

CHRIS KING[®]
PRECISION COMPONENTS





The Tuesday group ride. Ellwood Beach.

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LIFE STYLE STUFF



c. 1976

Frustrated with mediocrity, Chris took
his passion for cycling and an insistence on perfection
and set out to make the very best headset possible.



c. 2000

24 years later, our pursuit of perfection continues. We build on what is effective in traditional designs and seek inventive solutions for the issues that remain. We are only satisfied once we succeed in combining superior technology with the finest materials and most innovative processes to create components that far exceed our customers' expectations of quality, performance, and value.



Grady (customer service/distributor sales) on the ridge above Santa Barbara.

Headsets

When Chris designed his first headset back in the mid 70's, his idea was simply to create a headset that would last more than a season or two. No one could have known that his efforts would revolutionize the bicycle industry the way they did. The Chris King headset has been considered a benchmark of quality for almost a quarter of a century. No other bicycle component can boast the longevity, performance, and absolute reliability of the Chris King headset.

We manufacture each Chris King headset from materials and components hand picked and evaluated precisely for use in our headsets. Each headset was developed with every attention to detail and each part of every headset is made by us. We even go so far as to make our own sealed, cartridge style bearings – a practice unheard of in the bike industry. Our bearings are made from surgical grade stainless steel and are fully serviceable. The constant contact seals are easily removed to allow for user servicing, yet provide an impervious barrier to the worst grit and grime of riding. Our seals protect the bearings so well that we often see headsets 10, and even 15 years old, that have never been serviced and still run like new.

Though the offer stands, few people ever have to take us up on our ten year warranty.



NoThreadSet™

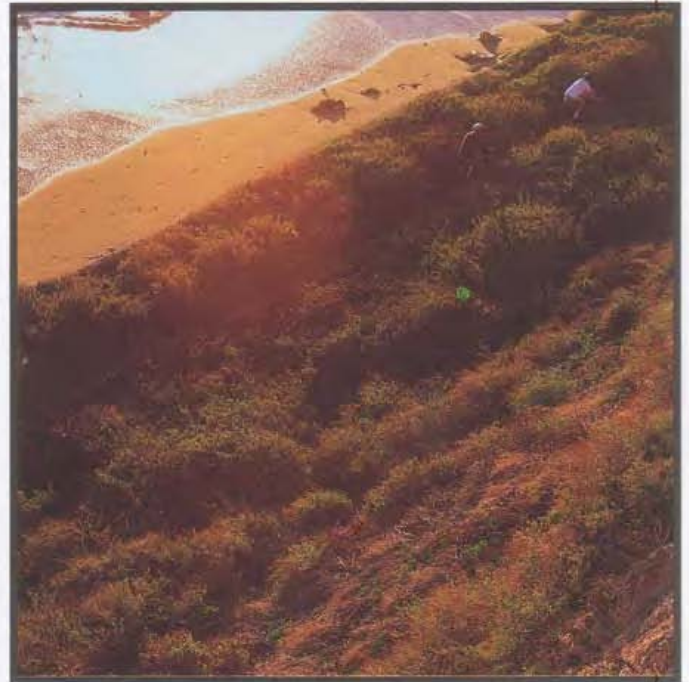
Always on the cutting edge of progress, Chris King was one of the first manufacturers to offer a threadless headset. Today, our threadless headset is available in all standard sizes as well as our exclusive Devolution™ size (allows 1-1/4" frames to use 1-1/8" forks – see page 10). Each NoThreadSet™ includes our custom starnut and a matching stem cap. For those who must have it, the 1" and 1-1/8" sizes are also available in titanium (see page 10).



NoThreadSet™ conversion kit

The NoThreadSet™ conversion kit includes everything you need to easily convert your existing Chris King headset cups to a threadless fork arrangement.

model	weight (g)	total stack height (mm)	lower stack height (mm)	head cup skirt (mm)	base tube I.D. (mm)	base plate I.D. (mm)	fork crown I.D. (mm)
1"	84	28.0	12.9	30.2	30.1	26.4	26.5
1" Ti	88	28.0	12.9	30.2	30.1	26.4	26.5
1" BMX	99	32.0	13.7	32.8	32.8	26.4	26.5
1-1/8"	98	31.4	13.7	34.0	33.9	30.0	30.1
1-1/8" Ti	102	31.4	13.7	34.0	33.9	30.0	30.1
1-1/4"	113	31.0	14.2	37.0	36.9	33.0	33.1
Devolution™	115	31.0	14.2	37.0	36.9	30.0	30.1



Hugh (our privately contracted brew master from time to time) and a friend enjoy some coastal single track north of Goleta.

