



**QUICK RELEASE SEAT CLAMP, REAR FRAME CLIP & SUSPENSION BLOCK.**

This data-sheet is a guide for fitting all the above parts, and for the particular spare you have there may be some redundant information.

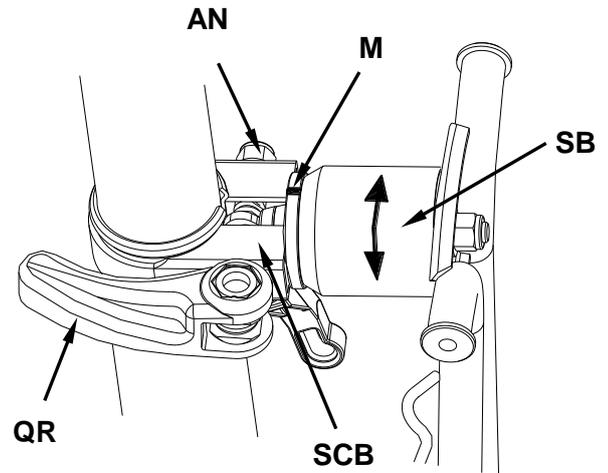
**Rear frame clip introduction**

The rear frame clip assembly can be set in “latch mode” or “non-latch mode”.

In “latch mode” the clip automatically engages with the rear frame when it’s unfolded, so that the rear frame/wheel doesn’t fold when the bike is lifted.

In “non-latch mode” the clip can’t engage leaving the rear frame free to fold, and allowing easier parking.

To switch between the two modes you simply rotate the suspension block SB (with the clip disengaged). If the clip doesn’t work properly, possible remedies are offered at the end of this sheet.

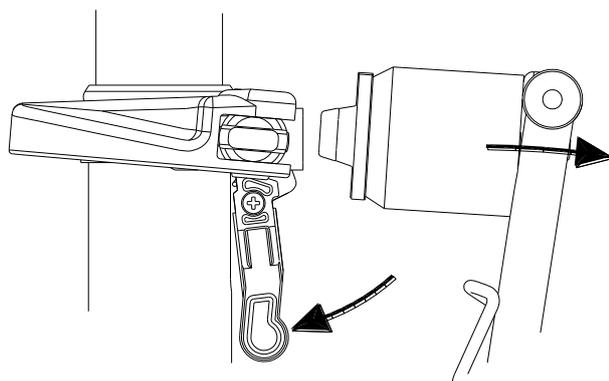


**Fig QR01**

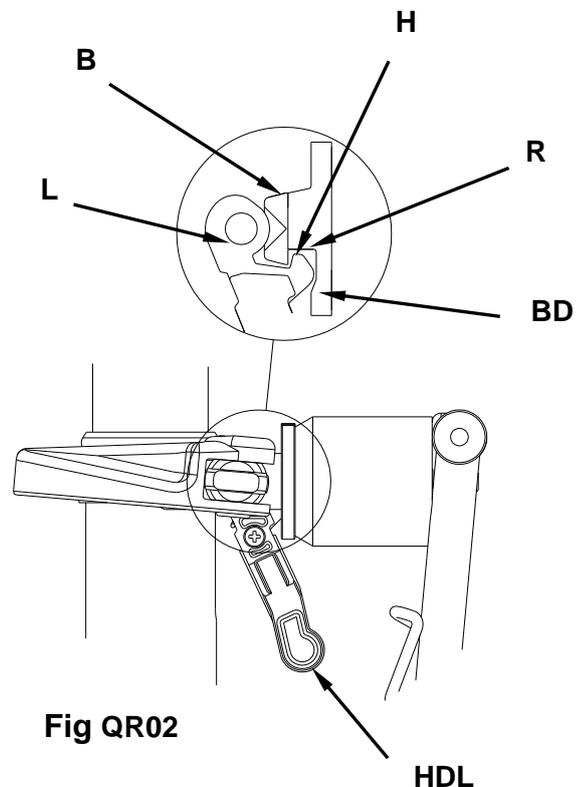
**Rear frame clip details**

The clip has a spring loaded lever L with integral hook H, which engages under the head of a bolt B in a recess R in the special buffer disc BD (fig. QR02). In “latch mode”, this hook holds the unfolded rear frame in place, and is released by pushing the handle HDL towards the seat tube (fig. QR03). The recess R is not visible from above when the bicycle is unfolded so the buffer disc BD has an indicator M diametrically opposite to the recess to show where it is.

