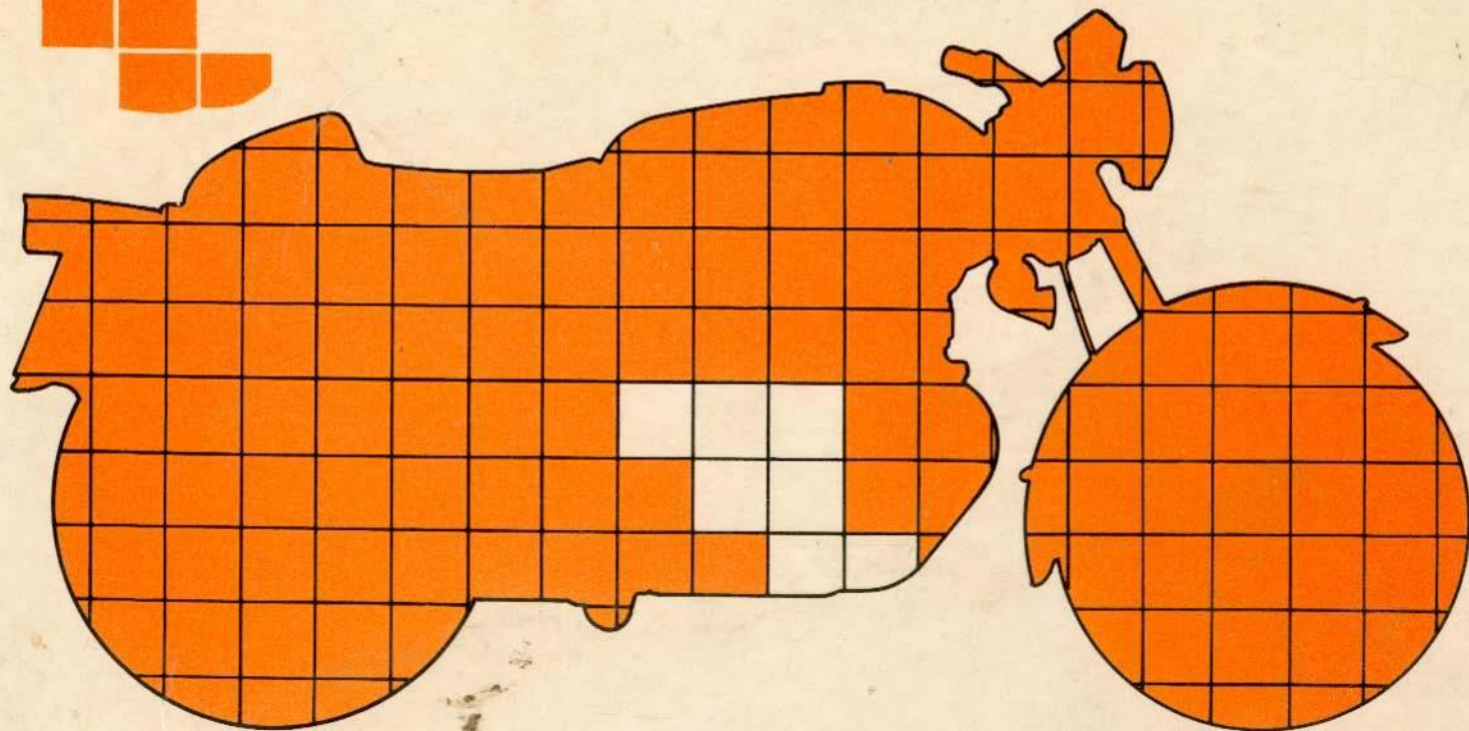
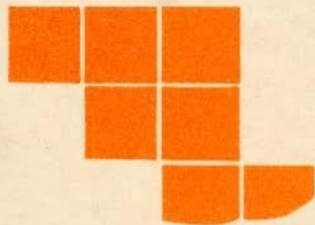


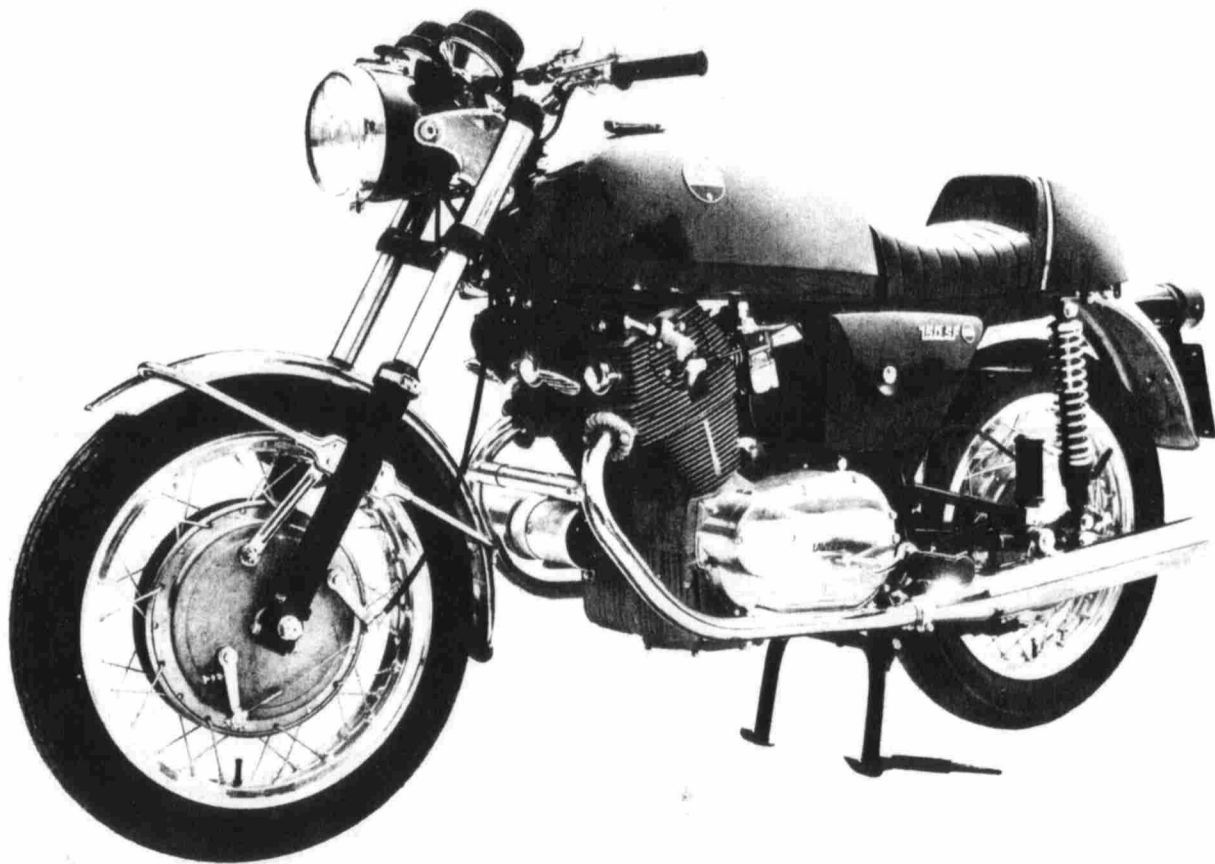
LAVERDA 750

**OPERATION AND MAINTENANCE
SPARE PARTS LIST**

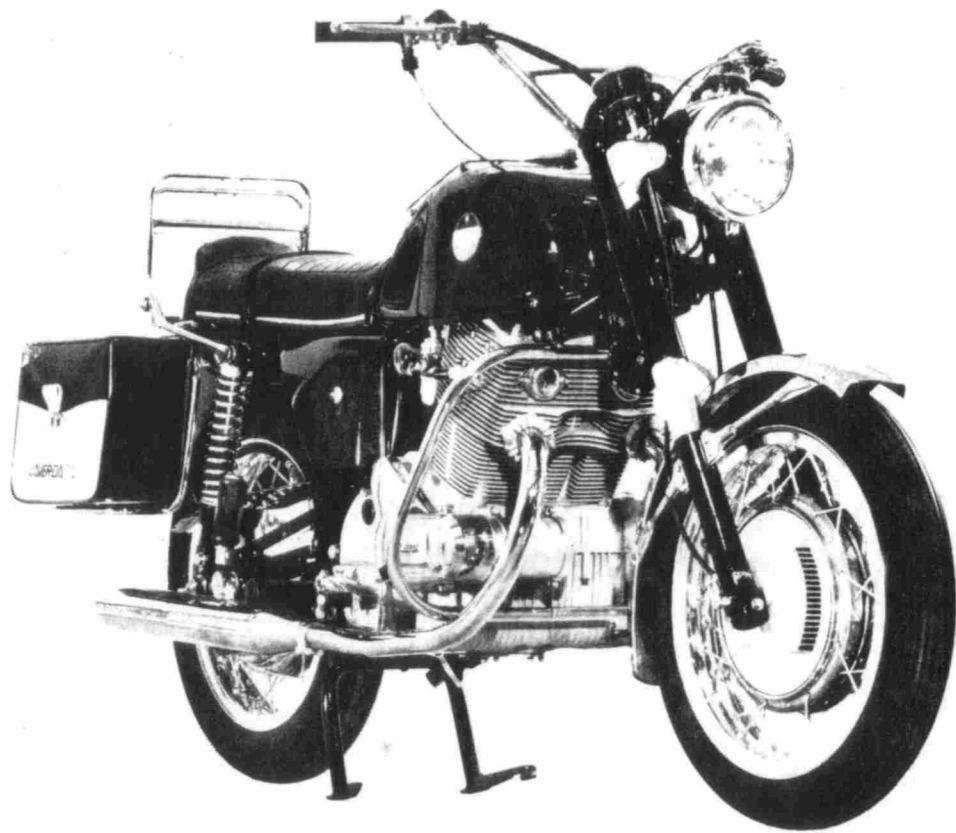


OPERATION AND MAINTENANCE

750 SF



750 GT.



INTRODUCTION

This Operation and Maintenance Manual has been planned in a simple and clear manner, so that average owners and mechanics may find no difficulty in using it to obtain detailed and practical information. Nevertheless, it is recommended that, for all major repairs, the uninitiated should apply to our LAVERDA DEALERS, who are properly equipped to carry out such work in the most functional and dependable manner. It should be remembered that, if essential repairs are neglected, and only occasional attention is devoted to lubrication and periodical maintenance, the reliability and general performance of the motorcycle will be compromised and, in time, servicing costs will be higher. For further information, owners are kindly requested to get in touch with our distributors or dealers, who will always be pleased to offer all possible assistance. Should any difficulty arise, please write direct to LAVERDA MOTORS, SERVICE DEPARTMENT, specifying the Model and engine number of your motorcycle. This number is stamped under the left-hand side cover.

ENGINE

Type: four stroke. Overhead valve in oil bath.
 Number of cylinders: two.
 Cylinder head: light alloy with incorporated cap of special cast iron.
 Cylinders: working in parallel, made of light alloy with inserted barrels of special cast iron, 25° slanting forward.
 Stroke: 74 mm.
 Bore: 80 mm.
 Total piston displacement: 743.92 cm³.
 Compression ratio: 1 : 9.95 - (1 : 8.9).
 Horse power output: 60 HP at 6600 r.p.m.

IGNITION

Battery.
 Automatic spark advance and contact breaker, accessible from outside.
 High tension spark coils (external).

FEEDING

Gravity feed.
 Fuel tank capacity: 19 litres - (18 litres).
 Carburettor: Dell'Orto type VHB-30-AD and VHB-30-AS (right and left).
 Main jet: 125 - (122).
 Slow running jet: 55.
 Needle: V 3/2 A.
 Air filter.
 « Super » quality petrol is recommended.

LUBRICATION

Force feed lubrication with gear pump.
 Oil sump capacity: 3 litres
 Oil filter.

CLUTCH

Multiple-disk clutch in oil bath, operated by hand drive on the left section of handlebar.

MAIN DRIVE

Between engine and gear box, with triple chain, ratio 1 : 2.2.
 Change speed gear with frontal clutch.
 Five ratios :

First speed:	1 : 2.619
Second speed:	1 : 1.883
Third speed:	1 : 1.374
Fourth speed:	1 : 1.173
Fifth speed:	1 : 1.

SECONDARY DRIVE

Between gear pinion and rear chain sprocket, ratio 1 : 2.1
 (1 : 2.21).

TOTAL RATIOS

Between engine and wheel:

First speed:	1 : 12.099	(1 : 12.733)
Second speed:	1 : 8.699	(1 : 9.155)
Third speed:	1 : 6.347	(1 : 6.680)
Fourth speed:	1 : 5.419	(1 : 5.703)
Fifth speed:	1 : 4.62	(1 : 4.862)

PERFORMANCE

Maximum speeds :

First speed	73.03 kms per hour - 7400 r.p.m. (70.32 kms per hour, 7500 r.p.m.)
Second speed	101.57 kms per hour - 7400 r.p.m. (97.81 kms per hour, 7500 r.p.m.)
Third speed	139.20 kms per hour - 7400 r.p.m. (134.05 kms per hour, 7500 r.p.m.)
Fourth speed	163.04 kms per hour - 7400 r.p.m. (157.02 kms per hour, 7500 r.p.m.)
Fifth speed	191.24 kms per hour - 7400 r.p.m. (184.18 kms per hour, 7500 r.p.m.)

Maximum gradient: 35%

Fuel consumption (C.U.N.A. regulations): 6.5 litres/100 kms.

Operating range on average performance of Laverda 750cc:
 270 kms (275 kms).

FRAME

Tubular frame.
Two seats.

DIMENSIONS

Overall length: 2.200 metres
Overall width: 0.740 metres
Wheelbase: 1.460 metres
Weight of motorcycle (without oil and fuel): 218 kilos.

SUSPENSIONS

Front: telescopic fork with hydraulic shock absorbers.
Rear: swinging fork with hydraulic shock absorbers.

WHEELS

Both wheels have detachable spindles.
Aluminium rims.
Front: WM 3-18 4446
Rear: WM 3-18 4613

TYRES

Rear tyre: 4.00 - H 18" Block C6 Metzeler (4.00x18" supersport, MTSS)
Front tyre: 3.50 - S 18" Rille 10 Metzeler (3.25x18" supersport)
Inflation pressure: front: 2.00 kilo/cm² (1.80 kilo/cm²).
rear : 2.20 kilo/cm²

TAKING OVER THE MACHINE

After taking delivery of the machine, and before taking it on the road, carefully check that the oil level in the engine is correct, and that the tyre pressure is the one recommended in the above instructions. The full efficiency of the battery can be obtained by following the instructions specified on page 8. Replenish the petrol tank with SUPER quality petrol.

BRAKES

Front brake: double internal expanding shoe Ø 230 x 30 with hand lever on the right section of handlebar and transmission operated by a flexible metal cable.
Rear brake: double expanding shoe Ø 230 x 30, operated by a pedal on the left, and transmission by a flexible metal cable.

ELECTRICAL SYSTEM

Dynamo: 12-volt 150-watt
Starting motor: 12-volt 0.95 H.P.
Battery: 12-volt 24 ampere-hour
The machine is equipped with:
a three-light headlamp
a number-plate light
a stop light
a sound signal device
instrument board lights operated by the dynamo through the battery.

SPARE PARTS

Whenever customers require to purchase spare parts, they are kindly requested to apply to their local LAVERDA DEALER, who is the only dealer that can supply customers with original replacement parts. Motorcyclists are thus recommended to use only original LAVERDA SPARE PARTS, as our Service Department cannot guarantee the quality of those parts that have not been manufactured by our firm.

RUNNING-IN

The early life of a motorcycle is very important for the future performance and the life of the engine. Motorcyclists are therefore recommended to be very careful when running-in their vehicle.
During the first 1000 kms, the rider must not exceed 3500/4000 r.p.m., independently of the gear employed.
Between 1000 and 3000 kms, the number of revolution per minute should be increased progressively.
The highest performance should be reached after 4000/5000 kms, approx.

STARTING THE ENGINE

- 1) Turn on the petrol by opening both taps of petrol tank.
- 2) Insert the ignition key situated on the headlamp.
- 3) Pull the starter lever situated on the L.H. side of the handlebar (when the engine is cold).
- 4) Press the starting button situated on the R.H. side of the handlebar without touching the throttle.
- 5) Release the starter lever for a very short time, till the engine begins to get hot.

To engage the first gear more easily when the motorcycle is at a standstill, keep the engine at slow running.

Two warning lights are situated on the revolution indicator (revolution counter):

- the red light disappears when the engine exceeds 1500-2000 r.p.m., thus indicating that the dynamo is charging the battery;
- the green light appears when the gears are disengaged, between the first and second speed.

Other two warning lights are situated on the speedometer:

- the red light shows that the town light bulbs are connected;
- the yellow light, indicates that driving an traffic beam lamp is connected.

AFTER THE FIRST 500 KMS

- 1) Change the oil when the engine is hot, unscrewing the four screws that fix the group «plug-filter». If necessary, clean the filter.
- 2) When the engine is cold, tighten up the screws and nuts that fix the main part of the engine and frame, devoting particular attention to the nuts that secure the head.
- 3) When the engine is cold, adjust the tappets, following the instructions on page 18. Check the opening of contacts (see page 9).
- 4) Adjust the timing chain and the main drive chain. With regard to the timing chain, see page 16. As to the main drive chain, see page 16. The oil in the engine must be changed after the first 500 - 1500 - 4000 kms, and then every 2500 kms.

N.B. - Owners are advised to have the main drive chain (triplex) replaced every 25.000 kms.

WORKING AND MAINTENANCE OF BATTERY

- 1) Unscrew the filling plugs.

- 2) Fill the cell with sulphuric acid, 1.28 kg/litre specific gravity, at 20° C.
- 3) The electrolyte level must always cover the plates by 15 mm. approx. (Do not use a metal funnel!).
- 4) The battery must remain at rest for one hour. Then charge the battery only when the temperature is below 40°C. Add some acid to reach the level indicated.
- 5) The battery can be charged only by direct current, after unscrewing the plugs. The intensity of the charging current must be equal to 1/10 of the battery capacity, the charge lasting 15 running hours.

The temperature in the cell, during the charge, must never exceed 45°C. Otherwise, stop the charge or reduce the current. At any rate, the initial charge is complete when the tension is higher than 2.6 volts per cell, and when the acid density has reached the charge value of 1.28 kg/litre at a temperature of 20°C, and both tension and density values have been constant for three hours charging at least.

The specific gravity of the acid changes by 0.01 kg/litre per every 14°C of difference in temperature; in other words, if the electrolyte temperature is 34°C, it must be increased by 0.01 kg/litre to obtain the specific gravity at 20°C.

Level the electrolyte two hours after completing the charge, and ascertain that the level covers the plate by 15 mm., approx., and ascertain that the level covers the plate by 15 mm., approx.

BATTERY ROUTINE MAINTENANCE

- 1) The electrolyte level must always cover the plate. From time to time it is necessary to add distilled water. Never add sulphuric acid!
- 2) If it is necessary to add distilled water too frequently, check over the whole lighting system. The trouble indicates that the battery is overcharging and then it becomes quickly impaired.

LUBRICATION

The following qualities of SHELL oil are recommended for the engine:

SHELL SUPER M.O. 100

Use only this type of oil.

MAINTENANCE INSTRUCTIONS

OPERATIONS THAT DO NOT REQUIRE THE REMOVAL OF THE ENGINE FROM THE FRAME

INSPECTION OF PLATINUM POINTS AND CONTACT PLATE

Remove the protecting cover (Fig. 1) and check the gap of the two points, which must be 0.4 mm.

To adjust said gap, turn the screw shown by the arrow (Fig. 3). Remember that the adjustment of one pair of points is independent of the other couple.

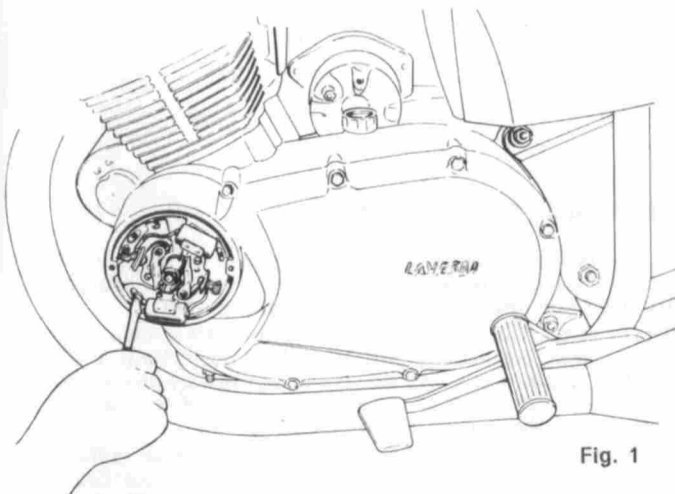


Fig. 1

At the upper dead centre, the platinum points must be at the initial phase of their gap. Looking at the engine, on the starter side, the driving shaft rotates clockwise.

In order to render the adjustment easy, it is necessary to have a 12 V lamp, connected by means of a wire to the terminals of the points which are being adjusted, and the other to earth (Fig. 2). Then proceed as follows:

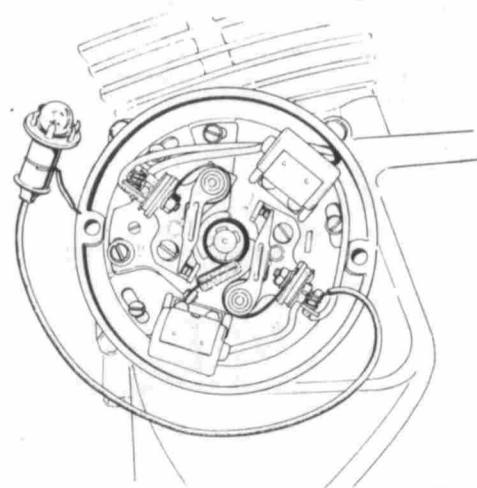


Fig. 2

- 1) Remove the cover on the starter side.
- 2) Connect the R.H. platinum point (looking at the contact breaker) to the lamp.
- 3) Insert the ignition key situated on the headlamp.
- 4) Rotate the driving shaft clockwise (looking at it on the starter side) till the letters PM (= DEAD CENTRE) appearing on the pulley coincide with the mark stamped on the crankcase (see Fig. 47); at this moment, the lamp must light up. If the lamp should light up before or after the moment when the two reference marks coincide, slacken the three screws which fix the contact plate (see Fig. 1), rotate either clockwise or anticlockwise, according to the necessity of retarding or advancing the engine, then tighten up the screws.

N.B. - If it is required to check the initial opening of the platinum points, using an external battery (that is to say a battery that is not connected to the lighting system), it will be necessary to go through the above operations once again, without inserting the ignition key situated on the headlamp. When the reference marks coincide, the lamp will go out.

Go through the same operations for the couple of platinum points on the L.H. side. If, after checking the left point, the lamp light should not go out exactly when the two marks

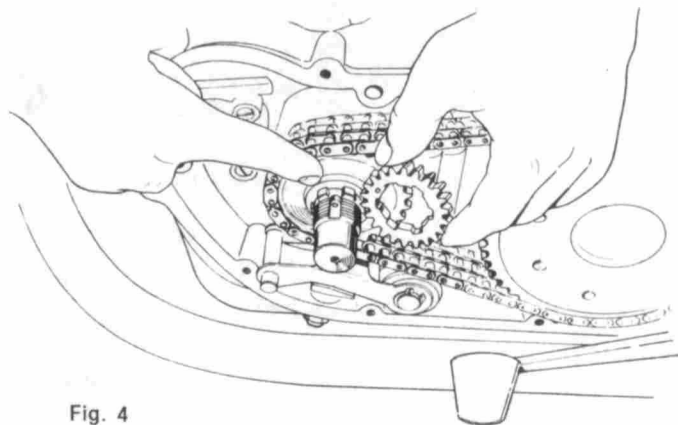


Fig. 4

coincide, adjust the support of this point, by slackening the two screws that secure said support to the plate (see Fig. 3, N. 2) then turn the eccentric screw (Fig. 3, N. 1) and rotate the support to advance or retard till it reaches the exact position.

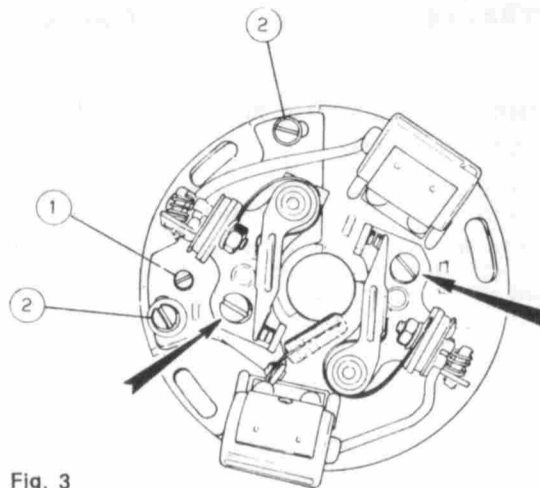


Fig. 3

CHECKING THE CLUTCH

To perform this operation it is necessary to remove the side cover. Then unscrew the nut on the driving shaft, using a 32mm spanner, and remove the oil pump pinion (Fig. 4).

Please note that both on the shaft and the pinion two reference marks are clearly visible. When positioning the pinion, the two marks must line up. When positioning the gear of the oil pump, ascertain that its mark coincides with the mark that appears on the driving pinion (see Fig. 10).

When inspecting the clutch, remove the chain adjuster pin (Fig. 5), and — at the same time — detach from both shafts the driving pinion and the chain sprocket (Fig. 6).

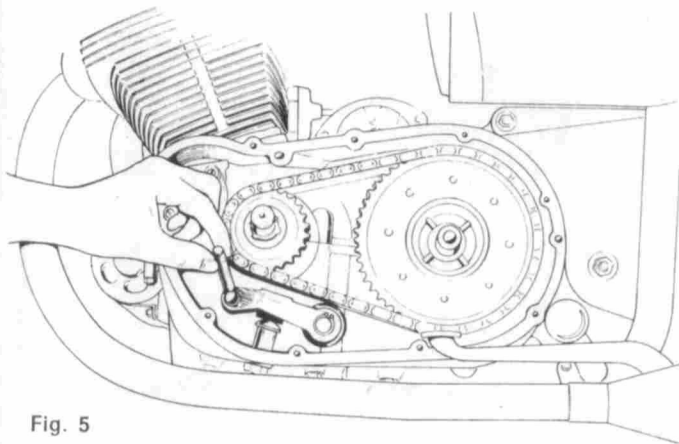


Fig. 5

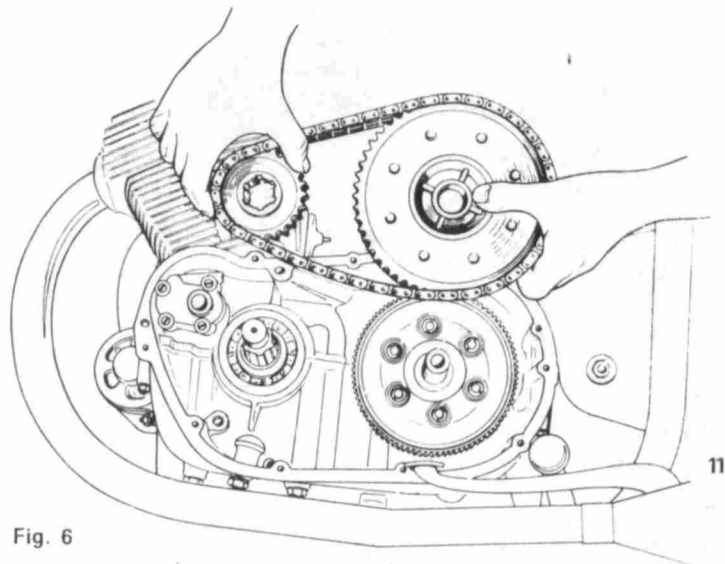


Fig. 6

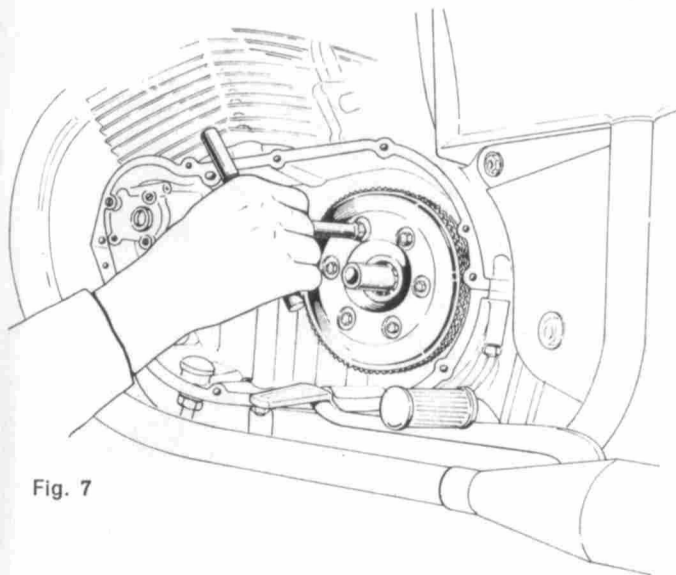


Fig. 7

Use a 10 mm spanner and take away the bolts which position the six springs (Fig. 7) and remove the spring plate. Inspect the surface of the disks with friction washers and, if wear is evident, discard them and replace them with new ones. If the springs reveal signs of wear, they should be replaced. If the clutch is blocked, check the sliding of the key within its slit. In the event that the clutch, although being free, keeps operating the gear shaft, check if the bush slides properly on the shaft.

When assembling the clutch, follow the instructions described for dismantling in reverse, keeping in mind the correct arrangement of the plates (Fig. 8).

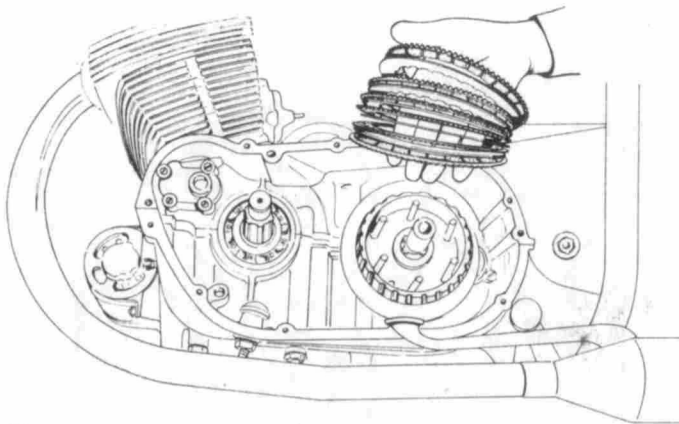


Fig. 8

In order to carry out all the operations connected with said assembly, the key must be positioned on the shaft horizontally (Fig. 9). After assembling the plates, springs, and springs plate connect the clutch drive and adjust the lever to release said plates, so that the teeth are properly aligned.

Position the clutch bell and, at the same time, pull the clutch lever to allow the proper assembly of all plates inside the bell. Then release the lever before withdrawing the bell. Position said bell, after replacing the main drive chain on it, together with the driving pinion (see Fig. 6).

