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**NEW!!**  
**TRUE TEMPER "S" BEND CHAINSTAYS & SEATSTAYS**  
(See Price List for Details)

**Henry James Bicycles, Inc.**

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Redondo Beach CA 90277

PHONE: 310-540-1552

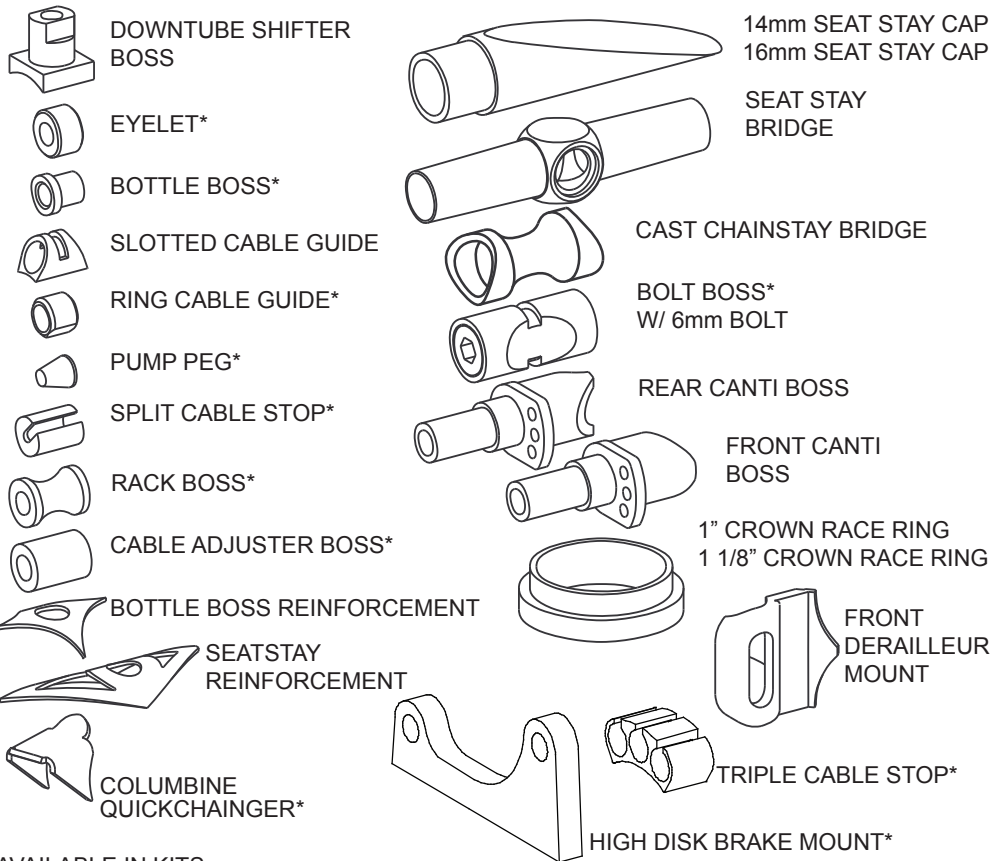
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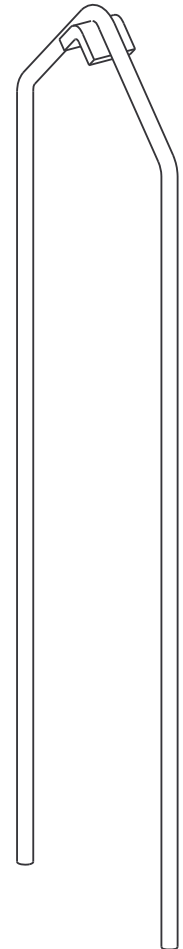
**<http://henryjames.com>**

