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Tappeet Adjustment - Cold

It is very essential to ensure that the valves are closed fully during the closing period of the cam. The tappet clearance should be adjusted properly to achieve this and to cater for a certain amount of thermal expansion of the working components. We recommend 1/16" clearance of the tappets to be set at cold. Provision for adjustment is given at the bottom of the push rod adjuster, over the tappet. Access to this is by removing the tappet cover.

Procedure follows for adjustments. Bring piston to TDC of the end of compression stroke, so that both the valves are at the closed position. This may be ensured by seeing the valve timing marks in the timing cover is open, or through pointer needle movement when ignition is switched on. Check the push rods. They must rotate freely without any slackness.

In case the push rods do not rotate freely or if up-and-down play is noticed, the push rods need to be adjusted.

Loosen the lock nut in the adjuster, by holding the top nut. Thread in or out the bottom adjuster. Fill the correct push rod head into, achieved, tighten the lock nut after adjustments are complete.



The Clutch - 350cc and 500 cc

The 350cc clutch has five driven plates and four driving plates, including the friction disc on the sprocket.

The 500cc clutch is similar to that of 350cc, except that there are six driven plates and five driving plates.

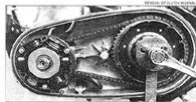
Also the legs on the clutch sprocket and the splines on clutch center are longer.

Removal of the Clutch

Remove the 16" front foot rest. Disconnect the primary chain cover to collect the oil in the chain case. Remove the center nut in the chain case outer and disassemble the cover. To remove the clutch, unhook the clutch spring pins. Lift back the spring cable, clamp, clutch foot plate, clutch cover in right hand. The assembly of driving and driven clutch plates and the clutch retaining spring. The clutch sprocket can then be withdrawn along with the chain and engine sprocket (see part 15).

The clutch center can be removed only after the engine sprocket, primary chain and the clutch sprocket have been removed.

To remove the clutch center hold the clutch with a screw bar (Special tool No. RD-2005) and remove the center retaining nut and washer with a chain spanner. The clutch center can then be withdrawn from the shaft using a screwdriver (Special tool No. RD-2005).



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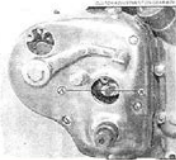
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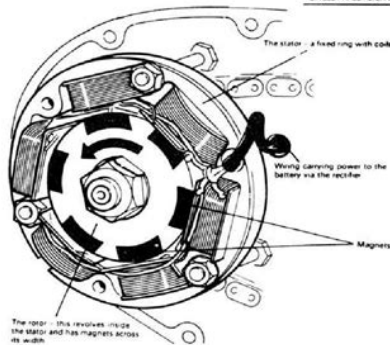
Smear multipurpose grease on the clutch rod and carefully reassemble in its location. Adjust the adjuster to ensure free play is maintained on the handle bar end and tighten locknut.



Fitting the alternator

The alternator consists of two parts, the stator and the rotor. The stator is mounted on to the primary chain case inner by three studs and nuts.

The rotor, which contains the permanent magnet, is mounted on the end of the drive shaft and is located by a key and secured by a special nut and spring washer. The designed radial air gap between the rotor and the poles of the stator is 0.25mm (0.010) and space must be taken when fitting to see that it is not less than 0.15mm (0.006) at any point.



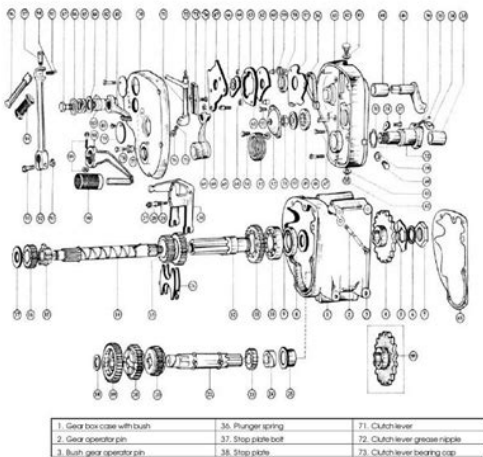
Fit the rotor first, making sure that it is located concentrically on the end of the drive shaft. Attention must be given to the proper seating of the key. Finally secure the rotor with the appropriate washer and nut.

