

# YEZDI 175 C.C. DELUXE

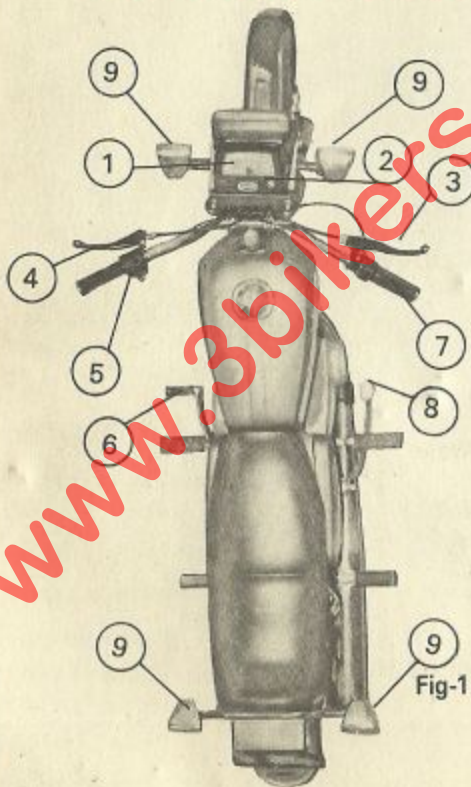
Kerb weight	: 121 kg.
Carrying capacity (pay-load)	: 160 Kg.
Front wheel spindle maximum load	: 82 Kg.
Rear wheel spindle maximum load	: 199 Kg.
Tyres	: 3.25 x 16 in.
Rims	: 1.85 x 16 in.
CARBURETTOR	: PACCO P47E
Main jet	: 90
Pilot jet	: 38
FUEL TANK CAPACITY	: 14 litres (approx.)
Reserve capacity	: 1 litre

## ELECTRICALS

Power pack	: Magneto: 12 Volts, 42 Watts
Bulbs	: Head Light - 12 Volts, 25/25 Watts
	: Tail Light & Brake Light - 12 Volts, 5/10 Watts
	: Speedo Light - 12 Volts, 2 Watts
	: Panel Light Dip - 12 Volts, 1 Watt
	: Indicator - 6 Volts, 1 Watt
	: Ignition Timing - 18° BTDC
Spark Plug	: MICO - W8DC or W7DC or MODI Champion N11YC
High Tension Coil	: 12 Volts Moulded/Bottle

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## General arrangement of Controls



1. Speedometer
2. Ignition Switch
3. Front Brake Lever
4. Clutch Lever
5. Combination Switch
6. Kick Starter Lever
7. Throttle
8. Rear Brake Lever
9. Turn Indicators

Location of Engine Number

Fig-2



Location of Frame Number

Fig-3



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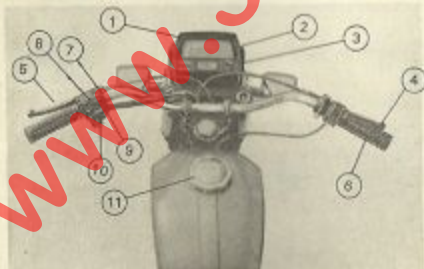
## Controls: (Ref Fig.4)

### Ignition Switch:

The ignition switch is located beside the speedometer as shown in Fig. 1-2 and Fig. 4.3. The Ignition switch is an ON/OFF Switch. Insert the key and turn clockwise to "ON" position to start the motorcycle.

## Controls

Fig - 4



## Flasher

Fig - 4a



## COMBINATION SWITCH

This unit consists of switches, to switch on Head Light, Dip Switch, Turn indicators and Horn Switch. Fig. 1-5.

## FLASHER

Flasher unit Fig.4a is located inside the head Lamp assembly.

**CLUTCH LEVER:** The clutch lever (Fig 4) is located on the left side of the handle bar. Pressing this lever disengages the clutch mechanism. The vehicle can be started in any gear with clutch lever pressed.

**FRONT BRAKE LEVER:** The front brake lever (fig 4-3) is located on the right side of the handle bar, it operates the front wheel brake when pressed. (Refer 'Braking' on Page 26 under "Safety Hints For Riders".)

**QUICK RETURN THROTTLE GRIP:** The speed of the engine is controlled by rotating the throttle grip (Fig 4-6). Twisting this grip towards you will

1. Speedometer
2. Odometer
3. Ignition Switch
4. Front Brake Lever
5. Clutch Lever
6. Throttle
7. Head Light Switch
8. Dimmer Switch
9. Turn Indicator Switch
10. Horn Button
11. Petrol Tank cap

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increase engine speed and twisting it away from you will reduce engine speed.