**BRAZE-ONS & MISCELLANEOUS SKETCHES HENRY JAMES BICYCLES ©2005**

ALL BRAZE-ONS ARE SHOWN 3/4 SIZE PARTS MARKED WITH AN (\*) ARE MADE IN USA



**BRAZE-ON GADGET**  
This simple gravity device holds almost any braze-on for Brazing



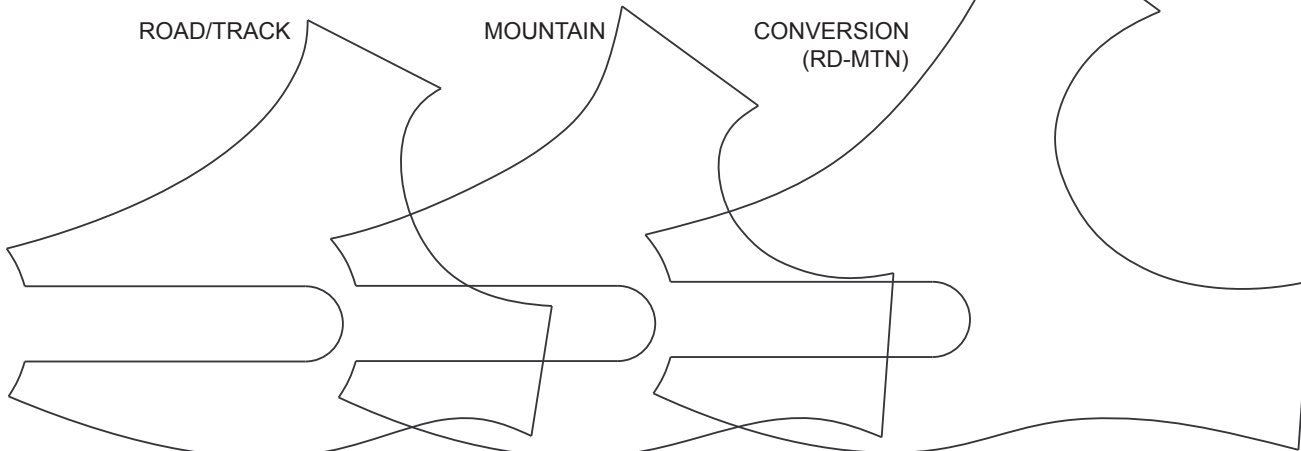
AVAILABLE IN KITS:

**MOUNTAIN BRAZE-ON KIT:** 2 Triple Cable Stops\*, 10-6mm Split Cable Stops\*, 6 Bottle bosses, 1 Pair Rear Canti Bosses, 1 Rear Brake Cable Stop Kit\* (1 Cable Adjusting Boss\*, 1-3/8"x9" Tube), 1/2" Diam. x9" Long 4130 Tube\* for Bridges.

**ROAD BRAZE-ON KIT:** 3 Barrel Cable Guides\*, 3 Slotte4d Cable Guides, 6-6mm Split Cable Stops\*, 2 Shifter Bosses, 4 Braze-On Eyelets\* (Useful for STI Mounts), 8 Water Bottle Bosses\*, 1 Pump Peg\*, 1 Quickchainger Chain Catcher\*. NOTE: Road Bridge Kit not Included.

**ROAD BRAKE BRIDGE KIT:** USA or Import Brake Bridge, 2 pr Stay Reinforcements, C/S Bridge

LASER CUT 4130 STEEL SINGLE SPEED DROPOUTS\*



**HENRY JAMES 316 STAINLESS STEEL DROPOUTS INFORMATION AND INSTRUCTIONS**

•Brazing: Must be silver brazed. Brass brazing does not work on stainless steel.

The following are suggestions only. No maker controls the I.D. of their stays or fork blades.

Dropout Plug Diameters (Road Vert. & Hor.): Drill Hole Diameters: Fits Brand:

Fork Blade Chain Stay Seat Stay Fork-Chain-Seat Stay

10.7mm (.422") 27/64" Columbus True Temper  
 11.5mm (.452") 11.0mm (.433") 9.4mm (.370") 29/64" - 7/16" - .375"  
 11.5mm (.452") 11.5mm (.452") 9.9mm (.388") 29/64" - 29/64" - 10mm  
 Dropout Plug Dia's, Mountain Vertical Rear Only: OX PLATINUM/Reynolds/Columbus OS

- 12.1mm (.476") 9.6mm (.378") 12mm - "W" Reynolds/Columbus

- 12.1mm (.476") 10.9mm (.429") 12mm - 11mm True Temper OX/OX PLATINUM

**NOTE:** File, Sand & polish faces or all with Buffing Wheels & compound OR: 3M Scotchbrite Light Deburring Wheel (7S-Fine-IDW) or Equiv. Henry James Dropouts are supplied with BAG24 (50%Ag, 2%Ni) silver solder rings. Braze these dropouts using a grade of silver solder recommended for stainless steel to carbon steel joints, preferably one with gap filling capability. We recommend that you form the 1/16" wire into rings, place them into the stay or blade with flux, and sweat the joint. Apply most of the heat to the dropout. Alternatively, drill a 3/32" feed hole in the stay or blade about halfway up the plug, and feed there.

