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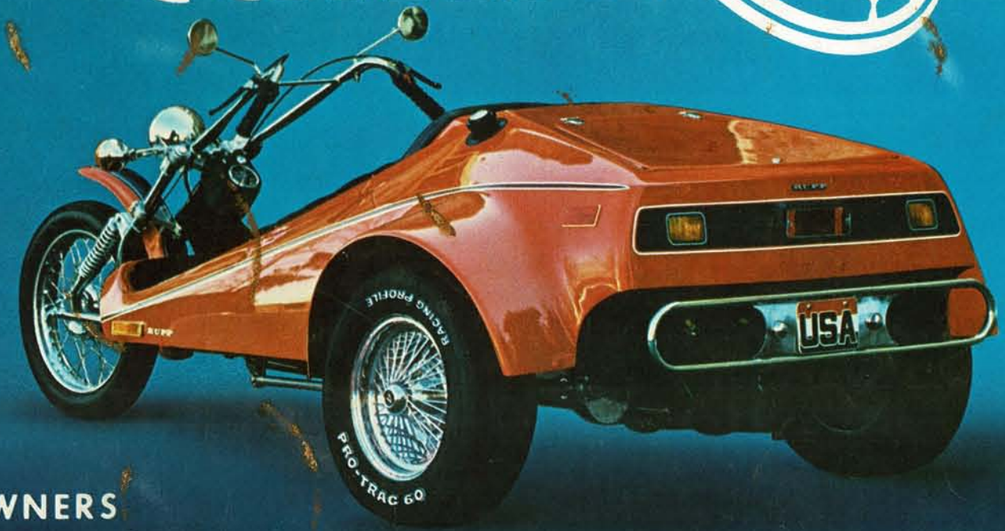
NITRO '75

RUPP
Only The Best

CENTAUR



OWNERS
MANUAL

by RUPP

WELCOME RUPP RIDER!

We are pleased at the confidence you have shown in selecting a Rupp Centaur from the many motorcycle models available. Your Rupp Centaur represents the finest in engineering, design, styling and workmanship which are traditional at Rupp Industries.

This manual has been prepared to acquaint you with the operation and maintenance of your Rupp Centaur, and to provide important safety information. It is supplemented by a booklet which provides information concerning warranty. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and trouble-free operation of your vehicle.

When it comes to service, remember that your Rupp dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for maintenance needs and any other assistance you may require. His factory trained mechanics, equipment, parts and accessories make up a team devoted to your motoring pleasure and satisfaction.

Thank you for choosing Rupp.

RUPP INDUSTRIES, INC.

RUPP Only The Best

1974 CENTAUR OWNER'S MANUAL

RUPP INDUSTRIES, INC.
1776 Airport Road
Mansfield, Ohio 44903

Table of Contents

Section		Page
1	Before Driving Your Centaur	2
2	Starting and Operating	3
3	Stopping & Passing Information	10
4	In Case of Emergency	12
5	Appearance Care	14
6	Service & Maintenance	15
7	Maintenance Chart	25
8	Trouble Shooting	24
9	Specifications	26
10	Warranty Registration	29
11	Set-Up Instructions	30
12	Index	32

HUNDRED MILES OF DRIVING

During the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and ecomony of your Centaur.

It is recommended that your speed during the first 100 miles be confined to a maximum of 45 MPH, but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

Allow gradual engine warm up by operating at moderate speed and load for the first few minutes after starting.

Avoid idling or low speed operation for prolonged periods to prevent engine overheating, flooding, carbon accumulation in combustion chamber and spark plug fouling.

TRAILER HAULING

CAUTION: DO NOT ATTEMPT TO PULL ANY TYPE OF EQUIPMENT OR TRAILER.

BEFORE DRIVING YOUR CENTAUR

DRIVER CHECKLIST

Before Boarding Centaur

1. Familiarize yourself with the various instruments and controls.
2. See that your goggles, mirrors, and lights are clean.
3. Visually check tires for road damage, foreign objects and correct inflation.
4. Check for adequate amount of fuel.
5. Check for adequate amount of engine oil.
6. Check operation of all lights.
7. Check that area to rear is clear if about to back up.

NOTE: Always wear an approved safety helmet, eye protection and adequate protective clothing.

Before Driving Off

1. Adjust mirrors.
2. Check throttle and brake controls.

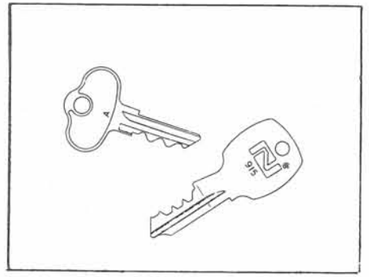
CAUTION: BE SURE THROTTLE RETURNS TO IDLE FREELY. CHECK FRONT AND REAR BRAKE CONTROLS FOR PROPER OPERATION. DO NOT START ENGINE UNTIL THESE CHECKS HAVE BEEN MADE. SERIOUS PERSONAL INJURY AND PROPERTY DAMAGE COULD RESULT IF BRAKES ARE NOT OPERATING PROPERLY OR ENGINE DOES NOT RETURN TO IDLE.

3. Release parking brake.

KEYS

Two separate keys are provided for your Centaur. Each key has a different cross section so that it can be inserted only in certain locks. The key stamped with a letter is the ignition switch key. The numbered key is for the trunk. Make note of the letter and number. If you lose your keys, duplicates can be obtained from your dealer using this key information.

Always remove the ignition switch key when leaving the vehicle.



STARTING AND OPERATING

CAUTION: DO NOT RUN ENGINE IN CONFINED AREAS SUCH AS GARAGES ANY MORE THAN NEEDED TO MOVE VEHICLE IN OR OUT OF AREA.

AVOID INHALING EXHAUST GASES BECAUSE THEY CONTAIN CARBON MONOXIDE, WHICH BY ITSELF IS COLORLESS AND ODORLESS. CARBON MONOXIDE IS A DANGEROUS GAS THAT CAN CAUSE UNCONSCIOUSNESS AND IS POTENIALLY LETHAL.

DASHBOARD INSTRUMENTS AND CONTROLS

Familiarize yourself with the various instruments and controls used in your Centaur before you operate it.

Ignition and Light Switch

The key switch on the console controls all electrical components of your vehicle. The switch has four positions:

Start - Engages electric starter

On - Normal operating position with lights off.

Lights - Normal operating position with lights on.

Off - Engine ignition is grounded which turns engine off. This is also the locked position.

Choke

The choke is operated by a lever on the console. Place the choke lever in "choke" position to richen fuel/air mixture for cold starts and during initial warm up periods. Throttle must be closed (idle position during choke operation. Choke will not function if throttle is open. Do not choke a warm engine or "flooding" of the engine can occur.

Neutral Indicator

A green indicator lamp above the ignition switch will light when transmission is in neutral. Always place engine in neutral before starting engine.

Turn Indicators

The right or left amber turn signal indicator flashes on the dash to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective light bulb.

High Beam Indicator

A blue indicator lamp below the speedometer lights when "high" beam is being used.

Tachometer

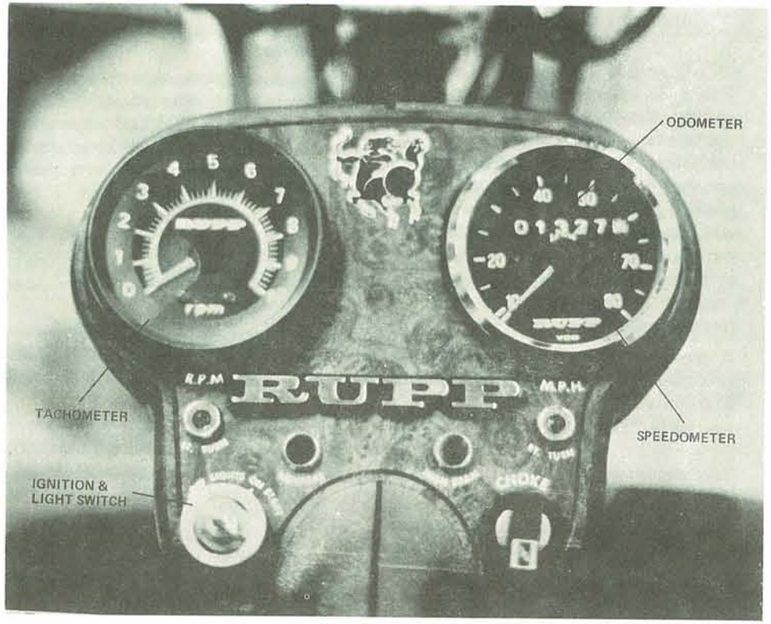
Indicates engine speed in revolutions per minute (RPM). The highest recommended engine RPM is 6500. Operation of engine at over 6500 RPM can lead to serious engine damage.

