

May, 1927.

"K" and "K.C." Pattern Hubs.  
also "C.C." Single Coaster.

**STURMEY ARCHER**  
SPEED **3** GEAR



*The Hub of the Universe.*

**STURMEY-ARCHER**  
TRICOASTER



**S**OME twenty years ago the first Sturmev-Archer 3-speed gear was fitted to a bicycle. The great benefit of this fitment was at once appreciated: To-day so popular has it become that a cyclist feels that his machine is incomplete without it.

The rider who uses a cycle for business finds that it saves time, exertion and money.

The rider who cycles for pleasure finds an added interest in riding and is able to cover longer distances with less fatigue.

The new Sturmev-Archer 3-speed gear, known as the "K" hub, is the latest development in cycle gears: it is the result of exhaustive experiments in gear construction and correct choice of steels.

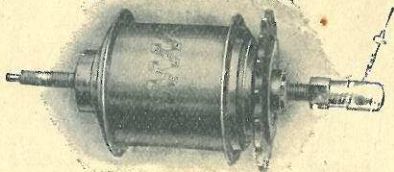
It is light in weight, beautifully simple in construction, yet has tremendous strength and durability. It is in a marked degree superior to any variable gear yet made.

## **STURMEV - ARCHER**

### **3 - SPEED GEAR**

**"Makes Cycling Easy."**





## DESCRIPTION.

**The Gears**, which are always in mesh, are dust proof and the entire mechanism runs in oil with that "silkeness" only to be found in the "Sturmey-Archer."

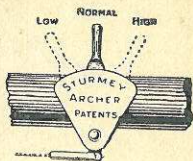
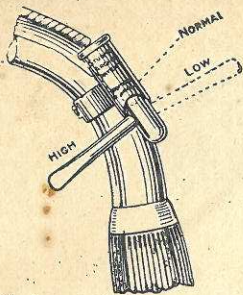
It is advisable to momentarily ease the pressure on the pedals when changing gear.

An automatic free-wheel, inside the hub acts on each of the three gears.

The gear can be easily fitted to any chain-driven bicycle, and is suitable for any width, between the back fork ends, down to  $4\frac{1}{16}$ ".

## ADAPTABILITY.

The Sturmey-Archer 3-Speed Gear is drilled for forty or thirty-six spoke-holes, while the hub sprocket has 16, 18 or 20 teeth for  $\frac{1}{2}$ " roller chain,  $\frac{1}{8}$ " or  $\frac{3}{16}$ " wide; also 14 or 15 teeth for  $\frac{5}{8}$ " pitch chain,  $\frac{1}{8}$ " wide; and for any chain line between  $1\frac{1}{2}$ " and  $1\frac{3}{4}$ ". The "chain line" dimension is controlled by the hub sprocket, and four different "chain lines" may be obtained by using the washer supplied and reversing the hub sprocket.



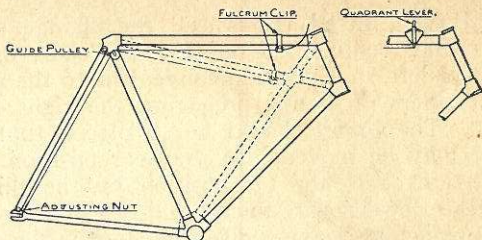
**Control.** The illustration on the left shows the handlebar control and that on the right the top tube control.

The middle notch gives the normal gear in both cases.

## DURABILITY.

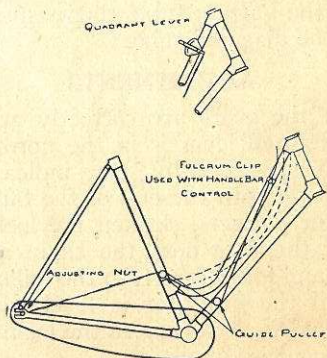
The limit of endurance of a Sturmev-Archer Gear has not yet been determined, as some of the first hubs ever fitted are still in use. The new "K" hub of to-day however possesses many improvements over anything yet made. It is actually somewhat smaller and even lighter in weight than its predecessor, yet it has been subjected to and withstood tests that even the old hubs would hardly come through successfully, and certainly many times more severe than could ever be made by a rider of a pedal cycle.

The rider therefore whose machine is fitted with a Sturmev-Archer may feel that he is perfectly equipped so far as his 3-Speed gear is concerned, which may reasonably be expected to last quite as long as the cycle itself.



