

6:10 MONTAGE OF HEAD COVER



Figure 6-135: Ready riveted timing chain



Figure 6-136: Camshaft bearings in inner position fix

The camshaft bearings must be in located far inside as possible Position is. This is achieved, by means of a Ge-bearing threaded rod and two hex nuts contracts, while the cylinder-head cover and cylinder-mounted head bolts are tightened. To take an M 12 threaded rod, how it can be bought at the hardware store. The nuts for tightening the Bearings should not be tightened too much who the, damaged one of the camshaft bearing. It's all about the Lager to fix in the innermost position, not about the camps against each other . tension Therefore, one should also Threaded rod M12 and no thinner , because that would take too elastic.

The cylinder head bolts must - As with the dismantling - in the order sequence as shown in Figure 6-140, be tightened. In principle, by attracted inside to the outside, to-only the - stable - M 10 x 1.5 nuts be tightened and then the M 8 Screws.

Before the housing for the centrifugal regulator and the breaker plate are installed, check if the no-ckenwellenlager deep enough in the case the cylinder head are positioned. To this end we measure with calipers with depth to the distance between the yellow arrows on the screen 6-138 -marked "A" and "B". To the determined amount is added to the Thickness of a paper seal of approximately 0.5 mm.



Figure 6-137: Cylinder head cover on, oil riser mount

The result must be greater than the Distance between the green with the Arrow-marked "a" and "b" in Figure 6-139, the one on the same type using a caliper with tie-fenmaß measures.

If the distance between the surfaces "A" and "B" is not greater than the distance between the surfaces "a" and "b", so is not pressed, the paper seal but the area "a" is pressed onto the surfaces,

che "A" if the mounting screws be tightened. Between the surfaces-Chen, "b" and "B" is then a gap, the correct seal is prevented.

If the mounting screws to attracting fixed, it can lead to damage how come within the Kreismarking on image to see 6-139. For the the screw head countersunk area then breaks out of the case, as in Detail in the images 6-141 and 6-142 to see.

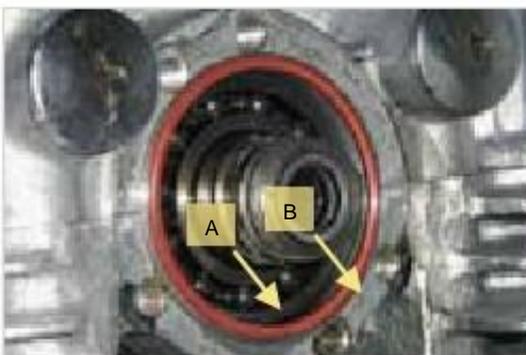


Figure 6-138: Measure the distance between the surfaces Figure 6-139: Measure the distance between the surfaces

The cylinder head bolts must be tightened in order.

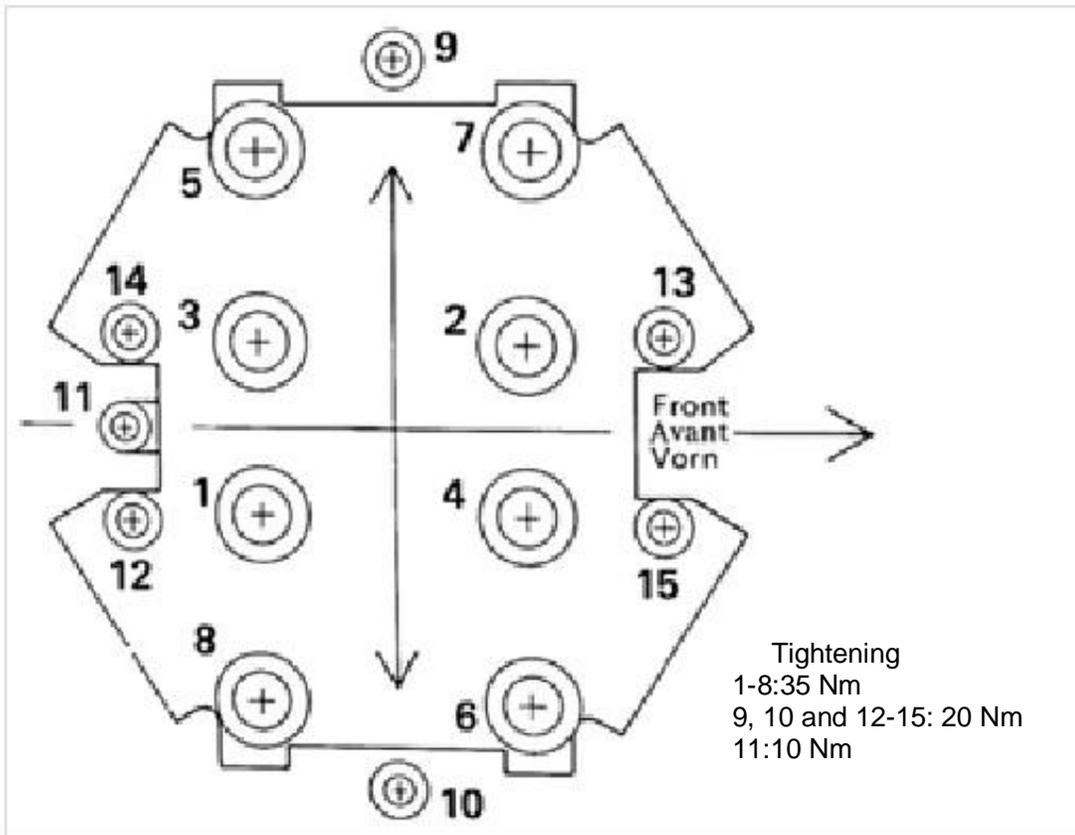


Figure 6-140: Tightening Torques and



Figure 6-141: In Torn housing in the area of Reduction of the mounting screw due to an assembly error