Having fitted the rotor, the stator may then be fitted on to the chain case inner with the coil connections facing outwards. Replace the stroke proof washers and the nuts on the studs and tighten gently. Insert six strips (preferably non-magnetic material) 0.15mm (0.006) thick and 25.4mm (1) wide. Check whether the strips are free in position. If one or more of the

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<http://www.f2dassociates.com/userfiles/defy-gemini-gourmet-double-oven-user-manual.xml>

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Having obtained the necessary patents, the engineer passed to the production of But luck overtook him in 1892 the firm went bankrupt and went under the guidance of Albert Eadie. In 1901, the company released its first motorcycle, which received the name Royal. In 1909, a conceptually new bike with a V-shaped deuce was produced, with a capacity of 2.25 hp. The following years for the company became to As a result, a new name Royal Enfield. Does it give something for this Bike. Or any Wiring Diagrams. Please give me an Answer, Thank You Can you help Thanks you in advance Can you help at all Thanks very much I purchased it and it was delivered completely disassembled. I am having a lot of trouble with the wiring harness. I'm not sure what year it is but it's around 2009 or 2010 I believe. Thanks in advance. Can you please help me out with this request Thanks! Many thanks It gets to hot after 10km I need a bigger jet. Please assist me and show me the correct part. The machine is brand new! The part is the REAR RIGHT TAIL LIGHT COVER Can you help Or someone that could work on it for me. I need an engine manual that shows the parts breakdown I have pulled the connector pin from what looks like a molex connection. I need to know what size wire is to purchase the male Indicators do work, horn also works. Electric start dont work just clicks and will not start of kick start any ideas please. Cant seem to find anything so this is my last resort. Any info would be amazing. Thank you so much in advance. Can someone help me Thank you The wires for these coming out This is a factory or a point of assembly issue. The connector has suffered Not something we noticed until one by one failure in dash. Wiring was not placed and secured All the wires have come out from the connector at the female side and three from the male side. Impossible to match up which goes back to what in the We need a schematic or photos of the connectors which wires to which on each side. Please help and thank you. <http://bentleyplemtech.ru/userfiles/defy-gemini-gourmet-multifunction-thermofan-manual.xml>

Tapet Adjustment - Cold

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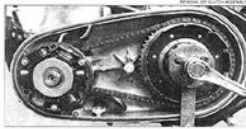
Also the lugs on the clutch sprocket and the splines on clutch center are longer.

Removal of the Clutch

Remove the L.H. front foot rest, place a tray beneath the primary chain case to collect the oil in the chain case. Remove the central nut in the chain case outer and remove the cover. To remove the clutch unscrew the clutch spring pins. Lift away the spring caps, springs, clutch foot plate, clutch rod in main shaft, the assembly of driving and driven clutch plates and the clutch retaining spring. The clutch sprocket can then be withdrawn along with the chain and engine sprockets (see part 10).

The clutch center can be removed only after the engine sprocket, primary chain and the clutch sprocket have been removed.

To remove the clutch center hold the clutch with a brake bar (Special tool No. PED 2025) and remove the center retaining nut and washer with a lock spanner. The clutch center can then be withdrawn from the shaft using extractor (special tool No. PED 2026).

