



Page 48 — Chapter 8 will run as follows:

8. Removing the carburetter.  
Disconnect the fuel pipe by pulling off the tube from the petrol supply pipe. Then unscrew the nut clamping the carburetter cover and after raising it unscrew the throttle valve chamber cover and disconnect the throttle cable. Remove the carburetter after unscrewing two nuts (# 14).

Figure 48 — Place a new figure, corresponding to the reality, with the following text:

Figure 48. Taking out the carburetter.

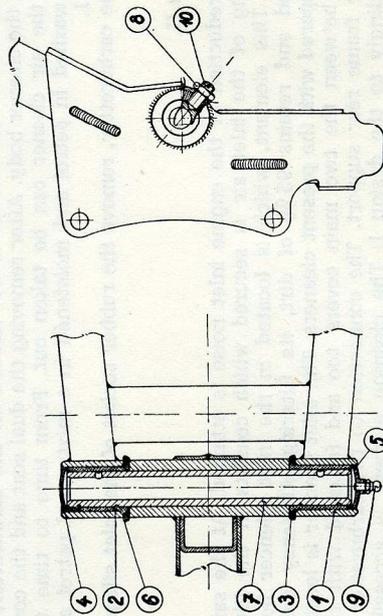
Page 49

In paragraph "Remove the bottom nacelle" cancel the six last lines. The dismantling bottom nacelle will be placed in chapter 11.

Page 58 — Chapter 17 will run as follows:

17. Pivoted rear fork.  
The new design of the pivoted rear fork has a wider bushing. Due to this fact the machine stability and the control have been improved and the bushing wear reduced.  
Before dismantling the pivoted rear fork the following operations should be carried out:  
Remove the cowls (chapter 15), the rear suspension dampers (chapter 16), dismantle the rear wheel (chapter 2), the chaincase (chapter 3) and take out the rear sprocket (chapter 4).  
Then unscrew on the bush bottom the lock bolt 10 with the nut 8 and push out the plugs 4 and 5.  
Screw the extractor into the auxiliary screw thread in the cavity of the fork pin 7 and pull it out of the bush. After extracting the fork pin screw off the screw (# 10) securing the inner part of the mudguard to the frame and pulling the mudguard aside remove the pivoted fork through the free space (figure 61).  
Figure 59 — Pivoted rear fork bushing, sectional view — place a new figure.  
Figure 60 — Pivoted rear fork stud.

Correct the figure, draw the stud with locknut and on the fork pin the plug with lubricator.



Legend to the figure 59

1. Pivoted rear fork
2. Bushing
3. Rubber seal
4. Plug
5. Plug
6. Cup
7. Fork pin
8. Nut
9. Grease fitting nipple
10. Setscrew

Fig. 59 — New rear fork, sectional view (valid since 1. 1. 1958)

## TECHNICAL DESCRIPTION AND OPERATING INSTRUCTIONS

for the motorcycle JAWA - ČZ type 355 and 356 - changes in the text

Page 2 — Contents

Part II, chapter 7 correct the existing text as follows:  
"Carburetter Jikov 2920, 2924 Monoblock."

Part III, chapter 11 correct the existing text as follows:  
"Dismantling the steering head and the front fork."

Page 3 — List of illustrations

Figure 48 "Slackening the clamp pinch bolt" correct as follows:  
"Taking out the carburetter."

Page 6 — Technical data

On the page below correct the data as follows:

Carburetter Jikov 2920 Monoblock Jikov 2924 Monoblock Wheels — size of rims  
front rim 1,60 X 16" 1,85B X 16"  
rear rim 1,60 X 16" 1,85B X 16"

Page 9

Description of the motorcycle, paragraph 7 from above:

In place of "The carburetter is a "Jikov" — model 2920 TR and 2924 TR" insert "2920 Monoblock and 2924 Monoblock."