Figure 6-142: In Torn housing in the area of Reduction of the mounting screw due to an assembly error

6:11 STEUERKETT Purely relax INSTALL

The clamping mechanism during mass production changed so that it - as far as the counterattack of the bolt concerns - different versions the clamping mechanism is where the Operation is the same. It is also not excluded that for example damper plate is not an intended was installed, or that the spring has set the time. The description advertising in the original workshop manual, after which the pin within the clamp-mechanism is flush with the end face-surface should be of the hexagon, as in the circular mark on image to 6-146 see, therefore, only an approximate value be. Better yet, the timing chain by Retract the bolt to tighten,

while at the same time with a Fingerkuppe the end of the stylus touches. When the pen is pulsating slightly, is the timing chain correctly tensioned.

In particular, a too tight Timing chain can cause damage. If in doubt you should here rather feel abandoned when the Steuerkette to tighten too tightly.

To adjust the tension on the six-edge should be a short-Maulschlüssel or the use of hexagonal Hand turn. With one long ring key you have enough sense and runs the risk of the timing chain is too tight to . tension



Figure 6-144: Timing chain tensioner mount



Figure 6-143: Timing chain tensioner mount



Figure 6-145: Timing chain tensioner mount



Figure 6-146: Timing chain tension

6:12 ANZIEHMOME NTE

This table contains the Anziehmomente, thread dimensions and key selweiten for the glands of the Motors and major screw-descriptions of the chassis.

The key sizes are approximate partly because the factory screws and Nuts with deviating from the norm the sizes were used. It will be M 8 bolts with key

selweite 12 and 13 mm found. Even with the M 10 x 1.25 bolts are key selweiten possible of 14 and 17 mm.

The torque wrench may partially are not exceeded, in order to Operating forces transmitted to be able, in part they may not be exceeded to threaded blind-holes in the motor housing to non-damaged . competent

Engine

	Type	Key wide	Thread	Anziehmotorque [Nm]
Cylinder head	Nut		M 10 x 1.25	37
Cylinder head cover	Screw		M8	21
Cylinder head	Screw		M6	9
Cylinder head cover	Nut		M6	9
	Nut		M8	13
Spark plug			M 14 x 1.25	20
Alternator rotor	Mother		M 12 x 1.25	38
Mother, stator	Cylinder Head screw	Cross recess	M6	9
Valve lash adjuster	Mother	12 od.13	M 8 x 1.00	27
Cover timing chain tensioner	Nut		M 18 x 1.5	21
Oil pump cover	Cylinder Head screw	Kreuschl.	M6	10
Ölfiltersiebdeckel	Screw		M6	10
Oil Drain Plug	Screw		M 30 x 1.5	42
Oil Filters	Screw		M 16 x 1.5	9

	Type	Key wide	Thread	Anziehmotorque [Nm]
Oil riser	Pipe fitting ambient		M 10 x 1, 25	21
Exhaust flange	Nut	14 or 17	M 10 x 1.25	13
Kick starter clamp screw	Screw		M8	20
Primärabtriebsrad	Mother		M 14 x 1	90
Coupling	Mother		M 18 x 1.00	80
Drive sprocket	Mother		M 22 x 1.5	100-120
Gear lever	Screw		M6	10
Idle switch	12 mm		M 22 x 1.5	13
upper engine mount	Screw and Mother		M8	18
			M 10 x 1.25	30
front motor mount	Screw and Mother		M 10 x 1.25	46
rear motor mount	Screw and Mother		M 10 x 1.25	41
lower-back Motorbefes confirmation	Screw and Mother		M 10 x 1.25	46

Chassis

	Type	Key wide	Thread	Anziehmotorque [Nm]
lower motor mount	Screw and Mother		M 10 x 1.25	52
Vorderad (axle)	Castellated nut		M 14 x 1.5	107
Front fork and axle terminal shell	Sicherungsmutter		M8	14
upper fork bridge and Standpipe	Mother	12 or 13	M8	10
Shock absorbers, upper	Nut		M 10 x 1.25	52
Shock absorbers, below	Screw		M 10 x 1.25	52
Rear wheel (axle)	Castellated nut		M 18 x 1.5	190

7th TYPICAL DAMAGE

Schäden on engine and transmission tre-
th the result of normal wear
Operation, or through lack of maintenance
or improper operation.

All bearings as the bearings of the crank-
wave, the camshaft and the Ge-
gear shafts as well as the subject
Tooth flanks of the gears, the

Pistons and cylinder liners to cer-
sem wear, even at the regular
ger service can not be prevented.

Except for worn gears,
by - not unlimited Ver-
addition of standing - Genuine Parts replaced
hurdles, the XS does 650 -
Engine work up several times.



