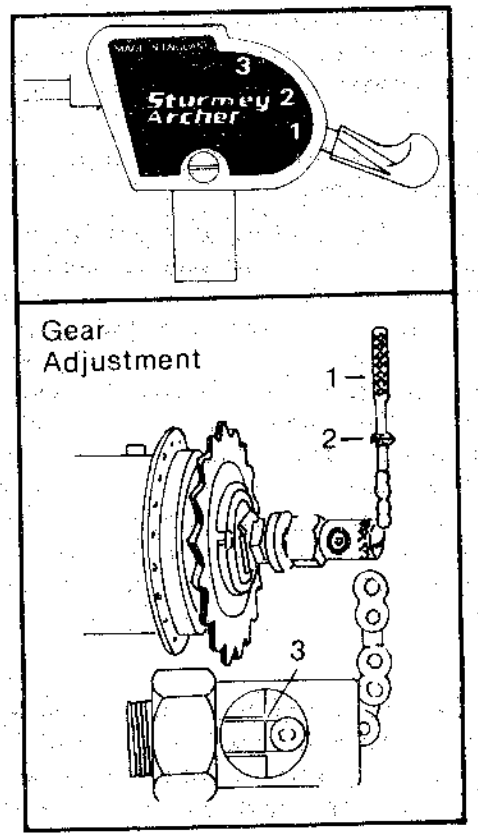


The hub should be lubricated with two or three drops of SAE 20 oil once a month.

If the cable becomes frayed or broken, it should be replaced by a professional bicycle dealer.

Always be certain that all parts are properly tightened, and that worn, cracked or broken parts are replaced at once.

6.3.12 Wheels (Including Spokes and Rims)

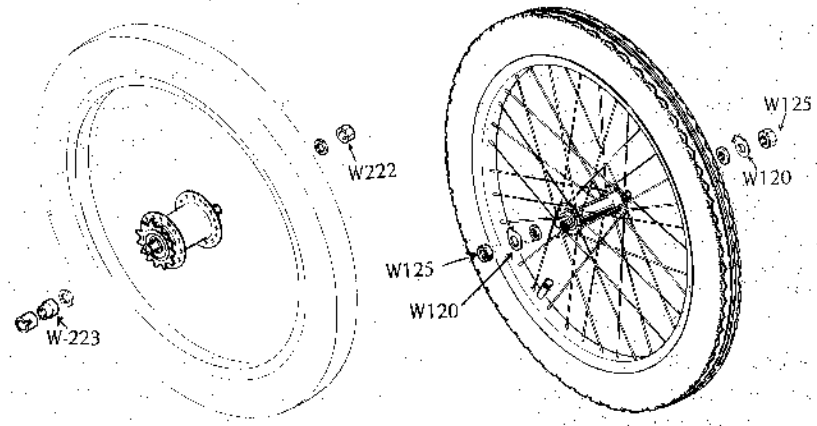
A. Disassembly

To remove the front wheel, turn the bicycle upside down, remove the outer nuts (W-125) and safety washers (W-120) on both sides of the axle, carefully spread the fork blades out, and remove the wheel.

To remove the rear wheel, put the gear shift lever (T-810) in middle (#2) position. Check the cable adjustment as shown in Sec. 6.3.13. Tighten the cable locknut. Then, without disturbing the locknut position, completely unscrew the adjusting sleeve.

Loosen the rear wheel nuts (W-222 and W-223). Note the position of the flats on the rear axle in the slots. The rear wheel can now be slid downward and outward from the frame.

Note: It may be necessary to remove one caliper brake shoe (see Sec. 6.3.2) before the tire will move out between the brake shoes.



B. Adjustment, Trouble Shooting and Maintenance

When replacing the wheels, they should be carefully centered between the forks and brakes. Be certain that wheel nuts are replaced while all spokes should be adequately tightened. When the gear shift operating cable connector is reassembled, recheck its setting as described in Sec. 6.3.13.

Wheels should be regularly checked for "wobbling" from side to side, and "hop" being out of round or of unequal diameters. This misalignment can be detected best by turning the bicycle upside down, rotating the wheel while using our finger or a pencil placed next to the rim as a guide. Severe misalignment will cause the tire to intermittently rub against the fork, or the rim against the brake shoe.

Warning: Wheel misalignment will lead to grabbing or failure of braking power, and should be corrected at once.

To correct this problem, first check the rim to make sure it is not dented or twisted. If it is, take the wheel to a dealer for specialized repair or replacement.

Uneven spoke tension, or missing, bent or broken spokes, will also cause the