

PALCO

CYCLE SHOCK ABSORBERS

GREATEST INVENTION SINCE THE PNEUMATIC TYRE

Fit the new Improved Lightweight Adjustable PALCO Cycle Shock Absorber, and enjoy the *real* pleasure of cycling!

Lightweight Model for Normal Cycles

Heavy Duty Type for Motor Assisted Cycles

- ★ You will have no more rough roads
- ★ No more broken frames or spokes
- ★ No more broken lamp bulbs
- ★ Your tyres will last much longer
- ★ Reduces skidding on wet roads
- ★ You will ride farther and faster

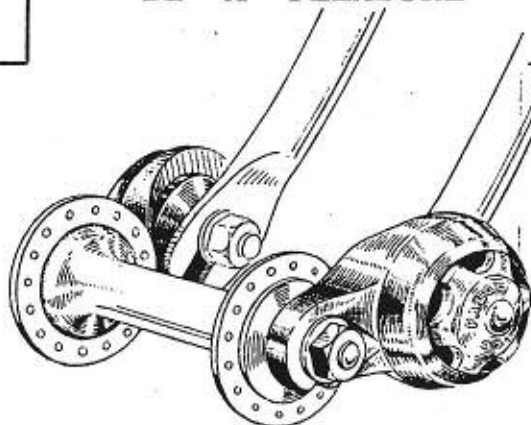
LIGHTWEIGHT
TYPE DE LUXE

25/-
PER PAIR

EVERY MILE WILL
BE A PLEASURE

HEAVY DUTY
TYPE DE LUXE

30/-
PER PAIR



ACCOB'S,
CYCLES & MOTORS,
74 & 76, NORWICH RD.
IPSWICH.
TEL: 2556.

COMFORT • SAFETY • ECONOMY

WORLD PATENT APPLIED FOR

THE NEW PALCO FEATURES :—

- ★ EASILY AND QUICKLY FITTED
- ★ ABSOLUTELY NOISELESS IN ACTION
- ★ SUITABLE FOR ALL TYPES OF CYCLES
- ★ SUITABLE FOR ALL TYPES OF BRAKING
- ★ SUITABLE FOR FRONT AND REAR WHEELS
- ★ ADJUSTMENT TO SUIT ANY CYCLIST'S WEIGHT
- ★ LASTS MANY YEARS, REQUIRES NO ATTENTION
- ★ HIGH GRADE (AIRCRAFT-ALLOY) CONSTRUCTION

Sole Manufacturers and World's Distributors:

Palco Cycle Products Ltd., 221 Knightsbridge, London, S.W.7

PALCO

LIGHT WEIGHT
Shock Absorbers

Fig. 1

FITTING SHOCK ABSORBER TO FORK

Remove wheel. At the fork end, on rider's right side (Spindle left hand thread), place the Palco Shock Absorber marked on the inside with the letter L and on the left the Absorber marked R.

Fig. 2

(Fig. 1). (Right hand thread.)

The Washer A must then be placed on the Spindle, inside the fork, against the fork end (Fig. 2). Screw on the nut B, turn lightly without locking, giving the Shock Absorber a position more or less horizontal (Fig. 3).

FITTING WHEEL TO SHOCK ABSORBERS

Place the washers C on hub spindles. Fix the wheel in position in the open slots of the Shock Absorbers. Fix the large washers D on the nut E and screw them, not too tightly, on the hub spindle.

Fig. 3

(Fig. 4). Take care to see that the wheel is in a central position between the forks.

Now tighten the two nuts B and afterwards the nuts E. Once again check up the position of the wheel to make sure that it is central and, if necessary, rectify any deviation by unscrewing on one side nut B and nut E, modifying the angle of the Shock Absorber and re-tightening the two nuts when the wheel is in its correct position.

We recommend that the nuts be tightened energetically and that a short journey be made on the road so that it may be seen whether they have been sufficiently tightened.

