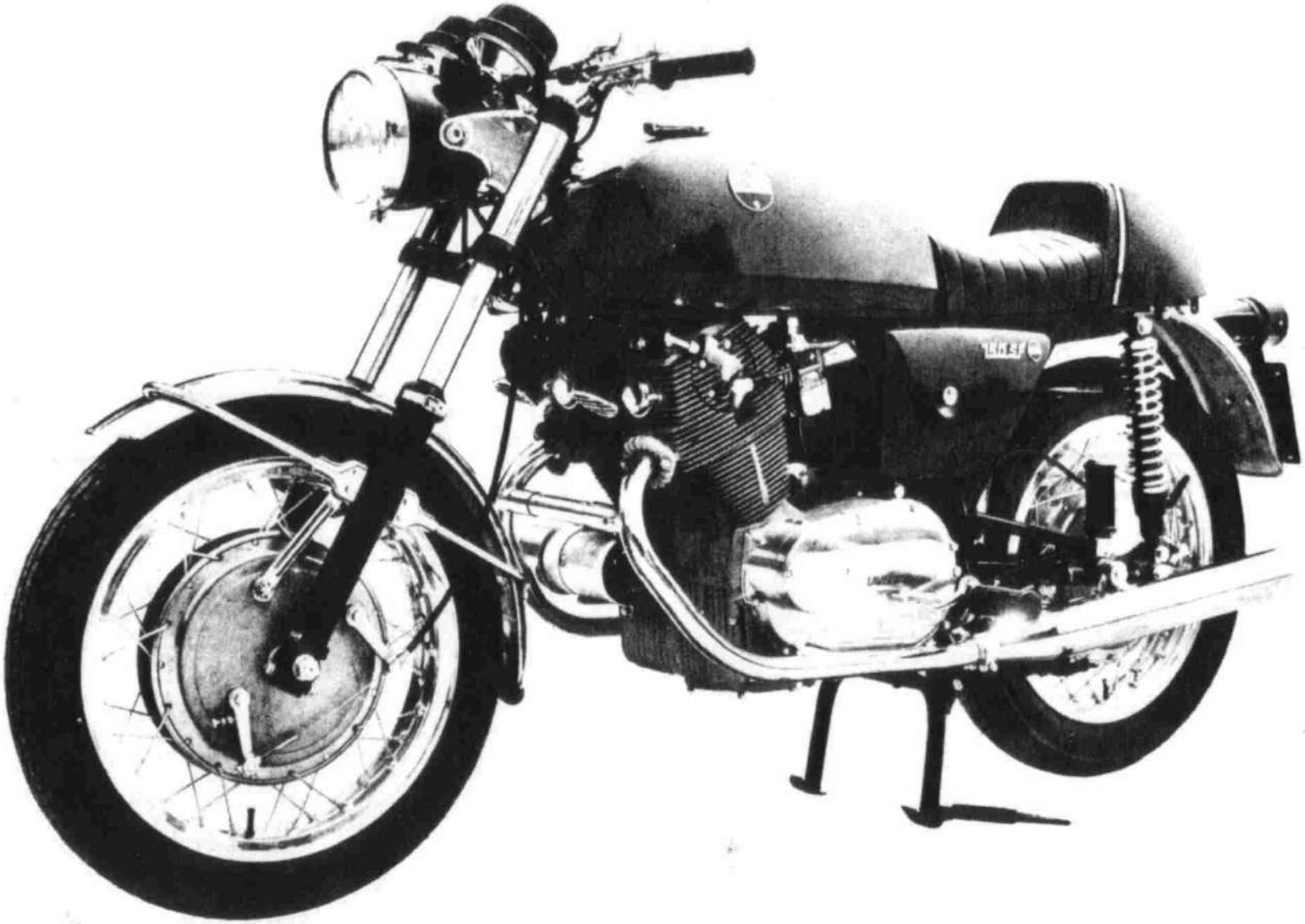
LAVERDA 750

OPERATION AND MAINTENANCE SPARE PARTS LIST

OPERATION AND MAINTENANCE

750 SF



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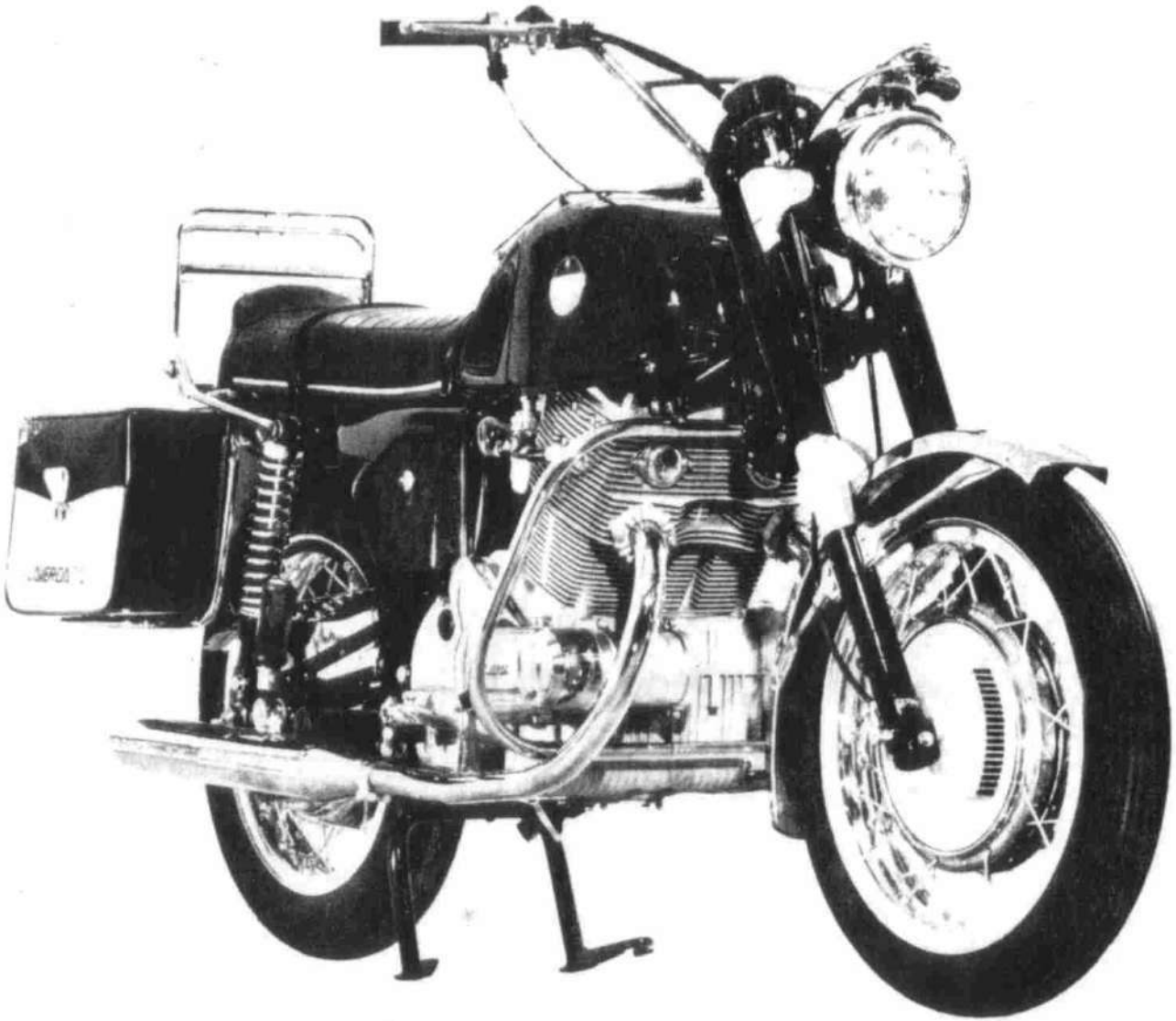


INTRODUCTION

This Operation and Maintenance Manual has been planned in a simple and clear manner, so that average owners and mechanics may find no difficulty in using it to obtain detailed and pratical information. Nevertheless, it is recommended that, for all major repairs, the uninitiated should apply to our LAVERDA DEALERS, who are properly equipped to carry aut such work in the most functional and dependable manner. It should be remembered that, if essential repairs are neglected, and only occasional attention is devoted to lubrication and periodical maintenance, the reliability and general performance of the motorcycle will be compromised and, in time, servicing costs will be higher. For further information, owners are kindly requested to get in touch with our distributors or dealers, who will always be pleased to offer all possible assistance. Should any difficulty arise, please write direct to LAVERDA MOTORS, SERVICE DEPARTMENT, specifying the Model and engine number of your motorcycle. This number is stamped under the left-hand side cover.

ENGINE

Type: four stroke. Overhead valve in oil bath.
Number of cylinders: two.
Cylinder head: light alloy with incorporated cap of special cast iron.
Cylinders: working in parallel, made of light alloy with inserted barrels of special cast iron, 25° slanting forward.
Stroke: 74 mm.
Bore: 80 mm.
Total piston displacement: 743.92 cm^3.
Compression ratio: 1 : 9.95 - (1 : 8.9).
Horse power output: 60 HP at 6600 r.p.m.

IGNITION

Battery.
Automatic spark advance and contact braker, accessibile from outside.
High tension spark coils (external).

FEEDING

Gravity feed.
Fuel tank capacity: 19 litres - (18 litres).
Carburettor: Dell'Orto type VHB-30-AD and VHB-30-AS (right and left).
Main jet: 125 - (122).
Slow running jet: 55.
Needle: V 3/2 A.
Air filter.
« Super » quality petrol is recommended.

LUBRICATION

Force feed lubrication with gear pump.
Oil sump capacity: 3 litres
Oil filter.

CLUTCH

Multiple-disk clutch in oil bath, operated by hand drive on the left section of handlebar.

MAIN DRIVE

Between engine and gear box, with triple chain, ratio 1 : 2.2.
Change speed gear with frontal clutch.
Five ratios :

First speed:	1 : 2.619
Second speed:	1 : 1.883
Third speed:	1 : 1.374
Fourth speed:	1 : 1.173
Fifth speed:	1 : 1.

SECONDARY DRIVE

Between gear pinion and rear chain sprocket, ratio 1 : 2.1 (1 : 2.21).

TOTAL RATIOS

Between engine and wheel:

First speed:	1 : 12.099	(1 : 12.733)
Second speed:	1 : 8.699	(1 : 9.155)
Third speed:	1 : 6.347	(1 : 6.680)
Fourth speed:	1 : 5.419	(1 : 5.703)
Fifth speed:	1 : 4.62	(1 : 4.862)

PERFORMANCE

Maximum speeds :

First speed	73.03 kms per hour - 7400 r.p.m.	(70.32 kms per hour, 7500 r.p.m.)
Second speed	101.57 kms per hour - 7400 r.p.m.	(97.81 kms per hour, 7500 r.p.m.)
Third speed	139.20 kms per hour - 7400 r.p.m.	(134.05 kms per hour, 7500 r.p.m.)
Fourth speed	163.04 kms per hour - 7400 r.p.m.	(157.02 kms per hour, 7500 r.p.m.)
Fifth speed	191.24 kms per hour - 7400 r.p.m.	(184.18 kms per hour, 7500 r.p.m.)

Maximum gradient: 35%
Fuel consumption (C.U.N.A. regulations): 6.5 litres/100 kms.
Operating range on average performance of Laverda 750cc: 270 kms (275 kms).

FRAME

Tubular frame.
Two seats.

DIMENSIONS

Overall lenght: 2.200 metres
Overall width: 0.740 metres
Wheelbase: 1.460 metres
Weight of motorcycle (without oil and fuel): 218 kilos.

SUSPENSIONS

Front. telescopic fork with hydraulic shock absorbers.
Rear: swinging fork with hydraulic shock absorbers.

WHEELS

Both wheels have detachable spindles.
Aluminium rims.
Front: WM 3-18 4446
Rear: WM 3-18 4613

TYRES

Rear tyre: 4.00 - H 18" Block C6 Metzeler (4.00x18" supersport, MTSS)
Front tyre: 3.50 - S 18" Rille 10 Metzeler (3.25x18" supersport)
Inflation pressure: front: 2.00 kilo/cm² (1.80 kilo/cm²).
rear : 2.20 kilo/cm²

BRAKES

Front brake: double internal expanding shoe ∅ 230 x 30 with hand lever on the right section of handlebar and transmission operated by a flexible metal cable.
Rear brake: double expanding shoe ∅ 230 x 30, operated by a pedal on the left, and transmission by a flexible metal cable.

ELECTRICAL SYSTEM

Dynamo: 12-volt 150-watt
Starting motor: 12-volt 0.95 H.P.
Battery: 12-volt 24 ampere-hour
The machine is equipped with:
a three-light headlamp
a number-plate light
a stop light
a sound signal device
instrument board lights operated by the dynamo through the battery.

SPARE PARTS

Whenever customers require to purchase spare parts, they are kindly requested to apply to their local LAVERDA DEALER, who is the only dealer that can supply customers with original replacement parts. Motorcyclists are thus recommended to use anly original LAVERDA SPARE PARTS, as our Service Department cannot guarantee the quality of those parts that have not been manufactured by our firm.

TAKING OVER THE MACHINE

After taking delivery of the machine, and before taking it on the road, carefully check that the oil level in the engine is correct, and that the tyre pressure is the one recommended in the above instructions. The full efficiency of the battery can be obtained by following the instructions specified on page 8.
Replenish the petrol tank with SUPER quality petrol.

RUNNING-IN

The early life of a motorcycle is very important for the future performance and the life of the engine. Motorcyclists are therefore recommended to be very careful when running-in their vehicle.
During the first 1000 kms, the rider must not exceed 3500/4000 r.p.m., independently of the gear employed.
Between 1000 and 3000 kms, the number of revolution per minute should be increased progressively.
The highest performance should be reached after 4000/5000 kms, approx.

STARTING THE ENGINE

1) Turn on the petrol by opening both taps of petrol tank.
2) Insert the ignition key situated on the headlamp.
3) Pull the starter lever situated on the L.H. side of the handlebar (when the engine is cold).
4) Press the starting button situated on the R.H. side of the handlebar without touching the throttle.
5) Release the starter lever for a very short time, till the engine begins to get hot.

To engage the first gear more easily when the motorcycle is at a standstill, keep the engine at slow running.

Two warning lights are situated on the revolution indicator (revolution counter):

— the red light disappears when the engine exceeds 1500-2000 r.p.m., thus indicating that the dynamo is charging the battery;
— the green light appears when the gears are disengaged, between the first and second speed.

Other two warning lights are situated on the speedometer :

— the red light shows that the town ligth bulbs are connected;
— the yellow light, indicates that driving an traffic beam lamp is connected.

AFTER THE FIRST 500 KMS

1) Change the oil when the engine is hot, unscrewing the four screws that fix the group « plug-filter ». If necessary, clean the filter.
2) When the engine is cold, tighten up the screws and nuts that fix the main part of the engine and frame, devoting particular attention to the nuts that secure the head.
3) When the engine is cold, adjust the tappets, following the instructions on page 18. Check the opening of contacts (see page 9).
4) Adjust the timing chain and the main drive chain. With regard to the timing chain, see page 16. As to the main drive chain, see page 16. The oil in the engine must be changed after the first 500 - 1500 - 4000 kms, and then every 2500 kms.

N.B. - Owners are advised to have the main drive chain (triplex) replaced every 25.000 kms.

WORKING AND MAINTENANCE OF BATTERY

1) Unscrew the filling plugs.
2) Fill the cell with sulphuric acid, 1.28 kg/litre specific gravity, at 20° C.
3) The electrolyte level must always cover the plates by 15 mm. approx. (Do not use a metal funnel!).
4) The battery must remain at rest for one hour. Then charge the battery only when the temperature is below 40°C. Add some acid to reach the level indicated.
5) The battery can be charged only by direct current, after unscrewing the plugs. The intensity of the charging current must be equal to 1/10 of the battery capacity, the charge lasting 15 running hours.

The temperature in the cell, during the charge, must never exceed 45°C. Otherwise, stop the charge or reduce the current. At any rate, the initial charge is comlete when the tension is higher that 2.6 volts per cell, and when the acid density has reached the charge value of 1.28 kg/litre at a temperature of 20°C, and both tension and density values have been constant for three hours charging at least.
The specific gravity of the acid changes by 0.01 kg/litre per every 14°C of difference in temperature; in other words, if the electrolyte temperature is 34°C, it must be increased by 0.01 kg/litre to obtain the specific gravity at 20°C.
Level the electrolyte two hours after completing the charge, and ascertain that the level covers the plate by 15 mm., approx., and ascertain that the level covers the plate by 15 mm., approx.

BATTERY ROUTINE MAINTENANCE

1) The electrolyte level must always cover the plate. From time to time it is necessary to add distilled water. Never add sulphuric acid !
2) If it is necessary to add distilled water too frequently, check over the whole lighting system. The trouble indicates that the battery is overcharging and then it becomes quickly impaired.

LUBRICATION

The following qualities of SHELL oil are recommended for the engine :

SHELL SUPER M.O. 100
Use only this type of oil.

OPERATIONS THAT DO NOT REQUIRE THE REMOVAL OF THE ENGINE FROM THE FRAME

INSPECTION OF PLATINUM POINTS AND CONTACT PLATE

Remove the protecting cover (Fig. 1) and check the gap of the two points, which must be 0.4 mm.

To adjust said gap, turn the screw shown by the arrow (Fig. 3). Remember that the adjustment of one pair of points is independent of the other couple.

At the upper dead centre, the platinum points must be at the initial phase of their gap. Looking at the engine, on the starter side, the driving shaft rotates clockwise.

In order to render the adjustment easy, it is necessary to have a 12 V lamp, connected by means of a wire to the terminals of the points which are being adjusted, and the other to earth (Fig. 2). Then proceed as follows:

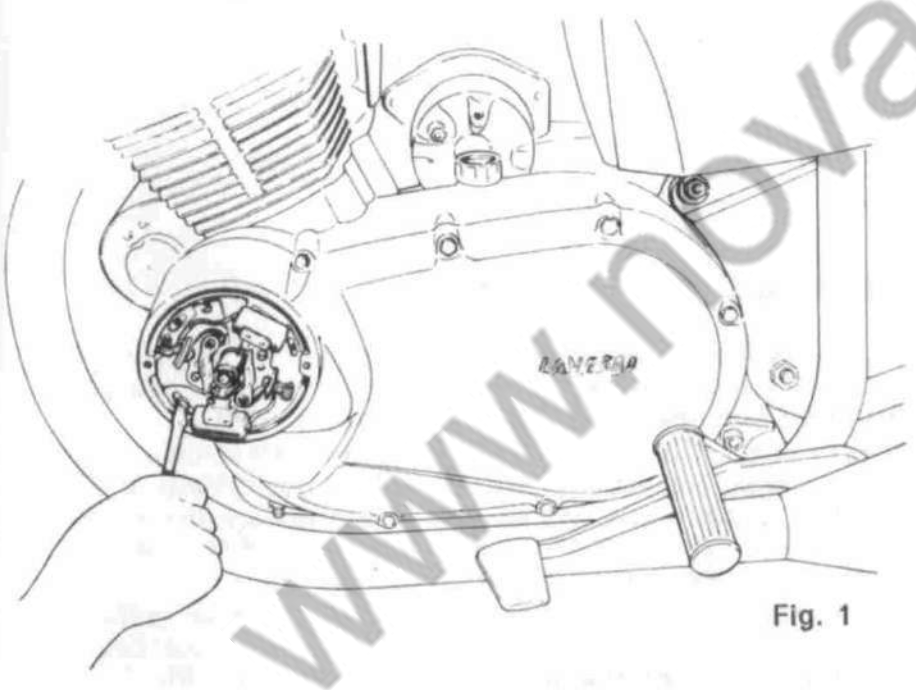


Fig. 1

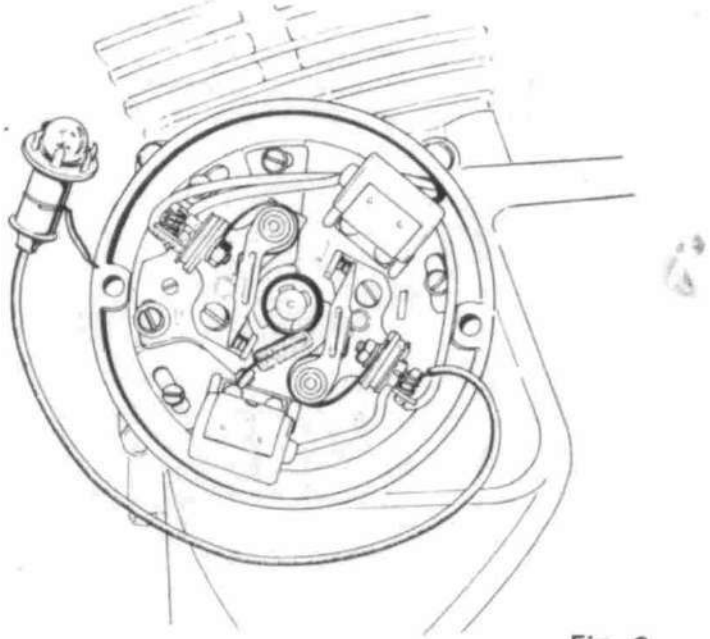


Fig. 2

1) Remove the cover on the starter side.

2) Connect the R.H. platinum point (looking at the contact breaker) to the lamp.

3) Insert the ignition key situated on the headlamp.

4) Rotate the driving shaft clockwise (looking at it on the starter side) till the letters PM (= DEAD CENTRE) appearing on the pulley coincide with the mark stamped on the crankcase (see Fig. 47); at this moment, the lamp must light up. If the lamp should light up before or after the moment when the two reference marks coincide, slacken the three screws which fix the contact plate (see Fig. 1), rotate either clockwise or anticlockwise, according to the necessity of retarding or advancing the engine, then tighten up the screws.

N.B. - If it is required to check the initial opening of the platinum points, using an external battery (that is to say a battery that is not connected to the lighting system), it will be necessary to go through the above operations once again, without inserting the ignition key situated on the headlamp. When the reference marks coincide, the lamp will go out.

Go through the same operations for the couple of platinum points on the L.H. side. If, after checking the left point, the lamp light should not go out exactly when the two marks coincide, adjust the support of this point, by slackening the two screws that secure said support to the plate (see Fig. 3, N. 2) then turn the eccentric screw (Fig. 3, N. 1) and rotate the support to advance or retard till it reaches the exact position.

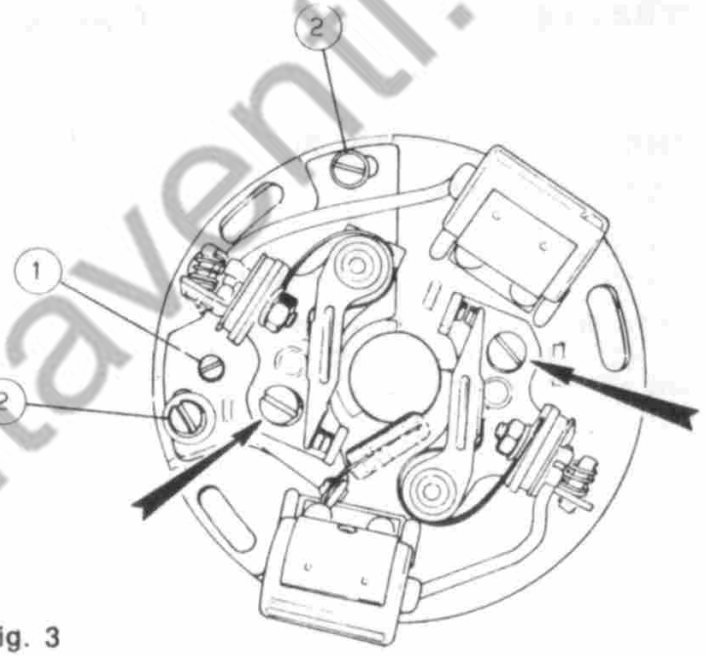


Fig. 3

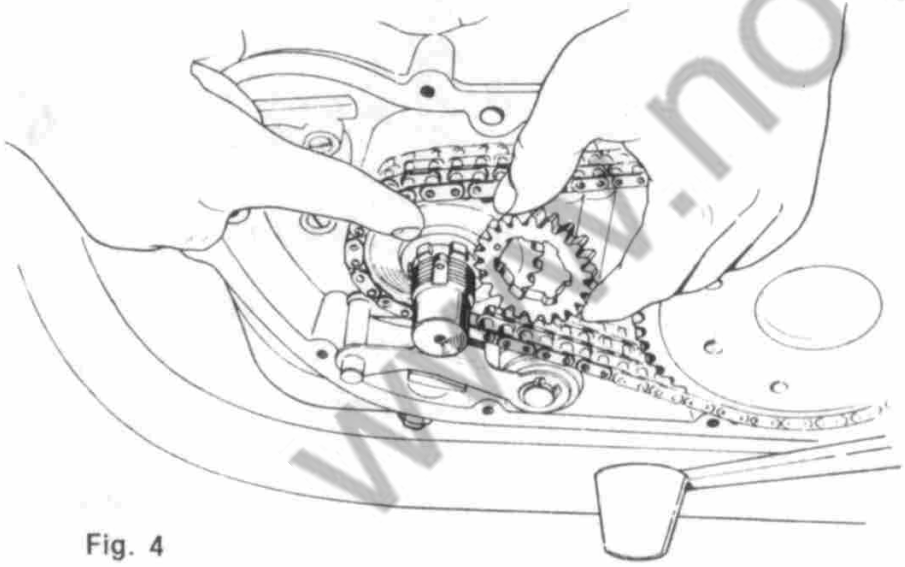


Fig. 4

CHECKING THE CLUTCH

To perform this operation it is necessary to remove the side cover. Then unscrew the nut on the driving shaft, using a 32mm spanner, and remove the oil pump pinion (Fig. 4).

Please note that both on the shaft and the pinion two reference marks are clearly visible. When positioning the pinion, the two marks must line up. When positioning the gear of the oil pump, ascertain that its mark coincides with the mark that appears on the driving pinion (see Fig. 10).

When inspecting the clutch, remove the chain adjuster pin (Fig. 5), and — at the same time — detach from both shafts the driving pinion and the chain sprocket (Fig. 6).

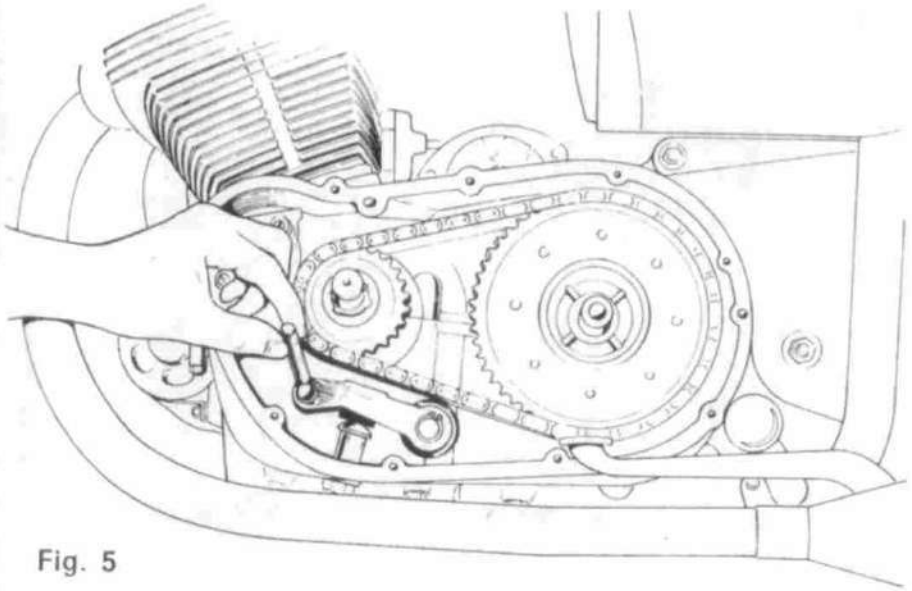


Fig. 5

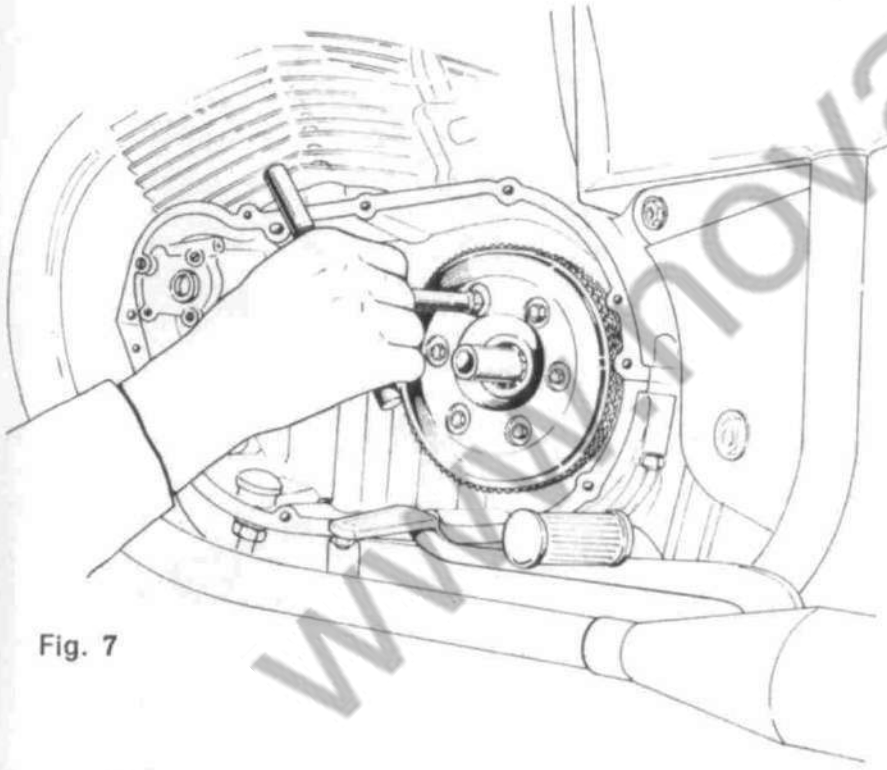


Fig. 7

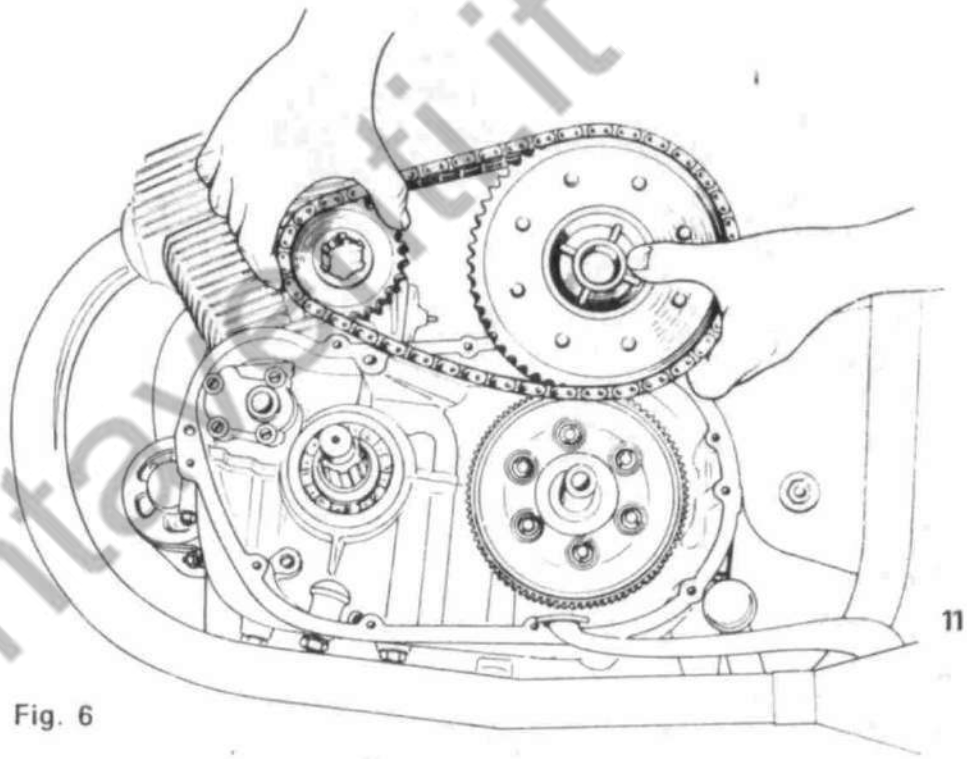


Fig. 6

11

Use a 10 mm spanner and take away the bolts which position the six springs (Fig. 7) and remove the spring plate. Inspect the surface of the disks with friction washers and, if wear is evident, discard them and replace them with new ones. If the springs reveal signs of wear, they should be replaced. If the clutch is blocked, check the sliding of the key within its slit. In the event that the clutch, although being free, keeps operating the gear shaft, check if the bush slides properly on the shaft.

When assembling the clutch, follow the instructions described for dismantling in reverse, keeping in mind the correct arrangement of the plates (Fig. 8).

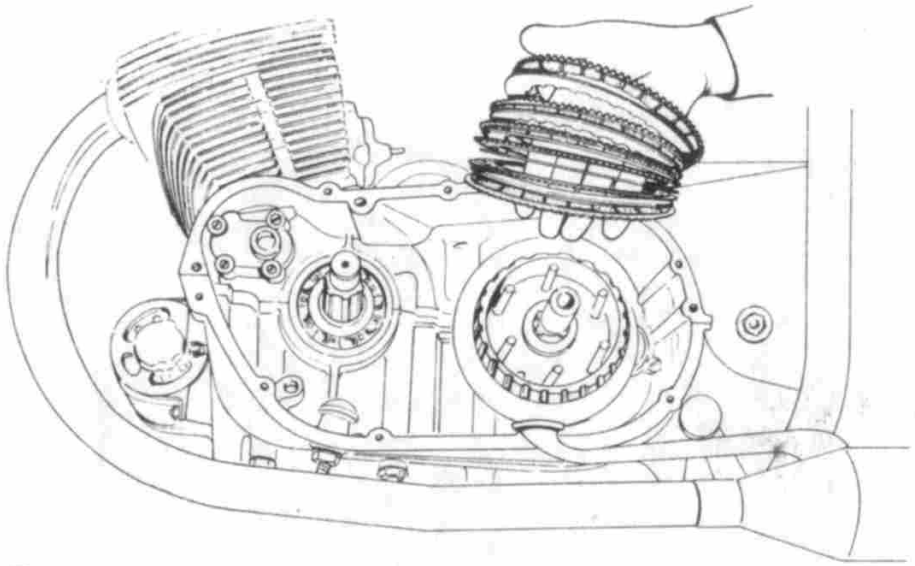


Fig. 8

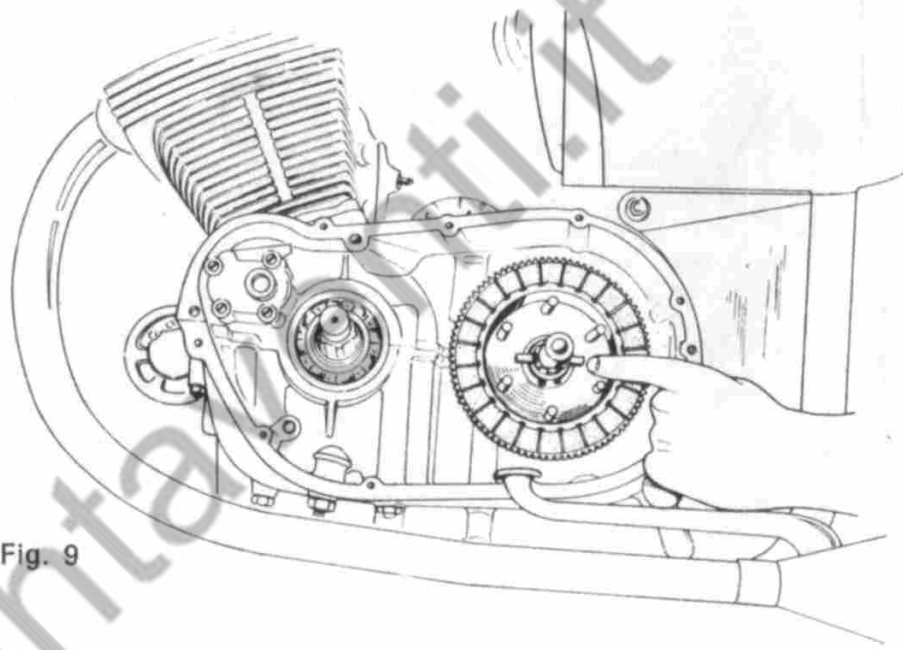


Fig. 9

In order to carry out all the operations connected with said assembly, the key must be positioned on the shaft horizontally (Fig. 9). After assembling the plates, springs, and springs plate connect the clutch drive and adjust the lever to release said plates, so that the teeth are properly aligned.

Position the clutch bell and, at the same time, pull the clutch lever to allow the proper assembly of all plates inside the bell. Then release the lever before withdrawing the bell. Position said bell, after replacing the main drive chain on it, together with the driving pinion (see Fig. 6).

ASSEMBLING THE OIL PUMP

Complete the following operations:

1) Spread a layer of gum on the shim adjustment of the pump body.
2) Position the gear in the body of the oil pump, and secure the body to the crankcase, but do not fix it completely.
3) Insert the pump shaft only partially, and ascertain that the hole in the pump body is lined up with the hole in the

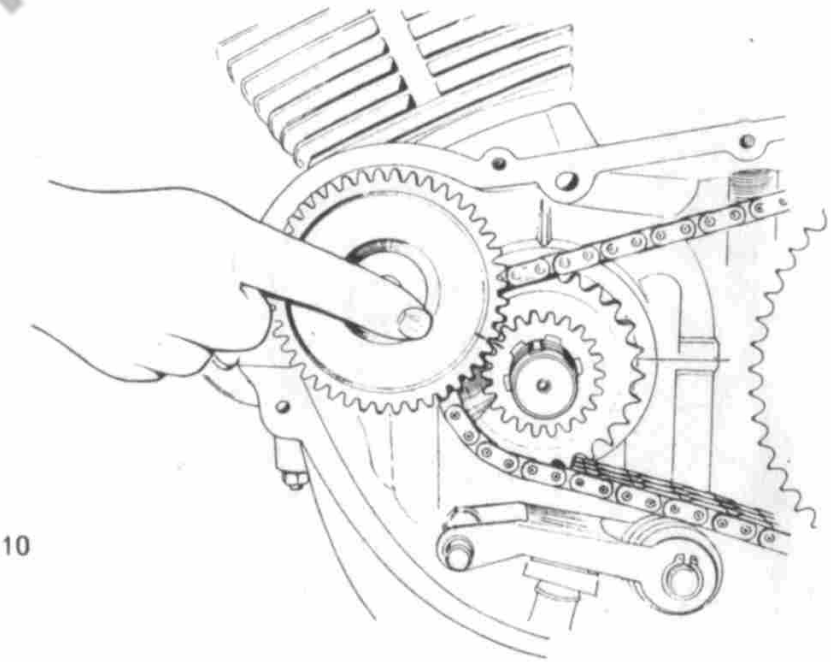


Fig. 10

crankcase; then withdraw the shaft and tighten up the four screws. Rotate the pump gear that has a slot, till the latter coincides with the slot in the pump. Then insert the shaft completely.

DISMANTLING THE STARTER

1) Disconnect the cable conveying current to the starter.
2) Remove the cover (on the starter side).
3) Detach the lock ring from the starter sprocket.
4) Unscrew both screws securing the starter to the crankcase, slightly lifting the starter till it gets disengaged from its seat. At the same time withdraw the sprocket, as Fig. 11 clearly illustrates.

ASSEMBLING THE CHAIN FOR THE STARTER

Position the chain both on the sprocket and on the crown gear (see Fig. 12), then place — at the same time — both sprocket and crown gear on their shafts, placing them in the operating position. Replace the lock ring and starter shaft.

