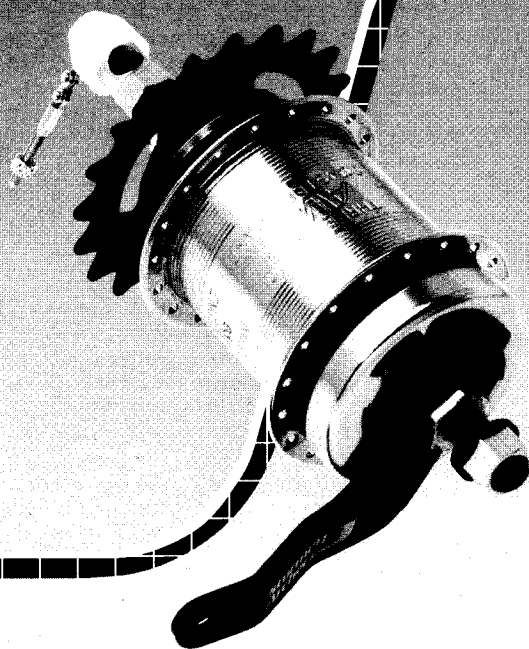


Sturmey Archer

Technical Information
and Parts List
Three Speed Hub
with Coaster Brake
Type AWC



Part 1 GENERAL INFORMATION

Sturmey-Archer's AWC 3 Speed Coaster Brake Hub combines over 90 years experience of 3 speed gear hub design with state-of-the-art manufacturing technology. Correct attention to the small amount of routine adjustment and routine maintenance will ensure many years of trouble free service.

1.1 Gear Changing

Gear changing is simple and smooth with the proven Sturmey-Archer indexed control system. Continue pedalling, but ease pressure on the pedals, and select the gear required. If stationary, simply select gear required.

1.2 Gear Ratios

The AWC hub has three gears:

- 1st gear - Decrease of 25%
- 2nd gear - Direct Drive
- 3rd gear - Increase of 33%

The overall drive ratio can be altered by changing the size of the sprocket. Sturmey-Archer supply a range of sprockets from 14 to 22 teeth, suitable for 1/2" pitch x 1/8" chain.

1.3 Braking

The Sturmey-Archer coaster brake stops the bicycle safely, smoothly and quickly. To apply maximum braking effort, ensure the pedals are horizontal. The remarkable brake efficiency results from the unique Sturmey-Archer design whereby the braking effort is enhanced by the mechanical advantage of the gears, regardless of which gear is selected.

Part 2 ROUTINE MAINTENANCE

2.1 Lubrication

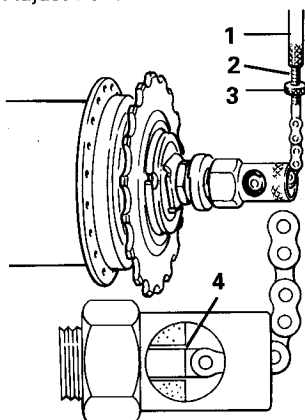
No routine lubrication is required. However, during assembly/disassembly the hub greases should be replenished (see Section 4). Grease types meeting the following Sturmey-Archer technical Standards should be used:-

- For Bearings - SA103B
- For Brake Parts - SA103E
- For all other internal parts - SA103A

2.2 Gear Adjustment

1. Check that the cable anchorage, if fitted, is secured tightly to the frame tube and that the indicator rod (4) is screwed correctly into the axle (See Section 3.1.5).
2. Select third gear at the control. Screw the cable adjuster (1) onto the indicator coupling (2).
3. Select the 2nd gear position on the gear

Gear Adjustment



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 (4).

4. Tighten the locknut (3) against the adjuster. If correct adjustment cannot be achieved, the cable anchorage must be moved in the appropriate direction along the inner cable. Re-tighten the clip and adjust as described above.

2.3 Hub Bearing Adjustment

The right hand cone is preset at the Sturmey-Archer factory and should only be disturbed during a major service. The left-hand cone only is used for normal bearing adjustment.

