Ranger

Junior

Riders Handbook
&
Parts Manual

NVT RANGER
Junior
Technical Data

Engine	Single Cylinder, two -stroke
Transmission	Single speed, automatic clutch
Bore & Stroke	40 × 39mm
Compression Ratio	7.5:1
Suspension, Front	Telescopic fork
Suspension, Rear	Single shock, cantilever swing arm
Tyres, Front & Rear	2.75 × 14", Knobby tread
Overall length	155cm (61 in)
Width	72cm (28 in)
Overall height	93cm (36 in)
Seat height	62cm (24 in)
Fuel/Oil Mix	First five hours, 16-1 Thereafter 20-1 Use two-star fuel
Chain	½" × 3/16" pitch
Total weight	41 kg (89 lb)
Fuel Capacity	3 Pints (1.65 litre)
Top Speed	22 mph (40 tooth sprocket fitted)

RECOMMENDED LUBRICANTS

Engine Oil	Top-quality "Two-stroke" pre-mix oil such as Castrol TT Two-Stroke Oil
Transmission Oil	SAE 20W-50 oil such as Castrol GTX
Wheel bearings, fork bearings, etc.	High melting point water-proofing grease such as Castrol LM Grease
Control cables	Light machine oil such as Castrol "Everyman" Oil
Drive Chain	Aerosol lubricant such as Castrol Chain Lube

The NVT RANGER Junior has been especially designed as a safe off-road fun motorcycle for young riders aged between six and twelve years. It is scaled so that it is easily ridden by the young rider, but it's efficient engine and long-travel suspension make it a small motorcyle that is not easily outgrown by the youngster.

To ensure reliable service and safe operation, please read and follow these simple instructions. Remember too, that young people need constant supervision to safely use any mechanical device.

THE FIRST RIDE

Before the engine is started for the first time, the rider should sit normally upon the motorcycle. Make sure that the handlebars are positioned so that all controls are in easy reach. It may be necessary to loosen the bars and brake levers to position them properly for best operation. If the rider is not familiar with motorcycle operation, it is imperative that he is shown how a twistgrip throttle works and is allowed to practice using this control. The rider should also practice using the brakes, perhaps as the bike is gently rolled backwards and forwards or down a gentle slope, to "get the feel" of them.

STARTING THE ENGINE

To start the engine from cold, switch on the fuel tap. Close the choke lever by pushing it forward and down. Open the throttle the merest fraction of a turn and depress the kick-starter firmly. Note that sheer force is unnecessary; what is needed is a firm smooth kick that moves the starter lever throughout it's arc of travel.

When the engine is warmed up, the starting procedure is similar to that outlined above except the choke should not be closed. Excessive choke will "flood" the engine and/or "oil up" the sparking plug.

When the engine starts, allow it to idle for a few moments. The motorcycle will then be ready to ride. Note that the choke will be automatically released when the throttle is fully opened.

RIDING THE NVT RANGER Junior BIKE

When the engine has been started, engine speed is increased by opening the twist-grip throttle – that is, turning the control anti-clockwise as viewed from the handlebar end. As explained in the paragraph "STARTING THE ENGINE", the choke will be automatically released when the throttle is opened. As engine speed begins to increase, the automatic clutch will engage and begin to move the motorcycle forward. When the clutch has fully engaged, forward speed can be regulated by opening or closing the throttle.

This motorcycle is equipped with a fuel control valve. To supply fuel to the carburettor, turn the valve control so that the operating arm is parallel to the fuel pipe. To shut off the flow of fuel, turn the operating arm so that it is at right angles to the fuel pipe. Always shut off the fuel supply when the engine is not running.

USING THE BRAKES

The front brake control is located on the right handlebar near the twistgrip. The rear brake control is located on the left handlebar. While either of these controls can be used independently, best braking is obtained by fully closing the throttle and gently but progressively applying both brakes together.

STOPPING THE ENGINE AND STORING THE MOTORCYCLE

The engine can be stopped at any time by depressing the engine cut-out button on the left handlebar. Note that this facility is a valuable safety feature. If the motorcycle is to be parked or stored for any time, be sure to switch the fuel tap to the "OFF" position.

REFUELING THE MOTORCYCLE

When refueling is necessary, stop the motorcycle and turn the fuel tap to the "OFF" position. Be sure that the motorcycle is steady on the stand and remove the filler cap. Pour in the required amount of fuel/oil mix, replace the filler cap and the motorcycle is again ready for use.

Use only good quality two-star petrol with "two-stroke" oil mixed at a ratio of 20 parts of petrol to one part oil (except during running-in – first five hours of operation – when the mixture should be 16 parts petrol to 1 part oil).