ASSEMBLING THE OIL PUMP

Complete the following operations:

- 1) Spread a layer of gum on the shim adjustment of the pump body.
- 2) Position the gear in the body of the oil pump, and secure the body to the crankcase, but do not fix it completely.
- 3) Insert the pump shaft only partially, and ascertain that the hole in the pump body is lined up with the hole in the

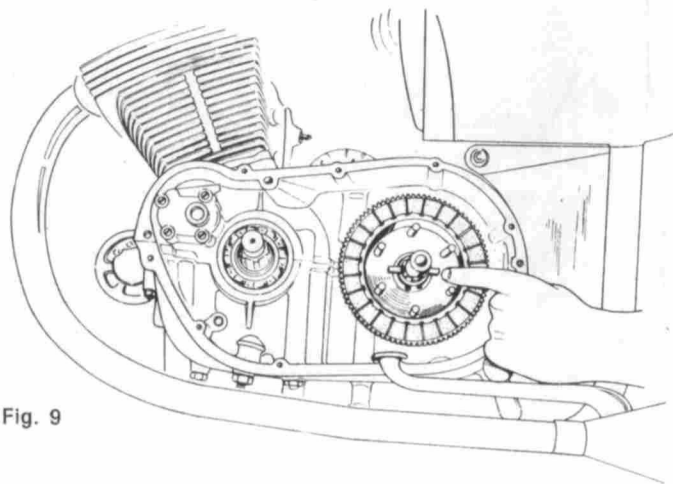


Fig. 9

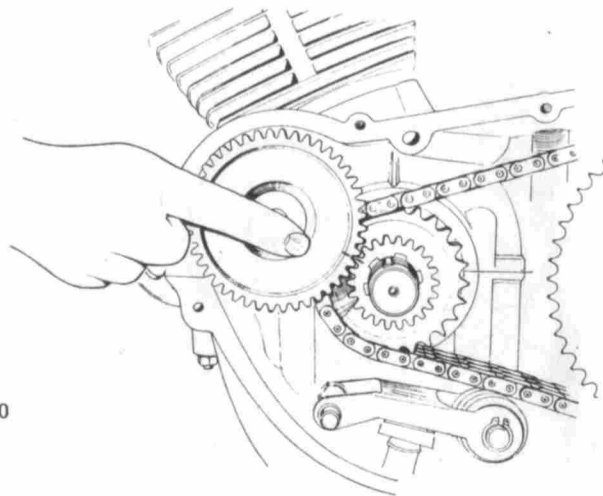


Fig. 10

crankcase; then withdraw the shaft and tighten up the four screws. Rotate the pump gear that has a slot, till the latter coincides with the slot in the pump. Then insert the shaft completely.

DISMANTLING THE STARTER

- 1) Disconnect the cable conveying current to the starter.
- 2) Remove the cover (on the starter side).
- 3) Detach the lock ring from the starter sprocket.
- 4) Unscrew both screws securing the starter to the crankcase, slightly lifting the starter till it gets disengaged from its seat. At the same time withdraw the sprocket, as Fig. 11 clearly illustrates.

ASSEMBLING THE CHAIN FOR THE STARTER

Position the chain both on the sprocket and on the crown gear (see Fig. 12), then place — at the same time — both sprocket and crown gear on their shafts, placing them in the operating position. Replace the lock ring and starter shaft.

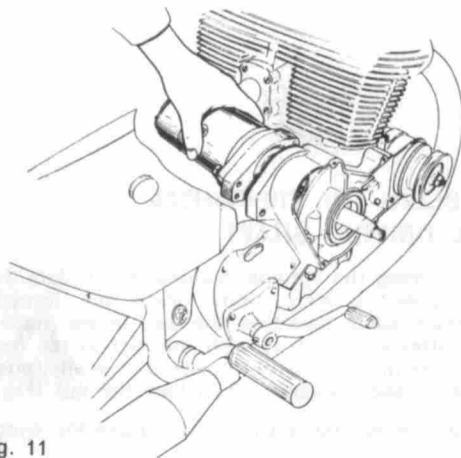


Fig. 11

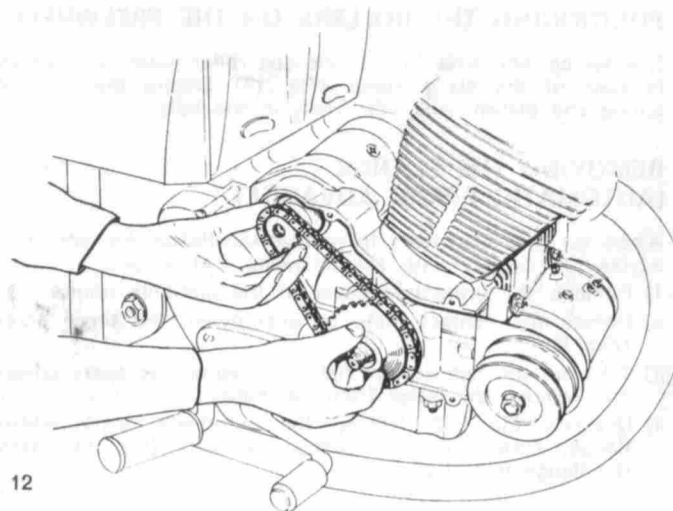


Fig. 12

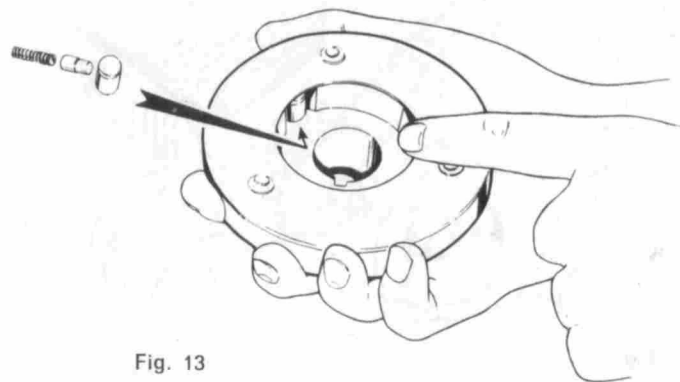


Fig. 13

POSITIONING THE ROLLERS ON THE FREEWHEEL

One spring, one small piston and one roller must be positioned in each of the six seatings (Fig. 13). Ensure that both the spring and piston can slide freely in the hole.

REMOVING THE FLANGE (AUTOMATIC SPARK ADVANCE)

Whenever it is necessary to remove the flange, the operator is advised to comply with the following instructions:

- 1) Remove the protecting cover of the platinum points.
- 2) Detach the contact plate by unscrewing the three screws (Fig. 1).
- 3) Take out the two screws fixing the automatic spark advance and remove the latter from the flange.
- 4) Unscrew the bolt locking the automatic spark advance flange; then, using the special extractor (Fig. 14), detach the flange from its shaft.

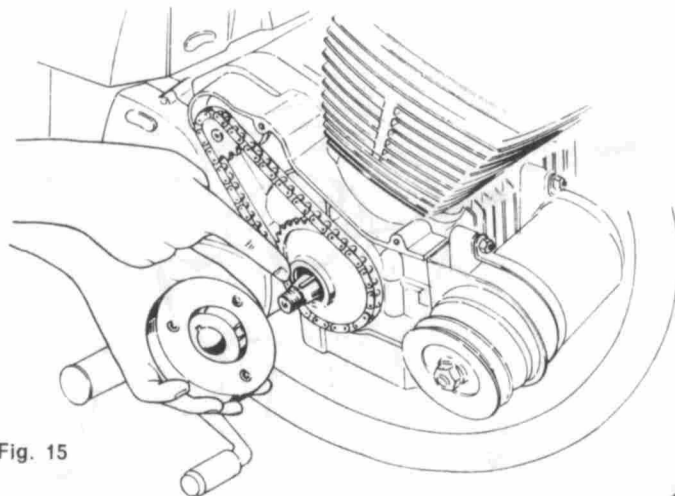


Fig. 15

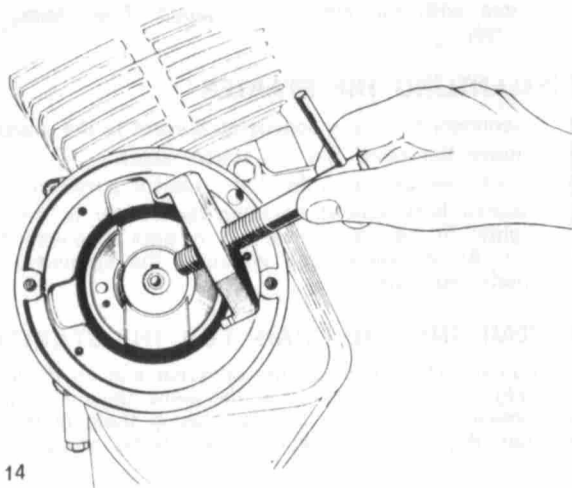


Fig. 14

ASSEMBLING THE FREEWHEEL ON THE DRIVING SHAFT

After positioning the springs, pistons, and rollers, in compliance with the previous instructions; place the freewheel on the driving shaft cone, inserting the key in its place and ensure that the latter corresponds with the slot in the freewheel (Fig. 15). To insert the freewheel into its seat easily, push and rotate it backwards and forwards. Then lock the nut (Fig. 16).

When dismantling, the operator should use the special extractor (Fig. 17).

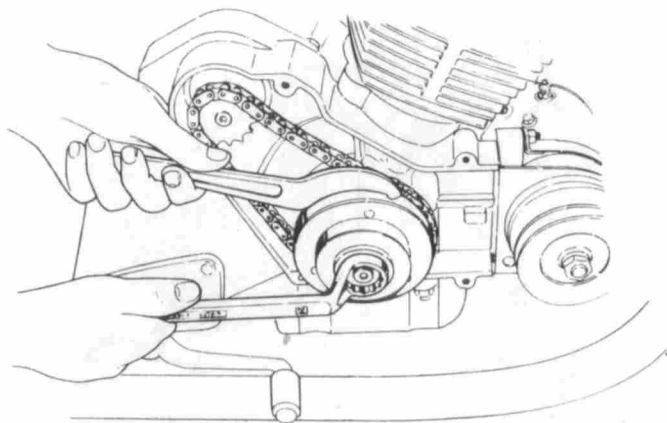


Fig. 16

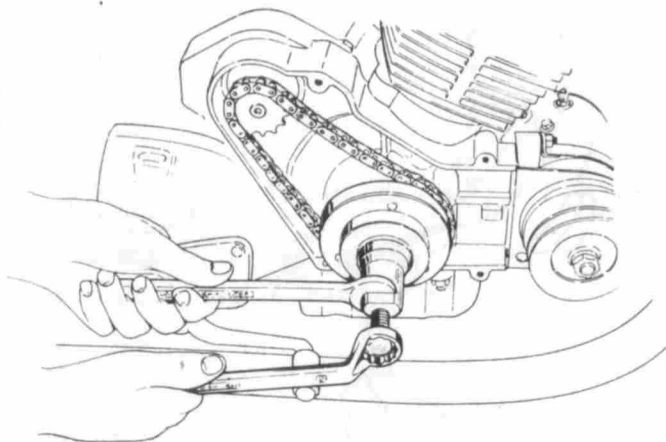
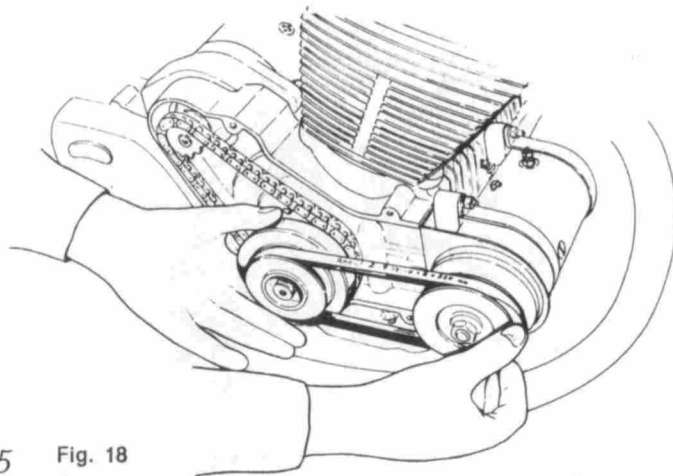


Fig. 17

POSITIONING THE DYNAMO BELT

Place the belt in the race of the freewheel, then fit it on the dynamo pulley; rotate the pulley, pressing the belt till it is completely in position (see Fig. 18).



15 Fig. 18

ASSEMBLING AND SETTING THE TIMING CHAIN ADJUSTER

Position the adjuster (Fig. 19), then fix the screws using a 10 mm spanner. Whenever it is necessary to adjust the chain stretch, slacken the nut and bolt locking the adjuster pin, so that the inside spring will automatically position the adjuster. Then secure the bolt and nut (Fig. 20).

ADJUSTING THE MAIN DRIVE CHAIN

Take out the cap nut (box nut) and slacken the check nut positioned below the central crankcase, on the drive side. Then turn the adjustment screw, till you notice a slight resistance. Assemble and tighten both the cap nut and check nut (Fig. 21).

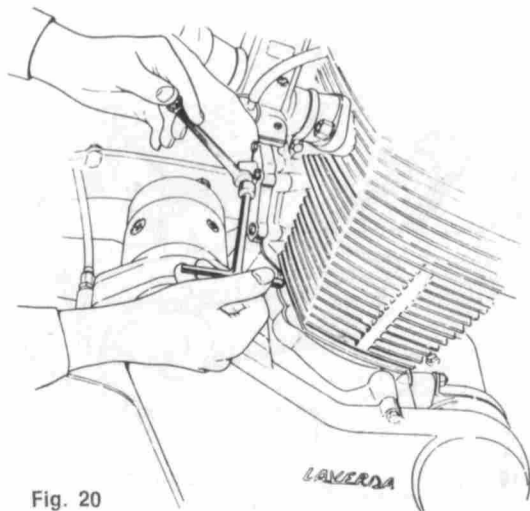


Fig. 20

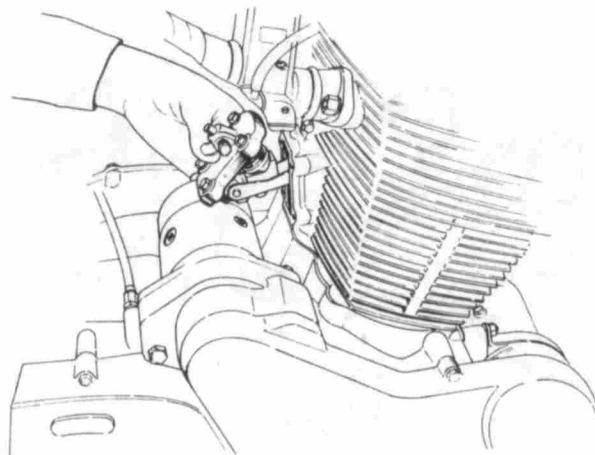


Fig. 19

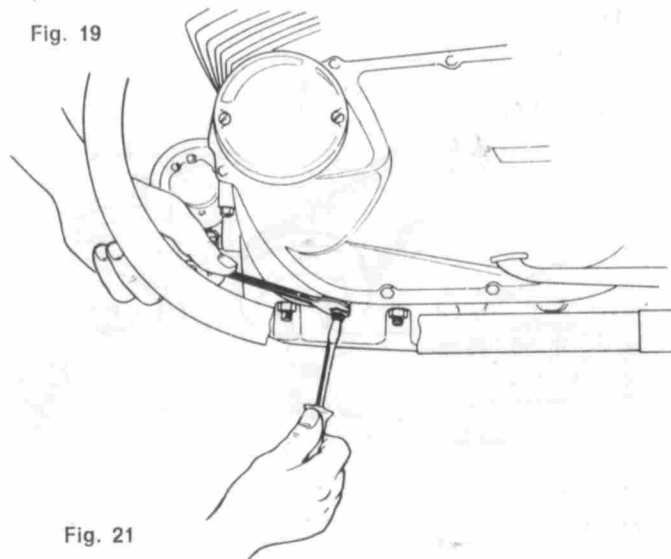


Fig. 21

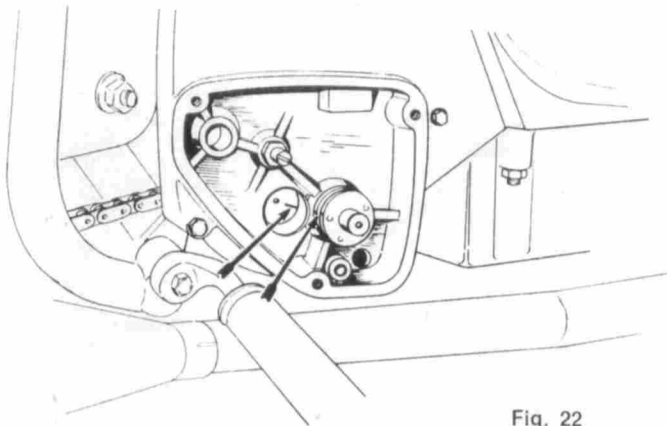


Fig. 22

ASSEMBLING AND ADJUSTING THE GEAR CHANGE SELECTOR

Insert the spindle (bearing rollers) into its place locating it in the proper manner, till the reference mark coincides with the mark in the drum pin, that is visible through the cover window (Fig. 22). Position the eccentric lock peg and the shaft bearing the gear change lever. When adjusting the eccentric peg, proceed as illustrated in Fig. 23, using a screwdriver and a spanner. This adjustment enables the operator to equalize the change gear stroke in both directions.

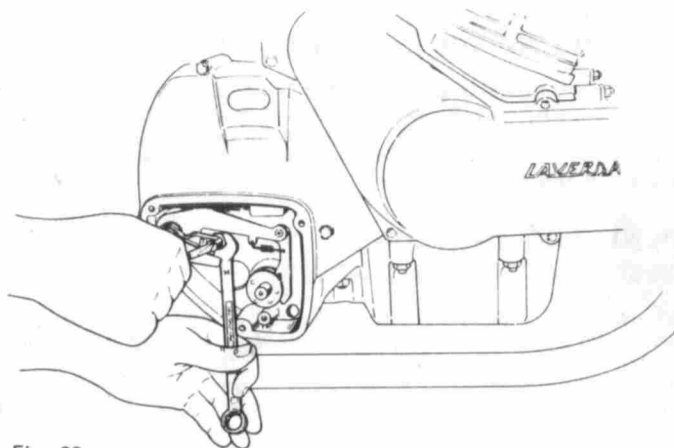


Fig. 23

DISMANTLING THE OIL FILTER

When removing the oil filter, take away the four nuts located in the lower position of the crankcase (Fig. 24), and use two screwdrivers, as if they were levers, at both bevelled ends. If it is desired to obtain a better clearing, unscrew the filter central nut, so as to free the filtering portion from the base, and thus reach the former more easily. It is therefore recommended to clean the filter whenever the oil is changed.

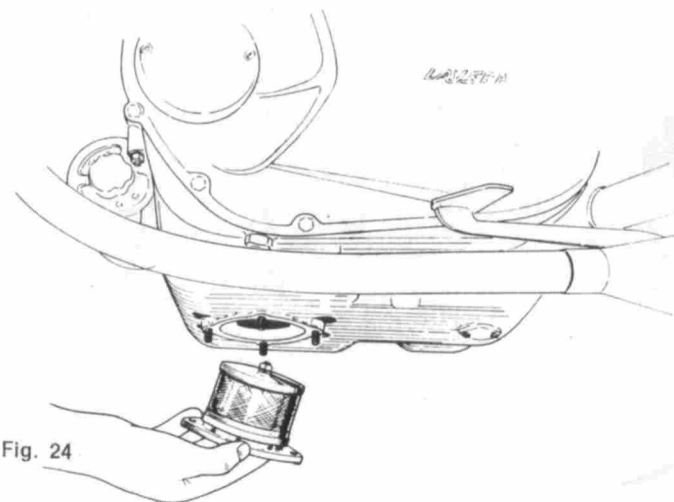


Fig. 24

DISMANTLING THE CLUTCH CABLE

Remove the rubber cap closing the cover window, on the chain side (Fig. 25). Use a screwdriver and press the clutch lever, so as to free the cable of the lever located on the handlebar. Then straighten the cotter pin, withdraw the pin, and detach the cable terminal from the little fork.

TIGHTENING THE NUTS (SECURING THE HEAD COVER)

Whenever it is necessary to perform this operation, use a dynamometric spanner (Fig. 26) and adjust it at 5 Kg. load. When tightening the nuts, follow the order indicated by Fig. 26, namely: 1-2-3-4-5-6-7-8, keeping in mind that it is necessary to use said spanner twice to ascertain that all nuts are locked correctly.

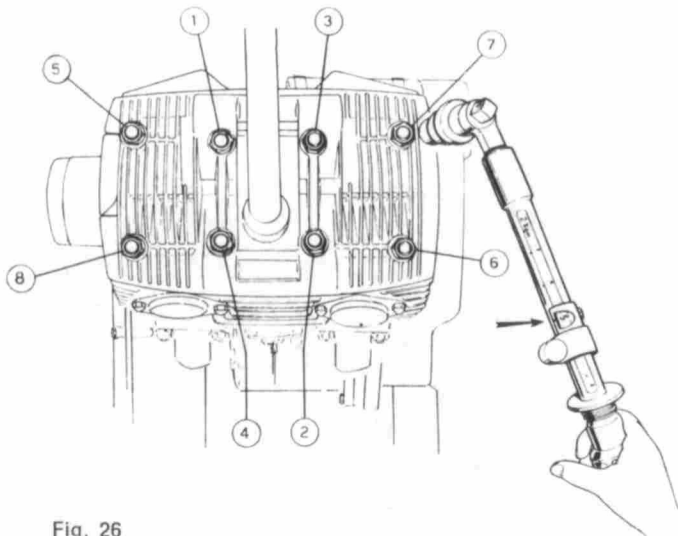


Fig. 26

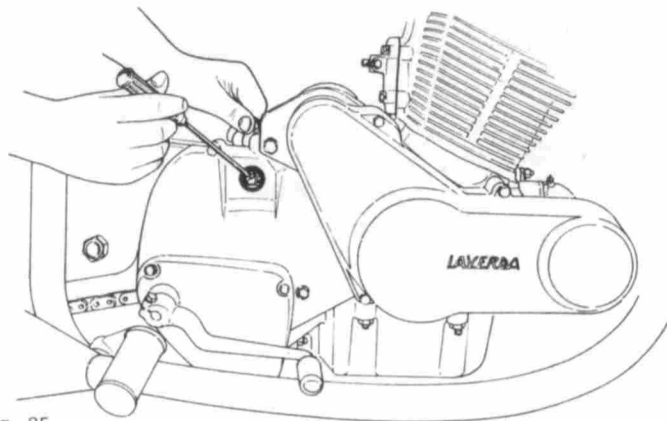


Fig. 25

ADJUSTING THE PLAY BETWEEN ROCKING LEVERS AND VALVES

This adjustment must always be performed when the engine is cold.

- 1) Remove the saddle, petrol tank, the four lids for inspection, and the cover on the starter side.
- 2) Bring the piston (corresponding to the rocking lever you are adjusting) to the top dead centre (T.D.C.) in the compression stroke, indicated by the mark on the driving shaft pulley.
- 3) Adjust as illustrated in Fig. 27, obtaining a 15/100 mm play for the inlet valve, and a 20/100 mm play for the exhaust valve.

With regard to the second cylinder, rotate the driving shaft by one turn, then go through the same operations once again.

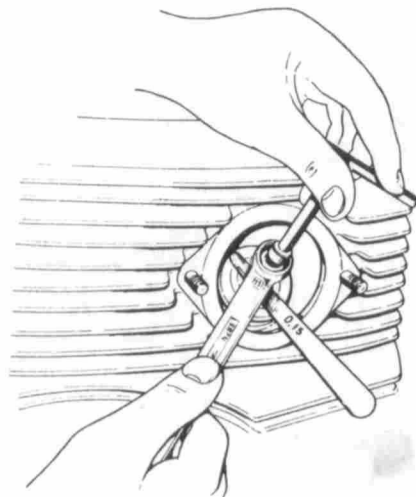


Fig. 27

DISMANTLING THE VALVE SPRINGS

Place one end of the required tool on the valve head and the other end on the conical cap; press to release the spring load, in order to free both cotters, as well as the cap, springs and valve (Fig. 28).

OPERATION THAT REQUIRE THE REMOVAL OF THE ENGINE FROM THE FRAME

DISMANTLING AND ASSEMBLING THE CAMSHAFT

- 1) Remove the head cover and both side covers.
- 2) Detach the sparking plugs, then unscrew the three nuts (two side nuts and a rear nut) fixing the head to the cylinder.
- 3) Take away the timing chain link, and insert two iron wires into the opposite ends of the chain, so as to keep it properly stretched.
- 4) Remove the head from the stud bolts.

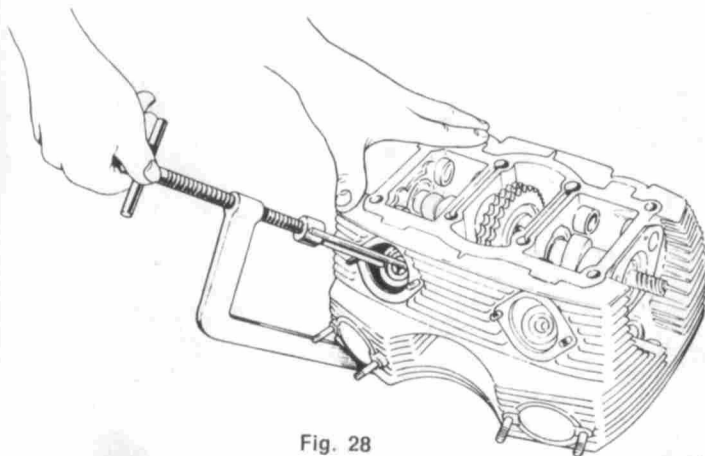


Fig. 28

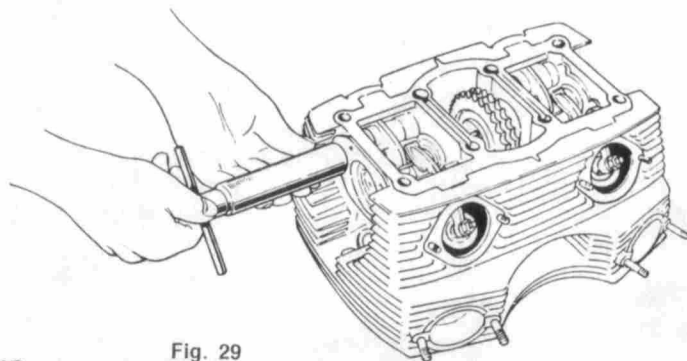


Fig. 29

- 5) Fix both iron wires to some component of the engine, to stop the chain from getting into crankcase.
- 6) Use the proper extractor and remove the four gudgeon pins thus detaching the rocking valves (Fig. 29).
- 7) Unscrew — only on one side — the nuts locking the chain crown gear to both flanges (Fig. 30), then rap the inside ring of the ball bearing (Fig. 31) to disconnect the two parts forming the camshaft.

Detach the chain crown gear and half shafts, which will come away with their own ball bearings.

When assembling the camshaft, follow the previous instructions in reverse. Keep in mind that the half-shaft bearing the tothing for the revolution indicator, must be positioned on the L.H. side, in the direction of riding (Fig. 32), and that stud bolts, with their respective nuts and washers, are to be positioned on one half portion, when the shaft is still dismantled (Fig. 33).

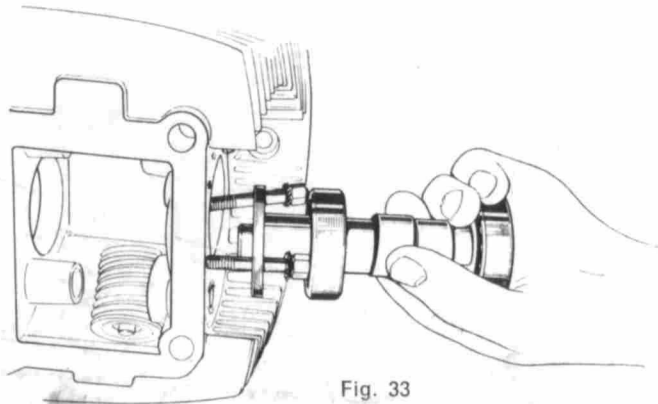


Fig. 33

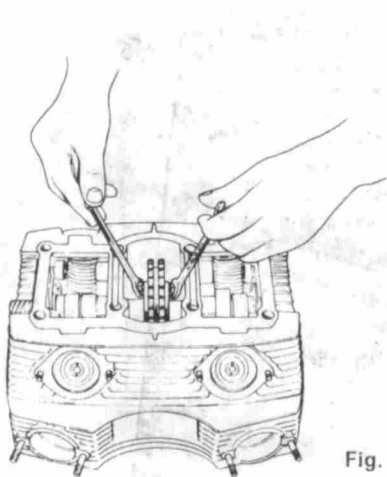


Fig. 30



Fig. 31

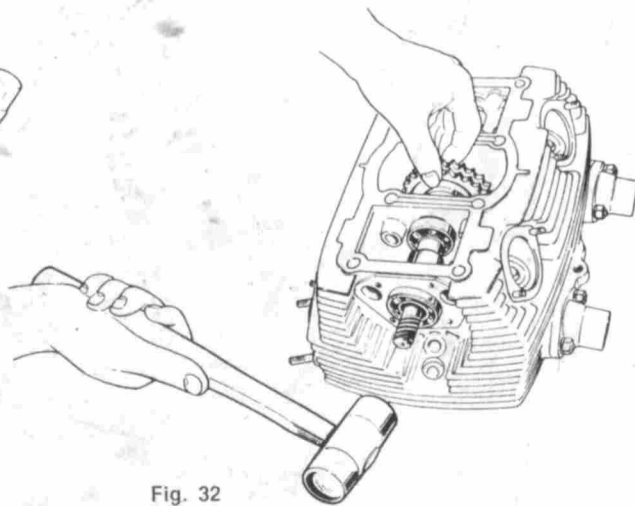


Fig. 32

REMOVING THE PIN OF THE GEAR CHANGE FORKS

When the crankcase has been opened, remove both gear change shafts, then take a pair of pliers and detach the peg located near the ball bearing seat (Fig. 34). Remove the pin using an extractor.

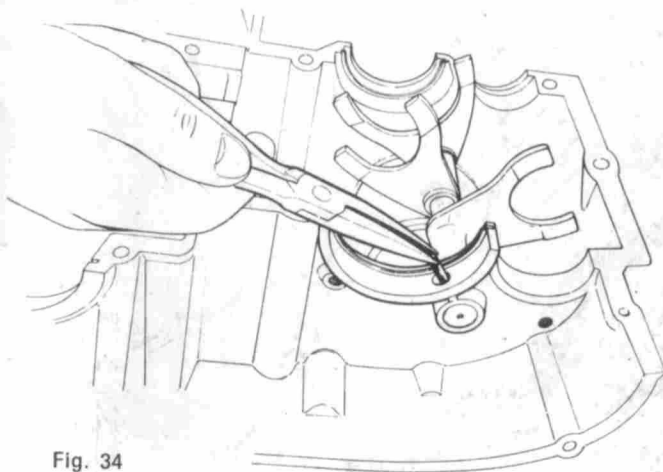


Fig. 34

ASSEMBLING THE DRUM (OPERATING THE GEAR CHARGE FORKS)

Press the key into the shaft seat, insert the steel washer and locate the shaft. Do so from the outside of the crankcase. Position the drum (Fig. 35) so that the key may enter its slot. Before the shaft reaches the opposite seat, insert the shouldering washer, as well as the nut that must then be locked, thus fixing the exact position of the drum.

