

BEFORE YOU USE YOUR NEW BIKE

1. BATTERY

Initial charging of the battery is very important. Please get the battery charged in a reputed battery service station or consult our dealer for proper guidance. On proper maintenance of the battery follow the instructions given in your battery guarantee card. Always use a proper fuse for replacement.

2. OIL IN PETROL :

In the interest of good engine performance and long engine life, SAE 50 (or equivalent) engine oil should be used for mixing with petrol, preferably from sealed tins. Servo 2T Supreme or Castrol Super TT 20/40 (or equivalent) may also be used. If however a higher fuel consumption is observed in using these oils then SAE 50 (or equivalent) may be used.

3. To achieve better fuel efficiency, please refer to Page No. 69.

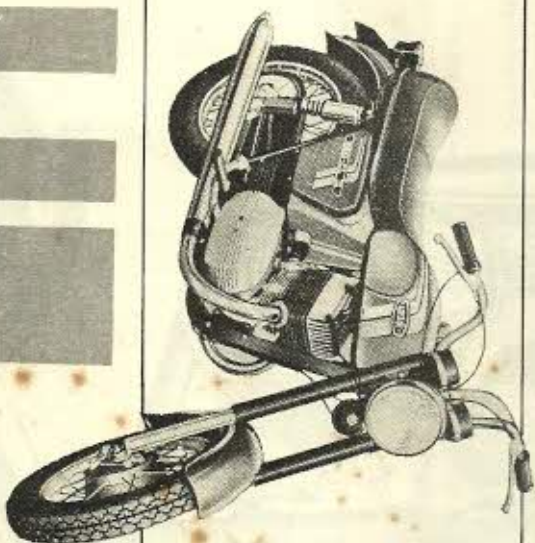
4. A basic "TROUBLE SHOOTING" GUIDE is on Page No. 60.



CL 11-250

**SPECIFICATION &
OPERATOR'S
MANUAL**

**WITH SPECIAL REFERENCE TO
SERVICING AND ROUTINE
MAINTENANCE OF
MOTORCYCLE**



Manufacturers:

IDEAL JAWA (INDIA) PVT. LTD.
MYSORE 570 020.