## DIRECTIONS FOR FITTING.

It is not necessary to take any part of the hub to pieces when building the wheel, as the spokes on the driving side can be inserted without removing the sprocket. Wheels must be built central with the outer cone faces and **not** with hub flanges. When built, the wheel should be set square in the back jaws and the bearings adjusted by means of the left hand cone in the ordinary manner. **The right hand cone is a fixture, and must on no account be meddled with.** After adjusting, see that the axle nuts are both well tightened, otherwise the axle will rotate and bind the bearings.



Having fitted the wheel, the change speed lever may be fixed, if on the handlebar, to the right or left, in a position convenient to the rider, most riders of course preferring the right hand side. The barrel should be so placed that the lever may be moved into the near position, and pushed over to the far position by the thumb. Fix the Bowden wire fulcrum clip to the top tube of the machine, leaving sufficient slack in the outer wire for the adjustment of the handlebar. Attach the pulley wheel to the diagonal tube of the machine and pass the actuating wire over it; screw the milled nipple on to the screw fixed on the end of the small chain. The mechanism is now ready for setting. The wire should be a little slack with the lever in the high gear notch. No Bowden wire is required for the Frame tube control.

Sharp bends in the cable must be avoided, as they make control operation very stiff.

LADIES' MACHINES AND SPRING FRAMES.—If the gear is intended for a lady's machine, the fulcrum clip should be screwed to the down tube with the wire running under the guide pulley clipped to the bottom tube, thence over the guide pulley on the diagonal tube.

### ADJUSTMENTS.

When the gears are correctly adjusted and the change speed lever is in the normal (middle) gear notch, the end of the indicator spindle should be level with the end of the hub axle. If the indicator projects, slacken the locking nut at the end of the wire near the chain at end with the thumb and forefinger, turn the milled adjusting nipple until the indicator is level with the end of the hub axle; then tighten the locking nut, and the adjustment is complete.

From time to time verify the adjustment of the gear, as it is possible the wire may stretch.

Another method to tighten the wire is by moving the clip on the top tube towards the head of the machine ; to slacken, reverse the operation and secure the clip again. The indicator is only provided to show when the hub is correctly adjusted and on no account must this be screwed up or touched in any way.

It must be remembered that if the back wheel be moved when adjusting the cycle chain at any time, this will of course alter the tension of the wire and the gears should be adjusted as mentioned above.

See that the fulcrum clips which guide the wire on the cycle frame are firm also see that the nuts on both sides of the axle are perfectly tight.

All the bearings are adjusted simultaneously by turning the left hand cone, and if when free-wheeling, the hub rotates the pedals, the left-hand cone is too tight.

For convenience in wheel building, the right hand end, viz. : the chain and coupling shown at X3, may be unscrewed and removed ; but care must be used when replacing same not to screw it up too tightly. Hold a screw-driver in notch of the indicator to prevent it moving, whilst rotating the chain at the other end ; to the left to unscrew, and to the right when screwing up.

GEARS.—The following table shows the gears obtainable with 26 and 28in. wheels, and 16, 18 and 20 tooth hub sprockets:—

28-in. WHEEL.

26-in. WHEEL.

No. of Teeth.		½-in. Pitch.			No. of Teeth		½-in. Pitch		
on Chain Wheel	on Cog.	Low.	Nor.	High.	on Chain Wheel	on Cog.	Low.	Nor.	High.
40	16	52	70	93	40	16	49	65	87
40	18	46	62	83	40	18	43	58	78
40	20	41	56	75	40	20	39	52	70
42	16	55	73	98	42	16	51	68	92
42	18	48	65	87	42	18	45	61	82
42	20	43	58	79	42	20	41	55	74
44	16	57	77	103	44	16	54	72	96
44	18	51	68	92	44	18	47	64	85
44	20	46	61	82	44	20	43	57	77
46	16	60	80	107	46	16	56	75	100
46	18	53	71	96	46	18	50	66	89
46	20	48	64	86	46	20	45	60	80
48	16	63	84	112	48	16	58	78	104
48	18	55	74	100	48	18	52	69	93
48	20	50	67	90	48	20	47	62	84
50	16	65	87	116	50	16	61	81	109
50	18	58	77	104	50	18	54	72	97
50	20	52	70	93	50	20	49	65	87
52	16	68	91	121	52	16	63	85	113
52	18	60	81	108	52	18	56	75	101
52	20	54	73	97	52	20	51	68	91
54	16	71	95	126	54	16	66	88	117
54	18	63	84	112	54	18	58	78	104
54	20	57	76	101	54	20	53	70	94
56	16	73	98	130	56	16	68	91	121
56	18	65	87	116	56	18	61	81	108
56	20	58	78	105	56	20	55	73	98

The gear ratios provided are high Gear 33% above the normal and the low Gear 25% below it. The normal gear is according to the number of teeth on the front chain wheel, as in a single speed machine.