RUNNING-IN

As with all mechanical devices, the NVT RANGER Junior requires a running-in period during which all moving parts "bed-in" to one another.

For the first five hours of operation, allow the engine to be run for 20-30 minutes, then allow a ten minute cool-off period. If overheating is apparent during this time, immediately stop the engine and allow it to cool. Throttle operation should be gentle and progressive, allowing full throttle to be used only near the end of the first five hours.

The ratio of oil in the fuel should also be increased to 16 parts of fuel to one part of oil during the first five hours operation. (Note: never exceed this amount of oil. Too much oil can quickly carbonize the engine and affect operation, resulting in overheating).

MAINTENANCE

To keep this motorcycle in the most reliable and safe condition, an owner must carry out certain simple maintenance tasks. These tasks can be divided into routine maintenance and occasional maintenance. For best results, follow the lists below.

Routine Maintenance

(NOTE: All these tasks will need to be done more frequently to cope with the demands of extreme hard use, high temperatures, mud and water, etc.).

Frequently (at least before every day's riding) check the following items:

1) Engine oil level
2) Rear chain lubrication and adjustment
3) Tyre pressures
4) Throttle adjustment and lubrication
5) Brake adjustment and lubrication

Checking and adjustment of these items is detailed below:

1) *Engine oil level.* Engine oil level is checked through the large filler plug on the right side of the engine. If the oil level is correct, the level will just come up to the bottom of the filler hole. After checking the level, be sure to tighten the filler plug.

2) *Rear chain lubrication and adjustment.* The rear chain requires lubrication for it's operation but dirt and water thrown by the rear tyre often wash the lubricant off the chain or contaminate it. Rapid wear and rusting then follow quickly. Some slight wear is normal and this lengthens the chain. The rear wheel can be moved to adjust the chain's free play which should be about ¾" in the middle of the chain run.

The best protection for a chain is frequent lubrication. Merely applying a good-quality oil to the chain will displace dirt and contaminated oil and will seep into the working surfaces of the chain to provide lubrication. There are proprietary aerosol chain lubricants available which are easy to use and have special additives to extend lubrication and prevent rust; for this reason, they are especially recommended.

3) *Tyre Pressures.* Use a tyre pressure gauge to check tyre pressures. Tyres should be inflated to 18 pounds/sq. in. (1.3 Kg/cm²) for a rider weighing about 125 pounds. For a lighter rider or for operation on very soft terrain, pressures can be reduced to 15 pounds/in.² (1 kg/cm.²). Check tyres for wear or damage and check for loose spokes or damaged wheel rims.

4) *Throttle adjustment and lubrication.* Check adjustment of the throttle cable by turning the twistgrip toward it's closed position as far as it will go. Then turn it slowly back toward it's open position. There should be a very slight amount of movement at the twistgrip before the throttle slide in the carburettor begins to open. If this adjustment is incorrect, loosen the locknut on the adjuster on top of the carburettor. Turn the adjuster until the correct free play is obtained in the throttle cable, then, while holding the adjuster in position, tighten the locknut. NOTE: For safety's sake, it is important that a small amount of free play is maintained in the throttle cable; otherwise, the throttle may jam open causing loss of control.

The throttle twistgrip assembly and cable should be lubricated often with a light oil. Be sure that the entire length of the cable receives lubrication. NEVER use heavy oil or grease on any part of the throttle assembly.

5) *Brake adjustment and lubrication.* Adjustment of the brakes allows wear and slack to be taken out of the cable and also allows the distance between the handlebar and lever ("hand reach") to be varied.

When brakes are adjusted too tightly, the brake will drag at all times; if too loosely, full braking cannot be obtained. To adjust the brakes, loosen the locknut and turn the adjuster until the brake lever cannot be pulled all the way to the handlebar. Then lift the wheel off the ground and turn it to make sure that the brake is not dragging when released. While the wheel is lifted, apply the brake several times to ensure that the brake releases properly. If adjustment is correct, tighten locknut.

Keep cables lubricated by applying enough oil to them so that they are lubricated throughout their full length. Be sure oil does not run out the ends of the cables near the wheels and thus contaminate the brake linings.

Occasional Maintenance

Items in this category are those that should need only infrequent checks. These items are also more complicated and require more skill; therefore, if the owner is in any doubt about any of these items, he should consult his NVT Dealer for assistance.

After every 100 hours of use, or every three months check these items:

1) Spark plug
2) Change engine oil
3) Contact breaker points
4) Carburettor and fuel filters
5) Chassis lubrication
6) Steering head bearings

These items are detailed below. Remember this is meant to be a general guide to these procedures for a knowledgeable mechanic. If any doubt exists, refer to your dealer's service personnel.

