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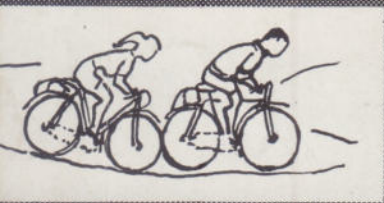
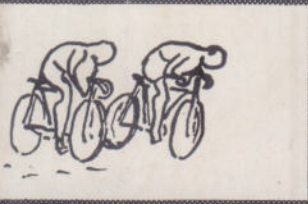
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 **RESILION**

*Crimson Star*

THE SILENT GEAR WITH THE PERFECT CHANGE

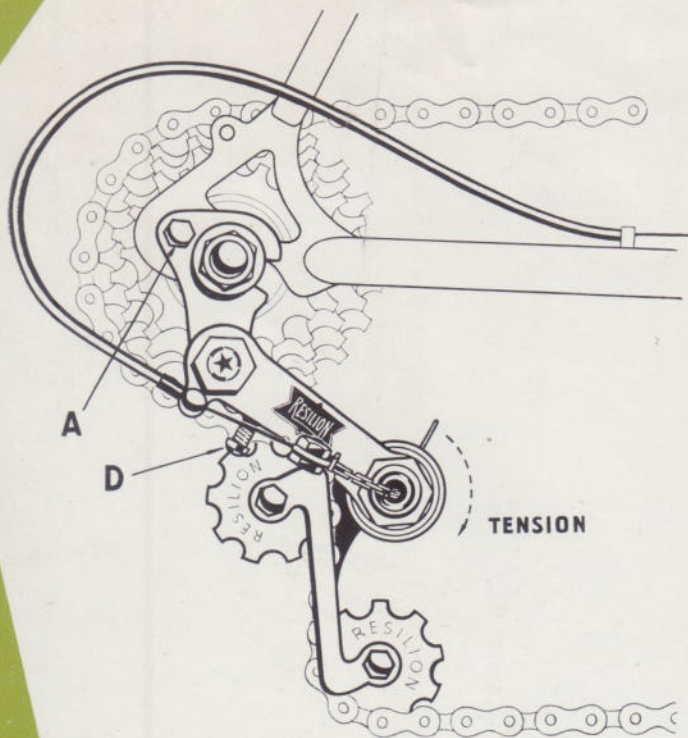


Fig. 1

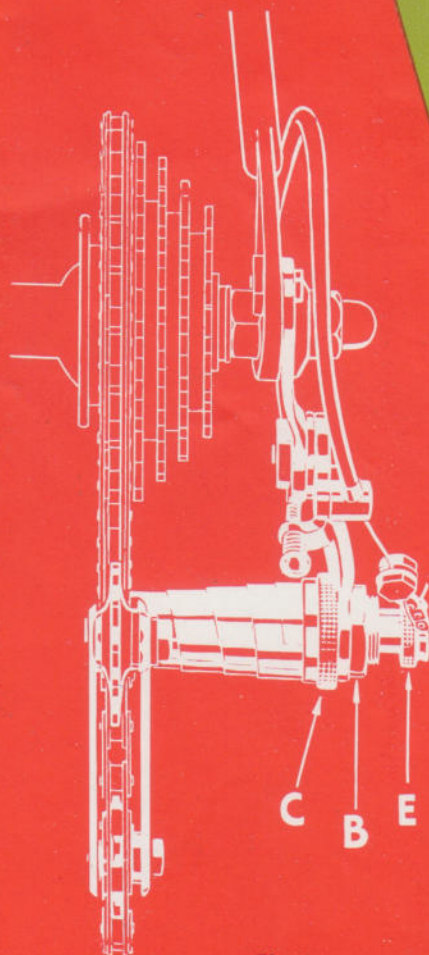


Fig. 2

1. Fit gear to fork end and tighten anchor bolt "A" in top of attachment bracket (Fig. 1) and lock wheel in position, using the spanner provided.

