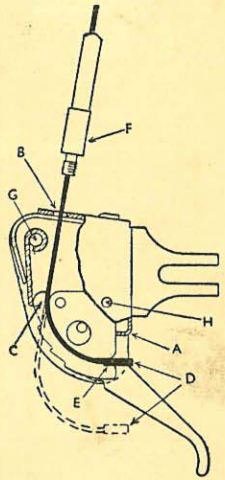
STURMEY-ARCHER PATENT HANDLEBAR TRIGGER "FLICK" CONTROL

The control should be mounted on handlebars in the most convenient position for operation and where it is afforded maximum protection against damage.

TO REMOVE CONTROL WIRE

It is not necessary to remove control from handlebar if the lever can be pulled back far enough to allow cable nipple to pass between pawl and ratchet plate. Procedure is: Detach (1) inner wire from indicator chain at hub, (2) outer casing from fulcrum clip. Pull cable ferrule (F) upward until screw engages that of control casing at (B), then unscrew ferrule. Pull lever right back beyond bottom gear position to stop (A), push inner wire through to detach nipple from ratchet plate, then pull wire out between pawl and ratchet at (C) and finally through threaded hole (B).



TO FIT CONTROL WIRE

Pull lever right back beyond bottom gear position to stop (A) and insert wire through threaded hole (B) and between pawl and ratchet plate at (C).
Wire nipple (D) is then fitted into notch (E) and cable ferrule (F) screwed into (B) until it rotates freely. Keeping tension on wire, push lever forward into top gear position. Control is then ready for re-connection.

PAWL & PAWL SPRING

These two parts are designed so that they cannot drop out through breakage of control wire or during removal or replacement. They should not normally need renewal, therefore they are not readily detachable.
If a new part is required, both rivets (G and H) must be removed and the complete trigger mechanism withdrawn. New rivets must be used in re-assembly.

SERVICE.—In case of any difficulty, consult your dealer at once.

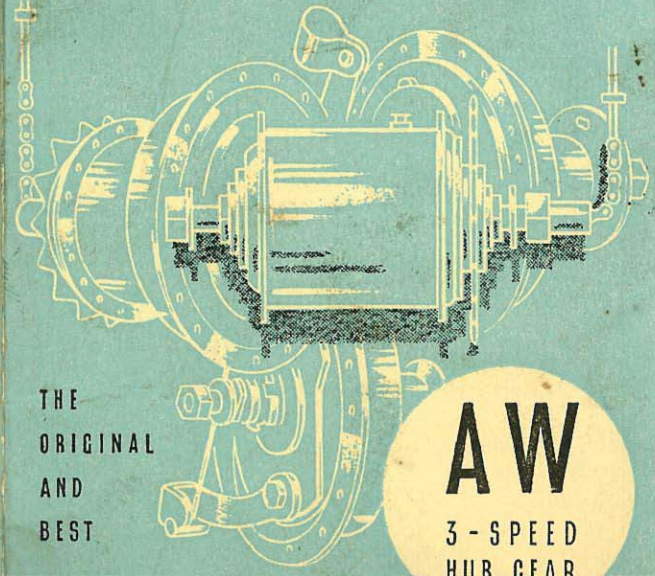
STURMEY-ARCHER GEARS LIMITED
NOTTINGHAM ENGLAND

G.D. 883 1144

MAINTENANCE INSTRUCTIONS

FOR THE

STURMEY-ARCHER



THE ORIGINAL AND BEST

AW
3-SPEED HUB GEAR

STURMEY-ARCHER GEARS LTD.
NOTTINGHAM ENGLAND

MAINTENANCE INSTRUCTIONS FOR AW HUB

(Standard Three-speed wide ratio hub)

GEAR CHANGING

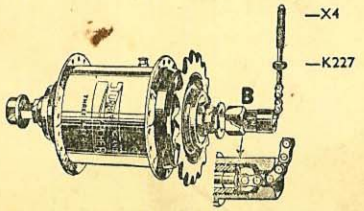
The gear change is quick and easy and should be made smartly. *Continue pedalling, but slightly ease pressure whilst changing gear.* Should it be necessary to change gear whilst stationary, the weight of the foot should be allowed to rest on higher pedal during change, so that internal gears will rotate and engage easily.

GEAR ADJUSTMENT

(1) Place control lever in middle gear position, *i.e.*, normal gear. To adjust, loosen small locknut (K227) above chain and rotate knurled wire connection (X4) until the outer shoulder on indicator attached to small chain at sprocket side is level or flush with end of axle (see B.) Afterwards re-tighten locknut.

(2) If insufficient adjustment is obtained by this means, move the (fulcrum clip or top tube quadrant) along the top tube in the required direction, and make the final adjustment on the chain connection as described above.

(3) Should gears slip, check and re-adjust immediately.



BEARING ADJUSTMENT

Bearings are adjusted by loosening the locknut on the left-hand side and adjusting the cone suitably, then re-tightening the locknut. A properly adjusted wheel must have a trace of side play at the rim. This adjustment automatically sets all the bearings in the hub.

The right-hand cone is fixed at Works and should not be touched. If, however, the hub has been dismantled, then the right-hand cone will need re-setting. This should be done before the left-hand cone is fitted, and the correct adjustment is to screw the cone down finger-tight then slack back half to threequarter turn and lock in this position with special washer and locknut. Note particularly that turning it back more than this will affect the gear engagement.

LUBRICATION

Lubricate regularly through the lubricator on the shell. About a quarter to half-teaspoonful of R.I. "All Purpose" oil every fortnight is correct.

Do not use thick oil or grease.

A new hub should be lubricated before use. An occasional drop of oil on the moving parts of the trigger control is necessary to maintain easy action. Over-oiling is undesirable, as surplus oil attracts dirt.

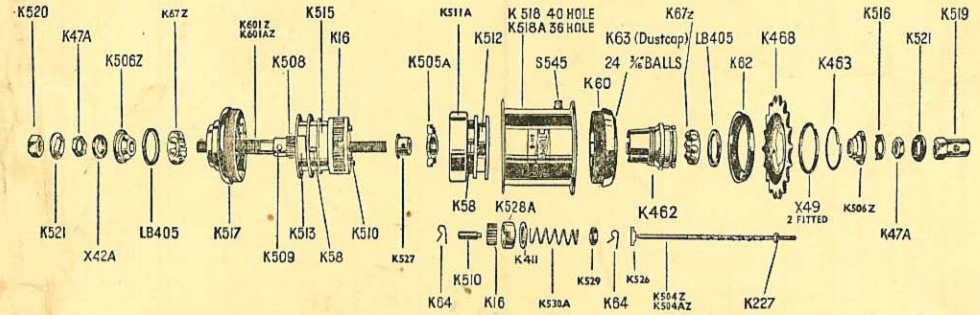
GENERAL NOTES

(1) The AW hub provides three gears. The direct drive is in normal gear, top gear provides a rise of 33⅓% and low gear a drop of 25% from normal.

(2) **Sprockets.**—A range of sprockets from 16T. to 20T. also 22T. is available for this hub.

(3) It is important that the axle should be prevented from rotating in the chainstay slots and the flats on the axle are provided for this purpose. If the fork ends are too wide for the axle, special washers can be supplied to avoid turning of the axle.

(4) If the hub has been disturbed, check the indicator chain which screws into the axle to ensure that it is in its proper position. It should be screwed up as far as it will go and then turned back sufficiently to line up with the control wire. Note that to do this it need never be turned back more than half a turn.



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