GripNut™

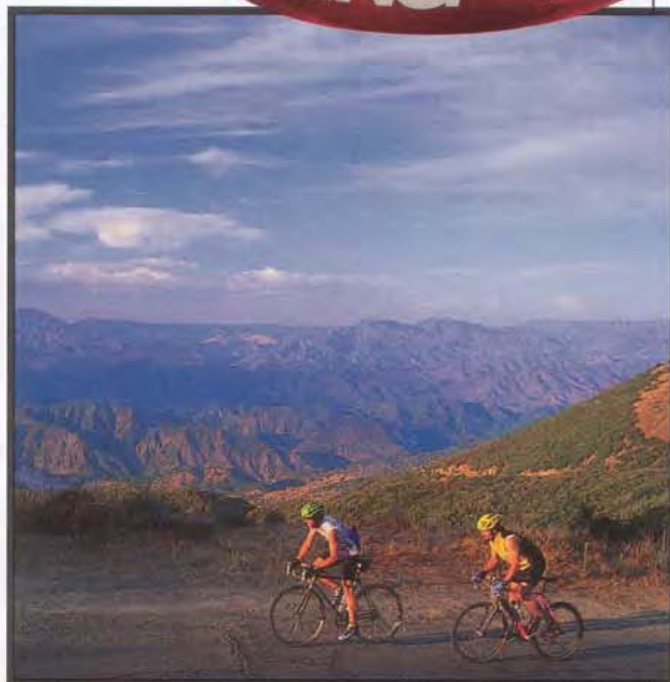
Love riding those back country roads but tired of having to readjust your headset after every ride? Wish you could just put a headset on and forget about it for a year or two or three? The unique GripNut™ design incorporates a threaded collet that firmly clamps the fork threads for unparalleled holding power. This design is also ideal for heavy touring loads, forks with damaged or undersized threads, and forks that have been cut too short. Also available in titanium (see page 10).



GripNut™ Conversion Kit

The GripNut™ conversion kit includes everything you need to easily convert your existing Chris King headset cups to this unique threaded attachment style. The GripNut™ design does not allow for the use of spacers or cable hangers.

model	total weight (g)	lower stack height (mm)	lower stack height (mm)	cup skirt (mm)	head tube I.D. (mm)	base plate I.D. (mm)	fork crown I.D. (mm)
1"	93	33.0-38.0	12.9	30.2	30.1	26.4	26.5
1" Ti	99	33.0-38.0	12.9	30.2	30.1	26.4	26.5
1" BMX	107	34.2-39.2	13.7	32.8	32.8	26.4	26.5
1-1/8"	109	33.9-38.9	13.7	34.0	33.9	30.0	30.1
1-1/4"	128	35.0-40.0	14.2	37.0	36.9	33.0	33.1



Matt (engineering) and Rich (customer/technical service) climb Gibraltar Road over La Cumbre Peak.

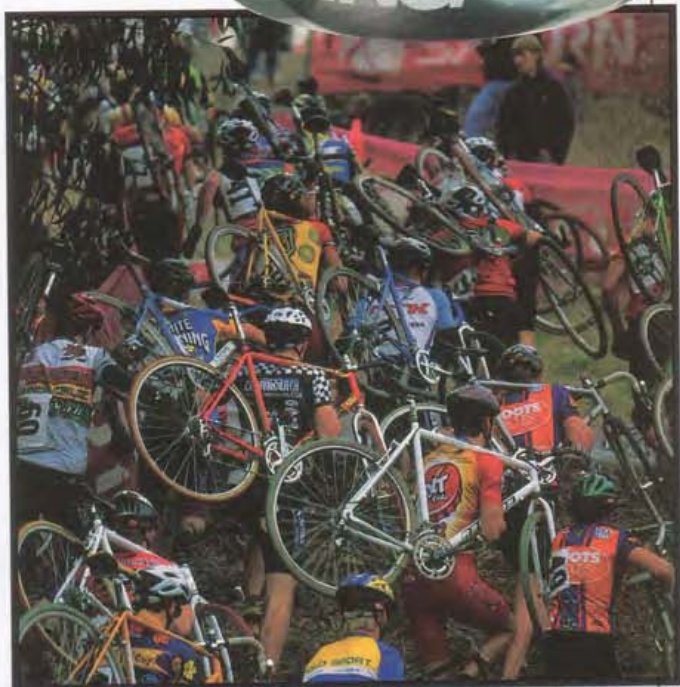
2Nut™

Our first 14 years and much of our early reputation was established with this traditional lock and adjusting nut style headset. Though often over shadowed by our GripNut™ design, the 2Nut™ is still the favorite threaded headset of cyclocrossers and triathletes who may require spacers and/or a cable hanger. It is available in all 4 standard sizes.