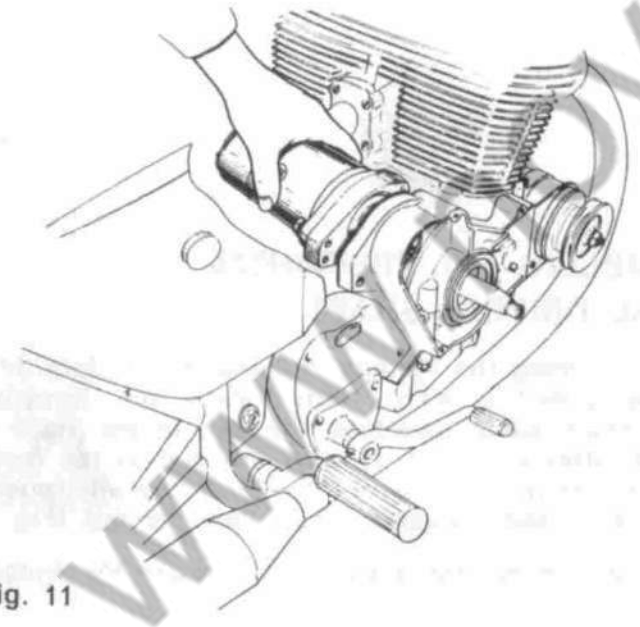


Fig. 11

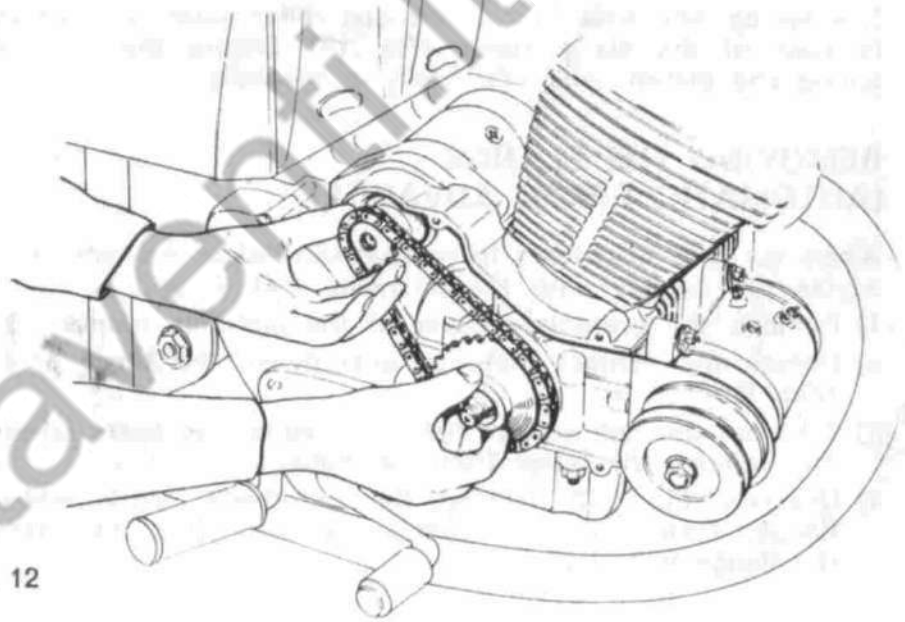


Fig. 12

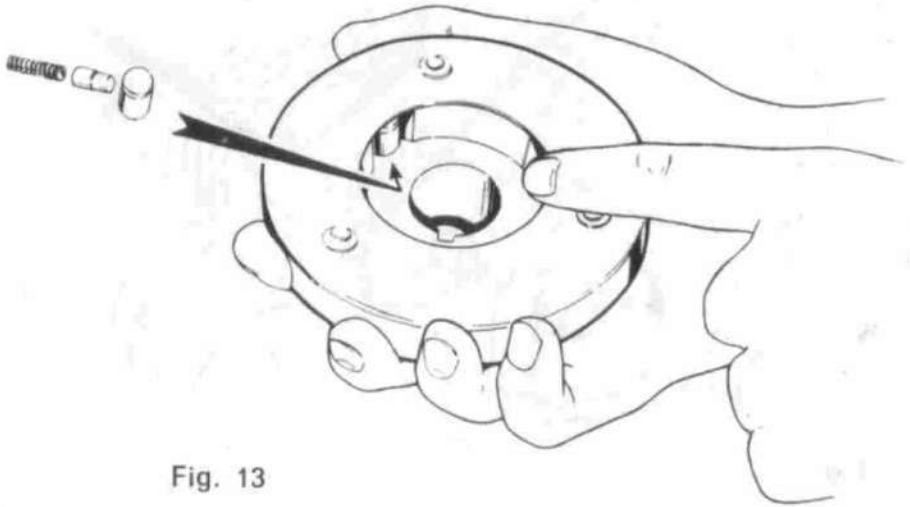


Fig. 13

POSITIONING THE ROLLERS ON THE FREEWHEEL

One spring, one small piston and one roller must be positioned in each of the six seatings (Fig. 13). Ensure that both the spring and piston can slide freely in the hole.

REMOVING THE FLANGE (AUTOMATIC SPARK ADVANCE)

Whenever it is necessary to remove the flange, the operator is advised to comply with the following instructions:

1) Remove the protecting cover of the platinum points.
2) Detach the contact plate by unscrewing the three screws (Fig. 1).
3) Take out the two screws fixing the automatic spark advance and remove the latter from the flange.
4) Unscrew the bolt locking the automatic spark advance flange; then, using the special extractor (Fig. 14), detach the flange from its shaft.

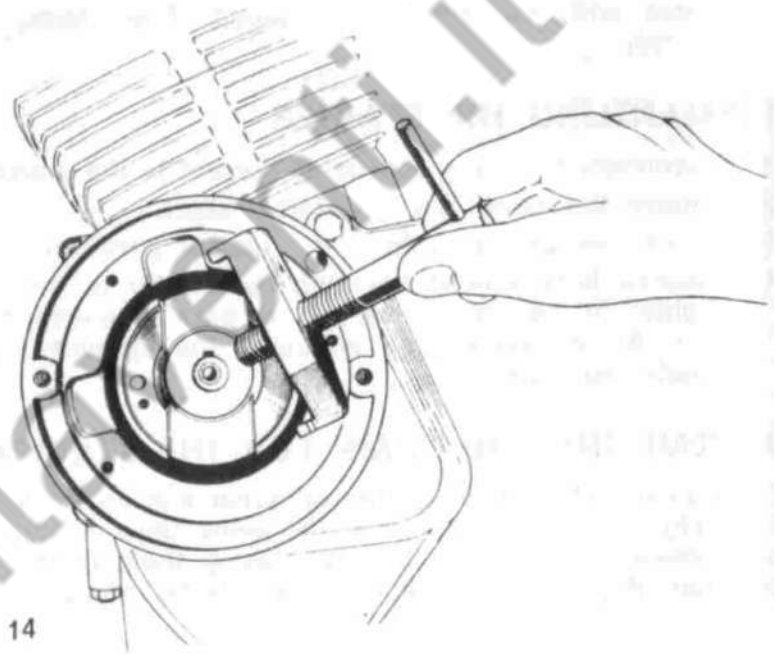


Fig. 14

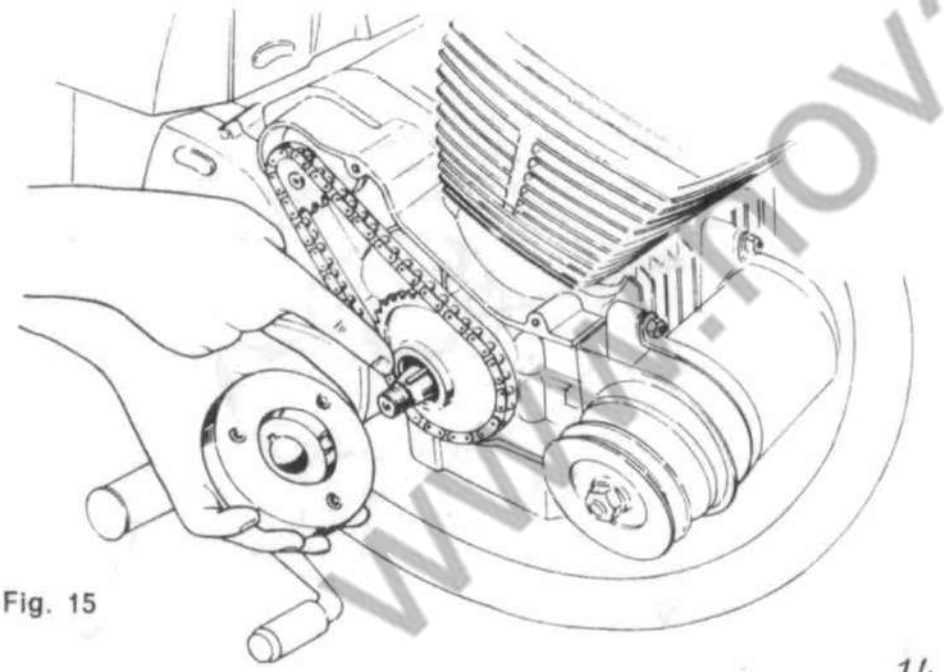


Fig. 15

ASSEMBLING THE FREEWHEEL ON THE DRIVING SHAFT

After positioning the springs, pistons, and rollers, in compliance with the previous instructions; place the freewheel on the driving shaft cone, inserting the key in its place and ensure that the latter corresponds with the slot in the freewheel (Fig. 15). To insert the freewheel into its seat easily, push and rotate it backwards and forwards. Then lock the nut (Fig. 16).

When dismantling, the operator should use the special extractor (Fig. 17).

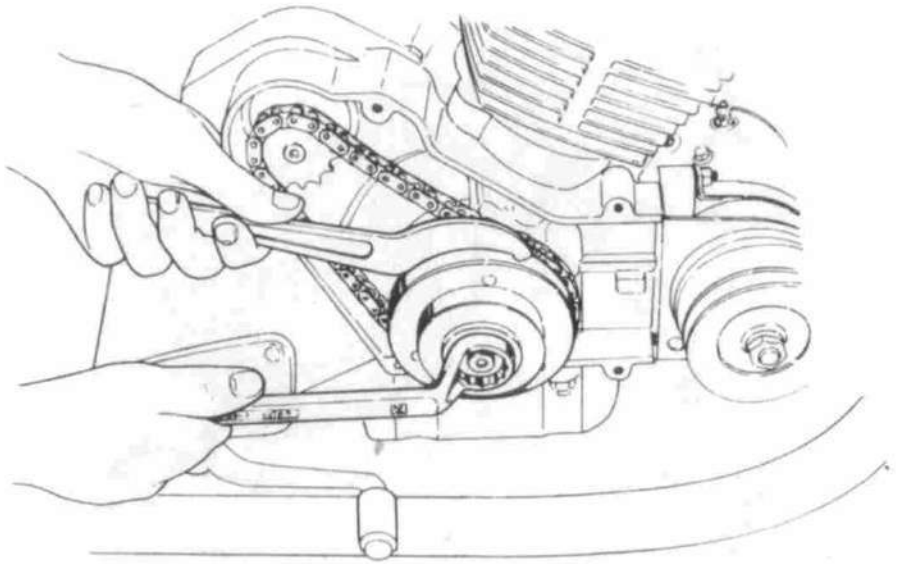


Fig. 16

POSITIONING THE DYNAMO BELT

Place the belt in the race of the freewheel, then fit it on the dynamo pulley; rotate the pulley, pressing the belt till it is completely in position (see Fig. 18).

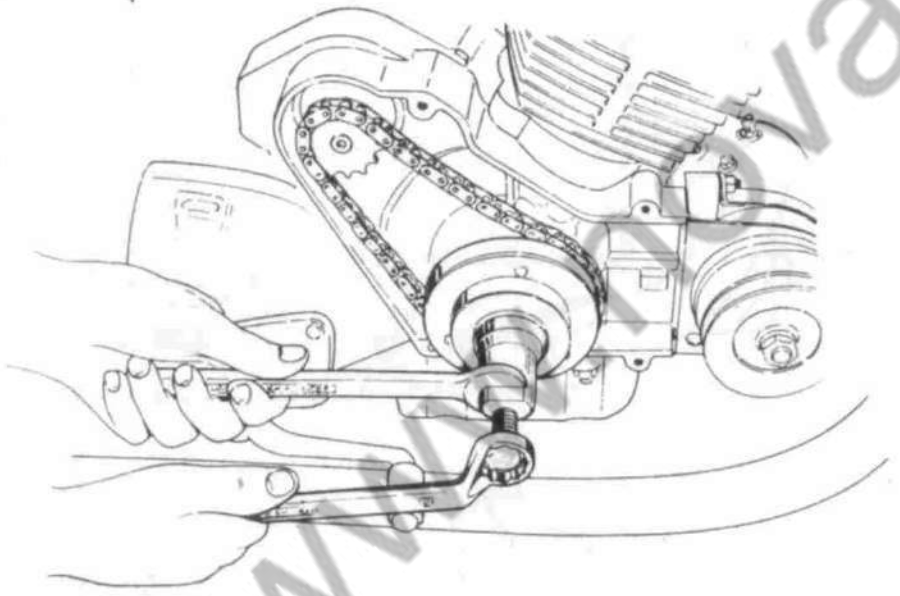


Fig. 17

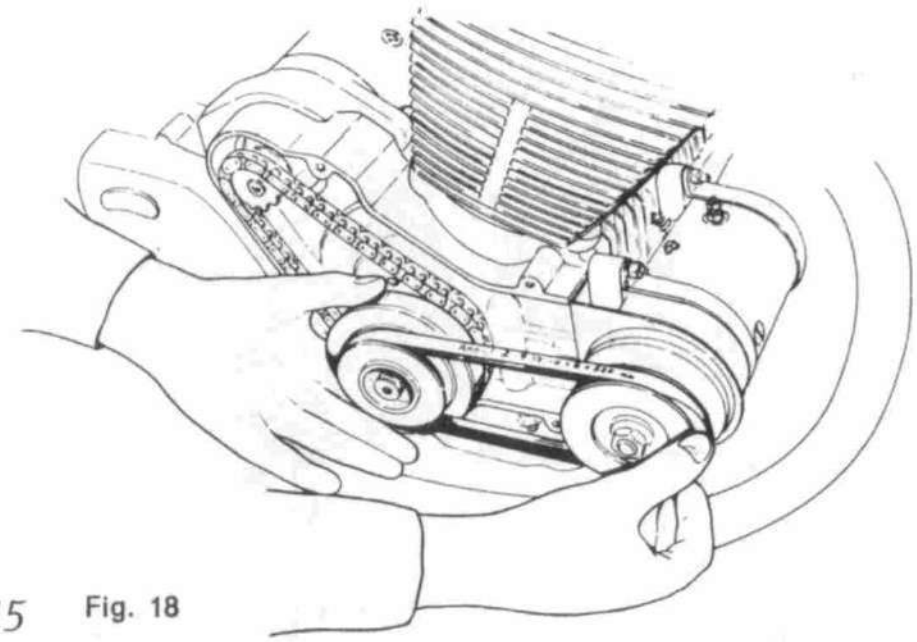


Fig. 18

ASSEMBLING AND SETTING THE TIMING CHAIN ADJUSTER

Position the adjuster (Fig. 19), then fix the screws using a 10 mm spanner. Whenever it is necessary to adjust the chain stretch, slacken the nut and bolt locking the adiuster pin, so that the inside spring will automatically position the adjuster. Then secure the bolt and nut (Fig. 20).

ADJUSTING THE MAIN DRIVE CHAIN

Take out the cap nut (box nut) and slacken the check nut positioned below the central crankcase, on the drive side. Then turn the adjustment screw, till you notice a slight resistance. Assemble and tighten both the cap nut and check nut (Fig. 21).

Fig. 19

Fig. 20

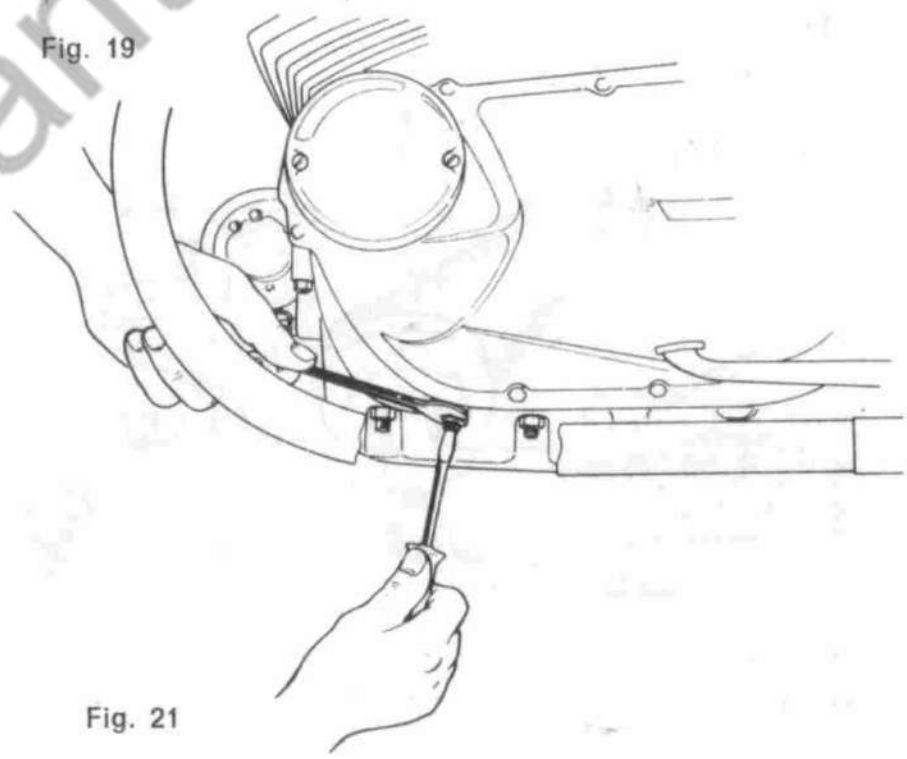


Fig. 21

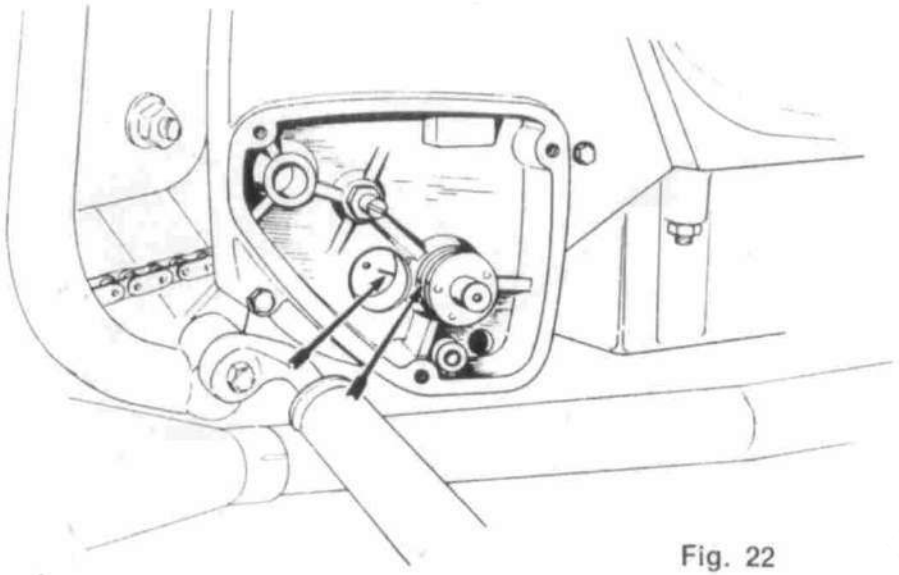


Fig. 22

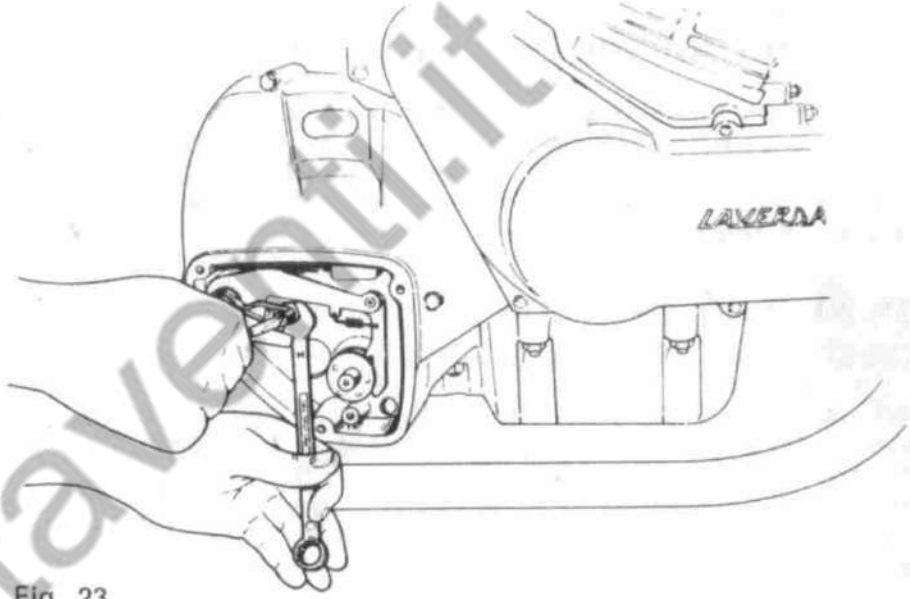


Fig. 23

ASSEMBLING AND ADJUSTING THE GEAR CHANGE SELECTOR

Insert the spindle (bearing rollers) into its place locating it in the proper manner, till the reference mark coincides with the mark in the drum pin, that is visible through the cover window (Fig. 22). Position the eccentric lock peg and the shaft bearing the gear change lever. When adjusting the eccentric peg, proceed as illustrated in Fig. 23, using a screwdriver and a spanner. This adjustment enables the operator to equalize the change gear stroke in both directions.

DISMANTLING THE OIL FILTER

When removing the oil filter, take away the four nuts located in the lower position of the crankcase (Fig. 24), and use two screwdrivers, as if they were levers, at both bevelled ends. If it is desired to obtain a better clearing, unscrew the filter central nut, so as to free the filtering portion from the base, and thus reach the former more easily. It is therefore recommended to clean the filter whenever the oil is changed.

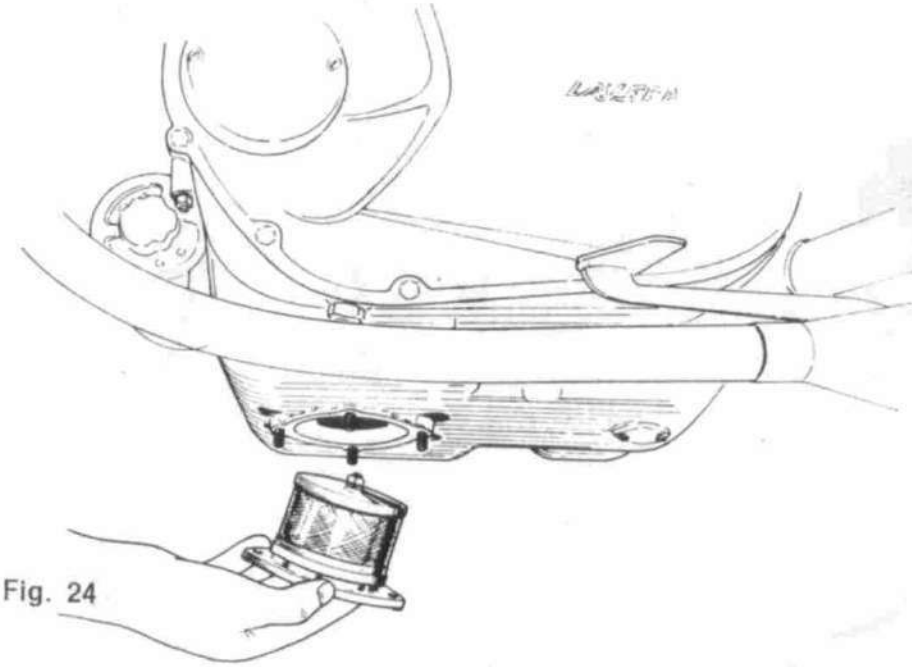


Fig. 24

DISMANTLING THE CLUTCH CABLE

Remove the rubber cap closing the cover window, on the chain side (Fig. 25). Use a screwdriver and press the clutch lever, so as to free the cable of the lever located on the handlebar. Then straighten the cotter pin, withdraw the pin, and detach the cable terminal from the little fork.

TIGHTENING THE NUTS (SECURING THE HEAD COVER)

Whenever it is necessary to perform this operation, use a dynamometric spanner (Fig. 26) and adjust it at 5 Kg. load. When tightening the nuts, follow the order indicated by Fig. 26, namely: 1-2-3-4-5-6-7-8, keeping in mind that it is necessary to use said spanner twice to ascertain that all nuts are locked correctly.

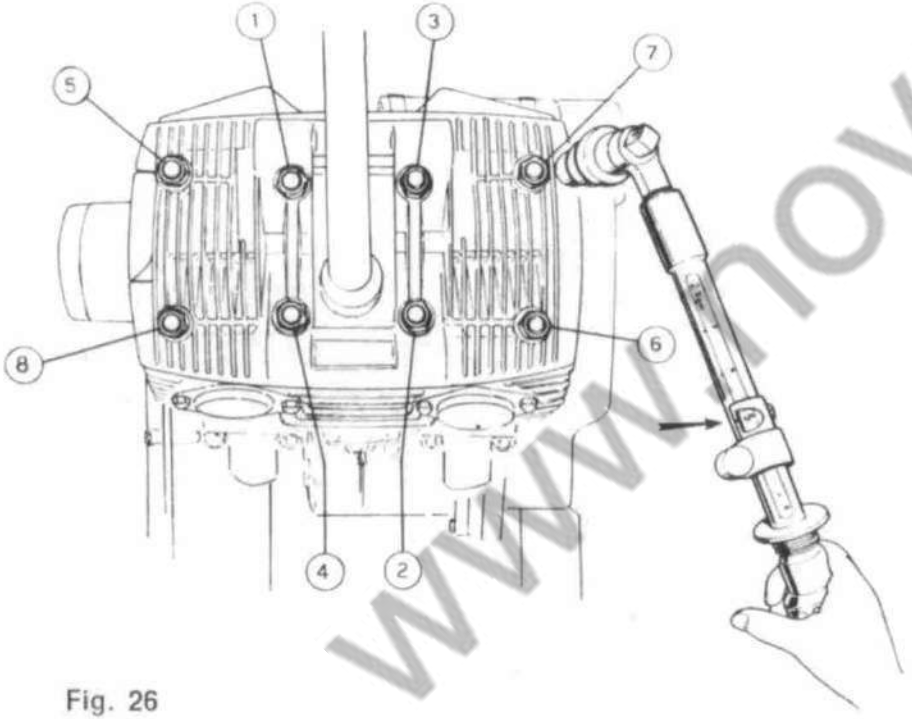


Fig. 26

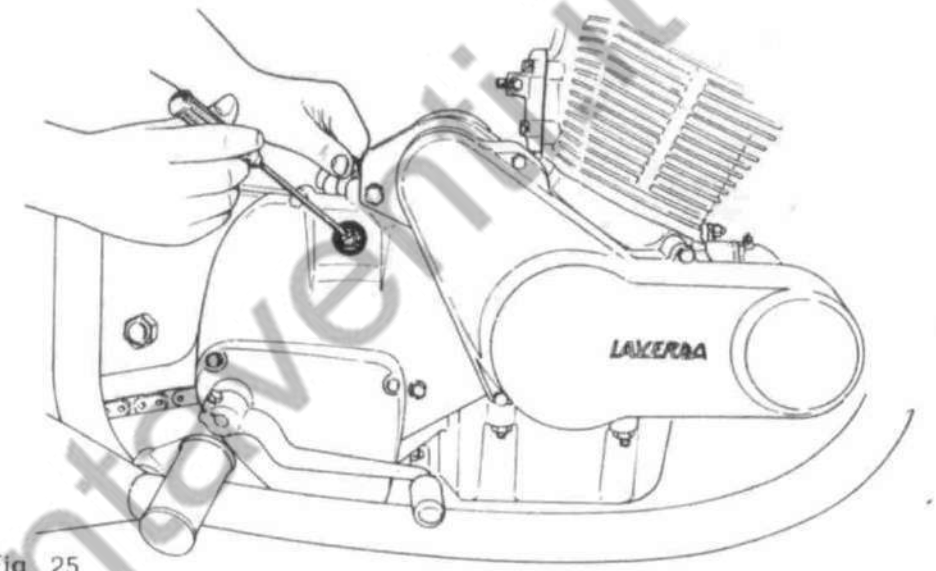


Fig. 25

ADJUSTING THE PLAY BETWEEN ROCKING LEVERS AND VALVES

This adjustment must always be performed when the engine is cold.

1) Remove the saddle, petrol tank, the four lids for inspection, and the cover on the starter side.
2) Bring the piston (corresponding to the rocking lever you are adjusting) to the top dead centre (T.D.C.) in the compression stroke, indicated by the mark on the driving shaft pulley.
3) Adjust as illustrated in Fig. 27, obtaining a 15/100 mm play for the inlet valve, and a 20/100 mm play for the exhaust valve.

With regard to the second cylinder, rotate the driving shaft by one turn, then go through the same operations once again.

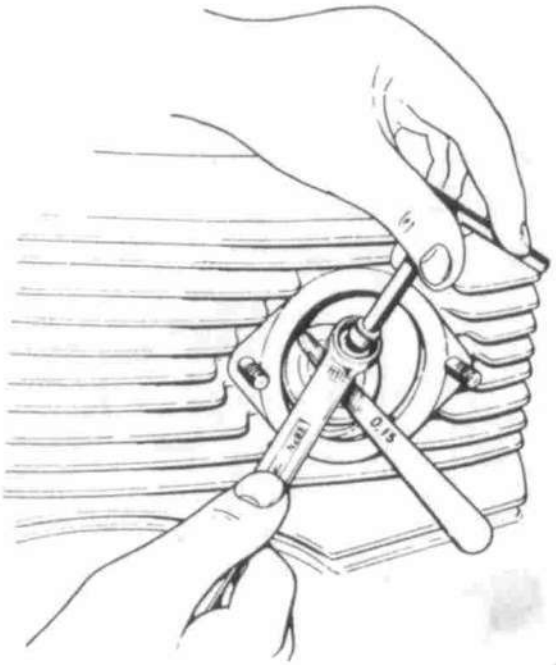


Fig. 27

DISMANTLING THE VALVE SPRINGS

Place one end of the required tool on the valve head and the other end on the conical cap; press to release the spring load, in order to free both cotters, as well as the cap, springs and valve (Fig. 28).

OPERATION THAT REQUIRE THE REMOVAL OF THE ENGINE FROM THE FRAME

DISMANTLING AND ASSEMBLING THE CAMSHAFT

1) Remove the head cover and both side covers.
2) Detach the sparking plugs, then unscrew the three nuts (two side nuts and a rear nut) fixing the head to the cylinder.
3) Take away the timing chain link, and insert two iron wires into the opposite ends of the chain, so as to keep it properly stretched.
4) Remove the head from the stud bolts.

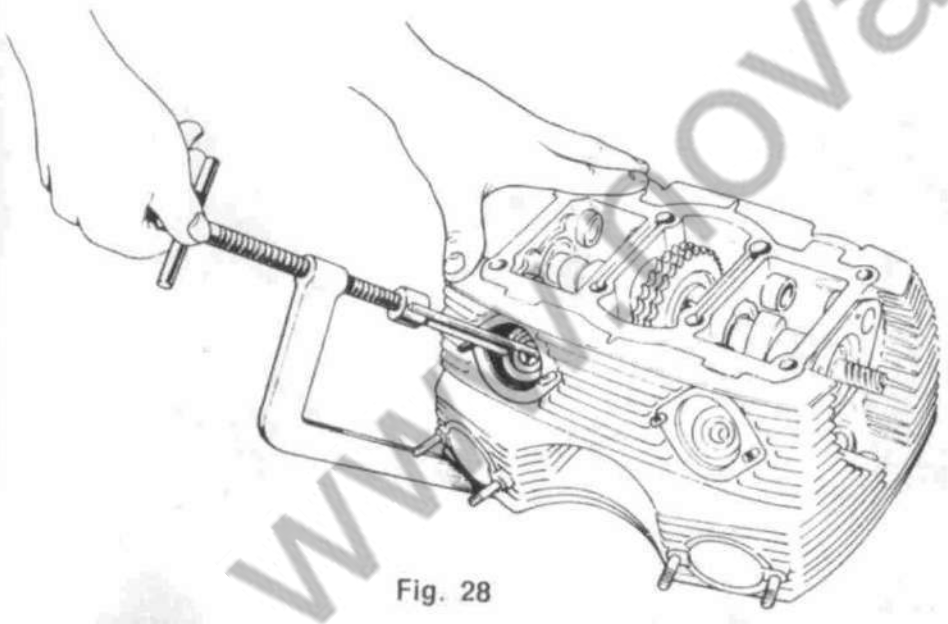


Fig. 28

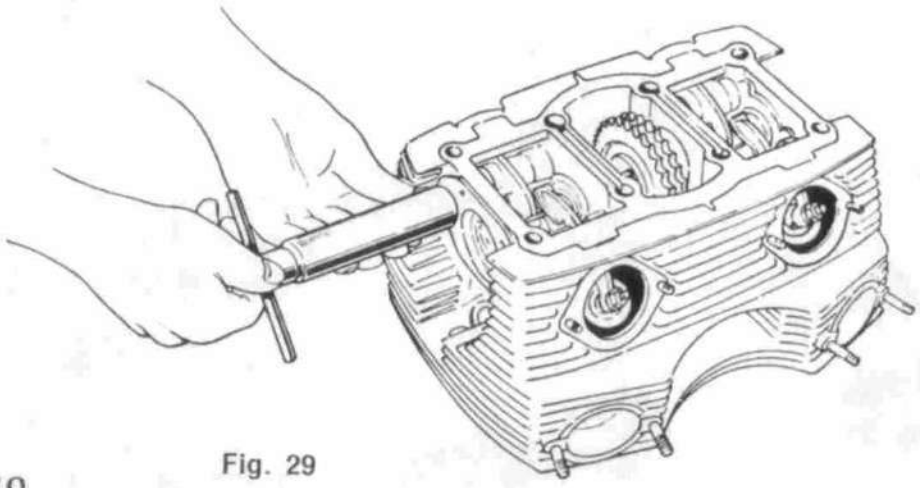


Fig. 29

5) Fix both iron wires to some component of the engine, to stop the chain from getting into crankcase.

6) Use the proper extractor and remove the four gudgeon pins thus detaching the rocking valves (Fig. 29).

7) Unscrew — only on one side — the nuts locking the chain crown gear to both flanges (Fig. 30), then rap the inside ring of the ball bearing (Fig. 31) to disconnect the two parts forming the camshaft.

Detach the chain crown gear and half shafts, which will come away with their own ball bearings.

When assembling the camshaft, follow the previous instructions in reverse. Keep in mind that the half-shaft bearing the toothing for the revolution indicator, must be positioned on the L.H. side, in the direction of riding (Fig. 32), and that stud bolts, with their respective nuts and washers, are to be positioned on one half portion, when the shaft is still dismantled (Fig. 33).

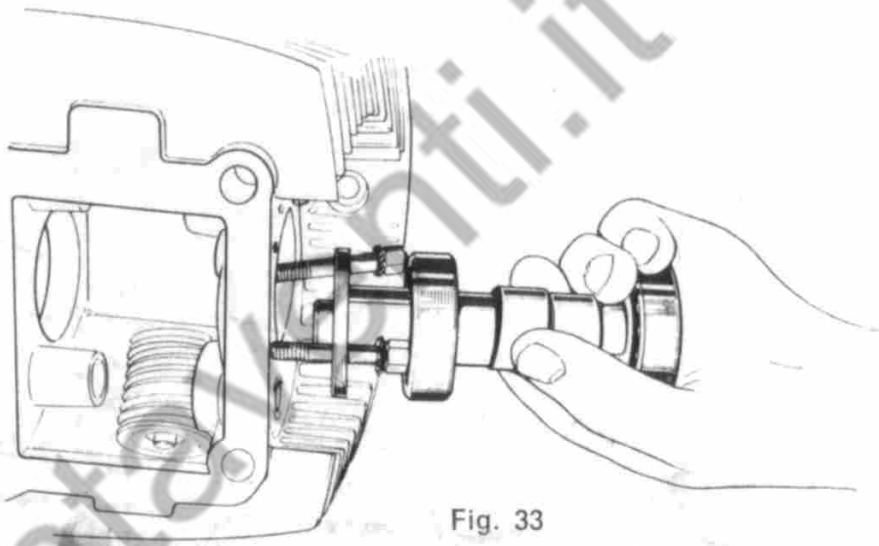


Fig. 33

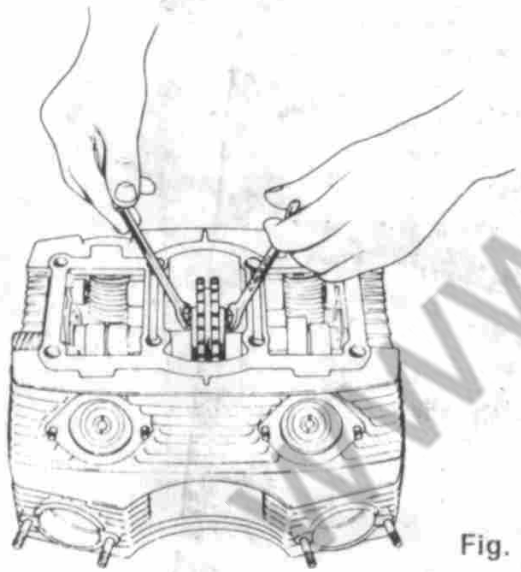


Fig. 30

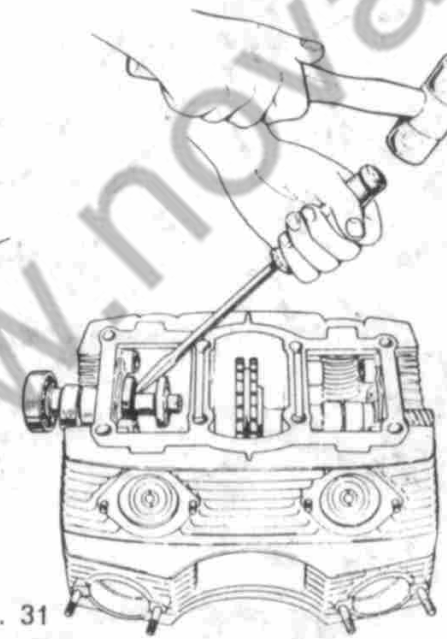


Fig. 31

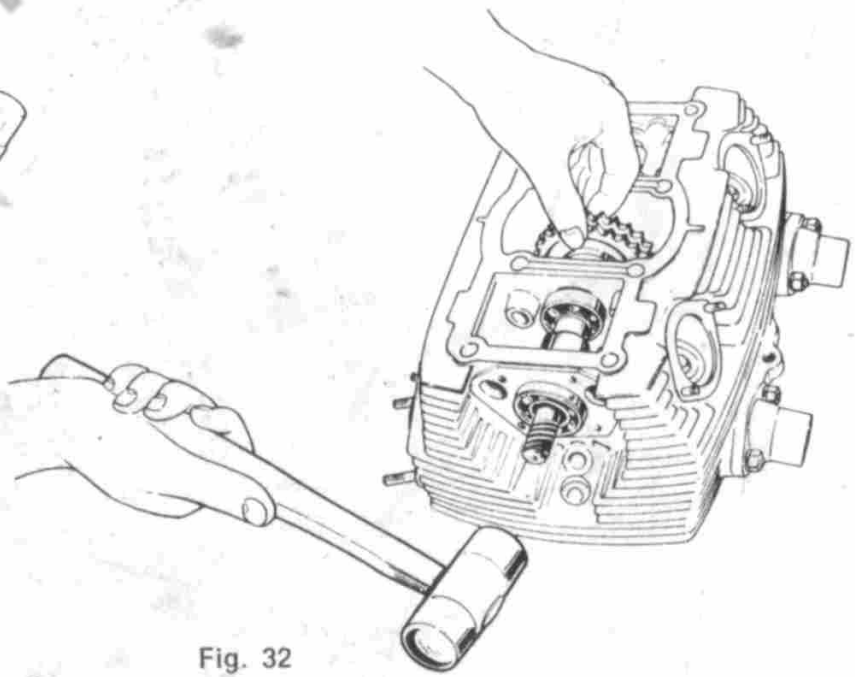


Fig. 32

REMOVING THE PIN OF THE GEAR CHANGE FORKS

When the crankcase has been opened, remove both gear change shafts, then take a pair of pliers and detach the peg located near the ball bearing seat (Fig. 34). Remove the pin using an extractor.

