

SECTION HWHEEL REMOVAL AND REPLACEMENTINDEX

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SECTION H WHEEL REMOVAL AND REPLACEMENT

1. Front wheel removal

1. Remove the caliper retaining screws in the fork leg.
2. Swing the calipers clear of the discs.
3. Remove spindle nut at left hand fork leg.
4. Slacken pinch bolt in right hand fork leg.
5. Withdraw spindle and remove wheel and distance piece at left hand side.

2. Front wheel replacement

1. Locate wheel between forks.
2. Position calipers over discs.
3. Replace spindle and distance piece.
4. Replace spindle nut and tighten.
5. Tighten pinch bolt.
6. Refit calipers to fork legs.

3. Rear wheel removal (See Figs 8-10)

1. It is easier to disconnect the brake cable clevis pin and unscrew the adjuster from its housing.
2. Disconnect the brake torque arm at the hub.
3. Slacken and remove one spindle nut. DO NOT REMOVE THE SPECIAL SLOTTED NUT ON CUSH HUB SPINDLE.
4. With the wheel supported, withdraw the spindle and remove the spacer between the brakeplate and the swinging arm.
5. Remove the brake plate.
6. The wheel can now be eased off the cush rubbers and removed.

For dismantling of the cush hub refer to overhaul section.

4. Rear wheel replacement

Reverse the removal procedure to replace the wheel. Some rubber lubricant on the cush rubbers will ease assembly.

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SECTION Z MAINTENANCE DATA AT A GLANCE

<u>Machine numbers</u>	To be quoted in all correspondence.	
Frame number:	On right hand side of steering head.	
Engine number:	On right hand side of crankcase.	
<u>Tyres</u>	Avon Roadrunners or Dunlop TT100.	
Type:		
	<u>Front</u>	<u>Rear</u>
Size:	3.60 x 18	4.10 x 18
Pressure, Solo:	24 lb/sq.in.(1.7 Kg/sq cm)	27 lb/sq in (1.9 Kg/sq cm)
" Two-up:	24 " " " (1.7 Kg/sq cm)	30 lb/sq in (2.1 Kg/sq cm) (Depending on load)
<u>Fuel</u>		
Tank capacity:	3 gals.(13½l)(sprint). 4 gals.(18 l.)(touring).	
Grade:	4-star petrol, 98/99 octane.	
<u>Engine oil</u>		
Tank capacity:	3½ pints (1.8 litre)	
Grade:	2-stroke non-mixing. Duckhams 2-stroke or Filtrete Super 2	
Consumption:	300 miles (500 km.) per pint approx. or better.	

Clutch/chaincase oil

Capacity:	½ pint (.13 l)
Grade:	Automatic transmission fluid.
Change:	At 500 miles (800 km.) then every 12,000 miles (20,000 km.)

Gearbox oil

Capacity:	1 pint (.5 l)
Grade:	SAE 20/50 or SAE 30 or as engine oil.
Change:	At 500 miles (800 km.) then every 12,000 miles (20,000 km.)

Coolant

Capacity:	5 pints (2.8 l)
Type:	Water + Bluecol AA antifreeze, or equivalent for "all-aluminium" engine, when required.

Front forks

Quantity:	½ pint (.25 l) per leg.
Type:	Automatic transmission fluid.

General lubrication

Any normal automotive grease or oil.

Swinging arm pivot: grease frequently.

All hinges, fulcrums, control cables, rear brake arm. etc.: oil frequently.

Front fork sliders

Keep clean to avoid wear on seals if gaiters not fitted.

Front brake hydraulic fluid

Top up with fluid (Lockheed 329S).

Light Bulbs

Head: Thorn Halogen, H4, 60/55 w N0463

Pilot: 5 w

Stop/tail: 21/5 w. offset bayonet pins

Trafficators: 21 w.

Fuse

25 amp

Ignition timing

.3" before T.D.C. on full advance

Sparking plugs

Type: Champion L10 (for running in and sustained low speed use)

KLG F220 (for high speed touring)

Gap: 0.025" (0.65 mm.)

Air cleaner

Type: Wassell AC 900 dry paper element.

Change: Every 3,000 miles (5,000 km) or as required.

Chain adjustment

Primary: See section G paragraph 11

Final drive: $\frac{1}{2}$ "- $\frac{3}{4}$ " (13-19 mm) at centre of top run.

Chain lubrication

Use Duckhams or Castrol Aerosol chain lubricant frequently during early running and thereafter as required.