2Nut™ Conversion Kit

The 2Nut™ conversion kit includes everything you need to affordably convert your existing Chris King headset cups to a traditional lock and adjusting nut style attachment system. The 2Nut™ allows for the use of spacers and/or a cable hanger.



Matt (in the White Lightening Jersey) on the 2nd lap of the men's A Super Cup cyclo-cross finals in Santa Cruz.

model	weight (g)	total stack height (mm)	lower stack height (mm)	cup skirt (mm)	head tube I.D. (mm)	base plate I.D. (mm)	fork crown I.D. (mm)
1"	94	37.4	12.9	30.2	30.1	26.4	26.5
1" BMX	110	39.1	13.7	32.8	32.8	26.4	26.5
1-1/8"	110	38.5	13.7	34.0	33.9	30.0	30.1
1-1/4"	129	40.0	14.2	37.0	36.9	33.0	33.1



Devolution™ NoThreadSet™

Stuck at an evolutionary dead end with an 1-1/4" frame and the realization that most fork manufacturers now only offer 1-1/8" forks? The Chris King Devolution headset allows for the use of an 1-1/8" fork with an 1-1/4" frame without requiring any adaptors or shims. It is also available as a conversion kit for existing 1-1/4" headsets. (For NoThreadSet™ specifications, see page 7.)

Titanium NoThreadSet™ Titanium GripNut™

The ultimate temptation, the Chris King titanium headset is hard to pass up. So, satisfy your need for reasoned analysis while still allowing yourself to succumb to the lure of inspired impulse and ask yourself: What could be better than the world's finest headset made from the universe's sexiest metal?

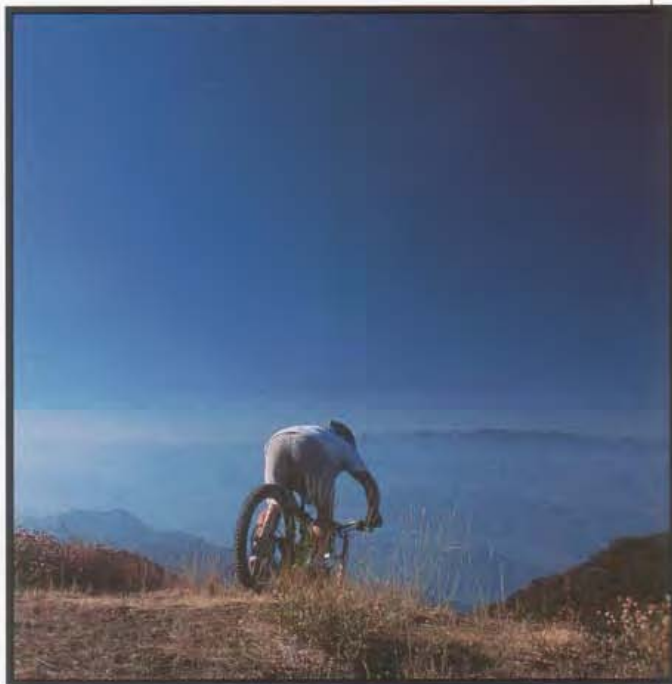
Produced only once or twice a year and offered only in the 1" and 1-1/8" NoThreadSet™ and 1" GripNut™ models, the Chris King titanium headsets are often a little hard to come by but always worth the wait. (For NoThreadSet™ specifications see page 7. For GripNut™ specifications see page 8.)





Headset colors

Chris King headsets are available in an array of standard colors (shown to the left) and often several unique, special edition hues. And, because all of the manufacturing and assembly is done in house, we can easily accommodate special builds using any combination of available colors (as in our popular DreadSet™ shown here) to help you make your own personal statement.



David (assembly) begins the long descent into paradise canyon from the mountains behind Santa Barbara.

