

PLEASE NOTE THAT ILLUSTRATIONS ARE NOT TO SCALE!

Commentary gives size in mm's



Pre 1924

AK19pre-24

41 x 25 mm approx



1924-on

AK18 24-35

41 x 20 mm approx

Early 531's had the green numbers in single quote marks. This continued until some time in the late '50's or early '60's. An exact date for when the quotes were removed is not known. Don't get too hung up on "should there be quotes or not". All reproductions are produced from a physical example – which may or may not have had those quote marks.



The earliest 531 transfer I've yet found. Very simple. Certainly used pre-war, maybe post-war too.

531AL35-48

38 x 27 mm approx



A very early 531 transfer. Probably the precursor to ref "B". Very simple. Certainly used pre-war, and post-war to an estimated 1951 (?)

531BR37-51

27 x 10 mm approx



Main triangle only is 531 Plain Gauge. Used until at least 1965

531B51-65

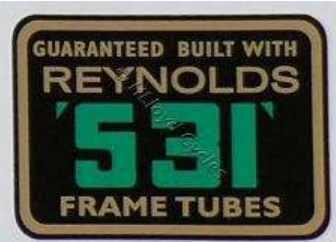
31 x 18 mm approx



Plain Gauge main triangle. Estimated use mid '50's to 1972

531Q53-72

39 x 27 mm approx



Plain guage main triangle, why "tubes" rather than "tubing" I don't know. Estimated 1945-1953

531BP45-53

43 x 40 mm approx



ALL Tubing is 531, with butted main triangle. Probably used until items "G" and "D" were introduced.

531BT37-48

38 x 28 mm approx



Plain gauge tubing throughout, BUT I have NEVER seen this on a cycle. It WAS used on Norton and Beamish (Suzuki) Motorcycle frames

531AE NORTON

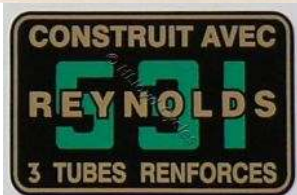
29 x 22 mm approx



Main triangle is 531 butted tubing. Certainly used in 1940's and 1950's

531P48-53

38 x 28 mm approx



Main triangle is 531 butted tubing. French version appears to be introduced a little later and ran to 1973

531PFRENCH

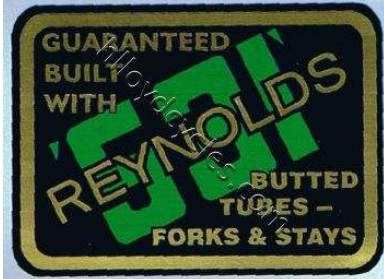
41 x 27 mm approx



Transfer for butted frame tubes, but other tubes and forks are ????? Used until 1973

531A53-73

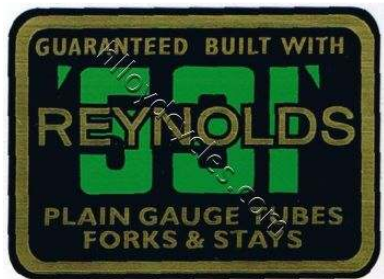
39 x 27 mm approx



Early version of the one everyone recognises ! This has been found on a warranted 1938 frame so the estimated use has been widened by ten years (!) to 1938-1953

531G38-53

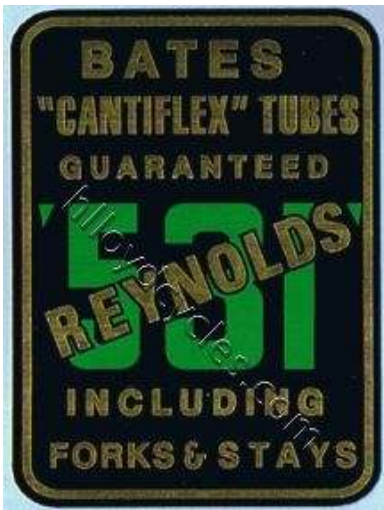
43 x 32 mm approx



All tubing is plain gauge. This one may have continued to late 1950's

531L48-53

43 x 32 mm approx



Unique to Bates "Cantiflex" machines. Please note though that early frames (pre-1945) appear to have used normal 531 transfers.

