



## **LAMP BRACKETS / BATTERY LIGHTS.**

### **Notes:**

The nylon extension bar (A-D in fig EL 37 below) is available separately for (optional) use with an M-type: it's suitable for any (h'bar-mounted) front lamp, and allows a higher position for the lamp, typically to clear front luggage.

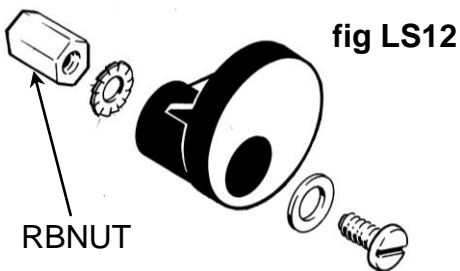
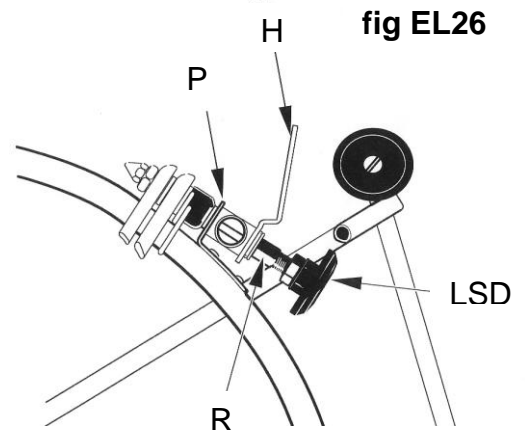
Battery change for the rear lamp: undo the 2 screws in the lens assembly until it (with its screws) can be pulled from the main lamp-body, or, for the front lamp, unscrew the lens. Observe polarity (it's also shown on the moulding), swap the batteries, and reassemble: do not over tighten the screws on the rear lamp.

### **Fitting the rear lamp bracket, no rear rack:**

To fit a Brompton rear-lamp, the bracket must be of the style shown (H in EL22). Bromptons made before 2006 may have a different bracket, which will need replacing.

*Note relating to Mk2 Bromptons, manufactured prior to March 2000:*

1. The mudguard bracket, P (fig EL26), just forward of the brake caliper projects up and gets in the way of the lamp: you should either bend it forward with a few light hammer taps, or clip off the projecting part of the bracket.
2. Lower stop disc, LSD. There is a new LSD on Mk3

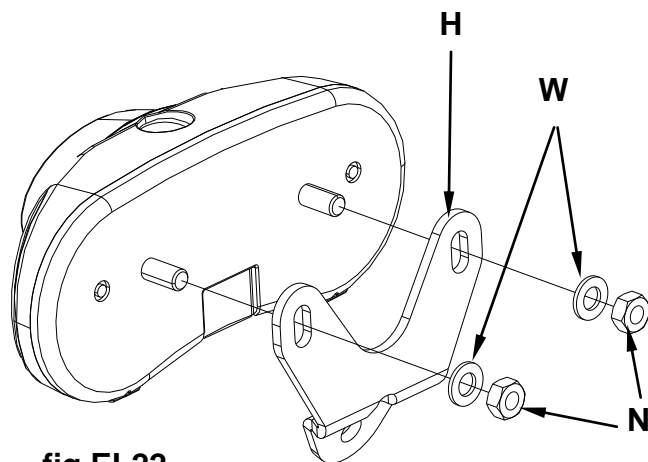


*Bromptons, and you'll find it easier (after fitting the rear lamp) to centre the brake if you have this new LSD. If you retain the old Mk2 LSD, bear in mind that it should be removed from the RBNUT (fig LS12) while centering the caliper, and that it then has to be reset as described at the end of this sheet.*

To swap the bracket, first note the order of assembly of the washers, then undo the rear brake nut, R, leaving the LSD attached (or, for a Mk 2 bike, remove the LSD and undo the RBNUT). With the new bracket H in place re-assemble as before. Secure the nut, R (or RBNUT), firmly, keeping the lamp bracket level. Centre the brake caliper.

With a Mk2 LSD, this should now be fitted with star washer in place.

Finally, set the LSD as described at the end of this sheet.



