

BL Motorcycles Ltd

Professional Workshop Manual - English Translation

MZ - MZ_ETZ_250_F_1987_Manual_de_intretinere

Index

SUPPLEMENT

TO THE MZ ETZ 250 OPERATING INSTRUCTIONS
for the MZ ETZ 250 F motorcycle

Operating Instructions

Maintenance Instructions

Installation of the U 600 Radio System

VEB MOTORRADWERK ZSCHOPAU - DDR

Supplement to the MZ ETZ 250 Operating Instructions for the MZ ETZ 250 F motorcycle

<http://www.mz-b.de/miraculis/aw/mz/text/etz250fb/etz250fb.html>

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For the operation of the MZ ETZ 250 F, the instructions in the MZ ETZ 250 operating manual are decisive. This supplement describes the

deviations. For the installation and operation of the U 700 radio system, please refer to the manufacturer's product documentation.

5. 1. Technical Data

1.1.1. Engine and Chassis

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Power 12.5 kW at approximately 5000 rpm

Max. Torque 24.5 Nm at approximately 4500 rpm

Roller chain 0.8 B1-128 TGL 11796

Gearbox-Rear Wheel Ratio 3.0 (16:48 teeth)

Tire Pressure: front 170 kPa (1.7 kp/cm²), rear 190 kPa (1.9 kp/cm²)

1.1.2. Electrical System

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Battery 12V, 9 Ah

Light Bulbs

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Headlight H4 FSD 12 C 60/55 W TGL 200-8188

Indicator Lights (blue light, 'Follow Me', turn signals) 12 V/3 W So. E 10 TGL 9816

'Follow Me' Light Box, Halogen 12 V/55 W PK 22s TGL 200-8188

Blue Light

Fuses front

Blue Light Fuse Insert A 8 TGL 11135 (8 A)

Light Box Fuse Insert A 8 TGL 11135 (8 A)

External Call Display Fuse Insert A 4 TGL 11135 (4 A)

Siren Fuse Insert A 16 TGL 11135 (16 A)

Spark Plug M 14-225 or ZM 14-260

1.1.3. Performance

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Top Speed 100 km/h

1.2. Operation

1.2.1. Motorcycle

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All controls and switches function the same as the standard version. The indicator light for the turn signal in the Supplement to the MZ ETZ 250 Operating Instructions for the MZ ETZ 250 F motorcycle

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The speedometer is not connected. Instead, a separate indicator light is located to the right of the speedometer (Fig. 4). In addition, the entire electrical system can be switched off with a main switch (Fig. 31).

When riding the ETZ 250 F, the maximum permissible engine speed of 6000 rpm and the maximum permissible speed of 100 km/h must not be

exceeded. Deviating from the civilian version of the ETZ 250, the following speeds are provided in the gears:

Maximum during the break-in period Main operating range after the break-in period

1st Gear 20 km/h 15-30 km/h

2nd Gear 35 km/h 25-50 km/h

3rd Gear 50 km/h 35-65 km/h

4th Gear 65 km/h 50-85 km/h

5th Gear 80 km/h 60-100 km/h

The shock absorbers are set to 'soft' as standard. Switching to 'hard' can only be done, if necessary, after removing the saddlebags and

their mounting. A side stand is provided on the rear axle for convenient parking.

Fig. 1. Side Stand

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A common key is provided for locking the saddlebags, the radio box and the right side panel.

Fig. 2. Saddlebags and Radio Box

The two saddlebags can be opened at the top. The side saddlebags can be removed after unscrewing the two wing nuts (rear) and the

knurled nut (front) (Fig.

3). When attaching the saddlebags, first tighten the wing nut and then the knurled nut. For special applications, a larger saddlebag can be attached on the right.

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If the siren is to be used, the cover cap (A, Fig. 7) must be removed. The two blue lights flash alternately during their activation time.

1.2.2. Radio and Light Box (only with U 600 radio)

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The radio is housed in the box behind the driver's seat. Behind the radio is a lamp with the legend 'Follow Me'.

The controls are shown in Fig. 4.

Fig. 3. Saddlebag Attachment

Fig. 4. Dashboard and Handlebar

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Push-to-talk button; 1.

Call button; 2.

Switch and indicator light for blue light; 3.

Switch for siren; 4.

Switch and indicator light 'Follow Me'; 5.

Breakaway coupling (connection for helmet headset); 6.

Volume control; 7.

Squelch; 8.

Call Delete Button; 9.

Operating indicator lamp; 10.

Indicator light for turn signal; 11.

Speedometer; 12.

Ignition switch; 13.

Tachometer 14.

Fig. 5. Control Unit and Call Set (U 600 Radio)

Volume control, adjustable in 5 steps, also on and off switch; 1.

Operating indicator; 2.

Call triggering by turning the switch to the right, call cancellation by turning the switch to the left (out of operation);

3.

Call display (out of operation); 4.

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Standby switch, combined with the squelch (positions: top - squelch 'off', center - squelch 'on', bottom - Standby position); 5.

Transmit indicator; 6.

Channel selector; 7.

Tone call selector 8.

Putting the radio system into operation

Open the lid of the radio box

Switch on the radio (1), select channel (7), switch the standby switch (5) to the 'Squelch off' position (top)

Select the call letter on the tone call selector (8)

Put on the protective helmet and connect the headset to the breakaway coupling (6, Fig. 4)

Switch the volume control (7, Fig. 4) and squelch (8, Fig. 4) upwards and regulate the maximum desired volume on the volume control (1, Fig. 3)

Close the lid of the radio box after releasing the lock at the rear right, remove the key.

Radio operation (Fig. 4)

Call the stationary subscriber with the call button (2). The individual call is automatically deleted after 1.5 seconds.

Press the push-to-talk button (1) while speaking or release it when receiving.

If the radio reception is briefly interrupted while driving (stuttering), then switch the toggle switch for squelch (8) downwards.

Radio standby

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Turn on turn signals right or left.

Park the motorcycle, remove the ignition key.

Open the radio box and turn the standby switch (5, Fig. 5) all the way down (standby position), close the box.

Disconnect the headset plug from the breakaway coupling (6, Fig. 4).

If the motorcycle is called, the turn signals will light up. The radio connection is established as follows:

Connect the headset to the breakaway switch (6) and delete the call with the delete button (9, Fig. 4).

Open the radio box, turn the standby switch (5) to the top position (squelch off), close the box.

Start radio operation.

Taking the radio out of service

Open the radio box, switch off the device by turning the volume control (1, Fig. 5) to the left. Operating indicator

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lamp (10, Fig. 4)
goes out.

Disabling the motorcycle

Take the radio out of service.

Switch the main switch (2, Fig. 31) to the 'Off' position.

For longer periods of inactivity, remove the battery and maintain it in a battery maintenance station.

Charging the battery in the vehicle

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