531BATES

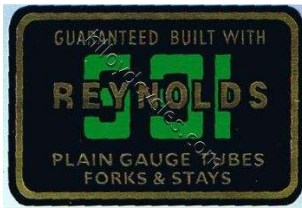
30 x 40 mm approx



Smaller version of ref "D". "Unique" to Raleigh Record Ace, but apparently Gillott used them too. Please note that these have just been re-drawn from an original and the erroneous slope at the top of the "1" has been removed.

531RALEIGH

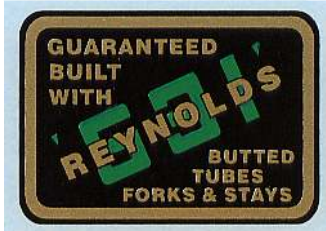
20 x 13 mm approx



Smaller version of Ref L, probably released early 1950's and ran through to 1973

531BV53-73

39 x 27 mm approx

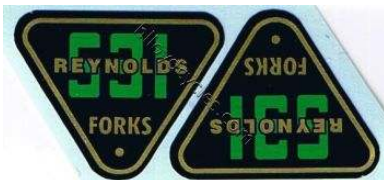


This is the one that must have graced many thousands of frames. Used 1952-1973 on most "Quality" lightweights. Overlap with ref "G" in early years

531D52-73

39 x 28 mm approx

A little word about early fork decals (pre '73). Some had "forks" and the little dot below, others said "fork blades" with the little dot below. There seems to be no break date and no rhyme or reason. In my collection I have decals printed at the same sort of period and **with the same part number** on the print. One has the dot, the other doesn't. Don't lose any sleep over this detail!



If a fork transfer was fitted then this was the one until 1973.

531H48-73

PAIR

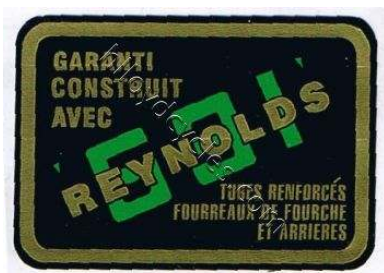
26 x 21 mm approx



Quite an unusual version of ref "D". Appears to be limited to 1951 and 1952 only !

531BW51-52

32 x 19 mm approx



French version of "Ref D"

531T53-73

39 x 28 mm approx



French version of ref "H"

531U48-73

PAIR

23 x 19 mm approx



Unique to Raleigh Lenton series

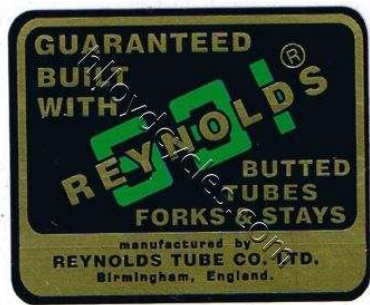
531LENTON

18 x 13 mm approx

The break date when Reynolds added the gold box and address at the bottom has been the subject of much correspondence and conjecture. I have finally found an official Reynolds publication that gives 1st July 1973 as the date. HOWEVER there would still have been a lot of old print stock knocking about that would have gone onto later-built frames, and I have seen frames warranted from mid-'80's with pre-'73 decals on them.

Similarly the date at which the "R" was added to the right of the "531" is open to discussion, but a May 1975 advert shows decals with the "R" in place. To save duplication I have added the "R" to all post '73-type decals.

Yet another note on post-'73 decals! There seem to have been AMERICAN versions too! On these the gold box at bottom is a little taller and the whole design a little "squarer" as a result. (see 531BZ for an example) I refer to these as "American", but I have seen TWO frames definitely built in the UK with this type of decal on them. At the moment we list one only as I don't like the way they look AND it cuts down on duplication.