2. Line up Jockey sprockets with largest cog (low gear) as in Fig. 2. To move sprockets towards wheel, slacken lock nut "B" and tighten castle nut "C." To move sprockets away from wheel, slacken castle nut "C" and tighten lock nut "B." When sprockets are in line, finally tighten these two nuts. The gear should not appear twisted or bent—see illustrations.

3. Run chain through jockey sprockets and over low gear cog as Fig. 1, and adjust screw "D," so that one roller of chain is clear between gear and jockey sprockets. Correct chain length is important. The gear should appear as in the illustrations. Use a riveted chain (not spring link) and ensure riveted link is not stiff.

4. Tension chain by moving spring out of cut-outs in castle nut, in a clockwise direction. About five notches from just slack should be sufficient. Do not put too much tension on spring.

5. For 3-speed  $\frac{1}{8}$ " or 4-speed  $\frac{3}{32}$ " gears, screw up toggle

chain guide "E," in a clockwise direction to its fullest extent.

6. For 4-speed  $\frac{1}{8}$ " or 5-speed  $\frac{3}{32}$ " gears, unscrew chain guide until the first thread just appears.

NOTE.—The toggle chain must run through the cut-out channel. This prevents damage should the cycle fall over on the gear.

7. Run cable along frame. Fix lever where required and connect up the inner wire through anchor bolt in toggle chain.

#### Riding Hints

Whether racing, touring or general riding, your "Crimson Star" gear is there to smooth out the hills and headwinds, and to take advantage of helpful conditions. Use the gear to maintain constant pedal "revs." Here are a few points to help: Do not attempt to start in a high gear and crash-change down under pressure. This may damage the chain and the gear. Though water will not harm the Nylon Sprockets—keep the gear clean, and oil the shaft and toggle chain. To keep the gear cable free running, occasionally use a little oil or grease on the inner wire and remember—if in doubt ask your dealer.

f i t t i n g

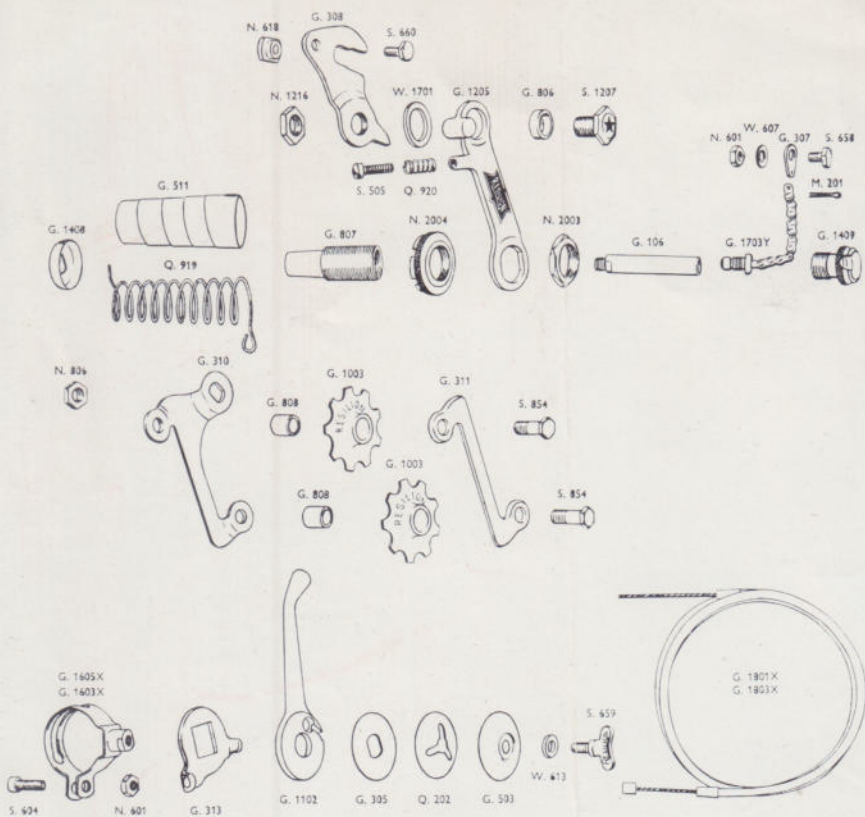
## STAR FEATURES

- ★ NYLON jockey sprockets to guide the chain quietly and smoothly.
- ★ Pivots for easy wheel removal.
- ★ Shrouded "crash proof" toggle chain.
- ★ Adjustable for 3 or 4-speed  $\frac{1}{8}$ ", 4 or 5-speed  $\frac{3}{32}$ " gears.
- ★ Fits all standard fork ends.
- ★ Gives excellent "wrap round" of gear sprockets.
- ★ Lighter—weighs only  $9\frac{1}{2}$  ozs.

