

SILK

7005

OWNERS HANDBOOK

SILK SERVICE SUPPORT

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THIS HANDBOOK APPLIES TO \_\_\_\_\_

COLLECTED BY \_\_\_\_\_ FROM \_\_\_\_\_

ON \_\_\_\_\_

CHASSIS NO. \_\_\_\_\_

ENGINE NO. \_\_\_\_\_

NOTE: FIRST PART OF NUMBER DEFINES THE SPECIFICATION,  
SECOND PART OF NUMBER IS SERIAL NUMBER.

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OWNER'S HANDBOOK

CONTENTS

- A. INTRODUCTION
- B. DESCRIPTION OF MOTORCYCLE
- C. TECHNICAL DATA
- D. CONTROLS AND ADJUSTMENTS
- E. FIRST 2000 MILES
- F. STARTING PROCEDURE
- G. ROUTINE MAINTENANCE
- H. WHEEL REMOVAL
- I. CLUTCH ADJUSTMENT
- Z. MAINTENANCE DATA AT A GLANCE

## SECTION A INTRODUCTION TO OWNER'S HANDBOOK

### This handbook

The Silk 700 is a sophisticated and advanced engineering product. It is made only in limited numbers for an exclusive ownership. In writing this handbook for you, the owner of a Silk 700, we have assumed that you have previously owned and ridden a motor-cycle.

We want you to understand, to maintain and to overhaul your Silk 700 so that both in riding it and in working on it, you obtain the maximum pleasure. We have tried to use the minimum of words to do this.

However, few handbooks are perfect, and if we have left anything unclear, our service personnel are always available to answer your queries, and we shall use the extra knowledge so gained to improve the handbook for future owners.

"If in doubt, please ask."

### Silk Owners' Club

We ourselves are keen motor-cyclists, and have for many years had very close associations with other one-make Clubs. We know how much pleasure is obtained by owners of exclusive motor-cycles getting together from time to time. We have therefore sponsored the Silk Owners' Club, and on your purchase of this Silk 700, have paid your first year's subscription to the Club.

### Silk Service Support

Because of the special relationship which exists between all Silk owners and us, the manufacturers, we provide the facilities for all technical service, maintenance and overhaul at our works. We hope you will make use of these facilities. Please do telephone us first to make an appointment; this will help to avoid delays for you and will help us to plan our work more efficiently.

When telephoning us please quote the machine's Serial No. complete with all letters and numbers, which will be found stamped on the R.H.S. of the steering head. When writing, please address the letter to S.S.S., Silk Engineering (Derby) Ltd. etc.....and please quote the frame and engine serial numbers at the top of the letter.

The 500 mile service on your Silk 700 is free at the works, including both labour and materials; the work covered is specified in the section "Maintenance at a Glance". Should you prefer to do the 500 mile service yourself, then the equivalent work will be done free at any time you care to return the bike to the works.

In addition, to help you to obtain the most pleasure from your Silk 700, we can offer you a renewable works maintenance and overhaul contract, and details of this will be supplied to you separately.

Product Improvement

From time to time, we shall introduce improvements to the Silk 700S. You will hear of these through the Silk Owners' Club. If you would like to keep your Silk right up to date, we can retrofit the latest production modifications in our own factory, at a reasonable cost - please ask us to quote.

SECTION BGENERAL DESCRIPTION OF THE MOTORCYCLEINDEX

<u>Para.</u>	<u>SUBJECT</u>	<u>Page No.</u>
1	The 2-stroke cycle	B1
2	The Oil System	B3
3	Water cooling	B4
4	The Ignition System	B5
5	Other features	B5

## SECTION B DESCRIPTION OF THE MOTOR CYCLE

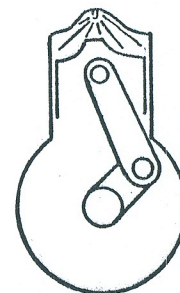
This section describes those features of the Silk 700 which may be unfamiliar to motor cyclists who are used to other makes of machine.

### 1. The 2-stroke cycle

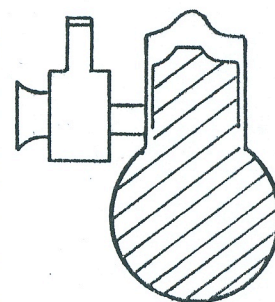
The performance of the Silk 700 stems from its high power/weight ratio and from the abundant torque in the mid-RPM range. These characteristics arise from the special features of the Silk "Velocity Contoured" 2-stroke charge/scavenge system.

In the Silk 700, the piston performs four largely separate functions:

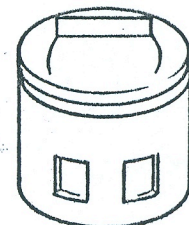
1. The usual 2- and 4-stroke functions of compressing the gas above the piston and then transmitting the power from the combustion into the con-rod and crankshaft.



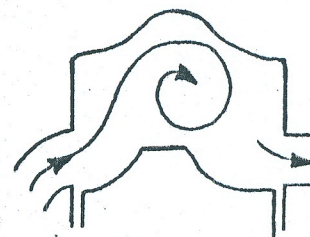
2. The usual 2-stroke function of using the underside of the piston to draw in the charge and to do the primary, or "crankcase" compression. Whilst all 2-strokes do this, we have developed a new "Velocity-Contoured" charge system which is largely responsible for the Silk engine's outstanding performance.



3. The special feature of the Silk 700 piston is the shape of the ports in the piston skirt which control the inflow of the charge to the underside of the piston and the transfer of the charge to the combustion chamber.



4. The specially shaped top of the piston controls the flow of the charge into the combustion chamber, and ensures efficient combustion and scavenging.



The outstanding power and flexibility of the Silk 700 stem from the aerodynamics of the inlet and transfer passages, the crankcase, the piston ports and the piston top. These features have been developed and patented by Silk Engineering over the last few years and checked on a computer programme at Belfast University. These unique features have given rise to their description "Velocity Contoured".

## 2. The oil system

Oil is supplied to the bearings by a pump. After discharge from the bearings, the oil is picked up by the intake gases and carried into the combustion chamber, where it is burned. The lubrication system is therefore of the "Total Loss" type.

The objective of the lubricating system is to ensure the longevity and reliability of the bearings and piston rings with the minimum possible oil supply.

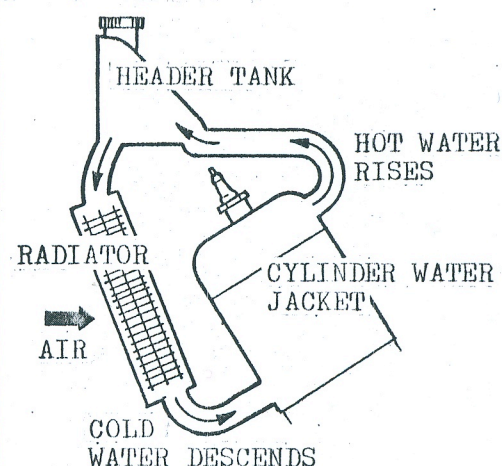
On the Silk 700, this is achieved by the Silk "Dupu" positive displacement pump. The pump is driven from the crankshaft and controlled by the throttle twist-grip, so that the rate of oil flow varies with RPM and with throttle opening, and therefore with the load on the bearings. The pump delivers through a spring loaded non-return valve, and this together with the ability of the pump to deliver at pressure, minimises any change in

lubrication characteristics due to variations in crankcase pressure. Each half of the pump feeds the two crankshaft bearings on one cylinder. The oil is centrifugally channelled from the mains to the big end bearings and then to the underside of the pistons. Oil consumption is better than 300 miles per pint.

