

## SERVICE BULLETIN

INFORMATION ON WHICH POINTS TO CHECK  
ON P.D.I. & GENERAL MAINTENANCE ON  
THE JAWA MOPED

AS/23/78

26th April '78

Gentlemen,

On de-crating these machines it is important that the handlebar stem should be raised at least  $1\frac{1}{2}$  inches. The gearbox filler plug should also be removed and the breather hole cleaned of the wax which is used to block this for the purpose of shipping. When filling the tank, a mixture of 25-1 should be used for the first 500 miles, after which the oil content can be reduced to 33-1 of a good quality 30 to 40 SAE.

### TWO STROKE OIL

After initial check of oil level in the gearbox and BEFORE STARTING THE ENGINE, lay the machine over on to its rear-side for a few seconds to allow the gearbox oil to penetrate to the rear of the clutch. This will prevent the clutch seal inner lip 'welding' itself to the shaft during the first few revolutions when in a dry condition. Further, to help prevent failure of this component during the initial start it is desirable to raise the engine speed immediately to ensure that the drive clutch engages and rotates the rear wheel; this will ensure that the gearbox oil will reach the oil seal which, under this condition, is rotating in unison with the shaft at this critical time so preventing friction. It is also advisable not to leave the machine ticking over for long periods during the 'running in' stage. Observance of the above will help to substantially reduce any clutch failures you may have experienced in the past.

Initial setting of the pilot mixture screw (lower of the two screws on the nearside of the carb.) should be only  $\frac{1}{2}$  of a turn open from the fully closed position of the first 300 miles, then from  $\frac{1}{2}$  to  $1\frac{1}{2}$  after this point. There is no further advantage in opening the screw beyond  $1\frac{1}{2}$  turns.

Should a new machine be noticeably deficient in power and speed (say approx. only 15 m.p.h.) after checking that the ignition values are satisfactory and that the carburettor jets (63 main and 25 pilot) together with the previously mentioned mixture settings are correct, then the fault may be found in the air filter gauge not being correctly situated.



It is important that the outer flat surface of this material should be held in contact with the squared lip of the frame aperture and it may be necessary to re-shape the gauge to ensure that this is so when the air intake casting is secured in position. Shortly, to be introduced is a new purpose built plastic gauge block to ensure correct location of this component at all times and this can be used as a straight replacement for the older material.

#### SOME GENERAL INFORMATION AND HINTS ON MAINTENANCE

Suitable plugs for the moped are Champion L90, NGK B4H, Bosch W9S T1 and Pal 195.

Tyre pressures: Front 18 psi and Rear 24 psi.

Remember! Low oil level in gearbox can cause seizure of clutch drum. If no oil is present in the starting clutch, slipping of this component (very high pedalling speed before engine turns) may be due to too large an area of contact of the friction material on the clutch shoes. This should be no more than  $\frac{1}{4}$  of the length of the lining at the opening end. Should the contact area be substantially more than this, then the surplus should be carefully relieved to preserve the 'leading shoe' (Servo) effect of this clutch.

Original clutch oil seal 24 x 15 x 7 and fitting ring has now been replaced with a seal 27 x 15 x 7 only, this is interchangeable with pre-mod machines. It is recommended that dealers should hold this seal together with the accompanying felt washer in stock.

We hope that the information contained in this bulletin will enable you to look forward with increased confidence to future sales of the Jawa Moped.

We hope the above information will be of help.

Yours faithfully,

A. SVAB  
Technical Services Manager



## SERVICE BULLETIN

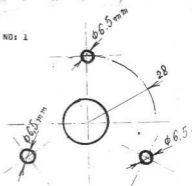
RS 12478

Gentlemen

### 1) DISMANTLING OF BABETTA ENGINE

Please note that for splitting a Babetta Engine or pulling off the clutch assembly, an extractor number LP4, which is part of a special tool used for CZ and Jawa bikes is suitable if you drill 3 holes according to this diagram (no:1).

DRAWING NO: 1

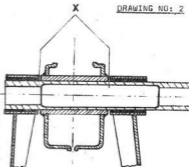


### 2) REMOVING & REFITTING THE REAR SWINGING FORK

Press out the spindle of the rear swinging fork only if the frame or the swinging fork is damaged, because the spindle is pressed firmly into the frame and the swinging fork bushes, and is therefore very difficult to remove. The most simple method for pressing out the spindle:-

Use a saw to cut the rear swinging fork spindle in two points of the marked out place 'X', see illustration no: 2. Then chamfer the burrs and edges left after the cutting and press out the remaining parts of the spindle using a handpress. As the refitting of the rubber bushes is a very difficult job, it is possible to order through a Distributor a set of special nylon bushes which should be fitted instead of the rubber bushes. After the nylon bushes are pressed into the fork, it will be necessary to rim out the bushes to the correct size. After this modification is done then it is very easy to dismantle and assemble the rear fork. see opposite drawing no:2

DRAWING NO: 2

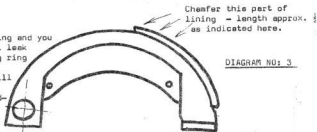


### 3) JAWA MOPED LIGHTS

If the engine is running in the idling revve and after you switch on the lights the engine stops, first of all check the gap on the ignition plug which should not be more than 0.5 mm. If this does not help, then move the three lighting-coils away from the rotor approximately to 0.3 mm, and move the ignition pole to the rotor as close as possible.

#### 4) CLUTCH SHOES

If the clutch is slipping and you cannot determine an oil leak through the oil sealing ring on the clutch, number 15 x 24 x 7, then it will be necessary to modify the clutch shoes according to drawing no: 3 opposite.



We hope the above information will be of help.

Yours faithfully,

A. SVAB

*[Handwritten signature]*  
Technical Services Manager