To switch between modes, the hook must be disengaged, and you turn the block SB: when the mark M is on top and central (fig. QR01) the clip is set in “latch mode” (the latch will still engage if N is not exactly central). If for any reason the clip doesn’t engage with the rear frame or is stiff to release, try rotating the suspension block a little. Turning the suspension block a quarter of a turn or more (with the hook not engaged) moves the recess well away from the hook so that it cannot engage which sets the rear frame clip in “non-latch mode”.



**Fig QR03**



**Fig QR02**

**Seat clamp quick release details**

The quick release clamp (fig. QR01) should be adjusted so that the lever closes firmly when doing the clamp up: if the movement is slack and easy, with little resistance, the seat pillar will not be properly secured. As a guide, with the seat clamp lever forward (i.e. done up), the adjustor nut AN should be tightened with a torque in the

range 4-7NM and the maximum closing force needed at the end of the lever while securing the clamp should lie in the range 80-120N. The correct setting will depend on the weight and strength of the user.

Do not over-tighten, as this can cause damage. For minor adjustments during the life of the machine, a sixth of a turn or less of the adjustor nut will normally be quite sufficient (and it's best to make the change with the clamp released).

If, after adjusting the clamp, the seat pillar slips in use, then the cause is almost certainly oil or grease on the pillar. Remove the seat pillar from the bike, and using soapy water, thoroughly clean, rinse & dry both the seat pillar and the sleeve in the main frame.

### Assembly of Quick Release & Frame Clip to the seat clamp band SCB

If the bicycle is fitted with an 8mm quick release clamp this will need to be discarded if a frame clip is to be fitted: and on any bike with an 8mm hole on the RH side, you must use the stepped washer SCW instead of the plain M6 washer M6W. If the frame-clip (parts S L & T) is not being used, simply ignore the references to it below.

Feed the 6mm quick release bolt QRB through the slotted hole in the SCB as shown in fig. QR04

Load the frame clip components: spacer S, lever L and torsion spring T onto the quick release bolt QRB in the orientation shown in fig. QR05.

When the parts are loaded onto the bolt, feed the end of the bolt through the round hole in the other side of the seat clamp band SCB.