1. Loosen left-hand cone locknut.
2. Adjust brake arm nut until very slight side play can be felt at the wheel rim, and none at the hub.
3. Holding the brake arm nut stationary tighten the cone locknut (Torque 7-10 Nm).

Part 3 WHEEL FITTING

The Sturmey-Archer AWC Hub can be fitted into rear chainstay widths between 115mm - 122mm using the appropriate spacers. **NB: This product is not designed for bicycles with vertical rear dropouts.** If the wheel is removed, these instructions should be followed during re-assembly:-

3.1

1. With the chain on the sprocket place the hub axle into the chainstay ends.
2. Fit washers and axle nuts. Ensure that the serrations on the anti-rotation lockwashers face into the frame with the lugs located into the chainstay slots.

NB: Ensure the correct size anti-rotation washer (item 26) (to match the chainstay slot width of 9.5mm or 7.9mm) is used and fitted correctly. DO NOT tighten the axle nuts at this stage or mis-alignment of the brake arm may occur.

3. Insert brake arm on hub loosely into the clip. With the wheel centralised, chain tensioned and aligned correctly, tighten the axle nuts to a torque of 25NM.
4. Tighten the brake arm clip nut firmly to 7NM max., ensuring brake arm remains in line with the clip.
5. **Control Cable** - Ensure the indicator is screwed fully into the axle. Unscrew the indicator by up to half a turn if necessary to ensure easy connection to the gear cable and avoid twisting the indicator links. Connect the indicator coupling to the gear cable adjuster and re-adjust gears (see Section 2.2).

Part 4 ASSEMBLY/DISASSEMBLY INSTRUCTIONS

If any service problems occur always refer to the fault diagnosis chart in the first instance. Problems can usually be corrected by the routine external maintenance described in Part 2. If the problem persists a close inspection of the working parts inside the hub will be necessary by a qualified cycle mechanic.

4.1 Disassembly

NB: Item numbers in the illustrations refer to exploded view overleaf.

1. Remove the indicator rod, axle nuts and

spacing washers from both ends of the axle.

2. Use a screwdriver carefully to release the sprocket circlip from the driver, then remove the spacing washers (if any), sprocket and outer dustcap (note the order of these parts to facilitate reassembly).
3. (See Fig.1) Clamp right hand end of axle in a vice and unscrew the left hand cone locknut, spacing washer, and brake arm nut. Remove the brake arm, left hand cone and dust cap assembly, and brake shoe segments. Remove the brake actuator assembly by turning hub-shell clockwise. Remove hub from vice.
4. Loosen the right hand ball ring and dustcap assembly with a C-spanner or hammer and punch. Unscrew the ball ring to release the internal assembly from the hub shell.
NB: If a replacement gear internal assembly (Item 49 on exploded view) is to be fitted, no further disassembly is required.
5. See (Fig.2). Clamp the left hand end of axle in the vice and remove right hand cone locknut, spacers (if any), lockwasher, cone and spring with cap. Lift off ball ring and ball cage assembly, together with the driver assembly. Separate the driver assembly from ball ring by compressing pawls and extracting the driver assembly through ball ring.
6. (See Fig. 3). Lift off gear ring assembly,

