seatpost wedge clamp inside frame	4mm	5Nm	Grease on bolt threads & underside of bolt head. Carbon assembly paste on seatpost.
Water bottle cage onto frame	3mm	2Nm	Grease on bolts
Front derailleur mount onto frame	3mm	3Nm	Blue threadlock ("Loctite")
UDH rear derailleur hanger onto frame	8mm	Refer to UDH markings.	No treatment needed
Thru axles	6mm	Refer to axle head markings.	Grease on threads & all sides of cone spacer.
OPEN B.A.R. reach adjustment clamp	4mm	9Nm	No lubrication, no assembly paste, Blue threadlock ("Loctite") optional.
OPEN seatpost rail clamp	5mm	Never exceed saddle torque recommendations. Never exceed 8Nm	Grease on bolt threads & underside of bolt head.
Shift & brake levers onto OPEN B.A.R.	5mm	5Nm	Carbon assembly paste
Computer mount onto OPEN B.A.R.	3mm	2Nm	No grease, Blue threadlock ("Loctite") optional
Headset preload bolt	3mm	Smooth rotation, no headset play	No grease, Blue threadlock ("Loctite") optional
U-Turn Adventure fork mounting hardware	3mm	2Nm	Grease on bolts

TIRE CLEARANCE



Always ensure you have sufficient clearance between your tires and the chainstays, seatstays, seattube, fork legs, fork crown and optional fenders of your frameset.

The UP|UPPER 2.0 has a frame and fork spacing of 54.5mm. Using the **standard 4mm tire clearance** as a minimum on each side, this leaves 46.5mm for the real tire width.

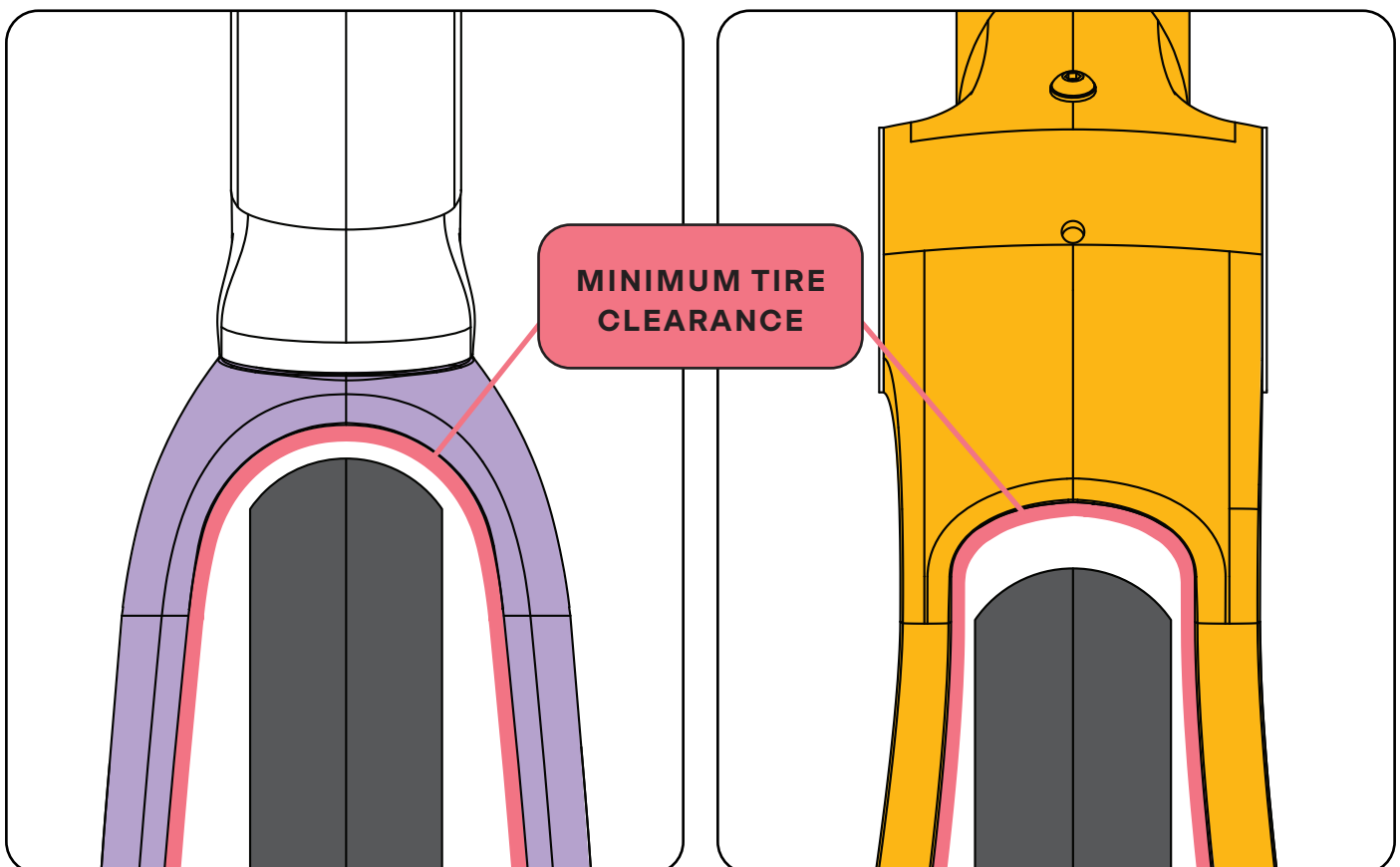
Depending on the riding conditions (mud, rocks, etc.), you may prefer or need additional clearance on your gravel bike. Always use sound judgement when choosing your tire and check the actual tire clearance with your frame and fork, since the tire dimensions indicated on the tire are often different from the real tire dimensions.

NOTE:

The real tire dimensions will vary due to many factors, including but not limited to internal rim width, tire pressure and tire manufacturing tolerances.

FORK CROWN

CHAINSTAY



BRAKE CALIPER MOUNTING

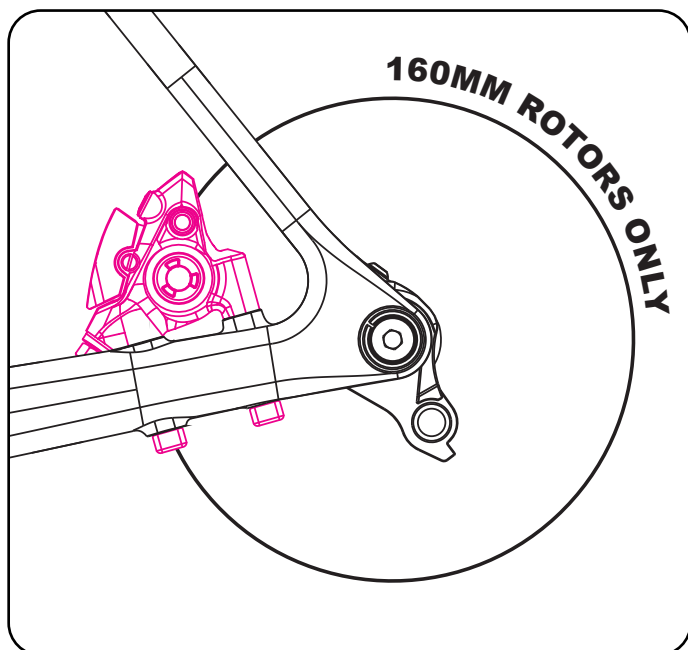
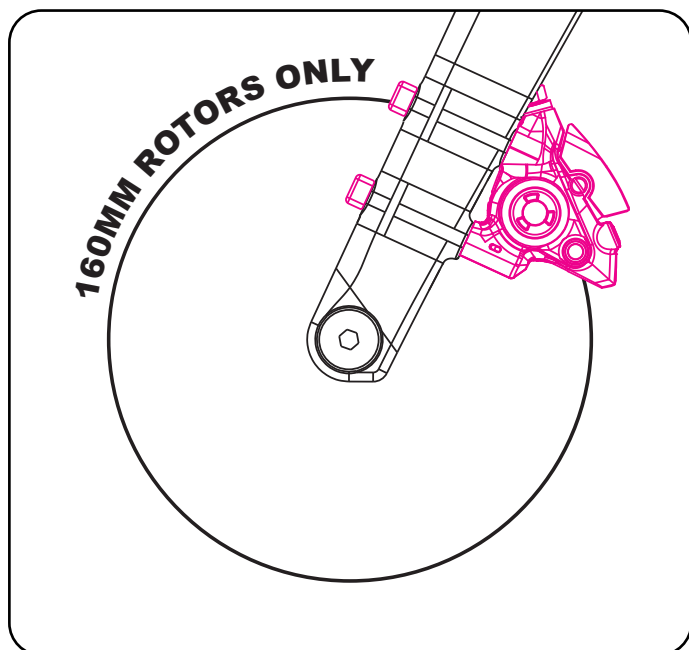


The OPEN UP|UPPER 2.0 is designed for 160mm disc brake rotors front and rear. With this setup, both front and rear brake calipers can be installed without any adaptors.

The OPEN UP|UPPER 2.0 has a 35mm front brake mount thickness and a 30mm rear brake mount thickness.

Depending on the model of brake caliper, please use the bolts below:

ALL 12s/13s SRAM		ALL 12s SHIMANO & 11s GRX		ALL CAMPAGNOLO	
Front caliper bolt	Rear caliper bolt	Front caliper bolt	Rear caliper bolt	Front caliper bolt	Rear caliper bolt
2 x 42mm brake bolts SRAM part# 00.5318.005.010	2 x 37mm brake bolts SRAM part# 00.5318.005.008	1 x Shimano caliper bolt C - 48 mm Shimano part# Y8N208040 1 x Shimano caliper bolt C2 - 44 mm Shimano part# Y2J708040	1 x Shimano caliper bolt C - 43 mm Shimano part# Y8PU08030 1 x Shimano caliper bolt C2 - 39 mm Shimano part# Y2HW08030	140mm (rear) caliper + 2x 44mm bolts (140mm caliper matches 160mm rotor) Campagnolo part# AC18-DBSC44	140mm (rear) caliper + 2x 39mm bolts (140mm caliper matches 160mm rotor) Campagnolo part# AC18-DBSC39



NOTE:

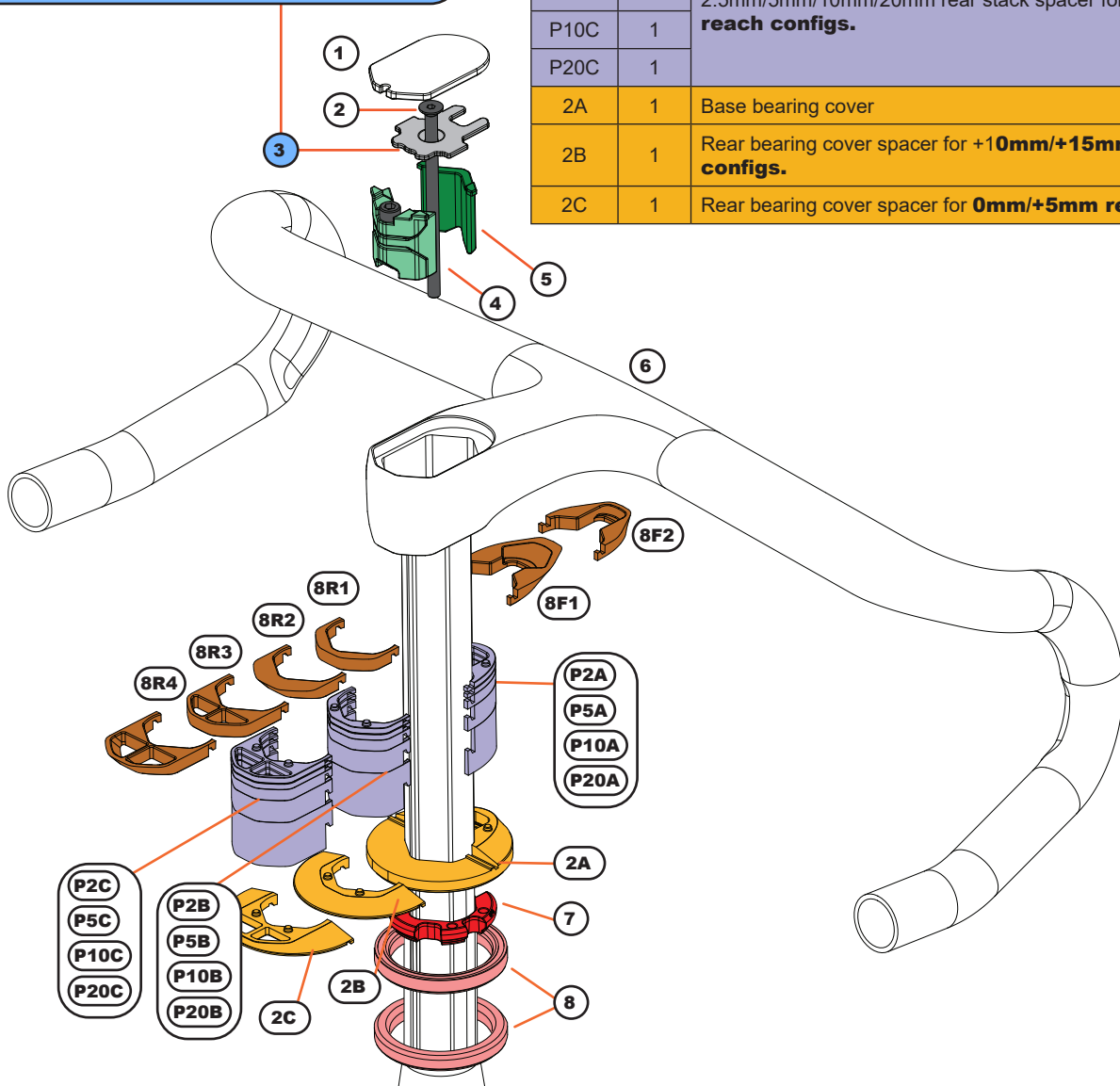
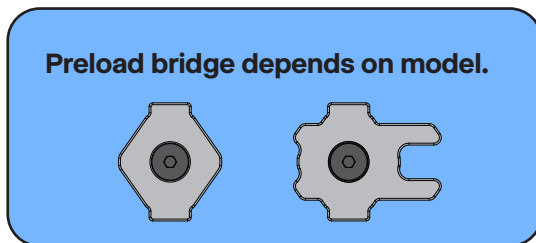
No brake mount adapter is necessary for caliper installation. The Open UP|UPPER 2.0 is **ONLY** compatible with 160MM rotors.

OPEN B.A.R.



PART ID	QTY	DESCRIPTION
1	1	Magnetic cover
2	1	M5 x 90mm preload bolt
3	1	Preload bridge (see note)
4	1	10mm reach adjustment clamp wedge
5	1	5mm reach adjustment shim
6	1	Adjustable handlebar+stem
7	1	Compression ring
8	2	IS 52 bearing (identical top & bottom)

PART ID	QTY	DESCRIPTION
8F1	1	Front transition spacer for +10mm/+15mm reach config.
8F2	1	Front transition spacer for 0mm/+5mm reach configs.
8R1	1	Rear transition spacer for +15mm reach config.
8R2	1	Rear transition spacer for +10mm reach config.
8R3	1	Rear transition spacer for +5mm reach config.
8R4	1	Rear transition spacer for 0mm reach config.
P2A	2	2.5mm/5mm/10mm/20mm front stack spacer for all reach configs.
P5A	1	
P10A	1	
P20A	1	2.5mm/5mm/10mm/20mm rear stack spacer for +10mm/+15mm reach configs.
P2B	2	
P5B	1	
P10B	1	2.5mm/5mm/10mm/20mm rear stack spacer for 0mm/+5mm reach configs.
P20B	1	
P2C	2	
P5C	1	2.5mm/5mm/10mm/20mm rear stack spacer for 0mm/+5mm reach configs.
P10C	1	
P20C	1	
2A	1	Base bearing cover
2B	1	Rear bearing cover spacer for +10mm/+15mm reach configs.
2C	1	Rear bearing cover spacer for 0mm/+5mm reach configs.



SPACER KIT

Each spacer part has an identification number that indicates its group and installation position. The use of each spacer is dependent on desired reach.

COVER SPACERS

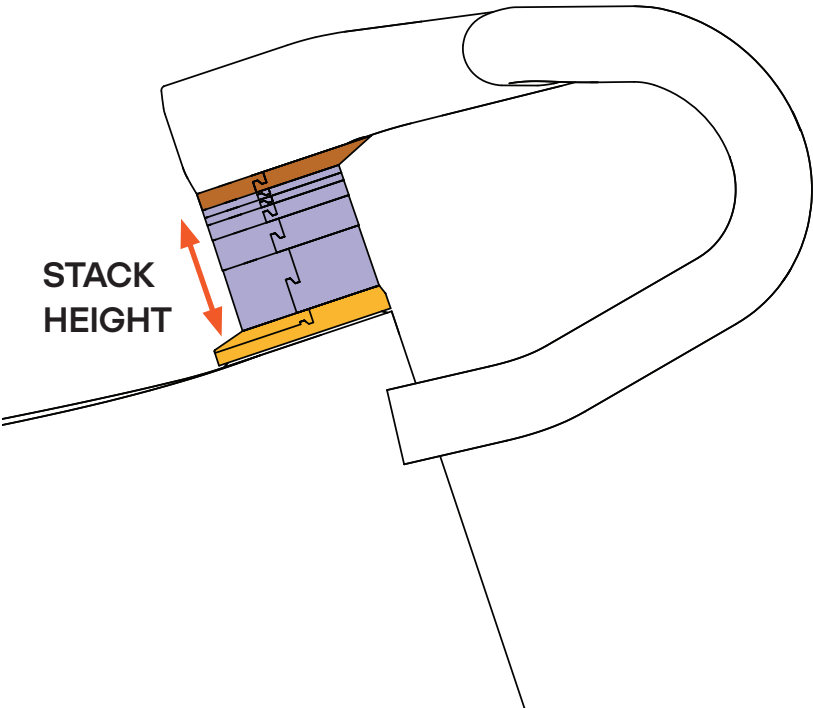
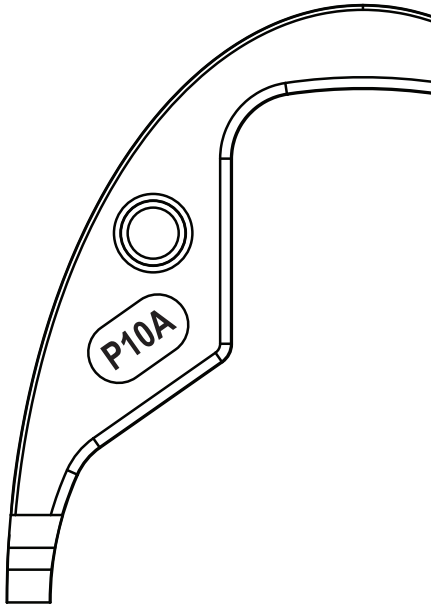
2A	2B	2C

STACK SPACERS

P (HEIGHT) A	P (HEIGHT) B	P (HEIGHT) C

TRANSITION SPACERS

8F1	8F2	8R1	8R2	8R3	8R4



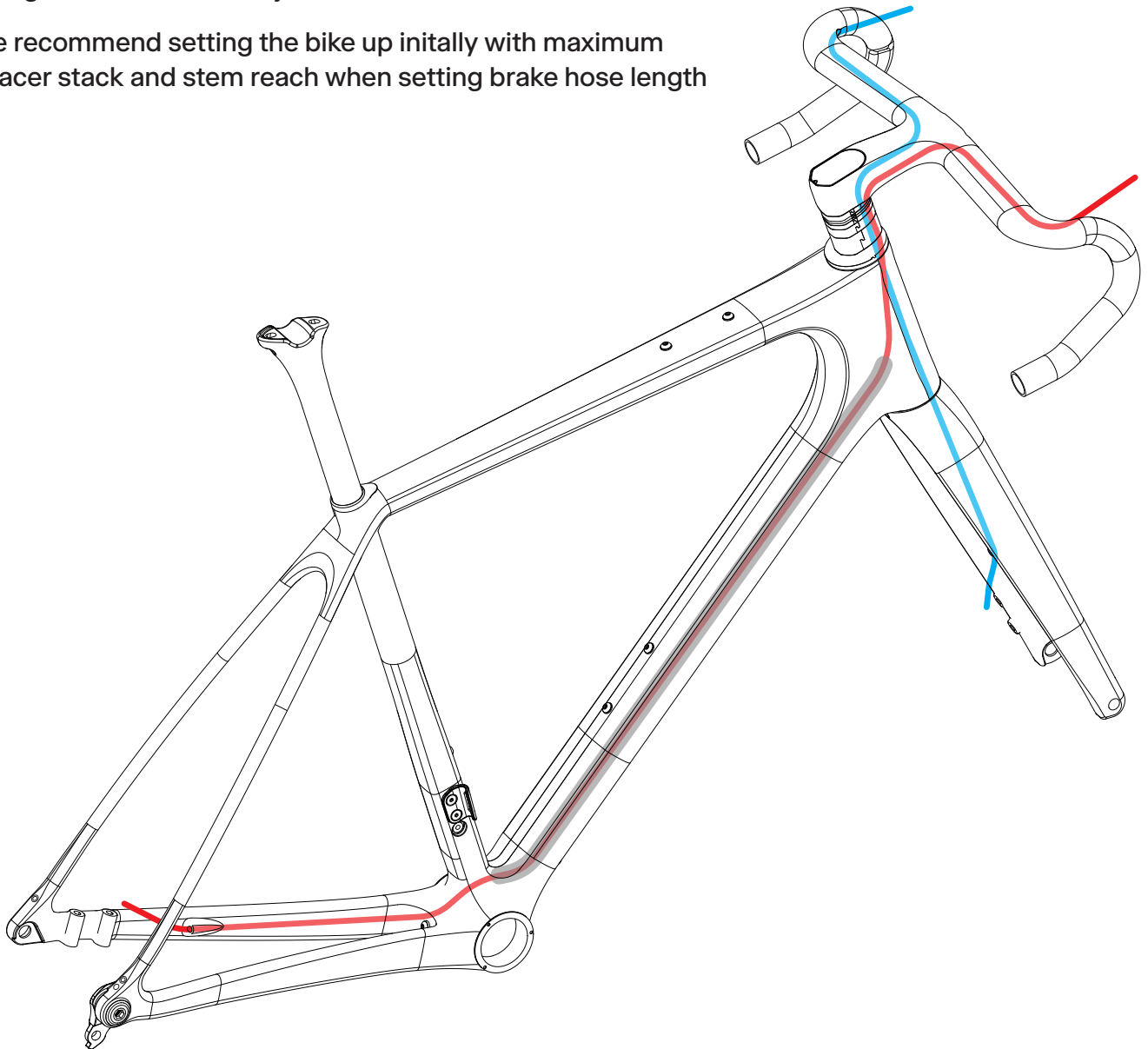
		REQUIRED SPACERS + QTY.			
		2.5	5	10	20
STACK HEIGHT	0mm	0	0	0	0
	2.5mm	1	0	0	0
	5mm	0	1	0	0
	7.5mm	1	1	0	0
	10mm	0	0	1	0
	12.5mm	1	0	1	0
	15mm	0	1	1	0
	17.5mm	1	1	1	0
	20mm	0	0	0	1
	22.5mm	1	0	0	1
	25mm	0	1	0	1
	27.5mm	1	1	0	1
	30mm	0	0	1	1
	32.5mm	1	0	1	1
	35mm	0	1	1	1
	37.5mm	1	1	1	1
	40mm	2	1	1	1

BRAKE HOSE ROUTING



Brake hoses can be routed as you would any internally routed frame.

