

BROMPTON

OWNERS MANUAL



**NORTH & SOUTH AMERICA
MAINLAND EUROPE**

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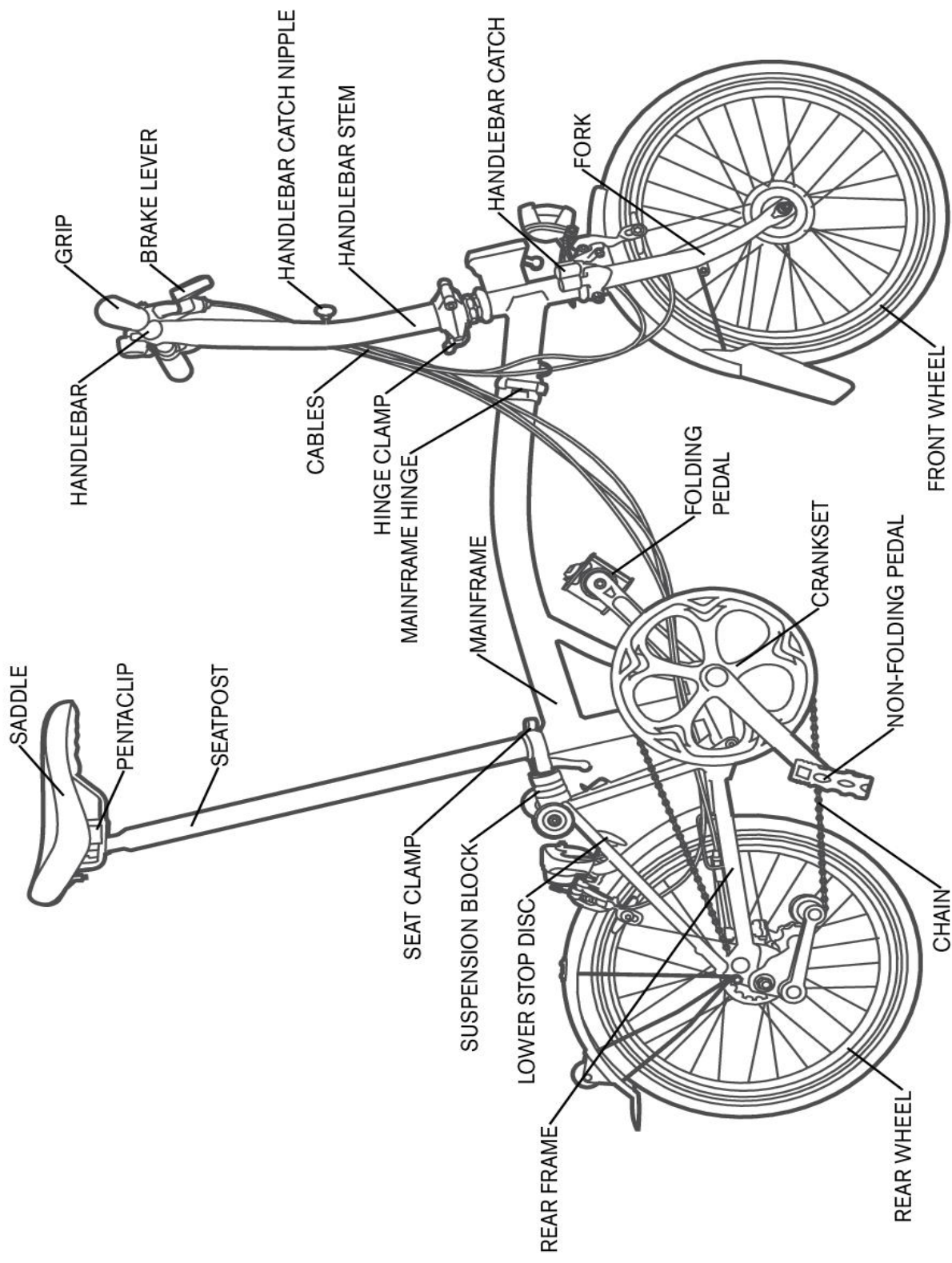
ISO 4210-2

CITY AND TREKKING BICYCLES

CPSC 16 CFR 1512



COMPONENT NAMES



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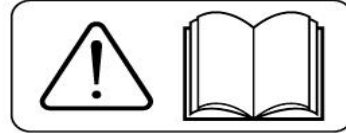
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INTRODUCTION

Before using your Brompton, please read this manual noting the sections on safety and folding in particular. While this manual is intended as a guide, it is not a comprehensive guide to cycling or bicycle maintenance.



To activate your 7 year extended warranty you must register your bike in the My Brompton section of our website to record the details of your bike(s); that way, if your bike is stolen or we have any need to contact you, we will have a record to refer to. You will be asked to enter your serial and frame numbers: the serial number is located on a plate at the back of the main frame; the frame number is stamped on the main frame near the bottom bracket. The information remains on the Brompton database and will not be passed on to third parties <https://www.brompton.com>

If you carry out any adjustments or maintenance work yourself, please read the relevant sections of this manual first, as it's quite easy to get things wrong, and to impair the folding process or damage your bike. This manual contains some tips and advice for using your Brompton but if you are ever unsure of how to maintain your bike, visit an authorised Brompton dealer for expert advice. For a list of dealers, please visit our website: <https://www.brompton.com/Find-a-Store>

We recommend having your bike inspected and serviced by a Brompton dealer regularly.

This manual conforms to ISO 4210-2

CARRYING & WHEELING THE FOLDED BIKE

- Owners are responsible for assessing the way they use the bike at all times, and should ensure that they take due care of their safety and welfare when riding, moving or carrying their bike
- Brompton accept no responsibility for any injury caused when lifting and handling a folded bike
- A Brompton bike weighs between 9 and 14kg, depending on the equipment fitted
- Luggage fitted to the front carrier block can also weigh up to 10kg
- Owners must take due consideration of the weight of their bike and any luggage they plan to lift or carry, and balance this against their particular physical capabilities; the circumstances i.e. route, under-foot conditions etc, must also be considered before each lift and/or carry of the bike and luggage
- Owners should always remove luggage from their folded bike so they do not attempt to lift or carry the combined weight of the bike and luggage
- Whenever you are no longer able to ride your Brompton, inside a train station for example, you should first push it as far as possible, then fold it up and roll it on the rear rollers before carrying it for the shortest distance
- It is recommended that the folded bike is carried one-handed, most comfortably with your arm straight and the bike to your side. The bike should be held either by the saddle, or the main frame below the saddle, whichever is most suitable for you
- If you have to carry the bike for any distance, then it may be appropriate to swap the bike between each hand at suitable intervals, depending on your capabilities
- Carrying the folded bike two-handed is only advisable over a very short distance, as it can only be done by holding the bike at chest/stomach level in order to avoid knocking your legs or knees against the bike; this requires both arms to be bent with an approx 90degree bend, which will place extra strain on your arms

The small rollers fitted as standard on a Brompton are useful for pushing the folded bike into tight spaces. Using the raised handlebar as a handle, the folded bike may also be pulled around on these rollers, though this only works over short distances on a smooth surface. Remember to raise the seatpost slightly from the fully-down position so that it does not hinder the bike from rolling along, but not so high that the bike unfolds. The folded bike is not designed to be used as a stool, do not sit on the bike when folded.

SAFETY

The Brompton is designed for use on roads and well-made paths, carrying a maximum load not exceeding 110kg (rider and luggage weight included). A Brompton is not intended for stunts, cross-country riding or extreme sports. Your Brompton should be used for its intended purpose. Misuse may lead to failure of some components and void your Brompton warranty. We do not recommend fitting a child seat or trailer to the Brompton, doing so will invalidate the Brompton warranty.

Before riding your Brompton for the first time, and periodically thereafter, please pay close attention to the following:

- We recommend the use of an approved cycling helmet, even in countries where their use is not mandatory
- Read and follow the national legal requirements of the country where you are riding, and comply with all applicable traffic laws
- Make sure the wheel rims are clean and undamaged along the braking surface, and check for excess rim wear. If you doubt the safety of your rims, have them inspected by an authorised Brompton dealer
- Check brakes, tyres and steering regularly
- Keep brakes and gears properly adjusted and operating cables in good condition
- In rain, the brakes may be less effective and roads more slippery so brake sooner
- Check that all wheel nuts are properly tightened (see torque table, page 13)
- In the UK, the left hand brake lever operates the rear brake and the right hand lever operates the front brake, but this varies from country to country
- When riding in the dark, wear reflective clothing and use lights (front and rear); check to ensure that your lights comply with local laws



Before or after each ride, pay close attention to the following:

- Ensure that the quick release seatpost clamp is secured and the saddle is at the correct height
- The hinge clamps are in place, with levers firmly tightened
- During folding and unfolding, as well as during use and maintenance, avoid putting your hands or fingers anywhere they may be caught or trapped
- Ensure the bike is correctly folded or unfolded to avoid possible injury
- On an S Type, do not use the T Bag, C Bag or Folding Basket (which may interfere with steering)
- On a P Type, remember you have no brakes to hand when using the lower grips
- Never try to alter the height of the handlebar stem where it enters the front forks

WARNING

Many components on a bike are highly stressed, and with high mileage, heavy loads or hard riding, will eventually reach the end of their design life; in particular, aluminium alloy has a limited fatigue life. Failure in use can cause injury. You should check all load-bearing parts for any signs of damage, corrosion, or cracking, and replace if necessary. Please visit an authorised Brompton dealer for expert advice if you are uncertain.

The bike must not be subject to any modification, repair or replacement other than as authorised by Brompton Bicycle Ltd. The bike must be serviced by an authorised Brompton Dealer.

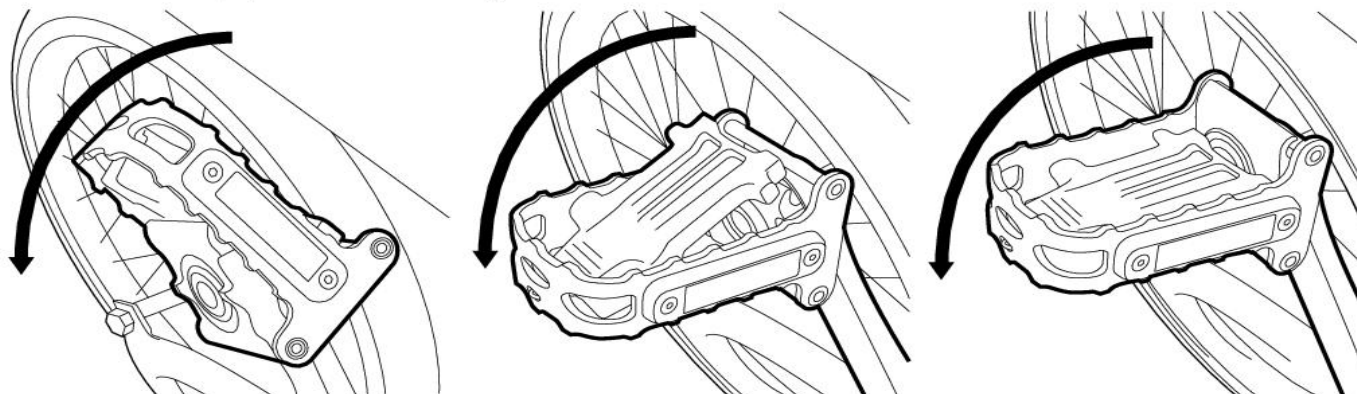
If the bike has been subject to a crash or impact you should stop using the bike immediately and have the bike inspected by a Brompton dealer. Damaged components should be replaced before the bike is ridden again. Any deep scratches or gouges in the aluminium parts can severely weaken the component and cause premature failure of the part.

Note: We recommend that genuine Brompton parts are used for safety-critical components.

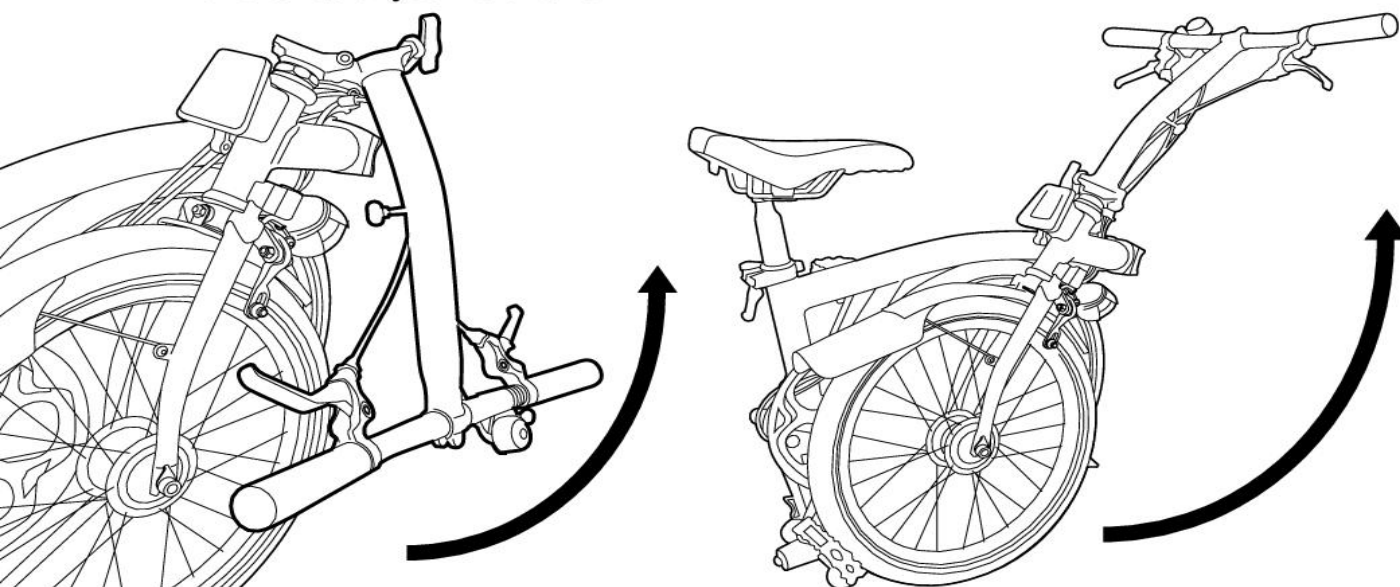
UNFOLDING THE BIKE

Take some time to look at the bike folded; it helps when you come to fold it again.

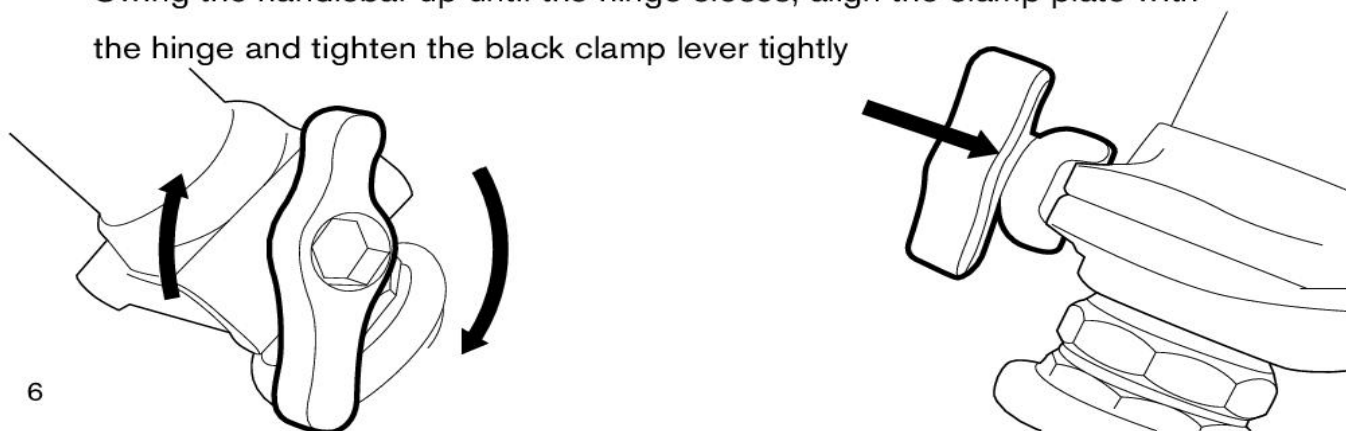
Stand on the left (non-driveside) of the bike. Unfold the left-hand pedal by pulling the toothed metal cage towards you. As you do this note how the black catch operates as this will help you when folding.



