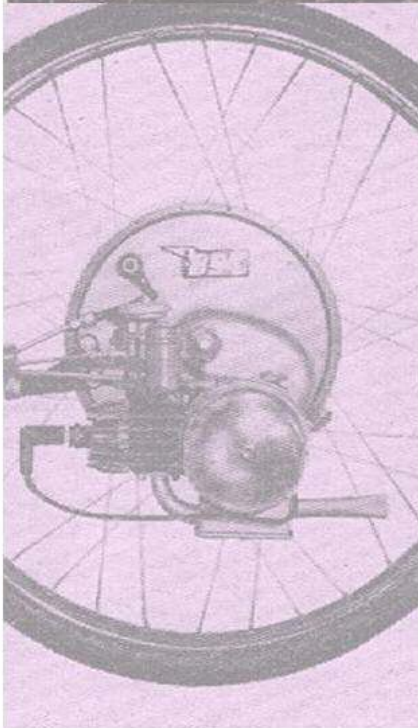


# IceniCAM Information Service



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THE

Webb

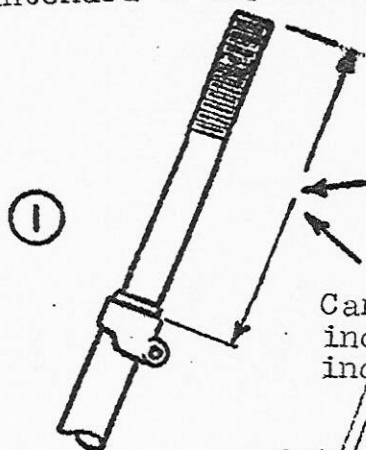
NOTES FOR FITTING

## CYCLE SPRING FORK PATENTED

FOR MOTOR ASSISTED CYCLES

STEERING COLUMN (1" diameter only).

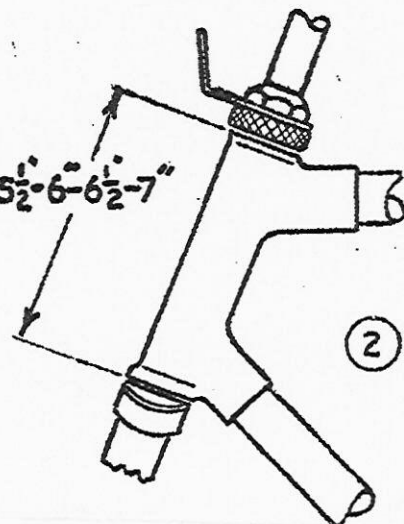
The Fork is fitted to the steering head in exactly the same way as a cycle fork, and a standard length of 8 inch from race seating to top of column, with a 3 inch length of thread had been adopted as shown in sketch (1) and this will fit to cycle steering heads varying from 5 inch to 7 inch long as shown in sketch (2) - should your frame head length be less than 5 inch the surplus column length can be cut off to the length of your existing fork column which it is intended to replace.



Column length from seating as indicated on the carton label

8" INCH TO SUIT FRAME HEADS 5"-5½"-6"-6½"-7"

Can be supplied on request 10 inch long for 8 inch Frame Head

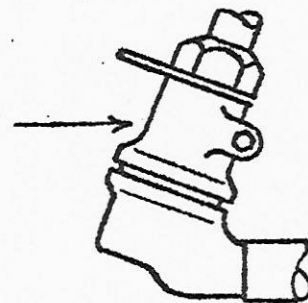


Column Threads (stated on carton). Standard size is 1" x 24 threads per inch for Screwed Races, but forks fitted with 1" x 26 threads per inch columns are obtainable when required for example for Raleigh-Rudge-Humber cycles.

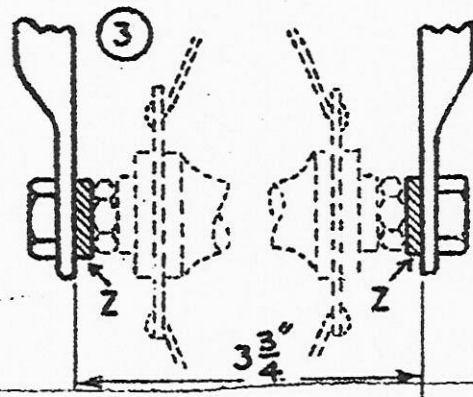
The above dimensions apply to cycles with the normal type of screwed (knurled) Top Race, and expander bolt handle bar fitting.

NOTES.

A small proportion of cycles use the Head Clip type of ball race. This required a "TEE-Slot" column to clamp the handle bars. It is suggested that the "TEE-Slot" can be added by a cycle dealer and the column length required would be approx. 1 inch longer than with the screwed race fitting.

HUB FITTINGS - IMPORTANT.

