

Contrary to usual practice, it is our earnest desire to impart to "CYCLO" users all we know. "CYCLO" like all good engineering products is designed to give the utmost satisfaction with minimum cost of upkeep, and with this in view we trust that this folder will enable you to derive the 100 per cent. satisfaction that only "CYCLO" as a variable gear can give you.

### The "CYCLO," how it works & how to use it.

The "CYCLO" Derailleur Gear consists of a Freewheel with two or three sprockets, a mechanism for moving the chain into line with the respective Freewheel sprockets, controlled by a double cable and lever from the top tube of the cycle, or Handlebar Twist Grip Control, and a spring to take up the excess of chain between the smallest and the largest sprocket.

Any movement of the control lever or twist grip control through the double cable, imparts a rotary movement to a quick-thread on which the actuating sprocket is mounted, and this moves laterally into line with the cog selected. Providing the adjustment and gear-changing are correct, the cog takes up the chain without any suspicion of snatch or noise, but gear-changing is to a great extent a matter of practice and the expert is distinguishable from the novice by the absence of noise.

Changing gear must be done while pedalling, and when this is done at the exact moment that the chain is taking up on the next cog, and the drive taken up once again at just the right time, changing will be noiseless. This is all a question of practice.

### POINTERS

IF A CABLE BREAKS it is nearly always at the bottom nipple and is almost invariably caused by incorrect assembling or adjustment, the wire being bent sharply and strained by the nipple being carried too far round. On a three-speed the nipple must not travel upwards further on either side than to a level with the centre of the spindle (C).

WHEN TAKING OUT THE REAR WHEEL, run the chain on to the small cog (A). It allows more room for removing the chain from the jockey and tension cogs.

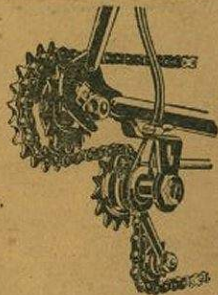
SLOW CHANGING is caused by the support being too far from the cogs. To remedy this, move the rear wheels as far forward as safely possible in the fork ends. If the support is of the clip-on type the support may require moving to the rear. If the support is brazed on and the wheel well forward, fitting a combination of larger sprockets will usually effect an improvement.

### DO YOU KNOW?

We make a host of Accessories (apart from Gears) of great value to all keen Cyclists. A Booklet describing them will be sent free on request.

Full details regarding Spares, Guarantees, etc. is contained in "Cyclo" Booklet, free on application. (Postage 1d.)

**CYCLO GEAR CO. LTD.,**  
POTTERS HILL, ASTON,  
BIRMINGHAM, 6



FAMED WHEREVER CYCLING IS KNOWN

Care & Maintenance  
Recommendations  
for  
"CYCLO" GEARS.

*The Ideal Variable Gear.*

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## IMPORTANT CHAIN POINTERS

Correct spring tension means minimum chain wear, makes chain jumping off tension arm almost impossible, besides giving the machine a neater appearance. Correct chain length means correct spring tension.

Make it your business to see that your chain length is right and we shall be as happy as you will.

See that the spring hook end is fitted outwards and closed up leaving nothing to catch the chain.

The best way to keep your chain working under respectable conditions, as grease plastering is quite useless and dirty, is to soak it overnight in paraffin, dry it with clean rag and give it an oil-bath to allow a good soaking. The oil will get into the rollers and remain there. Drain the chain, and dry up again wiping off all excess oil. The chain will be then in condition for a thousand miles or so when another clean can be given.