The following table shows gears obtainable with 28in. wheels, and 14 and 15 tooth  $\frac{5}{8}$ in. pitch hub sprockets.

No. of Teeth.		$\frac{5}{8}$ -in. pitch.		
on Chain Wheel.	on Cog.	Low.	Nor.	High.
32	14	49	64	84
32	15	46	60	79
34	14	52	68	89
34	15	48	63	82
36	14	54	72	94
36	15	51	67	88
38	14	58	76	100
38	15	54	71	94
40	14	61	80	105
40	15	57	74	98
42	14	64	84	110
42	15	59	78	103
44	14	67	88	115
44	15	62	82	107
46	14	70	92	121
46	15	65	86	113
48	14	73	96	126
48	15	68	90	116

The tables give list of gears obtainable with different sized sprockets.

ADJUSTMENTS OF BEARINGS.—All the bearings are adjusted simultaneously by turning the left-hand cone.

TO TAKE THE HUB APART.—Remove left cone. Then unscrew right hand ball ring (right hand thread), thus detaching the entire gear from the hub shell.

FREE WHEELING.—If when free wheeling the hub rotates the pedals, the left hand cone is too tight.

IMPORTANT.—Always give number and letters of hub, which will be found on the shell, when ordering parts for replacements. Complete wheels sent to Works for repair should be advised and described as “cycle wheels.”

WHEN ORDERING be sure to give the following particulars :—

Chain Line.	Width between Back Forks.
Width of Chain.	Diameter of Frame Tube carrying Fulcrum or Quadrant Clip.
Pitch of Chain.	Diameter of Handlebar.
Size of Frame.	Lady's or Gentleman's Machine.
Control.	Handlebar or Top Tube.





On July 30th, 1908, Mr. Harry Green, riding a  
bicycle fitted with the

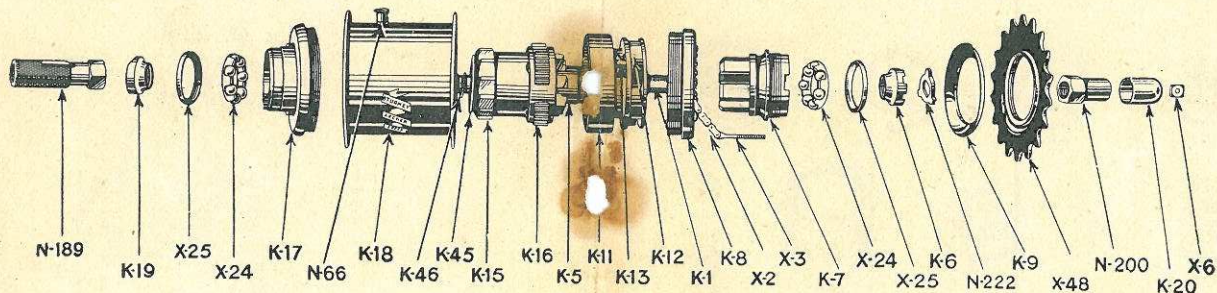
## **Sturmey-Archer Gear**

Broke the **END TO END RECORD**

(LAND'S END TO JOHN O'GROATS)

