

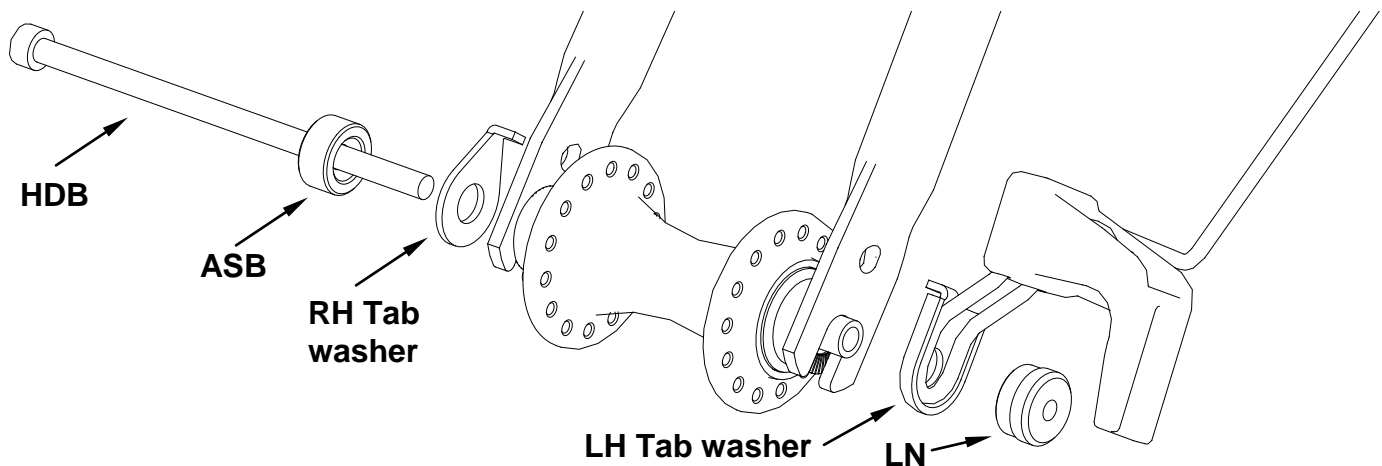
# Front wheel removal and refitting

When removing/retro fitting the front wheel it's important to ensure that the axle fixings and washers are correctly assembled. This document explains the various different configurations of hub and axle fixings available.

## Superlight Front Hubs

The superlight has a hollow through-axle and is secured using an Allen bolt. The hub is handed because the axle protrudes by different amounts on each side to accommodate the mudguard stay. **It is essential that the wheel is fitted the correct way round.** If not, the wheel may not be secured properly and may come loose. The left side of the hub is denoted by a red axle cap. In addition the axle stubs are marked 'L' and 'R'.

To fit, use the tab washers shown below, if changing from a standard front wheel discard any plain M8 washers. **Note:** on some P-types there's a special RH tab-washer that must be refitted. Insert the Allen bolt (HDB) through the front axle spacer bush (ASB) then the RH tab-washer and into the axle from the RH side. Ensure the LH tab-washer and wire-form is in place and screw-on the nut (LN) with the knurled detail outermost and tighten to 8N m maximum keeping the wheel central between the forks.

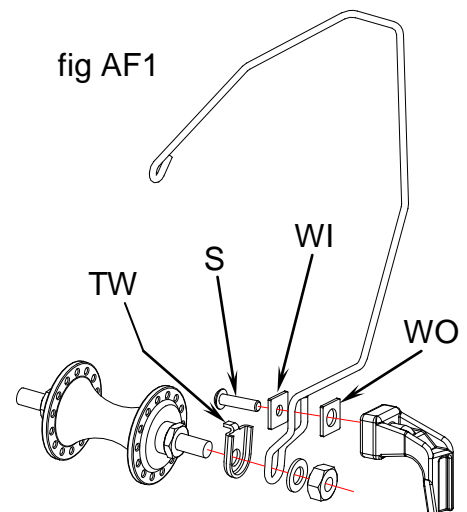


## Standard Front hubs

This current standard hub has an axle 4mm shorter at each end than was used on bikes manufactured prior to mid-August 2000 (length now 106mm, as opposed to 114mm formerly used), and a different "stack" has to be used where the **left** hand end of the axle is fitted to the front fork. If you retain the original stack, the wheel nut will not properly engage on the end of the axle.

If replacing the wheel on an older bike which has the old-style tab washer (which has a large, non-circular hole where the axle passes through), do **not** use it at the LH end: instead use the tab washers supplied with the new wheel.