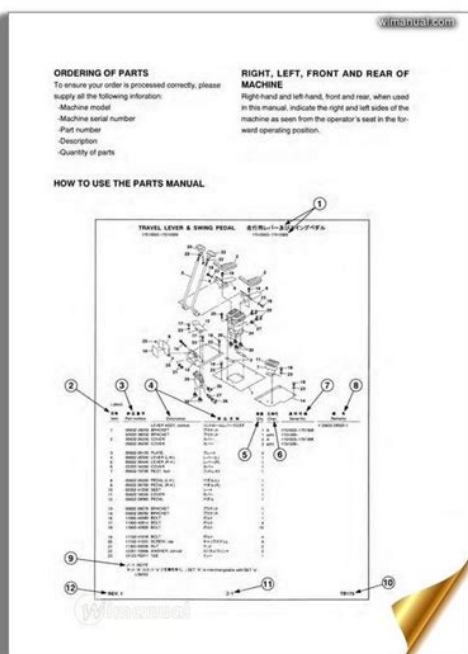


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Thank you JiriThe head gasket is blown Im guessing. It bubbles back into the reservoir when trying to start it, but no mixture in the oil. But Im having a awfull either dont know how to word it correctly or if the person I got it from changed something, but its not like the few I have ran across. So any helpAnd also what about performance parts for it or racing parts. Thank you for you time and patients in helping me.I bought a motorcycle in pieces, I have various parts of the electrical installation, but I do not know how to connect it. Please helpI've searched the internet but can find a diagram any helpI am after a wiring diagram for a 2007 American Ironhorse Slammer. Could you please help.On duke 2019, 125cc.Any one who has the experience please help me.My headlights and turn signal lights do not work at all.It's a dirt bike.pitbike workshop Manuel or service Manuel if possible About 2000 model manual Please helpI dont know if its a F22 or F11 as I purchased it used. I need a part for it lower side panel I believe it to be. Any help is appreciated. Engine. Trade Name ZNEN ZN50QT32 Vehicle Category AStart xmoto motorcycle dirt bikeGot stolen and they cut out the ignition and blew the wire harness. Thanks.Is there anyone out there who can help me outThere are still good people out there. Thanks again, Richard BartCylesYamaha royal star venture.XVZ1300TF.And if possible colored wiring diagram.Looks identical to my kids Polaris. The aeon lost spark figure they have same wire harness. Polaris has 5 wire CDI box Aeon has a 4. I thought the mag was bad butCleaned and put back on. Took a test meter and to see if getting a signal from the rectifier and do but can only see meter jump don't know exactly what number itComing out of the box is nothing. Mind u someone sold me an entireI have cdi boxes laying around and the new harness is a 4 wire cdi.We don't want lights or all the bull crap aeon has for wiring. But obviouslyCan a butcherd down harness just for spark work.

It's a p.o.s and just wanna get running so the kids can ride. My Polaris with a deadThe aeon had weak spark to begin with. But if u seen the inside of flywheel idk if a coating of crap will stop spark. OhhJust want spark or aeon will be soaked in gas and lit. I only got involved because it's myJust this p.o.s aeon is crap. And personally I hate wiring problems. But apparently this aeon 50cc shit box is my match. My 2 snowmobiles are identical. OneSimple ground wire a mouse I think chewed but. If I could see the exact harness diagram for the aeon thunder colt 50cc. I'd be much appreciated google

Thank you in Advance for your kindly support. Greetings From Germany. You're sincerely, A. Pel
 Any suggestions Just trying to wire up battery and circuit breaker and don't know where the wires
 hook up Frame 1461986, engine 353 Feky 1200286. I am struggling to find any information on this
 bike online but am very interested in Bike is complete but running badly, picture below This is a
 complete body and paint kit for the 1996 1999 Fat Boy. We have endeavoured to make this manual
 user friendly. However, Royal Enfield does not assume responsibility for any damage, loss or injury
 caused to the vehicle or to the person carrying out repairs, due to errors or omissions in this manual.
COMPRESSION RATIO It is a ratio between total volume in the engine to the clearance volume
 available at the end of compression stroke. Indicated Horse Power is the power actually developed
 1HP Horse Power Available inside the engine cylinder by combustion process. FHP FHP Frictional
 Losses FHP stands for Frictional Horse Power. New components must be within the limits specified.
 The frequency of the maintenance must be shortened depending upon the severity of the driving
 condition OR if the motorcycle is used in a very dusty environment, severe climatic cold and hot
 conditions, bad roads, stagnant water etc., DESCRIPTION.



<https://www.thebiketube.com/acros-3-way-manual-globe-valve>

Remove the 2 air filter lid mounting screws Replace, if defective and take out air filter lid Assemble
 in the reverse order of. Switch "OFF" DRAINING PROCEDURE the ignition, wait for two minutes
 and then Keep a clean tray under the engine. Over size Cam Spindle For Spares 570040 0.1 mm
 Over Size Spindle 570041 0.2 mm Over Size Spindle CAUTION After the first 800 kms 500 miles the
 backlash between the cam gears must be checked. Rotate the wheel and apply brake and tighten all
 the nuts and lock the split pin. BRAKE CAM GREASING EVERY 6,000 KMS Remove the brake cover
 plate. Assemble the steering stem. Stretch a string about 100 mm above the ground along the
 wheels. For Service Limit 1.5 mm cleaning the groove in the piston, a piece of broken piston ring
 thrust into a wooden Valve seat width is not within specification, handle and filed to a chisel point
 can be reface the valve seat. NOTE Excessive lapping pressure may deform or damage the seat.
 Change the angle of lapping tool frequently to prevent uneven seat wear. Lapping compound can
 cause damage if NOTE it enters between the valve stem and. When the the plunger feed hole, filling

the "low pressure engine is switched off, the valve seats on the chamber". It eliminates need for manual adjustment of the primary chain tension. A connecting hole directs the engine breathing into a chamber in the RH cover which has an inbuilt deflector to deflect the oil that may come along with the fumes from the crankcase. The clutch is operated through a lever on the cover LH. 049. The throttle body has a butterfly valve attached which is operated buy the throttle cables attached to a drum on the right side. DESCRIPTION KEY No. DESCRIPTION CAM GEAR ASSEMBLY EXHAUST WITH FD SPROCKET 17 TEETH DECOMPRESSOR ASSY TAB WASHER OIL PUMP ASSEMBLY TAPPET DOOR BUFFED CSK SOCKET HEAD SCREW M6 X 30 CSK SOCKET HEAD SCREW M5 X 12 CIRCLIP ROTOR AND RELUCTOR ASSEMBLY PUMP DRIVE PINION GEAR DESCRIPTION KEY No.