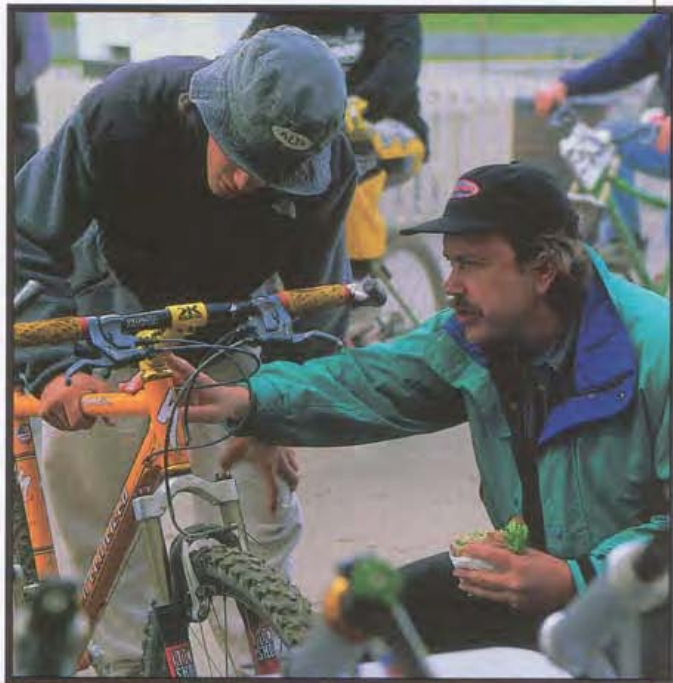
Headset tools

Chris King headset cup press tools and baseplate (a.k.a., crown race) setting tool adaptors protect your headset's bearings and baseplate during installation and help ensure that all press fits are even and straight. Each set includes both press adaptors and baseplate setting tool adaptors for 1", 1-1/8", and 1-1/4" sizes. Press adaptors are available for use with Bicycle Research, Campagnolo, Hozan, Park, or Var headset cup presses.