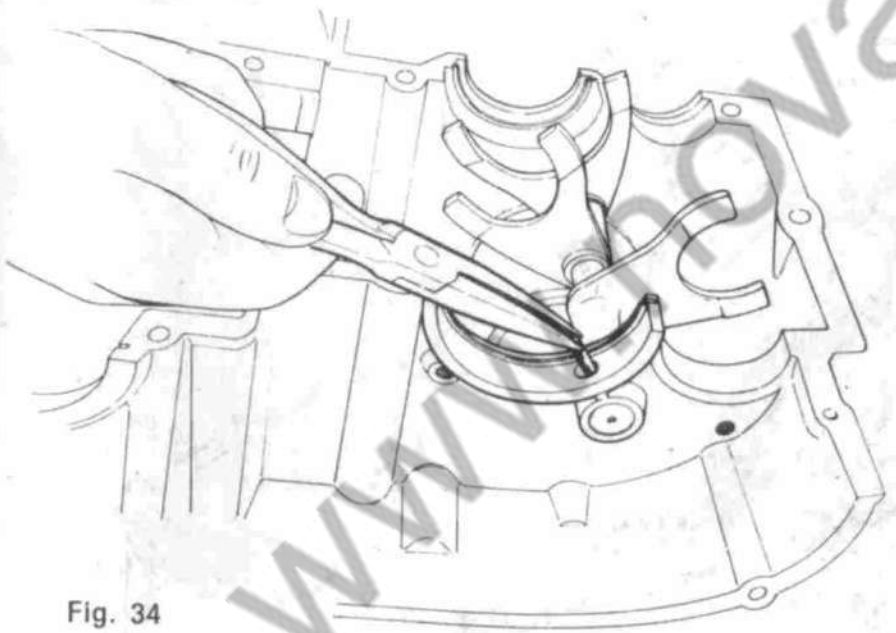


Fig. 34

ASSEMBLING THE DRUM (OPERATING THE GEAR CHARGE FORKS)

Press the key into the shaft seat, insert the steel washer and locate the shaft. Do so from the outside of the crankcase. Position the drum (Fig. 35) so that the key may enter its slot. Before the shaft reaches the opposite seat, insert the shouldering washer, as well as the nut that must then be locked, thus fixing the exact position of the drum.

CLOSING BOTH HALF COVERS OF THE CRANKCASE

1) Position the gear change drum with the lever (bearing the roller).
2) Position the half rings locking the ball bearings in their places (Fig. 36).

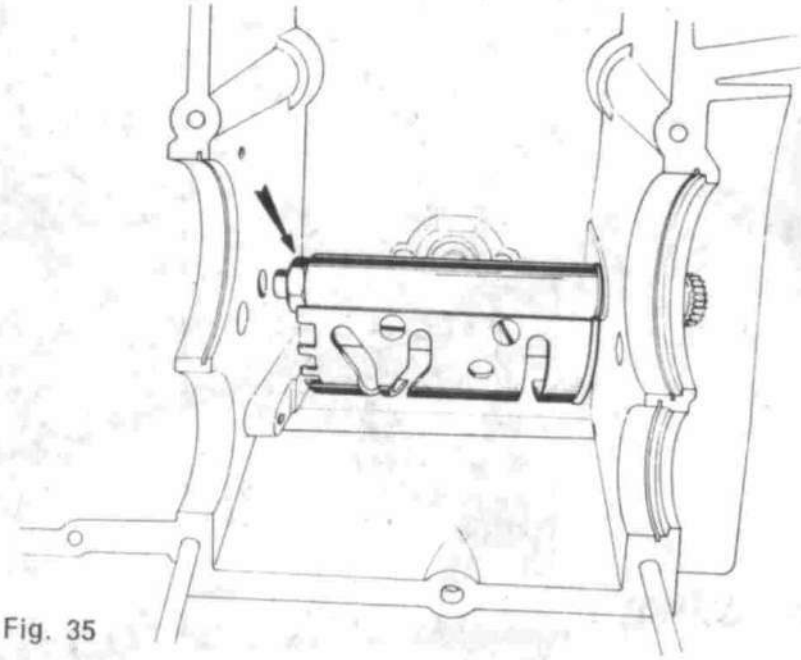


Fig. 35

3) Replace the driving shaft and both gear change shafts.
4) Spread a thin layer of gum evenly (Fig. 37) on the surface supporting the crankcase half covers.
5) Insert the stud bolts of the crankcase upper portion into their respective holes in the lower portion, and tighten all nuts (Fig. 38).

CHECKING THE PARALLELISM BETWEEN THE GUDGEON PIN AND THE CRANKCASE SHIM ADJUSTMENT

Place two shims perfectly smoothly and equally on the base supporting the cylinder (Fig. 39). Insert the gudgeon pin into the eye of the connecting rod, and then put said gudgeon pin upon the shims. If both holes of the connecting rod are parallel, the gudgeon pin will rest on both shims. If it should touch only one of the two shims, it will be necessary to straighten the connecting rod, pressing appropriately on one side or the other, till the gudgeon pin rests on both shims.

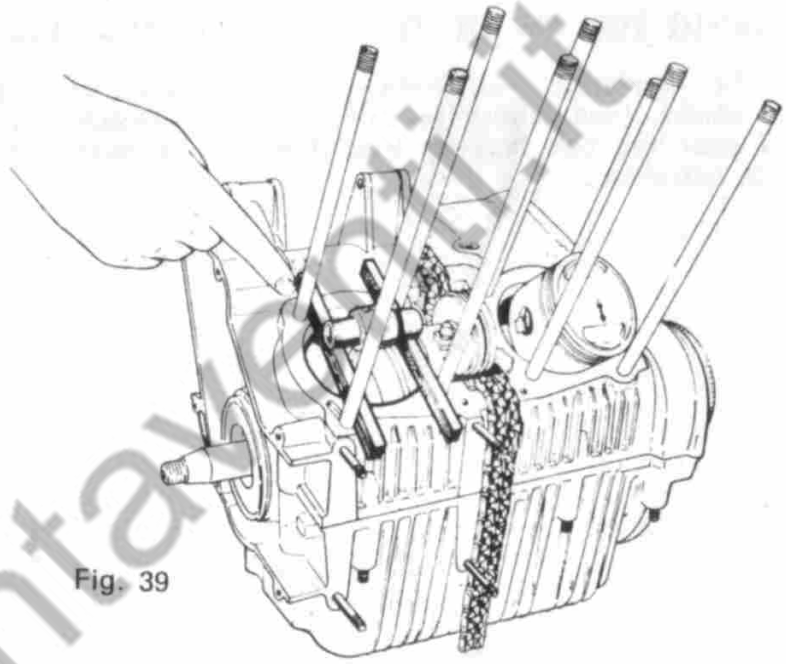


Fig. 39

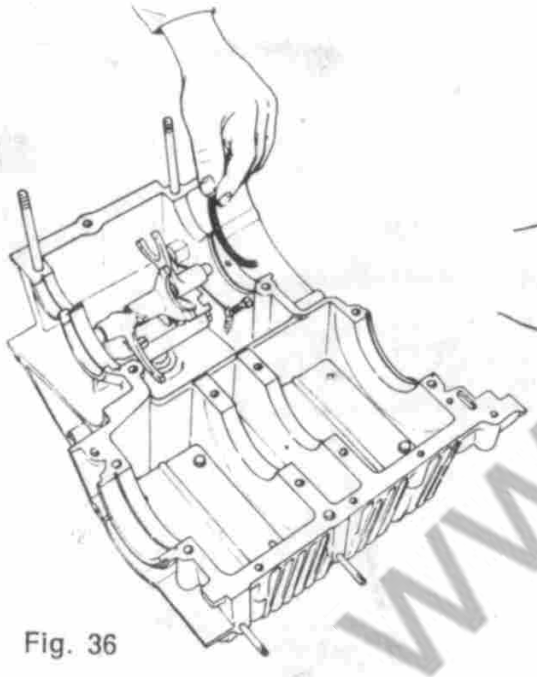


Fig. 36

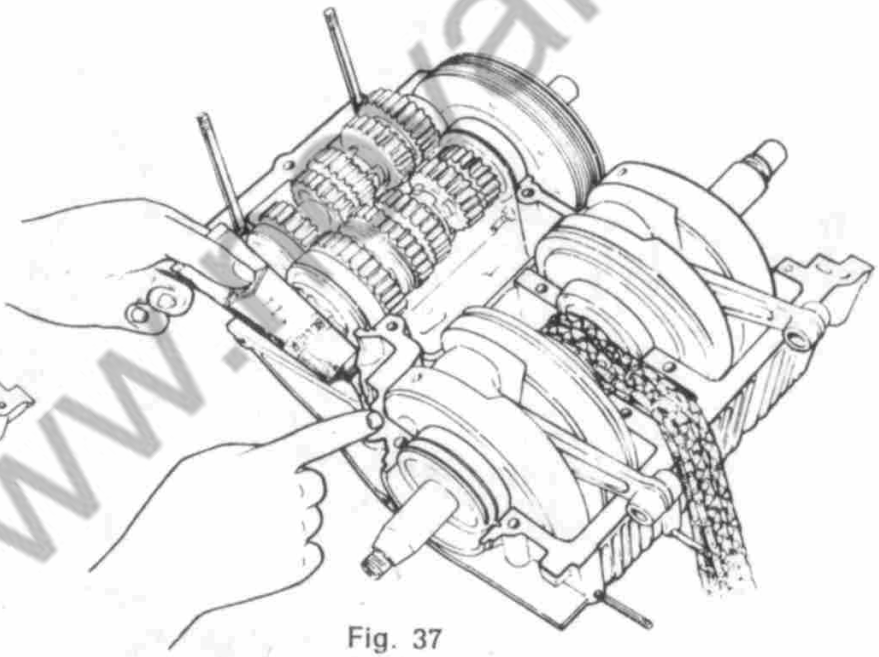


Fig. 37

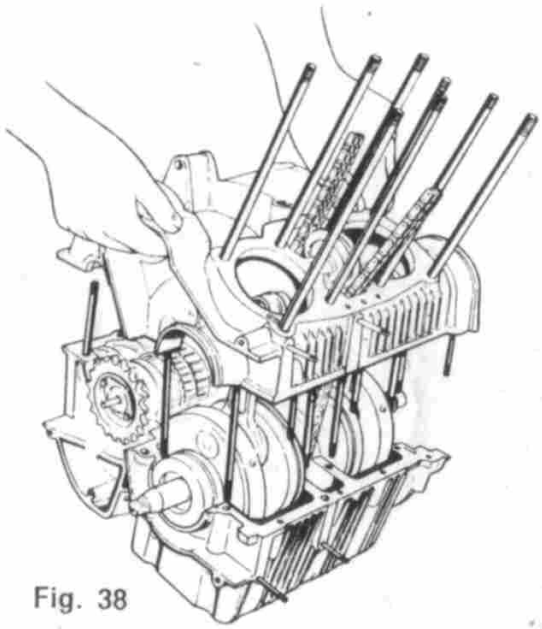


Fig. 38

DISMANTLING AND ASSEMBLING THE PISTONS

Remove the circlips from the gudgeon pin. Push out the gudgeon pin, freeing the piston from the connecting rod. This should be done with a suitable extractor. When assembling, ascertain that the arrow stamped on the piston head (Fig. 40) points in the direction of riding. Then insert the gudgeon pin into the piston and press it into place using the necessary puller (Fig. 41).

ASSEMBLING THE PISTON RINGS

Position the piston rings observing Fig. 42.
Before assembling, ascertain that both ends of the piston rings — within the cylinder liner — do not touch. Then place the rings,each in its own place, keeping in mind that their openings must be alternated among them.

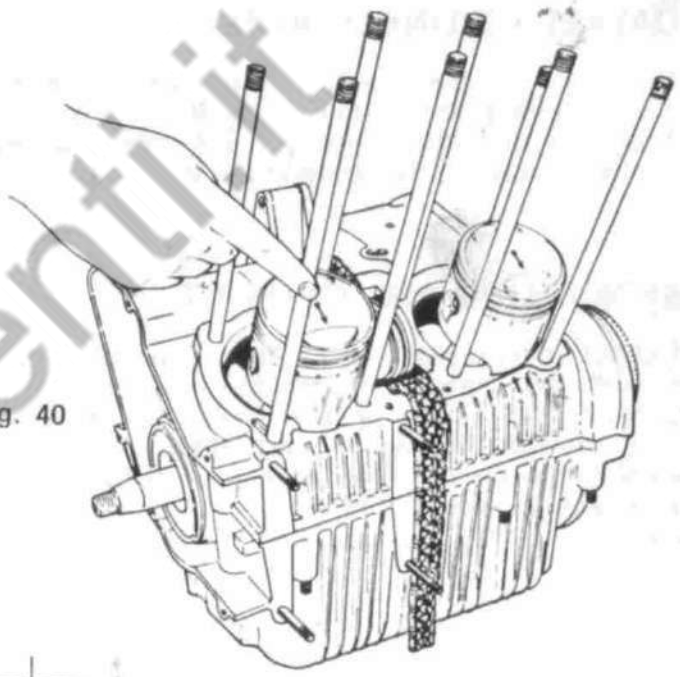


Fig. 40

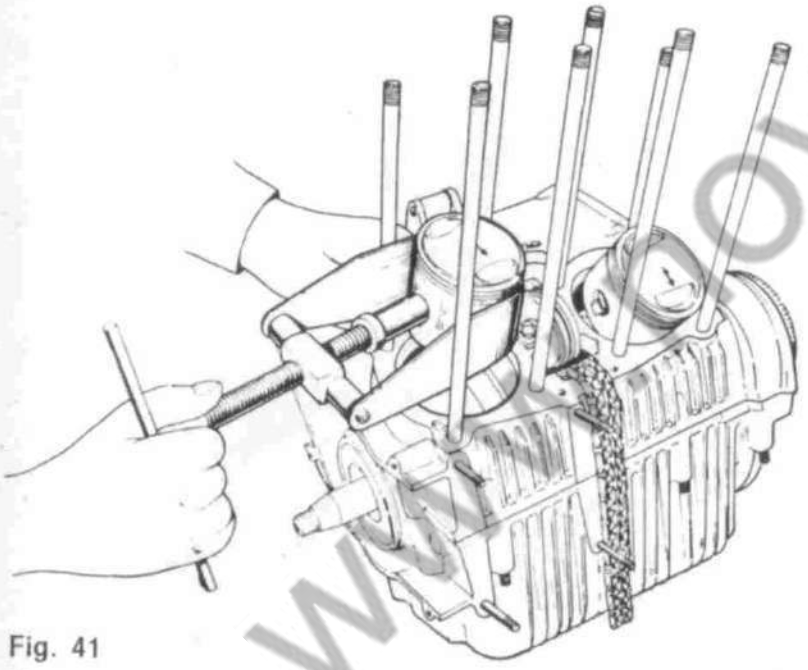


Fig. 41

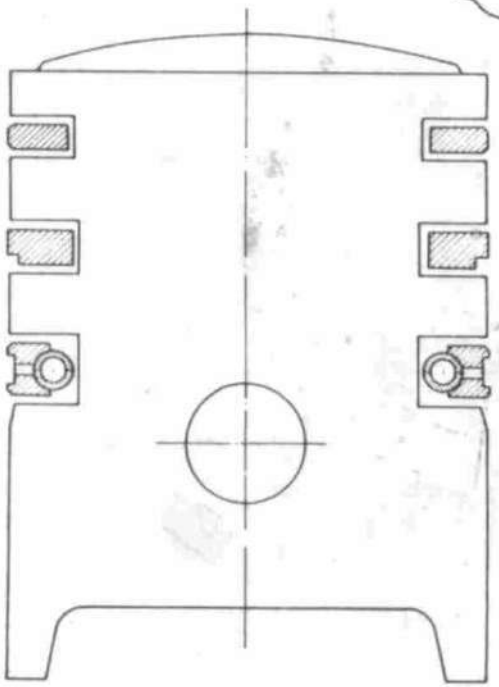


Fig. 42

GASKET (CYLINDER BASE)

The slit of the gasket must be in alignment with the corresponding slit situated on the crankcase base (Fig. 43). Ascertain that the three holes in the crankcase — indicated by the arrow — correspond to the holes of the gasket.

ASSEMBLING THE CYLINDER

Tighten the piston rings that you have already positioned around the pistons. Insert the stud bolts into the cylinder. Connect both ends of the chain, pulling them with the iron wire towards the upper part, then lower the cylinder slowly, so that the piston rings may go into the cylinder liner without excessive pressure (Fig. 44).

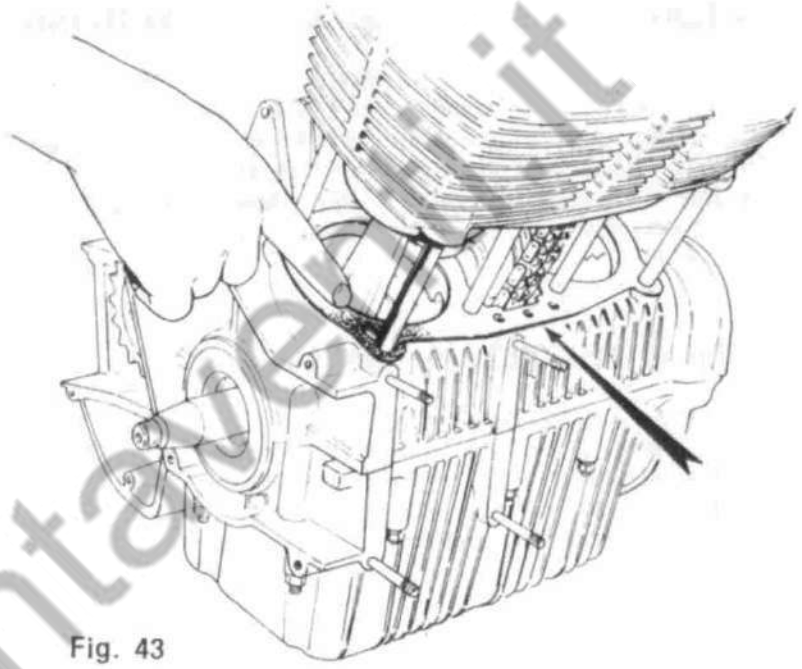


Fig. 43

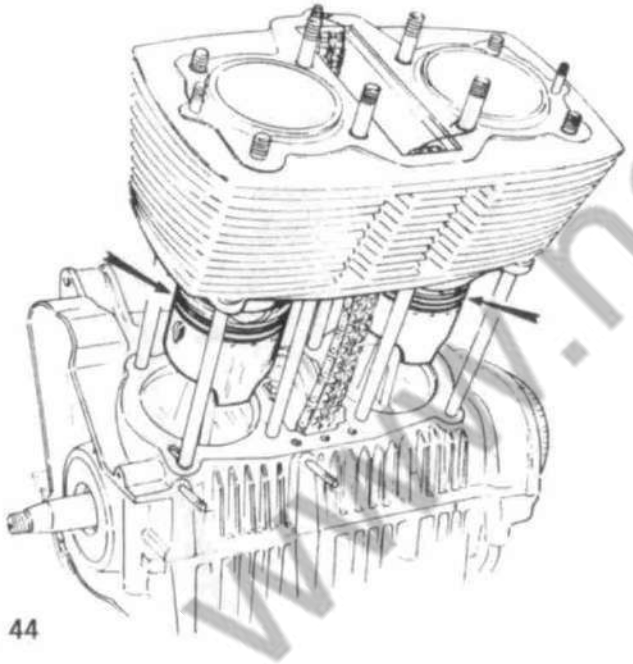


Fig. 44

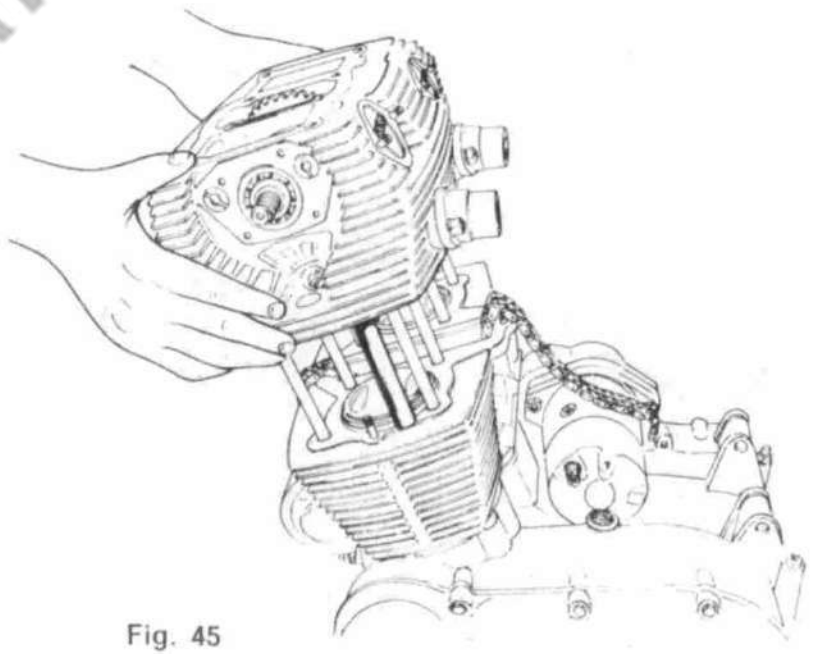


Fig. 45

POSITIONING THE HEAD ON THE CYLINDER

Place the gasket on the upper shim adjustment of the cylinder. Lower the head till it touches both distance pieces (Fig. 45), purposely placed in between to enable one to get hold of both ends of the chain, and lift them upwards. Pull the chain ends, remove the distance pieces, and lower the head till it touches the cylinder (Fig. 46).

FIXING THE CHAIN LINK

Bring the pistons to the top dead centre (T.D.C.). This operation can be easily completed by lining up the mark on the crankcase with the reference mark indicated by PM (DEAD CENTRE), stamped on the freewheel (Fig. 47). Obtain alignment between the mark on the timing chain crown and the mark in the head (Fig. 48). Insert the chain link and close the chain (Fig. 49). Remember that the opening of the spring clip fastener in the chain link, must be placed in the direction opposed to the chain rotation (Fig. 50).

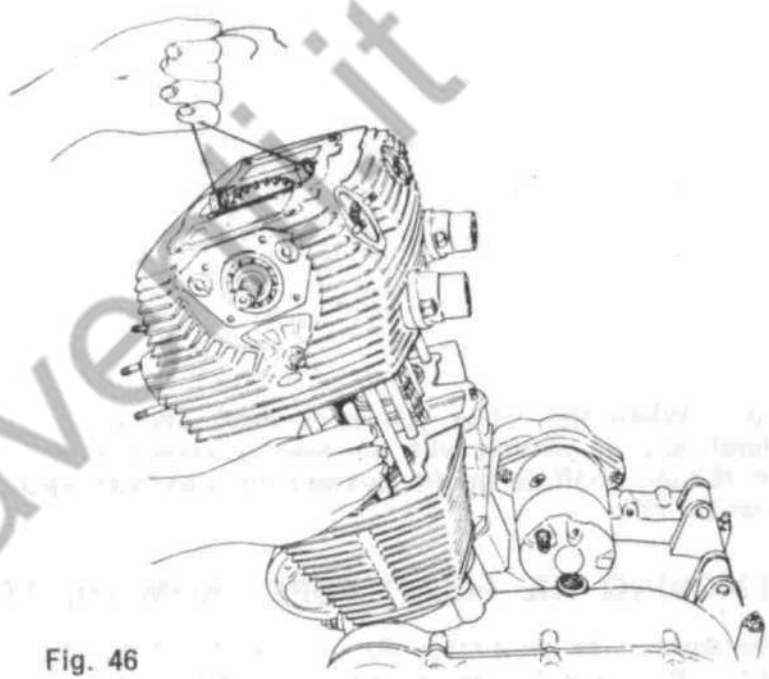


Fig. 46

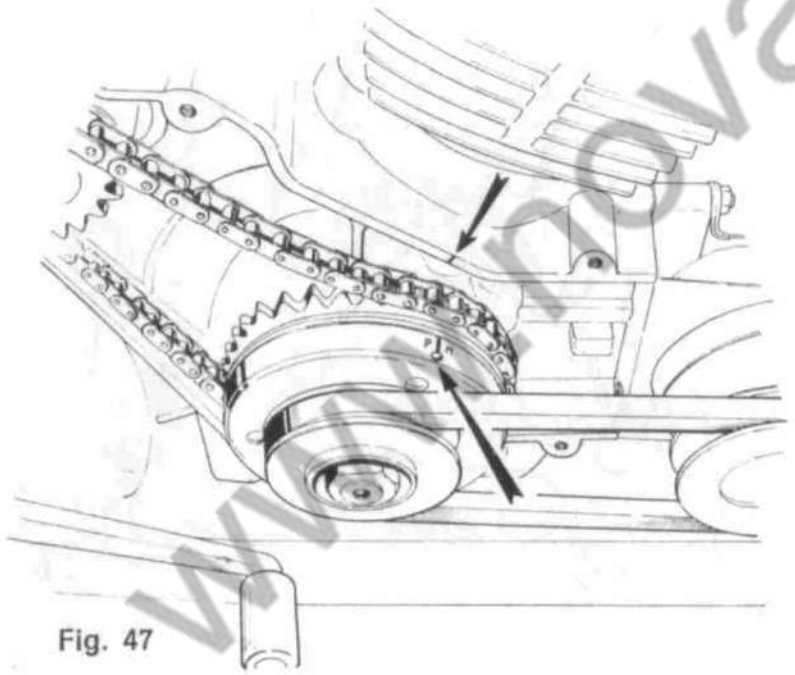


Fig. 47

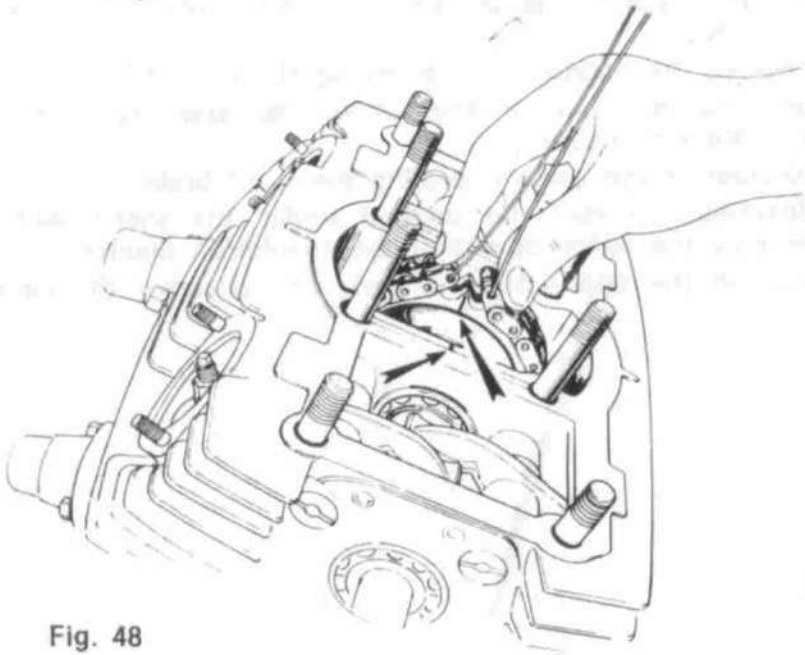


Fig. 48

N.B. - When the latter reference mark stamped on the free-wheel, is in alignment with the mark stamped on the crankcase, the driving shaft is in the position of maximum spark advance (that is 40°).

REMOVING THE FRONT FORK FROM THE FRAME

Whenever it is necessary to remove the front fork from the frame, the operator is advised to comply with the following instructions:

1) Remove the handlebar, unscrewing the bolts (Fig. 51).
2) Unscrew the nut of the wheel-hub, and disconnect the speedometer cable.
3) Disconnect the cable operating the front brake.
4) Unscrew the ring nut located under the instrument, and remove the cable operating the revolution counter.
5) Slacken the upper bolts of fork, and unscrew the caps.

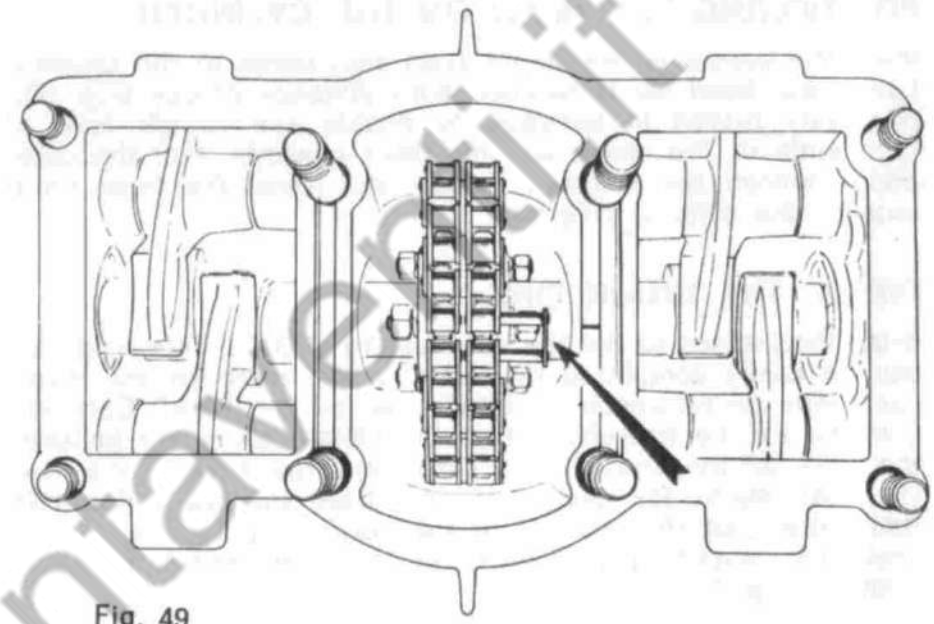


Fig. 49

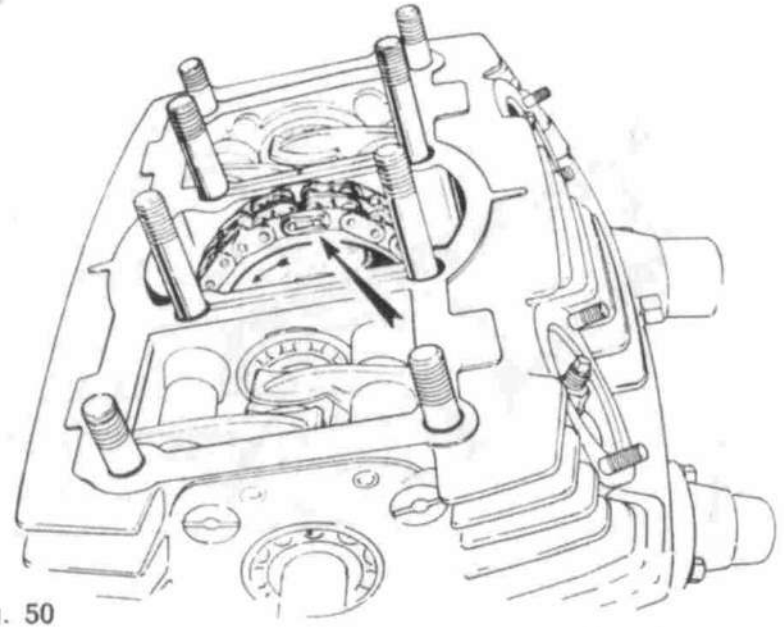


Fig. 50

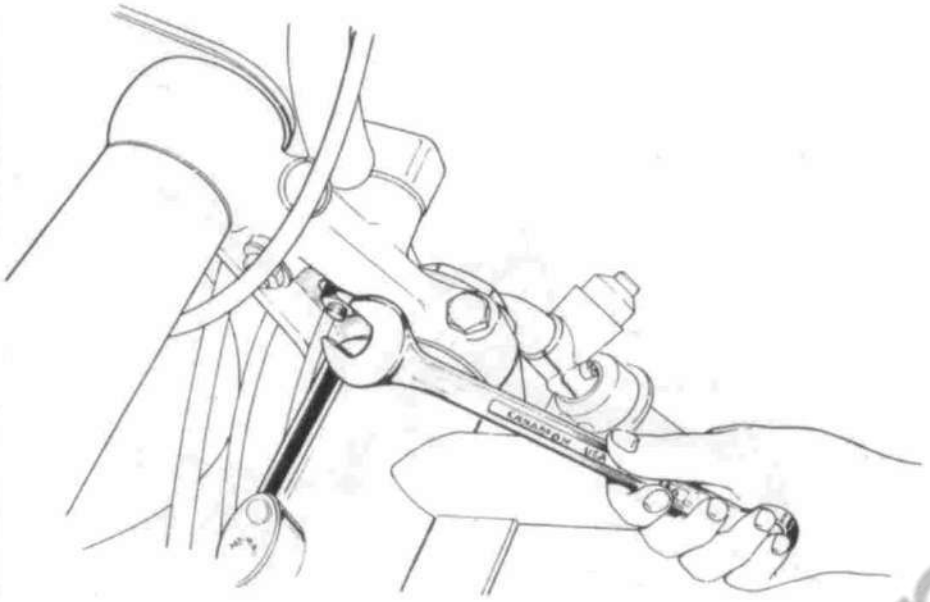


Fig. 51

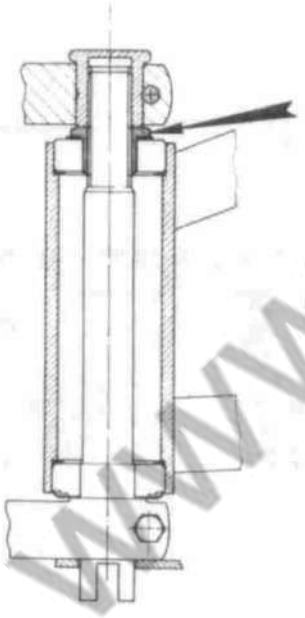


Fig. 52

6) Slacken the transverse bolt, then unscrew the upper nut of the steering pivot, and remove the fork top plate.

7) Remove the headlamp, unscrewing both support screws, without disconnecting the electric system wires.

8) Unscrew the nut locking the steering pivot (Fig. 52).

After completing the above operations, lift the frame. Both pivot and fork will be detached from the steering tube. If necessary, give a few raps with a fibre-hammer to facilitate the dismantling.

STEERING ADJUSTMENT

If it is required to adjust the play of the steering pivot, turn the nut indicated by Fig. 52, till you perceive a slight friction in steering.

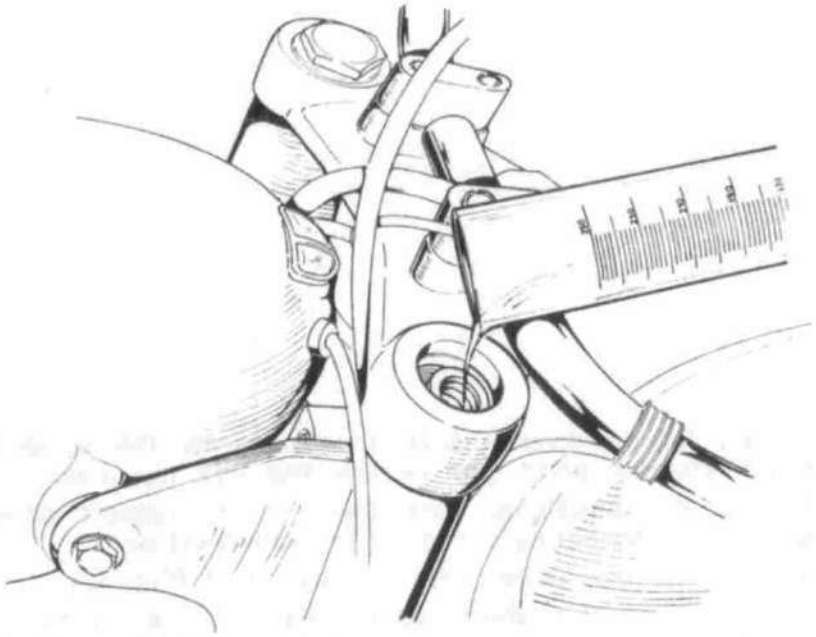


Fig. 53

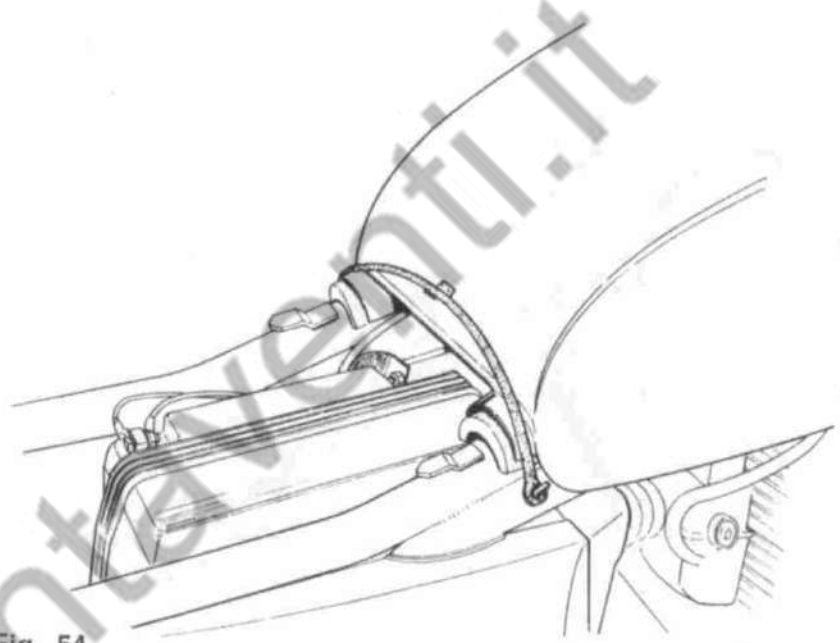


Fig. 54

OIL FOR THE FRONT FORK

Check periodically the quantity of oil in the fork. Unscrew the cap using a 36 mm. box spanner, and pour 170 cu. cms of SHELL TELLUS 33 oil into each sliding member (Fig. 53).

REMOVING THE PETROL TANK

Close the petrol taps and disconnect the plastic pipes. Remove the elastic that fixes the petrol tank (Fig. 54), then lift the rear part of the tank and push it towards the saddle, till you can detach it from both front rubber supports. The saddle must be removed before detaching the petrol tank.

REMOVING THE SADDLE

Slacken both bolts, lift the rear portion of the saddle and - at the same time - press as indicated in Fig. 55. Then lift the saddle.

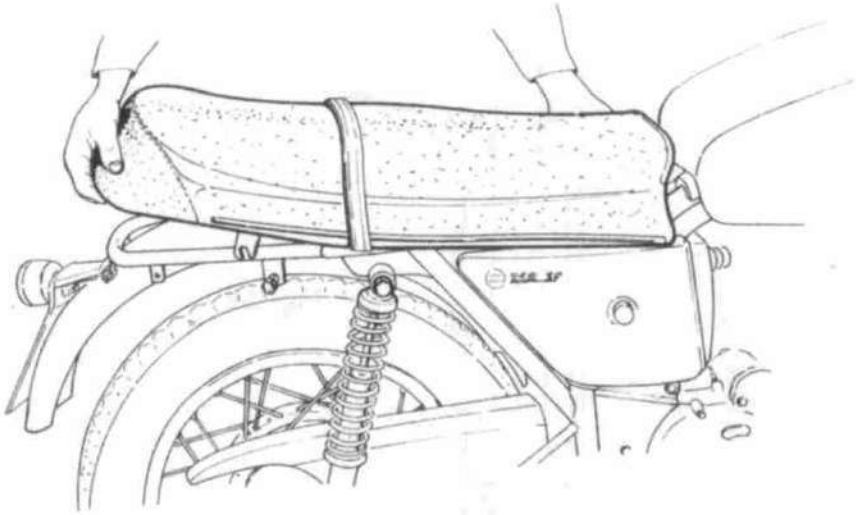


Fig. 55

CHECKING THE ELECTROLYTE LEVEL IN THE BATTERY

When checking the level of the liquid in the battery, remove the saddle, take away the elastic that fixes the battery, and unscrew the six plugs (Fig. 56). If the level is below the minimum, pour only distilled water on each element, till the maximum level is reached.

FUSE BOX

The fuse box can be reached after removing the L.H. cover. The fuses are situated under the lid which can be taken away after unscrewing the centre screw by hand (Fig. 57).
If the fuse metal should melt again after being replaced, it is advisable to ispect the electric system, since the cause of this inconvenience may be ascertained at some other point of the electric equipment.