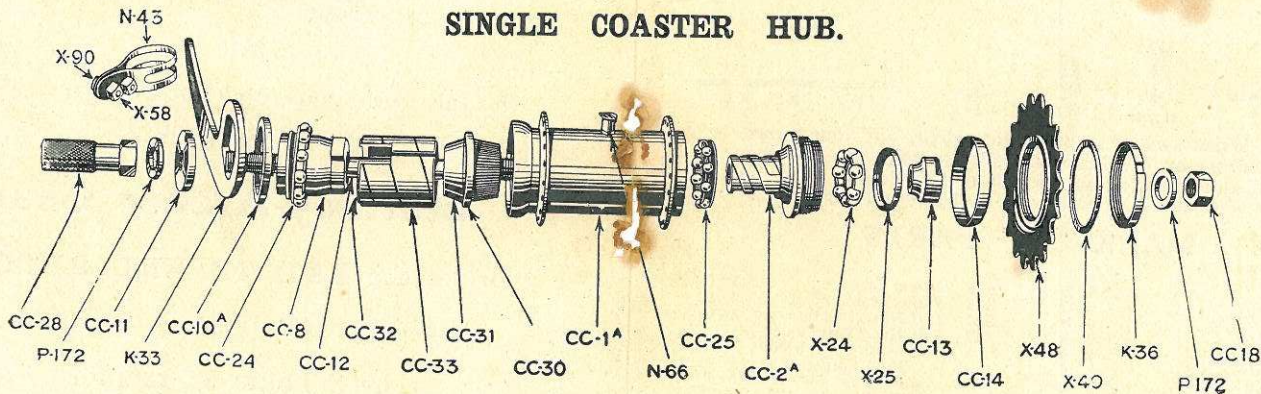
**by 2 hours 52 minutes.**

## “K” PATTERN 3-SPEED HUB.

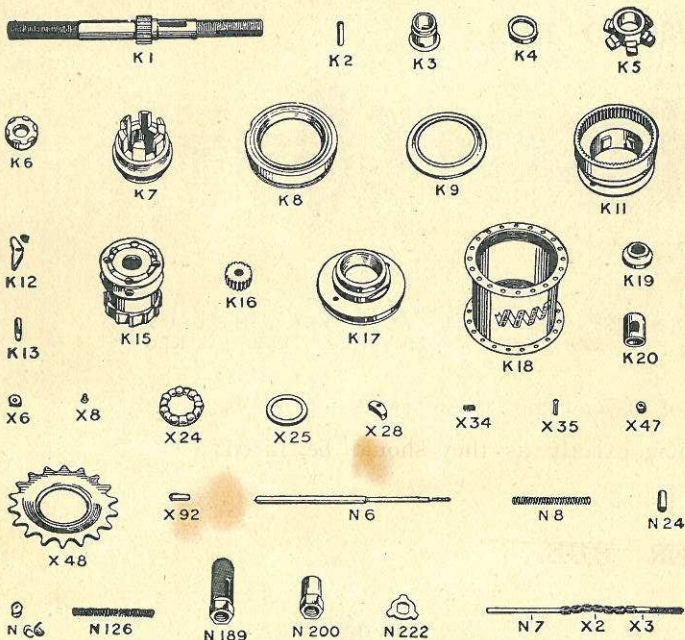


The illustrations indicate the correct way of assembling these types of Hubs. The parts follow one another in regular rotation, exactly as they should be fitted.

## SINGLE COASTER HUB.



TO AVOID MISTAKES, WHEN ORDERING SPARES,  
GIVE NUMBER AND PRECEDING LETTER.



When sending a wheel for repair, put your name and address on the labels to indicate that you are the sender, and advise us on the date of despatch.

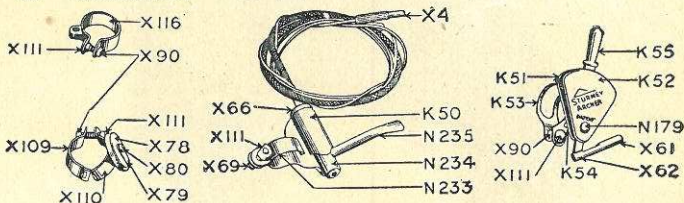
Enclose instructions in the parcel when sending internal parts by post.

## MARK "K" PARTS.

		s.	d.			s.	d.
<b>K1</b>	Axle	...	4	<b>K15</b>	Planet Cage	...	5
<b>K2</b>	Axle Key	...	0	<b>K16</b>	Planet Pinion	...	0
<b>K3</b>	Axle Sleeve	...	0	<b>K17</b>	Left Hand Ball Cup	...	0
<b>K4</b>	Sleeve Nut	...	0	<b>K17</b>	Left Hand Ball Cup fitted with 2 Pawls X28, 2 Pawl Springs X34, and 2 Pawl Pins X92	6	0
<b>K5</b>	Sliding Clutch	...	2	<b>K18</b>	Hub Shell	...	5
<b>K6</b>	Right Hand Cone	...	1	<b>K19</b>	Left Hand Cone	...	1
<b>K7</b>	Driver	...	5	<b>K20</b>	Chain Protector	...	0
<b>K8</b>	Right Hand Ball Ring	...	4	<b>X6</b>	Screwed Connection	...	0
<b>K9</b>	Right Hand Dust Cap	...	0		Lock Nut	...	1
<b>K11</b>	Gear Ring	...	5				
<b>K12</b>	Gear Ring Pawl	...	0				
<b>K13</b>	Pawl Pin	...	0				