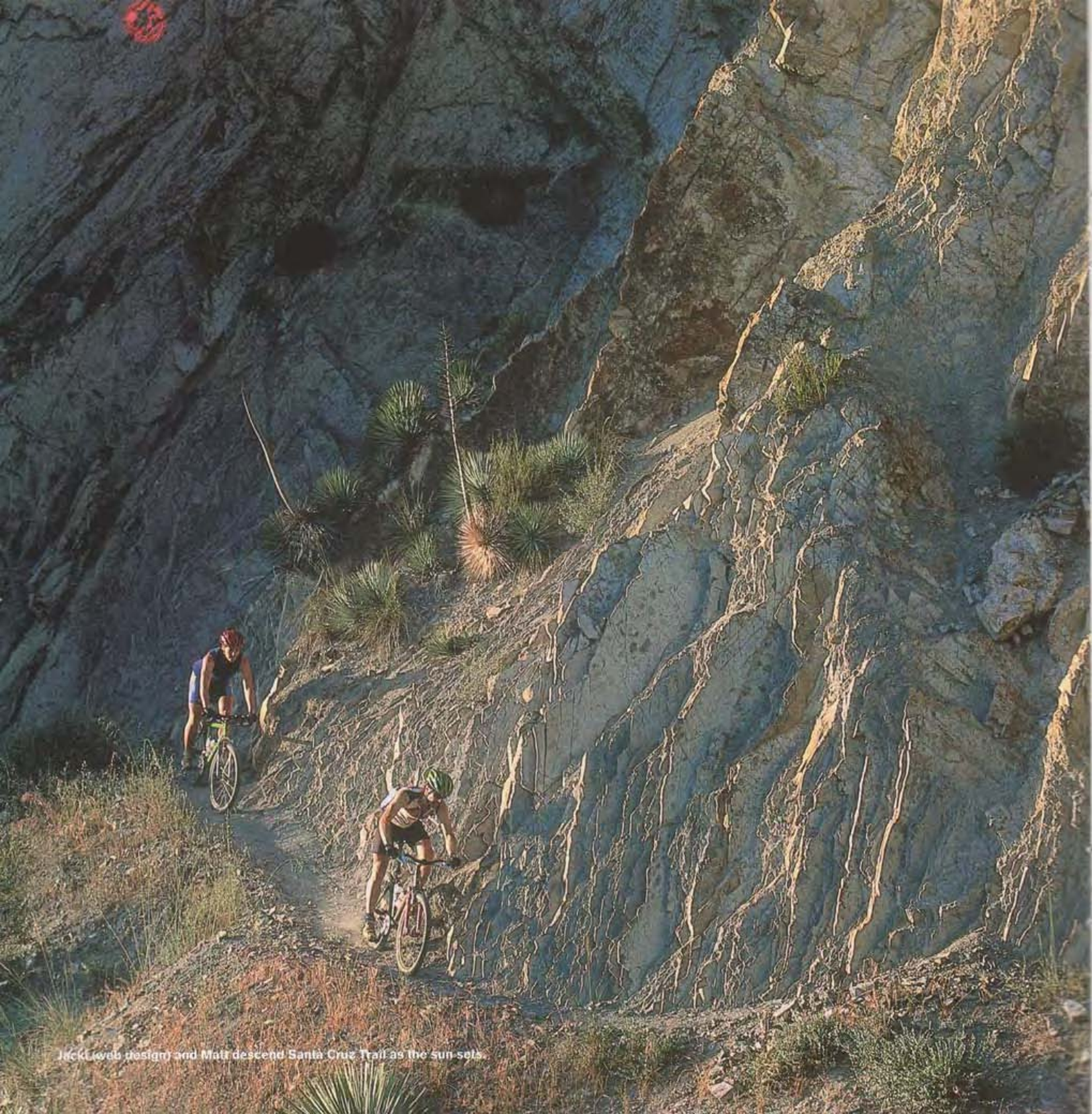


Precision headset spacers

It would be a shame to compromise the precision and beauty of a Chris King headset with a common, run-of-the-mill spacer. Our precision headset spacers come in 1", 1-1/8", and 1-1/4" diameters, and 3mm, 6mm, 12mm, and 25mm heights, in all of our standard colors.



Chris (Queso Grande) explains the finer points of headset maintenance to a headset owner at our technical service tent.



Jack Webb (design) and Matt descend Santa Cruz Trail as the sun sets.

Hubsets

The Chris King hubs, some of the most highly sought after components in the bicycle industry, are both engineering masterpieces and examples of meticulous craftsmanship. Those who have taken them apart and seen how they work often compare the precision and detail to that of the inner workings of a watch. Yet they're light, strong and easy to service. It's been over 5 years since the first production run and still the demand continues to increase.

All of our rear hubs utilize our patented RingDrive™ engagement mechanism. This unique design offers instant and positive engagement that's capable of handling a torque load of over 800ft/lbs, or over three times more than most other high end hubs we've tested. Other unique features include our ultra stiff 19.5mm constant diameter axle (through the bearings to the dropouts), our time tested and proven bearings, and a 5 year warranty. All of our hubs are easily adjustable and simple to work on, requiring only two hex wrenches and a pen knife for regular maintenance.



Classic hubset

The Chris King Classic hubs are the ultimate light weight, high performance hubs. And, at only 268g for the rear and 112g for the front, it's hard to believe that they are also the toughest hubs out there.



Chris King Classic hubs are available for all types of road and off-road riding. The front hubs are offered with two different hub shells and a choice of bolt on or quick release axles. The rear hubs are available in road, mountain, and 140mm spacing with either an aluminum or a stainless steel driveshell. Standard drillings are 16°, 18°, 24°, 28°, 32°, and 36°. Drillings of 24° or less are slotted unless otherwise requested. Nonstandard or custom drillings may be available by special request.



Even with an ultralight Chris King front hub, Trevor (a regular Trail Daze volunteer) finds cruiser-cross at the Coaster Brake Classic grueling.

model	weight (g)	flange diameter (d/nd) (mm)	center to flange (d/nd) (mm)	axle width (mm)	axle diameter (mm)
front wide	112	40.0	37.5	100	19.5
front narrow	113	40.0	34.0	100	19.5
rear road/cross	266	53.0/44.0	18.5/38.5	130	19.5
rear mountain	268	53.0/44.0	21.0/36.0	135	19.5
rear 140mm	270	53.0/44.0	23.5/33.5	140	19.5

* All rear hubs come standard with an aluminum drive shell (see page 22). For stainless steel drive shells, add 48g. Front and rear hubs are also available with a bolt on axle. Rear hubs are also available with a heavy duty axle for tandems, trials, etc.



Wide and narrow front Classic hubs

The standard wide front hub (75mm flange spacing) moves the flanges out as wide as possible, maximizing lateral rigidity. For thicker forks (where flange clearance is an issue) or in applications requiring maximum aerodynamic efficiency, we offer the narrow front hub (68mm flange spacing).

130mm, 135mm, and 140mm spaced rear Classic hubs

The Chris King Classic rear hubs are available in road (130mm), mountain (135mm), and 140mm spacing. All rear Classic hubs are 7/8/9 speed compatible (for 7 speed cassettes use a 4.5mm spacer).