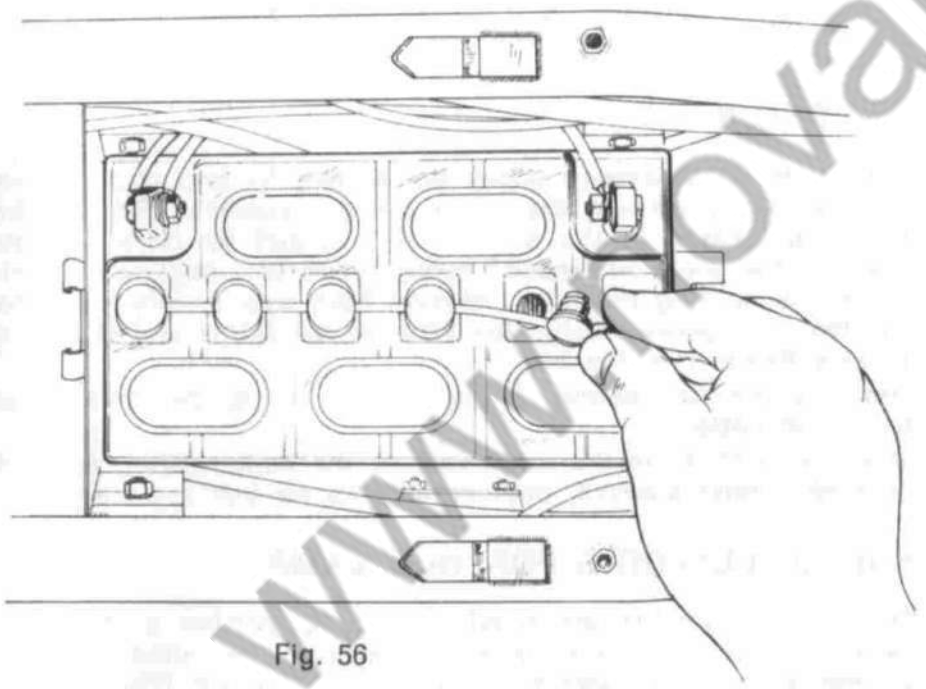


Fig. 56

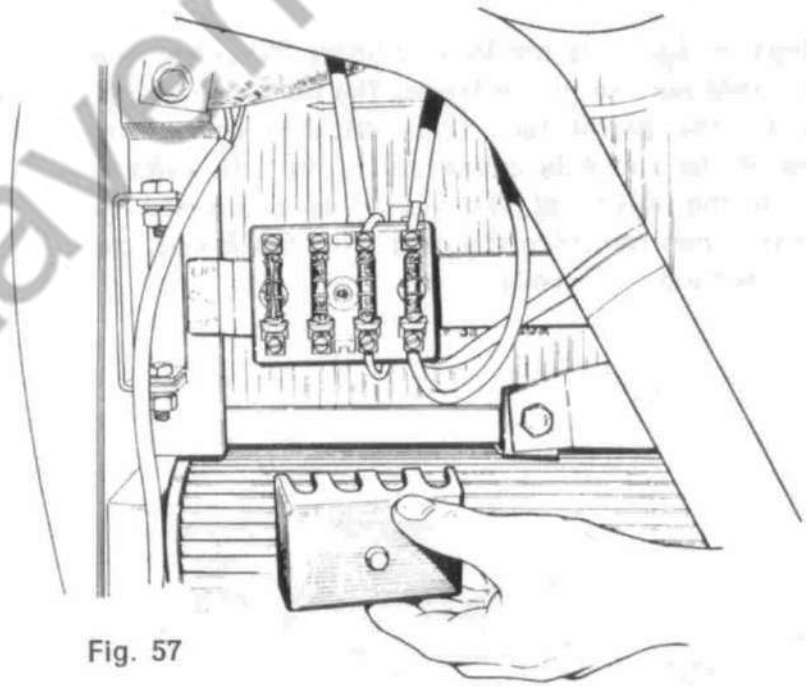


Fig. 57

ELECTROMAGNETIC SWITCH

It is positioned on the small frame supporting the battery, and it is accessible on the R.H.S., after removing the cover. (Fig. 58).

HIGH-VOLTAGE COILS

The high-voltage coils are located under the petrol tank and fixed to the front portion of the frame. The coils can be reached after removing the petrol tank (Fig. 59). The coil secured to the centre of the frame is connected to the L.H. cylinder; the coil fixed to the R.H.S. of the frame, is connected to the R.H. cylinder. When removing the coils from the frame, unscrew both screws securing the coils.

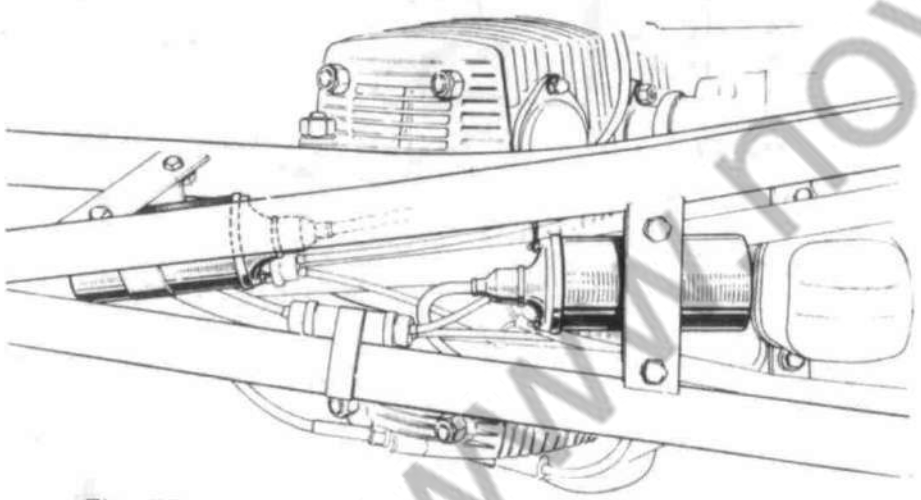


Fig. 59

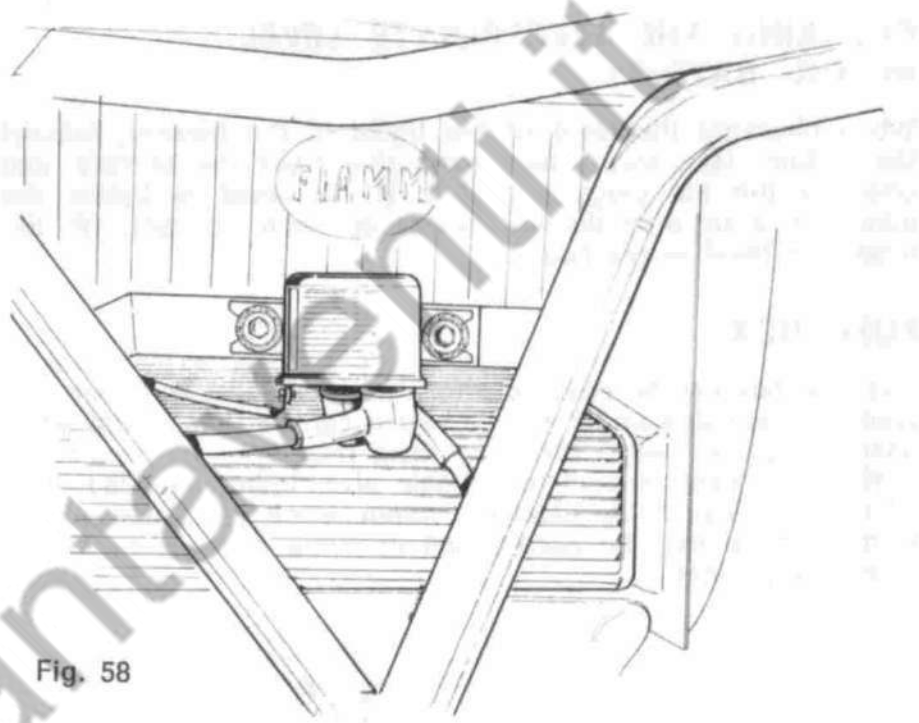


Fig. 58

AIR FILTER

The air filter is secured under the battery by two rear screws and two front screws, the latter being accessible through the windows located in the air box and closed by rubber plugs. The air filter must be cleaned every 10,000 km., using an air jet. When dismantling the filter, remove both side covers, unscrew the two rear screws fixing the filter to the frame and the front screws fixing it to the box.

Unscrew the four screws fixing the air box to the frame that holds the battery.

Unscrew both air-intake entrances of the carburettors, as well as their rubber sleeves, then detach the air box and filter.

RUBBER SUPPORTS FOR HEADLAMP

The rubber supports are fixed to the top portion of the fork by means of three screws with washers. Two other screws fix the sheet iron support to the rubber support (Fig. 60).

STEERING LOCK

When it is necessary to lock the steering, turn the handlebar to the right as much as you can. Insert the key, turn it, take it away and ascertain that the steering is locked as a precautionary measure (Fig. 61).

ADJUSTING THE CLUTCH CABLE

If the clutch is disengaged when the lever on the R.H.S. of the handlebar has reached its complete course, it is necessary to adjust the clutch cable. Said adjustment can be carried out by slacking the knurled ring of the adjuster situated on the handlebar.

Another adjustment can be made as illustrated in Fig. 62. Slacken the nut and turn the adjuster till you are certain that the clutch gets properly disengaged.

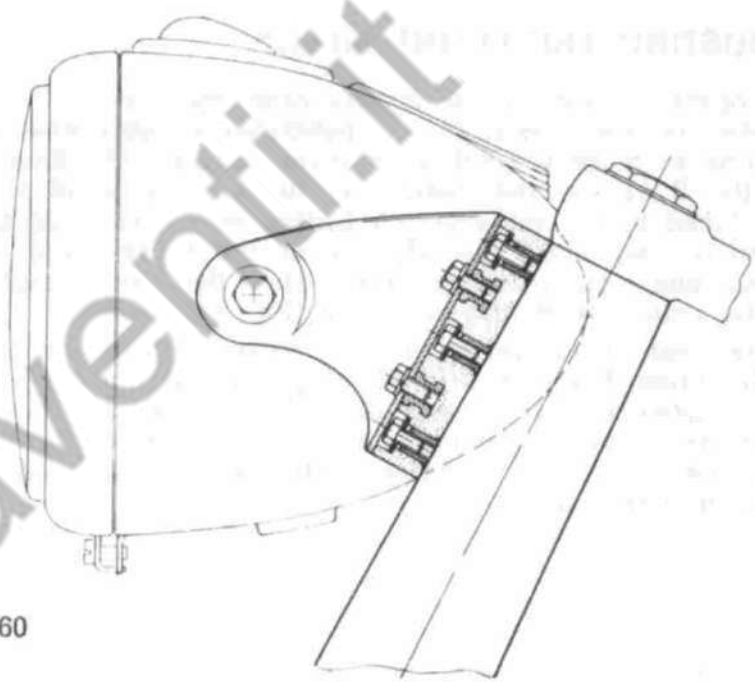


Fig. 60

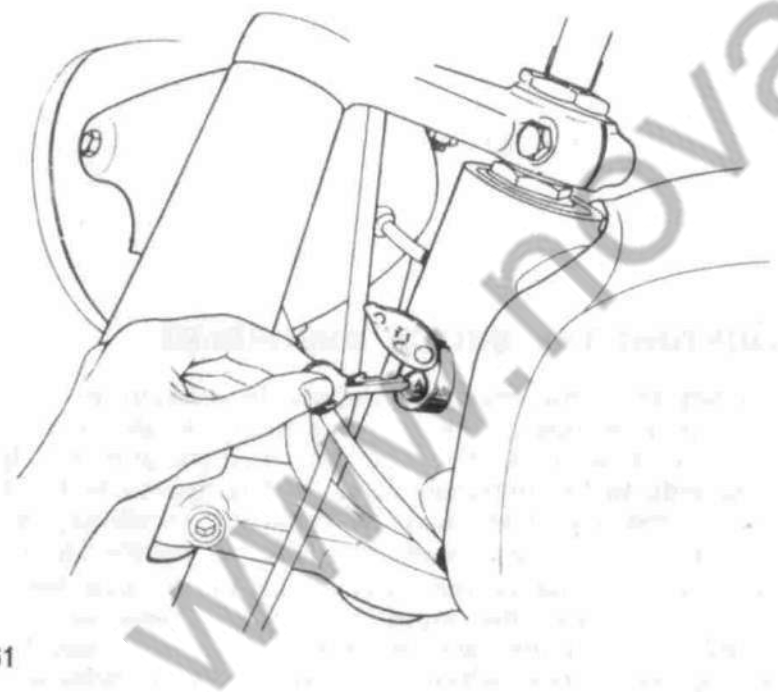


Fig. 61

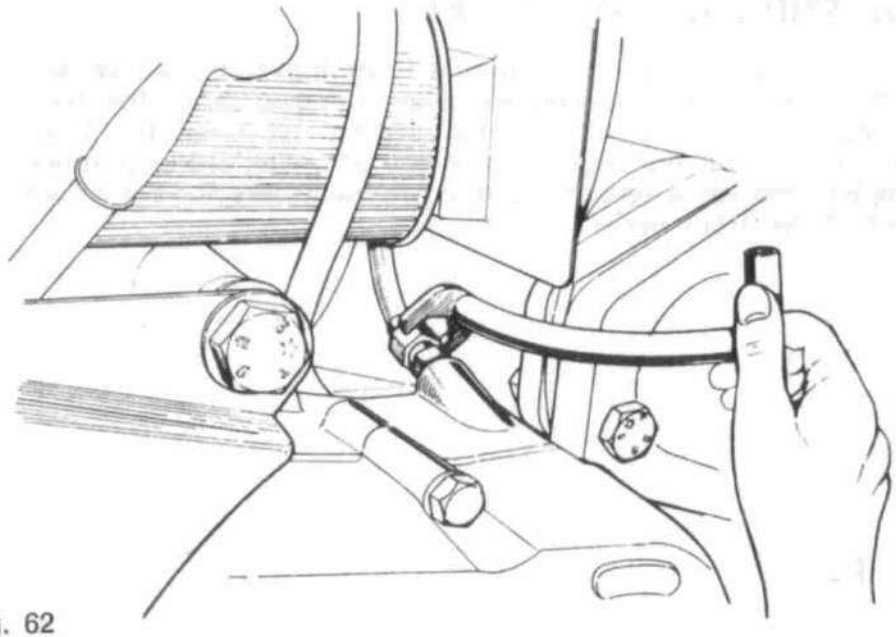


Fig. 62

ADJUSTING THE FRONT BRAKE

This operation becomes necessary when the course of the lever situated on the R.H.S. of the handlebar is eccessive. If it is required to make a quick adjustment, regulate the knurled ring (on the R.H.S. of the handlebar) till the course of the lever is reduced to the minimum. A further adjustment can be completed by regulating the adjuster of the brake cable. Slacken the nut and regulate the adjuster: when the lever completes its regular course, lock the nut again (Fig. 63).

If. the wear of one brake lining is more evident than the wear of the other lining, the initial stage of the braking action of both brake-shoes must not be synchronous. By turning the screw indicated by the arrow (Fig. 64) either in one direction or in the other, as necessary, both brake-shoes are duly positioned into the centre.

ADJUSTING THE REAR BRAKE

As pointed out with regard to the front brake, the adjustment of the rear brake is necessary when the course of the lever is excessive. This is due to the ordinary wear of the brake lining during the braking action. When adjusting the rear brake, complete the same operations that are necessary for the adjustment of the front brake.

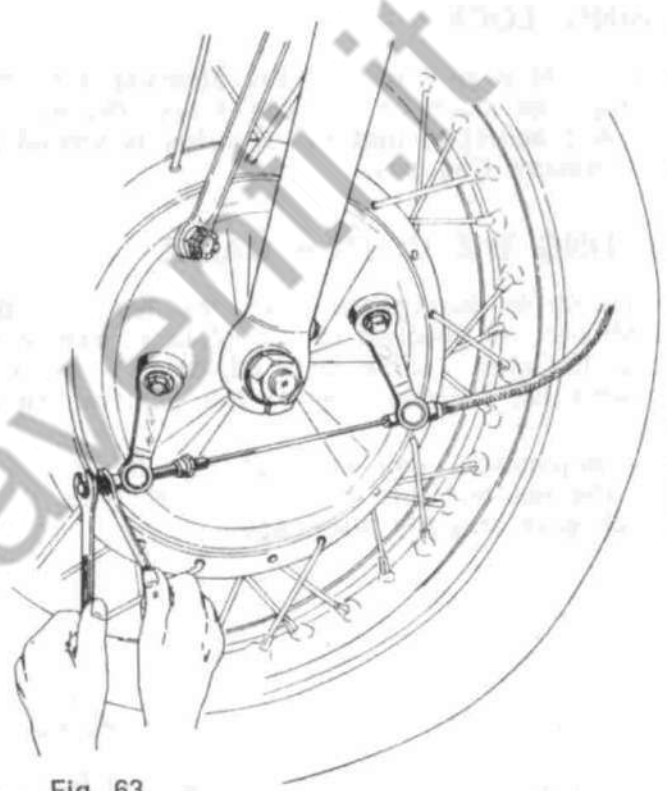


Fig. 63

ADJUSTING THE SHOCK ABSORBERS

When adjusting the shock absorbers in relation to the load of the motorcycle, operate the lever situated in the lower portion. When said lever is in the position as illustrated in Fig. 65, it corresponds to the minimum load. If it is moved in the apposite direction, the maximum loads is obtained. Obviously, when the vehicle has an average load, the lever is positioned outwards.

When choosing the correct shock absorption, besides considering the load that the motorcycle must transport, it will be advisable to take into account the road surface you are likely to encounter, namely whether the surface is uneven or smooth.

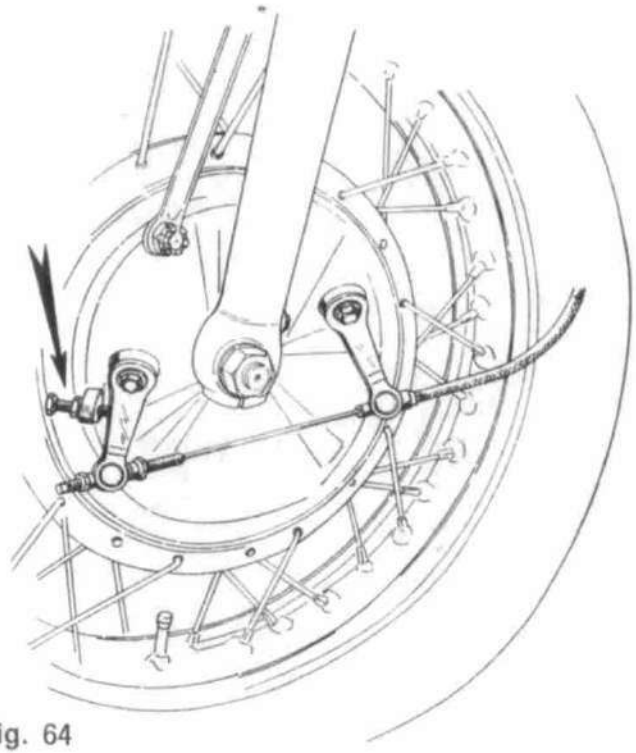


Fig. 64

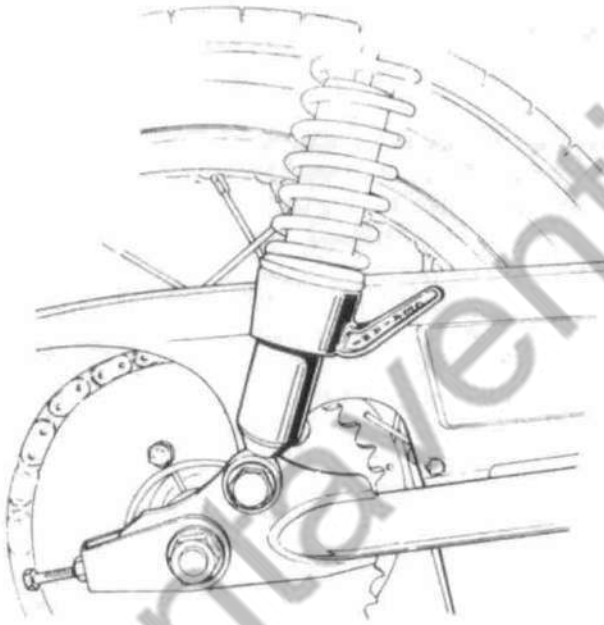


Fig. 65

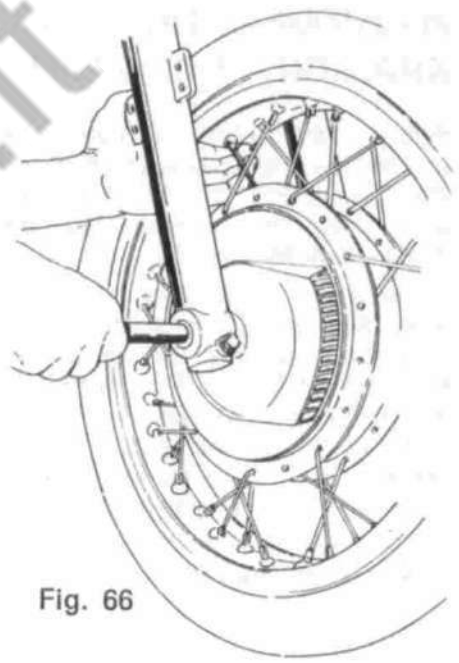


Fig. 66

REMOVING THE FRONT WHEEL

Disconnect the speedometer cable and brake cable. Take away the cotter pin and unscrew the nut to remove the anchor.

Slacken the bolts on the fork locking the pivot. Unscrew the nut and remove the pivot. Both side disks (Fig. 66) will be thus disengaged from the central hub. When assembling, follow the above instructions in reverse.

REMOVING THE REAR WHEEL

Put the motorcycle on the centre stand. Remove the rear plate (brake anchor), as well as the brake cable (Fig. 67).

Unscrew one axle nut completely and withdraw the axle from the wheel (Fig. 68).

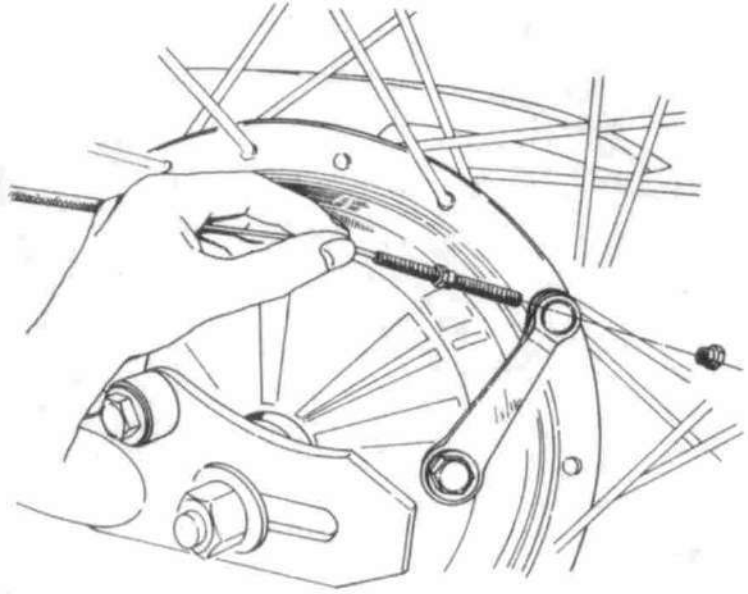


Fig. 67

POSITIONING THE CHAIN LINK AND ADJUSTING THE CHAIN TENSION

When assembling the rear wheel, follow the above instructions in the reverse manner to the dismantling procedure. Remember that the chain link must be positioned when the chain is slack, and that the spring clip fastener must be positioned as illustrated in Fig. 69.

When it is necessary to stretch the chain, the operator should load the machine with his own weight, so as to keep the alignment of the wheel axle with the fork spindle and chain sprocket. When adjusting the chain, comply with the following instructions: (a) slacken the nuts of the wheel axle and the nuts of chain stretcher bolts; (b) then, turning these bolts, stretch the chain to obtain the correct tension, maintaining the rear wheel in alignment with the front wheel. Every 2,000 kms the chain should be washed in crude oil or petrol, and then properly lubricated.

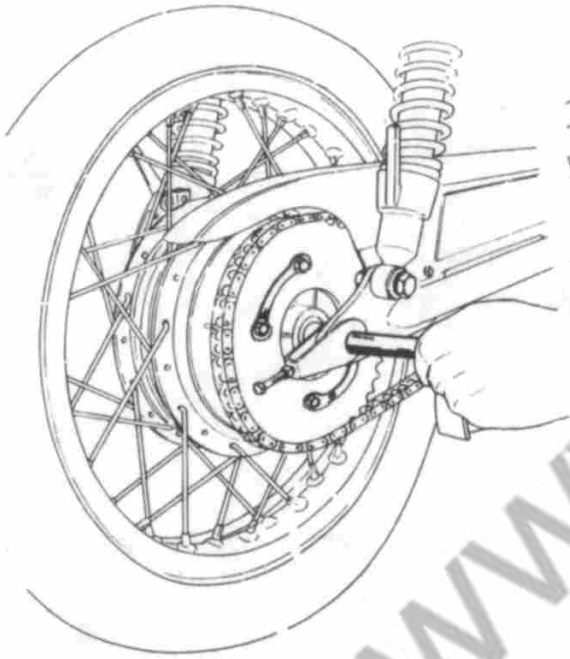


Fig. 68

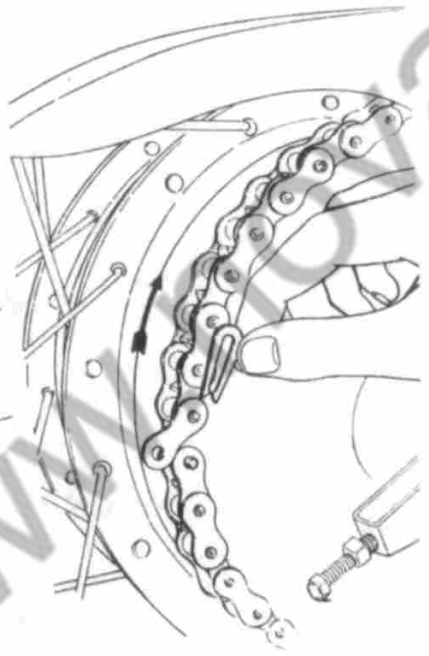


Fig. 69

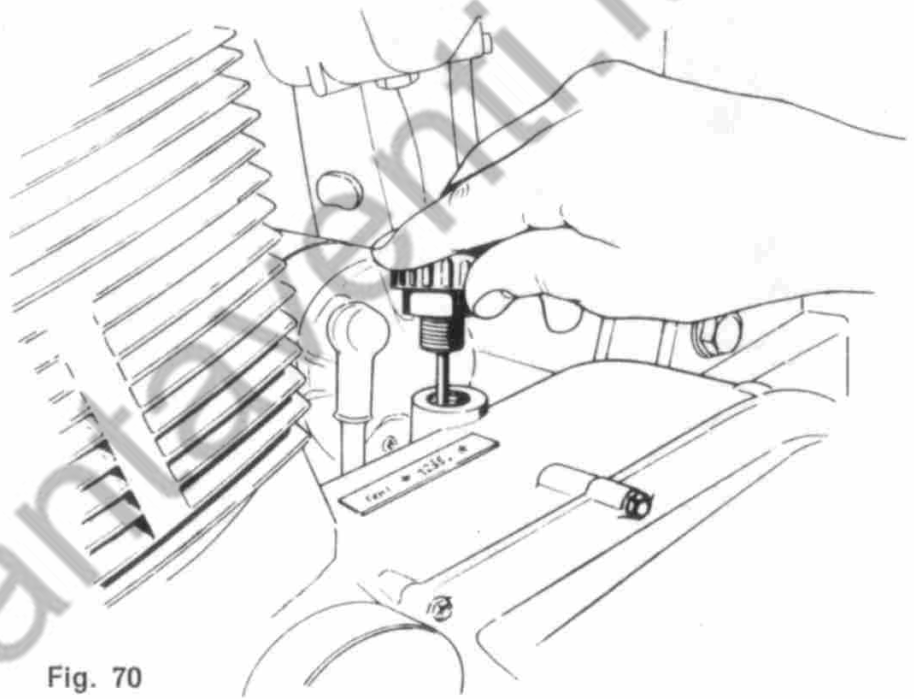


Fig. 70

OIL DIP-STICK

The oil is poured into the engine through the hole that contains the dip-stick. Check the oil level, after placing the oil-filter cap upon the hole, without screwing the cap (Fig. 70). You will notice the oil level around the dip-stick. Never allow the level to get below the minimum stamped on the dip-stick. The maximum level is the one stamped on the top position.
The engine holds three litres of oil.

Fig. 71 illustrates the controls and instruments situated on the handlebar:

1) Light diverter
2) Electric horn (hooter) pushbutton
3) Starter lever
4) Clutch lever
5) Revolution indicator (revolution counter)
6) Key
7) Speedometer
8) Starting pushbutton
9) Front brake lever
10) Twistgrip (throttle control)

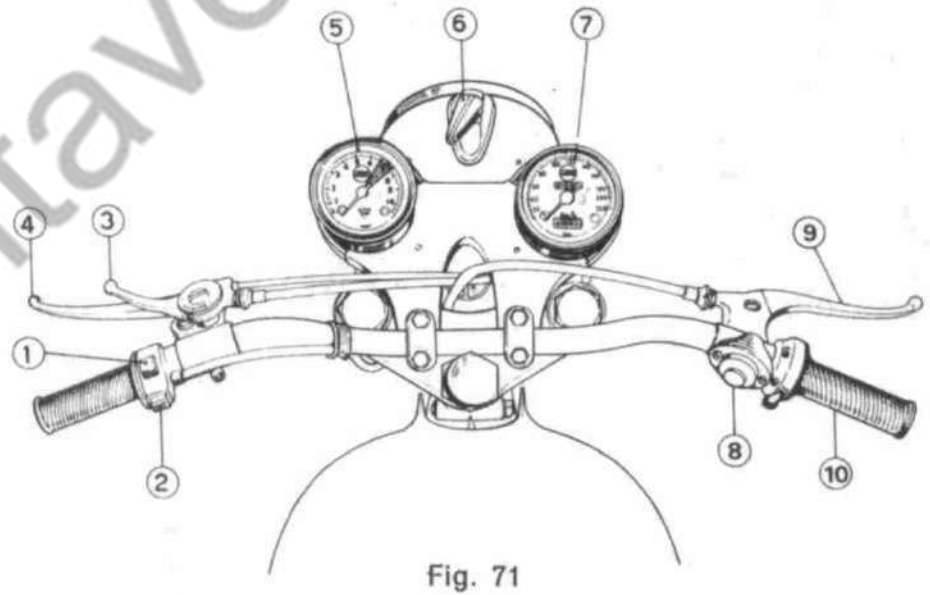
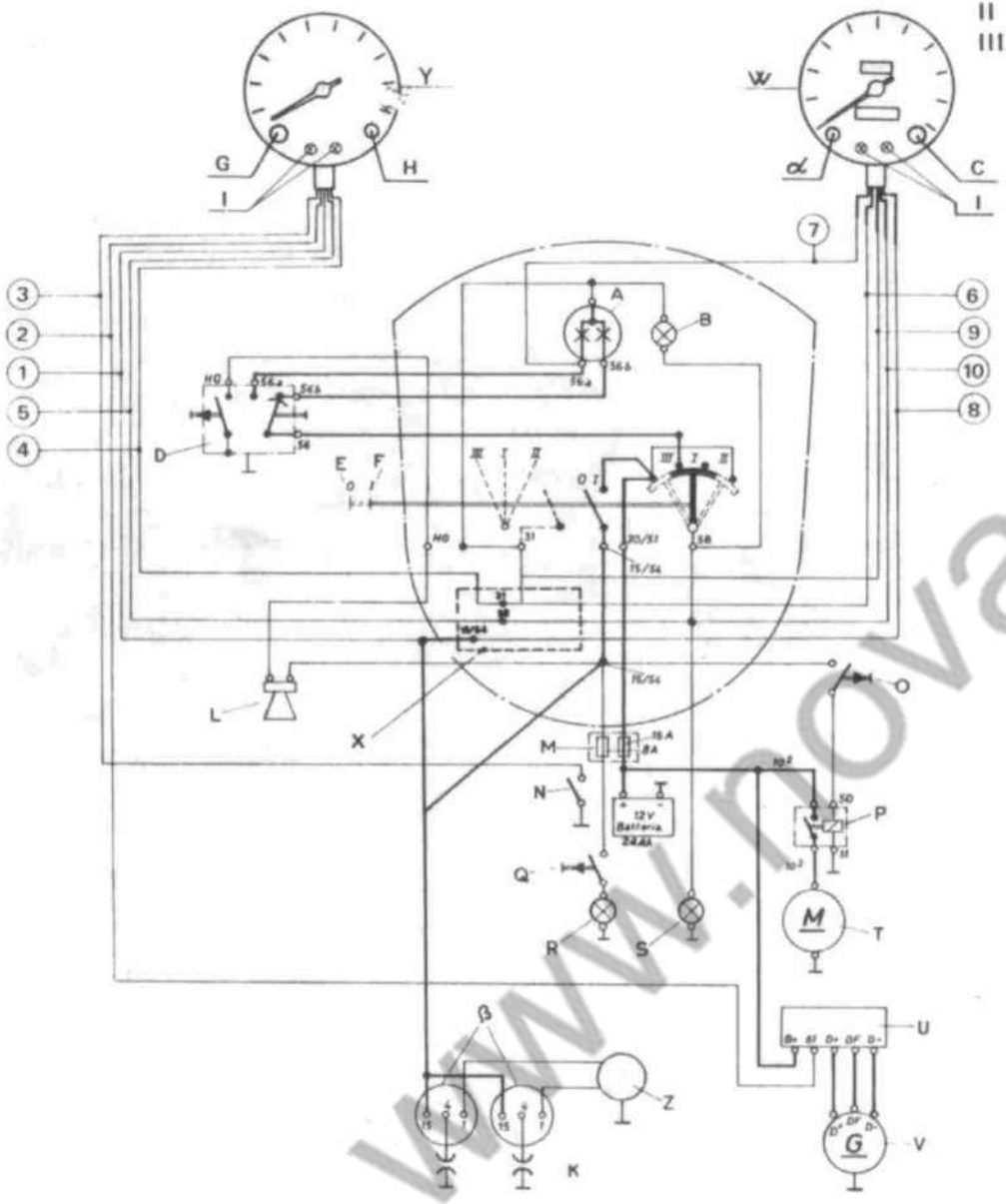


Fig. 71

LIGHTING AND IGNITION DIAGRAM — 750cc « S.F. » MODEL

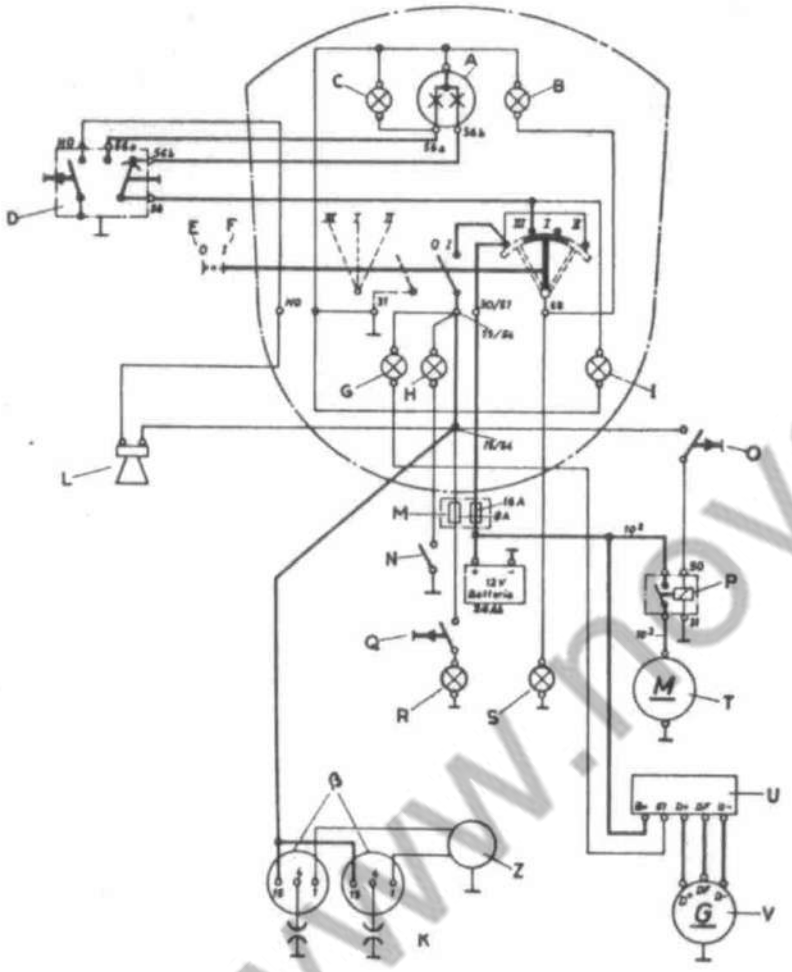
I = Cut out
II = Town light
III = Driving and traffic beam lamp



1	—	WARNING LIGHT (NEUTRAL, AND BATTERY CHARGE)
2	—	WARNING LIGHT (BATTERY CHARGE)
3	—	WARNING LIGHT (NEUTRAL)
4	—	REVOLUTION INDICATOR (EARTH)
5	—	REVOLUTION INDICATOR LIGHT
6	—	DRIVING BEAM WARNING LIGHT
7	—	DRIVING BEAM WARNING LIGHT
8	—	WARNING LIGHT (TOWN BEAM LAMP)
9	—	SPEEDOMETER (EARTH)
10	—	SPEEDOMETER LIGHT
A	—	DRIVING AND TRAFFIC BEAM LAMP
B	—	TOWN LIGHT BULB
C	—	DRIVING BEAM WARNING LIGHT (YELLOW)
D	—	LIGHT DIVERTER WITH SIGNAL PUSHBUTTON
E	—	CUT OUT
F	—	IGNITION (CONNECTED)
G	—	WARNING LIGHT FOR BATTERY CHARGE (RED)
H	—	WARNING LIGHT (GREEN) = NEUTRAL (IDLE)
I	—	INSTRUMENTS LIGHT
L	—	ELECTRIC HORN (HOOTER)
M	—	FUSE-BOX
N	—	SPEED GEAR SWITCH
O	—	STARTER PUSHBUTTON
P	—	ELECTROMAGNETIC SWITCH (SEPARATED)
Q	—	STOP-LAMP SWITCH
R	—	STOP-LAMP (20 W)
S	—	TOWN LIGHT BULB (5 W)
T	—	STARTER
U	—	VOLTAGE REGULATOR
V	—	DYNAMO
Z	—	TWO-ARM CONTACT BREAKER
	—	H.T. COILS
K	—	SPARKING PLUGS
X	—	TERMINAL BOARD
W	—	SPEEDOMETER
Y	—	REVOLUTION INDICATOR (COUNTER)
	—	TOWN LIGHT (RED)

LIGHTING AND IGNITION DIAGRAM

750cc « G.T. » MODEL



I = Cut out
II = Town light
III = Driving and traffic beam lamp

A	—	DRIVING AND TRAFFIC BEAM LAMP (45/50 W)
B	—	3 W TOWN LIGHT BULB (FRONT)
C	—	DRIVING BEAM WARNING LIGHT
D	—	LIGHT DIVERTER WITH SIGNAL PUSHBUTTON
E	—	CUT OUT
F	—	IGNITION (CONNECTED)
G	—	WARNING LIGHT (BATTERY CHARGE, 3 W)
H	—	WARNING LIGTH (GREEN) = NEUTRAL (IDLE)
I	—	SPEEDOMETER LIGHT (2.2 W)
L	—	ELECTRIC HORN (HOOTER)
M	—	FUSE-BOX
N	—	SPEED GEAR SWITCH
O	—	STARTER PUSHBUTTON
P	—	ELECTROMAGNETIC SWITCH (SEPARATED)
Q	—	STOP-LAMP SWITCH
R	—	STOP-LAMP (20 W)
S	—	TOWN LIGHT BULB (5 W)
T	—	STARTER
U	—	VOLTAGE REGULATOR
V	—	DYNAMO
Z	—	TWO-ARM CONTACT BREAKER
	—	H.T. COILS
K	—	SPARKING PLUGS