## 3. Water cooling

On modern high-performance engines, water cooling gives much better cooling around such critical areas as the exhaust ports and sparking plugs, at the back of the block and between adjacent cylinders. The water pipes and internal passages of the Silk 700S have been carefully designed to take care of these potential hot spots and to give the most even possible temperature all round the combustion chamber.

The small size and low profile of the Silk 700 enable a Thermosyphon cooling system to be used. The reduction in density of the water as it heats up causes the water to circulate; the system is self-regulating, as the hotter the water in the cylinder block, the faster the circulation, and the more the cooling from the radiator. Also, because no flow occurs until the cylinder block has heated up, quick warming up is achieved. And all without the complications of water pumps and thermostats!



#### 4. The Ignition System

Accurate control of ignition timing, and a really positive spark, are important on all engines but are especially beneficial on 2-strokes. The Silk 700 therefore uses a "Lumenition" transistorised system to eliminate the variations encountered with a contact breaker. The "Lumenition" system has no wearing parts and, once correctly set, should be trouble-free and require no further adjustment. A Silk-designed centrifugal advance-retard gives correct advance for starting and throughout the range of RPM.

#### 5. Other Features

The rigid light-weight frame, race-proved front forks, and other features, although contributing to the overall outstanding performance and handling qualities, are relatively conventional. Sufficient descriptions will be found in the relevant sections of this handbook.

SECTION C  
TECHNICAL DATA

INDEX

<u>Para.</u>	<u>SUBJECT</u>	<u>Page No.</u>
1	The Engine	C1
2	The Transmission	C2
3	Frame and Suspension	C3
4	The Cooling System	C4
5	Electrical Equipment	C4
6	Dimensions	C5





Parking light: Built-in with headlamp  
Rear light: Combined tail/stop unit with reflector  
Trafficators: Amber flashing indicators front and rear  
Indicator lamps: High-beam and trafficator  
Horn: Lucas 6H.

#### 6. Dimensions

Overall length: 81" (206 cm.) approx.  
Wheelbase: 56" (142 cm.)  
Width: 26" ( 67 cm.) approx. with standard handlebar  
and mirror  
Ground clearance: 8" ( 20 cm.) approx.  
Seat height: From 28" (71 cm.)  
Weight: Approx. 300 lb dry weight, depending on specification

SECTION DCONTROLS AND ADJUSTMENTSINDEX

<u>Para.</u>	<u>SUBJECT</u>	<u>Page No.</u>
1	Handlebar controls	D1
2	Headlamp fairing	D1
3	Foot controls	D2
4	Choke control	D2
5	Petrol tap	D2
6	Rear shock-absorber adjustment	D3

SECTION D CONTROLS AND ADJUSTMENTS

The Silk 700 has conventional motor-cycle hand and foot controls

1. Handlebar controls

Left side: Clutch lever with cable adjuster. Combined headlamp dip, horn and trafficator switch.

Right side: Throttle twistgrip, with twin pull to operate throttle and oil metering system. Combined front brake lever and hydraulic cylinder.

2. Headlamp fairing

Left side: Light switch

Right side: Ignition switch

Top panel: Speedometer  
Ammeter  
High-beam indicator lamp  
Trafficator indicator lamp

D2

3. Foot controls

Left foot: Rear brake pedal

Right foot: Gear change lever  
Folding kick-start pedal

4. Choke control

Location: On carburettor

Operation: Depress lever fully to bring choke into operation

Usage: For cold start only. Lever should be in upper, running, position at all other times.

5. Petrol tap

Type: On/off and reserve

Location: Centrally at rear of tank

6. Rear shock-absorber adjustment (See Fig. 2)

Three-position adjustment for ride height.

Adjustment: Turn casing clockwise, viewed from top, to stiffen suspension

Setting: The machine is delivered with the adjustment in the mid-position

SECTION EFIRST 2000 MILES

<u>Para.</u>	<u>SUBJECT</u>	<u>Page No.</u>
1	Running-in	E1
2	Check after first 500 miles running	E1
3	Points to watch during early running	E2

SECTION E FIRST 2,000 MILES

1. Running-in

There are no fixed rules for running-in, but we recommend the use of a 32:1 petrol mix for the first 500-750 miles.

In addition, use common sense and avoid:-

High engine speeds

Large throttle openings, particularly at low engine speeds - make use of gears to avoid "slogging".

Long periods at constant speeds and throttle openings

From 500 miles to 2,000 miles, engine duty can gradually be increased.

2. Checks after first 500 miles running

This work will be carried out free if the bike is returned to the works.

1. Check all coolant hose connections and clips for leaks and tightness.

E2

2. Check engine mounting bolts for tightness
3. Check steering head bearing and adjust if necessary (See section G18)
4. Change clutch and gearbox oils.
5. Carry out full lubrication.
6. Generally "check-over" the bike to check that nuts are tight and adjustments correct.

3. Points to watch during early running

1. It is advisable to add about  $\frac{1}{4}$  pint oil to each gallon of petrol for first 500 miles.
2. Ensure final drive chain is kept well lubricated while the rubber "gaiters" are wearing themselves in.
3. Check chain and clutch adjustments as these settle down.

SECTION F    STARTING PROCEDUREThe Procedure

1. Switch the petrol on.
2. Depress the choke lever fully for cold start only.
3. Switch on ignition.
4. Leave throttle closed - this is especially important when choke is used.
5. Kick-over smartly.
6. Return choke lever to upper position when engine is running.

Three gentle reminders

The engine starts better with the ignition switched on and continues longer with the petrol turned on!

Be sure to switch "off" the ignition when the engine is not running to avoid the risk of a flat battery.

Don't forget to return the choke lever to the normal "Up" position after a cold start.

SECTION GROUTINE MAINTENANCEINDEX

<u>Para.</u>	<u>SUBJECT</u>	<u>Page No.</u>
1	Engine Oil	G1
2	Coolant	G1
3	Tyre pressures	G2
4	Hydraulic fluid	G2
5	Greasing and oiling	G2
6	Front forks	G3
7	Battery acid level	G3
8	Lighting system	G4
9	Ignition system	G4
10	Air filter	G7
11	Primary chain	G8
12	Driving chain	G8
13	Brake adjustment	G9
14	Bleeding front brake system	G9
15	Brake lining check	G10
16	Gearbox and Transmission case oil	G11
17	Clutch adjustment	G11
18	Steering head adjustment	G13

Some regular maintenance is essential to maintain serviceability and avoid undue wear. The following items are affected by the severity of use, the environment of use (i.e. wet, salt, mud, dust, etc.) and other factors.

Consequently, it is not possible to recommend fixed maintenance periods, and the rider must use his discretion based on experience of his particular type of operation, and on the following information.

1. Engine Oil

Usage should be better 300 miles per pint: for safety, the tank should not be allowed to fall below half full.

