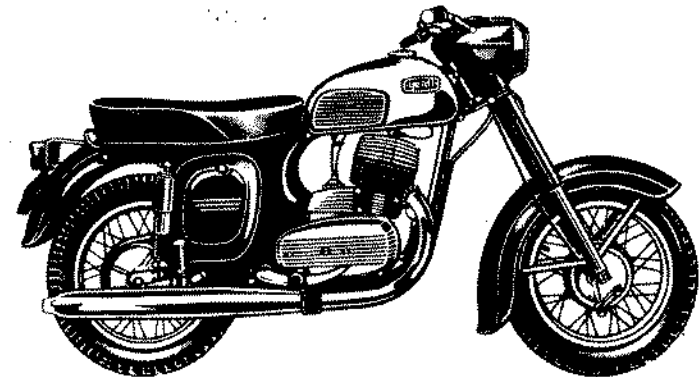




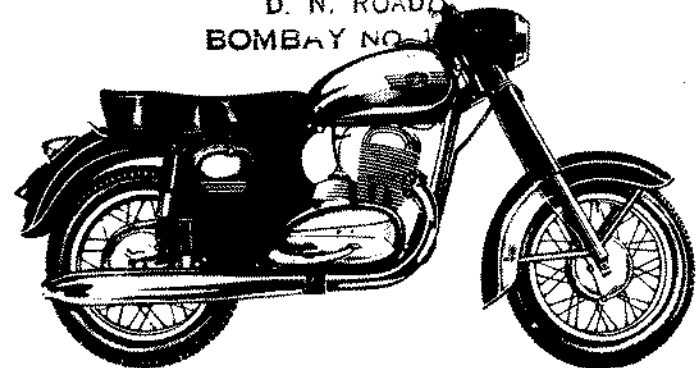
Specification and Operator's Manual

WITH SPECIAL REFERENCE TO SERVICING AND
ROUTINE MAINTENANCE OF MOTORCYCLES



YEZDI 250 cc MODEL 'B'
YAZDANI & CO. PRIVATE LTD.,

SITARAM BUILDING,
D. N. ROAD,
BOMBAY NO. 1



JAWA 250 cc MODEL 353/04

Manufacturers

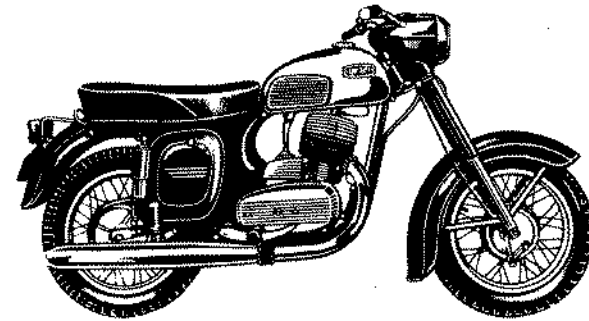


IDEAL JAWA (INDIA) PRIVATE LTD.,
MYSORE 570 002, SOUTH INDIA.

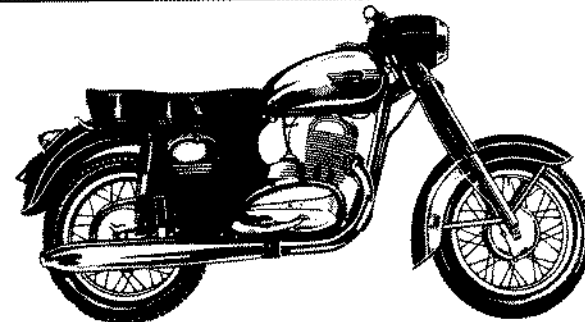


Specification and Operator's Manual

WITH SPECIAL REFERENCE TO SERVICING AND
ROUTINE MAINTENANCE OF MOTORCYCLES



YEZDI 250 cc MODEL 'B'

