



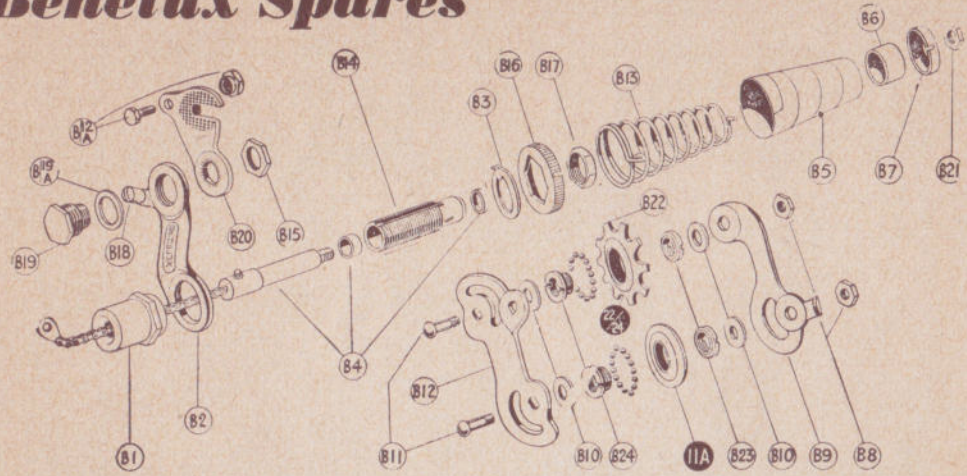
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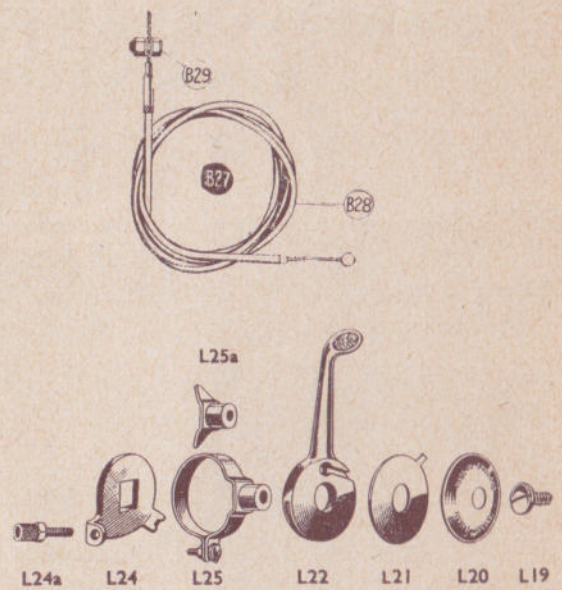


Benelux Spares



When ordering BENELUX Spares please mention whether for 3 speed 1/8", 4 speed 1/8" 4 speed 3/32", 5 speed 3/32".

Ref. No.	Description	Price
B		
1	Outside Domed Adjusting Nut ...	2/-
	Ditto — Sport Type ...	4/6
2	Arm ...	6/-
3	Tab Washer ...	4d.
4	Op. Shaft complete with Chain Assembly ...	3/6
5	Volute Spring ...	1/6
6	Thimble ...	6d.
7	Spring Ret. Cup (small) ...	6d.
8	Pulley Nut ...	4d.
9	Rear Guide Plate ...	1/-
10	Packing Washer 1/8" Chain only	2d.
11	Pulley Ret. Pin ...	6d.
11a	Roller Tension complete ...	3/9
12	Front Guide Plate ...	1/6
B12a	Rosa Stop Guide and Pin ...	5d.
13	Taper Tension Spring ...	1/6
14	Adj. Sleeve ...	3/6
15	Quick Release Nut ...	4d.
16	Spring Ret. Cup (large) ...	6d.
17	Spigot Adj. Nut ...	4d.
18	Cable Stop ...	6d.
19	Quick Release Bolt ...	1/6
B19a	Spacing Washer ...	4d.
20	Arm Bracket ...	1/6
21	Op. Shaft Nut ...	4d.
22/24	Jockey Sprocket complete ...	4/-
22	10T Jockey Sprocket ...	2/6
23	Cone ...	1/6
24	Cone Screw ...	6d.
27	Cable complete ...	3/6
29	Inner Wire only ...	1/6
29a	Draw Bolt ...	6d.



Ref. No.	Description	Price
L		
	Complete Lever ...	6/-
19	Lever Centre Screw ...	2d.
20	Spring Friction Plate ...	6d.
21	Large Washer ...	6d.
22	Banjo ...	3/-
25	Clip complete with Boss ...	1/6
25a	Brazed on type ...	1/-
24	Back Plate ...	9d.
24a	Cable Adjuster ...	4d.



BENELUX

ALWAYS IN THE LEAD!