CLOSING BOTH HALF COVERS OF THE CRANKCASE

- 1) Position the gear change drum with the lever (bearing the roller).
- 2) Position the half rings locking the ball bearings in their places (Fig. 36).

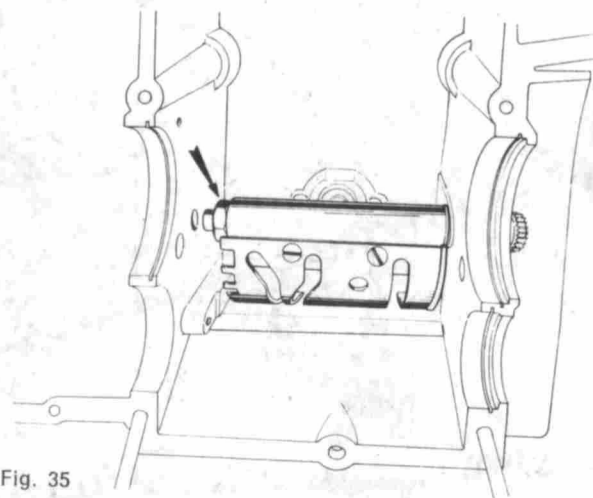


Fig. 35

- 3) Replace the driving shaft and both gear change shafts.
- 4) Spread a thin layer of gum evenly (Fig. 37) on the surface supporting the crankcase half covers.
- 5) Insert the stud bolts of the crankcase upper portion into their respective holes in the lower portion, and tighten all nuts (Fig. 38).

CHECKING THE PARALLELISM BETWEEN THE GUDGEON PIN AND THE CRANKCASE SHIM ADJUSTMENT

Place two shims perfectly smoothly and equally on the base supporting the cylinder (Fig. 39). Insert the gudgeon pin into the eye of the connecting rod, and then put said gudgeon pin upon the shims. If both holes of the connecting rod are parallel, the gudgeon pin will rest on both shims. If it should touch only one of the two shims, it will be necessary to straighten the connecting rod, pressing appropriately on one side or the other, till the gudgeon pin rests on both shims.

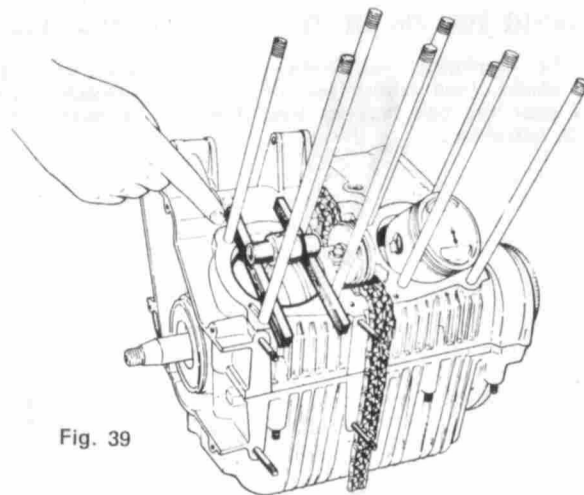


Fig. 39

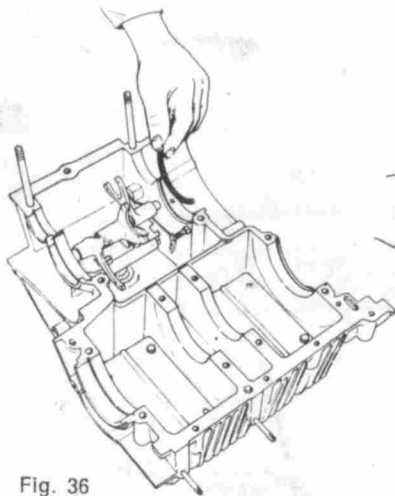


Fig. 36

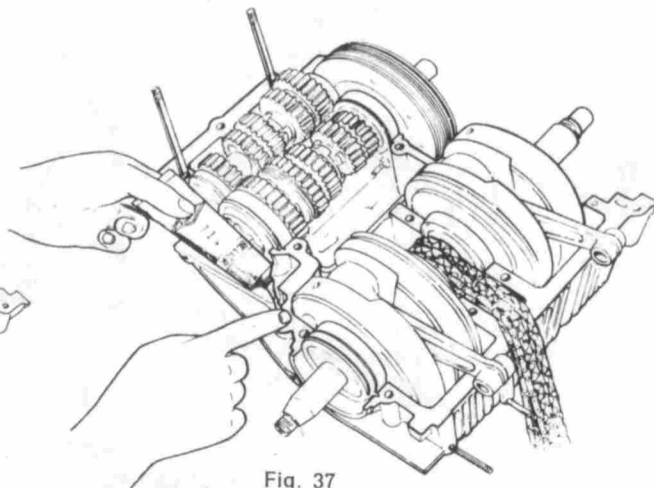


Fig. 37

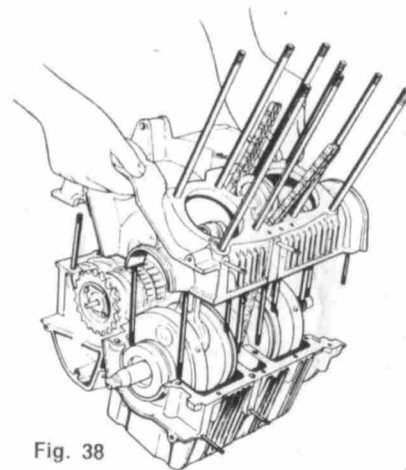


Fig. 38

DISMANTLING AND ASSEMBLING THE PISTONS

Remove the circlips from the gudgeon pin. Push out the gudgeon pin, freeing the piston from the connecting rod. This should be done with a suitable extractor. When assembling, ascertain that the arrow stamped on the piston head (Fig. 40) points in the direction of riding. Then insert the gudgeon pin into the piston and press it into place using the necessary puller (Fig. 41).

ASSEMBLING THE PISTON RINGS

Position the piston rings observing Fig. 42. Before assembling, ascertain that both ends of the piston rings — within the cylinder liner — do not touch. Then place the rings, each in its own place, keeping in mind that their openings must be alternated among them.

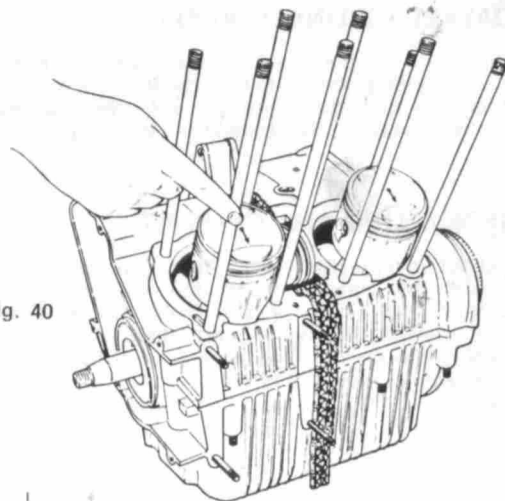


Fig. 40

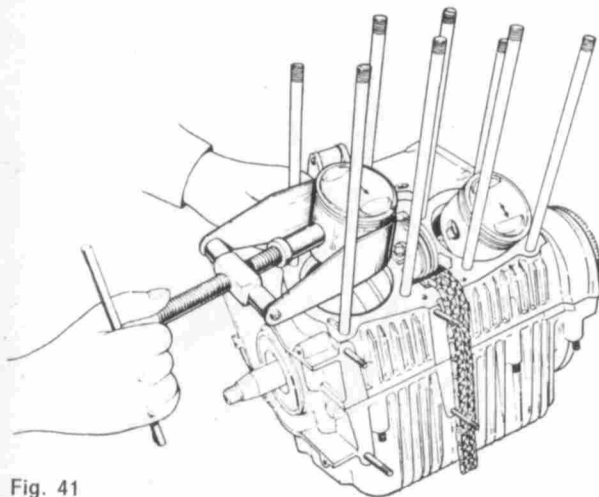


Fig. 41

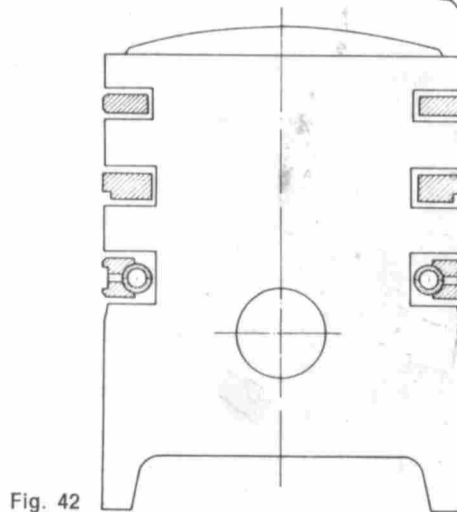


Fig. 42
23

GASKET (CYLINDER BASE)

The slit of the gasket must be in alignment with the corresponding slit situated on the crankcase base (Fig. 43). Ascertain that the three holes in the crankcase — indicated by the arrow — correspond to the holes of the gasket.

ASSEMBLING THE CYLINDER

Tighten the piston rings that you have already positioned around the pistons. Insert the stud bolts into the cylinder. Connect both ends of the chain, pulling them with the iron wire towards the upper part, then lower the cylinder slowly, so that the piston rings may go into the cylinder liner without excessive pressure (Fig. 44).

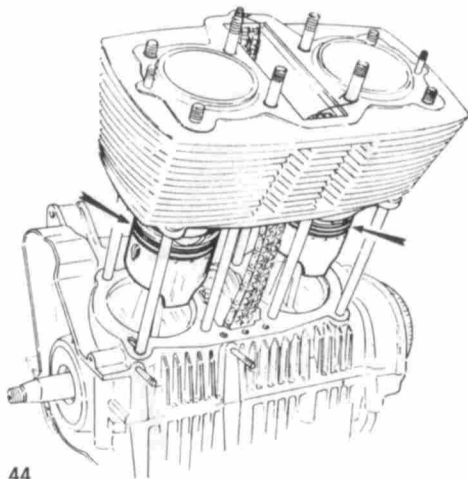


Fig. 44

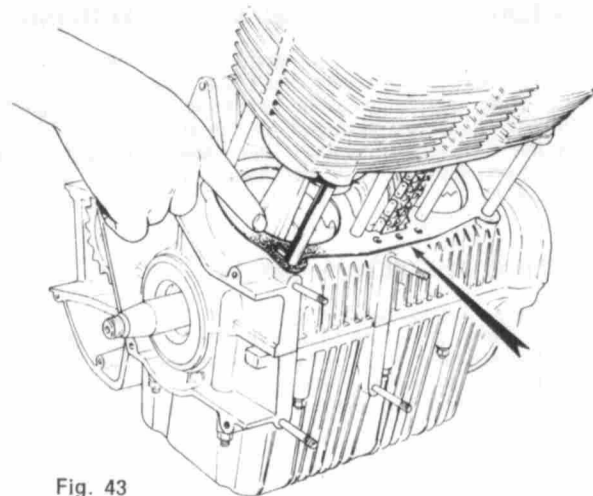


Fig. 43

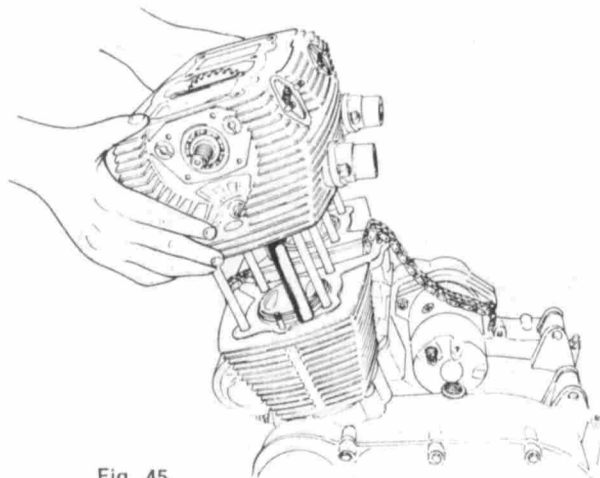


Fig. 45

POSITIONING THE HEAD ON THE CYLINDER

Place the gasket on the upper shim adjustment of the cylinder. Lower the head till it touches both distance pieces (Fig. 45), purposely placed in between to enable one to get hold of both ends of the chain, and lift them upwards. Pull the chain ends, remove the distance pieces, and lower the head till it touches the cylinder (Fig. 46).

FIXING THE CHAIN LINK

Bring the pistons to the top dead centre (T.D.C.). This operation can be easily completed by lining up the mark on the crankcase with the reference mark indicated by PM (DEAD CENTRE), stamped on the freewheel (Fig. 47). Obtain alignment between the mark on the timing chain crown and the mark in the head (Fig. 48). Insert the chain link and close the chain (Fig. 49). Remember that the opening of the spring clip fastener in the chain link, must be placed in the direction opposed to the chain rotation (Fig. 50).

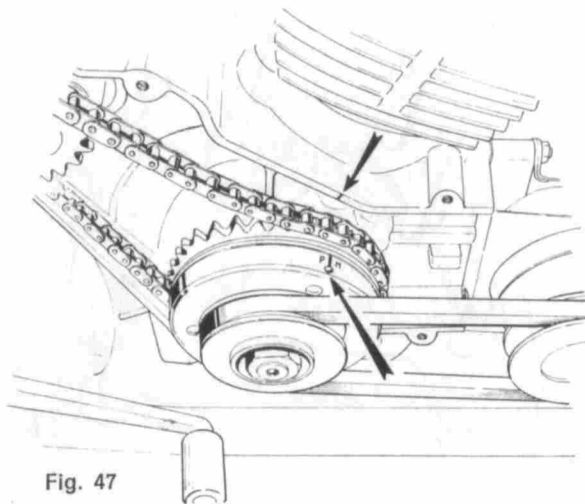


Fig. 47

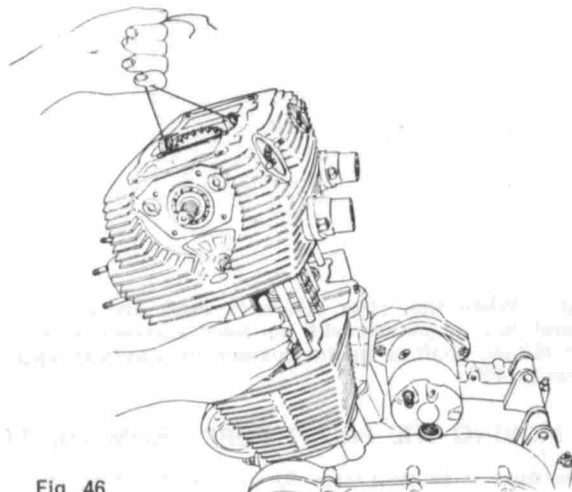


Fig. 46

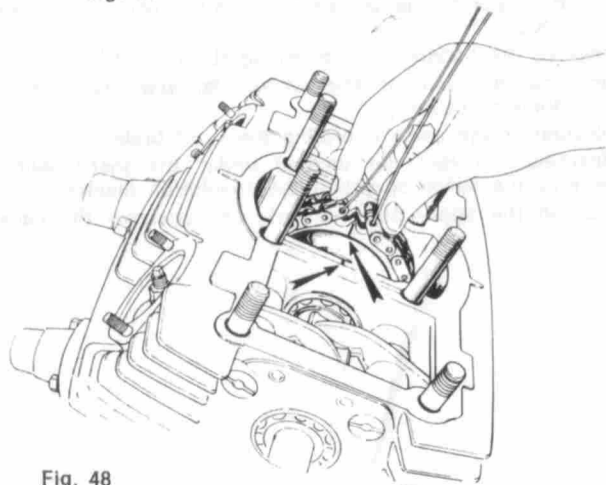


Fig. 48

N.B. - When the latter reference mark stamped on the free-wheel, is in alignment with the mark stamped on the crankcase, the driving shaft is in the position of maximum spark advance (that is 40°).

REMOVING THE FRONT FORK FROM THE FRAME

Whenever it is necessary to remove the front fork from the frame, the operator is advised to comply with the following instructions:

- 1) Remove the handlebar, unscrewing the bolts (Fig. 51).
- 2) Unscrew the nut of the wheel-hub, and disconnect the speedometer cable.
- 3) Disconnect the cable operating the front brake.
- 4) Unscrew the ring nut located under the instrument, and remove the cable operating the revolution counter.
- 5) Slacken the upper bolts of fork, and unscrew the caps.

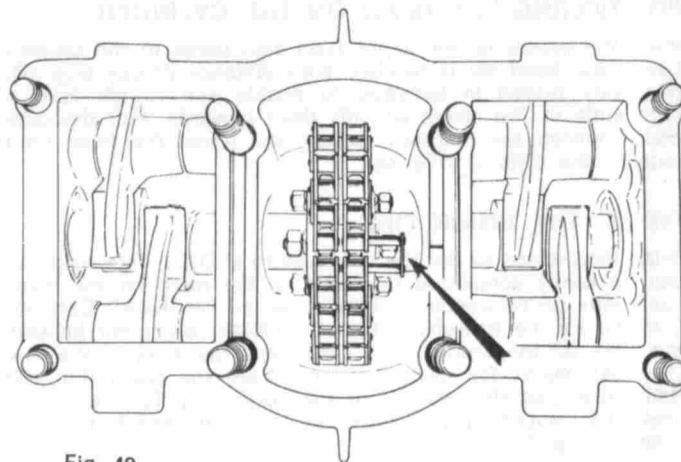


Fig. 49

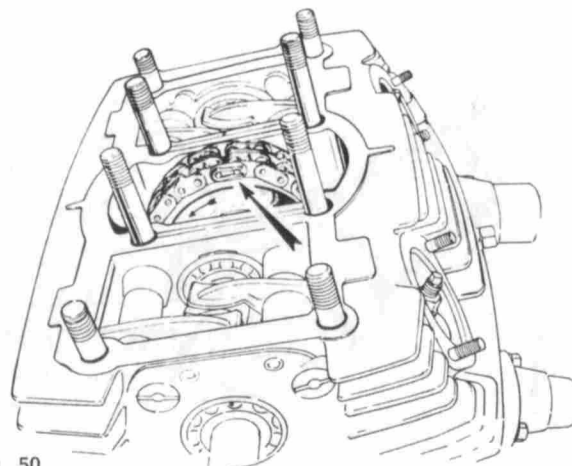


Fig. 50

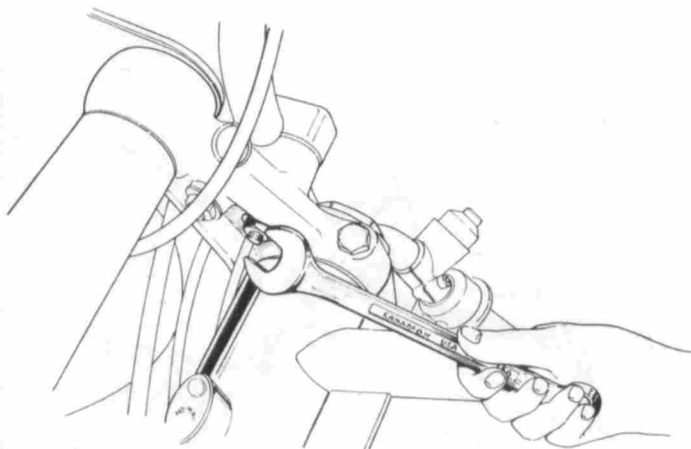


Fig. 51

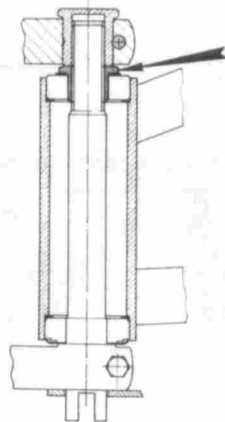


Fig. 52

- 6) Slacken the transverse bolt, then unscrew the upper nut of the steering pivot, and remove the fork top plate.
- 7) Remove the headlamp, unscrewing both support screws, without disconnecting the electric system wires.
- 8) Unscrew the nut locking the steering pivot (Fig. 52).

After completing the above operations, lift the frame. Both pivot and fork will be detached from the steering tube. If necessary, give a few raps with a fibre-hammer to facilitate the dismantling.

STEERING ADJUSTMENT

If it is required to adjust the play of the steering pivot, turn the nut indicated by Fig. 52, till you perceive a slight friction in steering.

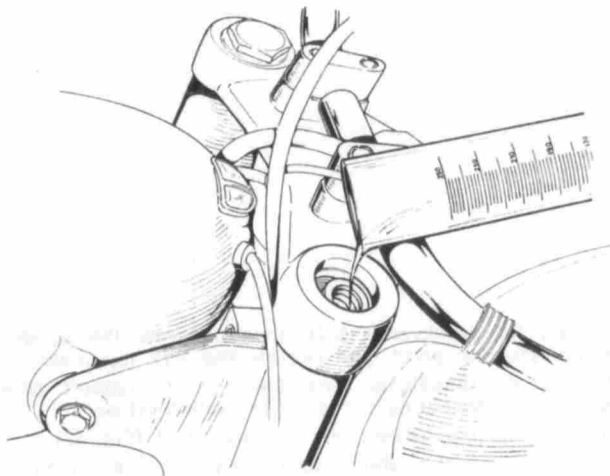


Fig. 53

OIL FOR THE FRONT FORK

Check periodically the quantity of oil in the fork. Unscrew the cap using a 36 mm. box spanner, and pour 170 cu. cms of SHELL TELLUS 33 oil into each sliding member (Fig. 53).

REMOVING THE PETROL TANK

Close the petrol taps and disconnect the plastic pipes. Remove the elastic that fixes the petrol tank (Fig. 54), then lift the rear part of the tank and push it towards the saddle, till you can detach it from both front rubber supports. The saddle must be removed before detaching the petrol tank.

REMOVING THE SADDLE

Slacken both bolts, lift the rear portion of the saddle and - at the same time - press as indicated in Fig. 55. Then lift the saddle.

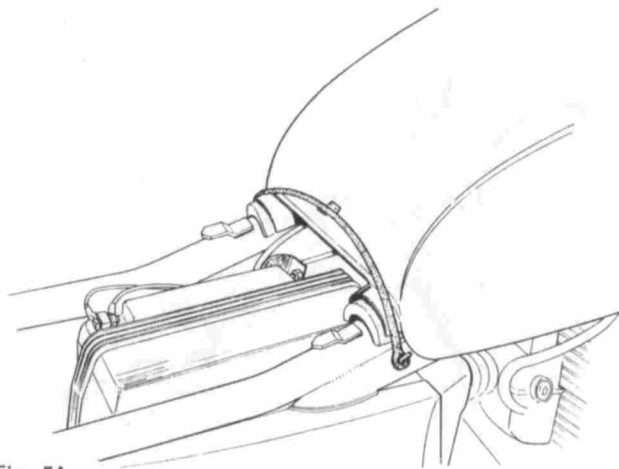


Fig. 54

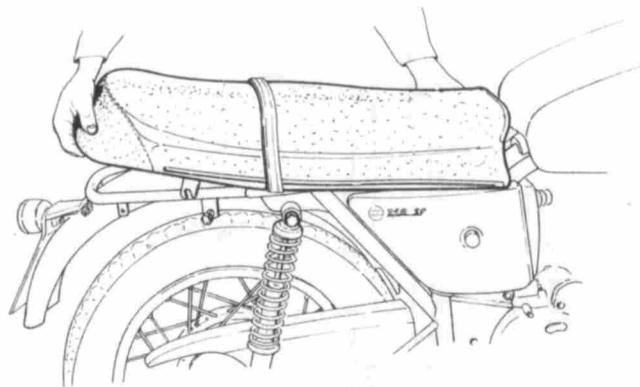


Fig. 55

CHECKING THE ELECTROLYTE LEVEL IN THE BATTERY

When checking the level of the liquid in the battery, remove the saddle, take away the elastic that fixes the battery, and unscrew the six plugs (Fig. 56). If the level is below the minimum, pour only distilled water on each element, till the maximum level is reached.

FUSE BOX

The fuse box can be reached after removing the L.H. cover. The fuses are situated under the lid which can be taken away after unscrewing the centre screw by hand (Fig. 57).

If the fuse metal should melt again after being replaced, it is advisable to inspect the electric system, since the cause of this inconvenience may be ascertained at some other point of the electric equipment.

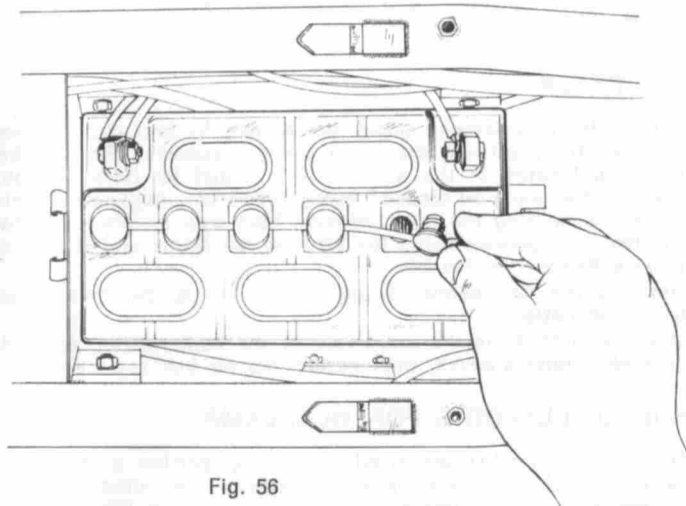


Fig. 56

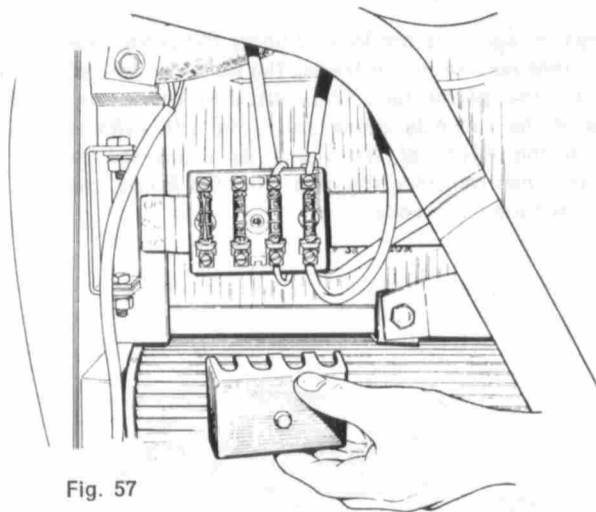


Fig. 57

ELECTROMAGNETIC SWITCH

It is positioned on the small frame supporting the battery, and it is accessible on the R.H.S., after removing the cover. (Fig. 58).

HIGH-VOLTAGE COILS

The high-voltage coils are located under the petrol tank and fixed to the front portion of the frame. The coils can be reached after removing the petrol tank (Fig. 59). The coil secured to the centre of the frame is connected to the L.H. cylinder; the coil fixed to the R.H.S. of the frame, is connected to the R.H. cylinder. When removing the coils from the frame, unscrew both screws securing the coils.

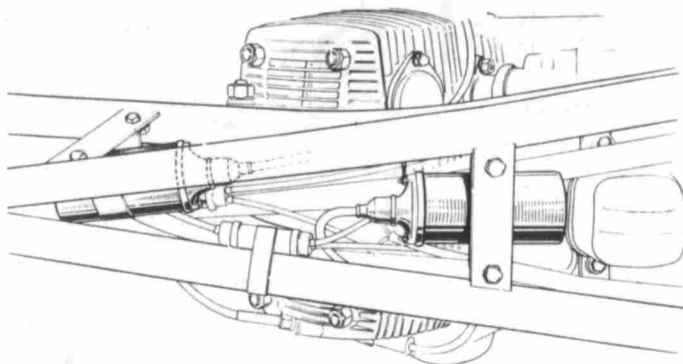


Fig. 59

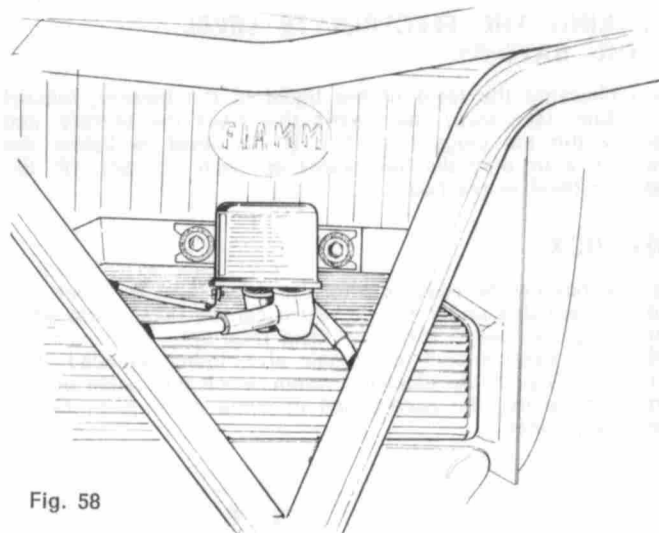


Fig. 58

AIR FILTER

The air filter is secured under the battery by two rear screws and two front screws, the latter being accessible through the windows located in the air box and closed by rubber plugs. The air filter must be cleaned every 10,000 km., using an air jet. When dismantling the filter, remove both side covers, unscrew the two rear screws fixing the filter to the frame and the front screws fixing it to the box.

Unscrew the four screws fixing the air box to the frame that holds the battery.

Unscrew both air-intake entrances of the carburettors, as well as their rubber sleeves, then detach the air box and filter.

RUBBER SUPPORTS FOR HEADLAMP

The rubber supports are fixed to the top portion of the fork by means of three screws with washers. Two other screws fix the sheet iron support to the rubber support (Fig. 60).

STEERING LOCK

When it is necessary to lock the steering, turn the handlebar to the right as much as you can. Insert the key, turn it, take it away and ascertain that the steering is locked as a precautionary measure (Fig. 61).

ADJUSTING THE CLUTCH CABLE

If the clutch is disengaged when the lever on the R.H.S. of the handlebar has reached its complete course, it is necessary to adjust the clutch cable. Said adjustment can be carried out by slacking the knurled ring of the adjuster situated on the handlebar.

Another adjustment can be made as illustrated in Fig. 62. Slacken the nut and turn the adjuster till you are certain that the clutch gets properly disengaged.