Speedometer

Indicates vehicle speed in miles per hour. Observe speed limits at all times.

Odometer

Total mileage traveled is shown in miles.



HANDLEBAR CONTROLS

Throttle

The throttle, or accelerator, is the handgrip on the right-hand side of the handlebars. To increase engine speed and power, turn the handgrip counterclockwise. The throttle is spring loaded and returns to idle position when released.

CAUTION: CHECK THROTTLE CONTROLS TO BE SURE THROTTLE RETURNS TO IDLE FREELY AND OPERATES SMOOTHLY BEFORE STARTING ENGINE.

Front Brake Lever

The brake lever on the right side controls the front wheel brake. Pull lever toward grip to apply brakes.

Emergency Engine Off Switch

This switch has three positions. The center position is the "run" position. The two other positions ground the ignition which stops the engine. Use this switch for emergency stopping only.

Transmission Clutch

The clutch lever is used to operate clutch. The clutch keeps transmission gears from rotating while shifting from neutral to forward or reverse. Clutch should never be used while vehicle is in motion.

Turn Signal Switch

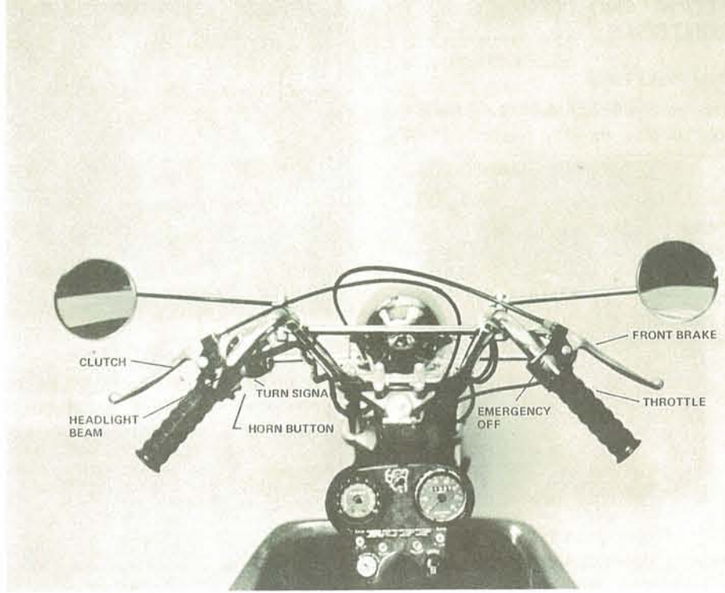
Slide type switch on left control handle activates right and left turn signal lights. Slide switch to the far right for right turn signal and to the far left for left turn signal. Lamps on the front and rear of the vehicle transmit this signal to other motorists and pedestrians. Always use turn signals when changing lanes or making turns. Be sure you cancel the signal after turn has been completed by returning switch to the center (off) position.

Headlight Beam Switch

The headlight beam dimmer switch is located on the top side of the left hand control unit. Switching from "low" to "high" beam is accomplished by rotating switch lever.

Horn Button

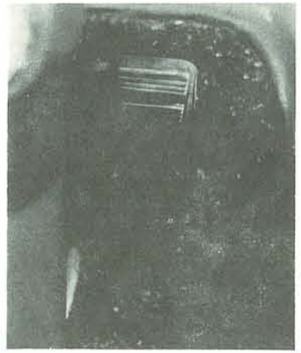
The horn is sounded by pressing the button located below the turn signal switch. Use of the horn should be restricted to sounding a warning whenever necessary. Become familiar with this function as soon as possible, should it ever become necessary to give a warning signal to another motorist or a pedestrian.



FLOOR AND CONSOLE CONTROLS

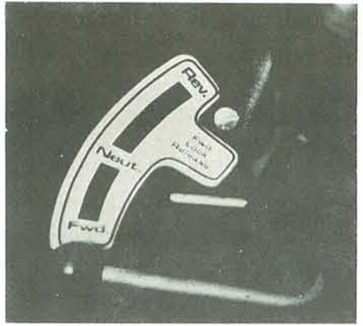
Rear Brake Pedal

The foot pedal to the right of the console controls the dual rear wheel brakes.



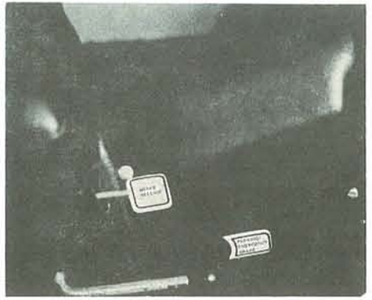
Shift Lever

The console shift lever can be moved freely between Neutral and Reverse and into Forward. When shifting from Forward to any other gear the Forward Lock Release must be used. Always engage clutch before making any shifts and never shift when vehicle is in motion.



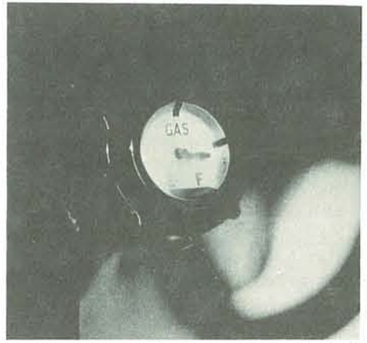
Parking/Emergency Brake Lever

Lift up firmly on the Parking/Emergency Brake Lever to set brake. Brake is released when Brake Release is pushed downward and Brake Lever is parallel to floor.



FUEL GAUGE

The fuel gauge is a combination gauge

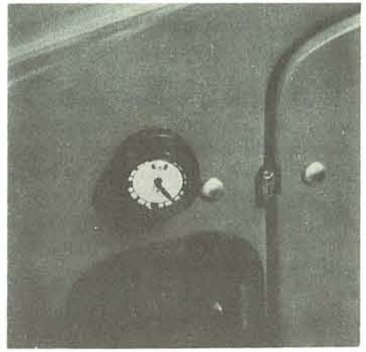


and gas cap. It is located atop the fuel tank filler neck at the rear of the vehicle on the lower left side. Check fuel supply frequently. Do not fill tank to the top of filler neck, as the fuel will overflow when the gauge is inserted. Always allow a safety margin. A motorcycle does not travel the same distance each time on the same amount of fuel.

REFUELING OR CHECKING FUEL LEVEL. FUEL GIVES OFF INFLAMMABLE VAPORS WHICH CAN IGNITE INSTANTLY WITHOUT WARNING.

OIL GAUGE

The oil gauge protrudes through the body just aft of the seat back. Check oil supply frequently. Do not fill above base of filler neck to prevent oil from overflowing when gauge is inserted.



CAUTION: NEVER RUN ENGINE WITHOUT OIL. SERIOUS ENGINE DAMAGE OR FAILURE WILL RESULT. CHECK OIL LEVEL AT EVERY FUEL STOP.

TIRES

The factory installed tires on your Centaur are designed to provide the best all around performance for normal vehicle operation. When inflated as recommended they have the load capacity to operate satisfactorily at all normal highway speeds.

Tire Care

Tires should be checked regulary for proper inflation, wear and damage.

TIRE CHART

RECOMMENDED TIRE PRESSURES

Vehicle Load	Front	Rear
Up to vehicle capacity	28 psi	14 psi

RECOMMENDED TIRE SIZES

Rear (Use only in sets)* B60-13, Load Range B; Tubeless; PN 36856.
Front 3.25/3.50-16; 4 Ply Rating Tube Type; PN 36842.

*Because of possible adverse effects on vehicle handling, do not mix radial tire with other type rear tire on the same vehicle. Replace rear tires as a matched set of 2 identical tires.

VEHICLE CAPACITY

1 Rider plus trunk load for total of 250 lbs maximum.

INFLATION PRESSURE

The tire inflation pressures listed on the tire chart have been selected to provide the best tire life, riding comfort and handling stability for normal driving conditions. When inflated as shown on the tire chart, the tires have the load carrying capacity to operate satisfactorily at all loads up to and including the vehicle capacity load (250 total pounds).

The use of improper tire inflation pressures can adversely affect tire life and vehicle performance:

* Too little air pressure can result in excessive tire heat, abnormal tire wear, adverse vehicle handling and reduce fuel economy.
* Too much air pressure can result in abnormal tire wear, adverse vehicle ride and handling, and increased susceptibility to damage by road impacts.