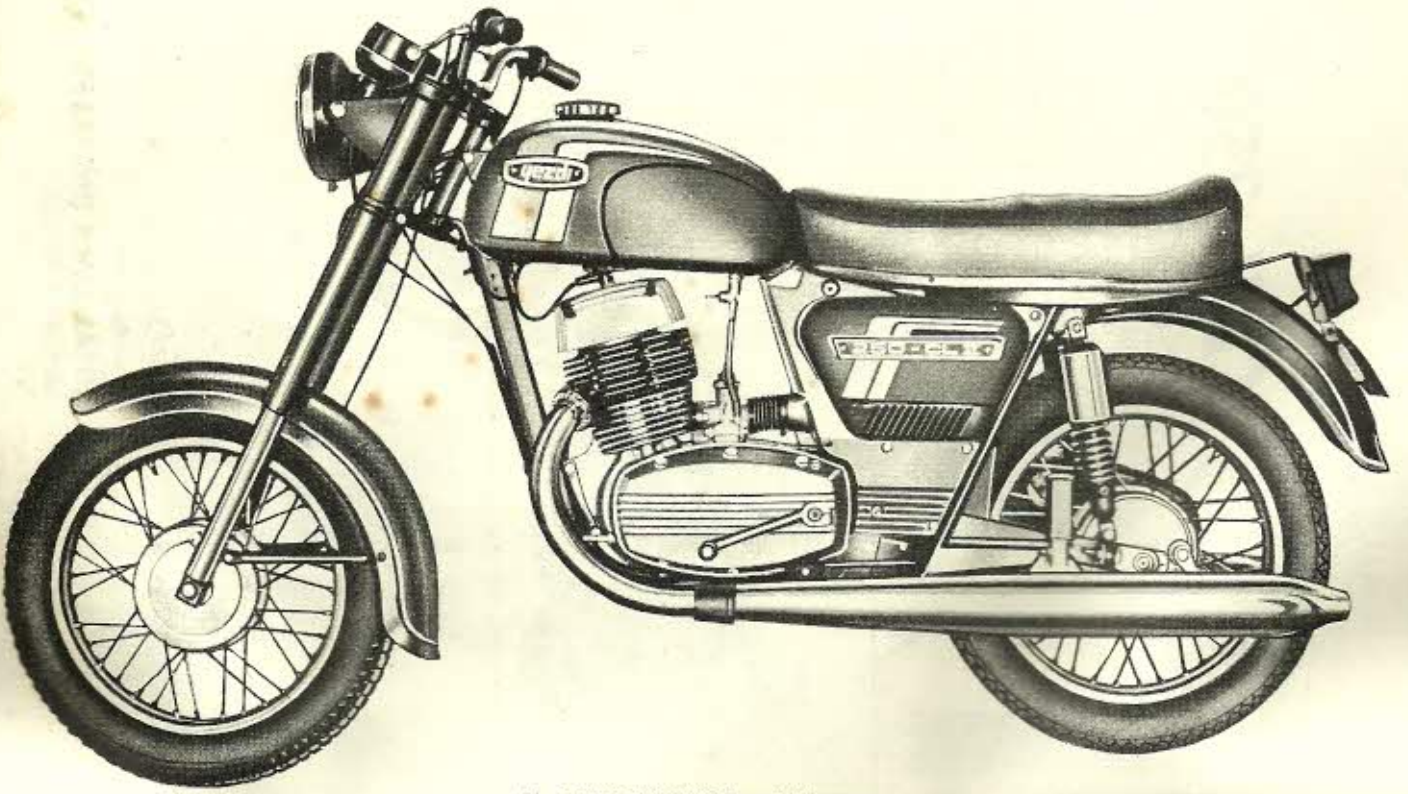


Fig. 1 YEZDI CL II-250 — L.H. View

WELCOME TO THE RANKS OF "YEZDI" OWNERS

Our hearty Congratulations on becoming the proud owner of Yezdi CL II-250 motorcycle. It undoubtedly justifies the confidence you have reposed in the name of "YEZDI".

CL II-250 of which you are the proud owner is a creation of the designers and skilled technicians of our R & D Centre at Mysore. Lot of thought and care has gone to give you a motorcycle which is world class. CL II-250 has a new look Head Lamp, which gives stronger and brighter light. A High Handle Bar and externally mounted Speedometer and Switch Box which adds elegance and comfort. A newly designed Crank Case and Improved Carburation gives higher fuel economy. A new-look Petrol Tank enhancing the styling of the CL II-250. All these features will give you pleasant riding under all conditions.

This manual will help you to get acquainted with your bike, its parts and their functions. It also gives details for the proper maintenance of the vehicle and how to rectify minor defects.

We wish you a long, pleasant and trouble free service from your new Yezdi CL II-250.



Important Note

Always insist on genuine YEZDI spare parts being fitted to your YEZDI motorcycle. The Original YEZDI spare parts are absolutely reliable and ensure long and trouble free service and safety to your motorcycle.