BENELUX GEARS, MULTIPLE FREEWHEELS AND CHAIN SHIFTERS

"THE CHAMPION'S CHOICE"

MANUFACTURED IN ENGLAND UNDER SOLE EXCLUSIVE LICENCE BY
CYCLO GEAR CO. LTD.
 ASTON : BIRMINGHAM 6 : ENGLAND

FITTING INSTRUCTIONS :: :: and a few DON'TS

NOTE:— THE GEAR IS SUPPLIED TO YOU READY SET AT POINT "D" TO RECOMMENDED FREEWHEEL SIZES.

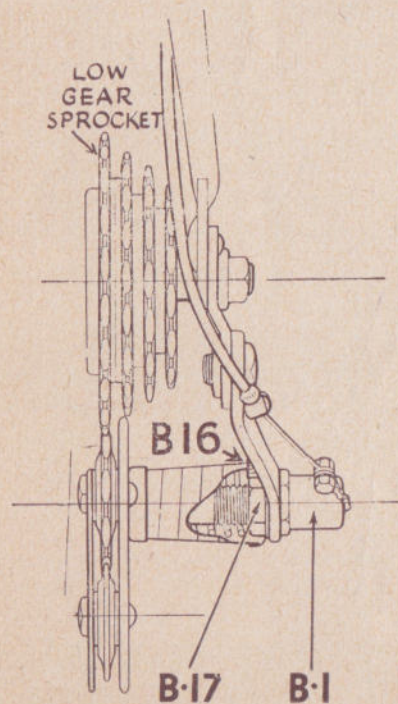
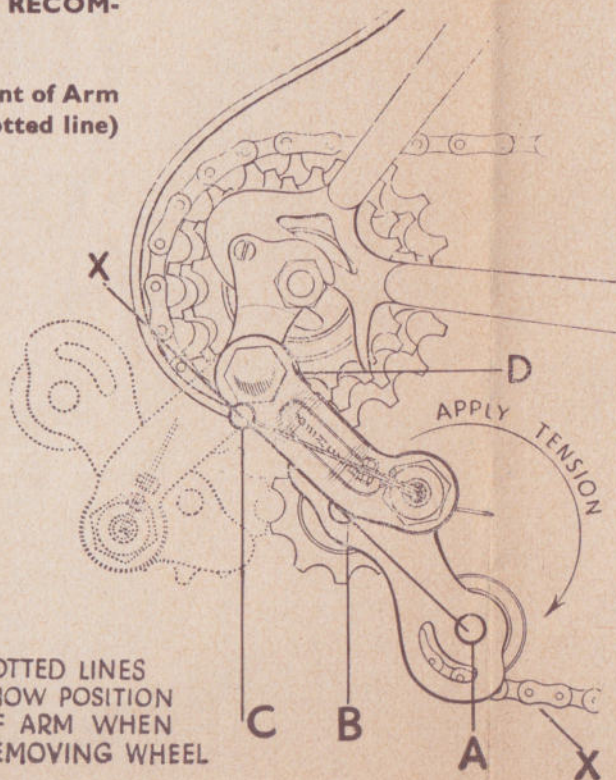
Do not disturb point "D" as the movement of Arm to wheel drop-out position (shown by dotted line) is controlled and set.

FOLLOW FITTING INSTRUCTIONS BELOW IN ORDER SHOWN:—i.e. 1 to 5

1. Fit to Rear Fork end.
2. **Lateral Adjustments.** Line up Tooth Jockey Sprocket with Low Gear Cog by means of Bell Nut "B" 1 and Lock Nut "B" 17.
3. **Correct Chain Length.** To obtain correct chain length, first make sure you are in Low Gear position, then chain should be lengthened or shortened until the Tension Pulley Pin "A", Jockey Sprocket Pin "B" and Cable Stop "C" are in line as indicated by XX.
4. **Spring Tension.** To increase tension, ease knurled cup "B" 16 off Lock Nut "B" 17 and turn clockwise.
5. **Cable Fitting.** Gear must be in Low Gear position. Inner Cable wire must not be tight when assembled to Toggle Chain. This is important as it will prevent the chain overshooting Low Gear Cog.

NOTE:—This gear is not suitable for Flush Back Freewheel unless Freewheel is correctly packed out. The chain must be free from any stiff links and the connection joint of the spring link type. For 3/32 chain riveting recommended.

DOTTED LINES SHOW POSITION OF ARM WHEN REMOVING WHEEL



DON'TS FOR BENELUX USERS

DON'T try to change gear unless you are pedalling. Changing gear must be done while pedalling and when this is done at the exact moment the chain is taking up the next cog and the drive taken up at once without relaxing the pedalling action changing will be noiseless. This is all a question of practice.