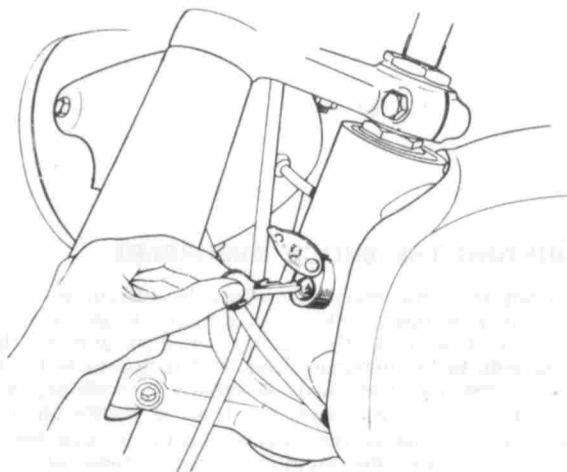


Fig. 61

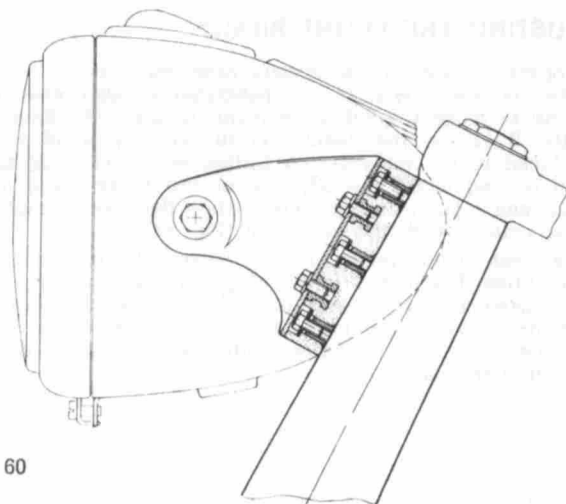


Fig. 60

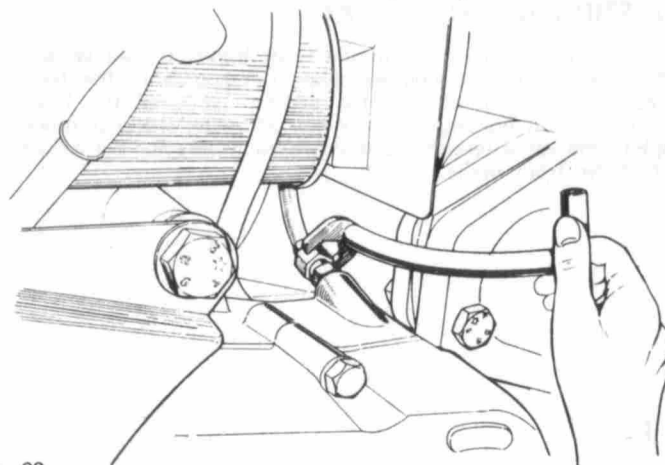


Fig. 62

ADJUSTING THE FRONT BRAKE

This operation becomes necessary when the course of the lever situated on the R.H.S. of the handlebar is excessive. If it is required to make a quick adjustment, regulate the knurled ring (on the R.H.S. of the handlebar) till the course of the lever is reduced to the minimum. A further adjustment can be completed by regulating the adjuster of the brake cable. Slacken the nut and regulate the adjuster: when the lever completes its regular course, lock the nut again (Fig. 63).

If the wear of one brake lining is more evident than the wear of the other lining, the initial stage of the braking action of both brake-shoes must not be synchronous. By turning the screw indicated by the arrow (Fig. 64) either in one direction or in the other, as necessary, both brake-shoes are duly positioned into the centre.

ADJUSTING THE REAR BRAKE

As pointed out with regard to the front brake, the adjustment of the rear brake is necessary when the course of the lever is excessive. This is due to the ordinary wear of the brake lining during the braking action. When adjusting the rear brake, complete the same operations that are necessary for the adjustment of the front brake.

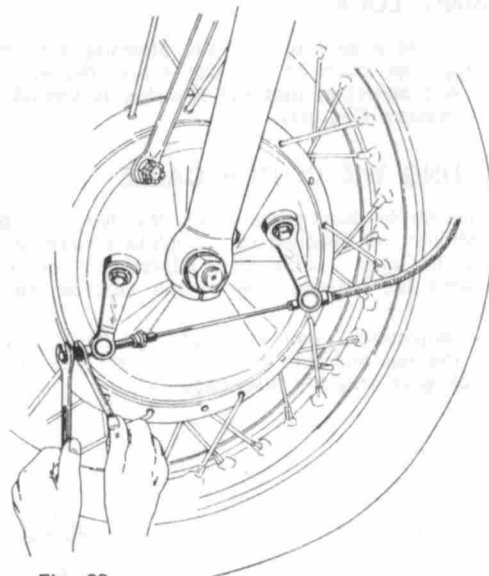


Fig. 63

ADJUSTING THE SHOCK ABSORBERS

When adjusting the shock absorbers in relation to the load of the motorcycle, operate the lever situated in the lower portion. When said lever is in the position as illustrated in Fig. 65, it corresponds to the minimum load. If it is moved in the apposite direction, the maximum loads is obtained. Obviously, when the vehicle has an average load, the lever is positioned outwards. When choosing the correct shock absorption, besides considering the load that the motorcycle must transport, it will be advisable to take into account the road surface you are likely to encounter, namely whether the surface is uneven or smooth.

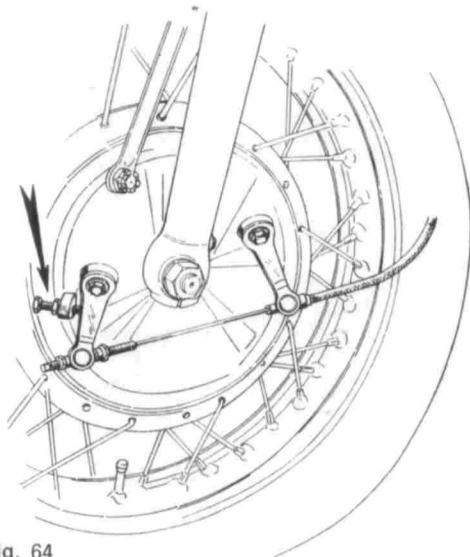


Fig. 64

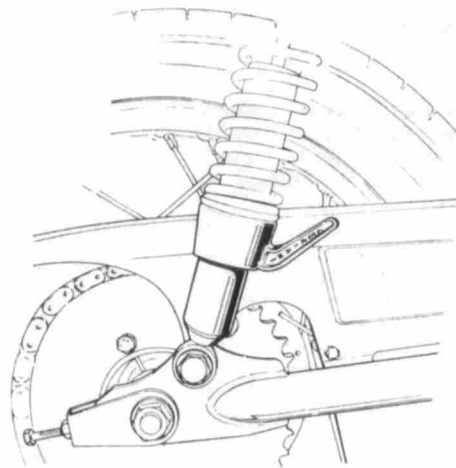


Fig. 65

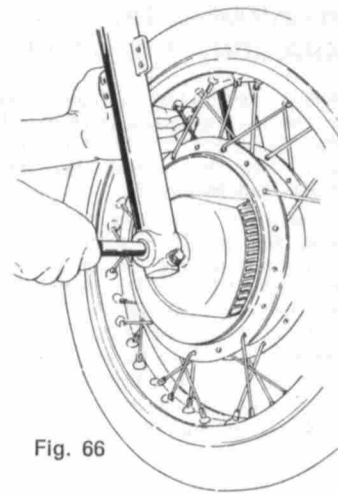


Fig. 66

REMOVING THE FRONT WHEEL

Disconnect the speedometer cable and brake cable. Take away the cotter pin and unscrew the nut to remove the anchor.

Slacken the bolts on the fork locking the pivot. Unscrew the nut and remove the pivot. Both side disks (Fig. 66) will be thus disengaged from the central hub. When assembling, follow the above instructions in reverse.

REMOVING THE REAR WHEEL

Put the motorcycle on the centre stand. Remove the rear plate (brake anchor), as well as the brake cable (Fig. 67).

Unscrew one axle nut completely and withdraw the axle from the wheel (Fig. 68).

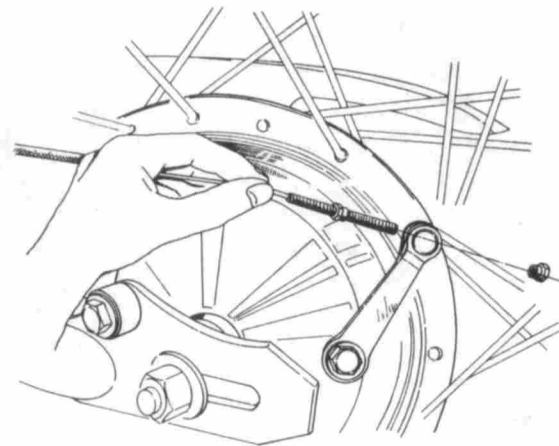


Fig. 67

POSITIONING THE CHAIN LINK AND ADJUSTING THE CHAIN TENSION

When assembling the rear wheel, follow the above instructions in the reverse manner to the dismantling procedure. Remember that the chain link must be positioned when the chain is slack, and that the spring clip fastener must be positioned as illustrated in Fig. 69.

When it is necessary to stretch the chain, the operator should load the machine with his own weight, so as to keep the alignment of the wheel axle with the fork spindle and chain sprocket. When adjusting the chain, comply with the following instructions: (a) slacken the nuts of the wheel axle and the nuts of chain stretcher bolts; (b) then, turning these bolts, stretch the chain to obtain the correct tension, maintaining the rear wheel in alignment with the front wheel. Every 2,000 kms the chain should be washed in crude oil or petrol, and then properly lubricated.

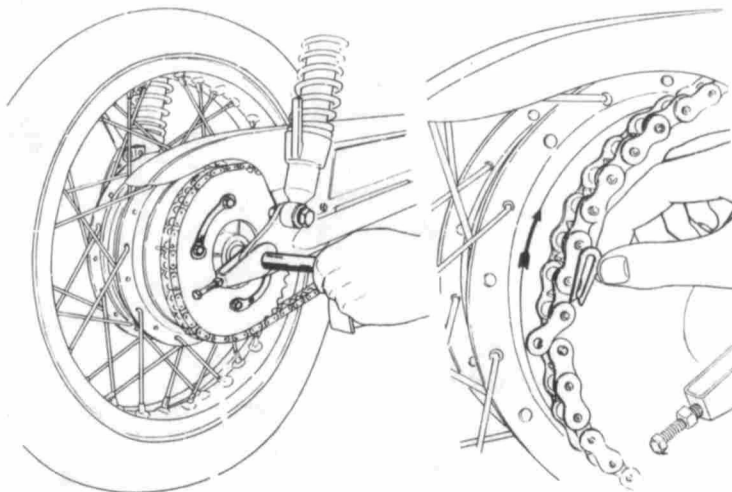


Fig. 68

Fig. 69

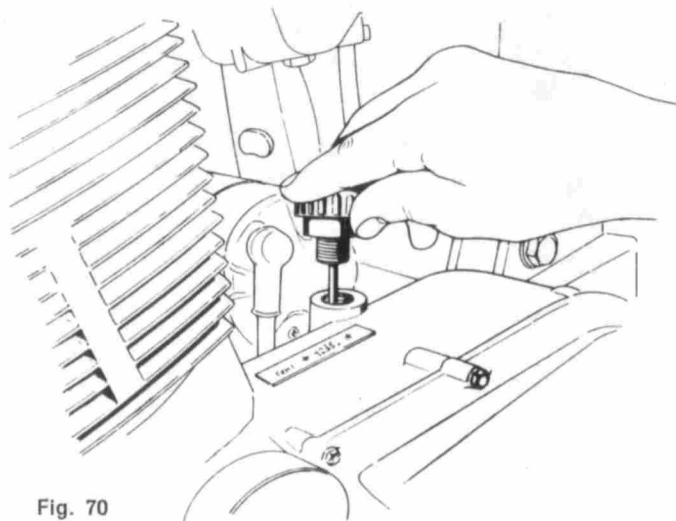


Fig. 70

OIL DIP-STICK

The oil is poured into the engine through the hole that contains the dip-stick. Check the oil level, after placing the oil-filter cap upon the hole, without screwing the cap (Fig. 70). You will notice the oil level around the dip-stick. Never allow the level to get below the minimum stamped on the dip-stick. The maximum level is the one stamped on the top position. The engine holds three litres of oil.

Fig. 71 illustrates the controls and instruments situated on the handlebar:

- 1) Light diverter
- 2) Electric horn (hooter) pushbutton
- 3) Starter lever
- 4) Clutch lever
- 5) Revolution indicator (revolution counter)
- 6) Key
- 7) Speedometer
- 8) Starting pushbutton
- 9) Front brake lever
- 10) Twistgrip (throttle control)

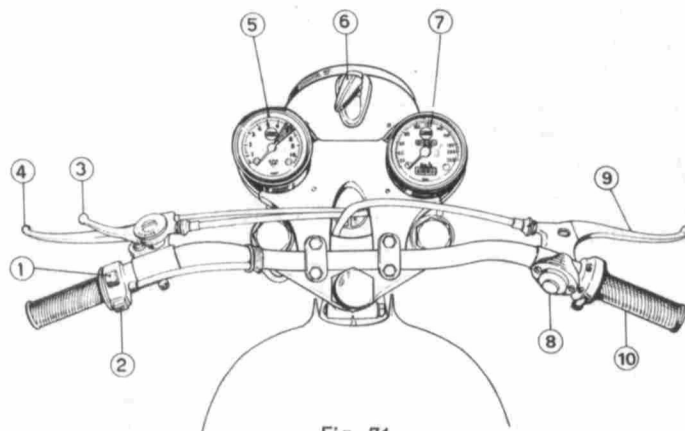
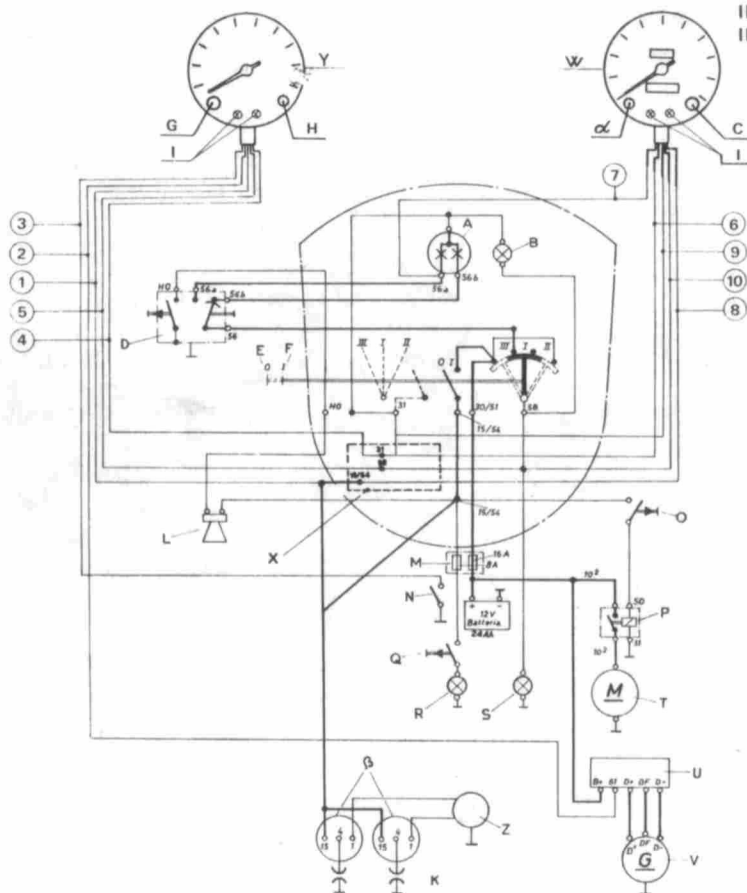


Fig. 71

LIGHTING AND IGNITION DIAGRAM

750cc « S.F. » MODEL

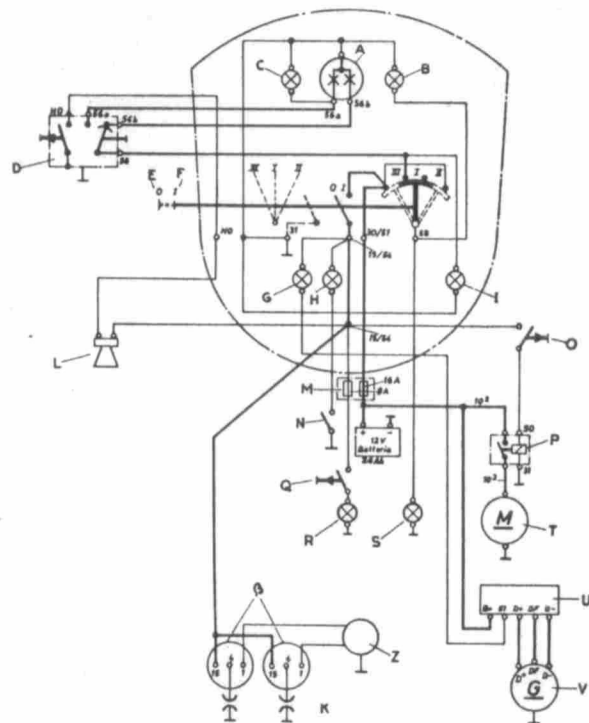
I = Cut out
II = Town light
III = Driving and traffic beam lamp



- | | |
|----|---|
| 1 | — WARNING LIGHT (NEUTRAL, AND BATTERY CHARGE) |
| 2 | — WARNING LIGHT (BATTERY CHARGE) |
| 3 | — WARNING LIGHT (NEUTRAL) |
| 4 | — REVOLUTION INDICATOR (EARTH) |
| 5 | — REVOLUTION INDICATOR LIGHT |
| 6 | — DRIVING BEAM WARNING LIGHT |
| 7 | — DRIVING BEAM WARNING LIGHT |
| 8 | — WARNING LIGHT (TOWN BEAM LAMP) |
| 9 | — SPEEDOMETER (EARTH) |
| 10 | — SPEEDOMETER LIGHT |
| A | — DRIVING AND TRAFFIC BEAM LAMP |
| B | — TOWN LIGHT BULB |
| C | — DRIVING BEAM WARNING LIGHT (YELLOW) |
| D | — LIGHT DIVERTER WITH SIGNAL PUSHBUTTON |
| E | — CUT OUT |
| F | — IGNITION (CONNECTED) |
| G | — WARNING LIGHT FOR BATTERY CHARGE (RED) |
| H | — WARNING LIGHT (GREEN) = NEUTRAL (IDLE) |
| I | — INSTRUMENTS LIGHT |
| L | — ELECTRIC HORN (HOOTER) |
| M | — FUSE-BOX |
| N | — SPEED GEAR SWITCH |
| O | — STARTER PUSHBUTTON |
| P | — ELECTROMAGNETIC SWITCH (SEPARATED) |
| Q | — STOP-LAMP SWITCH |
| R | — STOP-LAMP (20 W) |
| S | — TOWN LIGHT BULB (5 W) |
| T | — STARTER |
| U | — VOLTAGE REGULATOR |
| V | — DYNAMO |
| Z | — TWO-ARM CONTACT BREAKER |
| | — H.T. COILS |
| K | — SPARKING PLUGS |
| X | — TERMINAL BOARD |
| W | — SPEEDOMETER |
| Y | — REVOLUTION INDICATOR (COUNTER) |
| | — TOWN LIGHT (RED) |

LIGHTING AND IGNITION DIAGRAM

750cc « G.T. » MODEL



I = Cut out
II = Town light
III = Driving and traffic beam lamp

A	— DRIVING AND TRAFFIC BEAM LAMP (45/50 W)
B	— 3 W TOWN LIGHT BULB (FRONT)
C	— DRIVING BEAM WARNING LIGHT
D	— LIGHT DIVERTER WITH SIGNAL PUSHBUTTON
E	— CUT OUT
F	— IGNITION (CONNECTED)
G	— WARNING LIGHT (BATTERY CHARGE, 3 W)
H	— WARNING LIGHT (GREEN) = NEUTRAL (IDLE)
I	— SPEEDOMETER LIGHT (2.2 W)
L	— ELECTRIC HORN (HOOTER)
M	— FUSE-BOX
N	— SPEED GEAR SWITCH
O	— STARTER PUSHBUTTON
P	— ELECTROMAGNETIC SWITCH (SEPARATED)
Q	— STOP-LAMP SWITCH
R	— STOP-LAMP (20 W)
S	— TOWN LIGHT BULB (5 W)
T	— STARTER
U	— VOLTAGE REGULATOR
V	— DYNAMO
Z	— TWO-ARM CONTACT BREAKER
	— H.T. COILS
K	— SPARKING PLUGS

ALLOWANCES FOR SPECIFIC PARTS OR COMPONENTS

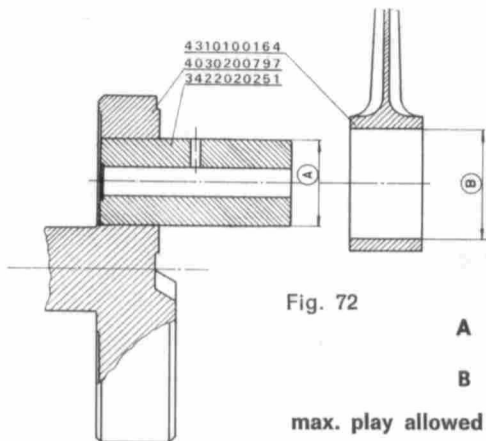


Fig. 72

A	36
	$\begin{smallmatrix} +0 \\ -0,005 \end{smallmatrix}$
B	46
	$\begin{smallmatrix} +0,005 \\ -0 \end{smallmatrix}$

max. play allowed 0,060

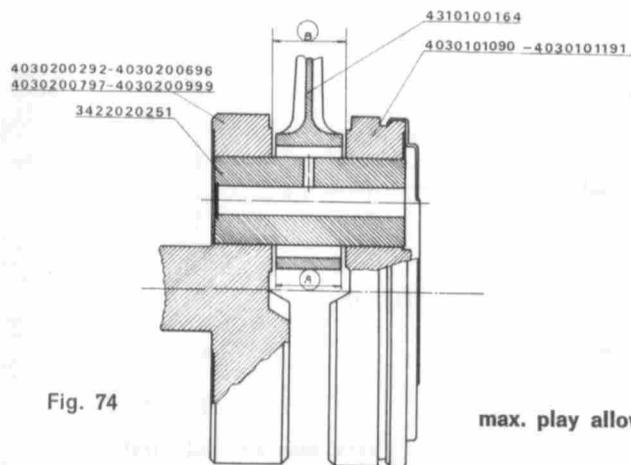


Fig. 74

A	30
	$\begin{smallmatrix} -0 \\ +0,050 \end{smallmatrix}$
B	30
	$\begin{smallmatrix} +0,150 \\ +0,200 \end{smallmatrix}$

max. play allowed 0,350

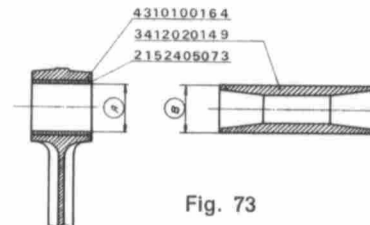


Fig. 73

A	20
	$\begin{smallmatrix} +0,015 \\ +0,025 \end{smallmatrix}$
B	20
	$\begin{smallmatrix} +0 \\ -0,006 \end{smallmatrix}$

max. play allowed 0,050

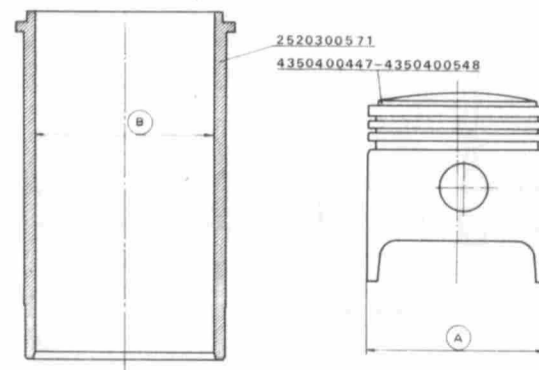


Fig. 75

A	80
	$\begin{smallmatrix} -0,080 \\ -0,090 \end{smallmatrix}$
B	80
	$\begin{smallmatrix} -0 \\ +0,018 \end{smallmatrix}$

max. play allowed 0,190

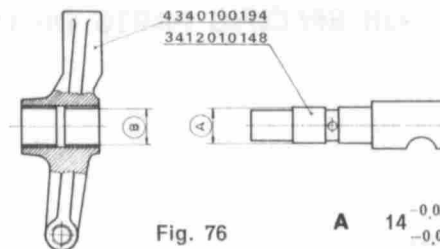


Fig. 76

A	14	-0,032
		-0,059
B	14	+0,005
		+0,010

max. play allowed 0,120

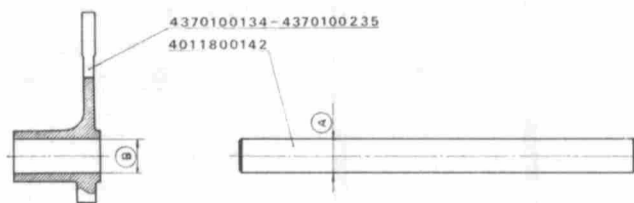


Fig. 77

A	14	-0,010
		-0,017
B	14	-0
		+0,018

max. play allowed 0,050

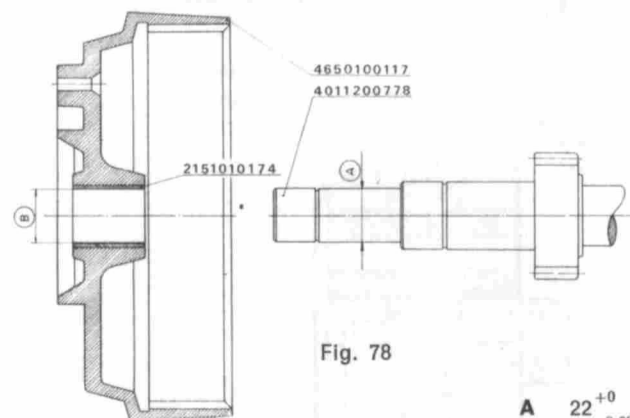


Fig. 78

A	22	+0
		-0,009
B	22	+0,035
		+0,045

max. play allowed 0,150

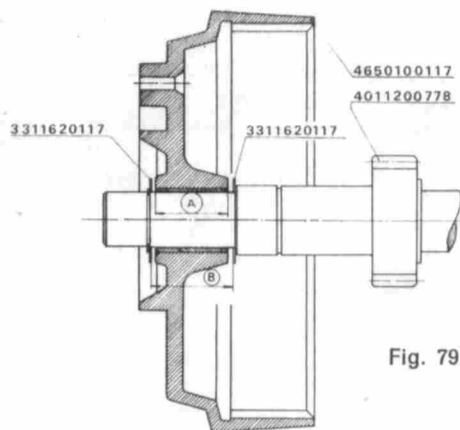


Fig. 79

A $31,5^{+0}_{-0,050}$
 B $31,6^{+0}_{+0,050}$

max. play allowed 0,300

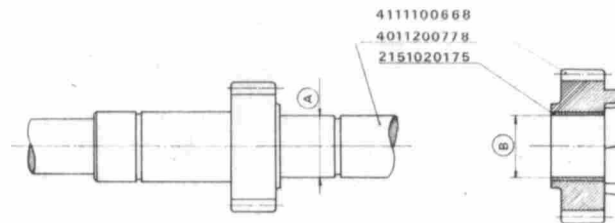


Fig. 80

A $25^{-0,020}_{-0,041}$
 B $25^{+0,007}_{-0,010}$

max. play allowed 0,150

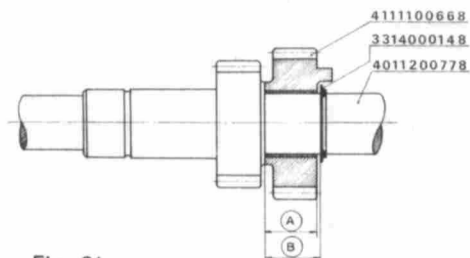


Fig. 81

A $21,4^{+0}_{-0,050}$
 B $21,6^{+0}_{+0,050}$

max. play allowed 0,500

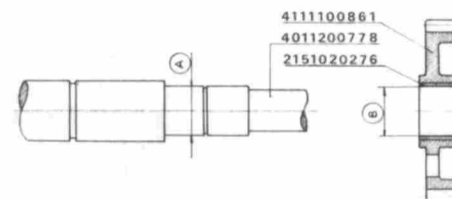


Fig. 82

A $20,5^{-0,020}_{-0,041}$
 B $20,5^{+0,007}_{-0,010}$

max. play allowed 0,150

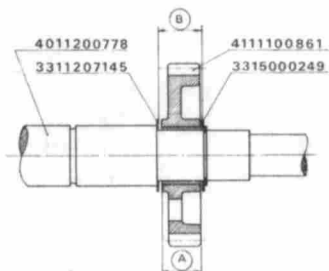


Fig. 83

A 17 $\begin{matrix} +0 \\ -0,050 \end{matrix}$
B 17,3 $\begin{matrix} -0 \\ +0,050 \end{matrix}$

max. play allowed 0,500

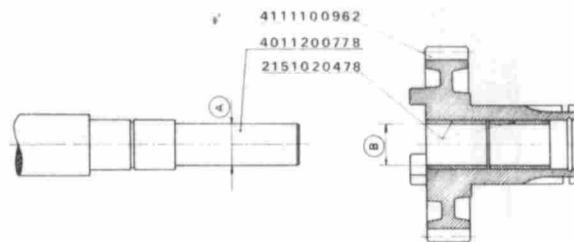


Fig. 84

A 17 $\begin{matrix} -0,016 \\ -0,034 \end{matrix}$
B 17 $\begin{matrix} +0,005 \\ +0,010 \end{matrix}$

max. play allowed 0,100

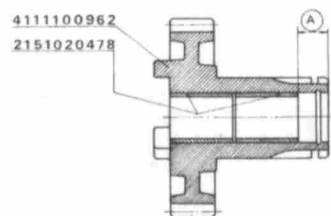


Fig. 85

A 10 $\pm 0,5$

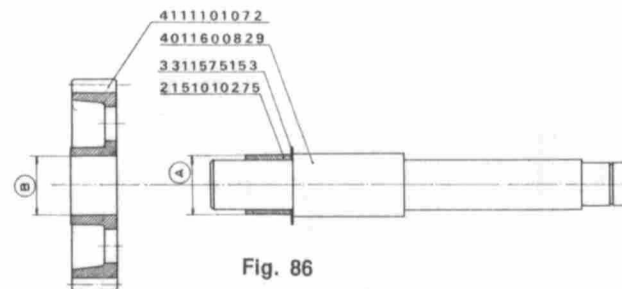


Fig. 86

A 24 $\begin{matrix} -0,020 \\ -0,025 \end{matrix}$
B 24 $\begin{matrix} +0,005 \\ +0,015 \end{matrix}$

max. play allowed 0,150

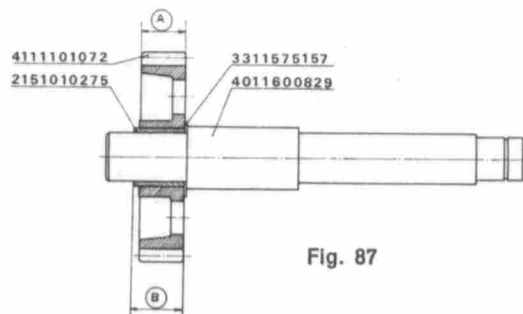


Fig. 87

A 18 $\begin{smallmatrix} +0 \\ -0,050 \end{smallmatrix}$
 B 18,3 $\begin{smallmatrix} +0 \\ -0,050 \end{smallmatrix}$