Fig. 4

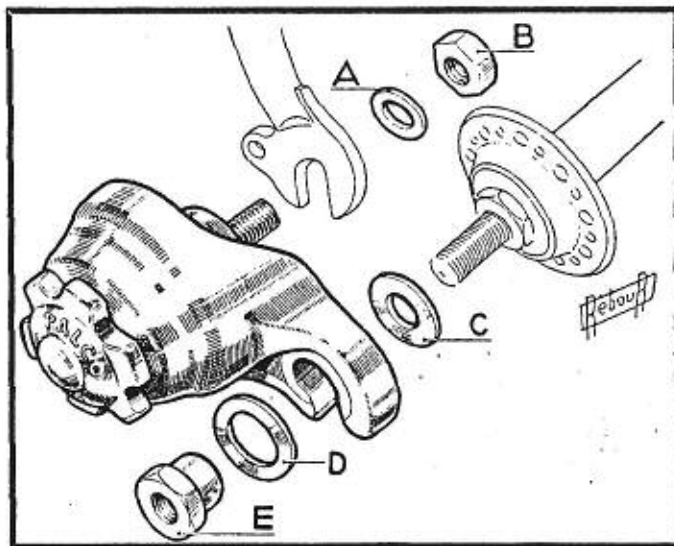


Fig. 7

ROLLER LEVER BRAKES

(Under the rim—pull up type) it is necessary to have the brake-blocks as near to the rim as possible when the cycle is unloaded so that when the weight of the cyclist is distributed this adjustment comes into perfect action. (See Fig. 7).

UNIVERSAL NUT

5/16" and 3/8" fork ends. Screw short collar nut B with collar into fork ends, for 3/8". Reverse nut for 5/16" with collar on outside.

FOR INTER-CHANGE OF SPINDLE SIZES

For 3/8" wheel spindles it is only necessary to change the Collar nut E from 5/16" to Collar nut 3/8". Washer C to be changed from 5/16" to 3/8" thus giving perfect fitting for 3/8" spindles.

PLEASE STATE SPINDLE DIAMETER—5/16" or 3/8"—WHEN ORDERING.

SIDE-RIM BRAKES

(Fig. 5) It is advisable to correct the adjustment of the brake-blocks; this should be done when a person of the same weight as the rider is in the saddle supported normally on the handlebars.

The brake-blocks will then be placed opposite to the rim; they will therefore be slightly higher when the cycle is unloaded, the upper edge of the rim just touching the middle of the brake-block.

Fig. 5

HUB BRAKES

It is necessary to fit a small link arm, (H. Fig. 6) in each end of which a small hole has been bored, to connect the brake arm to the frame or the fork. This link arm allows, through a double joint, the oscillation of the hub in relation to the frame.

Fig. 6

Fig. 8

ADJUSTMENTS

The Shock Absorbers when despatched by us are adjusted for riders of average weight. If further adjustment is necessary, the following procedure should be adopted:

TO UN-LOCK :

1. Hold nut G stationary and with a thin spanner turn nut F in an anti-clockwise direction, until slack.

TO ADJUST :

2. Turn nut F in a clockwise direction to tighten and in an anti-clockwise direction to slacken.

TO RE-LOCK :

3. Screw nut G tightly up to nut F holding F stationary with a spanner, then hold nut G stationary and lock nut F against it by turning as much as possible in an anti-clockwise direction. It is important that nut G must not move during this last operation to enable a perfect lock to be obtained.

VERY IMPORTANT

Use Special Palco Collar nuts and washers only. Every nut and washer is supplied to give perfect fitting, ensuring satisfactory results. Make sure the correct spindle nuts and washers are used as shown in the diagrams.



TESTIMONIALS



A few of the many thousands of unsolicited testimonials from PALCO Enthusiasts have been selected at random. The originals of these letters may be seen on request at the PALCO CENTRE, 221 Knightsbridge, London, S.W.7.

From Lord Lucas of Chilworth, Secretary to the Ministry of Transport and Chairman of the Road Safety Committee:—

“There can be little doubt that any device that reduces ‘wobble’ on the part of pedal cyclists is a valuable aid to safety on the roads.”

From F. J. Camm, Editor of “The Cyclist,” “Practical Mechanics” and “Practical Engineering.”

It seems such an obvious item of equipment that one wonders why it has not been thought of before. One should not have to rely upon special handlebar grips and saddle springs, which receive the road shocks at the wrong point. They should be damped out at their point of generation, namely, between the road and the wheel hub, and this is what the Palco shock absorber so successfully does.

From J. G. Clare, Vice-President, National Cyclists' Union, and President of many cycling, athletic and youth clubs.

I have now given the PALCO shock absorbers, fitted to the front wheel of my light weight roadster cycle, with 1½ in. tyres, a good trial and found them to be efficient and an asset to the machine. I have adjusted them to suit my weight which is about 8 st. 12 lb. They are beautifully finished and do not detract from the appearance of the machine in the least. A proof of their efficiency is, that rough places on the road are swallowed up by the front wheel, but are felt by the back on which there are no absorbers.

D. W. C., R.A.F., nr. Preston, Lancs. “They have given excellent service . . . I am delighted with this long awaited improvement to the humble cycle.”

W. F. P., Welling Kent. “Six months use has proved the Palco's efficiency on all road surfaces . . . Vibration is not transmitted to the shoulders which is usually a common form of fatigue on a long ride . . . With brake shoes set ¼ in. above rims, braking is much improved.”

