

BULTACO SERVICE BULLETIN

September 19, 1974

1-60-9

TO: All Bultaco Dealers

SUBJ: Set Up Instructions For 1975 Models

1. Upon removing a new Bultaco from the crate, you will find a cosmoline like compound covering all external aluminum parts, this compound is designed to keep the aluminum parts from corroding in transit. To remove, wipe covered parts with gunk or solvent and wipe off with clean rag. NOTE: Do not allow painted surfaces to come in contact with either solvent or gunk, as it will dull them. Do this job first!
2. Remove tank and seat assemblies on models with lights. Hook up wires and lighting units as required - this varies from model to model.
3. Install rear shocks. Install front wheel and tighten the axle nut finger tight. Attach front brake anchor finger tight. Pull the fork leg drain plugs and drain, moving suspension up and down to be sure all oil is drained. Re-install plugs and fill with recommended amount and weight. (See owner's manual or your Bultaco specification chart). NOTE: Fill one stanchion at a time, if both stanchion plugs are removed at the same time, it will cause the suspension to collapse making reinstallation of the plugs difficult at best. Loosen lower fork bracket pinch bolts and torque stanchion plugs down to 80 ft/lb. Retighten lower bracket pinch bolts. Tighten axle nut to 30 ft/lb. Tighten axle pinch bolts to 6 ft/lb. Tighten front brake anchor to 6 ft/lb. Install front fender. NOTE: The nylock nuts should be on the outside of the fender bracket. If the nylock nuts are inside of the fender, they will hit the tire when the suspension is fully compressed. Check spoke tension on both wheels. Adjust, if necessary. (See owner's manual for proper pressure). Install speedometer and tighten reset knob. Install or adjust handlebars and headlight. Install throttle twist grip, lightswitch, clutch and brake levers and front brake cable. NOTE: Be sure that brake cable and/or rod is at a 90 degree angle to the brake shoe lever at the point of engagement of the shoes to the drum. Check to see that the clutch activating lever has free play.
4. Remove and service air cleaner. Foam filters should have Filtron oil or mixture outlined in S/B #1-70-2 squeezed through them thoroughly.
5. Drain primary chain case, tighten case cover allen screws to 5 ft/lb. Fill with specified weight and amount of oil.

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6. Adjust chain. On models with chain tensioner, be sure chain runs over the entire rubber face, not just the leading edge. (See owner's manual). On models without tensioner be sure there is $1\frac{1}{2}$ to 2 inches of play with motorcycle on a stand and rear wheel free. NOTE: New chains need frequent adjustments.
7. Check to see carburetor slides move up and down freely and there is free play in the outer cable, tighten clamps on rubber hose between carburetor and air cleaner.
8. Inspect entire machine and tighten all nuts and bolts.
9. If tank was removed, reinstall and connect fuel hoses, drain gas tank and fill with 90 octane or above gas and two cycle oil. Start motor, check lights, horn and kill button (when applicable). The horn
10. may be adjusted by tapping on the horn button while moving the 8mm nut on the back of the horn in and out slowly for maximum loudness.
11. Adjust idle screw and pilot air screw in accordance with section 4 of the Bultaco Service Manual. For final check, test ride the machine. While machine is warm, tighten exhaust pipe nut as tight as possible and safety wire, where applicable.



Domino Gris ... back in 1967 racing his Bultaco Metisse at Manresa - Spain