

MZ - MZ_RT_125_1954_Manual_de_intretinere

Customer Service Index

Your motorcycle is simple to operate and undemanding in terms of maintenance and care. However, proper care and operation are naturally necessary to keep the machine always operational and reliable and to extend its lifespan. Therefore, familiarize yourself with this operating permit immediately for your own benefit. Do not only read our instructions on proper operation, but also carefully observe our regulations regarding consumables and carry out the few maintenance tasks that we indicate as necessary, as we recommend.

Pay particular attention to what we say in points 43, 50, 51 and 52 about the selection of the correct spark plug, about correct carburetor and ignition settings, and about the exhaust system. If we warn you against conducting your own experiments in the points before, it is only in your interest. The standard settings and values have been tested in long series of tests as the most favorable for this engine.

Our recognized authorized workshops are happy to provide you with thorough explanations in all questions and practical advice beyond these operating instructions. We recommend that you visit our recognized authorized workshops not only for the performance of the free inspection work, but also whenever you do not have the time and inclination to carry out the necessary maintenance and repair work yourself, or if a repair should be necessary. In our recognized authorized workshops you will find expert management, well-trained personnel. Original spare parts are used there, they work with special tools, therefore your machine will be repaired quickly, carefully and ultimately at the cheapest cost. In your own interest, please note what we say under III. - Maintenance and Care - about the use of original spare parts.

VEB MOTORADWERK
Zschopau/Sa.

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Lubrication Plan

I. Operational Readiness and Operation Consumables 1 Fuel

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The engine can be operated with any commercially available fuel. It must be clean and water-free.

2 Engine Oil

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The engine operates with mixture lubrication, which means that the lubrication of the engine is carried out by adding engine oil to the fuel. Never add pure fuel alone. 3 Mixing Ratio of Oil and Fuel

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The correct mixing ratio for all operating conditions, i.e. also for the break-in period, is 1:25, i.e. 1 liter of oil is added to 25 liters of fuel. For 5 liters of fuel, 200 cc of oil are required. 4 Mixture Preparation

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The preparation of the oil-fuel mixture is best done outside the fuel tank in a special mixing can with a stirring tool or tamper, or in a canister that can be closed and shaken and swiveled vigorously.

5 Lubricant for Power Transmission

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The power transmission parts from the engine to the gearbox and the gearbox itself are lubricated together. Engine oil should be used as a lubricant. The filler opening for the lubricant is located on top of the gearbox housing. The oil level in the gearbox is correct when oil drips from the level control screw located on the clutch cover. If this is not the case, add as much oil as necessary until it happens.

Approximately every 12000 km the entire amount of lubricant must be renewed. (See point 46 for more details.)

The rear wheel chain must be lubricated separately. Every 1000 km with engine oil, every 5000 km (after thorough cleaning) with chain grease. (see point 48 for more details.)

6 Lubricant for the Chassis

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As the lubrication plan on the leaflet at the end of these operating instructions shows, a number of lubrication points on the chassis must also be regularly supplied. All high-pressure grease nipples are to be provided with grease, only engine oil should be used for the 3 cable pull grease nipples and the bearing bolts of the handlebar levers. 7 Spark Plug

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The correct insulator spark plug for the engine of the RT 125/1 must have a heat value of 225. Under no circumstances should spark plugs with a lower heat value be used, as this can cause serious damage to the engine.

The electrode gap must be 0.6 to 0.7 mm. For insulator spark plugs 0.55 mm. 8 Tire Pressure

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The air pressure in the tires changes and must therefore be regularly checked with a pressure gauge, because not only the service life of the tire and tube, but also the driving comfort and road holding, and thus also the safety of the driver, depend on the correct tire pressure. The correct tire pressure for the RT 125/1 is

for solo riding

front: 1.25 atü

rear: 1.50 atü

for passenger riding

front: 1.50 atü

rear: 2.00 atü

These minimum air pressures must not be undercut. 9 Fuse

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The electrical system is fused. The fuse is located in the coil box and is accessible after removing the coil box cover.

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Only a 25-amp fuse may be used. Under no circumstances should a blown fuse be replaced by wire, tinfoil or the like, as this may damage the electrical system.

Operating Levers

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10 Fuel Tap

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The fuel tap on the fuel tank is open when the lever points down. It is closed when it is horizontal and points to the right. If the lever is horizontal and points to the left, it is switched to reserve. The fuel tap should be closed after each trip. 11

Tickler on the Carburetor

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On the float housing cover of the carburetor is the tickler, when pressed down, the fuel in the float chamber rises and overflows. This ensures easy starting of the cold engine.

The tickler must not be actuated when the engine is warm. Operating Instructions for RT 125/1
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12 Air Flap on the Carburetor

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In order to enable a further enrichment of the fuel-air mixture for starting the cold engine, an adjustable throttle plate is provided on the air filter. If the sections in the air filter flap are closed, a richer mixture is sucked in.

Once the engine has started, the air flap must be opened immediately in normal weather, or after about 30 to 50 meters in cold weather.

If the engine is still warm, the air flap must not be closed when starting.

13 Throttle Grip

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