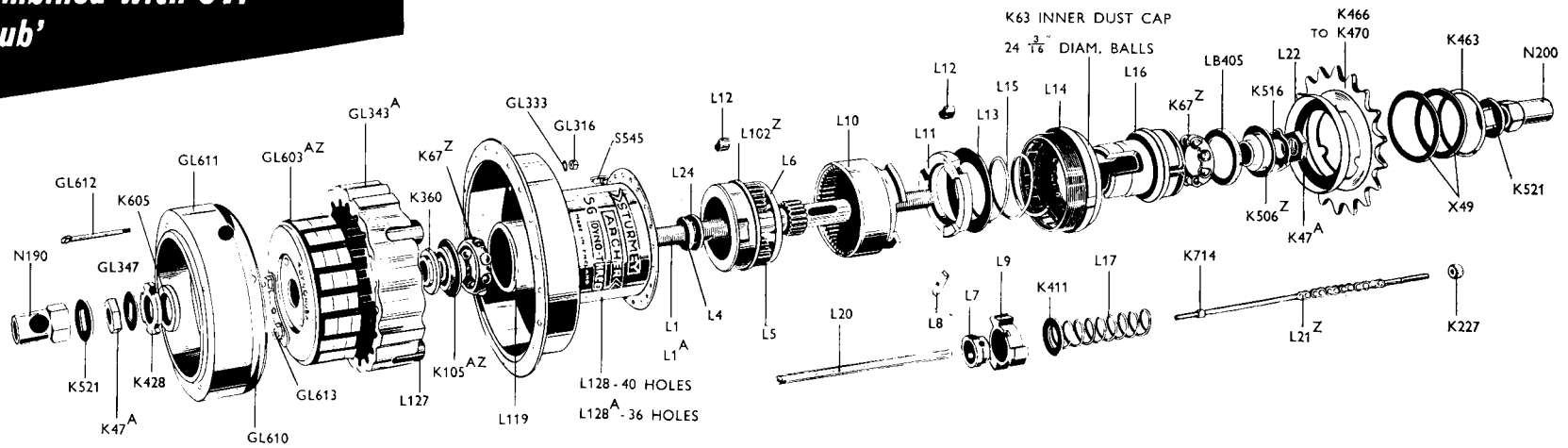


SG Wide-Ratio 3-Speed Hub combined with 6V. 'Dynohub'



CODE No.