Tire pressures should be checked when the tires are "cold" at least once a month (and preferably oftener) or before long trips or when heavily loaded. The following points should be observed when checking and setting tire pressures:

1. Cold tire pressure ratings are applicable when a vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.

2. Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot (after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour). Do not "bleed" or reduce pressures when tires are hot from driving.

3. Always use a tire pressure gauge when checking pressures as the appearance of a tire can be deceiving. For example, radial ply tires, in comparison with bias ply tires at the same pressure, may have the appearance of being under-inflated.

VEHICLE LOADING

Do not load your vehicle beyond the vehicle capacity (total 250 pounds). This figure represents the design capacity of the vehicle, not merely of the tires.

TIRE WEAR

Uneven or abnormal tire wear is usually the result of incorrect inflation pressure, improper wheel alignment, wheels being out-of-balance, or poor driving habits. Underinflation, incorrect alignment and fast cornering produce different types of abnormal wear which can be diagnosed by your dealer.

STARTING ENGINE

1. Be sure that you have sufficient oil and gasoline.
2. Apply the parking brake and shift transmission to neutral.
3. Check controls for proper operation.

CAUTION: CHECK THROTTLE CONTROLS TO BE SURE THROTTLE RETURNS TO IDLE FREELY AND NORMAL FORCE TO OPERATE IS FELT BEFORE STARTING ENGINE. CHECK BRAKE CONTROL OPERATION. NEVER START ENGINE WITHOUT FIRST CHECKING BRAKE AND THROTTLE CONTROLS.

4. Place choke lever in CHOKE position, turn the ignition key to START position to engage electric starter.

NOTE: Choke only functions when throttle is in idle position.

CAUTION: THE STARTER MOTOR IS NOT DESIGNED FOR CONTINUOUS OPERATION, AND SERIOUS STARTER DAMAGE MAY RESULT IF OPERATED CONTINUOUSLY (MAXIMUM OF 10-SECOND OPERATING INTERVALS WITH A 10 SECOND COOLING PERIOD).

5. When engine starts, turn key to ON or LIGHTS position, and return the choke lever to normal running position. If engine falters, actuate choke. Do not use choke when starting a warm engine or carburetor flooding may occur.

TRANSMISSION OPERATION

The Centaur has an automatic torque convertor type transmission. The torque convertor transmits engine power to the rear wheels at the most favorable ratio for the speed and load at which the vehicle is operating.

CAUTION: NEVER START ENGINE WITHOUT FIRST CHECKING THROTTLE AND BRAKE CONTROLS FOR PROPER OPERATION. NEVER START ENGINE WITH TRANSMISSION IN FORWARD OR REVERSE, TORQUE CONVERTOR CAN UNEXPECTANTLY CAUSE VEHICLE TO LURCH INTO MOTION.

Start engine with the shift lever in NEUTRAL position, squeeze clutch control lever, then shift into FORWARD or REVERSE. An indicator light glows when transmission is in NEUTRAL.

CAUTION: ALWAYS BRING VEHICLE TO A COMPLETE STOP BEFORE SHIFTING AND USE CLUTCH TO PREVENT DAMAGE TO TRANSMISSION GEARS.

Release parking brake.

Slowly twist throttle control to propel vehicle and to increase speed and power. A gradual start with a steady throttle advance will extend the life of the torque convertor belt and result in the best possible fuel consumption.

When transmission is placed in FORWARD the FORWARD LOCK prevents accidental shifting. Hold FORWARD LOCK lever down to allow shifting from FORWARD position to NEUTRAL or REVERSE.

BRAKING SYSTEM

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load (see specifications for stopping distances, load ratings.)

CAUTION: ALWAYS CHECK BRAKE CONTROLS FOR PROPER OPERATION BEFORE STARTING ENGINE.

Front Wheel Brake

The front wheel brake is controlled with a hand lever on the right handle bar. To operate the front brake, squeeze the lever with your fingers. Return throttle to idle position before operating brakes. Front and rear wheel brakes must be used simultaneously to obtain full efficiency of service brake system.

Rear Wheel Brakes

The rear wheel brakes are controlled by a foot pedal. To operate the rear brakes push forward on the pedal with your right foot. Use front and rear brakes simultaneously.

CAUTION: DRIVING THROUGH DEEP WATER MAY WET THE BRAKES AND ADVERSELY AFFECT BRAKE PERFORMANCE SO THAT THE VEHICLE WILL NOT SLOW DOWN AT THE USUAL RATE. APPLYING THE BRAKES LIGHTLY WILL INDICATE WHETHER THEY HAVE BEEN SO AFFECTED. TO DRY THEM QUICKLY, LIGHTLY APPLY THE BRAKES WHILE MAINTAINING A SAFE FORWARD SPEED WITH AN ASSURED CLEAR DISTANCE AHEAD UNTIL BRAKE PERFORMANCE RETURNS TO NORMAL.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

Parking/Emergency Brake

To set brake for parking, lift brake lever firmly. Brake is released when brake release lever is pushed downward and brake lever is parallel to floor. IF REAR BRAKE FAILURE OCCURS, USE THIS BRAKE TO MAKE AN EMERGENCY STOP.

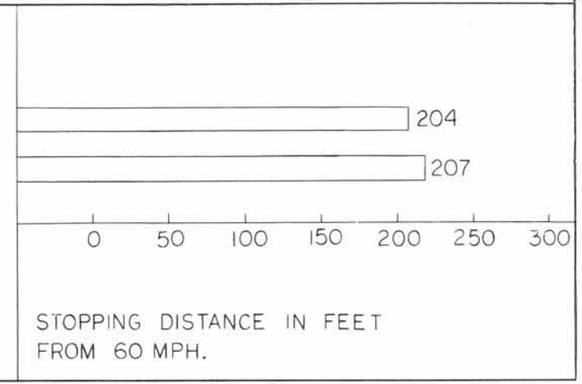
STOPPING AND PASSING INFORMATION

STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

DESCRIPTION OF VEHICLE TO WHICH THIS TABLE APPLIES : RUPP CENTAUR ~ 340

A. FULLY OPERATIONAL SERVICE BRAKE



ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

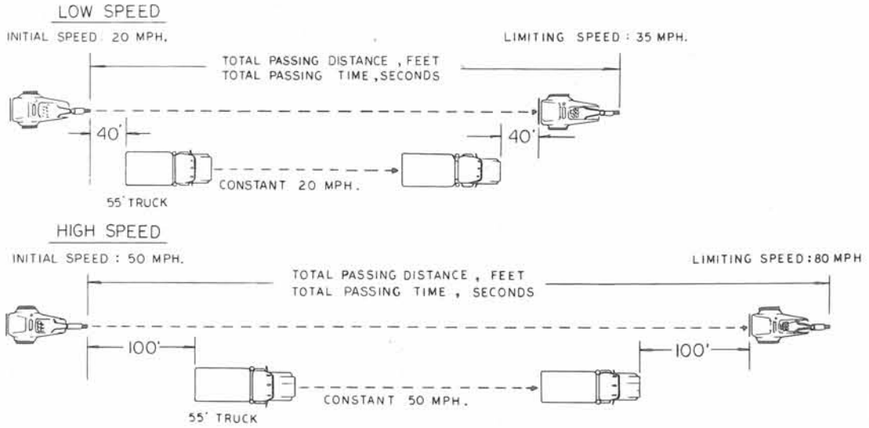
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

DESCRIPTION OF VEHICLE TO WHICH THIS TABLE APPLIES : RUPP CENTAUR ~ 340

SUMMARY TABLE

LOW SPEED PASS ---------- 386 FEET ; 7.7 SECONDS

HIGH SPEED PASS ---------- — FEET; — SECONDS ~ NOT CAPABLE



IN CASE OF EMERGENCY

TOWING

Proper lifting or towing equipment is required to prevent damage to the vehicle during any towing operation. All laws applicable to vehicles in tow must be followed. Release parking brake and shift transmission to neutral. Separate safety chains and cables should be used. Do not exceed 20 miles per hour when towing your Centaur.

EMERGENCY STARTING

Engine cannot be started by towing or pushing the vehicle. There are two methods of starting the engine when the battery is discharged.

Manual Starting

Use manual recoil starter. Open trunk lid and remove trunk shell. Grasp manual starting handle firmly and pull outward slowly until handle passes beyond rear cross member of frame. Then continue to pull outward with a vigorous upward stroke. Do not allow rope to snap back. Retain grip on handle and allow rope to rewind slowly. Do not pull rope to end of travel. Do not use recoil starter while the engine is running or damage may occur to the starter assembly.

Booster Battery Starting

Use a booster battery rated at the same voltage (12 volts) as the discharged battery and suitable jumper cables.

