

The gearbox combined filler plug and dipstick is on top of the gearbox on the kick-starter side. To check oil level, remove dipstick and wipe it before checking that oil reaches the level notch with the dipstick resting on top of the case. The primary chain-case has a rubber filler and inspection plug at the side of the chaincase. The screw in the centre holds the primary case cover in position.

**FRONT FORK — DAMPING AND LUBRICATING OIL.** The oil level should be checked every 5,000 miles by removing the two oil level grub screws retaining the mudguard bridge clips. If necessary top up with an oil can. The need to drain and refill is unlikely to occur but details are given on page 12.

**WHEEL AND STEERING HEAD BEARINGS LUBRICATION.** These items are packed with grease when new. They should however, be examined from time to time and it is advisable to dismantle, clean out with paraffin and pack with fresh grease every 5,000 miles.

**REAR CHAIN.** If the rollers appear dry, oil with a brush and engine oil. Every 5,000 miles, remove and wash the chain in paraffin and soak in molten tallow or recommended grease.

**CONTROL CABLES.** Control cables should be well lubricated to ensure smooth and sensitive operation. Cables may be oiled by squirting oil along the exposed lengths of inner cable and operating the control levers, but the limited movement makes it difficult for the oil to run through the entire length. If cables become stiff it is best to remove them completely and adopt the following procedure: Suspend the cable vertically and arrange a small "cup" either as a small paper cone attached to the outer cable by cellulose tape or moulded in plasticine, leaving the end of the outer cable exposed within the "cup". The cone can then be filled with oil which will slowly seep down the entire length of the cable. Cables should be left suspended over-night before replacing.

Small lengths of exposed inner cable should be smeared with grease. After a considerable mileage, cables may get damaged and replacements can be purchased from official stockists. The following part numbers should be quoted:—

Throttle cable .. 005546  
Clutch cable .. 005547  
Front brake cable .. 003637  
Speedometer cable 003993

**MISCELLANEOUS PARTS.** SAE 30 Grade Oil is suitable for all small parts, cables, controls, brake pivots, stand pivots, etc. We recommend that these items be attended

REVISED LIST OF RECOMMENDED LUBRICANTS

ENGINE	SHELL	B.P.	WAKEFIELD	MOBIL
Petrol/Oil Ratio 20:1 unless otherwise stated.	Shell 2T Mixture or Shell 2T Two Stroke Oil	B.P. Zoom or Energol Two Stroke Oil	Castrol Two Stroke Oil (16:1)	MobilMix TT (16:1)
GEARBOX and CHAINCASE	Shell X-100 30	Energol SAE 30	Castrol XL	Mobiloil A
REAR CHAIN	Shell Retinax A	Energol SAE 30 or Energol L2	Castrolase Graphited	Mobilgrease MP
WHEEL HUBS and STEERING HEAD BEARINGS	Shell Retinax A	Energol L2	Castrolase Heavy	Mobilgrease HP
OIL CAN and CYCLE PARTS	Shell X-100 30	Energol SAE 30	Castrol XL	Mobiloil A
FRONT FORK	Shell X-100 20/20W	Energol SAE 20W	Castrolite	Mobiloil Arctic

**PLEASE NOTE:** 16:1 ratio = 1 pint oil to 1 gallon petrol and 20:1 ratio = 1 pint oil to 1½ gallons petrol. Where two-stroke engine oil is not available please use SAE 30 Grade oils, recommended brands as above at ratio 20 to 1.

## Maintenance

to every 1,000 miles but more frequent lubrication may be desirable in wet weather. Nuts and bolts should be smeared to prevent corrosion.

Avoid excessive use of oil on the control levers. It is likely to run along the levers and make them slippery and unpleasant to operate. If levers become loose at the pivot point, slackness can be taken up by tightening the pivot pin and locknut.

The efficiency and economy of your machine can only be preserved by careful and regular attention to adjustments and lubrication. Neglect will result in poor performance, rapid depreciation and unnecessary expense.

By adhering to the following simple maintenance plan and the correct lubricants, wear will be reduced to the minimum and maximum performance obtained.

### EVERY WEEK.

Inspect tyres and check pressures.  
Clean sparking plug.  
Clean chrome and enamel parts.

### EVERY MONTH.

On models with Rectifier-Battery lighting remove battery, and top up with distilled water. Wipe off any surplus before replacing.

### AFTER THE FIRST 200 MILES.

Check and if necessary reset contact breaker point gap.  
Check all nuts and bolts for tightness.  
Check adjustment of rear chain.  
Check steering head bearings.  
Check adjustment of brakes.

### EVERY 500 MILES.

Inspect oil level in gearbox and primary chaincase. If necessary top up with correct grade of oil. See pages 9, 10, 45.

### EVERY 1,000 MILES.

Check, adjust and oil control cables, levers and twistgrip.  
Check adjustment of rear chain. If rollers appear dry, oil with brush. In winter lubricate more frequently. If chain has collected much dirt remove, clean and grease.  
Check adjustment of steering head bearings.  
Oil front and rear brake pivot points, centre stand, etc.  
Clean and re-oil carburettor air filter.  
Clean carburettor union filter gauze.  
Check and adjust contact breaker and sparking plug gaps.  
Clean out slots at rear of silencer.

### EVERY 5,000 MILES.

Drain and refill chaincase and gearbox, whilst engine is warm. See pages 9, 10, 45.  
Make thorough examination of lighting cables.  
Check front fork hydraulic damping. Top up with an oil can through oil level holes if necessary.  
Grease speedometer gearbox. Take care not to over-grease as excess lubricant may reach the brake linings. Lubricate speedometer cable.  
Check and if necessary dismantle, steering head and wheel bearings. Clean and pack with fresh grease.  
Lubricate contact breaker cam grease pad. See pages 32 and 33.