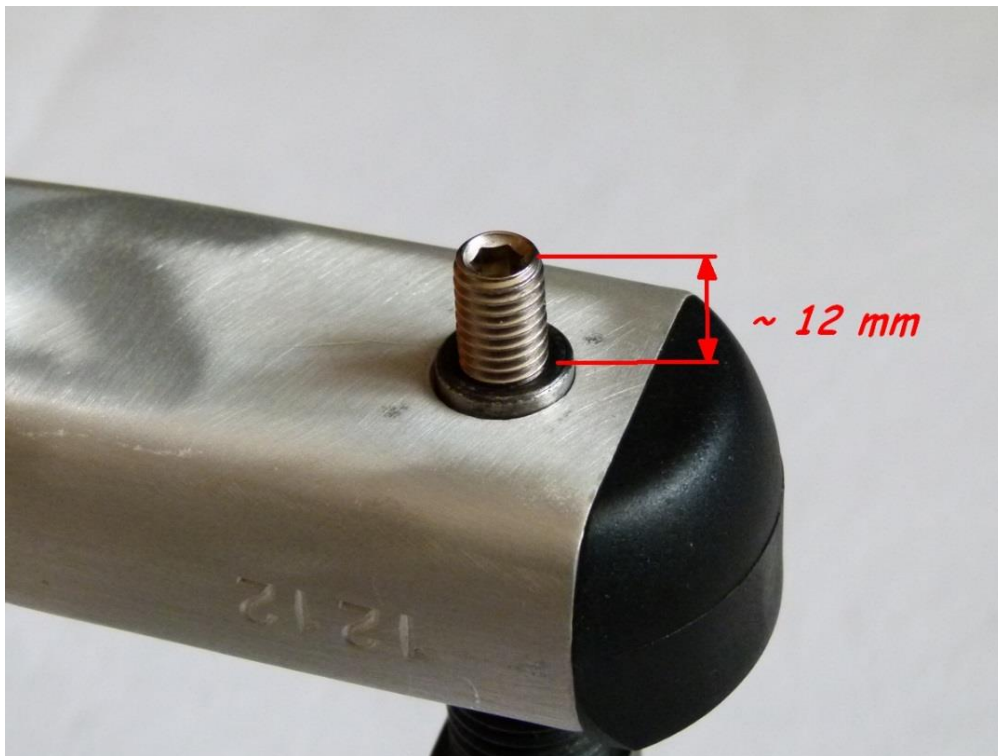


TriLock installation advice – the „short“ attempt

*****Warning: Do not use torque wrenches on the TriLock nut!*****

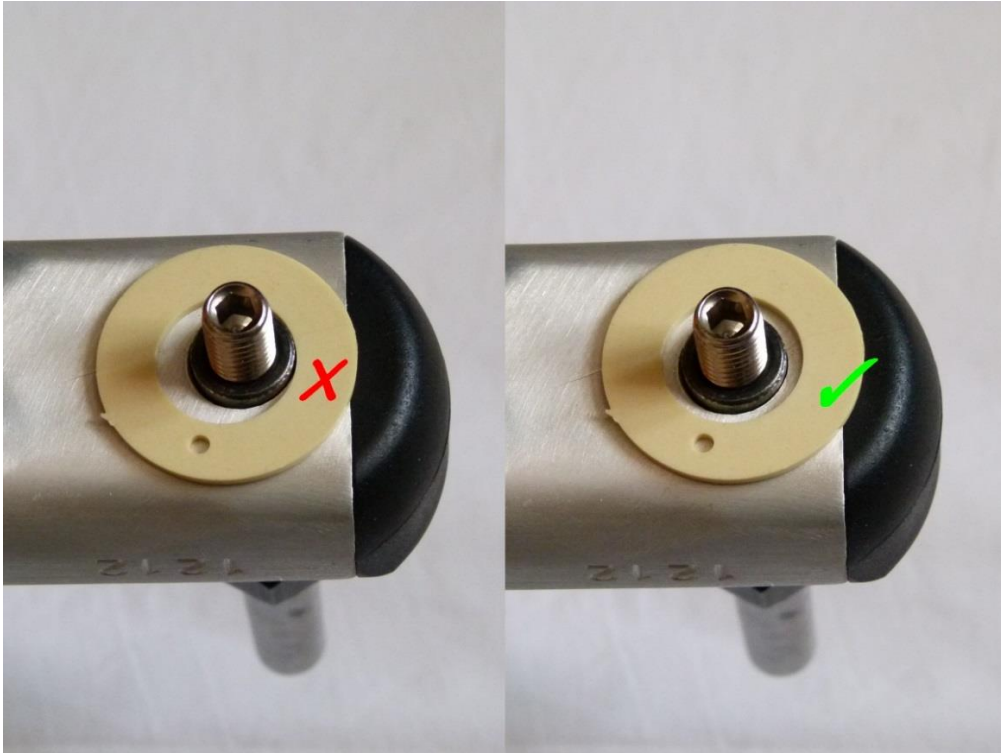
1. **Remove** the old parts 373, 364, 367 (363)
2. **Clean** the tube/axle stump surface
3. **Push** the new parts out of their carrier, always from the bottom side.
(Hint: The three extra bolts of the „+“ version have to be screwed out).
4. **Insert** the M8 set screw for about its half into the axle.