1) *Spark plug.* The spark plug should be clean and dry. The tip of the ceramic insulator near the centre electrode should be a tan or light chocolate colour. If the spark plug is black and sooty or has a white, powdery deposit, some fault exists in the engine or carburetion system. Immediately consult your dealer to find the cause. Also inspect the tips of the electrodes and check the gap between the electrodes with a feeler gauge. The edges of the electrodes should be sharp and the gap should be 0.5mm (.020 in). Spark plugs with eroded electrodes can sometimes be reclaimed by filing the edges sharp and resetting the gap, but this can only be a temporary measure. Since engine performance depends entirely upon a good spark plug, it is always wise to have a spare.

2) *Changing engine oil.* Run engine for a short time to warm the oil. Remove the black oil filler plug near the front of the right side engine cover. Also remove the oil drain plug under the right side of the engine, avoiding contact with the warm oil. Allow to drain into a suitable container. Replace the drain plug and fill with 20W-50 oil. Hold motorcycle upright and allow excess oil to drain until the level of the oil just reaches the bottom of the filler hole. Replace the filler plug.

3) *Contact breaker points.* The contact breaker points control the ignition timing. If they are burnt, contaminated, or worn, a weak or incorrectly timed spark will invariably cause dificult starting and poor performance. Occasionally check the points for oil, dirt or evidence of burning and correct gap.

Remove the left engine side cover. Turn the flywheel anti-clockwise until the points are fully open. Look through the window in the magneto flywheel and inspect the points for evidence of wear or burning. Also check the gap with a feeler gauge, being sure that the points are fully open. This gap should be .35 – .40mm (.014 – .016 in). This gap can be adjusted by loosening the screw just next to the points, then moving the fixed point with a screwdriver. When the gap is correct, retighten the fixing screw.

CAUTION . . . Ignition timing will be affected if these points are improperly adjusted. If any doubt exists refer to experienced service personnel.

4) *Carburettor and fuel filters.* Dirt, corrosion, and condensed water accumulate in all fuel systems over a period of time. Therefore, it is very important that the carburettor, particularly the float bowl, and the fuel filter are cleaned occasionally before contaminants can block the precision carburettor passages.

Be sure that the fuel is switched off. Remove the air filter by loosening the clamp screw and pulling filter straight off. Loosen the screw that clamps the carburettor on the manifold and withdraw the carburettor, taking care to push the fuel pipe off at the same time. Remove the two screws on top of the carburettor and withdraw the throttle slide and spring. Protect these parts by wrapping with a clean cloth or a polythene bag and secure them out of harm's way.

Hold the carburettor in an upright position and remove the lower screws. Being careful not to damage the O-ring, remove the floatbowl. By keeping these parts upright as they are removed, the fuel (and any contaminants, if present) will remain undisturbed in the float bowl. Look for "bubbles" of water or foreign material which should have sunk to the bottom of the fuel in the floatbowl. Wash and dry these parts carefully.

Remove the screw holding the fuel feed banjo to the side of the carburettor. Gently withdraw the banjo and the filter located under it. Carefully wash all these parts. Now that the carburettor is disassembled, wash it carefully, paying special attention to the filter cavity. It is usually helpful, but not necessary to blow through the jets with compressed air. Dry the carburettor carefully. Reassemble by checking that all float parts are in place, then replace float bowl and the two screws. Replace the fuel filter, banjo and screw, but do not tighten the screw at this time. Slide carburettor back into place feeding fuel pipe into position. Hold fuel pipe so that it is not twisted or under tension and tighten filter banjo screw on side of carburettor. Be sure that throttle cable, slide, and spring are correctly assembled; then fit slide into top of carburettor body. Before it is fully pushed home, press the choke retaining lever backwards. Then hold the entire group of parts in place and replace the screws. Be sure carburettor is upright and pushed fully onto the manifold, then gently tighten the clamp screw. DO NOT overtighten this clamp screw as this will crack the carburettor body.

5) *Chassis Lubrication.* All working parts need lubrication to function properly. Items particularly in need of continuous lubrication include the swinging arm pivot, wheel bearings, sidestand pivot, steering head bearings and control levers. Check all these items occasionally; if any show signs of lack of lubrication, disassemble them and repack with good quality grease. (Note: use only high melting point grease in very small amounts for packing wheel bearings and make sure that none of this grease can contaminate the brake linings).