**SETTING ANGLES:**

1. In the end of a steel rod (about 3/4" diameter and 18" long), drill a hole to fit the seat stay plug.
2. Clamp the dropout faces in a vise with soft jaws.
3. Slip the rod over the seat stay plug and cold set the dropout angle. (The stock road angle between seat and chain stays on road dropouts is 72°, and 58° for mountain bikes.)

**TO GET THE BEST BRAZING FIT FOR ANY DROPOUT SIZE, YOU HAVE 3 OPTIONS. USE SEPARATELY, OR IN ANY COMBINATION:****Option 1 - TRIM THE STAY/BLADE TO ACCEPT THE DROPOUT PLUG:**

1. Deburr and measure the inside diameter of the end of the stay or blade.
2. Compare this to the outside diameter of the dropout male plug, and write down the difference. (If the inside diameter of the tube greater than the plug diameter, go to Option 3.)
3. Check the diameter of the stay/blade for the last inch or so. If there is no taper, and the drill sizes shown above will not reduce the tube wall below .030", you can drill out the tube end. If you trim the small end, be sure to leave at least 3/8" of the straight section. If the tube is tapered, go to step 4.
4. Measure the outside diameter of the stay/blade at the end and add the difference from Step 2 to this dimension and write it down.
5. Subtract the tube taper, which is the amount the tube diameter changes over the 3/8" length of the plug from Step 4. Lock your calipers to this new dimension and slide them along the stay/blade until they reach the diameter that matches the setting. Mark the stay/blade at this point, and check that this is a practical location to cut the stay or blade. It is a practical location if you can cut off the other end to get to the length you need, without losing the desired tube diameter there.
6. Cut the tube off about one half inch before the mark, just to be safe. You can ream or drill out the inside diameter to the desired dimension shown in the Table above, provided there will be enough wall left. Be sure to control the depth of the relief to match the length of the plug on the dropout. Careful filing will work if there is only a few thousandths of material to remove..
7. Repeat steps 1 through 5. Cut the stay at the new mark and remove the internal taper. You want .002" to .006" clearance per side

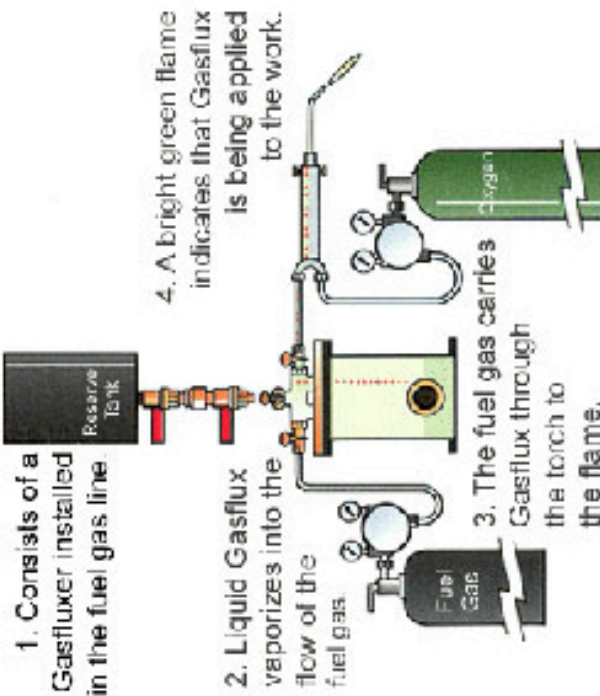
**Option 2 - REDUCE THE DROPOUT PLUG DIAMETER TO FIT THE STAY/BLADE:**

1. Remove any internal taper in the last 1/2" of the stay/blade.
2. Add the diameter of the plug to the hole diameter and divide the total by 2. File a narrow flat on the side of the Dropout Plug until the local diameter is the calculated dimension. Then file a flat opposite the first one until the distance between the flats equals the hole diameter. HINT: When the flats are the same width, you are very close.
3. File more pairs of flats around the plug to create an octagon. Now file off the corners of the polygon to create an accurate cylinder.
4. Check the diameter. You want a diametral clearance of .004" to .012" (.002" to .006" per side).