Page 35

By introducing the flange carburetter Monoblock the whole chapter 7 will run as follows:

7. Carburetter Jikov 2920 and 2924 Monoblock (figure 27). The new carburetter Jikov is designed as a monoblock i. e. the jet and the float chamber form a single body. The carburetter is provided with a flange, by means of which it is fastened with two nuts to the crankcase. Between the carburetter and the crankcase is inserted a packing to prevent the head conduction. The original carburetter setting is made in the works already. The jet and the throttle valve have been set by trial.

To ensure ready starts it is necessary to set, first of all, proper idle running. The new carburetter has an independent system of the slow running, i. e. the slow running jet 4.

The quality of mixture is set by means of the screw 5 (air). To obtain a poor mixture the screw must be unscrewed, while for a rich mixture the screw has to be screwed in.

With a poor mixture the engine is difficult to start, it tends to back fire, heats up and loses power. The exhaust pipe presents a slight colour tint. Too rich a mixture manifests itself by heavy running of the engine and dark smoke coming out of the exhaust pipe, while the inside of carburettor becomes black and the mixture gets thrown backwards.

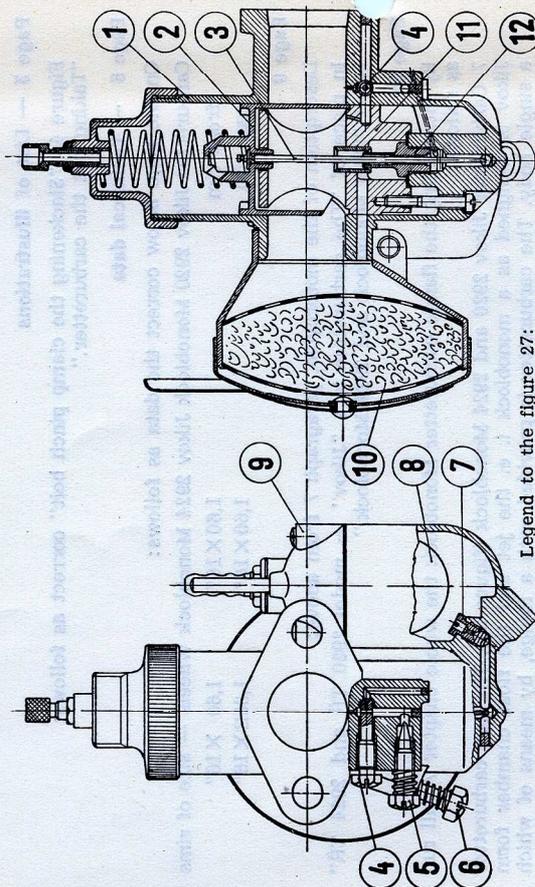
The idle running of the engine (with fully closed throttle) can be adjusted by lengthening or shortening the throttle cable and by securing the throttle valve, not letting it completely down to its bottom limit, with the throttle valve screw 6 (an oblique screw located on the side of the carburettor body). This screw must never be completely unscrewed.

The main jet 7 is accessible from the side of the float chamber after removing the cover 9. Along with the cover the whole float mechanism including the check valve must be removed. The petrol cleaner is located just behind the petrol main feed.

The idle running passages can be cleaned after unscrewing the idle running jet 4. For cleaning the delicate jet holes and passages a fine horse hair should be used. Never use wire or other hard objects.

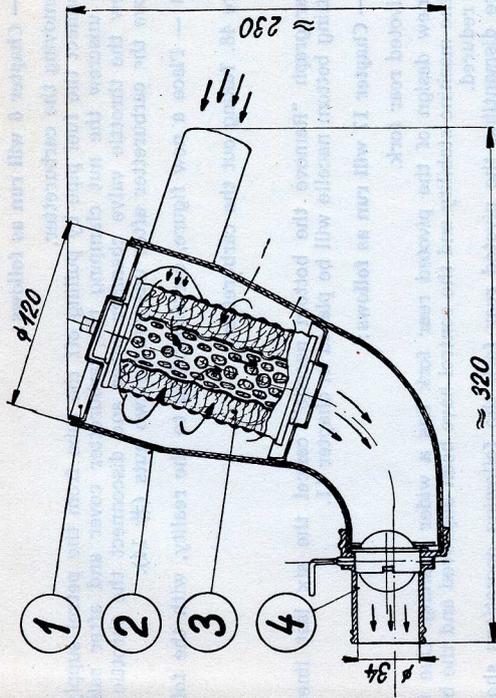
On dismantling the whole carburettor wash the individual parts in clean petrol. From time to time remove the air cleaner 10 and wash the cleaner body in pure petrol. After washing it flush the cleaner with a mixture of oil and petrol at a ratio of 1:1.