<http://www.friendshiptransport.net/images/boss-js-5-manual.pdf>

Vehicle Access

5. Open and close the door again. If the steps still will not stow, leave the door open and exit the cab from the opposite side.
6. Place a hand on the exterior surface of the step, then apply light pressure to the step while closing the door.
7. If the step stows, press the yellow disable button next to the grab handle. This will disable the step for cycle of opening and closing the door.
8. If the steps will not fully stow, follow the instructions on the inside of the baggage door to safely stow the steps.

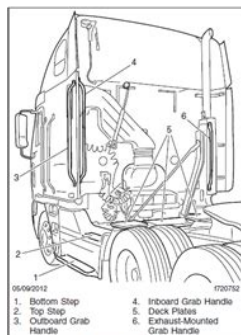


Fig. 2.8, Back-of-Cab Access

Back-of-Cab Access

Grab handles are typically located on the backwall of the cab or sleeper, or on the inside of the cab extender, if equipped. See Fig. 2.8. A grab handle may also be provided on the exhaust stack. Steps may be mounted on the fuel tank(s), battery or tool box(es), or on metal brackets secured to the frame rail. A deck plate is mounted across the top of the frame rails. All other areas are not meant to support back-of-cab access.

WARNING

Follow these rules for back-of-cab access. Failing to follow these rules could lead to a fall, and possible personal injury.

Never step on any exterior part unless it has a slip-resistant surface meant for safe stepping. If the surface is movable, such as a battery box cover with a slip-resistant surface, be certain it is firmly secured.

Be careful not to trip on items such as chains or air lines in the back-of-cab area.

Always follow safety procedures for back-of-cab access, maintaining three-point contact—both hands and one foot, or both feet and one hand.

Never jump onto, or off of, a vehicle; doing so creates a very high likelihood of a fall and personal injury.

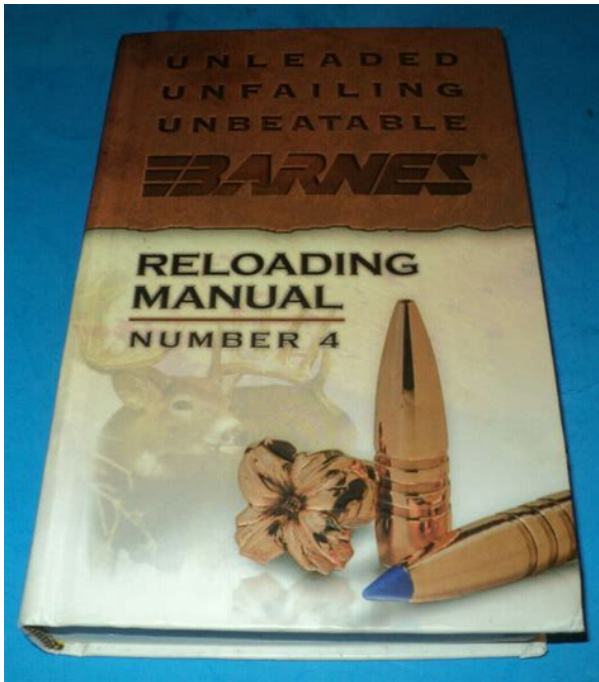
Wet or dirty shoe soles greatly increase the chance of slipping or falling. If your soles are wet or dirty, be especially careful when accessing the back-of-cab area.

Be careful not to get hands or feet tangled in hoses or other back-of-cab equipment. Carelessness could