The oil tank filler cap is located under the sideways-hingeing seat. Take care not to obstruct the vent hole in the filler neck - for example by putting plastic bags or clothing over it.

The oil level can be seen through the filler neck or through a translucent panel in the left side of the tank.

The oil pump is a reliable, positive displacement unit and no maintenance is required. Provided that the cable is properly adjusted to have as near "zero" free play as possible, the pump will deliver correctly metered quantities of oil under all conditions.

If for any reason, the oil supply to the engine is questioned, this may be checked by pulling the outer cable from the oil pump with the engine running to give the effect as though the throttle was wide open, and then blipping the throttle for a few minutes. After a short while, the increased oil supply will result in blue exhaust smoke.

2. Coolant

Some evaporation will occur. Experience will show the frequency at which topping-up is necessary. The filler cap is on the header tank, behind the steering head.

Top-up with the correct water and/or anti-freeze mixture (see specification).

### 3. Tyre pressures

The rider should satisfy himself that the tyre pressures are satisfactory before each journey.

Front tyre pressure:	Solo - 24 lb/sq.in.
	Dual - 24 " " "
Rear tyre pressure:	Solo - 27 " " "
	Dual - 30 " " "

### 4. Hydraulic fluid

No leakage should occur, but the rider should check weekly as part of the lubrication programme.

### 5. Greasing and oiling

Control levers, control cables, pedal fulcrums, rear swinging arm hinge, rear brake arm, seat hinges etc. are susceptible to wet and dirt. As a guide they should be oiled and greased weekly.

The swinging arm pivot grease nipple is located centrally underneath the pivot tube. This must be greased regularly; if, through neglect, dirt replaces grease in the bearings, your road holding and steering will soon deteriorate.

### 6. Front forks

If gaiters are not fitted, the sliders should be kept clean to avoid grit entering the seals.

The forks normally require no other maintenance. If inadequate damping is suspected, the oil charge in the forks can be renewed. If leakage has taken place, the seals may need renewing. See overhaul section for details.

### 7. Battery Acid Level

Evaporation will depend on conditions of usage and again experience will establish the frequency between topping-up periods. At first the level should be checked weekly. After removing either side panel, the acid level can be seen through the battery casing.

For topping up, the battery is removed by releasing the retaining strap: the leads are long enough not to need disconnecting.

## 8. Lighting system

Check the bulbs frequently, especially the stop/tail lamp.

## 9. Ignition System

### 9.1. Timing

Access to the lensed unit is by undoing the top and bottom oil pump bolts and removing the oil pump complete (the front and back bolts hold the cover onto the oil pump and need not be touched). To reset the timing, slacken the lock screw in the clampnut and then slacken the clampnut itself; the advance/retard mechanism can then be rotated on the shaft.

The standard ignition setting is obtained by setting the right piston .3" before top dead centre, measured with a depth gauge through the plug hole; then rotating the chopper at full advance with the ignition switched on until a spark occurs at the spark plug (which can be rested on the cylinder head); then tighten the clampnut and the locking screw. A special tool is available to assist in setting the piston correctly.

### 9.2. Maintenance

The "Lumenition" ignition system needs no maintenance once it is correctly set. If it is operating normally, we do not recommend routine testing. The electronics do not deteriorate and therefore only the HT leads and spark plugs require checking and service.

If the system malfunctions, first check all connections.

The system comprises three main components:-

Heat Sink (Power Unit)

Opto-electronic Assembly (Lensed Unit)

Coils

### A. To test complete system

1. Remove a spark plug. Replace the lead and lay the plug on the cylinder head. On cranking the engine sparking should occur with ignition switched on.

### B. To test the coil and heat sink assembly (power unit)

1. Unplug the lensed unit at the 3-way connector.
2. Remove a spark plug. Replace the lead and lay the plug on the cylinder head.
3. Turn on the ignition switch.

4. By means of a small piece of wire shaped like a hair pin connect the blue wire to the black wire on the heat sink side of the 3-way connector. When breaking this connection sparks should occur.
5. If there is a very weak spark check the coil. If there is no spark suspect a Heat Sink fault.

### C. Testing the Opto-electric assembly (Lensed Unit)

The Lensed Unit may be tested with a Lumenition Tester Part LT1 or with a low-reading Voltmeter.

#### 1. Testing with a Lumenition Tester Part No. LT1

Switch off ignition. Connect the large crocodile clip on the Tester to a good earth and connect its red lead to the positive of the battery. Plug the 3-way connector of the Tester to the 3-way connector of the lensed unit. With an uninterrupted beam of light between lenses the red light should be on. With an interrupted beam of light the red light should be off.

#### 2. Testing with a Voltmeter

67

This test is only valid with a good Heat Sink Assembly. With the Lumenition system completely wired up, including the 3-way connector, and the ignition switch on, connect the positive lead of Voltmeter carefully to the blue lead at the back of the 3-way connector, and connect the negative lead of the Voltmeter to the earth point of the Heat Sink Assembly. With an uninterrupted beam of light between lenses the meter should read 0.1 to 0.2 volts. With an interrupted beam of light the meter should read 0.8 to 0.9 volts. Before suspecting the Lensed Unit ensure good Voltmeter connections.

#### 3. Cleaning the lensed unit

The lensed unit will function correctly with up to 90% of the lenses obscured. Beyond this, sparks will occur at irregular intervals, giving poor timing, or not at all. Careful cleaning should cure the problem.

### 9.3 Sparking plugs

Sparking plugs should be replaced at 6,000 mile intervals, or as experience dictates. The leads and the insulators on the heads of the coils should be kept clean. The plug gap should be maintained at 0.025" (0.65 mm).

### 10. Air filter

The paper element should be changed every 5,000 miles under normal conditions. Exceptionally dusty conditions may require more frequent changes. A blocked filter will cause low power and over-richness leading to high fuel consumption.

### 11. Primary chain

The primary chain has a nitrile-rubber faced tensioner underneath the bottom run. This is mounted on a removable plate under the chain case, with its rear end supported by an adjustment screw.

To adjust the tensioner, slacken the lock nut, then screw in the adjustment screw until resistance is felt as the chain tightens. Then unscrew the adjustment screw three full turns and retighten the locknut.

### 12. Driving chain

The driving chain tension should be checked at about monthly intervals. Midway along the plastic enclosure, the chain runs through internal guides. By moving the flexible plastic enclosure up and down, the amount of chain "slack" can be felt. This movement should be between  $\frac{1}{2}$ " -  $\frac{3}{4}$ " with normal rider's weight on the back wheel.

Adjust the chain, if necessary, by means of the eccentrically mounted swinging arm pivot spindle (see Fig. 3), as follows:-

1. Slacken both swinging arm pivot pinch bolts (6) in the frame.
2. Rotate the spindle (2) at the left-hand side of the machine with an Allen key to tighten or slacken the chain, ensuring that the adjustment stays in the lower half of the circle.
3. With the machine loaded, correct the adjustment to  $\frac{1}{2}$ " -  $\frac{3}{4}$ " movement at the centre of the top chain gaiter.

4. Tighten pinch bolts (6).
5. Check back brake adjustment.

### 13. Brake adjustment

The front disc brakes are self-adjusting.