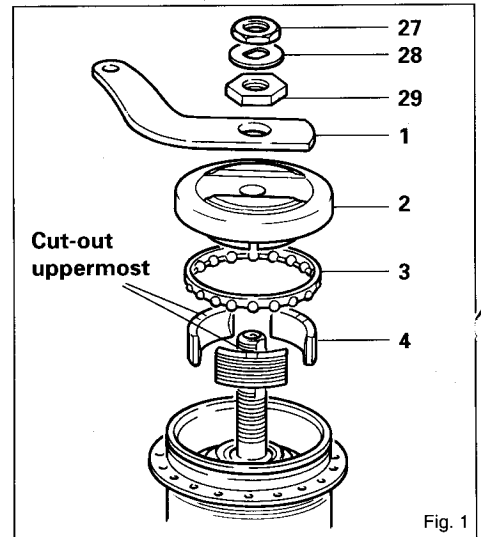


Fig. 1

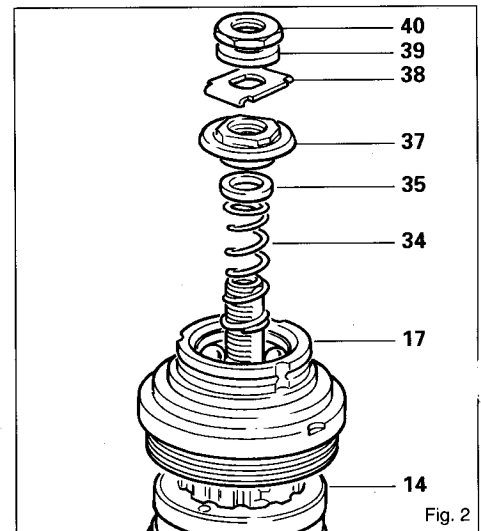
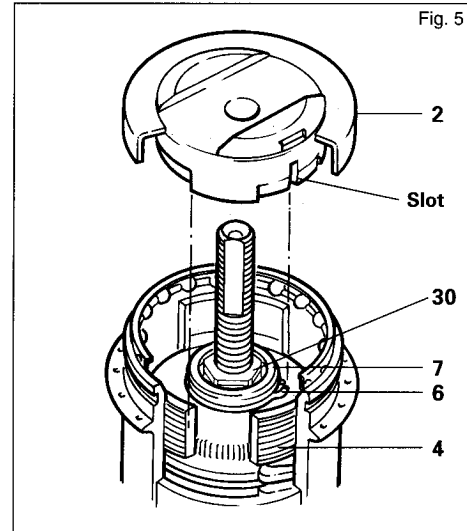
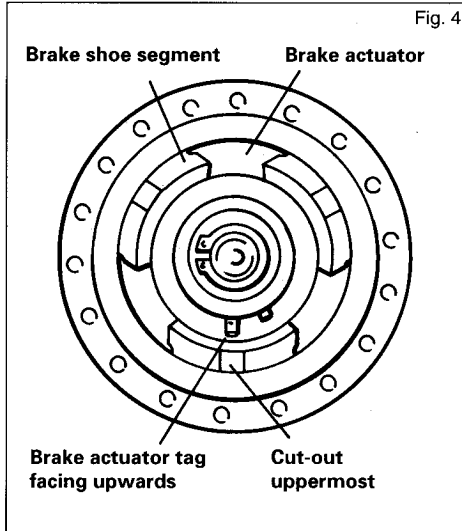
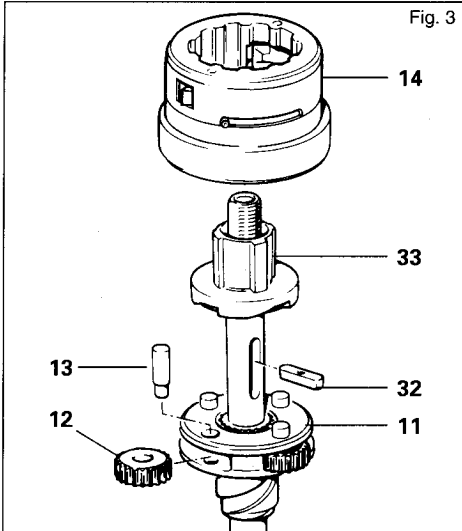


Fig. 2



- clutch and axle key. Remove planet pinion pins and axle key. Remove axle from vice.
- Clamp right hand end of axle in vice and remove the two locknuts. Remove planet cage from axle and remove axle from vice.

4.2 Inspection and Repair of Internal Parts

Thoroughly clean all the internal parts and replace those worn or damaged. Specific items to be checked are:-

- Axle - straightness, condition of thread and slots.
- Condition of all pawls, springs, balls, ball tracks, pinions and gear ring teeth and drive slots.
- Check free movement of driver actuator and pawl action by inserting clutch and turn.
NB: It is recommended that this assembly is not dismantled but if necessary replace with a new assembly.
- Gear selector key** - Check threads for wear and free movement in axle slot.
- Clutch** - Check for wear of the pinion pin pockets and also squareness of drive corners.
- Brake actuator assembly** - Condition of pawls and pawl spring. Brake actuator spring should be able to turn clockwise readily, but have high resistance to turning anti-clockwise.
- Brake shoe segments** - Replace if worn.
- Left hand cone** - Condition of ball track.
- Brake Arm** - Replace if damaged.

