



MASON

PROGRESSIVE UK BICYCLE DESIGN

F-STOP AXLE SYSTEM FITTING AND MAINTENANCE MANUAL

WARNING: BEFORE USING YOUR MASON BICYCLE OR FITTING AND REMOVING THE FRONT WHEEL, PLEASE READ CAREFULLY, UNDERSTAND AND FOLLOW THE BELOW FITTING, ADJUSTMENT AND SAFETY INSTRUCTIONS FOR THE MASON 'F-STOP AXLE SYSTEM'. THE SYSTEM INCLUDES THE AXLE-INSERTS IN THE FORK TIPS AND ALSO THE Ø12mm THRU-AXLE AND RELEASE LEVER.

The Mason Aperture2 fork features Ø12mm Thru-axle, flat-mount, a little more tyre clearance [for up to 33mm and 30mm with fender], sealed internal routing using a carbon tube, and of course all the discreet mudguard mounts and fittings of the V1. The fork also features our unique Mason 'F-Stop' axle system, with Mason developed axle and replaceable fork inserts.

F-STOP AXLE INSERTS



The F-Stop axle inserts come fitted to your Aperture2 fork when new, there is no need to adjust or remove them to fit the axle and front wheel.

The inserts sit in precision taper seats within the carbon fork tips, the tightening action of the axle further secures them in the seat and prevents any movement.

The inserts are held by M5 x 10mm countersunk screws, secured with a 3mm hex-wrench.

The non-drive side insert has an M12 x 1.5P thread to match our Ø12 F-Stop thru-axle. The drive-side insert is unthreaded.



It is possible to remove the inserts and swap the sides if you would like your axle release lever on the drive-side or if the thread becomes damaged or worn through use.

Remove the M5 screws using a 3mm hex-wrench and carefully remove the inserts.

Make sure the seats are clean and un-damaged and that the surface of insert [with 'crown' motif] is flat and flush with the surface of the fork.

DO NOT USE GREASE ON THE TAPER FIT PARTS.

Insert and torque the retaining screws to 5Nm.

NOTE: Check and re-tighten ALL retaining screws periodically especially when new. Ensure screw, axle threads and axle surface are kept lightly greased using a quality, water resistant lubricant.

HOW TO USE THE F-STOP THRU-AXLE

- Install the wheel into the fork until the hub comes up against the stops on the inside of the fork tips.
- Slide the thru-axle 'A' through the fork and hub until it contacts the threads on the non-drive side axle insert 'B'.
- Place the thru-axle 'release lever' 'C' in the 'Open' position and turn the axle clockwise to tighten the axle into the thread of the insert.
- Do not apply excessive turning force to the lever but turn firmly until the axle is secure. The adequate turning force on the lever is 100N.
- Move the lever to the 'Closed' position to secure the wheel into the fork. Use firm pressure [150-200N is adequate] and make sure the lever is fully closed.
- NOTE:** If you cannot fully close the lever without excessive force, re-open and turn the thru-axle slightly counter-clockwise, then re-close the lever firmly.
- The 'F-Stop system' allows you to accurately adjust the closing angle of the release lever in relation to the fork blade. See 'F-Stop Lever Angle Adjustment' for full instructions.

WARNING: It is important to remember that just a quarter turn of the release lever 'C' can be the difference between correct and incorrect closing force of the thru-axle lever. If thru-axle is not properly adjusted and the axle comes loose, the wheel may suddenly and unexpectedly eject from the fork. This may result in an accident causing personal injury or death.

BEFORE RIDING:

- Check that the thru-axle is properly secured and fastened and all retaining hardware is tight and un-damaged.
- Check wheel installation before riding. Lift the front of the bicycle and give the wheel a downward blow and check for side to side play. The wheel should not move. If in doubt repeat the installation procedure or consult Mason Cycles.
- Practice use of the thru-axle until you can obtain correct closing force easily.
- If you have any doubts about tightness or correct use, contact Mason Cycles immediately.



F-STOP LEVER ANGLE ADJUSTMENT

The angle of the closing lever 'C' can be adjusted so that it always closes to your chosen position when the axle is tightened and the lever moved to the 'closed' position. Recommended position for the closed lever is pointing backwards, away from direction of travel and at a slight upwards angle towards the brake caliper. **SEE PHOTO 'D'.**



- The lever closing angle is adjusted by loosening hex-screw 'E' using a 3mm hex-wrench. **NOTE:** Always move lever 'C' to the 'Open' position when loosening or tightening screw 'E'.
- When the screw is slightly loosened [you DO NOT need to remove completely], it is possible to rotate the lever 'C' and axle 'A' independently of the threaded end section 'F'.



- Rotate the release-lever/axle to your required position and re-tighten screw 'E', using a torque wrench to a setting of 7.5Nm.
- The small arrow and F-Stop graduations can be used to reset to your chosen angle if the threaded section is ever removed or replaced.
- Now re-close the lever and repeat the steps above to fine-tune or as the system 'beds-in' with use.
- NOTE: CHECK SCREW 'E' REGULARLY AND NEVER RIDE IF LOOSE OR MISSING. CONTACT US IMMEDIATELY IF IN DOUBT OR FOR SPARE PARTS.**