CAUTION: NEVER EXPOSE BATTERY TO OPEN FLAME OR ELECTRIC SPARK – BATTERY ACTION GENERATES HYDROGEN GAS WHICH IS FLAMMABLE AND EXPLOSIVE. DON'T ALLOW BATTERY FLUID TO CONTACT SKIN, EYES, FABRIC, OR PAINTED SURFACES – FLUID IS A SULFURIC ACID SOLUTION WHICH COULD CAUSE SERIOUS PERSONAL INJURY OR PROPERTY DAMAGE. WEAR EYE PROTECTION WHEN WORKING WITH BATTERY.

Handle booster and discharged battery carefully when using jumper cables, being careful not to cause sparks. Follow exactly the procedure outlined below:

1. Set parking brake and place transmission in Neutral.
2. Remove vent caps from both the booster and the discharged batteries. Lay a cloth over each battery to cover the open vent wells. Following this procedure helps reduce the explosion hazard always present in either battery when connecting charged booster batteries to discharged batteries.
3. Attach one end of one jumper cable to the postive (identified by red color, "+" or "POS" on the battery case, post or clamp) and the other end of the same cable to postive terminal of discharged battery. If using a booster battery in another vehicle DO NOT permit vehicles to touch each other as this could establish a groud connection and counteract the benefits of this procedure.
4. Attach one end of the remaining negative cable to the negative terminal (identified by black color, "–" or "NEG") of the booster battery, and the other end to the left side of the engine air shroud (do not connect directly to negative post of discharged battery). Be careful clamps from one cable do not inadvertently touch the clamps on the other cable. Do not lean over battery when making this connection.

Reverse this sequence exactly when removing the jumper cables. Reinstall vent caps and properly dispose of cloths as they may have corrosive acid on them.

CAUTION: ANY PROCEDURE OTHER THAN THE ABOVE COULD RESULT IN: (1) PERSONAL INJURY CAUSED BY ELECTROLYTE SQUIRTING OUT THE BATTERY VENTS, (2) PERSONAL INJURY OR PROPERTY DAMAGE DUE TO BATTERY EXPLOSION, (3) DAMAGE TO THE CHARGING SYSTEM OF THE BOOSTER VEHICLE OR OF THE IMMOBLIZED VEHICLE.

CHANGING TIRES

Preparations

* Park on a level surface and set parking brake firmly.
* Turn lights on as a warning to other motorists.
* Block all but the wheel to be removed.
* Jack up vehicle and securely support the vehicle so that the wheel being removed is off the ground.

CAUTION: TO REDUCE THE POSSIBILITY OF SERIOUS PERSONAL INJURY, STAND CLEAR OF AND NEVER GET BENEATH THE VEHICLE WHEN IT IS SUPPORTED ONLY BY A JACK. DO NOT START OR RUN ENGINE WHILE VEHICLE IS ON A JACK.

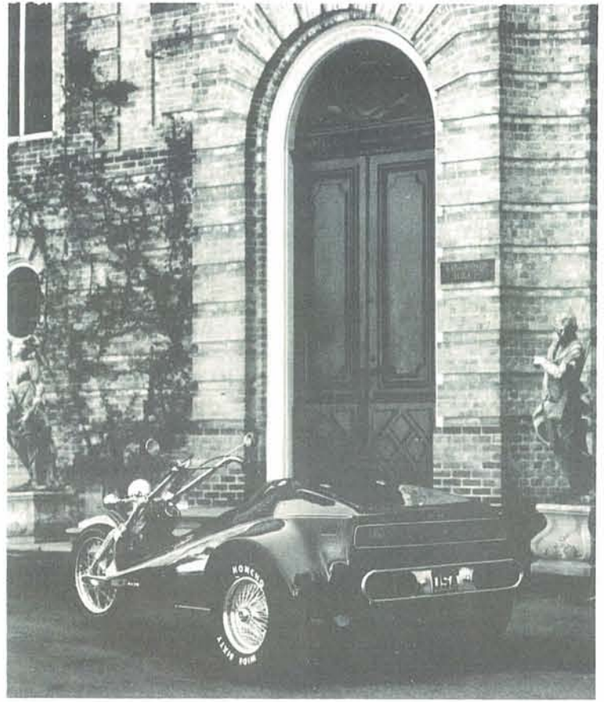
Rear Wheels

Remove spoked ring by rotating hub and ring counterclockwise. Loosen wheel nuts slightly. Raise the vehicle with a jack until tire clears the ground. Remove wheel nuts and wheel. Have tire repaired or replaced. Install wheel and tighten wheel nuts securely (65 ft. lbs torque). Lower vehicle to the ground and reinstall spoked ring and hub.

Front Wheel

Disconnect brake cable from brake backing plate and speedometer cable from reducer gear. Remove bolt securing brake stop plate. Remove cotter key, axle nut, axle, spacer and axle. It may be necessary to tap axle lightly with a soft drift to force axle through wheel hub. Have tire repaired. Reinstall wheel by reversing the above procedure, being careful not to get grease or dirt on brake components. Use a new cotter key to safely secure axle nut.

APPEARANCE CARE



The body of your Centaur is made of a high quality fiberglass with an easy to care for gel coat finish. Wash body with a solution containing 1% mild detergent (such as Joy) and water to preserve the original lustre. Remove seat upholstery to avoid water damage. You may wish to wax or polish for added protection. Use only a good grade of automobile wax.

CAUTION: NEVER WASH VEHICLE WITHOUT FIRST SEALING OPENING IN AIR INTAKE BOX TO PREVENT WATER FROM ENTERING. IF WATER ENTERS AIR BOX, AIR FILTER AND ENGINE DAMAGE WILL OCCUR. NEVER RUN ENGINE WHEN AIR INTAKE IS SEALED. THE USE OF COIN OPERATED OR HIGH PRESSURE CAR WASH TO CLEAN YOUR VEHICLE MAY DESTROY THE LUBRICATION IN THE SEALED BEARINGS.

The chrome wheels are very durable and will last many years, if properly maintained. Keep wheels free of dirt, foreign material and chemicals by washing regularly. Do not use abrasive chemicals or chrome polishes. After washing, a product like Glass Wax or Pledge will give your wheels added beauty.

SERVICE AND MAINTENANCE

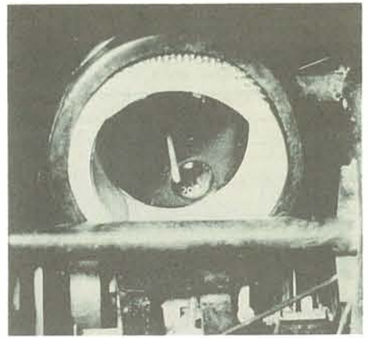
FUEL REQUIREMENTS

The 2-cycle air cooled engine in your Rupp Centaur is designed to operate on premium gasoline and 2-cycle (air cooled type) engine oil. USE ONLY PREMIUM GRADE GASOLINE,* MINIMUM OCTANE 92. Use of gasoline which is too low in anit-knock quality will result in "spark knock," a metallic rapping noise generated during the combustion process. Continuous or excessive knocking may result in engine damage and constitutes misuse of the engine. Use Rupp Special Formula Oil or a known brand of SAE 30 or SAE 40 air cooled 2-cycle engine oil rated at 40 to 1 mix. Oil tank capacity is 3 quarts, gas tank capacity 10 gallons.

* Non or low-leaded gasolines have not been approved for 2-cycle engines.

AIR FILTER

Air filter should be inspected every 1,000 miles of operation or more frequently if operated under dusty conditions. A replacement filter kit is available at your Rupp dealer.

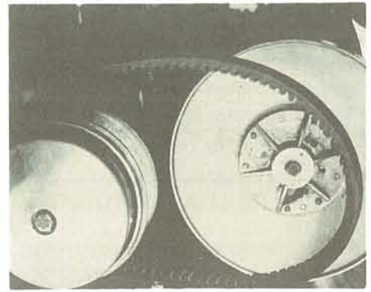


Remove trunk insert for easy access to air filter. Remove the bolt and locking nut that retains air box filter cover. Slide cover off. Lift up and out to remove filter. When replacing filter be sure filter is properly sealed and cover is securely bolted in place. NOTE: Dirty air entering an engine through an improperly mounted or punctured filter can prematurely wear out engine within a very short period of time.

DRIVE BELT

The drive belt is a vital part of the transmission mechanism. Frequent inspection of the belt is recommended and if it is found to be severely worn, replace as follows:

1. Remove trunk insert for easy access to driven torque convertor.
2. Apply parking brake to prevent fixed half of driven flange from turning. Rotate the moveable half of the driven flange and push it toward center of vehicle (compressing the spring). Then with flanges spread apart, slide the torque convertor belt over the top of the fixed flange.