Figure 27 — Carburettor, sectional view — a new figure.



Legend to the figure 27:

- 1. Carburettor body
- 2. Throttle valve
- 3. Throttle valve needle
- 4. Slow running jet
- 5. Air adjusting screw for slow running
- 6. Throttle valve adjusting screw
- 7. Main jet
- 8. Float
- 9. Float chamber cover
- 10. Air cleaner
- 11. Atomizer and sleeve
- 12. Emulsion tube



Inlet silencer II. — sectional view

- 1. Silencer cover
- 2. Silencer casing
- 3. Cleaning element
- 4. Socket with valve

**Inlet silencer — design I.**

The inlet silencer serves to reducing the inlet noise of the engine. Being located under the dual seat, between the main covers, it is fastened by two bolts M6X45 to the frame rear support. It is connected to the carburettor by means of a rubber socket, provided with a flap. The flap lever projects from the carburettor cover. The valve being open, the lever is in the machine axis. To close the valve it is necessary to turn the lever to the right, i. e. vertically to the machine axis. When using the inlet silencer, normal air cleaner is not needed on the carburettor, as it is located directly in the cleaner body. After removing the dual seat and the cover of the inlet silencer, the air cleaner can be taken out. From time to time the air cleaner should be washed in petrol and moistened in a mixture of petrol and oil in proportion 1 to 1.

When dismantling the carburettor, remove the rubber socket of the inlet silencer only.

**Inlet silencer — design II.**

With this design a reduction of the engine inlet noise is attained. At the same time a perfect cleaning of the inlet air is secured which consists in the filter element construction. This element, which is located in the inlet silencer body too, is cylinder shaped and retains 95% of dirt, its filtering efficiency being improved by 85% compared with the present cleaners. The inlet silencer is located under the dual seat, between the two main covers too and fastened with two screws M6X10 to the frame rear support. The connection to the carburettor is carried out correspondingly to the design I. The cleaning element is accessible after removing the dual seat and the inlet silencer cover. The air cleaner should be washed — after covering 3000—5000 km — in petrol and moistened in a mixture of oil and petrol in proportion 1 to 1.

# III<sup>RD</sup> SUPPLEMENTS

## FOR THE SPECIFICATIONS AND OPERATOR'S MANUAL



The new telescopic front fork type 355-41-700

Stroke 138 mm

Damper oil capacity 150 cc.

125-cc. — 175 cc.

The new telescopic front fork, mounted on motorcycles JAWA ČZ 125 cc and 175 cc, model 355-356 this year, does not differ in general appearance from the old one, but has superior riding qualities. Before starting the mass production many tests, not only in all trials held in our country last year, but also in foreign events, were made.

This front fork has now a hydraulic damper, capable to absorb the effects of the uneven surface of the road in every position of the spring. To remove the hard shockings of the lower end of the slider — D against the end of the main tube has the end of the damper 12 a conical form and this coin gradually closes the flow of the oil from the space C into the main tube.

At moving of the sliders back downwards, which occurs at the suddenly unload of the springs, this simple equipment prevents from the hard shocking of the upper bushing 3 against the bushing 6. The main tube 2 has two openings B, which are gradually closed by the bushing 6 and this way they are throttling the flow of the oil from the space A into the main tube. At covering the both openings by the bushing 6 is the oil forced in the space between the bushings and the slider only; the resistance is increased and the hard shocking of the mentioned bushings is impossible. This represents two independent dampers, capable to absorb especially the hard shocks in the TDC and DDC of the fork.

