



MUDGUARDS: FITTING REPLACEMENTS.

You will probably find it easier to remove the wheel before 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. Rear mudguards have a rear flap, which may be supplied unattached: fit the flap to the mudguard first.

Replacement is straightforward, but make sure on reassembly that the concave washer(s) at the brake is/are seating correctly. If you need guidance on rear-wheel removal, see the Dealer Manual or Owner Manual.

Other points (relating to the rear mudguard):

- a) when detaching the brake, it is simplest to unscrew the rear brake nut, RBNUT, with the lower stop disc LSD still attached.
- b) the forward end of the rear mudguard blade should rest on top of the cross tube CHSX linking the two chainstays. If, after completion of the assembly, it is projecting forward of this tube, it will lie in the path of the seat pillar during folding: to rectify this, bend the mudguard bracket at the brake downwards (using a suitable lever).
- c) after fitting a rear mudguard, the lower stop disc should be set as described below.

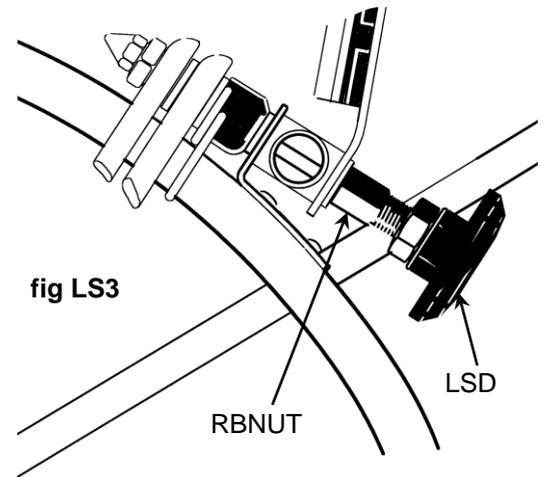


fig LS3

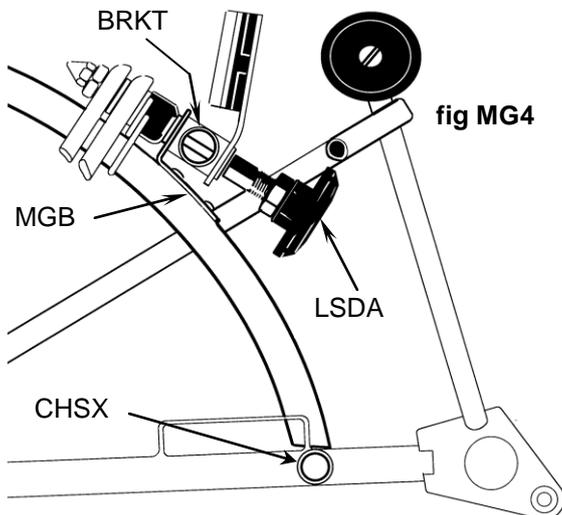


fig MG4

d) bikes with dynamo but without rear-rack: on early types, the original mudguard blade is attached to the dynamo-stay with a single screw passing through a single hole in the blade: the replacement blade now supplied has two holes, and you should use the forward hole (if you wish to seal the rear hole, you need to order part QMGRD-STAP-KIT: the washers supplied with this kit should lie under the nuts on the inside, with the larger washer at the rear hole, and the longer screw at the forward

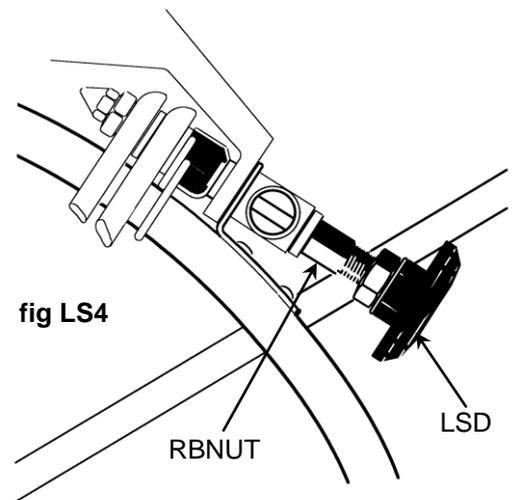


fig LS4

hole):

subtext rw summary

REAR WHEEL – SUMMARY OF PROCEDURE FOR REMOVAL AND REFITTING.