The rear brake is adjusted by means of a cable adjuster at the operating arm on the rear hub. (See Fig. 4)

For cleaning purposes the rear brake backplate can be removed leaving wheel in place.

### 14. Bleeding the front brake system

If air enters the brake hydraulic system for any reason, the brake will feel "spongy". To bleed the brake:-

1. Check that the reservoir is full of clean fluid (Lockheed 329s) and wrap the reservoir round with cloth to prevent any chance of spillage onto the bike.
2. Place a receptacle under the bleed valve on one of the calipers and unscrew the bleed valve

3. Pump the brake lever gently and steadily until the fluid coming out of the bleed valve is completely free of bubbles. Check that the reservoir does not empty of fluid while doing this.
4. Re tighten the bleed valve.
5. Repeat with other bleed valve (for dual discs)
6. Check that the resistance to lever movement is now "firm" and not "spongy".
7. It is essential to fill the reservoir half full and replace rubber diaphragm.

#### 15. Brake lining check

Front brake pads and rear brake linings should be checked for wear at around three monthly, or 4,000 mile, intervals.

The front brake pads can be checked visually at the disc without removing the front wheel. Replacement will be necessary when the friction material is worn down to 1/16 in. (See Fig 5)

To check rear brake lining wear, the back plate must be removed from the wheel (see Section H Items 1-5) When the linings are worn down to 1/16 in., replacement will be necessary (see Fig 5)

#### 16. Gearbox and Transmission case oil

Oil changes are recommended at 12,000 mile intervals.

The gearbox filler plug is on the top of the box, the level plug is on the end plate adjacent to the kickstart shaft, and the drain plug is underneath. They can be reached from the right hand side of the machine.

The transmission case filler plug is located just above the clutch access cover; the level plug is set low on the rear of the casing to the rear; and the drain plug is set in the base of the case. They can be reached from the left hand side of the machine.

#### 17. Clutch adjustment

Clutch adjustment should seldom be necessary, although it must be done if clutch slip occurs or if there is no free movement at the end of the operating lever in the clutch. This should not normally occur at less than 10,000 mile intervals.

##### Checking operating lever clearance

1. Slacken off the cable adjuster at the handlebar lever.
2. Remove the clutch cable gaiter at the gearbox.
3. Pull the cable at the clutch end and check the amount of free movement before the resistance of the clutch springs is felt. If the free movement is less than 1/8" then adjustment of the clutch is necessary.

Clutch adjustment (See Fig 7)

1. Hinge down rear end of chain enclosure.
2. Rotate the wheel to bring the spring link into view on the sprocket. Remove the spring link. Join the ends of the chain with a long loop of string to facilitate replacement and pull chain until it disengages from the drive sprocket.
3. Remove the three bolts from the drive sprocket bearing support on the left hand side of the gearbox and remove complete with sprocket.
4. Remove the four screws from the clutch access cover ( 1 ) and withdraw the cover and oil seal.
5. Slacken the three locknuts ( 2 ) on the adjusters ( 3 ) and unscrew the adjusters 2 or 3 turns.
6. Gently screw each adjuster back in until resistance is felt as it just touches the thrust washer ( 4 ).
7. Back off each adjuster exactly half turn, and holding it in that position, tighten the locknut.
8. Check the operating lever clearance and that the thrust plate lifts squarely when turning engine over.

9. Reset the cable adjuster at the handlebar lever.
10. Refit the clutch access cover.
11. Replace the drive sprocket bearing support and sprocket, ensuring that the string loop passes round the sprocket.
12. Gently pull the chain over the drive sprocket and continue until the two ends can be engaged on the rear sprocket. Remove the string and refit the spring link.
13. Refit the chain enclosure end piece.

18. Steering head adjustment

The steering head has taper bearings, pre-packed with grease and enclosed. Adjustment will not normally be necessary, but may be done as follows:

1. With the front wheel clear of the ground, slack off the fork pinch bolts in the bottom yoke.
2. Tighten or loosen the stiffnut on top of the steering head until the steering rotates freely but without any perceptible play.
3. Re-tighten the bottom yoke pinch bolts.

#### 19. Carburettor adjustment

The Amal Concentric Mk. II differs from previous Amals in having a separate starter jet instead of a choke slide. In other respects, it follows normal Amal practice.

The slow running is controlled by two screws on the left hand side:-

The sloping screw, with the head downwards, is the throttle stop; screwing it in increases the slow-running speed.

The horizontal screw alongside it controls the air bleed to the slow running jet; screwing it in richens the mixture.

The height of the needle in the slide controls mainly the mixture in the middle of the range - lowering the needle weakens the mixture. The standard setting is on the middle groove, and normally this should not be altered.

SECTION HWHEEL REMOVAL AND REPLACEMENTINDEX

<u>Para.</u>	<u>SUBJECT</u>	<u>Page No.</u>
1	Front wheel removal	H1
2	Front wheel replacement	H1
3	Rear wheel removal	H2
4	Rear wheel replacement	H2

## 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.

H2

### 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.

SECTION 2MAINTENANCE DATA AT A GLANCEINDEX

<u>SUBJECT</u>	<u>Page No.</u>
Machine numbers	Z1
Tyres	Z1
Fuel	Z1
Engine oil	Z1
Clutch/chaincase oil	Z2
Gearbox oil	Z2
Coolant	Z2
Front forks	Z2
General lubrication	Z3
Front fork sliders	Z3
Front brake hydraulic fluid	Z3
Light bulbs	Z3
Ignition timing	Z4
Sparking plugs	Z4
Air cleaner	Z4
Chain adjustment	Z4

SECTION Z MAINTENANCE DATA AT A GLANCE

Machine numbers To be quoted in all correspondence.

Frame number: On right hand side of steering head.

Engine number: On right hand side of crankcase.

Tyres

Type: Avon Roadrunners or Dunlop TT100.

	<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)
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" Two-up:	24 " " " (1.7 Kg/sq cm)	30 lb/sq in (2.1 Kg/sq cm) (Depending on load)
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Fuel

Tank capacity: 3 gals.(13½l)(sprint). 4 gals.(18 l.)(touring).

Grade: 4-star petrol, 98/99 octane.

Engine oil

Tank capacity: 3¼ pints (1.8 litre)

Grade: 2-stroke non-mixing. Duckhams 2-stroke  
or Filtrate Super 2

Consumption: 300 miles (500 km.) per pint approx. or better.

Clutch/chaincase oil

Capacity: ¼ 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)

KLK 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.