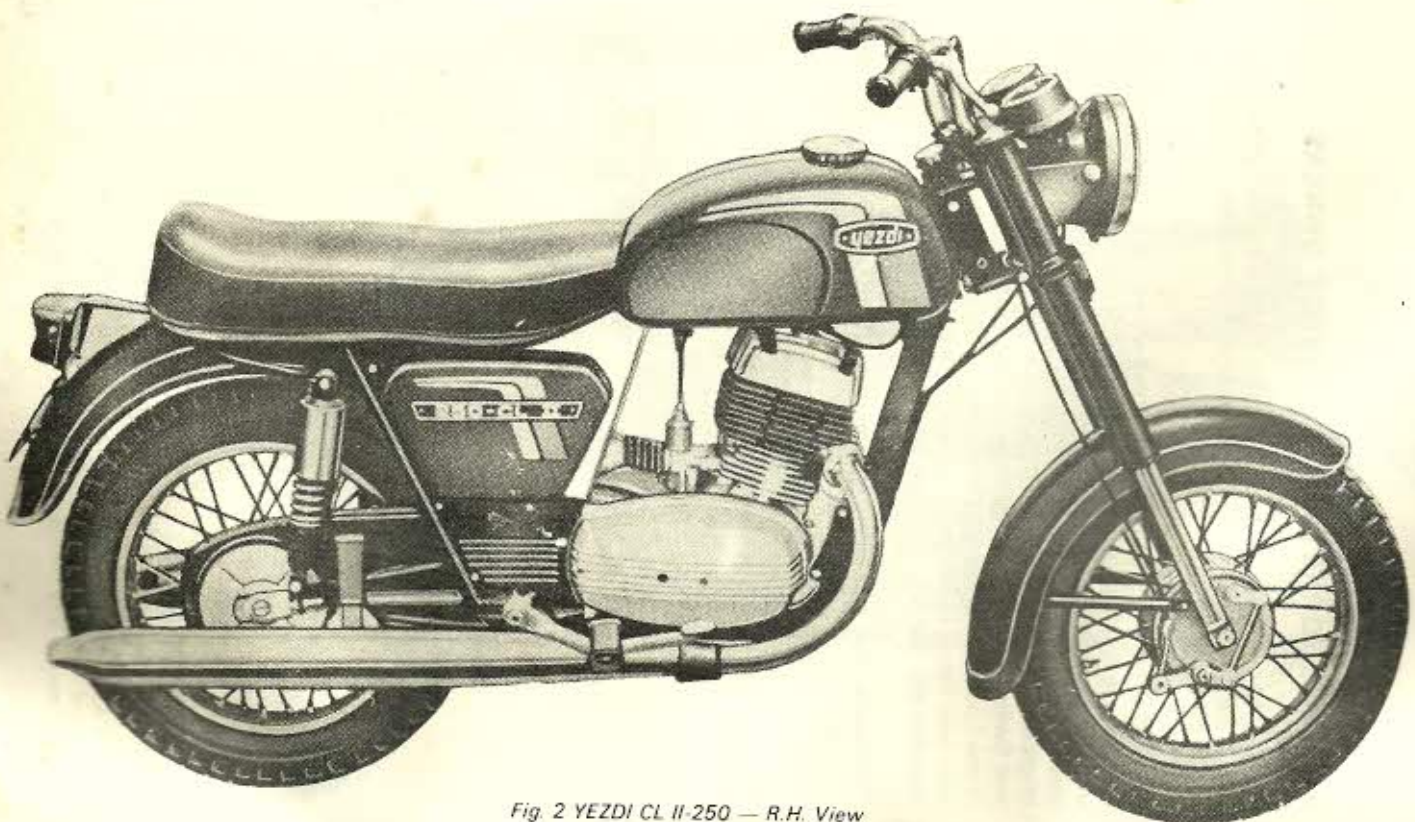


Fig. 2 YEZDI CL II-250 — R.H. View

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1. TECHNICAL DATA

Model CL II-250

<p>Engine Number of cylinders Bore Stroke Cylinder capacity Compression ratio Engine output Fuel Efficient Engine Fuel tank capacity Maximum speed Maximum climbing ability (fully laden) Dimension of motorcycle —length —width —height —wheel Base Weight of motorcycle —dry —inc fuel Carrying capacity (payload) Front wheel spindle maximum load Rear wheel spindle maximum load Primary drive of 3/8 x 3/8 in. chain Final drive by 1/2 x 5/16 in. chain Primary and final drive ratios : Primary Final Bottom gear Second gear Third gear Top gear Overall gear ratios : Bottom gear Second gear Third gear Top gear Overall kickstarter ratio Speedometer drive ratio Internal