DESCRIPTION BUSH, C T PAD CRANK CASE LH CHAIN TENSIONER PAD DOWEL 6MM PLAIN WASHER COLLAR, MAINSHAFT HEX.NUT, M8 GEAR, JACK SHAFT AUTO CHAIN TENSIONER ASSEMBLY KEY JACK SHAFT O RING, CHAIN TENSIONER ASSEMBLY. DESCRIPTION KEY No. DESCRIPTION BUSH LAY SHAFT SUB ASSEMBLY MAIN SHAFT SUB ASSEMBLY SELECTOR FORK LH SELECTOR FORK CENTRE MAIN SHAFT SELECTOR FORK RH MAIN SHAFT 2ND GEAR SELECTOR FORK SHAFT WASHER, THRUST MAIN SHAFT 4TH GEAR CIRCLIP 10N CAM PLATE ASSEMBLY CIRCLIP. DESCRIPTION KEY No. DESCRIPTION CYLINDER HEAD SUB ASSY ROCKER ARM, EXHAUST CYLINDER HEAD, VALVE GUIDE, VALVE SEATS GASKET, ROCKER COVER INLET CYLINDER HEAD ONLY MACHINED ROCKER COVER INLET HEAD WASHER SEAL VALVE GUIDE HEX HEAD SCREW ROCKER COVER VALVE SEAT INSERT, EXHAUST. Exhaust pipe. Remove the Suppressor Cap NOTE Loosen the rear brake rod adjuster nut B B B B A A A A TTER. Remove battery cover on LH side. Remove the battery holding straps pull the Remove the black coupler. Remove the multi layer steel MLS head Remove the Spark plug gasket. Gently tap Cylinder barrel and remove along with 2 dowel pins. Remove Inlet Valve as shown NOTE Ensure piston is at TDC. Remove gudgeon pin and piston. NOTE Similarly follow the same process to NOTE. Remove Cylinder barrel bottom Gasket. Use Special tool No. ST 255924 to hold connecting rod as shown Fig. CAUTION Care must be taken while removing cover due to spring force. DISMANTLING PROCEDURE OF AUTO DECOMPRESSOR Remove Cam gear inlet. Remove mounting allen screw on flyweight sub assembly. Remove Cam gear Exhaust Auto Remove flyweight along with return spring decompressor sub assy. Remove Gear lever from engine LH cover side. ST 251234 Extractor for 5 speed gear box pivot pin as shown in Fig. Straighten lock tab and Unlock the FD sprocket nut. NOTE

Remove Kick starter return spring locking Use special tool No. ST 25 while bolt with washer only for Bulletin Electra removing FD sprocket if necessary.

<http://adams-tool.com/images/boss-km-60-manual.pdf>



Remove the 11 allen screws holding the Remove lock pin and spring from clutch cover LH. ST 255914 Clutch Remove gear lever shaft bush and oil seal. Remove 2 hex bolts at opposite locations Remove Engine sprocket and sprag clutch gear assembly. Fix Special tool No. Remove clutch drum sprocket with big washer. Remove special distance washer sprag clutch on Crankshaft LH. Remove clutch hub, centre, friction and Remove hex nut and washer to remove steel plates. Remove the rear engine mounting nut by removing the 2 Nos. Remove double gear shaft and double gear Remove the front engine mounting nut starter drive. Remove the jack gear after removing the Loosen chain stay bolt circlip. Loosen the crankcase stud nuts and allen screws as per the following sequence. Remove Engine Front Mounting Bracket. Remove roller bearing NU 305 from Remove clutch bearing retainer plate crankcase LH. Remove lay shaft needle bearing from crankcase RH. Remove last circlip from crankcase LH. Remove nyloc nut, machined washer, pawl camplate, return spring and bolt Remove crank shaft needle roller bearing pawl from crankcase RH. Allen screws. EX. tappet INLET tappet Remove the Tappet cover. NOTE Remove Inlet tappet first and then the exhaust tappet. ST 251534 from Crank case RH Extractor shown below. Remove LS 1st gear and thrust washer Check that the 4 rollers are in place in the from the Layshaft. Remove Lay shaft 1st gear and thrust washer. Remove circlip from the selector shaft if required. Remove Double gear LS 3rd and 4th gear. ASSEMBLY Remove main shaft 1st gear. Layshaft Remove the main shaft 2nd gear. MAIN SHAFT SUB ASSEMBLY Remove the main shaft 3rd gear. 0532. Remove 4th gear and 2nd thrust washer. Remove closed end needle bearing. Main shaft REMO REMOV V V V V AL OF KICK REMO AL OF KICK AL OF KICK. Remove the Kick pawl, plunger and spring from kickstarter shaft. Lubricate all moving parts prior to reassembly.