The new front fork does require a special maintenance in operation. At the new machine after covering of 600 miles is recommended to refill the damper liquid, as the damper oil serves as the lubricating means of all sliding parts of the fork. When changing the damping oil proceed as follows:

1. After having removed the reflector unscrew the 2 screws 40 in the upper part of the main tubes.
2. Remove the front wheel spindle by unscrewing of two screws 20 located in the bottom of the slider drain the oil.
3. After screwing in the drain plug, push temporary the spindle in and through the openings in the top part of the both tubes fill in about 200 cc of petrol.
4. Depress and release the fork several times, drain the petrol in the same way as the oil. The drained petrol takes the small metal particles with, what especially at the first oil change is of the very importance.
5. Screw in the draining plugs 20 and pay the attention not to damage the sealings. The assembled front fork spindle is then secured by the screw 11, located in the left slider.
6. Through the upper openings fill the damper in both main tubes with 150 cc of the clean damper oil.
7. Screw the filling plugs in, assemble the front part of the headlamp again, depress and release the front fork for several times in order to help the oil to enter the sliding parts and the machine is ready for the further operation.

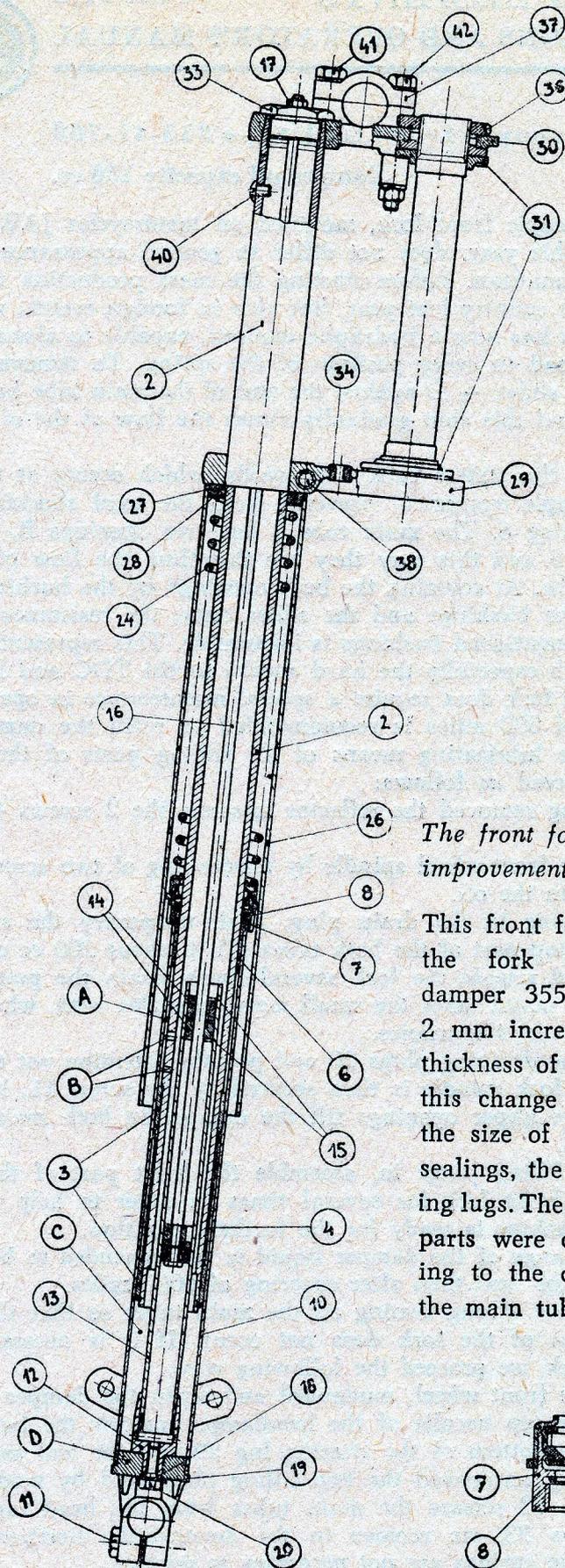
The second change of the damper liquid is recommended to be done after having covered 1800 miles and the next then after covering of 6000 miles.

