

Dis-Assembly – Removing the Wheel from Axle

Place a 16mm or 5/8ths of an inch Spanner onto the Wheel Nut (8). Push the Spanner, turning the Nut anti-clockwise until the Nut is removed from the Axle. With your fingers, lift off the Outer Shim Washer (2). Pull off the Wheel, which contains Bearings (3 + 6) & the Bearing Support Spacer (4) in between. With your fingers lift off the Inner Shim Spacer (7) & finally slide off the 44mm Axle Spacer (1) from the Axle of the Truck. Repeat this for all Wheels before....

Dis-Assembly – Removing the Truck from Deck

Using 2x8mm Spanners & looking from the top side of the Deck, hold the M5x25mm Truck Bolt (P) with one Spanner & from the under side of the Deck, place the other Spanner onto the correlating M5 Nut (N). Turn the Nut anti-clockwise until it's removed & repeat this for all correlating Nuts & Bolts holding the Truck on to the Deck. Using a "Ratchet or Wrench Spanner" with a "8mm socket" attached will speed up this work. When all 4 Nuts are removed, the Truck is ready to be pulled away from the Deck.

Dis-Assembly – Removing the Baseplate from Hanger

Hold the Truck in 1 hand & place a 14mm Spanner (or 9/16ths of an Inch) onto the Kingpin Nut (A). Turning the Spanner anti-clockwise, un-screw & remove the Kingpin Nut (A). Using your fingers take off the Kingpin Washer (B) & the Conical Rubber Bushing (C). Now using your thumbs, push the Kingpin from the Nut side through the Hanger (D) & out of the bottom of the Baseplate (I) & the finally the Skate Truck Assembly will be totally in parts.

Service the Rubber Bushings & adjustment of steering

The Rubber Bushings (C & K) are made from variable strengths of Rubber Urethane & sit amongst the metal parts in the assembly of the Skate Truck, allowing movement between them. This movement allows the Truck to steer. Tightening the Kingpin Nut, down onto the Bushing, will increase the steering resistance. It's wise to learn to ride with your steering loose, starting on shallow slopes before tightening your steering down to attempt more challenging runs. But remember these parts are made from flexible rubber & need movement to work so too much tightening may cause the bushing to split or damage the rubber. There are stiffer rubbers, so if you like your steering tight, then consider fitting harder Rubber Bushings rather than over tightening softer Bushings.

To maintain performance from your Trampa Skate Trucks it is important that you inspect your Rubber Bushings on a regular basis. Exposed to harsh environments such as salt water, sand & mud, and being squashed & pulled all the time under strain, these parts really suffer a lot of abuse and ultimately over time they can fail, so it's always a good idea to carry spares. If they are slightly split, perished, or cracking around the edges – REPLACE THEM!

Trampa Boards provides a range of colour co-ordinating Skate Truck Bushings all produced at 95a shore hardness. Available colours are Red, White, Blue & Black. In addition to the Trampa Skate Bushings, Trampa Boards Ltd offers the original "DoDoh" Rubber Bushings. DoDoh's are internationally recognised as being one of the best Skateboard Truck Bushing Brands. They colour code the bushings to show the difference between their hardness's. DoDoh's come with two Washers, but only one, sitting directly below the Nut, is needed on Trampa Skate Trucks.

