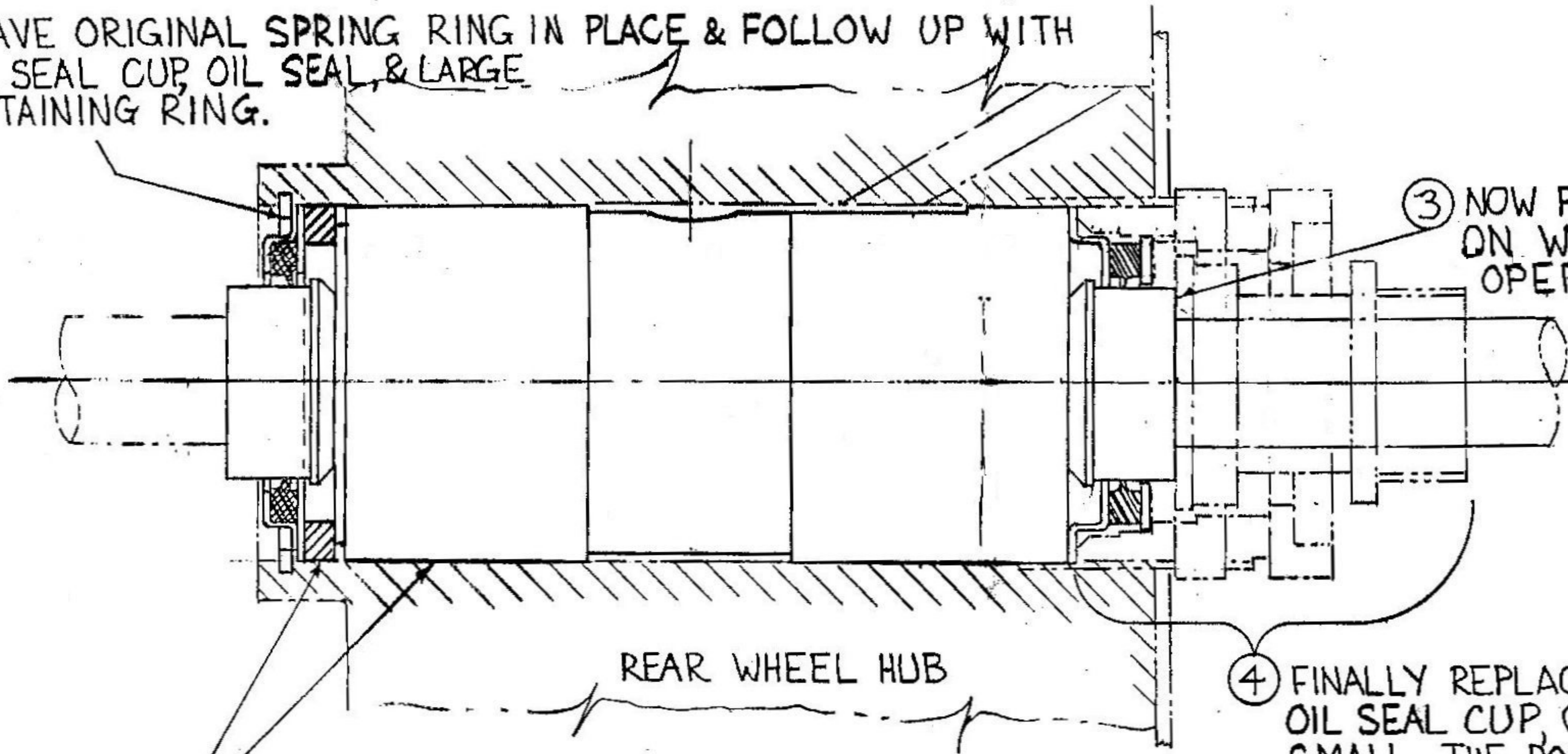


HAVING REMOVED ORIGINAL BEARINGS & ASSOCIATED PARTS, CLEAN HUB BORE AND CHECK GREASE WILL PASS THROUGH NIPPLE & GREASE PASSAGE BEFORE BEGINNING ASSEMBLY OF NEW ITEMS. WARMING THE ALLOY HUB IS ADVISABLE BEFORE DRIVING OUT THE OUTER RACES.

① LEAVE ORIGINAL SPRING RING IN PLACE & FOLLOW UP WITH OIL SEAL CUP, OIL SEAL, & LARGE RETAINING RING.



③ NOW FIT THE OTHER NEW SPACER ON WHICH THE GREASE SEAL OPERATES.