Figure 7-1: Sliding surfaces of the timing chain tensioning rail



Figure 7-2: enlarged view of the sliding surfaces



Figure 7-3: Spherical cap of the pressure bar the timing chain tensioner

7.1 Engine

7.1.1 CRANKSHAFT

The main and rod bearings, the crank-subject to wear in the normal operation to constant wear. Exceeds the wear in the original factory-service manual limits specified. The bearings are replaced. In the original Workshop Manual (pages 155 and 156) is also described as the Ver-measure is to wear. As the crankshaft pressed together from individual parts is this can be, as the crank pin and the crank arms against each other twisting.

The crankshaft may only sums be repaired, as this Usually a se in engine rebuilders are available. In the chapters in which the disassembly and assembly of Motor is presented, is limited. Therefore, the description of the training and Installation of the crankshaft.

7.1.2 PISTONS

Also on the description of damage which, as they occur to the piston can be dispensed with at this point, because it does not solely with the XS 650 - Occurring motor, this motor-ty scopic damage there. Worn or should not simply destroyed piston exchanged with oversize pistons are the. You should first after the damage denursache looking for it next normal wear multiple causes can give. Are not the causes parked, the same damage short term to the oversize pistons . occur

Information with illustrations typical shear piston damage and the description advertising of its cause can be found at the Web sites and in publications of Piston manufacturers.



Figure 7-4: Wear of sliding surfaces in the image detail

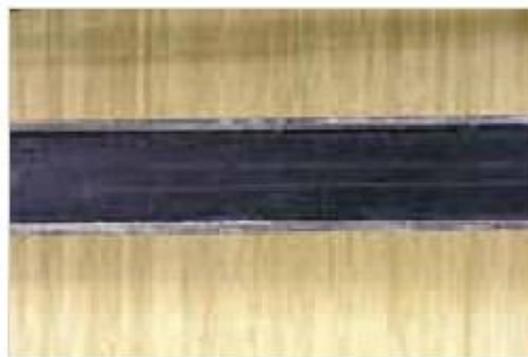


Figure 7-5: Wear of sliding surfaces in the image detail

7.1.3 VALVE TRAIN, TIMING CHAIN, SPAN RAILS

In the Figure 7-1, the front and rear Kettengleitschiene in heavily worn state shown.

Figures 7-2 and 7-3 show the Wear pattern in detail. The figure 7-3 shows that on the back of the back-Teren timing chain tensioning rail in front-existing spherical cap, in which the tax erkettenspanner intervenes. Excessive Wear on the cam chain tensioning and seemed to control the chain itself occurs both in bulk and to contribute to tightened control chain.

A stretched timing chain tends to loose for striking, while a very low-to stretched timing chain to large forces the sliding surfaces of the slide rails and The ball joint exercises, leading to similar Chen claims resulting images, as in the See Figures 7-1 to 7-5.

7.1.4 CAMSHAFT

Damage to the camshaft by lack of oil or a too large adjusted valve clearance, with last teres by excessive Geräuscent-development and makes it noticeable in the Rule is set correctly before a Damage occurs.

Figures on a 7-6 to 7-9 Camshaft to see whose cams due to lack of oil from excessive Heat generation have been run. The corresponding sliding surfaces of a Rocker arm is in the pictures 7-10 and 7-11 mapped.



Figure 7-6: Camshaft with oil due to lack worn cam.



Figure 7-7: Camshaft with oil due to lack worn out cams

7.1.5 VALVES

Caused by damage to valves too much or too little valve clearance. Operates the valve in the valve seat one, is the valve clearance of small and the valve does not close properly. The valve seat to "burn" through the not over-closing valve flowing hot combustion gases.

First is a less problematic too much valve clearance, which is why the Vent tilspiel often slightly larger than the predetermined value is set. A makes too much valve clearance by

Noticeable noise, while while they play only a small valve to noticed when damage occurred is.

One major drawback to valve clearance is addition to a low power loss (Because the valve does not go far enough opens), the rocker with the A-ing screw later after a larger Ren idle stroke - and thus faster - On the face of the valve stem meets. It works in the setting screw (Figure 7-13) in the end face-surface of the valve stem (Figure 7-12) one.



Figure 7-8: Worn cam in detail



Figure 7-9: Worn cam in detail



Figure 7-10: Associated sliding surface of a rocker arm



Figure 7-11: Associated sliding surface of a rocker arm



Figure 7-12: Face of the valve stem



Figure 7-13: Associated surface of the screw

7.2 COUPLING

To the vibrations of the engine of the Tooth flanks of the gear wheels to isolier, the torque of the Mon- tors by a rigid connection transmitted to the clutch, but about six on the back of the clutch cally in treatment arranged "Cush- "springs to the secondary of the primary drifted with the outer clutch basket . link This means that the Fe- dren under load - with increasing rotation are compressed - moment

and again at discharge expan- . NEN Both the springs and their Runs in the clutch basket for this charge is not selected properly, so that break the springs and in the Clutch basket to incorporate.

Figure 7-14 shows the inner part of the Clutch basket with attached tooth- rad of the primary drive and the mapping 7-15, the outer part of the clutch basket mined from the back with jerk . damper springs In the illustrations 7-16 and 7-17 are a broken Shock absorber spring and the associated



Figure 7-14: with the primary drive gear mounted



Figure 7-15: Back of the clutch basket with degraded shock absorber springs



Figure 7-16: Broken damper spring



Figure 7-17: Depression for shock absorber spring with inlet tracks

Deepening of the outer part in the clutch basket, in which the spring is already-works has shown.

