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IMPORTANT SAFETY NOTICE: HALO HEX SKEWER INSTRUCTION ERROR.

22nd April 2014

Dear Customer,

We have recently discovered a potentially serious text error with the instructions included on our Halo Skewer sets.

The issue relates to the stated torque denomination unit. The previous instructions noted "7 Ft-lbs" – where as it should have read "7Nm". The problem is that the incorrect 7Ft-lbs text is commonly read to mean 7 lb-ft which is equivalent to **9.5Nm**.



We are concerned that if the instructions were followed literally at such an unnecessary high level of torque as equivalent to 9.5Nm, this could cause additional stress to the rod, and therefore may encourage premature skewer rod failure. If the rod snaps, it has the potential to release the wheel from the bicycle without warning and therefore could cause a serious injury.

Our experience is that most mechanics will **not** have used such an excessively high torque level as 9.5Nm.

HOWEVER, there was a text error and for the continued safety and satisfaction of our customers we are modifying the packaging going forwards, and further advising all existing customers as follows:

If you have installed your Halo Hex Bolt skewers at a torque rating above 7Nm, you should stop using them immediately, and contact your dealer, distributor or Halo direct and request a new set of skewer rods to be issued free of charge. If you are in any doubt, we will be happy to provide replacement rods as a precautionary measure.

General Skewer use note:

It has also been drawn to our attention that some riders may be attempting to use Hex Bolt skewers for aggressive off-road riding. The relatively small 5mm diameter rods used in this type of QR wheel fixing are not suitable for aggressive riding use especially on the front wheel. Modern bicycles use 15 or 20mm diameter axle system for stability and safety when riding aggressively – and especially where disc brakes are involved.

If any customers are dissatisfied with their Halo Hex Skewer purchase, they should return the product to their dealer for a refund.

We apologise for any inconvenience our text error may cause, and thank you for your co-operation and understanding in helping us to continue to provide products with the best performance and safety.

Lloyd Townsend
Managing Director
Ison Distribution Ltd.

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REVISED PACKAGING:



HEX BOLT SKEWERS DESIGNED TO FIT MODERN FRAMES & FORKS

- Strong Cr-Mo rods.
- Anodised Alloy end cover and nut.
- "No-Turn" steel tabbed nut.
- Serrated alloy frame grip surfaces.
- Reduced risk of wheel theft.
- Standard or XL sizes.

Standard

Maximum dropout capacity;
Front (100mm); 6.0mm thick.
Rear (130mm); 9.0mm thick.
Rear (135mm); 6.5mm thick

Extra Long

Maximum dropout capacity;
Front (100mm); 11.0mm thick.
Rear (135mm); 10.0mm thick

These Skewers are designed to be used in conjunction with specifically designed hollow axle 'QR' hubs to offer the user a secure Hex Key operated wheel retention system for their bicycle. No other use is intended or recommended.

WARNING: The incorrect fitting, use or maintenance of this product may lead to serious injury or even death.

WARNING

THIS PRODUCT IS NOT DESIGNED FOR AGGRESSIVE OFF-ROAD USE.
(Alternative 15mm & 20mm axle systems are more suitable)

DO NOT OVER TIGHTEN

PLEASE READ INSTRUCTIONS FULLY BEFORE USE. (also see over page)

CAUTION

Please consult your dealer if you are at all unsure of any of the following points:

- 1) Check that hubs and frame dropouts are correctly spaced and aligned.
(CAUTION: Incorrect spacing or misalignment may cause malfunction and/or damage to the Skewer system, and could cause the wheel to detach from Bicycle)
- 2) Always use Skewers type systems in conjunction with a secondary Safety Dropout feature on front forks.
(CAUTION: It has been noted that occasionally Skewer mechanisms can work loose during normal use).

EXTREME CAUTION

Wheel skewer use in conjunction with Front Disc Brake and non-safety dropout front forks is STRICTLY PROHIBITED. (Caution: Front Disc Brake stopping force can cause the wheel hub to be forced out of the bicycle fork dropout if safety dropouts are not in use.)

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Recycle This Packaging - Made in Taiwan

INSTRUCTIONS

Please read fully before using this item.

PREPARATION;

Spring: The conical shaped spring should be fitted under the Hex Bolt alloy cover. The larger diameter end of the spring should face the frame or fork.

Rod: The Rod should have GREASE applied along its entire length - especially the threaded section and under the hex head to reduce friction during tightening (to gain maximum power) and also avoid long term corrosion.

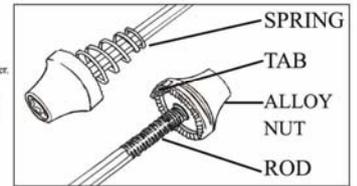
If you are in **ANY DOUBT**, consult your dealer before proceeding to use this product.