N.B. IT IS IMPORTANT TO FIT THE SPACERS SUPPLIED FOR DIMENSIONAL REASONS

② NEXT FIT THE NEW SPACING COLLAR & ONE NEW GREASE SPACER FOLLOWED BY THE NEW (CORRECT WAY AROUND) BEARING ASSEMBLY, ALL FROM THE SPEEDO DRIVE SIDE. N.B. THE FLAT & GREASE HOLE IN THE NEW SLEEVE MUST ALIGN WITH THE GREASE HOLE IN THE HUB. AGAIN WARMING THE HUB IS ADVISABLE BEFORE FITTING THE BEARING ASSEMBLY.

④ FINALLY REPLACE THE ORIGINAL ITEMS, THE OIL SEAL CUP, OIL SEAL, RETAINING RING - SMALL, THE POLISHED HUB DISC, SPEEDOMETER SPACER, THEN THE ADJUSTING RING WITH LOCK NUT. THE ADJUSTING RING MUST BE TIGHTENED TO HOLD THE WHOLE ASSEMBLY

* NOTE THE ORDER OF FINAL ASSEMBLY. AS A.M.C. PARTS BOOKS & SOME MAINTENANCE BOOKS SHOW IT WRONG CAUSING MANY PROBLEMS.

IF OTHER PARTS OF THIS ASSEMBLY ARE IN POOR CONDITION OR MISSING, ANDREW ENGINEERING CAN SUPPLY

A.M.C. F.W. HUB REAR WHEEL REPLACEMENT BEARINGS
1955-62

ANDREW ENGINEERING (LEIGH) LTD
DATE, 25 MAY, 00 DRN, SLR
SCALE. AE 1512

Additional parts supplied with front hub bearing. The washer appears to be 4 m.m. thickness.



FITTING INSTRUCTIONS FOR AND002

Remove the defunct spindle assembly by unscrewing the locknut and adjusting ring, and warming the aluminium hub, BUT NOT the steel hub, and knocking out the spindle by striking it from the brake drum side. If wanted to be re-used, clean and save the oil seals, cups, adjusting ring and locknut for re-use with new spindle. Leave existing circlip in place. Discard the two oil seal retaining washers which are to be replaced with those supplied in pack.

No modifications are required to the full width aluminium hub, but some half width steel hubs have an obstruction in the bore that needs clearing before proceeding.

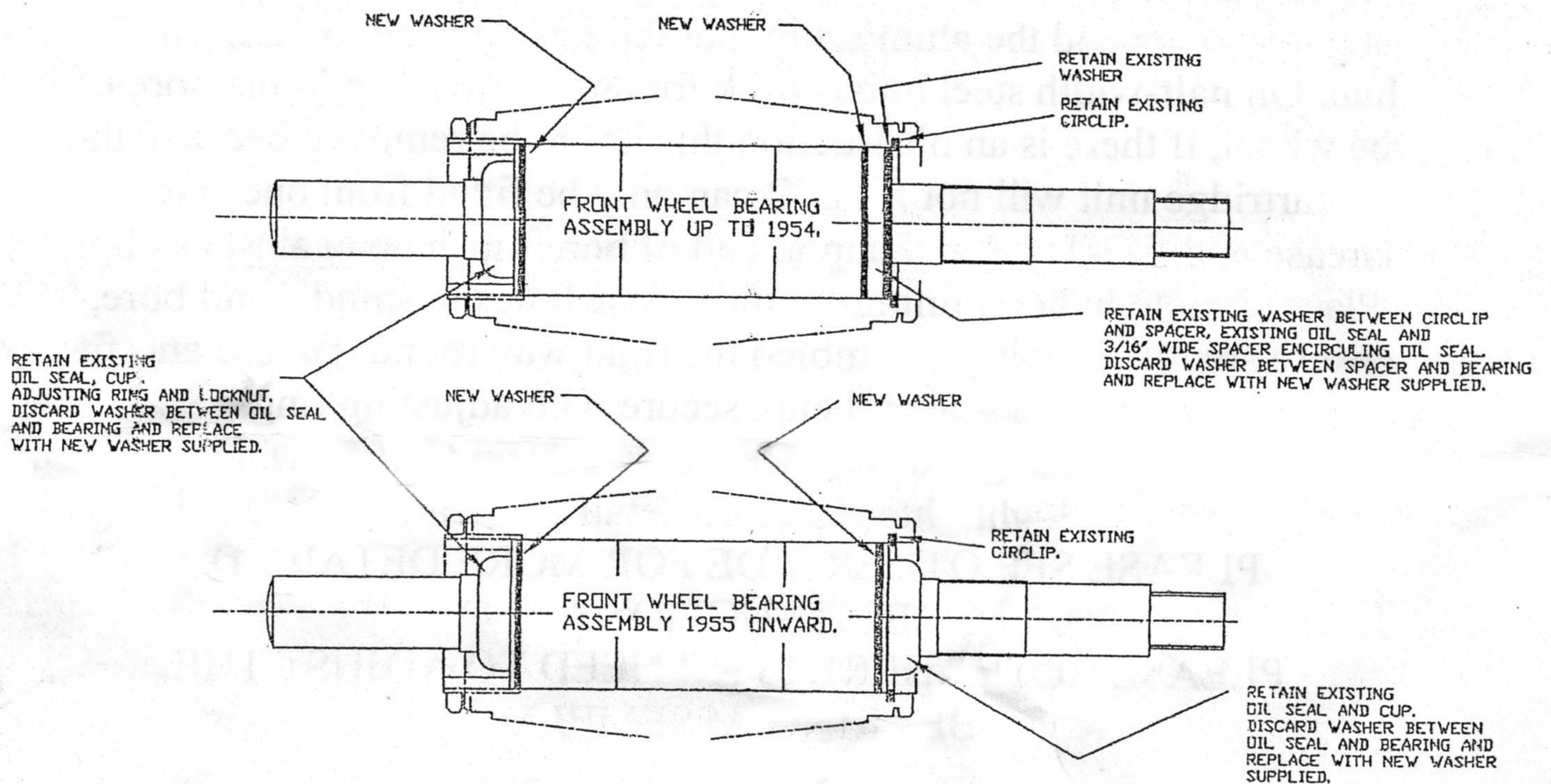
To fit the new spindle cartridge into the aluminium type hub it will need to be warmed as the interference fit is greater than the steel hubs. Drop in a greased seal assembly of cup, seal and new ring followed by the cartridge assembly, making sure the threaded end is at the brake side, and the grease holes in cartridge and hub are aligned. Next place in the other new washer followed by greased seal inside its cup and screw in adjusting ring until it is firm, same with the locknut, not forgetting the cover disc on full width hubs.