The sliders have a long seating on the main tubes so that the untimely wear or seizing of sliding bushes of the fork does not occur. If it is necessary of whatever reason to dismantle the fork, we proceed the following way:

1. Remove the front wheel, mudguard and drain the damper liquid.
2. Remove the top nacelle of the headlamp, unscrew the two nuts 17, slacken the two screws 38 in the bottom of the steering lug 29 and the end screws 33 of the main tubes.
3. After having unscrewed the two filling plugs and by moderately knocking on the two slackened screws 33 release the main tubes from the head lug 30. After unscrewing the mentioned screws 33, we remove in the downwards direction the both telescopes. The cover tubes of the springs are not necessary to remove.
4. The nut with the sealing 7 is necessary to assemble very carefully in order not to damage the edge of the rubber sealing. The damaged sealing is necessary to change.
5. In the reverse manner is then the front fork reassembled and filled with the prescribed amount of the damper liquid.

The new telescopic front fork — sectional view

- 1 front fork cplt
- 2 tube
- 3 bushing
- 4 spacer
- 5 securing ring
- 6 bushing
- 7 sealing cplt
- 8 sealing
- 9 slider RH
- 10 slider LH
- 11 screw M 8X1X25
- 12 endpiece
- 13 damper tube
- 14 insert
- 15 circlip
- 16 rod
- 17 nut M 6
- 18 sealing
- 19 washer
- 20 screw
- 21 guide
- 22 piston
- 23 nut
- 24 spring
- 25 cover tube RH
- 26 cover tube LH
- 27 sealing
- 28 adaptor
- 29 lower head lug
- 30 upper head lug
- 31 cup
- 32 pawl
- 33 nut
- 34 grommet
- 35 nut
- 36 nut
- 37 stirrup
- 38 screw
- 39 nut
- 40 screw
- 41 screw
- 42 screw
- 43 nut
- 44 washer



The front fork 355-41-800 improvement of the design.

This front fork differs from the fork with hydraulic damper 355-41-700 by the 2 mm increase of the wall thickness of the main tubes; this change influences only the size of the main tubes, sealings, the head and steering lugs. The above mentioned parts were changed according to the diameter change the main tubes.

Beginning with Serial No. 702 001

# The 4<sup>th</sup> SUPPLEMENTS

## of the Specifications and Operator's Manual



### The new switch box

Page 11

125 cc. — 175 cc.

Head 3 para „Switch box” will run as follows:

„The switch box is of an automobile type, round with three key positions and is located in the upper headlamp nacelle. It distributes the dynamo or battery current to the electric consumers.

Under the top nacelle there are in a special holder fixed to the speedometer 2 tell tale bulbs 6 V 1,5 W, lighting the dial through the opening in the speedometer.

The glas to both ends is coloured, namely: the charging tell tale light is red, the neutral position light is orange coloured.

Page 18

Para b) will have the following wording:

„Insert the key into the switch box and turn to the corresponding position (fig. 7). If the battery is in order, the red bulb to the right will light. If the left orange coloured bulb does not light, we have to shift the gear lever into the neutral position...” (The further wording without the change).

Page 20

Head D — „Operation of the electrical equipment when starting and during riding” will have the following running:

When the key is fully inserted in position O-1-2. i. e., the ignition is on, as long as the engine is not running, the red bulb lights, what signifies, that the dynamo is not supplying any current to the electrical accessories and that these are fed from battery. After the engine has been started and the revolutions exceed 1300 rpm, the tell tale bulb stops lighting and the battery is not discharged. The electrical accessories are fed from dynamo and the battery is charged by the surplus current. If the red bulb at high rpm lights it signifies, that some of the electrical accessories is defective and the examination in a specialist workshop is necessary. The orange coloured bulb lights if the neutral position between the bottom and second gear is shifted.