expanding drum brakes: Front brake Rear brake Braking distances from 40 km/h front wheel brake rear wheel brake both brakes applied Front fork maximum stroke Pivoted rear fork maximum stroke Carburettor Wheels— Size of rims Size of front and rear tyre</p>	<p>Two-stroke, air-cooled One 65 mm 75 mm 248.5 cc 7.6 : 1 13 BHP at 4750 rpm 14.5 litres 105 km/h 45% 2000 mm 1100 mm 750 mm 1350 mm 132 kg 143 kg 160 kg 80 kg 223 kg 60 links 120 links 45/22 46/19 19/12 x 24/12 19/12 x 19/16 19/12 x 16/19 1/1 direct 15.68 : 1 9.31 : 1 6.60 : 1 4.95 : 1 3.41 : 1 5/11 Twin cam double leading shoe type. Single cam single leading shoe type. 15.0 m 20.5 m 9.8 m 130 mm 100 mm JIKOV' 2926 SBD. PACCO P-47/Y Interchangeable 1.85 B x 16 in 3.25 x 16 in</p>
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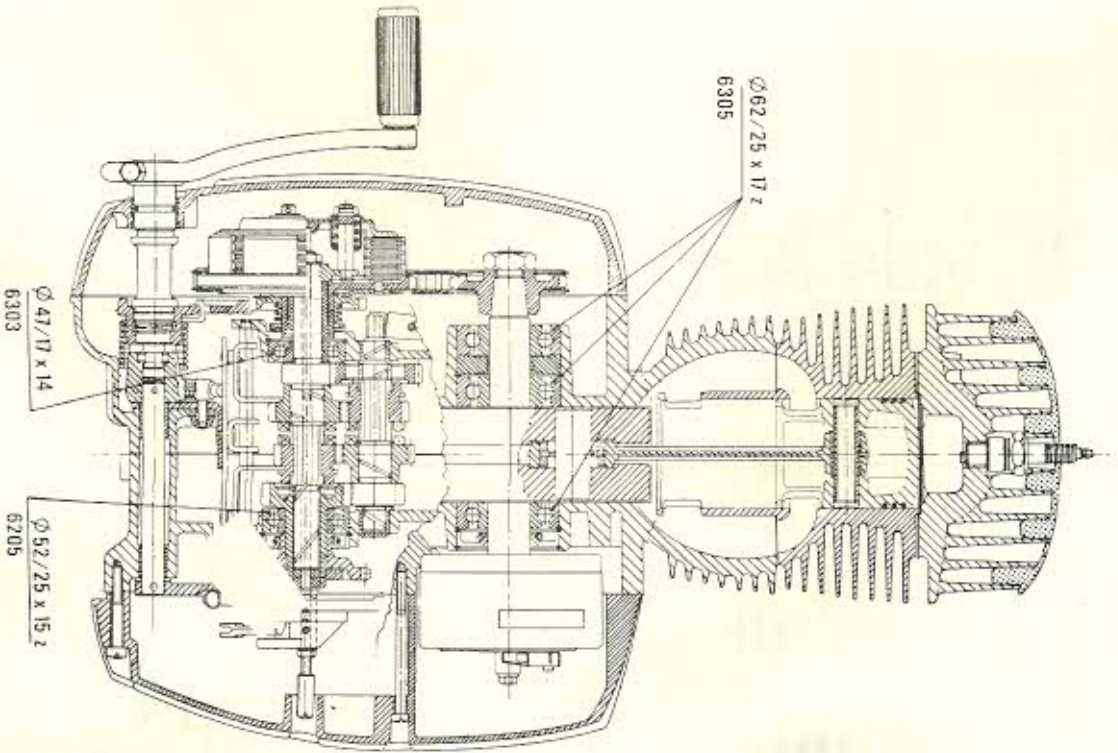


