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SERVICE SHEETS

BSA SERVICE SHEET No. 212B

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A, B and M Group Models

ADJUSTMENT, DISMANTLING AND RE-ASSEMBLY OF FRONT HUB AND BRAKE (8 in. Brake)

Wheel Removal and Replacement

To detach the wheel, first disconnect the brake cable by pushing it out of the brake clip at *E* and unscrewing it from the bracket at *F*. Remove the torque arm nut *C* and undo the pinch bolt *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. Support the wheel as the spindle is withdrawn, and when it is clear the wheel can be pulled away from the right hand fork leg and removed from the machine.

After removal do not let the wheel fall on to the bush which projects from the brake drum side of the hub. Although the bush is pressed in, it may, if subjected to a sharp blow, be forced back into the hub. If this should happen the bush can be retrieved and re-positioned with the aid of the wheel spindle.

The wheel is replaced in the reverse order to that for removal. 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 spindle shank. If this precaution is not observed, the fork leg may be clipped out of position and will not function correctly.

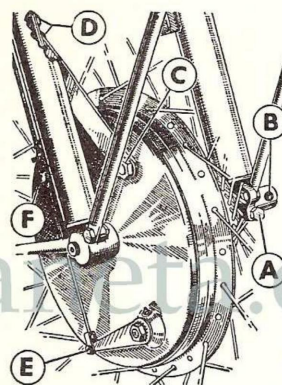


Fig. A31(b). Wheel Removal

Dismantling and Re-assembly of the Hub

Withdraw the brake plate which is a push fit on the bush *B* (Fig. A32(b)). Remove the locking split pins and unscrew the bearing retaining collars *C* and *D*, which have normal right hand threads. Replace the spindle and drive out the brake side ball race *E* together with the bush *B* by striking the end of the spindle with a hide mallet. Only the ball race *F* now remains in the hub and can be removed with a suitable soft drift.

Before replacing the bearing retaining collars ensure that the rubber oil seals in them are in good condition. The collars should be done up quite tight and if necessary fresh holes should be made for the locking split pins.

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.

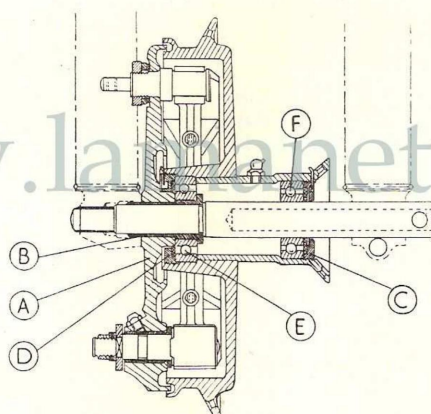


Fig. A32(b). Section of Front Hub (8 in. Brake)