



spta ds
Jan-10

SEAT PILLAR TELESCOPIC, and PARTS.

These notes relate mainly to fitting a new pillar, but they may also be helpful when exchanging certain parts.

Don't allow any oil or grease onto either the old pillar or the new. Clean hands needed for this job.

Preparing a new seat pillar:

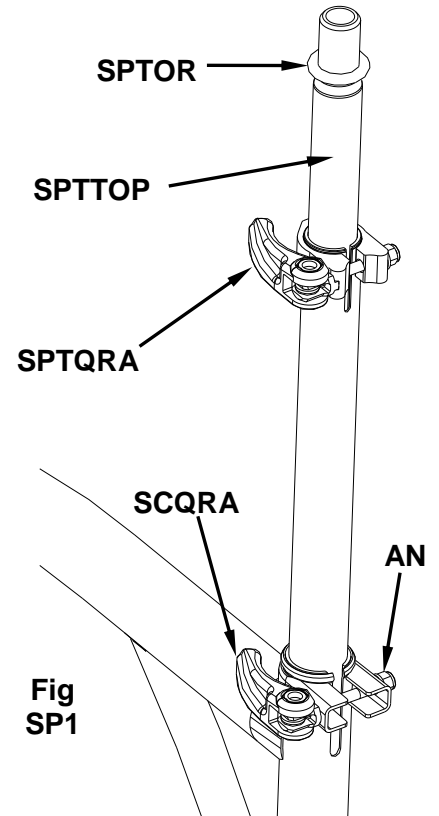
A complete telescopic seat pillar is supplied assembled with its clamp band, SPTCB, in place. This has to be removed for fitting.

NOTE: it is easy to drop the small key and/or its screw and washer: these items are needed for correct function, so take care not to lose these.

Undo the clamp lever, SPTQRA, and withdraw the upper tube, SPTTOP.

Using the hexagon key provided, remove the screw M4S and washer, and push the key, SPTK, inwards and withdraw it from inside the top of the main tube (a good idea to save dropping the SPTK is to poke the allen key through its threaded hole so that the SPTK is caught on the allen key).

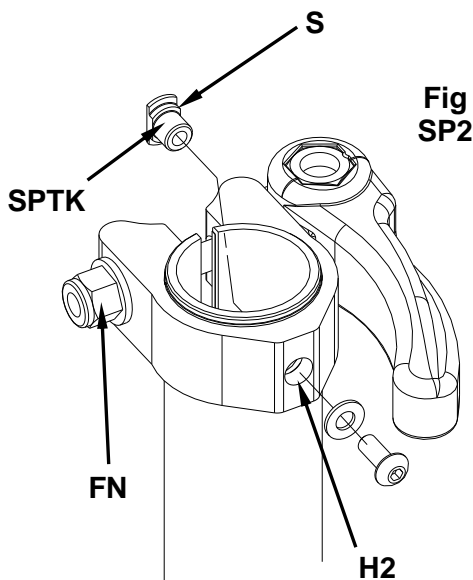
The clamp band, together with its clamp lever (undone), may now be removed from the top of the main tube, but before doing so, note how far from the top it is located, and how the hole H2 is aligned with the shaped hole H1:



Exchanging the seat pillars on the bike:

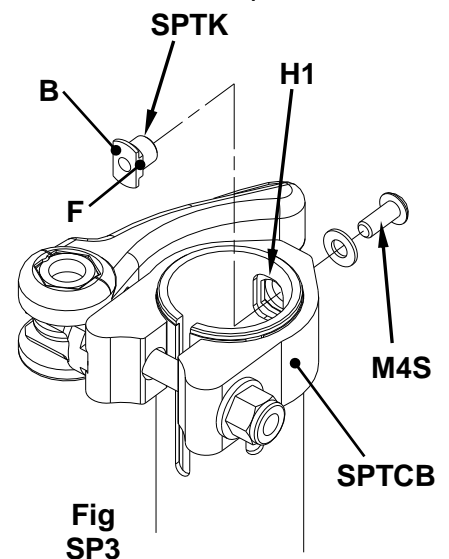
Removing the existing seat pillar: with the bike unfolded, remove the saddle (with, if fitted, the saddle adaptor pin). Undo the clamp SCQRA on the main frame and allow the seat pillar to drop down through the main frame.