**Option 3 - MAKE A SLEEVE TO INCREASE THE PLUG DIAMETER TO FIT THE TUBE:**

If the clearance is too great, choose a larger dropout or smaller stay/blade. OR: Lathe turn a steel sleeve to create a good fit. Braze the sleeve onto the plug, and then braze the assembly into the tube.

The Gasflux Process:



- OPTIMUM STRENGTH:**
- With the proper amount of flux and correct heat, alloys flow readily and fill joints uniformly without voids; optimum bonding is achieved
- NO POROSITY:**
- Heat uniformly applied eliminates localized overheating which can cause pinhole porosity
- MINIMUM CLEANING:**
- Applying the correct amount of flux evenly avoids the glass-like residue left by conventional fluxes
- LIQUID GASFLUX:**
- Liquid Gasflux contains no fluorides. Regulated flux application prevents overfluxing & excessive fuming
  - Liquid Gasflux works for both brass and silver

Gasflux Distributor for the Bicycle Industry:  
 Henry James Bicycles, Inc.  
 704 Elvira Avenue Redondo Beach, California  
 Phone: 310-540-1552 E-mail: info@henryjames.com  
 Web Site: www.henryjames.com

Henry James Decals:



- COLOR COMBINATIONS:**
- Border - Background
  - Black - Yellow
  - Black - White
  - Blue - White
  - Red - White
  - Gold - White
  - Silver - Clear

True Temper Decals:



HERE IS A PARTIAL EXAMPLE FROM PAGE 5 OF OUR PRICE LIST

P=Platinum, V=Verus, VHT=Verus Heat Treat (\*\* Painted End)

TRUE TEMPER TUBING - Arranged by increasing Tube Diameters, then by increasing Wall Thickness

**MAIN TUBES**

		Quantity Discount		0%	4%	12%	20%		
WALL	ALLOY	LENGTH	PART#	1-4	5-9	10-24	25-49		
								<b>BUTT 1/&lt;/CENTER/&gt;/BUTT 2</b>	
<b>25.4 mm</b>	.7/.4/.7	P	580	HOXPLAT02	\$31.00	\$29.76	\$27.28	\$24.80	**60/51/321/38/110
<b>(1.000")</b>	.7/.45/.7	P	620	HOXPLAT01	\$26.35	\$25.30	\$23.19	\$21.08	**60/51/381/38/90
	.7/.45/.7	P	612	HOXGOLD-TT7	\$28.00	\$26.88	\$24.64	\$22.40	102/64/280/64/102
	.9/.6/.9	V	600	RC2TT	\$ 9.70	\$ 9.31	\$ 8.54	\$ 7.76	102/63/270/63/102
								** PAINTED END	
<b>These three S3 Seat Tubes take a 27.2 mm Seat Post</b>									
<b>28.5 mm</b>	.51/.4/.51	S3+	530	HS3STS	\$30.00	\$28.80	\$26.40	\$24.00	32/38/286/38/136**
<b>(1.122")</b>	.51/.4/.51	S3+	580	HS3STM	\$39.40	\$37.82	\$34.67	\$31.52	32/38/336/38/136**
	.51/.4/.51	S3+	626	HS3STL	\$39.40	\$37.82	\$34.67	\$31.52	32/38/382/38/136**
								** PAINTED END	
<b>Double Butted Tubes</b>				1-4	5-9	10-24	25-49		
<b>28.6 mm</b>	.7/.4/.7	P	580	HOXPLAT05	\$30.50	\$29.28	\$26.84	\$24.40	**60/51/321/38/110
<b>(1.125")</b>	.7/.4/.7	P	620	HOXPLAT04	\$30.50	\$29.28	\$26.84	\$24.40	**76/51/365/38/90
	.7/.4/.7	P	680	HOXPLAT03	\$31.00	\$29.76	\$27.28	\$24.80	**89/51/392/38/110
	.7/.4/.7	P	613	HOXGOLD-TT3	\$32.00				**114/51/321/51/76

Our Price List includes information on tube butts:

BUTT 1/</CENTER/>/BUTT 2

\*\*60/51/321/38/110

The first number in the length of the first butt, followed by the length of the first transition, then the length of the thinner center section, followed by the length of the second transition, and the final butt. Single butted tubes just have a hyphen ( - ) to indicate no second transition and butt.