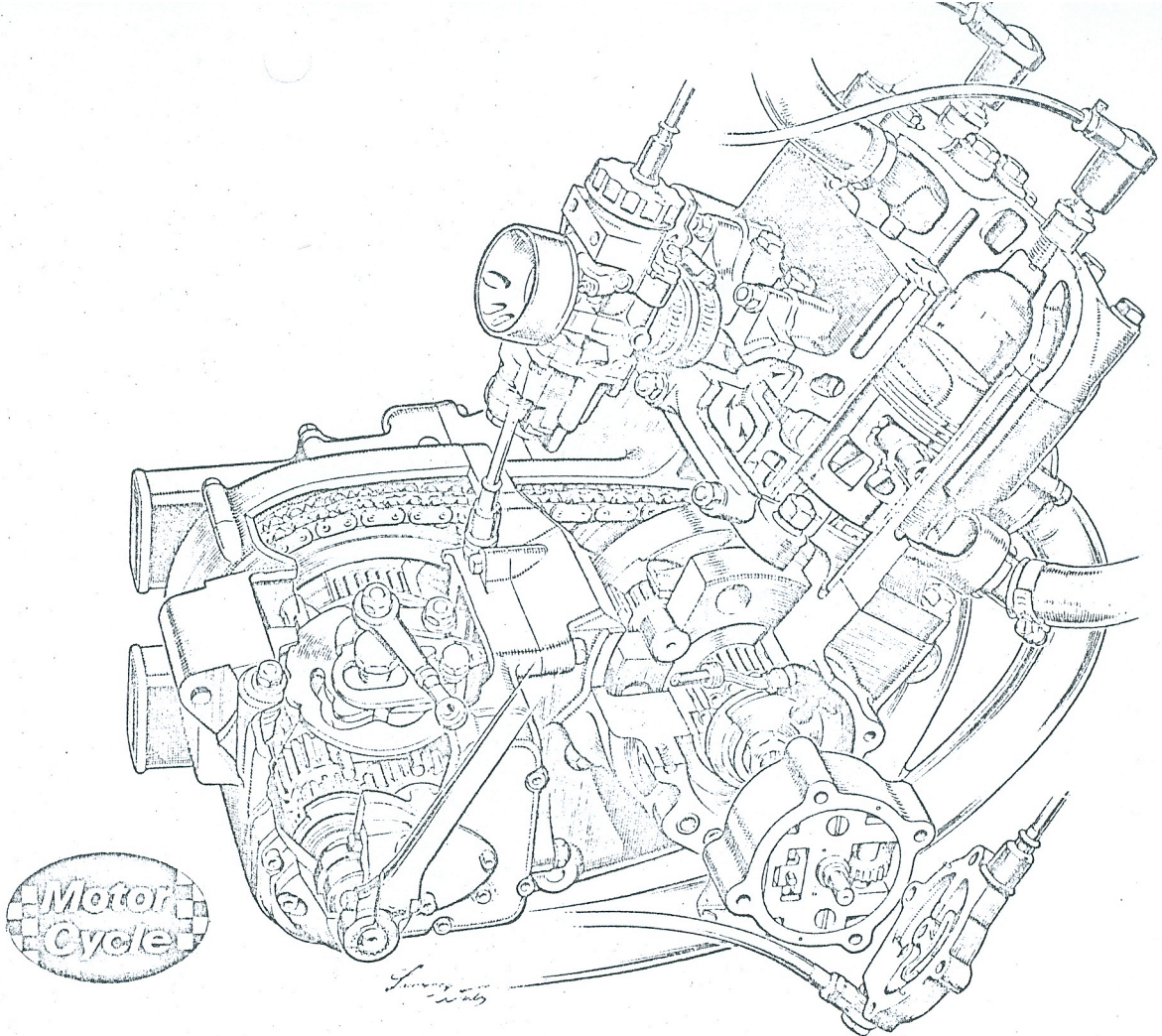


Fig.1

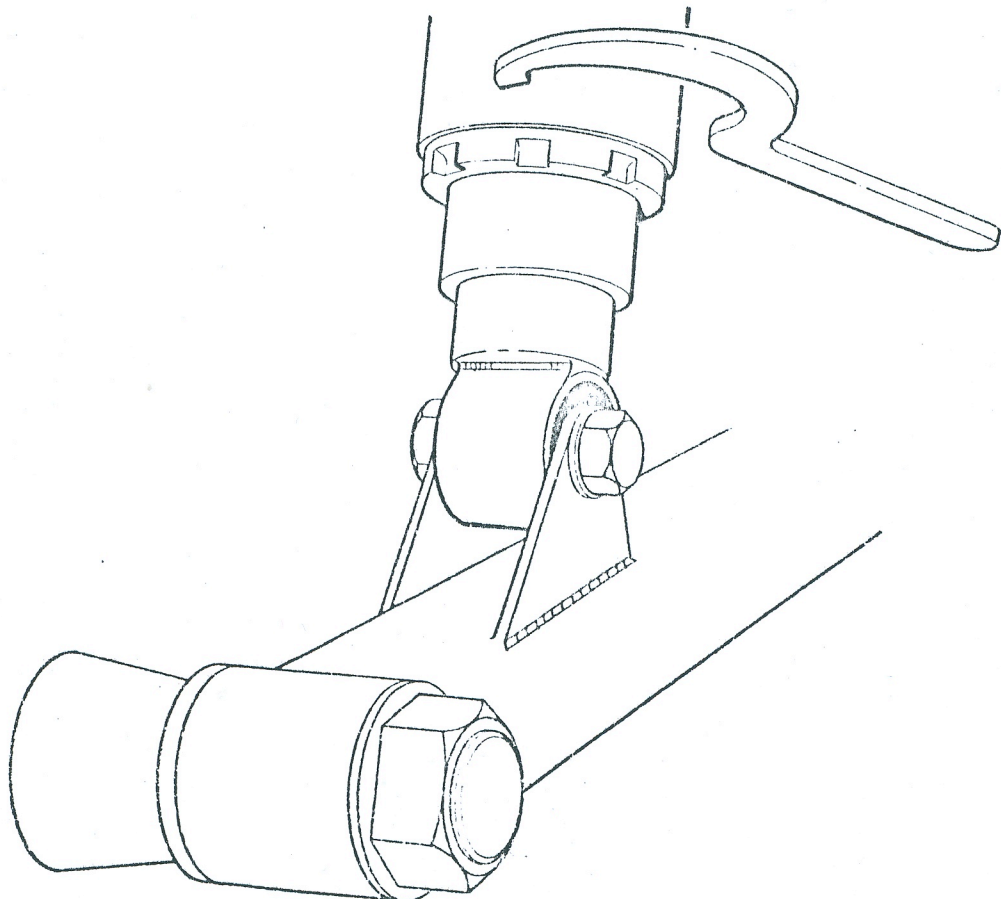


Fig.2 Rear shock absorber adjustment