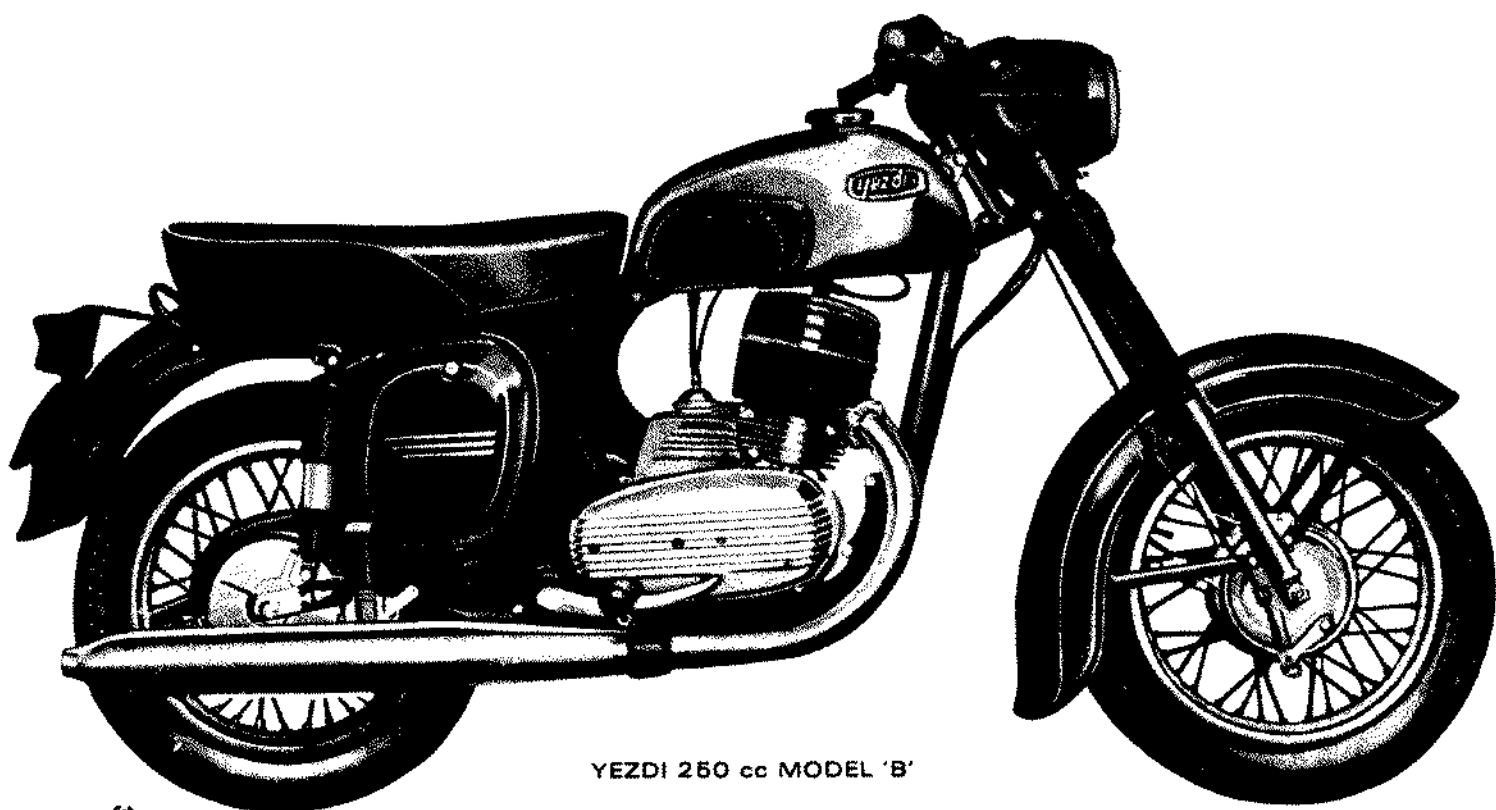


JAWA 250 cc MODEL 353/04



Manufacturers:

IDEAL JAWA (INDIA) PRIVATE LTD.,
MYSORE 570 002, SOUTH INDIA.



