

June 1957

Dandy 70

REMOVAL OF WHEELS, ADJUSTING, DISMANTLING, AND RE-ASSEMBLING HUBS AND BRAKES

FRONT WHEEL REMOVAL AND REPLACEMENT

Screw in the brake cable adjuster and disconnect the cable from the operating lever. Alternatively, the lever itself may be taken off by unscrewing the nut "A," Fig. Z13, from the cam spindle. If a speedometer is fitted, detach the cable by unscrewing the union nut from the drive gearbox. Do not lose the fibre washer from inside the nut.

Take off the wheel spindle nut "B" and pull out the spindle "C." Support the weight of the wheel and withdraw it from the forks, first moving it over towards the right to disengage the brake anchor pin from the suspension arm. Be careful not to damage the speedometer gearbox (if fitted). This is not fixed to the hub, and it can be lifted away as soon as the wheel is clear of the forks.

Replace the wheel by reversing the order of the above instructions. When re-fitting the speedometer gearbox, the driving arm must be located in the hole provided for it in the hub flange.

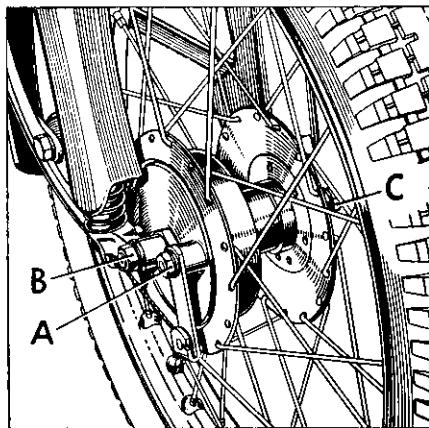


Fig. Z13. Front Wheel Removal

It is important that the brake anchor pin should be correctly engaged with the suspension arm.

REAR WHEEL REMOVAL AND REPLACEMENT

Slacken the lower bolt "A," Fig. Z14, which secures the brake anchor strap to the fork end, and disengage the strap from the peg in the brake plate. Remove the brake operating rod adjusting nut. Unscrew one of the wheel spindle nuts "B," and pull out the spindle "C." Take out the spacing collar on the right-hand side, move the wheel forward as far as possible and lift the chain off the sprocket. This can be done without disconnecting the spring link. Lean the machine to one side, or raise the rear end, and withdraw the wheel.

Replacement is carried out in the reverse order to that for removal. Between each wheel spindle nut "B" and the fork ends there is a large washer. These washers should be positioned behind the chain adjusting screws "E" as the wheel spindle is passed through, otherwise the chain adjusters would have to be screwed right out to clear the washers.

CHAIN ADJUSTMENT

Turn the rear wheel slowly while checking the up and down movement of the chain until the tightest point is found. The total movement at this point should be $\frac{3}{4}$ in. To adjust, loosen the wheel spindle nuts slightly and move the wheel backwards or forwards as necessary by means of the chain adjusting screws "E." When the correct setting has been achieved tighten the wheel spindle nuts and the locknuts on the chain adjusters.

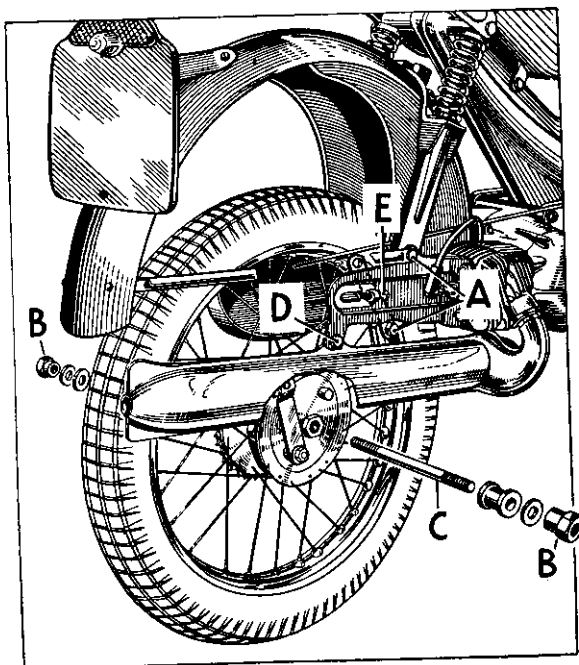


Fig. Z14. Rear Wheel Removal.