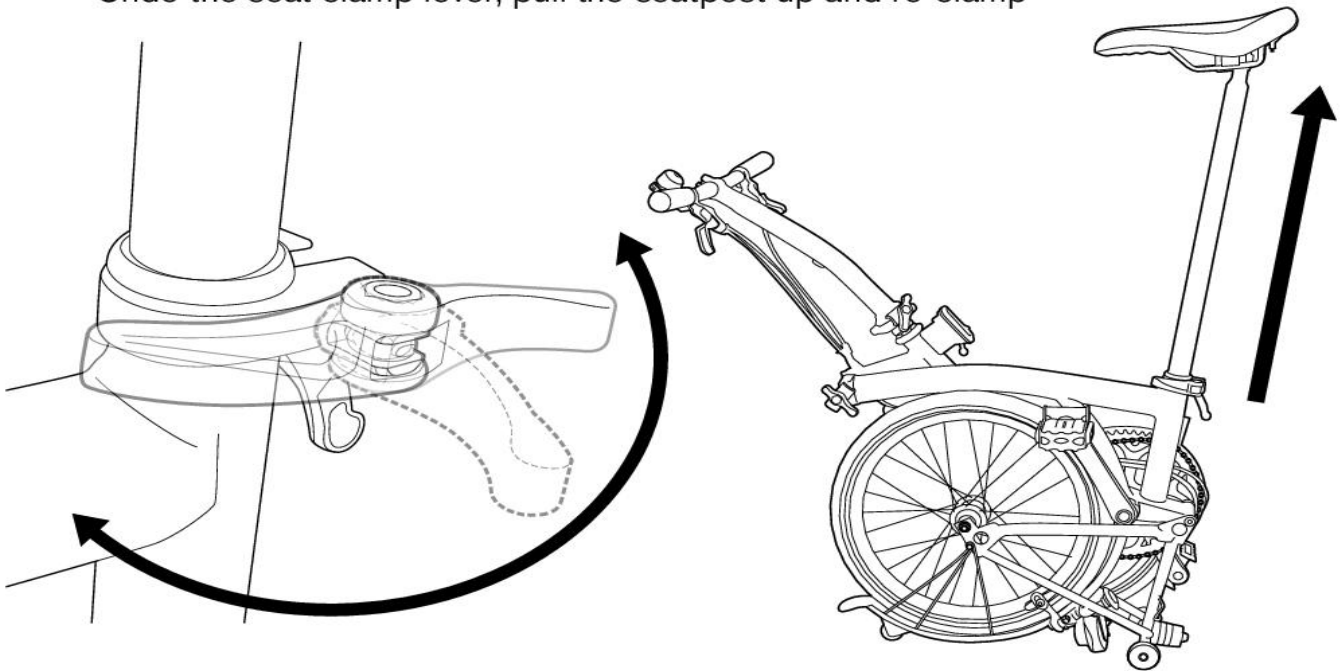
- To release the handlebar, firmly push down on the end of the grip nearest you with the flat of your left hand



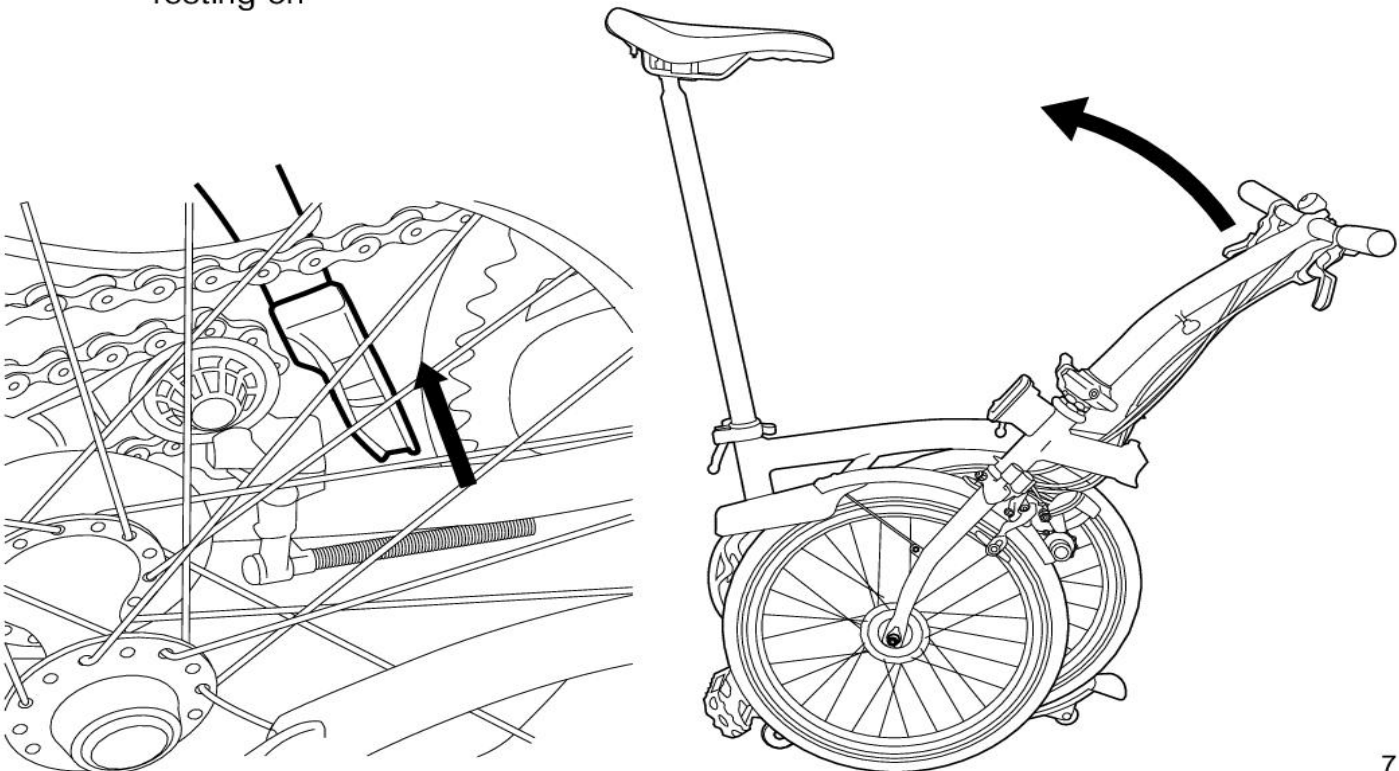
- Swing the handlebar up until the hinge closes, align the clamp plate with the hinge and tighten the black clamp lever tightly



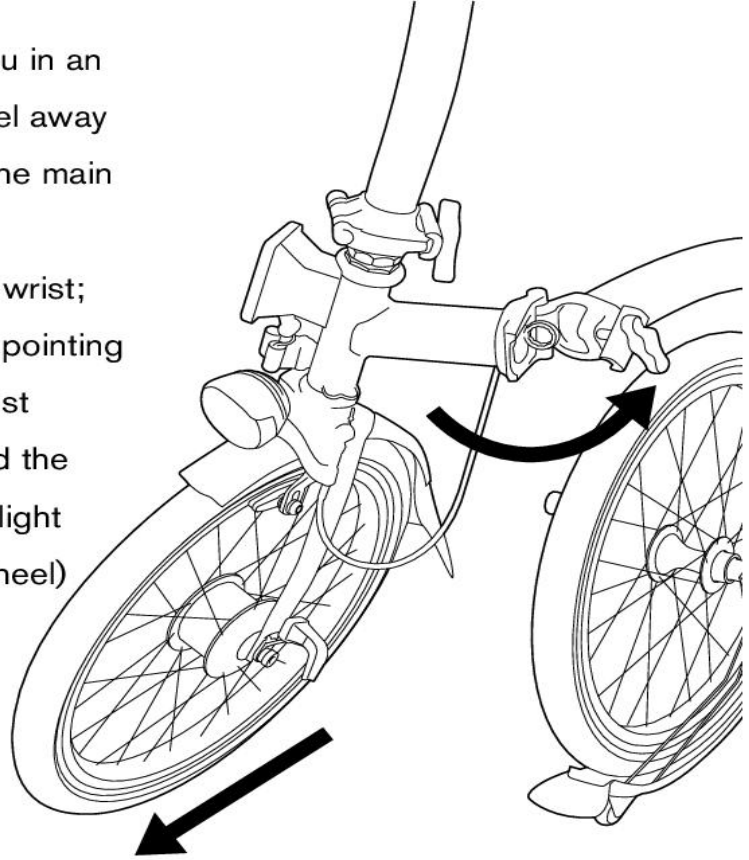
- Undo the seat clamp lever, pull the seatpost up and re-clamp



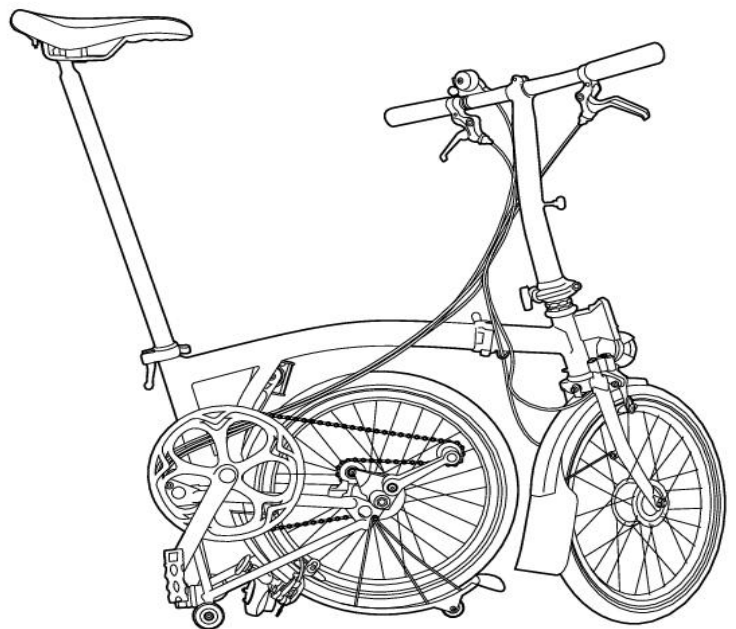
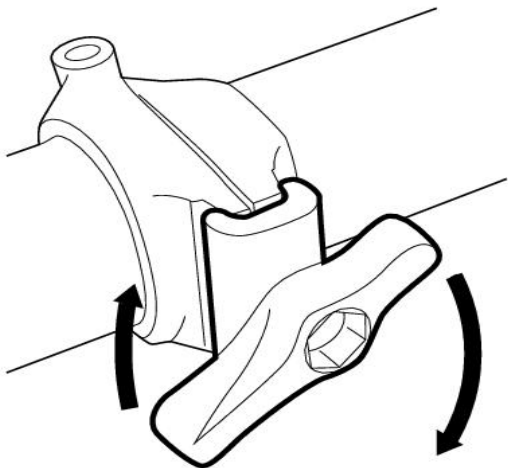
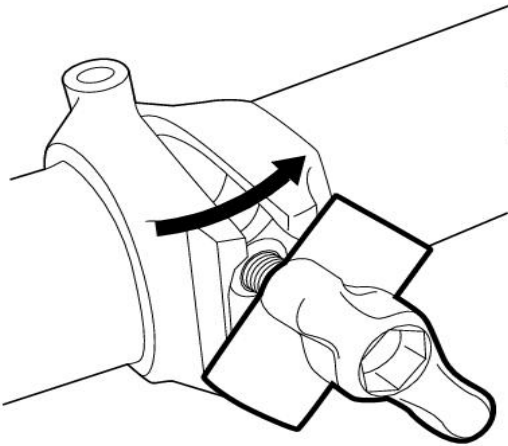
- Place your right hand on the saddle & hold the handlebar stem with your left hand, near the hinge
- Look down where the chain runs between the two wheels and you will see the black hook holding the front wheel to the rest of the bike
- Lift the handlebar stem with your left hand, to lift the hook above the tube it is resting on



- Swing your left hand away from you in an arc to push the fork and front wheel away from you, push until the hinge on the main frame is closed
- When doing this do not twist your wrist; make sure to keep the front wheel pointing in the same direction, the hook must remain on your side of the bike and the front wheel pointing forward at a slight angle, (not parallel with the rear wheel)

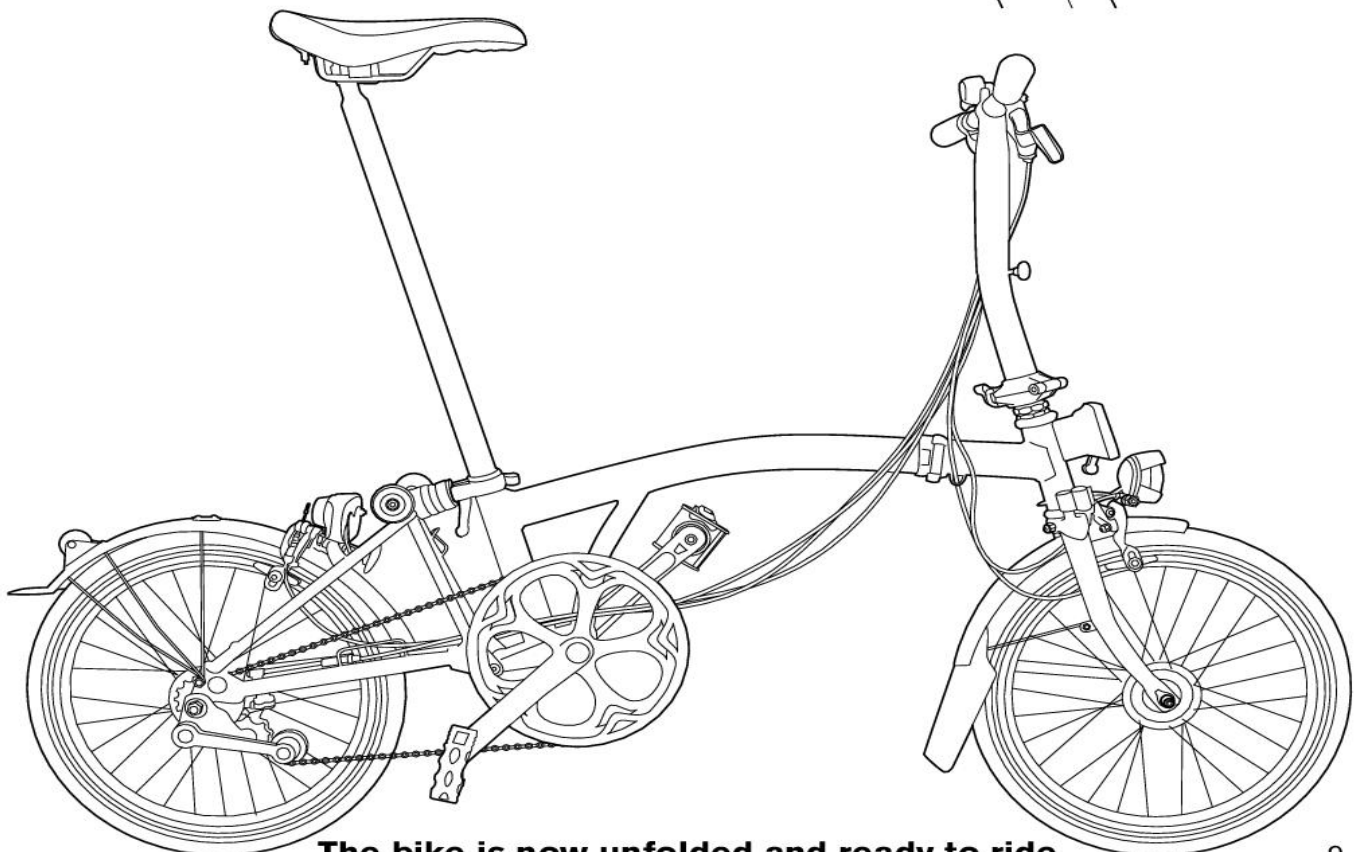
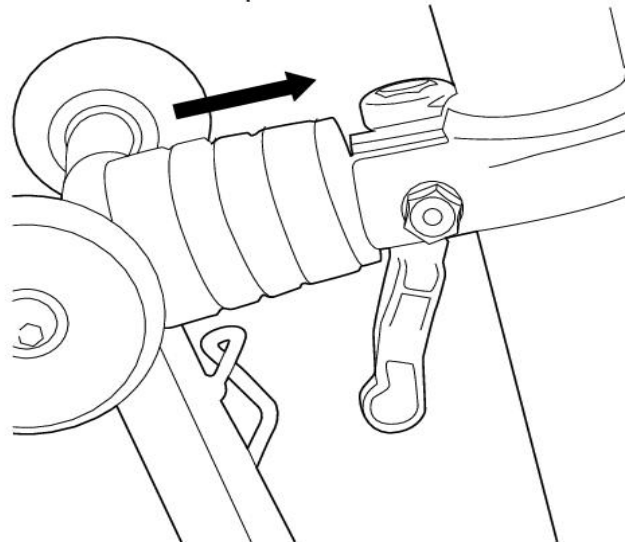
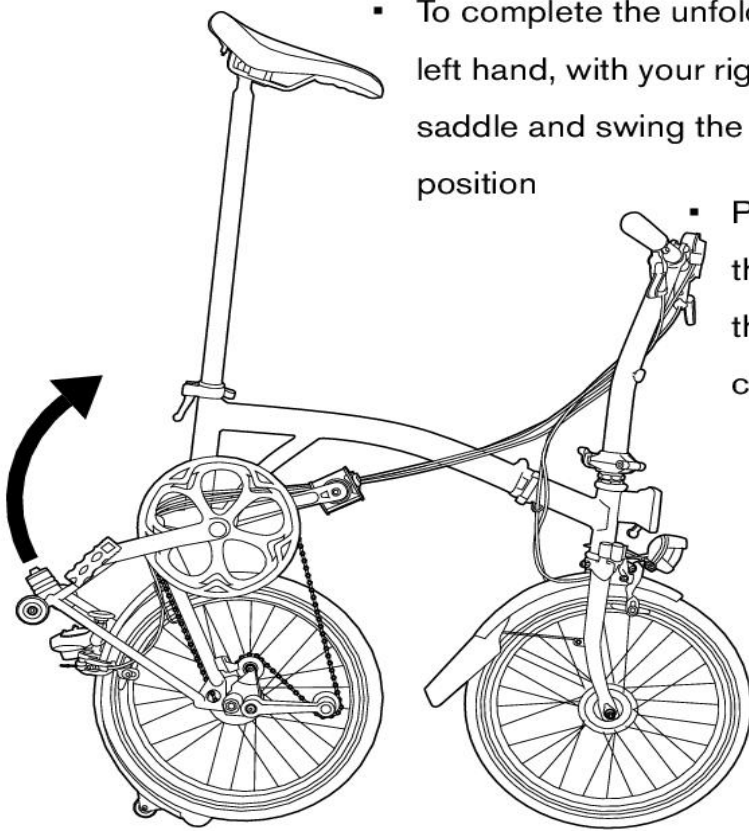


- The hinge on the main frame should now be closed
- Align the hinge clamp plate and tighten the black clamp lever firmly



- To complete the unfold, hold the handlebar with your left hand, with your right hand lift the bike up swiftly by the saddle and swing the rear wheel will backwards and into position