- Some spacer stack & stem reach adjustments can be made without changing the brake hose length
- Always verify that the handlebar can rotate freely before riding if stack or reach adjustments have been made
- We recommend setting the bike up initially with maximum spacer stack and stem reach when setting brake hose length



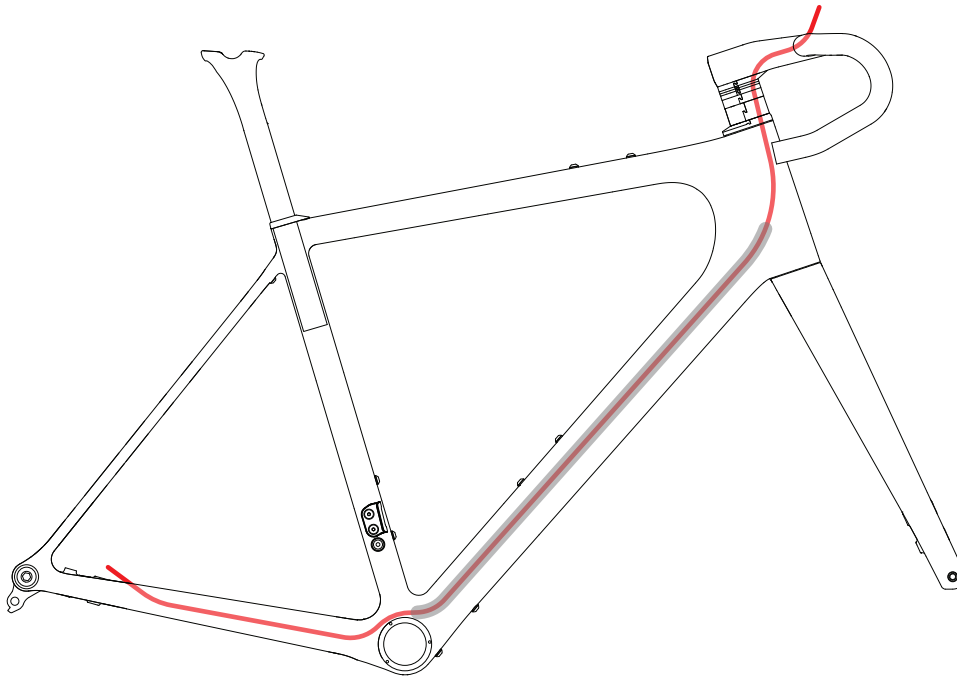
NOTE:

In some countries, the front brake is mounted on the right and the rear brake is mounted on the left, so the opposite of how it is shown here.

REAR BRAKE HOSE ROUTING



Rear brake hose exit can be found on the inside of the chainstay and does not require any grommets.



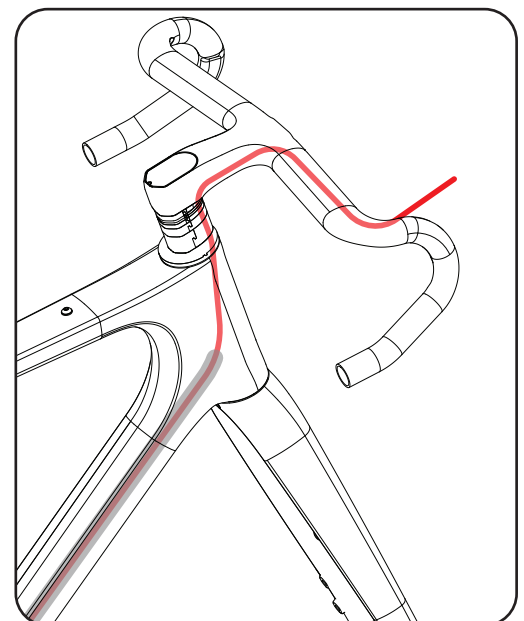
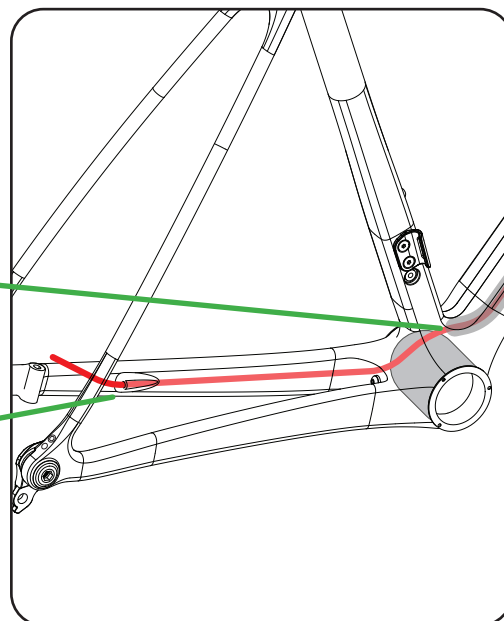
FOAM SLEEVE FROM
END OF BB SHELL ALL
THE WAY TO BEGINING
OF STEERER

NOTE:

Foam sleeve should not
go around steerer tube

HOSE OVER
BOTTOM
BRACKET SHELL

REAR CALIPER
CABLE EXIT
DOES NOT
REQUIRE
GROMMET



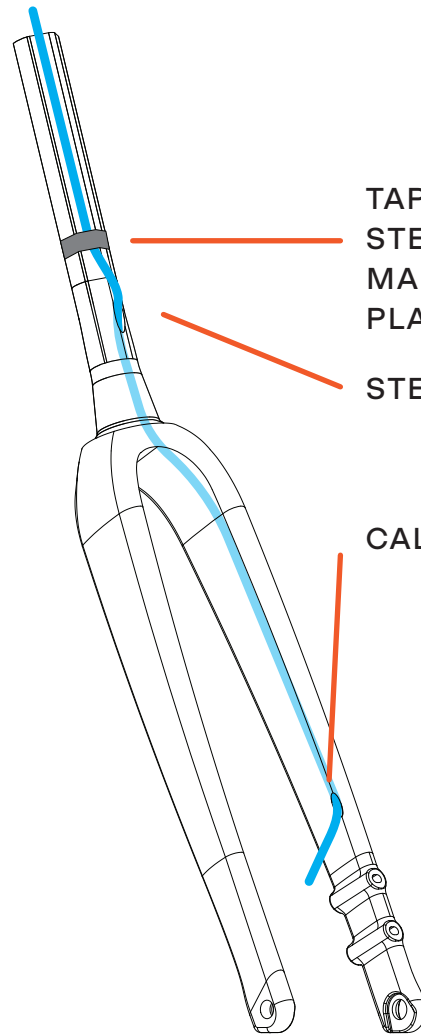
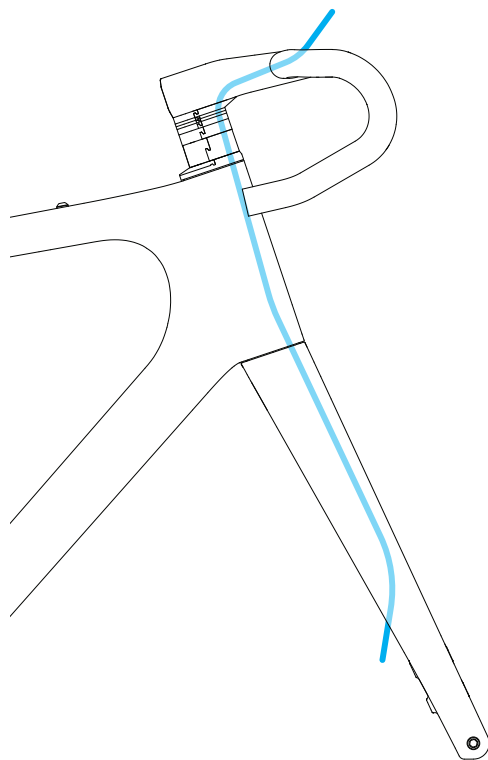
NOTE:

Hose should go around steerer on same side as it's intended lever position
(Left hand lever = left side of steerer, right hand lever = right side of steerer)

FRONT BRAKE HOSE ROUTING



Front brake hose should be routed inside the fork, entering at the caliper entry hole and exiting at the steerer exit hole



TAPE APPLIED AROUND STEERER TUBE TO MAINTAIN HOSE IN PLACE

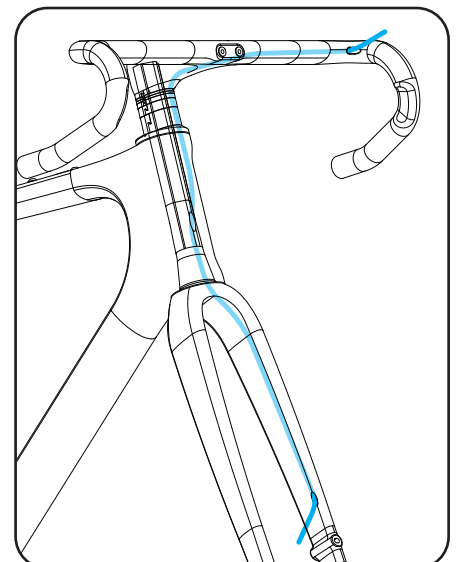
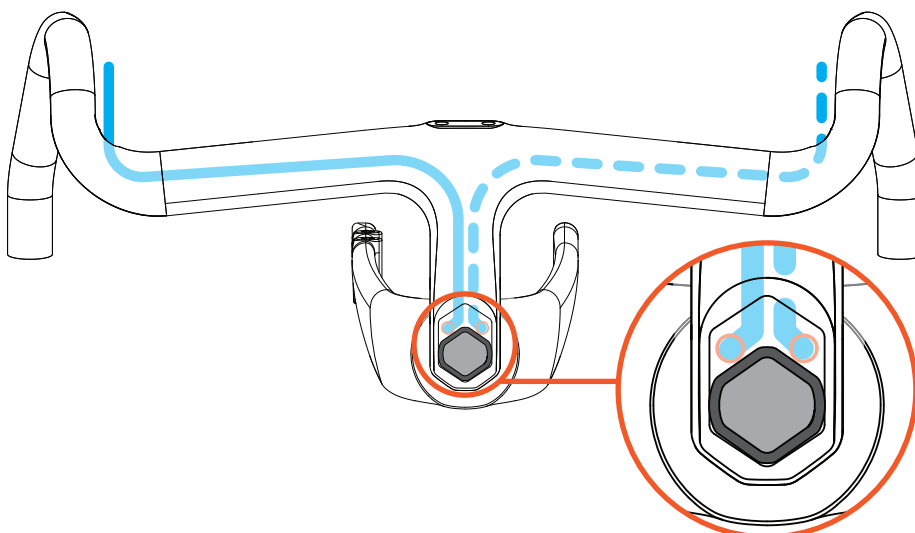
STEERER EXIT HOLE

CALIPER ENTRY HOLE

NOTE:

Tape hose on same side of diamond steerer as your front brake lever.