BRAKE ADJUSTMENT

The front brake is adjusted by means of the cable adjuster mounted on the right-hand suspension arm. Release the locknut "A," Fig. Z15, and turn the adjuster "B." Finally, tighten the locknut.

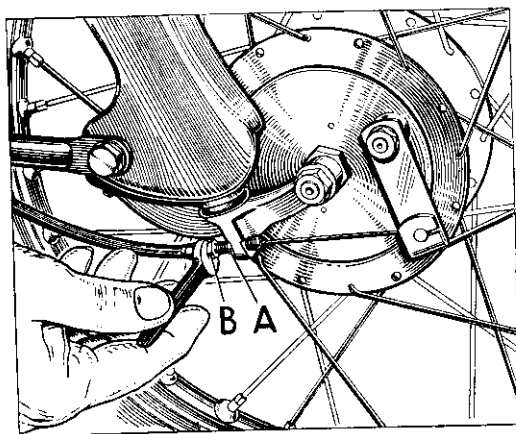


Fig. Z15. Front Brake Adjustment.

Rear brake adjustment is effected by turning the knurled nut at the end of the operating rod.

A further adjustment can be made to both brakes by moving the operating lever to a different position on the cam spindle. The spindle has a squared end, while the hole in the lever is serrated. The best position is that which results in the lever and the cable (or rod) forming a right-angle when the brake is on.

After adjusting the brakes, raise each wheel in turn clear of the ground and check that it spins freely. Binding brakes waste power and, by causing overheating, may distort the brake drums. Also, melted grease from the bearings may impregnate the brake linings.

WHEEL BEARING ADJUSTMENT

When the bearings are correctly adjusted, there should be about 1/64in. side play noticeable at the wheel rim. The method of adjustment is the same for both wheels.

Slacken the locknut "A", Fig. Z16, on the nearside end of the distance tube and turn the cone by means of the knurled ring "B." Fully tighten the locknut and check the side play. Too tight adjustment will cause serious damage to the bearings.

DISMANTLING THE HUBS AND BRAKES

Front and rear hubs are of similar construction; the cups, cones, ball bearings, brake shoes, springs and brake cams being identical.

Remove the locknut "A," Fig. Z16, and unscrew the adjusting cone "B." The brake assembly with the distance tube, fixed cone and locknut attached, can be withdrawn from the right-hand side of the hub. Take care not to lose the $\frac{1}{4}$ in. ball bearings, of which there should be twelve in each side. The bearing cups are pressed into the hub and can be driven out with a suitable drift. When fitting new cups, ensure that they are pressed squarely into position.

Normal maintenance consists of cleaning out bearings and re-packing with grease at intervals of not more than 10,000 miles. If the machine is used in all weathers, or in very dusty conditions, it is wise to carry out this work more frequently.

The distance tube is detached from the brake plate by unscrewing the locknut; the fixed cone can also be unscrewed if desired. Each brake shoe is retained by a split pin and washer. When these have been removed, the shoes can be prised away from the plate until the spring tension is relieved and the ends of the shoes disengaged from the cam and fulcrum pin.

RE-ASSEMBLING

Replace the shoes in the same manner, hooking on the springs, place the ends of the shoes in position and press outwards and downwards on to the plate. Refit the retaining washers with new split pins. Brake linings should be renewed before the rivets begin to touch the drums. If the rivets are allowed to score the drums, the efficiency of the brakes can only be restored by fitting new hub shells or by having the surfaces skimmed in a lathe.

Re-assemble the bearings, using the recommended type of grease.

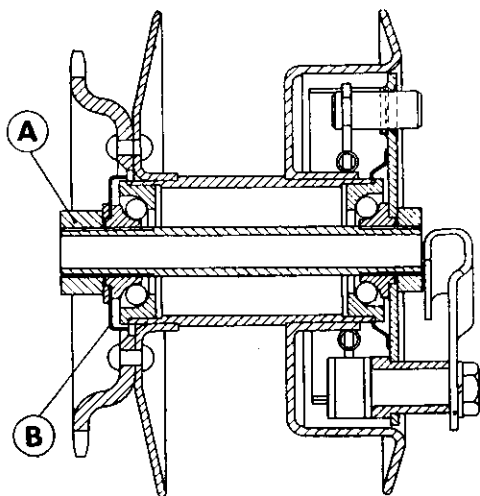


Fig. Z16. Rear Hub Arrangement.