Removal:

1. Move gear-trigger(s) up to high, and pedal forward & back to engage the high gear(s).
2. If the bike has a hub-gear, disconnect the gear-indicator-chain from the cable-anchorage, unscrew the gear-indicator-rod and withdraw the rod from inside the axle.
3. Remove the chain-tensioner as follows: unhook drive-chain from swinging arm, undo chain-tensioner nut, and withdraw the chain tensioner.
4. Slacken off the main axle-nuts and remove wheel (if tab-washers are stuck, they will normally come loose if you tap the wheel gently from side to side). To get the tyre past the brake blocks, either deflate the tyre or remove the LH brake block.

Re-fitting (with hub-gears, make sure that the tab-washers engage correctly in axle-plate):

1. With the drive-chain in place over the (outer) sprocket, drop the axle into the axle-plates (the correct way round if it has “handed” tab-washers).
2. Make sure the drive-chain isn’t trapped, and secure the wheel nuts over the washers.
3. Fit the chain-tensioner (with a derailleur, the fixed-idler-wheel must lie between the two plates of the actuator). Secure using the chain-tensioner-nut and washer, but don’t overtighten this nut.
4. Feed the chain over the idler-wheels on the chain-tensioner, and check chain flow.

5. For hub-gears, if present:
 - a. screw the gear-indicator-rod right into the axle, backing off not more than half a turn to align it, and connect gear-indicator-chain to the cable-anchorage.
 - b. Adjust the gears and make sure that all 3 gears are engaging OK.
6. For derailleur gears, if present, check function and adjust with M4 grub-screws in actuator if necessary.
7. If you removed a brake-pad, re-fit it (easy to forget!).

Full details for wheel removal and re-fitting are in the Owner's Manual (or Dealer Manual).

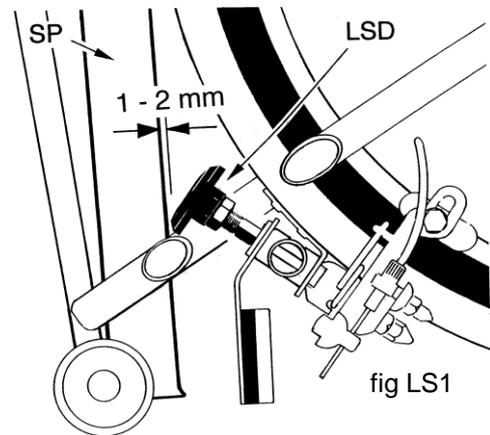
subtext lsdadj

The Lower Stop Disc, its role in the folding process: when you pick up the folded bike, the rear wheel cannot unfold because the lower stop disc, LSD, butts against the "folded" seat pillar, SP. The LSD can be adjusted to obtain the correct gap between itself and the SP: if the gap is too small, then the SP may foul, irritatingly, against the LSD during folding: if the gap is too large, then the rear wheel will drop away too far when the bike is picked up, so that the hook retaining the front wheel slips off the chainstay tube (CHS) on the rear frame.

On bikes shipped from our factory before March 2000 (Mk 2 bikes), the lower stop disc is an eccentric, and calls for a different approach from those fitted on later Mk3 bikes.

Setting the Mk3 Lower Stop (fig LS1)

The lock-nut should be slacked off. Fold the bike completely, and spin the LSD along the thread to give the correct gap of 1-2mm. Finally, using 2 spanners, 19 AF and 15 AF, tighten the lock-nut: do not overtighten, correct torque 8NM.



Setting the Mk2 Lower Stop (figs LS11 & LS13)

The rear brake nut, RBNUT, must be well tightened, torque 14NM: if it is not secure, the brake caliper may move off centre when fitting the lower stop disc, LSD, to it, and the RBNUT (together with the LSD) may come loose in use.

To set the lower stop correctly, partially slacken off the retaining screw so that the LSD is not loose, but can be moved by hand: fold the bike completely, and move the LSD to give the correct gap of 2-3mm. The LSD should be disposed to lie towards the LH side of the bike (fig LS13), not towards the right. Finally, re-tighten the retaining screw firmly.

