



REPLACING BROMPTON BRAKE CABLES.

As a result of changes to the Brompton, different cables are required for different models:

- a long-wheel-base bike (one shipped after January 2004, and with a main-frame hinge which is cast) requires **longer rear cables** than a short-wheel-base bike (where the hinge is forged, with a hand-brazed joint):
- M-type and P-type use the same brake cables. S-type (straight h'bar) has its own cables as does the H-type (higher h'bar):
- different cables are needed for earlier bikes fitted with Saccon levers, and
- the cable length depends on which lever (left or right) operates which brake, front or rear.

Make sure that you have the right length cable for the bike in question. **The application sheet shows for which model this cable is suited.**

As a general rule when replacing cables, correct cable routing is vital, with the outers being exactly the same length (+/- 2mm) as the original cables, and also having the same ferrules fitted. If a cable outer is too short, the cable will be damaged through stretching during folding, and if too long, will hook up on other parts. It may be necessary to trim to length inner cable supplied after assembly.

Your kit may include cable ties: you will only need these if the original cable you are replacing has a dynamo wiring loom attached to it. Fit the new ties at the same position as those you replace.

subtext cable routing

Correct routing of the control cables is essential if these are not to be damaged during folding. All cables **MUST** pass in front of the handlebar, to the left of the handlebar stem and to the right of the main frame tube.

When replacing the front brake cable outers, leave the CABGATH on the rear cable(s), and then feed the new outers (shorter part on top) onto the CABGATH.

The ferrules on the 2-part front brake-outer to lie at outer ends. The front cable must pass:

- a) through the **body** of the cable gatherer, CABGATH
- b) through the forward cable guide, CGF, and
- c) to the left of the front mudguard (for an E-version or C-type, see note below).

The rear cable(s) must pass:

- a) through the **ring** on the cable gatherer, CABGATH,
- b) through the centre cable guide, CGC,
- c) inside the tube TT,
- d) through the rear cable guide, CGR, as shown, and
- e) for the brake cable, BRCABR, inside the tube SS

The gear cable(s) GCAB should lie below the brake cable, BRCABR. If there are two gear cables, then the derailleur cable should lie below the hub-gear cable.

When replacing a cable to which a dynamo wiring loom is attached, cut the tie wraps holding the loom to the old cable, and re-tie the loom (at the same spots as before) to the new cable: on a rear cable the rearmost tie must lie just aft of the CGC, **not** in front of it. (If the loom is a Mk 2 type, which reverses inside a rubber sleeve just under the CABGATH, use two tiewraps here, and pull them extra tight to prevent slipping.)

*Note 1. On a bike without mudguards, the LH front fork will either have a fender disc or a brazed-on wire loop: the brake cable must pass **outside** these (and **not** through the loop).*

Note 2. If the CABGATH on an S-type is grey (not black), any new front cable outer will be a loose fit: the fit is better with a black one, but as the change involves considerable work, the use of a 6mm ferrule is an alternative.