DON'T ride your cycle with a slack chain. The tension arm **must** be in tension when on top gear (see Para. 3 fitting instructions).

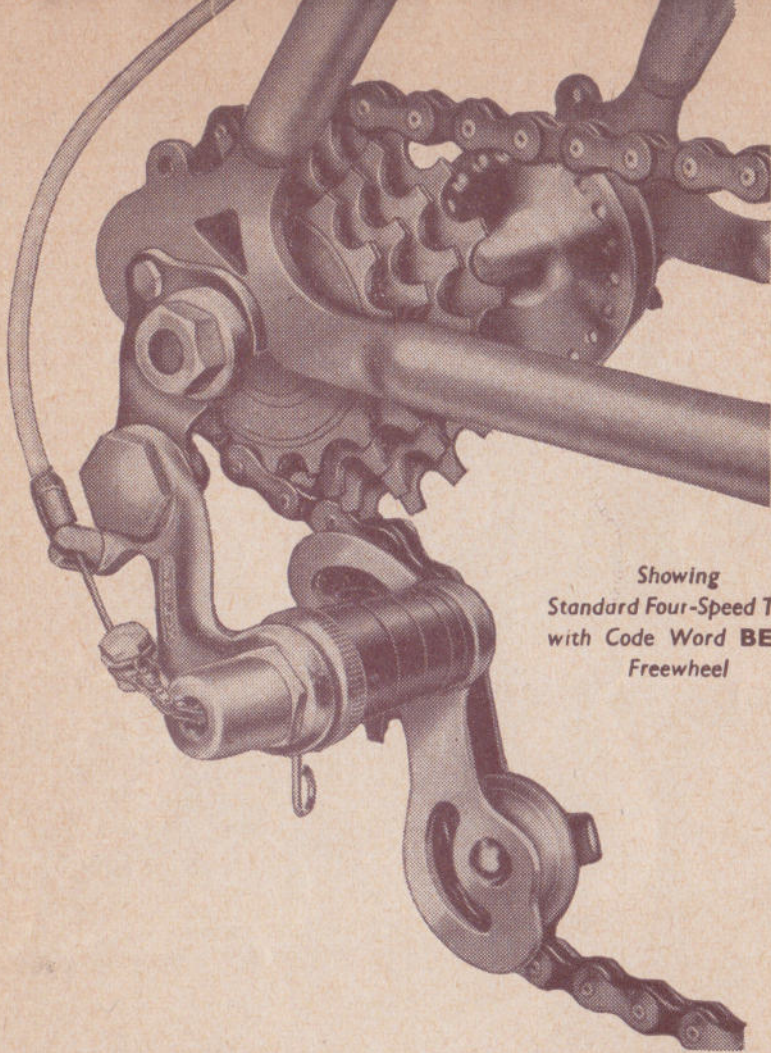
DON'T strain the cable unnecessarily by moving the Control Lever when the machine is at rest, and even when pedalling **don't move the Lever** except with a definite purpose.

DON'T leave your machine in top gear when coming to a standstill but change into low gear, it will release spring tension and you will find it easier to restart.

DON'T wrench or bend the tension arm if your gear seems out of adjustment, the Domed nut and Lock-nut are provided to give all lateral adjustment needed. Line with the Jockey Sprocket level with bottom gear cog. Then tighten up the Lock-nut again. (See Para. 2).

DON'T expect the bearings of the change action to lubricate themselves. Use good quality lubricating oil, and keep clean, grease plastering is dirty and quite unnecessary.

DON'T simply grumble if your gear goes wrong and condemn it out of hand. **Write to us—we are here to help you.**



Showing
Standard Four-Speed Type
with Code Word **BEFA**
Freewheel

AVAILABLE FREEWHEEL STOCK SIZES AND PRICES

BENELUX NARROW FLUSH BACK THREE-SPEED 1/8" FREEWHEEL
CODE WORD **BLUSH** One size only 16 x 18 x 20th.

PRICE ~~16/-~~ 20/-

BENELUX THREE-SPEED BOSS TYPE (SQUARE FORM TEETH) FOR STANDARD 3/8" x 1/8" CHAIN
CODE WORD **BEF**

TOP	13 to 16th.	PRICE 20/-
SECOND	15 to 17th.	
FIRST	17 to 24th.	

BENELUX FOUR-SPEED BOSS TYPE (SQUARE FORM TEETH) FOR STANDARD 3/8" x 1/8" CHAIN
CODE WORD **BEFA**

TOP	13 to 16th.	PRICE 25/- 24/-
THIRD	15 to 19th.	
FIRST and SECOND	17 to 24th.	

BENELUX FOUR-SPEED BOSS TYPE (SQUARE FORM TEETH) FOR STANDARD 3/8" x 3/32" CHAIN
CODE WORD **BEFE**

TOP	13 to 16th.	PRICE 28/- 23/-
THIRD	15 to 19th.	
FIRST and SECOND	17 to 24th.	