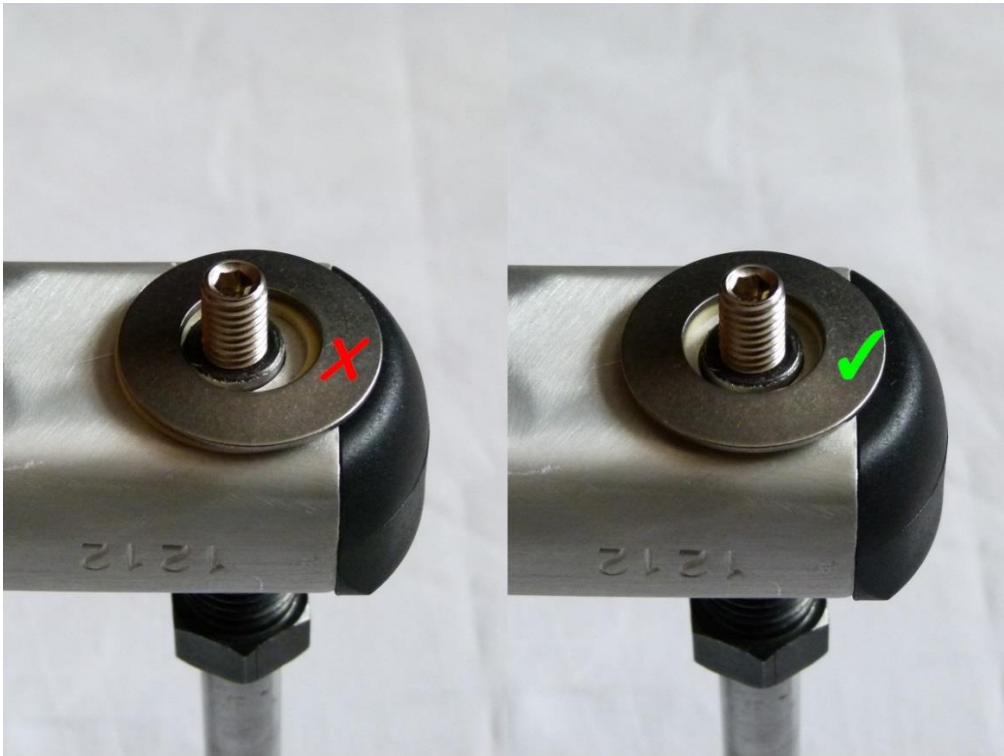
5. **Adjust** the three M4 bolts according to the images below:



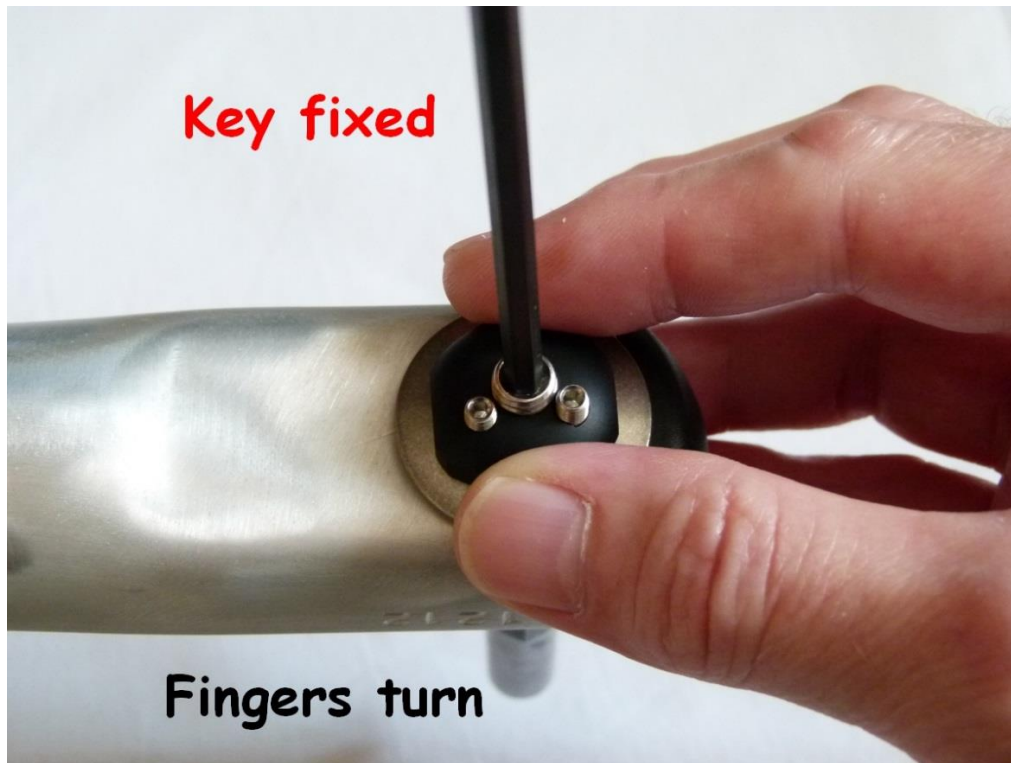
6. **Place** the IGUS washer centered on the tube.



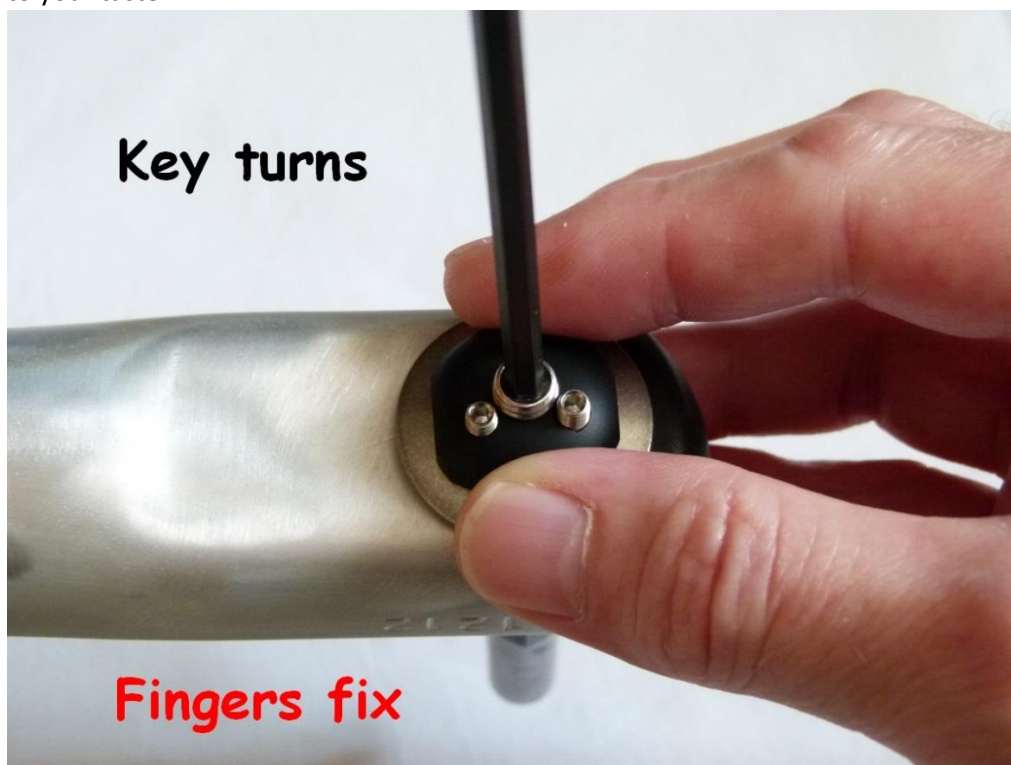
7. **Put** the cup spring also centered on the IGUS washer, be careful not to move both washers.