**fig EL22**

### **Fitting rear lamp brackets to rear rack:**

Figs EL23 and EL201 show the how the rear lamp & brackets are fitted to the rack. To help with alignment, it's a good idea to have the lamp semi-firmly attached to the bkts before securing the M5 x 16 screws.

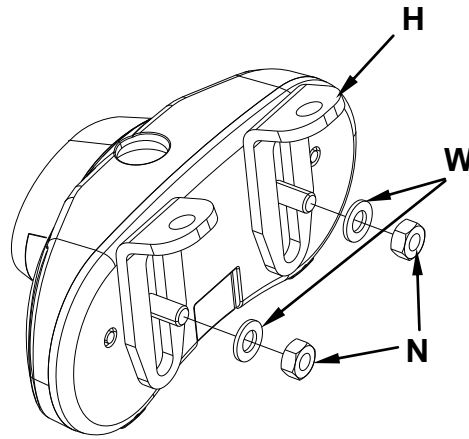
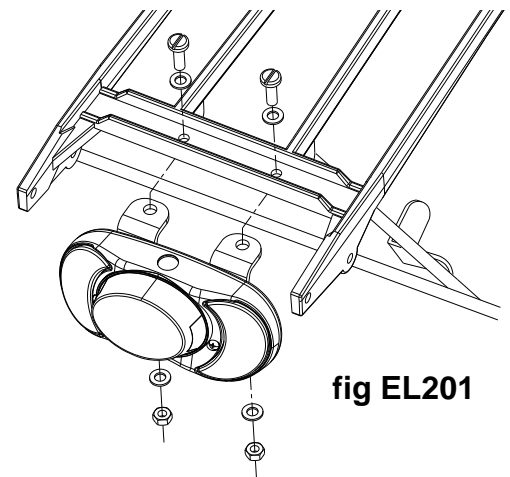


fig EL23



### **Fitting the rear lamp.**

The lamp should be level, with (for battery-lamp) the switch on top or (for dyno-lamp) wire-entry at bottom. Don't omit the washers W. Avoid having the lamp too high, as it could get damaged on folding: secure the nuts N with the fastenings about mid-way along the slots (and with a rack, the lamp should be just clear of the mudguard). Finally, check all the relevant nuts and screws for tightness.

### **Front extension bar for M-type (fig EL37), to allow extra height.**

This is best mounted on the LH upright of the handlebar, just below the start of the upper bend.

The clip band, A, has to be fitted round the handlebar. If necessary, open this out to clear. Next squeeze the two ends together, and (supporting the clip band at M) address the extension bar, B, to it: this action brings the two ends of the clamp band together to allow the screw to enter.

Fit the screw, D, and washer C, and secure half tight. Get the bar aligned as you wish (best straight across the bike), and do up the mounting screw firmly.

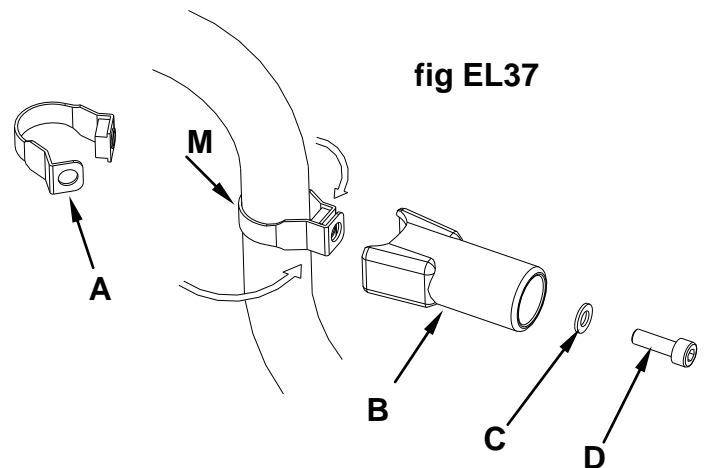


fig EL37

### **S-Sun front lamp-clip (fig EL36).**

This is supplied with two rubber shims, one thick, one thin. On a P-type or M-type, use the *thick* shim, and on an S-type the *thin* shim. Note also that the lamp-clip C can be swung left or right, to direct the beam: once you've decided on the right direction, nip up the small Phillips-screw PS on the top.