6) *Steering head bearings.* The steering head bearings are ball race bearings which can be adjusted by the large upper race which is threaded onto the steering stem. Check for slack by holding the bike upright, placing one hand under the upper fork yoke (with fingers touching each side of the bearing race). Hold the front brake on and push the bike forwards and backwards. If any looseness can be felt in the bearings, they should be adjusted.

Adjust these bearings by removing the upper yoke from the forks and tightening the upper race on the steering stem's screw thread. Tighten this bearing until all the slack is taken up – this is easily felt by very slightly overtightening the adjustment, then releasing the adjustment slowly. When all trace of stiffness and binding disappears when the handlebars are turned, adjustment is correct. Replace the upper yoke.

If any questions arise about operation or service of your Easy-Rider RANGER Junior Motorcycle, consult your NVT Dealer. He will be glad to assist you.

RIDING TIPS

Always wear suitable protective clothing when riding. This means a helmet, eye protection, sturdy boots, trousers, and jacket.

Never allow the rider to contact the H.T. lead at the spark plug, especially in damp conditions.
Always shake fuel-oil mix to ensure complete mixing before pouring into fuel tank from container.
Never allow children to operate this motorcycle without adequate supervision.
Be sure that any necessary maintenance is done before any safety problems develop.
If any unusual condition or problem is noted, discontinue use immediately until the reason is found and corrected. If necessary, consult qualified service personnel.
Always think safety FIRST.
Be careful not to annoy neighbours or others nearby.
Keep exhaust silencer and spark plug interference supressor in the best working order.

SPARE PARTS AND SERVICE

When an owner needs parts or service, he should consult his NVT Dealer. He may quote part numbers from the list in this booklet or request the dealer's staff to assist him in verifying part numbers. Information to assist the dealer or customer can be obtained from the Parts and Service Division of NVT Motorcycles.

It should also be noted that a complete range of service tools are available for the NVT RANGER Junior. These are special tools designed especially for use on NVT minibikes and mopeds. Such tools will probably prove uneconomical for purchase by owners, but in special cases they can be ordered from NVT Dealers like any other spare parts. Your dealer has details of these tools.

ACCESSORIES

NVT Motorcycles offer a line of accessories to allow a user to increase his enjoyment of the NVT RANGER Junior bike. Consult your NVT Dealer for details.