NB The original adjusting ring simply retains the new assembly. If any of the retained parts are worn or damaged, i.e. cups, seals, adjusting and lock rings, new parts are available.

ANDREW ENGINEERING (LEIGH) LTD.

14, LODGE ROAD, ATHERTON, MANCHESTER. M46 9BL. UK.

THE MATERIAL DEPICTED ON THIS DRAWING IS THE DESIGN RIGHT OF ANDREW ENGINEERING (LEIGH) LTD



MACHINE AJS & MATCHLESS UP TO 1954 AND 1955 ONWARD

TITLE

FITTING INSTRUCTIONS FOR FRONT WHEEL SPINDLE REPLACEMENT CARTRIDGE.

ISSUE NO. 1

ANDREW ENGINEERING REF.

AND 002

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FITTING INSTRUCTIONS AND INFORMATION
REGARDING FRONT WHEEL SPINDLE ASSEMBLY
OUR REF. ANDOO2

Our front wheel spindle is best described as a 'cartridge unit', it utilises the original oil seals, spacers, locking nuts, adjusting rings, and cups. N.B. PLEASE discard part no. 018096 (Ring, retaining, front hub bearing oil seal), and use the rings supplied instead, these are larger in the bore to give greater clearance. It contains 4-off ball races to give it its load carrying capacity. These are normally supplied with seals and are packed with grease ready for use. NB if any problems occur with our assembly these instructions are to be returned, along with invoice reference for verification

FITTING INSTRUCTIONS

It may be worthwhile to have to hand a tube that is slightly smaller is diameter than the cartridge unit to help tap the unit into final position.

DO NOT USE FORCE ON THE END OF SPINDLE.

To fit into an aluminium hub, it may be necessary to heat-up the hub slightly to expand the aluminium, but there is no need to machine the hub. On half-width steel hubs check for any obstruction in the bore of the wheel, if there is an obstruction this has to be removed because the cartridge unit will not fit, as it can only be fitted from one side.

Grease and fit oil seal and cup in end of bore, flush up against circlip.

Place spindle in bore, lining-up the grease holes in spindle and bore, ensure spindle is being assembled the right way round. Grease and fit opposite oil seal and cup, secure with adjusting ring.

There are some slight differences in wheels up to 1954 which are highlighted in more detail overleaf.

PLEASE SEE OTHER SIDE FOR MORE DETAILED INSTRUCTIONS.

PLEASE NOTE THERE IS NO NEED TO ADJUST THE BEARING ASSEMBLY.

If you have any further questions or problems do not hesitate to contact us.