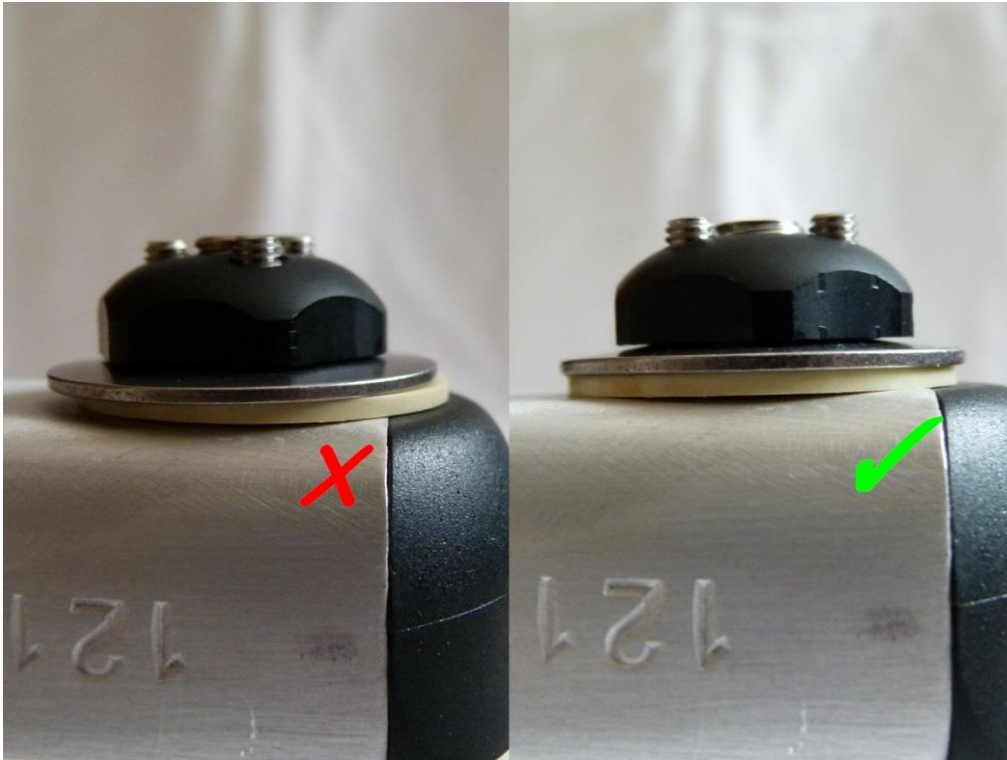
8. **Screw** the TriLock nut onto the M8 bolt as far as possible – but do not tighten it yet.