A. W., Grimsby, Lincs. “Before I fitted your Shock Absorbers to my motor attached cycle, I had to fit, on the average, three new spokes a fortnight, so that apart from saving money it has saved me a lot of inconvenience having to strip my back wheel out every fortnight.”

G. B. T., Edinburgh 12. “Two months ago I purchased one of your Lightweight Palcos for fitting to my Touring cycle. This has proved completely satisfactory. Edinburgh is paved entirely with granite setts so the shock absorber has proved a godsend, also I do not have to pump up my 1½ in. tyres nearly so often now.”

J. P. M., London, S.W.7. “. . . They have made riding safe and sure, especially in icy or wet weather. As my bike is normally motor powered I feel you will be especially pleased with this tribute to your product.”

Brian Kellett (Cycle Dealer) Scarborough. “One pair fitted to a cycle with Motor attachment have given the rider much more comfort.”

R. F. Linton (Cycle Dealer) Ballymena, Eire. “With reference to cycle shock absorbers just received (a very good job indeed) I sold the sample ten minutes after the post delivered it.”

W. G. D., Blyth, Northumberland. “I have previously bought one pair from you and they are ideal, but now I want another pair for an ex-Army model which has bigger spindles.”

J. G. B., Bedford. “I have received the Shock Absorbers and am very pleased with same. Please find postal orders for one pair of the Heavy Duty type.”

G. W. Moore, Ltd. (Cycle Dealers) Scarborough, Yorks. “. . . These have been fitted to a customer's cycle and both he and ourselves are pleased with the performance and appearance.”

H. Collingsborn (Cycle Dealer) Cheltenham. “Having tried and tested the Lightweight Shock Absorbers, I have found them to be everything you have stated.”

S. H. Gosgrave (Cycle Dealer) Ipswich. “We have received to-day the Palco Shock Absorbers as per Advice Note 515. I have tried out same and think they are very effective.”

K. G. J., Birmingham, 30. “I recently purchased a pair of your shock absorbers for my motorised cycle, and have pleasure in congratulating you on a fine invention. It certainly makes riding far more comfortable and safe on these terrible Birmingham roads.”

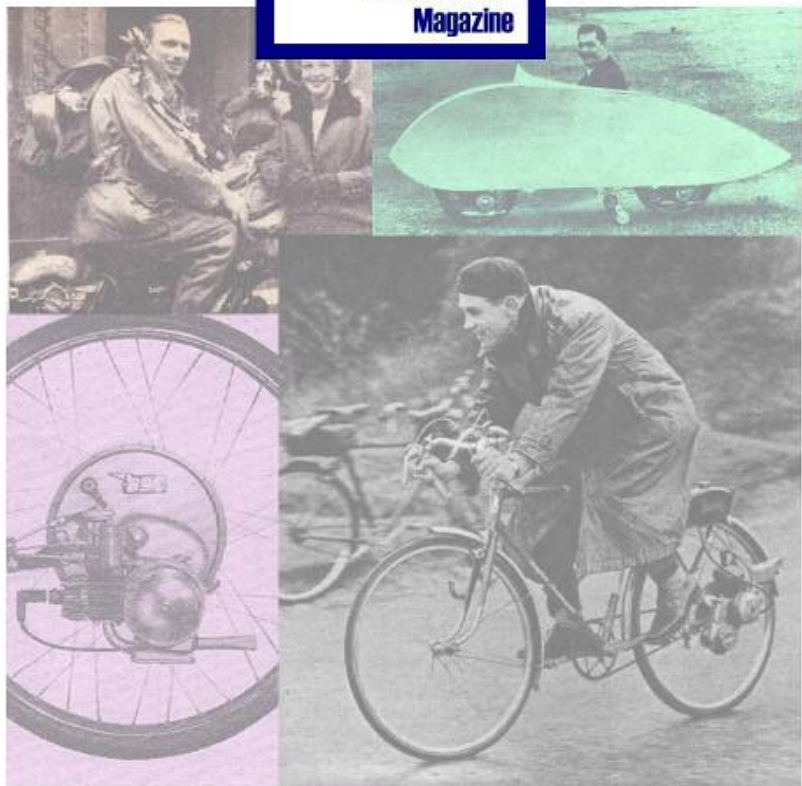
M. P. K. and brother, Saxmundham, Suffolk. “We fixed the shock absorbers up and found them satisfactory and were very pleased with them.”

A. W. S., Watchet, Somerset. “I have been using your Palco Shock Absorbers for the front wheel, and I find they are better than anything I have tried yet, so if you will kindly send me on another pair of rear Palcos I shall be pleased. I have ridden more than 2,000 miles and found them very smooth and comfortable.”

Our Motto

THE CUSTOMER IS ALWAYS RIGHT

IceniCAM Information Service



www.icenicam.org.uk