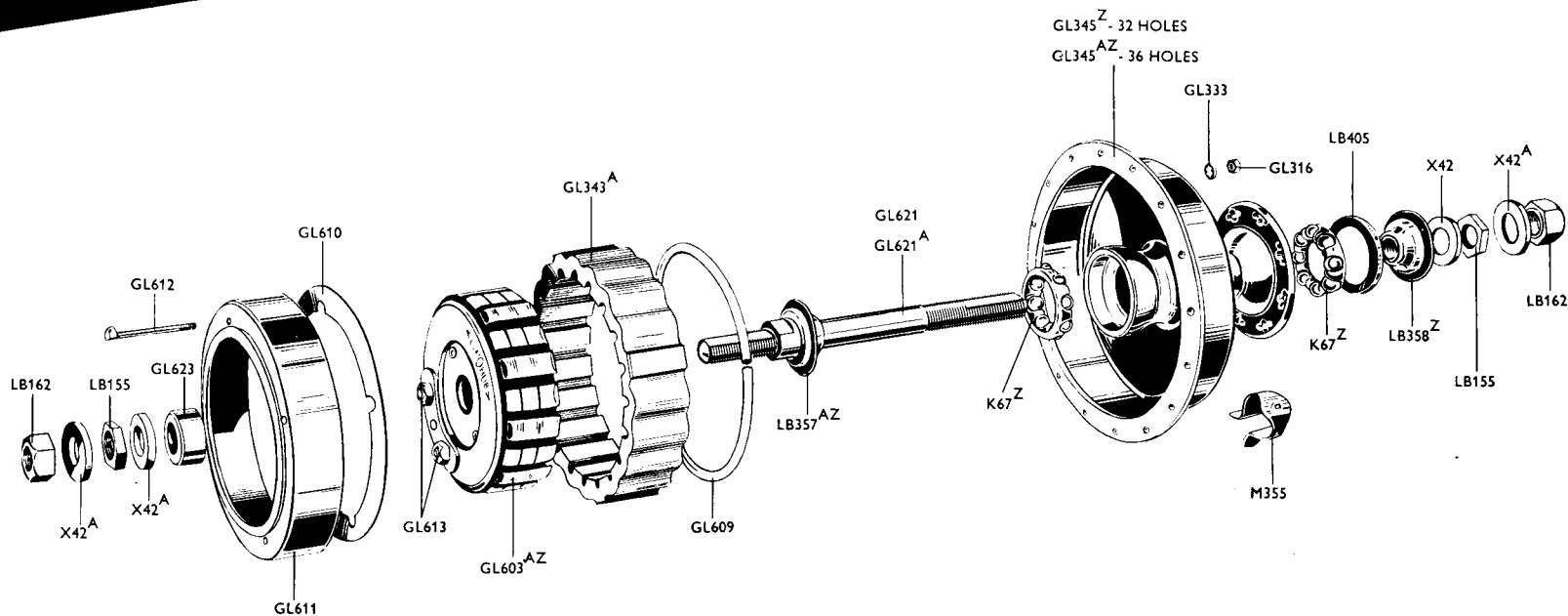


GH6 6V. 'Dynohub' Hub LIGHTING UNIT



CODE

GL345Z
GL345AZ
M355
LB405
K67Z
GL621
GL621A
LB358Z
LB357AZ
GL603AZ
GL613
GL343A

DESCRIPTION

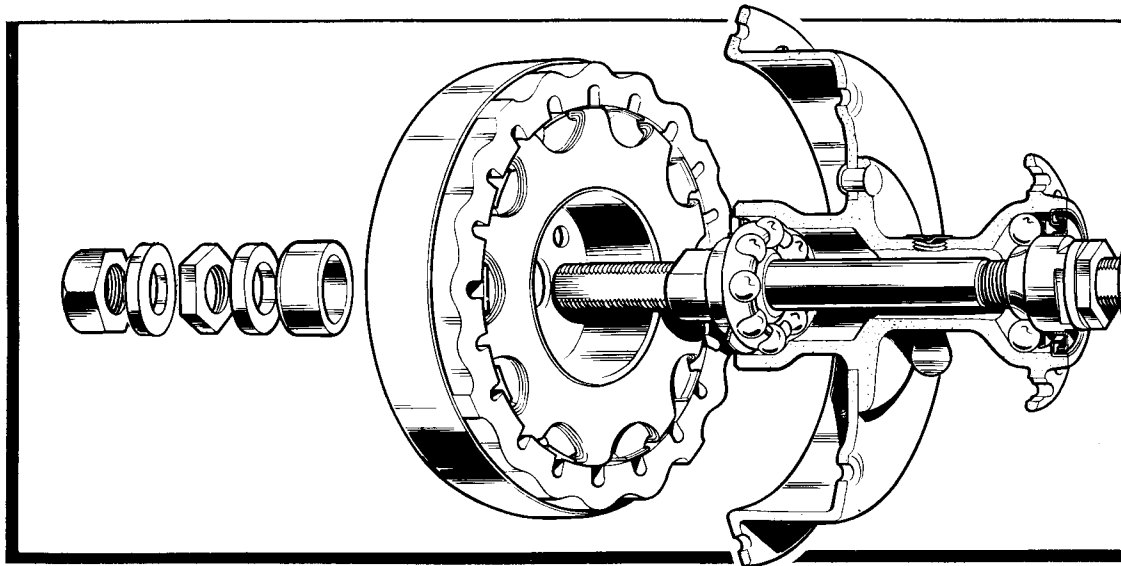
Shell, 32 holes
Shell, 36 holes
Lubricator
Dust Cap
Ball Cage with 8 $\frac{1}{4}$ " diam. balls
Spindle, 5" long
Spindle, 4 $\frac{3}{4}$ " long
R.H. Cone with Dust Cap
L.H. Cone with Dust Cap
Armature complete
Terminal Nut
Magnet