3. Alternate method is to rotate driven convertor while forcing belt off the fixed flange. Extreme care must be exercised, to avoid damage to flange or drive belt.
4. When belt is removed from driven convertor it can easily be taken off drive convertor.

DRIVE BELT INSPECTION CHART

Belt Condition	Probable Cause	Remedy
Flex cracks between cogs	Considerable use; belt wearing out	Replace belt
Worn down excessively in top width	Excessive slippage or rough sheave surface	Discontinue full throttle in extreme condition or repair or replace sheave
Glazed or baked appearance	Excessive slippage caused by driver abuse	Discontinue full throttle in extreme condition
Worn in one spot	Frozen track or torque convertor not functioning properly	Repair torque convertor
Excessive belt wear on one side only	Sheave misalignment	Align sheaves
Cord popout	Sheave misalignment	Align sheaves
Belt disintegration	Sheave misalignment	Align sheaves
Belt "dishing" at top	Excessive spring pressure on driven sheave	Replace or lighten spring tension

5. Compare the drive belt condition to the inspection chart to determine probable cause and correction.
6. Make any necessary adjustments before installing new drive belt.

TORQUE CONVERTOR

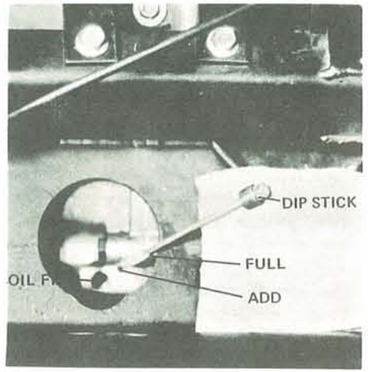
The torque convertor does not require any maintenance other than periodic lubrication of the shafts upon which the moveable sheaves slide, ramp surfaces, throw out bushings, and flyweight pivot points. Use a small amount of graphite base lubricant. Excessive lubricant will "throw off" and cause belt slippage. Torque convertor sheave alignment should be checked to see that drive and driven convertors are parallel.

The correct center to center distance between the drive and the driven torque convertors is very important and should be checked every 100 hours of operation. Measure the distance from the center of drive convertor to center of driven convertor. This distance should be 10 5/16 to 10 7/16 inches. This adjustment is made by moving the engine. The engine mount plate is slotted to allow engine to shift when engine mounting bolts are loosened.

If torque convertor sticks or operates erratically, it may be necessary to have your dealer disassemble, clean, adjust and lubricate convertors.

TRANSMISSION FLUID RECOMMENDATIONS

After the first 500 miles drain transmission fluid and fill with SAE 80 or SAE 90 gear lubricant such as Shell Dentex. Check gear lubricant level every 500 miles. Lift out trunk insert for access to dip stick and fill hole. Fluid level should be between end and top of flat portion when fluid is hot. Do not overfill. Be sure to reinstall dip stick securely. Capacity is 1 quart.



ENGINE FAN BELT

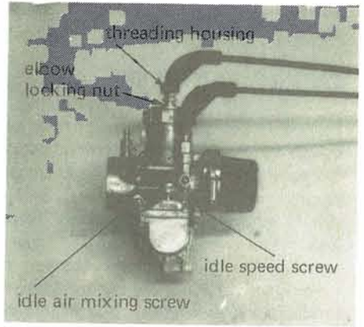
Engine is cooled by an axial flow belt driven fan. Correct belt tension is essential to engine cooling. To check tension press your finger against belt, 3/8 in. should be maximum deflection. To adjust, remove fan pulley nut and remove outer sheave. To increase tension, remove shims. Place shims removed behind inside flange to maintain belt alignment. To replace belt remove recoil starter assembly so that belt can be removed from drive sheaves after driven sheave has been removed. **Belt tension should be checked after first 2-3 hours on new belt.**

THROTTLE ADJUSTMENT

The throttle must be properly adjusted to prevent stretching of the cable, allow wide open throttle, and synchronize with oil injector pump.

To Adjust Cable:

1. Loosen elbow locking nut at carburetor.
2. Hold twist throttle control in full



open position. Adjust threaded housing (at Carb) for maximum throttle, then retighten elbow locking nut.

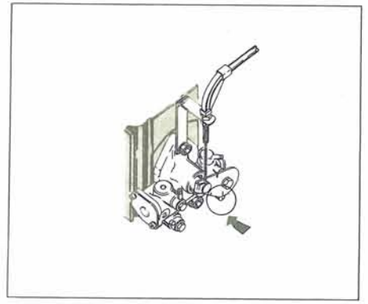
3. Operate the twist throttle to wide open throttle position, remove air filter cover and check the carburetor for wide open throttle travel without stretching the cable.

4. Be certain that you have free play in cable with throttle released and be sure carb is synchronized with oil injection pump.

OIL INJECTION ADJUSTMENT

To Adjust Oil Injection Pump:

1. Hold twist throttle control in full



open position.

2. Adjust threaded housing at oil pump end of cable so that pump arm is in the correct position.

3. Arm is in correct position when mark on arm aligns with mark on pump housing.

CARBURETOR ADJUSTMENT

Carburetors are fixed jet and factory preset for normal conditions. Additional sized jets are available for unusual running conditions.

The idle air mixture screw (smallest adjusting screw) is closed or enriched by turning clockwise and leaned or opened by turning counter-clockwise. After engine is warm adjust air mixture screw to obtain best running condition, then richen slightly (turn clockwise) until acceleration is without hesitation.

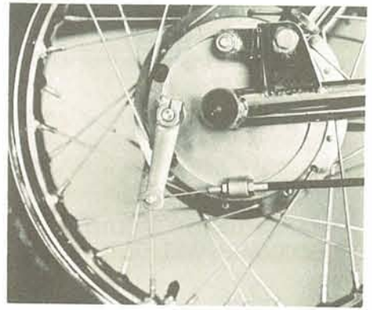
NOTE: Allow at least 10 seconds for engine to respond to each new setting.

Adjust idle speed screw (large knurled head) on carburetor so that engine idles at about 1700 RPM. If idle is set too high choke becomes ineffective.

ADJUSTING BRAKES

Front Wheel Brake

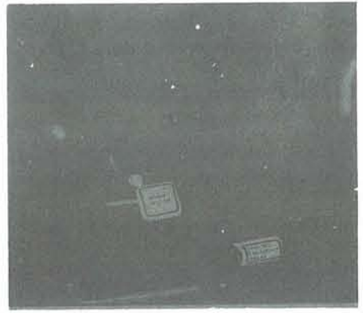
There are two adjusting points for the front brake; one is located at the hand



lever, the other on the wheel. Both are adjusted by turning a adjusting ferrule in for more play and out for less play. Position the front wheel off the ground and rotate wheel to inspect for brake drag. When brake is properly adjusted there will be a slight drag when wheel is rotated. Be sure to tighten lock nuts securely after adjustments are made.

Rear Wheel Brakes

The dual caliper hydraulic brakes are automatically adjusted with each application of the rear brakes. See your dealer if there is a rapid increase in pedal travel, which could be a sign of brake trouble.

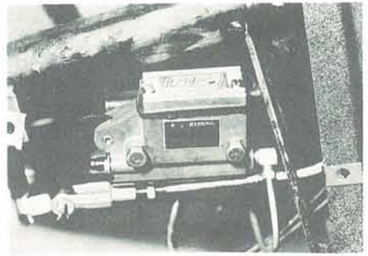


Parking/Emergency Brake

With brake lever in the released position, adjust brake by tightening adjusting nut until brake drags and then back nut off ¾ turn.

MASTER CYLINDER

Every 5,000 miles or 3 months, check fluid level in master cylinder. If fluid level is low, the condition may be caused by a leak and a check-up may be required. Only brake fluid conforming to DOT 3 from a sealed container should be used.

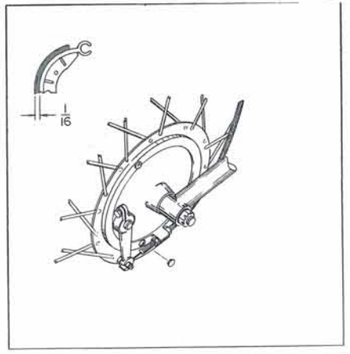


CAUTION: HYDRAULIC FLUIDS NOT CONFORMING TO THESE SPECIFICATIONS SHOULD NEVER BE USED. USE OF A BRAKE FLUID THAT MAY HAVE A LOWER INITIAL BOILING POINT MAY RESULT IN SUDDEN BRAKE FAILURE DURING HARD, PROLONGED BRAKING.