## FREEWHEEL CARE

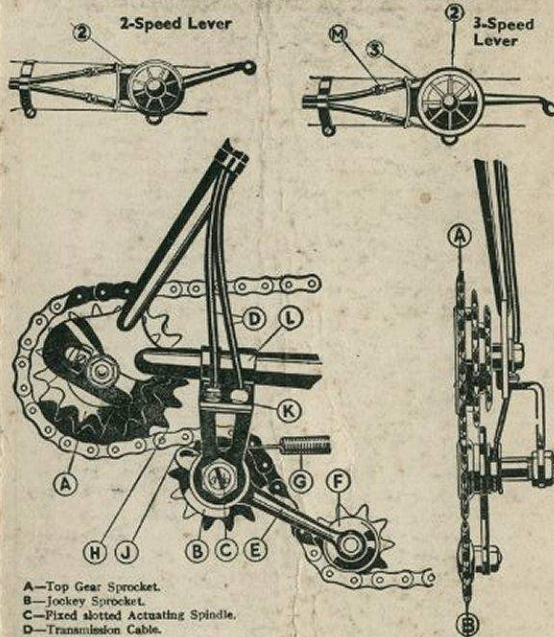
The Freewheel requires no other attention than a spot of lubricating oil every 300/400 miles or so. Lean machine towards you, insert oil through the ball-bearing freewheel body race on the off-side facing spokes.

Excessive side-play in freewheels is detrimental if allowed to remain and get worse; the remedy is to remove the middle gear sprocket (R.H. thread) and take off one of the shim washers after removing the locking plate (L.H. thread)—quite simple and worth while doing.

## CABLE STRETCH

Cable stretch should be taken up by means of the knurled adjusters placed near the control.

## "CYCLO" FITTING INSTRUCTIONS.



- A—Top Gear Sprocket.
- B—Jockey Sprocket.
- C—Fixed slotted Actuating Spindle.
- D—Transmission Cable.
- E—Tension Arm.
- F—Tension Sprocket.
- G—Tension Spring.
- H—J—The closer the Low Gear Sprocket is towards the Jockey B, the better.
- K—Milled Ball on left-hand side.
- L—Clip-on Bracket fitted close up to give correct clearance between H and J.
- M—Cable Adjusters.

*The slot of the Spindle C must be as shown.*

The alignment of the Jockey Sprocket B is effected by the recessed adjusting nut fitting behind the support L.

Notice that milled ball K is on left-hand side.

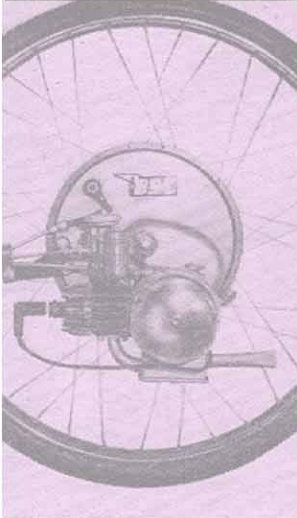
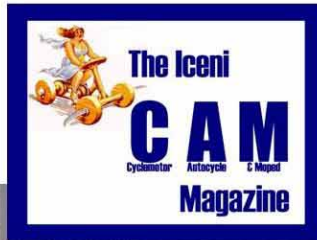
N.B.—Fit Tension Spring Clip behind Chain Stay Bridge. Close up Hook outward to top of Tension Arm E.

## "CYCLO" DON'TS

- DON'T strain the cable unnecessarily by moving the control lever when the machine is at rest, and even when pedalling don't move the lever except with a definite purpose.
- DON'T remove your back wheel before noting the position of the spindle in drop-out. This is necessary in order to replace it in exactly the same place. It is a good plan to make a small file-mark on the drop-out, as this will form a permanent guide. Better still invest in a pair of "ROSA" stops (9d.).
- DON'T forget to use your Cable Adjusters (M) to take up cable slack.
- DON'T leave your cycle where the "village mechanical idiot" can interfere with the control lever, otherwise your chain may jump off when you remount. Always see that the control lever is in the correct position before mounting.
- DON'T expect your cable to last indefinitely without proper treatment. The exposed cable should be kept well oiled, and don't forget the gear end.
- DON'T leave your machine in top gear when coming to a standstill; but change into bottom gear. You will find it easier to re-start.
- DON'T wrench or bend the tension arm if your gear seems out of adjustment. The spindle nut and locknut are provided to give all lateral adjustment needed. Line up with the lever in the forward horizontal position and the jockey-sprocket level with the bottom gear cog. Then tighten up the locknut again, keeping the slot on the fixed spindle vertical.
- DON'T expect the bearings of the change action to lubricate themselves. Use good quality cycle lubricating oil.
- DON'T simply grumble if your gear goes wrong and condemn it out of hand.

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