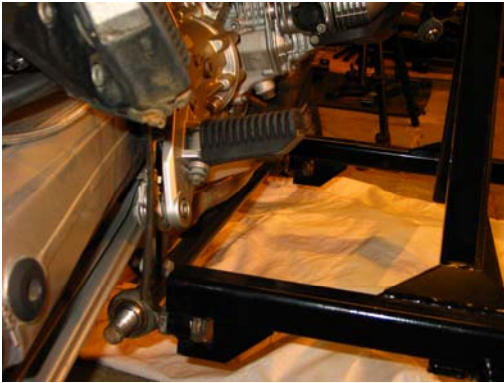


D. Connecting the sidecar frame to the motorcycle for the first time.

Place the motorcycle on a flat surface on the side stand. Engage first gear so the motorcycle can not roll away when working on it. Place the sidecar frame besides the motorcycle.



Leave the screw thread rod out of the sub frame on the front side. Take the sidecar frame and place the M20 ball joint over the screw thread rod, then use washer and a spring washer and apply a M20 nut.



Now place the rear side of the sidecar frame so that the rear M20 ball joint is in place of the screw thread rod. Move the screw thread rod to the rear through the rear ball joint. Push the sidecar frame forward so that the rear ball joint touches the sub frame. Measure the space between the front ball joint and the sub frame, this may not be more than 4mm. if this space is more use M20 washer(s) to fill the space. Now mount again and if the space is OK place washer and spring washer over the rear end of the Then use a M20 nut to tighten. Tighten these M20 nuts with 100Nm. **Make sure that the motorcycle is always steady on the side stand!**



Tighten the nuts on the ball joints to the sidecar frame.



Use a M14x50 bolt with washer to connect the upper tube with ball joint to the telelever bracket. Then tighten with washer and spring washer.

E. Alining the sidecar frame to the motorcycle.

Stand behind the sidecar combination and check that the motorcycle is vertical to the surface. De-assemble the bolt from the telelever bracket and screw in/out the M14 ball joint if the motorcycle is not vertical. **Make sure that the ball joint are always 14mm screwed in.**



Now measure the toe-in from the sidecar Wheel. Take a straight square tube (ca. 2,5m long) and place this alongside the motorcycle wheels. The tube has to be absolutely parallel with the rear wheel. You can place the

tube on e.g. 2 wooden blocks and then move it towards the rear wheel. If the tube is placed correctly the space between the tube and the front wheel would be for about 20mm. (using the original wheels).

Take a second tube and do the same with the sidecar wheel. Now measure the distance between the both tubes just behind the rear wheel and just in front of the front wheel. **The distance between the tubes should be for about 25mm till 50 mm smaller on the front end then on the rear end.** This is what is called the toe-in.

When the toe-in is not correct you can adjust this by loosening the M20 ball joints from the screw thread rod and screwing them in or out. (screwing out the rear will increase toe-in, screwing in will decrease toe-in). Repeat this until you have the correct toe-in.

Make sure that the ball joints are always screwed in completely in the nut in the sidecar frame!

If necessary screw out the rear and screw in the front to accomplish this. One rotation of a ball joint means ca. 5mm of change in toe-in.



When the toe-in is correct check again if the motorcycle is still vertical (**re-adjust when necessary keeping in mind that the M14 ball joints should be screwed in at least 14mm**).

When the toe-in is still correct then place a washer, a spring washer and a nut on the bolt which connect the tube with the telelever bracket. Tighten with 60Nm.



Now tighten the “low” nuts on the ball joints of the tube.



Check if all bolts and nuts are tightened as prescribed and place the lock springs in the M20.....



At last place the end caps in the square tubes ends.