

Rob's Briefings : Bicycle Renovation & Refurbishment



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

Transfers & badges - or decals & head-badges

Transfers (or decals)

A large range of "transfers" (using that term for any form of decoration be it waterslide, cut vinyl, printed vinyl etc) is available from *H Lloyds Cycles*.

Some manufacturers also sell transfers (Dawes for example) but they tend to be for current models only so you may have to sacrifice authenticity.

Alternatives :

Printed vinyl stickers - A sign-making shop can usually print in various combinations of colours, including white, from most proprietary graphics files. The design is printed on clear self-adhesive, weather-proof vinyl and is applied to the frame as a complete panel. The result is effective but you can see the edges of the vinyl sheet. (*Many lower-priced new bikes use this method of decoration*)

Computer printed transfers - can be printed on special papers on ordinary computer printers from graphics created with a PC or Mac. *Crafty Computer Papers* sells A4 sheets of water-slide transfer paper suitable for either laser or inkjet printers - for most laser printers that means printing in black only which would only work on a light coloured frame. Ink-jet transfers (because inks are not waterproof) need to be sealed before they are applied.

The application of water-slide transfers can be tricky!

First clean the area with surgical spirit and let it dry, cut the transfers very close to the edge of the printed lettering, apply very carefully and dab with a cloth to remove all water, leave to dry (several days in a warm room) - then varnish.

The best results I have found are by masking the surrounding areas and then applying 5 or 6 very light coats of Halfords clear car lacquer (in an aerosol)

[Experience, so far I have tried the laser transfer paper, making black transfers for a bright yellow frame - they look good, but as yet I can't comment on durability]

Head-badges

If the frame has a separate metal head-badge it will have to be removed before blasting/painting.

Older frames will have the head-badge riveted on, newer frames may have the badge glued on.

Glued on badges can usually be prised off carefully using a thin blade and then glued back on*

Riveted badges will need to be removed by drilling out the rivet with a very fine drill bit, taking great care that the rivet does not spin within the badge.

Re-fitting :

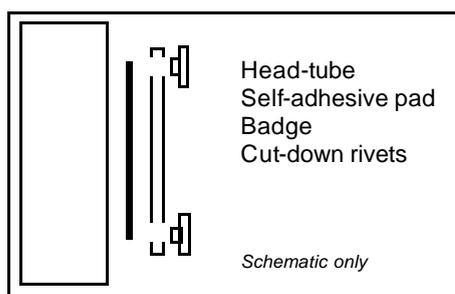
The rivets used to fit head-badges have a very shallow crimped area within the head-tube to avoid fouling the steerer tube on the fork - it is unlikely that a "pop" rivet will work - to re-fit head-badges I have "cheated"

Obtain some very small pop rivets and remove the pin (this can usually be done by positioning the rivet with the shoulders on a loosely clamped vice and tapping the pin out through the back of the rivet)

Using a fine hacksaw or flat file, cut the rivet body down so that it has the minimum of metal below the shoulder. Locate the cut down rivet (s) to the hole (s) in the badge and then glue in position with Superglue.

The badge, with glued-on rivets can then be attached to the re-finished frame using a thin double sided self-adhesive pad (from a car spares shop, as used for fixing mirrors to windscreens). Fit the badge in position and then use a cable tie (with some padding) to tighten the badge to the frame - leave the cable tie for a couple of days for the adhesive to cure thoroughly.

*The self-adhesive pad method can also be used to re-fit glued on badges.



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

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