Manufactured by:
N.V.T. MOTORCYCLES LIMITED
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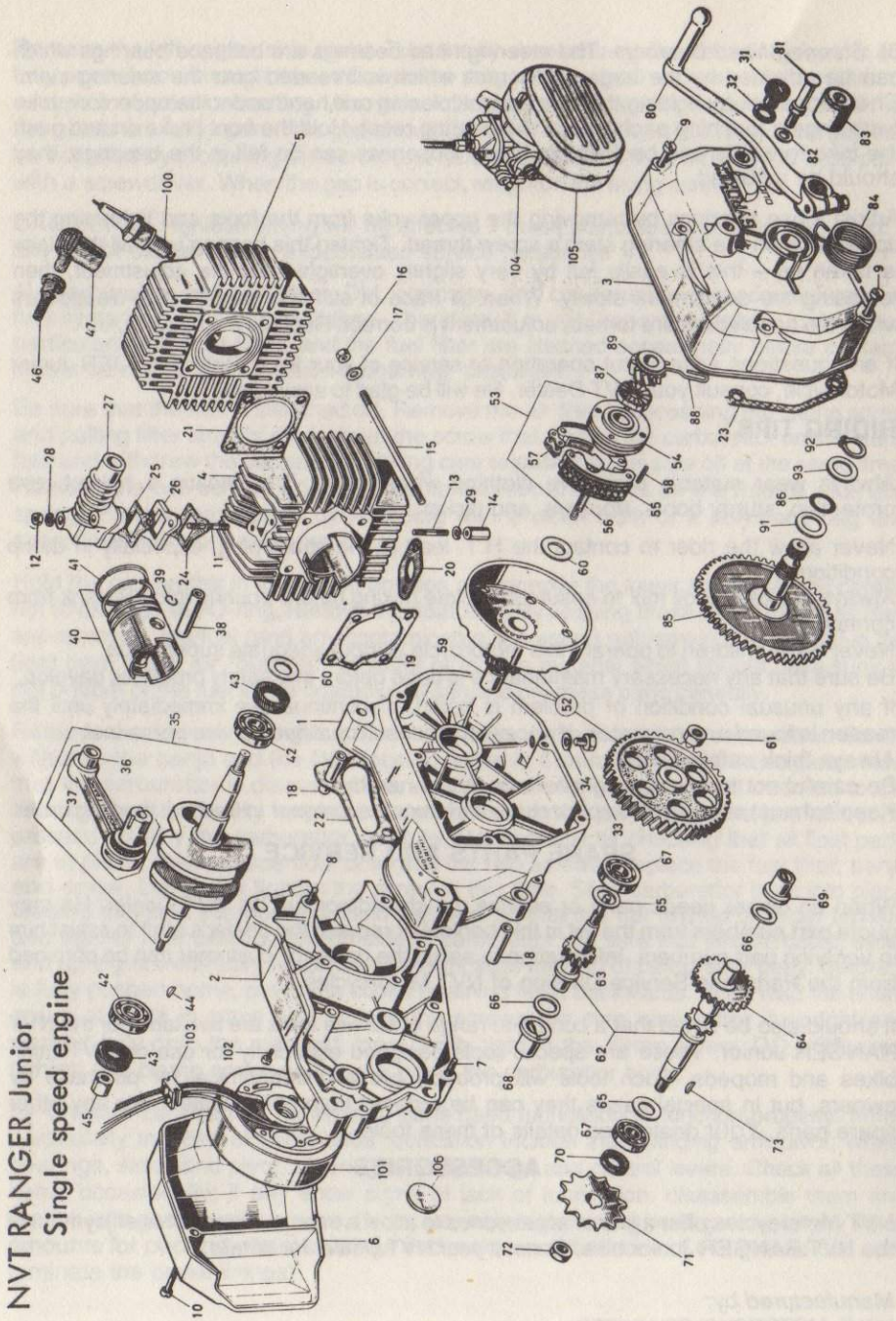
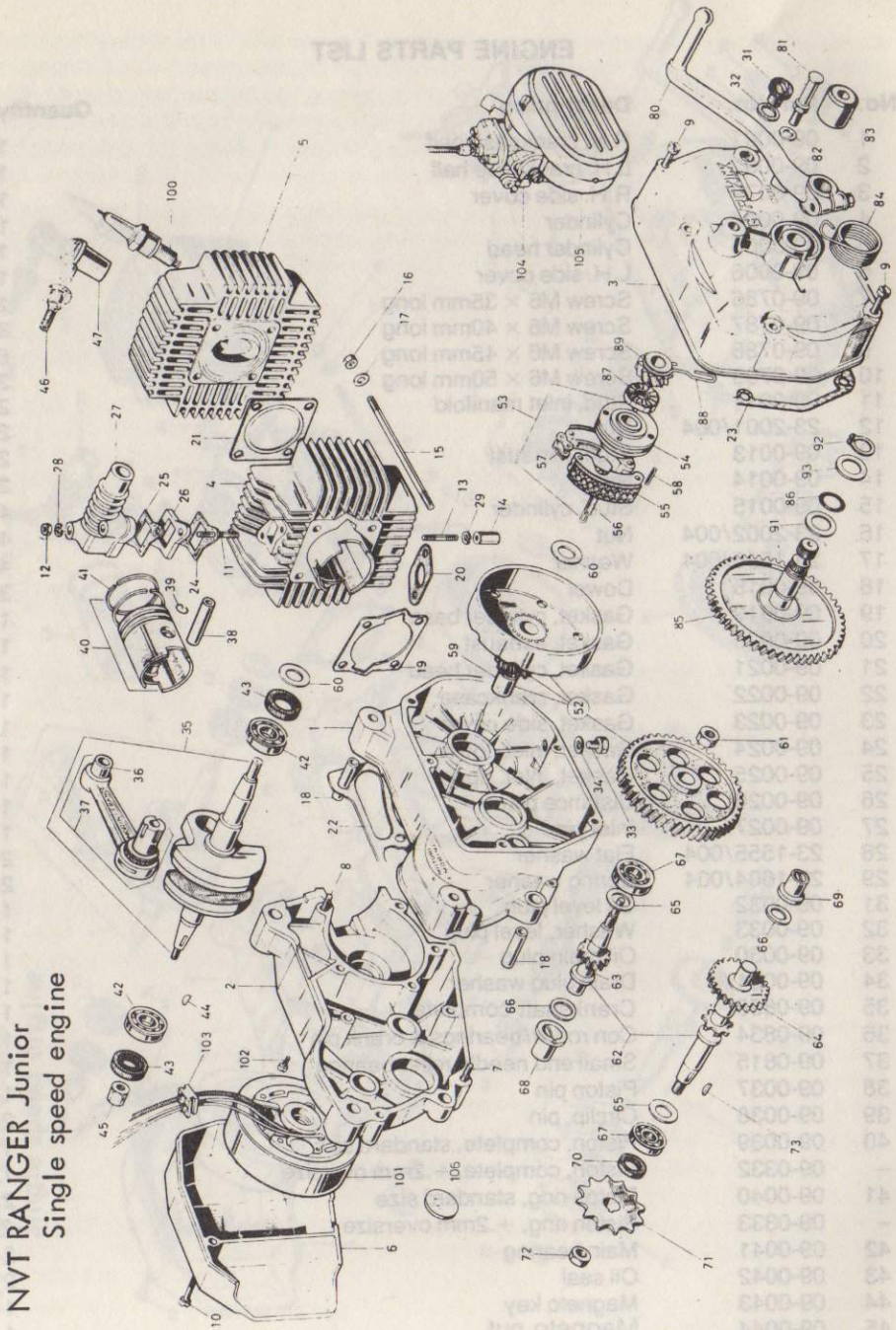
Birmingham B33 0SH
Telephone: 021-784 1233