Maintain fluid level in reservoir 1/8 inch below edge of filler opening. Do not allow fluid to come in contact with other components of vehicle.

BRAKE LINING INSPECTION

Brake lining should be visually inspected for wear at least twice a year or every 5,000 miles, whichever occurs first. More frequent inspections should be made if driving conditions in your area, such as traffic or terrain, or techniques of in-



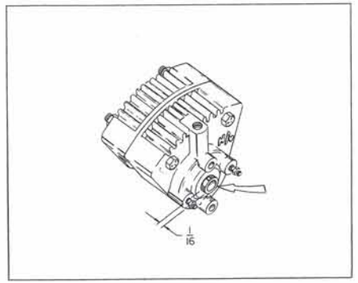
dividual drivers result in frequent brake applications.

Front Brake

Front brake linings can be inspected for wear by removing the 2 rubber inspection plugs in brake backing plate. Minimum thickness of lining is 1/16 inch, replace when worn to minimum thickness.

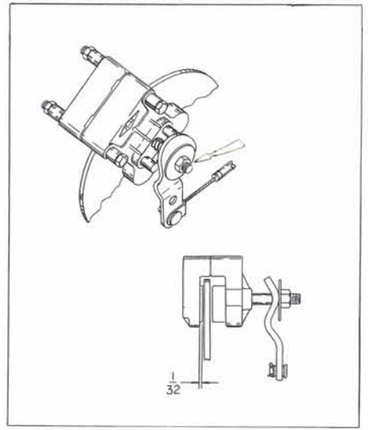
Rear Brakes

The two rear brakes are disc type caliper brakes with replaceable puck shaped linings. The thickness of the brake pucks is indicated by the wear indicator on the outboard side of each caliper. Minimum indicated thickness of pucks is 1/16 inch, replace when worn to minimum thickness.



Parking/Emergency Brake

The parking/emergency brake consists of two disc type mechanically operated calipers. Each caliper has two replaceable puck shaped linings. Minimum thickness is 1/32 inch on the fixed puck, replace pucks when worn to minimum thickness.



CLUTCH ADJUSTMENT

There are two adjusting points for the clutch. Minor adjustments are made at the hand control by turning adjusting ferrule in for more play and out for less play. When clutch wear warrants major adjustment, adjust by tightening caliper adjusting nut until clutch drags, then back nut off ¾ turn.

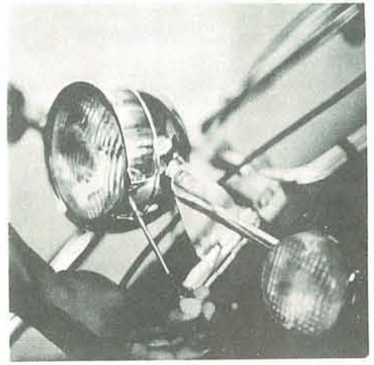
IGNITION SYSTEM

The Centaur is equipped with a capacitor discharge ignition. Rupp's CD ignition contains no wearing parts and is factory preset. The super high energy characteristics of the CD ignition nearly eliminates plug fouling and spark plug-induced preignition. Normally the only owner maintenance required is to check and/or replace the surface gap spark plug. Unsnap seat back and reach through opening in body for easy access to spark plugs.

Use Rupp Part No. 25086 or Champion N19V spark plug only.

HEADLIGHT

The headlight has a 2 filament sealed beam to provide a high and low beam. Place key switch in LIGHTS position to light headlamp.



Replacement

1. Remove the two phillips head screws that secure headlight rim.
2. Remove headlight rim from headlamp.
3. Unplug headlamp from wiring harness.
4. Install new sealed beam headlamp in reverse order.

Adjustment

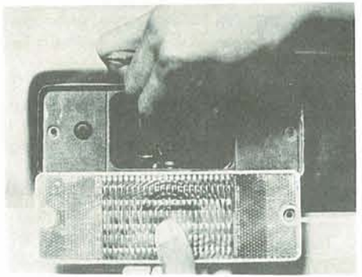
1. Loosen bolts that secure headlight assembly to mounting brackets.
2. Rotate headlight to obtain desired beam height and re-tighten.
3. Rotate small phillips head screw on headlight rim to obtain correct side to side adjustment.

TAILLIGHT

The taillight is a single combination tail/stop light with replaceable two filament bulb. Turn key switch to LIGHTS position to light taillight. Application of front or rear brakes illuminates the bright stop light.

Bulb Replacement

1. Remove two screws retaining the taillight lens.
2. Remove the taillight lens by inserting a screwdriver between lens and housing,



and gently pry off lens.
3. Remove the bulb from the socket by pushing in and turning counter-clockwise.
4. Install new bulb and secure lens.

SIDE LIGHTS

Each side light has a single filament 12 volt replaceable bulb which illuminates when key switch is in LIGHTS position.

Bulb Replacement

1. Remove bulb socket by rotating ¼ turn counter-clockwise and pull straight out of housing.
2. Pull out defective plug from socket and replace.
3. Push new bulb in socket and re-install socket into receptacle.

TURN SIGNAL LIGHTS

The front and rear turn signal lights have single filament replaceable bulbs. Front and corresponding rear signal light flashes on and off automatically when signaling a turn.

Bulb Replacement - Front

1. Remove two screws retaining lens.
2. Pry off lens.
3. Remove the bulb from the socket by pushing in and turning counter-clockwise.
4. Install new bulb and re-install lens.

Bulb Replacement - Rear

1. Remove trunk insert for access to back side of light assembly.
2. Remove two screws retaining light assembly.
3. Pry off lens.
4. Remove the bulb from the socket by pushing in and turning counter-clockwise.
5. Install new bulb and re-install lens.
6. Hold light assembly in place and secure with two screws and retaining strap.

Flasher Replacement

1. Remove screws retaining console.

2. Carefully lift dash console to expose wiring.
3. Unplug defective flasher unit and install replacement.
4. Secure console with screws.

BATTERY MAINTENANCE

Check electrolyte level once a month. Add distilled water to bring level to bottom of split ring in filler neck. Never add acid after initial bettery charge. Clean battery regularly. Remove grease and corrosion from top surface by washing with baking soda and flushing with water.

Battery Charging

All lead acid batteries have an inherent self-discharge characteristic when not in use. Recharge every 45 days or when specific gravity drops below 1.230. Before charging, remove battery from vehicle. Remove battery caps, add distilled water to bring level to split ring in filler opening. Charge rate should not be more than 5 - 10 amperes. Discontinue charging when specific gravity reaches 1.270.

CAUTION: NEVER EXPOSE BATTERY TO OPEN FLAME OR ELECTRIC SPARK – BATTERY ACTION GENERATES HYDROGEN GAS WHICH IS FLAMMABLE AND EXPLOSIVE! DON'T ALLOW BATTERY FLUID TO CONTACT SKIN, EYES, FABRIC, OR PAINTED SURFACES – FLUID IS A SULFURIC ACID SOLUTION WHICH COULD CAUSE SERIOUS PERSONAL INJURY OR PROPERTY DAMAGE. WEAR EYE PROTECTION WHEN WORKING WITH BATTERY.

Storing Battery

1. Remove battery from vehicle and remove all grease, sulfate and dirt from top by washing with baking soda and flushing with water.
2. Remove battery caps and add distilled water to bring level to split ring in filler opening.
3. Lubricate terminal bolts well with cup grease or vaseline.
4. With battery in fully-charged condition (specific gravity 1.260 - 1.275) store in a dry place, where temperatures will not fall below freezing.
5. Remove battery from storage EVERY 45 days. Check electrolyte level and put on charge for 5 to 6 hours at 6 amperes. DO NOT FAST CHARGE.
6. When ready to place battery back into service, remove excess grease from terminals (leaving small amount on), recharge as necessary and re-install in your Centaur.

TIRE DAMAGE AND REPAIR

Tires with cuts, splits or cracks deep enough to expose the fabric, should be removed from service. Bulges usually indicate internal damage, and the tire should be removed. Tires with questionable damage should be removed from the wheel and examined by an expert.

If an air loss occurs while driving, do not attempt to drive on the deflated tire more than is necessary to stop safely. Driving even a short distance can damage a tire beyond repair.

Temporary repairs, such as "blowout" patches or any repair made from the outside of the tire should not be made except in emergencies. Such "stop-gap" devices as plugs and aerosol-type sealants are good for no more than 100 miles of driving at speeds not over 50 mph. A permanent vulcanized repair, plug or patch applied from inside the tire, should be made as soon as possible. Also, the installation of an inner tube in a damaged tubeless tire is not a recommended repair procedure.

