after having fitted about $^2/_3$ of the bead length, squeeze the casing in such a way that the fitted part of the bead enters the rim recess; by tapping the bead base with a hammer (without using tyre irons), insert all the bead;

depress the valve into the casing, pump up the tube and tap the casing with a hammer all around the circumference until it seats uniformly all along the rim circumference;

screw up the valve nut home, inflate the tube to a required pressure then fully deflate it and again inflate it to avoid tube creasing in the tyre, screw in the slide valve and cap.

If the casing is properly pressed down into the rim recess, all the job can be done using two tyre irons. When refitting the tyres, do not apply too great an effort to the tyre irons, as this may cause damage to the casing or the wire rope of the bead.

FRONT FORK

The front fork design is illustrated in Fig. 24.

Dismantling the Front Fork

The front fork should not be dismantled unless it is necessary to do so.

Prior to dismantling, unscrew nut *20* (Fig. 24) of the left-hand end piece, screw out the front wheel axle (left-hand thread) and, after removing the front wheel from the brake disk, take down the wheel (after first disconnecting the front brake cable). Screw out shock absorber wing nut *1* (Fig. 25). Unscrew nuts *4* and *2*, take down traverse *6*. Undo screws *22* (Fig. 24) of the drain holes and discharge the oil. Release nuts *25* of bolts *26* and remove end pieces *17* and *18* of the fork blades together with guide tubes *10*. Screw out the body of gland *8* and extract guide tubes *10* of the fork from end pieces *17* and *18*. Remove locking ring *12*, bushes *11*, *9* and gland *8* from guide tubes *10*.

In order to dismantle the fork shock absorber, unscrew bolt *16* securing the shock absorber and take out the shock absorber *13* assembly. Then screw off the nut at the upper end of the rod, remove the upper end piece and the fork spring. Screw out the lower end of the spring and extract the rod together with the piston, taking care not to damage the shock absorber tube.

To disassemble gland *8*, first unscrew the gland nut, take out the felt ring, remove the packing ring spring and the ring itself.

When removing upper casing *7*, detach the headlamp, unscrew nuts *26* (Fig. 25) and extract bolts *24* securing the fender to the casing. Unscrew nuts *28* fastening the front fender to the bridge and take off fender *22*. Extract bolts *26* (Fig. 24) and remove casings *7*.

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