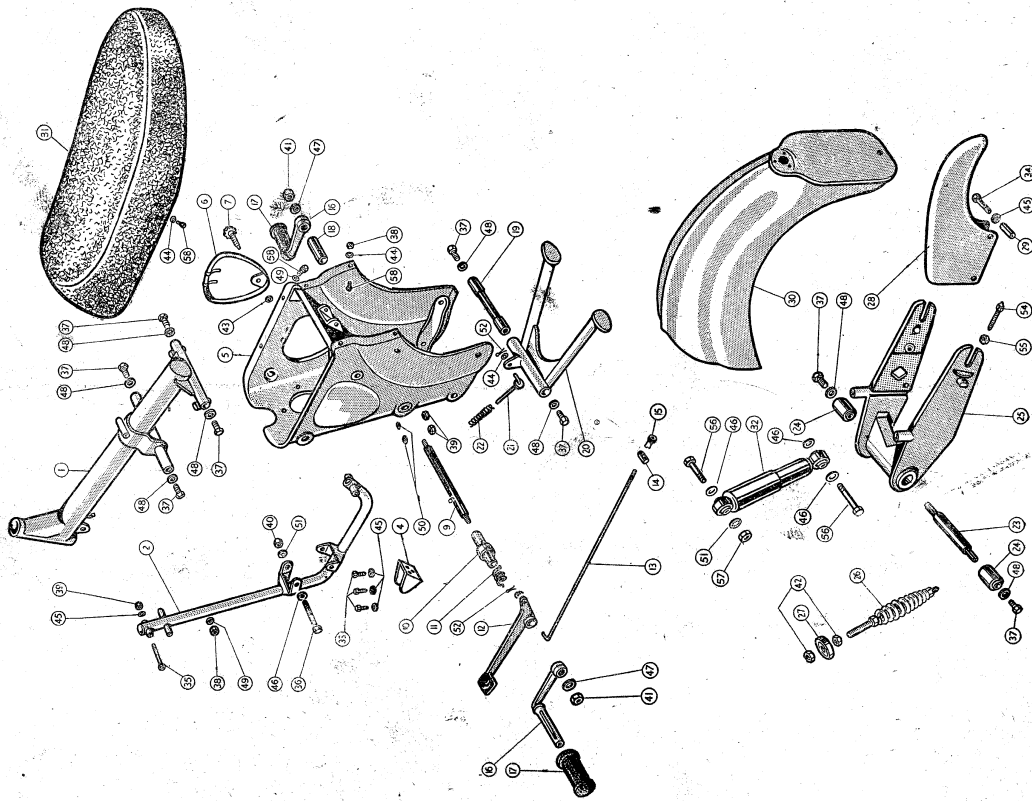


## FRAME AND REAR SUSPENSION COMPONENTS.

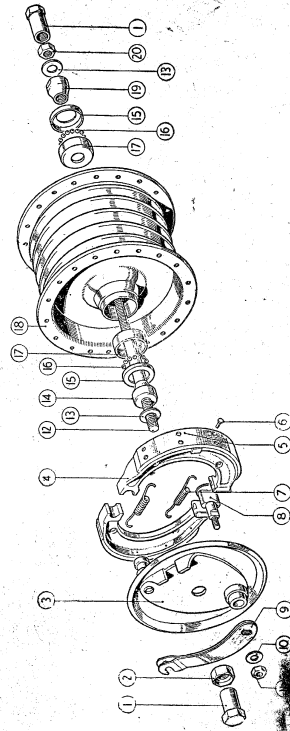
See key at foot of page 17.



## Wheels and Brakes

**HUBS AND BEARINGS.** Both hubs are greased when new and no further lubrication will be required for several thousand miles. It is advisable to dismantle the hubs for examination of the bearings at approximately 5,000 miles. The old grease should be cleaned out with petrol or paraffin and the hubs packed with fresh grease before re-assembly. When dismantling and assembling the hubs refer to exploded drawings. If bearings or seals show any sign of wear, fit replacements. The need to exclude dirt from the bearings cannot be over emphasised.

### FRONT HUB BREAKDOWN.



- 1 Spindle nut  $\frac{1}{2}$ " x 26 t.p.i.
- 2 Recessed nut  $\frac{1}{2}$ " x 26 x  $\frac{1}{4}$ "
- 3 Brake backplate.
- 4 Brake lining.
- 5 Brake rivet.
- 6 Brake return spring.
- 7
- 8 Brake cam.
- 9 Brake cam lever.
- 10 Brake cam roller.
- 11 Hex nut  $\frac{1}{2}$ " x 26 t.p.i.
- 12 Spindle.
- 13 Plain washer  $\frac{1}{2}$ " x  $\frac{1}{4}$  s.w.g.
- 14 Fixed cone.
- 15 Dust cap.
- 16 Brake shoes  $\frac{1}{2}$ ".
- 17 Bearing cup.
- 18 Hub shell and brake drum.
- 19 Adjusting cone.
- 20 Hex locknut  $\frac{1}{2}$ " x 26 t.p.i.

**BRAKES.** Brake cable or rod adjustment should be such that only a slight movement of the lever or pedal is sufficient to operate the brake, but at the same time, the wheels must spin freely when the brakes are off. To obtain the correct adjustment, screw up the adjuster until the liners are just fouling the drum, then slack off two complete turns. Do not forget to reset the brake rod adjustment after adjusting the rear chain.

Never use oil to lubricate the bearings as it may easily spread to the brake lining surface and render the brakes ineffective.

**ADJUSTING FRONT WHEEL BEARINGS.** If play occurs in the front cup and cone bearings, take up as follows: Unscrew R.H. spindle nut and slacken the hex nut inside the fork end, next to the adjusting cone. Turn the adjusting cone clockwise until the wheel is free to rotate with no trace of lateral play and tighten the locknut. Great care must be taken to ensure the bearings are not adjusted too tightly. After adjusting the front wheel bearings, make sure the locknut is tightened hard against the adjusting cone. Always use two spanners for the job to prevent the locknut from rotating the adjusting cone when it is tightened. There are ten  $\frac{1}{4}$ " balls each side (20 per wheel).

### KEY TO MAIN FRAME COMPONENTS

- 1 Frame dorsal tube.
- 2 Brake rod.
- 3 Brake rod roller.
- 4 Rear engine lug.
- 5 Centre section pressing.
- 6 Toolbox lid.
- 7 Footrest thumb screw.
- 8 Footrest brake pedal hex bar.
- 9 Brake pedal spring housing.
- 10 Stand.
- 11 Rear spring.
- 12 Brake pedal.
- 13 Brake rod.
- 14 Brake rod roller.
- 15 Brake rod adjuster.
- 16 Footrest hanger.
- 17 Footrest rubber.
- 18 Footrest spacer, R.H.
- 19 Stand pivot tube.
- 20 Stand.
- 21 Stand operating rod.
- 22 Stand spring.
- 23 Rear suspension torque tube.
- 24 Rear suspension torsion bush.
- 25 Rear suspension fork.
- 26 Rear suspension coil spring.
- 27 Rear suspension rubber grommet.
- 28 Chaignard.
- 29 Chaignard spacer.
- 30 Chaignard and number plate.
- 31 Torsion bar.
- 32 Damper unit (Extra).