(Left hand lever = left side of steerer, right hand lever = right side of steerer)

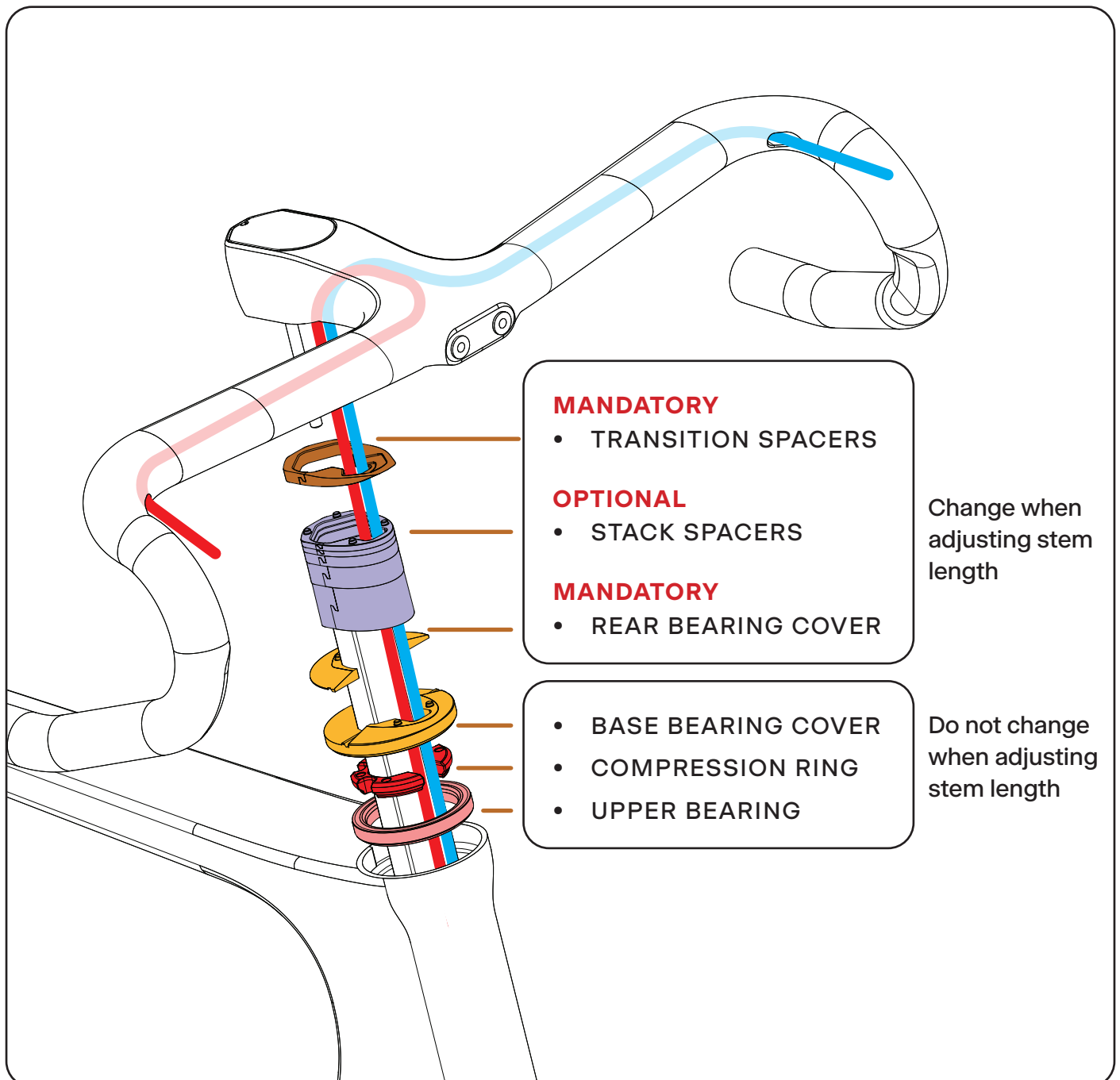


HEADSET ROUTING



The headset kit is comprised of 5 different sections.

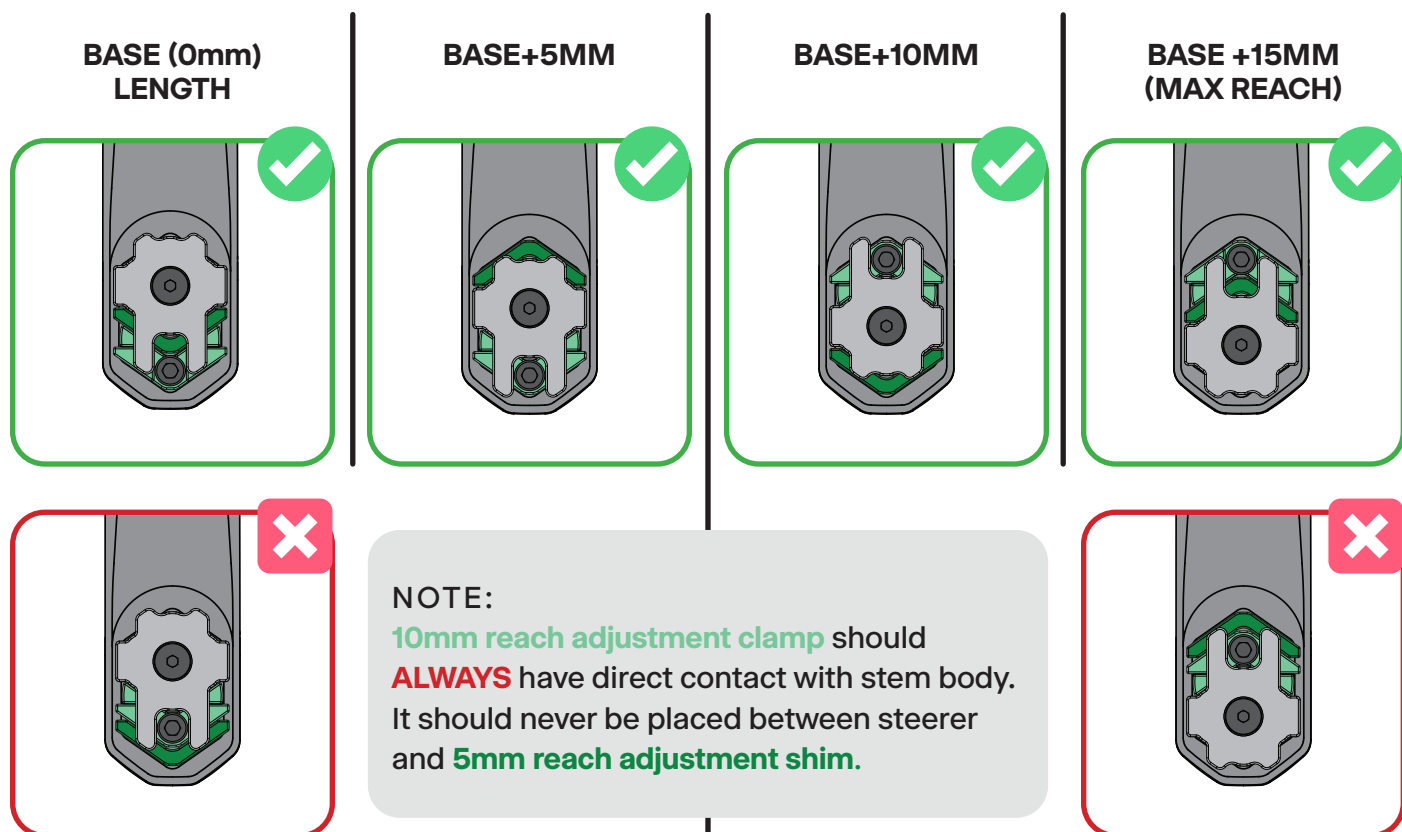
1. Transition spacers
2. Stack spacers
3. Rear bearing cover
4. Compression ring & base bearing cover
5. Bearings (top and bottom)



REACH SETTINGS



All OPEN B.A.R.s have 15mm of reach adjustment. These reaches are determined by the placement of the adjustment shims shown below.



MANDATORY COVER SPACERS

- 2A (Base)
- 2C (Rear)

OPTIONAL STACK SPACERS

- P2A (Front)
- P5A (Front)
- P10A (Front)
- P20A (Front)
- P2C (Rear)
- P5C (Rear)
- P10C (Rear)
- P20C (Rear)

MANDATORY COVER SPACERS

- 2A (Base)
- 2B (Rear)

OPTIONAL STACK SPACERS

- P2A (Front)
- P5A (Front)
- P10A (Front)
- P20A (Front)
- P2B (Rear)
- P5B (Rear)
- P10B (Rear)
- P20B (Rear)

MANDATORY TRANSITION SPACERS

- 8F2 (Front)
- 8R4 (Rear)

MANDATORY TRANSITION SPACERS

- 8F2 (Front)
- 8R3 (Rear)

MANDATORY TRANSITION SPACERS

- 8F1 (Front)
- 8R2 (Rear)

MANDATORY TRANSITION SPACERS

- 8F1 (Front)
- 8R1 (Rear)