While fixing bearings or bushes in the crankcases, it is necessary to heat the crankcase for ease of fixing. Insert 2nd circlip then bearing Assemble Needle bearing for lay shaft. NOTE Ensure the rubber sealed face is facing sprocket side,. It is recommended to use arbor press. Assemble open end needle bearing. Check Assemble exhaust and inlet hydraulic bearing seating position and for

free tappets carefully into Crank case RH rotation. Rotate spindle. NOTE Ensure striker spring both ends are seated on striker lever rocker shaft. NOTE It is recommended to tighten the upper pivot bearing first and then the bottom pivot bearing to avoid gear shifting problems. ASSEMBLY Smear oil and assemble the 1st thrust washer and then the 4th gear on the main shaft. Assemble main shaft 2nd gear as shown. Assemble 2nd thrust washer and fix circlip to lock the 4th Gear. Crank case RH as shown in Fig. NOTE Apply LOCTITE 577 thread sealant to pivot pin to avoid oil seepage if any. Check Crank shaft big end bearing axial play is within service limit. Simultaneously holding self motor jack shaft carefully. Assemble Front Engine Mounting Brackets and tighten bolts Torque 2.5 KGM. Fit the centre stand and foot rest supports. Locate the crankcase on the frame and fit the front engine mounting stud. Ensure the woodruff key is located correctly on the jack shaft and fix the circlip. NOTE Ensure step face of jack shaft gear Fit the rear engine mounting stud. Apply LOCKTITE 5699 RTV silicon liquid gasket on the joint face. NOTE Apply LOCKTITE 577 thread sealant to mounting bolts to avoid oil seepage if any. Assemble the primary chain auto chain tensioner body assy. Assemble wheel clutch on clutch hub. ST 255944 Clutch Assemble Duplex chain over Engine sprag spring compressing tool to compress the clutch sprocket and Clutch assembly. Use Special tool No. Assemble gear lever shaft bush. Use Torque wrench to tighten the nyloc nut on Clutch Torque 4.2 KGM. Assemble gear lever oil seal on cover LH.

<http://www.peplex.it/wp-content/plugins/formcraft/file-upload/server/content/files/1626c71bf10394---carrier-fan-coil-service-manual.pdf>

Assemble oil filler plug with "O" ring. Assemble clutch operating shaft assembly on cover LH. Assemble the cover LH on Crank case Assemble spring for clutch operating shaft and lock the pin. NOTE Ensure 2 Nos. Assemble Sleeve gear Spacer over sleeve Lock the tab over the FD sprocket nut. Bring piston to TDC so that the woodruff key in the timing shaft is at 12' Clock position. ASSEMBLY PROCEDURE OF CAM GEARS NOTE Ensure the short boss of the gear is facing outwards. Crank case RH cover. INSIDE OIL SEAL OUTSIDE OIL SEAL Assemble the dowels and allen screws on Cam Fix breather chamber gasket. Assemble Ignition Timing inspection bolt with copper washer if not assembled earlier Torque 1.5 KGM. CAUTION Fix cover RH and tighten with 11 allen Care must be taken while fixing cover due to spring force and screws Torque 1 KGM. gasket. Insert piston rings on its appropriate PIST PIST ON SUB ON SUB ASSEMBL ASSEMBLY Y Y Y Y ASSEMBL PIST PIST PISTON SUB ON SUB ON SUB ASSEMBL ASSEMBL grooves and check side clearance between the ring and grooves. CLEANING Remove piston rings from piston. Measure Locate the top ring Index mark "1 IP" facing outside dia of piston pin at 3 points. upwards. NOTE Top ring has rectangular cross section with black colour Nitride coating. Stagger piston rings end gap as shown in Fig. Clean the barrel with cleaning solvent and dry it with compressed air. Check the Cylinder head face for warpage on surface plate as shown in Fig. Check inlet and exhaust valve stem for Check the valve guide for wear with small wear. Lubricate each valve stem with fresh Valve seating on valve seat can also be engine oil and fix the inlet and exhaust valve into the valve guides. It consists of an Electronic Control Unit ECU which constantly takes inputs like engine speed,. It controls the output devices by giving pulses to the respective devices. It has two memories Flash Memory and E PROM.

Inbuilt Filter Capability Upto 10 Microns Assembled on the fuel tank bottom left side The fuel pump creates a positive pressure in the fuel lines and pumps gasoline through the injector. The sensor is usually a potentiometer and therefore provides a variable resistance depending upon the position of the butterfly valve and hence throttle position can be sensed by the ECU. Level 1 Visual This is indicated by the lamp in the MIL glowing continuously. Check for any sensor loose connections and plug in properly. If still MIL GLOWS, then check for the the problem by Test Pin or by DOL TOOL. Level 2 Test pin An open single pole connector is provided close to the UCE. This will accurately determine the defective sensor and show the details on the diagnostic screen with the following

respective codes as shown below. P Code MAL FUNCTION INDICATION MIL will glow continuous. DO start the engine only when it is in centre stand or when rider sitting on the vehicle with both the stands retracted. Depress brake lever slowly and fully and release. This will force the brake fluid out of the bleeder screw. Repeat this process Remove the protective boot from the till the brake fluid drains out completely bleeder nipple on the calliper assembly. Do not tighten the screws completely since it may be required to top up fluid during the Reassemble the calliper and refit the banjo bleeding process. Check for any leaks at the banjo or the bleeding screw area and ensure all mounting bolts are tightened to the correct. When a slight pressure "build up" is felt on the lever, depress and hold. Remove the master cylinder clamp bolts and remove the master cylinder from the handle bar. Disconnect the Front brake switch wire and Remove the boot and the Circlip from the remove the switch from the master master cylinder body. Ensure the circlip is seated correctly inside the groove. Fix the master cylinder assembly on the handle bar with the 'UP' mark facing upwards. Assemble the rubber Boot.