ALLOWANCES FOR SPECIFIC PARTS OR COMPONENTS

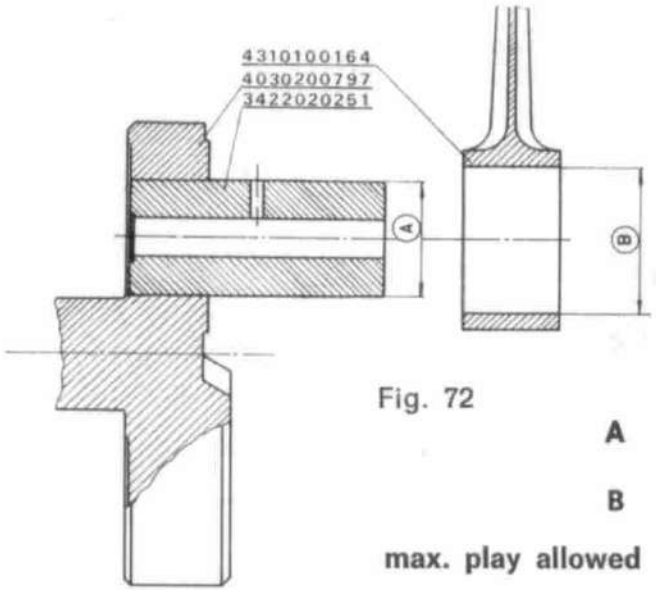


Fig. 72

A	$36^{+0}_{-0,005}$
B	$46^{+0,005}_{-0}$
max. play allowed	0,060

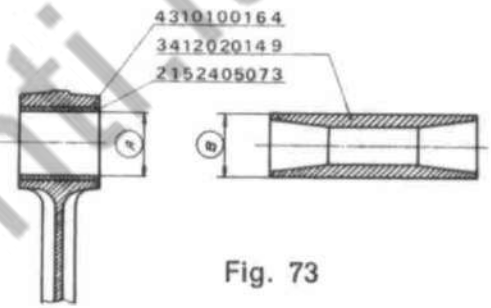


Fig. 73

A	$20^{+0,015}_{+0,025}$
B	$20^{+0}_{-0,006}$
max. play allowed	0,050

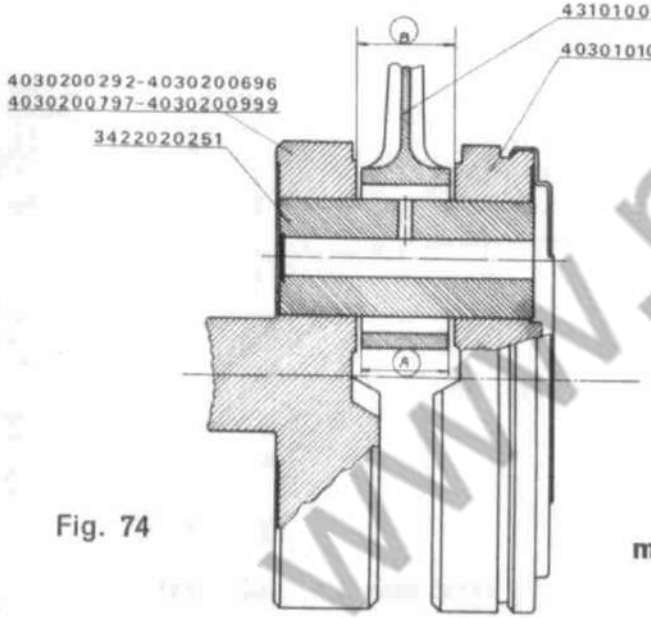


Fig. 74

A	$30^{-0}_{+0,050}$
B	$30^{+0,150}_{+0,200}$
max. play allowed	0,350

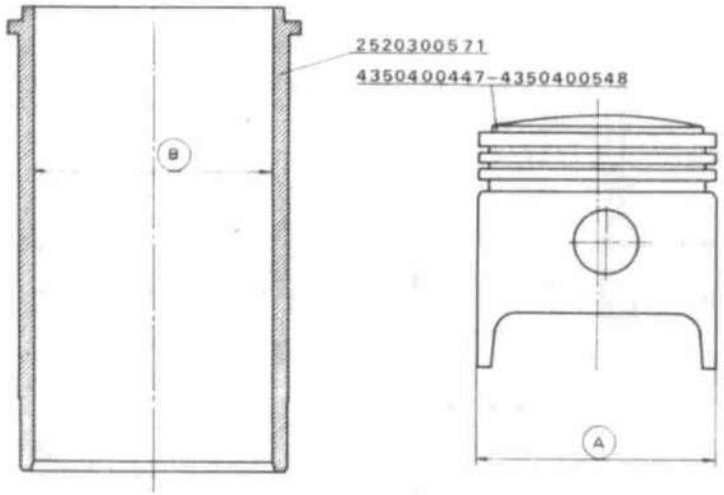


Fig. 75

A	$80^{-0,080}_{-0,090}$
B	$80^{-0}_{+0,018}$
max. play allowed	0,190

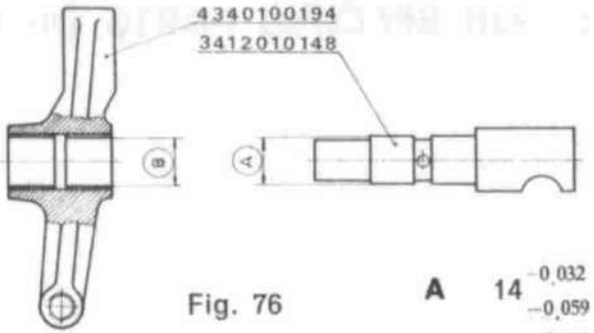


Fig. 76

A	$14^{-0,032}_{-0,059}$
B	$14^{+0,005}_{+0,010}$
max. play allowed	0,120

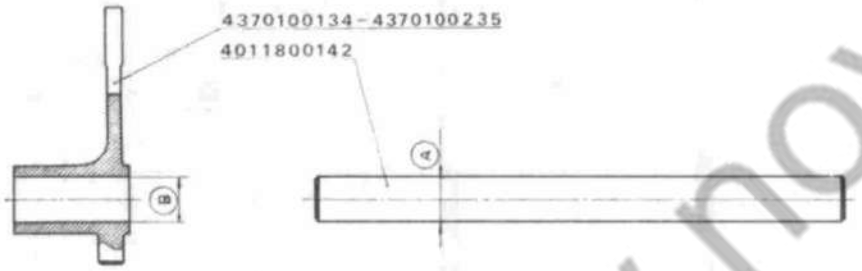


Fig. 77

A	$14^{-0,010}_{-0,017}$
B	$14^{-0}_{+0,018}$
max. play allowed	0,050

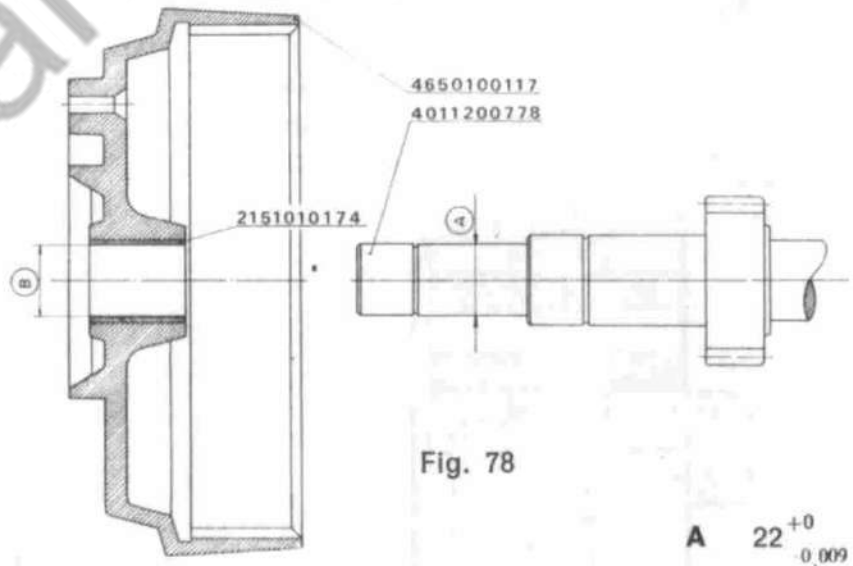


Fig. 78

A	$22^{+0}_{-0,009}$
B	$22^{+0,035}_{+0,045}$
max. play allowed	0,150

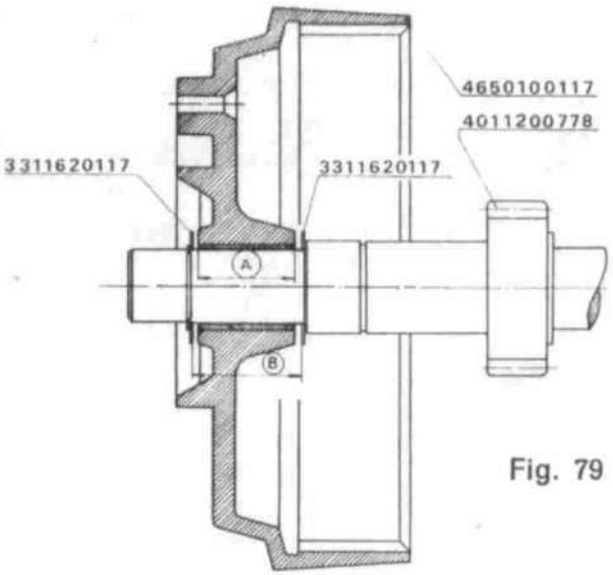


Fig. 79

A $31,5^{+0}_{-0,050}$

B $31,6^{-0}_{+0,050}$

max. play allowed 0,300

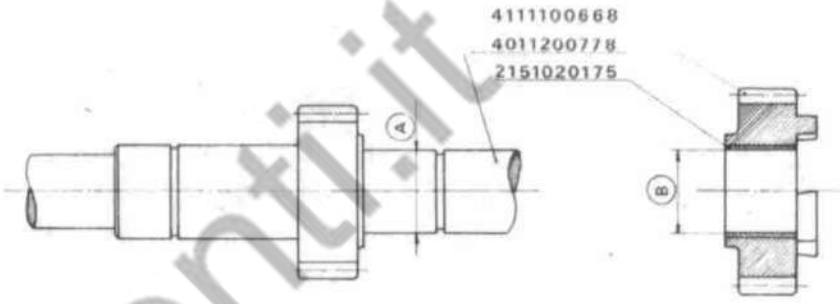


Fig. 80

A $25^{-0,020}_{-0,041}$

B $25^{+0,007}_{-0,010}$

max. play allowed 0,150

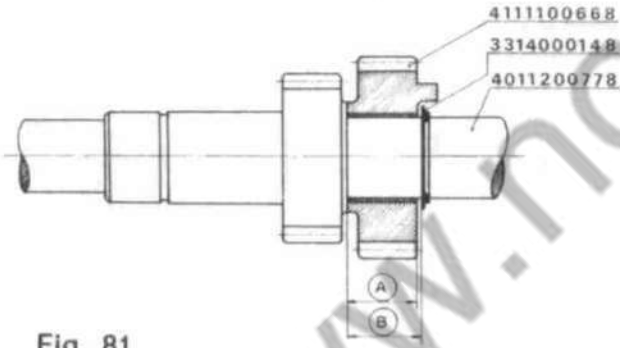


Fig. 81

A $21,4^{+0}_{-0,050}$

B $21,6^{-0}_{+0,050}$

max. play allowed 0,500

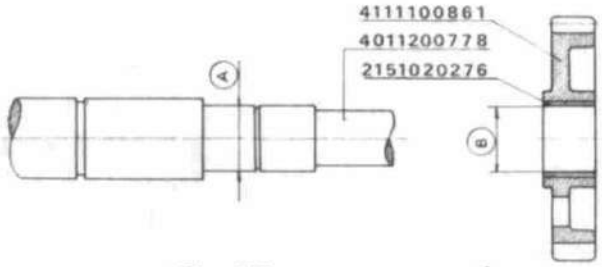


Fig. 82

A $20,5^{-0,020}_{-0,041}$

B $20,5^{+0,007}_{-0,010}$

max. play allowed 0,150

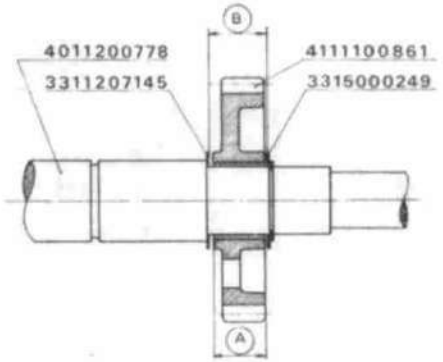


Fig. 83

A $17^{+0}_{-0,050}$

B $17,3^{-0}_{+0,050}$

max. play allowed 0,500

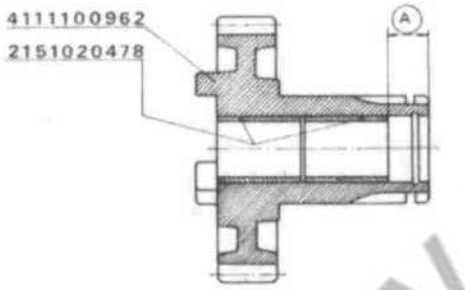


Fig. 85

A $10 \pm 0,5$

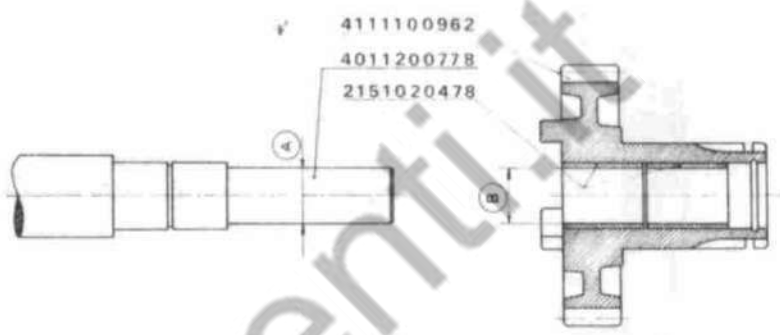


Fig. 84

A $17^{-0,016}_{-0,034}$

B $17^{+0,005}_{+0,010}$

max. play allowed 0,100

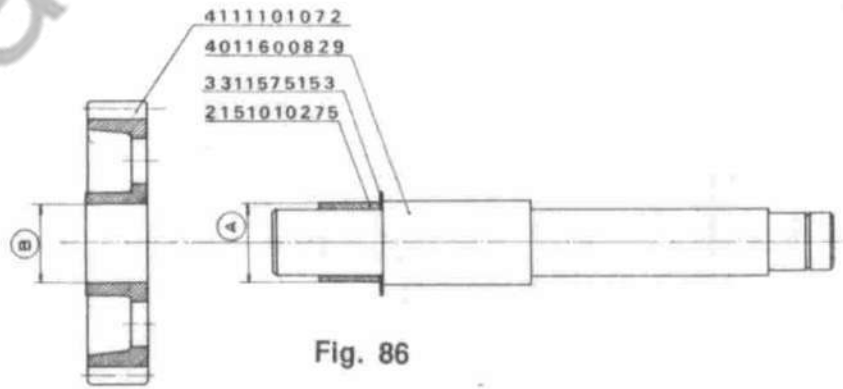


Fig. 86

A $24^{-0,020}_{-0,025}$

B $24^{+0,005}_{+0,015}$

max. play allowed 0,150

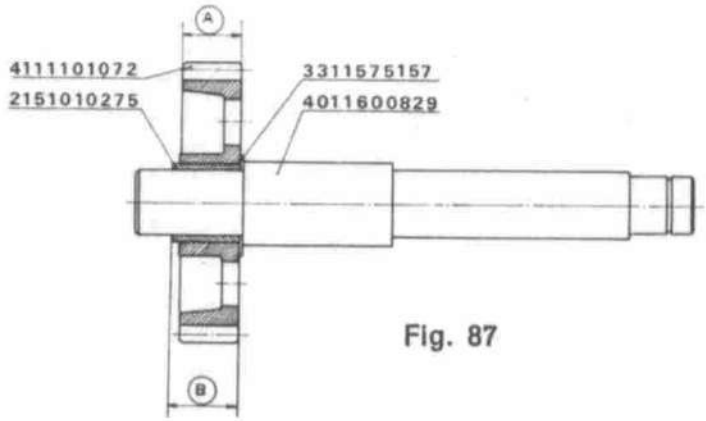


Fig. 87

A $18^{+0}_{-0,050}$

B $18,3^{+0}_{-0,050}$

max. play allowed 0,500

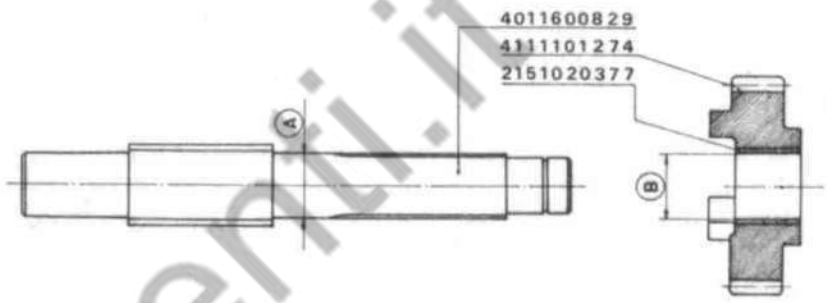


Fig. 88

A $20,5^{-0,020}_{-0,041}$

B $20,5^{+0,007}_{-0,010}$

max. play allowed 0,150

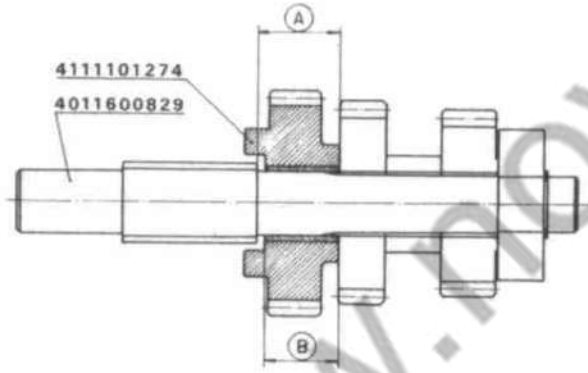


Fig. 89

A $20,5^{+0}_{-0,050}$

B $21^{+0,050}_{-0,050}$

max. play allowed 0,500

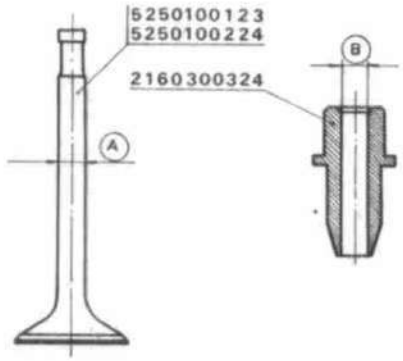


Fig. 90

A $8^{+0}_{-0,010}$

B $8^{+0,012}_{+0,030}$

max. play allowed 0,200

SPARE PARTS LIST

ABBREVIATIONS :

St.	Start.
Fr.	Front.
Lck.	Locking.
Dv.	Drive.
Fix.	Fixing.
Sl.	Shoulder.
Supp.	Support.
Sp.	Speed.

NOTE :

The mark ● (in the columns under the wording « Usable ») means that the spare part it refers to is used in the « SF » Model, or in the « GT » Model or in both.

ILLUSTRATION 1
CYLINDER HEAD AND CYLINDER

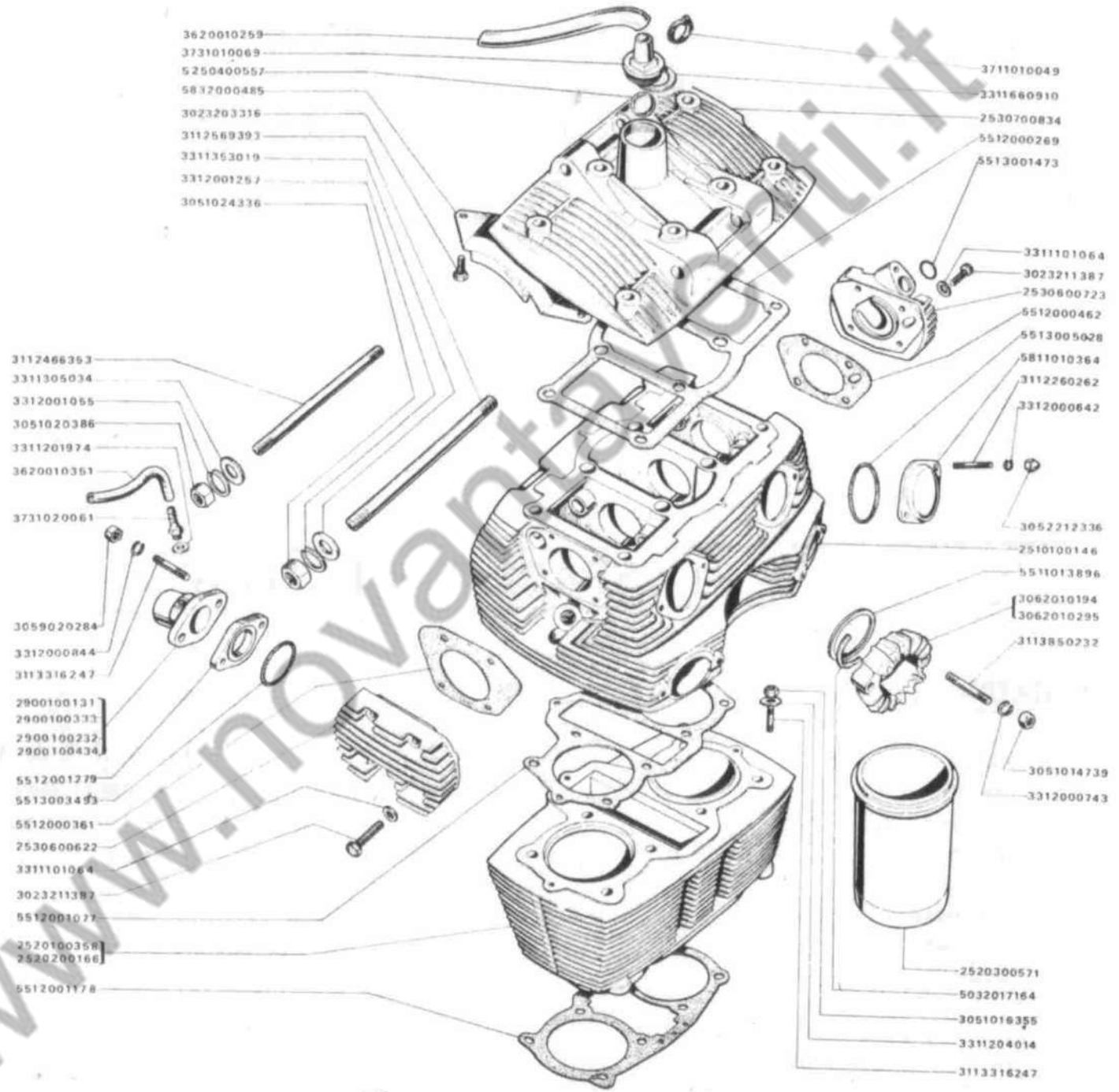


ILLUSTRATION 1 - CYLINDER HEAD AND CYLINDER

Usable SF	Usable GT	Code number	Description
●	●	25101001 46	Cylinder head with valve guide
●	●	25201003 58	Cylinder with liners
●	●	25202001 66	Cylinder
●	●	25203005 71	Liner
●	●	25306006 22	Camshaft cover RHS
●	●	25306007 23	Camshaft cover LHS
●	●	25307008 34	Cylinder head cover
	●	29001001 31	Suction manifold RHS
●		29001002 32	Suction manifold RHS
	●	29001003 33	Suction manifold LHS
●		29001004 34	Suction manifold LHS
●	●	30232033 16	Bolt
●	●	30232113 87	Bolt
●	●	30510147 39	Nut
●	●	30510163 55	Nut
●	●	30510203 86	Nut
●	●	30510243 36	Nut
●	●	30522123 36	Nut
●	●	30590202 84	Nut
	●	30620101 94	Threaded locking ring (retaining exhaust tube)
●		30620102 95	Threaded locking ring (retaining exhaust tube)
●	●	31122602 62	Stud
●	●	31124663 53	Stud (fixing engine to frame)
●	●	31125693 93	Stud (fixing engine to frame)
●	●	31133162 47	Stud
●	●	31138502 32	Stud
●	●	33111010 64	Washer

Usable SF	Usable GT	Code number	Description
●	●	33112019 74	Fibre washer
●	●	33112040 14	Washer
●	●	33113050 34	Washer
●	●	33113530 19	Washer
●	●	33116609 10	Fibre washer
●	●	33120006 42	Spring washer
●	●	33120007 43	Spring washer
●	●	33120008 44	Spring washer
●	●	33120010 55	Spring washer
●	●	33120012 57	Spring washer
●	●	36200102 59	Engine breather pipe
●	●	36200103 51	Carburettor connecting pipe
●	●	37110100 49	« Sarflex » clamp
●	●	37310100 69	Breather pipe union
●	●	37310200 61	Carburettor connecting union
●	●	50320171 64	Half ring (locking)
●	●	52504005 57	Valve (for breather pipe)
●	●	55110138 96	Gasket (for exhaust)
●	●	55120002 69	Gasket (for cylinder head cover).
●	●	55120003 61	Gasket RHS
●	●	55120004 62	Gasket LHS
●	●	55120010 77	Gasket (cylinder head)
●	●	55120011 78	Gasket (cylinder base)
●	●	55120012 79	Gasket
●	●	55130014 73	OR Gasket
●	●	55130034 93	OR Gasket
●	●	55130050 28	OR Gasket
●	●	58110103 64	Inspection cover
●	●	58320004 85	Shield

ILLUSTRATION 2
CRANKCASE - COVERS

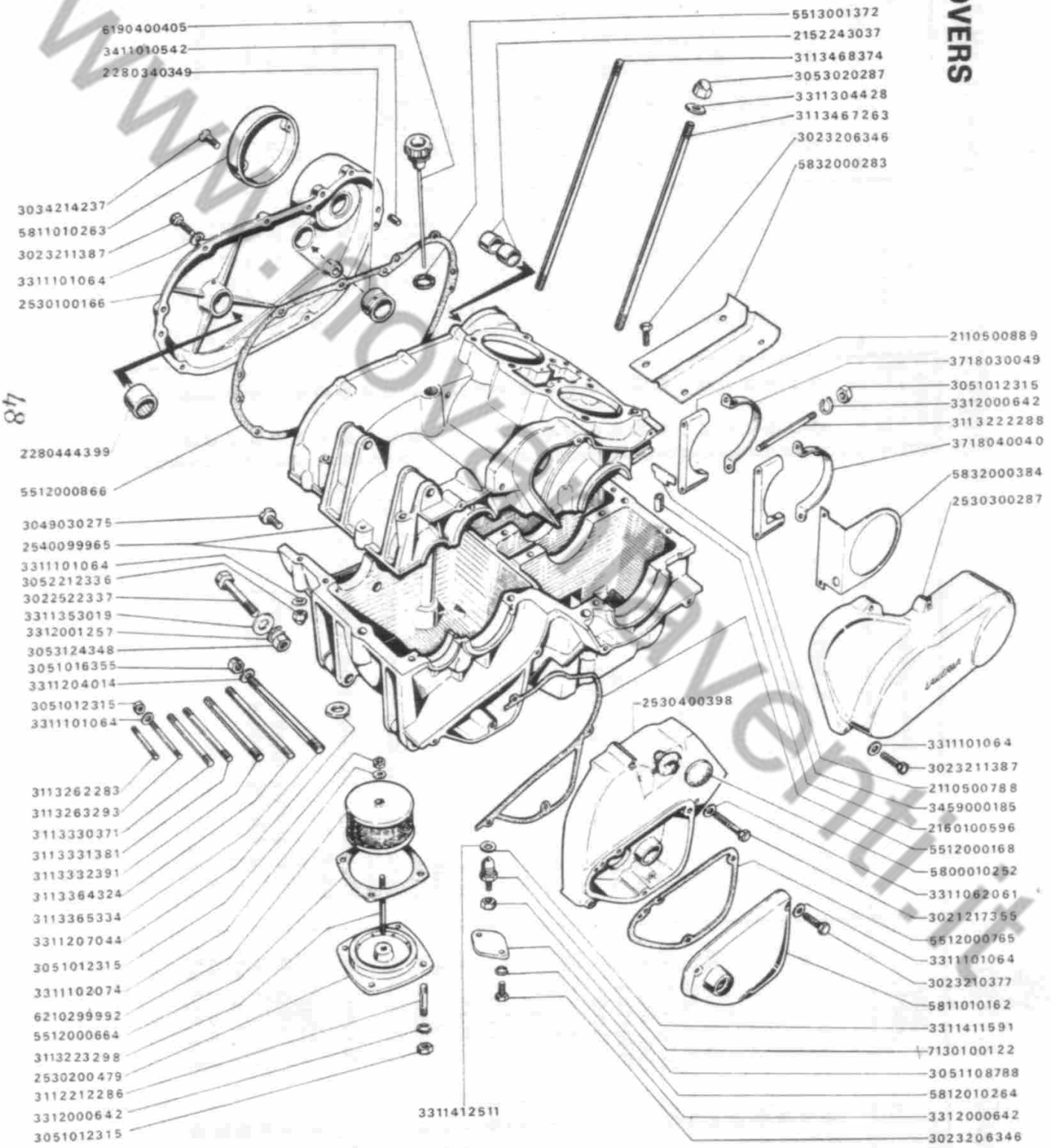


ILLUSTRATION 2 - CRANKCASE - COVERS

Usable SF	Usable GT	Code number	Description
●	●	21105007 88	Dynamo support RHS
●	●	21105008 89	Dynamo support LHS
●	●	21522430 37	Bimetallic bush
●	●	21601005 96	Centering bush
●	●	22803403 49	Rollers cage
●	●	22804443 99	Rollers cage
●	●	25301001 66	Clutch cover
●	●	25302004 79	Oil filter body
●	●	25303002 87	Cover (for dynamo)
●	●	25304003 98	Chain cover
●	●	25400999 65	Crankcase
●	●	30212173 55	Bolt
●	●	30225223 37	Bolt (fixing engine to frame)
●	●	30232063 46	Bolt
●	●	30232103 77	Bolt
●	●	30232113 87	Bolt
●	●	30342142 37	Screw
●	●	30490302 75	Screw
●	●	30510123 15	Nut
●	●	30510163 55	Nut
●	●	30511087 88	Nut
●	●	30522123 36	Nut
●	●	30530202 87	Self-locking nut
●	●	30531243 48	Self-locking nut
●	●	31122122 86	Stud
●	●	31132222 88	Stud
●	●	31132232 98	Stud
●	●	31132622 83	6 x 68 Stud
●	●	31132632 93	6 x 78 Stud
●	●	31133303 71	8 x 110 Stud
●	●	31133313 81	8 x 115 Stud
●	●	31133323 91	8 x 120 Stud
●	●	31133643 24	8 x 152 Stud
●	●	31133653 34	8 x 157 Stud
●	●	31134672 63	Stud
●	●	31134683 74	Stud
●	●	33111010 64	Washer
●	●	33111020 74	Washer
●	●	33112040 14	Washer
●	●	33112070 44	Washer
●	●	33113044 28	Washer
●	●	33113530 19	Washer
●	●	33114115 91	Washer (0.5 mm thick)
●	●	33114125 11	Washer (1 mm thick)
●	●	33120006 42	Spring washer
●	●	33120012 57	Spring washer
●	●	34110105 42	Dowel
●	●	34590001 85	Distance piece (for bearings)
●	●	37180300 49	Clamp for dynamo support (left)
●	●	37180400 40	Clamp for dynamo support (right)
●	●	55120001 68	Gasket
●	●	55120006 64	Gasket
●	●	55120007 65	Gasket
●	●	55120008 66	Gasket
●	●	55121500 73	Set of gaskets
●	●	55130013 72	OR Gasket
●	●	55210000 76	Set of oil seals
●	●	58000102 52	Inspection rubber piece
●	●	58110101 62	Cover (change gear selector)
●	●	58110102 63	Contacts cover
●	●	58120102 64	Flange
●	●	58320002 83	Shield (for engine oil)
●	●	58320003 84	Belt shield
●	●	61904004 05	Dipstick
●	●	62102999 92	Oil filter
●	●	71301001 22	Switch

ILLUSTRATION **3 - CRANK SHAFT**

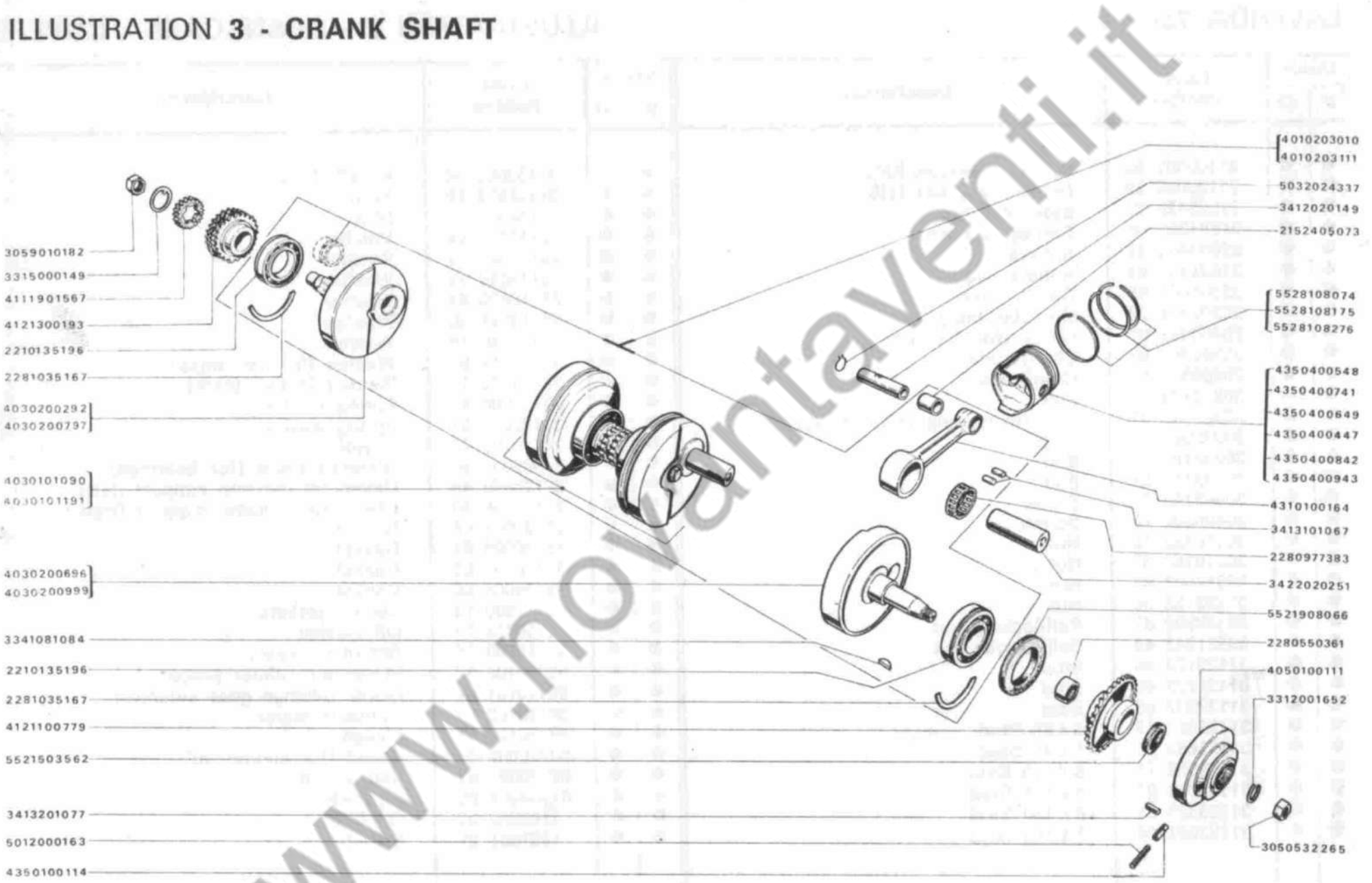
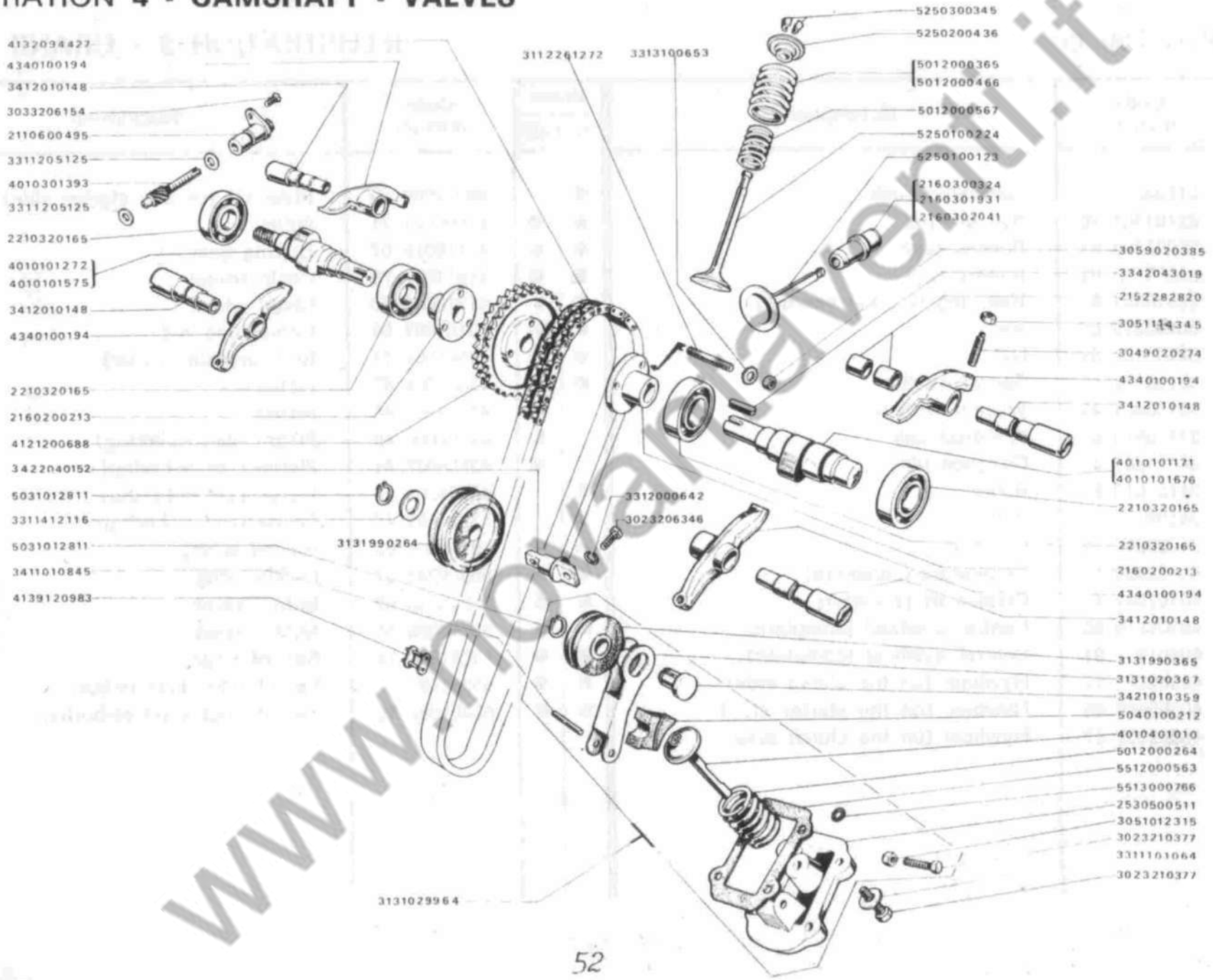


ILLUSTRATION 3 - CRANK SHAFT

Usable SF	Usable GT	Code number	Description
●	●	21524050 73	Bimetallic bush
●	●	22101351 96	Ball bearing
●	●	22805503 61	Rollers cage
●	●	22809773 83	Rollers cage
●	●	22810351 67	Half ring (locking bearing)
●	●	30505322 65	Nut
●	●	30590101 82	Nut
●	●	33120016 52	Spring washer
●	●	33150001 49	Washer with nib
●	●	33410810 84	Woodruff key
●	●	34120201 49	Gudgeon pin
●	●	34131010 67	Roller
●	●	34132010 77	Roller
●	●	34220202 51	Crankpin
	●	40102030 10	Crankshaft (complete)
●		40102031 11	Crankshaft (complete)
	●	40301010 90	Central flywheel (complete)
●		40301011 91	Central flywheel (complete)
	●	40302002 92	Flywheel (on the clutch side)
	●	40302006 96	Flywheel (on the starter side)
●		40302007 97	Flywheel (on the clutch side)
●		40302009 99	Flywheel (on the starter side)
●	●	40501001 11	Pulley
●	●	41119015 67	Driving gear
●	●	41211007 79	Chain wheel
●	●	41213001 93	Chain wheel
●	●	43101001 64	Connecting rod
●	●	43501001 14	Rod (pressing roller)
●		43504004 47	Piston
	●	43504005 48	Piston
	●	43504006 49	Piston (2nd re-boring)
	●	43504007 41	Piston (1st re-boring)
●		43504008 42	Piston (1st re-boring)
●		43504009 43	Piston (2nd re-boring)
●	●	50120001 63	Helical spring
●	●	50320243 37	Locking ring
●	●	55215035 62	MIM Gasket
●	●	55219080 66	MIM Gasket
●	●	55281080 74	Set of rings
●	●	55281081 75	Set of rings (1st re-boring)
●	●	55281082 76	Set of rings (2nd re-boring)