		s.	d.
X8	Main Spring Collar	0	1
X24	1/4 in. Ball Retainer	0	4
X25	Ball Race Cap	0	1
X28	Inner Pawl	0	4
X34	Pawl Spring per doz.	0	6
X35	Split Pin	0	6
X42	Spacing Washer (not illustrated)	0	1
X44	Spanner (not illustrated)	1	0
X47	Spring Nut	0	1
X48	Sprocket	2	0
X49	" Washer (not illust.)	0	2
X92	Left Hand Pawl Pin	0	1
N6	Indicator Screw	0	7

		s.	d.
N8	Axle Spring	0	3
N24	Pinion Pin	0	2
N66	Lubricator	0	3
N126	Indicator Spring	0	3
N189	Step	0	9
N190	Left Hand Nut, Lady's (not illustrated)	0	8
N200	Right Hand Nut	0	9
N222	Star Washer	0	2
N7	Coupling Spindle	0	7
X2	Chain	0	7
X3	Screwed Connection	0	3
K45	Cage End Cap fits in K15	0	3
K46	" " " Spring	0	1



### HANDLE BAR CONTROL PARTS.

		s.	d.
X116	Fulcrum Clip, complete	0	6
X111	Clip Nut	0	2
X90	Pulley, Fulcrum and Quadrant Clip Bolt	0	1
X109	Pulley Half Clip	0	3
X110	Pulley Clip	0	3
X78	Diagonal Pulley	0	3
X80	Pulley Arm Screw	0	1
X79	Pulley Arm	0	1
X4	Knurled Connection	0	4
X66	Cam Cap	0	3
X83	Ferrule for outer Cable (not illustrated)	0	1
X105	Wire Nipple (not illustrated)	0	5

		s.	d.
X69	Clip Bolt	0	1
K50	Outer Cam	0	9
N233	Half Clip	0	3
N234	Inner Sleeve	0	9
N235	Handlebar Lever	0	9
	Outer Cable, Black	1	0
	Outer Cable, Green	1	6
	Inner Cable, Black and Connection	1	6
	Inner Cable, Green do.	1	9
	Handlebar Control Complete	7	0
	Handlebar Control, less Wires and Pulley	3	0
	Pulley Complete	1	0

### TOP TUBE CONTROL PARTS.

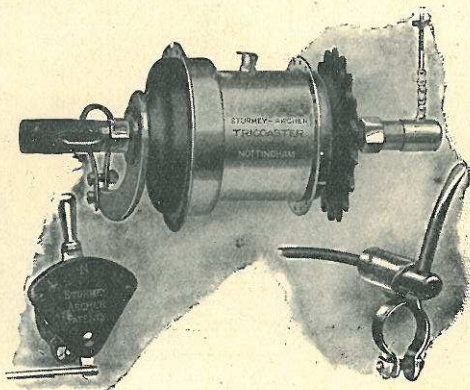
		s.	d.
K55	Quadrant Lever	0	9
X90	Pulley and Quadrant Clip Bolt	0	1
X111	Clip Nut	0	2
N120	Quadrant Lever Spring (not illustrated)	0	1
X61	Quadrant Connection	0	4

		s.	d.
X62	Quadrant Connection Pin per doz.	0	6
X105	Wire Nipple (not illustrated)	0	5
	Cable, Black, and Connection	1	0
	Cable, Green, and Connection	1	6
	Top Tube Control Complete	4	6

Quadrant only Complete comprising: K51 Quadrant Back Plate, K52 Quadrant Front Plate, K53 Quadrant Clip Back, K54 Quadrant Clip Front, K55 Quadrant Lever, X90 Quadrant Clip Bolt, X111 Clip Nut, N179 Quadrant Lever Stud, N120 Quadrant Lever Spring, X61 Quadrant Connection, X62 Quadrant Connection Pin

2 6

# STURMEY-ARCHER TRICOASTER R



THIS latest improvement in tricoasters, the "K.C.," embodies several distinctly new features which are seen to advantage when comparing it with other types. THE GEARS AND BRAKE ARE TOTALLY ENCLOSED, dust proof and water proof. The Brake Band requires no special oiling and operates with a silkiness unequalled. The Hub has an attractive well finished exterior, making it a handsome and extremely useful addition to any machine.

