The motorcycle with correctly attached sidecar is easy to steer and does not deviate from the desired travel direction (wear on tyres being reduced to minimum).

In order to make the service life of tyres as long as possible, it is necessary to maintain the required camber angle of the motorcycle and sidecar wheels in the vertical plane as well as the toe-in of the wheels in the horizontal plane.

The recommended toe-in should be equal to 10 mm over the length of the motorcycle wheel base. The measurement must be performed by applying a straight-edge to the points of tangency on the rims of the rear wheel and sidecar wheel (Fig. 43). The camber angle, that is, the deviation of the motorcycle axis from the vertical plane, should be set to 2 deg.

When adjusting the toe-in, slacken the coupling bolts securing the sidecar attachment bracket. By moving the bracket in or out of the rear tube of the frame, achieve the required toe-in, which is checked by means of two straight bars to be applied to the wheels at a height of 90 to 100 mm from the ground.

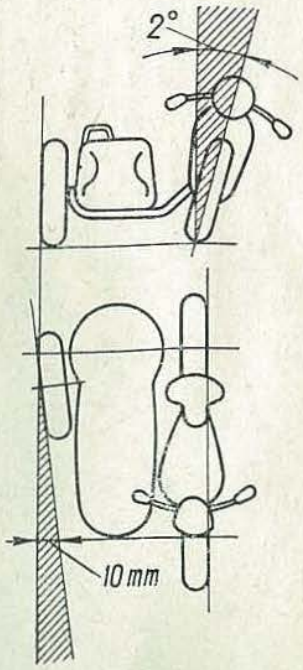

Fig. 43. Motorcycle and sidecar installation diagram

The required camber angle is obtained by increasing or reducing the length of the adjustable draw rods. When installing the sidecar, lubricate all the hinges with grease Lithol-24.

TROUBLESHOOTING

Trouble	Cause	Remedy
	Engine	
Engine fails to start	No spark produced at plug contacts;	
	maladjusted gap or contact breaker points burnt;	Adjust the gap, clean breaker points;
	plugs out of order;	clean, adjust the gap if necessary, install new plugs;
	ignition coil burnt;	replace with a new one;
	capacitor punctured;	fit a new one;
	wire connections disturbed;	connect the wires;
	no clearance in valves;	adjust the valve gaps;
	petrol supply to carburettors disrupted;	
	a hole in petrol tank cover clogged;	clean out the hole;

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