

MZ - MZ_RT_125_1951_Manual_de_intretinere

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IFA Customer Service: Your IFA motorcycle is simple to operate and undemanding in terms of maintenance and care. However, proper care and operation are of course necessary to keep the machine ready for operation and reliable at all times and to extend its service life. Therefore, familiarize yourself with this operating permit immediately for your own benefit. Not only read our information on correct operation, but also carefully observe our regulations regarding operating materials and carry out the few maintenance tasks that we indicate as necessary in the way that we recommend.

Pay particular attention to what we say in points 43, 50, 51 and 52 about the choice of the correct spark plug, about correct carburetor and ignition settings and about the exhaust system. If we warn you in the points before that against conducting your own experiments, this 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 IFA contract workshops are happy to provide you with thorough information on all questions and practical advice in addition to these operating instructions. We recommend that you visit our recognized IFA contract workshops not only to carry out the free check-ups, but also whenever you do not have the time and inclination to carry out the necessary care and maintenance work yourself or if a repair should become necessary. In our recognized IFA contract workshops you will find professional management and well-trained personnel. IFA original spare parts are used there, IFA special tools are used there, and that is why your machine is repaired quickly, carefully and, ultimately, most cheaply.

In your own interest, please note what we say under III. - Maintenance and care - about the use of IFA original spare parts.

VEB IFA MOTORRADWERK
Zschopau/Sa.

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Lubrication Chart

Wiring Diagram (Unfortunately missing)

I. Operational Readiness and Operation

Operating Materials

- 1 Fuel

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

2 Engine Oil

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The engine works with mixture lubrication, that is, the engine is lubricated by adding engine oil to the fuel. Pure fuel alone must never be added.

3 Mixing Ratio of Oil and Fuel

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The correct mixing ratio for all operating conditions, including the break-in period, is 1:25, that is, 1 liter of oil is added to 25 liters of fuel.

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For 5 liters of fuel, 200 ccm of oil are required.

4 Mixture Preparation

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

If no aids are available, it is permissible, if necessary, to let the oil run into the inflowing fuel stream in a previously measured correct amount.

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 at the top of the gearbox housing. When unscrewing, the oil dipstick becomes visible, which has two markings. The oil level in the gearbox is correct if the wetting edge is between the two markings. If it is below the lower marking, it must be refilled. The entire amount of lubricant must be renewed approximately every 12000 km. (For more details, see point 47.) The rear wheel chain must be lubricated separately. Every 1000 km with engine oil, every 5000 km (after thorough cleaning) with chain grease. (For more details, see point 49.)

6 Lubricant for the Chassis

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

7 Spark Plug

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The correct insulator spark plug for the RT 125 engine must have a heat value of 225. Under no circumstances may 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 Air Pressure

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The air pressure in the tires changes and must therefore be checked regularly using an air pressure gauge, because the correct tire air pressure not only affects the service life of the tire and tube, but also the driving comfort and road holding, and therefore also the safety of the driver. The correct tire air pressure for the RT 125 is

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for solo riding
front: 1.75 atu rear: 2.00 atu

for riding with a passenger
front: 1.75 atu rear: 2.20 atu

These minimum air pressures must not be undercut.

9 Fuse

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

Only a 40-amp fuse may be used. Under no circumstances should a blown fuse be replaced with wire, tin foil or the like, as this may damage the electrical system.

Operating Lever