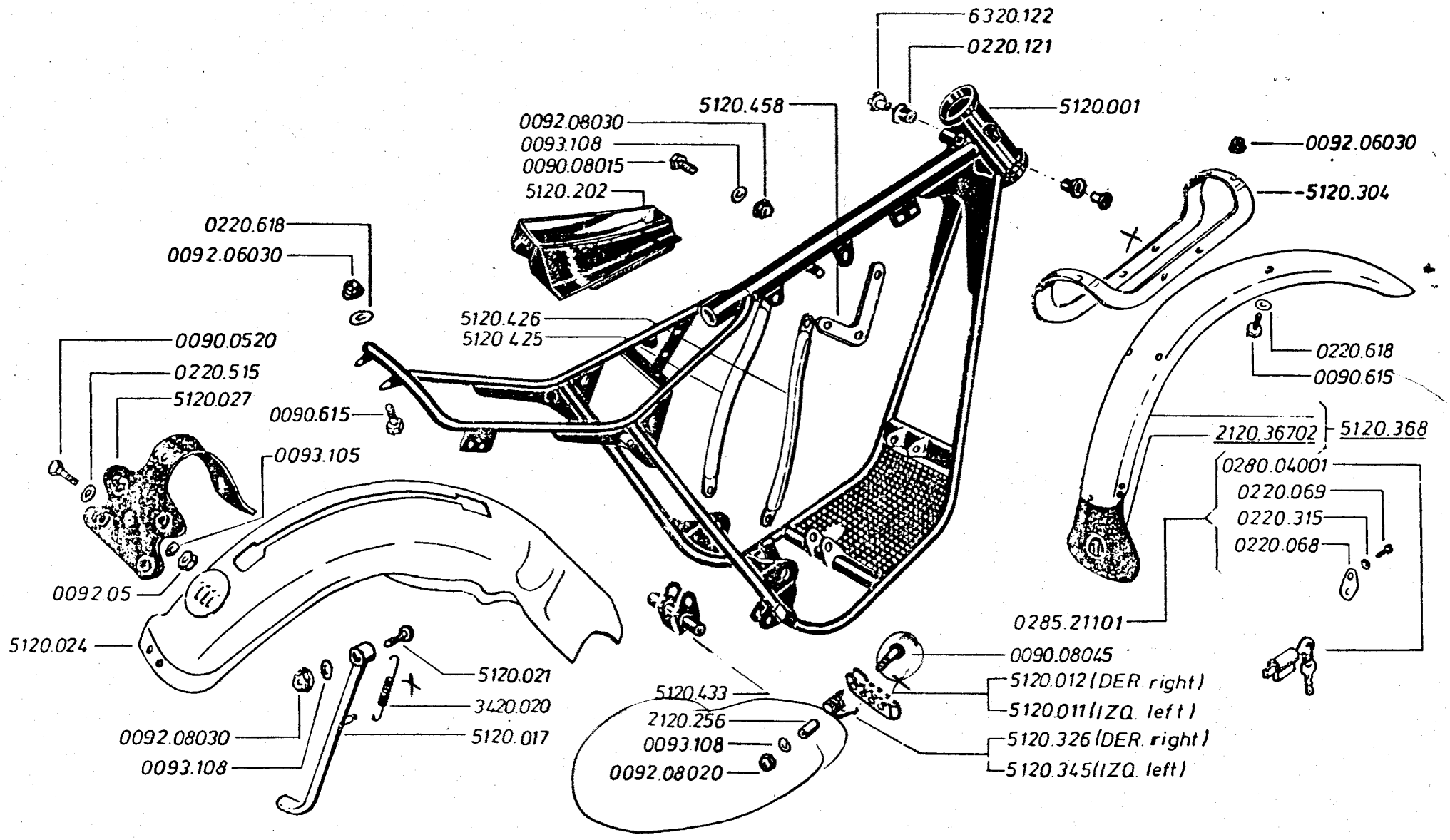
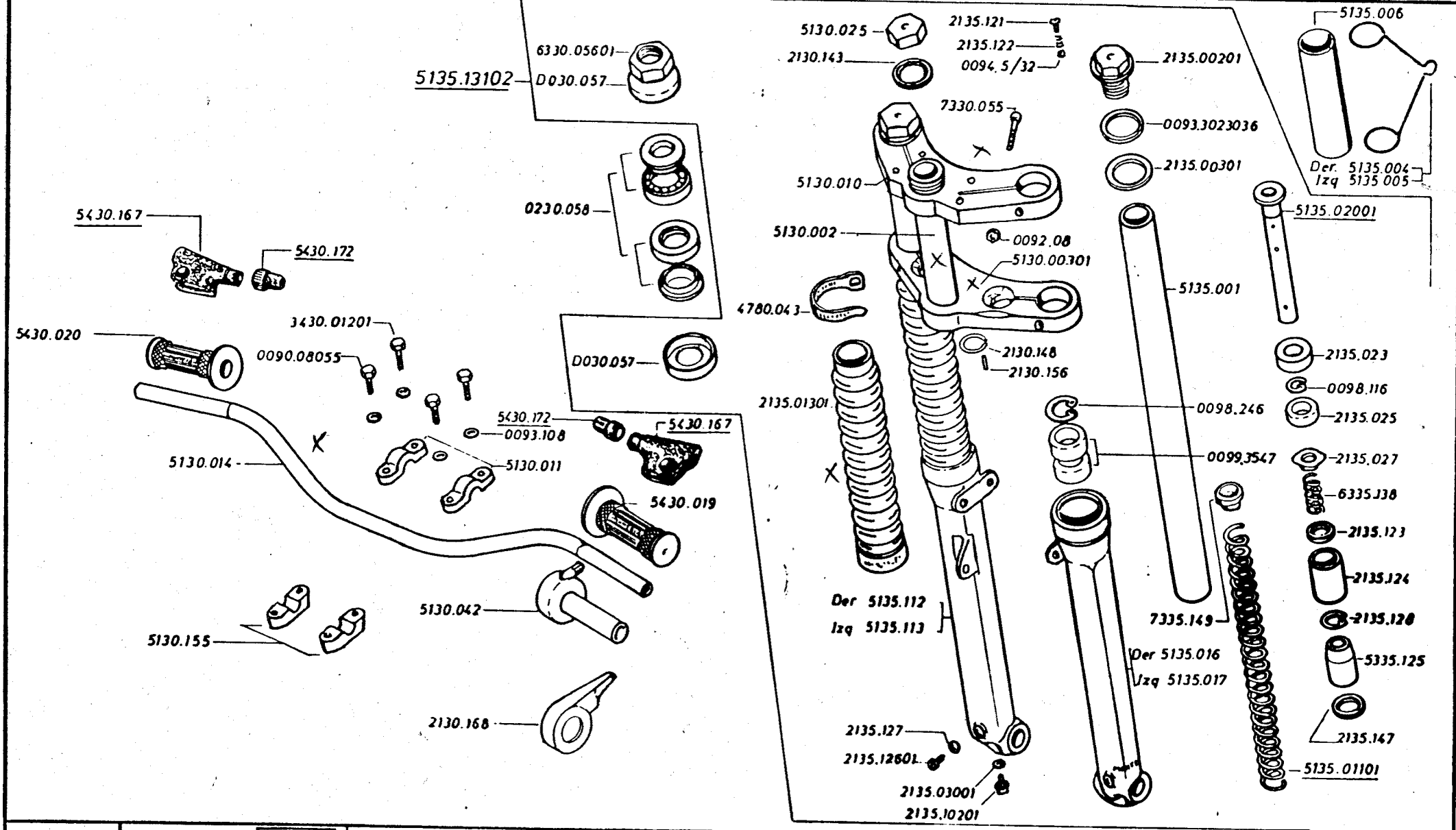
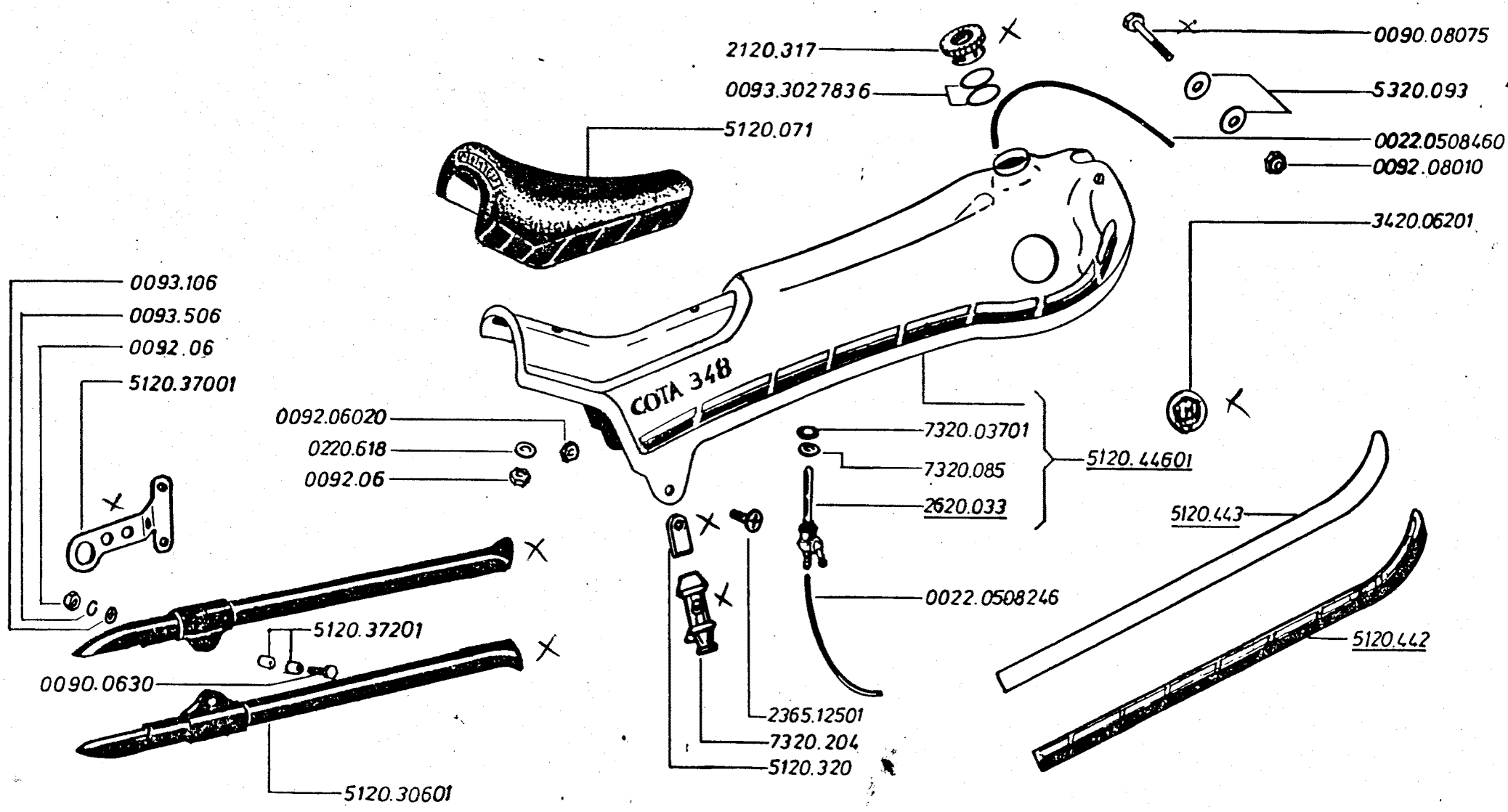


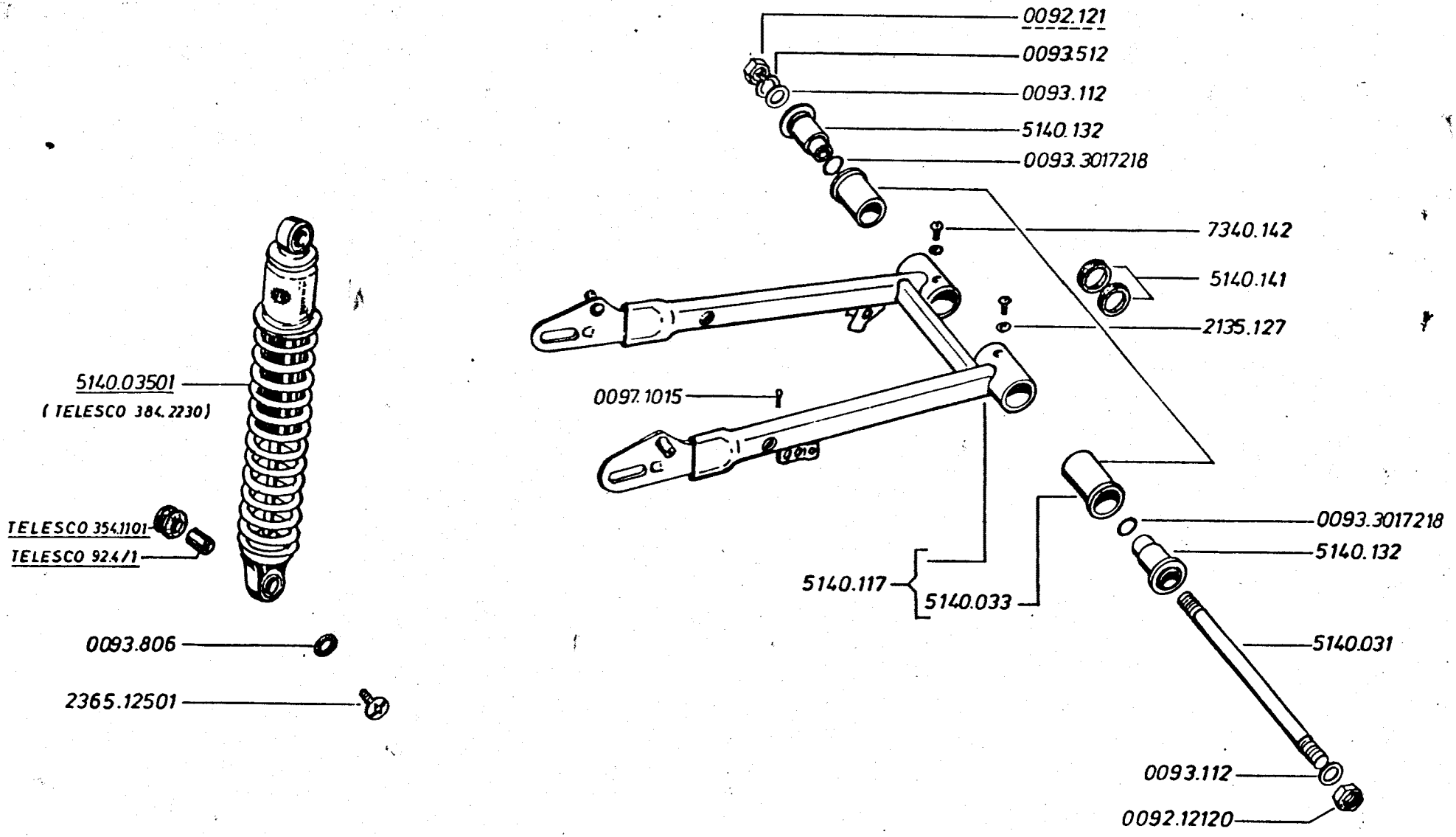
Montesa	MODIF. N.° 2	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie: 51M4722	Modelo: COTA 348	
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice e la modif. - feuille n.