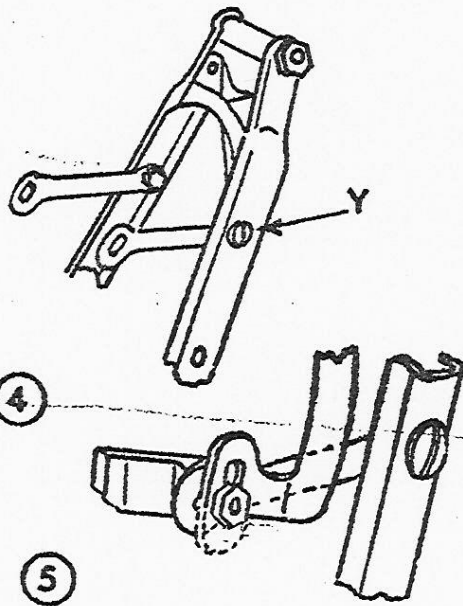
The distance between the inner faces of the fork ends has been standardised to 3¼ inch (see sketch 3) and as some hubs are less than this width (referred to as "OVERCONES") suitable thickness washers (Z) (see sketch 3) should be added EQUALLY to each side to arrive at approximately 3¼ inch overcones, before locking the hub in position. It is obvious that if the fork ends are forced inwards to a dimension below the standard, undue side wear on bearings will be the result.

HUB SPINDLES.

The bulk of front hub spindles are 5/16 inch diameter and the fork spindle slots are made accordingly. Where the existing spindles are 3/8 inch diameter, these are invariably "Flatted" to 5/16 inch and will fit equally well. In some cases hubs are fitted with spigoted lock nuts and these spigots can either be removed or in case of internal expanding hub brakes it will be found that the spigoted lock nut can be reversed so that the spigot enters the washer between the lock nut and cone.

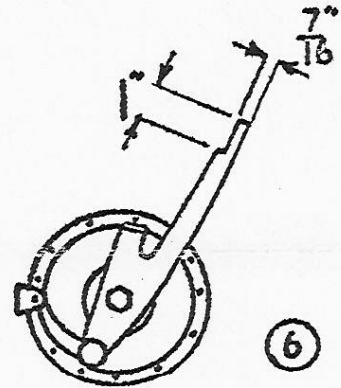
# BRAKE FITTINGS

## CALIPER BRAKE.

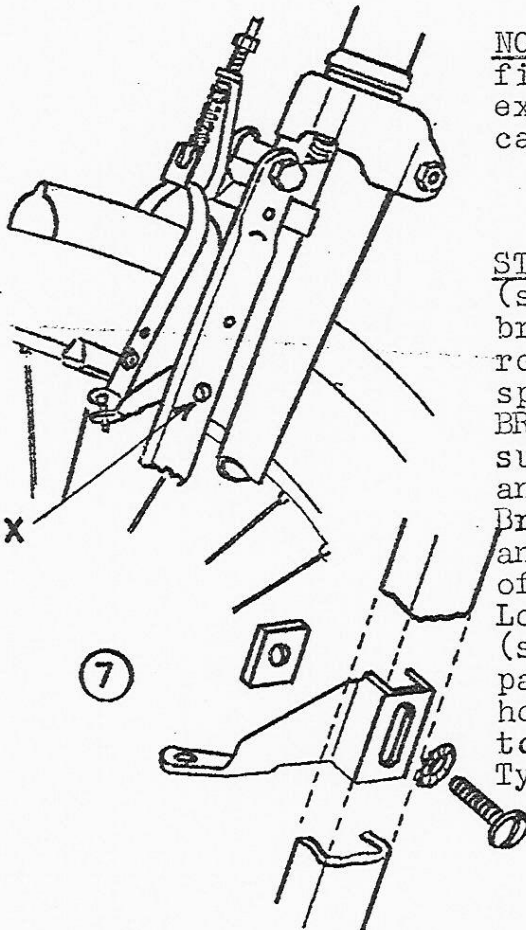


A Central Brake Bracket to take a caliper brake is an integral part of the fork girder, and because the fixing bolts cannot pass through the fork crown, Retaining Links are supplied, to be fitted on studs (Y) (see sketch 4) to give rigidity and to meet the greater strain which must inevitably be incurred with a power assisted cycle. The forward ends of the links must be fitted on the brake pad holder pin, between the brake arch and the pad holder (see sketch 5) and are slotted to give fore and aft adjustment to accommodate various caliper brakes.

INTERNAL EXPANDING HUB BRAKES - A slotted Brake Lug is brazed to the girder to suit Sturmey-Archer - Phillips and British Hub Brakes, in the case of the British Hub it is necessary to reduce the anchor arm width as indicated in sketch (6). The anchor arm on all the above must be cranked slightly to clear the bottom links of the fork, and the arm must then freely enter the anchorage slot, this can be dealt with on the assembly of wheel to fork.



NOTE - When a hub or stirrup brake is fitted - the  $\frac{1}{4}$ " diameter threaded extensions on Studs "Y" (for Caliper Brake) can be cut off to increase tyre clearance.



STIRRUP BRAKE for Westwood Rims - (sometimes referred to as roller lever brakes) must have flexible operation (not rod-operation) owing to the movement of the sprung girder - A CABLE OPERATED STIRRUP BRAKE designed for use with this fork can be supplied on request, complete with fittings and Hand Lever. The cable stop unit of this Brake is bolted to the central brake bracket, and the Guide Clips slide inside the channel of the girder, with fixing pins through the Lower pair of holes (X) in the girder sides (see sketch 7). The Brake Stirrup has two pairs of holes for the attachment of the pad holders, these allow the pad holder position to vary to cover  $1\frac{1}{4}$ " -  $1\frac{3}{8}$ " -  $1\frac{1}{2}$ " -  $1\frac{3}{4}$ " - 2" Tyre Rim Diameters.

As the mudguard is fitted to the wheel unit and does not have the benefit of the spring action of the fork, we advise the fitting of an additional stay to support the front extension, particularly if the number plate is fitted to the mudguard.