

1. GENERAL INFORMATION

1.1 Scope of this leaflet

Congratulations on your purchase of a Sturmey-Archer internal gear hub. For the best performance, please follow instructions in this leaflet. Please contact your dealer if any problems are experienced with these products.

! Riding the gear hub out of the adjustment may cause damage to the internal parts and possible malfunction !

This leaflet refers to the following 3-speed gear hubs:

Gear Hubs for the reverse : QS-RC3

1.2 Lubrication

No routine lubrication is required. During a major service, the hub greases should be replenished or replaced especially for transmission parts of internal hub. Please contact your Sturmey-Archer dealer who is equipped to carry this out.

1.3 Gear Changing

Continue pedaling, but ease pressure on the pedals and select the gear required. If the bicycle is stationary simply select gear required.

1.4 Gear Ratio

1st Gear 0.75 || 2nd Gear 1.0 || 3rd Gear 1.33

1.5 reverse gear Operation

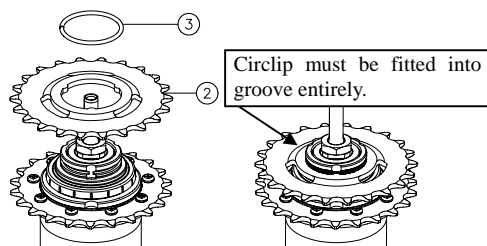
When the vehicle is stationary, continue pedaling contrariwise and the bicycle will go backward. Reserve gear in each gear's gear ratio is 0.75. When in 3rd reverse gear, the sound "click" is normal which is the sound of internal clutch bouncing sound.

! Avoid reserving gear in sudden while dashing or the internal parts may result in damage or reduced life expectancy

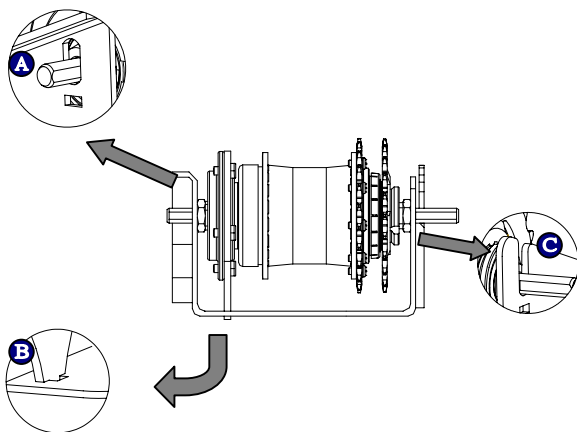
2. INSTALLATION

2.1 QS-RC3

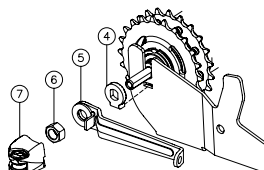
1. Fit the sprocket (2), circlip (3) onto the driver.



2. Put the gear hub axle into the rear fork and place the chain around the sprocket (2).
3. Snap the left side of the axle into the oval hole (figure A) of the frame. Then fix the reserve gear clutch holder in the hole of frame base (figure B), put the right side of the axle into (C) in the same direction as it.

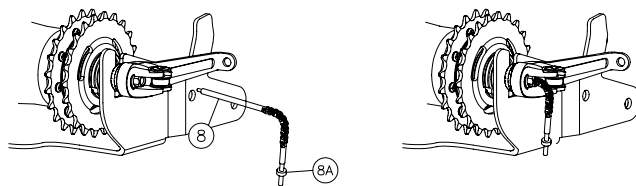


4. Locate the lock-washer (4), fulcrum lever (5) and guide nut (6), **Do not tighten nuts at this point.** Align the wheel, tension the chain and ensure the fulcrum lever (5) is leveled with the bracket.

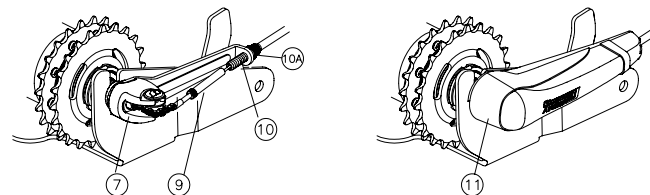


5. Tighten both axle nuts to **28Nm**.

6. Fit the indicator rod (8) into the axle and screw it finger tight. Put the indicator cover (11) on if necessary, but not snap at this point.

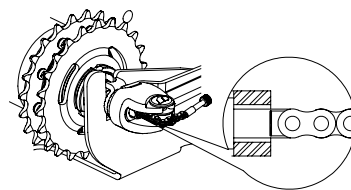


7. Ensure components are fitted to the right side of axle. Unscrew the indicator by up to half a turn if necessary to ensure easy fitment over the guide unit. Connect the indicator (9) to the cable connector (8).



3. GEAR ADJUSTMENT

1. Move the indicator cover (11) for easy gear adjustment.
2. Make sure that no more than **2.5mm** of axle protrudes from the axle hex nut.



3. Select 2nd gear and turn the pedal crank forward to ensure the gear is engaged. Turn the cable adjuster (10) or cable connector (9) until the end of the indicator rod is level with the end of the axle, as show in diagram.
4. Tighten the cable-adjusting locknut (10-A) and indicator locknut (8A) to lock in adjustment.
5. Select 3rd gear position, rotate the pedal crank, change back to 2nd gear and check adjustment. Retry the stages description above when the gear changing is not correct.
6. If there is an indicator cover (11), fit it firmly onto the guide nut or the guide pulley set.