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All enquiries and orders should be addressed to  
**STURMEY - ARCHER GEARS, LTD.,**  
**LENTON, NOTTINGHAM, ENGLAND.**

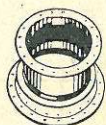
TO AVOID MISTAKES, WHEN ORDERING SPARES,  
GIVE NUMBER AND PRECEDING LETTER.



K7



K34



K35



K.11



K24



K9



K8



K.1



K26



K29



K28



K27



K21



X48



K22



K30



K5



K25



K3



K20



K33



K6



K25<sup>A</sup>



N157



N156



K37



X49



K16



N189



X25



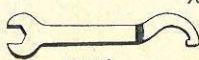
K36



K38



K32



K44



X3

X2

N7



N6



N200



K4



X47



X8



K2



X69

N43

X58



N8



N126



K31



N169



X24



K23



N185



X6



K12



K13



N222



N66



X35



X34



TO AVOID MISTAKES, WHEN ORDERING SPARES,  
GIVE NUMBER AND PRECEDING LETTER.

### 3-SPEED "TRICOASTER" HUB (MARK "K.C.") PARTS.

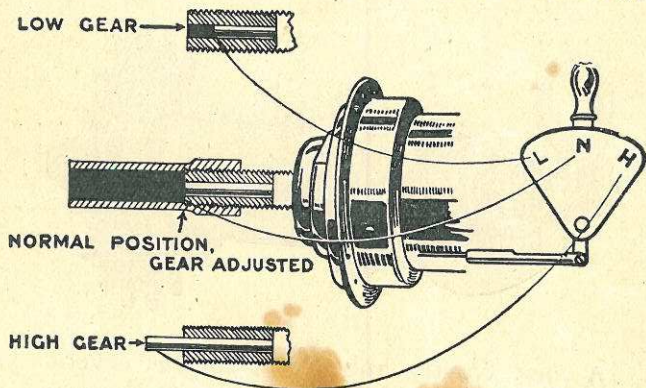
		s.	d.			s.	d.
X2	Chain ... ..	0	7	K13	Pawl Pin ... ..	0	1
X3	Screwed Connection ...	0	3	K16	Planet Pinion ... ..	0	9
X6	" " Lock Nut ...	0	1	K20	Chain Protector ... ..	0	3
X8	Main Spring Collar ...	0	1	K21	Planet Cage ... ..	4	0
X24	1in. diam. Ball Retainer	0	4	K22	Cage End Plate ... ..	1	6
X25	Ball Race Cap ... ..	0	1	K23	" Pinion Retainer		
X34	Pawl Spring per doz.	0	6		Rivet per doz.	0	6
X35	Split Pin ... ..	0	6	K24	Clutch Nut ... ..	4	0
X47	Spring Nut ... ..	0	1	K24	Clutch Nut fitted with		
X48	Sprocket ... ..	2	0		3 Pawls N185, 1		
X49	" Washer ... ..	0	2		Spring K37, Left Hand		
X58	Brake Arm Clip Nut ...	0	1		Pawl Retainer Inner		
X69	" Bolt ... ..	0	1		K25, Left Hand Pawl		
N6	Indicator Screw ... ..	0	7		Retainer Outer K25a		
N7	Coupling Spindle ... ..	0	7		3 Left Hand Pawl Re-		
N8	Axle Spring ... ..	0	3		tainer Rivets, K38 ...	5	3
N43	Clip for Brake Arm ...	0	4	K25	L.H. Pawl Retainer		
N66	Lubricator ... ..	0	3		(Inner) ... ..	0	2
N126	Indicator Spring ... ..	0	3	K25A	" (Outer) ... ..	0	2
N156	Steel Brake Band ... ..	1	3	K26	" Ratchet Ring ... ..	2	9
N157	Bronze Brake Band ...	2	0	K27	Brake Cone ... ..	2	0
N169	Brass Rivet for Brake			K28	" Lever, with 2 pegs	1	0
	Ring ... per doz.	0	6	K28a	" " with 1 peg		
N185	L.H. Pawl ... ..	0	3		(Latest Type)	1	0
N189	Step ... ..	0	9	K29	" Centre Plate, with		
N190	L.H. Nut (Lady's) ...	0	8		Hole for Peg ... ..	1	6
N200	R.H. Nut ... ..	0	9	K29a	Brake Centre Plate, with		
N222	Star Washer ... ..	0	2		Peg (Latest Type)	1	6
K1	Axle ... ..	4	6	K30	L.H. Cone ... ..	1	6
K2	" Key " ... ..	0	2	K31	" Lock Nut ... ..	0	10
K3	" Sleeve ... ..	0	8	K32	" Dust Cap ... ..	0	2
K4	" " Nut ... ..	0	3	K33	Brake Arm ... ..	1	6
K5	Sliding Clutch ... ..	2	0	K34	" Drum ... ..	3	6
K6	R.H. Cone ... ..	1	4	K35	Hub Shell ... ..	5	0
K7	Driver ... ..	5	0	K36	Sprocket Lock Nut ...	0	6
K8	R.H. Ball Ring ... ..	4	6	K37	L.H. Pawl Spring ...	0	2
K9	R.H. Dust Cap ... ..	0	3	K38	" Pawl Retainer		
K11	Gear Ring ... ..	5	6		Rivet per doz.	0	6
K12	" " Pawl ... ..	0	5	K44	Spanner ... ..	1	0