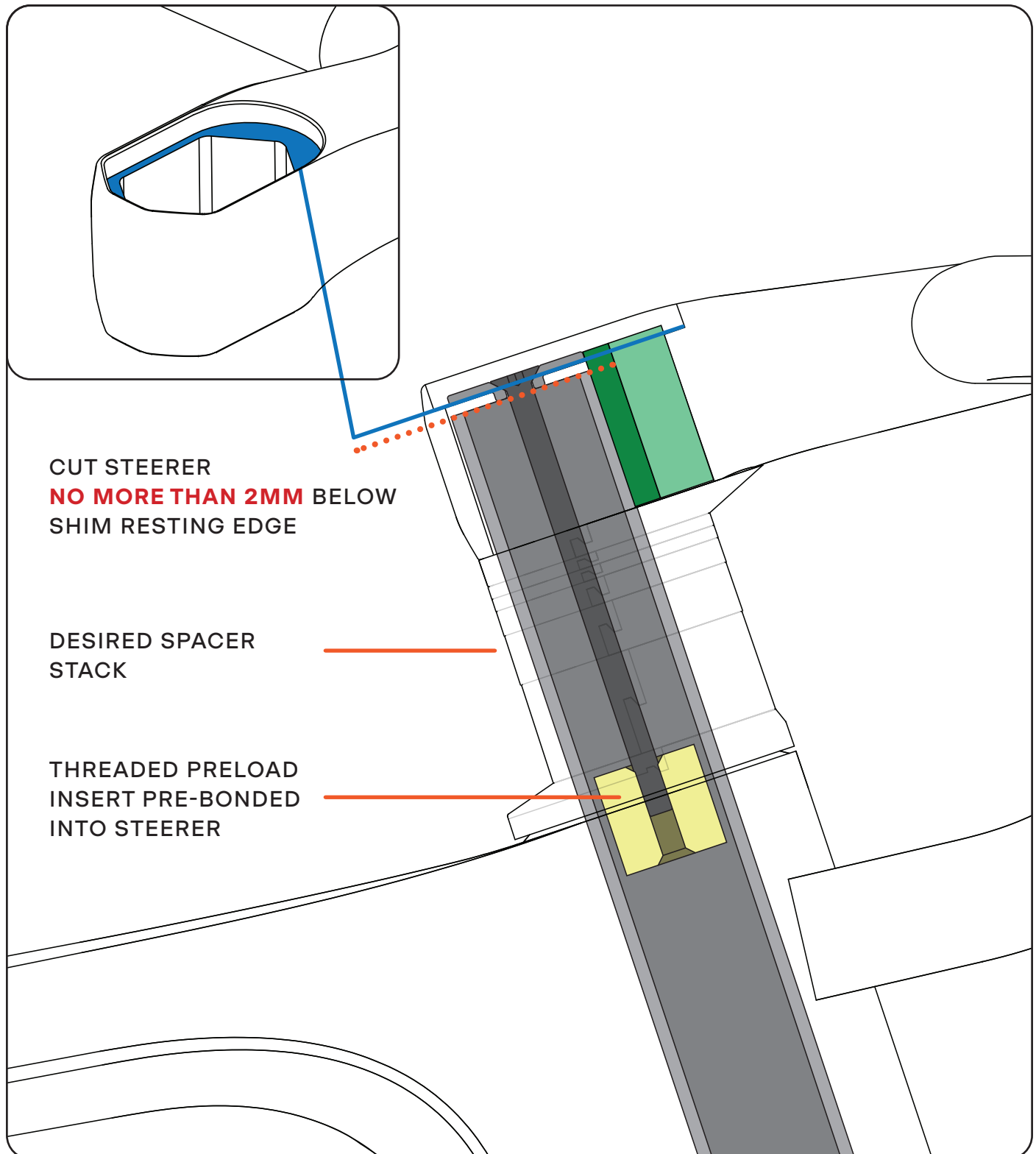
PRELOAD & CLAMPING



NOTE:

DO NOT cut steerer any lower than 2mm below shim resting edge.

DO NOT let steerer stick out past shim **RESTING EDGE**.



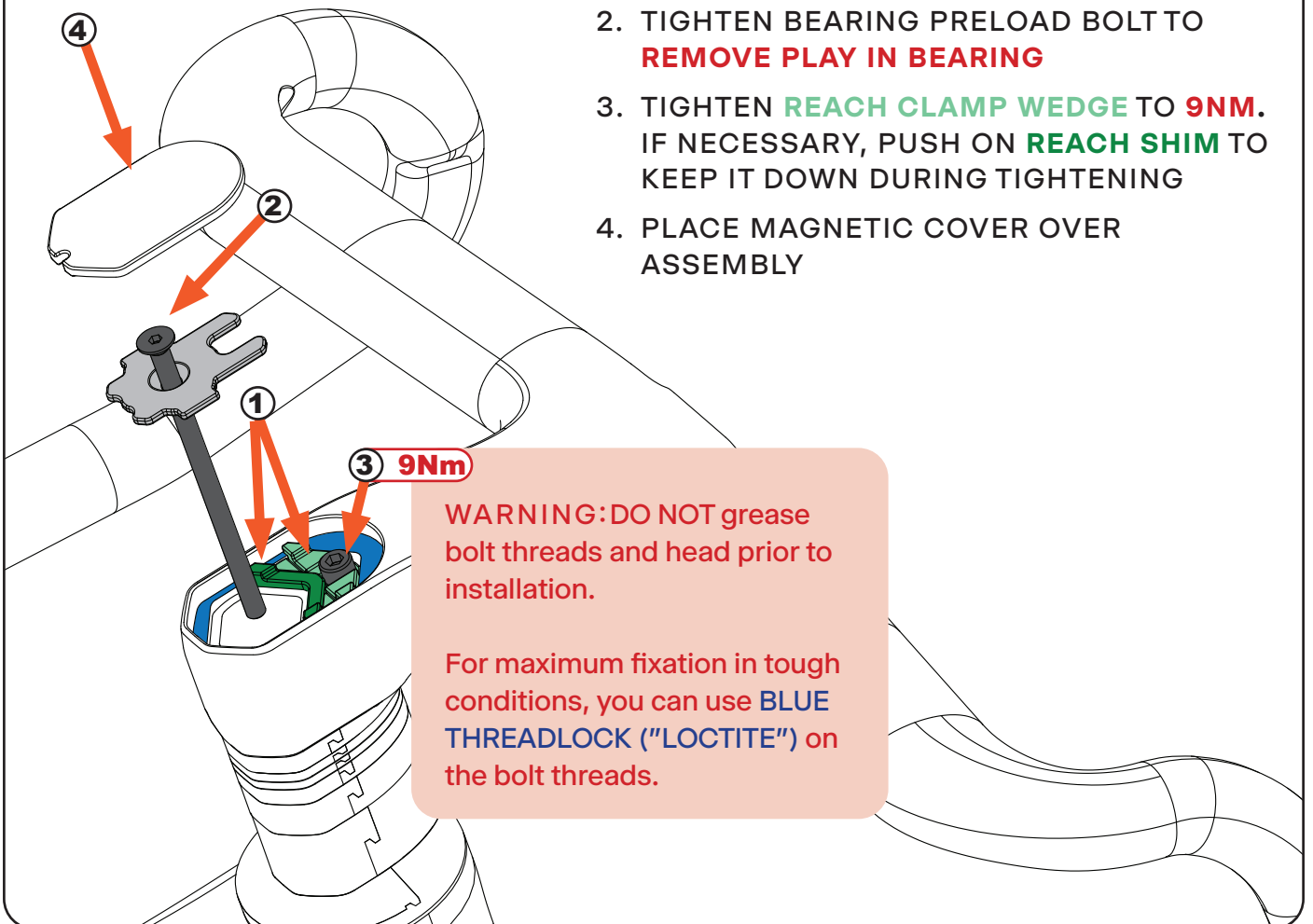
PRELOAD & CLAMPING



NOTE:

ALWAYS make sure the **5MM REACH ADJUSTMENT SHIM** and **10MM REACH ADJUSTMENT CLAMP WEDGE** are inserted all the way in and resting on the **RESTING EDGE** of the carbon stem before clamping.

1. PLACE **5MM REACH ADJUSTMENT SHIM** & **10MM REACH ADJUSTMENT CLAMP WEDGE** ONTO THE **RESTING EDGE** IN DESIRED REACH SETTING (SEE PAGE 9)
2. TIGHTEN BEARING PRELOAD BOLT TO **REMOVE PLAY IN BEARING**
3. TIGHTEN **REACH CLAMP WEDGE** TO **9NM**. IF NECESSARY, PUSH ON **REACH SHIM** TO KEEP IT DOWN DURING TIGHTENING
4. PLACE MAGNETIC COVER OVER ASSEMBLY



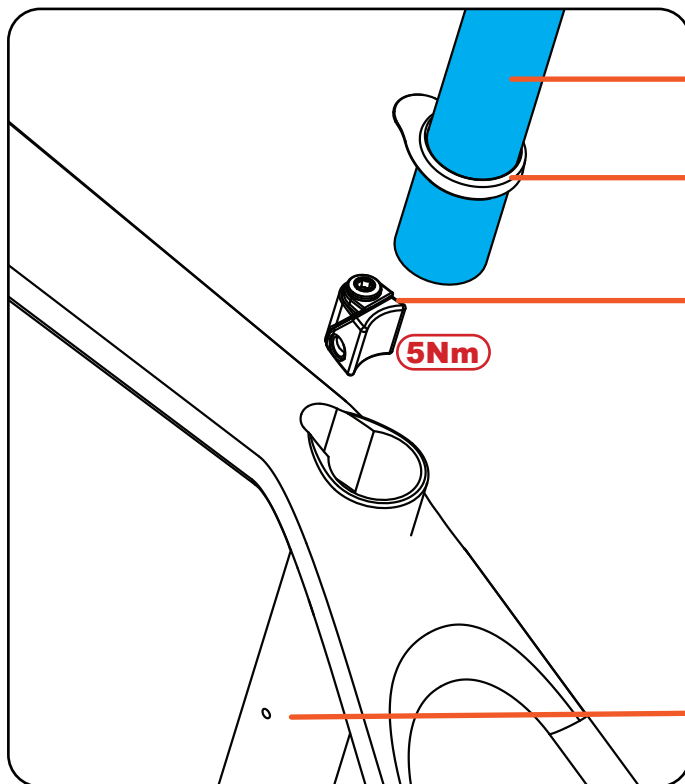
WARNING:

After adjusting the stem as indicated above, it is important to ride the bike a few km/miles and check the clamp wedge. If necessary retighten to 9Nm.

SEATPOST & WEDGE CLAMP



The new UP|UPPER 2.0 uses a round 27.2mm diameter seatpost with a drop-in style seatpost wedge clamp.



ROUND 27.2MM
DIAMETER SEATPOST

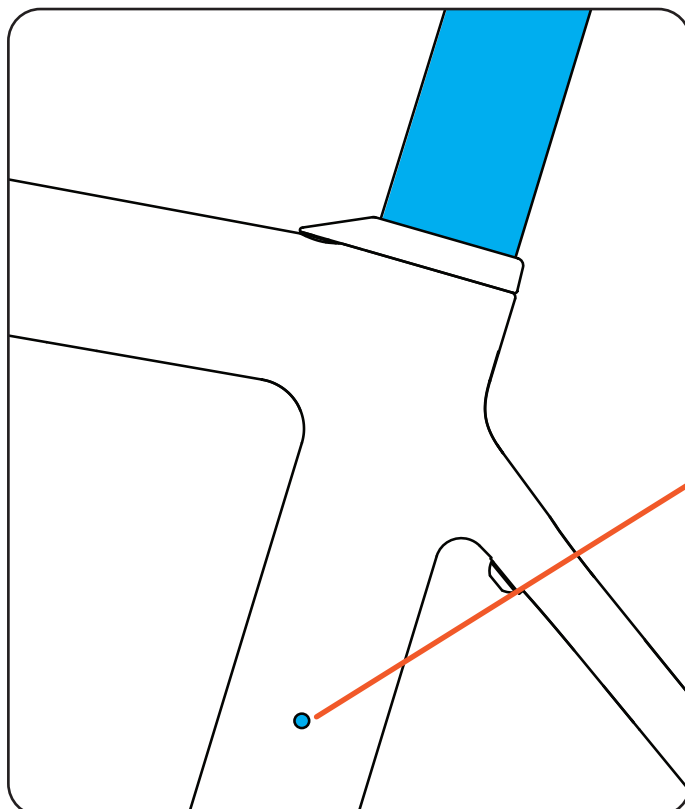
WEDGE CLAMP COVER

WEDGE CLAMP ASSEMBLY /
TORQUED TO 5NM

NOTE:

Apply carbon assembly paste to the portion of the seatpost that is inserted into the frame.

