

WHEEL ALIGNMENT

Steering will be affected if the wheels are out of alignment (out of track) even by only a very small amount.

Since the front wheel cannot be adjusted in this respect, it is the rear wheel which must be aligned to the front wheel. It is necessary to adjust the rear brake whenever re-alignment has been carried out.

To check alignment of the wheels, a straight-edge of timber or steel approximately 7 feet (2.2 m) long is required, and stepped at "D" to suit the difference in size between the front and rear tyres.

The straight edge should be laid on blocks four to six inches high (10-15 cm.) and applied to each side of the machine alternately.

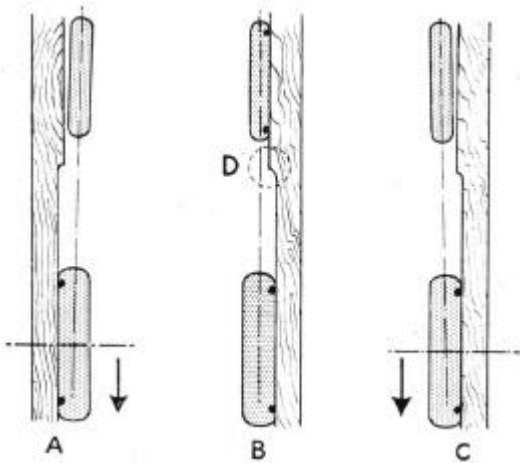


FIG. F12. Checking alignment.

If the tyres are the same size and the wheels in alignment, the straight-edge will be touching the tyres at four points on each side as in (B) Fig. F12.

If the alignment is as either (A) or (C), then the rear chain adjusters must be repositioned to move the wheel as indicated by the arrows to correct alignment.

Assuming that chain adjustment is correct, movement of the rear wheel will be made on the right side chain adjuster.

A machine suffering accidental damage may have wheels so much out of alignment that alignment cannot be corrected in this way. The basic geometry of the frame forks or wheels may be upset, but in such cases a specialist repairer will probably be able to reset any faulty assembly, using information in Sections D and E.