

INSTALLING A TRIALTECH SPRUNG TENSIONER

WARNING! If you are unsure of any of the instructions outlined below, please do not attempt to ride your bike until it has been checked and certified by a qualified cycle mechanic.

1. ATTACHMENT.

Remove the tensioner from the packaging supplied. Apply grease or anti-seize compound to the main bolt on the tensioner arm. Before fitting the tensioner, check the threads in the frame hanger are clean and there are no signs of damage. Align and insert the main bolt into the hanger and tighten with a good quality 5mm Allen key. Position the tensioner arm so it sits parallel to the frame before tightening the bolt fully to prevent the arm from moving during use (as shown in image 1).



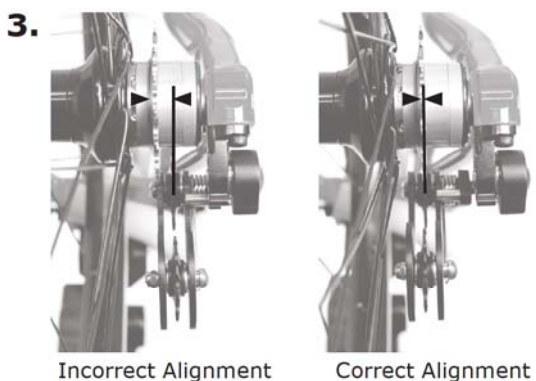
2. PREPARING FOR ALIGNMENT/PRELOAD.

Once the main arm has been positioned and locked in place, use a good quality 4mm Allen key to loosen the pinch bolt for the lower cage (see image 2). It is not necessary to unscrew the bolt completely but should be loose enough to allow the cage to rotate freely.



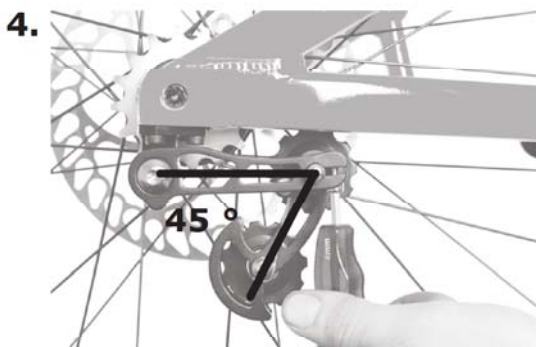
3. SETTING ALIGNMENT.

When set correctly, the guide pulleys on the lower cage should line up perfectly with the sprocket on the rear hub as shown in the 'Correct Alignment' image. If the wheels are not aligned (as the example shown in the 'Incorrect Alignment' image), carefully move the lower cage in or out as necessary until the correct position is achieved.



4. SETTING TENSIONER PRELOAD.

Being careful to maintain the guide pulley alignment with the hub sprocket, rotate the lower cage so it points down and away from the bike at an angle of approximately 45 degrees (as shown in image 4). Once in position, use the 4mm Allen key to tighten the pinch bolt for the lower cage fully. Once tight, check the guide pulley and sprocket alignment is still correct and re-adjust if necessary.



5. CHECKING TENSION.

Once the chain is fitted, the tensioner cage will swing forward so it sits close to, but not touching, the frame (as shown in image 5) and should provide a strong amount of tension. If there is an excessive amount of play in the chain, return to Step 2 and increase the preload angle so the lower arm points further towards the rear of the bike. If the tension is correct but the lower cage rests in a vertical or rearward position, adjust the chain length to give the correct orientation.