Springs with a larger wire diameter bring this situation, however, have different-reinforced shock absorber springs and a GE-ring protection effect for the transmission.

Both the friction plates as the interposed plate washers are working with their edges in the respective grooves of the inner and An outer part of the clutch basket. The Figures 7-18 and 7-19 show the Imprints of plate glass in the Nu-th of the inner part of the clutch basket.

In the illustrations are 7-20 and 7-21 the grooves of the outer part of the clutch basket with the imprints of the edges of Clutch shown. Off-Figure 7-22 shows a Detailvergröße-tion of the prints.

Reworking is not normally necessary because the clutch despite the ex-pressures still separates, which only slightly slower is because of the cones Clutch discs on the prints must not slip. They should each but deliberately turn slowly, so the clutch when changing gears also is completely separated, otherwise compo- of the gear are damaged.



Figure 7-18: Inner clutch basket with Prints the sheet metal discs



Figure 7-19: Inner clutch basket with imprints of Metal discs (enlarged detail)



Figure 7-20: Grooves of the outer clutch basket

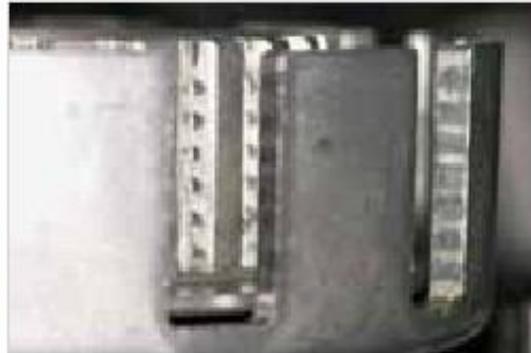


Figure 7-21: Impressions of the friction in the grooves the outer clutch basket

7.3 TRANSMISSION

The gearbox and the Schaltmechanismus damage due to wear and occur due to incorrect operation.

Gearbox output shaft noticed that showed significant game. The extent to which defective bearings pitting the beneficiaries CONFIRMS has is not to assess at present.

7.3.1 GEARS

When the gears appear to damage the tooth flanks, on which interference suppression- when you out with any of the oil quality Influence can take, and Worn- due to th shift dogs is that too fast and not fully permanently separate clutch switch was.

7.3.1.2 CONTROL MOUTH

The worn teeth shift clutches of the of the fourth gear wheel (fig. 7-26) and the well worn edges of the Nu- th in the gear of first gear mach- th through the loud rattling noticeable first gear so that the first- te response was no longer usable. The Areas where the puck still wear are greatly reduced, so that a Such damage to progress quickly is. Gear wheels on their Schaltklau- s or its counterpart, the grooves, already wear is visible, should no longer be used, as well The shift forks affected pulled- are gene.

7.3.1.1 tooth flank

Figures 7-23 and 7-24 show Tooth flanks of a gear with a mileage of about 260,000 to 270,000 km with heavy pitting on the tooth flanks. The pitting was the change of the ball bearing

Since the switching claws out of the grooves he- slip out - so to speak, skip - Looks at the "skip" a power

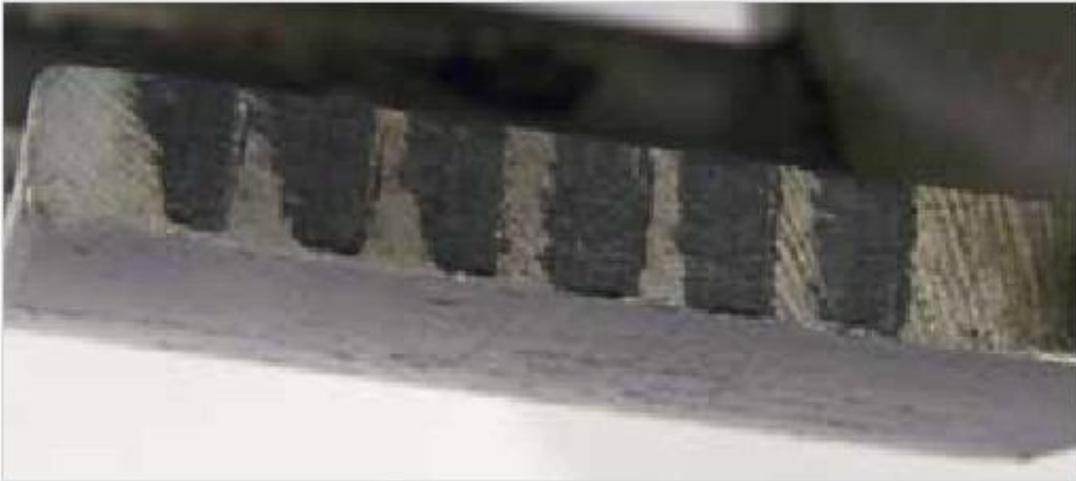


Figure 7-22: Impressions of the friction in the grooves of the outer clutch basket (enlarged detail)



Figure 7-23: Pitting on the tooth flanks



Figure 7-24: Pitting on the tooth flanks



Figure 7-25: Gear of first gear on the transmission output shaft



Figure 7-26: Gear of the fourth gear on the transmission output shaft



Figure 7-27: Gear of the fourth gear on the transmission output shaft



Figure 7-28: Gear of the fourth gear on the transmission output shaft

on the shift forks, the Getrieberä-
on the transmission of waves back and forth-
. Slide

The force that through the "Skip"
Claw of the switch has caused, at
the shift forks and circulate in the
the grooves caused an abrasion, the
shown in detail in the Figure 7-28
is.

