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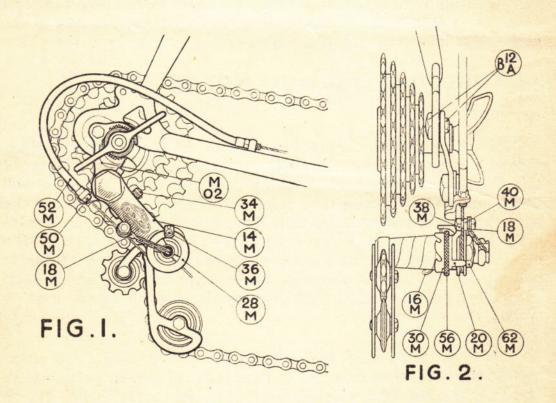
# Fitting Instructions

for the



# Mark 12 (Pat. Appd.) Gear

Automatic Chain Tension Derailleur Gear



Remove the rear wheel and fit the multiple freewheel selected, replace wheel in fork ends, and check for chain line. (Correct chain line is when the chain wheel is in line with the centre cog of three and five speed freewheels and midway between the second and third cogs on a four speed freewheel). Adjustments will not be necessary if the wheel is correctly dished, and a hub specially designed for a derailleur gear is used.

Place the arm bracket M.02 on the rear fork end, secure with the screw and nut No. B.12a. The nut being fitted inside the fork end, with the shoulder engaging the slot, replace the rear wheel. Line up nine tooth jockey sprocket with low gear cog of freewheel by means of hexagon adjusting nut No. 62M and knurled adjusting collar No. 56M. Check carefully for errors in alignment, making sure that the derailling cage is parallel with the freewheel. It is important that the gear does not appear bent or twisted.

Tension gear approximately by moving the trigger end of the spring No. 16M clockwise into the notches in the slotted spring cup No. 30M.

Fit the chain into cage as illustrated in Fig. 1, and around the chainwheel. Set position of gear arm No. 14M by means of adjusting screw No. 34M, so that when chain is assembled it will give you one complete link (i.e., three rivets) from where the chain leaves the low gear cog to where it meets the nine tooth jockey sprocket of the gear. It is important to rivet together the two ends of the chain.

### A CONNECTING LINK MUST NOT BE USED.

Checking that the control lever is in the low gear position, thread the control wire through combined cable stop and speed selector, No. 50 and 52M. Making sure the outer casing is well bedded down in the cable stop before proceeding. Next thread the wire through the wire clamp bolt No. 38M, under the clips of wire guide No. 20M, round the grooved pulley No. 28M and through the eye in the pulley, so that it can be secured by the screw No. 36M; take up all the slack in the wire before tightening the screw 36M. The pulley should then be positioned by the over riding bar bearing against the gear arm.

Fit wire clamp bush No. 40M to clamp bolt with large collar against the wire, then onto the smaller collar of the wire clamp bush fit swing link No. 18M which is rivetted to the toggle chain. (Note toggle chain must be free to rotate, if tight release one turn anticlockwise), finally fit washer and nut. Before tightening the nut make sure the mechanism has not moved.

The tension of the chain should now be finally checked.

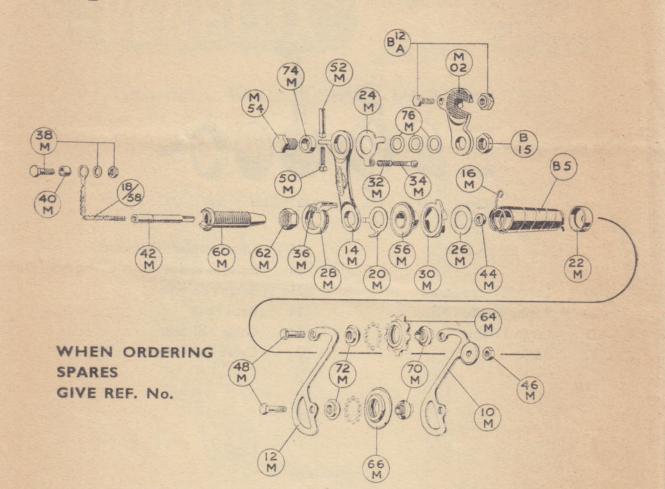
## PATENTED SPEED SELECTOR

Adjustment of this selector will not be necessary if using a five speed  $\frac{3}{32}$ " or a four speed  $\frac{1}{8}$ ". To set for a four speed  $\frac{3}{32}$ " or a three speed  $\frac{1}{8}$ " first derail chain into the top sprocket, then unscrew selector screw No. 50M until it abuts against the swing link No. 18M; lock in position with selector lock nut No. 52M.

# BENELUX

## Mark 12

# Spare Parts



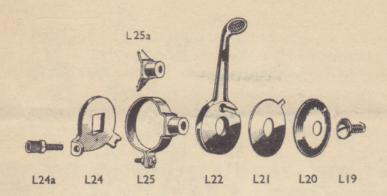
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Wel. 1402.					
IOM	Rear Guide Plate				
12	Front Guide Plate				
14	Gear Arm				
16	Spring				
20	Control Wire Guide				
22	Small Spring Ret. Cup				
24	Adjustable Stop				
26	Thrust Washer				
28	Tension Control Pulley				
30	Spring Tension Cup				
32	Friction Spring				
34	Adjusting Stop Screw				
36	Clamp Screw				
38	Wire Clamp Bolt				
40	Wire Clamp Bush				
42	Operating Shaft				
44	Spring Locating Bush				

#### Ref. Nos.

46M 48 50 52 54 56 60 62 64 66 70 72 74 76 18/58 B.12	a Rosa Stop Guide and Pin
B.12 M.02 B.5	2 Arm Bracket
D.3	Volute Spring

# Lever Spare Parts



	Complete Lever	25	Clip complete with Boss
	The sea of the sea of the	26	Bolt for above
19	Lever Centre Screw	25a	Brazed on type
20	Spring Friction Plate	24	Back Plate
21	Large Washer	24a	Cable Adjuster
22	Banjo		Cable Bell Ferrule

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BENELUX, BIRMINGHAM Codes: A.B.C. 7th Edition