Disc hubset

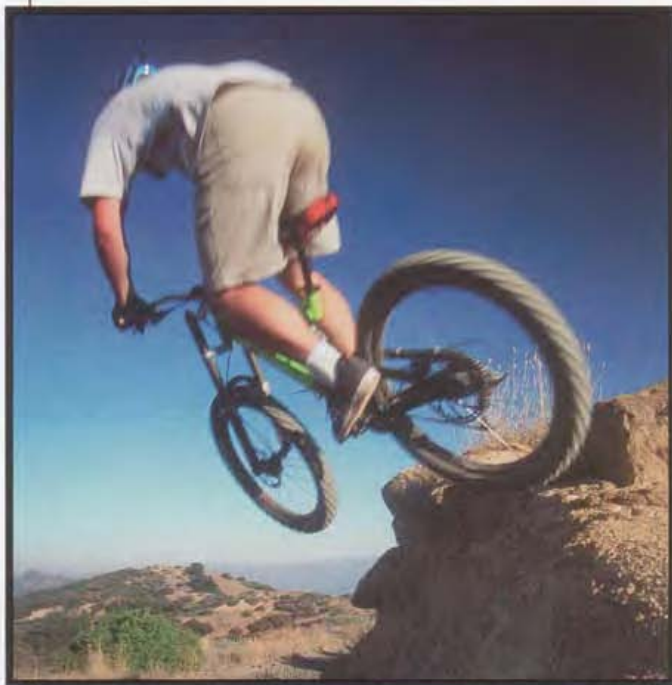
Weighing in at only 282g for the rear and 150g for the front, the Chris King Disc hubs are not your standard issue, boat anchor, down hill gear.

With our standard 19.5mm axle, our proven bearings, and the patented RingDrive™ engagement mechanism, these hubs provide the performance demanded of cross country racing yet are fully capable of handling hard downhill abuse.



Disc rotor adaptors

By using adaptors designed to work with most current disc brake systems, the Chris King Disc hubs are the most versatile you can buy.



David. 9 inches of travel. 10 feet of air. High above Santa Barbara along East Camino Cielo Road.

model	weight (g)	flange diameter (d/nd) (mm)	center to flange (d/nd) (mm)	axle width (mm)	axle diameter (mm)
front	150	53.0	31.5/23.0	100	19.5
rear mountain	282	53.0/53.0	21.0/34.0	135	19.5
rear 140mm	284	53.0/53.0	23.5/31.5	140	19.5
rear 145mm	366 w/bolts	53.0/53.0	26.0/29.0	145	19.5

* All rear hubs come standard with an aluminum drive shell (see page 22). For stainless steel drive shells, add 48g. Front and rear hubs are also available with a bolt on axle. Rear hubs are also available with a heavy duty axle for tandems, trials, etc.

Single Speed hubset

The long awaited Chris King Single Speed hubset is finally here. Designed especially for dedicated single speed bikes, it is the first truly high performance single speed hub.

The rear hub features a cassette mechanism built on our patented RingDrive™ engagement system. A fully adjustable chain line is then accomplished using our KingKogs™ and several spacers (provided). Both hubs were specifically designed to build identical, dishless wheels. The same size spokes can be used for both sides of the front and rear wheels.

New axle bolts

Dubbed 'fun bolts' by engineering, these hollow stainless steel axle bolts are standard on the rear single speed hubs. Inserts for converting to a quick release axle are also provided. The front hub comes standard with a quick release axle.



adjustable chain line is then accomplished (provided). Both hubs were specifically



Matt O'Rourke tests the new single speed hub on one of the best trails in Santa Barbara: The Little Pine Mountain single track.

model	weight (g)	flange diameter (d/nd) (mm)	center to flange (d/nd) (mm)	axle width (mm)	axle diameter (mm)
front	118	53	33.7	100	19.5
rear	335 w/bolts	53	33.7/33.7	135	19.5

* Rear single speed hubs are only available with an aluminum drive shell. Front hubs are also available with a bolt on axle.



Tandem hubset

Over the years we've had many requests for wide spaced hubs by tandem cyclists who want both light weight and performance in a hub that can stand up to the abuse of 2 riders. Featuring our high torque bearing RingDrive™ engagement mechanism, both hubs use a new heavy duty axle to support heavier loads and increased leverage. To further increase wheel strength, both hubs were designed to build wide spaced, dishless wheels. Hollow stainless steel axle bolts are standard on the rear hubs, but inserts allowing for the conversion to a quick release axle are included. Front hubs come standard with a quick release axle.



Don (customer/technical service) and his wife Shari on the coastal route south of Santa Barbara.



model	weight (g)	flange diameter (d/nd) (mm)	center to flange (d/nd) (mm)	axle width (mm)	axle diameter (mm)
front	118	53	33.7	100	19.5
rear 145mm	366 w/bolts	53/53	26.0/29.0	145	19.5
rear 180mm	374 w/ bolts	53/53	33.7/33.7	180	19.5

* All rear tandem hubs come standard with an aluminum drive shell (see page 22). For stainless steel drive shells, add 48g. Front hubs are also available with a bolt on axle.