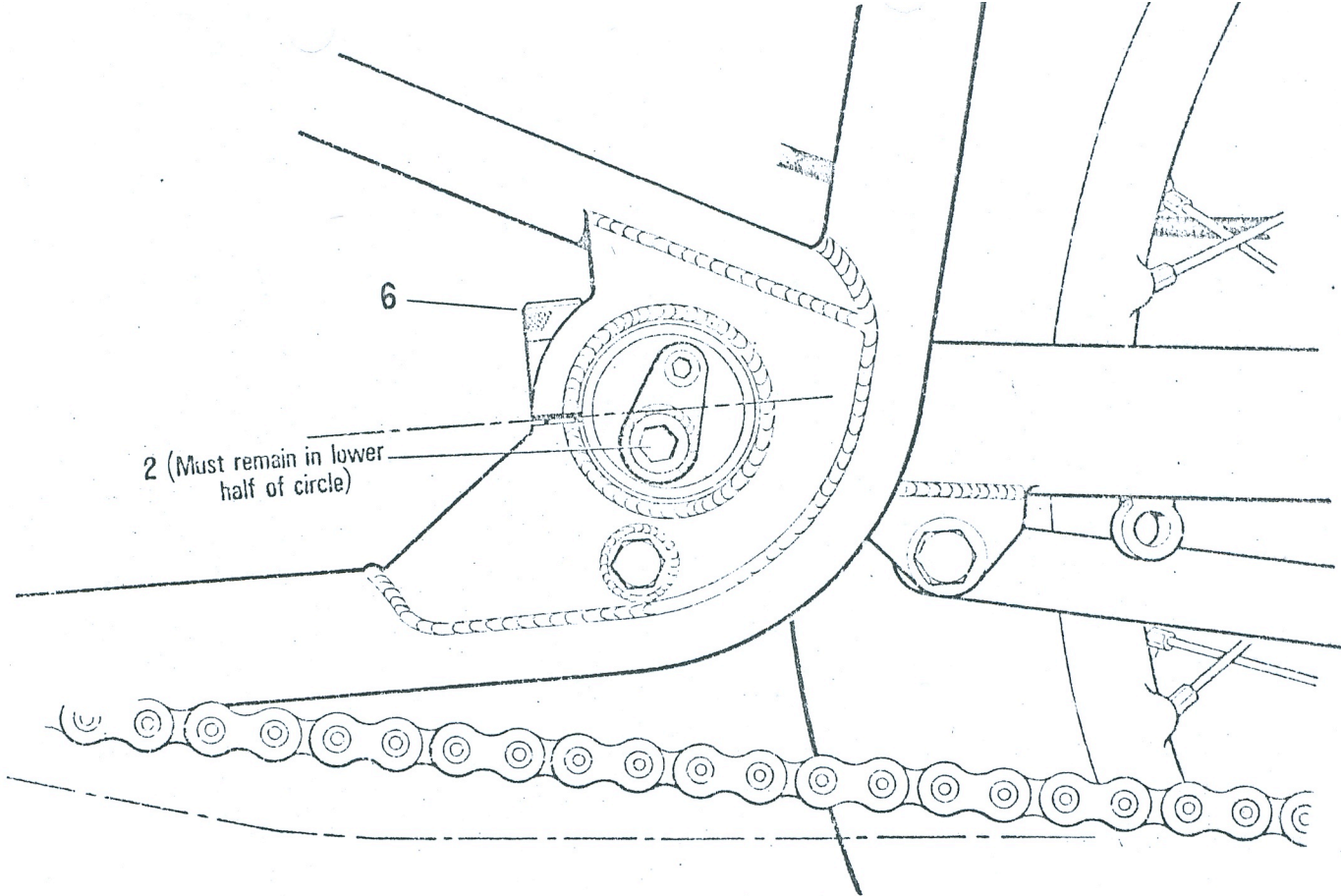


Fig.3 Chain tension adjustment

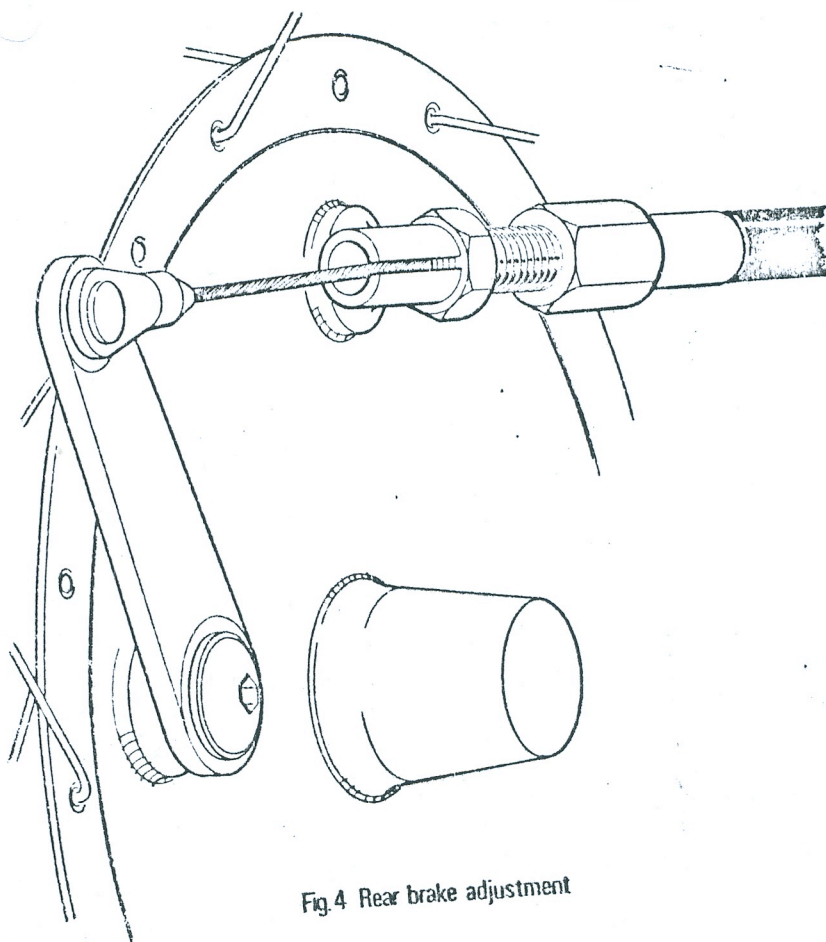


Fig.4 Rear brake adjustment

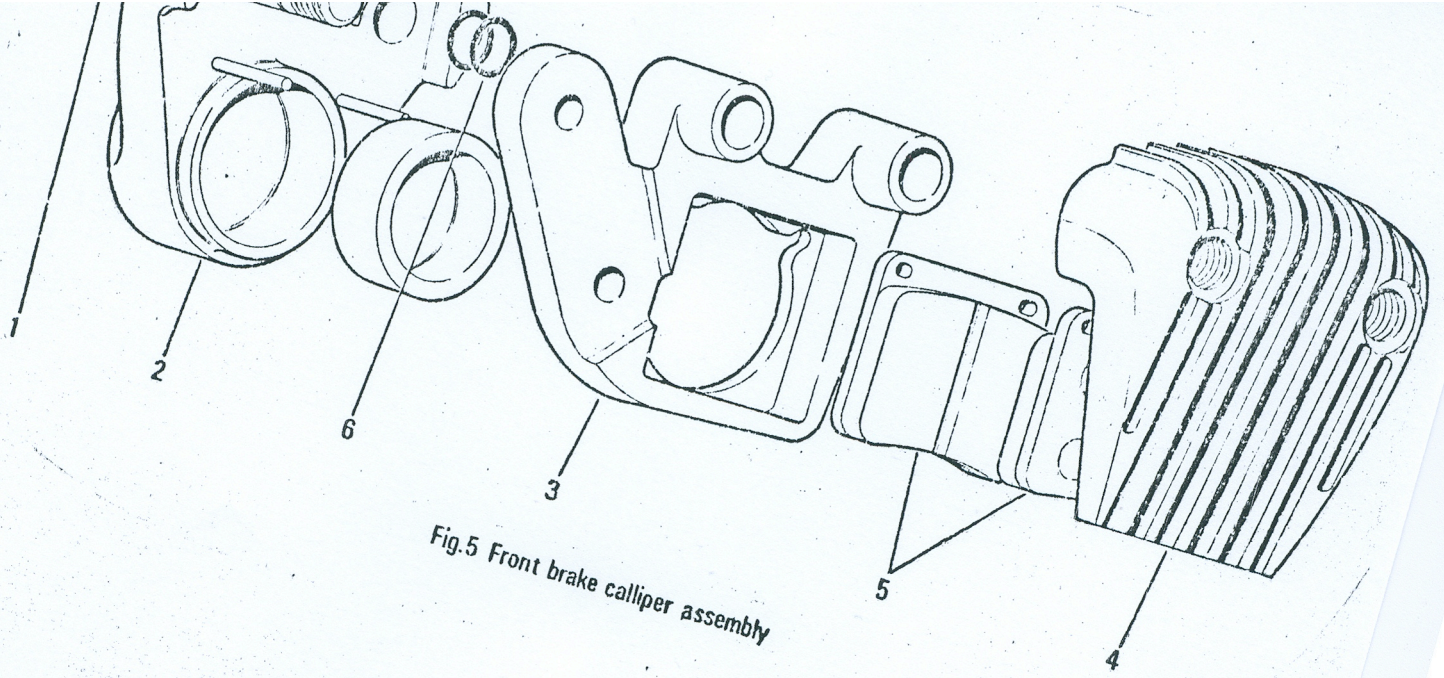