**FUEL TANK:** To open fuel tank cap (Fig 4-7) turn it anticlockwise and pull it out. Reverse procedure to put it back. While filling in the tank ensure that the fuel filter is in place and fuel tap is in the 'OFF' position.

**CAUTION:** Should the reserve fuel be exhausted, tilt the machine to the left thus bringing the remaining fuel from the RH half of fuel tank to LH half i.e. to fuel tap. This emergency reserve will do for about 4 km.

**WARNING:** It is advisable to refuel in a well ventilated area with the engine OFF. Do not smoke or allow flame or sparks near the motorcycle as petrol is highly inflammable and explosive under certain conditions. Do not overfill the tank. After refuelling ensure cap is closed securely. The breather hole on the cap should be clean at all times.

**FUEL TAP:** The fuel tap is located at the bottom of the fuel tank. It has two fuel shut off positions (Fig.5-1,2), one ON position (Fig.5-3) which is the main fuel supply to the carburettor and one RESERVE position (Fig.5-4) for reserve fuel supply to the carburettor. After refuelling, be sure to turn the fuel tap to the ON Position.

Fig 5-1

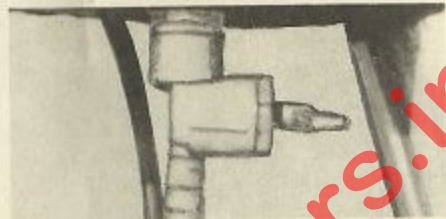
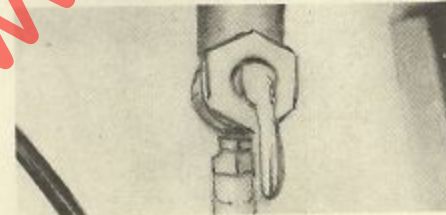


Fig 5-2

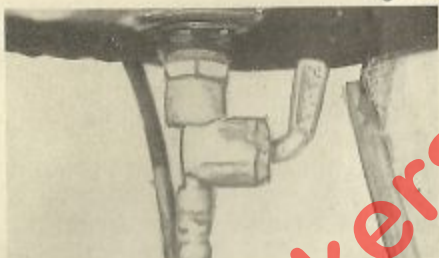


Fig 5-3



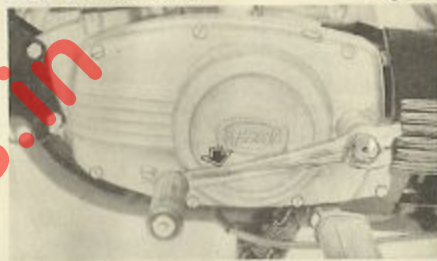
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Fig 5-4



**KICK-STARTER LEVER:** This lever (Fig.6) is located on the left side of the engine and serves both purposes of starting the engine and changing gears. The lever becomes operational after pressing it towards the engine and rotating it backwards to start engine. The same lever is also used for changing gears. The motorcycle is provided with a 4 speed gearbox. The position of the gears are 1 up and 3 down. The motorcycle can be started in any gear by pressing the clutch lever.

Kick Starter Lever



**REAR BRAKE PEDAL:** The rear brake pedal (Fig.7) is located on the right side of the engine. Pressing it will operate the rear brake and the Brake Light.

Rear Brake Pedal



Fig - 6

Fig-7

## LOCKING THE MOTORCYCLE:

Steering Lock (Fig. 8) fitted on frame head. It is operated by using the ignition key.

Steering Lock



Fig-8

**HELMET LOCK:** Helmet Lock (fig. 8a) is fitted in the rear left hand side of motorcycle. It can be operated by using a separate key provided with the motorcycle.

Helmet Lock

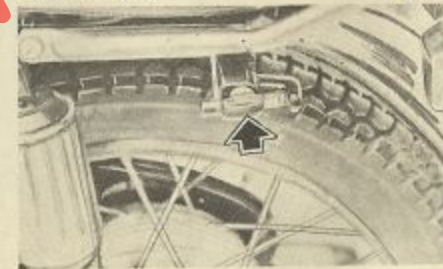


Fig 8a

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**WARNING:** Do not attempt to move the motorcycle with the steering locked as you may lose your balance.

## FUEL AND ENGINE OIL RECOMMENDATION:

**FUEL:** The fuel consists of a mixture of petrol and oil (SAE 50 or CASTROL SUPER TT or SERVO 2T SUPREME or equivalents) in the ratio 1:20 (50ml oil per litre of petrol during the running-in period and 1:33 (30 ml oil per litre of petrol) thereafter. The engine is automatically lubricated by the oil in the fuel mixture.