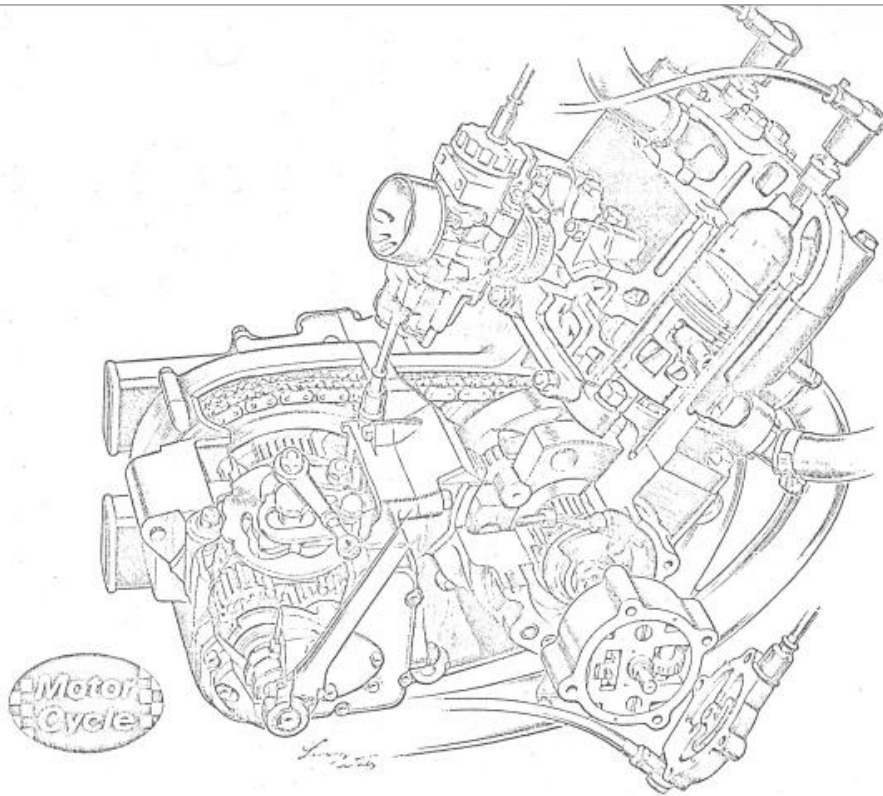


Fig.1

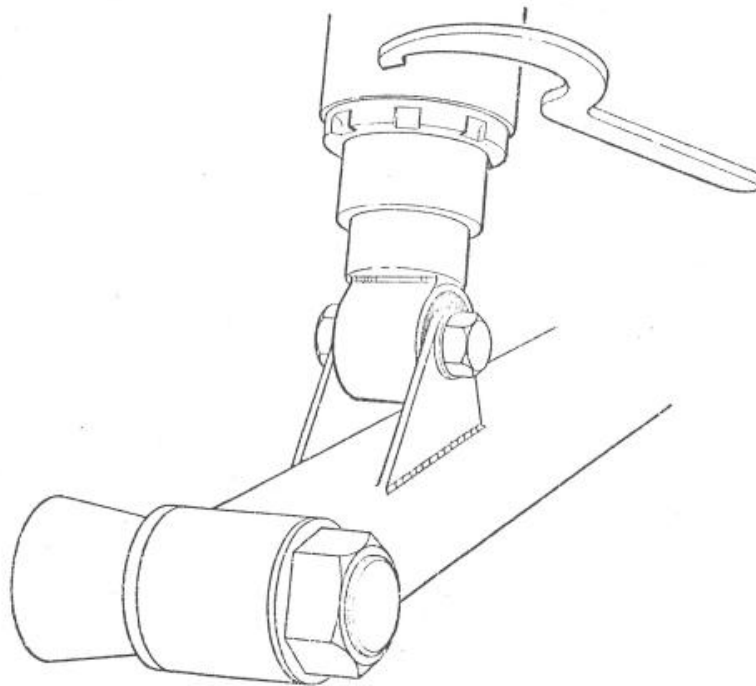