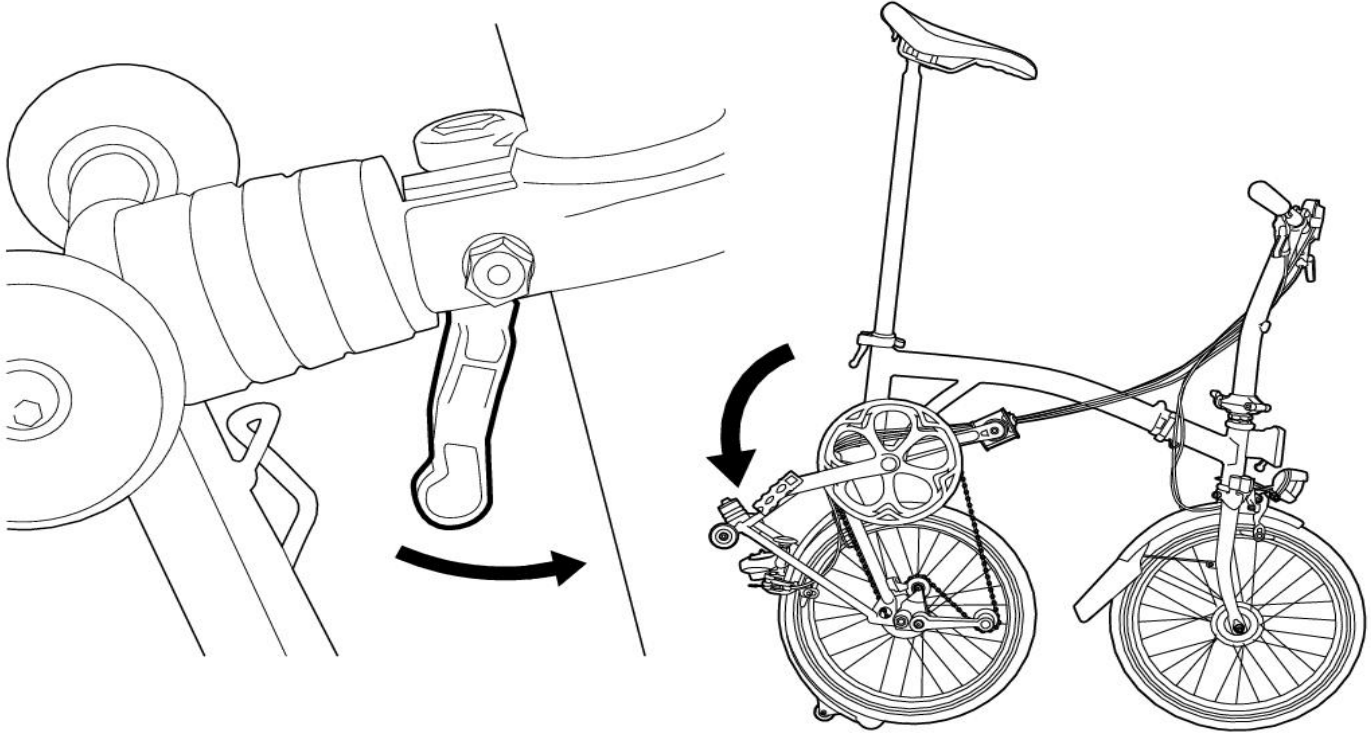
- Push down on the saddle to ensure the suspension block pushes against the mainframe; there should be a loud click as it locks into place



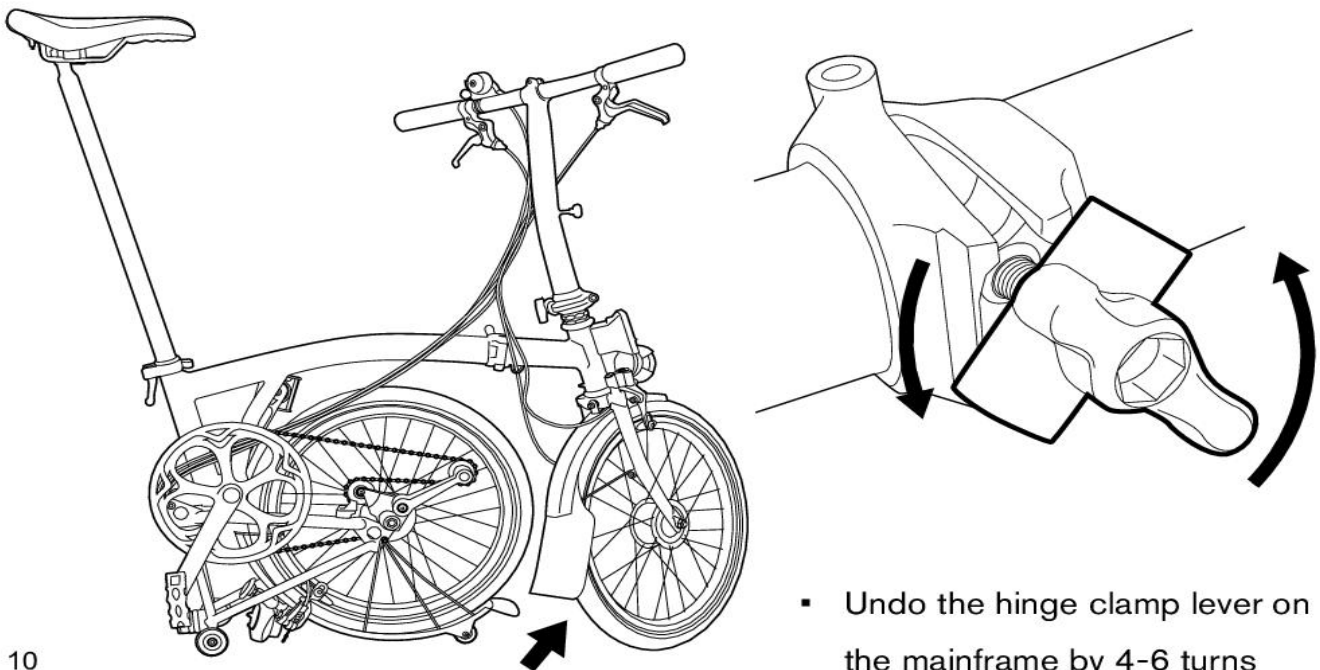
The bike is now unfolded and ready to ride

FOLDING THE BIKE

- Turn the handlebar slightly to the left so it is not parallel with the rear wheel & spin the cranks so the right-hand pedal is pointing backwards

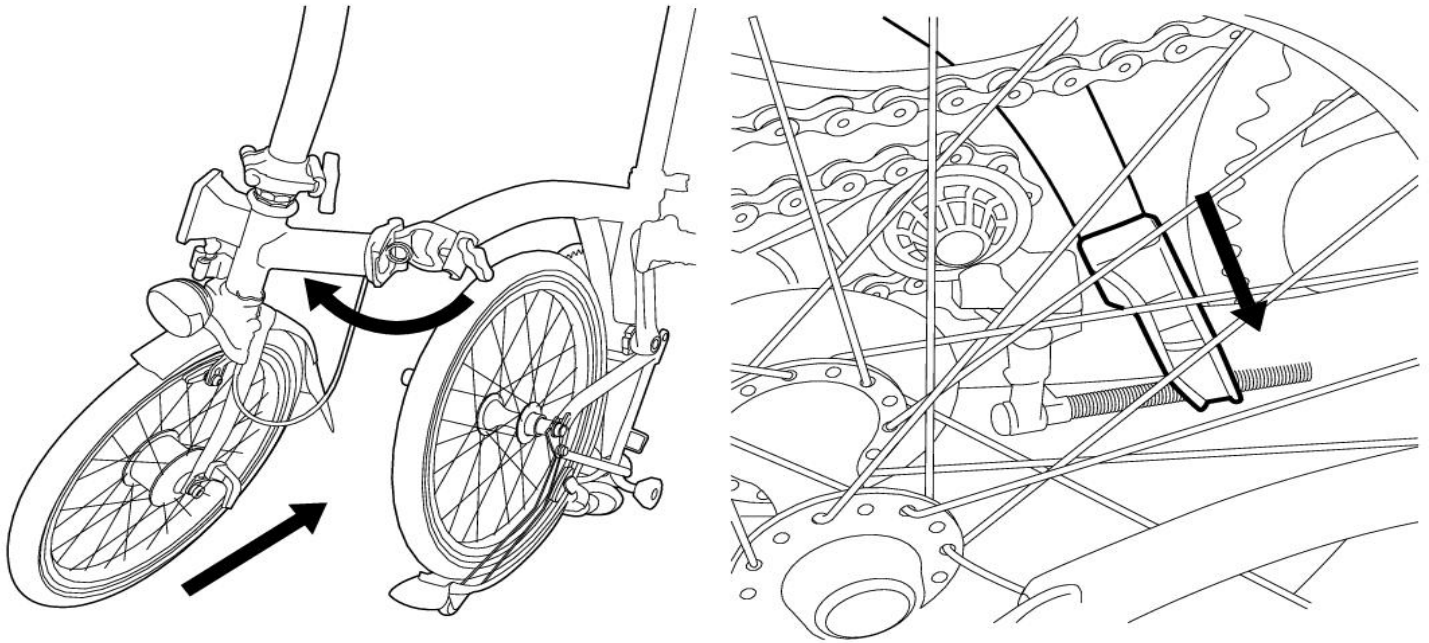


- There is a small black lever behind and below the seat clamp. Press it forward, then lift the back of the bike swiftly so the rear wheel swings under the frame, then lower the bike so it sits in the 'parked' position

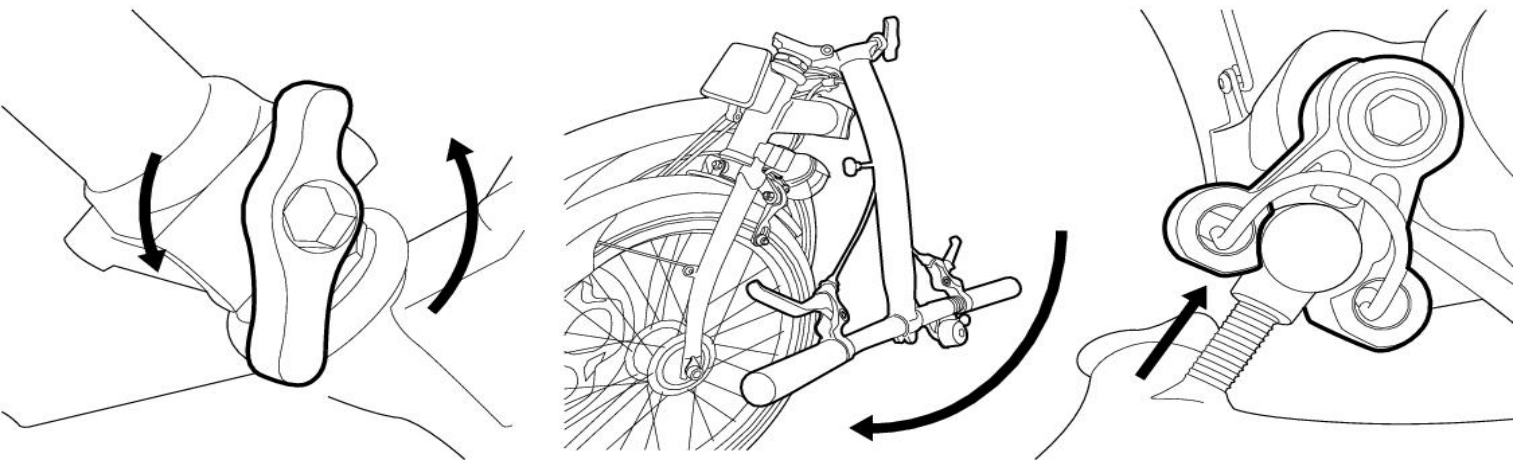


- Undo the hinge clamp lever on the mainframe by 4-6 turns

- With your left hand hold the handlebar stem above the plastic nipple, swing the front wheel away & to the right

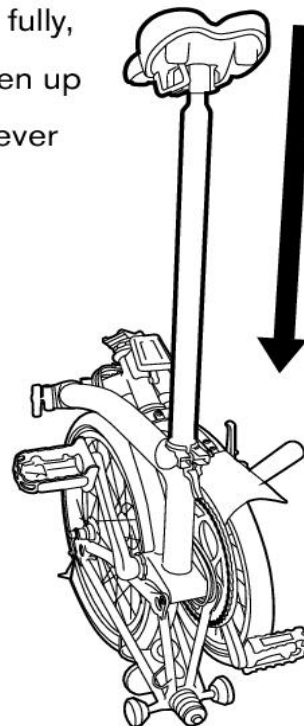
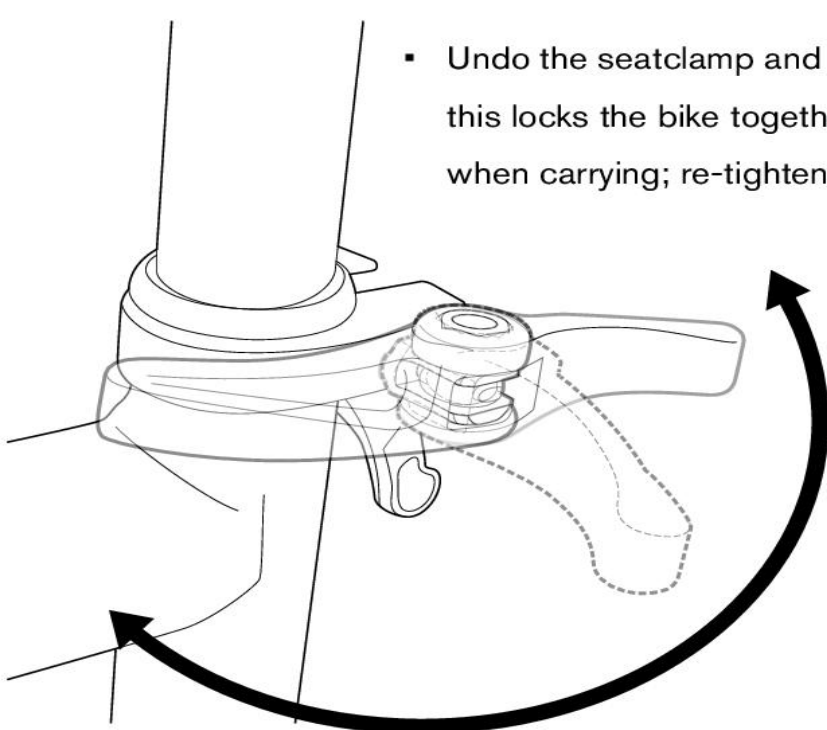


- Bring the stem round in a clockwise stirring motion, don't twist your wrist & keep the hook facing you, until the front wheel is alongside the rear; you may need to lift the front of the bike a little
- Lower the black hook over the rear frame, underneath the top section of the chain

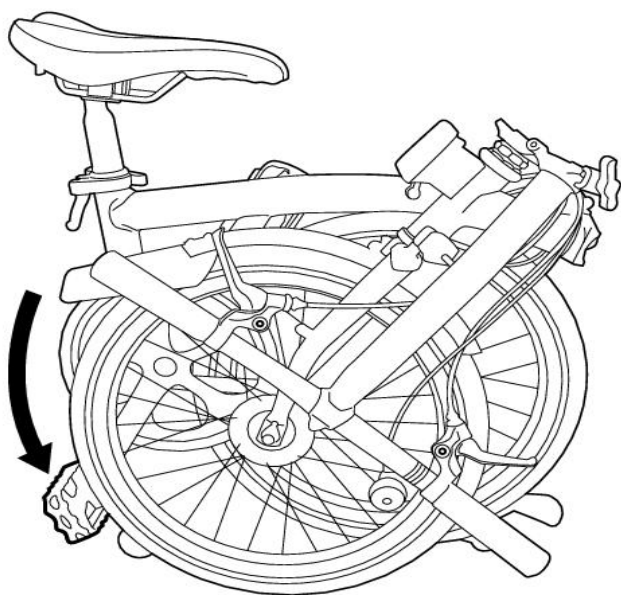


- Undo the hinge clamp lever on the handlebar stem by 4-6 turns and let the handlebar stem drop down; the nipple on the handlebar stem fits into the clip which is mounted on the top of the fork, locking it securely to the bike

- Undo the seatclamp and lower the saddle fully, this locks the bike together, so it won't open up when carrying; re-tighten the seat clamp lever



- Pull the left hand pedal upwards, the right hand pedal should tuck under the front wheel
- Fold the left hand pedal, by pressing the central black plate upward, enough that it can pass over the end of the crank arm & into a vertical position
- If you can't lift the plate, turn the pedal over & try again



The bike is now folded and ready to be picked up and carried. Brompton saddles have a tailored grip plate underneath the 'nose' of the saddle.

The left hand pedal should not be folded when turning the cranks, as it can catch on parts of the rear frame and cause damage to your bike.

USING THE BROMPTON

TYRE PRESSURES

Tyre pressure is important for both comfort and safety. Please note the following tips for ensuring a safe and comfortable ride.

It is important to keep your tyres well-inflated; soft tyres increase pedalling effort (which takes the fun out of riding), wears tyres down quickly and has an adverse effect on handling. **Keeping your tyres well-inflated is highly recommended.**

The most appropriate pressure depends on your weight and preference. It's also worth remembering that a very hard tyre isn't always faster. A hard tyre might be faster in the velodrome, on a rough road a lower pressure will deflect more easily over uneven and rough road surfaces and therefore roll faster and make the ride more comfortable. Generally a slightly lower pressure in the front wheel and slightly higher in the rear is recommended, this accounts for the different weight distributions between the two tyres.

Brompton bikes are fitted with Schrader valves, allowing various methods of inflation. The Brompton pump is installed on the rear frame of all-steel Bromptons with mudguards. When replacing the pump on the bike, make sure that it has full engagement with the pump locators on the rear frame. You can also use a hand-pump, or an air-line found at petrol/gas service stations.

The table below shows recommended tyre pressures for tyres supplied on Brompton bicycles.

	MARATHON RACER		SCHWALBE MARATHON		SCHWALBE KOJAK	
	MIN(psi)	MAX(psi)	MIN(psi)	MAX(psi)	MIN(psi)	MAX(psi)
FRONT	65	110	65	110	70	115
REAR	65	110	65	110	70	115

TORQUE VALUES

A list of torque values for the major components is shown here.

These parts should be checked periodically, as well as during routine maintenance and repair of the bicycle.

If components are not tightened to the correct torque, it could cause damage or failure of the part. This could cause loss of control of the bicycle and result in a crash.

*Never try to alter the height of the handlebar stem where it enters the front forks, it should be fully inserted into the fork up to stop. If adjusting the alignment of the handlebar to the front wheel, ensure the fixing bolt is tightened correctly before riding the bike.

If the handlebar stem is not fully inserted or not tightened correctly, it could cause movement or failure of the part in use.

