

131. To Dismantle the Hub

The wheel hub is packed with grease during initial assembly, and should not need further lubrication for at least 10,000 miles when the hub should be dismantled for cleaning and fresh grease used. To dismantle the hub, with the wheel removed take away the brake plate with brake shoes.

Unscrew bearing lock plate on left side of hub, holes are provided for a peg spanner or use a punch. If the plate resists removal use a little heat which will facilitate removal, take out felt sealing washer and distance piece.

To eject the bearing use a drift through the brake side (the front wheel spindle can be used for this purpose) when a few light blows from a mallet will drive out the bearing until it is clear of the hub, and no more, as the other bearing goes into the hub during this process.

Take out the spindle, or drift, invert the wheel and repeat the process to eject the double bearing which will bring with it the large steel washer, the felt washer, also the thin steel washer.

132. Assembling the Hub

Clean and repack both bearings with fresh grease (see table of lubricants). Press into the left side of the hub the single bearing, fit the distance washer (flat side against the bearing), then the felt washer and secure with the lock plate.

Invert the hub, insert the distance tube (small end first) against the bearing.

Enter the double bearing square with the hub, use the drift through both bearings and drive home until the bearing abuts against the distance tube.

Fit the smallest of the two washers, the felt washer, then the large steel washer.

With a suitable punch peen the hub material, where it joins the washer in three equidistant positions to retain the washer.

133. Brake Adjustment

Clearance between the brake shoes and drum can be reduced by unscrewing the adjusters on the cable and handlebar lever. Continual adjustment causes the expander lever to occupy a position with lost leverage. To restore leverage, take off the cable and reverse the expander lever.

To improve brake efficiency, release the spindle nut a few turns, hold the brake hard on, retighten the spindle nut at the same time. The brake shoes will then centralise.

134. Brake Dismantling and Assembly

Remove brake plate from drum. Remove nut and washer from cam spindle. Remove cam lever.

Remove springs from shoes. This is best done with a screwdriver placed against one of the spring hooks and held in position with one hand, now knock the screwdriver with the palm of the other hand to push the spring off the lug on the shoe. The spring may fly off so care should be taken that it is not lost.

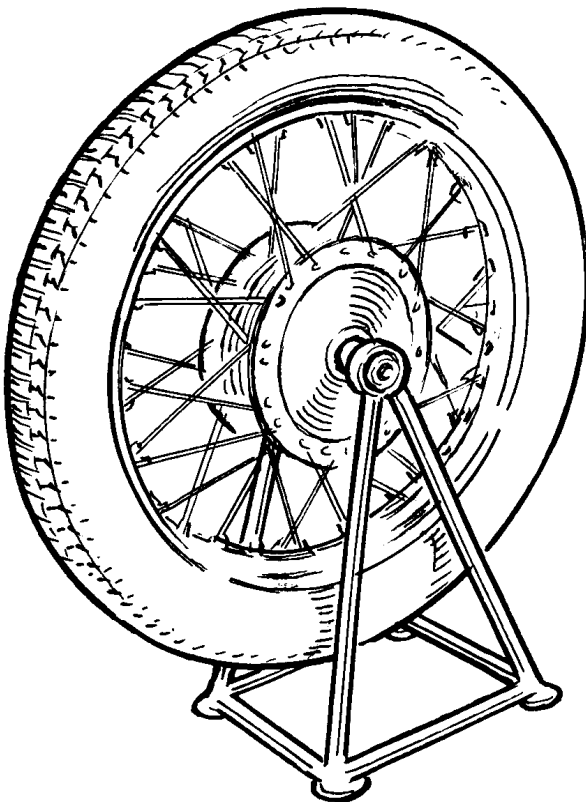
Turn back the tabwasher and unscrew the two hexagon headed set screws which secure the shoes to the pivot pins. Lift off the pivot pin tie plate and remove the brake shoes.

The cam can now be withdrawn. It may be tight in its bush if the cam lever nut has been overtight as this causes the end of the spindle to become swelled. When this happens the end immediately behind the flats should be eased down with emery tape.

If the cam will pass through the bush but is tight, it can be eased down more easily after removal.

135. Brake Re-assembly

Remove all traces of rust and dirt from the expander cam and pivot pins, apply a slight smear of grease. For ease in working the brake plate can be held in a smooth jaw vice, clamping it by the torque stop. Fit the brake shoes, tie plate and tab washer and set screws. If the tab washer has been



BALANCING THE ROAD WHEELS
Fig. 43