### Assembled Parts for "K" and "K.C." Pattern Hubs.

	s.	d.
Axle K1, Key K2, Sleeve K3, Nut K4, Axle Spring N8, Axle Spring Nut X47, Main Spring Collar X8	5	9
Axle K1, Key K2, Sleeve K3, Nut K4, Main Spring N8, Axle Spring Nut X47, Main Spring Collar X8, with Indicator Screw N6, Coupling Spindle N7, Chain X2, Screwed Connection X3, Lock Nut X6, and Indicator Spring N126	8	0
Indicating Spindle Complete comprising: Indicator Screw N6, Coupling Spindle N7, Chain N16, Screwed Connection X3, Lock Nut X6, and Indicator Spring N126	2	3
Ditto, do. Less N6 and N126	1	6

# IMPORTANT

KEEP THE GEAR CONTROL CORRECTLY ADJUSTED  
OIL FREELY, & YOUR HUB WILL ALWAYS BE O. K.



ADJUSTMENTS for **K PATTERN HUB.**  
**K C PATTERN TRICOASTER.**

To adjust Gear place Control Lever in Normal position, unscrew Locknut and adjust knurled connection until indicator is level with the end of the axle as shewn, then tighten Locknut.

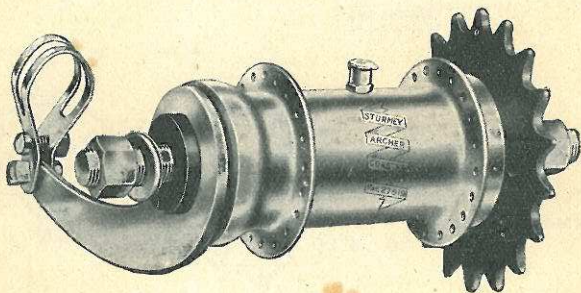
**NOTE.**—The correct method of dismantling hub is to remove **Brake Parts** first.

When hub is dismantled from Driving Side Clutch Nut K.24 **must not be Reassembled on Axle**, but placed in position in Ratchet Ring K.26. (care being taken that all three pawls are in action), before body of hub is screwed in.

On no account move Star Washer N.222 or Right Hand Cone K.6. These Parts are Fixtures.

# STURMEY-ARCHER COASTER

POSITIVE DRIVE.



A new coaster hub that possesses several distinctive features. As will be seen, the Hub is particularly neat, and pleasing in appearance. It is also the lightest coaster hub yet produced, being fully half a pound lighter than some well known makes.

Fitted to a machine in place of the ordinary stirrup pattern brake, the coaster hub actually adds nothing to the net weight of the cycle.

