

FRONT WHEEL

Front wheel removal

First, disconnect the stop-light switch leads at their "Lucar" connectors.

Completely slacken the brake cable at the handlebar adjuster and uncouple the cable from the lever. Extract the inner and outer cables from the levers (A) Fig. F1, on the brake cover plate and slacken its retaining nut (B). Remove the end caps (C) from the fork outer members, at the same time supporting the wheel until all eight nuts (D) are released. As soon as the brake anchor plate is clear of the slotted ear on the outer member, the wheel assembly can be taken out.

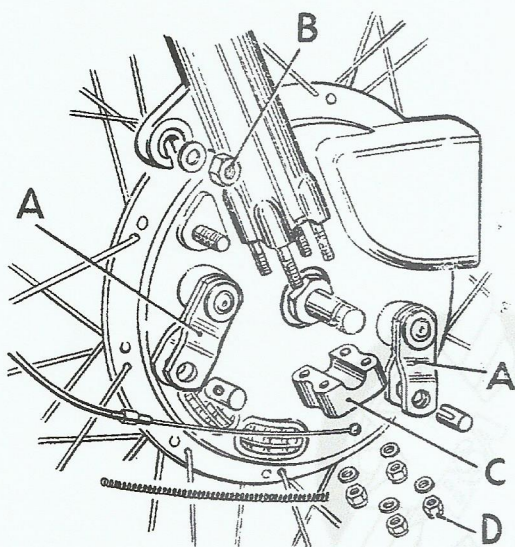


Fig. F1. Removing the front wheel.

Front wheel replacement

Lift the wheel into position between the fork legs, locating the brake anchor plate stud in the slotted ear on the fork outer member. Fit the wheel spindle ends in the upper half of their mountings and pull the forks downwards to retain the wheel in position while the end caps are replaced. Replace the nuts **which must be left slack at this stage**. Firmly tighten the brake anchor plate nut (B), and note that the spindle grooves are elongated to allow the wheel assem-

bly to align itself in the forks during this operation. Finally, tighten the end cap nuts firmly.

Replace the brake cable and adjust at the handlebar lever until all slackness is eliminated, but without applying the brake. Replace the stop-light switch connections.

Brake shoes

The brake anchor plate is a push-fit on the spindle and is retained by a locknut (right-hand thread) which requires the use of a socket spanner to ensure its release without damage.

The brake anchor plate, complete with shoes, can then be withdrawn from the hub.

To remove the brake shoes from the anchor plate, prise them upwards and outwards at their pivot points (adjacent to the long portion of the return springs).

The shoes are interchangeable, and are fitted with loose abutment pads to prevent wear on the pivot block. When reassembling, the pads must not be omitted and it should be noted that the asymmetrical return springs must be fitted with the short portion adjacent to the adjuster screws. (see Fig. F2).

The adjustment cam, cage, operating tappet, and "O" ring can now be dismantled, following which, the cam spindle can be withdrawn. Clean

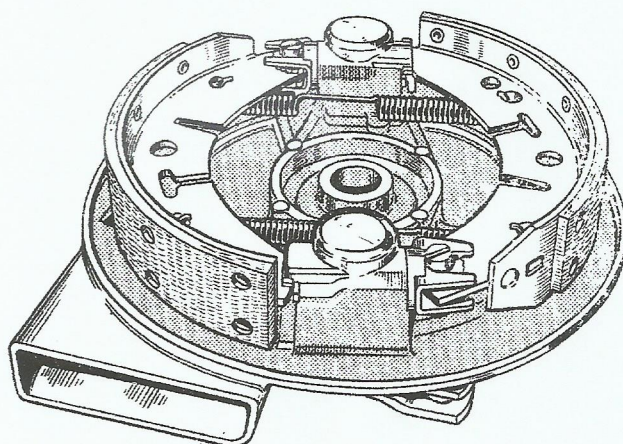


Fig. F2. The front brake shoes.