YEZDI 260 cc MODEL 'B'

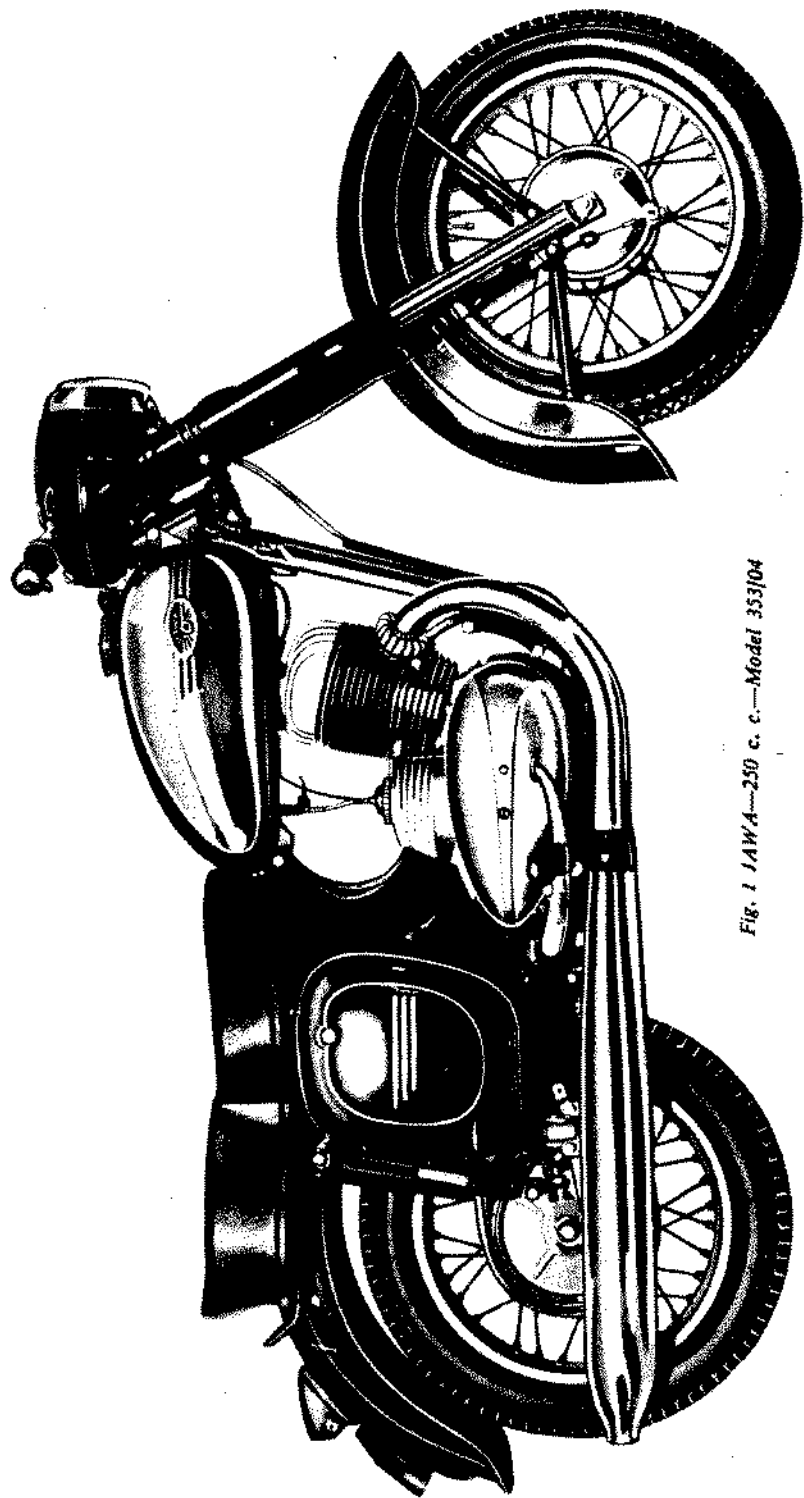


Fig. 1 JAWA—250 c. c.—Model 333/04

INDEX

I SPECIFICATION AND OPERATOR'S MANUAL

	Page
1. Technical data	7
2. Description of motorcycle	10
3. Electrical equipment description	13
4. Running a new motorcycle	18
5. Servicing instructions	20
6. What should be avoided	23

