



FAMED WHEREVER CYCLING IS KNOWN

**Care and Maintenance  
Recommendations**

for

**“CYCLO” GEARS**

*The Ideal Variable Gear*

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

PRINTED IN ENGLAND

## **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 then be 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.

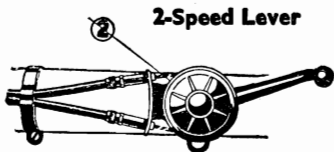
## **TRANSMISSION REPAIR SERVICE**

Any appointed "CYCLO" agent will exchange your old cycle or tandem transmissions for re-conditioned ones, for a fixed charge. If there is no agent in your district, send your old transmission to the Works with a remittance of 3/- and it will be replaced by return of post.

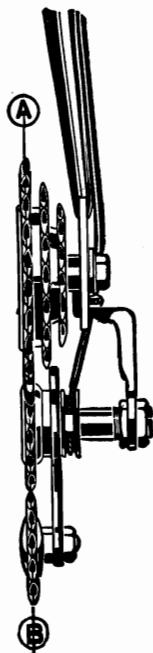
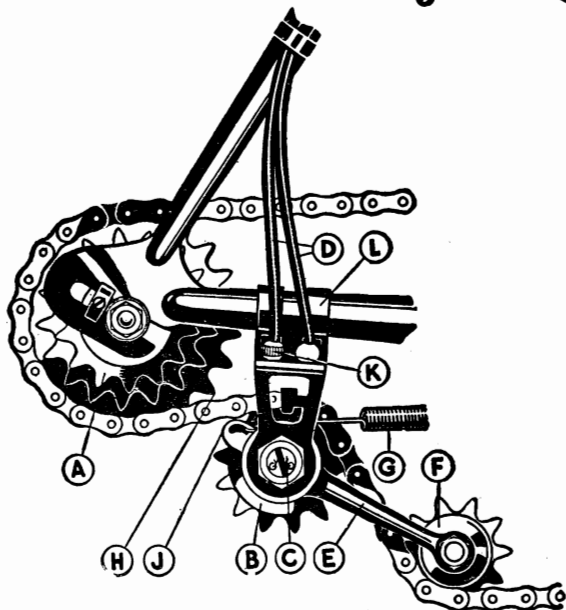
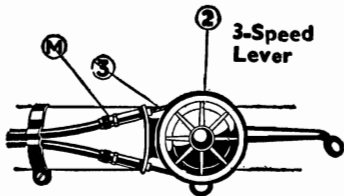
Tandem Size - - - - - 3/9 post paid.

# "CYCLO" FITTING INSTRUCTIONS

## 2-Speed Lever



## 3-Speed Lever



A—Top Gear Sprocket.

B—Jockey Sprocket.

C—Fixed slotted Actuating Spindle.

D—Transmission Cable.

E—Tension Arm.

F—Tension Sprocket or Pulley.

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.

*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" DONT'S

- DON'T touch the control lever when back pedalling. To change gear pedal forwards and put lever in the position required.
- 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 (1/3d. pair).
- 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 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 change gear half way up hill, it will be easier for you to change earlier on.

**CYCLO SERVICE AGENTS EVERYWHERE**

## THE "CYCLO"

### How it works and how to use it.

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.

### INSTRUCTIONS FOR "DISHING" A STANDARD CYCLE WHEEL FOR 'CYCLO' 3 SPEED GEAR

To fit a 'Cyclo' gear to a cycle wheel it is essential that the rear wheel should be dished in the following manner with the use of a nipple key.

*First* fit a 'Cyclo' long spindle with a long cone, on the freewheel side :- this long spindle with suitable cone is supplied by us.

*Secondly* loosen all the nipples on the plain side of the wheel one and a half turns, starting from the valve hole, then tighten the nipples of the spokes on the freewheel side **ONE TURN ONLY** all the way round.

When this is done the rim will run central in the frame, and this will also cause the middle gear sprocket to run in line with the chain wheel (see illustration). This, of course, providing that the gear has been adjusted in accordance with the usual instructions.

The wheel dishing is not required if using a flush Universal Type Triple free-wheel which only needs a packing washer both sides of spindle to centralise the wheel between the seat stay.

## 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 bottom 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.

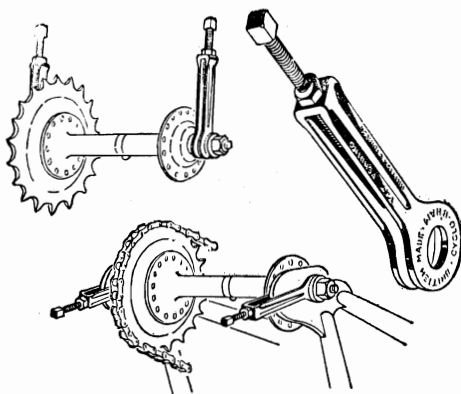
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**DO YOU KNOW?** We make a host of Accessories (apart from Gears) of great value to all keen Cyclists.

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SEE YOUR NEAREST "CYCLO" AGENT

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### Cyclo Precision "True - Track" Chain Adjusters

Swings clear as soon as the spindle nuts are slackened.

The only efficient device to prevent the rear wheel pulling over under pressure—keeps it in true-track always.

Weight, 1 oz.

Price 1/- per pair  
Cadmium Finish