REPLACEMENT TIRES

When replacing tires, only the size, load range, and construction type orignially installed on your vehicle are recommended. Use of any other tire size or type tire may seriously affect ride, handling, speedometer/odometer calibration, vehicle ground clearance and tire clearance to the body and chassis. It is recommended that new tires be installed in pairs on the rear.

REPLACEMENT WHEELS

When replacing wheels for any reason, care should be taken to insure that the wheels are equivalent to those removed in diameter, rim width and off-set.

TIRE TRACTION

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and vehicle speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread becomes excessively worn.
4. Keep tires properly inflated.

SPOKES

Spoke Tightening

Start at the valve stem hole and work around the wheel, tighten until snug. Do not overtighten or wheel will be pulled off center. Add a drop of oil in the threads of each spoke.

Spoke Replacement

Assemble all spokes starting at the valve stem hole; tighten only until a slight resistance is felt. Assemble the axle to the wheel. Clamp the axle in a bench vise so the wheel can be rotated. Rigidly mount a piece of chalk or a grease pencel to mark the high spots on the outer rim of

the wheel then rotate the wheel. After locating the high spots on the wheel, loosen the spokes (approximately one turn) opposite the high spot and tighten (approximately one turn) the spokes nearest the high spot. Remove the chalk marks and recheck the wheel for high spots. Repeat the preceding spoke adjusting process until the wheel runs true. (allowable clearance is + 1/8"). When the chalk leaves a continuous line around the hub the wheel is running true. After wheel is centered, tighten spokes evenly all the way around. Do not overtighten.

STORAGE

When the Centaur is to be stored for over 30 days, take the following steps to protect it:

1. Remove fuel line from carburetor and run the engine at idle until it stops. This uses up fuel in carburetor. After engine stops, shut off ignition switch.
2. Remove spark plug(s) and put approximately two teaspoons of oil through the spark plug holes with pistons at "Top Dead Center." Crank the engine over 15 or 20 times with starter and replace spark plug. Use a good quality anti-corrosive oil.

NOTE: Repeat step No. 2 every 60 days of storage.

3. Siphon fuel from tank.
4. Cover vehicle and store in a dry place to prevent rusting.

TROUBLE SHOOTING

The following are the most common troubles experienced and the probable causes.

NOTE: Items shown with an asterick (*) may be corrected by owner. All others must be performed by an authorized Rupp dealer.

ENGINE FAILS TO START OR STARTS WITH DIFFICULTY

* Engine emergency off switch in wrong position.
* Spark plug fouled or faulty.
* Engine over-choked.
* No fuel in tank.
* Obstructed fuel line.
* Water in fuel.

Loose or defective ignition wiring/switch.
Poor compression.

ENGINE WILL NOT IDLE

* Faulty spark plug.
* Air cleaner plugged.
* Idle speed setting improper
* Idle mixture setting improper.

Idle jet clogged

EXCESSIVE SMOKE

Improper fuel mixture.
* Air cleaner plugged.

ENGINE LACKS POWER

Carburetor dirty or filter plugged.
Carburetor configuration incorrect for conditions.
* Choke partially closed.

Ignition system malfunction
Leaky head gasket.
Worn piston or rings.
Torque convertor not functioning properly.
Brakes binding.
Improper fuel mixture.

ENGINE KNOCKS

Carbon in combustion chamber.
Loose flywheel
Loose or worn connecting rod.
Worn cylinder.
* Fuel octane too low.

Improper ignition timing.

ENGINE OVERHEATS

Carbon in combustion chamber.
Loose fan belt
Cooling system clogged.
Engine improperly timed.
* Excessive load on engine.

Improper fuel mixture.

ENGINE VIBRATES EXCESSIVELY

Associated equipment out of balance.
Bent Crankshaft.
Engine not securely mounted.

PERIODS OF POWER LOSS

* Fuel line clogged or kinked.

Faulty ignition cable
* Water in fuel system.

MAINTENANCE CHART

ITEM	SERVICE INTERVAL
Check brake and throttle controls for proper operation.	Before each use.
Check engine fan belt tension.	After first 100 miles then every 500 miles.
Tighten all nuts and bolts.	After first 100 miles then every 1,000 miles.
Check center to center distance of torque convertor.	After first 500 miles.
Transmission fluid.	Drain after first 500 miles and refill with SAE 80 gear lube. Check level every 1,000 miles.
Lubricate control cables.	Every 1,000 miles.
Torque Convertors.	Lubricate every 1,000 miles.
Air filter	Inspect every 1,000 miles.
Fuel filter	Inspect every 1,000 miles.
Torque convertor belt.	Check for wear every 1,000 miles.
Shift and parking brake controls.	Grease ratchet surface with chassis lubricant and oil pivot points every 2,000 miles.
Spark plugs.	Replace every 2,000 miles.
Brake fluid.	Check level every 5,000 miles or 3 months.
Rear axle U joints.	Grease with chassis lubricant every 5,000 miles.
Speedometer cable.	Lubricate inner cable every 5,000 miles.

SPECIFICATIONS

ENGINE

Model.	SK-340-2AS Oil Injected
Type	Two Cylinder, Air Cooled, Two cycle
Displacement	339cc
Compression Ratio	7.5:1
Carburetor	Mikuni 32mm
Oil Pump	Mikuni Dual Output
Ignition Type	Capacitor Discharge Ignition
Alternator Output	150 Watts
Ignition Timing	.090 BTDC
Spark Plug	Champion N-19V
Starter	Electric
Air Cleaner	Paper Filter Fram CA-148PL with Special Seal

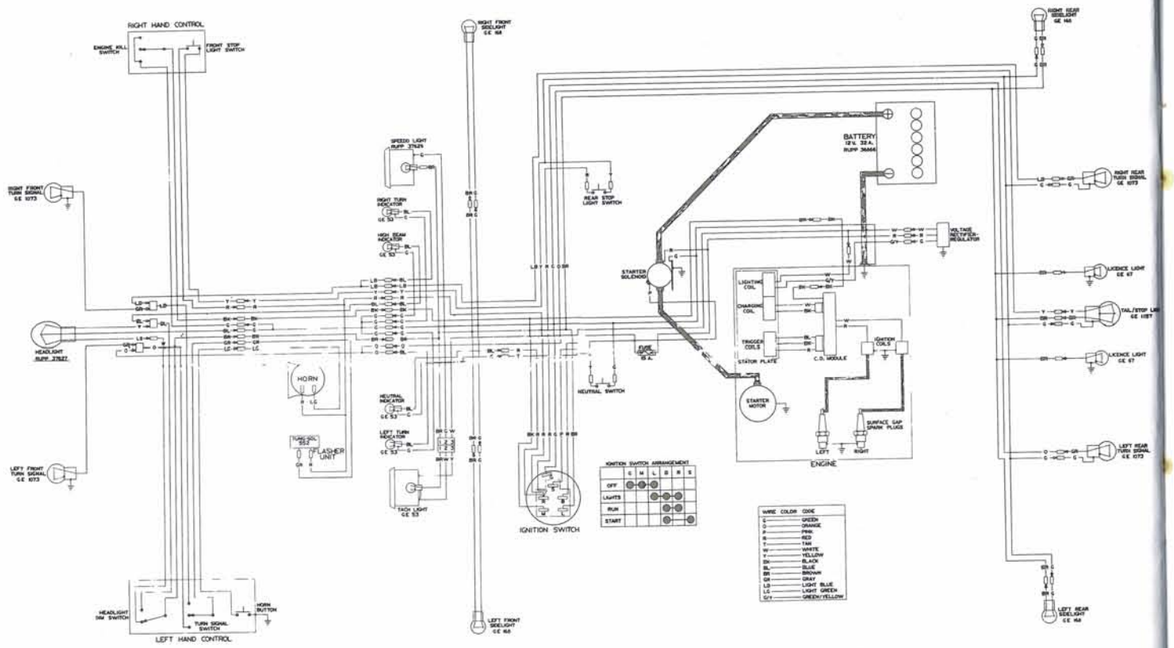
CHASSIS

Overall Length	124.5 Inches
Overall Width	60.6 Inches
Overall Height	38 Inches
Wheelbase	90 Inches
Weight	720 lbs Curb Weight
Transmission	Variable Ratio
	Torque Convertor with Forward/Neutral/Reverse
Differential	Automotive Type
Tire Size	3.25/3.50-16 Front
	B60-13 Rear
Front Suspension	Leading Link with Adjustable Shock
Front Brake	Internal Expanding
Rear Brake	Dual Inboard Hydraulic Disc
Fuel Tank Capacity	10 Gallons
Oil Tank Capacity	3 Quarts

BULB SPECIFICATIONS

Description	Bulb Number	Rupp Number
Headlight Unit Sealed Beam	—	37627
Tail/Stop Lamp	GE 1157	12439
Front Turn Signal Lamp	GE 1073	36869
Rear Turn Signal Lamp	GE 1073	36869
Front Side Marker Lamp	GE 168	19059
Rear Side Marker Lamp	GE 168	19059
License Plate Lamp	GE 67	37669
Speedometer Lamp	—	37629
Tachometer Lamp	GE 53	GM131282
Turn Indicator Lamp	GE 53	GM131282
Neutral Indicator Lamp	GE 53	GM131282
High Beam Indicator Lamp	GE 53	GM131282

WIRING DIAGRAM



WARRANTY REGISTRATION

A Warranty Registration Form is enclosed with your new Rupp Centaur. Please fill out this form at once, have the dealer validate, and return it to Rupp within ten days from the date you purchased this vehicle. This form must be on file at the factory for warranty purposes. Do not jeopardize the factory warranty on your vehicle by neglecting to return this form.