II MAINTENANCE

1. Cleaning the motorcycle	24
2. Lubricating the motorcycle	25
3. Adjusting the brakes	30
4. Tyres	30
5. Adjusting the chain	33
6. Adjusting the clutch	34
7. Carburetter	35
8. Electrical equipment maintenance	38
9. Decarbonisation	41

III DISMANTLING AND ASSEMBLING WITHOUT THE AID OF SPECIAL TOOLS

1. Removing the front wheel	43
2. Removing the rear wheel	44
3. Removing the chaincase and the chain	45
4. Removing the rear chainwheel	45
5. Replacing the wheel ball bearings	45
6. Removing the cylinder head and barrel	49
7. Replacing the piston rings	50
8. Removing the carburetter	50
9. Dismantling the clutch	51
10. Dismantling the headlamp	51
11. Dismantling the steering head and fork legs	53
12. Handlebars—twist grip	55
13. Removing the dual seat	55
14. Removing the fuel tank	55
15. Removing the cowls	55
16. Dismantling the rear suspension	56
17. Pivoted Fork	57
18. Removing the battery	58
19. Dismantling the switch box	58
20. Removing the engine from frame	59
21. Removing the R.H. and L.H. engine covers	59

IV DEFECTS, CAUSES AND REMEDIES

Two-stroke engine operation	63
-----------------------------	----

LIST OF ILLUSTRATIONS

- | | |
|--|--|
| 1. IAWA 250 c.c. — model 353/04
1a. Yezdi Model 'B' | 24. Removing the front wheel |
| 2. Engine 250 c.c. — sectional view | 25. Taking out the rear wheel spindle |
| 3. Plan of the Motorcycle | 26. Dismantling the chaincase |
| 4. Induction silencer—sectional view | 27. Rear wheel brake drum—exploded view |
| 5. Electric wiring diagram | 28. Front wheel — sectional view |
| 6. Stop switch | 29. Rear wheel — sectional view |
| 7. Oil filling and inspection hole | 30. Disconnecting the exhaust pipes |
| 8. Fuel tap positions | 31. Removing the cylinder head |
| 9. Butterfly air valve | 32. Removing the cylinder barrel |
| 10. Lubrication chart — L. H. side | 33. Fitting the piston rings |
| 11. Lubrication chart — R. H. side | 34. Front fork — sectional view |
| 12. Draining the gearbox oil | 35. Lubricating the steering head bearing balls |
| 13. Removing the chain connecting link | Lubricating the steering head bearing balls |
| 14. Adjusting the brake | 37. Adjusting the twist grip |
| 15. Rim and tyre — sectional view — fitting the tyre cover | 38. Removing the dual seat |
| 16. Correct tyre fitting | 39. Disconnecting the rear suspension damper top bracket |
| 17. Adjusting the chain | 40. Pivoted rear fork bushing — sectional view |
| 18. Chaincase lid | 41. Removing the battery |
| 19. Clutch operation diagram | 42. Two-stroke engine operation diagram |
| 20. Adjusting the clutch | |
| 21. Carburettor, flange type | |
| 22. Removing the fuse | |
| 23. Exhaust silencer — sectional view | |