ILLUSTRATION 4 - CAMSHAFT - VALVES



Usable SF	Usable GT	Code number	Description
●	●	21106004 95	Support (revolution indicator)
●	●	21522828 20	Bimetallic bush
●	●	21602002 13	Bush
●	●	21603003 24	Valve guide
●	●	21603019 31	Valve guide (1st re-boring)
●	●	21603020 41	Valve guide (2nd re-boring)
●	●	22103201 65	Ball bearing
●	●	25305005 11	Cover (for adjuster)
●	●	30232063 46	Bolt
●	●	30232103 77	Bolt
●	●	30332061 54	Screw
●	●	30490202 74	Adjusting screw
●	●	30510123 15	Nut
●	●	30511143 45	Nut
●	●	30590203 85	Nut
●	●	31122612 72	Stud
●	●	31310203 67	Adjuster
●	●	31310299 64	Adjuster set
●	●	31319902 64	Wheel (chain vibration damping)
●	●	31319903 65	Wheel (for chain adjuster)
●	●	33111010 64	Washer
●	●	33112051 25	Thrust washer
●	●	33114121 16	Thrust washer
●	●	33120006 42	Spring washer
●	●	33131006 53	Indented washer
●	●	33420430 19	Feather key

Usable SF	Usable GT	Code number	Description
●	●	34110108 45	Cylindrical peg.
●	●	34120101 48	Gudgeon (for rocker)
●	●	34210103 59	Pin (for adjuster wheel)
●	●	34220401 52	Pin (for vibration damping wheel)
	●	40101011 71	Camshaft (right)
	●	40101012 72	Camshaft (left)
●		40101015 75	Camshaft (left)
●		40101016 76	Camshaft (right)
●	●	40103013 93	Revolution indicator shaft
●	●	40104010 10	Rod (adjusting timing system chain)
●	●	41212006 88	Wheel (for chain)
●	●	41320944 27	Timing chain
●	●	41391209 83	Link
●	●	43401001 94	Rocker
●	●	50120002 64	Helical spring
	●	50120003 65	Valve spring (external)
●		50120004 66	Valve spring (external)
●	●	50120005 67	Valve spring (internal)
●	●	50310128 11	Seeger ring
●	●	50401002 12	Vibration damping rubber piece
●	●	52501001 23	Exhaust valve
●	●	52501002 24	Inlet valve
●	●	52502004 36	Valve spring collar
●	●	52503003 45	Half cone
●	●	55120005 63	Gasket
●	●	55130007 66	OR gasket

ILLUSTRATION 5 - CONTACT BREAKER - OIL PUMP

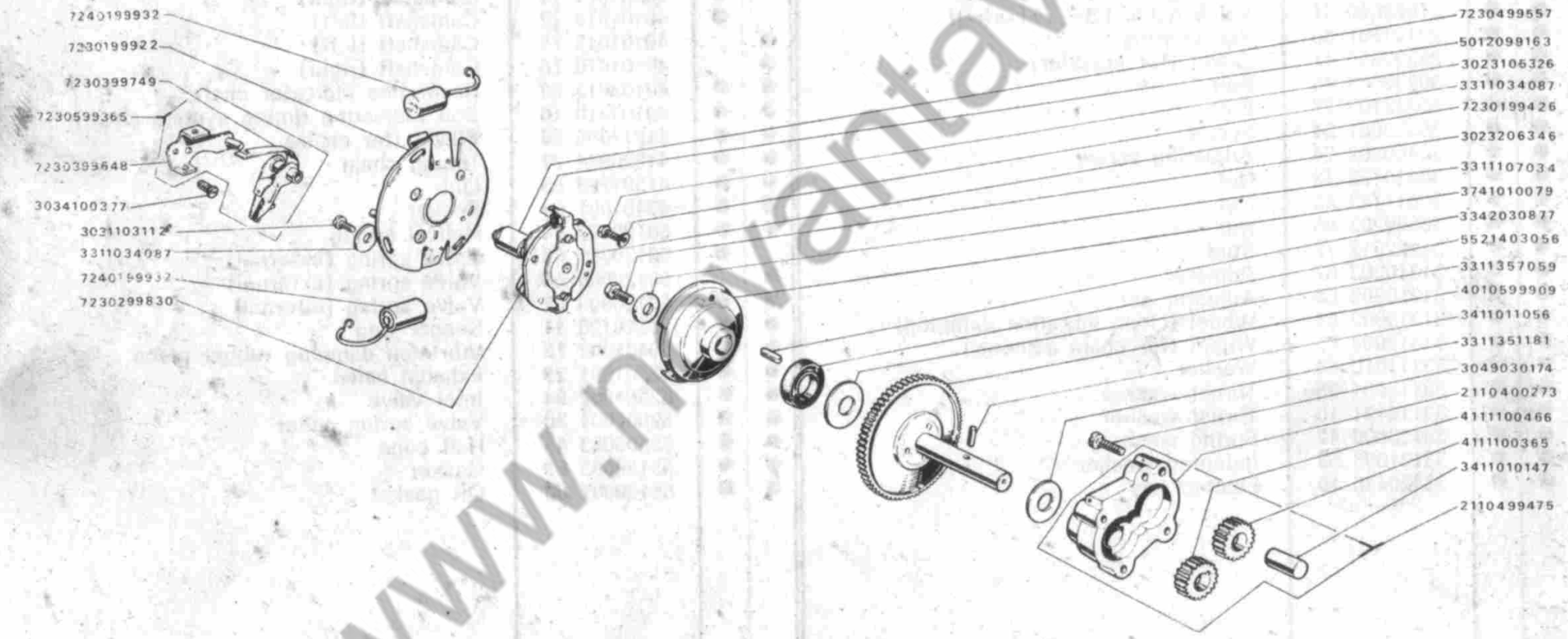


ILLUSTRATION 5 - CONTACT BREAKER - OIL PUMP

Usable SF	Usable GT	Code number	Description
●	●	21104002 73	Oil pump body
●	●	21104994 75	Oil pump
●	●	30231053 26	Bolt (fixing spark advance)
●	●	30232063 46	Bolt (retaining flange)
●	●	30311031 12	Screw (retaining contacts plate)
●	●	30341003 77	Screw (retaining fixed contact breaker platinum point)
●	●	30490301 74	Screw (fixing oil pump)
●	●	33110340 87	Washer
●	●	33111070 34	Washer
●	●	33113511 81	Washer
●	●	33113570 59	Washer
●	●	33420308 77	Feather key
●	●	34110101 47	Cylindrical peg
●	●	34110110 56	Cylindrical peg
●	●	37410100 79	Flange (retaining automatic spark advance
●	●	40105999 09	Unit (driving oil pump)
●	●	41111003 65	Oil pump gear (neutral)
●	●	41111004 66	Gear (driving oil pump)
●	●	50120991 63	Return spring (counterweight)
●	●	55214030 56	MIM Gasket
●	●	72301994 26	Complete plate (for automatic spark advance)
●	●	72301999 22	Contact plate (complete)
●	●	72302998 30	Counterweight (for automatic spark advance
●	●	72303996 48	Contact
●	●	72303997 49	Contact
●	●	72304995 57	Cam
●	●	72305993 65	Set of contacts
●	●	72401999 32	Condenser

ILLUSTRATION 6 - GEAR CHANGE - MAIN SHAFT - COUNTERSHAFT

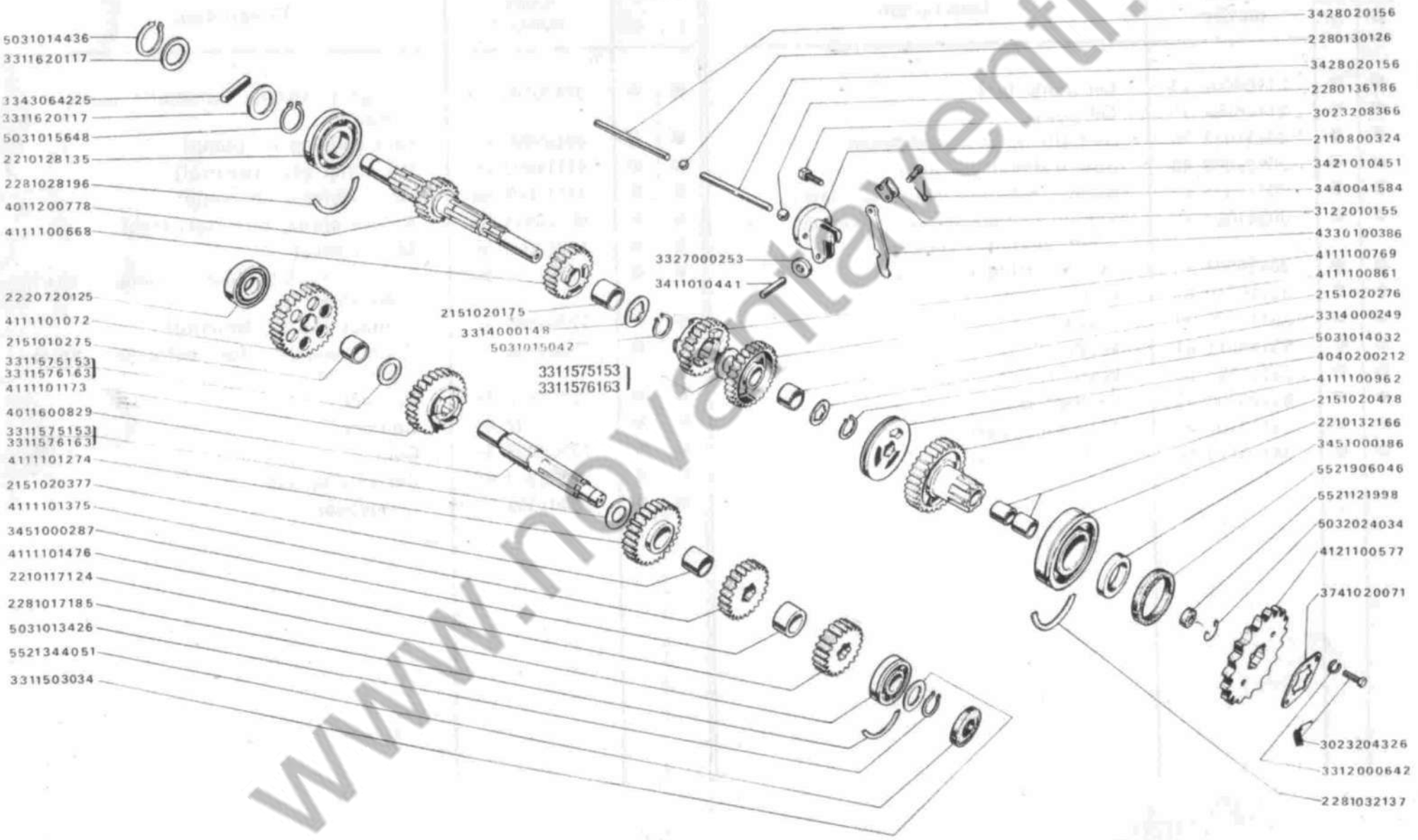
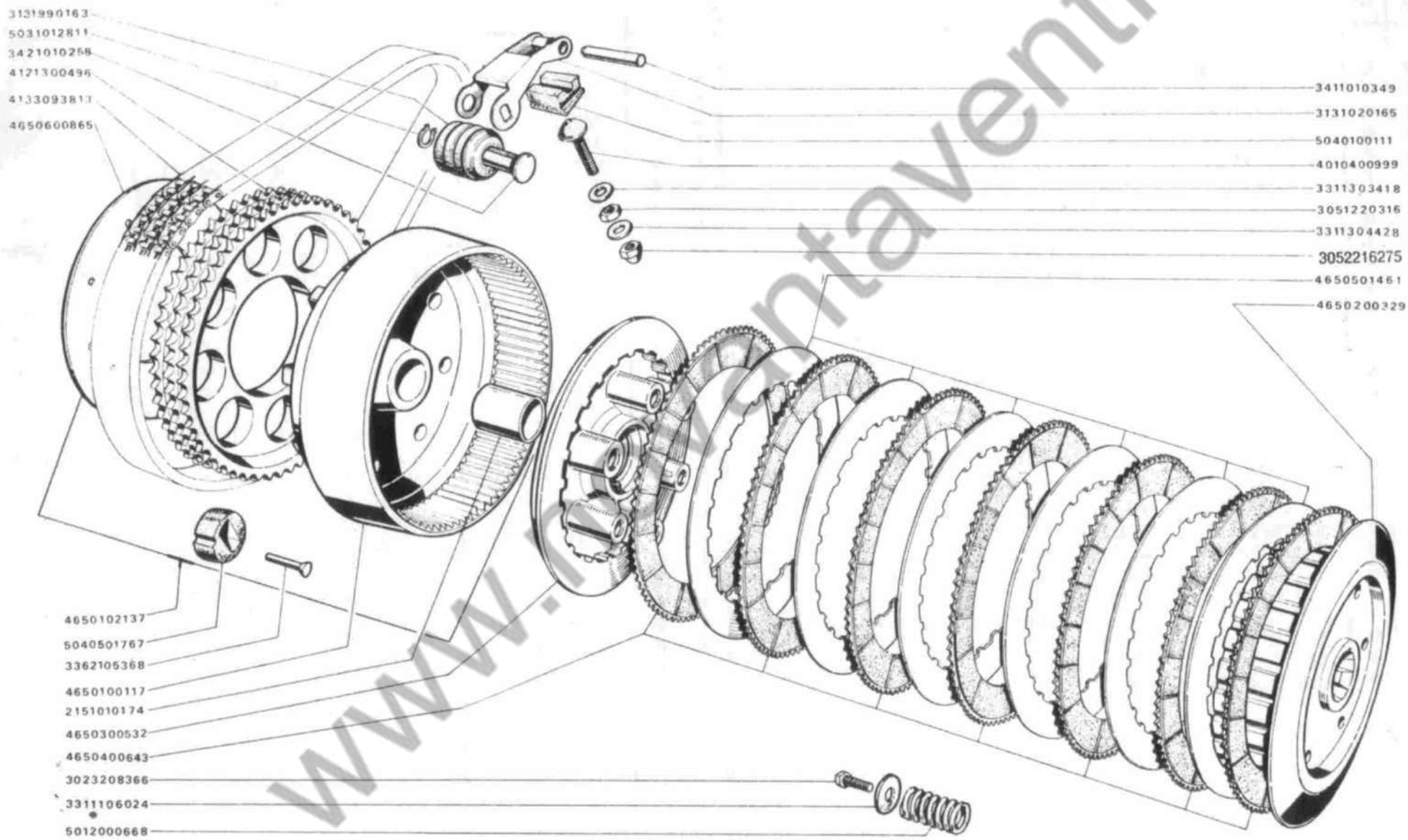


ILLUSTRATION 6 - GEAR CHANGE - MAIN SHAFT - COUNTERSHAFT

Usable SF	Usable GT	Code number	Description
●	●	21108003 24	Support (for clutch operating lever)
●	●	21510102 75	Bush
●	●	21510201 75	Bush
●	●	21510202 76	Bush
●	●	21510203 77	Bush
●	●	21510204 78	Bush
●	●	22101171 24	Ball bearing
●	●	22101281 35	Ball bearing
●	●	22101321 66	Ball bearing
●	●	22207201 25	Roller bearing
●	●	22801301 26	Steel ball
●	●	22801361 86	Steel ball
●	●	22810171 85	Half ring (locating ball bearing)
●	●	22810281 96	Half ring (locating ball bearing)
●	●	22810321 37	Half ring (locating ball bearing)
●	●	30232043 26	Bolt
●	●	30232083 66	Bolt
●	●	31220101 55	Clip (for clutch lever)
●	●	33115030 34	Washer
●	●	33115751 53	Washer (0.5 mm thick)
●	●	33115761 63	Washer (1 mm thick)
●	●	33116201 17	Washer
●	●	33120006 42	Spring washer
●	●	33140001 48	Thrust washer
●	●	33140002 49	Thrust washer
●	●	33270002 53	Washer (clutch operating lever)
●	●	33430642 25	Pressure key
●	●	34110104 41	Cylindrical peg
●	●	34210104 51	Pin
●	●	34280201 56	Clutch operating rod
●	●	34400415 84	Cotter pin
●	●	34510001 86	Distance piece
●	●	34510002 87	Distance piece
●	●	37410200 71	Flange (locating sprocket)
●	●	40112007 78	Main shaft
●	●	40116008 29	Countershaft
●	●	40402002 12	Fifth speed collar
●	●	41111006 68	Main gear (second speed)
●	●	41111007 69	Main gear (third speed)
●	●	41111008 61	Main gear (fourth speed)
●	●	41111009 62	Gear (locating sprocket)
●	●	41111010 72	Countershaft gear (first speed)
●	●	41111011 73	Countershaft gear (second speed)
●	●	41111012 74	Countershaft gear (third speed)
●	●	41111013 75	Countershaft gear (fourth speed)
●	●	41111014 76	Countershaft gear (fifth speed)
●	●	41211005 77	Chain sprocket
●	●	43301003 86	Clutch operating lever
●	●	50310134 26	Seeger ring
●	●	50310140 32	Seeger ring
●	●	50310144 36	Seeger ring
●	●	50310150 42	Seeger ring
●	●	50310156 48	Seeger ring
●	●	50320240 34	Circlip
●	●	55211219 98	MIM Gasket
●	●	55213440 51	MIM Gasket
●	●	55219060 46	MIM Gasket

ILLUSTRATION 7 - **CLUTCH**



Usable SF	Usable GT	Code number	Description
●	●	21510101 74	Bush (for clutch bell)
●	●	30232083 66	Bolt
●	●	30512203 16	Nut
●	●	30522162 75	Cap nut
●	●	31310201 65	Adjuster
●	●	31319901 63	Wheel (for adjuster)
●	●	33111060 24	Washer
●	●	33113044 28	Copper washer
●	●	33113034 18	Copper washer
●	●	33621053 68	Rivet
●	●	34110103 49	Cylindrical peg (for adjuster)
●	●	34210102 58	Pivot (for wheel)
●	●	40104009 99	Adjuster shaft (for main drive chain)
●	●	41213004 96	Chain sprocket
●	●	41330938 13	Main drive chain
●	●	46501001 17	Clutch bell
●	●	46501021 37	Clutch bell (complete)
●	●	46502003 29	Clutch plate
●	●	46503005 32	Disk (bearing clutch springs)
●	●	46504006 43	Clutch disk, external
●	●	46505014 61	Clutch disk, internal
●	●	46506008 65	Disk (for rubber pieces)
●	●	50120006 68	Clutch spring
●	●	50310128 11	Seeger ring
●	●	50401001 11	Vibration damping rubber piece
●	●	50405017 67	Shock absorber

ILLUSTRATION 8 - GEAR CHANGE SELECTOR

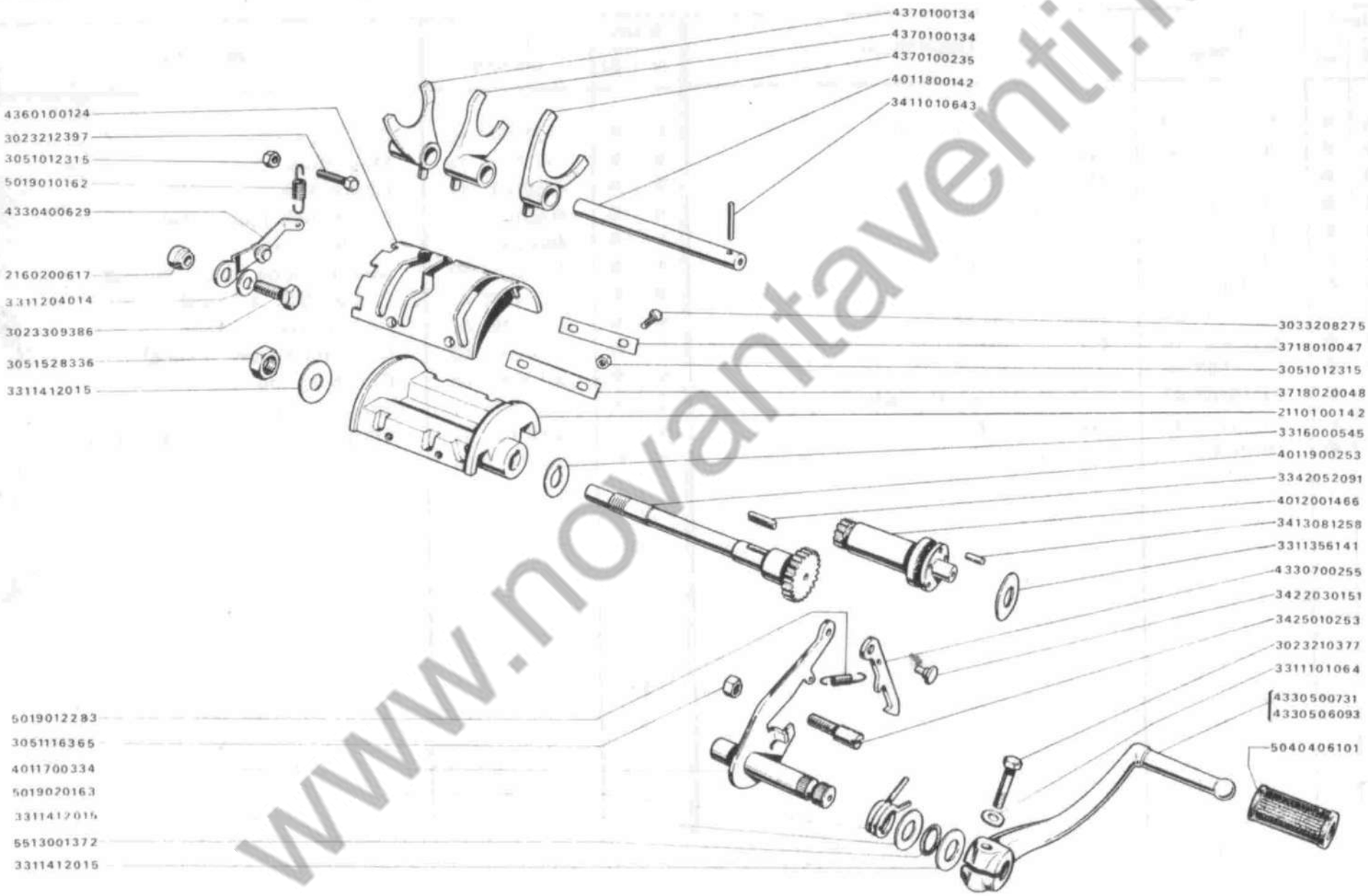


ILLUSTRATION 8 - GEAR CHANGE SELECTOR

Usable SF	Usable GT	Code number	Description
●	●	21101001 42	Hub (bearing drum)
●	●	21602006 17	Distance bush
●	●	30232103 77	Bolt
●	●	30232123 97	Clamping bolt
●	●	30233093 86	Bolt
●	●	30332082 75	Screw
●	●	30510123 15	Nut
●	●	30511163 65	Nut (fixing peg)
●	●	30515283 36	Nut (fixing hub)
●	●	33111010 64	Washer
●	●	33112040 14	Washer
●	●	33113561 41	Washer (for rollers)
●	●	33114120 15	Washer
●	●	33160005 45	Washer (with seat)
●	●	33420520 91	Feather key
●	●	34110106 43	Cylindrical peg
●	●	34130812 58	Roller
●	●	34220301 51	Pin
●	●	34250102 53	Threaded pin
●	●	37180100 47	Clamp
●	●	37180200 48	Clamp
●	●	40117003 34	Selector spindle
●	●	40118001 42	Shaft (forks - gear change)
●	●	40119002 53	Drum shaft
●	●	40120014 66	Spindle (operating selector)
●	●	43304006 29	Lever (bearing gear release roller)
●	●	43305007 31	Gear change pedal
●	●	43305060 93	Rocker lever (gear change pedal)
●	●	43307002 55	Selector lever
●	●	43601001 24	Drum (forks - gear change)
●	●	43701001 34	Fork (change gear I - II - III - IV - speed)
●	●	43701002 35	Fork (gear V speed)
●	●	50190101 62	Spring
●	●	50190122 83	Spring
●	●	50190201 63	Spring
●	●	50404061 01	Rubber (for gear change pedal)
●	●	55130013 72	OR Gasket

ILLUSTRATION 9 - LIGHTING EQUIPMENT

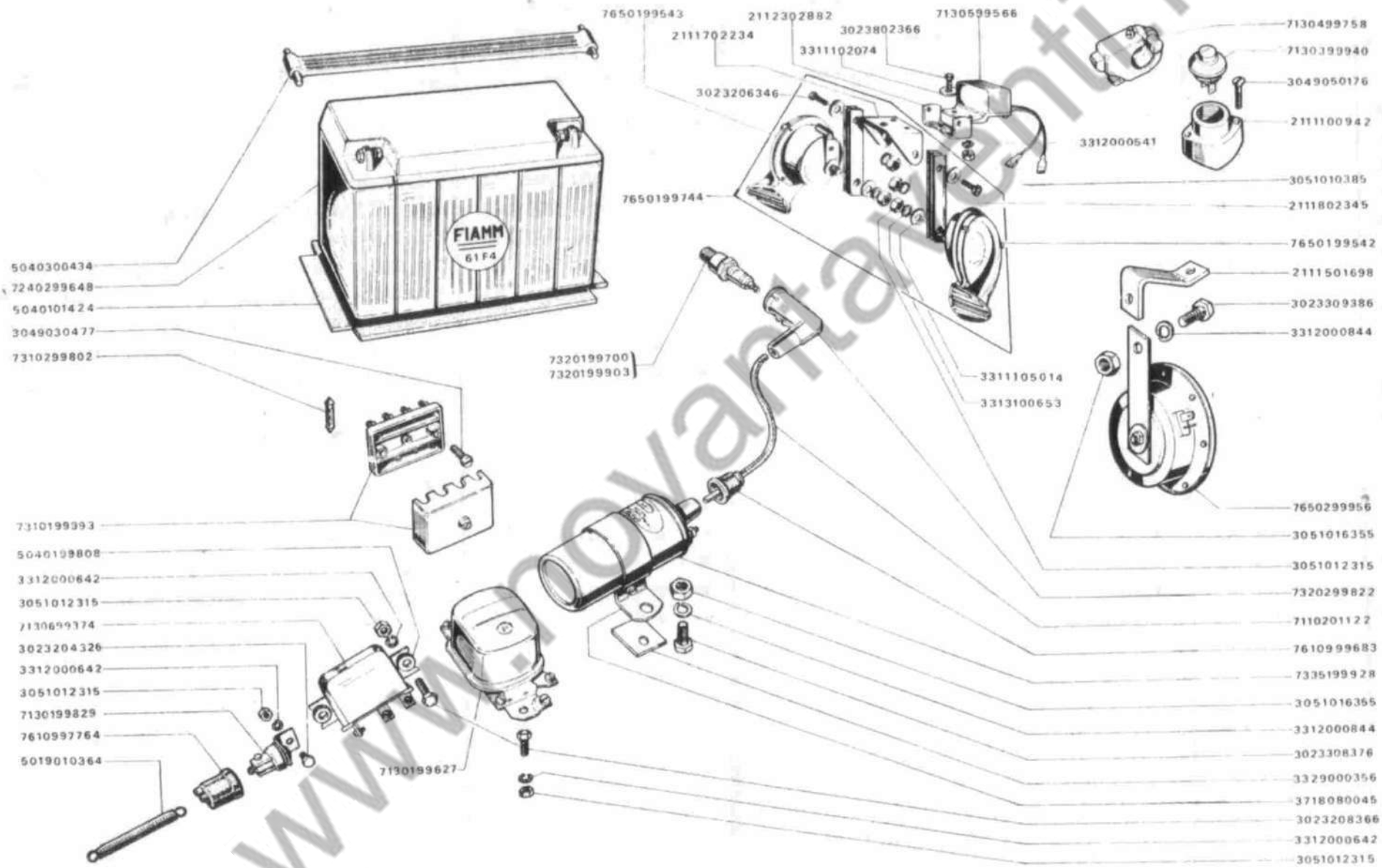


ILLUSTRATION 9 - LIGHTING EQUIPMENT

Usable SF	Usable GT	Code number	Description
●	●	21111009 42	Support (for starter pushbutton)
	●	21115016 98	Bracket (for electric horn)
●		21117022 34	Bracket (for horns)
●		21118023 45	Blade (holding horns)
●		21123028 82	Relay support
●	●	30232043 26	Bolt
●		30232063 46	Bolt
●	●	30232083 66	Bolt
●	●	30233083 76	Bolt
	●	30233093 86	Bolt
●		30238023 66	Bolt
●	●	30490304 77	Screw (fixing fuse box)
●	●	30490501 76	Screw
●		30510103 85	Nut
●	●	30510123 15	Nut
●	●	30510163 55	Nut
●		33111020 74	Washer
●		33111050 14	Washer
●		33120005 41	Spring washer
●	●	33120006 42	Spring washer
●	●	33120008 44	Spring washer
●		33131006 53	Tab washer
●	●	33290003 56	Reinforcement plate
●	●	37180800 45	Clamp

Usable SF	Usable GT	Code number	Description
●	●	50190103 64	Return spring
●	●	50401014 24	Supporting tray (for battery)
●	●	50401998 08	Rubber piece
●	●	50403004 34	Rubber strip (for battery)
●	●	71102011 22	Cable (for sparking plug)
●	●	71301996 27	Automatic cutout
●	●	71301998 29	Switch
●	●	71303999 40	Starter pushbutton
●	●	71304997 58	Light switch
●		71305995 66	Relay for horns
●	●	71306993 74	Magnetic switch
●	●	72402996 48	Battery
●	●	73101999 93	Fuse box
●	●	73102998 02	Fuse
●		73201997 00	Sparking plug
	●	73201999 03	Sparking plug
●	●	73202998 22	Sparking plug cover
●	●	73351999 28	High tension coil
●	●	76109977 64	Grommet
●	●	76109996 83	Grommet
●		76501995 42	LHS horn
●		76501996 43	RHS horn
●		76501997 44	Horns and supports
	●	76502999 56	Electric horn

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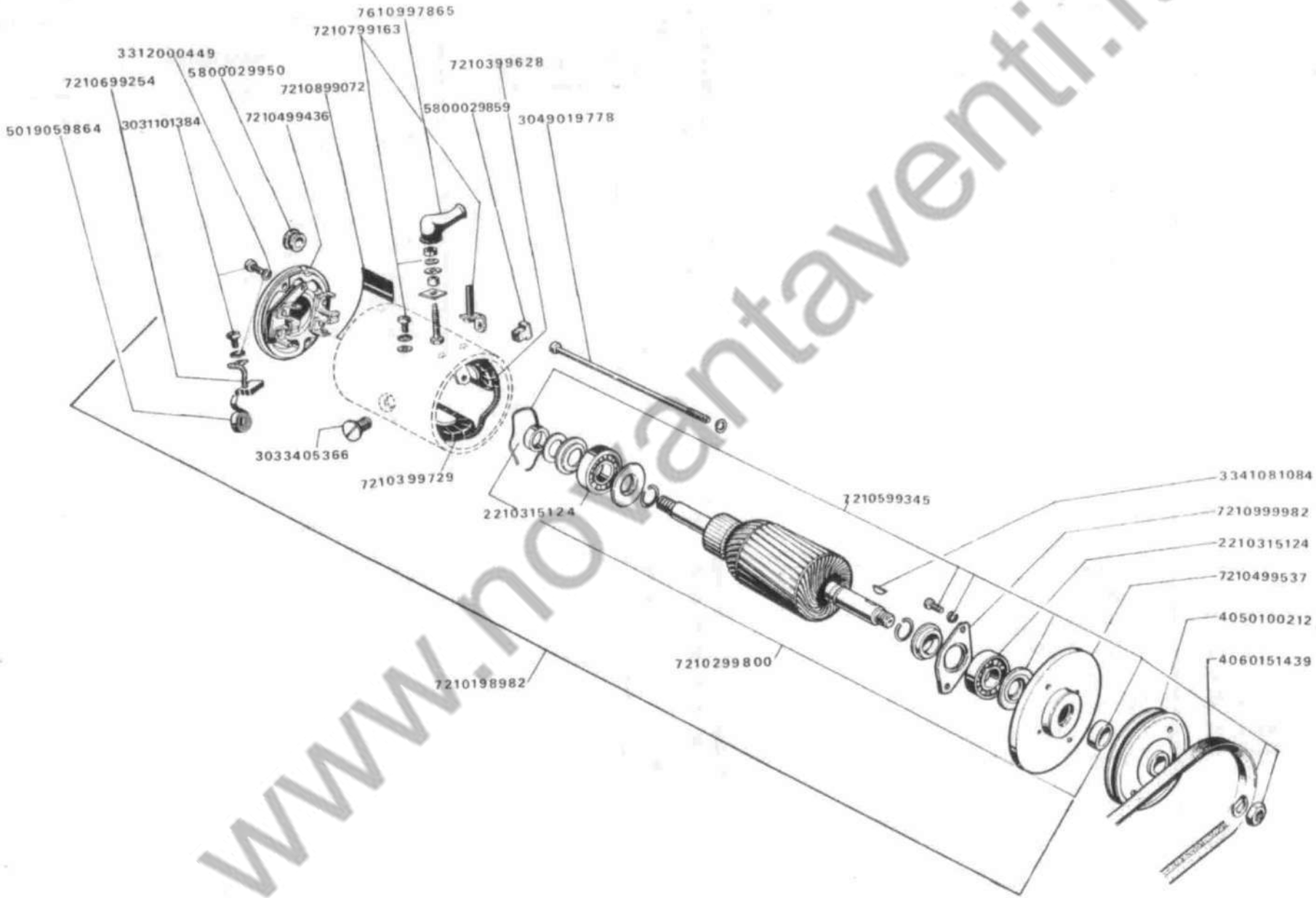
ILLUSTRATION **10 - DYNAMO**



Usable SF	Usable GT	Code number	Description
●	●	22103151 24	Ball bearing
●	●	30311013 84	Bolt
●	●	30334053 66	Screw
●	●	30490197 78	Stay bolt
●	●	33120004 49	Spring washer
●	●	33410810 84	Woodruff key
●	●	40501002 12	Pulley
●	●	40601514 39	Belt
●	●	50190598 64	Brush pressure spring
●	●	58000298 59	Closing plug
●	●	58000299 50	Rubber plug
●	●	72101989 82	Dynamo
●	●	72102998 00	Armature (complete)
●	●	72103996 28	Field winding (2)
●	●	72103997 29	Field winding (1)
●	●	72104994 36	Support (on the collector side)
●	●	72104995 37	Support (on the drive side)
●	●	72105993 45	Accessories (for armature)
●	●	72106992 54	Brushes
●	●	72107991 63	Accessories for terminals D+, DF, D−
●	●	72108990 72	Insulanting piece
●	●	72109999 82	Cover disk
●	●	76109978 65	Protection grommet

ILLUSTRATION **11 - STARTER**

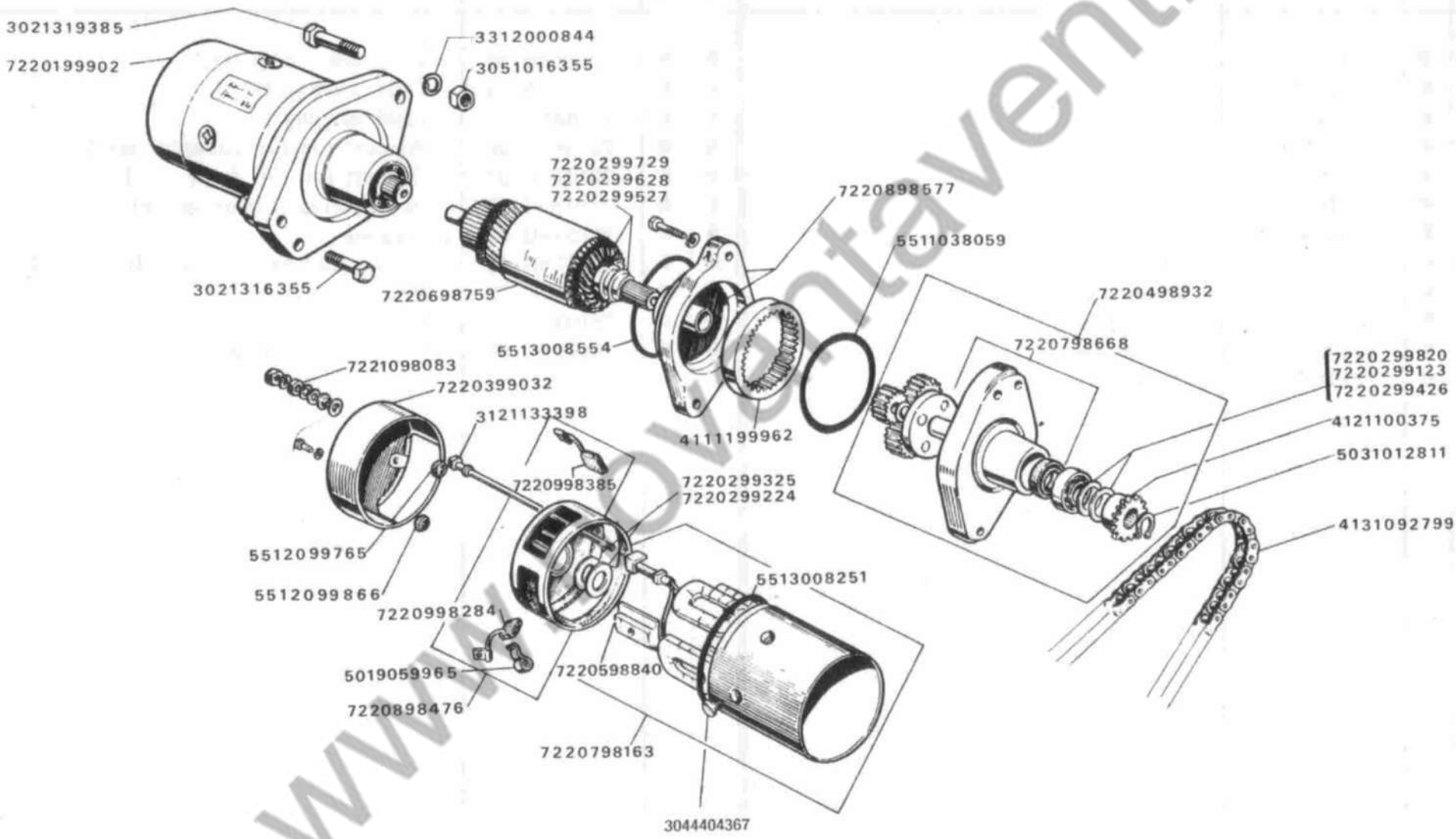
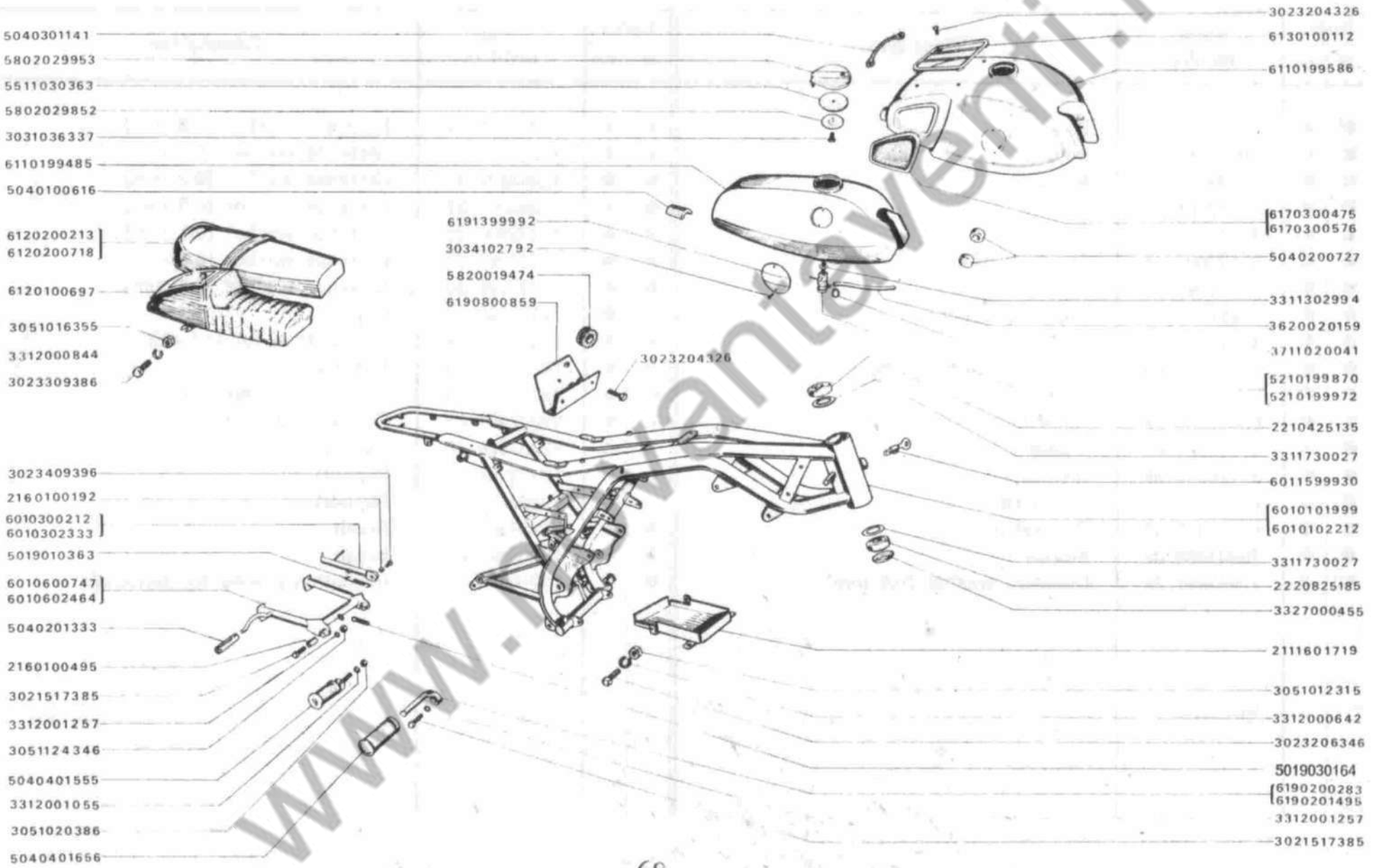