max. play allowed 0,500

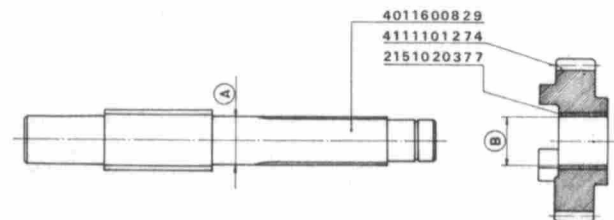


Fig. 88

A 20,5 $\begin{smallmatrix} -0,020 \\ -0,041 \end{smallmatrix}$
 B 20,5 $\begin{smallmatrix} +0,007 \\ -0,010 \end{smallmatrix}$

max. play allowed 0,150

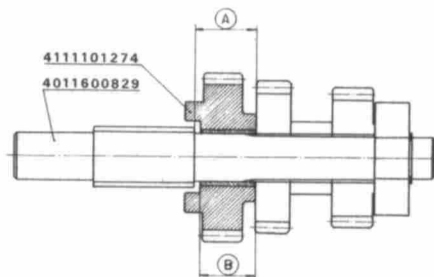


Fig. 89

A 20,5 $\begin{smallmatrix} +0 \\ -0,050 \end{smallmatrix}$
 B 21 $\begin{smallmatrix} +0,050 \\ -0,050 \end{smallmatrix}$

max. play allowed 0,500

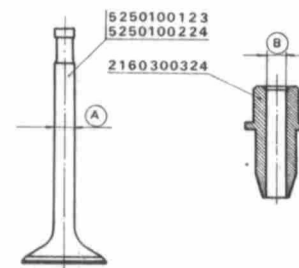


Fig. 90

A 8 $\begin{smallmatrix} +0 \\ -0,010 \end{smallmatrix}$
 B 8 $\begin{smallmatrix} +0,012 \\ +0,030 \end{smallmatrix}$

max. play allowed 0,200

SPARE PARTS LIST

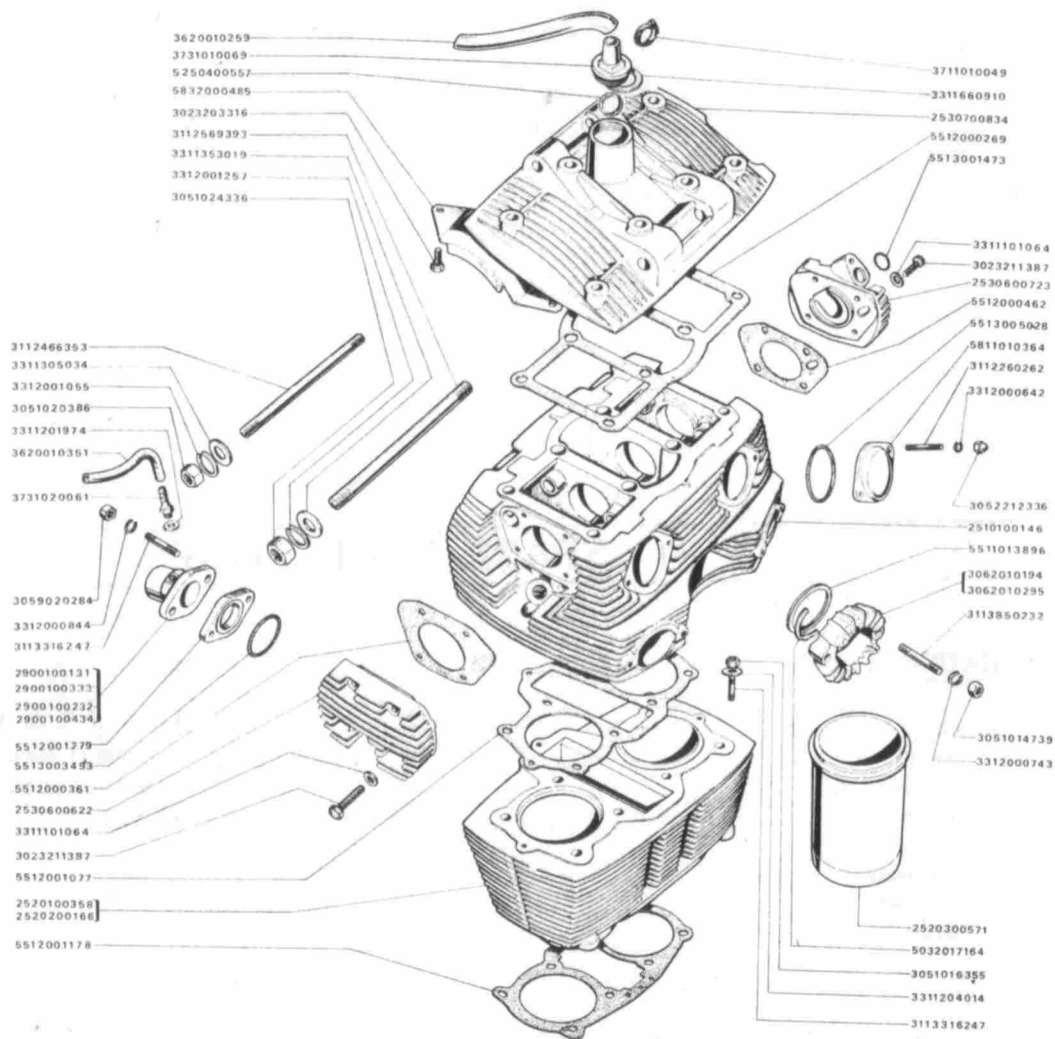
ABBREVIATIONS :

St.	Start.
Fr.	Front.
Lck.	Locking.
Dv.	Drive.
Fix.	Fixing.
Sl.	Shoulder.
Supp.	Support.
Sp.	Speed.

NOTE :

The mark ● (in the columns under the wording « Usable ») means that the spare part it refers to is used in the « SF » Model, or in the « GT » Model or in both.

ILLUSTRATION 1 CYLINDER HEAD AND CYLINDER



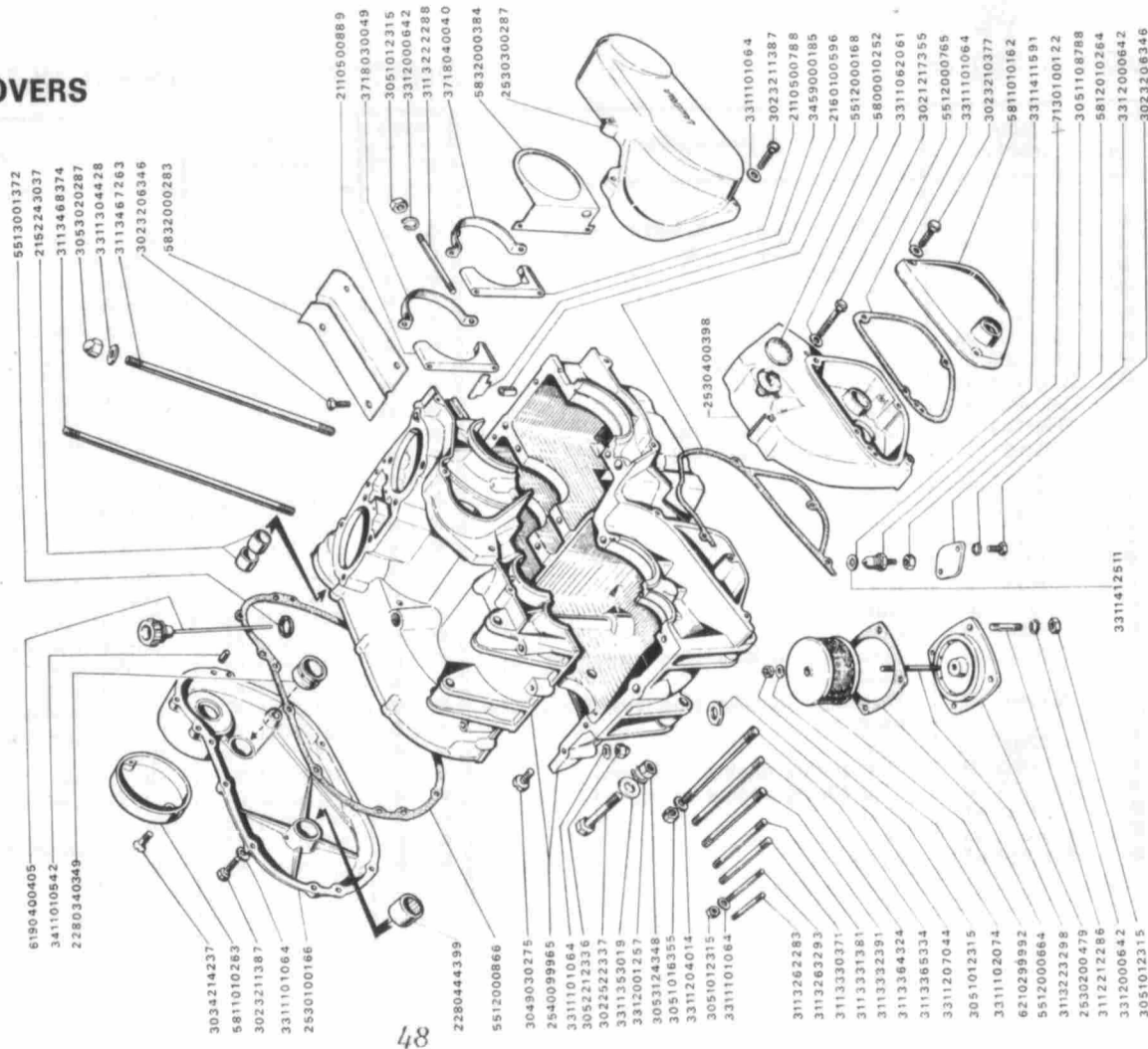
LAVERDA 750 cc.

ILLUSTRATION 1 - CYLINDER HEAD AND CYLINDER

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	25101001 46	Cylinder head with valve guide	●	●	33112019 74	Fibre washer
●	●	25201003 58	Cylinder with liners	●	●	33112040 14	Washer
●	●	25202001 66	Cylinder	●	●	33113050 34	Washer
●	●	25203005 71	Liner	●	●	33113530 19	Washer
●	●	25306006 22	Camshaft cover RHS	●	●	33116609 10	Fibre washer
●	●	25306007 23	Camshaft cover LHS	●	●	33120006 42	Spring washer
●	●	25307008 34	Cylinder head cover	●	●	33120007 43	Spring washer
●	●	29001001 31	Suction manifold RHS	●	●	33120008 44	Spring washer
●	●	29001002 32	Suction manifold RHS	●	●	33120010 55	Spring washer
●	●	29001003 33	Suction manifold LHS	●	●	33120012 57	Spring washer
●	●	29001004 34	Suction manifold LHS	●	●	36200102 59	Engine breather pipe
●	●	30232033 16	Bolt	●	●	36200103 51	Carburettor connecting pipe
●	●	30232113 87	Bolt	●	●	37110100 49	* Sarflex * clamp
●	●	30510147 39	Nut	●	●	37310100 69	Breather pipe union
●	●	30510163 55	Nut	●	●	37310200 61	Carburettor connecting union
●	●	30510203 86	Nut	●	●	50320171 64	Half ring (locking)
●	●	30510243 36	Nut	●	●	52504005 57	Valve (for breather pipe)
●	●	30522123 36	Nut	●	●	55110138 96	Gasket (for exhaust)
●	●	30590202 84	Nut	●	●	55120002 69	Gasket (for cylinder head cover).
●	●	30620101 94	Threaded locking ring (retaining ex- haust tube)	●	●	55120003 61	Gasket RHS
●	●	30620102 95	Threaded locking ring (retaining ex- haust tube)	●	●	55120004 62	Gasket LHS
●	●	31122602 62	Stud	●	●	55120010 77	Gasket (cylinder head)
●	●	31124663 53	Stud (fixing engine to frame)	●	●	55120011 78	Gasket (cylinder base)
●	●	31125693 93	Stud (fixing engine to frame)	●	●	55120012 79	Gasket
●	●	31133162 47	Stud	●	●	55130014 73	OR Gasket
●	●	31138502 32	Stud	●	●	55130034 93	OR Gasket
●	●	33111010 64	Washer	●	●	55130050 28	OR Gasket
				●	●	58110103 64	Inspection cover
				●	●	58320004 85	Shield

ILLUSTRATION 2

CRANKCASE - COVERS

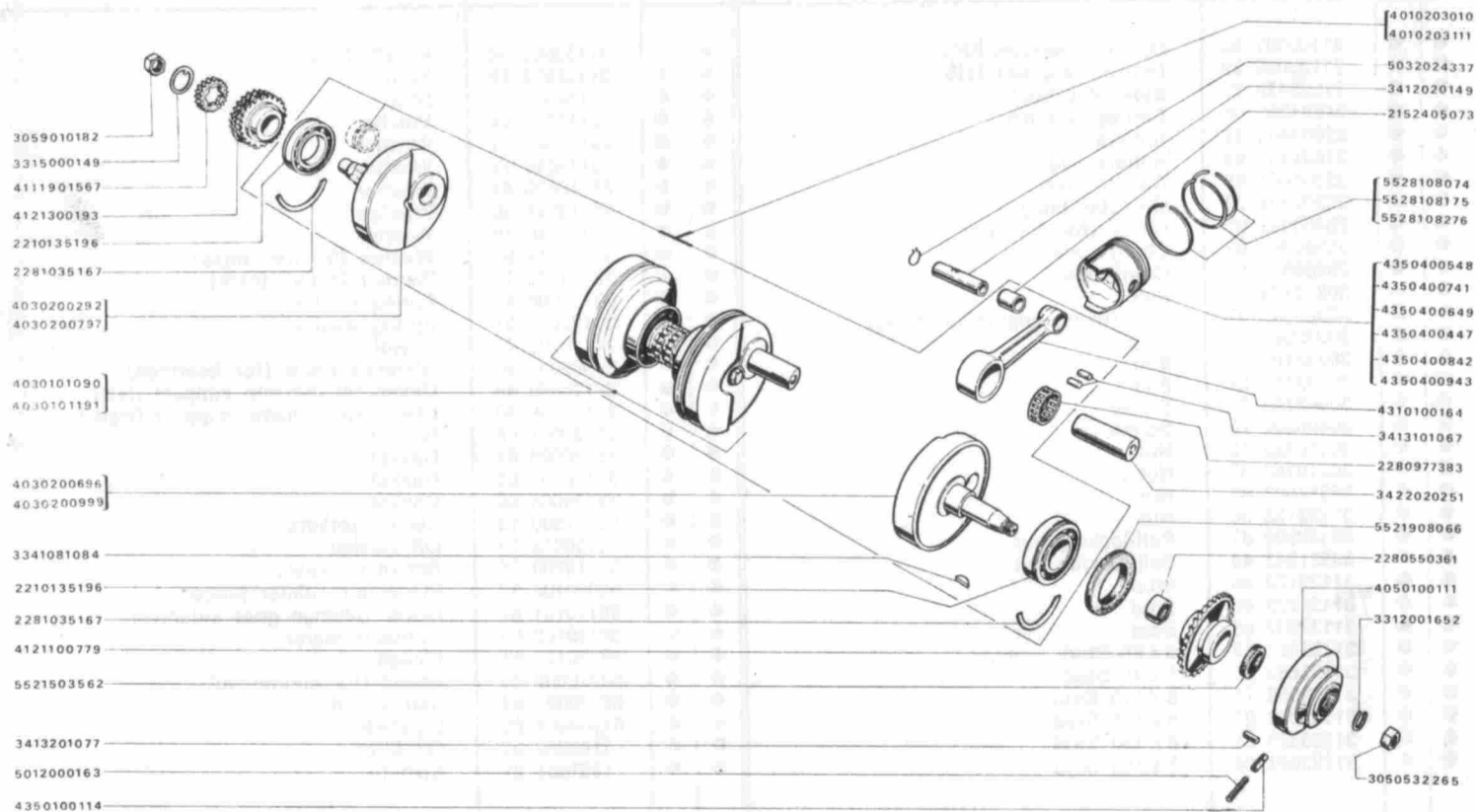


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ILLUSTRATION 2 - CRANKCASE - COVERS

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21105007 88	Dynamo support RHS	●	●	31133653 34	8 x 157 Stud
●	●	21105008 89	Dynamo support LHS	●	●	31134672 63	Stud
●	●	21522430 37	Bi-metallic bush	●	●	31134683 74	Stud
●	●	21601005 96	Centering bush	●	●	33111010 64	Washer
●	●	22803403 49	Rollers cage	●	●	33111020 74	Washer
●	●	22804443 99	Rollers cage	●	●	33112040 14	Washer
●	●	25301001 66	Clutch cover	●	●	33112070 44	Washer
●	●	25302004 79	Oil filter body	●	●	33113044 28	Washer
●	●	25303002 87	Cover (for dynamo)	●	●	33113530 19	Washer
●	●	25304003 98	Chain cover	●	●	33114115 91	Washer (0.5 mm thick)
●	●	25400999 65	Crankcase	●	●	33114125 11	Washer (1 mm thick)
●	●	30212173 55	Bolt	●	●	33120006 42	Spring washer
●	●	30225223 37	Bolt (fixing engine to frame)	●	●	33120012 57	Spring washer
●	●	30232063 46	Bolt	●	●	34110105 42	Dowel
●	●	30232103 77	Bolt	●	●	34590001 85	Distance piece (for bearings)
●	●	30232113 87	Bolt	●	●	37180300 49	Clamp for dynamo support (left)
●	●	30342142 37	Screw	●	●	37180400 40	Clamp for dynamo support (right)
●	●	30490302 75	Screw	●	●	55120001 68	Gasket
●	●	30510123 15	Nut	●	●	55120006 64	Gasket
●	●	30510163 55	Nut	●	●	55120007 65	Gasket
●	●	30511087 88	Nut	●	●	55120008 66	Gasket
●	●	30522123 36	Nut	●	●	55121500 73	Set of gaskets
●	●	30530202 87	Self-locking nut	●	●	55130013 72	OR Gasket
●	●	30531243 48	Self-locking nut	●	●	55210000 76	Set of oil seals
●	●	31122122 86	Stud	●	●	58000102 52	Inspection rubber piece
●	●	31132222 88	Stud	●	●	58110101 62	Cover (change gear selector)
●	●	31132232 98	Stud	●	●	58110102 63	Contacts cover
●	●	31132622 83	6 x 68 Stud	●	●	58120102 64	Flange
●	●	31132632 93	6 x 78 Stud	●	●	58320002 83	Shield (for engine oil)
●	●	31133303 71	8 x 110 Stud	●	●	58320003 84	Belt shield
●	●	31133313 81	8 x 115 Stud	●	●	61904004 05	Dipstick
●	●	31133323 91	8 x 120 Stud	●	●	62102999 92	Oil filter
●	●	31133643 24	8 x 152 Stud	●	●	71301001 22	Switch

ILLUSTRATION 3 - CRANK SHAFT

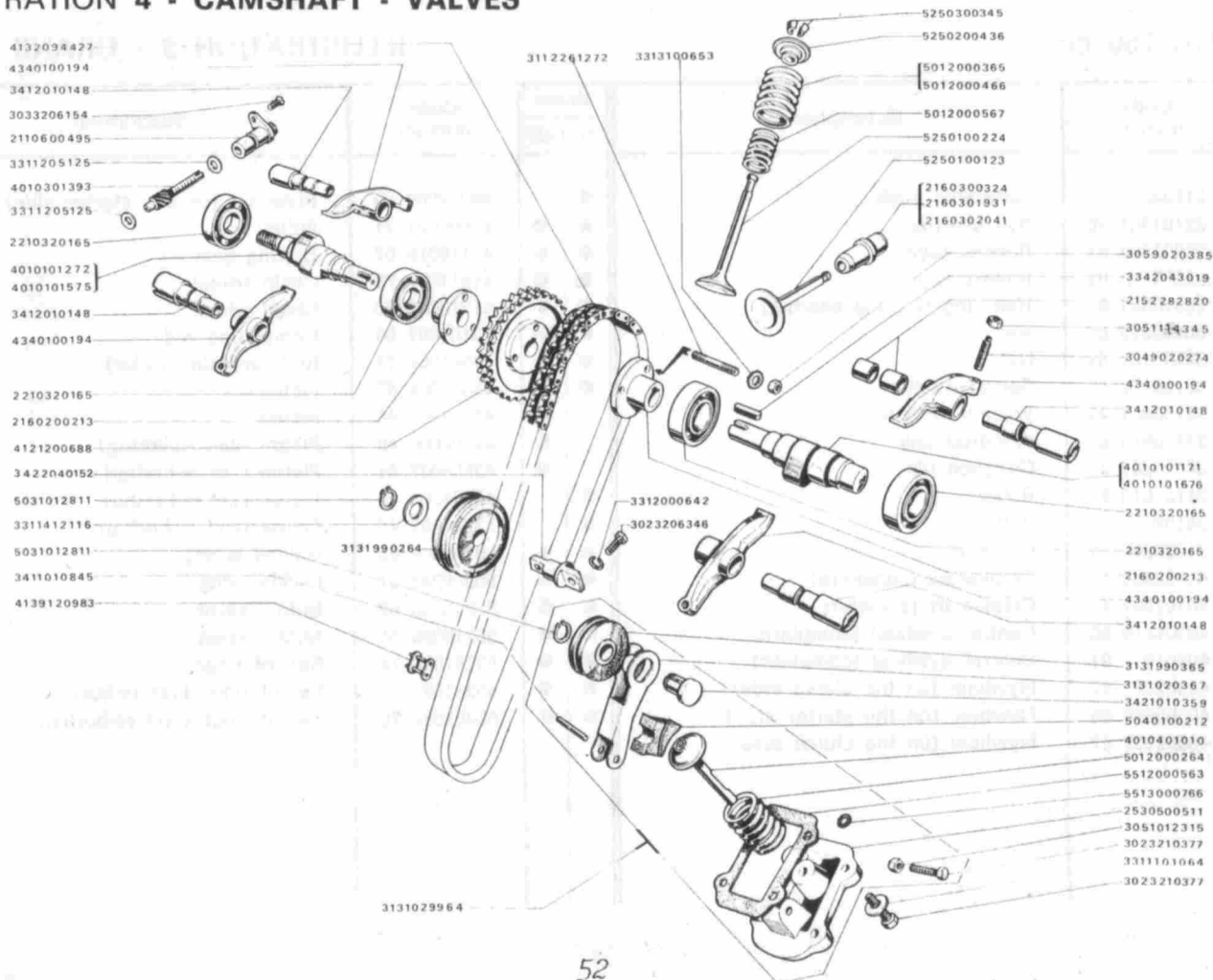


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ILLUSTRATION 3 - CRANK SHAFT

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21524050 73	Bimetallic bush	●		40302009 99	Flywheel (on the starter side)
●	●	22101351 96	Ball bearing	●	●	40501001 11	Pulley
●	●	22805503 61	Rollers cage	●	●	41119015 67	Driving gear
●	●	22809773 83	Rollers cage	●	●	41211007 79	Chain wheel
●	●	22810351 67	Half ring (locking bearing)	●	●	41213001 93	Chain wheel
●	●	30505322 65	Nut	●	●	43101001 64	Connecting rod
●	●	30590101 82	Nut	●	●	43501001 14	Rod (pressing roller)
●	●	33120016 52	Spring washer	●		43504004 47	Piston
●	●	33150001 49	Washer with nib		●	43504005 48	Piston
●	●	33410810 84	Woodruff key		●	43504006 49	Piston (2nd re-boring)
●	●	34120201 49	Gudgeon pin		●	43504007 41	Piston (1st re-boring)
●	●	34131010 67	Roller	●		43504008 42	Piston (1st re-boring)
●	●	34132010 77	Roller	●		43504009 43	Piston (2nd re-boring)
●	●	34220202 51	Crankpin	●	●	50120001 63	Helical spring
	●	40102030 10	Crankshaft (complete)	●	●	50320243 37	Locking ring
●		40102031 11	Crankshaft (complete)	●	●	55215035 62	MIM Gasket
	●	40301010 90	Central flywheel (complete)	●	●	55219080 66	MIM Gasket
●		40301011 91	Central flywheel (complete)	●	●	55281080 74	Set of rings
	●	40302002 92	Flywheel (on the clutch side)	●	●	55281081 75	Set of rings (1st re-boring)
	●	40302006 96	Flywheel (on the starter side)	●	●	55281082 76	Set of rings (2nd re-boring)
●		40302007 97	Flywheel (on the clutch side)				

ILLUSTRATION 4 - CAMSHAFT - VALVES

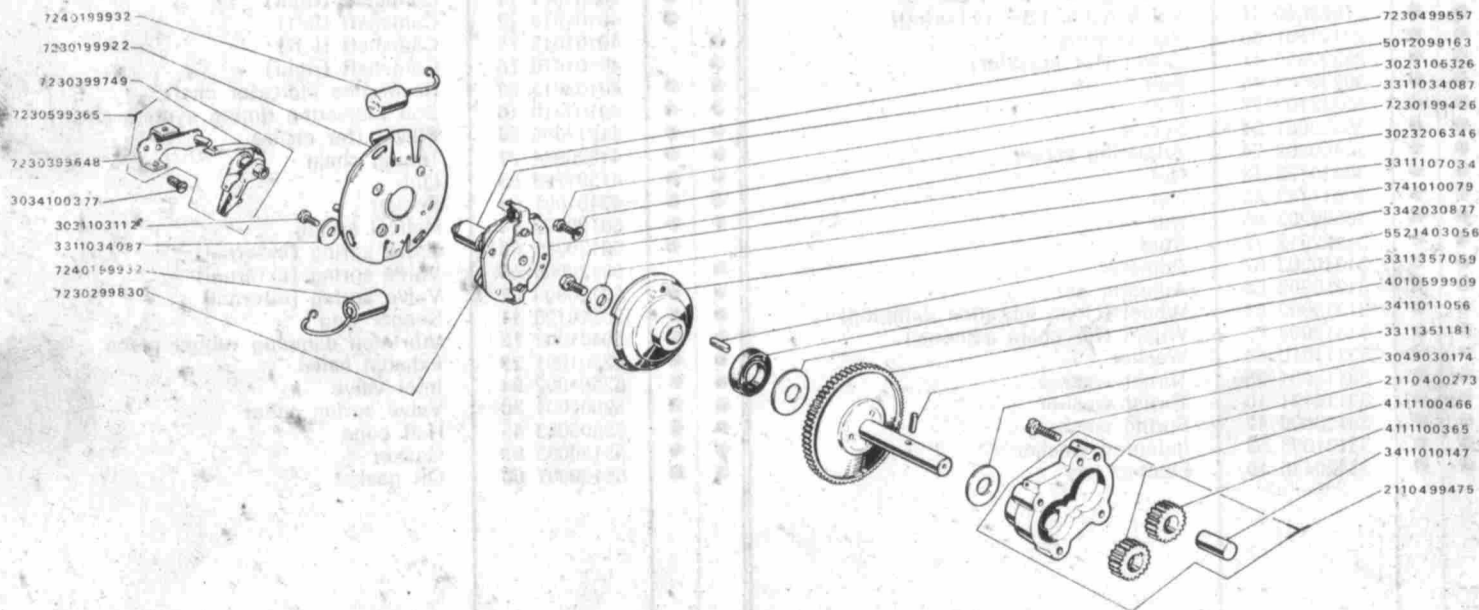


LAVERDA 750 cc.

