

MAINTENANCE OPERATION No. 3

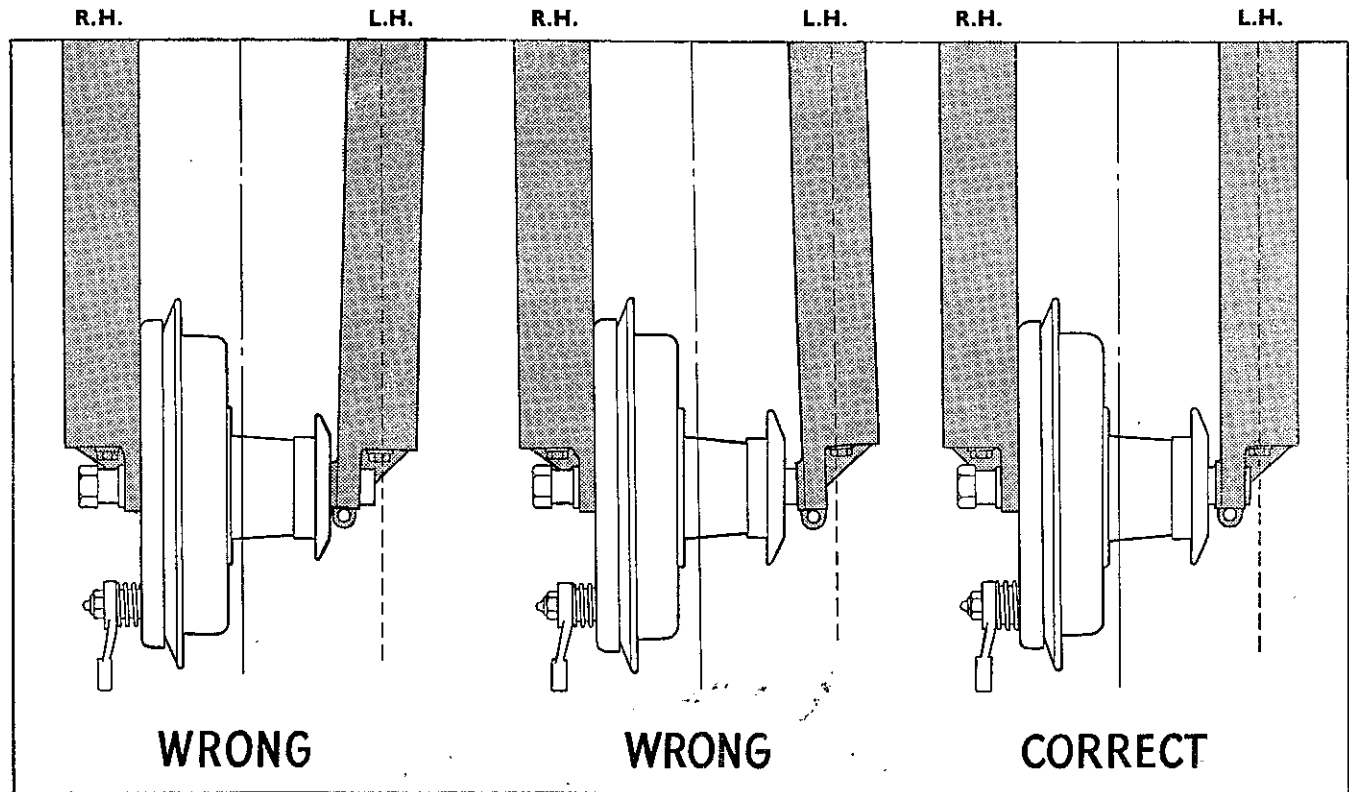
FRONT WHEEL REPLACEMENT

For a number of years we have emphasised in our instruction books the importance of correctly fitting the front wheel in the fork. In very many cases this warning seems to have been completely ignored judging by the machines examined in our Repair Shop and also the number of customers who complain of stiff fork action and are satisfied through our normal correspondence channels.

To simplify the instructions, three illustrated examples are shown to enable the owner or fitter to identify the correct and incorrect assembly of the wheel spindle.

Before fitting the wheel to the fork, the fitter should ensure that the sleeved end of the spindle is just a good push-fit in the split left-hand fork lug. If the fit is too tight, open up the split lug gap and check the sleeve and inside of the lug for burrs or enamel. This point must be attended to, as it is essential that the left-hand fork cover tube centralises itself on this sleeve.

Assemble the wheel to the fork in the normal manner, fit the spindle and tighten up the spindle nut, leaving only the pinch bolt in the left-hand lug slack. Then grip the handlebars and exert a downward pressure, telescoping the fork to its fullest distance. Continue this operation



four or five times. This method will ensure correct positioning of the left-hand cover tube on the spindle sleeve and that no binding occurs between the stanchions and cover tube.

It may be necessary in some obstinate cases first to prise the left-hand cover away from the wheel to free it.

When the job has been carried out satisfactorily, tighten up the lug pinch bolt.

Remember, the fork cannot be correctly aligned by this method if the fork legs are twisted. Reference should be made to Maintenance Operation No. 2, which deals with the rectification of this trouble.