



Composite Frame Care Kestrel Talon Series

Talon & Talon SL models

Congratulations on your Kestrel purchase! The carbon fiber/epoxy composite of your Kestrel frame is significantly lighter and stronger than metals and, barring accident, will stand up to a lifetime of the hardest training and racing. But composite frames require slightly different care than metal ones. Even if you've been working on bikes for years, please take a few minutes to read the following guidelines before starting.

GENERAL

Repair stands. The mechanical action of a repair stand concentrates enormous loads in a small area. As with any fine bicycle, **clamp your Kestrel by the round seat post only to avoid damage to the frame.** If your Talon is equipped with an aerodynamic post, you may need to remove this post and insert a round (27.2mm) seat post with the seat post adapter supplied with your frame.

Dropout spacing. Your Kestrel Talon series is molded with 130mm dropout spacing to accept 130mm hubs. Do not stretch or compress your frame's dropout spacing more than 2mm. As it is impossible to bend the carbon/epoxy composite of your Kestrel frame, **do not attempt to cold set (bend) the frame or dropouts.**

MAINTENANCE

Seat post. The Talon frameset ONLY accepts the Kestrel Talon EMS Pro aerodynamic seat post. Talons produced prior to 2009 accept both a round post and the EMS Pro aerodynamic seat post. Minimum seat post insertion is 70mm (2.75 inches). **Maximum seat post insertion is 100mm (4 inches).** The fiberglass composite seat tube sleeve extends only this far into the frame. **Depending upon the size of your frame, inserting the seat post beyond this depth may damage the composite walls of the frame.** Seat posts may easily be cut down if a lower seat height is desired. A standard fine tooth hack saw will work. Be certain to remove any burrs on the post before reinserting into the frame. It is highly recommended that you use **“Carbon Prep”** when installing your seat post. Most bicycle stores have this in stock. Apply a light coat on the seat post prior to installing it in the frame.

Headset. Your headset cups are bonded in at the factory. Simply install the bearings and the crown race onto the seat of the fork. Be sure to only use the Kestrel compression plug that is specifically designed for carbon fiber steerer tubes.



Bottom bracket. Grease bottom bracket threads and faces before installing bottom bracket cups. Follow the bottom bracket manufacturer's instruction regarding installation torque. *Caution: do not use Loctite or other thread locking compounds on the bottom bracket threads! Loctited cups require additional torque to remove, which may exceed the torque limit on the bottom bracket of your Kestrel frame.*

Front derailleur mounting bracket. Grease the threads of the mounting bolts before installation and make sure they are tight enough to keep the bracket from moving during front derailleur shifts. The bolts are threaded into aluminum threaded inserts, so be careful not to strip the threads. The bolts should be torqued to 2.5 Nm or 30 in-lbs. Some adjustment of the bracket position is possible by loosening the two mounting bolts and shifting the bracket relative to the frame.

Front & rear brakes. *You must use the long brake nuts supplied with your frame to install both front and rear brakes.* You also need to use any washers that come with your brake assemblies. The brakes may not tighten properly without the proper washers. Contact your Kestrel dealer if you do not have the long brake nut(s).

Cable routing. When removing any shift or brake cable from your frame, be sure to first run sections of cable housing or other suitable tubing over the cable and through the frame tubes, then *carefully* remove the cable, leaving the "dummy" housing in place. *Note: if you already removed the disposable housing before reading this section, don't panic! This is how we install the housing at the factory:* Rear brake: remove the cable entry port on the front of the top tube and the port insert from the seat clamp. Put a slight kink about three inches from the end of a brake cable. Feed it into the frame starting at the seat clamp just far enough to reach the cable entry hole in the front of the top tube. Twist the cable until you see it line up with the hole and push it through. Thread dummy housing over the cable and push the housing through the tube and out the hole in the seat clamp. Once the housing is through remove the feeder cable and install your new cable and housing. Chain stay cable: Remove the chain stay exit port and orient the frame so that the chain stay is vertical with the dropouts at the top. Put a slight kink about three inches from the end of a derailleur cable. Insert the cable into the hole at the front of the chain stay just far enough to reach the exit hole. Twist the cable until it lines up with the exit hole and push it through. Thread dummy housing over the cable and push the housing out through the hole in the front of the chain stay. Once the housing is through remove the feeder cable and install your new cable and housing.

Derailleur hanger. The Talon frames come equipped with a replaceable derailleur hanger. If the hanger is bent or damaged in any other way, it should be removed and replaced. Contact your Kestrel dealer for assistance.



PAINT

Caution: any paint stripper which will remove epoxy paint will damage the epoxy resin matrix which holds your frame together. Do not use any paint stripper on your Kestrel frame. If you decide to have your Kestrel repainted, we recommend hand sanding to remove the decals and scuff the topcoat. Do not bake over 150 degrees F. Do not sand away any composite material. Do not sandblast, bead blast, plastic media blast, or blast with any other media. Blasting can remove structural composite material and could make your Kestrel unsafe.

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