ILLUSTRATION 4 - CAMSHAFT - VALVES

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21106004 95	Support (revolution indicator)	●	●	34110108 45	Cylindrical peg.
●	●	21522828 20	Bimetallic bush	●	●	34120101 48	Gudgeon (for rocker)
●	●	21602002 13	Bush	●	●	34210103 59	Pin (for adjuster wheel)
●	●	21603003 24	Valve guide	●	●	34220401 52	Pin (for vibration damping wheel)
●	●	21603019 31	Valve guide (1st re-boring)	●	●	40101011 71	Camshaft (right)
●	●	21603020 41	Valve guide (2nd re-boring)	●	●	40101012 72	Camshaft (left)
●	●	22103201 65	Ball bearing	●	●	40101015 75	Camshaft (left)
●	●	25305005 11	Cover (for adjuster)	●	●	40101016 76	Camshaft (right)
●	●	30232063 46	Bolt	●	●	40103013 93	Revolution indicator shaft
●	●	30232103 77	Bolt	●	●	40104010 10	Rod (adjusting timing system chain)
●	●	30332061 54	Screw	●	●	41212006 88	Wheel (for chain)
●	●	30490202 74	Adjusting screw	●	●	41320944 27	Timing chain
●	●	30510123 15	Nut	●	●	41391209 83	Link
●	●	30511143 45	Nut	●	●	43401001 94	Rocker
●	●	30590203 85	Nut	●	●	50120002 64	Helical spring
●	●	31122612 72	Stud	●	●	50120003 65	Valve spring (external)
●	●	31310203 67	Adjuster	●	●	50120004 66	Valve spring (external)
●	●	31310299 64	Adjuster set	●	●	50120005 67	Valve spring (internal)
●	●	31319902 64	Wheel (chain vibration damping)	●	●	50310128 11	Seeger ring
●	●	31319903 65	Wheel (for chain adjuster)	●	●	50401002 12	Vibration damping rubber piece
●	●	33111010 64	Washer	●	●	52501001 23	Exhaust valve
●	●	33112051 25	Thrust washer	●	●	52501002 24	Inlet valve
●	●	33114121 16	Thrust washer	●	●	52502004 36	Valve spring collar
●	●	33120006 42	Spring washer	●	●	52503003 45	Half cone
●	●	33131006 53	Indented washer	●	●	55120005 63	Gasket
●	●	33420430 19	Feather key	●	●	55130007 66	OR gasket

ILLUSTRATION 5 - CONTACT BREAKER - OIL PUMP

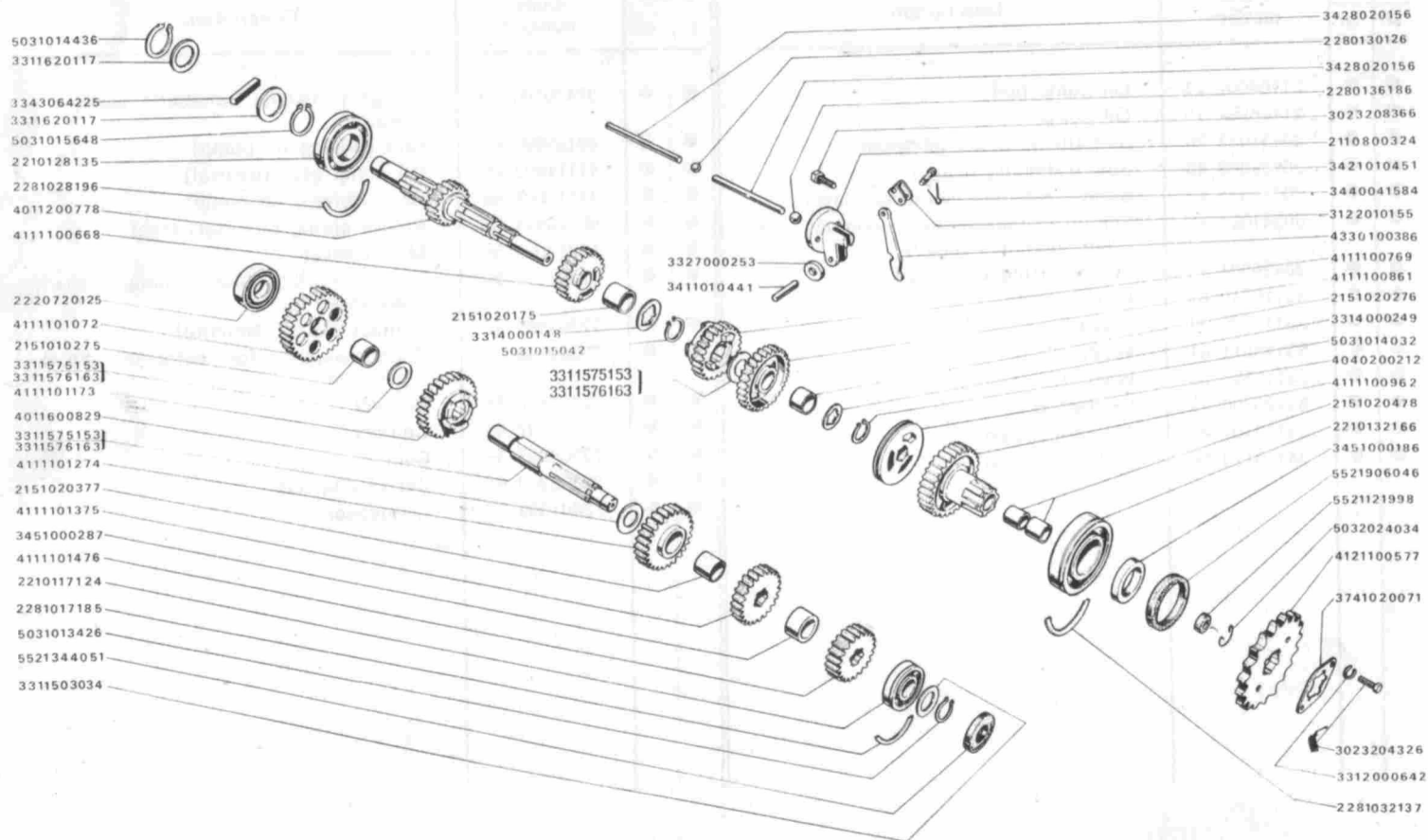


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ILLUSTRATION 5 - CONTACT BREAKER - OIL PUMP

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21104002 73	Oil pump body	●	●	37410100 79	Flange (retaining automatic spark advance)
●	●	21104994 75	Oil pump	●	●	40105999 09	Unit (driving oil pump)
●	●	30231053 26	Bolt (fixing spark advance)	●	●	41111003 65	Oil pump gear (neutral)
●	●	30232063 46	Bolt (retaining flange)	●	●	41111004 66	Gear (driving oil pump)
●	●	30311031 12	Screw (retaining contacts plate)	●	●	50120991 63	Return spring (counterweight)
●	●	30341003 77	Screw (retaining fixed contact breaker platinum point)	●	●	55214030 56	MIM Gasket
●	●	30490301 74	Screw (fixing oil pump)	●	●	72301994 26	Complete plate (for automatic spark advance)
●	●	33110340 87	Washer	●	●	72301999 22	Contact plate (complete)
●	●	33111070 34	Washer	●	●	72302998 30	Counterweight (for automatic spark advance)
●	●	33113511 81	Washer	●	●	72303996 48	Contact
●	●	33113570 59	Washer	●	●	72303997 49	Contact
●	●	33420308 77	Feather key	●	●	72304995 57	Cam
●	●	34110101 47	Cylindrical peg	●	●	72305993 65	Set of contacts
●	●	34110110 56	Cylindrical peg	●	●	72401999 32	Condenser

ILLUSTRATION 6 - GEAR CHANGE - MAIN SHAFT - COUNTERSHAFT

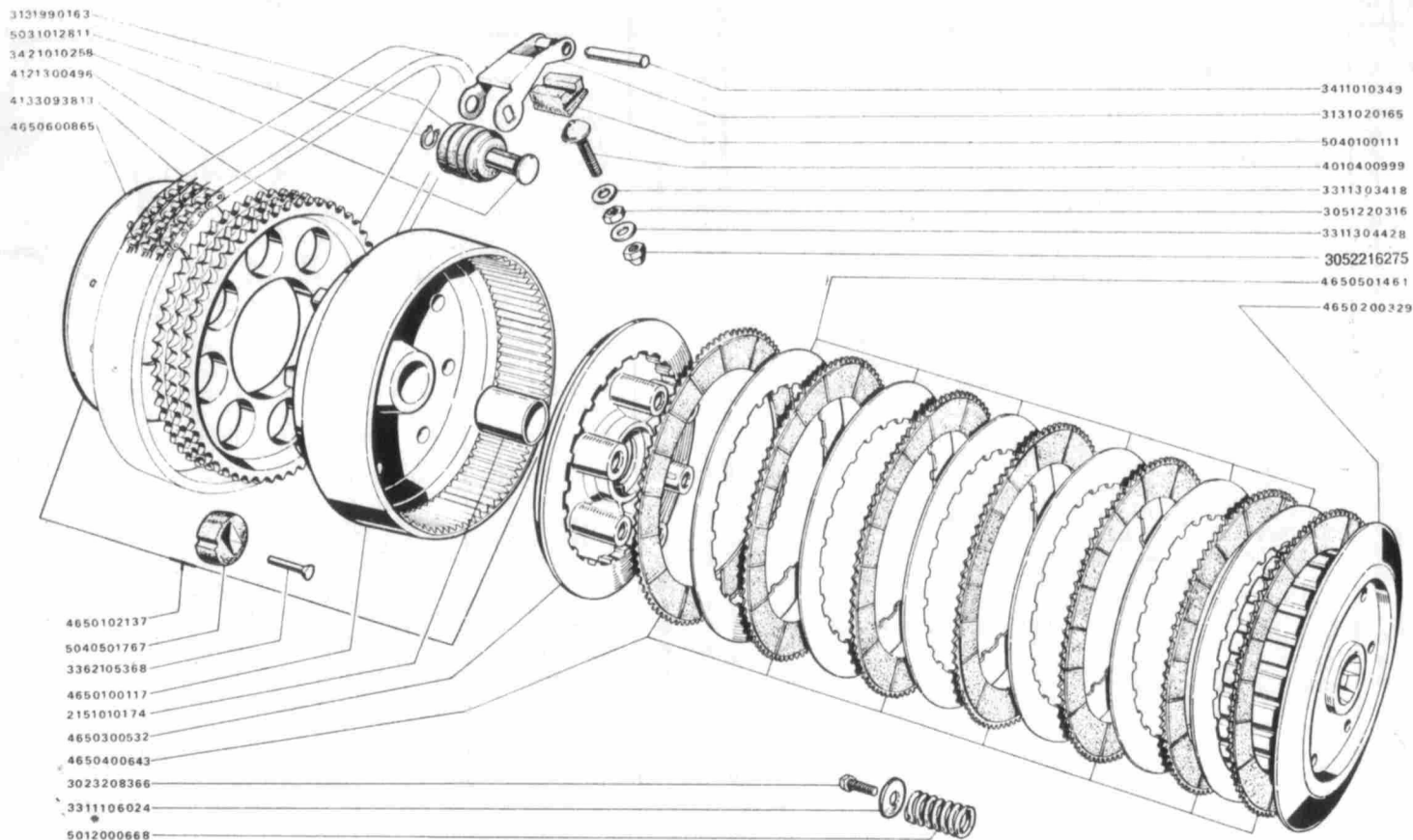


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ILLUSTRATION 6 - GEAR CHANGE - MAIN SHAFT - COUNTERSHAFT

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21108003 24	Support (for clutch operating lever)	●	●	34280201 56	Clutch operating rod
●	●	21510102 75	Bush	●	●	34400415 84	Cotter pin
●	●	21510201 75	Bush	●	●	34510001 86	Distance piece
●	●	21510202 76	Bush	●	●	34510002 87	Distance piece
●	●	21510203 77	Bush	●	●	37410200 71	Flange (locating sprocket)
●	●	21510204 78	Bush	●	●	40112007 78	Main shaft
●	●	22101171 24	Ball bearing	●	●	40116008 29	Countershaft
●	●	22101281 35	Ball bearing	●	●	40402002 12	Fifth speed collar
●	●	22101321 66	Ball bearing	●	●	41111006 68	Main gear (second speed)
●	●	22207201 25	Roller bearing	●	●	41111007 69	Main gear (third speed)
●	●	22801301 26	Steel ball	●	●	41111008 61	Main gear (fourth speed)
●	●	22801361 86	Steel ball	●	●	41111009 62	Gear (locating sprocket)
●	●	22810171 85	Half ring (locating ball bearing)	●	●	41111010 72	Countershaft gear (first speed)
●	●	22810281 96	Half ring (locating ball bearing)	●	●	41111011 73	Countershaft gear (second speed)
●	●	22810321 37	Half ring (locating ball bearing)	●	●	41111012 74	Countershaft gear (third speed)
●	●	30232043 26	Bolt	●	●	41111013 75	Countershaft gear (fourth speed)
●	●	30232083 66	Bolt	●	●	41111014 76	Countershaft gear (fifth speed)
●	●	31220101 55	Clip (for clutch lever)	●	●	41211005 77	Chain sprocket
●	●	33115030 34	Washer	●	●	43301003 86	Clutch operating lever
●	●	33115751 53	Washer (0.5 mm thick)	●	●	50310134 26	Seeger ring
●	●	33115761 63	Washer (1 mm thick)	●	●	50310140 32	Seeger ring
●	●	33116201 17	Washer	●	●	50310144 36	Seeger ring
●	●	33120006 42	Spring washer	●	●	50310150 42	Seeger ring
●	●	33140001 48	Thrust washer	●	●	50310156 48	Seeger ring
●	●	33140002 49	Thrust washer	●	●	50320240 34	Circlip
●	●	33270002 53	Washer (clutch operating lever)	●	●	55211219 98	MIM Gasket
●	●	33430642 25	Pressure key	●	●	55213440 51	MIM Gasket
●	●	34110104 41	Cylindrical peg	●	●	55219060 46	MIM Gasket
●	●	34210104 51	Pin				

ILLUSTRATION 7 - CLUTCH

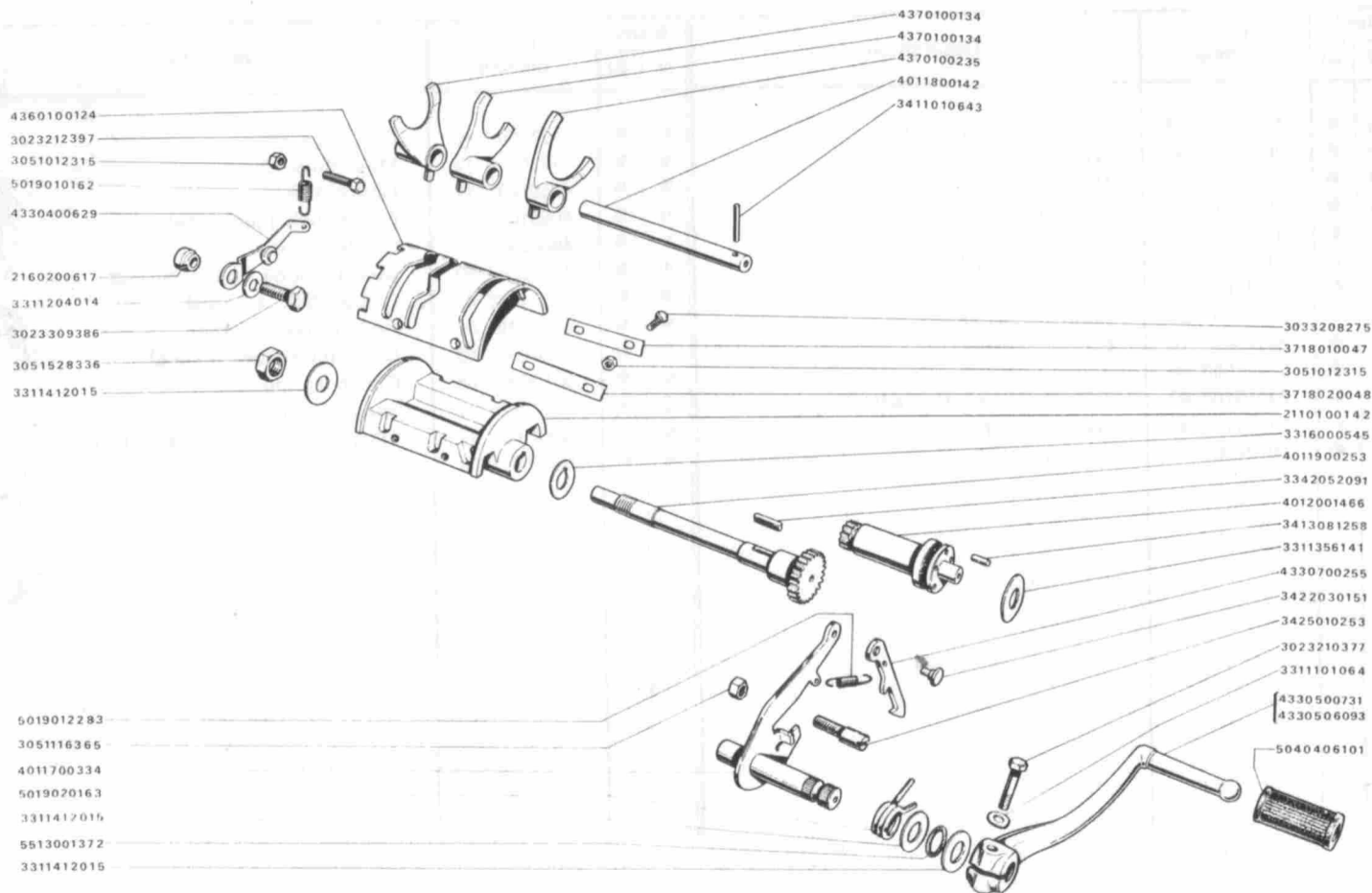


LAVERDA 750 cc.

ILLUSTRATION 7 - CLUTCH

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21510101 74	Bush (for clutch bell)	●	●	41213004 96	Chain sprocket
●	●	30232083 66	Bolt	●	●	41330938 13	Main drive chain
●	●	30512203 16	Nut	●	●	46501001 17	Clutch bell
●	●	30522162 75	Cap nut	●	●	46501021 37	Clutch bell (complete)
●	●	31310201 65	Adjuster	●	●	46502003 29	Clutch plate
●	●	31319901 63	Wheel (for adjuster)	●	●	46503005 32	Disk (bearing clutch springs)
●	●	33111060 24	Washer	●	●	46504006 43	Clutch disk, external
●	●	33113044 28	Copper washer	●	●	46505014 61	Clutch disk, internal
●	●	33113034 18	Copper washer	●	●	46506008 65	Disk (for rubber pieces)
●	●	33621053 68	Rivet	●	●	50120006 68	Clutch spring
●	●	34110103 49	Cylindrical peg (for adjuster)	●	●	50310128 11	Seeger ring
●	●	34210102 58	Pivot (for wheel)	●	●	50401001 11	Vibration damping rubber piece
●	●	40104009 99	Adjuster shaft (for main drive chain)	●	●	50405017 67	Shock absorber

ILLUSTRATION 8 - GEAR CHANGE SELECTOR

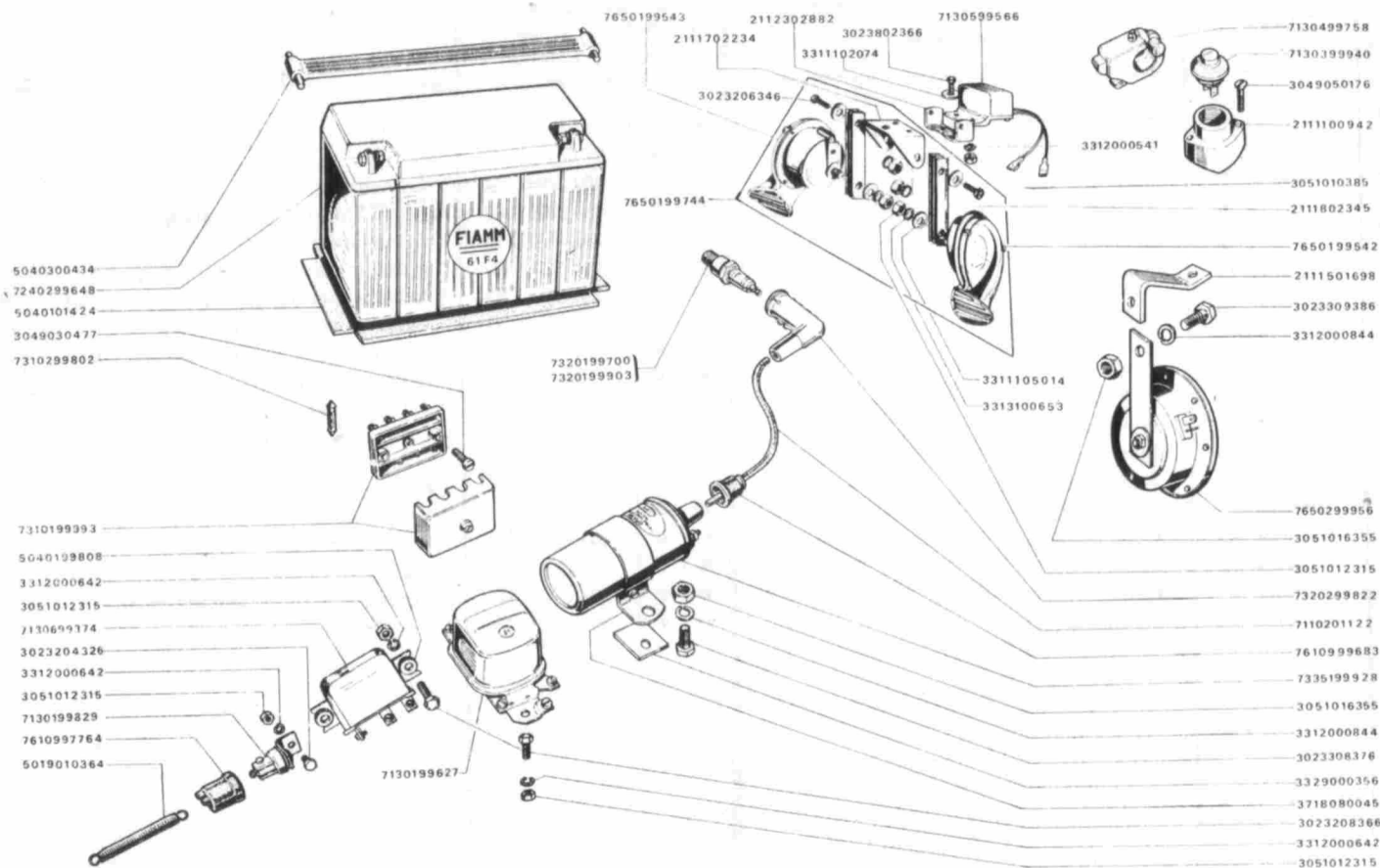


LAVERDA 750 cc.

ILLUSTRATION 8 - GEAR CHANGE SELECTOR

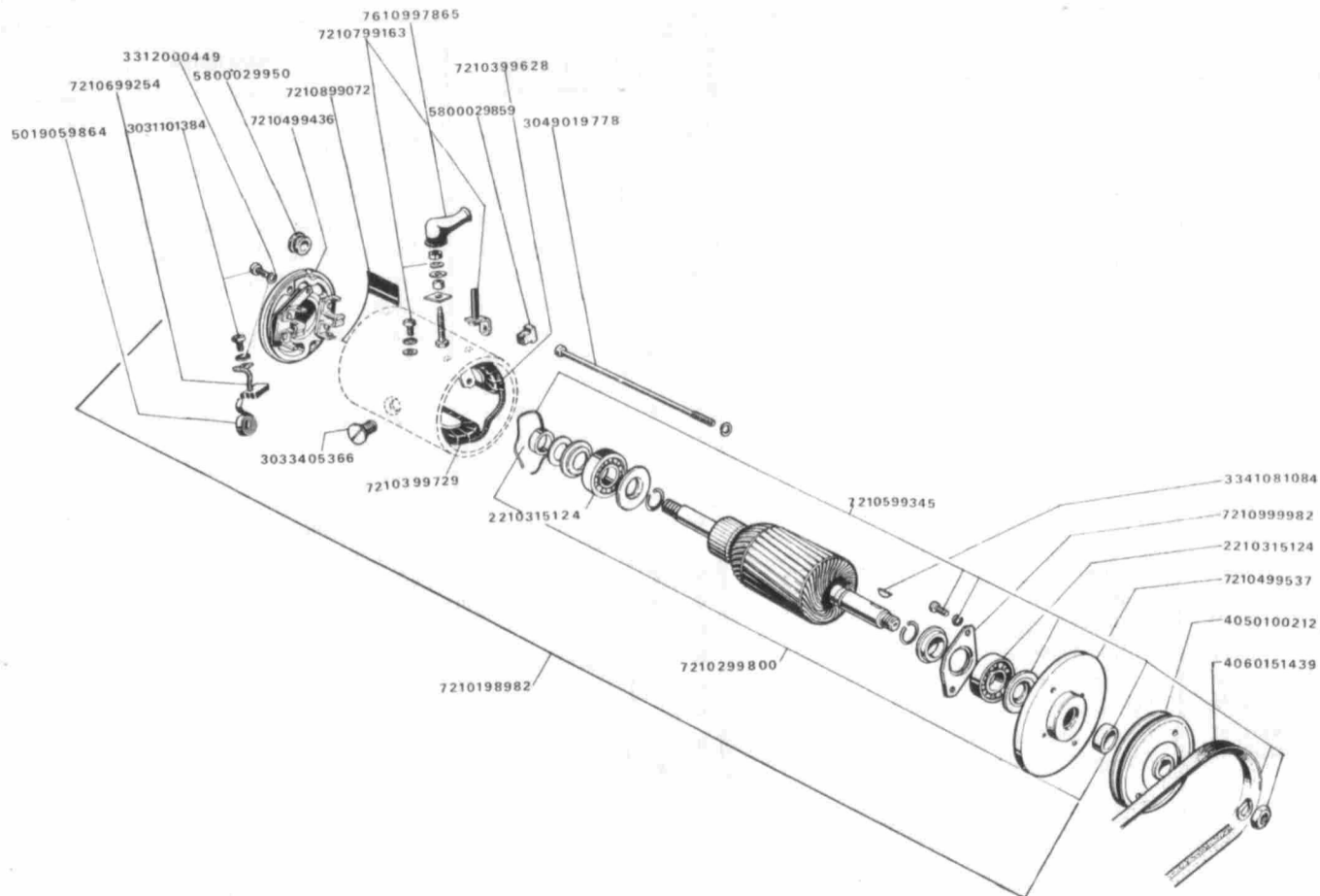
Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21101001 42	Hub (bearing drum)	●	●	37180100 47	Clamp
●	●	21602006 17	Distance bush	●	●	37180200 48	Clamp
●	●	30232103 77	Bolt	●	●	40117003 34	Selector spindle
●	●	30232123 97	Clamping bolt	●	●	40118001 42	Shaft (forks - gear change)
●	●	30233093 86	Bolt	●	●	40119002 53	Drum shaft
●	●	30332082 75	Screw	●	●	40120014 66	Spindle (operating selector)
●	●	30510123 15	Nut	●	●	43304006 29	Lever (bearing gear release roller)
●	●	30511163 65	Nut (fixing peg)	●	●	43305007 31	Gear change pedal
●	●	30515283 36	Nut (fixing hub)	●	●	43305060 93	Rocker lever (gear change pedal)
●	●	33111010 64	Washer	●	●	43307002 55	Selector lever
●	●	33112040 14	Washer	●	●	43601001 24	Drum (forks - gear change)
●	●	33113561 41	Washer (for rollers)	●	●	43701001 34	Fork (change gear I - II - III - IV - speed)
●	●	33114120 15	Washer	●	●	43701002 35	Fork (gear V speed)
●	●	33160005 45	Washer (with seat)	●	●	50190101 62	Spring
●	●	33420520 91	Feather key	●	●	50190122 83	Spring
●	●	34110106 43	Cylindrical peg	●	●	50190201 63	Spring
●	●	34130812 58	Roller	●	●	50404061 01	Rubber (for gear change pedal)
●	●	34220301 51	Pin	●	●	55130013 72	OR Gasket
●	●	34250102 53	Threaded pin				

ILLUSTRATION 9 - LIGHTING EQUIPMENT



Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21111009 42	Support (for starter pushbutton)	●	●	50190103 64	Return spring
●	●	21115016 98	Bracket (for electric horn)	●	●	50401014 24	Supporting tray (for battery)
●		21117022 34	Bracket (for horns)	●	●	50401998 08	Rubber piece
●		21118023 45	Blade (holding horns)	●	●	50403004 34	Rubber strip (for battery)
●		21123028 82	Relay support	●	●	71102011 22	Cable (for sparking plug)
●	●	30232043 26	Bolt	●	●	71301996 27	Automatic cutout
●		30232063 46	Bolt	●	●	71301998 29	Switch
●	●	30232083 66	Bolt	●	●	71303999 40	Starter pushbutton
●	●	30233083 76	Bolt	●	●	71304997 58	Light switch
●	●	30233093 86	Bolt	●		71305995 66	Relay for horns
●		30238023 66	Bolt	●	●	71306993 74	Magnetic switch
●	●	30490304 77	Screw (fixing fuse box)	●	●	72402996 48	Battery
●	●	30490501 76	Screw	●	●	73101999 93	Fuse box
●		30510103 85	Nut	●	●	73102998 02	Fuse
●	●	30510123 15	Nut	●		73201997 00	Sparking plug
●	●	30510163 55	Nut	●	●	73201999 03	Sparking plug
●		33111020 74	Washer	●	●	73202998 22	Sparking plug cover
●		33111050 14	Washer	●	●	73351999 28	High tension coil
●		33120005 41	Spring washer	●	●	76109977 64	Grommet
●	●	33120006 42	Spring washer	●	●	76109996 83	Grommet
●	●	33120008 44	Spring washer	●		76501995 42	LHS horn
●		33131006 53	Tab washer	●		76501996 43	RHS horn
●	●	33290003 56	Reinforcement plate	●		76501997 44	Horns and supports
●	●	37180800 45	Clamp		●	76502999 56	Electric horn

ILLUSTRATION 10 - DYNAMO

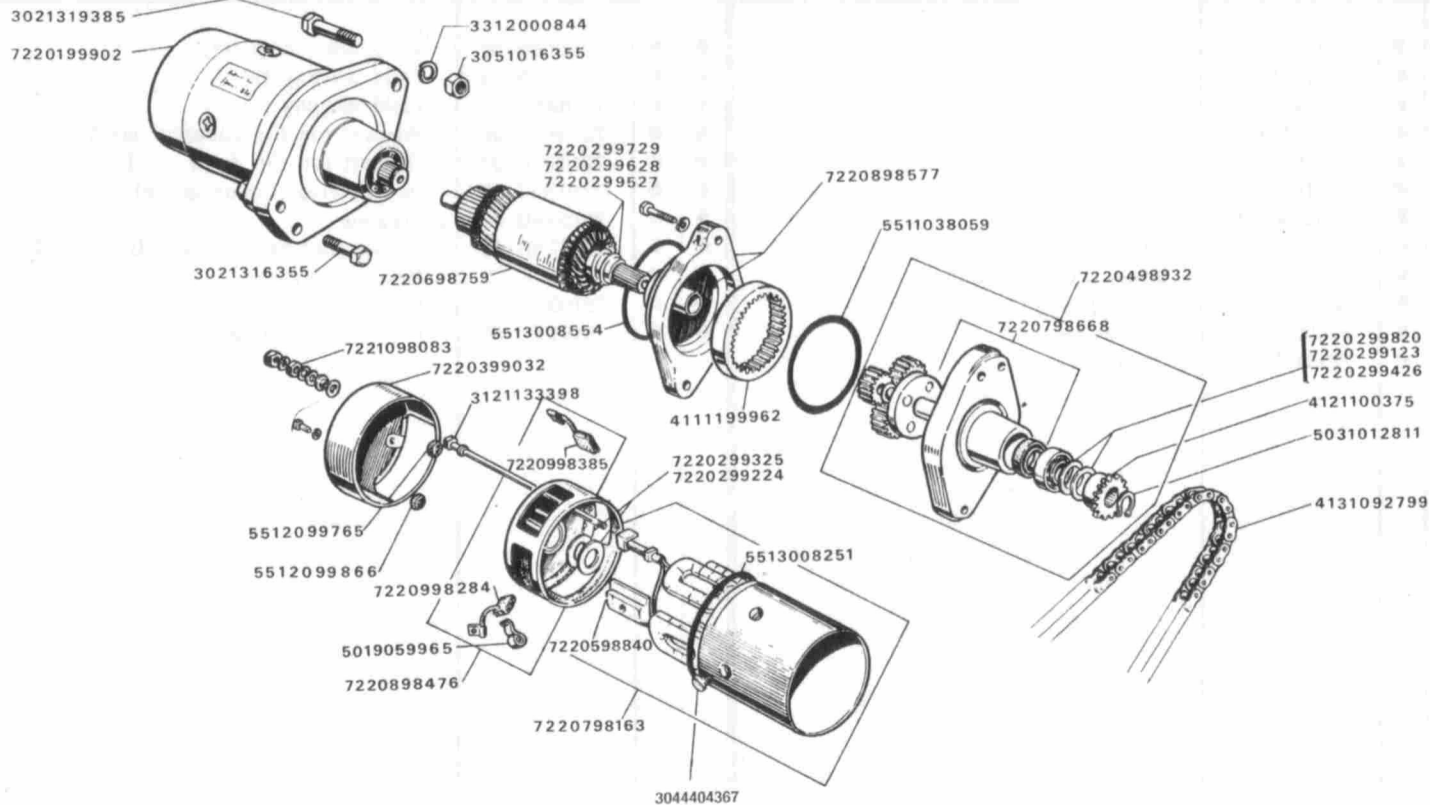


LAVERDA 750 cc.

