

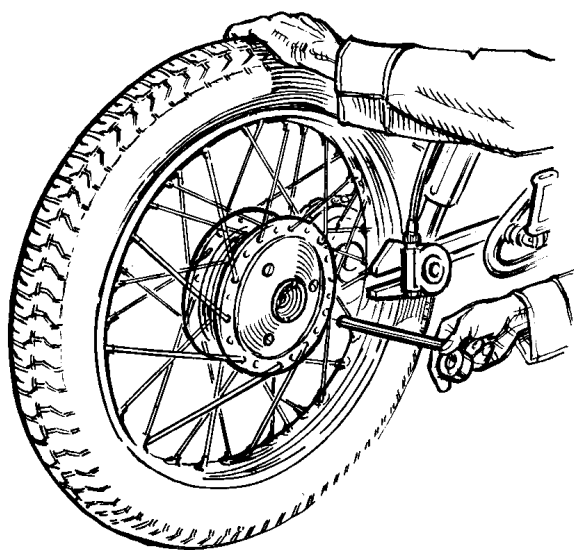
now be pulled across to the right-hand side of the machine, thus disengaging the six driving pins from the cush drive shell and enabling the wheel to be removed from the machine. (See Fig. 45).

When replacing the main portion of the wheel, reverse the foregoing procedure. The cush drive shell can be prevented from rotating when turning the wheel to engage the six driving pins, if the machine is placed in gear or the rear brake is operated, taking care, when replacing the speedometer drive gearbox, that the driving dogs inside the gearbox engage with the slots in the end of the hub barrel. Before tightening the centre spindle make sure that the speedometer drive gearbox is correctly positioned so that there is no sharp bend in the driving cable.

139. Removal and Replacement of Complete Wheel for Access to Brake

Place the machine on the centre stand and remove the rear mudguard unit. Disconnect the rear driving chain at the spring link and remove the chain from the rear wheel sprocket. Unscrew the rear brake rod adjusting nut completely and depress the brake pedal so as to disengage the rod from the trunnion in the brake operating lever. Unscrew the brake cover plate anchor nut and remove this together with the washer behind it. Unscrew the loose section of the spindle two or three turns and the spindle nut by a similar amount. Mark the chain adjuster cams to ensure replacing in the same position.* Disconnect the

*Note that the wheel is not necessarily correctly lined up when the same notch position is used on both adjuster cams. Once the position of the cams which gives correct alignment has been found this alignment will, however, be maintained if both cams are moved the same number of notches. See also Subsection 119.



REMOVAL OF WHEEL (OFFSIDE VIEW)

Fig. 45

speedometer driving cable and slide the wheel out of the fork ends, tilting it so as to disengage the end of the brake shoe pivot from the slot in the fork end.

When replacing the wheel make sure that the dogs on the gear in the speedometer drive gearbox are engaged with the slots in the end of the hub barrel. Make sure also that the speedometer drive gearbox is correctly positioned so that there is no sudden bend in the driving cable. When replacing the connecting link in the driving chain, make sure that the closed end of the spring link points in the direction of travel of the chain. Replace the chain adjuster cams in their original positions or, if necessary, turn each of them the same number of notches to tension the chain and maintain correct wheel alignment. The chain should have $\frac{1}{2}$ in. up and down minimum movement when the rear suspension is fully extended as it will be tighter in the normal laden position. Do not forget to refit the brake rod and adjust the brake so that the wheel turns freely when the brake is off, while at the same time only a small travel of the brake pedal is necessary to put the brake on.

140. Removal of Brake Shoes for Replacement, etc.

Remove the complete wheel as described above, then remove the spindle nut, chain adjuster and the distance collar, thus permitting the complete brake cover plate assembly, with operating cam, pivot pin, shoes and return springs, to be lifted off the hub spindle. The brake shoes can then be removed after detaching the return springs. Brake linings are supplied either in pairs ready drilled complete with rivets (Part No. 41285A/BX) or ready fitted to service replacement brake shoes (Part No. 41343A). When riveting linings to shoes, secure the two centre rivets first so as to ensure that the lining lies flat against the shoe. Standard linings are Ferodo AM2, which are drilled to receive cheese-headed rivets.

141. Removal of Brake Operating Cam

To remove the operating cam unscrew the nut which secures the operating lever to the splines on the cam. A sharp tap on the end of the cam spindle will now free the lever, after which the cam can be withdrawn from its housing.

Do not try to remove the brake shoe pivot pin as this is cast into the cover plate.

142. Cush Drive

The sprocket/brake drum is free to rotate on the hub barrel. Three radial vanes are formed on the back of the brake drum and three similar vanes are formed on the cush drive shell. Six rubber blocks are fitted between the vanes on the brake drum and those on the cush drive shell, thus permitting only a small amount of angular