4.3 Assembly

NB: All hub greases must be replenished during assembly using lubricants to the following Sturmey-Archer Technical Standards:

- For Bearings - SA103B
- For Brake Parts - SA103E
- For all other internal parts - SA103A

If a complete replacement gear internal assembly (Item 49 on Exploded View) is to be fitted, assembly commences at Point 5 below:

- Locate planet cage over the axle with external screw thread facing away from axle slot. Screw first locknut down until finger tight. Slacken off 1/8 of a turn allowing free running of the planet cage with minimum axial movement. Hold the first locknut in place and screw down the second one to lock against it.
- (See Fig. 3). Clamp left hand end of axle in vice and fit the planet pinions and pins with the small diameter downwards. Fit

the axle key (ensuring threaded hole is vertical), clutch and gear ring assembly.

- (See Fig. 2). Fit the ball ring assembly then driver assembly compressing pawls to ensure driver ball track seats correctly on ball ring. Fit spring then cap.
- Screw down the right-hand cone finger tight. Unscrew the cone by half a turn. Fit the cone lockwasher. If the washer will not engage with the cone, unscrew the cone slightly. NB: Under no circumstances must the right hand cone be unscrewed more than 5/8" of a turn. Fit spacer washers (if required) then cone locknut and securely tighten to 7-10 Nm torque. Remove from vice.
- Insert hub assembly into the hub shell and securely tighten ball ring with C-spanner.
- Clamp right hand end of axle in vice and fit brake actuator assembly to left hand end of axle, turning clockwise to ensure the internal screw threads engage with planet cage. Fit the 3 brake shoe segments such that the cut-outs are uppermost (see Fig. 1), the tag of the

brake actuator drag spring lines up with one of the cut-outs, and the three segments are evenly spaced (see Fig. 4). If the brake actuator drag spring has been replaced, ensure that the tag faces upwards. Ensure that all brake parts are coated with grease to Sturmey-Archer Technical Standard SA103E.

- (See Fig. 1). Fit ball cage assembly, with balls facing down. Fit left hand cone, lining up the slot on the underside of the cone (See fig. 5) with the brake actuator drag spring tag. Slide over the axle to engage tag, checking the cone is correctly seated by rotating slightly ensuring that it engages with the brake shoe segments (see Fig. 5). Fit brake arm, brake arm nut, washer and locknut. Adjust hub as described in Part 2. Remove hub from vice.
- Assemble dustcap, sprocket and circlip in reverse order to disassembly.
- Assemble the wheel into the bicycle (see Section 3.1).

