BROMPTON

SUPERLIGHT PENTACLIP & SADDLE FITTING

IMPORTANT INFORMATION

- For the Pentaclip to function properly it is important that the plates are clean and free of grease; the bolt thread should be greased and the plates MCP must be orientated correctly
- This pentaclip is designed for carbon rails, (fig.1) or steel rails (fig. 2) depending on the orientation of the outer clamping parts LPU & LPT (Fig. 3)
- Applying carbon gripper to the carbon rail can increase effectiveness
- If you are unsure of the correct fitting process please consult your Brompton dealer or Brompton Technical Support **Support@brompton.co.uk.**
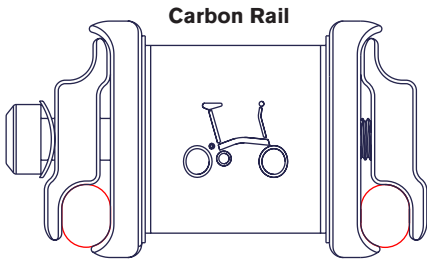
Carbon Rail

Fig. 1

Steel Rail

Fig. 2

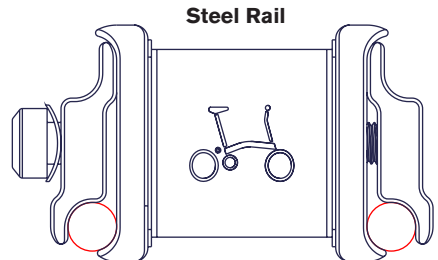## FITTING A SADDLE TO THE PENTACLIP

To disassemble the pentaclip for fitting of the saddle, first unscrew the bolt from the threaded part LPT, ensuring you are holding the two rail-plates RP together along with all the parts inbetween. Then slide the bolt, washer CW and part LPU out together (fig. 3).

CARBON GRIPPER

To improve effectiveness of the clamping of the pentaclip to the saddle rail, add carbom gripper CG paste to the areas highlighted before fitting.

To reassemble the pentaclip on the saddle rails. Slide the RP still held together on the saddle rail in the lower or higher saddle postion roughly in the center. Holding the LPT in place on the right side; refit the bolt, CW and LPU on the left side and tighten partially still allowing some movement for adjustment later.
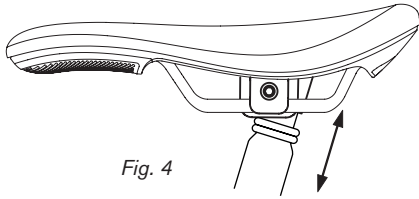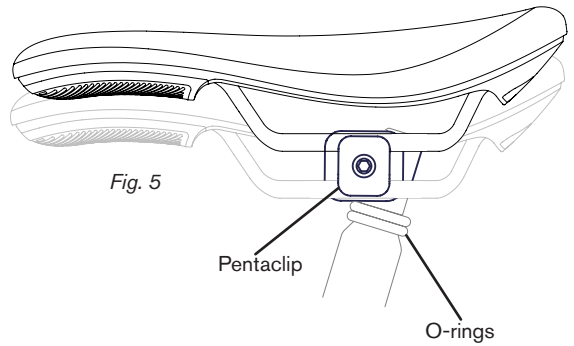
Fig. 3

LPU

CW

Bolt

LPT

RP

CG

CG

Fig. 4

Fig. 5

Pentaclip

O-rings
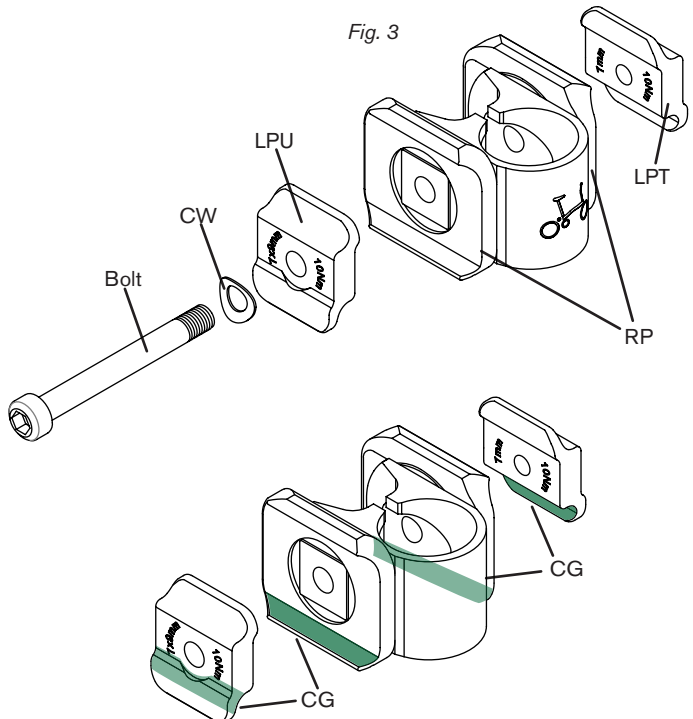
The Pentaclip allows two saddle heights (fig. 5). In the upper position you gain about 20mm but this will make the folded bike larger. The lower position with the saddle pushed forward on its rails gives the smallest folded package. The pentaclip should normally be fitted with the bolt forward of the seatpost (fig. 6) but can also be fitted in the opposite orientation (fig. 7) to move the saddle further back.
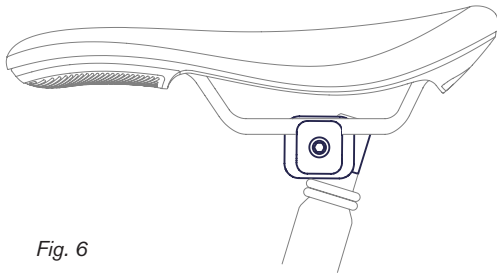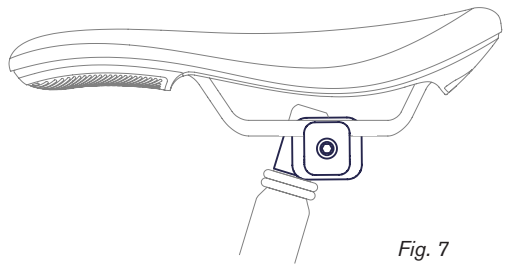