ILLUSTRATION 11 - STARTER

Usable SF	Usable GT	Code number	Description
●	●	30213163 55	Bolt
●	●	30213193 85	Bolt
●	●	30444043 67	Screw
●	●	30510163 55	Nut
●	●	31211333 98	Stay bolt
●	●	33120008 44	Spring washer
●	●	41111999 62	Gear
●	●	41211003 75	Chain sprocket
●	●	41310927 99	Chain
●	●	50190599 65	Brush pressure spring
●	●	50310128 11	Seeger ring
●	●	55110380 59	Gasket
●	●	55120997 65	Gasket
●	●	55120998 66	Gasket
●	●	55130082 51	Or gasket
●	●	55130085 54	Or gasket
●	●	72201999 02	Starter
●	●	72202991 23	Distance washer (0.5 mm)
●	●	72202992 24	Distance washer (0.3 mm)
●	●	72202993 25	Distance washer (0.1 mm)
●	●	72202994 26	Distance washer (0.2 mm)
●	●	72202995 27	Distance washer (0.3 mm)
●	●	72202996 28	Distance washer (0.1 mm)
●	●	72202997 29	Distance washer (0.3 mm)
●	●	72202998 20	Distance washer (0.6 mm)
●	●	72203990 32	Cap
●	●	72204989 32	Accessories for reduction unit
●	●	72205988 40	Terminal
●	●	72206987 59	Armature (complete)
●	●	72207981 63	Complete casing
●	●	72207986 68	Casing
●	●	72208984 76	Support
●	●	72208985 77	Support
●	●	72209982 84	Brush
●	●	72209983 85	Brush
●	●	72210980 83	Insulating pieces for terminals

ILLUSTRATION **12 - FRAME**



Usable SF	Usable GT	Code number	Description
●	●	21116017 19	Battery support
●	●	21601001 92	Bush
●	●	21601004 95	Bush
●	●	22104251 35	Ball bearing
●	●	22208251 85	Roller bearing
●	●	30215173 85	Bolt
●	●	30232043 26	Bolt
●	●	30232063 46	Bolt
●	●	30233093 86	Bolt
●	●	30234093 96	Bolt
●	●	30310363 37	Screw
●	●	30341027 92	Screw
●	●	30510123 15	Nut
●	●	30510163 55	Nut
●	●	30510203 86	Nut
●	●	30511243 46	Nut
●	●	33113029 94	Fibre washer
●	●	33117300 27	Washer
●	●	33120006 42	Spring washer
●	●	33120008 44	Spring washer
●	●	33120010 55	Spring washer
●	●	33120012 57	Spring washer
●	●	33270004 55	Cupped washer
●	●	36200201 59	Petrol pipe
●	●	37110200 41	Sarflex clamp
●	●	50190103 64	Spring (for side stand)
●	●	50190301 64	Spring (for central stand)
●	●	50401006 16	Rubber piece
●	●	50402007 27	Rubber piece (vibration damper)
●	●	50402013 33	Rubber piece
●	●	50403011 41	Rubber strip
●	●	50404015 55	Footrest (rear)
●	●	50404016 56	Footrest (front)
●	●	52101998 70	Petrol tap (left)
●	●	52101999 72	Petrol tap (right)
●	●	55110303 63	Gasket (for cap)
●	●	58020298 52	Disk (for cap)
●	●	58020299 53	Cap (complete)
●	●	58200194 74	Grommet
	●	60101019 99	Frame
●		60101022 12	Frame
	●	60103002 12	Side stand
●		60103023 33	Side stand
	●	60106007 47	Central stand
●		60106024 64	Central stand
●	●	60115999 30	Steering lock
●		61101994 85	Petrol tank
	●	61101995 86	Petrol tank
●		61201006 97	Saddle (single seat)
	●	61202002 13	Saddle (dual seat)
●		61202007 18	Saddle (dual seat)
	●	61301001 12	Luggage carrier (front)
	●	61703004 75	Knee grip (right)
	●	61703005 76	Knee grip (left)
	●	61902002 83	Footrest holder
●		61902014 95	Footrest holder
●	●	61908008 59	Toolkit housing
●	●	61913999 92	Maker's badge

ILLUSTRATION **13 - REAR FORK - SHOCK ABSORBER - AIR FILTER**

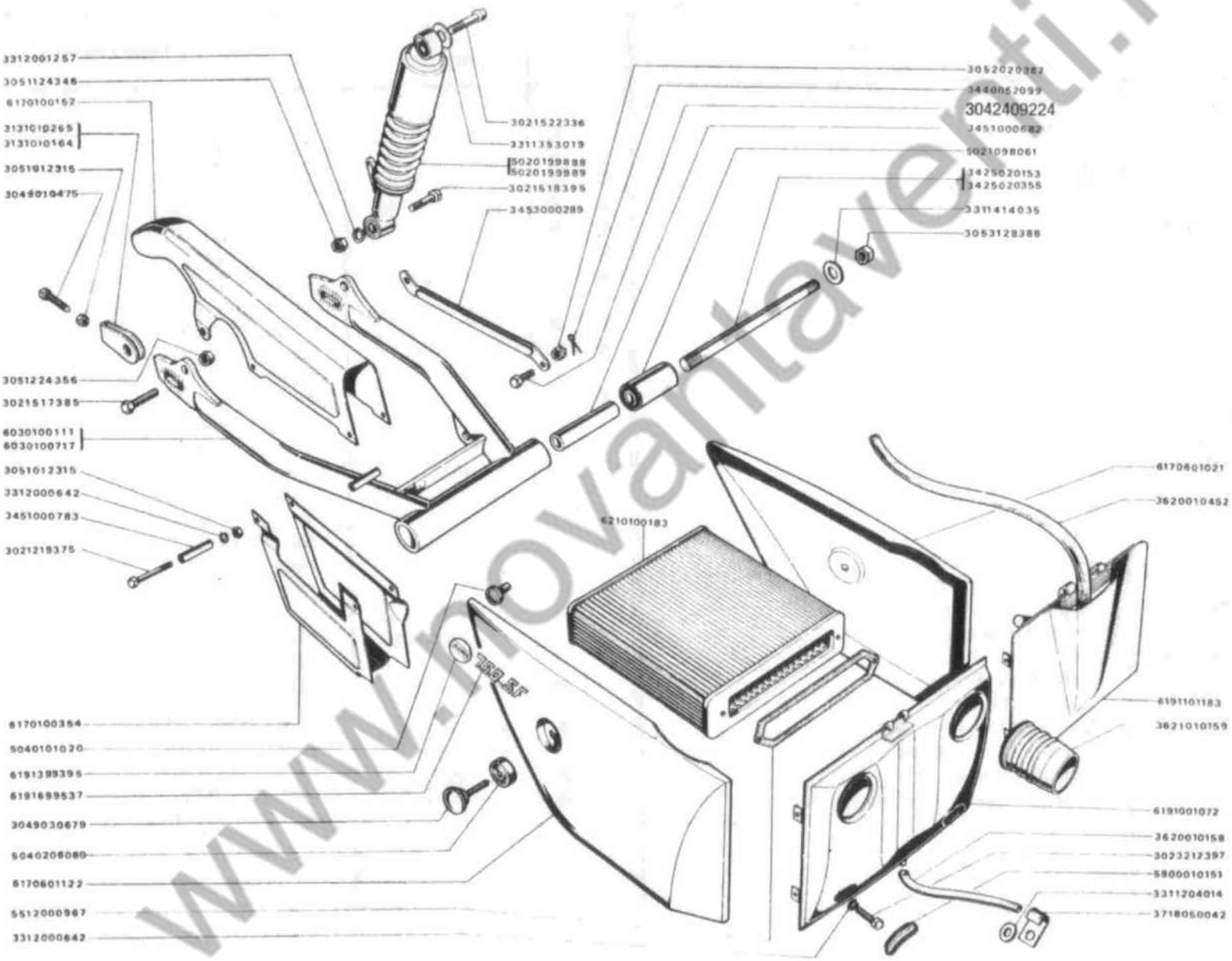
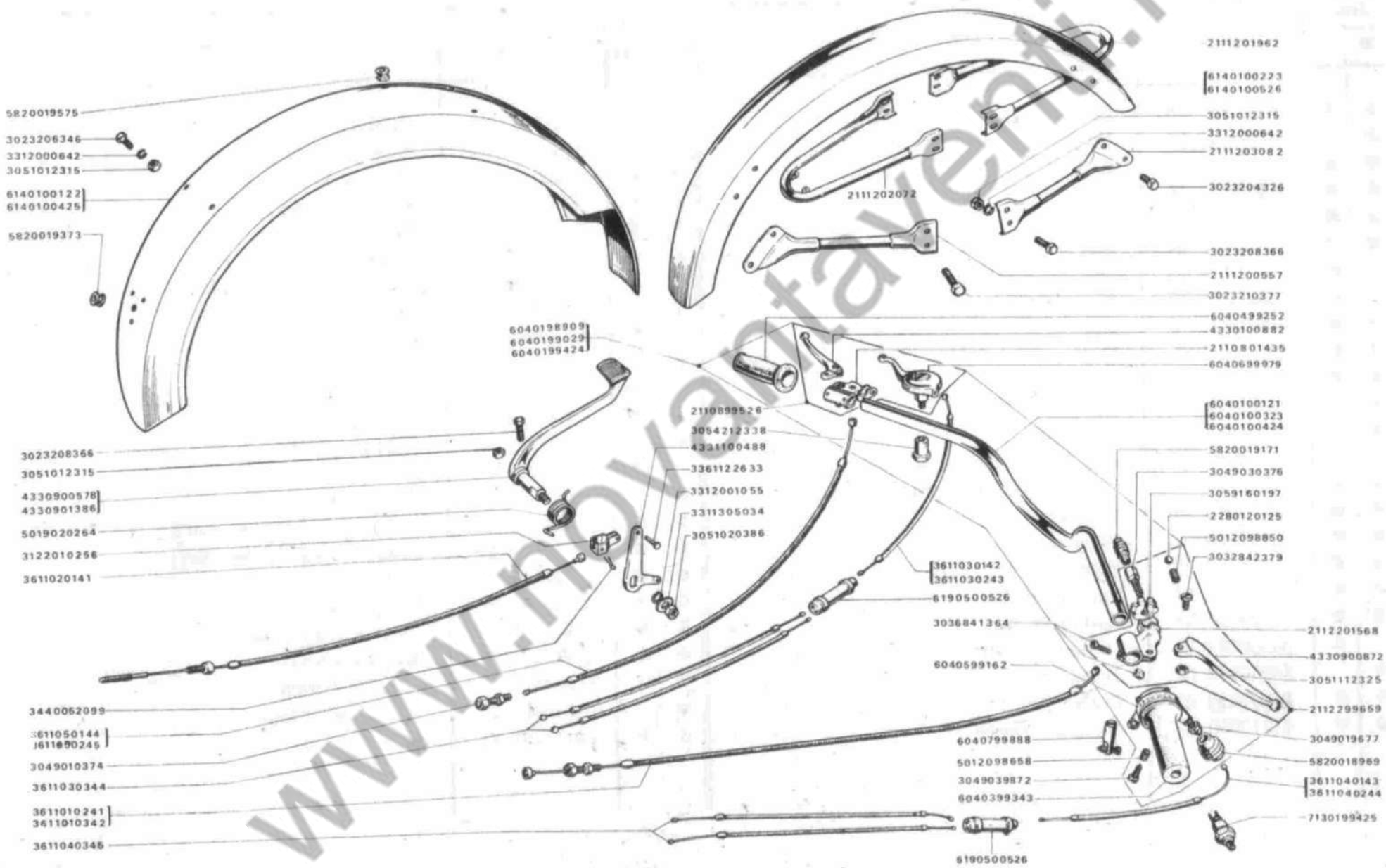


ILLUSTRATION 13 - REAR FORK - SHOCK-ABSORBER - AIR FILTER

Usable SF	Usable GT	Code number	Description
●	●	30212193 75	Bolt
●	●	30215173 85	Bolt
●	●	30215183 95	Bolt
●	●	30215223 36	Bolt
4 ●	●	30232123 97	Bolt
●	●	30424092 24	Bolt
●	●	30490104 75	Bolt (chain adjuster)
●	●	30490306 79	Bolt (fixing cover)
●	●	30510123 15	Nut
●	●	30511243 46	Nut
●	●	30512243 56	Nut
●	●	30520203 87	Nut
●	●	30531283 88	Nut
●	●	31310101 64	Chain adjuster (left)
●	●	31310102 65	Chain adjuster (right)
1 ●	●	33112040 14	Washer
●	●	33113530 19	Washer
●	●	33114140 35	Washer
●	●	33120006 42	Spring washer
●	●	33120012 57	Spring washer
	●	34250201 53	Threaded pivot
●		34250203 55	Threaded pivot
●	●	34400520 99	Cotter pin
●	●	34510006 82	Distance piece
●	●	34510007 83	Distance piece
●	●	34530002 89	Blade anchor plate
●	●	36200101 58	Discharge pipe
●	●	36200104 52	Breather pipe
●	●	36210101 59	Connection tube
●	●	37180500 42	Clamp
●	●	50201998 88	Shock absorber (right)
●	●	50201999 89	Shock absorber (left)
●	●	50210980 61	Silentblock
●	●	50401010 20	Rubber piece
●	●	50402060 80	Rubber piece
●	●	55120009 67	Gasket
●	●	58000101 51	Rubber piece
	●	60301001 11	Rear fork
●		60301007 17	Rear fork
●	●	61701001 52	Chain guard (upper part)
●	●	61701003 54	Chain guard (lower part)
●	●	61706010 21	Left cover
●	●	61706011 22	Right cover
●	●	61910010 72	Case for air filter
●	●	61911011 83	Battery shield
●		61913993 95	Laverda badge
●		61916995 37	750 SF wording
●	●	62101001 83	Air filter

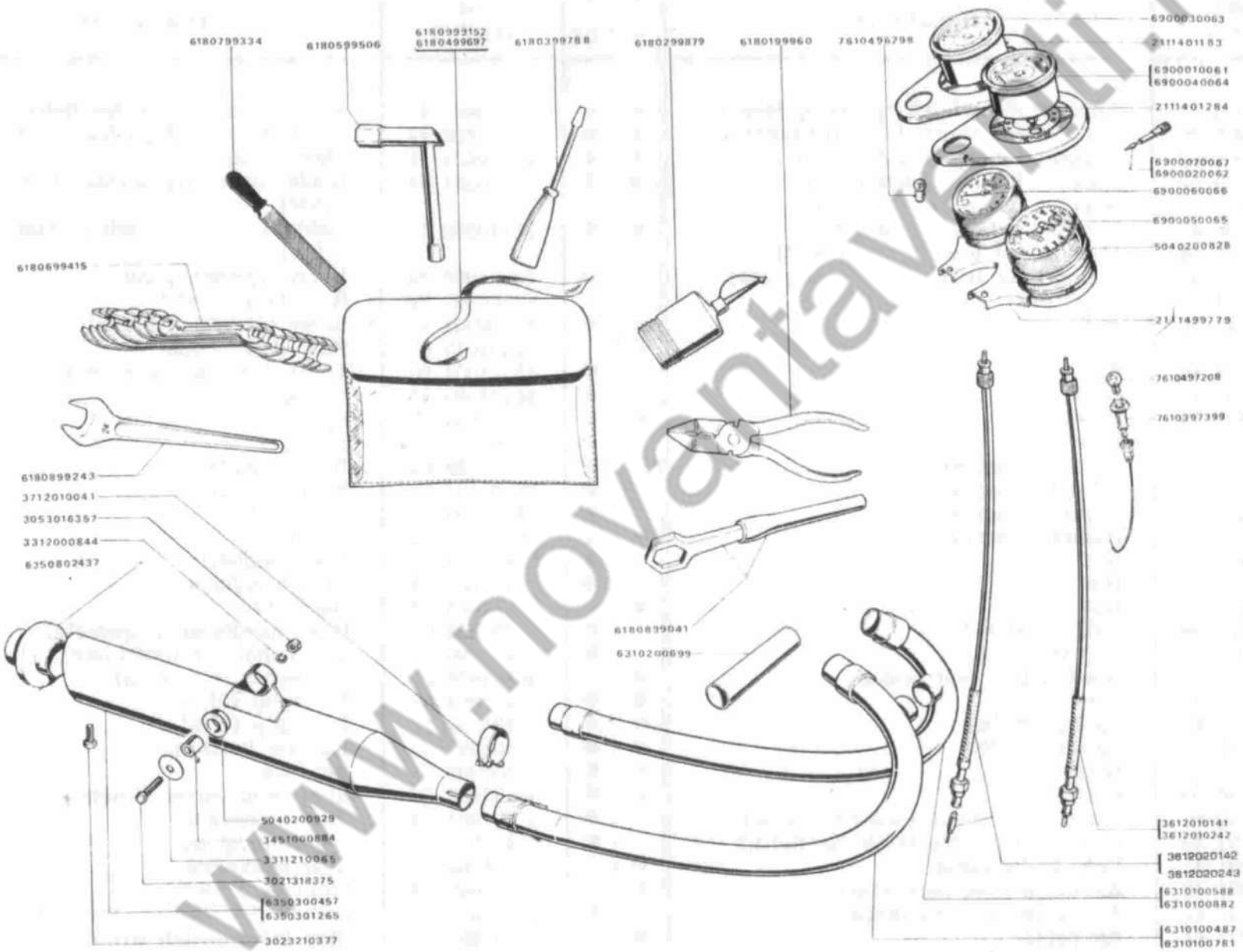
ILLUSTRATION 14 - MUDGUARDS - BRAKE LEVER - HANDLEBAR - CABLES



Usable SF	Usable GT	Code number	Description
●	●	21108014 35	Support (for clutch operating lever)
●	●	21108995 26	Support for clutch lever (complete)
	●	21112005 57	Support for mudguard (right)
●		21112019 62	Support for mudguard (front)
●		21112020 72	Support for mudguard (rear)
	●	21112030 82	Support for mudguard (left)
●	●	21122015 68	Support for brake lever (front)
●	●	21122996 59	Support for brake lever (complete)
●	●	22801201 25	Steel ball
●	●	30232043 26	Bolt
●	●	30232063 46	Bolt
●	●	30232083 66	Bolt
●	●	30232103 77	Bolt
●	●	30328423 79	Screw
●	●	30368413 64	Bolt
●	●	30490103 74	Adjusting screw
●	●	30490196 77	Adjusting screw
●	●	30490303 76	Adjusting screw
●	●	30490398 72	Adjusting screw
●	●	30510123 15	Nut
●	●	30510203 86	Nut
●	●	30511123 25	Nut
●	●	30542123 38	Cylindrical nut
●	●	30591601 97	Adjusting nut
●	●	31220102 56	Bracket (for rear brake)
●	●	33113050 34	Washer
●	●	33120006 42	Spring washer
●	●	33120010 55	Spring washer
●	●	33611226 33	Rivet
●	●	34400520 99	Cotter pin
●	●	36110102 41	Front brake cable (low handlebar)
●	●	36110103 42	Front brake cable (high handlebar)
●	●	36110201 41	Rear brake cable
●	●	36110301 42	Air cable (low handlebar)
●	●	36110302 43	Air cable (high handlebar)
●	●	36110303 44	Air cables

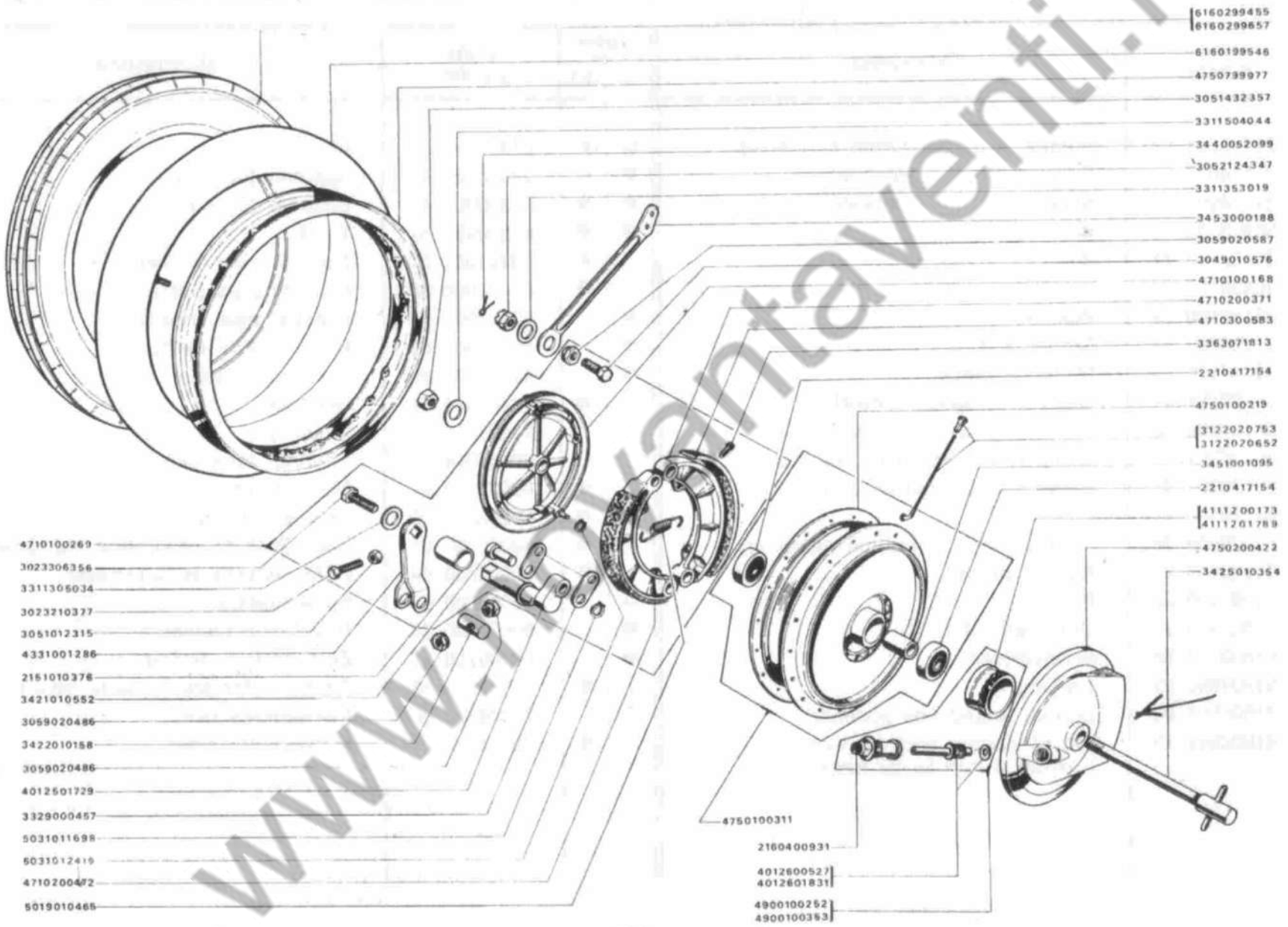
Usable SF	Usable GT	Code number	Description
●	●	36110401 43	Throttle cable (low handlebar)
●	●	36110402 44	Throttle cable (high handlebar)
●	●	36110403 45	Throttle cables
●	●	36110501 44	Cable operating clutch (low handlebar)
●	●	36110502 45	Cable operating clutch (high handlebar)
●	●	43301008 82	Lever (operating clutch)
	●	43309005 78	Rear brake pedal
●	●	43309008 72	Lever (operating brake)
●		43309013 86	Rear brake pedal
●	●	43311004 88	Lever (operating rear brake and stop lamp)
●	●	50120986 58	Spring
●	●	50120988 50	Spring
●	●	50190202 64	Spring
●	●	58200189 69	Rubber piece
●	●	58200191 71	Rubber piece
●	●	58200193 73	Grommet
●	●	58200195 75	Grommet
	●	60401001 21	Low handlebar
	●	60401003 23	High handlebar
●		60401004 24	Handlebar
	●	60401989 09	High handlebar (complete)
	●	60401990 29	Low handlebar (complete)
●		60401994 24	Handlebar (complete)
●	●	60403993 43	Twistgrip (RHS)
●	●	60404992 52	Twistgrip (LHS)
●	●	60405991 62	Throttle twistgrip
●	●	60406999 79	Air lever
●	●	60407998 88	Stop lamp barrel (front)
	●	61401001 22	Rear mudguard
	●	61401002 23	Front mudguard
●		61401004 25	Rear mudguard
●		61401005 26	Front mudguard
●	●	61905005 26	Device (for throttle and air)
●	●	71301994 25	Stop lamp switch (front)

ILLUSTRATION **15 - SILENCER - INSTRUMENTS - TOOLKIT**



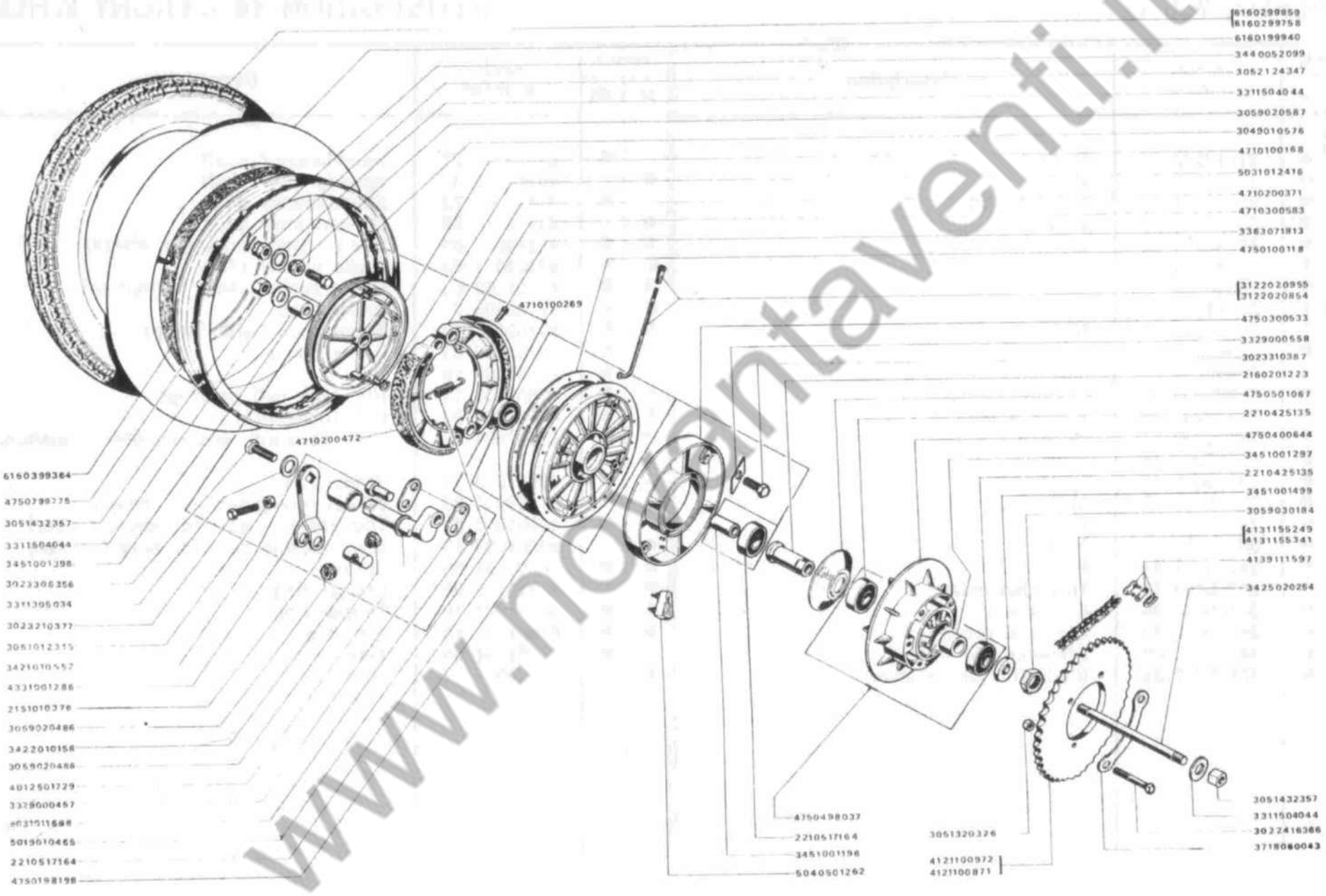
Usable SF	Usable GT	Code number	Description
	●	21114011 83	Support (for revolution indicator)
	●	21114012 84	Support (for speedometer)
●		21114997 79	Support (for instruments)
●	●	30213183 75	Bolt
●		30232103 77	Bolt
●	●	30530163 57	Self-locking nut
●	●	33112100 65	Washer
●	●	33120008 44	Spring washer
●	●	34510008 84	Distance piece
	●	36120101 41	Cable (for speedometer)
●		36120102 42	Cable (for speedometer)
	●	36120201 42	Cable (for revolution indicator)
●		36120202 43	Cable (for revolution indicator)
●	●	37120100 41	Clamp
●		50402008 28	Rubber piece (vibration damping)
●	●	50402009 29	Rubber piece
●	●	61801999 60	Pliers
●	●	61802998 79	Drip-feed oiler
●	●	61803997 88	Screwdriver
●	●	61804996 97	Toolbag
●	●	61805995 06	Double ended box spanner
●	●	61806994 15	Set of double ended spanners (from 6 mm to 22 mm)
●	●	61807993 34	File
●	●	61808990 41	Spanner (36 mm)
●	●	61808992 43	Spanner (24 mm)
●	●	61809991 52	Toolkit
	●	63101004 87	Exhaust pipe (right)
	●	63101005 88	Exhaust pipe (left)
●		63101007 81	Exhaust pipe (right)
●		63101008 82	Exhaust pipe (left)
●		63102006 99	Connecting tube
	●	63503004 57	Silencer
●		63503012 65	Silencer
●		63508024 37	Silencer tube cap
	●	69000100 61	Mileometer
	●	69000200 62	Zero setting device
	●	69000300 63	RSM 3003/11 revolution indicator
	●	69000400 64	SSM 5001/15 speedometer
●		69000500 65	Speedometer
●		69000600 66	Revolution indicator
●		69000700 67	Zero setting device
	●	76103973 99	Support (for instruments lamp)
●		76104962 98	Instruments lamp
	●	76104972 08	Instruments lamp

ILLUSTRATION **16 - FRONT WHEEL**



Usable SF	Usable GT	Code number	Description
●	●	21510103 76	Bush
●	●	21604009 31	Bush
●	●	22104171 54	Ball bearing
●	●	30232103 77	Bolt
●	●	30233063 56	Bolt
●	●	30490105 76	Bolt
●	●	30510123 15	Nut
●	●	30514323 57	Nut
●	●	30521243 47	Nut
●	●	30590204 86	Adjusting nut
●	●	30590205 87	Nut
●	●	31220206 52	Outside spoke
●	●	31220207 53	Inside spoke
●	●	33113050 34	Washer
●	●	33113530 19	Washer
●	●	33115040 44	Washer
●	●	33290004 57	Link
●	●	33630718 13	Rivet
●	●	34210105 52	Pivot
●	●	34220101 58	Pivot
●	●	34250103 54	Threaded axle
●	●	34400520 99	Cotter pin
●	●	34510010 95	Distance piece
●	●	34530001 88	Distance piece
●	●	40125017 29	Shaft (for brake shoe)
	●	40126005 27	Speedometer shaft
●		40126018 31	Speedometer shaft
	●	41112001 73	Speedometer gear
●		41112017 89	Speedometer gear
●	●	43310012 86	Lever (operating brake shoes)
●	●	47101001 68	Brake anchor plate
●	●	47101002 69	Brake anchor plate (complete)
●	●	47102003 71	Brake shoe
●	●	47102004 72	Brake shoe (with lining)
●	●	47103005 83	Brake lining
●	●	47501002 19	Hub
●	●	47501003 11	Hub with ball bearings
●	●	47501984 92	Hub (complete)
●	●	47502004 22	Disk (bearing speedometer transmission)
●	●	47507999 77	Wheel rim
●	●	47509985 83	Wheel (complete, less tyres)
	●	49001002 52	Transmission set (for speedometer)
●		49001003 53	Transmission set (for speedometer)
●	●	50190104 65	Spring
●	●	50310116 98	Seeger ring
●	●	50310124 16	Seeger ring
●	●	61601995 46	Air tube
	●	61602994 55	Tyre
●		61602996 57	Tyre

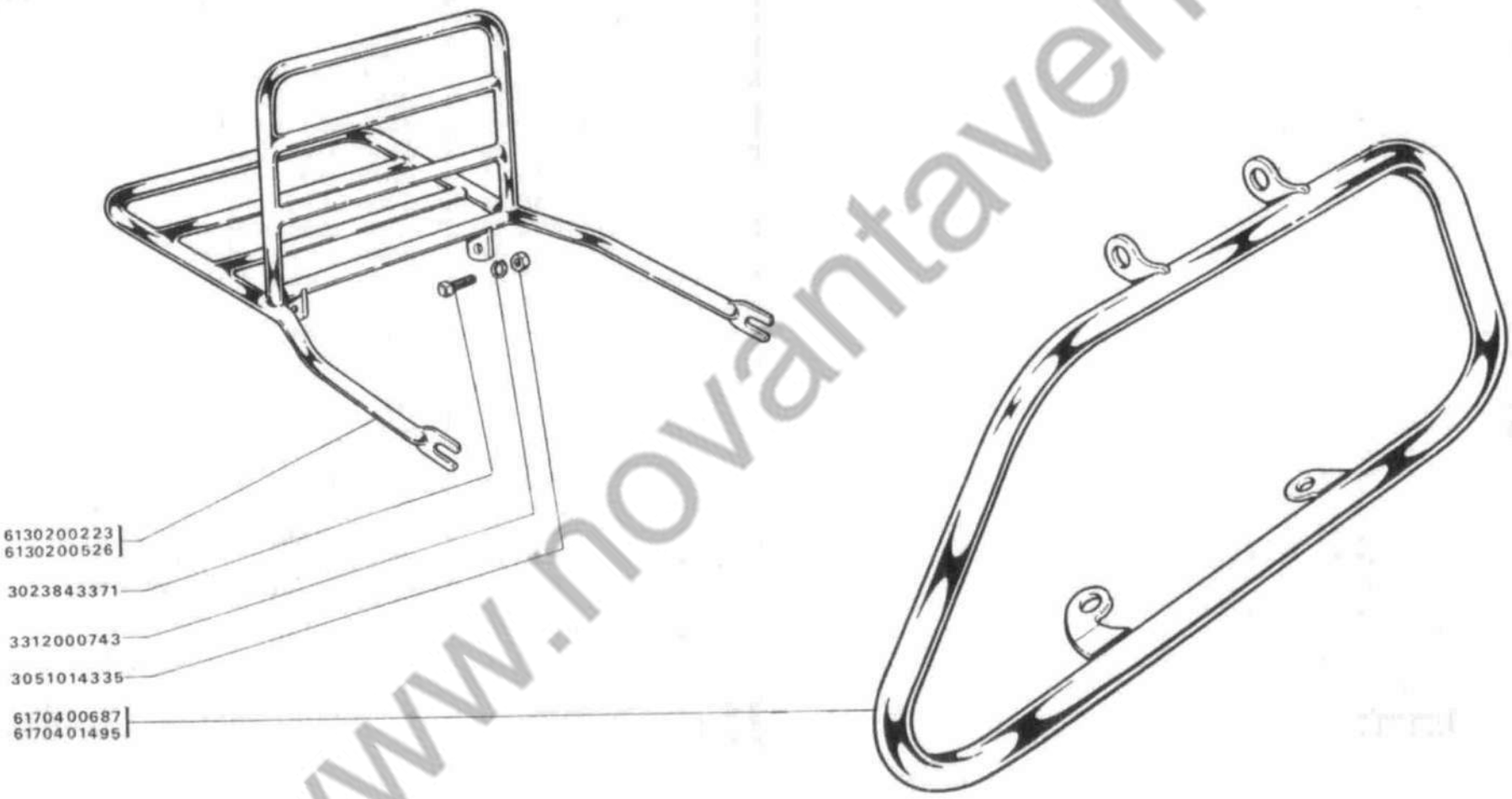
LUSTRATION 17 - REAR WHEEL



Usable SF	Usable GT	Code number	Description
●	●	21510103 76	Bush
●	●	21602012 23	Bush
●	●	22104251 35	Ball bearing
●	●	22105171 64	Ball bearing
●	●	30224163 66	Bolt
●	●	30232103 77	Bolt
●	●	30233063 56	Bolt
●	●	30233103 87	Bolt
●	●	30490105 76	Bolt
●	●	30510123 15	Nut
●	●	30513203 26	Nut
●	●	30514323 57	Nut
●	●	30521243 47	Nut
●	●	30590204 86	Adjusting nut
●	●	30590205 87	Nut
●	●	30590301 84	Nut
●	●	31220208 54	Outside spoke
●	●	31220209 55	Inside spoke
●	●	33113050 34	Washer
●	●	33115040 44	Washer
●	●	33290004 57	Link
●	●	33290005 58	Link
●	●	33630718 13	Rivet
●	●	34210105 52	Pivot
●	●	34220101 58	Pivot
●	●	34250202 54	Threaded axle
●	●	34400520 99	Cotter pin
●	●	34510011 96	Distance piece
●	●	34510012 97	Distance piece
●	●	34510013 98	Distance piece
●	●	34510014 99	Distance piece

Usable SF	Usable GT	Code number	Description
●	●	37180600 43	Clamp
●	●	40125017 29	Shaft (for brake shoe)
●		41211008 71	Z40 chain sprocket
	●	41211009 72	Z42 chain sprocket
	●	41311552 49	Chain (104 links)
●		41311553 41	Chain (106 links)
●	●	41391115 97	Connecting link
●	●	43310012 86	Lever (operating brake shoes)
●	●	47101001 68	Brake anchor plate
●	●	47101002 69	Brake anchor plate (complete)
●	●	47102003 71	Brake shoe
●	●	47102004 72	Brake shoe (with lining)
●	●	47103005 83	Brake lining
●	●	47501001 18	Hub
●	●	47501981 98	Hub with ball bearings
●	●	47501982 99	Hub (complete)
●	●	47503005 33	Shock absorber disk
●	●	47504006 44	Disk (holding chain crown)
●	●	47504980 37	Disk holding chain sprocket (complete)
●	●	47505010 67	Air conveyor (to hub)
●	●	47507997 75	Wheel rim
●	●	47509983 80	Wheel (complete, less tyres)
●	●	50190103 64	Spring
●	●	50310116 98	Seeger ring
●	●	50310124 16	Seeger ring
●	●	50405012 62	Shock absorber
●	●	61601999 40	Air tube
●		61602997 58	Tyre
	●	61602998 59	Tyre
●	●	61603993 64	Bead

ILLUSTRATION **18 - ACCESSORIES**



Usable SF	Usable GT	Code number	Description
●	●	30238433 71	Bolt
●	●	30510143 35	Nut
●	●	33120007 43	Spring washer
	●	61302002 23	Rear luggage carrier
●		61302005 26	Rear luggage carrier
	●	61704006 87	Leg-guard tubular frame
●		61704014 95	Leg-guard tubular frame