ILLUSTRATION 10 - DYNAMO

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	22103151 24	Ball bearing	●	●	72102998 00	Armature (complete)
●	●	30311013 84	Bolt	●	●	72103996 28	Field winding (2)
●	●	30334053 66	Screw	●	●	72103997 29	Field winding (1)
●	●	30490197 78	Stay bolt	●	●	72104994 36	Support (on the collector side)
●	●	33120004 49	Spring washer	●	●	72104995 37	Support (on the drive side)
●	●	33410810 84	Woodruff key	●	●	72105993 45	Accessories (for armature)
●	●	40501002 12	Pulley	●	●	72106992 54	Brushes
●	●	40601514 39	Belt	●	●	72107991 63	Accessories for terminals D+, DF, D-
●	●	50190598 64	Brush pressure spring	●	●	72108990 72	Insulating piece
●	●	58000298 59	Closing plug	●	●	72109999 82	Cover disk
●	●	58000299 50	Rubber plug	●	●	76109978 65	Protection grommet
●	●	72101989 82	Dynamo				

ILLUSTRATION 11 - STARTER

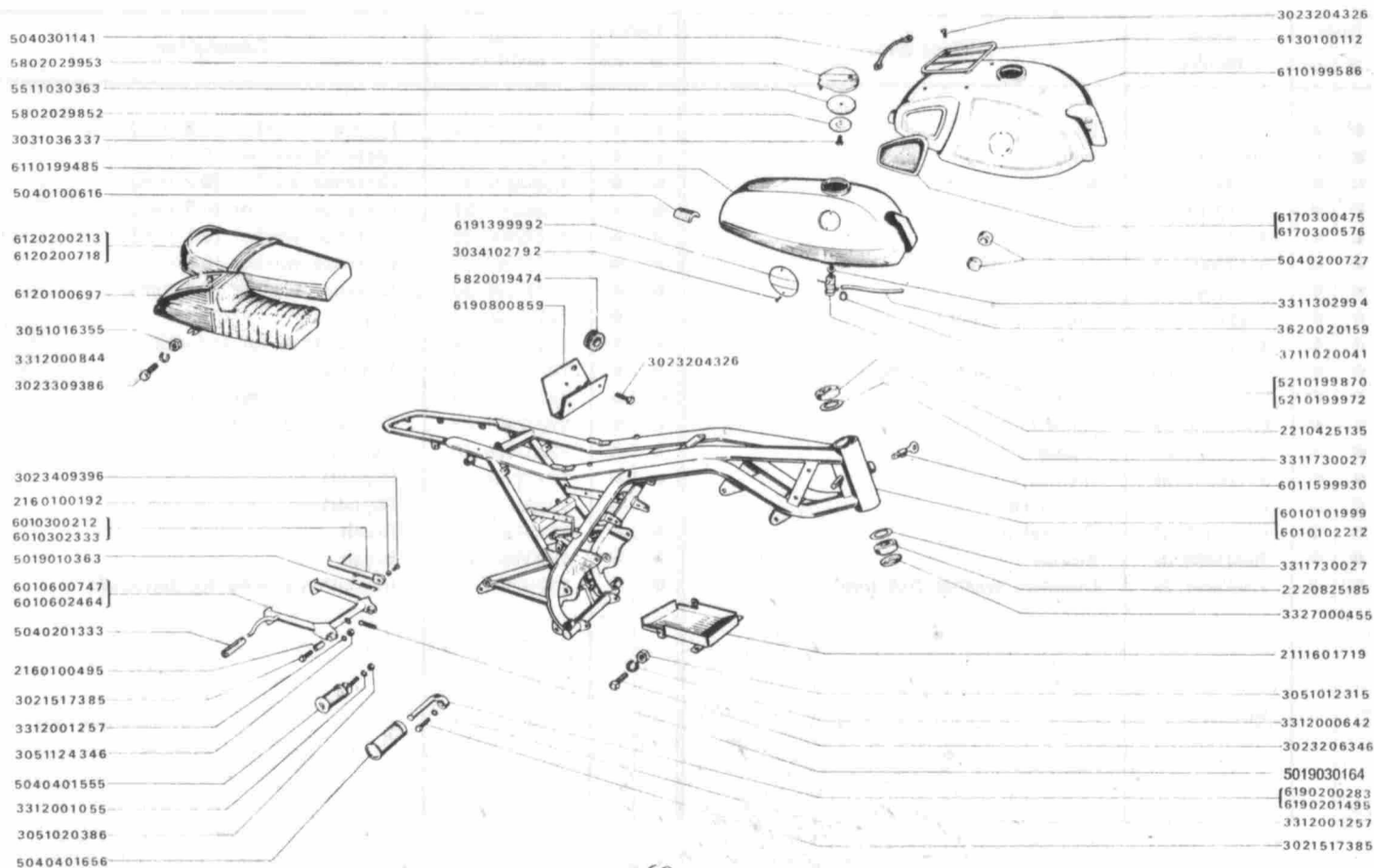


LAVERDA 750 cc.

ILLUSTRATION 11 - STARTER

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	30213163 55	Bolt	●	●	72202992 24	Distance washer (0.3 mm)
●	●	30213193 85	Bolt	●	●	72202993 25	Distance washer (0.1 mm)
●	●	30444043 67	Screw	●	●	72202994 26	Distance washer (0.2 mm)
●	●	30510163 55	Nut	●	●	72202995 27	Distance washer (0.3 mm)
●	●	31211333 98	Stay bolt	●	●	72202996 28	Distance washer (0.1 mm)
●	●	33120008 44	Spring washer	●	●	72202997 29	Distance washer (0.3 mm)
●	●	41111999 62	Gear	●	●	72202998 20	Distance washer (0.6 mm)
●	●	41211003 75	Chain sprocket	●	●	72203990 32	Cap
●	●	41310927 99	Chain	●	●	72204989 32	Accessories for reduction unit
●	●	50190599 65	Brush pressure spring	●	●	72205988 40	Terminal
●	●	50310128 11	Seeger ring	●	●	72206987 59	Armature (complete)
●	●	55110380 59	Gasket	●	●	72207981 63	Complete casing
●	●	55120997 65	Gasket	●	●	72207986 68	Casing
●	●	55120998 66	Gasket	●	●	72208984 76	Support
●	●	55130082 51	Or gasket	●	●	72208985 77	Support
●	●	55130085 54	Or gasket	●	●	72209982 84	Brush
●	●	72201999 02	Starter	●	●	72209983 85	Brush
●	●	72202991 23	Distance washer (0.5 mm)	●	●	72210980 83	Insulating pieces for terminals

ILLUSTRATION 12 - FRAME

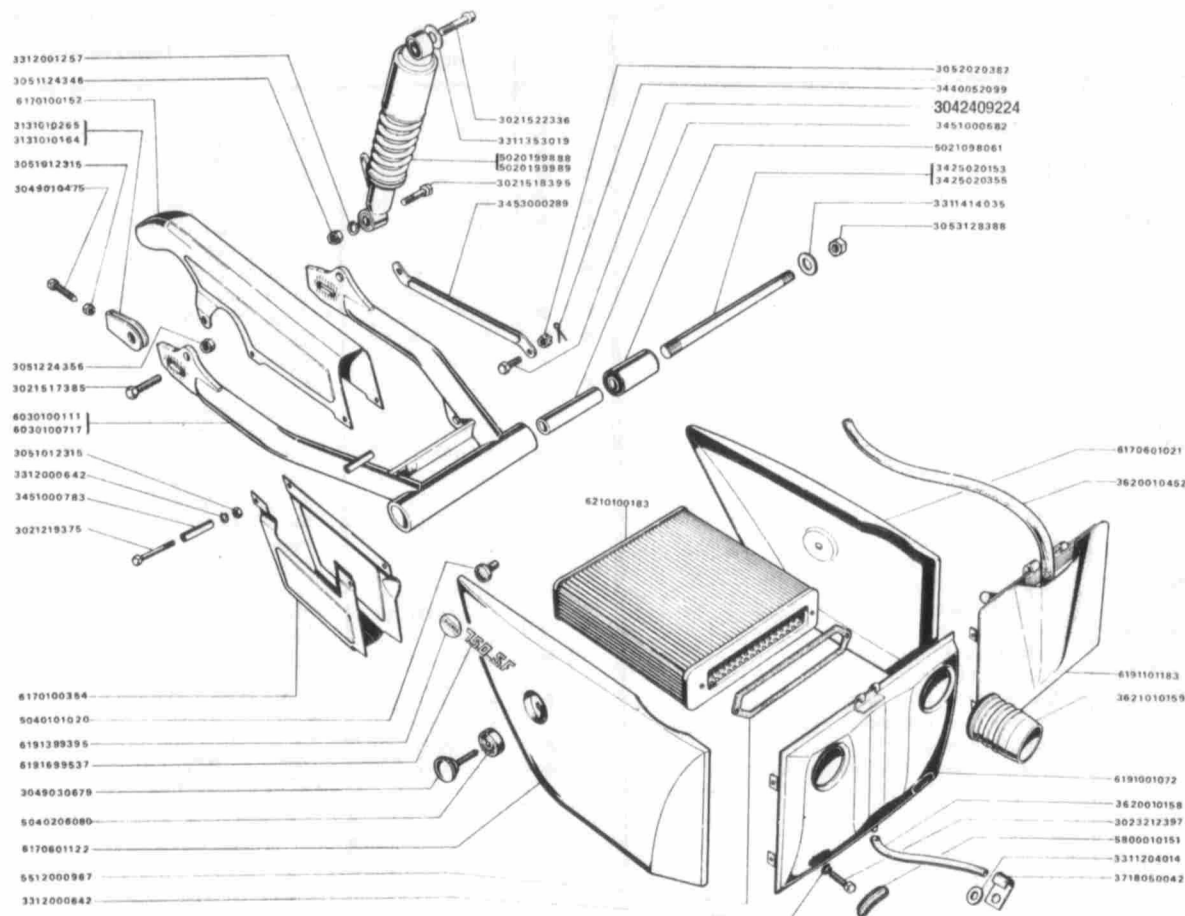


LAVERDA 750 cc.

ILLUSTRATION 12 - FRAME

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21116017 19	Battery support	●	●	50402013 33	Rubber piece
●	●	21601001 92	Bush	●	●	50403011 41	Rubber strip
●	●	21601004 95	Bush	●	●	50404015 55	Footrest (rear)
●	●	22104251 35	Ball bearing	●	●	50404016 56	Footrest (front)
●	●	22208251 85	Roller bearing	●	●	52101998 70	Petrol tap (left)
●	●	30215173 85	Bolt	●	●	52101999 72	Petrol tap (right)
●	●	30232043 26	Bolt	●	●	55110303 63	Gasket (for cap)
●	●	30232063 46	Bolt	●	●	58020298 52	Disk (for cap)
●	●	30233093 86	Bolt	●	●	58020299 53	Cap (complete)
●	●	30234093 96	Bolt	●	●	58200194 74	Grommet
●	●	30310363 37	Screw	●	●	60101019 99	Frame
●	●	30341027 92	Screw	●	●	60101022 12	Frame
●	●	30510123 15	Nut	●	●	60103002 12	Side stand
●	●	30510163 55	Nut	●	●	60103023 33	Side stand
●	●	30510203 86	Nut	●	●	60106007 47	Central stand
●	●	30511243 46	Nut	●	●	60106024 64	Central stand
●	●	33113029 94	Fibre washer	●	●	60115999 30	Steering lock
●	●	33117300 27	Washer	●	●	61101994 85	Petrol tank
●	●	33120006 42	Spring washer	●	●	61101995 86	Petrol tank
●	●	33120008 44	Spring washer	●	●	61201006 97	Saddle (single seat)
●	●	33120010 55	Spring washer	●	●	61202002 13	Saddle (dual seat)
●	●	33120012 57	Spring washer	●	●	61202007 18	Saddle (dual seat)
●	●	33270004 55	Cupped washer	●	●	61301001 12	Luggage carrier (front)
●	●	36200201 59	Petrol pipe	●	●	61703004 75	Knee grip (right)
●	●	37110200 41	Sarflex clamp	●	●	61703005 76	Knee grip (left)
●	●	50190103 64	Spring (for side stand)	●	●	61902002 83	Footrest holder
●	●	50190301 64	Spring (for central stand)	●	●	61902014 95	Footrest holder
●	●	50401006 16	Rubber piece	●	●	61908008 59	Toolkit housing
●	●	50402007 27	Rubber piece (vibration damper)	●	●	61913999 92	Maker's badge

ILLUSTRATION 13 - REAR FORK - SHOCK ABSORBER - AIR FILTER

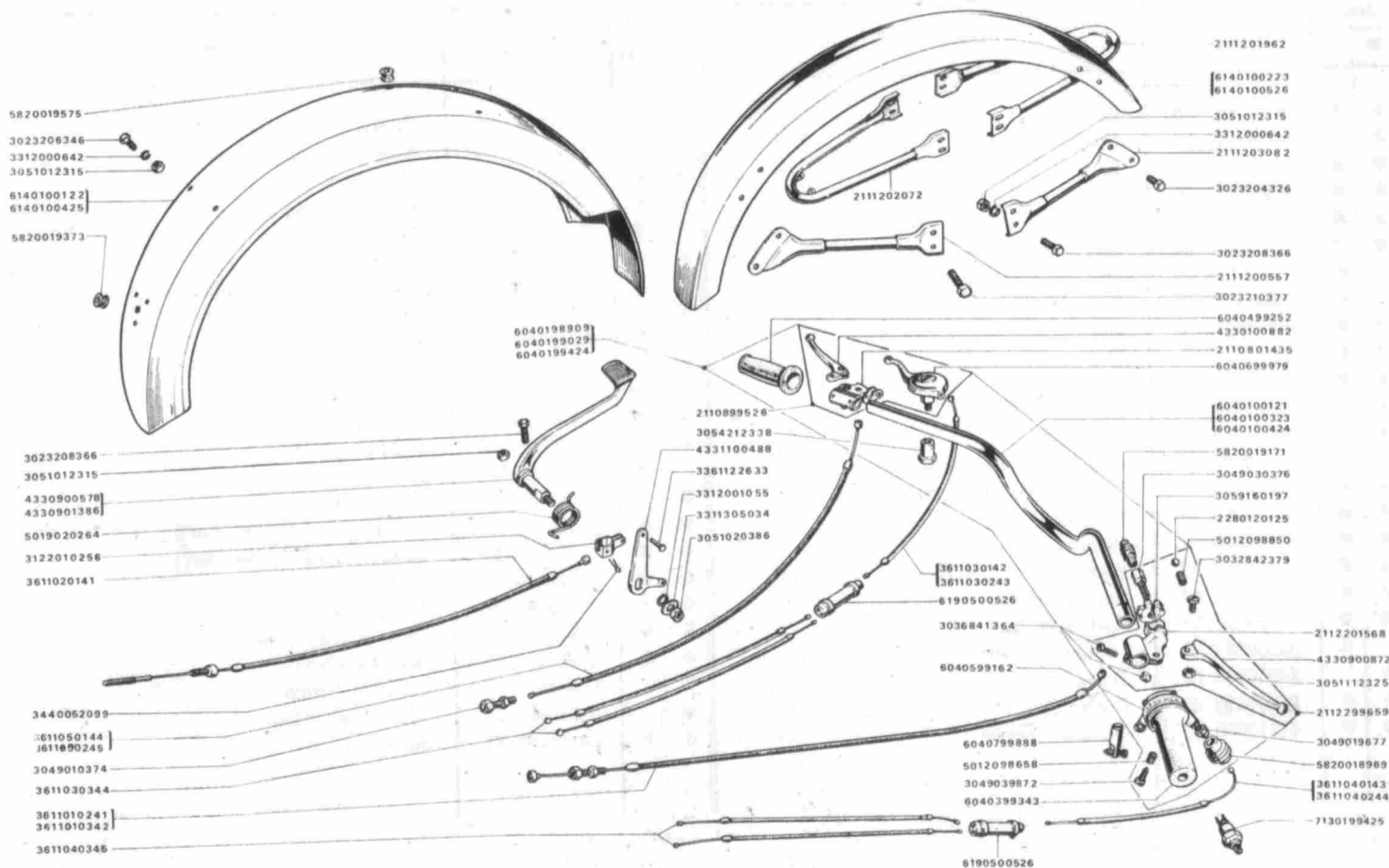


LAVERDA 750 cc.

ILLUSTRATION 13 - REAR FORK - SHOCK-ABSORBER - AIR FILTER

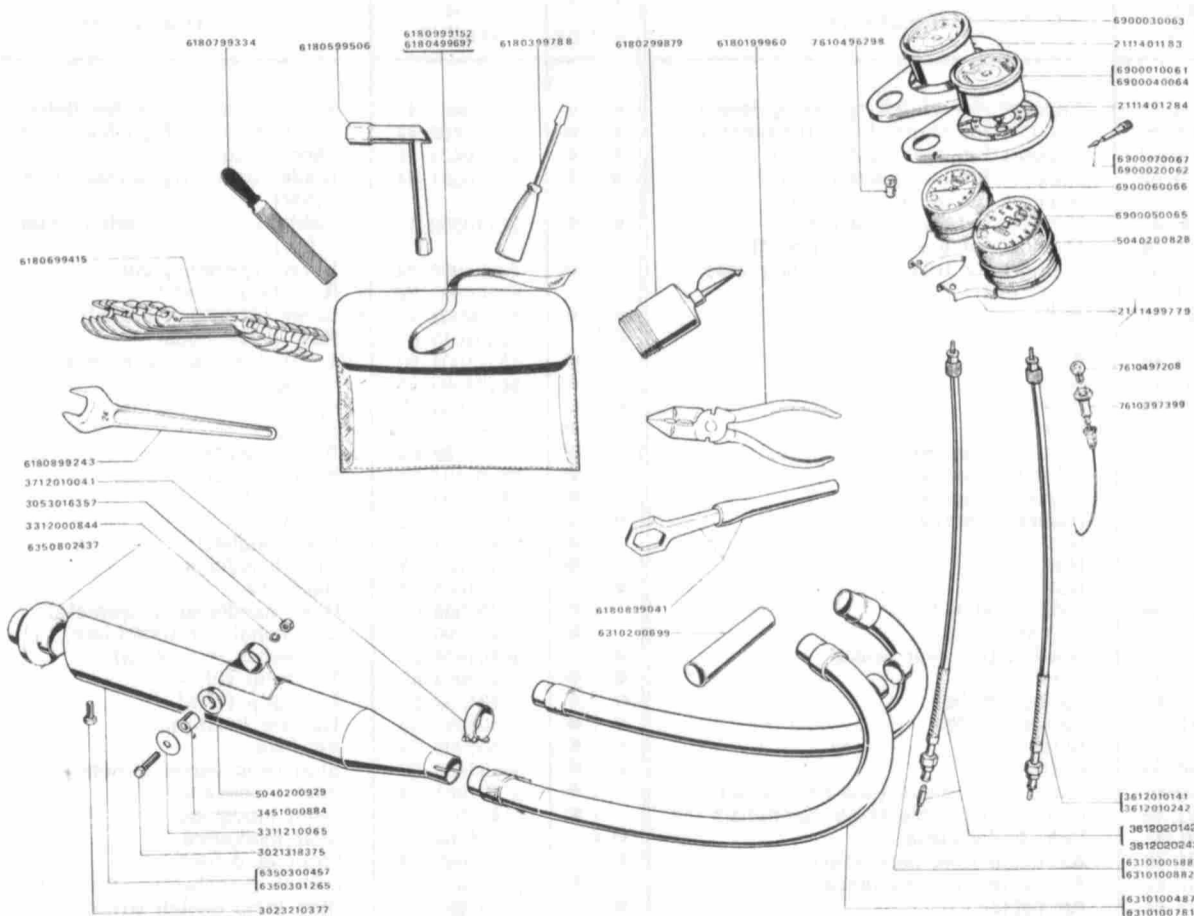
Usable		Code number	Description			Usable		Code number	Description
SF	GT					SF	GT		
●	●	30212193 75	Bolt			●	●	34510007 83	Distance piece
●	●	30215173 85	Bolt			●	●	34530002 89	Blade anchor plate
●	●	30215183 95	Bolt	1	●	●	●	36200101 58	Discharge pipe
●	●	30215223 36	Bolt			●	●	36200104 52	Breather pipe
4 ●	●	30232123 97	Bolt	2	●	●	●	36210101 59	Connection tube
●	●	30424092 24	Bolt	1	●	●	●	37180500 42	Clamp
●	●	30490104 75	Bolt (chain adjuster)			●	●	50201998 88	Shock absorber (right)
●	●	30490306 79	Bolt (fixing cover)			●	●	50201999 89	Shock absorber (left)
●	●	30510123 15	Nut			●	●	50210980 61	Silentblock
●	●	30511243 46	Nut			●	●	50401010 20	Rubber piece
●	●	30512243 56	Nut			●	●	50402060 80	Rubber piece
●	●	30520203 87	Nut	1	●	●	●	55120009 67	Gasket
●	●	30531283 88	Nut	2	●	●	●	58000101 51	Rubber piece
●	●	31310101 64	Chain adjuster (left)			●	●	60301001 11	Rear fork
●	●	31310102 65	Chain adjuster (right)			●	●	60301007 17	Rear fork
1 ●	●	33112040 14	Washer			●	●	61701001 52	Chain guard (upper part)
●	●	33113530 19	Washer			●	●	61701003 54	Chain guard (lower part)
●	●	33114140 35	Washer			●	●	61706010 21	Left cover
●	●	33120006 42	Spring washer			●	●	61706011 22	Right cover
●	●	33120012 57	Spring washer	1	●	●	●	61910010 72	Case for air filter
●	●	34250201 53	Threaded pivot			●	●	61911011 83	Battery shield
●	●	34250203 55	Threaded pivot			●	●	61913993 95	Laverda badge
●	●	34400520 99	Cotter pin			●	●	61916995 37	750 SF wording
●	●	34510006 82	Distance piece	1	●	●	●	62101001 83	Air filter

ILLUSTRATION 14 - MUDGUARDS - BRAKE LEVER - HANDLEBAR - CABLES



Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21108014 35	Support (for clutch operating lever)	●	●	36110401 43	Throttle cable (low handlebar)
●	●	21108995 26	Support for clutch lever (complete)	●	●	36110402 44	Throttle cable (high handlebar)
●	●	21112005 57	Support for mudguard (right)	●	●	36110403 45	Throttle cables
●	●	21112019 62	Support for mudguard (front)	●	●	36110501 44	Cable operating clutch (low handlebar)
●	●	21112020 72	Support for mudguard (rear)	●	●	36110502 45	Cable operating clutch (high handlebar)
●	●	21112030 82	Support for mudguard (left)	●	●	43301008 82	Lever (operating clutch)
●	●	21122015 68	Support for brake lever (front)	●	●	43309005 78	Rear brake pedal
●	●	21122996 59	Support for brake lever (complete)	●	●	43309008 72	Lever (operating brake)
●	●	22801201 25	Steel ball	●	●	43309013 86	Rear brake pedal
●	●	30232043 26	Bolt	●	●	43311004 88	Lever (operating rear brake and stop lamp)
●	●	30232063 46	Bolt	●	●	50120986 58	Spring
●	●	30232083 66	Bolt	●	●	50120988 50	Spring
●	●	30232103 77	Bolt	●	●	50190202 64	Spring
●	●	30328423 79	Screw	●	●	58200189 69	Rubber piece
●	●	30368413 64	Bolt	●	●	58200191 71	Rubber piece
●	●	30490103 74	Adjusting screw	●	●	58200193 73	Grommet
●	●	30490196 77	Adjusting screw	●	●	58200195 75	Grommet
●	●	30490303 76	Adjusting screw	●	●	60401001 21	Low handlebar
●	●	30490398 72	Adjusting screw	●	●	60401003 23	High handlebar
●	●	30510123 15	Nut	●	●	60401004 24	Handlebar
●	●	30510203 86	Nut	●	●	60401989 09	High handlebar (complete)
●	●	30511123 25	Nut	●	●	60401990 29	Low handlebar (complete)
●	●	30542123 38	Cylindrical nut	●	●	60401994 24	Handlebar (complete)
●	●	30591601 97	Adjusting nut	●	●	60403993 43	Twistgrip (RHS)
●	●	31220102 56	Bracket (for rear brake)	●	●	60404992 52	Twistgrip (LHS)
●	●	33113050 34	Washer	●	●	60405991 62	Throttle twistgrip
●	●	33120006 42	Spring washer	●	●	60406999 79	Air lever
●	●	33120010 55	Spring washer	●	●	60407998 88	Stop lamp barrel (front)
●	●	33611226 33	Rivet	●	●	61401001 22	Rear mudguard
●	●	34400520 99	Cotter pin	●	●	61401002 23	Front mudguard
●	●	36110102 41	Front brake cable (low handlebar)	●	●	61401004 25	Rear mudguard
●	●	36110103 42	Front brake cable (high handlebar)	●	●	61401005 26	Front mudguard
●	●	36110201 41	Rear brake cable	●	●	61905005 26	Device (for throttle and air)
●	●	36110301 42	Air cable (low handlebar)	●	●	71301994 25	Stop lamp switch (front)
●	●	36110302 43	Air cable (high handlebar)				
●	●	36110303 44	Air cables				

ILLUSTRATION 15 - SILENCER - INSTRUMENTS - TOOLKIT

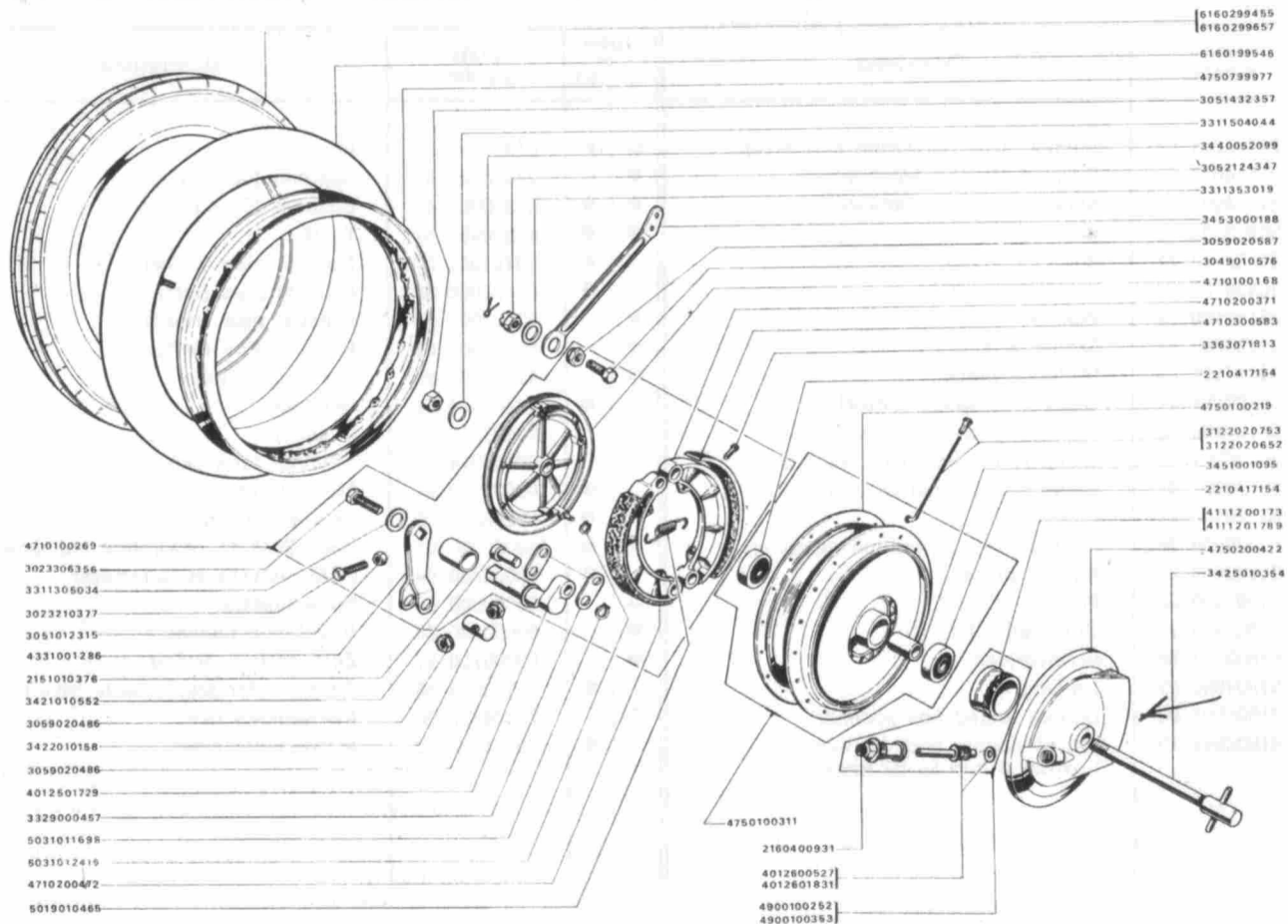


LAVERDA 750 cc.

ILLUSTRATION 15 - SILENCER - INSTRUMENTS - TOOLKIT

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●		21114011 83	Support (for revolution indicator)	●	●	61807993 34	File
●		21114012 84	Support (for speedometer)	●	●	61808990 41	Spanner (36 mm)
●		21114997 79	Support (for instruments)	●	●	61808992 43	Spanner (24 mm)
●	●	30213183 75	Bolt	●	●	61809991 52	Toolkit
●		30232103 77	Bolt	●		63101004 87	Exhaust pipe (right)
●	●	30530163 57	Self-locking nut	●	●	63101005 88	Exhaust pipe (left)
●	●	33112100 65	Washer	●		63101007 81	Exhaust pipe (right)
●	●	33120008 44	Spring washer	●		63101008 82	Exhaust pipe (left)
●	●	34510008 84	Distance piece	●		63102006 99	Connecting tube
●	●	36120101 41	Cable (for speedometer)	●	●	63503004 57	Silencer
●		36120102 42	Cable (for speedometer)	●		63503012 65	Silencer
●	●	36120201 42	Cable (for revolution indicator)	●		63508024 37	Silencer tube cap
●		36120202 43	Cable (for revolution indicator)	●	●	69000100 61	Mileometer
●	●	37120100 41	Clamp	●	●	69000200 62	Zero setting device
●		50402008 28	Rubber piece (vibration damping)	●	●	69000300 63	RSM 3003/11 revolution indicator
●	●	50402009 29	Rubber piece	●	●	69000400 64	SSM 5001/15 speedometer
●	●	61801999 60	Pliers	●		69000500 65	Speedometer
●	●	61802998 79	Drip-feed oiler	●		69000600 66	Revolution indicator
●	●	61803997 88	Screwdriver	●		69000700 67	Zero setting device
●	●	61804996 97	Toolbag	●	●	76103973 99	Support (for instruments lamp)
●	●	61805995 06	Double ended box spanner	●		76104962 98	Instruments lamp
●	●	61806994 15	Set of double ended spanners (from 6 mm to 22 mm)	●	●	76104972 08	Instruments lamp

ILLUSTRATION 16 - FRONT WHEEL



LAVERDA 750 cc.

