

MZ - MZ_ES_175_250_1957_Manual_de_reparatie

Index

FOREWORD The motorcycles from the state-owned motorcycle factory in Zschopau are manufactured using the best possible materials and according to the latest design guidelines. MZ motorcycles are known as economical and reliable motor vehicles. This constant operational readiness naturally depends on regular, professional monitoring as well as proper maintenance and careful care.

The factory is interested in ensuring that all motorcycles built in Zschopau remain in good and reliable condition for a long time for their owners. With the help of the extensive network of authorized workshops, it is possible to maintain the value of every MZ motorcycle for a long time through professional repairs using original spare parts.

Despite proper maintenance and compliance with all regulations issued by the factory, repairs will be unavoidable. This repair manual is intended to help the authorized workshops to work properly, quickly and with the least amount of time on the most important repairs that arise. It should also avoid repeat repairs, which, in addition to renewed costs for the customer, require another need for spare parts. The use of special tools for installing the original spare parts is particularly important when repairing MZ motorcycles. With the help of these tools, it is possible to carry out the work with minimal time and maximum precision. Every authorized workshop must endeavor to work only with these special tools, some of which can be made themselves. This repair manual should be a particularly good aid to our authorized workshops in training young talent. Every member of an authorized MZ workshop must be aware of the important task that falls to them within the framework of our overall economy and in the preservation of valuable national property. He should always remember that through his perfect work he complements the efforts with which designers, technicians and workers of the state-owned industry built the vehicles that are entrusted to him for repair. Repair manual for MZ motorcycles ES 250/175 <http://www.mz-b.de/miraculis/aw/mz/text/es250r/es250rep.html>

1 of 151 03.11.2008 00:01

TABLE OF CONTENTS

- 1 General Description
- 2 Technical Data ES 250/175
 - 2.1 Engine Group
 - 2.2 Gearbox Group
 - 2.3 Chassis Group
- 3 Performance and Consumption Diagrams
- 4 Construction Description
 - 4.1 Engine
 - 4.1.1 Engine Unit
 - 4.1.2 Cylinder
 - 4.1.3 Clutch
 - 4.1.4 Carburetor
 - 4.1.5 Ignition and Alternator
 - 4.2 Gearbox
 - 4.2.1 Gearshift