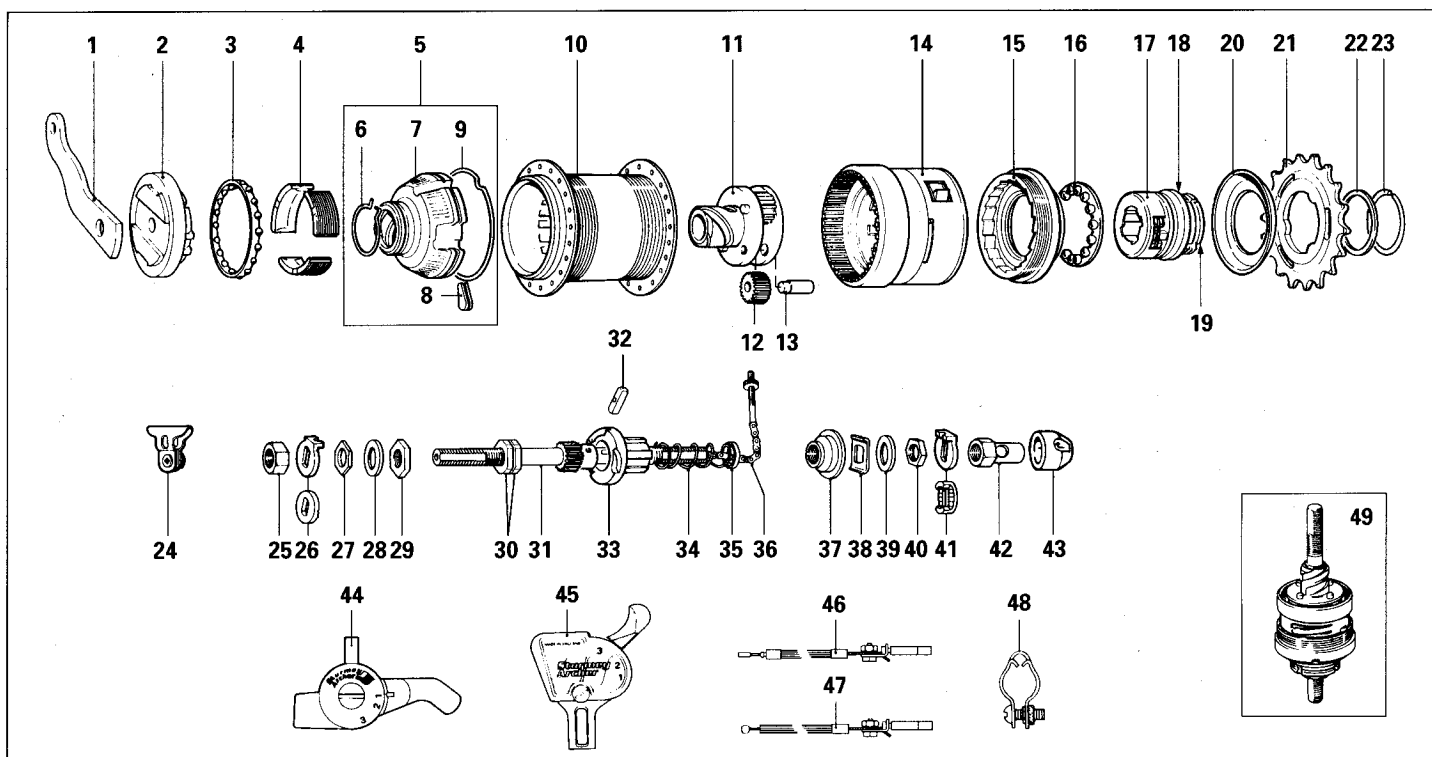
Part 5 FAULT DIAGNOSIS CHART

NB: Always check gear adjustment, condition of indicator, cable, control and tightness of fulcrum clip stop before referring to this chart.

SYMPTOM	FAULT	REMEDY
1. Difficult to change gear	- Damaged indicator - Damaged cable - Damaged control - Loose fulcrum stop - Worn / damaged clutch spring	Replace Replace Replace Tighten Replace
2. Different gear engaged to gear selected	- Gear adjustment - Bearing adjustment - Wrong indicator - Worn clutch spring - Worn gear ring drag spring - Worn gear ring pawls	Adjust Adjust Replace Replace Replace gear ring assembly Replace gear ring assembly
3. Drive jolt/slips in first gear only	- Worn brake actuator pawls	Replace pawls
4. Drive jolt/slips in first and second gears	- Worn drive pawls in driver	Replace driver assembly
5. Drive jolt/slips in second and top gear	- Worn gear ring pawls	Replace gear ring assembly
6. Drive jolt/slips in top gear only	- Worn clutch - Worn planet pinion pins	Replace Replace
7. Harsh braking action	- Lack of lubrication	Grease all brake parts and surfaces
8. No brake	- Worn brake pawls in driver - Worn or incorrectly fitted brake actuator drag spring	Replace driver assembly Replace