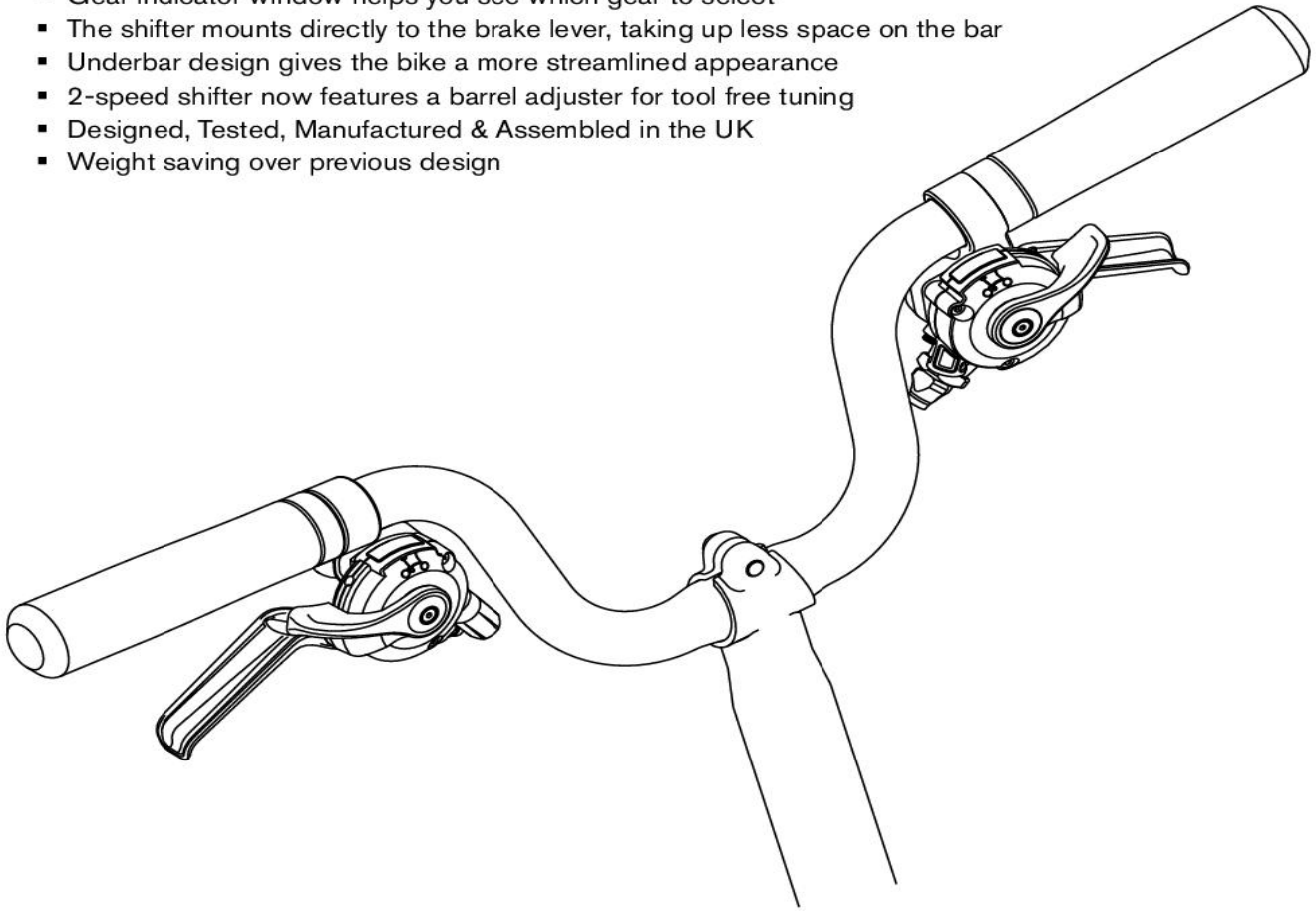
Part name	Torque (Nm)
1-2 speed wheel nuts	15
3-6 speed wheel nuts	18
Brake lever bolts	2
Chain tensioner nut	5
Chainring bolts	10
Crank bolts	30
Dynamo/superlight front wheel axle	8
Front carrier block fixing bolts	4.5
Front wheel hook fixing bolt	3.5
Handle bar support expander bolt*	30
Handlebar catch clip bolt	9
Handlebar clamp bolt	18
Brake caliper nut	8
Brake (caliper) cable clamp bolt	8
Pedals	30
Pentaclip	15
Rear rack stay bolts	3

GEARS

Brompton uses two gearing solutions: a derailleur system (left hand control) and a hub gear system (right hand control). These systems are used independently on 2 and 3-speed Bromptons. When combined, the derailleur and hub gear system create a 6-speed gearing system. Whatever your Brompton, if pedalling while changing gears, take pressure off the pedals as you do so; this will ensure efficient gear changes.

FEATURES

- Improved ergonomics
- Intuitive operation, simple to use
- Two way self returning lever
- The same feel and action across both shifters
- Gear indicator window helps you see which gear to select
- The shifter mounts directly to the brake lever, taking up less space on the bar
- Underbar design gives the bike a more streamlined appearance
- 2-speed shifter now features a barrel adjuster for tool free tuning
- Designed, Tested, Manufactured & Assembled in the UK
- Weight saving over previous design



USING THE SHIFTERS

A Brompton can be fitted with either 1, 2, 3 or 6 gears. 2-speed bikes feature a left hand shifter, 3-speed bikes a right hand shifter and 6-speed bikes use both a left and right hand shifter.

On a 3-speed bike you pick 1, 2 or 3 for a low, medium and high gear. Using a 2-speed bike is as simple as selecting + or - on the shifter for a higher or lower gear.

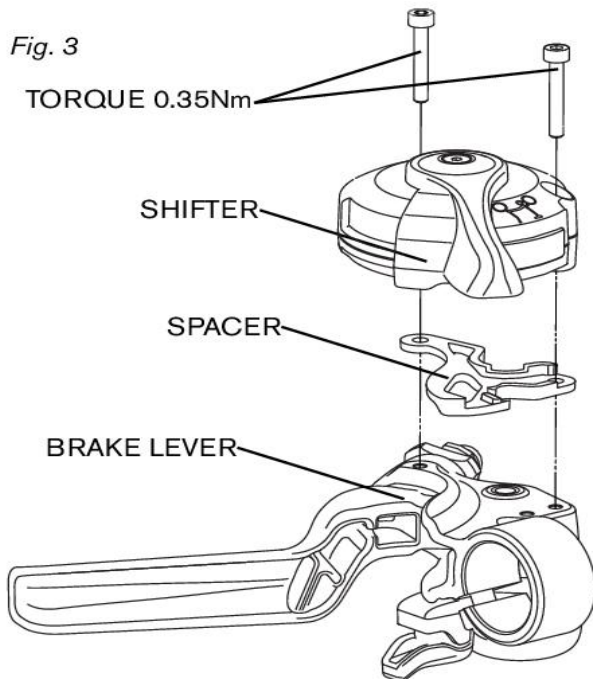
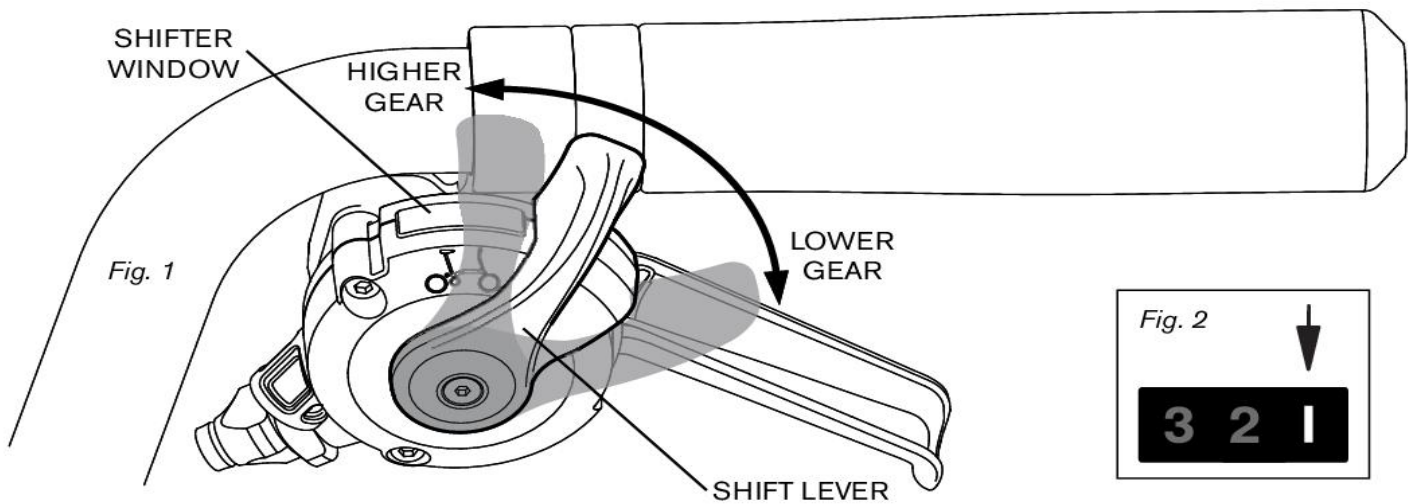
To sequentially change gear on a 6 speed, the gear levers must be operated in the correct order; another way to think about it is that there is a high and low option (left hand shifter) for each of the three hub gears (right hand shifter). The left hand shifter gives a small change between gears, whereas the right hand will give a large change.

3-SPEED GEAR SHIFTER

- 3-speed shifters are used on 3 and 6-speed bikes
- These shifters were introduced on 2017 bikes
- This shifter is not compatible with older brake levers or pre-2017 M/H Type bars
- If you are unsure about any fitting or operation instructions please contact a Brompton dealer

USING THE SHIFTER

The 3-speed shifter uses a self-returning lever to change between the three gears. Pushing it down with your thumb will shift into an easier gear and flicking the lever upwards with the back of the thumb will shift into a harder gear (fig.1). It is important to stop pedalling or back pedal slightly when changing gear, if you do not do this it is possible to damage the hub internals. The indicator window (fig. 1, 2) shows you which gear is selected.



FITTING THE SHIFTER

The shifter mounts to the right hand brake lever, it is held in place by two M3 screws, these should be tightened to **0.35Nm**. Do not overtighten the screws as this can reduce the performance of the shifter and damage the parts.

As standard a spacer (fig. 3) is fitted between the shifter and brake lever. This spacer is vital to ensure clearance between the shift lever and the grip.

On P-Type bikes and also on M, H & S-type bikes using non-standard grips, the locking collar or grip material can interfere with the lever operation, if the spacer is not fitted.

REMOVING THE GEAR CABLE

- Select gear 3 on the shifter, backpedal to engage the hub
- Unscrew the indicator chain locknut (fig. 4)
- Unscrew the indicator chain from the gear cable anchor
- Undo the gear cable anchor clamp nut and release the inner gear cable
- If there is a cable crimp fitted to the cable end you will need to remove this, then pull the cable out of the clamp
- Pull the cable housing away from the shifter
- Remove the inner cable from the cable housing
- Select gear 1 and then press the shift lever downward so it does not obscure the cable entry hole
- Feed the gear cable through the shifter so that the cable nipple ejects from the cable entry hole
- If there is resistance pushing the cable through the bush pull the cable back a little and try again
- Keep feeding the cable through until the cable can be fully removed from the shifter

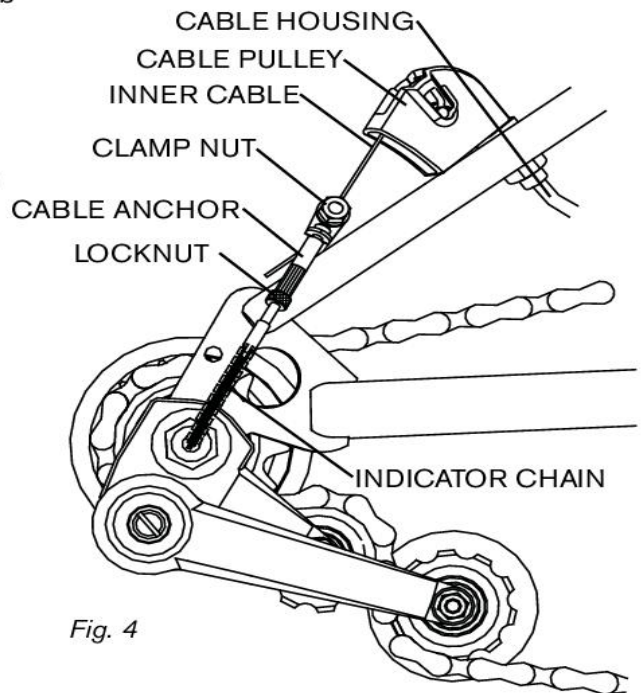


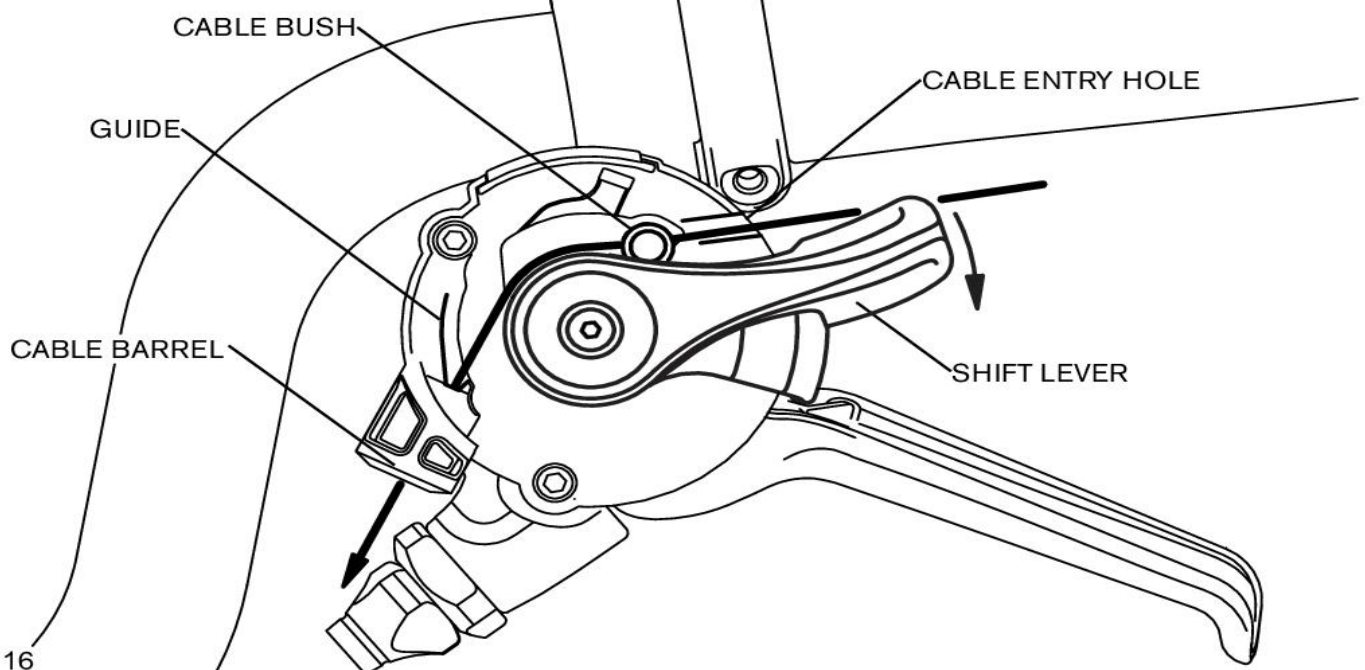
Fig. 4

FITTING A NEW CABLE

- Select gear 1 then press the shift lever downward so it does not obscure the cable entry hole (fig. 5)
- Feed the gear cable into the shifter and through the cable bush
- If there is resistance pushing the cable through the bush pull the cable back a little and try again
- Once you can feel the cable pass through the bush keep feeding it until you feel slight resistance
- Keep feeding it through so that it follows around the guide inside the shifter and exits through the cable barrel

DO NOT FORCE THE CABLE AS THIS MAY DAMAGE THE SHIFTER

Fig. 5



REFITTING THE GEAR CABLE

- Thread the inner cable through the housing and around the cable pulley (fig. 4)
- Thread the cable through the clamp on the cable anchor and pull through before tightening the clamp nut
- Screw the indicator chain into the gear cable anchor

HUB-GEAR ADJUSTMENT

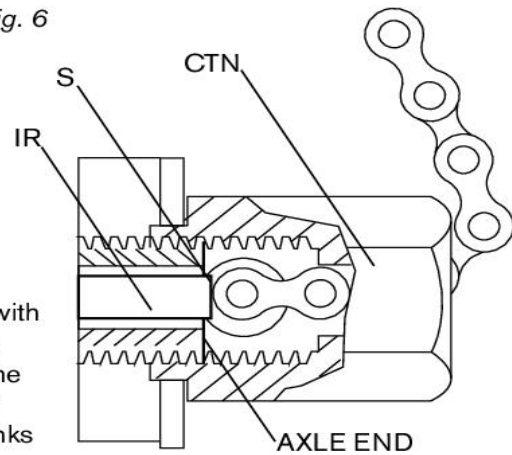
Adjustment must be carried out with the bike fully unfolded and with the indicator rod screwed into the hub (backed off not more than half a turn to align with the cable). The aim is to make sure that the indicator rod & chain move to the correct position in response to moving the trigger. For this the cable has to be running free of kinks or sharp bends, with the cable pulley rolling freely.

While setting gears, keep the wheel spinning forwards, and pedal back and forwards, to ensure the gear engages. It's easiest, when altering the setting, to have the cable slack: select top gear and back and forward pedal.

Adjustment is carried out by slackening the lock nut, turning the cable anchor barrel (fig. 4) to obtain correct setting, and relocking the nut.

The indicator chain is correctly adjusted (fig. 6) when the shoulder S on the indicator rod IR is proud of the axle end by no more than 1 mm (this can be seen by looking through the hole in the chain tensioner nut CTN) when in the middle position on the shifter is selected.

Fig. 6



2-SPEED GEAR SHIFTER

- 2-speed shifters are used on 2 and 6-speed bikes
- These shifters were introduced on 2017 bikes
- This shifter is not compatible with older brake levers or pre 2017 M/H Type bars
- If you are unsure about any fitting or operation instructions please contact a Brompton dealer

USING THE SHIFTER

The 2-speed shifter uses a self-returning lever to change between the two gears. Pushing it down with your thumb will shift into an easier gear and flicking the lever upwards with the back of the thumb will shift into a harder gear (fig.7). It is possible to change gear while pedalling or stationary, though the gear will not engage until the pedals are moving forward. The indicator window (fig. 7, 8) shows you which gear is selected.