Fig.5 Front brake calliper assembly

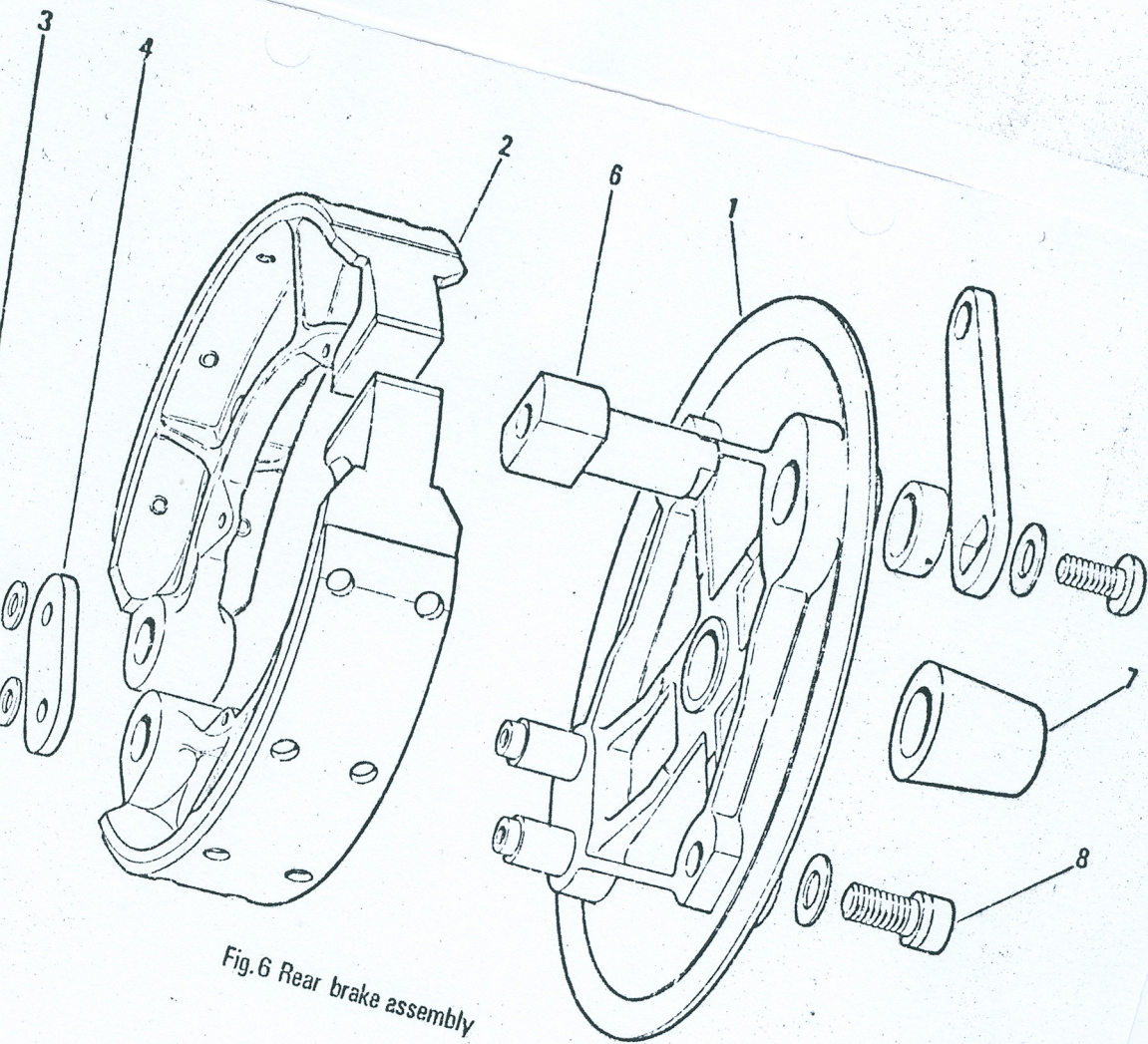


Fig.6 Rear brake assembly

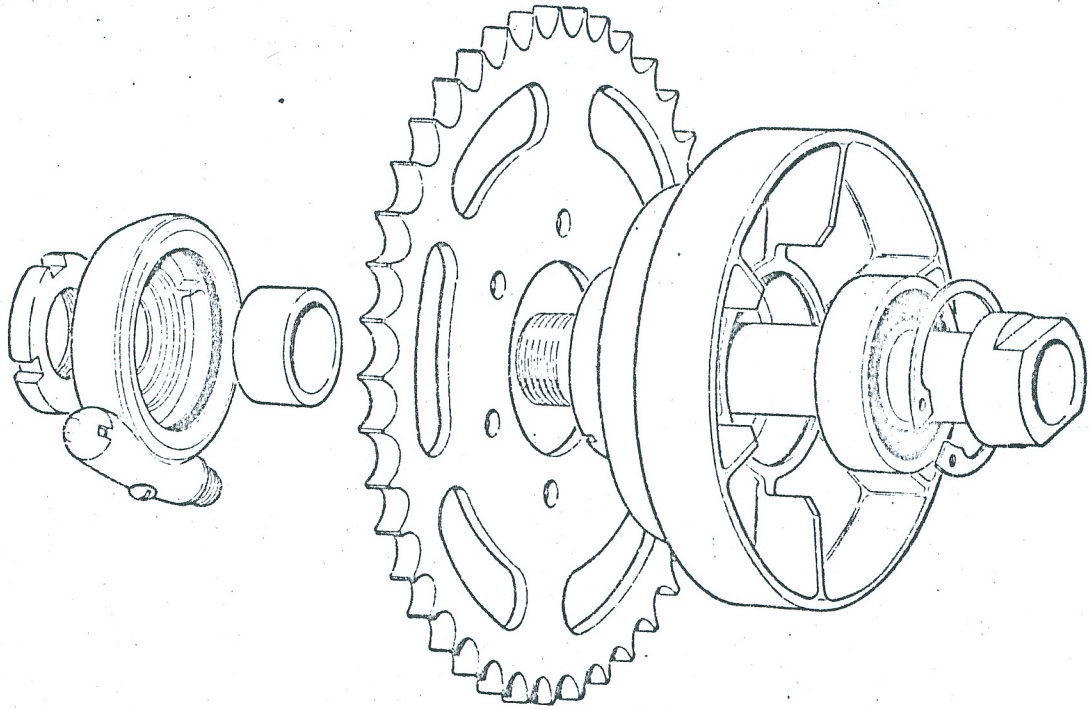