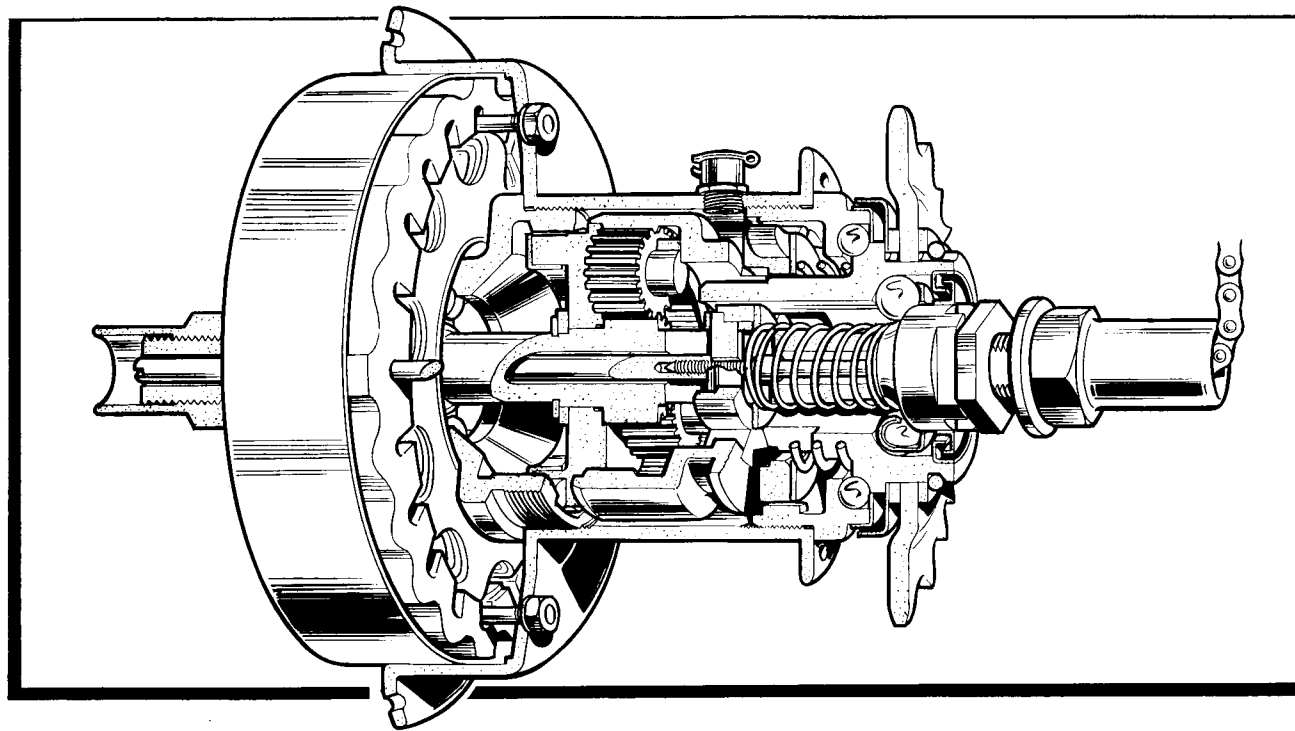
DESCRIPTION

L1	Axle, 6" long
L1A	Axle, 6 1/4" long
L102Z	Planet Cage
L24	Planet Cage Bearing Plate
L4	Planet Cage Fixing Plate
L5	Planet Pinion
L6	Pinion Retaining Ring
L7	Clutch Sleeve
L8	Axle Key
L9	Sliding Clutch
K411	Thrust Washer
L10	Gear Ring
L11	Gear Ring Pawl Ring
L12	Pawl
L13	Pawl Retaining Washer
L14	R.H. Ball Ring
329	Ball Bearings, 3/16" diam. (per set of 24)
K63	Inner Dust Cap
L15	Thrust Spring
L16	Driver
K67Z	Ball Cage with 8 1/4" diam. balls
LB405	Outer Dust Cap
L17	Clutch Spring
K506Z	R.H. Cone with Dust Cap
K516	R.H. Cone Locking Washer
L128	Shell, 40 holes
L128A	Shell, 36 holes
S545	Lubricator
L119	L.H. Ball Cup
K105AZ	L.H. Cone with Dust Cap
K360	Packing Washer
GL603AZ	Armature complete

CODE No.

DESCRIPTION

GL613	Terminal Nut
GL343A	Magnet
L127	Magnet Spacing Piece
GL610	Patent Number Disc
GL611	Magnet Cover Plate
GL612	Magnet Fixing Screw
GL316	Magnet Fixing Screw Nut
GL333	Lock Washer
L20	Indicator—suits both lengths of axle
L21Z	Coupling complete
K714	Indicator Collar
K227	Connection Locknut
K605	Spacing Washer
K428	Notched Cone Adjuster
GL347	Locking Washer
X42	Spacing Washer (1/16" thick). <i>Not illustrated</i>
K47A	Cone Locknut
K521	Axle Lock Washer
K48	Lip Washer—Alternative to K521. <i>Not illustrated</i>
N190	L.H. Axle Nut
N200	R.H. Axle Nut
X42A	Axle Spacing Washer—alternative to X42. <i>Not illustrated</i>
L22	Sprocket Dust Cap
K466	Sprocket, 16 teeth
K467	Sprocket, 17 teeth
K468	Sprocket, 18 teeth
K469	Sprocket, 19 teeth
K470	Sprocket, 20 teeth
X49	Sprocket Spacing Washer
K463	Circlip
K468A	Sprocket, 18 teeth for 3/16" wide chain
K469A	Sprocket, 19 teeth for 3/16" wide chain

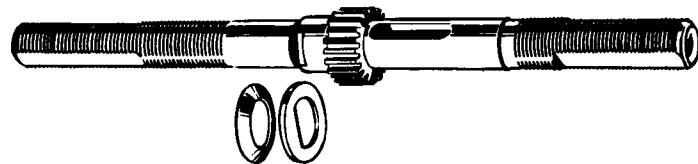


TO RE-ASSEMBLE THE SG HUB

Proceed as follows:

1. If the left-hand ball cup has been removed from the hub shell, replace it by screwing anti-clockwise (it has a *left-hand thread*), using tool DD12987. Make sure that the position marks put on it and the hub shell before dismantling are in proper register.
2. Prepare the following preliminary sub-assemblies:
 - a. Fit the ball cage into the driver, with the ring of the ball-retainer facing outwards and the recess in the dust cap also facing outwards. If a new ball-retainer is being fitted, the dust cap should be new. If the sprocket has been removed see No. 32 below.
 - b. Fit the balls (only 24) and the inner dust cap into the right-hand ball ring, making sure that the balls can revolve freely with the dust cap in place.
 - c. Smear grease in the channels of the dust cap of the driver and in the recess of the right-hand ball ring.

