

**ZUNDAPP****VICTORIA****INTERNATIONAL MOTORCYCLE COMPANY**

2432 GRAND CONCOURSE - NEW YORK 58, NEW YORK

July 24, 1956

Dear Dealer:

To date, you received from us 1 KS601 swingarm motorcycle(s), engine # 555168 with the standard universal joint. Since the factory decided to make a heavy duty universal joint for the U.S.A. we arranged to exchange all the joints for you on the above motorcycles.

You will find enclosed instructions on how to remove the rear end and exchange the new heavy duty joint. We are charging you for the joints and will give you full credit as soon as you return to us the standard joint. We positively insist that you should exchange the joints even on machines not yet sold - or on machines sold but on which you received no complaint.

In case you received a complaint on the standard joint, as per enclosed instruction, positively check the countershaft splines and assemble the joint only when you find the splines on the countershaft perfect, without any marks showing wear and be sure the joint is tightened on the countershaft as tight as possible through the cross bolt.

Should you find on any machine on which you have a complaint, a bad countershaft, advise us at once and we will change same free of charge also. In such a case you will have to give us the engine number too.

We hope you will have no difficulty in exchanging the joint as per our instructions and we are awaiting the return of the standard joints from you as soon as possible, at which time we will grant full credit for same.

Very truly yours,

JB:MK

INTERNATIONAL MOTORCYCLE CO.

P.S. All machines shipped during July and in our stock at present are already equipped with the new heavy duty universal joint.

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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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VICTORIA

INTERNATIONAL MOTORCYCLE COMPANY

2432 GRAND CONCOURSE - NEW YORK 58, NEW YORK

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August 2, 1956

Dear Dealer:

With further reference to our letter of July 24th, we hope that you already received this new joint and have installed it in the KS601 swingarm machine(s).

We forgot to remind you that the joint which fits on the countershaft has to be tightened as hard as possible and let the other joint which fits on the drive shaft, slide freely.

It is imperative that you tighten the joint every 250 miles up to 2500 miles as much as possible, after inspecting same. Please pass this information on to the rider.

Very truly yours,

INTERNATIONAL MOTORCYCLE COMPANY

TK:MK

now  
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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.

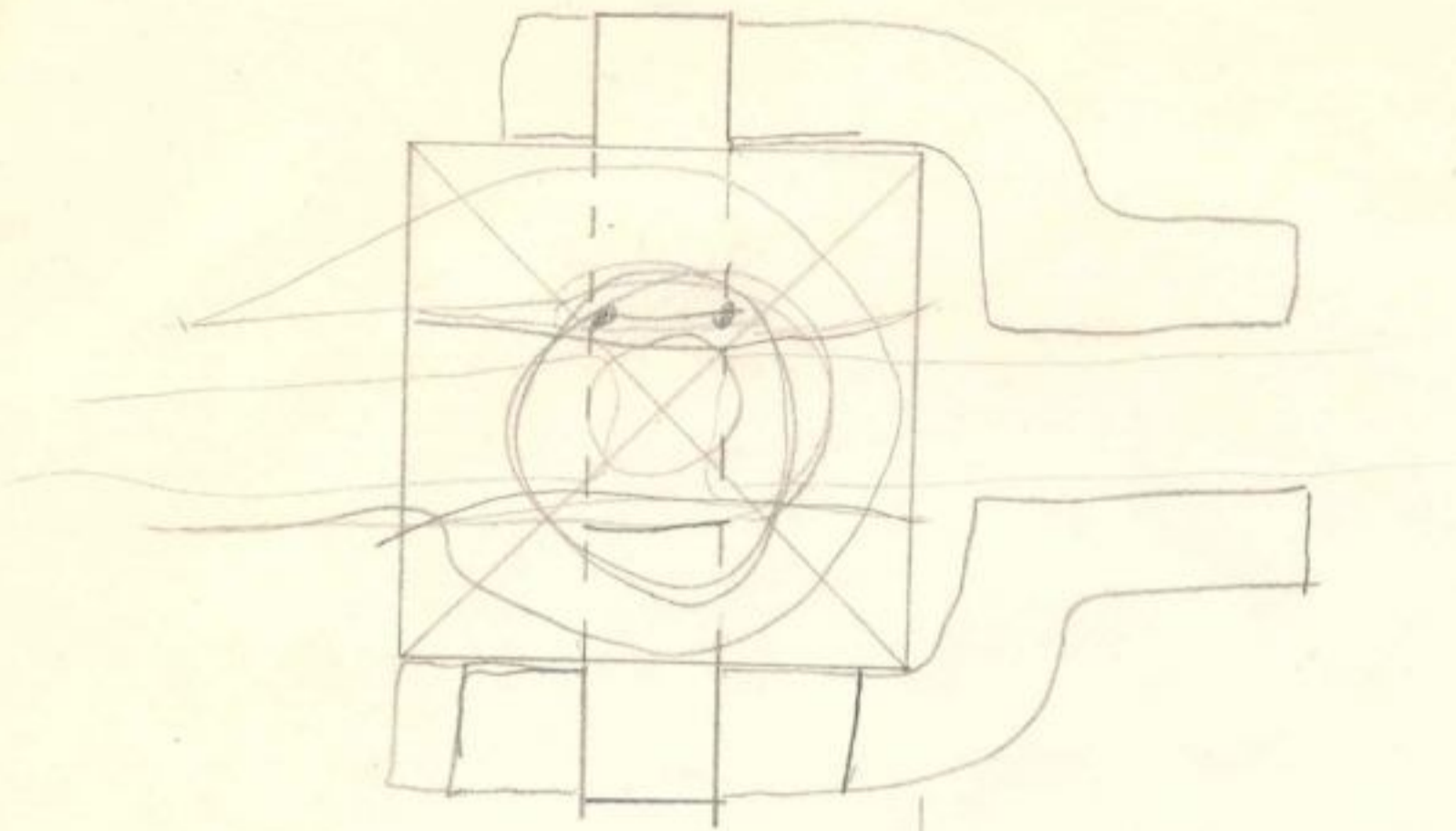
We want to stress that when fixing by split pin the castle nut M 7 on the joint disc, for setting right slit and cotter hole the nuts must not be loosened again after having tightened them. Do this only by tightening the nut further, if necessary replace the nut by another one.

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.

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