Fig. 8

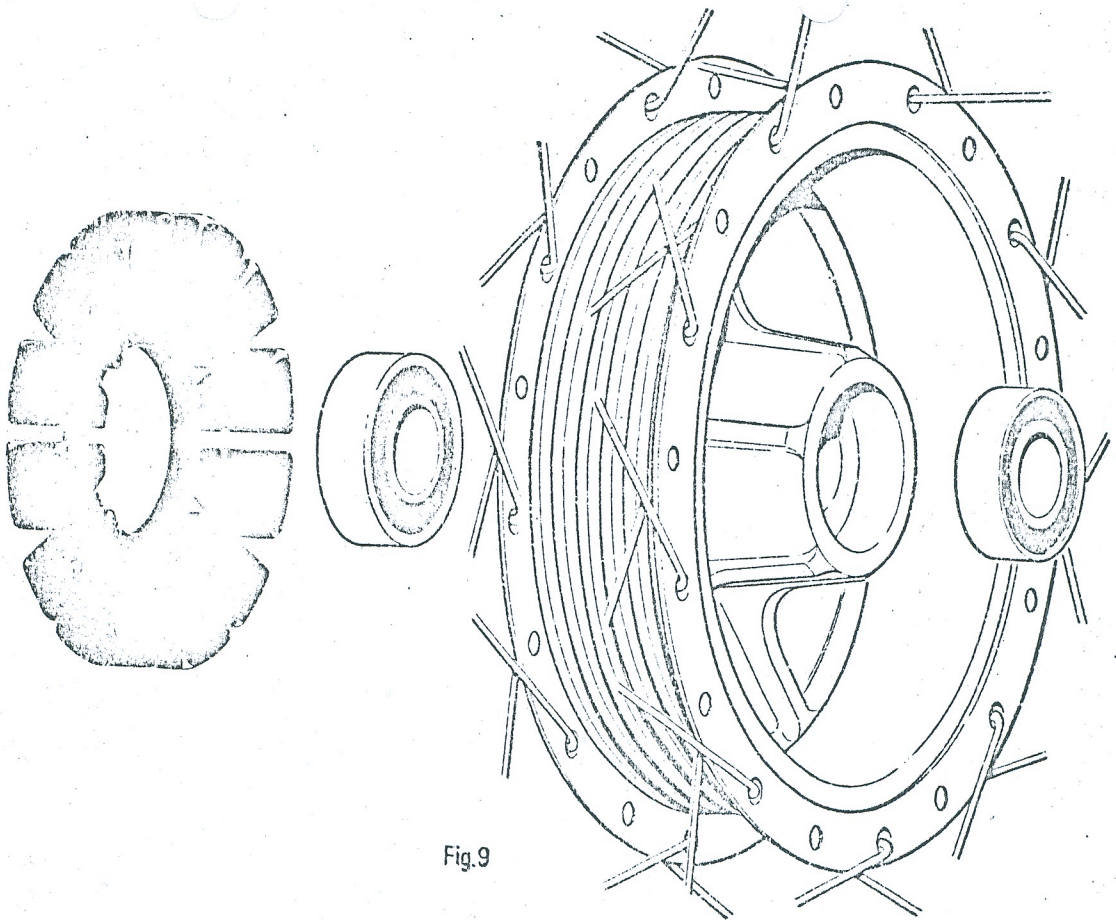


Fig. 9

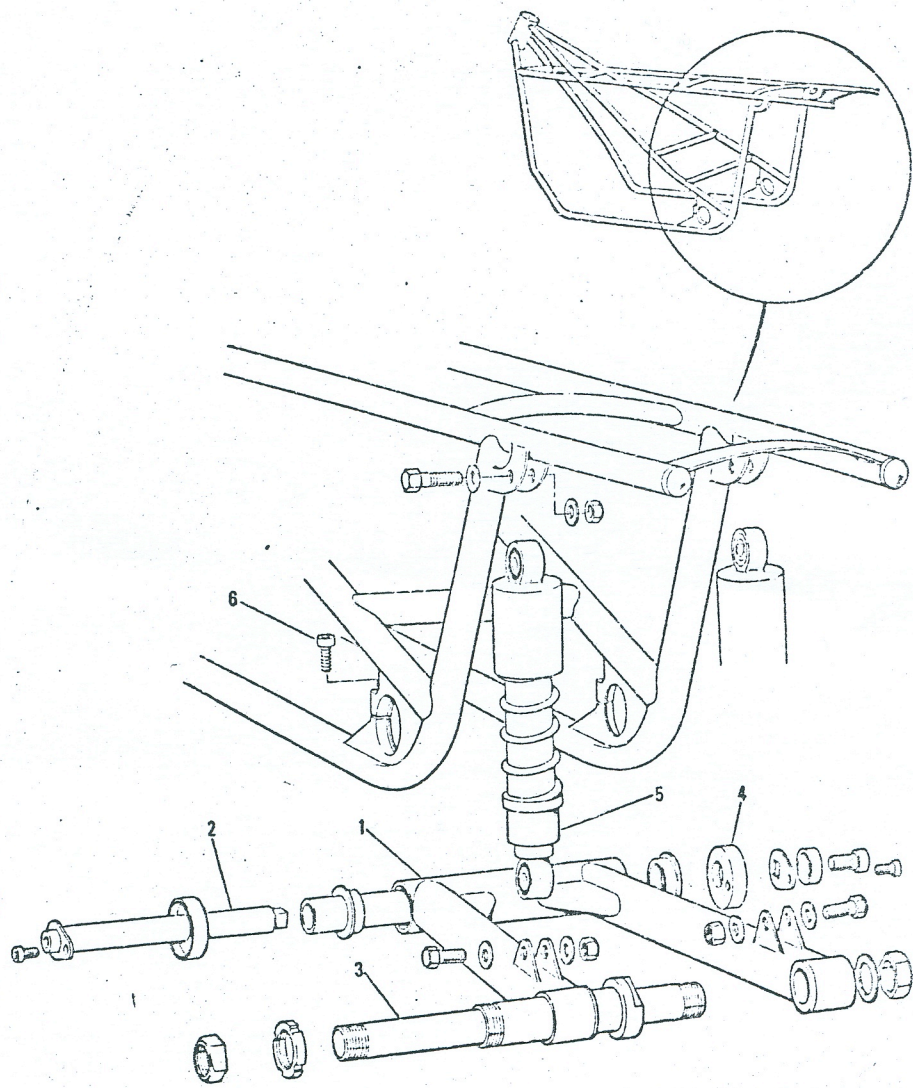


Fig.10 Swinging arm assembly

