



Newsletter

January 2017

Bearing Up

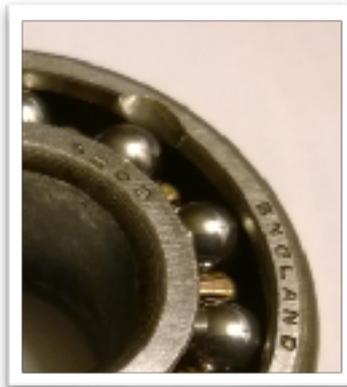
Well, my good intentions of updating, modernising and generally adding fabulousity to the Commando over the festive period came to naught. The weather was just too nice to take the bike to bits, so on the days when I could have been fitting indicators, wiring switches and making stuff in the shed, I was pottering about the countryside instead. The holidays weren't completely maintenance free however, and one job I did make time for was changing the fork oil. I treat it generally as a once-a-year chore like changing the gearbox oil and checking cam chain tension.

Last time, I used 10w fork oil I had in stock and don't really feel it improved the action. Now I have gone back to ATF which seems to work well enough and I keep on the shelf because that's what I use in the primary side too. When finished, and after cleaning up the inevitable mess, I was satisfied with the fork action but noticed movement at the wheel. Further investigation showed that I could wobble the wheel and that there was definite movement at the pinch side of the wheel spindle. In the usual way, the closer I looked, the more I found. The fork pinch side had been welded sometime in the past and there was some play in the bearing on that side.

I started by trying to unscrew the bearing lock ring which steadfastly refused to budge. The inevitable escalation of violence ensued - more heat, bigger hammer and pin punch swapped for chisel to try and get purchase on the misshapen pin holes. By this time the lock ring was scrap so I had nothing to lose by drilling a couple of new holes in it to take screws to lever against. When that failed I was really beginning to worry about damaging the hub so decided to sacrifice the lock

ring. I drilled another hole and cut a 90° section with the Dremel. That allowed me to collapse in the ring away from the thread and that did the trick. I've done this before with bushes and bearings but it is an absolute last resort. Having a close look at the threads showed nothing obvious that would have stopped it moving, so I still don't know whether there was a burr on the thread, some form of Loctite used or if it had just previously been tightened up by Garth.

Through more luck than skill, I managed to avoid destroying the hub and chased the threads using a 3/8 UNF tap - probably not the right thread form, but the correct pitch at 20 TPI. The start of the thread had a little damage that cleaned up with some careful attention with a riffler file.



The pinch bolt side bearing was well past its best while the disk side, the double race, felt quite good after it had been cleaned. I just don't like re-fitting bearings that I have driven out by their inner race, so ordered a replacement for that side too. I suspect the replacement will not be as good quality as the one I removed which is an English made RHP with a metal cage.

Reassembly was mercifully straightforward - its something of a pleasure having all the parts cleaned and laid out on the bench, the right tools to hand, bearings greased and in the freezer - and, best of all, the wobbly front wheel has gone!

Events

February

Haggis Autojumble
Lanark Auction Mart
February 5th 2017

TVNOC AGM
Pitcairngreen Hotel
February 16th 2017