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VICTORIA

INTERNATIONAL MOTORCYCLE COMPANY

2432 GRAND CONCOURSE — NEW YORK 58, NEW YORK

May 16, 1956

Dear Dealer:

VERY IMPORTANT ON KS601 SWINGARM

We have just received these slightly delayed instructions from the Zundapp Technical Dept.

In order to enable your riders to get the maximum satisfaction from this fine machine, you must carry out the following instructions after completing the first 200 miles.

1. Remove six cutter pins from universal.
2. Tighten nuts according to need.
3. Repeat this after 500 and 1000 miles.

Please do not fail to carry out the above.

Very truly yours,

EW:cm

INTERNATIONAL MOTORCYCLE CO.

* You can get to universal by disengaging clutch cable and removing universal end cover.

P.S. Please be sure that all your riders are notified.



SOLE



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ZUNDAPP**VICTORIA****INTERNATIONAL MOTORCYCLE COMPANY****2432 GRAND CONCOURSE - NEW YORK 58, NEW YORK****INSTRUCTIONS FOR CHANGING UNIVERSAL
ON KS601 SWINGARM**

The Zundapp Factory made a heavy duty universal for the KS601 Swingarm especially for the U.S. In case the universal and especially the inside joint which goes on the engine main gear shaft should become defective, we are sending you the improved joint (mitnehmer). The process of exchanging it is as follows:

REMOVE THE FOLLOWING PARTS: rear wheel; the 2 shocks (rear springing); clutch lever; universal cover; the 2 nuts from the swing on the cross pin right and left side. To remove the cross pins use a 12 mm nut on the larger side of the pin and by tightening the nut on the pin, the pin will loosen up and come out (the nut from the lower end of the rear spring). Remove on the right side swing the seger ring, on the left side of the upper nut and the inside nut. After you have done the above, 2 cone heavy duty pins will come out on the 2 sides, and you will then be able to remove the entire swing unit.

When changing the inside joint on the universal, use the enclosed washers. After the nuts are tightened ok, positively use cutter pins. However, if cutter pins will not match the hole when tightening the nuts completely, never loosen the nut to make the cutter pin fit. Instead **POSITIVELY** tighten the nut another turn of a 6th to make it fit the cutter pin.

When swingarm is built in completely, before putting on the dust cover and clutch lever, lower the machine on its wheels and tighten with an enclosed special allen wrench the screw in the universal joint on the engine side shaft, as tight as possible. Certainly, the 2 cone pins on which the entire swing is resting should be well greased and also the joint on the shaft before tightening. Before assembling the 2 joints with the rubber universal, check and clean the universal bushing for any rubber surface which might have remained on the outside when manufactured.

POSITIVELY USE ONLY THE NEW BOLTS EVEN THOUGH THEY LOOK LIKE THE OLD ONES.

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Directions

for replacing the cross arm connecting piece No. 961 z 214 by a tightened Cross Arm Connecting Piece No. 961 z 216 on Zündapp Motorcycle KS 601 El.

- 1) Hang out rear wheel brake
- 2) Dismount rear wheel
- 3) Loosen the lower screws for left and right spring legs
- 4) Take off the two cap nuts on cardan flange and pull off cardan
- 5) Before pulling off the swinging arm rearward, remove circlip Seeger at the right, dismount the two cotter pins and take off the two cones pulling them outward at the side. Now, the freed universal joint shaft may be pulled off from the transmission shaft.
- 6) Replacing the cross arm connecting piece on the transmission shaft is to be done as described above; however, mind that only the tightened Cross Arm Connecting Piece No. 961 z 216 must be mounted. After having pushed in place the re-fitted universal joint shaft, the cross arm connecting piece has to be tightened on the transmission shaft. This may be done in the best way by means of a hexagonal connexion piece of abt. 150 mm (abt. 6 in.) length, suitable to a cylinder head screw, hexagonal inside, M 8. Do not forget the shake-proof (toothed) washer DIN 6797 8,4 mm ø.
- 7) The wrench should be applied from the left side of the vehicle between kickstarter and inferior cross member of frame.

We want to stress that when fixing by split pin the castle nut M 7 on the joint disc, for setting right slit and cotter hole the nuts must not be loosened again after having tightened them. Do this only by tightening the nut further, if necessary replace the nut by another one.

The replaced cross arm connecting pieces No. 961 z 214 being still in order, may be used on the universal joint shaft as spares.

As to the Vulkollan joint disc No. 1280 z 105, it was observed that the front faces of the vulcanized metal bushings were covered with a thin Vulkollan layer. In our mind this layer will impair the correct tightening of the connexion parts. Therefore, please mind that said layer will be removed when mounting the parts.