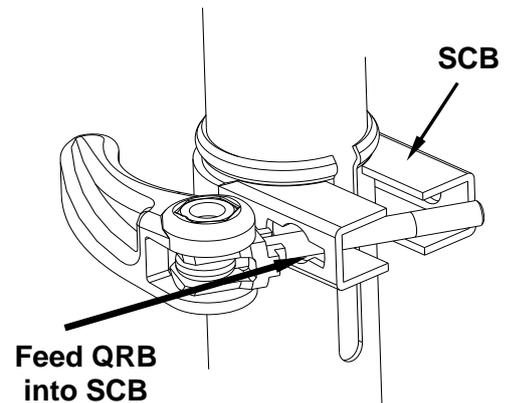
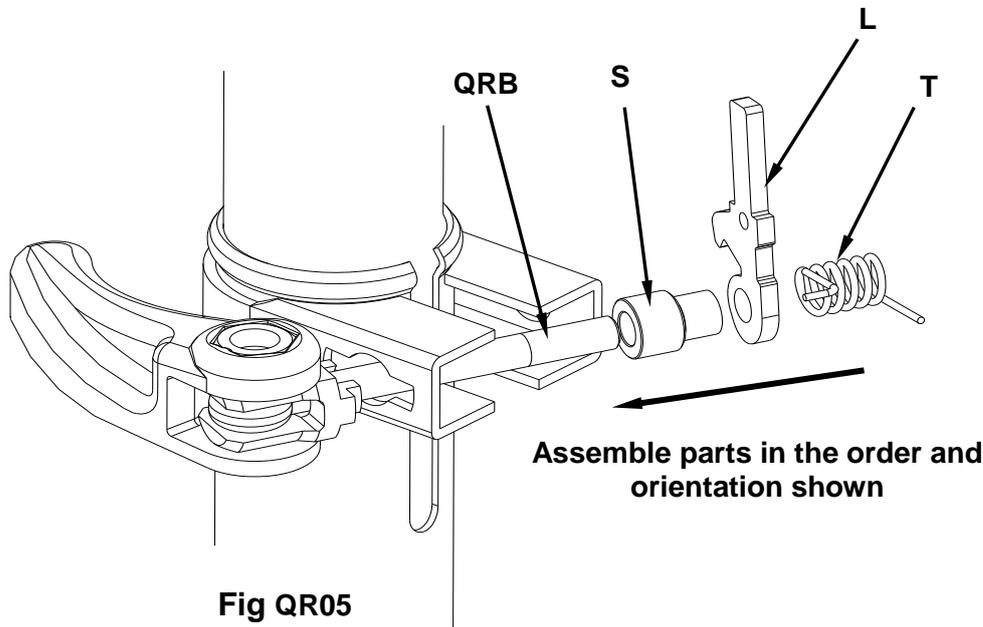
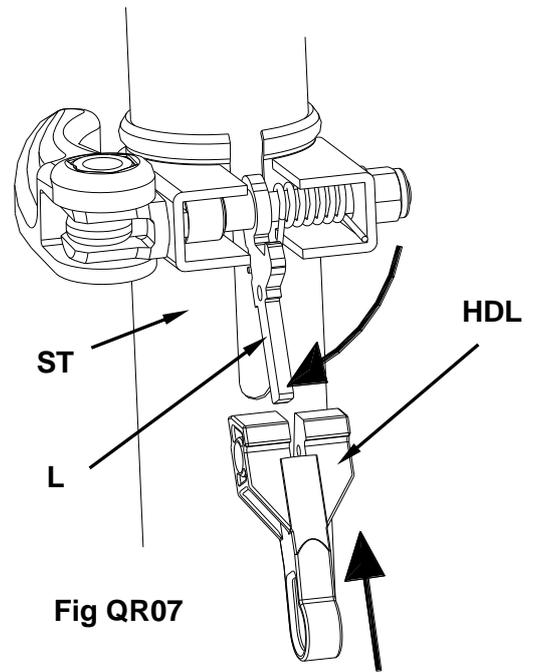
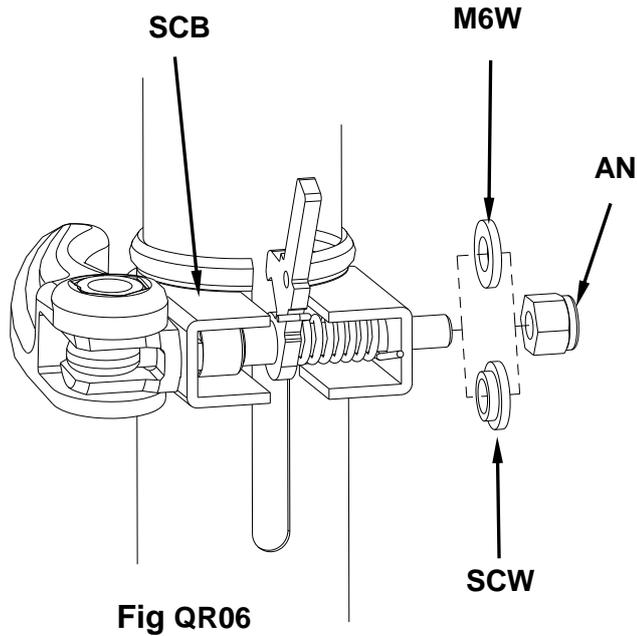