7.3.1.3 THE GROOVE FORKS

The gear wheels are of the
Turn selector forks for the individual
NEN passages in the axial direction on the
Transmission shafts moved. They have
circumferential grooves in the Schaltga-
Belnem intervene. Figure 7-27 shows the
Gear of the fourth gear on the Ge-
gearbox output shaft, which Schaltklau-
s can be seen on the Figure 7-26.

7.3.2 FORKS

A similar material to abrasion,
the circumferential grooves also arises
at the ends of the shift forks, which in
engage the circumferential grooves. The
Consequence is that the end of the shift fork
is narrower, while the circumferential
concerned grooves widen.



Figure 7-29: Shift forks



Figure 7-30: Shift fork for shifting the first Ganges with material abrasion on the ends



Figure 7-31: Oil filter with filter eingerissenem.

The shift dogs are not thus far enough into the correspond- the slots of the mating gear pushed so that the area needed to power transition is available, little is and thus rounding off the edges of the Shift dogs is accompanied, as on the ex- Figure 7-26 in advanced stages, to see.

An appearance of the shift fork for switching times of the first passage, as the ex- 7-29 and 7-30 formations documented is another consequence. Shift forks, the at the ends of an incipient Ver- wear should have, at no Case be used, although there- first with a perfect switch will be possible. But because the switching steal no longer able to bear right since this is not far enough into the Project into the grooves of the opposite wheel, so that a sufficiently large area for Power transmission is available, it is premature to the here-documented oriented type of damage occur.

7.4 OIL CIRCUIT

7.4.1 OIL FILTER

The filter screen of the original oil filter which is at the lowest point of the Mon- torgehäuses below the crankshaft is a tendency, after a short tongue useful life to tearing, as this shown on the Figure 7-31 is. It there is the possibility of such oil filter repair and by attaching to prevent a baffle that the filter material to tear again. To recom- is missing, however, such a repair Nevertheless, since the filter material to is a coarse mesh to fine metal particles cles, especially during the rolling of the Teeth of the gears caused so effectively filter out that this oil pump can not hurt.

There are internal filter paper offered, the filter cartridge out- can be exchanged. The disadvantage here is that the filter changes the Sumpfil- circuit boards must be dismantled. Then is there a conversion to a außenlie- following filter cartridge, such as those for car Engines is common. Here, however, the limited ground clearance.

Disadvantage that a lack of maintenance through a clogged filter, an oil shortage can happen to the engine failure will result.

7.4.2 OIL PUMP

The Disadvantage instead of a paper filter the original screen filter is its A- point of installation on the suction side of the oil pump.

Figure 7-32 is on a much different- CLOSE outer rotor to see. The Oil pump worn by metal debris, which is not filtered from the oil filter. Promotes with increasing wear the oil pump less and less oil, which again increased wear on other Components of the engine and transmission has more abrasion result.

A paper filter is usually the pressure side of the oil pump is installed, because of this, if it becomes clogged, torn, so that the oil supply to the motor - If unfiltered - still is. Clogged the filter paper on the Suction side of the pump, the pump can no oil suck more and a motor- harm is the inevitable consequence.

Looks at the figures 7-34 and 7-35 to an outer rotor with a Crack that is not filtered by a Foreign body was created.

The subsequent installation of a Papierfil- age instead of the strainer has the advantage that the oil is filtered better, but the



Figure 7-32: Outer rotor of oil pump

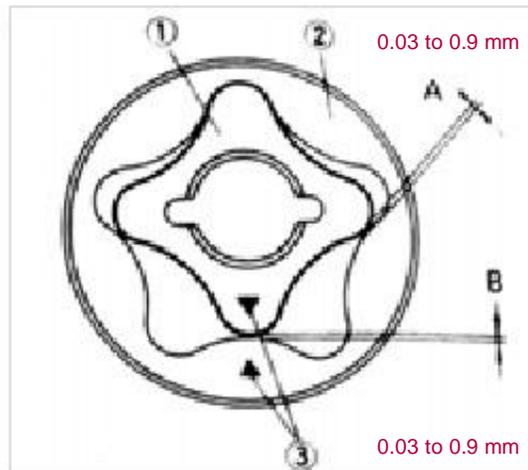


Figure 7-33: Wear dimensions of the outer rotor



Figure 7-34: Outer part of the oil pump with crack



Figure 7-35: Outer part of the oil pump with a plan (details)

7.5 RUNNING

If the engine back together- is expanding and valves and ignition-like are the set, this can be in the Frame can be installed.

Before the engine for the first time starts, you should convince them- gene that is how the oil system, with a complete test at mounted engine is not possible.

You can convince yourself that The oil pump is working at all, by one on each side a Ventilide- remove lid and unscrewed Spark the kick starter is actuated. After some time in the cylinder head must Oil arrive - but you need to have some patience and long history nug kick.

Through the insertion of a new motor or an engine that was overhauled There are many opinions.