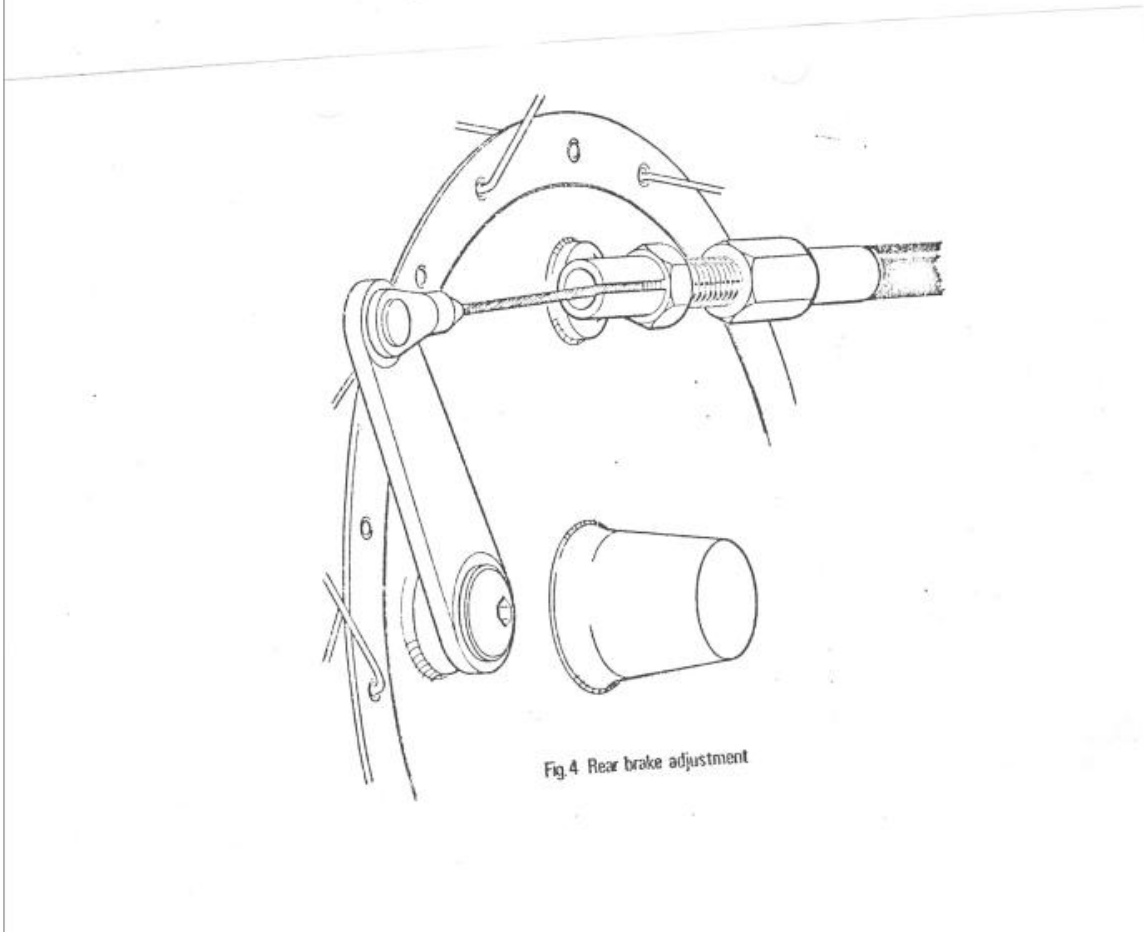
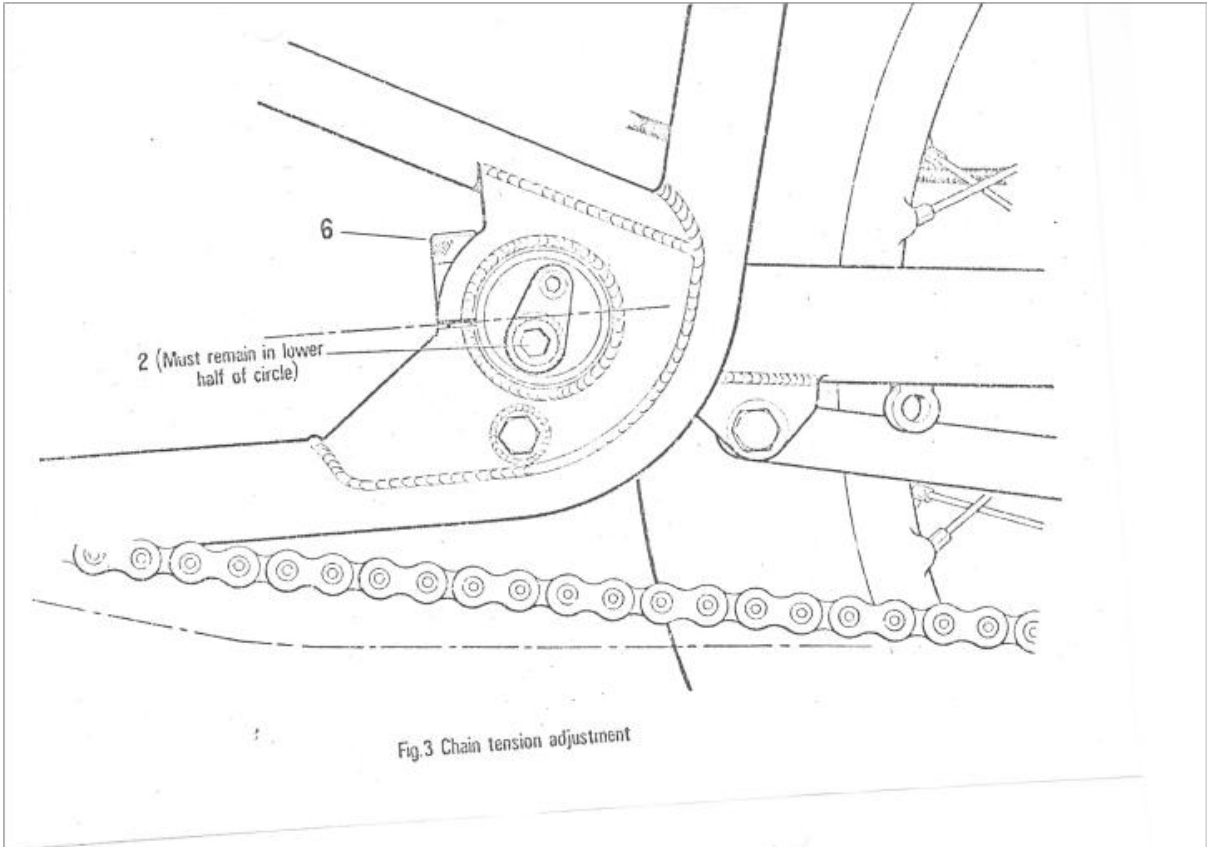