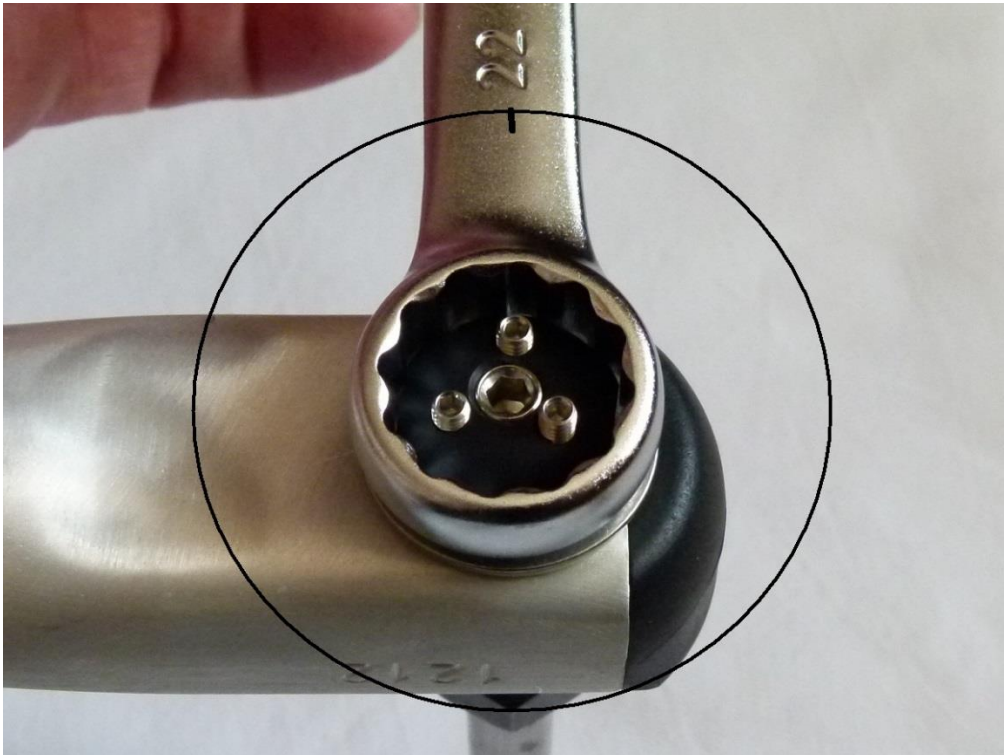
9. **Hold** the TriLock with fingers only and adjust the protruding length of the M8 bolt according to your taste.



10. **Check** once more that the IGUS washer sits central below the cup spring, look at the gap from top and bottom, left and right.



11. Time to get some **tension** on the joint, please note that is impossible to write a „general receipt“ for MK1 to actual frame versions in countless, different stages of wear. You must rely on your feeling (for the „right“ friction of the joint) with the tension!
But anyway I'll try to add a few hints; first I'd really recommend a stiff 22mm ring wrench!

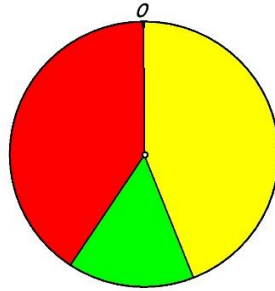


Please note that;

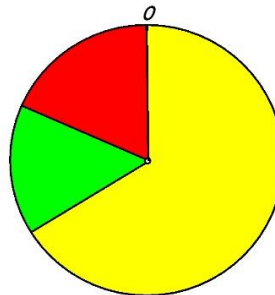
- the central M8 bolt has a thread pitch of 1,25 mm.

- the cup spring's thickness is 1,25 mm while its height is 2,00 mm, which leaves a working space of 0,75 mm.
- above means that **from „two finger tight“ to „full tension“ are in theory only 216°!!!**
(Turning the TriLock nut for one three quarter turn - 270° - CAN be already too much.)

But this is just the theory, in practice there are too many factors, depending on age/wear etc. to tell exactly, please see the graphics just as an example (which will apply only for 5.0 versions in mint condition), the start position is always zero (twelve o'clock):



...while that below MIGHT match to an elder frame with more play:



*****Warning: Overtightening the nut (=spring totally flat) will result in self-loosening during the folding process!*****

12. **Finally**, we need to **secure** the TriLock nut against turning loose, to do that properly it is required to make many single steps: First tighten all three M4 set screws just a little bit. Then increase the applied force to your allen key slowly in several steps. The cutting tips of the small set screws shall „bite“ into the front surface of your axle stump evenly.

