

AJS/Matchless Heavyweight Rear Hub, speedometer side assembly sequence

Assembly of the Speedometer side of the rear hub of a '56 G-11. This was done with assistance of the Jampot Article from January 1998 titled "The Heavyweight Rear Hub" by C.G., edited by Chris Read as well as moral support from Mark Siebert and Pete "the cheap". Since I had difficulties in getting mine assembled correctly, I thought I'd take the time to make a web page out of it for others to share.

This information is provided "as-is" and free of charge. The author assumes no liability for incorrect assembly. I believe this information is correct and complete to the best of my abilities. INCORRECT ASSEMBLY OF THESE PARTS CAN CAUSE THE REAR WHEEL TO LOCK-UP UNEXPECTEDLY, WHICH CAN CAUSE AN ACCIDENT - YOU HAVE BEEN WARNED. When in doubt, consult a professional mechanic.



Fig 1: All parts laid out in the proper sequence and proper orientation. Pay particular attention to the orientation of the seal cup (2nd part from the left). The "wide" side faces AWAY from the seal!

Matchless part numbers from left to right:

- 021608 - spacer, on rear wheel solid spindle, for oil seal
- 018094 - Cup, for rear hub bearing oil-seal
- 014387 - Oil-seal, for rear hub bearing
- 021585 - Ring, retaining, rear hub bearing oil seal (small)
- 021594 - Spacer on rear wheel spindle for speedo gear box
- 021583 - Ring, adjusting, for rear hub and 021584 - Nut, lock, for rear hub bearing adjusting ring shown together
- speedo drive
- ??? washer for speedo drive
- 021593 - Nut, locking, speedometer gearbox



Fig 2: The threaded axle the the speedo drive attaches to as about to be inserted in the retaining ring



Fig 3: End view of Fig 2. The threaded axle now rests in the seat



Fig 4: The thin washer (4th from left in 1st photo) now in place



Fig 5: Rubber (or felt) seal now in place. You must work this to fit within the opening in the housing.



Fig 6: Cup in place (2nd part from left in photo #1). Again, note the orientation of the cup. **This orientation is critical!!** The "narrow" side faces the oil seal.



Fig 7: Side view of Fig 6 - showing cup MUST BE FLUSH with housing!



Fig 8: Added spacer (left-most item from photo #1)



Fig 9: Adjusting nut installed in hub and locking ring tightened. NOTE ... I USED LOCTITE RED ON THE LOCKING RING. I had lots of problems keeping this ring locked without it



Fig 10: Speedo drive installed



Fig 11: Speedo drive installed with washer



Fig 12: Speedo drive installed with washer and nut - note orientation of nut! The final tightening of the nut can be done with the wheel in place



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Fig 13: Right side of rear wheel showing all installed components



Fig 14: Left side of rear wheel showing all installed components

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