

THE EXCELSIO-HENDERSON-RESTORAL-SOCIETY

DISMANTLING PROCEDURE K J MODRIS

With apad and pencil, and a parts list as a guide, start as an Insurance adjuster. With a good picture of both sides of your machine. Mark down each and every bolt nut, screw, and lock washer, and list every broken bent or missing part, as you start dissmantleing

Disconnect gasoline line from carboretor, and tanks.

Remove carboreter from manifold, inspect

Remove shift lever $\frac{1}{2}$ and shift rod and reverse rod and lever (if equipt)

Remove generator and bracket

Remove instrument panel after disconnecting Speedometer cable

Remove right and left side tanks

Remove saddle complete

Take off chain guard, and drive chain

Remove Battery and tool box unit

Remove rear fender

Next take of entire exhaust assembly

Remove oil pump take off pressure line to motor and screw out both pump studs, which may get broken off as motor is taken from frame

If motor is to be gone over, it will facilitate easier removal if the inlet manifold is removed first, but is not necessary

remove clutch rod and front brake rod pin and let brake pedal drop down assuming that controls and cables have been taken off.

Remove all four motor bolts and motor can be lifted out by slanting engine out at the top on the right side. make sure that the starter spring has beeremoved from the socket by loosening the set screw and pulling out spring

SET MOTOR ASIDE

CAUTION All oil and gas could have been drained befor this time

Make sure that you keep parts separated by about 4 boxes to put parts in to avoid confusion in reassembly

I for parts to be plated

Front fork parts Wheel bearings and related part

Lift frame and place on a box or stand until front wheel clears floor

Remove Head lamp and brackets

Fry out fork springs using care as springs will fly out under tension if a compressor is not used

Remove front wheel and brake assembly and rocker studs

Disconnect front fender, and fork clevis bolt

Remove handle bar cap screws and center nut (holding bars) and take off handle bars complete

Unscrew fork cone lock nut, and quill washer, By unscrewing fork cone forka fork can be removed (taking care as balls will fall out on disassembling) examine cones and cups for pits

Take off speedoeter cable and bracket from frame, and remove complete rear wheel assembly. next unscrew the chain adjusting screws, and remove the rear stand. This will leave you the bare frame, of which is the first item to be worked on.

The frame must be inspected as to alignment, dents, rust or rust pits, and screws broken off, and stripped threads etc. The frame along with the forks handlebars, fenders tanks and wheels, brake and clutch pedals, battery box assembly and fork rockers, wth foot boards, and horn bracket will have to be sand blasted, and braze filled to prepare surface for painting. Abadly rusted frame can take days to get ready, but it can be done. Front forks can be checked for alignment, and prepared same as frame.