NVT RANGER Junior
Single speed engine

ENGINE PARTS LIST

No.	Part No.	Description	Quantity
1	09-0001	R.H. crankcase half	1
2	09-0002	L.H. crankcase half	1
3	09-8079	R.H. side cover	1
4	09-0004	Cylinder	1
5	09-0005	Cylinder head	1
6	09-0006	L.H. side cover	1
7	09-0786	Screw M6 × 35mm long	1
8	09-0787	Screw M6 × 40mm long	8
9	09-0788	Screw M6 × 45mm long	6
10	09-0789	Screw M6 × 50mm long	2
11	09-0011	Stud, inlet manifold	2
12	23-2001/004	Nut	2
13	09-0013	Stud, exhaust	2
14	09-0014	Nut	2
15	09-0015	Stud, cylinder	4
16	23-2002/004	Nut	4
17	23-1556/004	Washer	4
18	09-0018	Dowel	3
19	09-0019	Gasket, cylinder base	1
20	09-0020	Gasket, exhaust	1
21	09-0021	Gasket, cylinder head	1
22	09-0022	Gasket, crankcase	1
23	09-0023	Gasket, side cover	1
24	09-0024	Gasket, inlet, lower	1
25	09-0025	Gasket, inlet, upper	1
26	09-0026	Distance piece	1
27	09-0027	Inlet pipe	1
28	23-1555/004	Flat washer	2
29	23-1604/004	Spring washer	2
31	09-0032	Oil level plug	1
32	09-0033	Washer, level plug	1
33	09-0030	Oil drain plug	1
34	09-0031	Drain plug washer	1
35	09-0835	Crankshaft complete	1
36	09-0834	Con rod w/bearings & crank pin	1
37	09-0815	Small end needle roller bearing	1
38	09-0037	Piston pin	1
39	09-0038	Circlip, pin	2
40	09-0039	Piston, complete, standard size	1
–	09-0332	Piston, complete, +.2mm oversize	1
41	09-0040	Piston ring, standard size	2
–	09-0333	Piston ring, +.2mm oversize	2
42	09-0041	Main bearing	2
43	09-0042	Oil seal	2
44	09-0043	Magneto key	1
45	09-0044	Magneto nut	1
46	09-0045	High tension lead rubber cover	1
47	09-0046	Spark plug cap	1



NVT RANGER Junior
Single speed engine

CLUTCH AND TRANSMISSION PARTS

No.	Part No.	Description	Quantity
52	09-8080	Transmission gear set	1
53	09-0048	Clutch complete	1
54	09-8081	Clutch centre	1
55	09-0049	Clutch shoe	2
56	09-0050	Spring for shoe	2
57	09-0051	Link for shoes	2
58	09-0052	Pivot pin	4
59	09-0054	Clutch bush	1
60	09-0064	Clutch spacer washer	2
61	09-0057	Nut	1
62	09-8082	Drive gear set complete	1
63	09-8083	Primary drive shaft	1
64	09-0068	Secondary drive shaft	1
65	09-0064	Spacing washer	2
66	09-0069	Spacing washer	2
67	09-0070	Bearing	2
–	09-8084	Clutch disc	1
–	09-0527	Circlip	1
68	09-0071	Transmission bush	1
69	09-0071	Transmission bush	1
70	09-0073	Oil seal	1
71	09-0074	Sprocket (13 teeth)	1
72	09-0075	Nut	1
73	09-0076	Key	1

KICKSTARTER PARTS

80	09-8086	Kickstart lever	1
81	09-8087	Lever return stop stud	1
82	09-8088	Washer	1
83	09-8089	Stop rubber	1
–	09-8085	Retaining clip for rubber	1
84	09-8090	Lever return spring	1
85	09-8091	Kickstart spindle and gear	1
86	09-0700	Oil ring	1
87	09-8092	Kickstart pawl gear	1
88	09-8093	Spring	1
89	09-8094	Kickstart ratchet gear	1
91	09-0082	Spacing washer	1
92	09-0081	Snap ring	1
93	09-8095	Spacing washer	1

