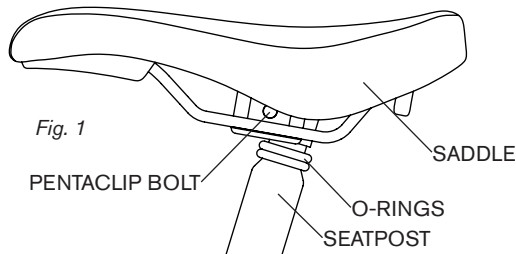


TELESCOPIC SEATPOST ASSEMBLY

IMPORTANT INFORMATION

- A new design of telescopic seatpost was introduced in early 2017
- The components of the new design are not compatible with the previous design
- Do not extend the upper post further than the maximum height mark, in the highest position this marking should not be visible above the top of the plastic sleeve
- The plastic sleeve in the telescopic post, along with the sleeve in the mainframe are wearing parts, these should be inspected periodically and replaced if necessary
- The saddle height insert is not necessary when using a telescopic post and can be removed before fitting
- The seatpost tube, upper post and both the plastic sleeves should be clean and free from grease and oil
- For fitting instructions for the old design telescopic post please see **ds-spta**
- If you need any other information please contact **tech@brompton.co.uk**



USING THE TELESCOPIC SEATPOST

For normal daily folding it is easiest to lower the main seatpost tube and to leave the upper post (fig. 2) clamped in its extended, riding position: the upper post and saddle would only be lowered when maximum compactness is needed. Generally it is easier to raise and lower the upper post when the main post is up (if you try and move it with the main post down, you may also have to release the clamp on the mainframe).

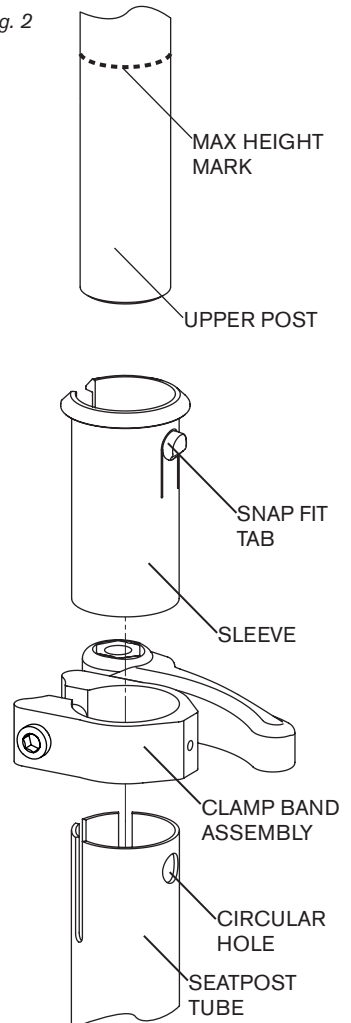
If you remove the upper post for any reason, on re-assembly, take care not to damage the plastic sleeve in the main seatpost tube.

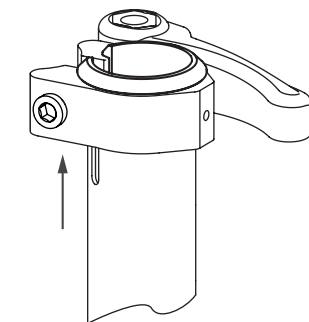
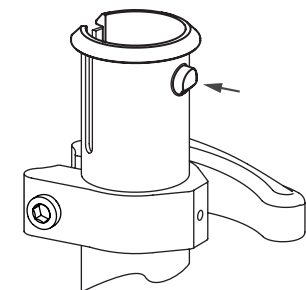
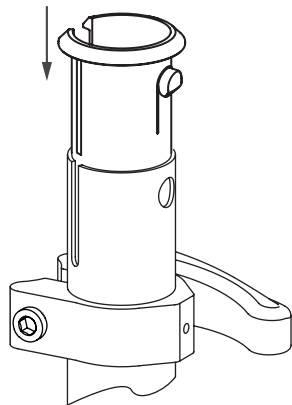
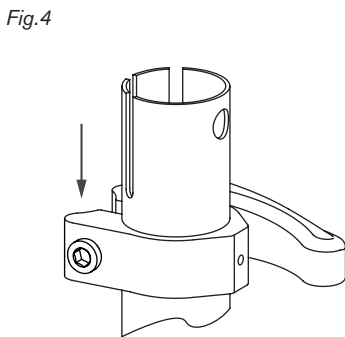
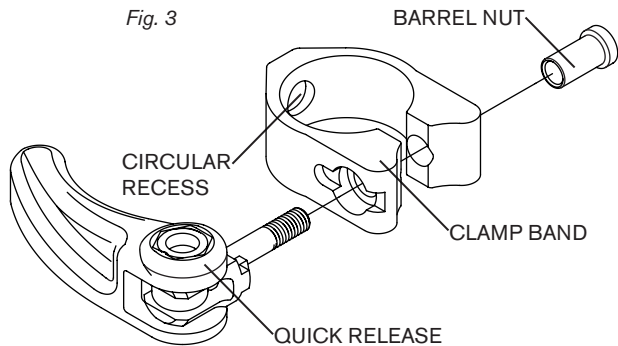
Do not extend the upper post further than the maximum height mark, in the highest position this should not be visible above the top of the plastic sleeve. If the maximum height mark is visible the post is set too high. This could cause damage to the seatpost or frame in use; do not attempt to ride the bike with the upper post in this position, doing so will invalidate your warranty.

Before fitting the new seatpost you will need to remove the existing post. With the bike unfolded, remove the saddle and pentacclip from the top of the seatpost (fig. 1), along with the rubber o-rings if fitted. Take a note of the saddle angle and fore-aft position before removing the saddle from the seatpost. Undo the seatclamp on the main frame and allow the seatpost to drop down through the main frame.

The new telescopic post is supplied unassembled (fig. 2) with the exception of the seatclamp assembly (fig. 3) which has the quick release, clamp band and barrel nut pre-assembled.

Fig. 2





FITTING THE TELESCOPIC SEATPOST

Feed the main tube through the main frame from below. Take care as it passes through the plastic sleeve in the main frame, gently turn the tube to ensure that it feeds through without catching. Pull the tube all the way up, and then do up the seatclamp on the mainframe.

- Slide the seatclamp onto the seatpost until it is below the slots in the top of the post (fig. 4)
- Push the plastic sleeve into the post with the slot, ribs and snap fit tab aligned with the corresponding slots and hole in the post (fig 5)
- Push the snap fit tab inward, so that the sleeve can pass all the way into the post until the top lip rests against the top of the post (fig. 6)
- The snap fit tab should now protrude from the hole in the seatpost and the two ribs on the back of the sleeve should engage with the slots in the seatpost (fig. 6)
- Push the seatclamp upwards towards the top of the post, aligning the hole in the front of the clamp with the snap fit tab (fig. 7)
- The snap fit tab should engage into the seatclamp with an audible click
- Open the clamp lever on the top of the post
- Slide the upper post into the plastic sleeve and close the clamp lever, adjust the barrel nut if the clamp lever feels too stiff or loose at this stage

You can now refit the saddle and pentaclip to the upper post, any o-rings removed from the old post do not need refitting. Ensure the saddle position is correct before tightening the pentaclip bolt to 15Nm.

The seatclamp on the mainframe will need readjusting for the new post, by loosening or tightening the nyloc nut slightly with a 10mm spanner; a small adjustment of the nut makes a big difference to the closing force. If this clamp is overtightened the frame can become permanently damaged. With both clamps closed it should be difficult to twist the saddle from side to side when the bike is unfolded.