CODE

GL609
GL610
GL611
GL612
GL316
GL333
GL623
X42A
X42
LB155
LB155A
LB162

DESCRIPTION

Magnet Spacing Ring
Patent Number Disc
Magnet Cover Plate
Magnet Fixing Screw
Nut for Magnet Fixing Screw
Lock Washer
Lock Washer
Spacing Cup
Axle Spacing Washer ($\frac{1}{8}$ " thick)
Axle Spacing Washer ($\frac{1}{16}$ " thick)
Cone Locknut
Cone Locknut with spigot. *Not illustrated*
Axle Nut



TO RE-ASSEMBLE THE GH6 HUB

Proceed as follows (see notes at end if hub was supplied before April 1952):

1. Fit the ball cage with the ball-retainer ring facing outwards, into the cup on the left-hand (the smaller) end of the hub shell. If a new ball-retainer is being fitted, the dust cap also should be new.
2. Fit the dust cap, with the channel facing outwards, and press it home (or tap lightly with a hammer).
3. If the dynamo-side cone has been removed from the spindle, replace it (LB357AZ) on the spindle and screw it up tight against the shoulder on the spindle.
4. Fit the ball cage, with the ball retainer ring facing outwards, into the cup on the dynamo-side of the hub shell.
5. Insert the spindle into the hub shell from the dynamo-side.
6. Fit the left-hand cone and adjust the hub bearings as described in 'The Fitting and Adjustment of Sturmeier-Archer Hubs.' (A correctly adjusted wheel must have a slight trace of play at the rim.)
7. Fit the cone locknut and screw it up tight against the left-hand cone.
8. 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.
9. 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.

10. Fit the card disc (carrying patent numbers) inside the cover plate, with its notches opposite the magnet notches.
11. 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.
12. Fit the metal spacing ring into the hub shell.
13. Fit the shim washer over the cone.
14. 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.
15. Fit the magnet fixing screws, washers and nuts.
16. Fit the spacing cup, washer (if any) and dynamo cone locknut in the arrangement noted when dismantling.

GH6 LIGHTING SETS ISSUED BEFORE APRIL 1952

Hubs supplied before April 1952 had the adjusting cone on the dynamo-side of the hub. These are assembled as follows:

1. Fit the left-hand cone (LB358Z) on the spindle and screw it up tight against the shoulder on the spindle.
2. Fit the cone locknut and screw it up tight against the cone.
3. Fit the ball cage, with the ball-retainer ring into the cup on the

left-hand (the smaller) end of the hub shell. If a ball-retainer is being fitted, the dust cap also should be new.

4. Fit the dust cap, with the channel facing outwards, and press it home (or tap lightly with a hammer).
5. Fit the spindle into the hub shell, from the left-hand side.
6. Fit the ball cage, with the ball-retainer facing outwards, into the cup on the dynamo-side of the hub shell.
7. Fit the dynamo-side core. Assemble armature, magnet and cover plate as described in paragraphs 8 to 11 above.
12. Fit the metal spacing ring into the hub shell.
13. Fit the shim washer over the cone.
14. 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.

15. Fit the magnet fixing screws, washers and nuts.
16. Fit the spacing washers, the notched adjusting washer and dynamo cone locknut in the arrangement noted when dismantling.
17. 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.)
18. Replace the wheel in the cycle frame as described in 'The Fitting and Adjustment of Sturmey-Archer Hubs.'