MINIMUM SEATTUBE
INSERTION WINDOW



NOTE:

Minimum seatube insertion is 100MM from top of seattube. Use window shown below to validate minimum insertion.

Insert a 2mm Allen key or similar into the minimum seattube insertion window. If the hole is blocked by the seatpost, it is inserted sufficiently deep.

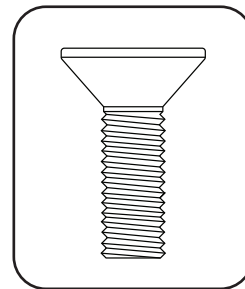
FRONT DERAILLEUR MOUNT & CHAINGUIDE



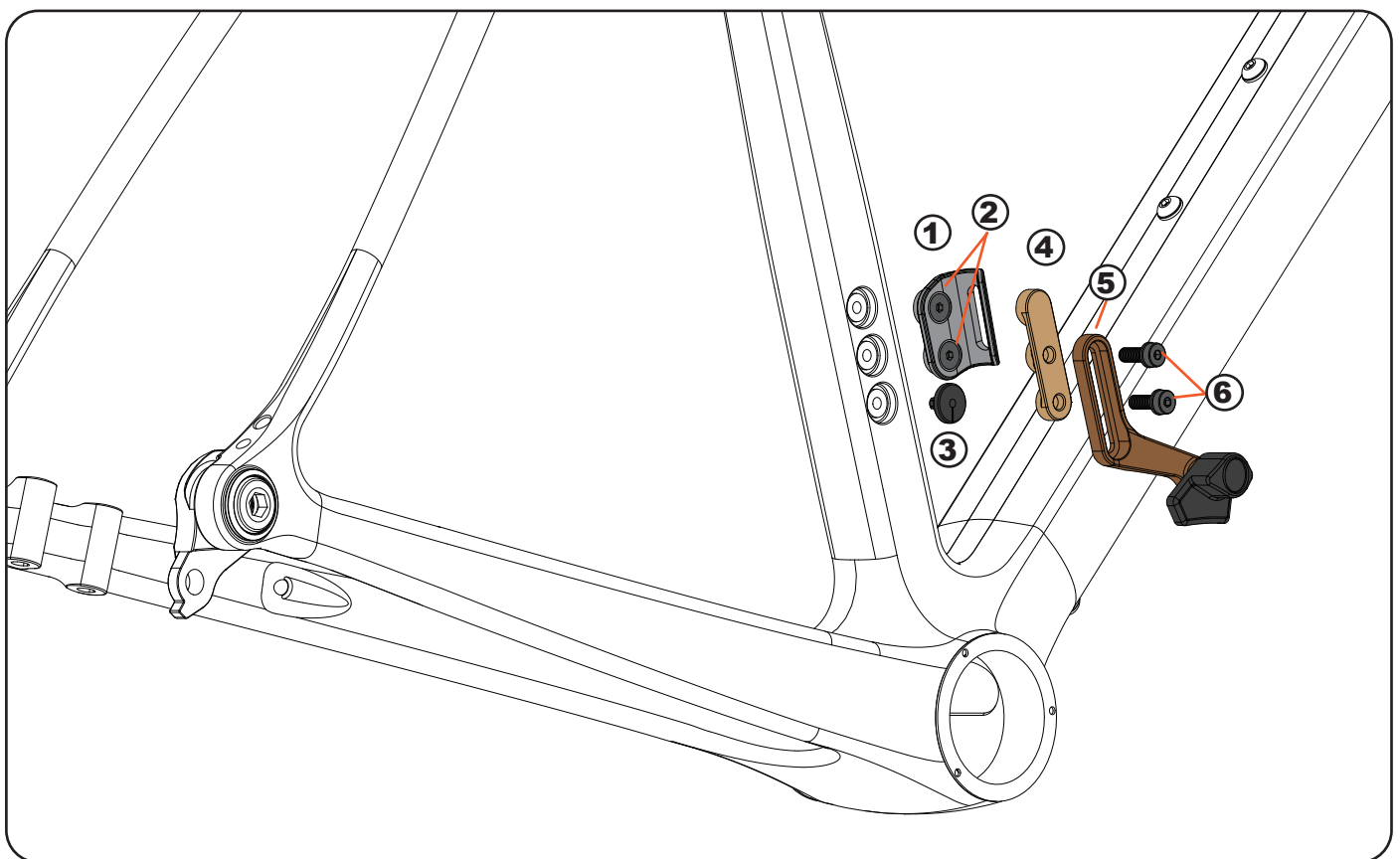
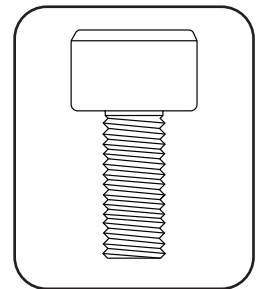
The front derailleur mount and 1X chain guide use same mounting points.

ITEM NO	QTY	DESCRIPTION
1	1	Front derailleur mount
2	2	Front derailleur mount M5 countersunk bolts
3	1	Front derailleur cable exit grommet
4	1	1X chain guide lower bracket
5	1	1X chain guide arm and guide
6	2	1X chain guide M5 socket head bolts

M5
COUNTERSUNK



M5
SOCKETHEAD



NOTE:

Front derailleur mount is **ALWAYS** installed using top two threaded inserts.

NOTE:

ONLY USE supplied socket head bolts for chain catcher. **DO NOT USE** countersunk bolts.

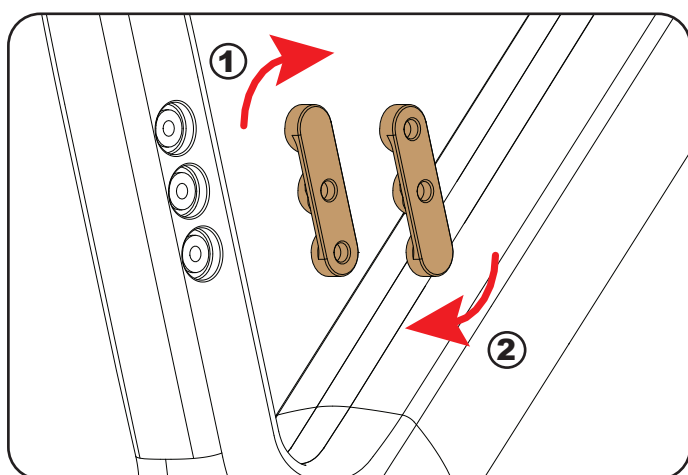
CHAIN GUIDE



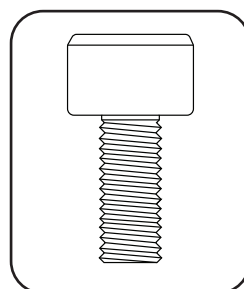
The 1X chainguide attaches to the frame using the FD mounting points to attach itself to the frame. Along with having an adjustment slot, the chainguide can be mounted in two different positions to accomodate the widest possible range of chainring sizes.

LOWER BRACKET IS FLIPPED TO
ACCOMMODATE BOTH POSITIONS

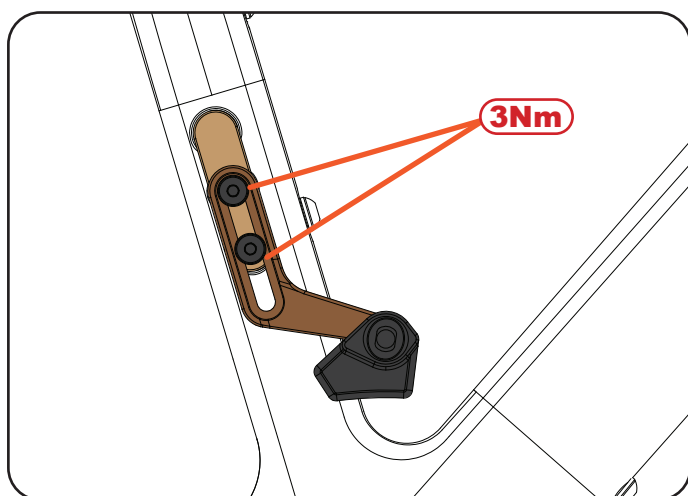
1. BOTTOM TWO HOLES FOR LOW POSITION
2. TOP TWO HOLES FOR HIGH POSITION



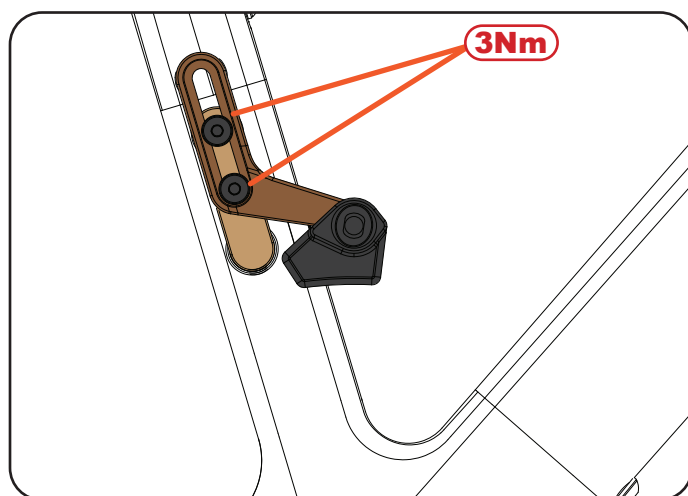
**2 x M5
SOCKETHEAD**



LOW POSITION
36T to 42T chainring



HIGH POSITION
44T to 50T chainring



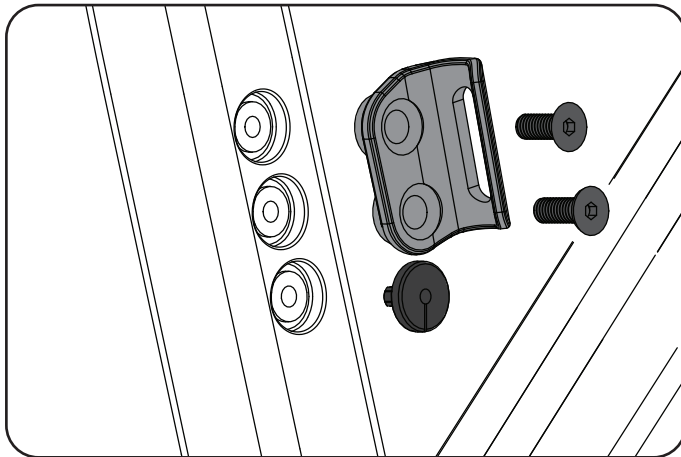
NOTE:

ONLY USE supplied socket head bolts for chain catcher. **DO NOT USE** countersunk bolts.