TECHNICAL DATA

I. TECHNICAL DATA

250 c.c.
Model 353/04

Engine	Two-stroke, air-cooled
Number of cylinders	One
Bore	65 mm
Stroke	75 mm
Cylinder capacity	248.5 c.c.
Compression ratio	7.2 to 1 (YEZDI - 1.6 to 1)
Engine output	12 BHP (YEZDI - 13 BHP)
Fuel consumption at steady 60 km. p. h. (37 m. p. h.)	3 litres/100 km. (93 m. p. gallon)
Fuel tank capacity	13.5 litres (Jawa); 14.5 litres (Yezdi)
Maximum speed	105 km. p. h. (65 m. p. h.)
Maximum climbing ability (fully laden)	45%
Dimensions of motorcycle	—length 1980 mm —height 1025 mm —width 670 mm
Weight of motorcycle — dry	128 kg (Jawa); 131 kg (Yezdi)
—inc. fuel	140 kg (Jawa); 144 kg (Yezdi)
Carrying capacity (payload)	160 kg
Front wheel spindle maximum load	85 kg
Rear wheel spindle maximum load	214 kg
Primary drive of 3/8 x 3/8 in. chain.	60 links
Final drive by 1/2 x 5/16 in. chain.	120 links
Primary and final drive ratios:	
Primary	45/22 T
Final	46/19 T
Bottom gear	24/12 x 19/12
Second gear	20/16 x 19/12
Third gear	17/19 x 19/12
Top gear	1/1 direct
Overall gear ratios:	
Bottom gear	15.675 to 1
Third gear	9.800 to 1
Second gear	7.013 to 1
Top gear	4.952 to 1
Overall kickstarter ratio	3.41 to 1
Speedometer drive ratio	5/11 T
Internal expanding brakes	dia 165/35 mm
Braking distances from 40 km. p. h. (25 m. p. h.)	front wheel brake 30.8 m. (101.05 ft.) rear wheel brake 30.8 m. (101.05 ft.) both brakes applied 12.5 m. (41.01 ft.)
Front fork maximum stroke	130 mm (5 1/3 in.)
Pivoted rear fork maximum stroke	100 mm (3 15/16 in.)
Carburettor	2926 SBD
wheels —	Interchangeable
size of rims	1.85 B x 16 in.
size of front tyres	3.00 or 3.25 x 16 in.
size of rear tyres	3.25 x 16 in.