Looking at the first tube, the double asterisk (\*\*) is next to the short butt: \*\*60/

This is quite common in the industry. The logic is that if you mark the short end, when you cut the tube the mark does not get cut off so you still know which end is which. But, it is not always so. For example, the last tube is marked at the long butt: \*\*114/51/321/51/76 So ALWAYS check the specific tube you are about to cut!!

The last tube is painted at one end, yet the end butts are both 102 mm.

The HOXPLAT-ST1 .76/.5/.65 175/185 VHT 650 \*\*102/51/345/51/102 is painted even though the end butts are the same. What is going on? Look at the WALL column. This tube has a different thickness at each end. The paint mark here lets you know which end has which thickness.

A common trick used by framebuilders is to mark the geometric center of the tube and then balance the tube over a sharp edge. Where you have to move the tube to get it to balance tells you which end is heavier/lighter because of differing butt lengths or differing butt walls.

**Henry James Bicycles, Inc.**

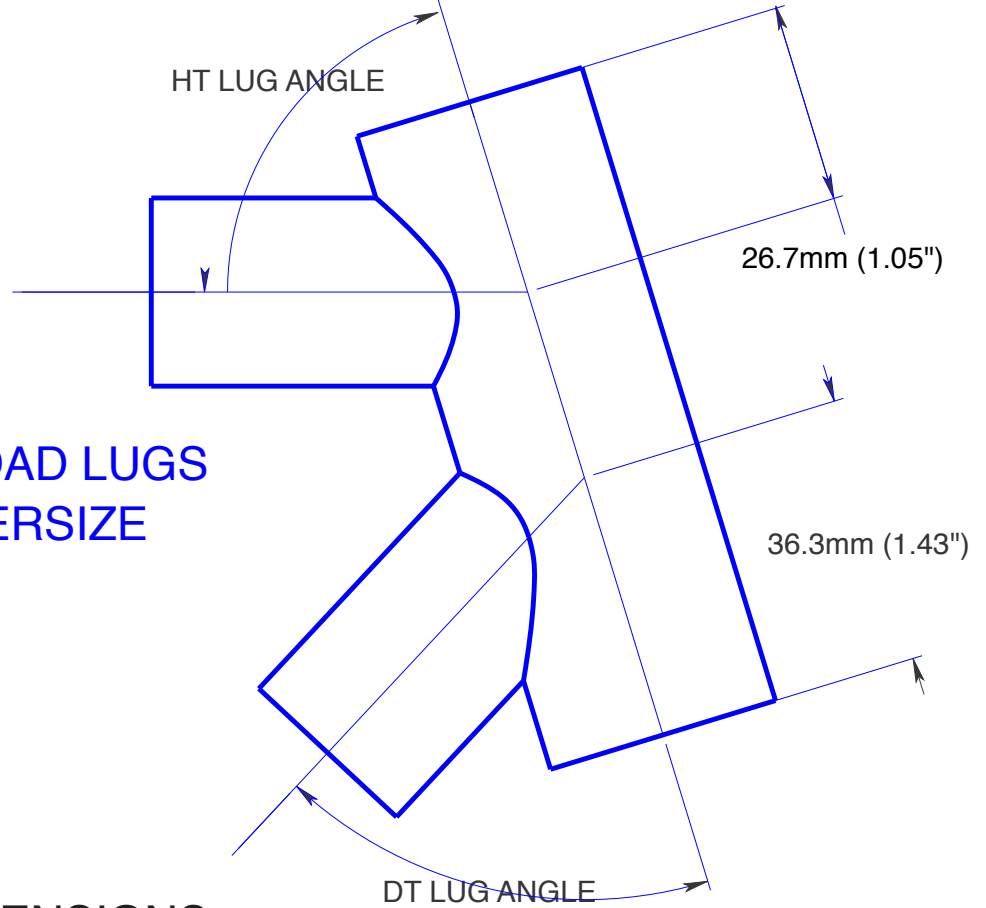
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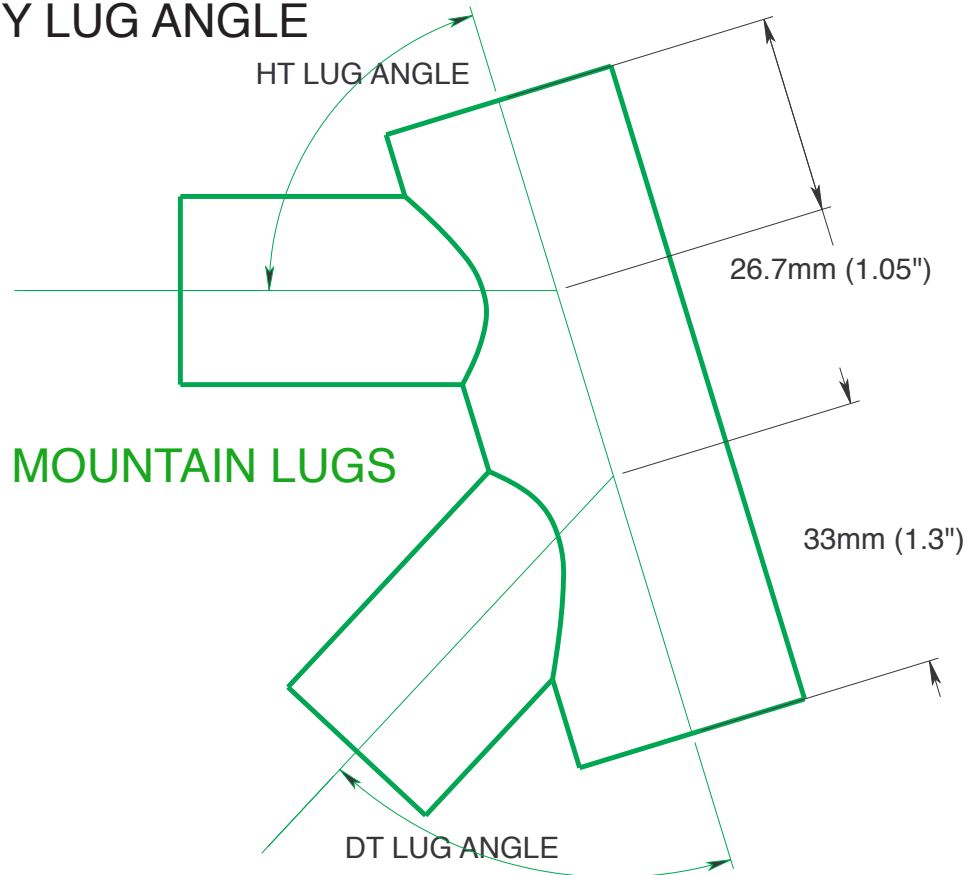
Website: www.henryjames.com





**HENRY JAMES ROAD LUGS  
REGULAR OR OVERSIZE  
1" STEERER**

**NOTE: THESE DIMENSIONS  
APPLY FOR ANY LUG ANGLE**



**HENRY JAMES MOUNTAIN LUGS  
1" STEERER**

**True Temper Tube Suggestions - Adjust for Rider Size, Weight, Strength, & Intended Use - Revised 6/8/10**  
 Henry James Bicycles Inc. 704 Elvira Avenue Redondo Beach CA 90277 310-540-1552 E-mail: info@henryjames.com