Fig. 3 Engine — Sectional view

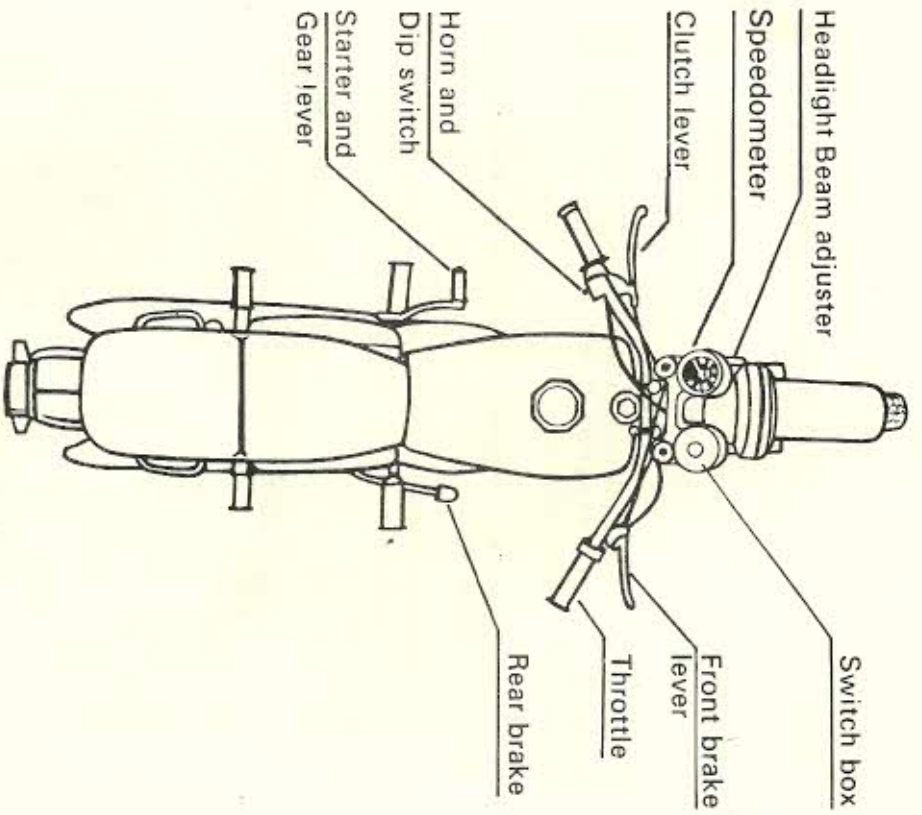


Fig. 4 General arrangement of Controls

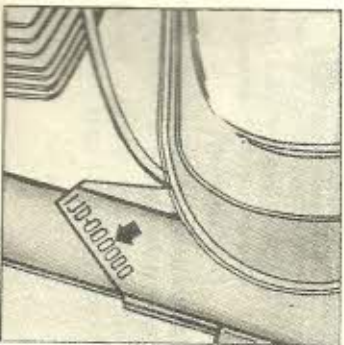


Fig. 5 Location of frame number

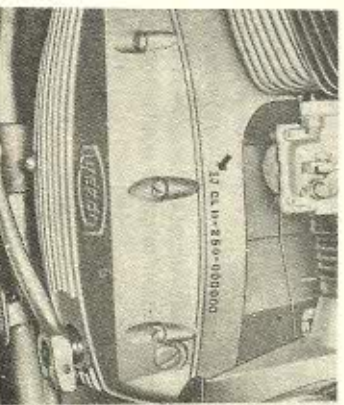


Fig. 6 Location of Engine number

2. DESCRIPTION OF MOTORCYCLE

The CL II-250, is a solo motorcycle suitable for carrying one or two persons.

The power unit is a two-stroke, air-cooled petrol engine with inverted scavenging. The engine has a quiet run, well balanced within its extent of revolutions, without vibration and is capable of lively acceleration.

The clutch is a multidisc friction clutch, fitted with asbestos bonded steel plates running in an oil bath. Clutch control by hand lever fitted on L. H. side of the handlebars.

The gearbox is of the four-speed type, forming with the crank-case a monoblock engine unit.

The gear shifting is foot operated by means of a lever located on the L.H. side of the engine. When changing gear the declutching is automatic.

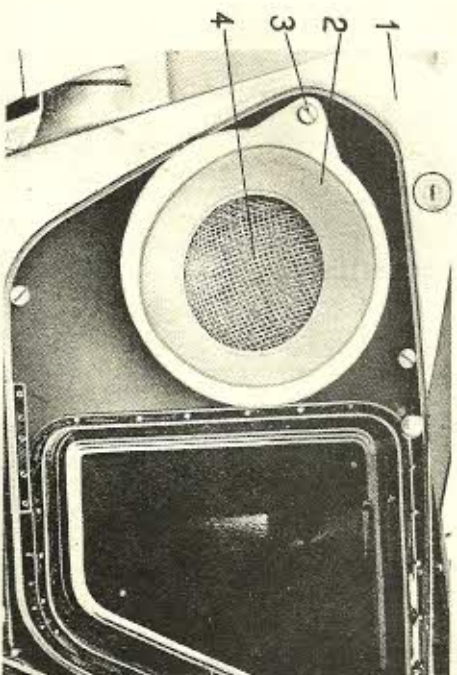


Fig. 7 Induction Silencer

1. Intake Chamber
2. Housing
3. Screw
4. Filter element

The starting of the engine is foot operated by means of the same lever as gear shifting and is effected by depressing the shaft and rotating the

lever into the starting vertical position. As soon as the engine starts running the lever returns automatically into the horizontal position.