OTHER PARTS

No.	Part No.	Description	Quantity
100	09-0092	Spark plug	1
101	09-8096	Magneto complete	1
102	09-0701	Backplate screw M4 × 12	2
103	09-8097	Magneto wire grommet	1
104	09-8078	Carburettor complete	1
105	09-0121	Air filter	1
106	09-8097	Crankcase plug	1

FRAME/SWING ARM PARTS

Part No.	Description	Quantity
09-8009	Frame	1
09-8002	Swing arm	1
09-8003	Swing arm pivot bolt	1
09-0151	Pivot bolt nut	1
23-1559/004	Pivot washer	2
09-8038	Chainguard	1
23-1035/004	Chainguard attaching screw	1
09-0378	Washer	1
23-2002/004	Chainguard attaching nut	1
09-8004	Sidestand	1
09-0144	Sidestand spring	1
23-1141/004	Sidestand bolt	1
23-1557/004	Sidestand washer	1
23-2112/004	Sidestand nut	1
23-1150/004	Frame-to-engine bolt	1
23-1151/004	Frame-to-engine bolt (long)	2
23-2003/004	Frame-to-engine bolt nut	3
23-1557/004	Bolt washer (plain)	6
09-0167	Bolt lockwasher (serrated)	3
09-8062	Fuel tap	1
09-0129	Fuel tap washer	1
09-8063	Filler cap	1
09-8040	Rear Suspension unit	1
23-1171/004	Rear unit bolt (long)	1
23-1163/004	Rear unit bolt (short)	1
23-1558/004	Unit washer (plain)	4
09-0154	Unit washer (serrated)	2
23-2004/004	Rear unit nut	2
09-8032	Seat/tank cover (glassfibre)	1
09-8067	Decal-side stripe left-hand	1
09-8068	Decal-side stripe right-hand	1
09-0382	Decal-"NVT"	2
09-8076	Decal-"Ranger"	2

Part No.	Description	Quantity
09-8034	Seat	1
23-2002/004	Seat attaching nut	4
09-0378	Washer	4
09-8033	Seat/Tank cover fixing screw	3
23-1556/004	Washer	7
23-2002/004	Nut	2
23-1035/004	Cover fixing bolt	2
09-8072	Spacer	2
09-8114	Number plate background, white, right	1
09-8115	Number plate background, white, left	1

ELECTRICAL PARTS

09-0737	Ignition coil	1
09-0738	Coil attaching screw	2
23-2102/004	Nut	2
23-1555/004	Washer	2
09-8035	High Tension lead	1
09-0045	Lead rubber covers	2
09-0046	Spark plug cap	1
09-8037	Coil earth wire (black)	1
09-8071	Ignition "kill" button with wiring	1

REAR WHEEL PARTS

09-8057	Rear wheel complete (less tyre & hub)	1
09-8061	Wheel rim	1
09-8045	Spoke, rear wheel	36
09-8066	Spoke nipple	36
09-8118	Wheel/brake hub	1
09-0208	Bearing cup	2
09-0209	Ball ¼"	20
09-0210	Ball outer cover	2
09-0211	Cone	2
09-8111	Spacer, right-hand (long)	1
09-0213	Nut, adjuster	1
09-0233	Nut, axle	2
09-0214	Washer	3
09-8119	Axle	1
09-0220	Cam, brake operating	1
09-8098	Lever, brake operating	1
09-8099	Solderless nipple	1
23-2002/004	Solderless nipple nut	1
23-1556/004	Washer	1
09-0222	Brake lever attaching washer	1
23-2002/004	Nut	1

Part No.	Description	Quantity
09-8120	Brake plate	1
09-8112	Spacer, left-hand (short)	1
09-0232	Nut (large)	2
09-0218	Brake shoe (c/w lining)	2
09-0219	Shoe spring	1
09-8100	Sprocket	1
09-0235	Sprocket lockplate	1
09-0236	Sprocket attaching bolt	4
09-0243	Sprocket attaching nut	4
09-0360	Wheel adjuster left-hand	1
09-0366	Wheel adjuster right-hand	1
09-8109	Cable adjuster	1
09-8110	Adjuster locknut	1