ILLUSTRATION 16 - FRONT WHEEL

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21510103 76	Bush		●	40126005 27	Speedometer shaft
●	●	21604009 31	Bush	●		40126018 31	Speedometer shaft
●	●	22104171 54	Ball bearing		●	41112001 73	Speedometer gear
●	●	30232103 77	Bolt	●		41112017 89	Speedometer gear
●	●	30233063 56	Bolt	●	●	43310012 86	Lever (operating brake shoes)
●	●	30490105 76	Bolt	●	●	47101001 68	Brake anchor plate
●	●	30510123 15	Nut	●	●	47101002 69	Brake anchor plate (complete)
●	●	30514323 57	Nut	●	●	47102003 71	Brake shoe
●	●	30521243 47	Nut	●	●	47102004 72	Brake shoe (with lining)
●	●	30590204 86	Adjusting nut	●	●	47103005 83	Brake lining
●	●	30590205 87	Nut	●	●	47501002 19	Hub
●	●	31220206 52	Outside spoke	●	●	47501003 11	Hub with ball bearings
●	●	31220207 53	Inside spoke	●	●	47501984 92	Hub (complete)
●	●	33113050 34	Washer	●	●	47502004 22	Disk (bearing speedometer transmission)
●	●	33113530 19	Washer				
●	●	33115040 44	Washer	●	●	47507999 77	Wheel rim
●	●	33290004 57	Link	●	●	47509985 83	Wheel (complete, less tyres)
●	●	33630718 13	Rivet	●	●	49001002 52	Transmission set (for speedometer)
●	●	34210105 52	Pivot	●		49001003 53	Transmission set (for speedometer)
●	●	34220101 58	Pivot	●	●	50190104 65	Spring
●	●	34250103 54	Threaded axle	●	●	50310116 98	Seeger ring
●	●	34400520 99	Cotter pin	●	●	50310124 16	Seeger ring
●	●	34510010 95	Distance piece	●	●	61601995 46	Air tube
●	●	34530001 88	Distance piece		●	61602994 55	Tyre
●	●	40125017 29	Shaft (for brake shoe)	●		61602996 57	Tyre

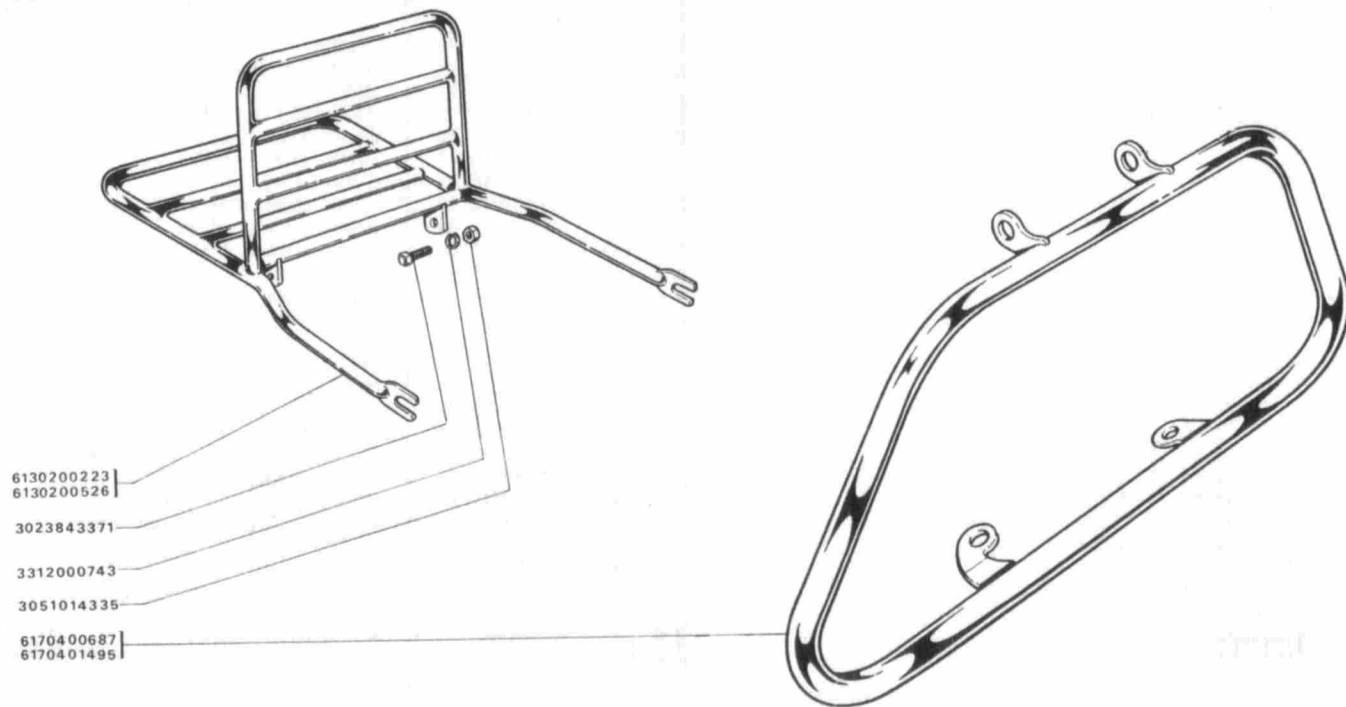


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ILLUSTRATION 17 - REAR WHEEL

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	21510103 76	Bush	●	●	37180600 43	Clamp
●	●	21602012 23	Bush	●	●	40125017 29	Shaft (for brake shoe)
●	●	22104251 35	Ball bearing	●	●	41211008 71	Z40 chain sprocket
●	●	22105171 64	Ball bearing	●	●	41211009 72	Z42 chain sprocket
●	●	30224163 66	Bolt	●	●	41311552 49	Chain (104 links)
●	●	30232103 77	Bolt	●	●	41311553 41	Chain (106 links)
●	●	30233063 56	Bolt	●	●	41391115 97	Connecting link
●	●	30233103 87	Bolt	●	●	43310012 86	Lever (operating brake shoes)
●	●	30490105 76	Bolt	●	●	47101001 68	Brake anchor plate
●	●	30510123 15	Nut	●	●	47101002 69	Brake anchor plate (complete)
●	●	30513203 26	Nut	●	●	47102003 71	Brake shoe
●	●	30514323 57	Nut	●	●	47102004 72	Brake shoe (with lining)
●	●	30521243 47	Nut	●	●	47103005 83	Brake lining
●	●	30590204 86	Adjusting nut	●	●	47501001 18	Hub
●	●	30590205 87	Nut	●	●	47501981 98	Hub with ball bearings
●	●	30590301 84	Nut	●	●	47501982 99	Hub (complete)
●	●	31220208 54	Outside spoke	●	●	47503005 33	Shock absorber disk
●	●	31220209 55	Inside spoke	●	●	47504006 44	Disk (holding chain crown)
●	●	33113050 34	Washer	●	●	47504980 37	Disk holding chain sprocket (complete)
●	●	33115040 44	Washer	●	●	47505010 67	Air conveyor (to hub)
●	●	33290004 57	Link	●	●	47507997 75	Wheel rim
●	●	33290005 58	Link	●	●	47509983 80	Wheel (complete, less tyres)
●	●	33630718 13	Rivet	●	●	50190103 64	Spring
●	●	34210105 52	Pivot	●	●	50310116 98	Seeger ring
●	●	34220101 58	Pivot	●	●	50310124 16	Seeger ring
●	●	34250202 54	Threaded axle	●	●	50405012 62	Shock absorber
●	●	34400520 99	Cotter pin	●	●	61601999 40	Air tube
●	●	34510011 96	Distance piece	●	●	61602997 58	Tyre
●	●	34510012 97	Distance piece	●	●	61602998 59	Tyre
●	●	34510013 98	Distance piece	●	●	61603993 64	Bead
●	●	34510014 99	Distance piece				

ILLUSTRATION 18 - ACCESSORIES



LAVERDA 750 cc.

ILLUSTRATION 18 - ACCESSORIES

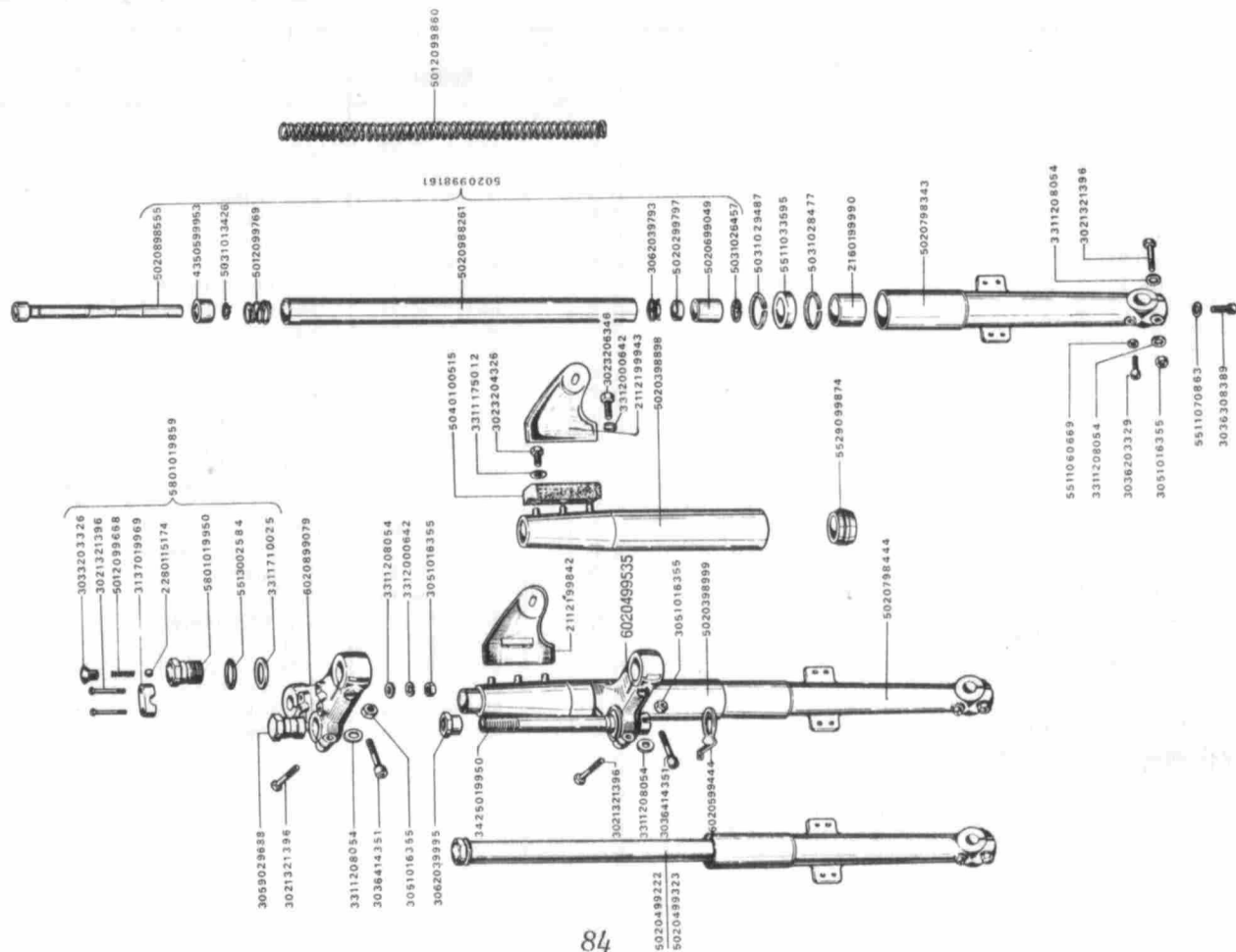
Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	30238433 71	Bolt	●		61302005 26	Rear luggage carrier
●	●	30510143 35	Nut		●	61704006 87	Leg-guard tubular frame
●	●	33120007 43	Spring washer	●		61704014 95	Leg-guard tubular frame
	●	61302002 23	Rear luggage carrier				

LAVERDA 750 cc.

ILLUSTRATION 19 - FRONT FORK ("S.F." MODEL)

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●		21121998 42	Support (LHS headlight)	●		50202997 97	Valve
●		21121999 43	Support (RHS headlight)	●		50203996 06	Top cover
●		21601999 90	Guide bush	●		50204994 24	Leg (right)
●		22801151 74	Steel ball	●		50204995 25	Leg (left)
●		30213213 96	Bolt	●		50205991 31	Reducer
●		30232043 26	Bolt	●		50206990 49	Valve body
●		30232063 46	Bolt	●		50207986 46	Sliding member (right)
●		30332033 26	Screw	●		50207987 47	Sliding member (left)
●		30362033 29	Screw (for oil discharge)	●		50208985 55	Variator
●		30363083 89	Bolt (locking variator)	●		50209882 61	Stanchion
●		30364143 51	Bolt (locking stanchion)	●		50209981 61	Stanchion (complete)
●		30510163 55	Nut	●		50310134 26	Seeger ring
●		30590296 88	Nut (for steering pivot)	●		50310264 57	Seeger ring
●		30620397 93	Limiting ring nut	●		50310284 77	Seeger ring
●		30620398 94	Pressure ring (for circlip)	●		50310294 87	Seeger ring
●		30620399 95	Adjustment ring nut	●		50401005 15	Rubber piece (vibration damping)
●		31370199 69	Clamp	●		55110335 95	Gasket
●		33111750 12	Washer	●		55110606 69	Gasket
●		33112080 54	Washer	●		55110708 63	Copper gasket
●		33117100 25	Washer	●		55130025 84	Or gasket
●		33120006 42	Spring washer	●		55290999 75	Circlip
●		34250199 50	Threaded pivot	●		58010198 59	Cap (complete)
●		36210299 59	Sleeve	●		58010199 50	Cap
●		37129800 48	Clamp	●		60201987 87	Fork (complete)
●		43505999 53	Fork piston	●		60204992 32	Steering base
●		50120996 68	Spring	●		60205994 44	Steering damper
●		50120997 69	Spring	●		60208989 69	Steering head
●		50120998 60	Spring				

ILLUSTRATION 20 - FRONT FORK « G.T. » MODEL

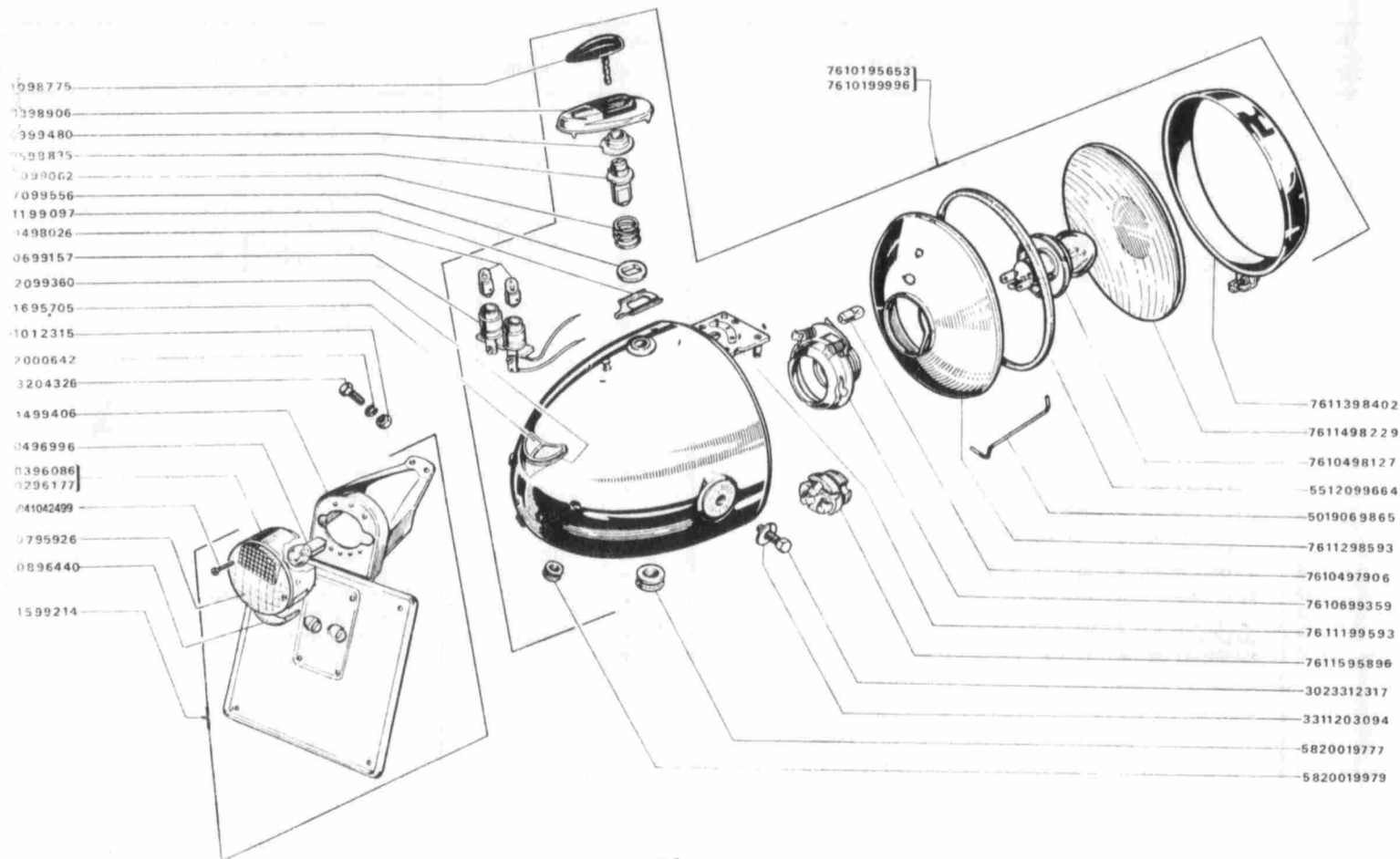


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ILLUSTRATION 20 - FRONT FORK ("G.T." MODEL)

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●		21121998 42	Support (LHS headlight)	●		50203988 98	Top cover (right)
●		21121999 43	Support (RHS headlight)	●		50203989 99	Top cover (left)
●		21601999 90	Guide bush	●		50204992 22	Leg (right)
●		22801151 74	Steel ball	●		50204993 23	Leg (left)
●		30213213 96	Bolt	●		50206990 49	Valve body
●		30232043 26	Bolt	●		50207983 43	Sliding member (right)
●		30232063 46	Bolt	●		50207984 44	Sliding member (left)
●		30332033 26	Screw	●		50208985 55	Variator
●		30362033 29	Screw (for oil discharge)	●		50209882 61	Stanchion
●		30363083 89	Bolt (locking variator)	●		50209981 61	Stanchion (complete)
●		30364143 51	Bolt (locking stanchion)	●		50310134 26	Seeger ring
●		30510163 55	Nut	●		50310264 57	Seeger ring
●		30590296 88	Nut (for steering pivot)	●		50310284 77	Seeger ring
●		30620397 93	Limiting ring nut	●		50310294 87	Seeger ring
●		30620399 95	Adjustment ring nut	●		50401005 15	Rubber piece (vibration damping)
●		31370199 69	Clamp	●		55110335 95	Gasket
●		33111750 12	Washer	●		55110606 69	Gasket
●		33112080 54	Washer	●		55110708 63	Copper gasket
●		33117100 25	Washer	●		55130025 84	Or gasket
●		33120006 42	Spring washer	●		55290998 74	Circlip
●		34250199 50	Threaded pivot	●		58010198 59	Cap (complete)
●		43505999 53	Fork piston	●		58010199 50	Cap
●		50120996 68	Spring	●		60201999 99	Front fork (complete)
●		50120997 69	Spring	●		60204995 35	Steering base
●		50120998 60	Spring	●		60205994 44	Steering damper
●		50202997 97	Valve	●		60208990 79	Steering head

ILLUSTRATION 21 - HEADLAMP - TAIL-LAMP - NUMBER-PLATE HOLDER

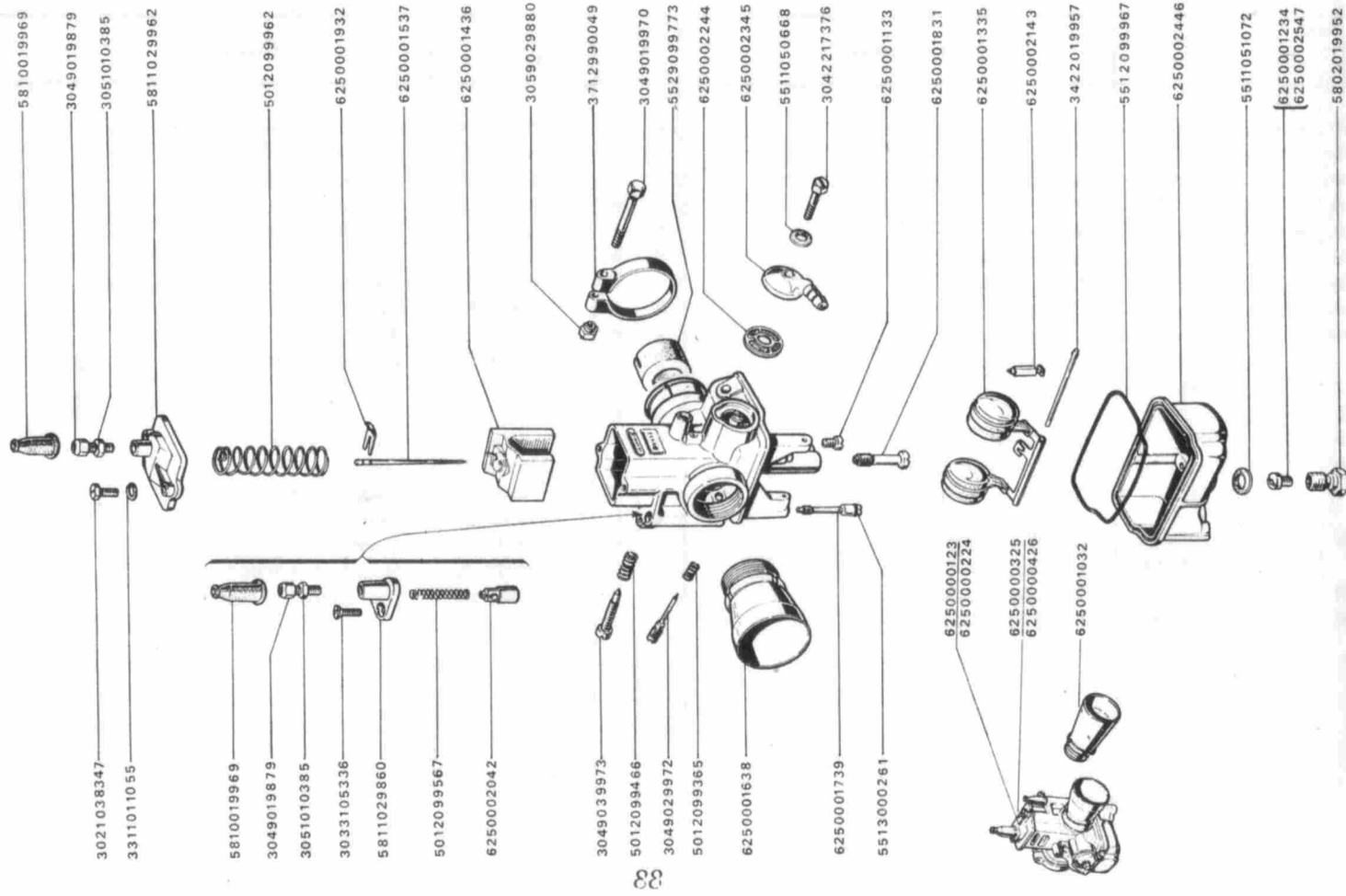


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ILLUSTRATION 21 - HEADLAMP - TAIL-LAMP - NUMBER-PLATE HOLDER

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	30232043 26	Bolt	●	●	76103989 06	Support (for key)
●	●	30233123 17	Bolt	●	●	76104969 96	Bulb (for tail-lamp)
●	●	30410424 99	Self-tapping screw	●	●	76104979 06	Side light bulb
●	●	30510123 15	Nut	●	●	76104980 26	Warning light bulb
●	●	33112030 94	Washer.	●	●	76104981 27	Bulb (for headlamp)
●	●	33120006 42	Spring washer	●	●	76105988 35	Bush
●	●	33270995 56	Fibre washer	●	●	76106991 57	Lampholder (for warning light)
●	●	50120990 62	Spring	●	●	76106993 59	Lampholder
●	●	50190698 65	Spring	●	●	76107959 26	Reflector
●	●	55120993 60	Gasket (for warning light)	●	●	76108964 40	Curved lid (for tail lamp holder)
●	●	55120996 64	Gasket	●	●	76109994 80	Cap
●	●	58200197 77	Grommet	●	●	76110987 75	Key
●	●	58200199 79	Grommet	●	●	76111990 97	Contact plate
●	●	61914994 06	Number-plate holder	●	●	76111995 93	Board
●	●	61915992 14	Support (for number-plate holder and tail-lamp)	●	●	76112985 93	Parabolic reflector
●	●	76101956 53	Headlight (complete)	●	●	76113984 02	Lamp rim
●	●	76101999 96	Headlight (complete)	●	●	76114982 29	Glass
●	●	76102961 77	Tail-lamp (complete)	●	●	76115958 96	Electrical junction
●	●	76103960 86	Tail-lamp holder	●	●	76116957 05	Lens (warning light)

ILLUSTRATION 22 - CARBURETTOR

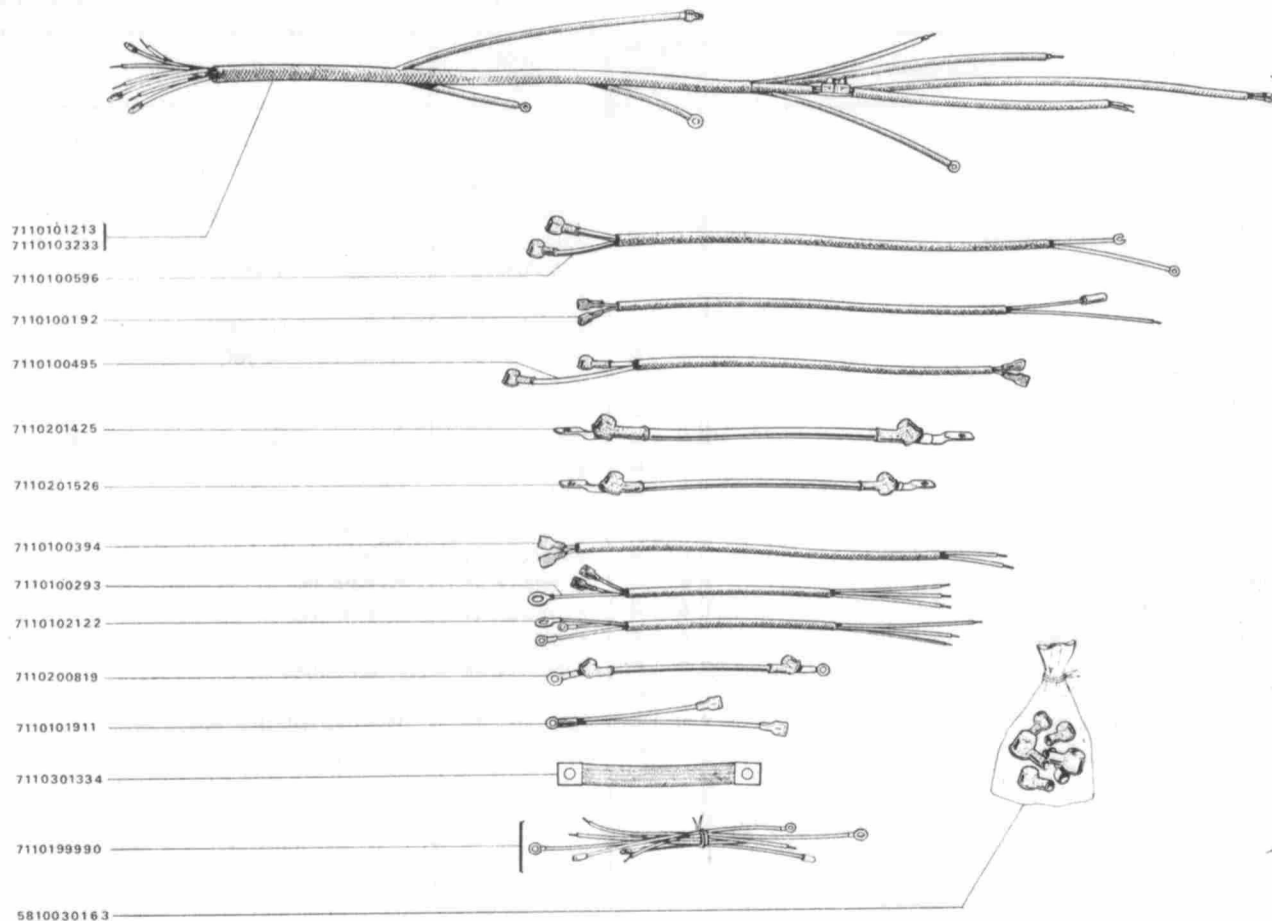


LAVERDA 750 cc.

ILLUSTRATION 22 - CARBURETTOR

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	30210383 47	Bolt	●	●	58110298 60	Valve cover
●	●	30331053 36	Screw	●	●	58110299 62	Cover
●	●	30422173 76	Bolt	●	●	62500001 23	VHB-30-AS carburettor
●	●	30490198 79	Adjusting screw	●	●	62500002 24	VHB-30-AD carburettor
●	●	30490199 70	Bolt	●	●	62500003 25	VHB-30-AS carburettor
●	●	30490299 72	Screw (to adjust mixture)	●	●	62500004 26	VHB-30-AD carburettor
●	●	30490399 73	Screw (for throttle valve)	●	●	62500010 32	Cone (for air intake)
●	●	30510103 85	Nut	●	●	62500011 33	Slow running jet
●	●	30590298 80	Nut	●	●	62500012 34	Main jet
●	●	33110110 55	Washer	●	●	62500013 35	Float
●	●	34220199 57	Pin	●	●	62500014 36	Throttle valve
●	●	37129900 49	Clamp	●	●	62500015 37	Tapered jet needle
●	●	50120993 65	Spring (for slow running)	●	●	62500016 38	Cone (air intake)
●	●	50120994 66	Spring	●	●	62500017 39	Starter jet
●	●	50120995 67	Spring	●	●	62500018 31	Spray nozzle
●	●	50120999 62	Spring	●	●	62500019 32	Needle clip
●	●	55110506 68	Fibre gasket	●	●	62500020 42	Starter valve
●	●	55110510 72	Fibre gasket	●	●	62500021 43	Needle
●	●	55120999 67	Gasket	●	●	62500022 44	Petrol filter
●	●	55130002 61	Or gasket	●	●	62500023 45	Pipe
●	●	55290997 73	Seal ring	●	●	62500024 46	Body of floating chambre
●	●	58020199 52	Plug (for floating chamber)	●	●	62500025 47	Main jet
●	●	58100199 69	Cap				

ILLUSTRATION 23 - LIGHTING SYSTEM



LAVERDA 750 cc.

ILLUSTRATION 23 - LIGHTING SYSTEM

Usable		Code number	Description	Usable		Code number	Description
SF	GT			SF	GT		
●	●	58100301 63	Set of caps	●		71101030 31	Lighting system (complete)
●	●	71101001 92	Cables (pushbutton starter and headlight)		●	71101031 32	Lighting system (complete)
	●	71101002 93	Cables (headlamp - electric horn)	●		71101032 33	Lighting system
●	●	71101003 94	Cables (contact plate - fuse box)	●	●	71101999 90	Set of cables
●	●	71101004 95	Cables (H.T. coils - contact plate)	●	●	71102008 19	Cable (H.T. coils)
●	●	71101005 96	Cables (dynamo - voltage regulator)	●	●	71102014 25	Cable (electromagnetic switch - battery)
	●	71101012 13	Lighting system	●	●	71102015 26	Cable (electromagnetic switch - starter)
●		71101019 11	Cables (for horns)	●	●	71103013 34	Plait
●		71101021 22	Cables (headlamp - horns)				

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