Follow on transfer from ref "D". Used 1973-1977

531J73-77

42 x 34 mm approx

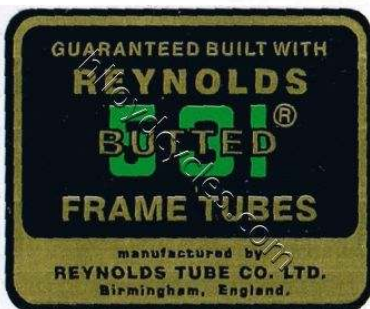


Fork transfer used with Ref "J"

531E73-77

PAIR

36 x 27 mm approx



Follow on transfer from ref "A"

531AF73-77

42 x 34 mm approx

Picture to follow, but it's same as 531AJ77-82 but without "TI" detail at bottom

This was the alternative to Ref "J" and seems to have been used because Columbus moaned that the previous version implied that the forks and stays were butted too – which they weren't. It forms part of the 73-77 series but we doubt that it was introduced very early on in that period.

531AK73-77

46 x 37 mm approx

NOTE this is the FIRST time that the "531" moved from the diagonal for double butted frames.



French version of Ref "J"

531J FRENCH

41 x 31 mm approx

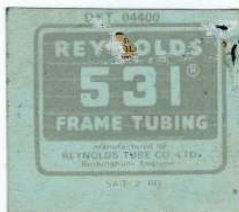


French version of ref "E"

531EFRENCH

PAIR

36 x 27 mm approx



The successor to 531Q, used 1973-77. Used on medium spec cycles. The illustration is of an original NOS decal. Any supplies will be as licenced repros

531BY 73-77



This is the French version of 531BY73-77

531BY 73-77 FRENCH



The "American" version of the successor to 531Q, used 1973-77. We have now listed these as they seem to have been used extensively. Interestingly the Reynolds original part number on this decal and the "English" version (531BY) is the same. A recipe for some confusion! The illustration is of an original NOS decal. Any supplies will be as licenced repros

531BZ 73-77

Although Reynolds were part of TI earlier than 1977 they didn't change the contents of the gold box at bottom until 1977. That said they must have started the change earlier than this as a Feb 1976 advert for 531SL and 753 showed the decals for those tube-sets WITH the TI logo. In general thought the break date for the change should be taken as 1977



Used 1977 – mid-'80's. All tubes are 531, with butted main tubes.

531F77-82

42 x 32 mm approx



Fork transfer used with Ref "F"

531M77-82
(PAIR)

Please note that this was also issued with RED "531" and used with early editions of the 531SL frame decal.

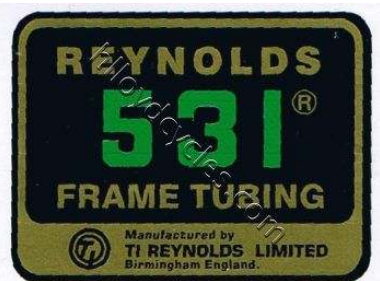
33 x 28 mm approx



Hmmm. My French aint so good, but this seems to be the French version of Ref "P", but used after 1977, when the "TI" was added. In other words, butted main tubes with ????? forks/stays

531AG77-82

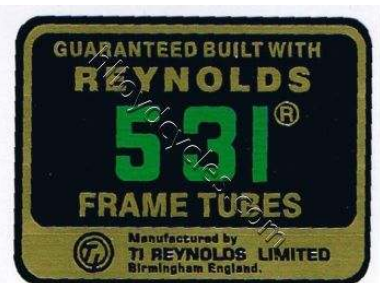
41 x 31 mm approx



Plain gauge main triangle. Medium spec cycles. Used 1977 to 1982

531W77-82

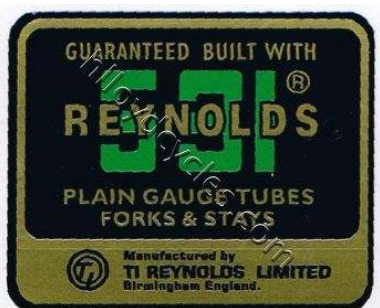
42 x 32 mm approx



Plain Gauge main triangle. Medium spec cycles. Used 1977 to 1982. Same as "Ref W" in meaning, but different wording.