Tighten the master cylinder assy. Replace the banjo bolt sealing washers whenever the bolt is removed. Tighten the banjo bolt firmly Torque 3.5 KGM. Remove the Grub screws. Remove the brake pads from the caliper assembly. Hold the caliper body with the pistons facing downwards. Blow compressed air with a nozzle at a low pressure, into the oil passage hole on the caliper, so that the pistons can be removed. Enough care should be taken to avoid damages of the piston O.D. Assemble Bleed screw with the dust cap on the caliper body. Fix the Grub screws on the pins and tighten to a torque of 0.2 to 0.3 KGM. Keep the disc clean and dry at all times for the brakes to work at peak efficiency. If the Disc is scored heavily, replace the disc. Disconnect the brake operating rod from the cam lever. Disconnect chain if INSPECTION not removed earlier. Visually check all parts for breaks, cracks, dents, scoring, glazing or any other damage. Remove the oil control collar from the Place motorcycle on centre stand. Visually inspect all parts for damages, cracks, bends, wear marks or any other damage. CLEANING Clean all the parts carefully for inspection. Remove the stem lock nut and washer Rub the bearing race balls in a clean cloth. carefully. SHOCK ABSORBER Assemble the handle bar and other parts. Remove the shock absorbers 2. Remove the small screw with "O" Ring. 2 2 2 2 1 1 1 1 1 Remove the chain guard. Remove the swing arm cap swing pivot. Inject the special purpose needle into the hole provided in the screw Puncturing the rubber and start pumping the air into. Apply grease inside the bush and then insert spacer as shown in Fig. Drive out the centre stand spindle. Positive Plate Porous mass of lead 02. Direct current DC dioxide Pbo Positive active material 03. C Always connect the positive and negative before filling it in the battery, just below the terminals of battery into the positive and maximum level indicated.

SUPPRESSOR CAP M14 SUPPRESSOR CAP M14 SUPPRESSOR CAP M14 SUPPRESSOR CAP M14 SUPPRESSOR CAP M14 Continuity Mode Beep Sound SPECIFICATION Resistance Mode 4.5 to 6 K ohms RELA. CLUTCH SWITCH Always maintain correct Engine oil level. Your order will then be picked and packed for you to collect from our showroom during our opening hours at the address at the bottom of this website. A must if you are attempting any mechanical work. Registered Office Rosemary Court, Oldwich Lane West, Chadwick End, Solihull, B93 0EY. VAT Registration Number487221925VAT Registration Number487221925. LATEST MOST HELPFUL VERIFIED PURCHASE Best Bike Ever This is the best bike and it is my choice. I have ridden this bike got an amazing experience. Looking gorgeous stylish. Really fantastic. Braking is extraordinary. The handlebar is very nice. Royal Enfield bike is my favorite bike. It is good in mileage and very comfortable for a long drive out of the city. Its not for someone who needs instant throttle. Bhp and torque are average. It is very comfortable, the sitting posture is good. It will give you Royal feel while. Read More Answer View Answer 1 Adarsh asked on 29 Jul 2020 Q. Can we change the handle bar of bullet 350 es to bullet classical handle bar. A. Yes, you may change the handlebars but we would suggest you to exchange your words with the authorized service center for better clarity. Read More Answer View Answer 1 Pkumarpt asked on 11 Jun 2020 Q. What is the price of Bullet 350

ES BS6 in Bangalore A. Royal Enfield Bullet 350 is priced between Rs.1.28 1.39 Lakh exshowroom Bangalore. In order to know the approx on road price click on the link. Read More Answer View Answer 1 Maneesh asked on 30 May 2020 Q. What is the difference between Bullet 350 and 350 ES A. The only difference between Bullet 350 and 350 ES is that Bullet 350 ES comes with both kick and self start whereas Bullet 350 only comes with the kick start. Read More Answer View Answer 1 Manju asked on 21 May 2020 Q.