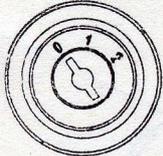
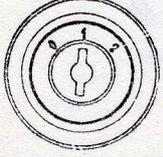
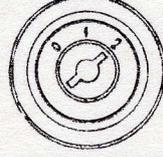
Page 57

Head 19 — „Dismantling the switch box” will have the following wording:

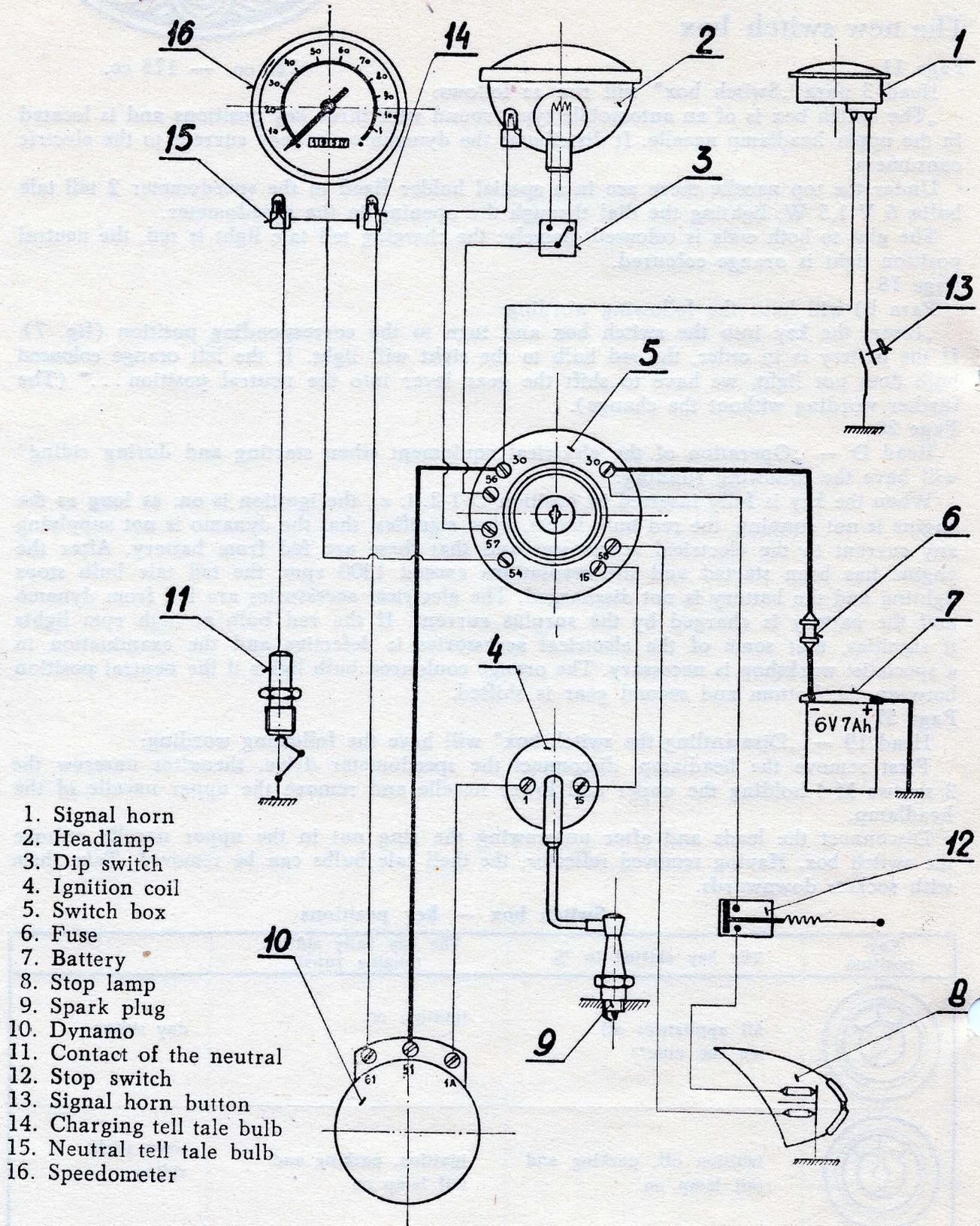
First remove the headlamp, disconnect the speedometer drive, thenafter unscrew the 2 screws M 4 holding the upper and lower nacelle and remove the upper nacelle of the headlamp.

