

B. Adjustment, Trouble Shooting and Maintenance

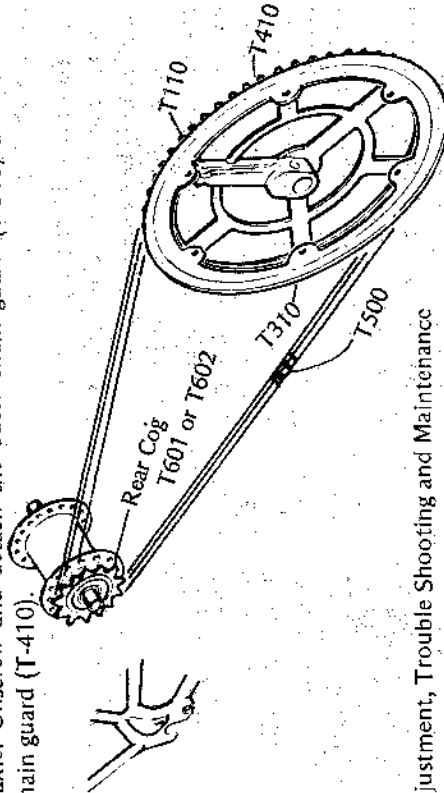
For adjustment, care and lubrication of the bearing head set (S-200), heed the same points mentioned concerning the bottom bracket bearing set in Sec. 6.3.1 B. of this manual.

If bearings are in good working condition and the brace (see Sec. 6.3.10) is properly adjusted, there should be no movement in the steering column base when the handlebar brace is fastened. If play or gaps exist, check to make sure that the base pin (S-330) is in its proper place, spring pin C-clips (S-322) are securely fastened, and lock nut (S-340) is tightened. If the problem continues, check and replace bent or worn parts, such as the base pin, steering coupler, steering column or front frame.

6.3.10 Sprockets and Chain (Chainwheel, Rear Cog, Chain Guards, and Chain)

A. Disassembly

Use chain breaker to remove the chain. To remove the chainwheel, first disassemble the right crank assembly (see Sec. 6.3.3). Slip the chainwheel off of the axle. Unscrew and detach the outer chain guard (T-310) and then the inner chain guard (T-410).



B. Adjustment, Trouble Shooting and Maintenance

By adjusting the position of the rear wheel axle, the chain should be adjusted to a point where it is not so loose that it sags or derails easily, but not so tight that it pulls excessively on sprockets (about 1/4 inch slack at midpoint).

Check the chainwheel and rear cog to be sure that they are not bent. If one of the sprockets is bent, replace it or, if the deformation is not too severe, take it to a bicycle dealer to be straightened. If the chainwheel and cog are not in line, make the necessary hub (see Sec. 6.3.13) or right crank (see Sec. 6.3.3) adjustments. If problem persists, there is a possibility that the rear frame is out of alignment and your bicycle should be taken to a dealer for needed servicing.

Always be certain that chain guards are securely fastened to the chainwheel. If either the inner or outer chain guard becomes unevenly spaced with the chainwheel, bent, cracked, or otherwise damaged, replacement of the damaged or worn item is mandatory.

Caution: Chain guards are constructed of plastic and care should be taken so that they are not damaged.

With the chain on, hold the rear wheel and put pressure on the pedals. Note the position of the chain on the teeth. If the teeth are worn excessively, or if the chain is worn and stretched, you will note that the chain rides high on the teeth, rather than lying in the bottom of the tooth spaces. The rear cog can be checked at the same time. If it is determined that the chain or sprockets are worn, or if any teeth or the body of the cog or chainwheel is bent, it is necessary to replace damaged or worn parts. If the above condition is due to excessive wear, the chain and sprockets should be replaced together.

The chain should be cleaned and lubricated at least once every 2 months and more often if adverse weather or riding conditions are often encountered. Oil should be placed between inner and outer plates of the chain. An efficient method of lubricating the chain is to remove it, clean it thoroughly, and lubricate it with SAE 20 oil.

6.3.11 Hubs

Inner hub parts are a precise combination of delicate components. If there is any doubt concerning your hubs, take your bike to a professional dealer for servicing. For a 3-speed version, the rear 3-speed gear hub, however, may require some adjustments which can be performed by closely following the steps listed below.

GEAR ADJUSTMENT - REAR AXLE ONLY

1. Check that the fulcrum clip is secured tightly to the frame tube, and that the indicator rod is screwed correctly into the axle.
2. Screw the cable adjuster (1) onto the indicator coupling.
3. Select 1st gear position on the gear control and turn the cable adjuster until the end of the indicator rod is exactly level with the end of the axle. This can be seen through the round window in the right-hand axle nut (3).
4. Tighten the locknut (2) against the adjuster. If correct adjustment cannot be achieved, the fulcrum clip must be moved in the appropriate direction along the frame tube. Re-tighten the clip and adjust as described above.