Fig.2 Rear shock absorber adjustment



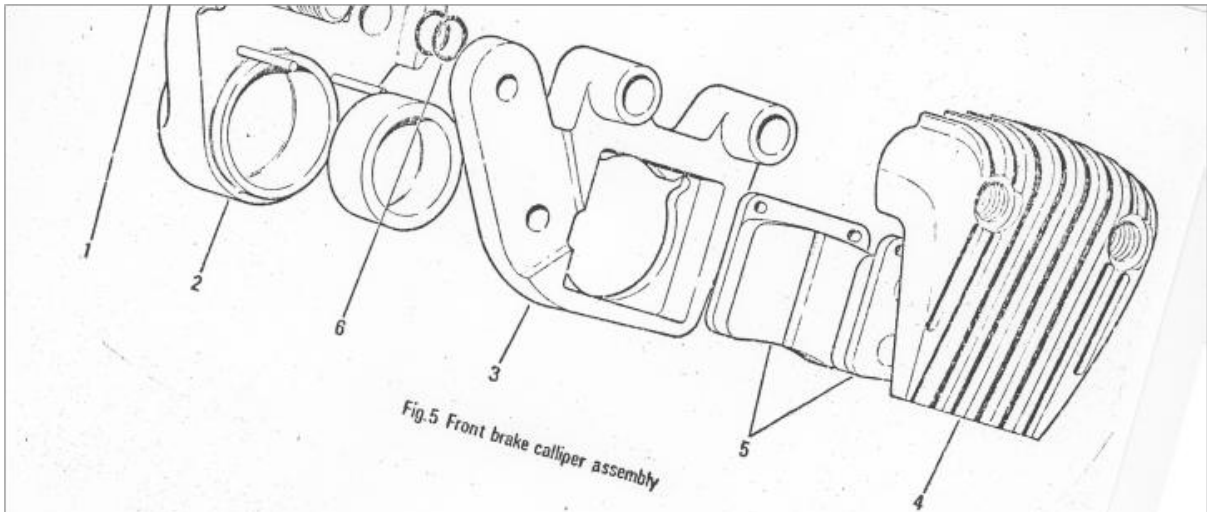


Fig.5 Front brake calliper assembly