**CAUTION:** Use of good quality oil (from sealed tins) for mixing with petrol reduces combustion deposits, keeps pre-ignition to the minimum, maximises spark plug life and provides best lubrication.

**ENGINE OIL:** Use SAE 50 grade or equivalent as engine oil (see

lubrication chart, (page 17). The oil lubricates both clutch mechanism and transmission.

## RUNNING-IN THE NEW MOTORCYCLE:

The first 1500 kms are the most important for maximum life and performance of your new motorcycle.

**INSPECTION:** When taking over the new motorcycle and before making the first trip the customer is advised to check the equipment as per the following check list.

### Gear box oil level inspection screw Fig 9



### Check list for inspection:

Engine oil: level correct (oil must just come out after oil level screw is removed).

Steering: Free left and right movement - no play.

Lights: Check all lights: Head light, Tail Light, City Light, Speedometer Light, Brake Light & Panel Lights.

Horn: Working

Fuel: Enough fuel for planned distance.

Tyres: Correct pressure; tread depth, no cracks or cuts.

Quick return throttle: Correct play, smooth operation.

Clutch: Correct play in clutch lever

Brakes: Correct pedal and lever play, positive action.

The maximum running-in speed is approx. 50 Km/h. For fuel economy during running in and thereafter maintain 40-45 km/h speed.

**Carburettor:** The carburettor is preset at the works for the running-in period. After the running-in get it reset for fuel economy at your dealer point.

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**CAUTION:** Do not tamper with the carburettor setting. You may reduce engine performance by doing so.

## Starting the Engine:

1. Check if the gear lever is in neutral position (between bottom and second gear)
2. Open fuel tap and press the choke lever on the carburettor (when engine is cold). Depressing the choke lever may not be necessary for a warm engine.
3. Insert ignition key into switch and turn it to 'ON' position.
4. With a slight pressure on the face provided on the gear change lever hub, press the lever towards the engine and rotate it to the starting position (Fig.10). Then start the engine by kicking the lever downwards. Once engine has started the lever returns automatically

to the horizontal position (Fig.9). If required, the engine may be started in any gear by pressing the clutch lever. After starting remember to release the choke if used for starting.

## Starting the Machine

Fig-10



**WARNING:** Do not run engine in an enclosed and improperly ventilated area. Carbon monoxide fumes present in the exhaust are extremely poisonous.

**CAUTION:** 1. In case the motorcycle has not been in use for a considerable period, the clutch plates may be stuck. It is recommended to test the clutch before starting the engine. Engage the bottom gear, push the motor cycle and declutch 2 or 3 times. If clutch operation is correct, shift to neutral.

2. Do not allow the engine to run at high speeds without actually riding it. This may result in overheating engine parts and discolouring exhaust pipe permanently.

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**Riding:** Press clutch lever with your left hand, shift into bottom gear with your left foot by pushing the gear lever upwards from the first neutral position. Release the clutch lever slowly while at the same time gradually opening the throttle. As the clutch engages the motorcycle will start moving forward. Gently accelerate at approx. 20kmph, close throttle, pull the clutch lever in and press the gear lever downwards to engage in second gear. Now slowly release the clutch lever and open the throttle again. Select the gears in this manner until you reach top gear. For good fuel economy a driving speed of 40 to 45 kmph is recommended.

**WARNING:** Do not forget to lift centre stand to locked position before starting off.

**USE OF TRANSMISSION:** The rider should always select the most suitable gear for the prevailing conditions. Slipping the clutch to control vehicle speed leads to rapid wear of clutch plates. The gears recommended for different speed ranges of the vehicle are given below.

Bottom gear	—	Upto 15 kmph.
Second gear	—	15 to 30 kmph.
Third gear	—	30 to 40 kmph.
Top gear	—	40 kmph to maximum speed.

While coming down a steep hill the engine can be used as an additional brake by shifting to a lower gear with the throttle closed and the clutch engaged. The maximum speed of the vehicle is approximately 95 kmph.

**CAUTION:** Since the engine gets its lubrication from the petrol oil mixture when you are coming downhill for long distance, open the throttle once in a while to feed some petrol oil mixture to the engine. Do not clutch while doing so. This is important because while coming downhill, the engine speed will be high and the throttle will be closed effectively cutting off lubrication to the engine.

**HOW TO STOP:** When you intend to slow down or stop, close the throttle, use both brakes simultaneously, change to lower gear, and come to the required slow speed or a complete halt. Prior to coming to a halt shift to neutral and release clutch lever gently.

**MAINTENANCE:** Cleaning the motorcycle: The simple smooth lines of the motorcycle makes it easy to