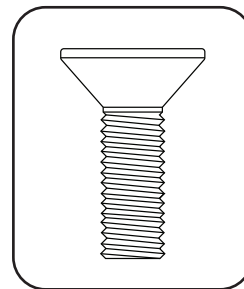
FRONT DERAILLEUR MOUNT ASSEMBLY



The front derailleur mount attaches to the frame using the top 2 mounting points for the chainguide.



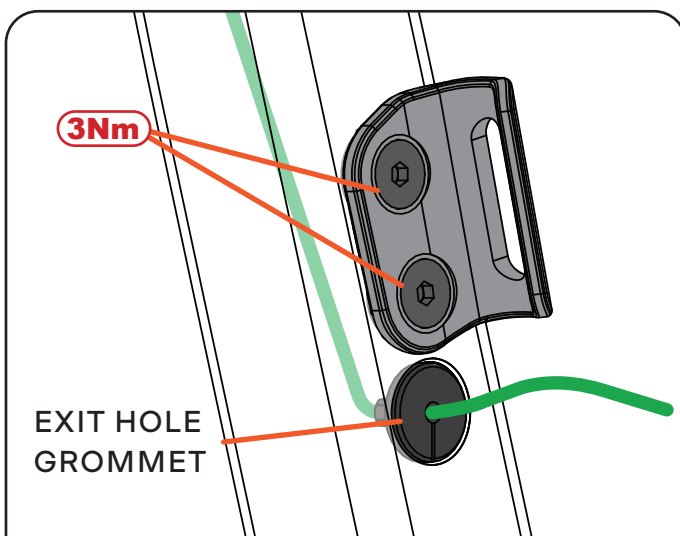
**2 x M5
COUNTERSUNK**



NOTE:

Front derailleur mount is **ALWAYS** installed using top two threaded inserts.

WIRED



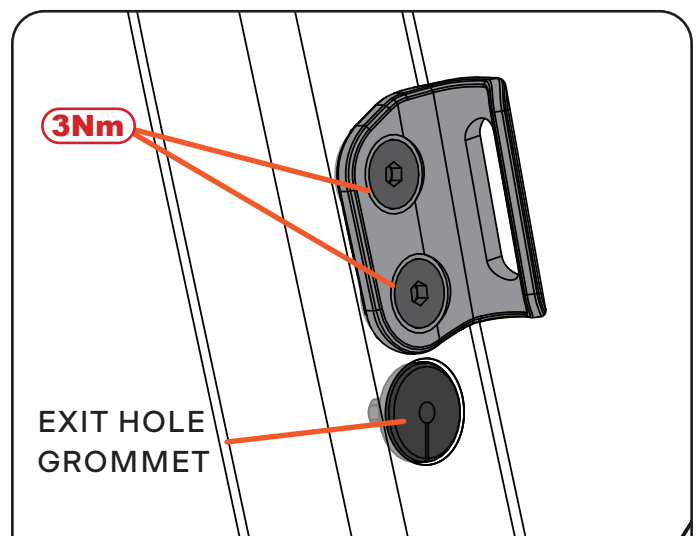
NOTE:

Front derailleur cable exits through the lowest threaded insert. Use front derailleur exit hole grommet to cover.

Rear derailleur exit has dedicated (open) exit grommet.



WIRELESS



NOTE:

For wireless groupsets, use the front derailleur exit hole grommet to close the lowest threaded insert.

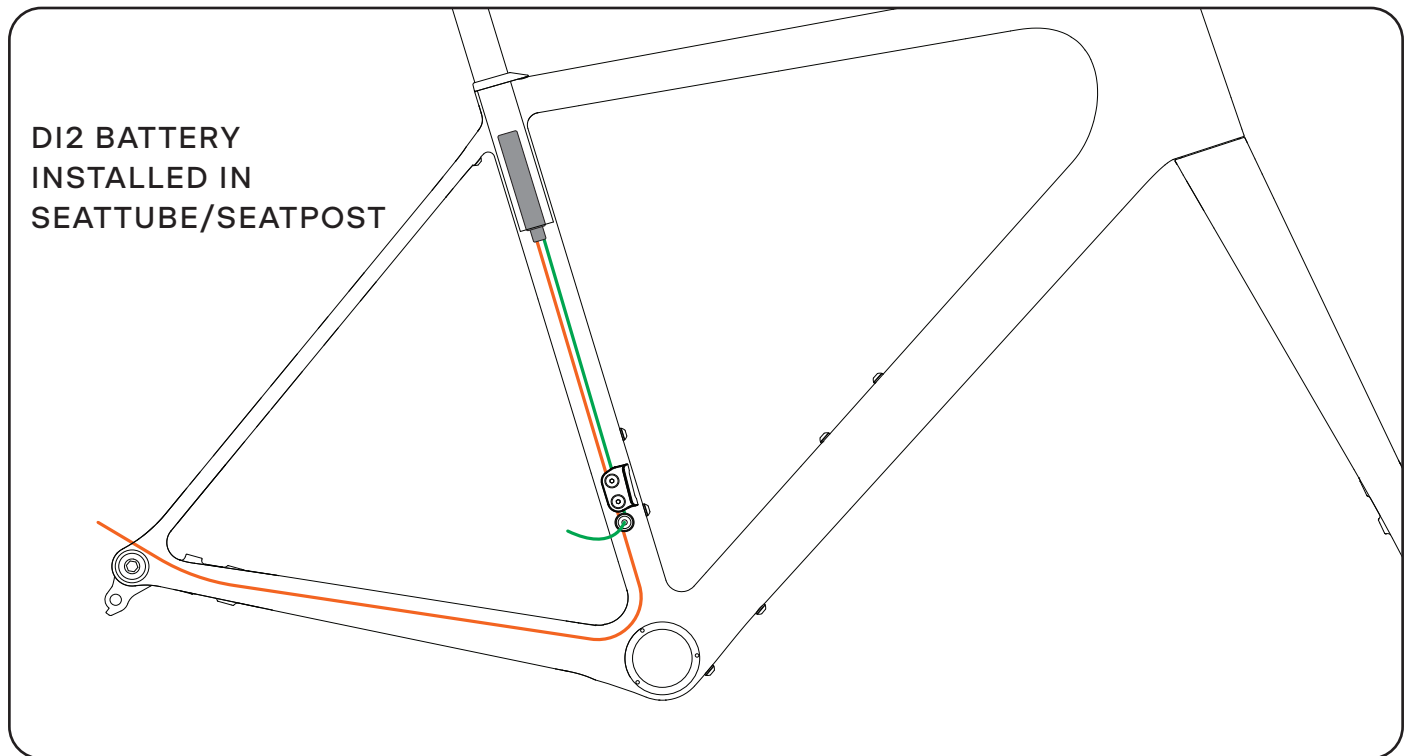
Rear derailleur exit has a dedicated (closed) exit grommet.



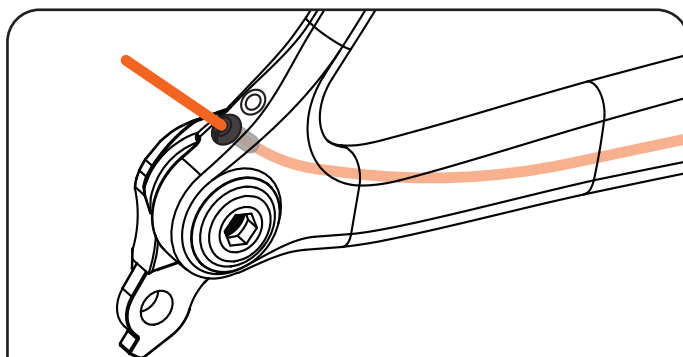
DI2 ROUTING



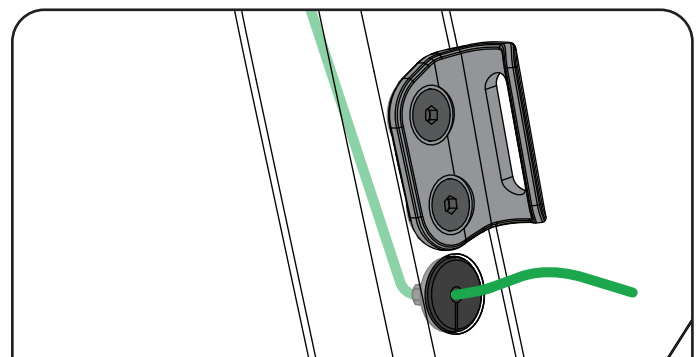
Conventional Shimano DI2 routing style from seattube/seatpost installed battery to both derailleurs.



NOTE:
Please refer to Shimano wiring diagrams for additional information.



NOTE:
Rear derailleur Shimano Di2 cable is routed through the bottom hole on the dropout with supplied rear exit hole grommet.



NOTE:
Shimano front derailleur DI2 cable is routed through the lower 1X chain guide mounting point with supplied front exit hole grommet.

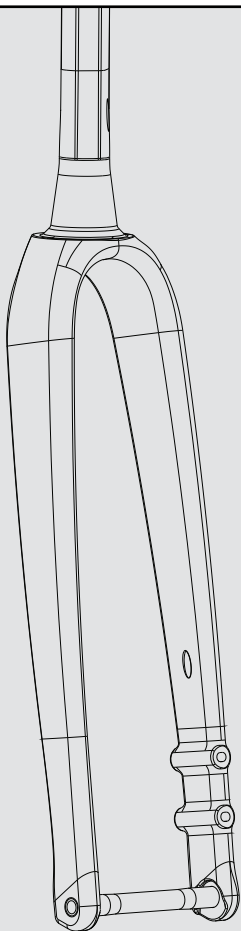
FORK OPTIONS



The UP|UPPER 2.0 is available with 2 forks, the U-Turn Aero and the U-Turn Adventure.

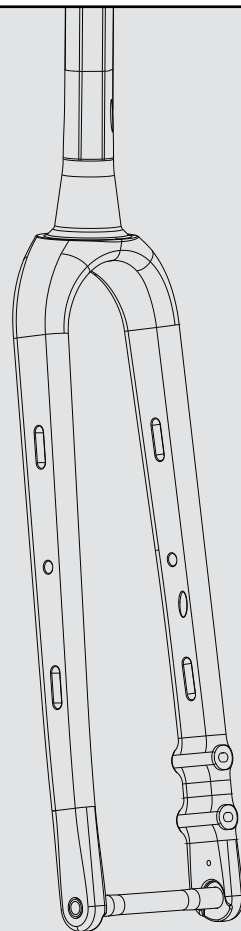
Both forks are compatible with UP|UPPER 2.0 frames and share the same steering geometry.

U-TURN AERO



U-Turn Aero: our fastest option, optimized for aerodynamics. This means the blades are fully aero, the brake caliper is integrated and no cargo rivnuts or other details disturb the airflow.

U-TURN ADVENTURE



U-Turn Adventure: our most comfortable fork, with shallower, more compliant blades. This fork includes the world's lightest cargo system and is also compatible with standard cargo cages.