The power transmission is by means of chains. The primary chain is enclosed by the L. H. crankcase cover and runs in an oil bath. The final or secondary drive chain which connects the gear box sprocket to the rear chain wheel is also fully enclosed by means of a chain case and this arrangement makes the chain last much longer. The rear chain wheel is coupled with the wheel (brake-drum) by 6 large rubber blocks fitted on the lugs of the chain wheel and engaging into the chambers (ribs) cast in the brake-drum face. These rubber blocks also act as efficient dampers, absorbing practically all the shocks of the power and transmission units and has a very favourable influence on the life of the chain as well as the vital engine parts (giving the vehicle a smooth CUSHION drive).

The spoke wheels are interchangeable and easily detachable—the spindles being of the push-out type. The number of spokes is 36 in each wheel—the spoke dia. being 3.5 mm—thread M4.

The brakes are of full width hub and very efficient. The fins along the brake-drum circumference greatly facilitates in the transfer of heat resulting from braking and contributes to unchanged braking efficiency during continuous braking and on long runs. The front brake is a double cam type and has increased braking power. The brake is operated by hand lever fitted on the RH side of the handlebar. The rear brake is a single leading shoe type with a foot lever located on the RH side of the engine. Brakes are easily adjustable without the aid of any tools.

The frame is built up of Rectangular section welded tubes with a pivoted rear fork.

The fuel tank is a sheet steel pressing. It is fitted, with a filler cap dia. 60 mm (2.36 in.), and a fuel tap with filter. It has an emergency fuel reserve of approx. 1 litre (1¾ pts.)

The dual seat with foam-rubber padding is very comfortable. Together with the adjustable rear suspension it offers a superior ride to both driver and the passenger. The dual seat is detachable and can be removed after unlocking the seat lock.

The handlebar of 22 mm outer diameter has a width of 750 mm. It is of one piece, the clutch and front brake cables being adjustable by means of adjustable screws at the handlebar levers.

The front suspension consists of telescopic fork with hydraulic dampers. It is of the straight slider type with two cylindrical coil springs. The suspension elements are protected by steel cover tubes. In the top portion of the front fork stanchion tubes air valves are fitted through which compressed air escapes at the down-stroke of the suspension.

The rear suspension operates on a circular path. The suspension can be adjusted in three different positions depending on requirement. The pivoted rear fork is sprung by two cylindrical coil springs and fitted with hydraulic dampers.

The motorcycle can be locked by means of an ordinary padlock. A bracket has been provided for this in the L. H. side of the steering head, and the motorcycle can be locked after completely turning the handlebar to the right.

Tools needed for routine maintenance are kept in the tool-kit bag by the side of the air filter and will be accessible after removing the LH box cover (only after unlocking and removing the dual seat).

List of Tools—

Tyre lever with hook Spanner	
Tyre lever	
Double Ended Spanner	# 22/19
Double Ended Spanner	# 17/14
Double Ended Spanner	# 13/12
Double Ended Spanner	# 10/9
Double Ended Spanner	# 7/6
Combined Spanner	# 32/22
Tube Spanner	10 mm
Tube Spanner	14 mm
Tube Spanner	17 mm
Tommy Rod	
Screw Driver	1
Tool Kit Bag	

The Frame and Engine numbers are given on the type shield which is rivetted to the frame head (just behind headlamp). Location of the numbers punched on frame and engine is shown in Figs. 5 and 6.

3. DESCRIPTION OF ELECTRICAL EQUIPMENT

Ignition and lights are effected by an A. C. Magdynamo. The magdynamo is a small alternator in which the rotor (permanent magnet) while rotating in fixed coils of the stator induces the current required for the ignition of the mixture as well as for the lights and the charging of the battery. The three circuit system is arranged so that the ignition and the headlamp beam are supplied direct from the magneto alternator, whereas the battery serves exclusively as an auxiliary source for the parking light, the tail lamp, stop light, horn and also to facilitate easy starting.

The magneto stator is secured by two M6 screws and clamps to the crankcase. The entire housing can be rotated through 36 degrees for ignition advance setting. The contact breaker complete is fitted on the stator. Its position on the stator is located by the manufacturers by means of an Oscillograph to ensure most suitable tension for ignition and lighting, and this position should never be altered under any circumstances.