**Fitting the mudguard stay to the front axle.** The special tab washer TW should be fitted at the LH end of the front axle between the loop in the stay and the front fork (the tab, as normal, engaging in the hole in the fork blade). Use only **one** washer between the wheel-nut and stay. [Note: on bikes for which these notes are relevant, the hook may not be a separate nylon moulding as shown, but an integral part of the wire form with a plastic sleeve over it: the same assembly stack applies.

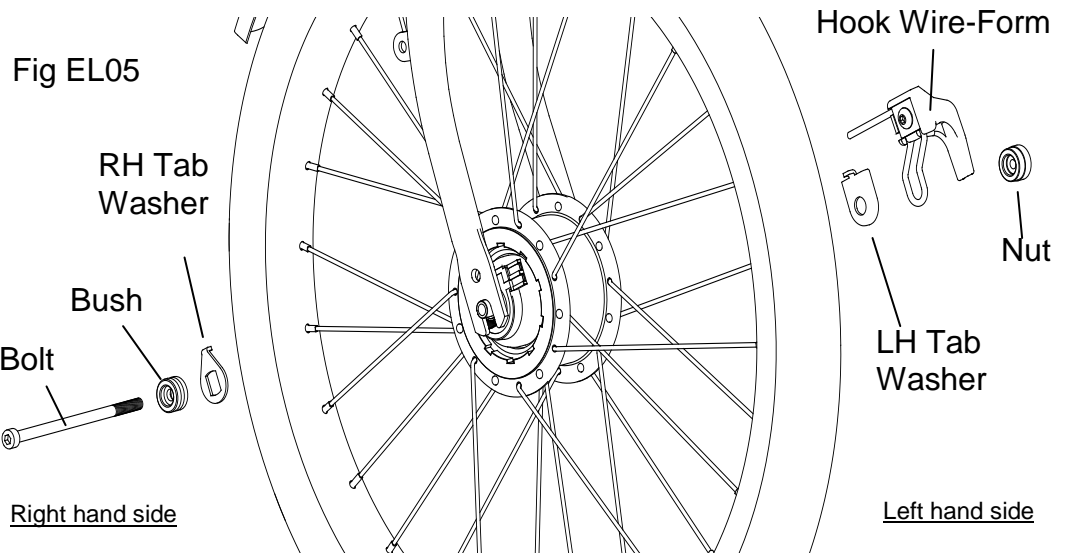


## I. Fitting the hub dynamo wheel

The fitting of the hub dynamo wheel is similar regardless of the hub type (Shimano F703 shown). Insert the hub dynamo wheel into the fork dropouts with the contacts on the right hand side of the bike.

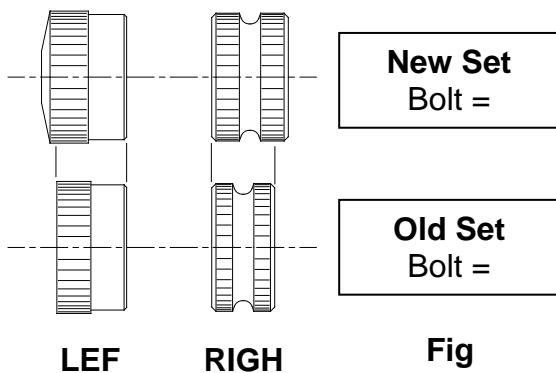
The contacts should be pointing forwards at 90 degrees to the dropouts (fig EL05).

If retrofitting the hub dynamo to a bike replace with the same tab-washers off the old wheel but discard any plain M8 washers.



Insert the skewer bolt through the front axle bush then the RH tab-washer (tab facing fork) and into the axle from the right hand side. **Note:** Some P-types have a special RH tab-washer that will need to be refitted in place of the standard RH tab-washer to protect the control cables when folded.

On the left hand side add the LH tab-washer with the hook wire-form nested inside it. With the knurled detail outermost, screw on the axle nut to retain the wire-form and tighten by hand. Ensure the axle is seated properly (as far as it will go into the drop out slots) and tighten bolt with a 4mm hex drive to 8N m maximum while keeping the wheel central between the forks.



**Important:** the skewer bolt set incorporating the bush and nut has been revised on bikes from 2010 onwards. The bolt is slightly longer and the bush and nut slightly larger (fig AF02). The new 'larger' sets can be used on any hollow axle hubs from Brompton regardless of age but the older 'smaller' sets **must not** be used with the Shimano F703 hub dynamo.

**Be sure to replace with the new set provided and discard the old set. If the wrong set is used the front wheel may not be secured safely!**