NOTE:

Aero fork is **NOT** designed to accommodate any form of cargo. Cargo mounting hardware only supplied with Adventure fork.

U-TURN ADVENTURE FORK



The U-turn Adventure fork can carry cargo in 3 ways:

1. Attach a bike packing bag with integrated straps (such as the Apidura fork bag). Strap routing same as for cargo straps below (2.)
2. Attach a soft bag directly to the fork blades using cargo straps
3. Attach any standard cargo cage using our cargo barrel connectors.

SEE THE FOLLOWING PAGES FOR DETAILED INSTRUCTIONS

Cargo packs



Drybags with cargo straps



Cargo/bottle cages



NOTE:

When attaching any form of cargo to the fork legs, we strongly recommend applying **FRAME PROTECTION FILM**.

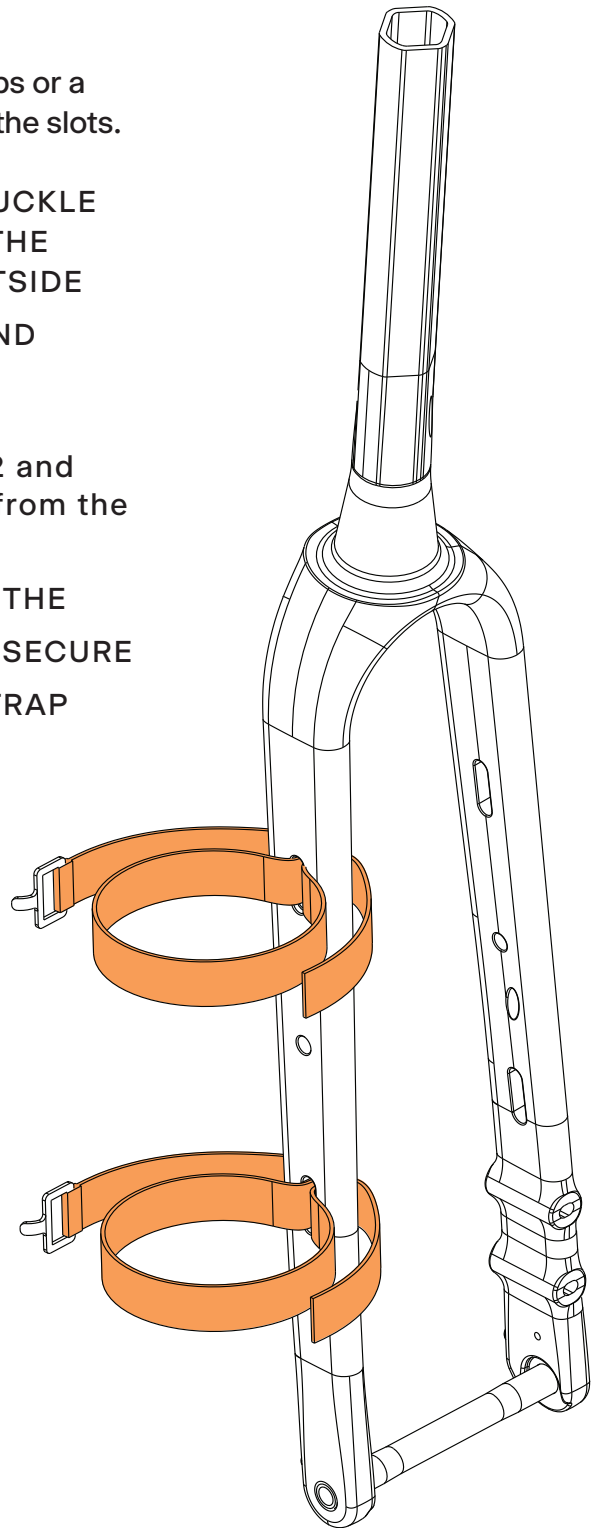
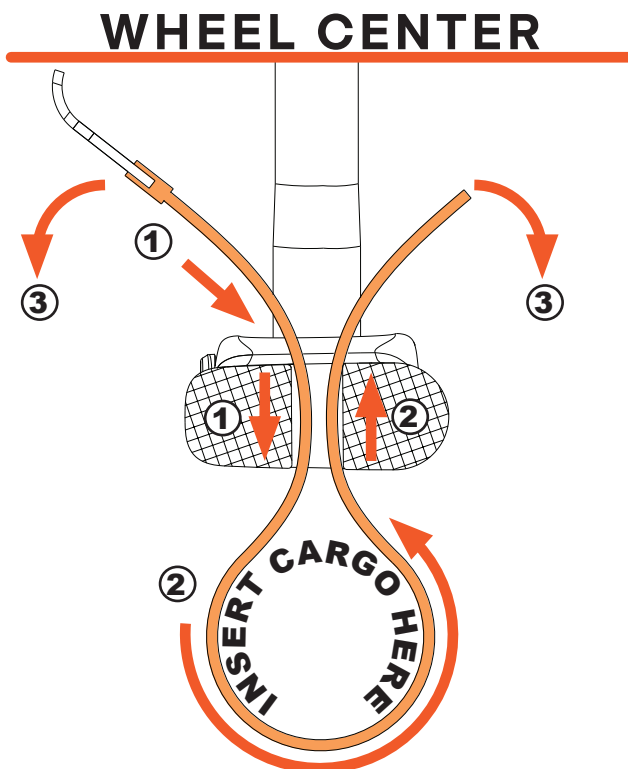
ALWAYS check that the cargo is secured safely. Weight limit **2KG PER SIDE**. For best handling it is recommended to put lighter items on the forks and heavier items in your frame bag or saddle bag.

U-TURN ADVENTURE FORK



If you use the U-Turn Adventure fork with cargo straps or a bag with integrated straps, feed the straps through the slots.

1. FEED THE END OF THE STRAP WITHOUT BUCKLE THROUGH THE SLOT IN THE FORK, FROM THE WHEELSIDE OF THE FORK LEG TO THE OUTSIDE
2. WRAP THE STRAP AROUND THE CARGO AND BACK THROUGH THE FORK SLOT
- ***NOTE:** For bags with integrated (Velcro) straps, you may be able to skip steps 1 & 2 and immediately feed both ends of the straps from the outside to the wheelside of the fork.
3. PULL BOTH ENDS OF THE STRAP AROUND THE FORK LEG AND AROUND THE CARGO AND SECURE
4. REPEAT PROCEDURE FOR THE SECOND STRAP



NOTE:

ALWAYS check that the cargo is secured safely. Weight limit **2KG PER SIDE**. For best handling it is recommended to put lighter items on the forks and heavier items in your frame bag or saddle bag.

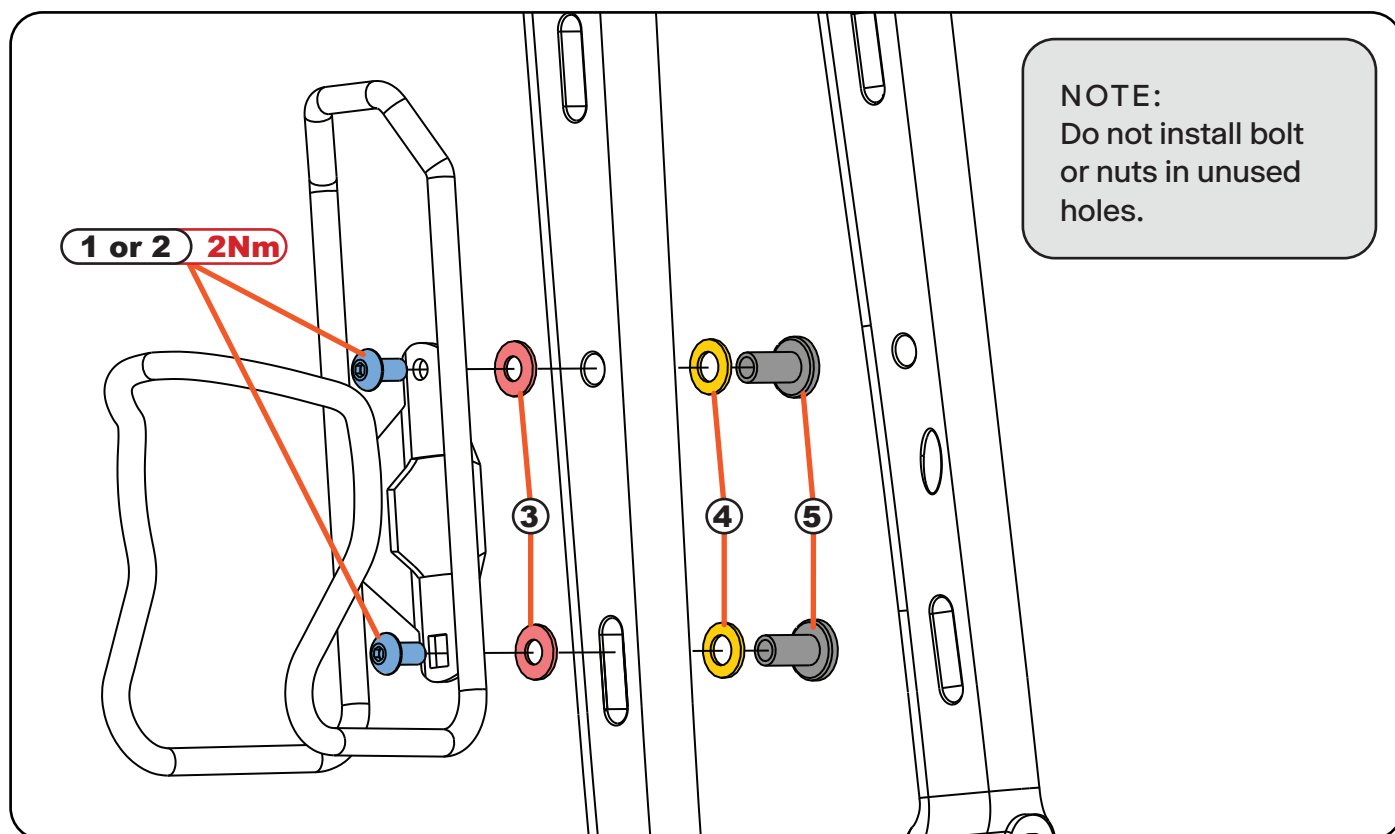
Only attach soft bags with this method, hard objects such as bottles need a cargo cage to be attached securely.

U-TURN ADVENTURE FORK



The U-turn Adventure fork supplies cargo mounting barrels to attach standard cargo cages to the blades.

ITEM NO	QTY	DESCRIPTION
1	6	M5 × 12mm button head screw
2	6	M5 × 16mm button head screw
3	6	Plastic protective washers for bolts (smaller ID)
4	6	Plastic protective washers for barrels (bigger ID)
5	6	M5 × 12mm barrels



NOTE:

Weight limit **2KG PER SIDE**. For best handling it is recommended to put lighter items on the forks and heavier items in your frame bag or saddle bag.

Fork is delivered with 2 lengths of bolts, 12mm and 16mm. Thicker cages require the longer bolts, thinner cages the shorter bolts.

- **ALWAYS** ensure at least **5 FULL TURNS** of thread engagement.
- **ALWAYS** ensure the bolt does not bottom out and the cage is securely fastened.



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