The terminal base fitted on to the stator has the following terminal numbers—

- Number 11 Voltage supply for Ignition
- " 20 Voltage supply for battery charging
- " 55 Voltage supply for Head Light

The rotor is fitted on to the Crank Shaft and held by a screw together with the cam controlling the contact breakers.

The battery—14 AH, 6V—with lead plates and electrolyte (diluted sulphuric acid) is located in the R. H. side box and connected to the frame with its positive (plus) pole. A 10 Amp. fuse is fitted in a case next to the battery.

A Rectifier (which converts the A. C. magneto current to D. C. for the charging of the battery) is located on the battery box and is accessible after the dual seat has been removed. It does not require any maintenance and any manipulation whatsoever with it should be avoided.

The switch box is mounted in the instrument panel.

The terminal plate (at the bottom) of the switch box has the following terminal numbers :

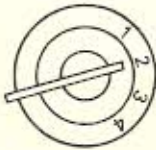
- Number 11 for ignition—connected to terminal No. 11 of magdynamo base plate.
- " 15 For ignition connected to terminal No. 15 of H. T. Ignition coil.
- " 21 For battery charging connected to terminal No. 21 of the rectifier.
- " 30 Connected to negative terminal of battery.
- " 30 Two leads from this terminal (1) to horn and (2) to stop light switch.
- " 55 For Head lights—connected to terminal No. 55 of magdynamo base plate.
- " 56 For Head lights—connected to Dip switch on Handlebar.
- " 57 Connected to the parking/pilot lamp in the headlamp.
- " 58 Two leads from this terminal (1) to tail light and (2) to Speedometer bulb.

SWITCH KEY POSITIONS



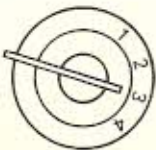
POSITION 1

Engine not running
Key removed or partly inserted. All appliances except horn and stop-light are off. Day riding Key fully inserted. Ignition and charging circuits connected.



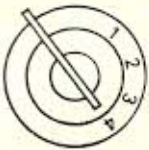
POSITION 2

Night riding in town. Key fully inserted. Ignition and charging circuits connected. Pilot Light and Tail Lamp on. Battery gets charged at increased revolutions.
Parking: With the key removed both bulbs remain on, but the other circuits are disconnected.



POSITION 3

Highway night riding. Key fully inserted. Ignition and charging circuits connected. The Tail lamp is on. The Head-lamp main bulb is supplied with current from magdynamo direct. To switch from main beam to dipped beam, use dip switch on handle bar.
Battery gets charged at increased revolutions.



POSITION 4

Riding on battery. Key fully inserted. Ignition Coil connected with the battery direct. The charging circuit is connected.
This position is to be used for easy starting only.
Battery discharges in this position and hence the key should be switched on Position 1 after the engine starts.