Fig QR04

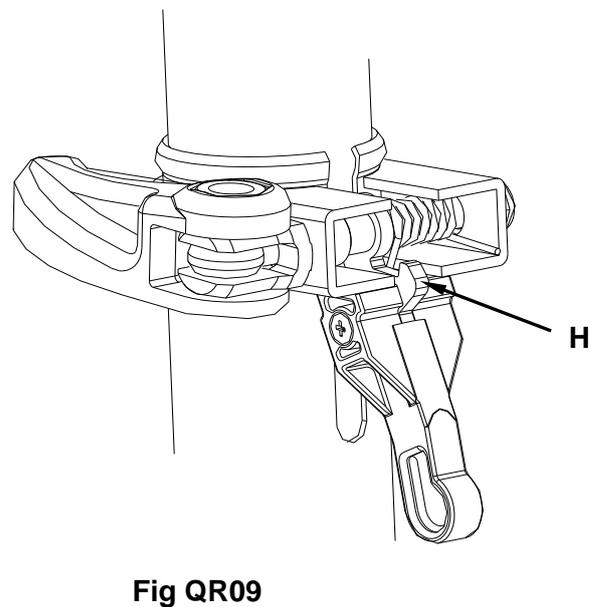
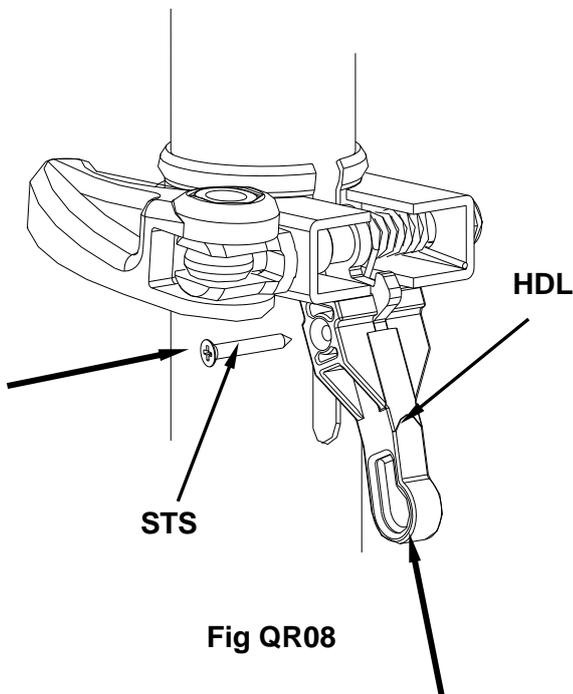


Fit the metal stepped washer SCW if the hole in the SCB is 8mm or the metal M6 washer M6W if the hole is 6mm. Fit the M6 nyloc nut AN and tighten as described above.

Push the lever L down towards the Seat Tube ST and slide the handle HDL onto lever L until it comes to a stop (fig. QR07). Don't let go, as the handle can be flicked off forcefully.



Still holding the handle in place, (fig. QR08), fit the self tapping screw STS into the countersunk hole on the handle and push this in as far as it will go. This screw should now hold the assembly together. Tighten the screw with a Pozidrive screwdriver until the head of the screw is flush. The assembly should now be as shown in Fig. QR09, a) with the hook H roughly in the middle of the slot in the SCB when the quick release is closed and b) with the flats on the handle resting on the underside of the SCB under the action of the spring. The hook H will now protrude into the SCB ready to engage with the rear frame bolt B. Check that the lever moves and returns freely on the quick release bolt by operating the lever a few times.



## Suspension block

For a bike with a rear-frame-clip, the suspension block is retained using the parts shown in Fig QR10. To remove an old-type suspension block, unscrew the bolt A from the buffer disc, BD (fig. SB02).

Fig QR10 shows the new assembly and orientation of the component parts for the suspension block unit. The buffer disc BD and the clip bolt B are already assembled as these parts are pressed together. It's essential before assembly to smear a little grease round the plain shank of the bolt next to the thread: next push the bolt into the tapered hole in the suspension block SB and assemble the remaining parts as shown.

Make sure that the headed bush C is on the **forward** side of the plate USPL and projects through both the shim washer SW and the plate USPL, on the rear frame, with the head of this bush lying in the counterbore in the suspension block. This bush C is a wearing part, and you should use the new one supplied with the kit.

Hold this loose assembly against the USPL, and feed the black plastic washer BW and the M6 nyloc nut N onto the bolt B. Hold the buffer disc and tighten the M6 nut, far enough to compress the suspension block slightly (for a new suspension block to about 40mm (Fig QR11), but maybe less than 40mm if the suspension block has been used before).