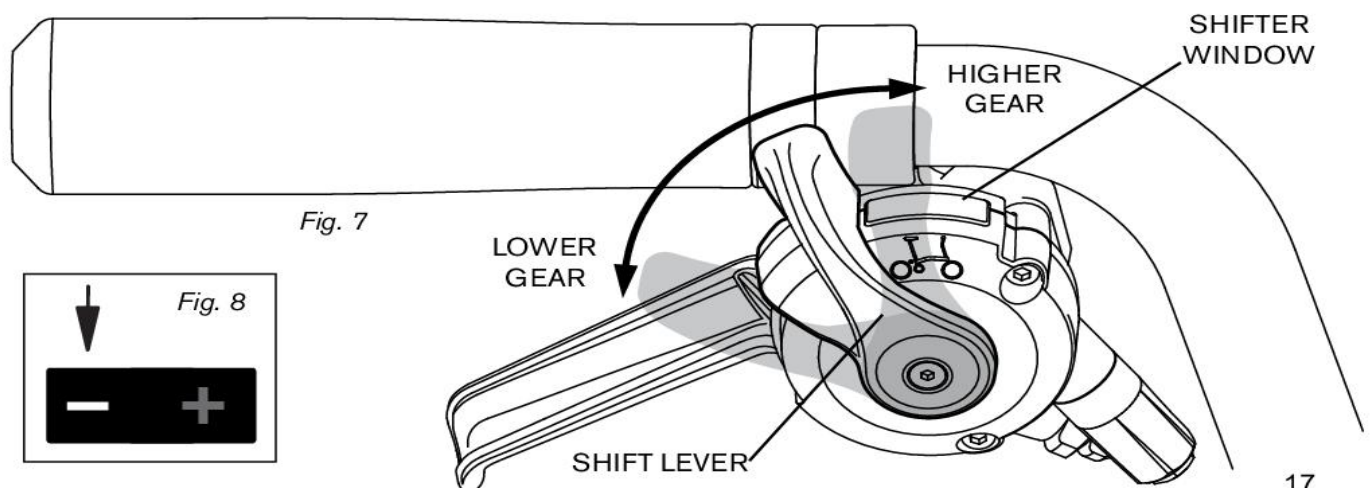
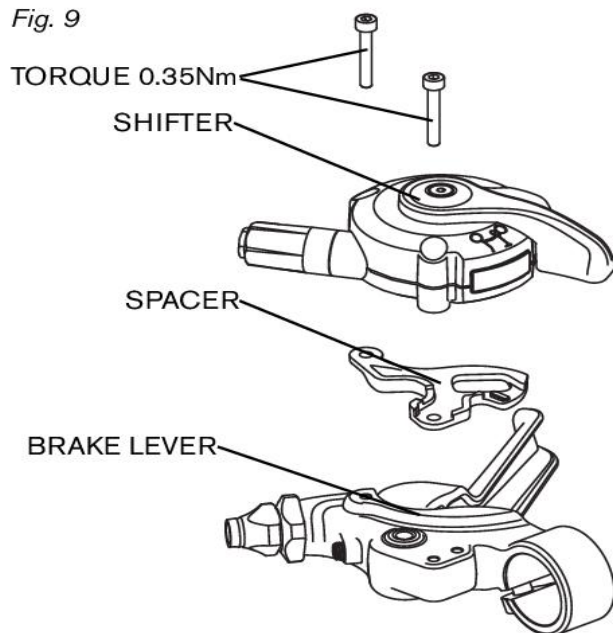


Fig. 7

Fig. 8

Fig. 9



FITTING THE SHIFTER

The shifter mounts to the right hand brake lever, it is held in place by two M3 screws, these should be tightened to **0.35Nm**. Do not overtighten the screws as this can reduce the performance of the shifter and damage the parts.

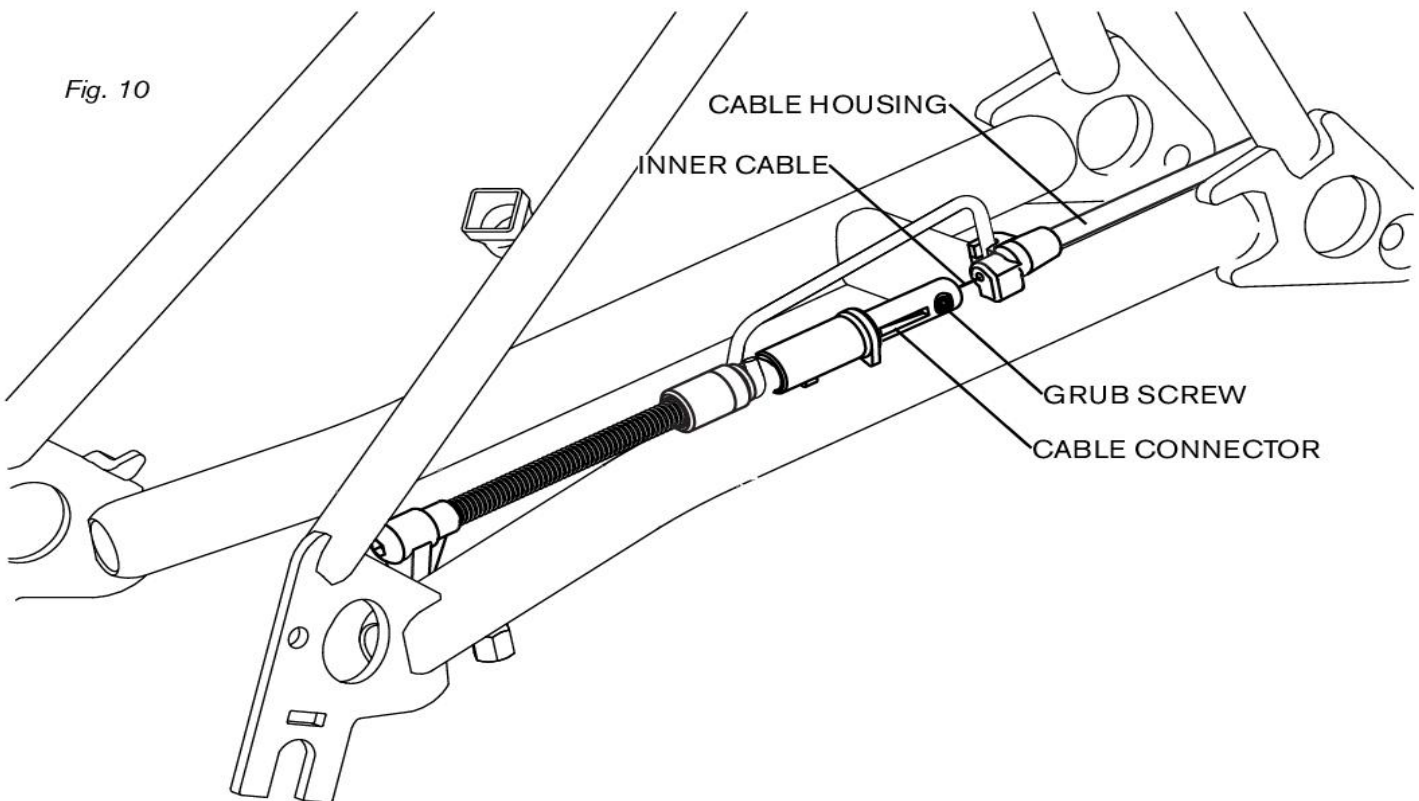
As standard a spacer (fig. 9) is fitted between the shifter and brake lever. This spacer is vital to ensure clearance between the shift lever and the grip.

On P-Type bikes and also on M, H & S-type bikes using non-standard grips, the locking collar or grip material can interfere with the lever operation, if the spacer is not fitted.

REMOVING THE GEAR CABLE

- Select the highest gear (+)
- Release the cable from the cable connector (fig. 10) by loosening the grub screw
- Select the lowest gear (-) and then press the shift lever downward so it does not obscure the cable entry hole
- Separate the inner cable from the outer housing
- Push the inner cable through the barrel adjuster, until the cable end is fed out from the entry hole (fig. 5)
- Pull the cable from the entry hole until it is separated from the shifter

Fig. 10



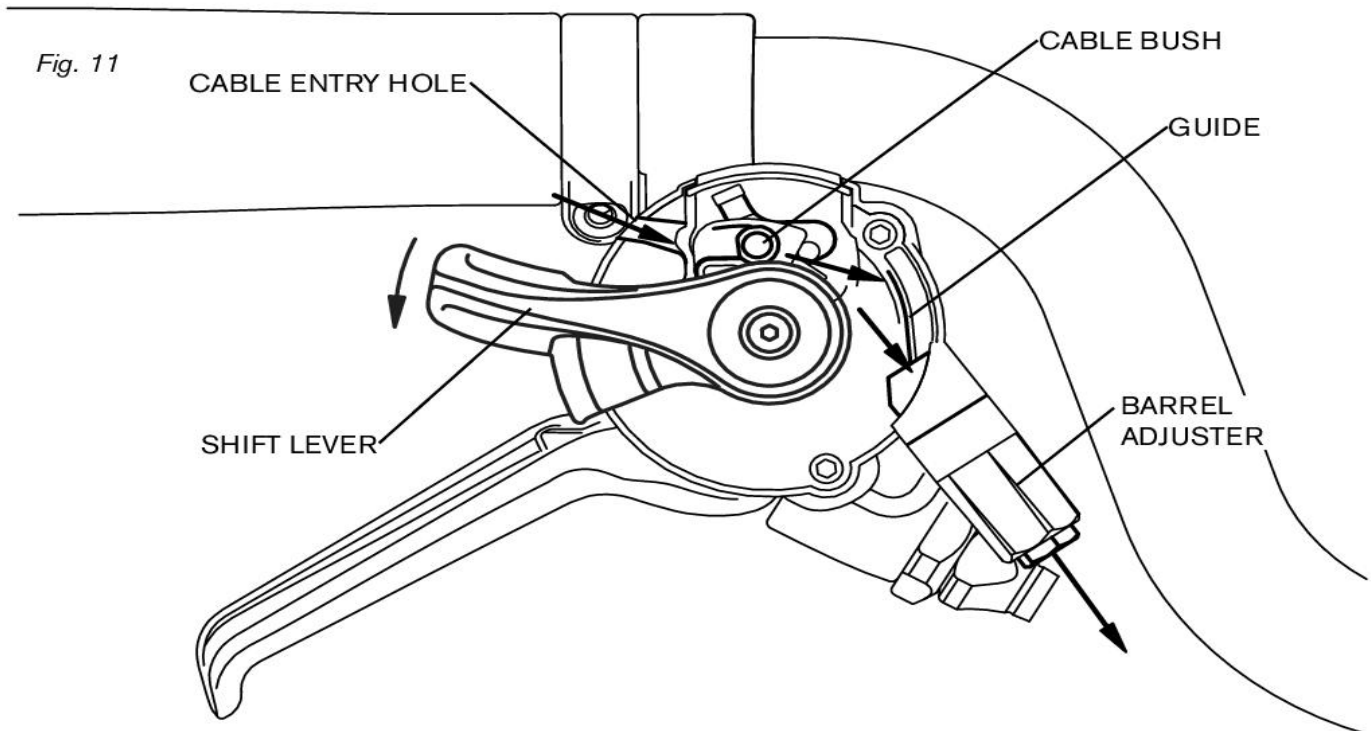
FITTING A NEW CABLE

- Screw the barrel adjuster (fig. 11) fully clockwise so that it is at its shortest setting, then unscrew by 2 turns
- Select the lowest gear (-) and then press the shift lever downward so it does not obscure the cable entry hole
- Feed the gear cable into the shifter in a slightly downward direction and through the cable bush
- If there is resistance pushing the cable through the bush pull the cable back a little and try again
- Once you can feel the cable pass through the bush keep feeding it until you feel slight resistance
- Keep feeding it through so that it follows around the guide inside the shifter and exits through the barrel adjuster

DO NOT FORCE THE CABLE AS THIS MAY DAMAGE THE SHIFTER

SETTING THE GEARS

- Insert the gear cable into the housing
- Thread it all the way through so that it exits through the end of the housing
- Using needle nose pliers or similar pull the cable through the housing and insert fully into the connector
- Tighten the grub screw to secure the cable in the connector
- Use the barrel adjuster on the shifter to make adjustments to the cable tension as needed (fig. 11)
- Unscrewing the adjuster will add more tension to the cable and improve shifting into the lower gear
- Screwing the adjuster inwards will reduce tension and improve shifting into the high gear



BRAKES

You should adjust your brakes on a regular basis as they are critical to your safety. The time between adjustments will vary depending on how often you use your Brompton; if your brake lever touches the handle bar when you pull on it, your brakes need urgent adjustment. The brakes should be set so that the brake pads are as close to the rims as possible without interfering with the rotation of the wheels. Adjustment is carried out using the threaded cable stop on the brake lever. If you are unsure of how to do this, have it adjusted by a Brompton dealer or qualified bicycle technician.

- When setting the rear brake, the bicycle should be unfolded
- When setting the front brake, do not set the pads so close that they bind on the rim when the wheel is turned to the right or left
- Replace your brake pads if the grooves on the brake pad surface are less than 1mm deep

Keeping your rims and brake pads clean will improve your braking performance and increase the lifespan of the pads and rims. The black residue that accumulates on the rims is a mixture of dirt, pad material and aluminium powder worn from the braking surface of the rim, this residue is abrasive and will accelerate the wear of the rim and pads. When cleaning the pads and rims check to ensure they are not worn out and a worn rim or pads should be replaced immediately.

LIGHTING

Two lighting options are available on Bromptons; a battery-operated front and rear lamp and a hub dynamo system that generates electricity while you cycle. These Brompton lighting sets can be fitted to any bike model. Please use these lights in accordance with local laws. For technical information relating to the operation of the battery lamps and hub dynamo system, please refer to the technical section on our website <https://www.brompton.com>

THE REAR FRAME CLIP

The rear frame clip assembly can be set in “latch mode” or “non-latch mode”.

In “latch mode” the clip automatically engages with the rear frame when it’s unfolded, so that the rear frame/wheel doesn’t fold when the bike is lifted.

To release the rear frame press the small lever (fig. 12) forward and lift the bike so the suspension block moves away from the latch and the rear wheel swings under the frame. Lower the bike so it sits in the parked position.

In “non-latch mode” the clip can’t engage leaving the rear frame free to fold, and allowing easier parking. To switch between the two modes you simply rotate the suspension block SB (with the clip disengaged).

To switch between modes, the hook must be disengaged, and you turn the block SB: when the mark M is on top and central (fig. 13) the clip is set in “latch mode” (the latch will still engage if M is not exactly central).

If for any reason the clip doesn’t engage with the rear frame or is stiff to release, try rotating the suspension block a little. Turning the suspension block a quarter of a turn or more (with the hook not engaged) moves the recess well away from the hook so that it cannot engage.

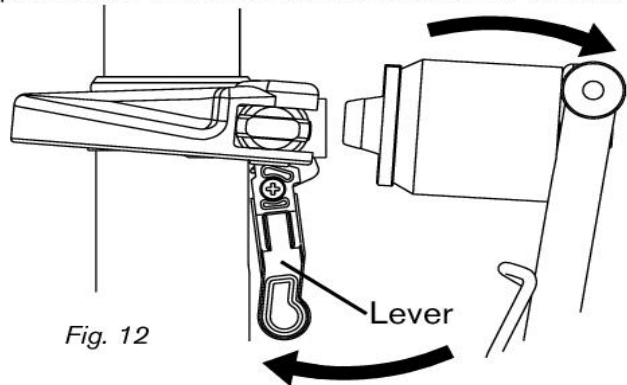


Fig. 12

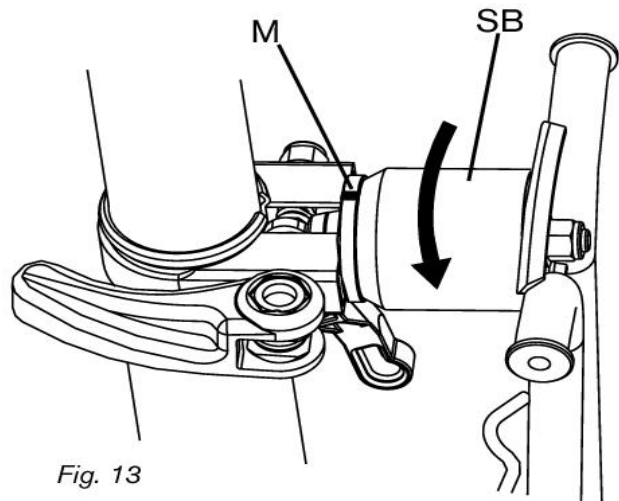


Fig. 13

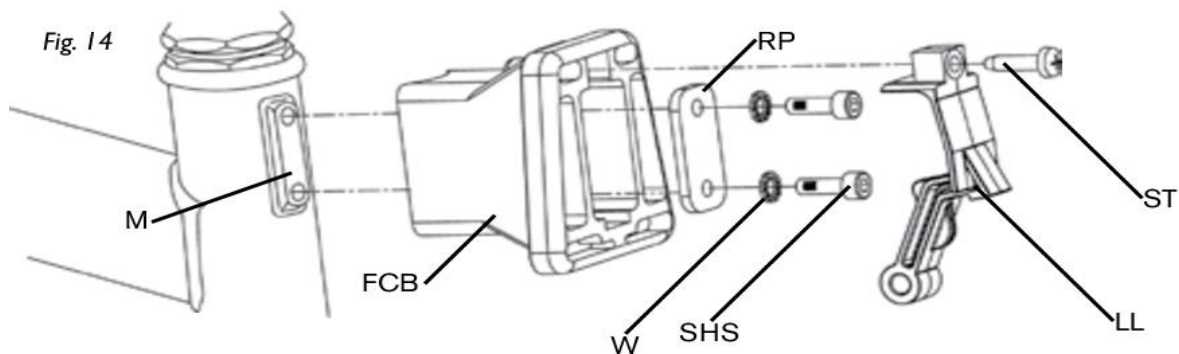
LUGGAGE

Brompton has a selection of luggage accessories that you may fit to your Brompton. They have a load capacity of up to 10kg on the front and 10kg on the rear rack. Please pay attention to the instructions that come with all luggage before use. Using incorrect luggage may interfere with steering and could be dangerous.

Note: All Brompton front luggage is suitable for use on M, H and P Type Bromptons, but the T Bag, C Bag and Folding Basket are not suitable for use on S Type Bromptons.