3. Screw a cone on to the right-hand end of the axle as far as the flats (to protect the threads) and then fix the axle, with the slotted end downwards, in a vice, and fit the planet cage, with the pins downwards. Fit the bearing plate, making sure that it engages the flat



on the small shoulder on the axle, followed by a new conical fixing plate, also pointing downwards. Place a hollow punch (DD12403) over the axle, and with one or two sharp blows from a hammer flatten the plate into the axle groove to hold the planet cage in position. Make sure that the planet cage can revolve freely.

4. Remove the axle from the vice, take the cone off the right-hand end and refix the axle, left-hand end downwards, in the vice. Fit the planet pinions and retaining ring.
5. Fit the clutch sleeve, with the flange downwards, and the axle key, with the flats upwards.
6. Fit the sliding clutch, with the recess downwards, so that it engages with the axle-key flats.
7. Fit the thrust washer.
8. Fit the gear ring and make sure that it can rotate freely.
9. Fit the pawl ring, with the projections downwards.
10. Smear the pawl ring pockets with light grease and fit the pawls and pawl-retaining washer.
11. Fit the right-hand ball ring.
12. Fit the large thrust spring over the prongs of the driver, making sure that the end of the spring comes to the centre of the prongs.
13. Fit the driver and the spring.
14. While holding the driver down (to compress the thrust spring), fit the clutch spring over the axle and screw on the right-hand cone far enough to hold the assembled mechanism in place.
15. Screw up the right-hand cone *finger-tight*. Then slacken it back no more than half a turn. The assembled mechanism should be quite free to revolve on the axle. On no account must the cone be unscrewed more than half a turn, as that would throw the gear mechanism out of adjustment.
16. Fit the cone lock washers and packing washers (if any), and cone locknut. Fasten the locknut securely.
17. Lubricate the assembled mechanism with about two teaspoonfuls of good quality thin oil.
18. Smear the planet-cage pawl pockets with light grease and fit the pawls.
19. Hold the cycle wheel in the left hand, with the open (right-hand) end of the hub shell facing downwards, and insert the assembled mechanism carefully from below, to prevent the pawls from falling out of position. Screw the right-hand ball ring finger-tight only.
20. Make sure that the position marks put on the ball ring and the hub flange before dismantling will register properly, and then screw up tightly.
21. Drop a ball cage into the left-hand ball cup (ring of cage outwards), then screw up the left-hand cone.
22. If the magnet and armature have been separated, take the magnet and keeper ring in the left hand and, with the right hand, lay the armature alongside it.
23. While holding the magnet with the chamfer facing outwards, push the armature and the keeper through, so that the magnet slides from the keeper on to the armature.
24. Fit the card disc (carrying patent numbers) inside the cover plate, with its notches opposite the magnet notches.
25. Fit the cover plate over the magnet, making sure that the four holes in the cover plate are in line with the notches in the card and the magnet.
26. Fit the four spacing pieces into the hub shell.
27. Fit the shim washer on the cone.
28. Push the complete dynamo unit into the hub shell, making sure that the holes in the cover plate are in line with those in the hub shell.
29. Fit the magnet fixing screws, washers, and nuts.
30. Fit the spacing washers, adjusting washers and dynamo cone locknut in the arrangement noted when dismantling.
31. Adjust the hub bearing as described in 'The Fitting and Adjustment of Sturmey-Archer Hubs.' (A correctly adjusted wheel must have a slight trace of play at the rim. The pull of the magnet disguises the wheel adjustment, and if this point is not watched the ball races may be damaged through over-tightening.)
32. If the sprocket has been removed from the driver, smear light grease in the inside of the dust cap and fit over the driver, making sure it is properly centred on the flange of the driver. Replace the sprocket and washers in the arrangement noted when dismantling, and add the circlip.
33. Insert the indicator rod in the left-hand end of the axle, and the coupling and toggle-chain in the right-hand end of the axle, and screw them tightly together, but do not over-tighten.
34. Replace the wheel in the cycle frame and adjust the gear as described in 'The Fitting and Adjustment of Sturmey-Archer Hubs.'

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