Disconnect the leads and after unscrewing the ring nut in the upper nacelle remove the switch box. Having removed reflector, the thell tale bulbs can be removed. Take them with sockets downwards.

Switch box — key positions

Key-position	The key shifted in 1/2	The key fully shifted (engine runs)	
	All appliances off see the note*)	ignition on	day riding
	ignition off, parking and tail lamp on	ignition, parking and tail lamp on	town night riding
	ignition off, headlamp on	ignition and headlamp on	road night riding

\*) The signal horn and stop lamp ar in accordance with the traffic orders still connected (to the switch box terminal No. 30) and it is impossible to switch them off by the switch box key.



1. Signal horn
2. Headlamp
3. Dip switch
4. Ignition coil
5. Switch box
6. Fuse
7. Battery
8. Stop lamp
9. Spark plug
10. Dynamo
11. Contact of the neutral
12. Stop switch
13. Signal horn button
14. Charging tell tale bulb
15. Neutral tell tale bulb
16. Speedometer

**Information:** The text and the figures concerning the original design of the switch box are not valid and the manual will be used only up to the consumption of the prints.

# THE 5<sup>th</sup> SUPPLEMENTS

of the Specification and Operator's Manual for the Motorcycle



125—175 cc.

## Changes of design valid from January, 1<sup>st</sup>, 1959

- page 9 — The frame is built up from square section welded tubes with pivoted rear fork, the spindle of which is automatically lubricated with oil from gear box.
- page 25 — The pivoted rear fork.  
The pivoted rear fork is automatically lubricated with oil from the gear box; a small pipe line with strainer feeds the oil into bushes.
- page 27 — fig. 18 is not valid.
- page 28 — Para 3 — Adjusting the brakes.  
Para — The brakes are adjusted... is changed to following wording: The front wheel brake is adjusted by means of a wing nut (fig. 19) — rough adjustment; the fine adjustment is done by adjusting screw to the R. H. side of handlebars. The rear wheel brake is adjusted by turning of the wing nut — fig. 20. Having adjusted the brakes... (the further text valid).
- page 32 — Adjusting the clutch.  
Adjusting the clutch — the text is valid, but instead of the (2) in text „adjusting” is necessary to give „on the LH side of handlebars”.
- page 33 — fig. 26 — instead of the adjusting screw 2 with the nut will be the cable thrust only.
- page 40 — fig. 33 — the core of the silencer shortened.
- page 48 — Para 10 — Dismantling the headlamp.  
Para — Headlamp top nacelle... is changed to: Remove the headlamp top nacelle by a moderate stretch, swinging and by shifting of the back part of the catch out.  
fig. 49 — the old fastening of the headlamp top nacelle not valid.
- page 53 — fig. 55 — new adjusting screw of the front wheel brake.
- page 56 — The pivoted rear fork.  
The first para covering the dismantling of the pivoted rear fork is necessary to fill up..., furthermore the removing of pivot lubricating pipe line which is disconnected after unscrewing the screw (M6) in the LH engine cover.  
fig. 59 — in the pivoted rear fork section is the automatic lubricating not drawn up



SOLEX - Czechoslovak Standard	
75	86
78	105
80	112
82	120
85	130
88	135
90	145
92	155
95	165
98	175
100	185
102	195
105	210
108	220
110	230
112	240
115	250
118	260
120	275
122	285
125	300
128	318
130	330
132	342
135	360
138	378
140	390

### IMPORTANT INFORMATION:

The carburettors of all our motorcycles are fitted with jets, marked according to the Czechoslovak standard (ČSN).

The jet number indicates the water quantity in c. c. passed through the jet in 1 minute.

In the international practice there are used the jets „SOLEX”, marked in 1/100 mm according to the diameter of jet aperture.

For information and comparison see the following table of the current jet types, used in motor vehicles.