## NYLON SPROCKETS

Long life from nylon—the tested and trusted material of our day. One time water and grit clogged oily metal sprockets. Now with Nylon there is no grumbling from the gear, water is an excellent lubricant. And as there are no ball bearings or cones to adjust it is simple and reliable. This reduces maintenance and spares troubles—and increases the life of the chain.

These are a few of the features which make the "Crimson Star" the smartest gear on the market. Clean, unfettered arms for the red nylon jockey sprockets are inset from the end of the change shaft—less to stick out, less chance of damage—and should the gear get bent in towards the spokes the uncluttered jockey carrier plates have less chance of fouling the spokes. This is made possible by the use of double nylon sprockets with teeth which guide the chain over the gear block—no rattling on metal side plates. The "Crimson Star" will operate over a range of 14 to 24 T sprockets and can be used in conjunction with a double chain wheel. There is an excellent wrap round of the gear sprockets to eliminate chain jumping, and yet wheel removal is simple, the gear mechanism pivoting backwards on the star pivot bolt.



## spares

### Part No. Description

<b>G.106</b>	Spindle
<b>G.305</b>	Friction Plate
<b>G.308</b>	Attachment Bracket
<b>G.310</b>	Inner Plate
<b>G.311</b>	Outer Plate
<b>G.313</b>	Back Plate
<b>G.503</b>	Control Cover
<b>G.511</b>	Dust Cover
<b>G.806</b>	Pivot Bolt Bush
<b>G.807</b>	Adj. Sleeve
<b>G.808</b>	Bearing Bush
<b>G.1003</b>	Nylon Sprocket
<b>G.1102</b>	Control Lever
<b>G.1205</b>	Bracket Arm
<b>G.1408</b>	Spring Retainer
<b>G.1409</b>	Toggle Chain Guide and Gear Adjuster
<b>G.1603X</b>	Clip 1" dia.
<b>G.1605X</b>	Clip $1\frac{1}{2}$ " dia.
<b>G.1801X</b>	Cable (Down Tube)
<b>G.1803X</b>	Cable (Top Tube)
<b>N.601</b>	Control Clip Nut
<b>N.618</b>	Anchor Nut
<b>N.806</b>	Spindle Nut
<b>N.1216</b>	Pivot Nut

### Part No. Description

<b>N.2003</b>	Sleeve Lock-Nut
<b>N.2004</b>	Tensioning Nut
<b>Q.202</b>	Thrust Spring
<b>Q.919</b>	Tension Spring
<b>Q.920</b>	Adjuster Spring
<b>S.505</b>	Adjuster Screw
<b>S.604</b>	Bolt for Clips
<b>S.659</b>	Centre Screw
<b>S.660</b>	Anchor Bolt
<b>S.854</b>	Spindle Bolts
<b>S.1207</b>	Pivot Bolt
<b>W.613</b>	Lever Washer
<b>W.1701</b>	Pivot Washer
<b>G.1703X</b>	Toggle Chain Unit
including :	
<b>G.1703</b>	Toggle Chain
<b>G.307</b>	Anchorage Plate
<b>M.201</b>	Split Pin
<b>S.658</b>	Pinch Bolt
<b>W.607</b>	Pinch Bolt Washer
<b>N.601</b>	Pinch Bolt Nut

**racing**



**club riding**



**touring**



**RESILION**

**for all cyclists**

**CRIMSON STAR GEAR**

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**RESILION CO LTD SMETHWICK  
BIRMINGHAM ENGLAND**

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