

B.S.A. CYCLES Ltd.

(Proprietors: The Birmingham Small Arms Co. Ltd.)

SERVICE SHEET No. 10.

"SERVICE."

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Adjustment of Taper Roller Wheel Bearings.

The Taper Roller Bearings in the front and rear hubs require very little attention apart from periodic greasing. It is important to keep the hub always choc-o-bloc with grease, so that no room for moisture or dirt exists, and foreign matter is thus successfully kept away.

In practice, it is often necessary to re-adjust after a few miles running, as the parts bed in to some extent.

Inferior grease will cause damage to the highly polished rolling surfaces of the bearings, and care should be taken to ensure that a grease recommended by the makers of the bearings is used.

The necessity for adjusting hub bearings should not arise more than once during a complete season's running, and whilst the need for adjustment is indicated by excessive shake in the wheel, it must always be borne in mind that just a little end-play is essential. The procedure for adjustment is as follows:—

Slacken off the nearside outer spindle nuts to enable the bearing adjusting ring-nut (positioned between fork end and hub) to be tightened up. Screw up adjusting nut in clockwise direction so that the hub bearings have a tendency to bind when the wheel is revolved. Spin the wheel round several times with the bearings like this to ensure that the rolling elements are bedding down properly, then slacken off the adjusting nut until the slightest perceptible shake can be detected between hub and spindle. With the adjusting nut in this position tighten up the outer nuts on the spindle and try the wheel for shake. Just a trace should be present and can be felt at the rim. If this is so, the bearings are correctly adjusted. Should there be no end play in the bearings when the end nuts of the spindle are finally tightened, don't leave the hub in this condition, but re-adjust until a trace of end play can be felt.

On no account should the bearing be pulled up too tight in the first place and then slackened back to obtain the correct degree of freedom, as this will damage rollers, cage and races.

Whenever the spindle end nuts are unscrewed for chain adjustment or any purpose, make sure that the bearing adjusting nut has not moved and altered the bearing adjustment. This can be readily ascertained by checking for shake in the bearings as previously described.