FRONT WHEEL PARTS

09-8042	Front wheel complete (less tyre & tube)	1
09-8061	Wheel rim	1
09-8044	Spoke, front wheel	36
09-8066	Spoke nipple	36
09-0217	Wheel/brake hub	1
09-0208	Bearing cup	2
09-0209	Ball ¼"	20
09-0210	Ball outer cover	2
09-0211	Cone	2
09-0213	Nut, adjuster	3
09-0233	Nut, axle	2
09-0214	Washer	2
09-8117	Axle	1
09-8113	Spacer	1
09-0220	Cam, brake operating	1
09-8098	Lever, brake operating	1
09-8099	Solderless nipple	1
23-2002/004	Solderless nipple nut	1
23-1556/004	Washer	1
09-0222	Washer, lever attaching	1
23-2002/004	Nut	1
09-0216	Brake plate	1
09-0218	Brake Shoe (c/w lining)	2
09-0219	Shoe spring	1
09-8109	Cable adjuster	1
09-8110	Adjuster locknut	1

TYRES & TUBES

09-8046	Tyre	2
09-8047	Tube	2
09-8048	Rim tape	2

Part No.	Description	Quantity

FOOTRESTS

09-8006	Footrest, right-hand	1
09-8005	Footrest, left-hand	1
09-8008	Footrest spring, right-hand	1
09-8007	Footrest spring, left-hand	1
23-1143/004	Bolt	2
23-1557/004	Washer	4
23-2103/004	Nut	2

HANDLEBARS AND CONTROLS

09-8049	Handlebar	1
09-8050	Twistgrip and brake lever assembly	1
09-8051	Brake (left-hand) lever assembly	1
09-0247	Grip (twistgrip side)	1
09-0248	Dummy grip (left-hand side)	1

CONTROL CABLES

09-8052	Front brake cable	1
09-8053	Rear brake cable	1
09-8075	Throttle cable assembly	1

FRONT FORK PARTS

09-8010	Front fork, complete	1
09-8019	Handlebar clamp	1
09-0183	Clamp screw	4
09-8012/18	Top yoke	1
09-8021	Top yoke spacer	1
09-8101/18	Lower yoke assembly	1
09-8107	Fork tube	2
09-8108	Fork spring	2
09-8116	Pinch bolt	2
23-1557/004	Washer	4
23-2003/004	Nut	2
09-8102	Fork slider (right-hand)	1
09-8103	Fork slider (left-hand)	1
09-8104	Fork gaiter	2
09-8105	Gaiter clip, upper	2
09-8106	Gaiter clip, lower w/cable guide	2

Part No.	Description	Quantity
FRONT MUDGUARD		
09-8030/13	Front mudguard	1
23-1013/004	Mudguard screw	2
23-1555/004	Washer	4
23-2161	Mudguard nut	2
CHAINS		
09-8055	Rear chain	1
09-0791	Chain split link	1
09-0792	Split link clip	1
STEERING HEAD BEARINGS		
09-8022	Bearing & cup set	1
09-8023	Ball bearing and cage	2
09-8024	Upper nut	1
09-0185	Washer, upper nut	1
09-8026	Upper cup race (threaded)	1
09-8027	Top frame cone	1
09-8028	Lower frame cup	1
09-8029	Lower bearing (one for fork stem)	1
09-8056	Front racing number plate	1

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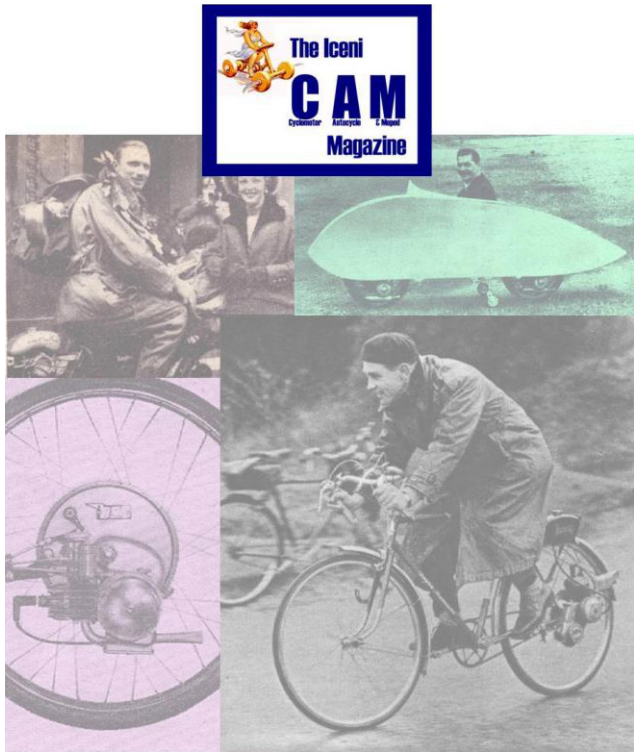

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