BMX hubset



pedal positions per rotation

you'll always have a choice of the perfect start. The positive, rapid engagement then transfers your power instantly to the rear wheel, giving you the confidence you need to win. Now all you have to do is choose which color it is you want to be seen with on the podium.

The Chris King BMX hubs use our exclusive KingKogs™. Stainless steel cogs are available from 12t-18t. Aluminum cogs are available from 16t-18t.

model	weight (g)	flange diameter (d/nd) (mm)	center to flange (d/nd) (mm)	axle width (mm)	axle diameter (mm)
front	125	40.0	34.0	100	19.5
rear	292	53.0/44.0	27.0/30.0	110	19.5

* Rear BMX hubs are only available with an aluminum drive shell.

You spend every other day at the track practicing. You travel every weekend to all the races. You owe it to yourself to ride the best equipment and give yourself the best possible advantage right from the starting gate. The patented RingDrive™ engagement mechanism has made the Chris King BMX hub the hub to beat at tracks all over the world. With 72



Damon (machinist) warming up during practice at Santa Barbara's BMX track at Las Positas Park.

Hub service tools

The hub service tool is designed as a high quality shop tool that enables you to completely disassemble and reassemble all Chris King hubs. Though not required for adjustment or regular maintenance, it makes a beautiful, functional addition to the full service shop. And, made with the same attention to detail as all of our products, is even hard for the serious home mechanic to pass up. The hub cone adjusting tools are also available separately.



Technical service events at selected bike races and festivals (such as The Sea Otter Classic in Monterey) give our employees the opportunity to meet our customers and ride and race in new places.

KingKogs™

For use with both the Single Speed and BMX rear hubs, the KingKogs™ are available in aluminum from 16t-18t and steel from 12t-18t.



Titanium cog lock rings

Designed with longer threads for today's taller cog stacks. Available in 11t and 12t compatibility.

Drive shell options

The Chris King Classic, Disc, and Tandem hubs are all available with optional aluminum or stainless steel drive shells. The stainless steel drive shells are recommended for high load applications such as trials, tandems, and loaded touring or for use with cassettes using separate individual cogs.



black

pewter

purple

blue

turquoise

green

sour apple

gold

red

silver





Brian (purchasing) and Rich drop the Khapp's Castle Trail.
(photo: Grady Sharp)

The bottom bracket

Often, when we leave late and look back over our shoulders, we see the light on up in the engineering loft. Every now and then we see a mysterious 'materials samples' box pass quietly through receiving. And when they occasionally slip and let those of us outside the top secret product development circle actually see some of the prototypes, we see that they are indeed still tinkering away and, yes, even making some significant headway.

The mechanism is patented and a working prototype has been in Chris' bike since '93. But the thing is, those guys upstairs are perfectionists. Nothing will be released before its time and until all of the issues are worked out. We don't know when they'll finally sign off on the final version. We just know it will be worth the wait.





Chris, sporting the classic green shop jacket, talks trail repair to over 125 volunteers at a recent Chris King Trail Daze event.
(photo: Larry Mills)

Life style stuff

At King Cycle Group, our jobs are about more than just working – they're about cycling. And while one's back ground might be as a greasy apron-clad shop mechanic, another's as a brief case toting promoter of commuting, and another's as one who's just plain addicted to riding and racing as much as physically possible, cycling is the common theme with which we can all identify. Because of this, we at King Cycle Group try to do more for the cycling community than just make great components. For starters, we work under a company wide policy of recycling, energy efficiency, and near fanatical environmental consciousness. Our facilities are specifically designed to accommodate and encourage the bicycle commuter and community service programs such as our Trail Daze trail maintenance events are official elements of many of our job descriptions.

What's all this got to do with t-shirts and hats? Mostly it's an excuse for us to climb atop the soap box for a minute or so, but there is a tie in: Even simple symbols of our passion such as these might just open up a conversation on cycling, excite others to the possibilities, and help spread the good word.



CNC & SNP HubShakers™

Every now and then we find a hub shell that doesn't quite meet our standards.

We've taken these pieces of would be scrap metal and given them new life

as precision seasoning tools. The rear shells become CNC HubShakers™ (for Italian chile and

Parmesan cheese) while the fronts become SNP

HubShakers™ (for salt and pepper).



Roasting exceptional coffee is an art often equated to winemaking. Sam, the roaster, personally monitors and hand checks each 50lb batch.



Coffee beans and mugs

Folks can get pretty particular – even down right obsessive – about their coffee. That's why, after much deliberation and copious, careful tasting, we finally settled on a small, but internationally acclaimed, coffee roasting company on the central coast of California to help us find just the right blend to put our name on. This family owned and operated roaster is as fastidious about their coffee beans and roasting as we are about our bicycle components.