°: —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le: 51M0001	GRUPO BASTIDOR I / FRAME GROUP I / GROUPE CADRE I	



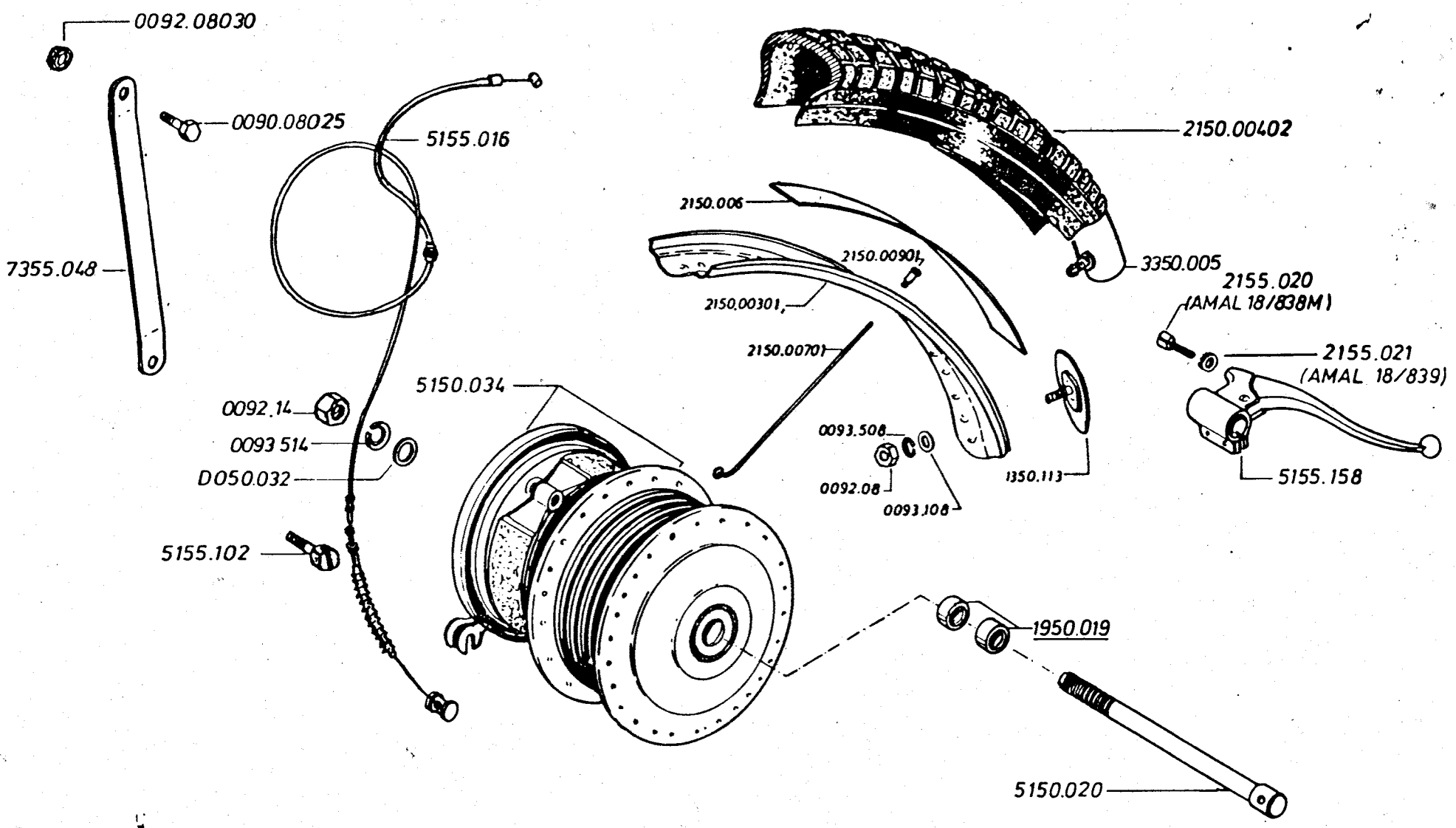
PERMANYER, S.A. DE IND. MEC. Montesa	MODIF. N.° 3	Montado a partir de la motocicleta n.° Assembled starting from serial number Monté depuis le numero de serie	51M7200	Modelo COTA 348
	Comentarios de modif. - hoja n.° 11 Remarks on modif. - sheet n.° 12 Notice à la modif. - feuille n.