FRONT CARRIER BLOCK

- Check that you have all the parts shown in the diagram (fig. 14)
- If fitting for the first time, remove the two set screws in the brazed-on mounting block M; older bikes use a black nylon screw with slot, newer bikes a steel screw with 2.5mm hex drive
- It is vital that you do not omit either of the serrated washers W when fitting the retaining plate RP and that the correct torque is used on the screws SHS
- The blue patch on the screw is there to lock the screws in place; do not tamper with, remove or expose this patch to moisture as the locking action will be greatly reduced
- The screws should not be re-fitted after the initial installation; the blue patch will not function correctly
- The screws should be replaced with Brompton part QFCB-BOLTS or two M5x16 socket head cap screw, Class 12.9 DIN 912 with medium strength threadlock applied to the threads before installation



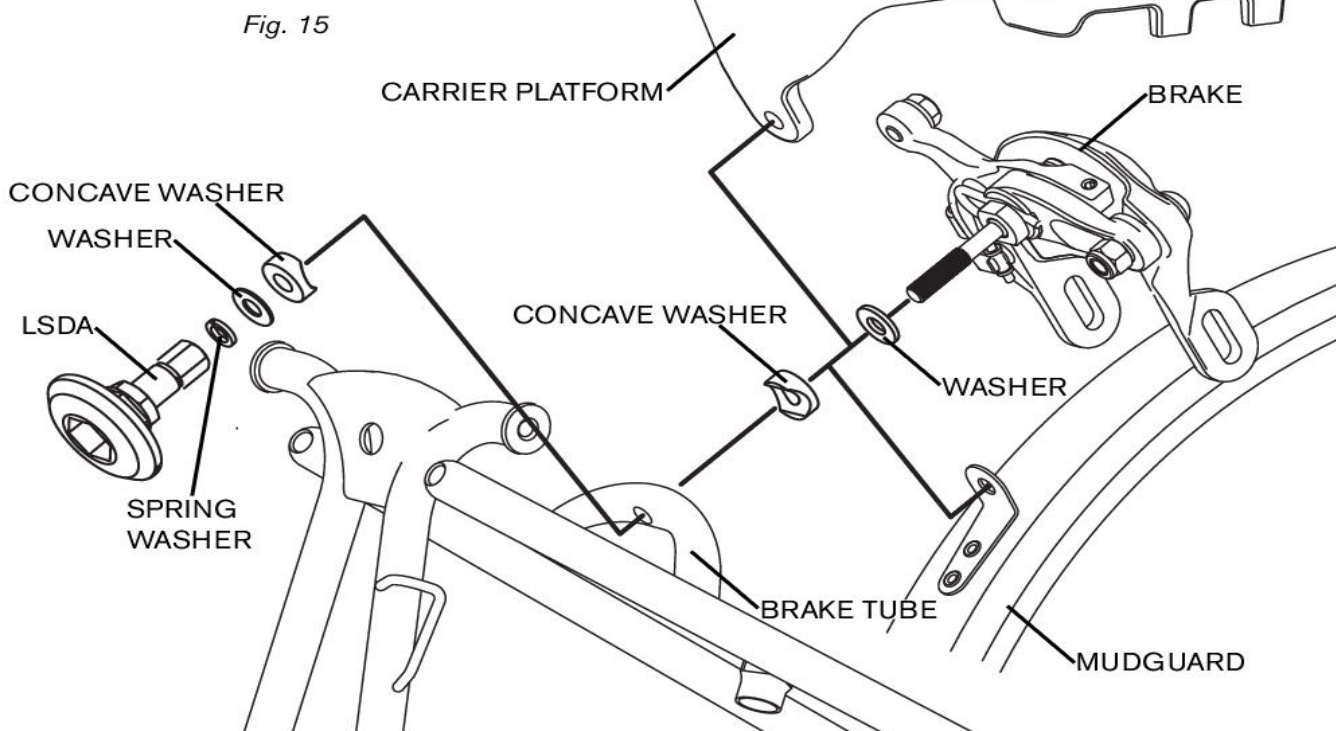
FITTING INSTRUCTIONS

You need a 4mm Allen key and a Posidrive screw-driver. Assemble the retaining plate RP and one of the M5 socket head screws SHS, together with its star-washer W into the body of the carrier block FCB. Address this to the head tube on the bicycle the correct way up as shown.

- Insert the first screw by two to three turns, do not tighten fully
- Insert and do up the second screw with serrated washer W
- Finally tighten both screws firmly to a Torque of 4.5Nm
- Feed the bottom end of the latch lever LL through the hole in the base of the carrier block FCB and then, holding the bottom of the latch lever, position the top of the latch lever inside the carrier block
- Feed the self tapping screw ST through the hole in the latch lever and secure firmly into the carrier block
- The screw ST must be fully screwed home so the latch is properly locked in place, if not it will be ineffective and luggage may fall off, which is dangerous

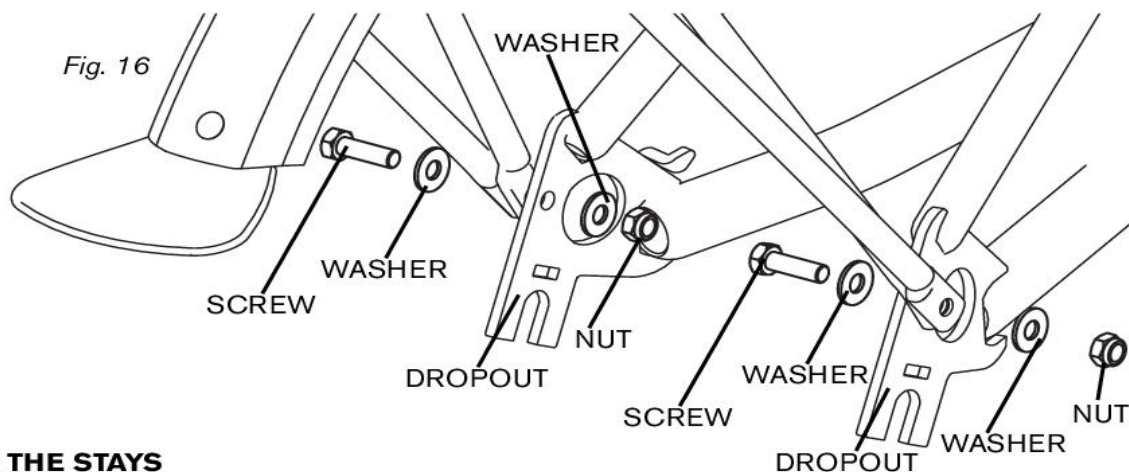
REAR CARRIER PLATFORM

The rear carrier platform mounts to the rear frame in two points, the brake tube (fig. 15) and the dropouts (fig. 16). The rear mudguard mounts to the rack (fig 15, 17) in two positions. Before starting it is worth removing the rear wheel from the bike in order to make it easier to fit or remove the rack, information on this can be found on page 30.



FITTING THE REAR CARRIER

Fit the parts as shown (fig. 15) ensuring that all components are assembled in the correct order and tighten the LSDA to 10Nm.



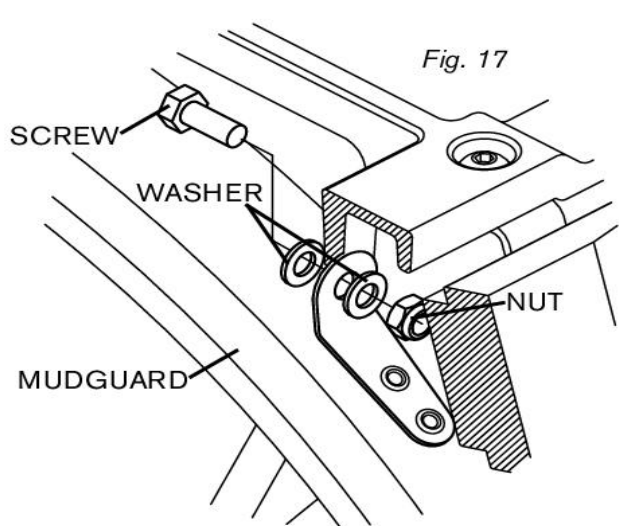
MOUNTING THE STAYS

The carrier stays mount to the dropout plates of the rear frame (fig. 16) with two M5x16 screws (A2-70 stainless DIN933) and along with a pair of washers and a Nyloc nut per side. It is important to ensure they are fitted in the correct orientation as shown, with the right hand (driveside) screw-head being on the inside of the dropout plate and the left hand (non-driveside) screw head in the opposite orientation on the outside. The mounting screws should be tightened to 3Nm.

MUDGUARD REAR MOUNTING POINT

The mudguard mounts to the rack in two positions, the forward mount at the brake/rear frame interface, as well as another mounting point at the rear of the rack.

The mudguard should be attached to this point by an M5x12 screw, two M5 washers and M5 Nyloc nut as shown (fig. 17), tightened to 3Nm. Take care when tightening the nut to ensure the mudguard does not twist and stays aligned with the rack.



WARNING

The maximum load of the front carrier block is 10kg, the maximum load of the rear rack is 10kg. Do not exceed the maximum load for the front and rear luggage or modify the rear rack, front carrier block or front luggage frame. The fixings of the front carrier block and rear rack should be checked regularly. The front carrier block and rear rack are not suitable for mounting of a child seat. Do not attempt to carry luggage anywhere else on the bicycle. The bike and rear rack are not designed to pull a trailer.

When the luggage carriers are loaded the bicycle may behave differently, steering and braking may be affected. Luggage should be loaded evenly.

Before riding ensure that the front bag, front carrier block, rear rack and rear bag are secure and there are no loose straps or items of luggage that could get caught in the wheels of the bicycle.

Ensure that any luggage fitted does not obscure the reflectors and any lighting fitted to the bike.

The Brompton front carrier block, carrier frames, front luggage, rear rack and rear luggage are only compatible with Brompton bikes. Only luggage carriers and luggage manufactured or distributed by Brompton Bicycle Ltd should be used with the Brompton bike.

CLEANING & LUBRICATION

It is important to lubricate components to keep them running safely and efficiently. We recommend you do this regularly, though some parts will need more frequent lubrication.

The chain has to be well-lubricated for smooth pedalling. Apply chain lubricant while turning the pedals backwards, making sure it flows onto the rollers; allow the oil to work in by continuing to turn the pedals backwards, then wipe off any excess.

When lubricating the chain its worth remembering that you are trying to lubricate the chain rollers and not the plates, any lubricant on the plates isn't going to aid drivetrain efficiency and will simply serve to attract dirt. The best method is to carefully apply one drop of lubricant to each roller, this will take a little longer than just squirting lube on the chain while you back pedal, but will ensure the lube gets where it's needed and nowhere else.

The thread of the hinge clamp bolt and its washer should be greased occasionally. A thin smear of grease on the inside faces of the clamp plates also help them release more easily.

The gears and bearings are sealed; greasing need only be carried out during a major service by a bicycle mechanic.

When lubricating your Brompton, avoid getting oil or grease on the seatpost or the wheel rims. Any good quality general purpose grease is satisfactory. For the chain, 'dry' chain lubricants with good penetrating properties give the best results. Consider the environmental impact of the lubricants and greases you use.

We advise using a bucket of hot soapy water and a sponge to clean the bike. Do not use a hose or pressure washer as this can force water into bearings and moving parts, driving out lubricant and causing corrosion.

ADJUSTING THE SADDLE POSITION

The angle and fore-aft position of the saddle can both be adjusted. 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. First loosen the Pentaclip 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 adjustment more difficult.

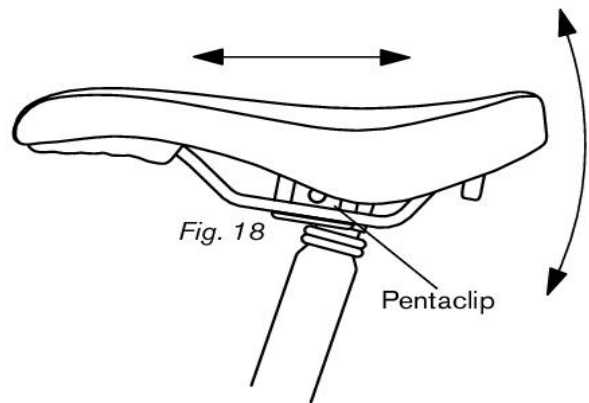
Move the saddle rails in the clamp so that they are roughly centred (half way between maximum fore and aft position). Adjust the saddle into a level position, so that the top surface of the saddle is roughly level between the front and rear edge (fig. 18). Once the saddle is in a neutral position, tighten the Pentaclip bolt to 15Nm. Test the saddle position, you can adjust it to make it more comfortable.

ANGLE

If the nose feels like its pointing up, or feels as though the back of the saddle isn't giving enough support, you can 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 it feels like all the riders 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 the 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. Test the bike and readjust if necessary, making sure you securely tighten the Pentaclip to 15Nm.



ADDITIONAL SADDLE HEIGHT

If you can't gain enough height by re-positioning the saddle, there are two Brompton options which give more height: a telescopic seatpost and a longer seatpost extended by 60mm. The telescopic post can accommodate the needs of taller riders, with little change to the folded size.

MINIMUM SADDLE HEIGHT

The minimum saddle height is achieved when the bottom of the seatpost is level with the bottom of the seat tube (fig. 14). If the seatpost comes through the frame, out of the bottom of the seat tube, the saddle is lower than the minimum height.

WARNING

The bike should not be ridden with the seatpost protruding from the bottom of the seat tube.

With the shortest available Brompton seatpost (SP0 535mm total length), when the saddle at its lowest position (bottom of the seatpost level with the bottom of the seat tube), the distance from the saddle to pedal (Saddle Height) is 72cm/28" and the distance from the saddle to floor is 82cm/32". This will result in a minimum standover clearance of 18cm/7" from the mainframe tube; when the saddle is in the lowest position.

SADDLE HEIGHT INSERT FITTING

Once you have the correct saddle position you can fit the saddle height insert. This should be fitted in cases where the saddle height is too high at maximum extension. The saddle height insert will allow you to set the saddle at the correct height each time the bike is unfolded.

SETTING THE SADDLE HEIGHT

- Remember to use your usual cycling shoes at this stage
- Adjust the saddle height so that when the pedal is at the bottom of the stroke and the heel of the shoe is on the pedal, your leg is straight (fig. 19)
- When pedalling with the front of the foot, your leg will be slightly bent at maximum extension
- Once you are happy with the saddle height, mark the seatpost with a marker pen or tape at the top of the seat-slide tube (fig. 20)
- The minimum height of the seatpost is reached when the seatpost extends out of the seat tube, below the bottom of the frame; the bike should not be ridden with the seatpost protruding from the bottom of the seat tube
- If you are unsure about the fitting process, your Brompton dealer will be able to assist you

Fig. 19

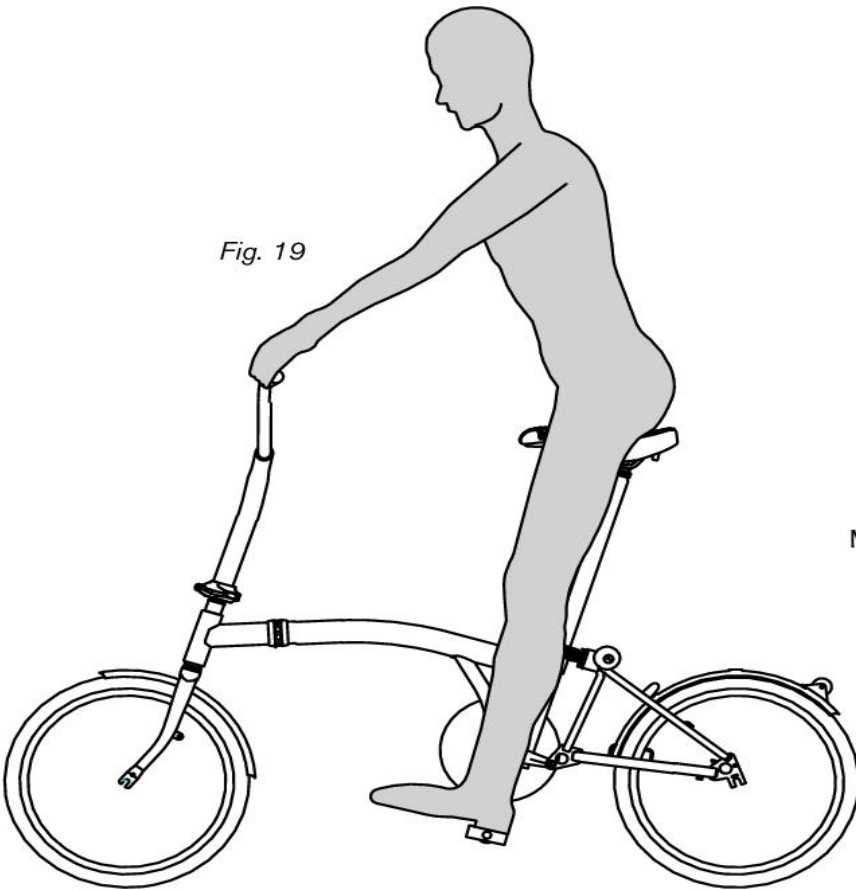
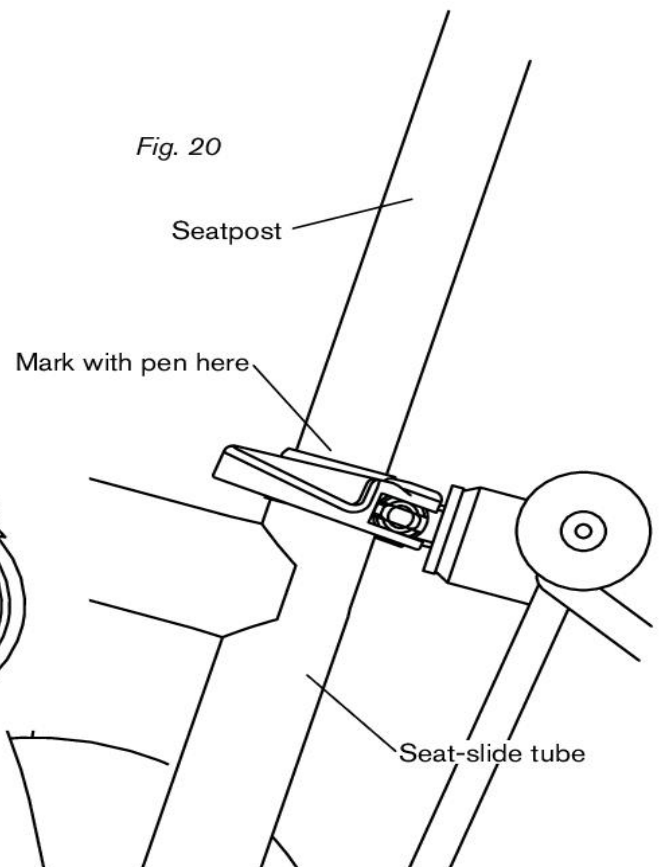