531BX77-82

42 x 31 mm approx



See item Ref "L", but this is the version for 1977 onward

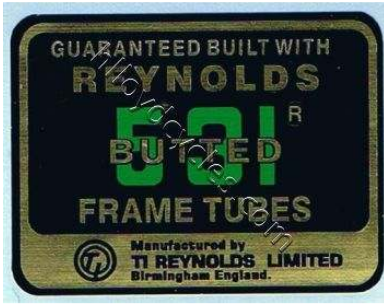
531AH77-82

42 x 34 mm approx

531AM77-82

See item Ref "A", but version for 1977 onward

42 x 32 mm approx



This was the alternative to Ref "F" and seems to have been used because Columbus moaned that the previous version implied that the forks and stays were butted too – which they weren't
 NOTE this is the FIRST time that the "531" moved from the diagonal for double butted frames.

531AJ77-82

46 x 37 mm approx

A note on 531AJ style. In Reynolds literature these decals are detailed as being used on AMERICAN built frames and there are also illustrations of this decal with the old-style pre-TI gold box at bottom, and even with no gold box at all! (i.e. pre 1973). As this is intended to be a BRITISH listing of events and the post-'77 style of "AJ" was DEFINITELY used in Britain I've just concentrated on these and not earlier versions that may have been used overseas



Reynolds began to tailor the 531 range in about 1976. This is the Special Lightweight version. Please note that the "531" is in red, the first time that there was a change from the green.

531SL80-82

40 x 33 mm approx

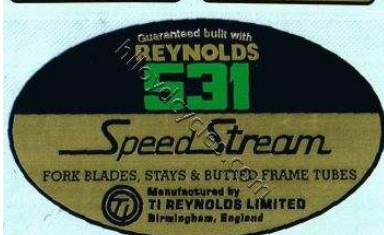


Fork Transfer used as Reynolds began to tailor the 531 range, around 1980. This is for "SL" tubing

531Y80-82

PAIR

30 x 29 mm approx



Another 531 speciality in the shape of "Speedstream". Although it was heavy it was meant to give aerodynamic advances. No firm date for introduction, but 1982 seems about right for this particular version.

531BJ1982

53 x 32 mm approx



This special decal was issued in 1935 to celebrate 50 years of 531 production. It is often seen used with an additional 531 that actually gives the tubing spec.

531 50th

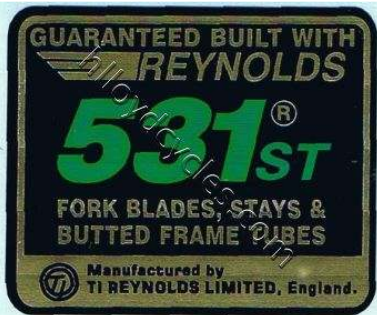
49 x 49 mm approx



In about 1982 Reynolds added the "wing" to their logo. First there was 531 "C" plus "ST" and "Professional" (see below)

531N82-89

40 x 47 mm approx



Post 1982 "Special Tourist" (ST). All 531 DB

531ST82-89

40 x 47 mm approx



Butted frame tubes transfer post-1982. Only the main triangle is butted.

531AZ82-89

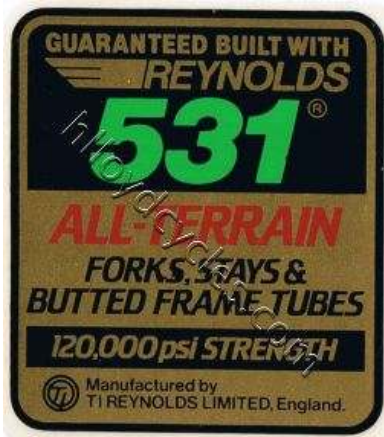
40 x 47 mm approx



Plain gauge tubing transfer post 1982, used on frames with main triangle only of 531

531X82-89

40 x 47 mm approx



All Terrain "ATB" 531 tubing. The first time that Reynolds had entered the specific ATB market

531BB82-89

53 x 47 mm approx



BMX 531 tubing. The first time that Reynolds had entered the specific BMX market

531BMX82-89

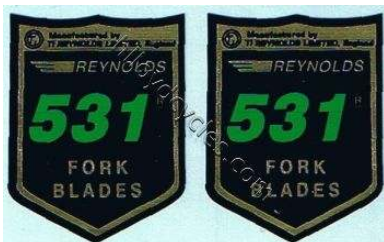
62 x 47 mm approx



Tandem Tubing post 1982. "Butted tandem Tubes"

