



REPLACEMENT OF FRONT FORK.

Make a note of the disposition/order of the washers etc. on the front brake bolt. Also, if the bike has dynamo lights, note how the wiring loom is routed at the forward end.

Remove the front wheel, brake caliper (and lamp/reflector) and the mudguard with its stay.

Remove the handlebar catch, noting whether the "bulge" on its flank is pointing forward or aft. Slacken off the steering bearing locknut.

Fold the handlebars and undo the expander cone bolt 4 turns and tap it down. Remove the handlebar stem assembly (with the handlebars still folded - to avoid stretching the cables), and put carefully on one side.

Undo the steering bearing locknut and the screwed race and withdraw the old fork.

Remove the seal and tap off the fixed bearing on the fork crown: fit these to the new front fork (ensure that the bearing is fully pressed home onto the top of the crown).

Reassemble the new front fork in place, fit the screwed race and tighten until correctly adjusted: fit the anti-rotation washer, and do up the steering locknut, and then back it off 1 turn. *Note. The steering column on the fork may be longer than that on the original fork being replaced: if it is, make sure that the locknut is not prevented from clamping the threaded race, and if necessary fit an extra anti-rotation washer.*

Fit the handlebar catch, bulge (if present) on same side as formerly, and secure it, but not tight (as it has to be aligned later).

Fit the h'bar pin to the steerer tube, making sure that the cables are correctly routed. (fig CR1, in front of the h'bar, to the left of the h'bar stem, to the right of the main tube). Lightly tighten the expander cone bolt, enough to grip the handlebar pin yet still allow it to be moved (for alignment later).

Fit the brake caliper and mudguard, together with the lamp/reflector bracket, and secure loosely, making sure that:

- the mudguard bracket (if it's a slotted type) is as high as possible
- the front brake cable is correctly routed
- the dynamo wiring loom (if lighting is fitted) is correctly routed, as before.

Connect the mudguard stay and fit the front wheel.

Centre the brake caliper, and fasten securely.

Aligning the handlebars. Fold down the handlebars and align them so that they lie alongside the front wheel with the LH end of the handlebar (the RH end as you look at it when folded) about 12mm closer to the tyre than the RH end. Before finally tightening the expander bolt, check that when unfolded the bars are square to the wheel (some compromise may be required). Tighten the expander cone bolt (16Nm).

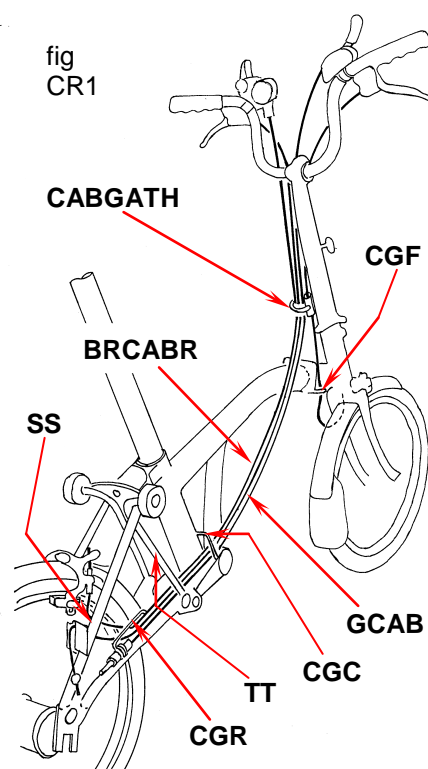
Tighten the steering bearing lock-nut: while doing this, check that the bearings do not acquire any "tight spots": if they do, release the lock-nut, back off the screwed race slightly, and start again.

Set the handlebar catch (and if necessary the nipple), as below.

subtext hbcadj

Setting up the handlebar catch and nipple: if this is wrong, the handlebar catch will lose its spring effect, with the result that the handlebars can become unlatched too easily from the folded package.

- Alignment of the catch, HBC: the catch itself must be aligned so that the nipple enters centrally (fig HB3 rather than HB4).



- Alignment of the nipple, HBNIP: this should be in line with the catch HBC as it enters it during folding (fig HB5 rather than HB6). Bear this in mind if making adjustments as below.
- Offset of the nipple HBNIP: if the handlebar itself, or the control levers/cables, are set too far forward, they may, on folding, foul against the front wheel and so prevent the nipple from fully entering the catch (i.e. as per fig HB8). To remedy, either reset the handlebar or levers further back (i.e further out when folded), or unscrew the nipple so that it is further from the support tube, HBS: the nipple must be able to enter the catch HBC fully, as per fig HB7.

If the set-up is correct and the catch remains ineffective, either replace the h'bar catch, or you may obtain a temporary cure by twisting the nipple slightly (i.e. as not normally recommended, fig HB6).

[The tiewrap supplied on some Bromptons is not shown in these views.]

