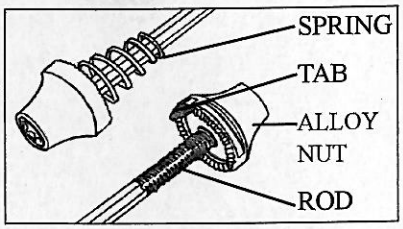
INSTRUCTIONS

Please read fully
before using this item.



PREPARATION;

Spring: The conical shaped spring should be fitted under the Hex Bolt alloy cover. The larger diameter end of the spring should face the frame or fork.

Rod: The Rod should have GREASE applied along it's entire length - especially the threaded section and under the hex head to reduce friction during tightening (to gain maximum power) and also avoid long term corrosion.

If you are in *ANY DOUBT*, consult your dealer before proceeding to use this product.

INSTALLATION;

1) FRONT WHEEL ;

IMPORTANT NOTICE – please pay particular attention to this item, as malfunction of the front Skewer is THE MOST DANGEROUS

a) Remove adjuster nut from the Front Skewer assembly.

b) Place the QR Rod into the wheel's hollow hub axle from the Right side of the bike. (This is to reduce the any risk of the operators hands connecting with any Disc brake Rotor that may be fitted).

c) Loosely attach (approximately 2-3 turns) the adjusting nut.

d) Fit the wheel into the Bicycle forks. Be certain that the wheel is fully inserted into the fork dropout slots and locate the steel tab (contained in the nut) into the dropout on the underside (openside) of the axle to prevent the nut from rotating. (The single spring will pull the nut and tab into the dropout)

e) Ensure that the secondary wheel retention device is functioning, even with the skewer loose.

f) Insert an Allen Key into the bolt end and gently screw the Rod into the nut (taking care to ensure the steel Tab remains located correctly).

g) Check that the wheel is correctly positioned, and fully tighten the rod into the nut at approx. 7ftlbs. Be sure not to overtighten the bolt as this could strip the threads in the alloy nut.

2) Rear Wheel;

a) Remove adjuster nut from the Rear Skewer assembly.

b) Place the Rod into the wheel's hollow hub axle from the left side of the bike, and Loosely attach (approximately 2-3 turns) the adjusting nut.

c) Fit the wheel into the Bicycle frame.

d) Be certain that the wheel is fully inserted into the dropout slots and locate the steel tab (contained in the nut) into the dropout on the underside (openside) of the axle to prevent the nut from rotating.

e) Insert an Allen Key into the bolt end and gently screw the Rod into the nut (taking care to ensure the steel Tab remains located correctly).

f) Check that the wheel is correctly positioned (i.e. that an even space is between rim and chainstays of the frame – i.e. centred correctly) and fully tighten the rod into the nut at approx. 7ftlbs.
Be sure not to overtighten the bolt as this could strip the threads in the alloy nut.

SAFETY NOTE:
After being fully tightened, the Rod end ideally should be level with the nut end.
(If the Rod end is more than 3mm recessed - a longer Rod should be used.)
It is advisable to have NO MORE than 2mm of Excess Rod sticking out past the adjuster nut.
(see image 1A)
CAUTION; Failure to remove any EXCESS rod may result in injury to yourself or other persons.

To trim excess rod;

a) Fit Skewer and Mark (or note carefully) the desired final length of rod.

b) Remove complete skewer from wheel.

c) Re-thread-on adjuster nut well past the desired point that you wish to trim the Rod length to.

d) Hold the rod carefully in a bench vice and Cut using a fine tooth hacksaw.

e) Carefully file the end of the rod to remove any sharp burs.

f) Note: carefully remove the Adjuster nut to 'clean' the rod thread adequately to ensure trouble free installation of the nut in future use.

g) After removing the nut, double check that no sharp burs have been produced.

Note; If you cut the Rod too short, the threaded Rod may not engage the Alloy nut adequately and thereby the Alloy nut may become stripped of it's threads. Ideally, the Rod should finish at the end of the Nut when fully tightened.

Note: Nut back-up,
The Alloy nut incorporates 15mm Cone spanner recesses to allow you to hold the Alloy nut whilst turning the Hex Bolt, in case the Steel tab becomes inoperative.

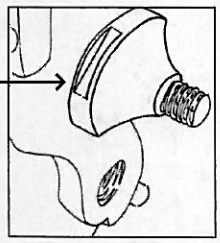


Image 1A.

Quick Safety Check;

BEFORE EVERY Ride... we strongly advise that you to lift up and lightly bounce your bicycle a few times to check for any obvious loose parts (as it is not uncommon for Skewers etc. to be tampered with by third parties when bicycles are parked). Also, apply front brake at full pressure and low speed before setting off at speed, to ensure that front wheel is secure and front brake is operating correctly.

Regular Function Safety Check;
Once a week, insert a hex key and check the Hex Bolts are still correctly tightened and to adjust any stretching of rods that may have occurred over time. (As stretching will reduce the friction force that the system will apply.. and hence can be dangerous if left unchecked.)

WHEEL REMOVAL

a) Insert Allen key and unwind bolt anti-clockwise for 5-6 full turns.

b) Check that brake system will allow wheel to be removed, and release wheel

These instructions were prepared in good faith by Ison Distribution April 2007, but are by no means cover all the possibilities for incorrect fitting or maintenance of this product. If you are in any doubt, please ensure consult your dealer or better still, ask a fully qualified mechanics to install and maintain this item.