



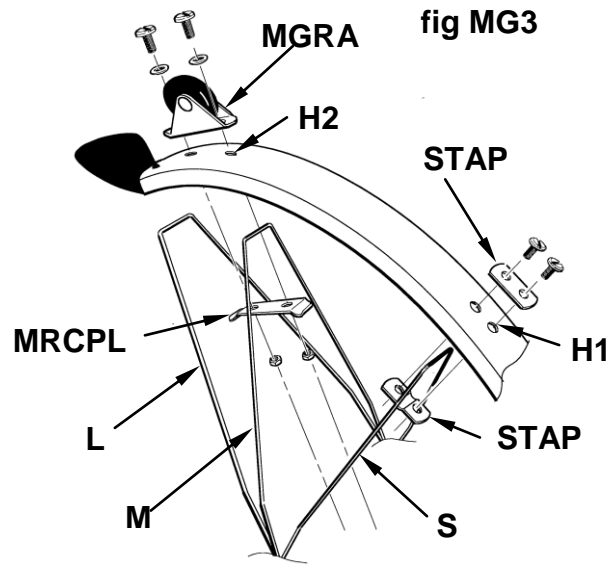
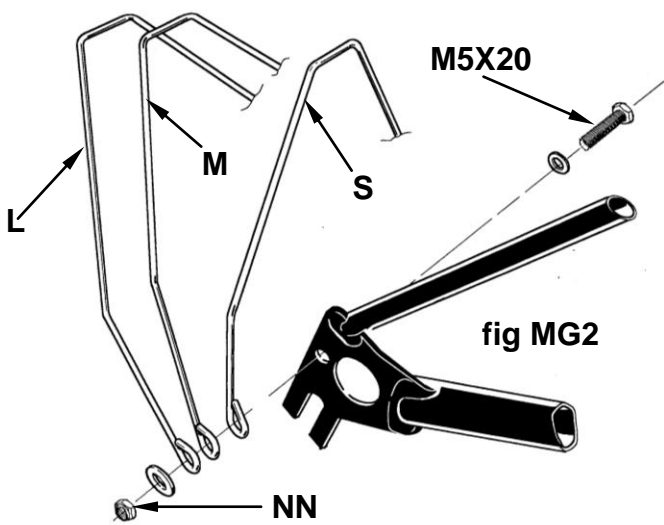
REAR MUDGUARD STAYS (replacing)

Remove the rear wheel (see overleaf).

Non-dynamo stay kit: remove the roller assy MGRA and the anchor plates STAP and detach the stays from the rear axle plate.

On re-assembly, the main thing is to make sure that the stays are mounted in the correct order at the rear axle plate, fig MG2. The M5x20 screw should pass (working from the inside outwards) through the following items in order: a) M5 washer, b) the axle plate c) the front stay S (the shortest of the three stays), d) the middle stay M, e) the rear stay L (the longest stay), f) M5 washer, and g) into the nyloc nut NN. Do up the nut, but not tight at this stage.

Note. Since the introduction of the derailleur Brompton, the M5x20 screws are fitted from the inside: if the bike does not have a derailleur, then the screws can be inserted from the outside if preferred, but with the stays arranged as in fig MG2.



Move the forward stay S up under the mudguard blade

until it lies between the two holes H1. Secure using the two M4x8 screws and the stay anchor plates STAP. Do up these screws firmly, but not so tight as to strip the threads in the inner plate.

Move the centre stay M and rear stay L into position, respectively just fore and aft of the holes H2. Fit each of the M4x10 screws through a washer, the MGRA, the mudguard, the inner plate MRCPL, and into a nut: the MRCPL should trap a stay at each end. This operation is a touch awkward: you will find that it helps if, before fitting the second screw, you leave the nut on the first screw loose. Finally do up both nuts tight.

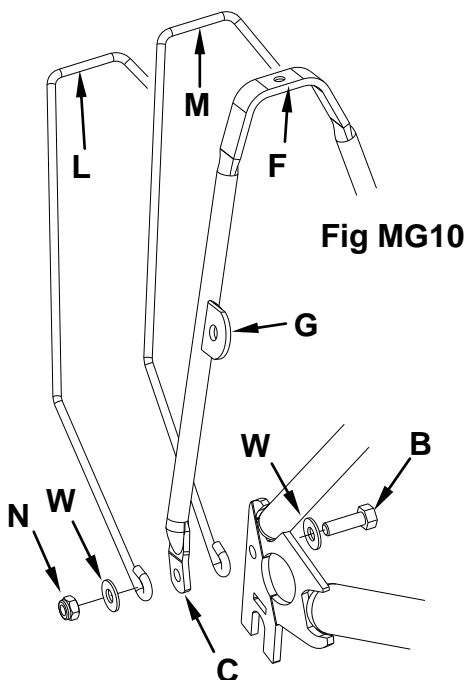
Secure the M5 screws at the rear axle plate firmly into the nyloc nuts.

