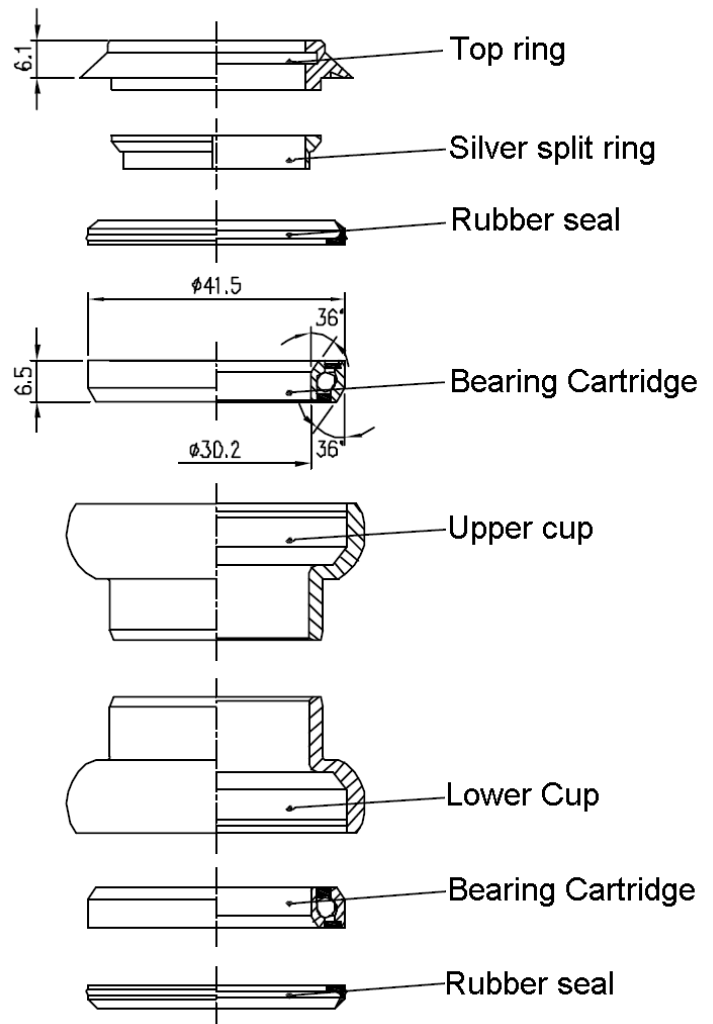




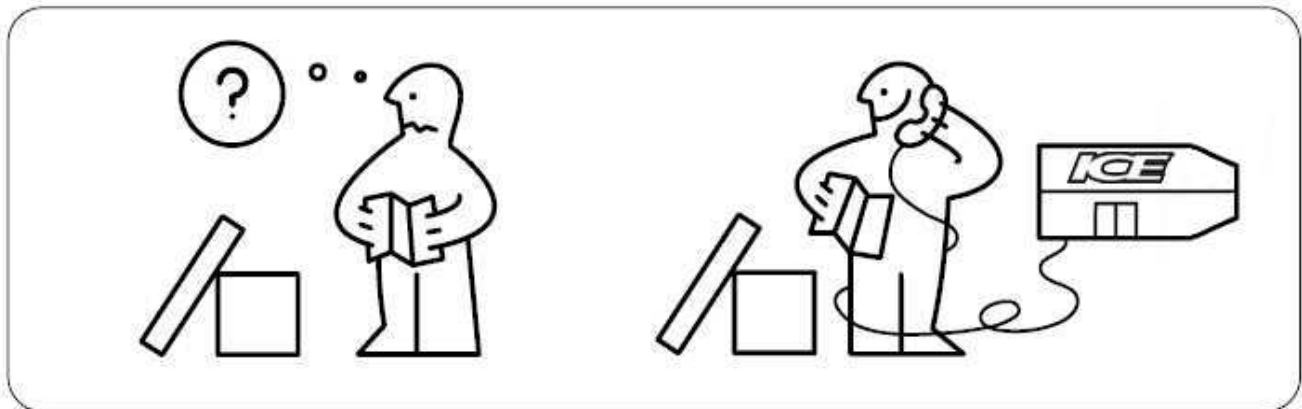
Retro-fit Front Suspension Kit Fitting Instructions

1. Remove the front wheels.
2. Disconnect the ball joints at the kingpost end by unbolting the nylock nut on each kingpost (13mm spanner/wrench)
3. If you have threaded kingposts in your trike, remove the kingposts by unscrewing the top threaded nuts. If your trike has AheadSet type kingposts, loosen and remove the upper clamp. Slide out the kingposts and bearing parts leaving the bearing cups still in the frame in the top and bottom of the head tubes.
4. Now the old bearing cups need to be removed. This is normally done with a headset cup removal tool. However, because you are not going to reuse the old headsets, you can knock the cups out of the frame with something like a 1" bar and hammer.
5. Once the old cups are out then the new Black FSA bearing cups need to be fitted. This is normally done with a headset fitting tool which presses the cups into the frame nice and square. If you do not have the tool, your local bike shop can do this in a matter of minutes. The new black cups can be identified "top" and "bottom" by reading the FSA logo on the cups and aligning them so that they are correct once pressed in.



6. Add some grease around the bearing location area at the base of the new kingposts and then slide on one of the rubber seals to each kingpost. Fit these first seals with the angled seal face downwards, flat seal face upwards.
7. Now place on top of the seal one of the 4 sealed cartridge bearings with the bearing flat face downwards (sitting on top of the seal) and the bearing angled face upwards (to sit up into the bearing cup in the frame).

8. Add some grease around this bearing just to prevent any water or rust building up in and around the sealed bearing.
9. Slide the king post up into the head tube and then put on the upper bearing with the angled face downwards. Add some grease around this one, again just to get the best life out of it.
10. Put on the top rubber seal with the flat face downwards against the bearing.
11. Fit the silver ring with the split in it onto the kingpost, so that the thinner part of the ring fits down in to the bearing and centers it on the kingpost.
12. Now add the black top ring which has a seal in it and writing on it. This ring has a flatter face which goes against the silver ring. Add some grease in here again as it does no harm.
13. Now fit the black big split clamp but do not tighten. Fit the black domed top cap and the M6 top bolt.
14. Tighten the top bolt so that the stack is compressed enough to pre load the bearings, removing the play but no tighter. The kingpost must turn freely with no detectable play.
15. Tighten the black split clamp to hold the bearing setting.
16. Re-connect the track rod ball joints.
17. Fit the drum brake pin into the kingpost (if you have drum brakes) or fit the disc brake calipers.
18. Fit the wheels.
19. Check the tracking. The tracking should not be greatly effected by the change over but it's worth checking anyway.
20. Go for a ride.



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