



Brompton Cable gatherer (CABGATH) replacement:

Ensure that you have the correct part to suit the front brake cable: if the front brake cable has no ferrule where it enters the CABGATH, use a black CABGATH, but if there is a 6mm ferrule (needed on linear outers), use a grey CABGATH.

Unfortunately it is necessary to disconnect **all** the cables (including wiring loom if present) in order to fit the CABGATH: as the ends of the inner cables could fray once disconnected, you may have to fit new inners on re-assembly.

You will find that cable ties are supplied: you will only need these if the original cable gatherer you are replacing has a dynamo wiring loom attached to it. Fit the new ties at the same position as those you replace: in particular, the rearmost tie on a rear control-cable must be just aft of the centre cable guide, CGC (**not** in front of the CGC).

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.

The front brake cable must pass:

- through the **body** of the cable gatherer, CABGATH (outer cable in two parts)
- through the forward cable guide, CGF, and
- to the left of the front mudguard (for a C-type, see note below).

The rear cable(s) must pass:

- through the **ring** on the cable gatherer, CABGATH,
- through the centre cable guide, CGC,
- inside the tube TT,
- through the rear cable guide, CGR, as shown, and
- 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 re bikes 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).