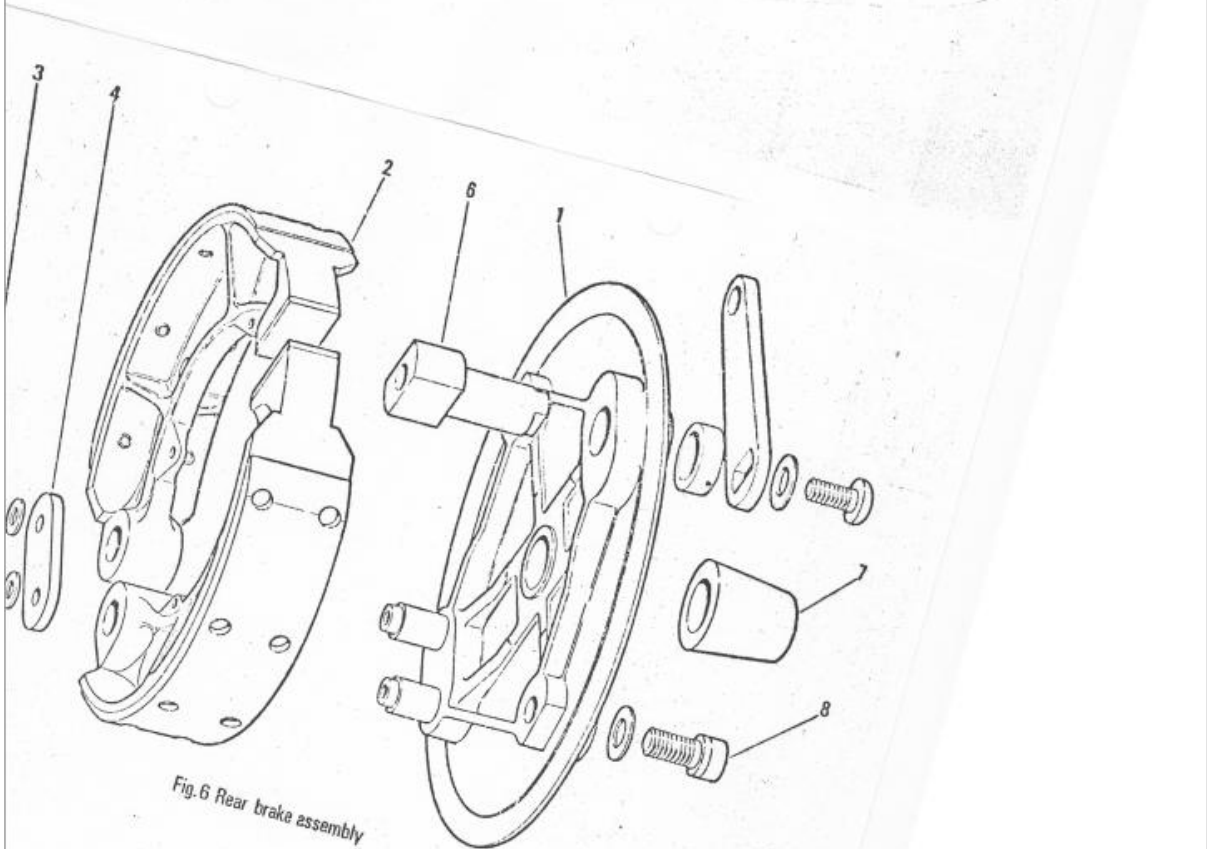


Fig.6 Rear brake assembly

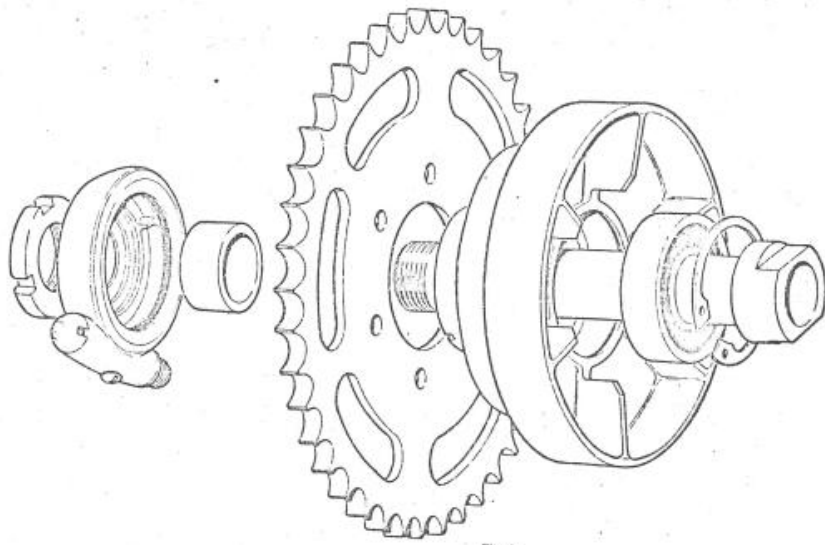


Fig. 8