Modern engines need no more be retracted - that's because that with modern production methods better surface quality at low Tolerances can be produced make it no longer necessary that successive abrasive surfaces to familiarize themselves with each other.

When the XS 650 engine caused by an overhaul of the engine le- merely in its liners be re- worked surfaces on the Lateral surface of the piston to incorporate have. Have new oversize pistons ingrained, it is not an exaggerated Caution when in the first period
 - Approximately at a distance of 500 km
 - The engine is not the full power-off required.

However, were only parts of the Transmission or storage switch, is a "Retraction" is not necessary.

8th ELECTRICAL

8.1 SIMPLIFIED DIAGRAM

DElectrical ie, the XS-650 is relatively consuming and the wiring diagrams in Workshop manuals for those the non-trained car mechanic or electrician, is confusing and difficult to read. There are many functions and components available, which can not required. The wiring harness is thereby consuming and confusing. Also, the susceptibility increases, because where there are many cables, the probability probability that one durchscheuert and leads to a short circuit or a leakage current of the battery at unloads the vehicle, simply larger, even if the concerned the circuit does not need.

On the following pages I have a simplified electrical described the I've also installed Sun These develop-holds only the functions you for driving on public roads un- conditionally required. The triggers that here described their own electronic systems during Mon- Torrades is installed, in many cases be a problem in the present. I have, therefore, following the loading description of the function diagrams

the individual components are described and how to check this. It was I put great value on me possible comprehensible as possible auszudrücken-bridges and technical terms to dispense th, even if this is not always may be correct.

For clarity I have the diagram into two areas, the "Charging circuit" (Figure 8-7) and the "Consumer power" (Figure 8-6) be- shares and also shown separately. The "Charging circuit" I have, also what the Cable colors are concerned, in the original- burdened . sen In the "consumer power" chose I, on the basis of the original, for Ground lines and the color black switched plus brown for the color. In the diagram are described here very few existing lines the, so that even with less-Ka belfarben manages, different than I do here- have used. To better understand the schematics describe, I have the Schematics shown in color. When I So talk of a blue cable is herewith a blue line in the schematic meant.

8.1.1 CONSUMER CIRCUIT

To the leads as short as possible, I had the ignition switch under the Right side cover mounted (Fig. 8-1). I used the original here Ignition switch, but it also works on every- more, if there are three connections with three Has key positions. In position 1 is the key and pull it there is no connection between the Connections are in the position 2 An- one circuit and two interconnected- stopped in the position of the three ports one, two and three.

When Originalzündschloss is at port 1, a red wire (from the Coming battery), two at port 2

brown wire (switched battery) and on Terminal 3 is a blue wire (running lights).

To avoid a short circuit at one Consumers in the original diagram low fuse can only and you can continue only if the error is corrected, I have one Fuse box (Cat. No. 84 Conrad 05 64-33) under the left side cover installed (Figure 8-2). Of the six pre- 5 existing backups beno- CONFIRMS.

A brown cable from the two is with the fuses in the fuse 2-6 connected fuse box, the blue wire connection with one of the backup



Figure 8-1: Ignition offset

The ignition switch is located on a bracket under the right side cover. Thus the Lead from the battery and connect to the fuse box in the right side cover possible kept short.



Figure 8-2: Fuse box for fuses

Behind the left side cover is located between the regulator and air filter with a fuse box 6 slots for fuses. Conrad Order No. 84 05 64-33

First In the first position of the key
Thus, all consumers and
Ignition off, in the opinion
ment, the two additional driving lights.

Fuse 1: driving lights, Characteristic color **blue**

The blue wire from the ignition (An-circuit is three) and one for backup then on to Umblendschalter in the switch unit on the left handlebar. Proceeds from there a blue / green Ka- and a lever for Abblendlichtglühlampe blue / yellow light bulb to driving. The Terminals of both bulbs are on Diodes (Conrad Best.Nr 15 28 97-33) for Parking light bulb in the main bill-headlight and instrument lighting-'connected device. Another blue-Ka cable leads directly to one of the backup Taillight.

Fuse 2: Ignition, Characteristic color **gray**

The gray cable runs from the fuse tion 2 directly connecting to each one the two coils. On the other-circuit of the ignition coil is then each contact pair behind the Chrome cover on the left camshaft lenseite connected. The contact pair, that is located right on the base plate be-found and marked with "R", is for the right ignition coil and the right cylinder charge, the contact Some of the auxiliary base ("L") for the left side.

Assurance 3: brake lights, Characteristic color **yellow**

A yellow cable connects the fuse 3 with the two brake light switches and then continues to brake light in the rear light.



Figure 8-3: Cable to the parking lights with diodes

The parking light bulb receives power from your two diodes (Conrad Best.Nr 15 28 97-33), it concludes with the Leads for driving and passing beam combining. At the terminal of the parking light bulb you must connect the Instrument lights on (in the photo to not recognize).

Fuse 4: flasher, Characteristic colors **gray / black, red, green**

From the fuse 4 is a gray / black cable to a terminal of the Flasher unit and the second terminal further to the turn signal switch in the circuit subunit on the left handlebar. Different from here each one is gray / red and a grau/grünes cable to the right indicators and left side of the vehicle.

Fuse 5: horn, Characteristic pink **color**

A pink-colored cable connects the Si ance with the five horn button in the Unit switch settings on the left-hand drive de. From there it goes to the horn.

