

To take the spring off the rod, the rod should be clamped in a vice (with lead or wood jaws) before unscrewing the locknut. The spring can then be removed with the slotted washer in position. Care should be taken not to bend the rod.

RE-ASSEMBLING. To fit the fork together again reverse the preceding instructions, bearing in mind the following details. Before fitting the spring on to the rod, the slotted washer must be placed in position over the lower turn of the coil spring. When fitting the rod and spring into the stanchion do not forget the plain washer and most important, make sure the circlip is really home and in its groove. There should be a $\frac{3}{32}$ " gap between the ends of the circlip.

The sliders should be replenished with oil before fitting and the rod anchor bolts screwed in loosely to prevent the oil from escaping. When fitting the sliders make sure that the ends of the rods locate in their respective holes in the fork ends and that the slots on the rods are in alignment with the anchor bolts.

FORK DATA.

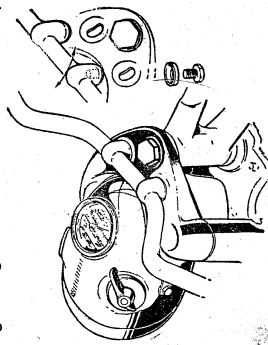
Total fork movement $4\frac{1}{2}$ ".
Free length of spring $11\frac{1}{2}$ ".
Maximum loading of fork 300 lbs.
Oil capacity 82.5 cc. per slider.
Recommended viscosity SAE 20.

WORN BEARINGS. After a considerable mileage, the phosphor bronze bushes may show signs of wear resulting in poor fork action. As the bushes are fixed to the fork stanchions, the complete assembly should be exchanged for a reconditioned unit. To remove the fork stanchion, dismantle the sliders and spring units as previously described. Disconnect speedo cable and lighting cables. Remove headlamp and handlebar.

The steering column may be dismantled as follows :-

Remove the steering stem nut in the centre of the top plate and partially withdraw the steering column from the bottom, allowing the spacer under the top plate and the upper fork race to be taken off. Further withdrawal of the column downwards enables the complete stanchion assembly to be separated from the frame. The outer covers are held in position by domed screws.

ADJUSTING THE STEERING STEM. The machine should be raised on the stand and a box or other means of support placed under the engine to lift the front wheel off the ground. With the hands holding the fork legs, need for adjustment can now be detected by trying to rock the fork bearings. If there is any perceptible play in the bearings, use two 1" spanners to turn the adjusting and locknuts under the fork crown. The adjusting nut is the thin nut behind the thicker locknut. Adjustment should be such that no play may be felt yet the bearings are free to rotate and not too tightly. When tightening the locknut make sure the adjusting nut and the locknut are firmly locked together. Test for slackness after the first 200 miles and subsequently every 1,000 miles.



ADJUSTING THE HANDLEBAR POSITION. Handlebar angle adjustment is provided by two extensions with hemispherical bases locating in slotted concave recesses in the fork top plate and retained in position by two large hex bolts and dished spacers. To adjust the handlebar position, the two hex bolts under the top plate should be slackened with a plug spanner and the handlebar rotated to the desired position before retightening.

ADJUSTING THE TWISTGRIP. Adjustment of the spring tension on the twist-grip sleeve is effected by means of a screw and locknut in the bottom half of the twist-grip casting. To increase tension slacken locknut and tighten up adjuster screw : tighten locknut.

Adjustment should be such that the grip is easy to operate but remains in position when the hand is removed for signalling, etc.

The twistgrip should be removed periodically and the rotating sleeve smeared with grease to ensure a smooth action on the handlebar.

ADJUSTING THROTTLE CABLE. A certain amount of slack may develop in the throttle cable after a time ; this can be taken up by means of the adjuster on top of the carburettor.

Rear Suspension

DESCRIPTION. The rear wheel is mounted in a pressed steel fork pivoted within the centre section on rubber-steel torsion bushes. The bushes are spaced by a shouldered pivot tube and pressed into the ends of the fork torque tube. The fork is attached to the centre section by two $\frac{3}{8}$ " bolts passing through the re-inforced pressing into the tapped ends of the pivot tube. Two barrel coil springs in compression form the suspension medium. Lugs welded to the top of the fork arms provide lower attachment points for the coil springs, which pass through rubber grommets in the centre section and are bolted to fixed lugs on the rear transverse member of the dorsal tube. Angularity of movement is taken up in the springs.

REPLACING SPRINGS. To remove the fork, raise the motor cycle on the stand, disconnect the rear chain and brake rod, slacken the spindle nuts, take out the rear wheel and remove the twin seat attached by six $\frac{1}{4}$ " bolts (2 either side and 2 inside the rear mudguard). Next remove the two $\frac{3}{8}$ " pivot bolts on the sides of the centre section and unscrew the uppermost spring retaining nuts.

Before attempting to remove the fork from the centre section, it is necessary to detach one of the springs by unscrewing the bottom hexagon. This will allow the fork to be withdrawn with one spring attached. The spring can be removed later.

To re-assemble the rear suspension, one of the new springs should be fitted to the fork and the second spring loosely attached to the upper fixing lug. With rubber grommets in position, the fork can be manipulated into the centre section to locate the first spring into its top fixing lug and to screw the second spring to its fork attachment lug. The pivot bolts can now be replaced. Before tightening the top spring retaining nuts make sure there is a $\frac{1}{8}$ " gap between the adjusting nut (under upper lug) and spring stud nut (nearest top coil of spring).

REAR SUSPENSION DATA.

Total rear fork movement at rear spindle $3\frac{1}{4}$ ".
Load for spring in normal riding position 350 lb.

MAINTENANCE. No attention will normally be necessary. The rear suspension pivot bushes must NEVER be lubricated.