Chris King's Precision Blend Coffee starts off using only the finest, freshest Arabica beans available. They are then roasted in small batches using a special process and diligent quality control to gently sear the outside of each bean, sealing in its flavor. After roasting, the beans are aged or 'seasoned' for several days and are just reaching their peak flavor as they are shipped to us. To assure that we pass this freshness on to you, we only take delivery of the smallest possible quantities and ship them right back out in less than a week.

All coffee kits include our 9 page brewing manual.



T-shirts and other stuff



'Racing stripe'



'Harry the headtube'

We're not in the habit of just putting our name on something in order to sell it, but we do like to offer quality goods when we find them. The shop jacket, for example, started as a personalized perk for the night crew working in the winter, but was so popular among friends, we had to make it available.

T-shirts are an essential part of the active life style and a perfect way to let the world know that you are passionate about cycling. Backs are shown on top and fronts are shown underneath. We also offer a

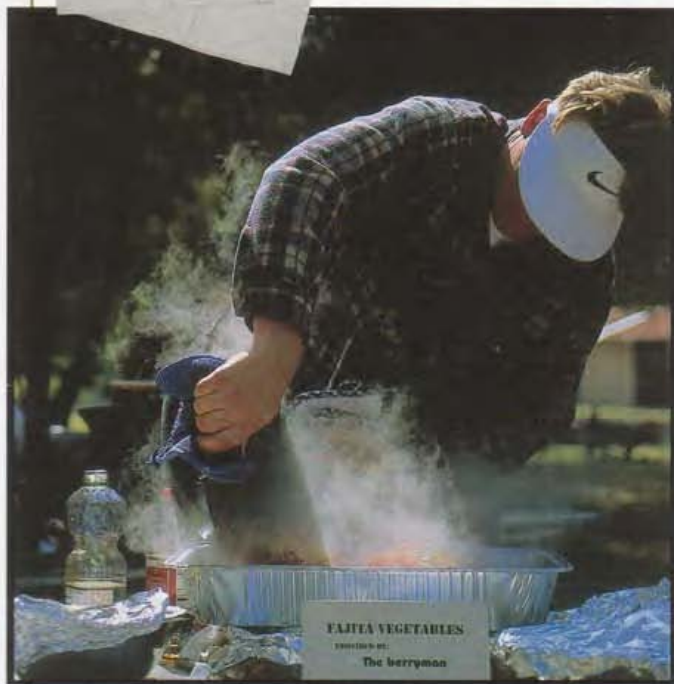
variety of different hats - all of which offer the perfect solution to the dreaded, after the ride 'helmet hair'.



'Missing'



'Parts'



Erik (customer service/distributor sales) prepares fajita vegetables for Trail Daze volunteers after a day of work on Camuesa Connector trail.



Want more?

We add to this line up as the ideas come, so if you don't see something that's perfect, give us a call or check on our website, www.chrisking.com.

We might have a new item that's just your style.



'UFO'



Chris checks supplies before leaving for the annual weekend of riding and fine food with friends in Big Sur.

KING CYCLE GROUP

(new address!)

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Chris King Precision Components are available exclusively through authorized retail outlets. For information on becoming an authorized dealer or for assistance in finding a dealer in your area, please contact our sales department by phone at 800.523.6008 or by email at sales@chrisking.com.

Chris King Precision Components are distributed dealer direct and through the following distributors in the following countries:

USA:	King Cycle Group Quality Bicycle Products
Canada:	Big Country Equipment
Germany:	Bike Crew Landsberg
United Kingdom:	Evolution Imports
France:	Riteway France
Italy:	DSB S.R.L. Pavarotti Bike S.R.L.
Spain:	Bike Comp S.L.
Switzerland:	Frame of Mind
The Netherlands:	Peza Trading
Scandinavia:	Principia
Japan:	Hontani/Mizutani P.R.E.S.S. A&F Corporation
Hong Kong:	Chung Yung Cycle Company
Korea:	Samchuly Bicycle Company
Singapore:	Boon Bike Supply
Australia:	Trickbits Pty. Limited

For information on becoming a distributor or for assistance in finding a distributor for your country, please contact our sales department by phone at 800.523.6008 or by email at sales@chrisking.com.

All product photography was produced digitally by Greg Voight. Digital photography helps to preserve the environment by eliminating the need for photographic chemicals and film.

Location photography was created by Jason Houston (unless otherwise noted) and features King Cycle Group employees.

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Jason's bike (marketing) laments his long hours at the office working on this catalog...