4.2.2 Transmission Ratios of the Individual Gears

4.2.3 Power Transmission to the Rear Wheel

4.3 Chassis

4.3.1 Frame

4.3.2 Suspension and Swingarm Arrangement

4.3.3 Axles and Wheels

4.3.4 Brakes

4.3.5 Saddles and Accessories

4.3.6 Electrical System

5 Repair Instructions

5.1 Engine Group

5.1.1 Removing and Installing the Engine

5.1.2 Disassembling the Engine and Gearbox

5.1.2.1 Cylinder Disassembly and Assembly

5.1.2.2 Replacing the Connecting Rod Bushing

5.1.2.3 Measuring and Testing the Cylinder and Piston

5.1.2.4 Checking and Measuring the Crankshaft

5.1.2.5 Exhaust System Repair manual for MZ motorcycles ES 250/175

<http://www.mz-b.de/miraculis/aw/mz/text/es250r/es250rep.html>

2 of 151 03.11.2008 00:01

5.1.3 Assembling the Engine and Gearbox

5.1.4 Removing and Overhauling the Clutch

5.1.4.1 Replacing the Clutch Plates

5.1.4.2 Replacing the Large Drive Sprocket

5.1.4.3 Removing the Kick Starter Crank and Spring

5.1.5 Working on the Alternator and the Electrical System of the Engine

5.1.5.1 Removing the Alternator

5.1.5.2 Maintenance of Alternator and Breaker

5.1.5.3 Replacing the Regulator

5.1.5.4 Removing the Ignition Coil

5.1.5.5 Adjusting the Ignition

5.1.5.6 Ignition Problems, Their Cause and Remedy

5.1.6 Working on the Carburetor

5.1.6.1 Removing and Installing the Carburetor

5.1.6.2 Disassembling and Overhauling the Carburetor

5.1.6.3 Individual Parts of the Carburetor

5.1.6.4 Adjusting the Idle Speed

5.1.6.5 Carburetor Settings for ES 250 and ES 175

5.1.7 General Information on Mixture Lubrication

5.2 Gearbox Group

5.2.1 Replacing the Drive Sprocket, Speedometer Drive and Neutral Indicator

5.2.1.1 Replacing the Drive Sprocket

5.2.1.2 Removing the Speedometer Drive

5.2.1.3 Removing the Neutral Indicator Contact

5.3 Chassis Group

5.3.1 Frame, Front Support and Seat Support

5.3.1.1 Replacing the Front Fender and the Front Support

5.3.1.2 Replacing the Rear Fender and the Seat Support

5.3.1.3 Removing the Driver and Passenger Seat

5.3.1.4 Adjusting the Steering Bearing

5.3.2 Swingarm Arrangement

5.3.2.1 Replacing the Front Swingarm

5.3.2.2 Replacing the Rear Swingarm

5.3.3 Shock Absorbers with Hydraulic Damping

5.3.3.1 Removing and Installing the Front and Rear Shock Absorbers

5.3.3.2 Disassembling a Shock Absorber

5.3.3.3 Assembling and Filling a Shock Absorber Repair manual for MZ motorcycles ES 250/175

<http://www.mz-b.de/miraculis/aw/mz/text/es250r/es250rep.html>

3 of 151 03.11.2008 00:01

5.3.3.4 Refilling a Shock Absorber

5.3.4 Wheels. Removal and Installation, Spoke Replacement, Ball Bearing Replacement

5.3.4.1 Removing and Installing the Front Wheel

5.3.4.2 Removing and Installing the Rear Wheel

5.3.4.3 Ball Bearing Replacement in the Front and Rear Wheel

5.3.4.4 Spoke Replacement

5.3.4.5 Tire Mounting

5.3.5 Brakes. Overhaul and Adjustment

5.3.5.1 Brake Shoe Replacement

5.3.5.2 Adjusting the Brakes

5.3.5.3 Brake Light Switch. Removal and Adjustment

5.3.6 Rear Wheel Hub

5.3.6.1 Disassembling the Rear Wheel Drive and Replacing the Damping Element

5.3.6.2 Removing the Ball Bearing No. 6005 (Rear Axle Drive)

5.3.7 Chain and Chain Guard Hoses

5.3.7.1 Replacing the Chain

5.3.7.2 Replacing the Chain Guard Hoses

5.3.7.3 Tensioning the Chain

5.3.8 Fuel Tap and Fuel Tank

5.3.8.1 Removing and Disassembling the Fuel Tap

5.3.8.2 Removing the Fuel Tank

5.3.9 Kickstand and Footrests

5.3.9.1 Replacing the Kickstand

5.3.10 Electrical System

5.3.10.1 Adjusting Reflector and Headlight

5.3.10.2 Removing the Speedometer

5.3.10.3 Light Switch Connections

5.3.10.4 Wiring Diagram

5.3.10.5 Battery. Removal and Installation, Maintenance Instructions

5.3.11 Lubrication and Maintenance of the Chassis

5.3.11.1 Lubrication Plan

5.3.11.2 Tools and Accessories

5.3.11.3 Maintenance Instructions for MZ Motorcycles (ES Types)

5.3.12 Handlebar and Bowden Cables

5.3.12.1 Removing a Handlebar Half

5.3.12.2 Replacing Bowden Cables

5.3.12.3 Disassembling the Throttle Grip Repair manual for MZ motorcycles ES 250/175

<http://www.mz-b.de/miraculis/aw/mz/text/es250r/es250rep.html>

4 of 151 03.11.2008 00:01

5.3.13 Sidecar Connection for ES 250

1 General Description

next point ; Index

With the two vehicle types ES 250 and ES 175, new paths have been taken in terms of engine and chassis design at the Zschopau motorcycle factory. With these two machines, motorcycles have been created that will conquer a large circle of MZ friends at home and abroad thanks to their compelling driving characteristics and good mechanical performance. During the development of these machines, attention was paid to manufacturing according to the most modern design features. The greatest possible driving comfort should be offered for the driver and passenger. In addition, an attempt was made to create a partially faired machine with the ES 250. Thanks to the wide front fender and the fairing of the rear part of the chassis, the users of the machine are largely protected from dirt. The adjustable spring hardness of the front and rear shock absorbers, adjustable by means of a ring adjusting nut, makes it possible to select the correct spring hardness for solo, passenger or sidecar operation.

Picture 1. ES 250 (from left) Repair manual for MZ motorcycles ES 250/175

<http://www.mz-b.de/miraculis/aw/mz/text/es250r/es250rep.html>

5 of 151 03.11.2008 00:01

Picture 2. ES 175 (from right)

operation. The large spring travel of the shock absorbers - 142 mm at the front and 115 mm at the rear - gives the vehicles a safe road holding and allows full use of the available engine power even in the worst road conditions.

The robust two-stroke single-cylinder engines operate on the principle of reverse scavenging. The power is 14.5 HP for the ES 250 and 10 HP for the ES 175, at a speed of 5000 rpm in each case. These engine power outputs allow speeds of 114 km/h for the ES 250 and 95 km/h for the ES 175. The cylinder body, which is made of light metal, encloses the cylinder liner made of gray cast iron.

The split engine housing accommodates the crank mechanism in its front part and the gearbox in the rear part. The gearbox has 4 gears and is operated with the left-hand foot shift lever. The gears are constantly engaged. The gears are shifted by moving the gear wheels with the help of a cam roller and shift forks. This brings claws into ring grooves and shifts the individual gears.

New is the fixed headlight, which together with the fuel tank and the rear fairing of the motorcycles creates a harmonious line. The reflector of the headlight is adjustable to change the height of the light beam under heavy load. The generously sized central brakes with a diameter of 160 mm offer maximum safety. The lining of the brake shoes is glued on using a special process developed by Cosid. By eliminating the riveting of the brake linings, maximum use of the available braking surface is achieved. The machines are equipped with 16" wheels.