YEZDI CL II-250—WIRING DIAGRAM

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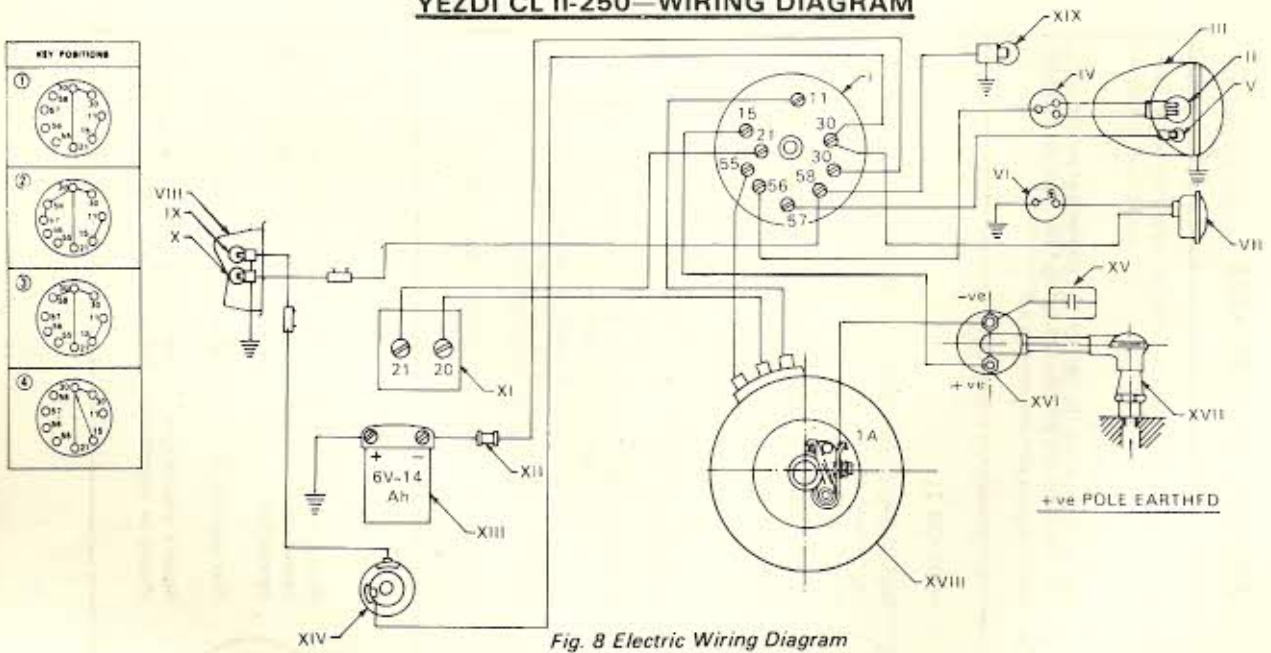


Fig. 8 Electric Wiring Diagram

- | | | | |
|------------------|-------------------|----------------|-------------------|
| I Switch Box | VI Horn Switch | XI Rectifier | XV Condenser |
| II Headlamp Bulb | VII Horn | XII Fuse | XVI H.T. Ignition |
| III Headlamp | VIII Tail Lamp | XIII Battery | Coil |
| IV Dip Switch | IX Stop Light | XIV Stop Light | XVII Spark Plug |
| V Parking Light | Bulb | Switch | XVIII Magneto |
| Bulb | X Tail Light Bulb | | XIX Speedometer |
| | | | Bulb |

Other Electrical Accessories

The head lamp is fitted with a 12V—35W/35 W double filament bulb with Ba 20d Socket. The pilot bulb 6 V—1 W with Ba 9s socket is also fitted in the head lamp.

Tail lamp bulb —6 V 5 W
Stop light bulb —6 V 10 W
Speedometer bulb —6 V 1 W

The electric Horn 6 V—2 Amps fitted under the head lamp is fed by the battery and is operated by a push button on the dip switch.

The H. T. Ignition coil is fitted to the frame underneath the fuel tank.

The condenser of value—0.27 mF is screwed on the magneto base plate. The condenser lead is connected to terminal No. 1A on the contact breaker arm.

The spark plug is either MICO HB—W 175 ZI or KLG F70.

The Stop Light switch is located on the brake pedal lever.

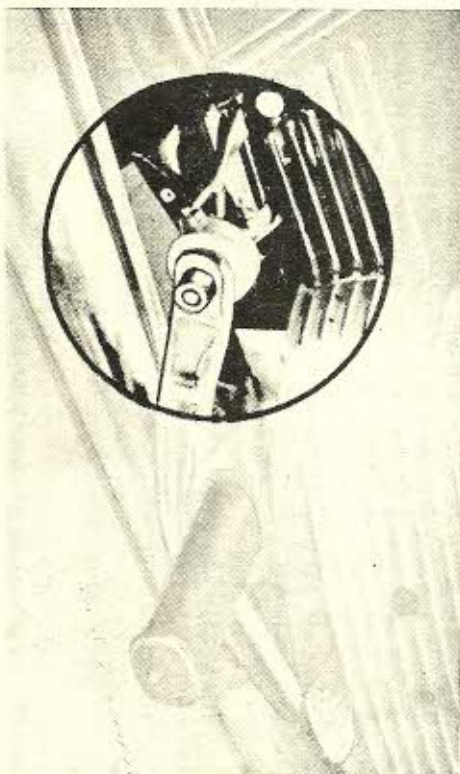


Fig. 9 Stop switch

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