Dynamo stay kit: stay F (fig MG10) replaces stay S (fig MG2). The assembly of the stays is as before with the following difference: the order of assembly at the rear axle plate is as shown in fig MG10 with the bracket G on the RH side.

If you are replacing the wire stay S with the dynamo stay F you'll need new fasteners, available from Brompton with part No. QMGRLD-STAP-KIT.

To fit to the mudguard move the stay F so that the hole in it is aligned with the forward hole H in the mudguard (fig EL12) and fit the M4 x 10 (the longer M4 screw) through the plate S, the mudguard, the stay, the small M4 washer, and into the nut.

Fit the M4 x 8 screw through the plate S, the rear hole in the mudguard, the large M4 washer, and into the nut. Align the plate S, and secure these screws firmly.



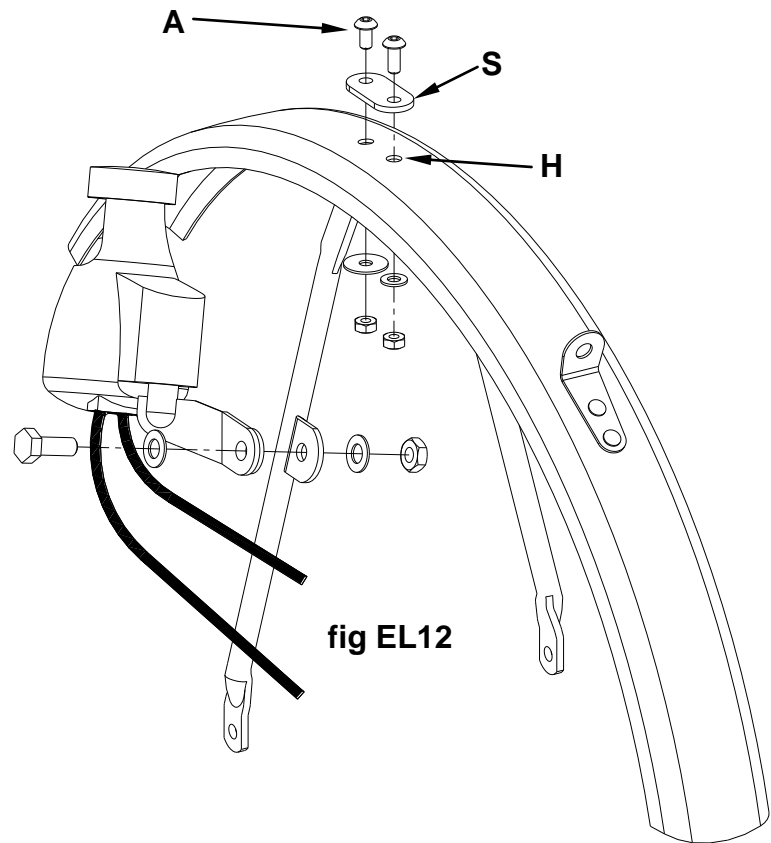
Secure the M5 screws at the rear axle plate firmly into the nyloc nuts.

Refit the rear wheel using the parts from before in the reverse order (see below).

REAR WHEEL – SUMMARY OF PROCEDURE FOR REMOVAL AND REFITTING.

Removal:

1. Move gear-trigger(s) up to high, and pedal forward & back to engage the high gear(s).
2. If the bike has a hub-gear, disconnect the gear-indicator-chain from the cable-anchorage, unscrew the gear-indicator-rod and withdraw the rod from inside the axle.
3. Remove the chain-tensioner as follows: unhook drive-chain from swinging arm, undo chain-tensioner nut, and withdraw the chain tensioner.
4. Slacken off the main axle-nuts and remove wheel (if tab-washers are stuck, they will normally come loose if you tap the wheel gently from side to side). To get the tyre past the brake blocks, either deflate the tyre or remove the LH brake block.



Re-fitting (with hub-gears, make sure that the tab-washers engage correctly in axle-plate):

1. With the drive-chain in place over the (outer) sprocket, drop the axle into the axle-plates (the correct way round if it has “handed” tab-washers).
2. Make sure the drive-chain isn’t trapped, and secure the wheel nuts over the washers.
3. Fit the chain-tensioner (with a derailleur, the fixed-idler-wheel must lie between the two plates of the actuator). Secure using the chain-tensioner-nut and washer, but don’t overtighten this nut.
4. Feed the chain over the idler-wheels on the chain-tensioner, and check chain flow.
5. For hub-gears, if present:
 - a. screw the gear-indicator-rod right into the axle, backing off not more than half a turn to align it, and connect gear-indicator-chain to the cable-anchorage.
 - b. Adjust the gears and make sure that all 3 gears are engaging OK.
6. For derailleur gears, if present, check function and adjust with M4 grub-screws in actuator if necessary.
7. If you removed a brake-pad, re-fit it.

Full details for wheel removal and re-fitting are in the Owner’s Manual (or Dealer Manual).