

FRONT MUDGUARD.

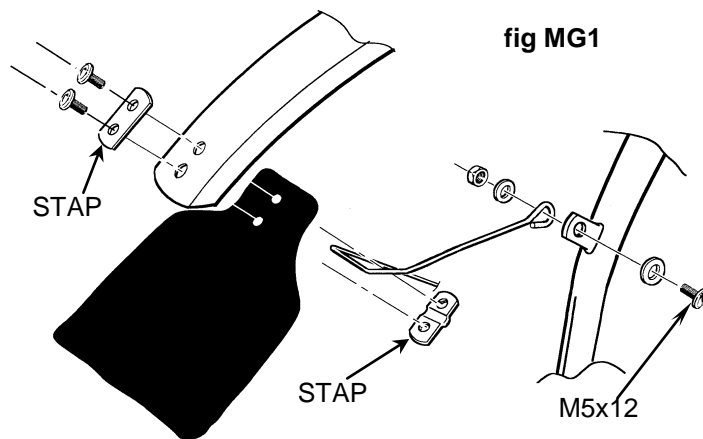
When replacing a mudguard, make a note of the order of assembly of washers/brackets on the brake bolt, and ensure that the same washers are used, in the same order, on reassembly. When fitting a mudguard where there was formerly no mudguard, you may have to remove a washer from the stack to ensure proper engagement of the nylok nut with the brake-bolt (but you should always retain a washer between nut and mgd-bkt, and also between caliper and concave washer where a dynamo lamp is fitted). You may find it easier to remove the wheel.

MUDGUARD STAY ASSEMBLY FRONT, and HOOK REPLACEMENT.

Fitting is straightforward, but when fitting a new stay it may help to remove the front wheel completely. On reassembly, make sure that each end of the front axle remains at the end of the fork slot when tightening the wheel nuts.

Most replacement stay assemblies are of a new type, with a nylon hook screwed-on as in fig AF1: note that, for these stays, the right hand end of the stay should pass **inside** the bracket on the fork, rather than the outside (which was the case with the earlier stays), as in fig MG1.

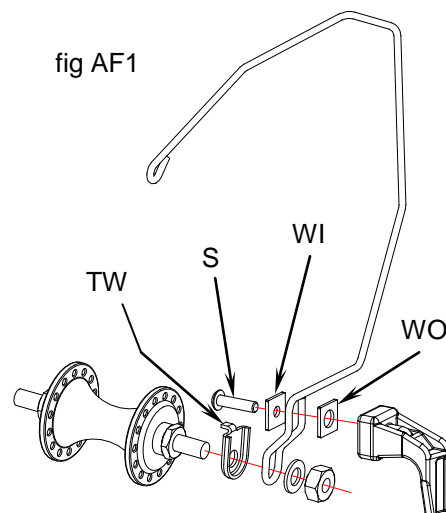
When assembly is complete, it may be necessary to move the back of the stay sideways, so that it lies equispaced each side of the tyre. Also, (particularly if the stay is of the earlier, integral, type) some manipulation of the hook may be necessary to ensure that folding and unfolding of the front wheel is a smooth action: the hook retains the front wheel in place when the bike is folded. If it is disposed wrongly, or if it gets knocked or damaged, the design allows it to be bent back to position.



subtext mgsf & hook fit

Fitting the mudguard stay (or C-type hook) to the front axle. A special tab washer TW is provided for the LH end of the front axle, and this should be fitted between the loop in the stay and the front fork (the tab, as normal, engaging in the hole in the fork blade). Use only one washer between the wheel-nut and stay. [Note: on some mudguard stays, the hook is not a separate nylon moulding as shown, but is an integral part of the wire form with a plastic sleeve over it: the same principal for assembly applies.]

Fitting a new nylon hook: the loop at the end of the stay must be disconnected from the axle. The screw S (you need a 3mm hex key) holds the hook in place on the stay. There are **two** square washers, WI with a small hole, and WO with a larger hole: these must be in place on reassembly (usually two new washers are supplied with a hook). When re-assembling, the action of the screw will be stiff, as it is cutting its own thread in the nylon. This should be tightened to 3-3.5Nm.



subtext hook clearance

Hook function: fitting a new chainwheel or front mudguard stay might affect the function of the hook, which retains the front wheel in place when the bike is folded. It is attached to the front mudguard stay (or, if there are no mudguards, to a special wire form, not illustrated). If it is knocked out of position, the design allows it to be bent back. For the function to be correct:-

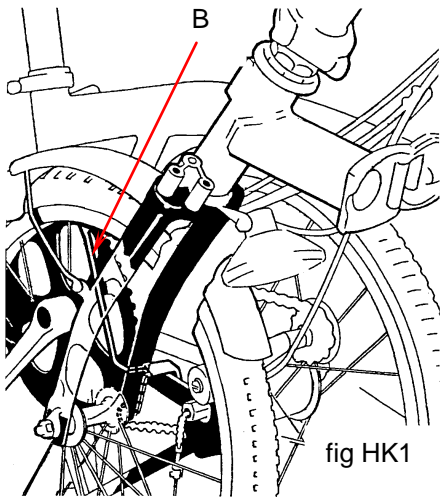


fig HK1

up too far, then a) it may catch on the spokes, and b) it may slide off the tube causing the bike to unfold inadvertently. will contact the tube CHS at C before has dropped to its fully folded position. chainwheel or (if fitted) the derailleur the front wheel spokes will clash with folded. If the hook is ineffective, and/or above in mind, judicious bending of the should cure the problem.

1. The chainwheel mustn't be too far out. Part of the stay, B (fig HK1), acts as a buffer against the chain wheel during folding, and steadies the folded front wheel. If the chainwheel lies too far out (the gap G (fig HK4) between inside of chain and hinge plate RHPL when the bike is parked, should be 0 - 3mm, not more), then the hook will be a tight fit over the chainstay CHS, and may stick when trying to unfold the front wheel.

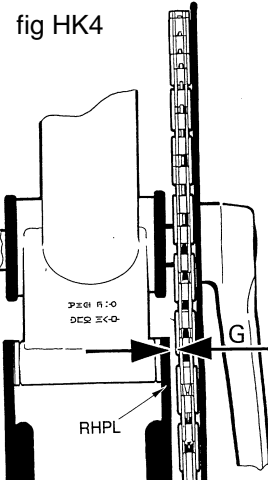


fig HK4

2. The hook must not be bent wrong (fig HK3): if it is bent rear CHS,

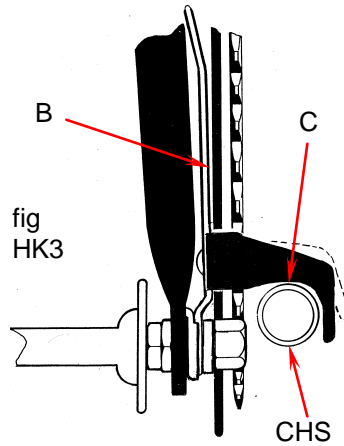


fig HK3

If it is bent down too far, then the hook the front wheel (and the rest of the bike) If it is bent fore/aft it may strike the changer, and if the stay is "crushed" in, the chain tensioner nut as the bike is sticks during unfolding, then, bearing the wire stay (say by pulling on the hook)