Fig. 20



MEASURING AND CUTTING THE INSERT

- Raise the seatpost to maximum height
- Place the insert upside down against the post at the top of the seat-slide tube as shown (fig. 21) and mark the groove in the insert, closest to the mark on the seatpost
- Carefully cut the insert along this groove with scissors (fig. 22)

Fig. 21

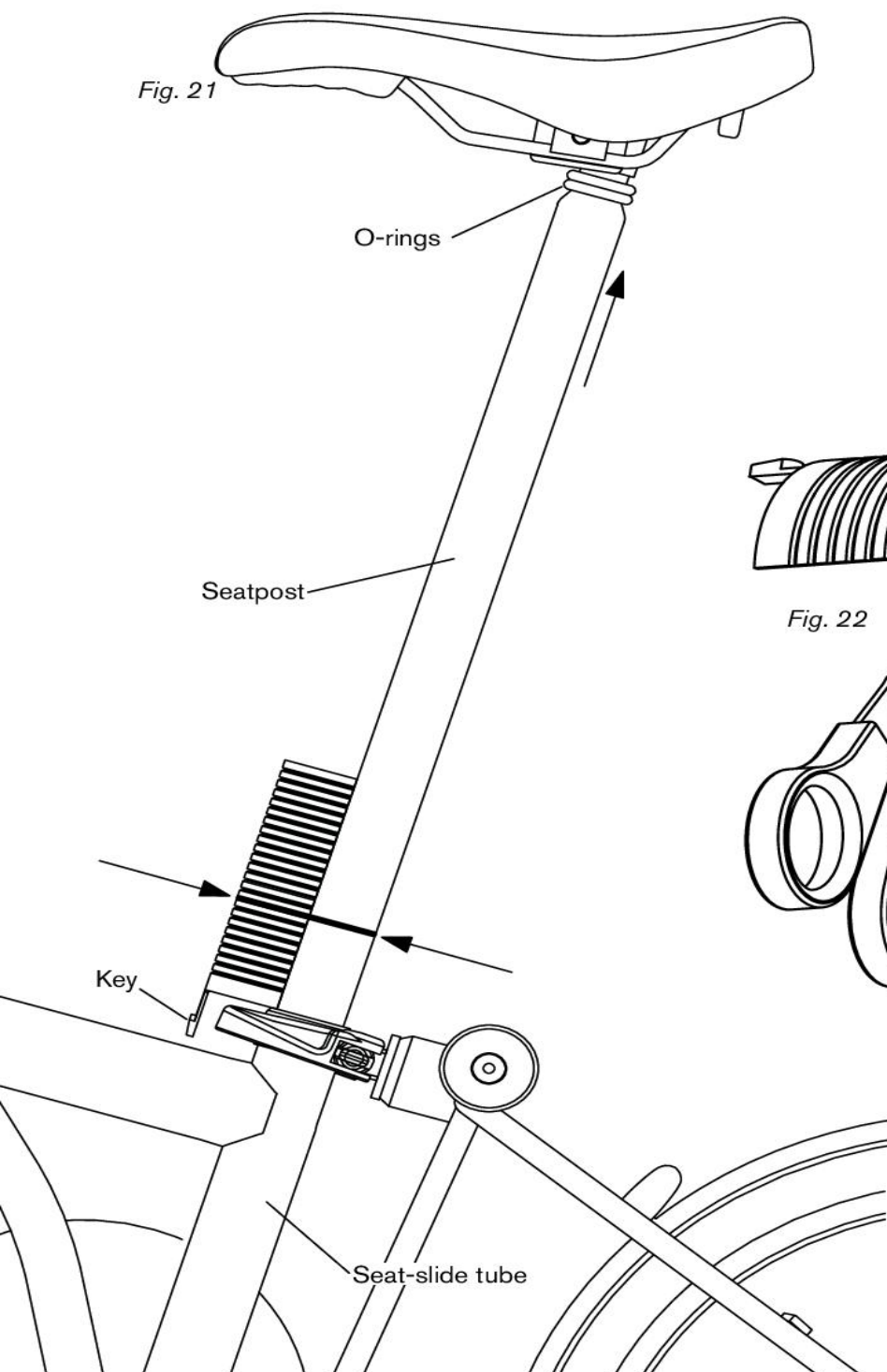
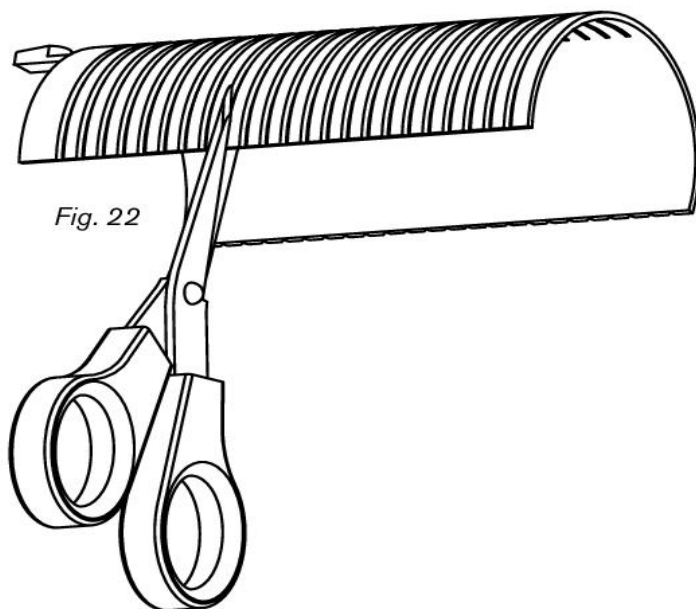
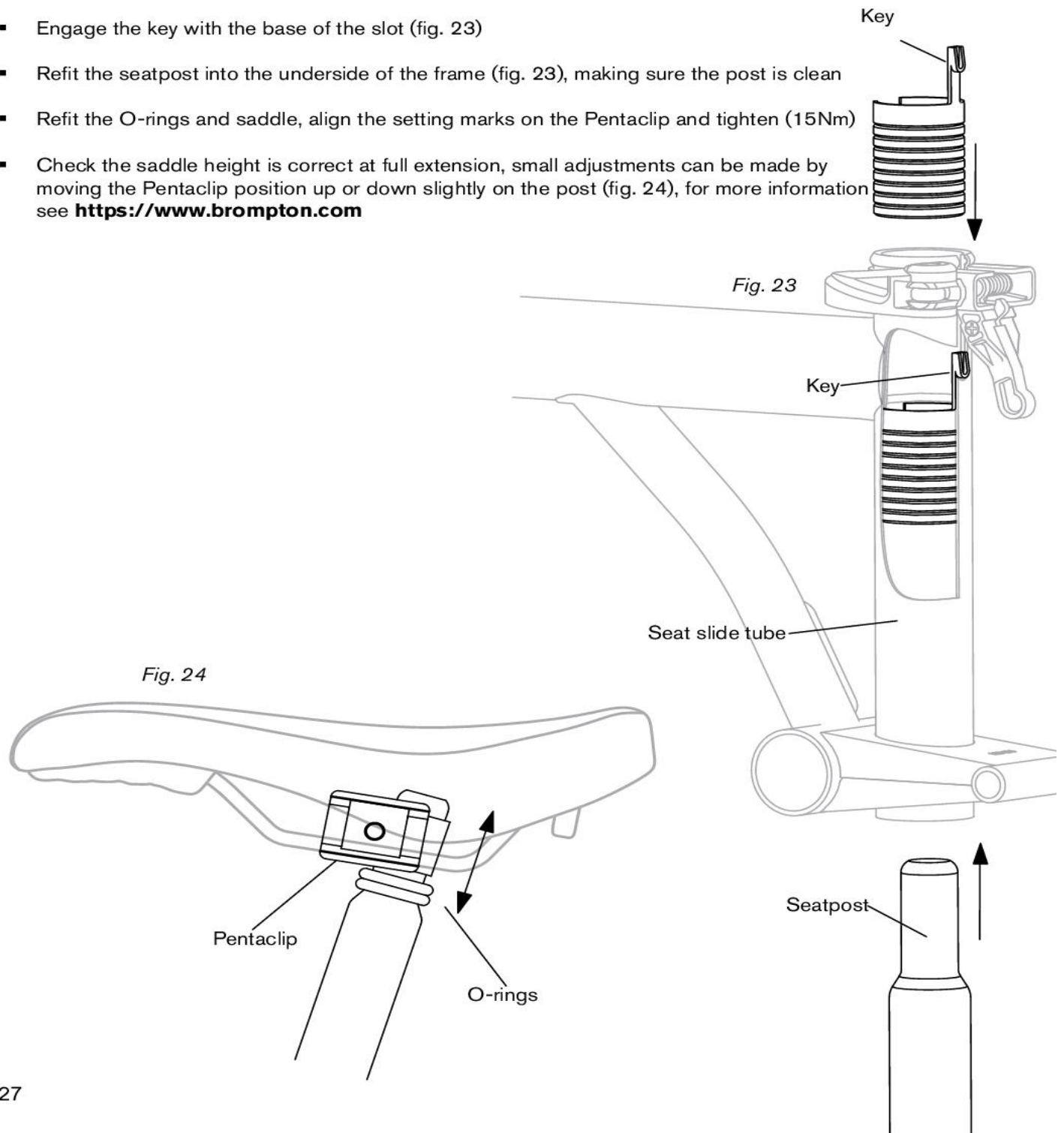


Fig. 22



FITTING THE INSERT

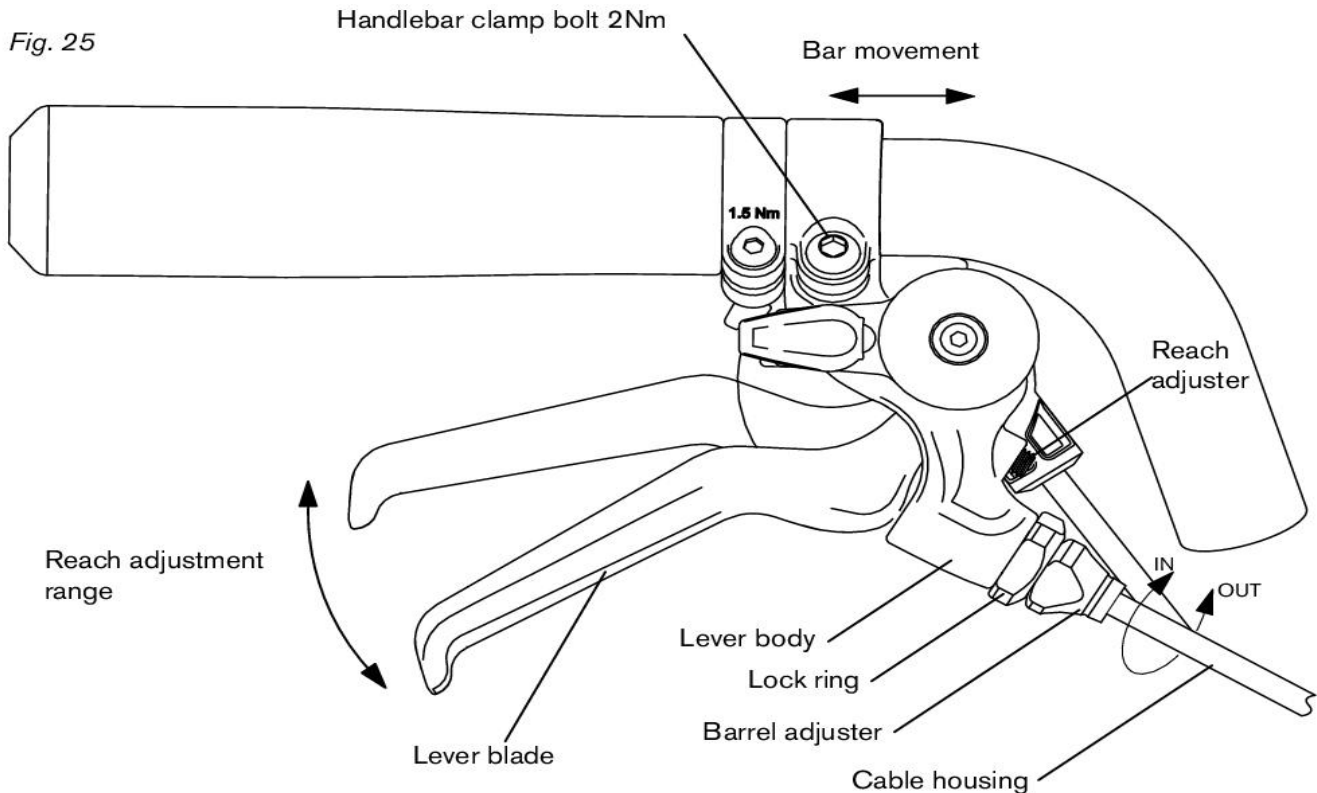
- Mark the Pentaclip to show the saddle angle and position on the Pentaclip using a marker pen or tape
- Loosen the Pentaclip with a 5mm hex key and remove the saddle and O-rings from the top of the seatpost
- Remove the seatpost by sliding it out from the underside of the frame
- Squeeze the saddle height insert and insert it into the top of the seat-tube, aligning the key with the slot (fig. 23)
- Engage the key with the base of the slot (fig. 23)
- Refit the seatpost into the underside of the frame (fig. 23), making sure the post is clean
- Refit the O-rings and saddle, align the setting marks on the Pentaclip and tighten (15Nm)
- Check the saddle height is correct at full extension, small adjustments can be made by moving the Pentaclip position up or down slightly on the post (fig. 24), for more information see <https://www.brompton.com>



BRAKE LEVER ADJUSTMENT

In order to achieve a comfortable and safe brake lever position, it is important to spend some time ensuring the lever is correctly adjusted. Depending on your hand size, you can adjust the distance of the lever from the bar; the lever can be set to be operated by one, two or three fingers.

The left and right hand levers are specifically designed for their respective positions; the lever is fitted with the clamp bolt facing upwards (fig.25).



1. LEVER ANGLE

The range of lever angle adjustment is restricted by the cable exit path, if the lever is angled too high it will cause problems for the operation of the brakes and in folding the bike.

When the bike is folded, the right hand brake cable housing will contact the fork leg. The lever angle should be set so that the cable housing lightly contacts the fork leg; too much contact will bend and damage the housing. For this reason, the lever blade features a kink allowing the lever blade to sit higher than the lever body, this offers a more comfortable position without affecting the cable housing path.

2. LEVER POSITION

The position of the lever on the bar can be adjusted to move the lever closer or further from the end of the handlebar grip. This adjustment will allow the lever to be positioned for one, two or three finger braking.

Positioning the lever for one finger braking will give a more secure grip on the bar but allow you to apply less braking force. Three finger braking will allow you to apply maximum braking force but reduce bar grip.

3. REACH ADJUSTER

Lever reach adjustment is controlled by the grub screw on the side of the lever body.

Screwing the reach adjuster into the lever body (2.5mm hex key) will bring the lever closer to the handlebar.

When the lever reach is adjusted closer to the handlebar it will cause the brake pads to move closer to the wheel rim. It may be necessary to adjust the lever bite point (engagement position) in order to give sufficient pad clearance; this can be achieved by screwing the barrel adjuster into the lever body.

If there is not enough adjustment at the barrel adjuster to give sufficient pad clearance and a satisfactory lever bite point, you may need to loosen the cable clamp bolt (10mm spanner) at the brake caliper to allow some cable to be pulled through. Be sure to re-tighten this bolt to 8Nm and ensure the cable is properly secured before using the bike.

4. BITE-POINT ADJUSTMENT

Lever bite-point (engagement position) adjustment is controlled by the barrel adjuster. Screwing the barrel adjuster into the lever body will bring the lever bite-point closer to the handlebar. Screwing the barrel adjuster outward from the lever body will move the bite point further from the handlebar.

The barrel adjuster uses a lock ring to secure it in position; this should be loosened before adjustment and tightened once the barrel adjuster is correctly positioned.

5. SECURING THE LEVER

Once the lever has been correctly positioned on the bar, the clamp bolt should be tightened to a torque of 2Nm (4mm hex key).

Correct cable routing and cable housing length is essential; cables must pass in front of the handlebar, to the left of the handlebar support and to the right of the main frame tube.

IF YOU ARE UNSURE ABOUT ANY OF THESE ADJUSTMENTS CONSULT YOUR BROMPTON DEALER, DO NOT ATTEMPT TO USE THE BIKE WITH POORLY ADJUSTED BRAKES

REAR WHEEL – REMOVAL AND REFITTING

When removing the rear wheel it is easiest to do with the bike in a workstand to lift it from the floor, or with the bike in the parked position (see folding instructions p10) so that the bike can support itself. If the tyre is deflated it can pass through the brake pads more easily.

REMOVING THE CHAIN TENSIONER

Move the gear lever/s to top gear and back/forward pedal a little to engage, then fold the rear frame under and park the bike. On a bike with a Sturmey Archer hub (3 or 6 speed gearing), slacken off the knurled locknut N and unscrew the barrel B (fig. 26).

The indicator chain GICH will be left hanging loose from the end of the axle, this should be unscrewed and removed. Move the sprung arm, CTARM, anti-clockwise and lift the chain off; allow the CTARM to move back clockwise until it comes to a stop; undo the securing nut CTN (on a 3/6-speed this is a special nut, and on a 1/2 speed it is a standard wheel nut) and remove it together with its washer. The chain tensioner assembly may now be removed by drawing it sideways off the end of the axle.