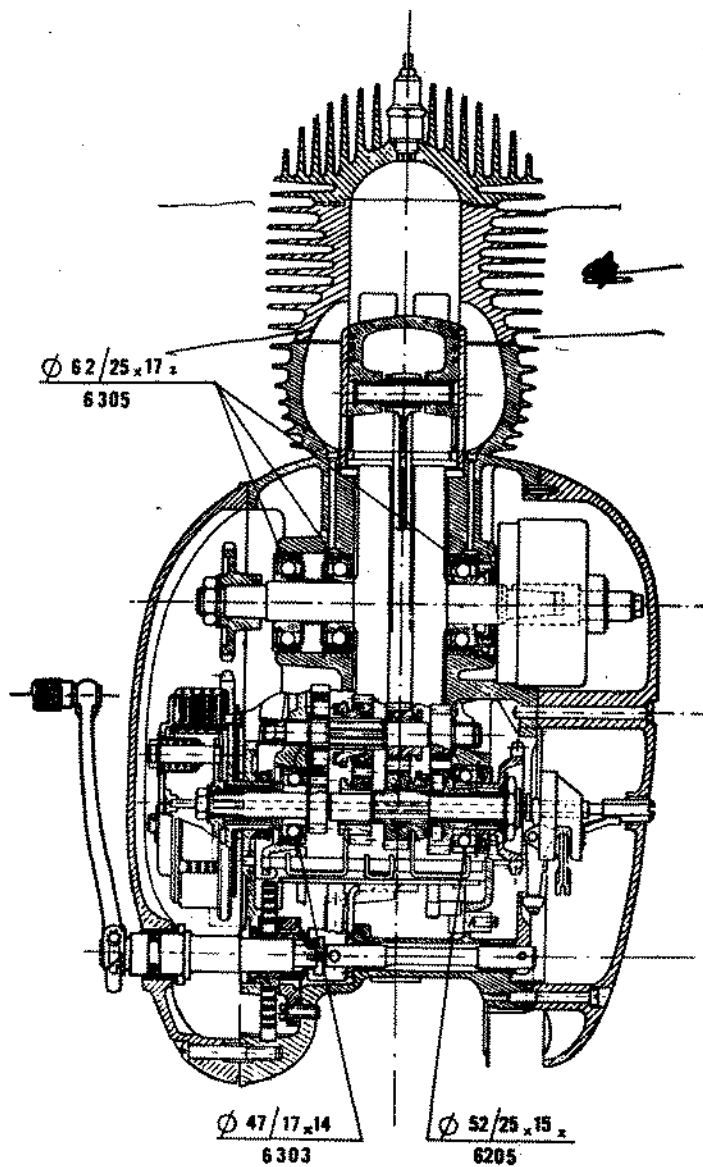


Fig. 2. Engine 250 c. c. — sectional view

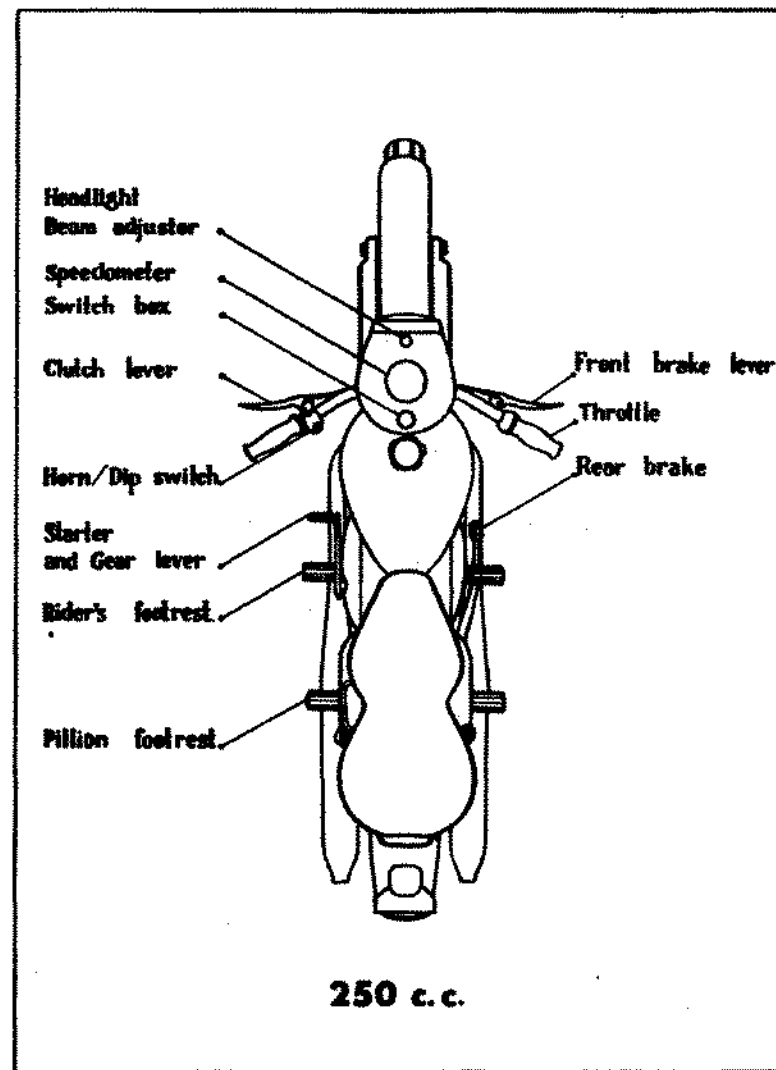


Fig. 3. Plan of the Motorcycle

2. DESCRIPTION OF MOTORCYCLE

The 250 c. c. is a solo motorcycle suitable for carrying one or two persons.