What is the exact on price of Royal Enfield Bullet 350 STD and Bullet 350 ES in Belgaum, Karnataka A. Royal Enfield Bullet 350 is priced between Rs.1.28 1.39 Lakh exshowroom Belbaum. Which is your city. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Tgb Tapo Manual. To get started finding Tgb Tapo Manual, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented. I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. We also share information about your use of our site with analytics partners who may combine it with other information that you've provided to them or that they've collected from your use of their services. If you want to learn more about cookies and optout, click the button Privacy and Cookie Policy. If you choose not to agree to the use of cookies all features of the site may not operate as intended. Explore colours, specification, Reviews and more about Continental GT. Explore features, specifications, colours, reviews, images and more about Himalayan bike. Explore features, specifications, colours, reviews, images and more about Classic 350 bike. Explore features, specifications, images, colours and more about Bullet 350. Explore features, specifications, images, colours and more about Bullet 500. Explore features, Colours, specifications, gallery, reviews and more about Thunderbird X 350. Explore features, Colours, specifications, gallery, reviews and more about Thunderbird X 500. All Rights Reserved. All Rights Reserved. All Rights Reserved.2
IMPORTANT SAFEGUARDS AND CAUTIONARY INFORMATION FOR YOUR SAFETY.To use a scraper, turn the Bullet Express Trio off and unlock the safety clamps. Do not unfasten clamps while the juicer is in operation.

If food does become lodged in the feed tube, use Feed Tube Pusher only to push the lodged particles down. Never push food down into the feed tubes by hand. If the motor stops working, unplug the Motor Base and let it cool for up to 1 hour before attempting to use it again. Your Bullet Express Trio has an internal thermal breaker that shuts off the unit when it overheats. Letting the thermal breaker cool down will allow the Motor Base to reset. The assemblies are the Meal Maker, Meal Mixer and Juicer. The Motor Base see below is the common mechanism that powers the other components. The Safety Clamps on the Motor Base hold the other components safely in place during operation. Note The unit will not operate unless the Safety Clamps are properly engaged and securely locked on to a work bowl cover. Use caution while handling sharp blades. NOTE Always put ingredients in first before using Mixer Attachments. Base and place the Motor Base Safety Clamps over the side clamps of the Bowl Cover.Be sure the Juicer Spout is firmly inserted into the bowl. Do not use an abrasive scrubber. Clean the Juicer Filter and Removable Spout with the Cleaning Brush supplied. To Pulse, simply press the Pulse button and immediately release. Let the motor completely stop and Pulse again until desired results have been achieved. Grinding Coffee Beans Flat Blade Mixing Bowl 15 Seconds Chop maximum of 300g to ensure evenly sized pieces. Grinding Dry Soybeans Flat Blade Mixing Bowl 15 Seconds Chop maximum of 300g to ensure evenly sized pieces. Crushing Ice Flat Blade Mixing Bowl 15 Seconds Crush up to 500g of ice cubes using the pulse button. Water in the motor can cause malfunctions or electrical shock.We are a nonprofit group that run this service to share documents. We need your help to maintenance and improve this website. Models FLA COE, FLB COE, FLC 112 Conventional, FLD Conventional, FLL COE.

pdf Since 1937, the company began to redesign the standard cargo chassis, installing on them

lightweight aluminum cabs over the engine. In 1939, the company was Where, by August 1940, the first 10 Then they switched to the manufacture of military aircraft parts, and after the war August 19, 1942 in Portland was founded a new company Freightliner Corporation Freightliner Corporation, but only on January 2, 1947, she began assembling the models of Structurally, all cars were almost identical. Outwardly they differed by the radiator grille and the length of the cockpit front panel extended. Since 1949 on the This made it possible to build a A year later, And a reclining cab with a flat windshield. This allowed in 1961 66 years. At the same time, the most powerful and powerful Freightliner cars appeared, including By that time, the energy crisis had broken out, new rigid technical requirements As a result, in 1978, 13577 vehicles were sold, and the company staff reached 6 The organization of assembly in the USA of MercedesBenz trucks of the middle class made it possible to increase A year later, it was first installed antilock In the late 90s. It was offered In March 1991, a. Since 1995, the And cabins in length 16002795 mm. And roomy sleeping compartments. They are equipped with diesel engines up to 600 hp, 13 speed gearbox with electronic control, aluminum cabs and glassplumage. Since. And cabs of different sizes. Freightliner is a phenomenon in the American truck industry. For more than half a century, it A any help would be great. All content on the site pdfmanual4trucks.com is taken from free sources and is also freely distributed. If you are the author of this material, then please contact us in order to provide users with a pleasant and convenient alternative, after reading, buying a The site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders.

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