White DoDoh's: 92a shore hardness
Green DoDoh's: 93a shore hardness

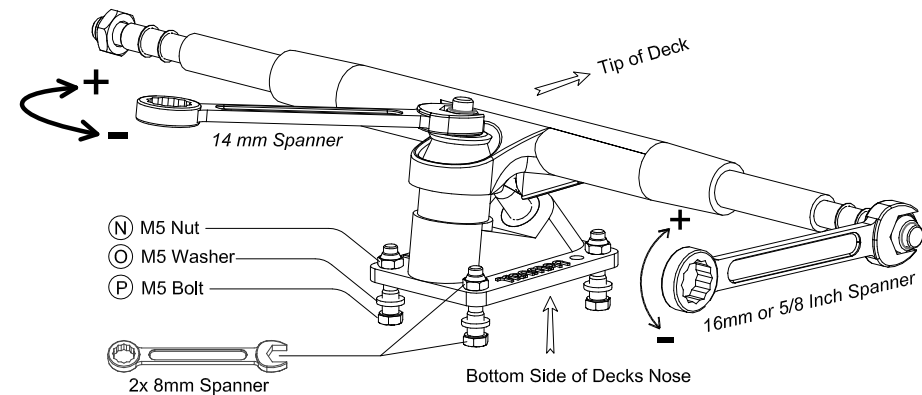
Easy Steering
Regular Steering

Pink DoDoh': 96a shore hardness
Yellow DoDoh's: 99a shore hardness

Hard Steering
Stiff Steering

Service the Pivot Cups

The Pivot Cup (F) is an integral part the Skate Truck. Made from strong plastic, it sits in the Pivot Cup Housing (H) & when the Truck is in use, the Pivot Cup protects the Pivot Nipple (E) from grinding against the Pivot Cup Housing (H). If these 2 metal pieces rub against each other they may cause irreparable damage, which will result in unsafe, wobbly steering & you will need to change the Hanger (D) & or the Baseplate (I) to fix this problem. Never ride with a worn out Pivot System! Your safety is at risk!



For best performance from your Skate Trucks you should check & if necessary replace your Pivot Cup on a regular basis, replace them before they are worn out or cause you a problem. Inspect the Pivot Nipple (E) & Pivot Cup Housing (H) & replace any parts if showing signs of wear or damage. You may need to use a Screwdriver or Pin-Nose Pliers to extract the Pivot Cup from the Housing. New Pivot Cups cost only a few pence but have a big impact on the performance of your ride - Its wise to service these parts often!

Assembly – Connecting the Baseplate to Hanger

Insert the Pivot Cup (F) into the Pivot Cup Housing (H) & place the Cylindrical Rubber Bushing (K) onto the "Eye of the Baseplate" (L). Hold this assembly in one hand. Using your other hand, position the Hanger so to enable yourself to feed the Pivot Nipple (E) into the Pivot Cup Housing, forcing it neatly so that the bottom side of the "Hangers Eye" (J) rests on top of the Cylindrical Bushing (K). Carefully holding this assembly together in one hand, guide the Kingpin (M) in from the underside of the Baseplate (I), up through the assembly. Then slide the Conical Rubber Bushing (C), fat-end-first, over the exposed Kingpin Thread (M). Then slip on the Kingpin Washer (B) and screw on the 14mm Kingpin Nut (A). Finally, using the 14mm or 9/16ths Spanner, turn the Nut clockwise & tighten up the Kingpin to adjust the steering according to your needs.

Assembly – Connecting the Truck to Deck

Place the M5 Washers (P) onto the M5x25mm Bolts (R) & push the mini assembly trough the Tip of the Deck. With the Trampa logo to the outside present the Truck to the Deck, feeding the Bolts into & through the correlating holes in the Baseplate (I). Push the Bolts all the way through the Deck & rest this loose assembly on a table or surface. Hold the Bolt in one hand & screw the M5 Nut (N) clockwise onto the Bolt. Once all 4 Nuts & Bolts are finger-tight use 2x8mm Spanners and from the topside of the Deck, hold the Truck Bolt with one spanner & from the underside of the Deck, place the other Spanner onto the correlating M5 Nut & turn the Nuts equally clockwise until they are tight. Remember to tighten the Nuts & Bolts gradually & equally. DO NOT over tighten the Nuts. Using a "Ratchet or Wrench Spanner" with a "8mm socket" fitted will speed up this work. When all 4 Nuts are tight, the Truck is ready to have the Wheels put on.

12mm Truck Assembly - Wheel onto Axle

Using your fingers, slide the 44mm Axle Spacer (1) onto the Axle (G), followed by a Shim Spacer (2) & then add the first Bearing (3) followed by the Bearing Spacer (4). Place the other Bearing (6) into the Bearing Housing of the Hub (same side as Valve) & slide the Wheel (5) onto the Axle, using the Bearing in the Hub as a feeler gauge to slide the Wheel into position & onto the 1st Bearing (3) that's waiting on the Axle. When the Wheel is in position, slip on the Outer Shim Washer (7) & screw on the Wheel Nut (8). Tighten the Wheel Nut with a 16mm or 5/8ths Inch Spanner to the point where any play is eliminated but the Wheel still spins fast and freely. Check, tighten & replace your Wheel Nuts (A) every once a while. The Nylock eventually wears from being put on and taken off & during riding the Nuts can stretch and or vibrate loose over time.

