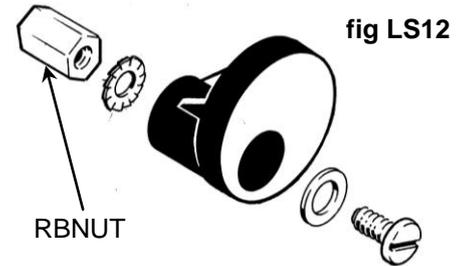


**LOWER STOP DISC.**

The LSD assembly supplied here is a Mk 3 type: it can be used equally well as a replacement on a bike already with a Mk 3 LSD (fig LS2) as on a bike with a Mk 2 LSD (fig LS12). Ensure that you retain a spring washer, a plain washer and a concave washer in the stack under the "RBNUT". With the assembly secured in place, you will always need to set the correct gap.



**Replacing a Mk 2 lower stop.**

The original rear brake nut, RBNUT, must be removed and replaced with the new style RBNUT of the Mk 3 version: secure firmly, torque 10NM. The brake caliper will almost certainly need re-centering.

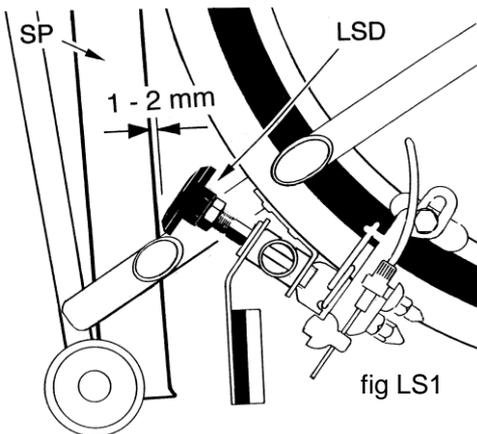
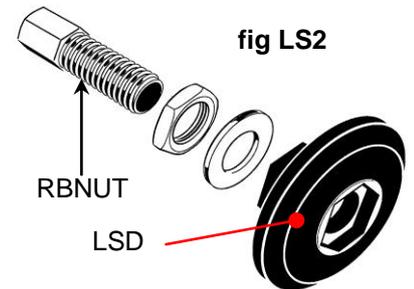
**Replacing a Mk 3 lower stop.**

The rear brake nut, RBNUT, should be secured firmly, 10NM. If the LSD is detached, screw the M10 lock-nut onto the back of the RBNUT, followed by the special washer and the LSD itself (in which there is a captive locknut). If you need only to replace the nylon disc, you can usually leave the original RBNUT in place.

subtext lsdadj

**The Lower Stop Disc, its role in the folding process:**

when you pick up the folded bike, the rear wheel cannot unfold because the lower stop disc, LSD, butts against the "folded" seat pillar, SP. The LSD can be adjusted to obtain the correct gap between itself and the SP: if the gap is too small, then the SP may foul, irritatingly, against the LSD during folding: if the gap is too large, then the rear wheel will drop away too far when the bike is picked up, so that the hook retaining the front wheel slips off the chainstay tube (CHS) on the rear frame.



**Setting the Mk3 Lower Stop (fig LS1)**

The lock-nut should be slacked off. Fold the bike completely, and spin the LSD along the thread to give the correct gap of 1-2mm. Finally, using 2

spanners, 19 AF and 15 AF, tighten the lock-nut: do not overtighten, correct torque 8NM.