BENELUX FIVE-SPEED BOSS TYPE (SQUARE FORM TEETH) FOR 3/32" CHAIN ONLY
CODE WORD **BEFO**

TOP	13 to 16th.	PRICE 31/6 27/-
THIRD and FOURTH	15 to 19th.	
FIRST and SECOND	17 to 24th.	

BENELUX

"Daily Express" Tour of Britain
WINNER 3 times in succession!

3, 4, or 5 speeds

The simplest, most adaptable gear
for every requirement

The Benelux will work perfectly on either a standard pointed form tooth freewheel or the Benelux square form tooth as illustrated. The latter is available in 4 types:—3-speed for $\frac{1}{2} \times \frac{1}{8}$ chain, 4-speed for $\frac{1}{2} \times \frac{1}{8}$ or $\frac{1}{2} \times \frac{3}{32}$ chain and 5-speed for $\frac{1}{2} \times \frac{3}{32}$ chain only. The system's patented feature provides closest contact between cog and jockey sprocket to give a snappy change action.

Benelux is not necessarily a close ratio Gear, and any of the sizes detailed can be specified.

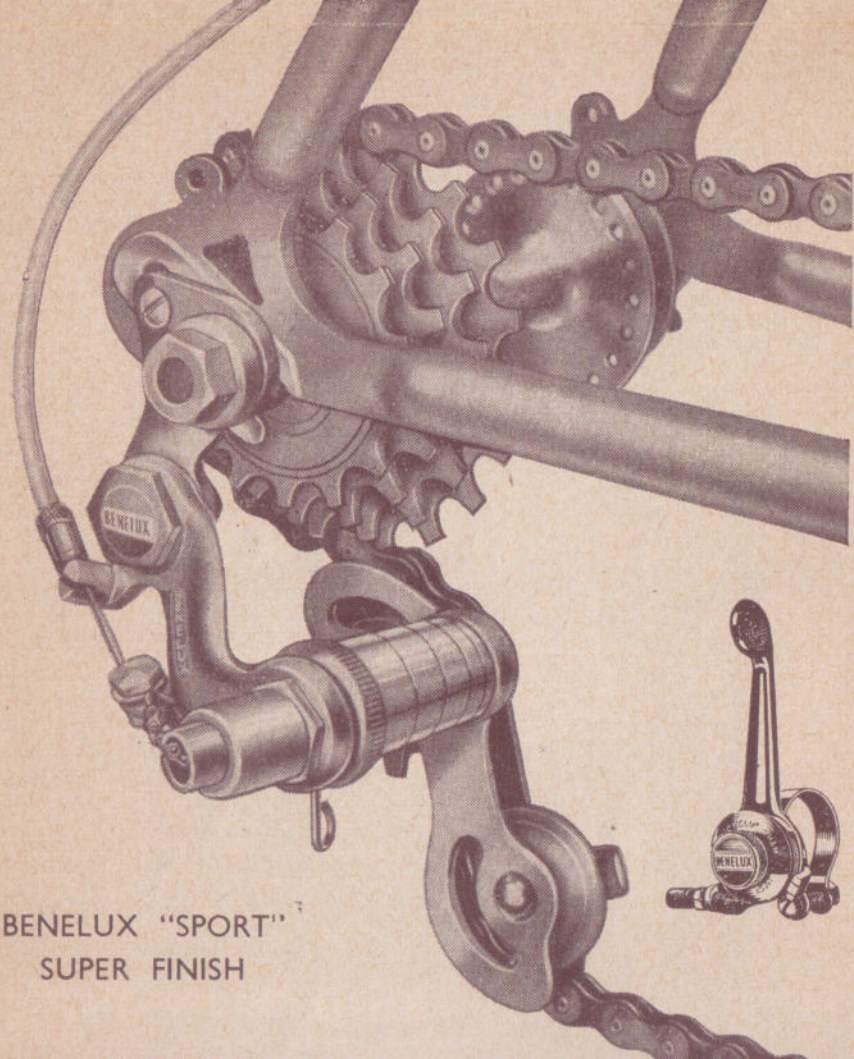
... and it's made in England
by 'CYCLO'—leaders from the start

PRICE:

3, 4 or 5 speed	30/- less freewheel
4 or 5 speed "SPORT" Super Finish	47/6 less freewheel

All gears of the BENELUX range will be supplied with frame control with braze-on lever if specified.

Benelux Sport Super Finish Control Lever Damper ...	1/9 each
Control Lever complete with damper	7/9 each



BENELUX "SPORT"
SUPER FINISH

Instructions for 'Dishing' a cycle wheel for Benelux Gears

To fit a "Benelux" 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.