Parts List - Three Speed Hub with Coaster Brake - Type AWC



Item No.	Sales No.	Description	Item No.	Sales No.	Description	Item No.	Sales No.	Description
1	HSH 483	Brake Arm	21	*HSL 720	Sprocket 20 Teeth	39	*HMW 146	Spacing Washer 1.6mm
2	HSH 480	L.H. Cone & Dustcap Assembly		*HSL 747	Sprocket 21 Teeth		*HMW 129	Spacing Washer 3.2mm
3	HSA 164	L.H. Ball Cage Assembly		*HSL 722	Sprocket 22 Teeth		*HMW 483	Spacing Washer 4.8mm
4	HSH 478	Brake Shoe Segments	22	HMW 127	Sprocket Spacing Washer 1.6 mm		*HMW 484	Spacing Washer 6.4mm
5	HSH 473	Brake Actuator Assembly (includes 2 off Item 8 and 1 off items 6, 7, 9)	23	HSL 721	Sprocket Circlip	40	HMN 132	Cone Locknut
6	HSH 407	Brake Actuator Drag Spring	24	*HSL 767	Brake Arm Clip Assembly with Integral Pad 15.5mm	41	*HMW 155	Serrated Lockwasher - 7.9mm Slot
7	HSH 476	Brake Actuator		*HCB 101	Brake Arm Clip Assembly - 15.9mm		*HMW 494	Serrated Lockwasher - 9.5mm Slot
8	HSH 482	Brake Actuator Pawl		*HCB 103	Brake Arm Clip Assembly - 18.3mm	42	HMN 129	R.H. Axle Nut
9	HSH 475	Brake Actuator Pawl Spring	25	HMN 128	L.H. Axle Nut	43	*HSL 711	Indicator Guard
10	HSA 400	Hub Shell & Ball Cup Assembly - 36H	26	*HMW 155	Serrated Lockwasher - 7.9mm Slot	44	*HSJ 823	NIMBUS Control 22.2mm Clip
	HSA 465	Hub Shell & Ball Cup Assembly - 28H		*HMW 494	Serrated Lockwasher - 9.5mm Slot	45	*HSJ 762	Trigger Control 22.2mm Clip
11	HSA 402	Planet Cage	27	*HMW 515	K48 Lockwasher		*HSJ 765	Trigger Control 23.8mm Clip
12	HSA 292	Planet Pinion	28	HMN 132	Cone Locknut	46	HSJ 102	Trigger Control with Anchorage 1370mm x 1520mm Black
13	HSA 401	Pinion Pin	29	HMW 150	Dog Ring Lockwasher	47	HSJ 802	NIMBUS Cable with Anchorage 1370mm x 1520mm Black
14	HSA 403	Gear Ring Assembly	30	HMN 381	Spigotted Brake Arm Locknut		*HSJ 607	Chainstay Fulcrum Clip 12.7mm ø
15	HSA 437	Ball Ring	31	HMN 382	Axle Locknut - 2 off		*HSJ 553	Chainstay Fulcrum Clip 15.9mm ø
16	HSA 438	Ball Cage Assembly		*HSA 538	Axle 152mm		*HSJ 548	Chainstay Fulcrum Clip 17.9mm ø
17	HSA 407	Driver Assembly (includes 1 off Items 18 and 19)	32	*HSA 539	Axle 163mm		*HSJ 753	Chainstay Fulcrum Clip 19.1mm ø
18	HSA 284	Ball Cage Assembly R.H. - 6.4mm Ball	33	HSA 295	Axle Key	48	*HSX 116	Gear Internal Assembly Complete - 152mm Axle
19	HSA 102	Outer Dustcap	34	HSA 418	Clutch		*HSX 118	Gear Internal Assembly Complete - 163mm Axle
20	HSL 701	Sprocket Dustcap	35	HSA 128	Clutch Spring			
21	*HSL 714	Sprocket 14 Teeth	36	HSA 129	Cap for Clutch Spring			
	*HSL 715	Sprocket 15 Teeth		*HSA 126	Gear Indicator (2 Mark) for 152mm Axle			
	*HSL 716	Sprocket 16 Teeth		*HSA 316	Gear Indicator (4 Mark) for 163mm Axle			
	*HSL 717	Sprocket 17 Teeth	37	HSA 101	R.H. Cone			
	*HSL 718	Sprocket 18 Teeth	38	HMW 147	Cone Lockwasher			
	*HSL 719	Sprocket 19 Teeth						

* Optional Fitment

REPRESENTED THROUGHOUT THE WORLD

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