The fuse 6 remains free.

For security reasons, it can also be useful to the parking light bulb separately secure, so that other Ver-road users to remain recognizable when

the fuse for the headlights through- is burning. It then places the blue wire from the ignition switch in addition to the free-consistent backup and performs from here from one cable to the parking light bulb. Then you can be sure that for visible to other road users here- remains when the fuse for the driving-light burns out.

Also, a warning light for the turn signals, you just like the parking light bulb followed by two diodes appear sense to me, so that no one forgets the turn signal switch off again.

What I described to this point have is the least that one need CONFIRMS. The installation should not diffi- cause difficulties. It can help be, if one imagines the cable are water lines and switches Stopcocks, just as the water better

flows through a fat pipe to flow, even the flow better through a thick cable. Anyone who has ever seen a house in De-ckenleuchte should be installed so that . cope Lay the cable in-mer from the backup in the Backup to the switch box and from there to Load (light bulb, a horn). Last everything wrapped with fabric tape of scotch. It does not necessarily pro- fessionally made, but in any case no worse than in the mass- confirmation Bougierohr used.

8.1.2 LOAD CIRCUIT

During the load circuit quite easy to understand, is If one imagines the cable is- s water lines and switches Stopcocks, one comes with this Compared with the charging circuit is not really on. The charging circuit according to the diagram on this page should be no problem to install. However, the function of the components to , you must check out with this issue- each set. For details in From- section 8.2.

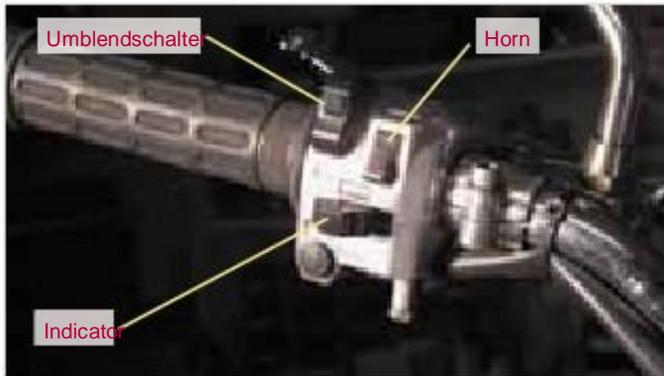


Figure 8-4: left switch unit with a new assignment

The right switch unit on the Len-ker n maybe more is needed. The Switch, originally developed by Flasher is designed, operated Now the horn. A blind plug closes the hole for the ur- originally horn button.



Figure 8-5: Instruments with voltmeter

The vacant fuse 6 I A voltmeter connected to the the charge state of the battery- shows, and whether the ignition is is switched on,