ILLUSTRATION **19 - FRONT FORK ("S.F." MODEL)**

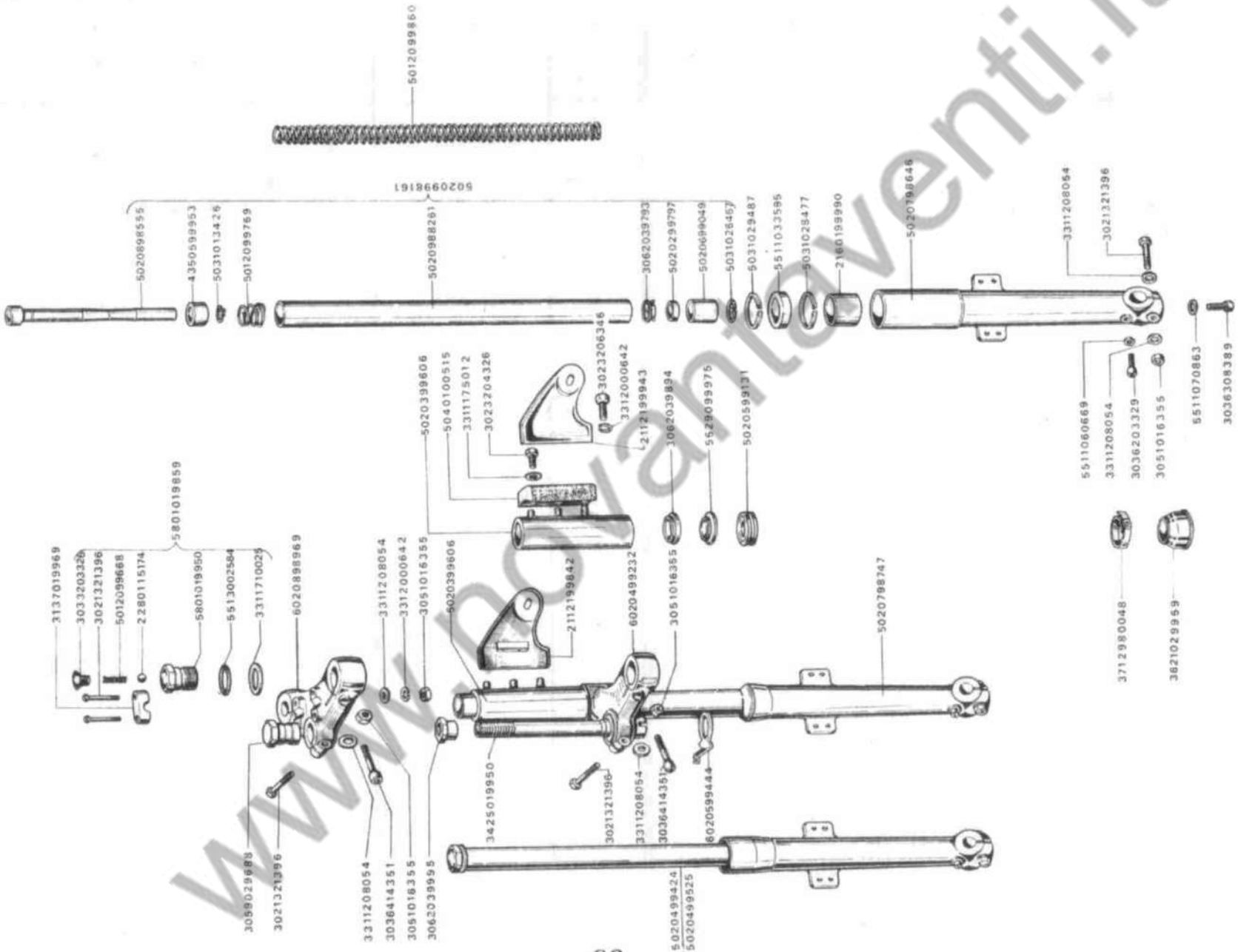
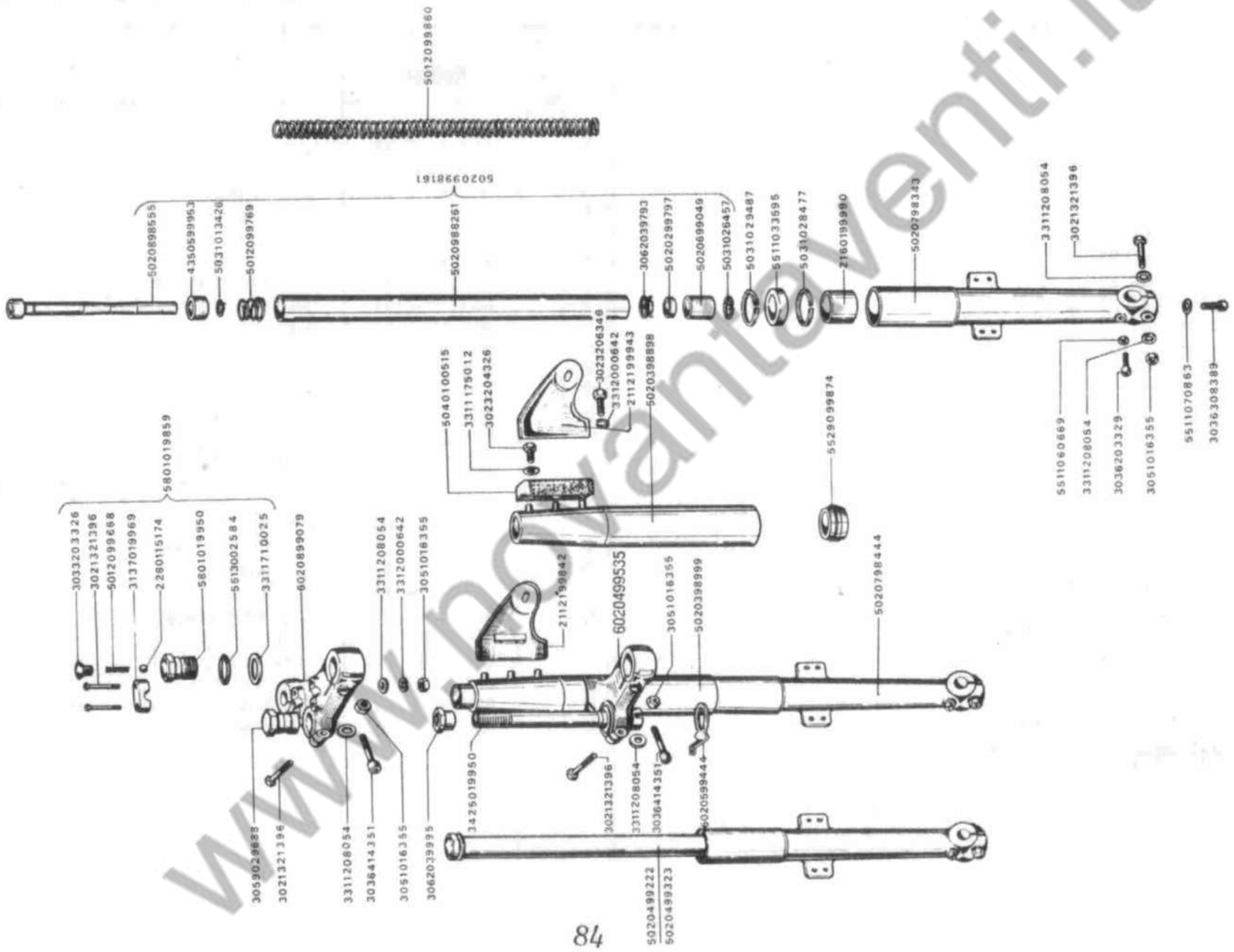


ILLUSTRATION 19 - FRONT FORK ("S.F." MODEL)

Usable SF	Usable GT	Code number	Description
●		21121998 42	Support (LHS headlight)
●		21121999 43	Support (RHS headlight)
●		21601999 90	Guide bush
●		22801151 74	Steel ball
●		30213213 96	Bolt
●		30232043 26	Bolt
●		30232063 46	Bolt
●		30332033 26	Screw
●		30362033 29	Screw (for oil discharge)
●		30363083 89	Bolt (locking variator)
●		30364143 51	Bolt (locking stanchion)
●		30510163 55	Nut
●		30590296 88	Nut (for steering pivot)
●		30620397 93	Limiting ring nut
●		30620398 94	Pressure ring (for circlip)
●		30620399 95	Adjustment ring nut
●		31370199 69	Clamp
●		33111750 12	Washer
●		33112080 54	Washer
●		33117100 25	Washer
●		33120006 42	Spring washer
●		34250199 50	Threaded pivot
●		36210299 59	Sleeve
●		37129800 48	Clamp
●		43505999 53	Fork piston
●		50120996 68	Spring
●		50120997 69	Spring
●		50120998 60	Spring
●		50202997 97	Valve
●		50203996 06	Top cover
●		50204994 24	Leg (right)
●		50204995 25	Leg (left)
●		50205991 31	Reducer
●		50206990 49	Valve body
●		50207986 46	Sliding member (right)
●		50207987 47	Sliding member (left)
●		50208985 55	Variator
●		50209882 61	Stanchion
●		50209981 61	Stanchion (complete)
●		50310134 26	Seeger ring
●		50310264 57	Seeger ring
●		50310284 77	Seeger ring
●		50310294 87	Seeger ring
●		50401005 15	Rubber piece (vibration damping)
●		55110335 95	Gasket
●		55110606 69	Gasket
●		55110708 63	Copper gasket
●		55130025 84	Or gasket
●		55290999 75	Circlip
●		58010198 59	Cap (complete)
●		58010199 50	Cap
●		60201987 87	Fork (complete)
●		60204992 32	Steering base
●		60205994 44	Steering damper
●		60208989 69	Steering head

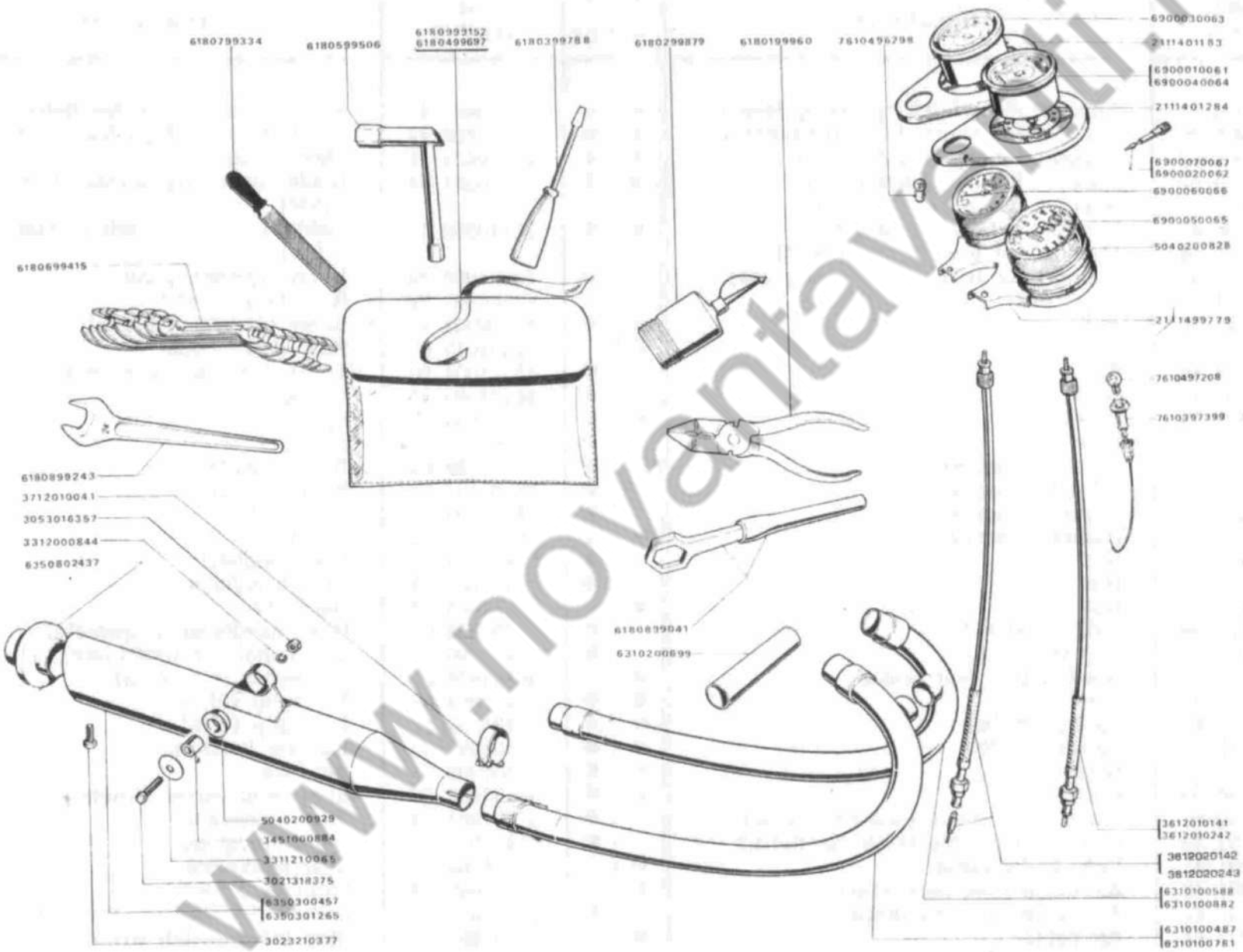
ILLUSTRATION **20** - **FRONT FORK « G.T. » MODEL**



Usable SF	Usable GT	Code number	Description
●	●	21108014 35	Support (for clutch operating lever)
●	●	21108995 26	Support for clutch lever (complete)
	●	21112005 57	Support for mudguard (right)
●		21112019 62	Support for mudguard (front)
●		21112020 72	Support for mudguard (rear)
	●	21112030 82	Support for mudguard (left)
●	●	21122015 68	Support for brake lever (front)
●	●	21122996 59	Support for brake lever (complete)
●	●	22801201 25	Steel ball
●	●	30232043 26	Bolt
●	●	30232063 46	Bolt
●	●	30232083 66	Bolt
●	●	30232103 77	Bolt
●	●	30328423 79	Screw
●	●	30368413 64	Bolt
●	●	30490103 74	Adjusting screw
●	●	30490196 77	Adjusting screw
●	●	30490303 76	Adjusting screw
●	●	30490398 72	Adjusting screw
●	●	30510123 15	Nut
●	●	30510203 86	Nut
●	●	30511123 25	Nut
●	●	30542123 38	Cylindrical nut
●	●	30591601 97	Adjusting nut
●	●	31220102 56	Bracket (for rear brake)
●	●	33113050 34	Washer
●	●	33120006 42	Spring washer
●	●	33120010 55	Spring washer
●	●	33611226 33	Rivet
●	●	34400520 99	Cotter pin
●	●	36110102 41	Front brake cable (low handlebar)
●	●	36110103 42	Front brake cable (high handlebar)
●	●	36110201 41	Rear brake cable
●	●	36110301 42	Air cable (low handlebar)
●	●	36110302 43	Air cable (high handlebar)
●	●	36110303 44	Air cables

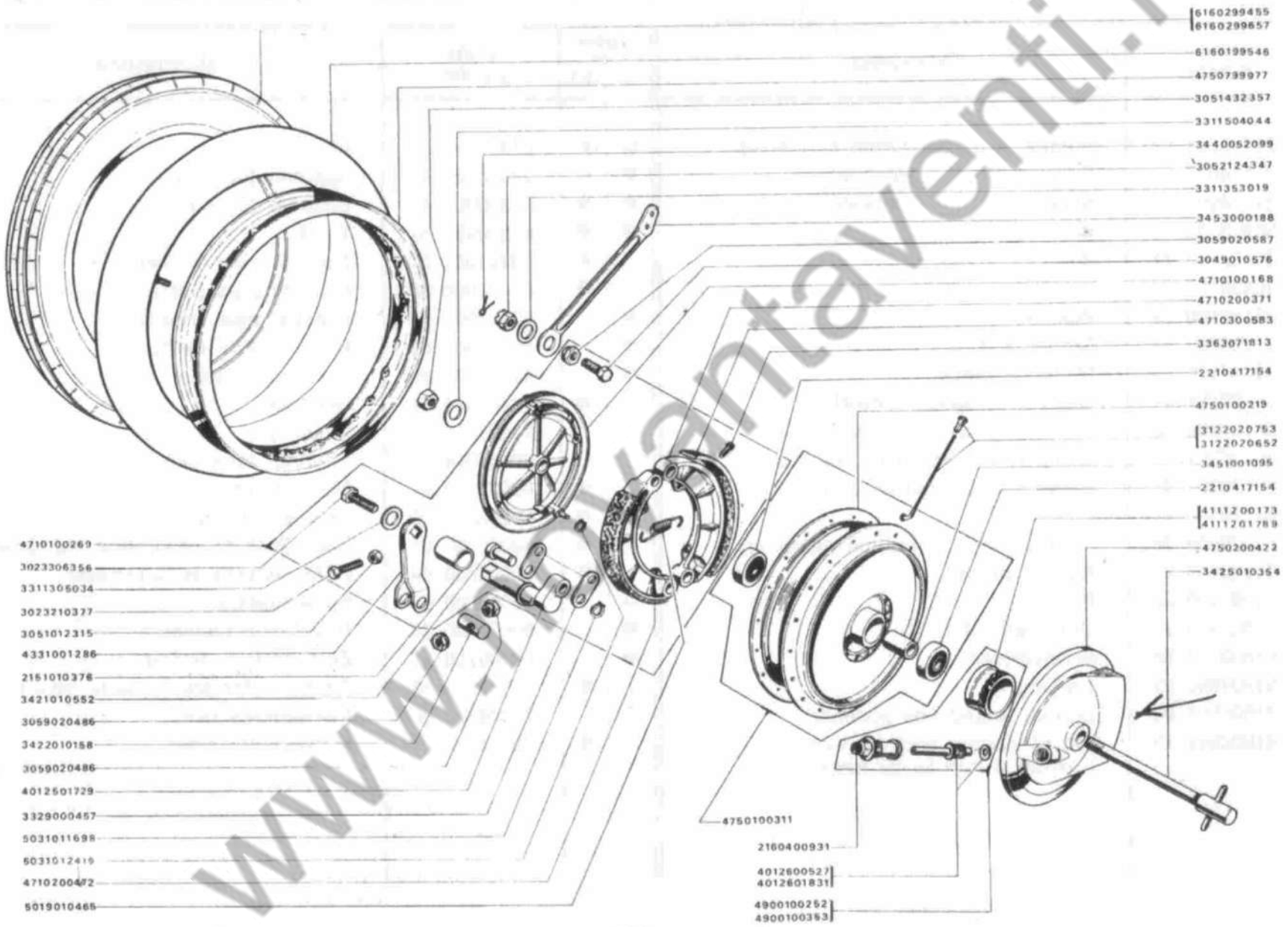
Usable SF	Usable GT	Code number	Description
●	●	36110401 43	Throttle cable (low handlebar)
●	●	36110402 44	Throttle cable (high handlebar)
●	●	36110403 45	Throttle cables
●	●	36110501 44	Cable operating clutch (low handlebar)
●	●	36110502 45	Cable operating clutch (high handlebar)
●	●	43301008 82	Lever (operating clutch)
	●	43309005 78	Rear brake pedal
●	●	43309008 72	Lever (operating brake)
●		43309013 86	Rear brake pedal
●	●	43311004 88	Lever (operating rear brake and stop lamp)
●	●	50120986 58	Spring
●	●	50120988 50	Spring
●	●	50190202 64	Spring
●	●	58200189 69	Rubber piece
●	●	58200191 71	Rubber piece
●	●	58200193 73	Grommet
●	●	58200195 75	Grommet
	●	60401001 21	Low handlebar
	●	60401003 23	High handlebar
●		60401004 24	Handlebar
	●	60401989 09	High handlebar (complete)
	●	60401990 29	Low handlebar (complete)
●		60401994 24	Handlebar (complete)
●	●	60403993 43	Twistgrip (RHS)
●	●	60404992 52	Twistgrip (LHS)
●	●	60405991 62	Throttle twistgrip
●	●	60406999 79	Air lever
●	●	60407998 88	Stop lamp barrel (front)
	●	61401001 22	Rear mudguard
	●	61401002 23	Front mudguard
●		61401004 25	Rear mudguard
●		61401005 26	Front mudguard
●	●	61905005 26	Device (for throttle and air)
●	●	71301994 25	Stop lamp switch (front)

ILLUSTRATION **15 - SILENCER - INSTRUMENTS - TOOLKIT**



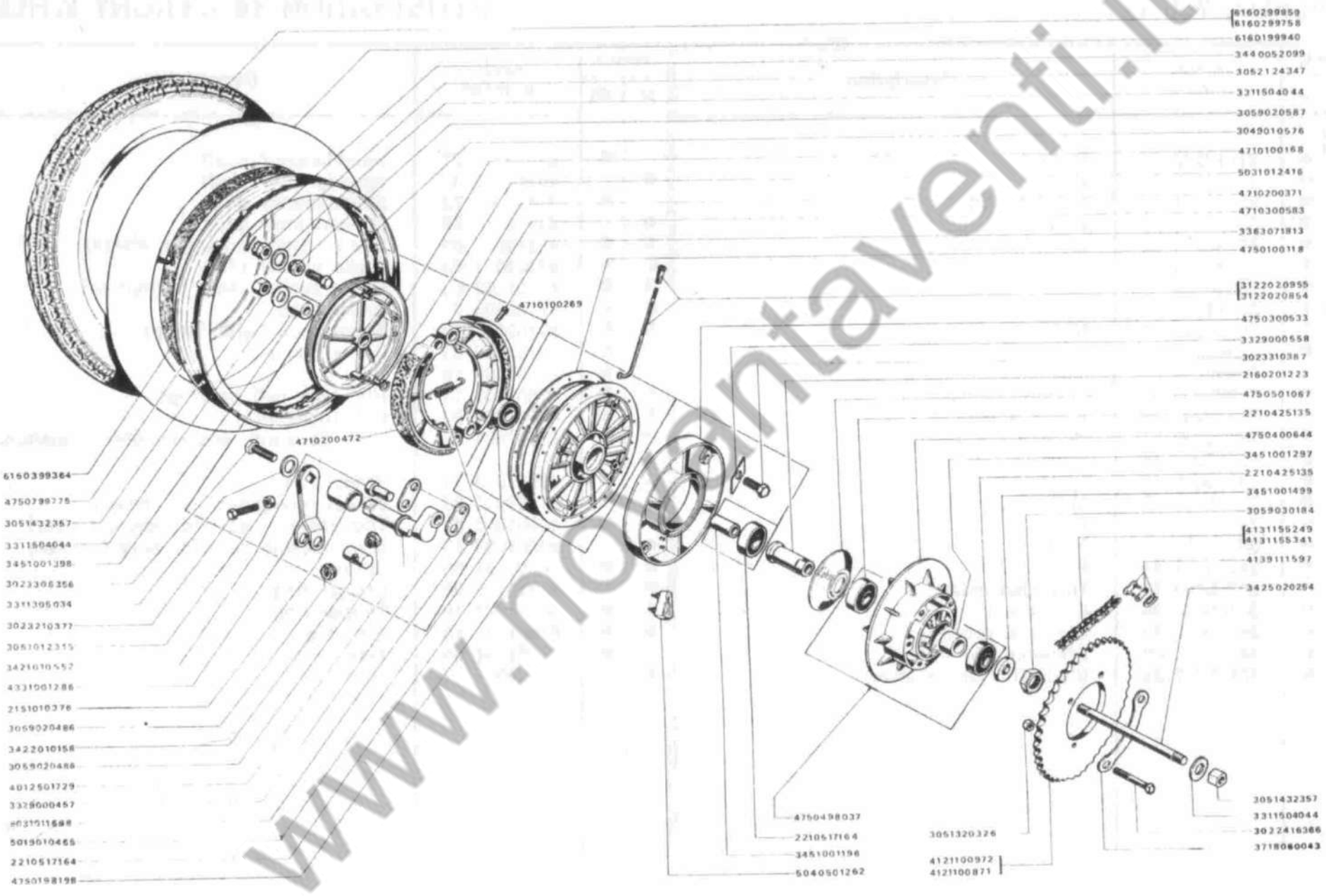
Usable SF	Usable GT	Code number	Description
	●	21114011 83	Support (for revolution indicator)
	●	21114012 84	Support (for speedometer)
●		21114997 79	Support (for instruments)
●	●	30213183 75	Bolt
●		30232103 77	Bolt
●	●	30530163 57	Self-locking nut
●	●	33112100 65	Washer
●	●	33120008 44	Spring washer
●	●	34510008 84	Distance piece
	●	36120101 41	Cable (for speedometer)
●		36120102 42	Cable (for speedometer)
	●	36120201 42	Cable (for revolution indicator)
●		36120202 43	Cable (for revolution indicator)
●	●	37120100 41	Clamp
●		50402008 28	Rubber piece (vibration damping)
●	●	50402009 29	Rubber piece
●	●	61801999 60	Pliers
●	●	61802998 79	Drip-feed oiler
●	●	61803997 88	Screwdriver
●	●	61804996 97	Toolbag
●	●	61805995 06	Double ended box spanner
●	●	61806994 15	Set of double ended spanners (from 6 mm to 22 mm)
●	●	61807993 34	File
●	●	61808990 41	Spanner (36 mm)
●	●	61808992 43	Spanner (24 mm)
●	●	61809991 52	Toolkit
	●	63101004 87	Exhaust pipe (right)
	●	63101005 88	Exhaust pipe (left)
●		63101007 81	Exhaust pipe (right)
●		63101008 82	Exhaust pipe (left)
●		63102006 99	Connecting tube
	●	63503004 57	Silencer
●		63503012 65	Silencer
●		63508024 37	Silencer tube cap
	●	69000100 61	Mileometer
	●	69000200 62	Zero setting device
	●	69000300 63	RSM 3003/11 revolution indicator
	●	69000400 64	SSM 5001/15 speedometer
●		69000500 65	Speedometer
●		69000600 66	Revolution indicator
●		69000700 67	Zero setting device
	●	76103973 99	Support (for instruments lamp)
●		76104962 98	Instruments lamp
	●	76104972 08	Instruments lamp

ILLUSTRATION **16 - FRONT WHEEL**



Usable SF	Usable GT	Code number	Description
●	●	21510103 76	Bush
●	●	21604009 31	Bush
●	●	22104171 54	Ball bearing
●	●	30232103 77	Bolt
●	●	30233063 56	Bolt
●	●	30490105 76	Bolt
●	●	30510123 15	Nut
●	●	30514323 57	Nut
●	●	30521243 47	Nut
●	●	30590204 86	Adjusting nut
●	●	30590205 87	Nut
●	●	31220206 52	Outside spoke
●	●	31220207 53	Inside spoke
●	●	33113050 34	Washer
●	●	33113530 19	Washer
●	●	33115040 44	Washer
●	●	33290004 57	Link
●	●	33630718 13	Rivet
●	●	34210105 52	Pivot
●	●	34220101 58	Pivot
●	●	34250103 54	Threaded axle
●	●	34400520 99	Cotter pin
●	●	34510010 95	Distance piece
●	●	34530001 88	Distance piece
●	●	40125017 29	Shaft (for brake shoe)
	●	40126005 27	Speedometer shaft
●		40126018 31	Speedometer shaft
	●	41112001 73	Speedometer gear
●		41112017 89	Speedometer gear
●	●	43310012 86	Lever (operating brake shoes)
●	●	47101001 68	Brake anchor plate
●	●	47101002 69	Brake anchor plate (complete)
●	●	47102003 71	Brake shoe
●	●	47102004 72	Brake shoe (with lining)
●	●	47103005 83	Brake lining
●	●	47501002 19	Hub
●	●	47501003 11	Hub with ball bearings
●	●	47501984 92	Hub (complete)
●	●	47502004 22	Disk (bearing speedometer transmission)
●	●	47507999 77	Wheel rim
●	●	47509985 83	Wheel (complete, less tyres)
	●	49001002 52	Transmission set (for speedometer)
●		49001003 53	Transmission set (for speedometer)
●	●	50190104 65	Spring
●	●	50310116 98	Seeger ring
●	●	50310124 16	Seeger ring
●	●	61601995 46	Air tube
	●	61602994 55	Tyre
●		61602996 57	Tyre

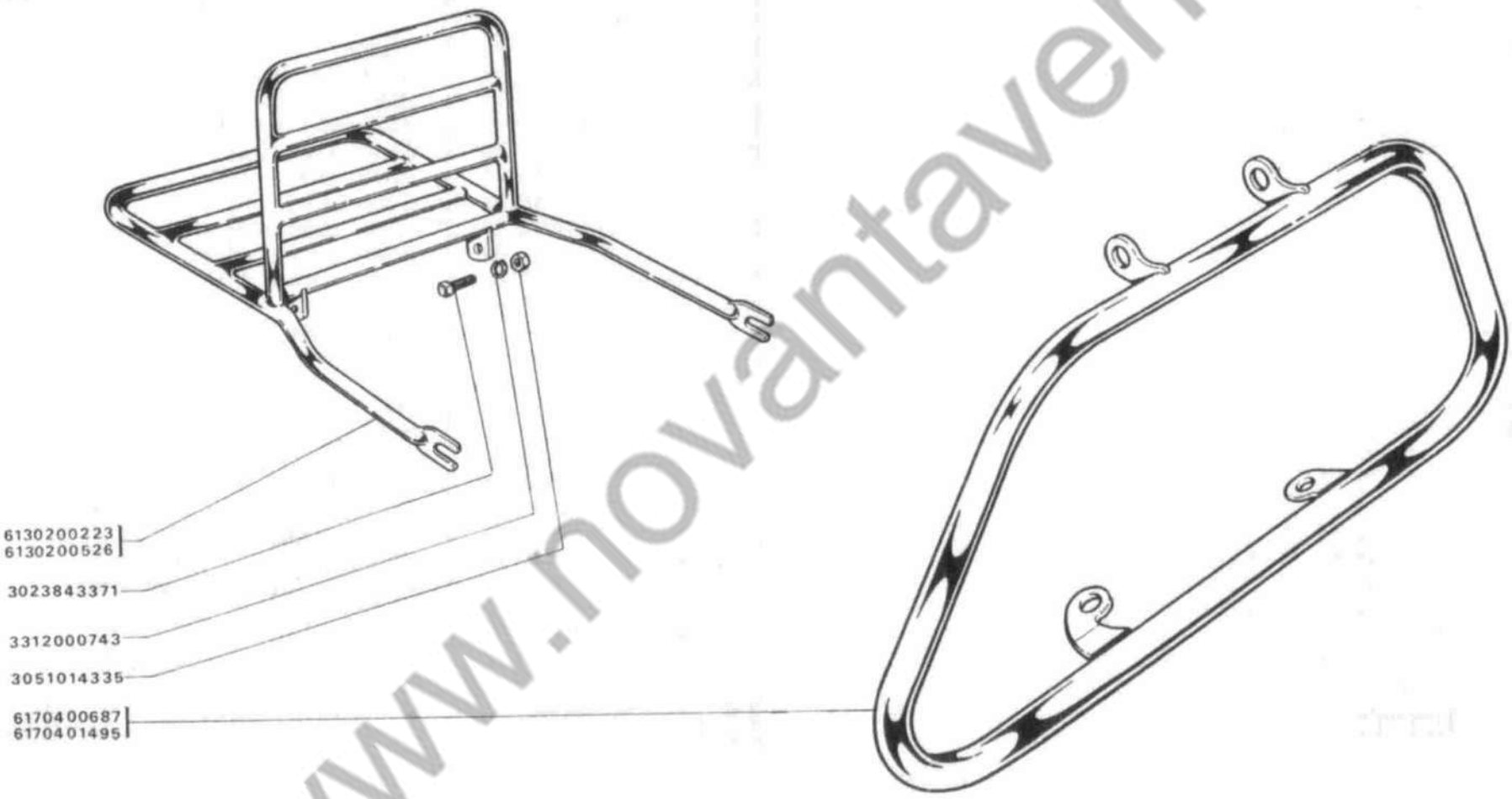
LUSTRATION 17 - REAR WHEEL



Usable SF	Usable GT	Code number	Description
●	●	21510103 76	Bush
●	●	21602012 23	Bush
●	●	22104251 35	Ball bearing
●	●	22105171 64	Ball bearing
●	●	30224163 66	Bolt
●	●	30232103 77	Bolt
●	●	30233063 56	Bolt
●	●	30233103 87	Bolt
●	●	30490105 76	Bolt
●	●	30510123 15	Nut
●	●	30513203 26	Nut
●	●	30514323 57	Nut
●	●	30521243 47	Nut
●	●	30590204 86	Adjusting nut
●	●	30590205 87	Nut
●	●	30590301 84	Nut
●	●	31220208 54	Outside spoke
●	●	31220209 55	Inside spoke
●	●	33113050 34	Washer
●	●	33115040 44	Washer
●	●	33290004 57	Link
●	●	33290005 58	Link
●	●	33630718 13	Rivet
●	●	34210105 52	Pivot
●	●	34220101 58	Pivot
●	●	34250202 54	Threaded axle
●	●	34400520 99	Cotter pin
●	●	34510011 96	Distance piece
●	●	34510012 97	Distance piece
●	●	34510013 98	Distance piece
●	●	34510014 99	Distance piece

Usable SF	Usable GT	Code number	Description
●	●	37180600 43	Clamp
●	●	40125017 29	Shaft (for brake shoe)
●		41211008 71	Z40 chain sprocket
	●	41211009 72	Z42 chain sprocket
	●	41311552 49	Chain (104 links)
●		41311553 41	Chain (106 links)
●	●	41391115 97	Connecting link
●	●	43310012 86	Lever (operating brake shoes)
●	●	47101001 68	Brake anchor plate
●	●	47101002 69	Brake anchor plate (complete)
●	●	47102003 71	Brake shoe
●	●	47102004 72	Brake shoe (with lining)
●	●	47103005 83	Brake lining
●	●	47501001 18	Hub
●	●	47501981 98	Hub with ball bearings
●	●	47501982 99	Hub (complete)
●	●	47503005 33	Shock absorber disk
●	●	47504006 44	Disk (holding chain crown)
●	●	47504980 37	Disk holding chain sprocket (complete)
●	●	47505010 67	Air conveyor (to hub)
●	●	47507997 75	Wheel rim
●	●	47509983 80	Wheel (complete, less tyres)
●	●	50190103 64	Spring
●	●	50310116 98	Seeger ring
●	●	50310124 16	Seeger ring
●	●	50405012 62	Shock absorber
●	●	61601999 40	Air tube
●		61602997 58	Tyre
	●	61602998 59	Tyre
●	●	61603993 64	Bead

ILLUSTRATION **18 - ACCESSORIES**



Usable SF	Usable GT	Code number	Description
●	●	30238433 71	Bolt
●	●	30510143 35	Nut
●	●	33120007 43	Spring washer
	●	61302002 23	Rear luggage carrier
●		61302005 26	Rear luggage carrier
	●	61704006 87	Leg-guard tubular frame
●		61704014 95	Leg-guard tubular frame

ILLUSTRATION **19 - FRONT FORK ("S.F." MODEL)**

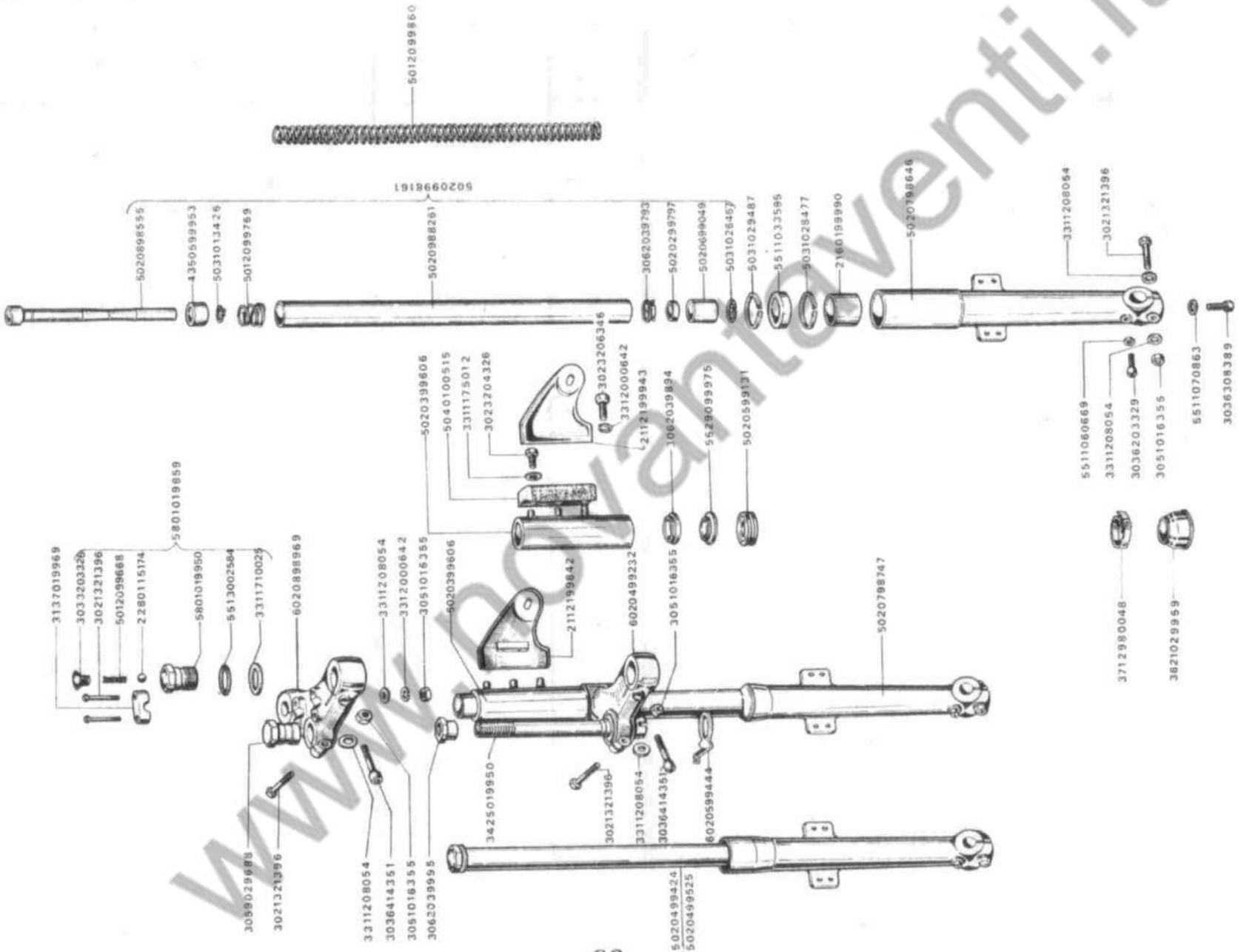


ILLUSTRATION 19 - FRONT FORK ("S.F." MODEL)

Usable SF	Usable GT	Code number	Description
●		21121998 42	Support (LHS headlight)
●		21121999 43	Support (RHS headlight)
●		21601999 90	Guide bush
●		22801151 74	Steel ball
●		30213213 96	Bolt
●		30232043 26	Bolt
●		30232063 46	Bolt
●		30332033 26	Screw
●		30362033 29	Screw (for oil discharge)
●		30363083 89	Bolt (locking variator)
●		30364143 51	Bolt (locking stanchion)
●		30510163 55	Nut
●		30590296 88	Nut (for steering pivot)
●		30620397 93	Limiting ring nut
●		30620398 94	Pressure ring (for circlip)
●		30620399 95	Adjustment ring nut
●		31370199 69	Clamp
●		33111750 12	Washer
●		33112080 54	Washer
●		33117100 25	Washer
●		33120006 42	Spring washer
●		34250199 50	Threaded pivot
●		36210299 59	Sleeve
●		37129800 48	Clamp
●		43505999 53	Fork piston
●		50120996 68	Spring
●		50120997 69	Spring
●		50120998 60	Spring
●		50202997 97	Valve
●		50203996 06	Top cover
●		50204994 24	Leg (right)
●		50204995 25	Leg (left)
●		50205991 31	Reducer
●		50206990 49	Valve body
●		50207986 46	Sliding member (right)
●		50207987 47	Sliding member (left)
●		50208985 55	Variator
●		50209882 61	Stanchion
●		50209981 61	Stanchion (complete)
●		50310134 26	Seeger ring
●		50310264 57	Seeger ring
●		50310284 77	Seeger ring
●		50310294 87	Seeger ring
●		50401005 15	Rubber piece (vibration damping)
●		55110335 95	Gasket
●		55110606 69	Gasket
●		55110708 63	Copper gasket
●		55130025 84	Or gasket
●		55290999 75	Circlip
●		58010198 59	Cap (complete)
●		58010199 50	Cap
●		60201987 87	Fork (complete)
●		60204992 32	Steering base
●		60205994 44	Steering damper
●		60208989 69	Steering head

ILLUSTRATION **20** - **FRONT FORK « G.T. » MODEL**