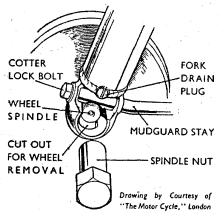
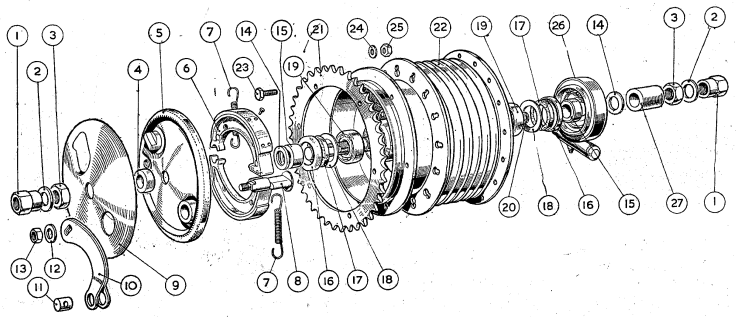


REMOVING FRONT WHEEL. To remove the front wheel raise the machine on the stand and place a wooden box under the frame loop tube to raise the front wheel off the ground. Disconnect the front brake cable. Slacken the mudguard stay cotter bolts three or four turns and tap head firmly to release cotter before removing the spindle nuts. The wheel can then be removed through the spindle cut outs in the fork ends. When replacing the wheel make sure the brake back plate anchor slot engages over the locating stud on the left fork leg and replace spindle nuts loosely. Tighten the left (brake side) spindle nut first, then tighten the right side spindle nut, after which the cotter bolt on the brake side should be locked up. Take away the wooden box, roll the machine off the stand and bounce the forks vigorously a few times to enable the right fork leg to assume its correct lateral position on the spindle nut. Tightening up the right cotter bolt will lock the fork in the correct position. The importance of following this procedure cannot be over-emphasised, as failure to refit the wheel correctly may cause malalignment affecting the fork action and resulting in premature wear of fork components.

REAR HUB BREAKDOWN.

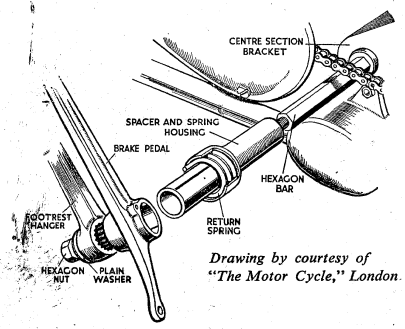


1 Spindle nut $\frac{9}{16}$"×26 t.p.i.
2 Plain washer $\frac{9}{16}$"×10 swg.
3 Locknut $\frac{9}{16}$"×$\frac{3}{8}$" thick.
4 Spacer $\frac{5}{16}$" thick.
5 Brake back plate.
6 Brake shoe, lining and rivets.
7 Return spring.
8 Brake cam.
9 Hub cover.
10 Brake cam lever.
11 Brake cam roller.
12 Plain washer.
13 Hex nut $\frac{5}{16}$"×26 t.p.i.
14 Plain washer.
15 Spacer $\frac{1}{4}$" thick.
16 Seal enclosure cup.
17 Felt seal.
18 Seal enclosure washer.
19 Journal bearing 42×15×13 mm.
20 Spindle $\frac{9}{16}$" dia.
21 Chain sprocket 46 teeth for ·335" chain roller.
22 Hub shell.
23 Hex bolt $\frac{1}{4}$"×26 t.p.i.
24 Shakeproof washer.
25 Hex nut.
26 Speedometer gearbox
27 Spacer $\frac{7}{8}$" thick.

REMOVING REAR WHEEL. Place machine on stand, disconnect chain, taking care not to let it trail on the ground, detach brake rod adjuster and speedo drive gland nut. Slacken both spindle nuts. The wheel can then be eased out. When replacing, make sure the back plate locking boss is engaged in its groove in the fork end. After replacing the rear wheel, remember to check : chain adjustment, rear brake adjustment and wheel alignment.

CHECKING WHEEL ALIGNMENT. It is wise to always check wheel alignment after removal. The simplest way is to use a thin piece of string stretched taut across both wheels with the front wheel pointing straight ahead. The string should just touch each tyre at both sides of the wheel centres.

An alternative method is to use a perfectly straight board placed alongside the wheels so that it touches each one. If necessary turn the handlebar so that the front wheel touches the board at two points. If both tyres do not make contact at two points, slacken the rear wheel spindle nuts and turn adjusters until wheel is correctly aligned.



Drawing by courtesy of "The Motor Cycle," London.

ADJUSTING FOOTRESTS AND REAR BRAKE PEDAL. The footrests are mounted on a hexagon bar passing through the centre section bracket. Serrations in the footrest hangers provide the method of adjustment. Tubular spacers are fitted over the hexagon bar, the L.H. spacer serving as the brake pedal pivot and carrying the return spring. To adjust the brake pedal position, it is only necessary to slacken the nut at the end of the L.H. footrest hanger and to rotate the pedal and spacer to the desired position before tightening, thus locking the spacer between the centre section bracket and the footrest hanger. After re-setting the brake pedal, remember to re-adjust the rear brake rod by means of the knurled adjuster.

SPEEDOMETER DRIVE. If the speedometer drive has been removed do not forget to replace the distance piece behind it as if the engaging projections on the speedo drive are tight in the locations on the hub, the speedo drive will be damaged. Every 5,000 remove the set screw in speedometer gearbox and insert small quantity of grease.

The speedometer cable has a knurled nut at the front where it joins the speedometer head and a hexagon to connect it to the rear wheel speedometer gearbox. The cable should be removed every 5,000 miles and lubricated to ensure complete freedom of movement for the inner driving cable. The speedometer head does not require any lubrication and should never be interfered with.

REPLACEMENT SPOKES. Spoke breakages rarely occur, but if foreign touring is envisaged it is a good plan to carry a few spare spokes. It is possible to replace a spoke without removing the tyre, but there is always a danger of the spoke protruding beyond the nipple into the well of the wheel and puncturing the rim tape and inner tube. We therefore advise owners to remove the tyre and have spokes fitted by a motor cycle repairer, who will grind off any surplus length. If fitted by the owner, the spokes should be filed or ground off flush with the end of the nipple in the well of the rim.

Size of Spokes : front $6\frac{5}{16}$"×12 swg. (N.S.)
front 7"×12 swg. (O.S.) — nipples ·250"×12 swg.
rear $6\frac{9}{16}$"×10 swg. — nipples ·250"×10 swg.

TYRES. To obtain the greatest mileage from your tyres and for the sake of your personal safety, the tyre pressures should be maintained at the recommended levels and checked once a week. Most garages have free air lines with pressure gauges, but a good pocket gauge will prove a useful investment.

When checking pressures, examine the outer covers and remove odd gravel chips wedged in the treads.

RECOMMENDED TYRE PRESSURES : Front 16 lbs. Rear 20 lbs.

If a passenger is carried the rear tyre pressure should be increased to 28 — 30 lbs.