Typical Kits*	Rider Wt. Range**	Head Tube	Top Tube	Down Tube	Seat Tube	Chainstay	Seatstay	Price
Classic Light Road-S	90#-140#	TT10-HTXC	HOXPLAT01	HRCXDT2	RC2ST	HOXPLATCS3	ULTRARSS	\$138.00
Classic Light Road-M	100#-150#	TT10-HTXC	HOXGOLD-TT7	HRCXDT2	HOXPLAT-ST1	HOXPLATCS3	ULTRARSS	\$148.50
Classic Light Road-L	110#-180#	TT10-HTXC	HOXGOLD-TT7	HRCXDT2	HVERST1	HOXPLATCS3	TT1-SSX1C	\$146.90
Classic Road-Small	130#-160#	TT10-HTXC	RC2TT	RC2DT	RC2ST	HVERCS1	ULTRARSS	\$94.45
Classic Road-Medium	130#-175#	TT10-HTXC	RC2TT	RC2DT	RC2ST	RC2CS	RC2SS	\$84.20
Classic Road-Large	130#-185#	TT10-HTXC	VER01	RC2DT	VERUSST2	RC2CS	TT1-SSX1C	\$88.00
O/S Light Road-	150#-180#	TT10-HTXC	HOXPLAT04	HOXPLAT07	HOXPLATST1	HOXPLATCS3	ULTRARSS	\$165.25
O/S Medium Road-	160#-200#	TT10-HTXC	HOXPLAT11	HOXPLAT12	HVERST1	HVERCS1	TT1-SSX1C	\$147.15
O/S Stiff Road-	160#-210#	TT10-HTXC	VER01	HVER01	HVERST1	HOXRCXCS	HOXRCXSS	\$123.90
O/S Bi-Oval DT Road-	160#-220#	HOXPLATH2	VER01	TK243576	HVERST1	HOXRCXCS	HOXRCXSS	\$129.40
S3 Compact Road-S	<160#(54cm)	HS3HT1	HS3TTS	HS3DTS	HS3STS	HS3CS1	HS3SS1	\$277.70
S3 Compact Road-M	<180#(59cm)	HS3HT1	HS3TTM	HS3DTM	HS3STM	HS3CS1	HS3SS1	\$277.70
S3 Compact Road-L	<190#(64cm)	HOXPLATH2	HS3TTL	HS3DTL	HS3STL	HS3CS1	HS3SS1	\$273.00
Lugged Mountain	110#-160#	TT10-HTXC	RC2DT	AVRDT	HVERST1	AVRCS	VERSS1	\$97.20
Lugless Mountain	110#-180#	MHT	AVRTT	AVRDT	AVROBST-560	AVRCS	VERSS1	\$92.20
O/S Light Mountain	120#-190#	MHT	HOXPLAT07	HOXPLAT10	VERUS ST1	HOXPLATCS1	OXPLATSS3	\$169.25
O/S Mountain	130#-200#	MHT	HOX3TT2	HOX3DT1	VERUS ST1	HOX4CS	OX3SS	\$130.90
O/S Stiff Mountain	150#-220#	MHT	HOX2TT	HOX2DT	VERUS ST1	HOX4CS	HOX3SS	\$129.65
29" Mountain-ExtraLite	130#-170#	MHT	HOXGOLDDT3	HOXPLAT13	HVERST1	HOX5CS	OX3SS	\$157.85
29"/(700C)Mountain-S	140#-200#	MHT	HVER01	HOX5DT	HVERST1	HOX5CS	OX3SS	\$143.00
29"/(700C)Mountain-M	160#-240#	MHT	HOXPLAT13	HOX2DT01	VERUS ST1	HOX5CS	OX3SS	\$144.65
29"/(700C)Mountain-L	160#-240#	MHT	HOX2DT	HOX2DT01	VERUS ST1	HOX5CS	OX3SS	\$132.70

BMX - See Page 9 ( <http://www.henryjames.com/price10.html> ) and consider: rider wt., use, diameters

\* Henry James sells True Temper tubing by the tube, so custom builders can fine tune frames to match rider's needs. Kits are intended for information only. It is the builder's sole responsibility to select a combination of tubes that will serve the intended type of riding while having adequate strength, stiffness, frame fatigue life, and safety.

\*\* **Rider Weight Ranges do not consider rider & builder skill level**, or variations from average rider strength and aggressiveness, speed & terrain, etc. They are a rough guide for beginning builders. The lower number attempts to address how light a rider can be before the rider may find the frame feels rough riding, or too stiff and so not lively enough. The higher number for road frames attempts to address when a taller or stronger rider may feel a bike is too flexible, affecting handling and control. For mountain frames, the higher number attempts to address potential frame bending or failure from impacts or metal fatigue, when there is too much rider and not enough bike.

Detailed descriptions of the Typical Kits and each tube in them are at: <http://henryjames.com/kits.pdf>  
**TRUE TEMPER SPORTS BICYCLE TUBING IS MADE IN THE USA**