Registration Card

The Rupp Vehicle Owner's Registration Card is a service credit card with your name and address embossed on the face of the card. It identifies you as a bona fide owner of a Rupp-manufactured vehicle wherever you go. This card must be presented to your Rupp dealer whenever he performs service work on your vehicle that is covered by the factory warranty. You will receive your Rupp Owner's Registration Card directly from the factory after receipt of the completed Owner's Registration Form.

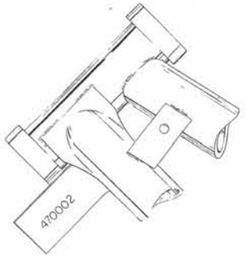
Warranty

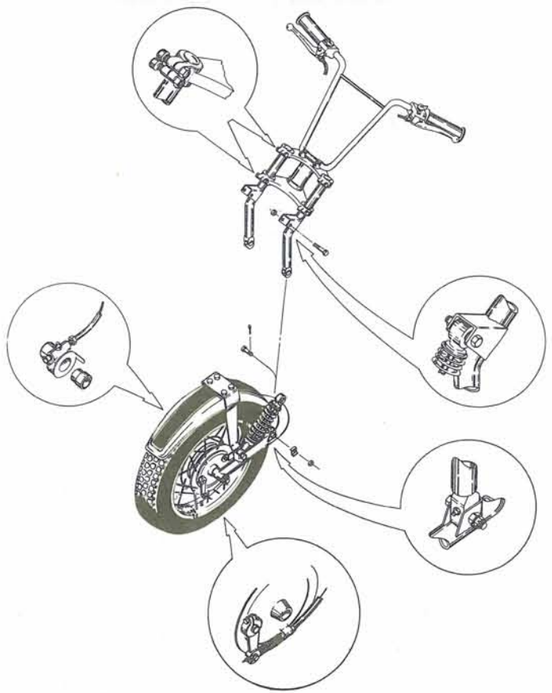
SERVICE POLICY AND WARRANTY INFORMATION ARE COVERED IN THE SEPARATE "WARRANTY FACTS BOOKLET."

Serial Numbers

Each Centaur has two serial numbers. A chassis number (vehicle serial number), and an engine number. The chassis number is stamped on the left vertical side of the steering turn stop.

The engine number is located on a plate attached to the top of the engine. Record the serial numbers and model information for future reference. Your dealer will require these numbers plus date of purchase, and Centaur model when working on your vehicle.





SET UP INSTRUCTIONS

1. Remove cardboard from shipping crate and cut band which secures rear of chassis to skid.
2. Remove hardware which secures front forks to skid. Retain the bolt, nut, cotter key, and locking tab washer for attaching swing arm. The spacers may be discarded.
3. Support the front of the vehicle with a jack stand.
4. Front wheel must be removed from swing frame before fork pivot bolts can be correctly installed. Remove front wheel from swing frame assembly by removing axle and left shock mounting bolt.
5. Grease pivot bushings and install swing frame by installing hardware as shown. HEAD OF BOLT MUST BE INBOARD AND ENTIRE ASSEMBLY RETAINED BY COTTER KEY. Bend locking tab washer as shown so that bolt cannot rotate.
6. Re-install wheel assembly. Speedometer reducer gear must be installed with cable pickup in an "8 o'clock" position. Axle spacer is installed between wheel and reducer gear. Tighten axle bolt to 65 foot pounds torque and secure with cotter key.
7. Re-install shock mounting hardware as shown and tighten securely. Bottom left mounting bolt must secure brake locking tab.
8. Check front forks for proper alignment and tighten socket head screws.
9. Adjust handlebars to proper height and tighten clamps securely. Adjust rear view mirrors.
10. Loosen the four bolts on the headlight brackets and slide assembly up as far as it will go and re-tighten bolts.
11. Install front brake cable as shown. Adjust cable length at wheel so that brake drags slightly when wheel is spun. Route cable along inside of swing frame and secure to swing arm with plastic cable clamp.
12. Attach speedometer cable to reducer gear and secure to inside of fork tube with plastic cable clamp.
13. Open hood and lift out trunk liner. Remove battery from vehicle. CAUTION: NEVER EXPOSE BATTERY TO OPEN FLAME OR ELECTRIC SPARK – BATTERY ACTION GENERATES HYDROGEN GAS WHICH IS FLAMMABLE AND EXPLOSIVE. DON'T ALLOW BATTERY FLUID TO CONTACT SKIN, EYES, FABRIC, OR PAINTED SURFACES – FLUID IS A SULFURIC ACID SOLUTION WHICH COULD CAUSE SERIOUS PERSONAL INJURY OR PROPERTY DAMAGE. WEAR EYE PROTECTION WHEN WORKING WITH BATTERY.

    Remove cell caps and fill each cell with 1.265 specific gravity electrolyte. Fill to bottom of split ring in filler opening.

    Allow activated battery to set approximately 30 minutes then, charge at a rate not exceeding 5 to 10 amperes. Discontinue charging when specific gravity reaches 1.270. Check electrolyte level and add distilled water if necessary. Never add acid after initial battery charge. Wash any spillage from case.
14. Re-install battery in chassis. Hook up positive terminal first. BE CAREFUL NOT TO CAUSE SPARKS.
15. CHECKLIST

    READ OWNERS MANUAL

    Check tire pressure, front 28 psi, rear 14 psi.

    Check transmission fluid level. Capacity is one quart of SAE 80 or 90 gear lubricant.
    Note: Drain and refill after first 500 miles.

    Fill oil tank with 3 quarts of air cooled 2-cycle engine oil rated at 40:1 such as Rupp Special Formula.

    Fill gas tank with premium grade gasoline (minimum octane 92). Capacity of tank is 10 gallons.

    Check operation of all controls. Throttle must return freely to idle and operate smoothly.

    Check operation of all lights.

    Check and make sure all nuts and bolts are tight.

    Start engine and check operation.

    Check carburetor and oil pump adjustments.

    Test run Centaur to be sure all of the above adjustments have been correctly made and vehicle performs satisfactorily.

    Complete pre-delivery inspection/owners registration form and send into factory. INFORMATION MUST BE COMPLETE. This form must be submitted within 10 days to qualify vehicle for warranty coverage.

INDEX

Air Filter 15
Battery Maintenance 22
Brake Lining Inspection 19
Brakes, Adjust 18
Braking System 9
Bulb Specifications 27
Carburetor Adjustment 18
Clutch Adjustment 20
Dashboard Instruments and Controls 3
Drive Belt 15
Drive Belt Inspection Chart 6
Driver Checklist 2
Emergency Starting 12
Engine Fan Belt 17
Floor and Console Controls 6
Fuel Gauge 6
Fuel Requirements 15
Handlebar Controls 4
Headlight 20
Ignition System 20
Inflation Pressure 7
Keys 2
Master Cylinder 19
Oil Gauge 7
Oil Injection Adjustment 18
Set Up Instructions 30
Side Lights 21
Spokes 23
Starting Engine 8
Stopping & Passing Information 10
Storage 24
Taillights 21
Throttle Adjustment 17
Tire Chart 7
Tire Damage and Repair 23
Tire Traction 23
Tire Wear 8
Tires 7
Tires, Changing 13
Tires, Replacement 23
Torque Convertor 17
Towing 12
Trailer Hauling 3
Transmission Fluid Recommendations 17
Transmission Operation 8
Turn Signal Lights 22
Vehicle Capacity 7
Vehicle Loading 8
Wheels, Replacement 23
Wiring Diagram 28