

Rob's Briefings : Bicycle Renovation & Refurbishment



A series of easy-to-understand guides to help enthusiasts repair or rebuild bicycles

All those little tips - 1 - making it all easier !

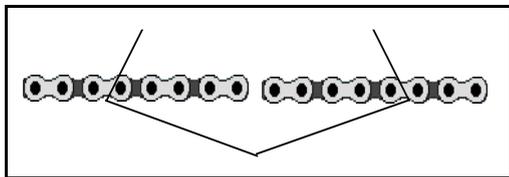
Cutting brake & gear inner cables

To reduce the risk of brake and gear inner cables fraying when cut - before cutting, coat the area to be cut with *Superglue* and let it dry - then cut through the glued area with a good quality pair of cutters and there should be no fraying.



Chain fitting

Fitting a chain is like grappling with a snake, and you always need another hand! A simple solution is make a "third hand" using either an old spoke or a length of stiff wire to make a hook that holds the two loose ends of chain together while you use a chain splitter to insert a pin, or insert a *Powerlink*.



The "tool" can be used to hold the chain together when using the chain splitter to break a chain or removing a *Powerlink*



Preventing damage to paintwork

Just use plastic pipe lagging on all the tubes - obvious really - the long grey tubing stuff, available for various sizes of pipe. Just cut some lengths for the main tubes, forks, stays etc (and mark each piece with a black marker so that you know which bit goes where) ... and if you use a car-mounted bike rack that clamps the tubes ... cut a few small lengths of the lagging to protect the tubes under the clamps and get a better, safer grip on the frame.



Bottle-cage bosses

If your frame doesn't have enough bosses - a pair of *Rivnuts* can be applied to provide mounting bosses without the need for brazing (and thus no burn damage to the frame finish)

A *Rivnut* is a sort of threaded pop-rivet - available in various sizes of M thread, including the standard bottle-boss size - they require a special tool to fit them*

To fit : mark the position of the bosses required with a felt pen, apply a small patch of masking tape and then mark again on the tape (this is to reduce the risk of the drill slipping), use a centre punch and hammer to make a small indentation to get the drill positioned.

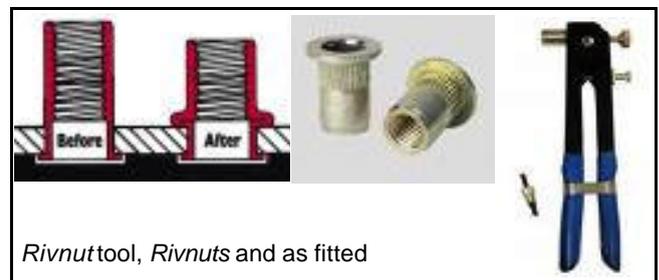
Drill (through the tape) a pilot hole and then a hole for the *Rivnut* to be fitted (using correct sized drill bits)

Note : make sure that *Rivnut* bosses applied to a seat tube do not foul the seat pin within the tube or the front-mech mounting.

Insert the *Rivnut* and using the special *Rivnut* tool tighten until crimped and solid within the frame.

* See tool list. It is possible to fit aluminium *Rivnuts* using a washer and an appropriate sized bolt. Push the *Rivnut* in to the frame hole (which should be a tight fit) and insert the bolt through the washer and tighten. Continue to tighten the bolt onto the washer until the *Rivnut* crimps the inside of the tube and becomes tight (it may be necessary to grip the *Rivnut* with a pair of long-nosed pliers to stop it turning as the bolt is tightened. This method will only work with soft aluminium *Rivnuts* (not steel)

I have fitted Rivnut bosses to steel and aluminium frames - probably not suitable for carbon fibre.



Rivnut tool, *Rivnuts* and as fitted



Mudflap

A *Blue Peter* solution ... a short section of washing up liquid bottle (ideally Fairy) cut to shape and pop-riveted or taped to the mudguard. The CTC classic!

If you have any ideas or tips that you would like to share then e-mail : cyclebriefings@beewee.co.uk

© Rob & Beewee, 2006 **DISCLAIMER** - Anyone reading or using these briefing sheets or the information therein does so entirely at their own risk. Rob and/or Beewee or any other person cannot be held responsible for any loss or injury befalling anyone that may result directly or indirectly from use of these sheets. If you are uncertain then seek professional advice from a qualified bicycle dealer.