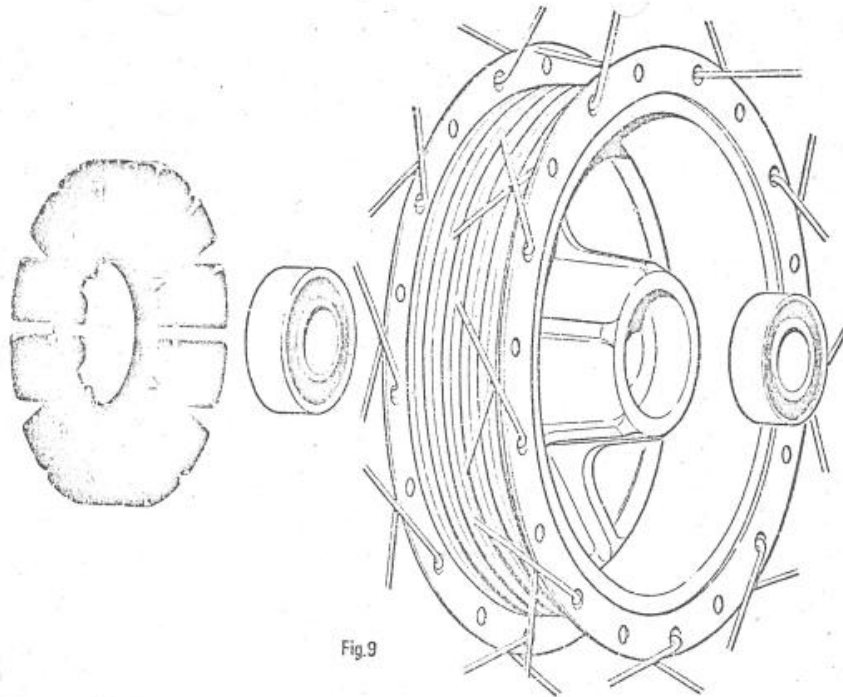


Fig. 9

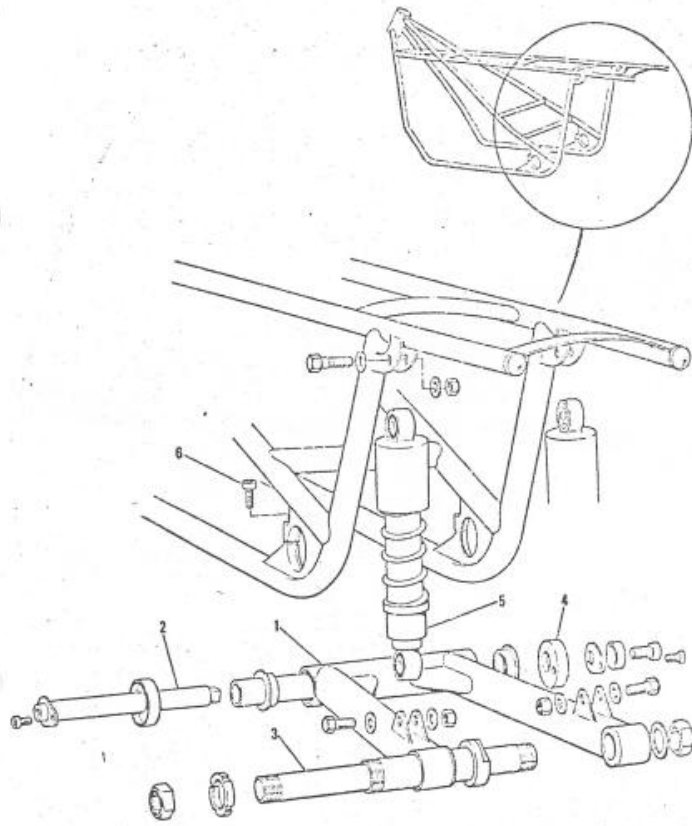


Fig 10 Swinging arm assembly

