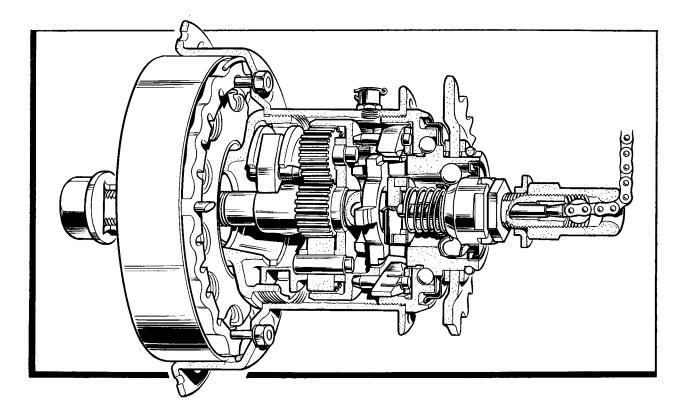


CODE No.

CODE No.	DESCRIPTION
K601AZ	Axle complete with Sun Pinion (64" long)
K601Z	Axle complete with Sun Pinion (5 ³ / ₄ long)
K508	Sun Pinion only
K509	Dowel
K603	Planet Cage
K527	Clutch Sleeve
K505A	Sliding Clutch
K526	Axle Key
K528A	Thrust Ring
K16	Planet Pinion
K510	Pinion Pin
K511A	Gear Ring
K512	Gear Ring Pawl
K64	Pawl Spring
K58	Pawl Pin
K60	R.H. Ball Ring
329	³ / ₁₆ " diam. Ball Bearings (per set of 24)
K63	Inner Dust Cap
K411	Thrust Washer
K530A	Clutch Spring
K529	Clutch Spring Cap
K462	Driver
K67Z	Ball Cage with 8 ¼" diam. balls
LB405	Outer Dust Cap
K506Z	R.H. Cone with Dust Cap
K516	R.H. Cone Locking Washer
K513	Low Gear Pawl
GL618	Shell, 40 holes
GL618A	Shell, 36 holes
S545	Lubricator L. H. Roll Cup
K604A K105AZ	L.H. Ball Cup L.H. Cone with dust Cap
K105AZ K605	Spacing Washer
1 2003	Spacing washer
L	

K504Z	Indicator complete for short axle
K504AZ	Indicator complete for long axle
K227	Connection Locknut
GL603AZ	Armature complete
GL613	Terminal Nut
GL343A	Magnet
GL609	Magnet Spacing Ring
GL610	Patent Number Disc
GL611	Magnet Cover Plate
GL612	Magnet Fixing Screw
GL316	Nut for Magnet Fixing Screw
GL333	Lock Washer
K360	Spacing Washer
K428	Notched Cone Adjuster
GL347	Locking Washer
X42	Spacing Washer ($\frac{1}{16}$ "thick)
K47A	Cone Locknut
K521	Axle Locking Washer
K519	R.H. Axle Nut
K520	L.H. Axle Nut
K62	Sprocket Dust Cap
K466	Sprocket, 16 teeth
K467	Sprocket, 17 teeth
K468	Sprocket, 18 teeth
K468A	Sprocket, 18 teeth for $\frac{3}{16}$ wide chain
K469	Sprocket, 19 teeth
K469A	Sprocket, 19 teeth for $\frac{3}{16}''$ wide chain
K470	Sprocket, 20 teeth
K472	Sprocket, 22 teeth
X49	Sprocket Spacing Washer
K463	Circlip
X42A	Axle Spacing Washer $(\frac{1}{8}" \text{ thick})$ Alternatives— Lip Washer Not illustrated
K48	Lip Washer \(\int \ Not illustrated \)

DESCRIPTION



TO RE-ASSEMBLE THE AG 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*).
- 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 also should be new. If the sprocket has been removed, see No. 23 below.
 - b. Fit the balls (only 24) and the inner dust cap to the right-hand ball ring, making sure that the balls can revolve freely with the dust cap in place.
 - c. Fit the pawls, pins and springs into the gear ring as described in the general instructions to 'The Re-assembling of Sturmey-

- Archer Hubs.' (The planet-cage pawls, pins and springs are not fitted at this stage.)
- d. Smear grease in the channels of the dust cap of the driver and in the recess of the right-hand ball ring. Do not use grease anywhere else.
- 3. Hold the left-hand end of the axle in a vice, so that the slot for the axle key is above the sun pinion, and fit the planet cage.
- 4. Add the planet pinions and pins. (The small ends of the pins protrude.)
- 5. Fit the sleeve (flange first), the sliding clutch with the recess over the flange of the sleeve and the axle key (with the flat of the key facing upwards), and screw in the indicator rod to hold them in that position.
- 6. Fit the thrust ring and washer, making sure that the flatted ends of the key engage properly in the slots of the thrust ring.
- 7. Fit the previously prepared gear ring sub-assembly.

- 8. Fit the previously prepared right-hand ball-ring sub-assembly.
- 9. Fit the previously prepared driver sub-assembly.
- 10. Drop the clutch spring over the axle.
- 11. Fit the cap and screw up the right-hand cone *finger-tight*. Then slacken it back half a turn and lock it in that position with the special washer and locknut. On no account must the cone be unscrewed more than half a turn, as that would throw the gear mechanism out of adjustment.
- 12. Invert the assembly in the vice and pour about two teaspoonfuls of good quality thin oil into the planet cage, then fit the planet cage pawls as described in the general instructions to 'The Re-assembling of Sturmey-Archer Hubs'.
- 13. Screw up the left-hand cone.
- 14. 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.
- 15. 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.
- 16. Fit the card disc (carrying patent numbers) inside the cover plate,

- with its notches opposite the magnet notches.
- 17. Fit the cover plate over the magnet, chamfer inwards, making sure that the four holes in the cover plate are in line with the notches in the card and the magnet.
- 18. Fit the metal spacing ring into the hub shell.
- 19. Fit the shim washer.
- 20. 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.
- 21. Fit the magnet fixing screws, washers and nuts.
- 22. Fit the spacing washers, adjusting washers and dynamo cone locknut in arrangement noted when dismantling. Check wheel adjustment.
- 23. If the sprocket has been removed from the driver, fit the outer dust cap over the driver before replacing the sprocket, and see that the dust cap is properly centred on the flange of the driver. Replace the sprocket and spacing washers in the arrangement noted when dismantling, and add the circlip.
- 24. Replace the wheel in the cycle frame and adjust the gear as described in 'The Fitting and Adjustment of Sturmey-Archer Hubs'.