Fig. 6

Fig. 7

ADJUSTING THE SADDLE POSITION

The angle and fore-aft position of the saddle can both be adjusted (fig. 8). To establish the most comfortable position you should start by adjusting the saddle into a neutral position; you can then work from there to find the best position for you.

First loosen the saddle clamp bolt using a 5mm hex key until the saddle can be moved with little force. Be careful not to loosen this bolt too much as this will make adjustments more difficult.

Move the saddle rails in the clamp so that they are roughly centred (half way between maximum fore and aft position). Adjust the saddle into a level position, so that the top surface of the saddle is roughly level between the front and rear edge. Once the saddle is in a neutral position, tighten the Pentaclip bolt to 10Nm.

Ride the bike to test the saddle position, you can adjust it to make it more comfortable if necessary.

ANGLE

If the nose of the saddle feels like its pointing up, or you feel as though the back isn't giving you enough support, you might wish to angle the saddle forward.

The saddle could conversely feel like it needs tilting back a little, to give more support from the nose, or if you feel like all your weight is resting on the back of the saddle.

Once you have adjusted the saddle, tighten the Pentaclip bolt and spend some time riding, readjusting if necessary.

FORE-AFT POSITION
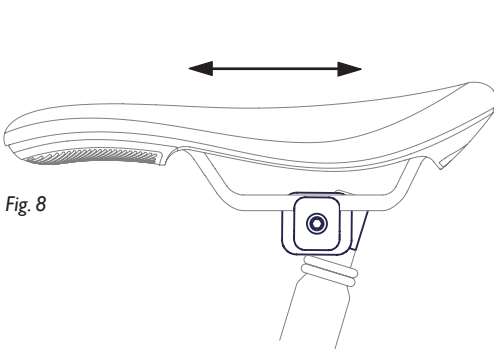
Moving the saddle back and forth from the neutral middle position will not only affect the reach (to the handlebar) but also your position relative to the pedals. By moving the saddle back you will increase the reach to the bars and make the bike a little more stretched out. Moving the saddle forward will make the bike feel shorter and more upright.

Once you have adjusted the saddle, spend some time riding and readjust if necessary. When adjusting the saddle position, make sure you securely tighten the Pentaclip to 10Nm.

Fig. 8
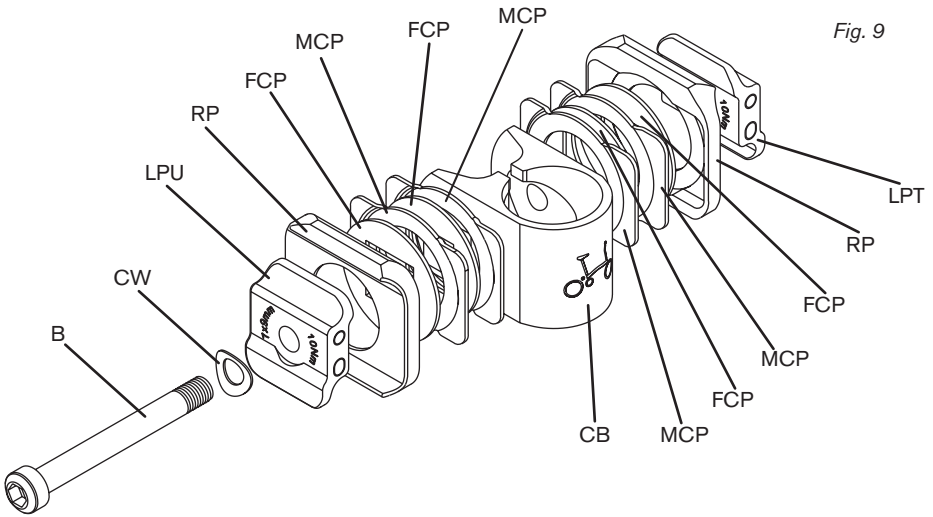
Fig. 9

If plates do come apart the Pentaclip can be reassembled in the order shown (fig. 9). Plates MCP should be fitted with the formed 'ears' offset towards the outside of the bike (in order to engage fully with the rail-plates RP).