531BA82-89

40 x 47 mm approx



Fork transfers to match "N", "AN", "X" etc, all post 1982

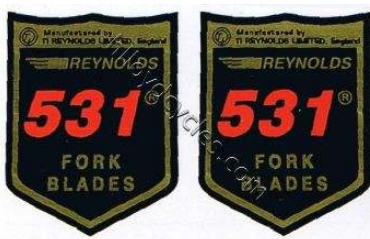
531V82-89
PAIR

30 x 22 mm approx

Released some time in mid '80's the "Club Sport" tubeset never really seemed to catch on as I have only ever seen ONE on a frame! Forks and stays were chrome moly, not 531.

531CS82-89

40 x 47 mm approx



531 "Professional" post 1982. Please note that the 531 is in RED

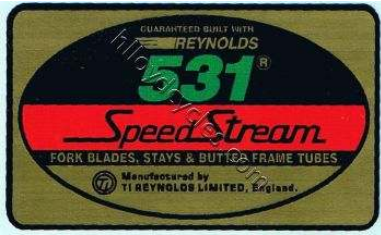
531AX82-89
40 x 47 mm approx

531 "Professional" fork transfer for use with item "AX". Post 1982

531AY82-89
PAIR
30 x 22 mm approx

As the fork transfer became "less important" Reynolds "dumbed down" its design. Please note there are "red" and "green" versions of this.

531Z82-89
20 x 14 mm approx



Newer version of "BJ" with the wing added and some colours changed.

531BK82-89

63 x 39 mm approx



Reynolds MOTORCYCLE tubing decal used 1982-on. Seen on CCM and Armstrong amongst others

531BR MOTORBIKE 82+

IMPORTANT NOTE!

Sometime in 1989 Reynolds added "531" to their name as in "TI Reynolds 531 Limited". ALL of the post-1982 transfers were issued with this change in the address box at the bottom. No references are given for this minor change, but all can be referenced via the normal reference, with 531 added, e.g. Ref "AY"531

NOTE ON FRENCH 531's

MOST of the 1982-1989 531's were issued in French version as well. These can be referred to by adding "French" to the reference, e.g. Ref "AY French"



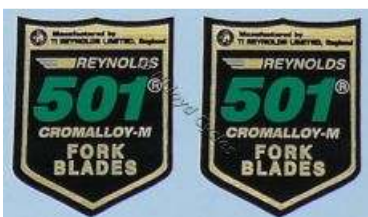
501 tubing. A lower spec than 531, but still "good". C. 1982 – on. This one has 501 butted main triangle only

501AP82-89



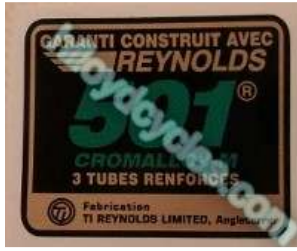
501 tubing THROUGHOUT with butted main triangle and stays

501CA82-89



501 fork blade decal, to go with "AA", "AP" etc

501AR82-89 PAIR



French version of 501AP

501AP82-89 FRENCH



French version of 501CA

501CA82-89 FRENCH



French version of 501AR forks

501AR82-89 FRENCH PAIR

501 SL (!!!) it was actually quite good too!

501SL82-89

501 SL fork decal
453 frame decal

501AV82-89
PAIR
453 82+



501 All terrain butted main triangle only

501AW82-89

53 x 48 mm approx



501 BMX butted main triangle only

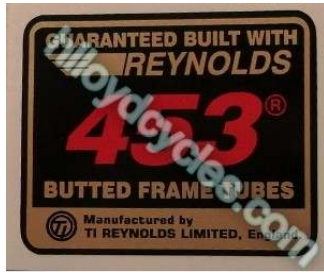
501AW82-89

63 x 48 mm approx

NOTE ON FRENCH 501'S

MOST of the 1982 – 1989 501's were issued in French versions as well. These can be referred to by adding "FRENCH" to the main reference




501CA82-89 FRENCH
&
501AR82-89 FRENCH




453 tubing. Date of introduction and "where it sat" is TBA!