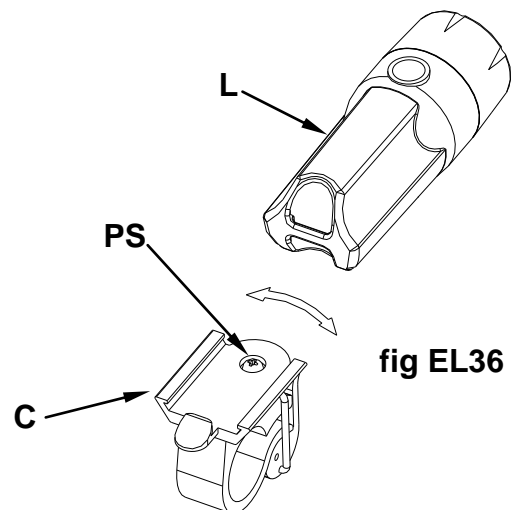


fig EL36

**Recommended positioning for front lamp L :**

**M-type (fig EL380)**, fit to outer end of the extension bar (or, if a lower position is OK, direct to the handlebar, offset ~15mm to the left of the centre-mounting-lug).

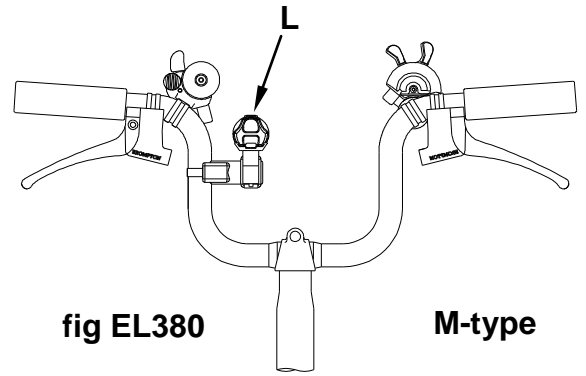


fig EL380

M-type

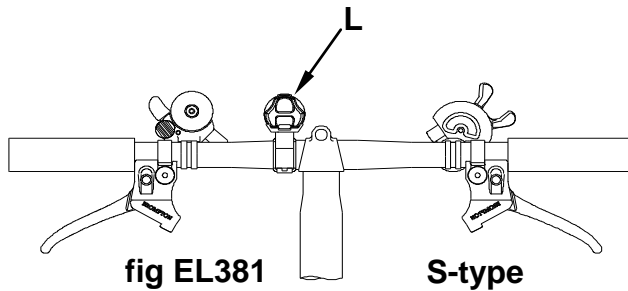


fig EL381

S-type

**S-type (fig EL381)**, immediately to the left of the centre-lug, spaced off about 1-2mm from it.

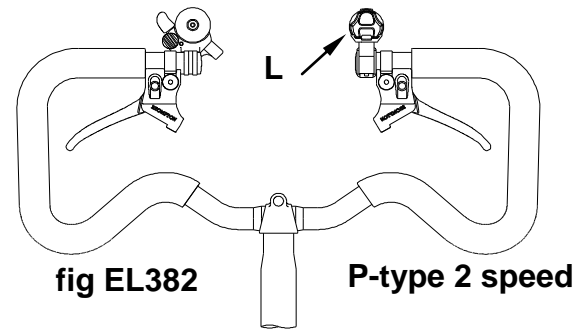


fig EL382

P-type 2 speed

**P-type 2 speed (fig EL382)**, use the space at the end of the handlebar on the right.

**P-type 3 speed (fig EL383)**, if no bell B is fitted use the space at the end of the handlebar on the left.

If a bell is fitted, mount the clip on the lower bar, on the left hand side, just in-board of the "2nd-bend" (i.e. as close as possible to your left hand when using the lower grip). Push the foam-grip-material out of the way, and attach the clip direct to the bar. If the position is right, the lamp should slide onto the clip without clashing with the brake cable.

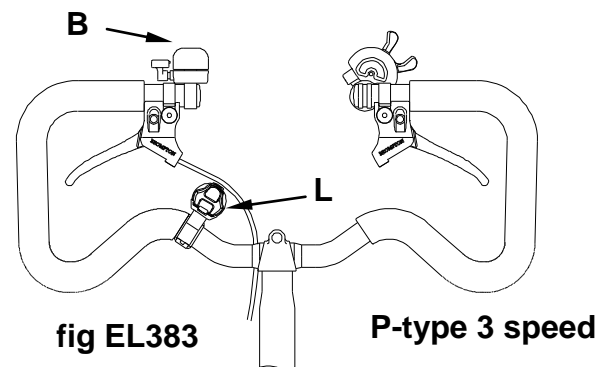


fig EL383

P-type 3 speed

**P-type 6 speed (fig EL384)**, mount the clip on the lower part of the handlebar as described for the 3 speed with the bell fitted.

