

GENERAL DISMANTLING

When gear and brake controls and flex wires have been disconnected and the wheel removed from the cycle frame, dismantling of the hub begins with the removal of the left-hand locknut, the washers (if any) and the left-hand cone. A note should always be made of their order and number so that they may be put back correctly when the hub is re-assembled. Next, unscrew the right-hand ball ring but because it has a two-start thread and must be replaced in its original position, that position must be marked. String or adhesive tape may be attached to the spoke nearest to the letters 'SA' which are stamped in one of the notches on the ring. The whole internal can now be withdrawn from the hub shell.

Where a brake is incorporated in the hub, the brake unit must be removed before the left-hand cone can be unscrewed. The last washer to be taken off before coming to the brake plate is the notched adjusting washer which fits over the flats on the end of the cone for normal wheel adjustment purposes. When this notched washer has been taken off, lift out the brake arm and shoes as a complete unit, and then proceed to unscrew the left-hand cone. Similarly, the generator must first be removed from hubs incorporating a 'Dynohub' lighting unit. The procedure is explained in detail in the appropriate chapters of this section of the catalogue.

Removal of the right-hand ball ring in the case of the TCW is described in the chapter headed 'To Dismantle the TCW Hub.'

In all other cases, the right-hand ball ring, which has a right-hand thread, is loosened by means of a 'C' spanner or a hammer and square-ended punch against one of the notches.

If it is required to remove the sprocket, insert a thin screwdriver in the groove of the driver which comes nearest to the opening in the circlip and prise off the circlip. The spacing washers, sprocket and outer dust cap may then be lifted off the driver. There must always be two $\frac{1}{16}$ " washers. Careful note should be made of their position and also whether the sprocket offset is facing inwards or outwards, as they must all be put back in the same way in order to maintain the original chain line.



END OF SUB-SECTION 4.— SERVICE SECTION — STURMEV-ARCHER MASTER CATALOGUE