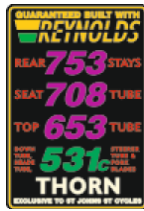
453A ?-89

	<p>753. We have to start somewhere. The very first 753's had the numbers running on an uphill "base line" 753 started life only in-house to TI Raleigh. These first transfers were issued to SOME top-class builders, but very few are found on anything but Raleighs. Not sure what accepted wisdom is on intro date of 753 but this type of decal appeared in ads as early as Feb 1976</p>	<p>753BC77-82</p>
	<p>753 Fork transfer, the first type</p>	<p>753BD77-82</p>
	<p>753 post-1982. The wing was added, as per 531, and the numbers were relocated onto a straight base-line. 753 "R" for "Race" PLEASE NOTE THAT THIS DECAL LOOKS LIKE IT'S BLACK – IT'S PURPLE!</p>	<p>753R82-89</p>
	<p>Track 753, 753 "T". Issue details as 753R</p>	<p>753T82-89</p>
	<p>753 fork transfer, used post-1982 with both "R" and "T" versions</p>	<p>753BG PAIR</p>

	<p>Alternative 753 fork decal which post-dates 753BG</p>	<p>753Z82-89</p>
<p>NOTE</p>	<p>The addition of "531" to the Reynolds address at the bottom of the transfer was made on 753's leading up to 1989 (see important note on 531's, above)</p>	
	<p>653. I have no date for the introduction of 653, but I would guess about 1988 or 89. It sat between 753 and 531, with a tubeset quoted as only 50gm heavier than 531. This is the first version – sometimes with "531" in the address box too. See similar notes on 531 and 753 above.</p>	<p>653BH88-89 (set of 3 only)</p>
	<p>Post 1989 Reynolds significantly revamped their transfer design, making them a lot more simple. At the same time they introduced lower spec tubing like 500, 525 and just plain "CROMOLY</p>	
<p>Post '89 decals are not generally covered by the scope of the licence for reproduction signed with Reynolds UNLESS Reynolds themselves are not able to supply and have agreed a resultant extension to the licence (there is a link to RTL on my website). Only post '89 decals that DO form part of that agreement are detailed here.</p>		
	<p>525 TRIATHLON. A specific tubing set for Triathlon with slightly changed chain/seat-stay wall thicknesses</p>	<p>525TRI 89+ Approx 40 x 34 mm</p>

	<p>525 Forks. ONLY available when supplied with 525 Triathlon</p>	<p>525TRI fork 89+</p>
	<p>This is the post '89 design of 653 with "RECORD" added below the numbering. We have no firm date for its introduction but we're aiming for 1991/2. It seems to have been short-lived and not very common. No idea why it was designated "RECORD" though.</p>	<p>653 RECORD 1991+</p>
	<p>Forks to match the 653 RECORD decal, although it was used with Reynolds' "normal" 653 decal too. Our are only available as part of a set alongside the Record decal.</p>	<p>65389+</p>
	<p>531 All terrain decal for post '89 tubesets. This is similar to Reynolds' own R60 decal, but has the added words "butted frame tubes"</p>	<p>531ATB Butted '89+ Approx 40 x 34 mm</p>
	<p>531 Super tourist post 1989</p>	<p>531BL89+ Approx 40 x 34 mm</p>
	<p>531 forks post '89. ONLY available when ordered with matching 531 frame decal</p>	<p>531 Fork 89+</p>
	<p>531 Millenium. I can find no detail for the release of this, but one has to assume it was in 2000! Note there are red and green versions. Green version below</p>	<p>531 MILL-R</p>

	<p>The Green version of the 531 Millenium decal.</p>	<p>531 MILL-G</p>
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This decal was issued by St John Street Cycles under their brand name “THORN” and listed FOUR different Reynolds tubes used in the frame build. It’s pretty big too at 73mm tall! It was generally used with the “531 Fork 89+” decal on the forks. 708 TOURISTIQUE. Introduced c. 1992 this tubeset had 8 internally aligned ribs. The touristique tubeset had an oversize top tube in comparison to the “Classic” designation. Only available as a set of three.

531MIX THORN
 Approx 73 x 48mm
 708 TOURISTIQUE
 Sizes as 531 Super Tourist (531BL, above)