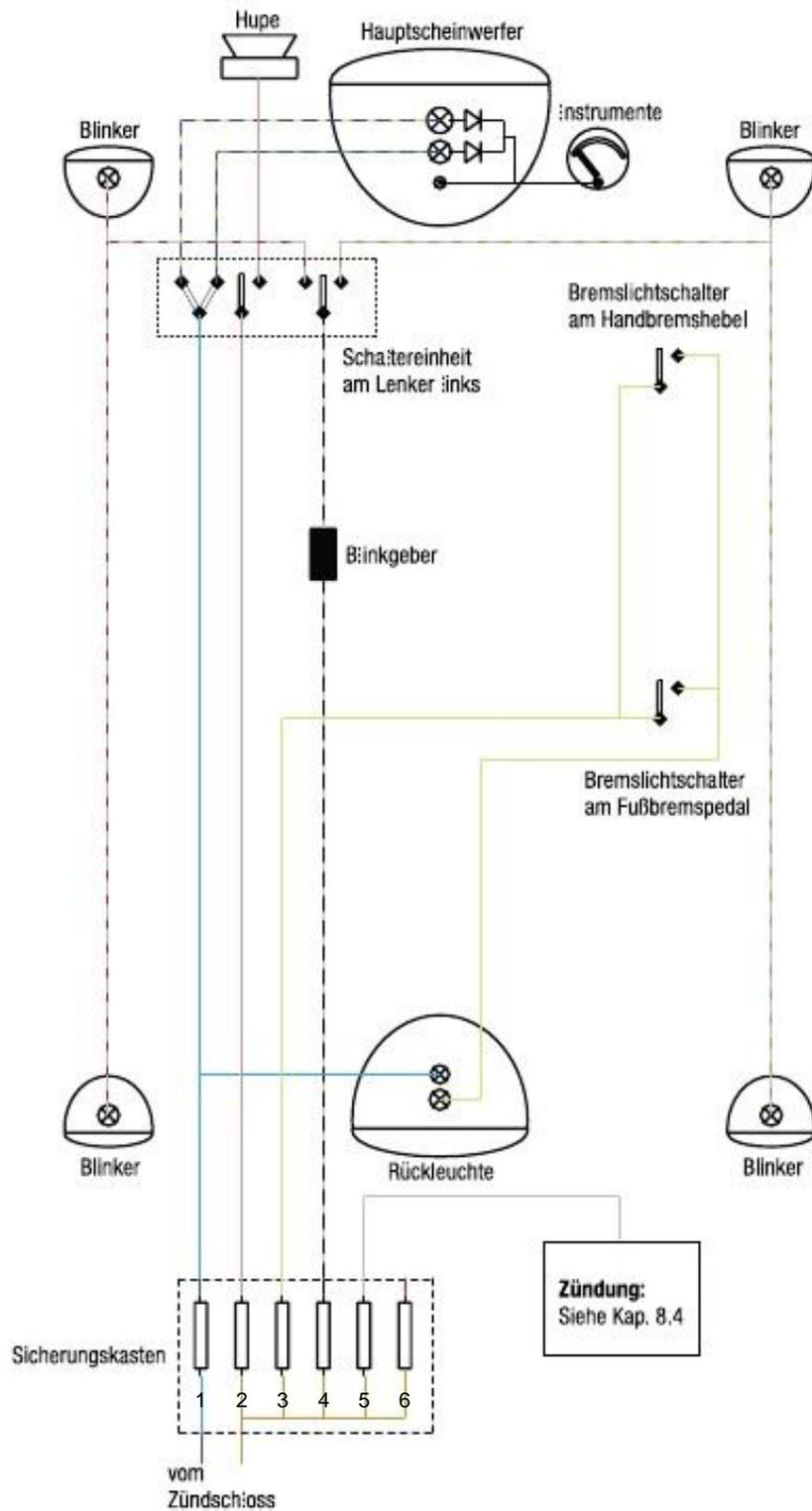


Figure 8-6: Load circuit

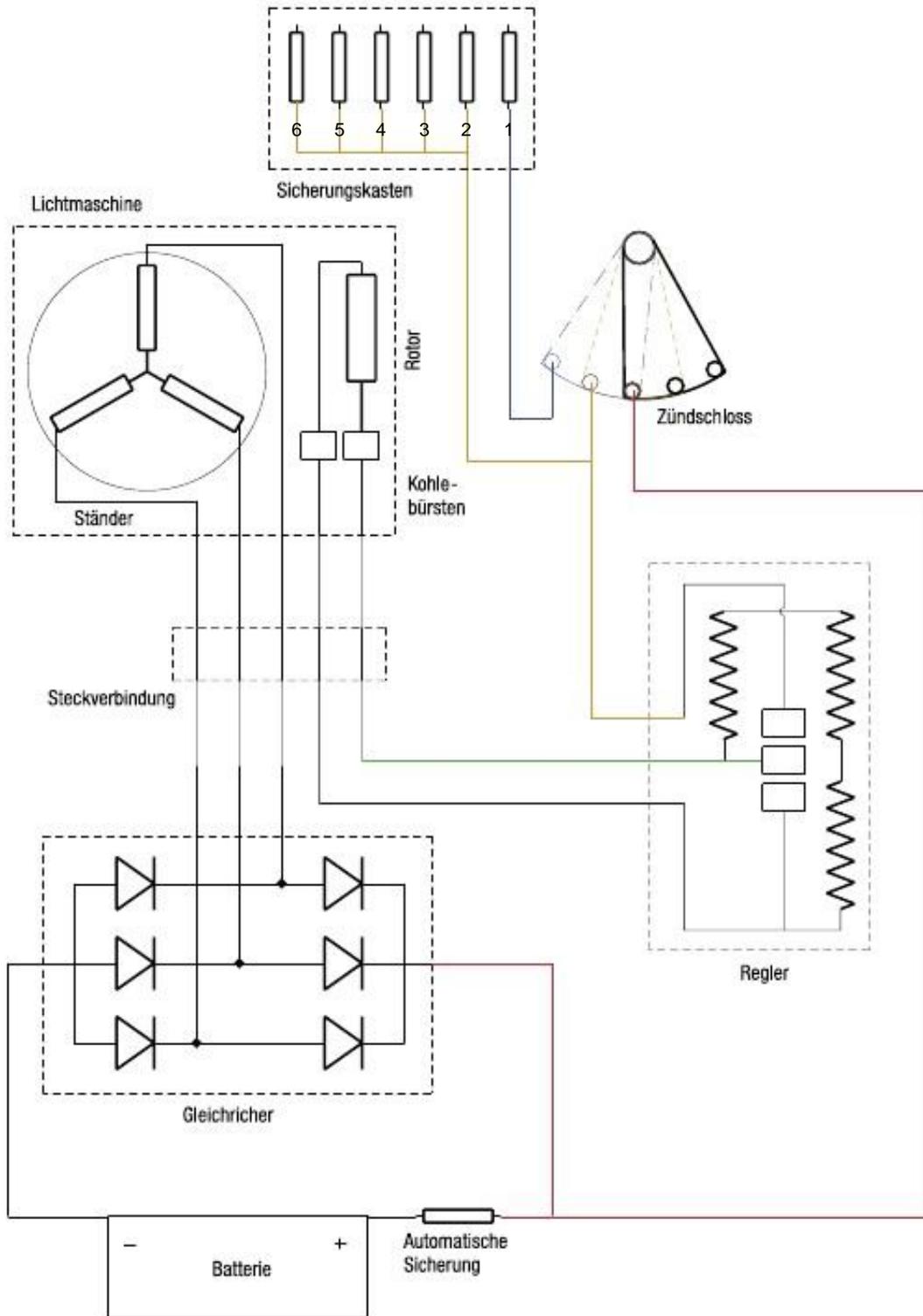


Figure 8-7: Charging circuit