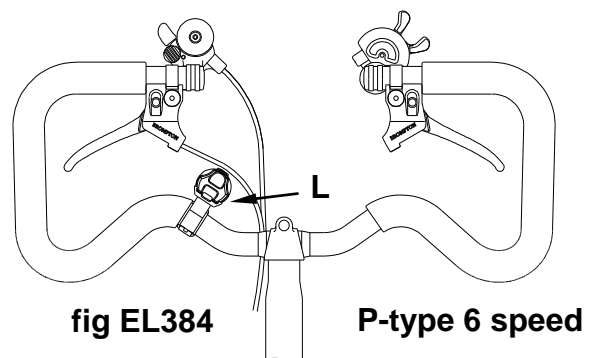


fig EL384

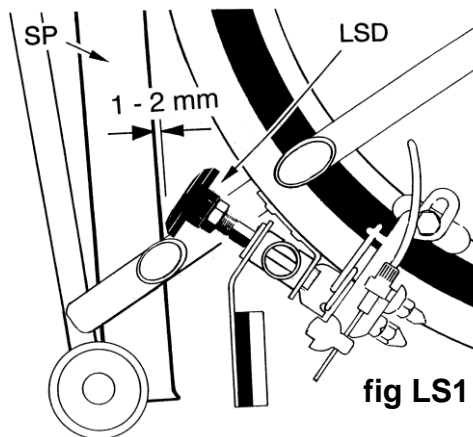
P-type 6 speed

**The Lower Stop Disc, its role in the folding process:** when you pick up the folded bike, the rear wheel cannot unfold because the lower stop disc, LSD, butts against the "folded" seat pillar, SP. The LSD can be adjusted to obtain the correct gap between itself and the SP: if the gap is too small, then the SP may foul, irritatingly, against the LSD during folding: if the gap is too large, then the rear wheel will drop away too far when the bike is picked up, so that the hook retaining the front wheel slips off the chainstay tube (CHS) on the rear frame.

**On bikes shipped from our factory before March 2000 (Mk 2 bikes), the lower stop disc is an eccentric, and calls for a different approach from those fitted on later Mk3 bikes.**

**Setting the Mk3 Lower Stop (fig LS1)**

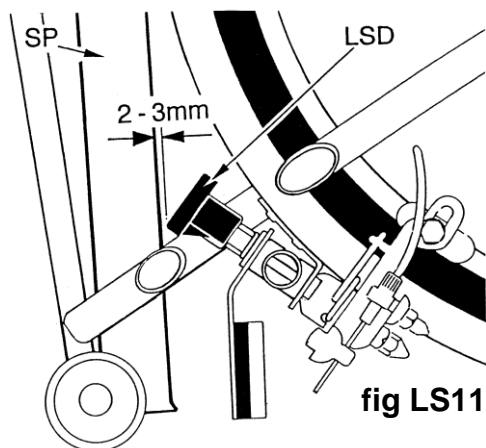
The lock-nut should be slackened off. Fold the bike completely, and spin the LSD along the thread to give the correct gap of 1-2mm. Finally, using 2 spanners, 19 AF and 15 AF, tighten the lock-nut: do not overtighten, correct torque 8NM.



**Setting the Mk2 Lower Stop (figs LS11 & LS13)**

The rear brake nut, RBNUT, must be well tightened, torque 14NM: if it is not secure, the brake caliper may move off centre when fitting the lower stop disc, LSD, to it, and the RBNUT (together with the LSD) may come loose in use.

To set the lower stop correctly, partially slacken off the retaining screw so that the LSD is not loose, but can be moved by hand:



fold the bike completely, and move the LSD to give the correct gap of 2-3mm. The LSD should be disposed to lie towards the LH side of the bike (fig LS13), not towards the right. Finally, re-tighten the retaining screw firmly.