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**Better than insuring against cycle accidents is  
to fit a Sturmeley-Archer coaster hub  
and prevent them.**

THE  
**STURMEY-ARCHER**  
COASTER

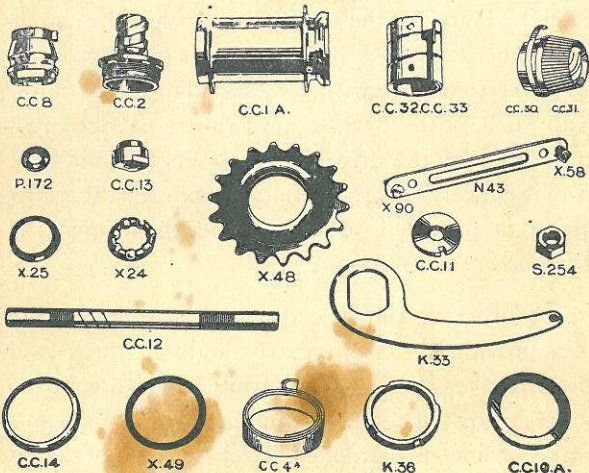
THIS Hub is of the positive drive type, the clutch-nut having teeth formed on it (*see illustration C.C. 31*) to engage with corresponding teeth in the Hub Shell, so that when the two are engaged it is impossible for the drive to slip. When driving the Hub is entirely free from friction, while a light trailer spring is provided to ensure the engagement of drive or brake as desired.

Another salient feature is the large braking area provided. This greatly adds to the power of the brake, as well as ensuring longer life in the brake-band. The brake-band is of rolled bronze—brake drum of hardened steel. The brake is entirely enclosed, and perfectly protected against grit and water.

The brake is *positive* and powerful in action, yet beautifully sweet, taking up the load, and responding exactly to the pressure at the pedal, at the same time giving the rider the confidence that he has still reserve braking power left for an emergency.

The hub is simple in construction (as will be seen from the list of parts), is reasonable in price, consistent with the use of the highest grade materials and workmanship throughout.

To distinguish the two Hubs when ordering Spares, the early pattern Hubs are marked with a patent number on the shell. This has been omitted on those Hubs fitted with positive drive.



### SINGLE COASTER. Positive Drive.

		s.	d.			s.	d.	
C.C. 1A	Hub Shell	...	4	6	C.C. 31	Brake Cone or Clutch Nut	2	0
C.C. 2	Driver	...	3	6	C.C. 32	Steel Brake Band	2	11
C.C. 7	Brake Band Rivet	...	1		C.C. 33	Bronze Brake Band	2	11
C.C. 8	Left Hand Cone	...	2	3	K 33	Brake Arm	1	6
C.C. 10A	Left Hand Dust Washer	...	2		K 36	Sprocket Lock Nut	0	6
C.C. 11	Left Hand Lock Nut	...	1	3	N 43	Brake Arm Clip	0	4
C.C. 12	Axle	...	1	3	N 66	Lubricator	0	3
C.C. 13	Right Hand Cone	...	1	0	X 24	Ball Cage	0	4
C.C. 14	Right Hand Dust Washer	...	2		X 25	Dust Cap	0	1
C.C. 18	Axle Nut (interchangeable with S254 illustrated)	...	3		X 48	Sprocket	2	0
C.C. 24	Left Hand Ball Cage	...	3		X 49	Sprocket Washer	0	1
C.C. 25	Right Hand Ball Cage	...	4		X 58	Brake Arm Clip Nut	0	1
C.C. 28	Step	...	9		X 69	Brake Arm Clip Bolt	0	1
C.C. 30	Trailer Spring	...	2		P 172	Axle Nut Washer	0	1

Old pattern parts fitted to early Single Coaster Hubs, 1922 to May, 1924.

		s.	d.			s.	d.	
C.C. 1	Hub Shell	...	4	6	C.C. 5	Steel Brake Band	2	11
C.C. 3	Brake Cone or Clutch Nut	...	2	0	C.C. 6	Bronze Brake Band	2	11
C.C. 4A	Brake Cone Spring	...	2		S 254	Axle Nut (This and C.C. 18 are interchangeable)	0	3



## LUBRICATION.

Oil the gear about every 100 miles using a good oil of medium consistency for the hub and grease for the inner cable and small chain.



**Keep the gears ("K." and "K.C.") correctly adjusted and your Hub will be "O.K."**



## LIGHTEST AND STRONGEST OF ALL THREE SPEED GEARS.

Taking the weight of an ordinary freewheel and hub at 1 lb. 5 ozs., the adoption of the Sturmev-Archer three speed hub will add approximately only 1 lb. to the machine.





**STURMEY ARCHER**  
SPEED **3** GEAR

*"Makes Cycling Easy."*

**STURMEY-ARCHER**  
TRICOASTER

*"Makes Cycling Easy and Safe."*

