



HEADSET REPLACEMENT.

Remove the handlebar catch.

Undo the steering bearing locknut by approx. 1 turn. Fold the handlebars (not clipped in, though) and undo the expander cone bolt 4 turns and tap it down.

Remove the handlebar stem assembly (with the handlebars still folded - to avoid stretching the cables), and put carefully on one side.

Remove the steering locknut and undo the screwed steering bearing race and withdraw the fork.

Remove the seal and tap the fixed bearing off the fork crown. Fit the new fixed bearing (ensure that the bearing is fully pressed home onto the top of the crown): fit the seal. Drive out the old bearing cups on the front frame, and press in the new bearing cups, fully home, and square. Fill both cups with grease.

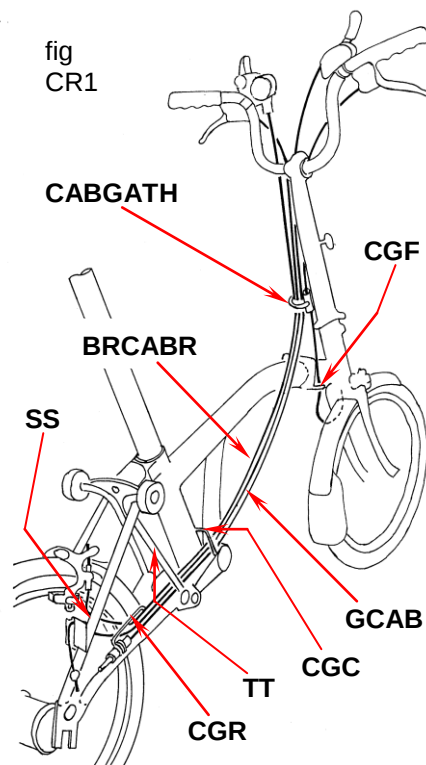
Using the new caged ball sets, reassemble the front fork in place, fit the new screwed race and do up until correctly adjusted: fit the anti-rotation washer: **grease the underside of the steering locknut**, do it up and then back it off 1 turn.

Fit the h'bar pin to the steerer tube, making sure that the cables are still correctly routed (fig CR1, in front of the h'bar, to the left of the h'bar stem, to the right of the main tube). Lightly tighten the expander cone bolt, enough to grip the handlebar pin yet still allow it to be moved, during alignment.

Aligning the handlebars. Fold down the handlebars and align them so that they lie alongside the front wheel with the LH end of the handlebar (the RH end as you look at it when folded) about 12mm closer to the tyre than the RH end. Before finally tightening the expander bolt, check that when unfolded the bars are square to the wheel (some compromise may be necessary). Tighten the expander cone bolt (20NM).

Tighten the steering bearing lock-nut: while doing this, check that the bearings do not acquire any "tight spots": if they do, undo the lock-nut, back off the screwed race slightly, and try again.

If necessary, set the handlebar catch at the correct angle, as below.



Setting up the handlebar catch and nipple: if this is wrong, the handlebar catch will lose its spring effect, with the result that the handlebars can become unlatched too easily from the folded package.

- Alignment of the catch, HBC: the catch itself must be aligned so that the nipple enters centrally (fig HB3 rather than HB4).
- Alignment of the nipple, HBNIP: this should be in line with the catch HBC as it enters it during folding (fig HB5 rather than HB6). Bear this in mind if making adjustments as below.
- Offset of the nipple HBNIP: if the handlebar itself, or the control levers/cables, are set too far forward, they may, on folding, foul against the front wheel and so prevent the nipple from fully entering the catch (i.e. as per fig HB8). To remedy, either reset the handlebar or levers further back (i.e. further out when folded), or unscrew the nipple so that it is further from the support tube, HBS: the nipple must be able to enter the catch HBC fully, as per fig HB7.

If the set-up is correct and the catch remains ineffective, either replace the h'bar catch, or you may obtain a temporary cure by twisting the nipple slightly (i.e. as not normally recommended, fig HB6).

[The tiewrap supplied on some Bromptons is not shown in these views.]

fig
HB3

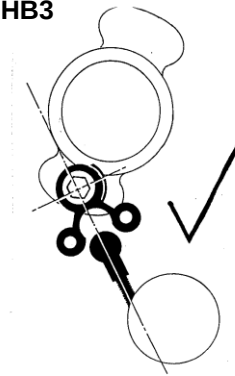


fig
HB4

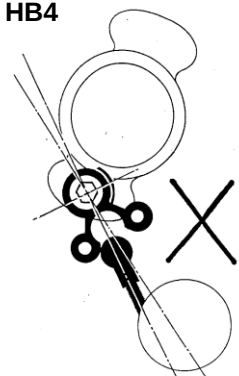


fig
HB5

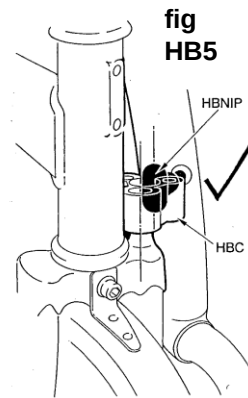


fig
HB6

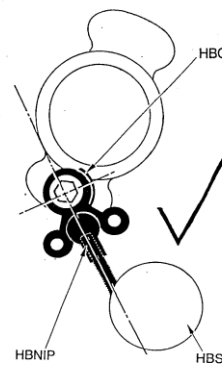
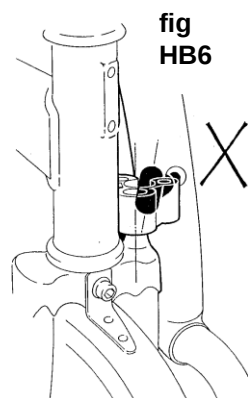


fig HB7

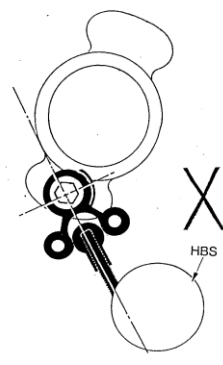


fig HB8