REMOVING THE WHEEL

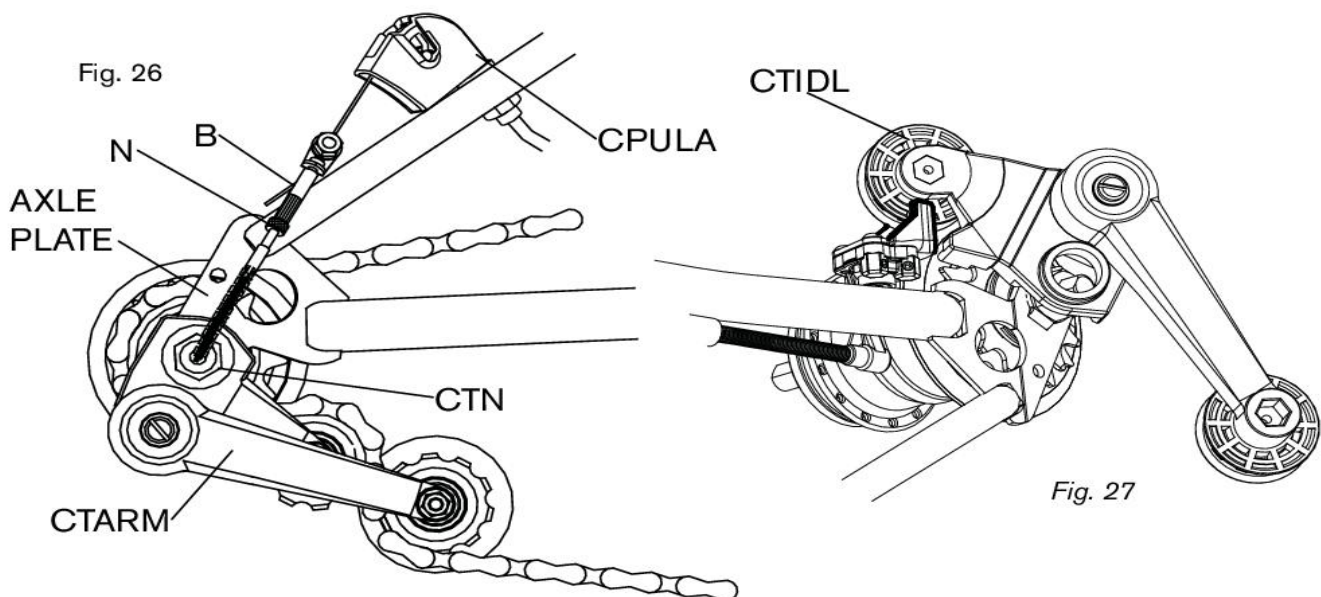
Slacken the wheel nuts by few turns, enough to allow any tab-washer to disengage from the axle plate. If the axle or tab-washer tends to stick in the slots, push the rim from side to side to disengage the tab-washers from the frame. The wheel can then be pulled away from the axle plates on the rear frame and the wheel removed from the bike.

FITTING THE WHEEL

Make sure the chain passes round the rear sprocket. Drop the axle into the slots, with the tab washers the correct way round (the tap marked TOP should fit into the cut-out on the axle plate above the axle slot). Make sure that on each side the axle is seated against the end of the slot, and do up the wheel nuts, torque 18Nm.

FITTING THE CHAIN TENSIONER

Arrange the chain so that it is running over both chainring and rear sprocket (on a derailleur, providing high gear is selected, this should be the smaller sprocket). The chain tensioner body has two flanges on its inner face - these pass either side of the axle plate when fitting the chain tensioner; address the chain tensioner to the axle plate and press home. Make sure that the fixed idler sprocket CTIDL (fig. 27) lies above (with the rear frame inverted) the chain. On a 2 or 6 speed bike the CTIDL should lie between the "uprights" of the chain-pusher-plate. Feed the chain-tensioner base onto the rear axle plate till it fits squarely.

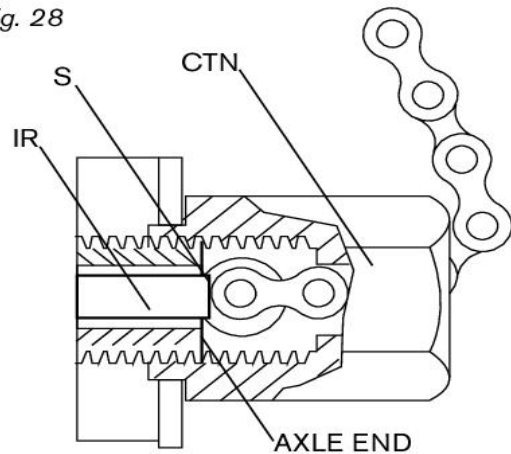


STURMEY ARCHER 3 SPEED ADJUSTMENT

Adjustment is carried out by slackening the lock nut N, turning the barrel B (fig. 26) to obtain correct setting, and relocking the nut N. Ensure the indicator rod is the correct length for the hub-type.

the indicator chain is correctly adjusted (fig. 28) when the shoulder S on the indicator rod IR is proud of the axle end by no more than 1mm (this can be seen by looking through the hole in the chain tensioner nut CTN) when in the middle position on the shifter is selected.

Fig. 28



ROUTINE REPLACEMENTS

Planned replacement is advised to ensure both safety and good performance. The suggested intervals between replacements are for bicycles subjected to normal use; the most appropriate timing depends on the conditions of use and riding style. We recommend genuine Brompton replacement parts for safety-critical components.

ALUMINIUM COMPONENTS As on other lightweight machines, aluminium alloy is used in the construction of the Brompton, and this material has a finite design life before failure. In normal use, the risk of aluminium fatigue failure is remote, even after many thousands of miles. However, the risk of failure increases with use, especially with hard riding or other severe loading. As such a failure could cause injury, the hinge clamp plates, handlebar, chain set, seat pillar and pedals should be replaced every 5,000 miles (more frequently if they are subjected to hard use), and we recommend that these items are checked regularly.

TRANSMISSION All Brompton bicycles have a self-adjusting, sprung chain tensioner to maintain correct chain tension. Over time, the chain and sprockets will wear, commonly known as chain stretch; this will result in inefficient and rough power transmission. We recommend replacing the chain and sprockets every 2,000 – 3,000 miles, but regular cleaning and lubrication will prolong the chain's life. Never use a new chain on worn sprockets or vice versa. To measure chain stretch, you may wish to use a chain stretch tool.

BRAKES Cables do not have an indefinite life, and to reduce the risk of failure, replace the cables at intervals of 4,000 miles or less. New outer-cables should be exactly the same length as the original; for best results, use genuine Brompton-specific cables and have them fitted by an authorised Brompton dealer or certified bicycle technician. Cables that are the incorrect length could affect the safety and performance of your bicycle.

GEAR CABLES These should be replaced at the same interval as brake cables. As Brompton cables are specifically designed for Brompton bikes, only genuine Brompton cables should be used. Have them fitted by an authorised Brompton dealer or certified bicycle technician. Cables that are the incorrect length could affect the safety and performance of your bicycle.

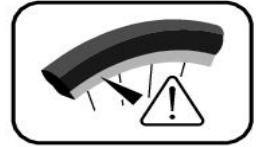
BRAKE BLOCKS When brake blocks are new they have grooves on the braking surface; once those grooves are less than 1mm deep or no longer visible, the pads should be replaced. As brake pads are critical to the safe function of your brakes, we recommend you have them fitted by a qualified bicycle technician, using genuine Brompton replacement brake pads.

TYRES The risk of punctures increases with mileage and as the tyre tread starts to wear away. Once you notice your tyre tread wearing thin, replace the tyre. This will reduce your chances of puncture and increase pedalling efficiency.

DYNAMO LIGHTING The electric cables used in dynamo lighting wear out with the folding and unfolding of the Brompton. When the cables become worn, replace them immediately to avoid any damage to your dynamo hub. If your lights are faulty, have them inspected by a qualified bicycle technician to keep yourself visible and safe on the roads.

SUSPENSION BLOCK AND BUSH Check the bush and suspension block for wear annually. If you notice any cracks in the suspension block, have it replaced immediately.

WHEEL RIMS The Braking surfaces of the rims wear with use. As the rims wear a void in either side of the braking surface will appear. At this stage the rim should be replaced. Look for this symbol on the wheel rims.



100-MILE SERVICE Certain items on any bicycle take time to bed in; to avoid damage, these need attention soon after you have bought the bike. We recommend having your Brompton checked by a qualified mechanic after the first 100 miles or 1-month (which ever comes sooner). They should pay particular attention to the following items:

SPOKES The tension of the spokes should be checked and adjustments made to suit. If a spoke becomes loose for any reason, neighbouring spokes will be carrying extra load and may fail.

CRANK AXLE BOLTS & PEDALS These must be checked for tightness. The correct torque is 30Nm; the thread for the LH pedal is left hand).

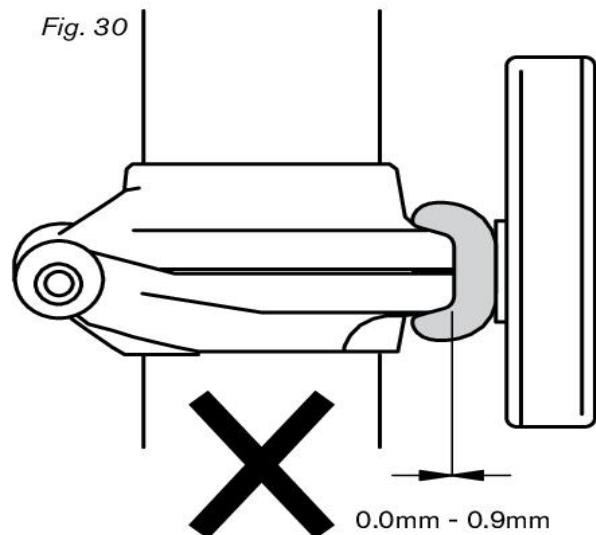
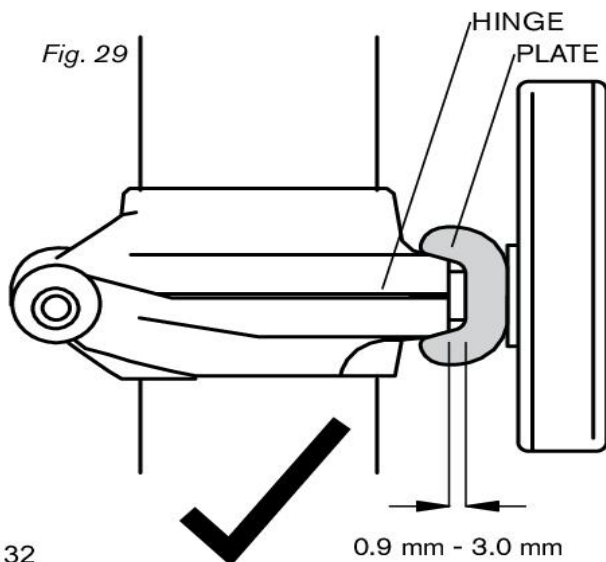
CABLES Although the brake and gear cables are pre-stretched, inevitably there is further initial stretch. As this affects hub-gear control, the gears should be checked for correct adjustment. It's well worth setting the brakes at the same time.

SEATPOST SLEEVE The seatpost slides up and down in a plastic sleeve inside the frame, this is a wearing part that will need replacing periodically. If the seatpost is slipping when riding or the seatpost quick release clamp nut has to be over tightened to clamp the post it could be that the sleeve is worn excessively and needs replacing. The worn sleeve can eventually cause damage to the frame itself if not replaced. Replacing the sleeve requires specialist tools and should be done by an authorised Brompton dealer.

REAR HINGE Over time the bushes in the rear frame pivot can wear, slight play will become detectable. In order to remove the play the bushes need to be replaced. This work should be undertaken by an authorised Brompton dealer, specialist tools are needed to carry out the work.

HINGE CLAMP PLATE If the plate is worn or damaged it could reduce the effectiveness of the hinge clamping and should be inspected regularly and replaced when needed. The gap between the hinge castings and the hinge clamp plate (fig. 29) when the lever is tightened, on both the handlebar hinge and the mainframe hinge should measure between 0.90mm to 3.00mm. These parts should be checked regularly and replaced when necessary.

If the gap between the hinge and hinge clamp plate is less than 0.90 mm (fig. 30) replace the hinge clamp plate. The bike should not be ridden if there is no gap between the hinge clamp plate and the hinge, until the plate is replaced.



WARRANTY

If your registered bicycle has a manufacturing defect, we will replace the defective part free of charge if we are notified within seven years (in the case of the frame, two years if not registered) or two years (in the case of other parts) of the date of first purchase of the bicycle. The Brompton is for use on roads and well-made paths. It is not designed for cross-country riding: this can overstress the frame, and the tyres and wheels are unsuitable.

MY BROMPTON This section of the Brompton website allows owners to record the details of their bike(s), so that they can be contacted if the need arises, registering the bike is required to activate the 7-year warranty on main frame components. The information will remain on the Brompton database and will not be passed on to third parties <https://www.brompton.com>

SERIAL AND FRAME NUMBERS The label at the back of the seat tube on the main frame carries the 10 digit serial number. The 6 digit frame number is stamped on the main frame just forward of the rear suspension pivot: it's a good idea to keep a record of both numbers. Record your numbers in the blank pages at the back of this manual.

BROMPTON WARRANTY TERMS & CONDITIONS

Thank you for choosing a Brompton bicycle. Your bicycle is the product of Brompton's use of proven engineering, extensive testing, and continuous striving for superior reliability, safety, and performance. You can maintain maximum protection under these warranty terms by ensuring your bicycle is serviced in accordance with the recommendations in the owner's manual. Please keep records of all maintenance carried out by your authorised Brompton dealer and please ensure you make these service records available to your Brompton Dealer, if requested, whenever service, repair or warranty work is undertaken on your bicycle.

All new Brompton bicycles registered in the My Brompton section of our website are covered by a 7-year unlimited mileage warranty for the main frame components, commencing from the date of sale. Other non-wearing parts on your bicycle (crank arms, brake calipers, mudguards, etc.) are covered by a 2-year warranty. Please ensure that you keep your sales invoice in a safe place for future reference. Brompton Bicycles not registered in the My Brompton section of our website are subject to a 2-year unlimited mileage warranty on the main frame components, commencing from the date of sale.

Within these warranty periods, Brompton Bicycle Ltd warrants the new Brompton bicycle to be free from any defect in materials used in the manufacture, and/or workmanship at the time of its manufacture.

- Any part found to be defective during this period will be repaired or replaced by an authorised Brompton Dealer or Distributor, or by the factory, at the discretion of Brompton Bicycle Ltd
- Any part replaced under the warranty terms will be covered for the remaining period of the warranty of the bike
- Any parts replaced under warranty must be returned to Brompton Bicycle Ltd by the dealer and/or distributor and will become the property of Brompton Bicycle Ltd
- Brompton may, at its discretion, make repairs or replacement of defective parts falling outside the warranty period, but such work shall not be deemed to be any admission of liability
- Brompton will bear the labour charges for work carried out under warranty
- The warranty may be transferred to subsequent owners for the balance of the remaining period.

continued on next page

Conditions and Exclusions:

1. We recommend having your Brompton checked by a qualified mechanic after the first 100 miles or 1-month (which ever comes sooner) as some items take time to bed in and may need adjusting to avoid damage.
2. Routine replacements: this section of the Owner's Manual, outlines the components on the bike that will need to be replaced under routine maintenance and service of the bike. These guidelines must be followed, particularly taking into account the mileage that the bike covers, as this will affect the function of many components e.g. brake cables, chain, sprockets etc. The mileage and usage will also affect the expected life of aluminium components, which should be replaced every 5000 miles of use (or sooner if particularly hard/heavy use) and do not, therefore, come within the warranty terms for the bike, detailed above.
3. The warranty described above is only valid within the country in which the bicycle was purchased.
4. Bikes exported from one country to another will be supported, within the warranty period, by the free issue of parts from the factory, where necessary. However, the Brompton distributor or dealer in the new country will normally charge for the labour required to undertake warranty repairs, and for any import duty levied on the free-issued parts.
5. The bike must not have been used for unauthorised competition, misused*, inadequately maintained, or incorrectly serviced or maintained.
6. The bike must not have been subject to any modification, repair or replacement other than as authorised by Brompton Bicycle Ltd.
7. The bike must have been serviced by an authorised Brompton Dealer.
8. Defects caused by faulty adjustment, or repairs and alterations performed by a non-authorized Brompton Dealer, are not covered by this warranty.
9. Defects caused by the use of parts and accessories not authorised by Brompton Bicycle Ltd are not covered by this warranty.
10. The warranty does not cover the cost of removal and replacement of parts and accessories, unless supplied as original equipment, or recommended by Brompton Bicycle Ltd.
11. Components which are expected to wear as part of their normal function, such as tyres, bulbs, chains, sprockets, brake pads etc. are excluded from the terms of this warranty, unless there is a manufacturing defect in the part.
12. Other items excluded from warranty are the saddle, luggage, paint, chrome, polished aluminium items, or decal where deterioration has been caused by normal wear and tear, exposure or lack of correct maintenance.
13. Any battery supplied with the bicycle is excluded from warranty, save for any leak that is present at the time of delivery.
14. The warranty does not cover bikes used on a commercial basis, e.g. by couriers or despatch riders, etc.
15. The warranty does not cover defects which have not been reported to an authorised dealer within ten days of discovery of the defect.
16. Your bicycle will require more frequent servicing if operated in severe climates or conditions, such as a marine environment or heavily salt-treated roads; in deep snow (above half axle height); in very dusty/sandy terrain. Such environments will potentially cause premature failure of finishes to the frame and components, and such deterioration is excluded from these warranty terms. Brompton Bicycle Ltd has taken great care in the selection of materials, plating and painting techniques so as to provide its customers with a quality cosmetic appearance allied to durability. However, where your bicycle is often used in hostile environmental conditions such as those indicated, it is essential that the bicycle is washed, dried and that lost lubrication is replaced to ensure your bike remains in the best condition. Your dealer can provide further information and advice if required. Ultimately, the appearance of your bicycle will very much depend on the care it receives.
17. Should a warranty claim become necessary, Brompton Bicycle Ltd and its Distributors or Dealers shall not be liable for the cost of transportation of the bicycle to or from the authorised Brompton Dealer, or for expenses incurred while the bicycle is off the road, including costs associated with loss of use, inconvenience, lost time, commercial losses or other incidental or consequential damages.

This warranty shall be interpreted in accordance with English law and any question arising from this warranty shall be subject to the jurisdiction of the English courts.

Any statement, condition, representation, description or warranty otherwise contained in any catalogue, advertisement or other publication shall not be construed as enlarging, varying or overriding anything contained herein.

Brompton Bicycle Ltd reserves the right to make alterations or improvements, without notification, to any model or machine, without obligation to do so to bicycles already sold.

This warranty does not affect your statutory rights.

* Misuse includes any use not in accordance with the recommendations made in the owner's manual, and any use contrary to the warnings given in that same handbook. In addition, misuse will include, but not be limited to, any use of the bicycle which does not constitute normal road use, as your Brompton is intended for use on roads and well-made paths. It is not designed for cross country riding, which can overstress the frame and for which the tyres and wheels are unsuitable.