To fit the new pillar, feed the main tube through the main frame from below. Take care as it passes through the plastic sleeve in the main frame: the slotted top end of the tube may be slightly "flared", and some gentle turning of the tube to ensure that it feeds through without catching may be needed. Pull the tube up, and then do up the clamp SCQRA. Note: there may be a slight difference between the diameter of the old seat pillar and that of the new: if this is the case, the force needed to do up the clamp SCQRA will be different, and you should adjust the Nylok nut, AN, to get the correct action. As a guide, the closing force (when pushing on the end of the black nylon lever SCQRA) should be in the range 80-120N.



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A very small adjustment of the nut AN makes a big difference to the closing force. It's dangerous to use the bike if this clamp is too loose: and, if it is too tight, the frame can become permanently damaged.



Reassembly of the telescopic pillar:

The clamp band SPTCB is best fitted with the lever oriented as shown, fig SP1 (but if you prefer operation of the lever on the other side, then it's OK to invert it).

With the lever undone, slide the SPTCB over the top of the main tube and move the SPTCB about until the hole H1 is aligned with the hole H2, fig SP4 (if these holes are not correctly aligned, then the threaded key SPTK cannot seat correctly).

Insert the SPTK through hole H1 and into the hole H2 in the SPTCB: the flats F on SPTK must align with the straight sides of hole H1, and the shoulder S on SPTK must project right through hole H1 and into hole H2, so that the back B of the key does not lie proud of the plastic sleeve. If the key is not seating properly, move the SPTCB around a little whilst pressing on the back of the key until it drops into place. Finally, secure, using the screw M4S and the washer provided.

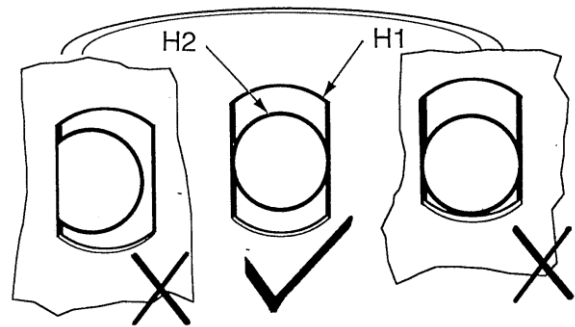


fig SP4: clamp band alignment

Fit the top tube and the O-ring SPTOR over the smaller diameter end. Before fitting the saddle, push the O-ring down, so as to leave enough space for the saddle clip (which must not overhang the top end). Adjust the round friction nut, FN, on the clamp until the clamp lever closes firmly and the top tube is properly gripped. NOTE: The O-ring is needed to protect the seat pillar sleeve.

Using the telescopic seat pillar:

Probably you will find that for normal daily folding it is easiest to lower only the main tube and to leave the upper tube SPTTOP clamped in its extended, riding position: the SPTTOP and saddle would only be lowered on occasions when maximum compactness is needed.

As a general rule, it is better to raise and lower the SPTTOP when the main pillar is **up** (if you try and move it with the main pillar down, you may also have to release the clamp SCQRA on the main frame to permit free movement).

Never ride the bicycle with the upper seat pillar SPTTOP extended so high that the minimum insertion mark on it is visible. Also, remember that, with your saddle higher, there is more overhung load at the base of the seat pillar and consequently more stress in the main frame than normal: you are advised to take some of your weight off the saddle on rough roads or when, for instance, riding off a curb.

Finally, if you remove the upper tube for any reason, on re-assembly, take care (as you insert it into the top of the main tube) not to damage the plastic sleeve in the main tube.