The shim washer SW is needed to make the compressed suspension block easier to turn.

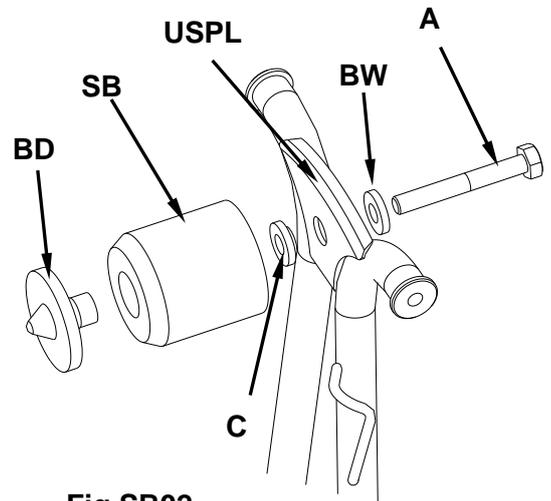


Fig SB02

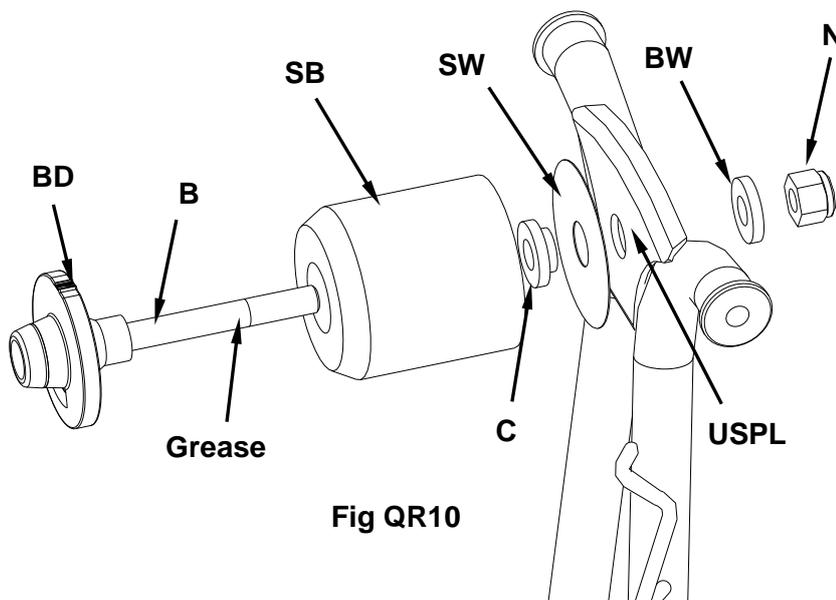


Fig QR10

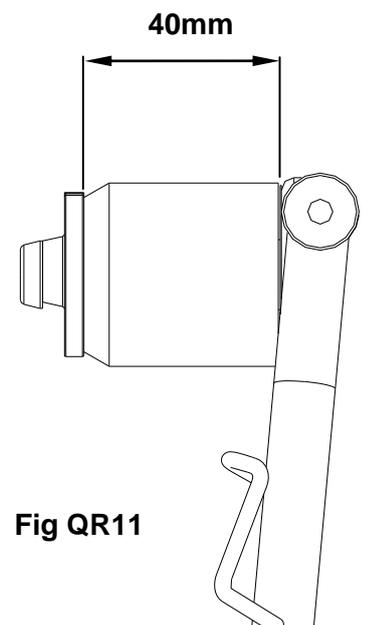


Fig QR11

### Clip malfunction - possible causes & solutions.

- Distortion of the rubber block can cause the clip to malfunction: try turning the buffer-disc BD *relative to the rubber block* - there should be a position where the clip functions OK.
- If the conical end of the bolt B fails to enter into the back of the seat-clamp-band (SCB), it may be that there is too little lead/chamfer on this bolt (try swapping (or modifying) the bolt), or else that the clamp-band is distorted inwards (in which case a frame repair would be needed).
- If the lower side of the seat-clamp-band (SCB) is distorted downwards, this may prevent the lever L from swinging up high enough to latch. Bending the sheet metal back to parallel should cure the problem.