The power unit is a two-stroke, air-cooled petrol engine with inverted scavenging. The engine has a quiet run, well balanced within its extent of revolutions, without vibration and is capable of lively acceleration.

The clutch is a five-plate friction clutch, fitted with cork lined steel plates running in an oil bath. Clutch control by hand lever fitted on L. H. side of the handlebars.

The gearbox is of the four-speed type, forming with the crankcase a monoblock engine unit.

The gear shifting is foot operated by means of a lever located on the L. H. side of the engine. When changing gear the de-clutching is automatic.

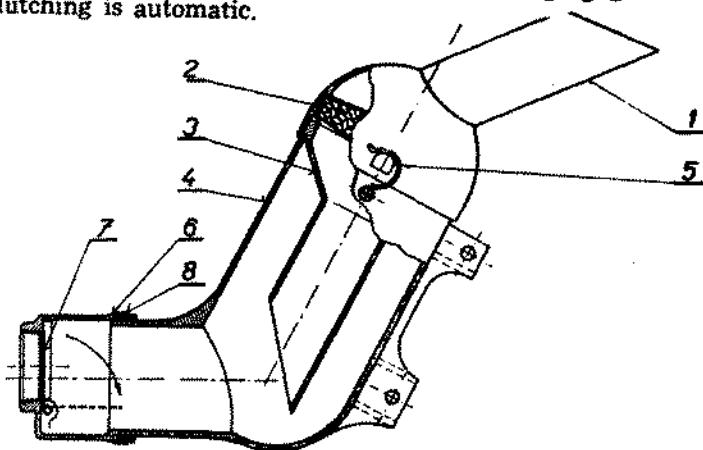


Fig. 4. Induction silencer—sectional view

- | | |
|-----------------------------|------------------------|
| 1. Induction silencer cover | 5. Clamp |
| 2. Air cleaner | 6. Rubber sleeve |
| 3. Insert | 7. Butterfly air-valve |
| 4. Silencer body | 8. Fastening strap |

The starting of the engine is foot operated by means of the same lever as gear shifting and is effected by depressing the shaft and rotating the lever into the starting vertical position. As soon

as the engine starts running the lever returns automatically into the horizontal position.

The power transmission is by means of chains. The primary chain is enclosed by the L.H. crankcase cover and runs in oil bath. The final or secondary drive chain which connects the gear box sprocket to the rear chain wheel is also fully enclosed by means of a chain case and this arrangement makes the chain last much longer. The rear chain wheel is coupled with the wheel (brake-drum) by 6 large rubber blocks fitted on the lugs of the chain wheel and engaging into the chambers (ribs) cast in the brake-drum face. These rubber blocks also act as efficient dampers, absorbing practically all the shocks of the power and transmission units and has a very favourable influence on the life of the chain as well as the vital engine parts (giving the vehicle a smooth CUSHION drive).

The spoke wheels are interchangeable and easily detachable - the spindles being of the push-out type. The number of spokes is 36 in each wheel - the spoke dia being 3.5 mm - thread M4.

The brakes are of full width hub and very efficient. The fins along the brake-drum circumference greatly facilitates in the transfer of heat resulting from braking and contributes to unchanged braking efficiency during continuous braking and on long runs. The front brake is controlled by hand lever fitted on the right hand side of the handle bars, and the rear brake by foot lever located on the right hand side of the engine. Brakes are easily adjustable without the aid of any tools.

The frame is built up of square section welded tubes with a pivoted rear fork.

The fuel tank is a sheet steel pressing. It is fitted, with a filler cap dia. 60 mm (2.36 in.), and a fuel tap with filter. It has an emergency fuel reserve of approx. 1 litre (1½ pts.).

The dual seat with foam-rubber padding is very comfortable. Together with the rear suspension it offers a superior ride to both driver and the passenger. The dual seat is detachable and covers an auxiliary box for tyre inflator and spare parts.