

Frame

112. Description of Frame

The frame is built throughout of cold drawn weldless steel tubing with brazed or welded joints, liners being fitted where necessary for extra strength. All the main frame members are made of chrome-molybdenum alloy steel tubing which retains its strength and resistance to fatigue after brazing or welding.

The rear wheel is carried in a swinging arm unit which forms the chainstays.

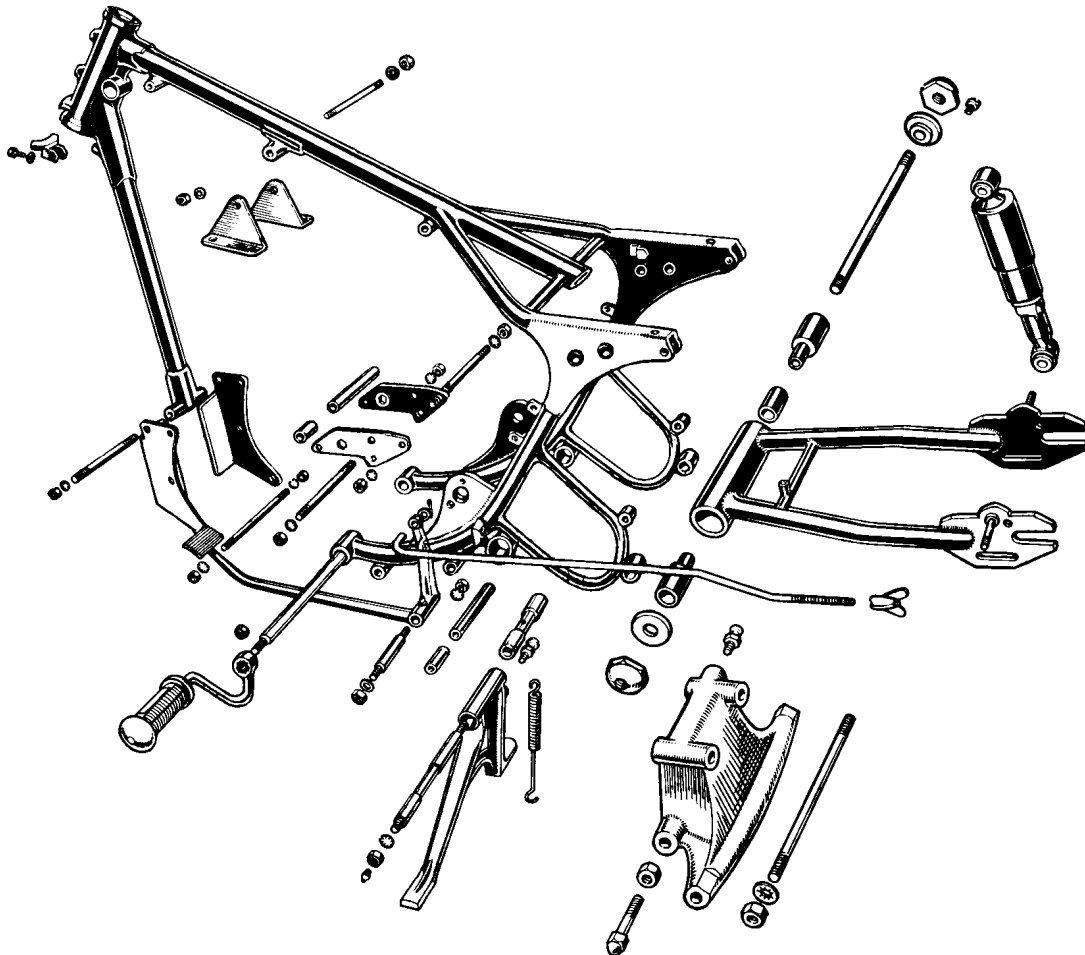
This unit pivots on pre-stressed rubber bushes with inner and outer metal sleeves. The inner sleeves are extended inwards and butt against a short distance piece fitted between them. The outer ends of the inner sleeves project beyond the ends of the rubber bushes and bear against steel thrust washers fitting into recesses in the main frame pivot lugs. A long steel bolt and nuts secure the whole assembly. No greasing is necessary.

113. Steering Head Races

The steering head races, 34085, are the same at the top and bottom of the head lug. They are easily removed by knocking them out with a hammer and drift and new races can be fitted either under a press or by means of a hammer and a wooden drift.

114. Removal of Rear Mudguard Assembly

With the machine on the centre stand, slacken off the two top rear suspension pivot nuts to free them from the recesses in the mudguard carrier plates. The mudguard assembly can now be lifted upwards and backwards sufficiently to gain access to the rear lamp wiring connectors. When these are disconnected and the breather tube straps undone the assembly is free to be removed leaving the breather tube in position in the main frame.



EXPLODED VIEW OF "INTERCEPTOR" FRAME

Fig. 39