

BSA SERVICE SHEET No. 212A

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A, B and M Group Models

(For A7 Models before Engine No. ZA7 101. See Service Sheet 212)

ADJUSTMENT, DISMANTLING AND RE-ASSEMBLY OF FRONT HUB AND BRAKE (7 in. Brake)

Wheel Removal and Replacement

To remove the front wheel, first disconnect the brake cable, then slacken the pinch bolt *A* (Fig. A31(a)). Insert a tommy bar in the hole in the head of the spindle at *B* and unscrew the spindle, noting that it has a left hand thread and therefore unscrews in a clockwise direction. With the spindle withdrawn the bush *C* should be pulled out to its fullest extent. This will leave the wheel free to be pulled away from the right hand fork leg and withdrawn from the machine.

The wheel is replaced in the reverse order, noting that the brake plate stop must be located in its recess at the rear of the right hand fork leg. It is most important that after the spindle has been tightened and before the pinch bolt is tightened, the forks are depressed once or twice to enable the left hand fork end to position itself on the distance bush. If this precaution is not observed, the fork leg may be clipped out of position and will not function correctly.

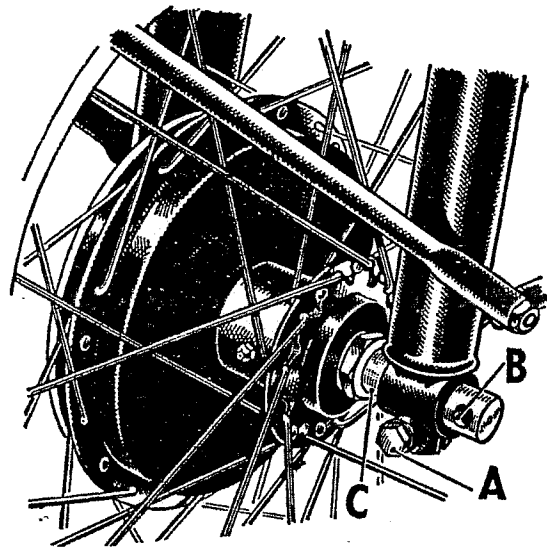


Fig. A31(a). Wheel Removal

Dismantling and Re-assembly of the Hub

This is fitted with ball journal bearings and therefore no adjustment is necessary or provided for. The only attention required is periodical grease gun lubrication.

If it becomes necessary to replace the bearings unscrew the nut retaining the brake anchor plate and remove the plate together with the brake mechanism.

Unscrew the cap *A* (Fig. 32(a)) noting that this has a left hand thread and therefore unscrews in a clockwise direction. Using a hide mallet from the brake drum side, drive out the hollow spindle *B* which will carry with it the nearside ballrace *C*, dust Cap *D*, and distance piece *E*.

Only the offside ballrace *F* now remains in the hub and this should be driven out with the aid of a soft drift.

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During re-assembly ensure that the ballrace *F* is fully home and that the retaining collar *A* is quite tight.

Brake Relining

To remove the brake shoes lay the drum cover plate flat on a bench and lever the shoes upwards. They can then be drawn over, and free of the cam and fulcrum pin. If the cam pads show excessive wear the brake shoes should be renewed.

When the brake shoes are removed the linings can be replaced as described in Service Sheet 612.

When new linings or new shoes have been fitted, the brakes must be centralised after refitting the wheel. To do this, replace the brake cover plate, complete with shoes, fulcrum pin and cam in the brake drum. Slacken the fulcrum pin nut, and turn the cam so as to open the brake shoes in the normal manner. The fulcrum pin will then move in its slot until both shoes are pressing equally on to the drum. Tighten the fulcrum pin nut firmly and release the brake.

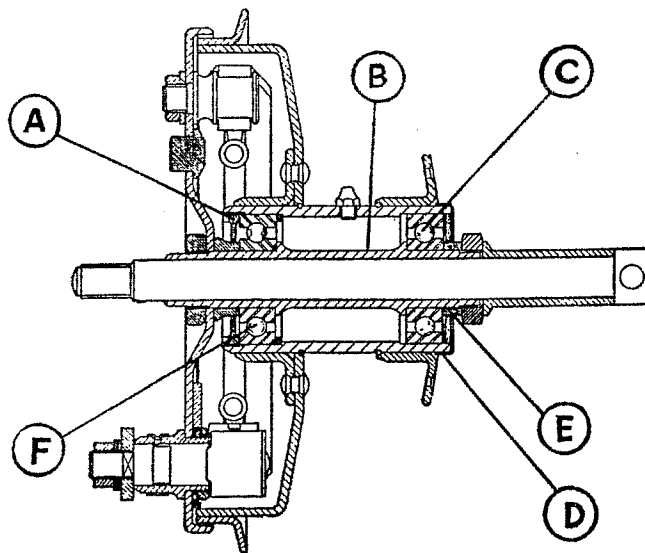


Fig. A32(a). Section of Front Hub (7 in. Brake)