INSTALLATION;

1) FRONT WHEEL:

IMPORTANT NOTICE - please pay particular attention to this item, as malfunction of the front Skewer is THE MOST DANGEROUS

- a) Remove adjuster nut from the Front Skewer assembly.
- b) Place the QR Rod into the wheel's hollow hub axle from the LEFT side of the bike. (The "head" of the bolt should be on the Disc brake side if disc brakes are fitted. Take care not to touch the disc rotor.)
- c) Loosely attach (approximately 2-3 turns) the adjusting nut.
- d) Fit the wheel into the Bicycle forks. Be certain that the wheel is fully inserted into the fork dropout slots and locate the steel tab (contained in the nut) into the dropout on the underside (opposite) of the axle to prevent the nut from rotating. (The single spring will pull the nut and tab into the dropout)
- e) Ensure that the secondary wheel retention device is functioning, even with the skewer loose.
- f) Insert an Allen Key into the bolt end and gently screw the Rod into the nut (taking care to ensure the steel Tab remains located correctly).
- g) Check that the wheel is correctly positioned, and fully tighten the rod into the nut at approx. 7Nm. Be sure not to overtighten the bolt.



2) Rear Wheel;

- a) Remove adjuster nut from the Rear Skewer assembly.
- b) Place the Rod into the wheel's hollow hub axle from the left side of the bike, and Loosely attach (approximately 2-3 turns) the adjusting nut.
- c) Fit the wheel into the Bicycle frame.
- d) Be certain that the wheel is fully inserted into the dropout slots and locate the steel tab (contained in the nut) into the dropout on the underside (opposite) of the axle to prevent the nut from rotating.
- e) Insert an Allen Key into the bolt end and gently screw the Rod into the nut (taking care to ensure the steel Tab remains located correctly).
- f) Check that the wheel is correctly positioned (i.e. that an even space is between rim and chainstays of the frame - i.e. centred correctly) and fully tighten the rod into the nut at approx. 7Nm. Be sure not to overtighten the bolt.

SAFETY NOTE:

After being fully tightened, the Rod end ideally should be level with the nut end.
(If the Rod end is more than 3mm recessed - a longer Rod should be used.)
It is advisable to have NO MORE than 2mm of Excess Rod sticking out past the adjuster nut.
(see image 1A)

CAUTION; Failure to remove any EXCESS rod may result in injury to yourself or other persons.

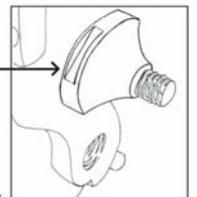
To trim excess rod;

- a) Fit Skewer and Mark (or note carefully) the desired final length of rod.
- b) Remove complete skewer from wheel.
- c) Re-thread-on adjuster nut well past the desired point that you wish to trim the Rod length to.
- d) Hold the rod carefully in a bench vice and Cut using a fine tooth hacksaw.
- e) Carefully file the end of the rod to remove any sharp burrs.
- f) Note: carefully remove the Adjuster nut to "clean" the rod thread adequately to ensure trouble free installation of the nut in future use.
- g) After removing the nut, double check that no sharp burrs have been produced.

Note: If you cut the Rod too short, the threaded Rod may not engage the Alloy nut adequately and thereby the Alloy nut may become stripped of its threads. Ideally, the Rod should finish at the end of the Nut when fully tightened.

Note: Nut back-up;

The Alloy nut incorporates 15mm Cone spanner recesses to allow you to hold the Alloy nut whilst turning the Hex Bolt, in case the Steel tab becomes inoperative.



Quick Safety Check;

BEFORE EVERY Ride... We strongly advise that you to lift up and lightly bounce your bicycle a few times to check for any obvious loose parts (as it is not uncommon for Skewers etc. to be tampered with by third parties when bicycles are parked). Also, apply front brake at full pressure and low speed before setting off at speed, to ensure that front wheel is secure and front brake is operating correctly.

Regular Function Safety Check;

Once a week, insert a hex key and check the Hex Bolts are still correctly tightened and to adjust any stretching of rods that may have occurred over time. (As stretching will reduce the friction force that the system will apply.. and hence can be dangerous if left unchecked.)

WHEEL REMOVAL

- a) Insert Allen key and unwind bolt anti-clockwise for 5-6 full turns.
- b) Check that brake system will allow wheel to be removed, and release wheel.

These instructions were prepared in good faith by Ison Distribution March 2014, but are by no means cover all the possibilities for incorrect fitting or maintenance of this product. If you are in any doubt, please ensure consult your dealer or better still, ask a fully qualified mechanics to install and maintain this item.