°	Util para recambios desde Useful for spare-parts starting from Util pour réchange depuis le	51M0001	GRUPO DIRECCION Y SUSPENSION DELANTERA STEERING AND FRONT SUSPENSION GROUP GROUPE DIRECTION ET SUSPENSION AVANT



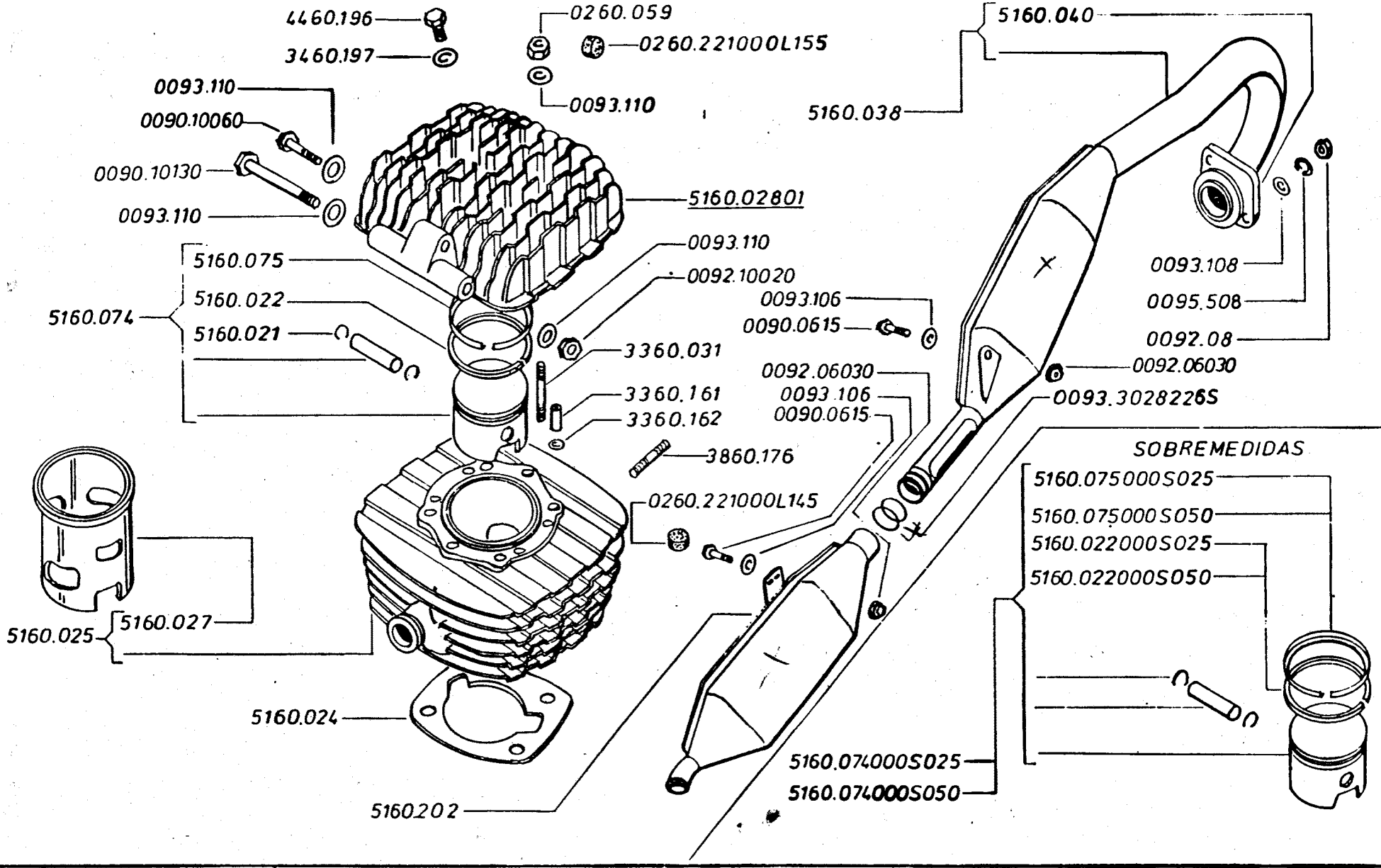
Montesa	MODIF. N.° 2	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M11307	Modelo	COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice a la modif. - feuille n.° —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001	GRUPO BASTIDOR II / FRAME GROUP II / GROUPE CADRE II	



PERMANYER, S.A. DE IND. MEC. Montesa	MODIF. N.º 2	Montado a partir de la motocicleta n.º / Assembled starting from serial number / Monté depuis le numero de serie	51M7200	Modelo	COTA 348
	Comentarios de modif. - hoja n.º / Remarks on modif. - sheet n.º / Notice a la modif. - feuille n.º 9	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001		GRUPO SUSPENSION TRASERA / REAR SUSPENSION GROUP / GROUPE SUSPENSION ARRIERE



PERMANYER, S A DE IND MEC	MODIF. N.° 1	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie ,	51M3699	Modelo COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° 3	Util para recambios desde / Useful for spare-parts starting from	51M3699	GRUPO RUEDA DELANTERA / FRONT WHEEL GROUP



Montesa	MODIF. N.° 1	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M5025	Modelo COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice à la modif. - feuille n.° —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001	GRUPO MOTOR I / ENGINE GROUP I / GROUPE MOTEUR I

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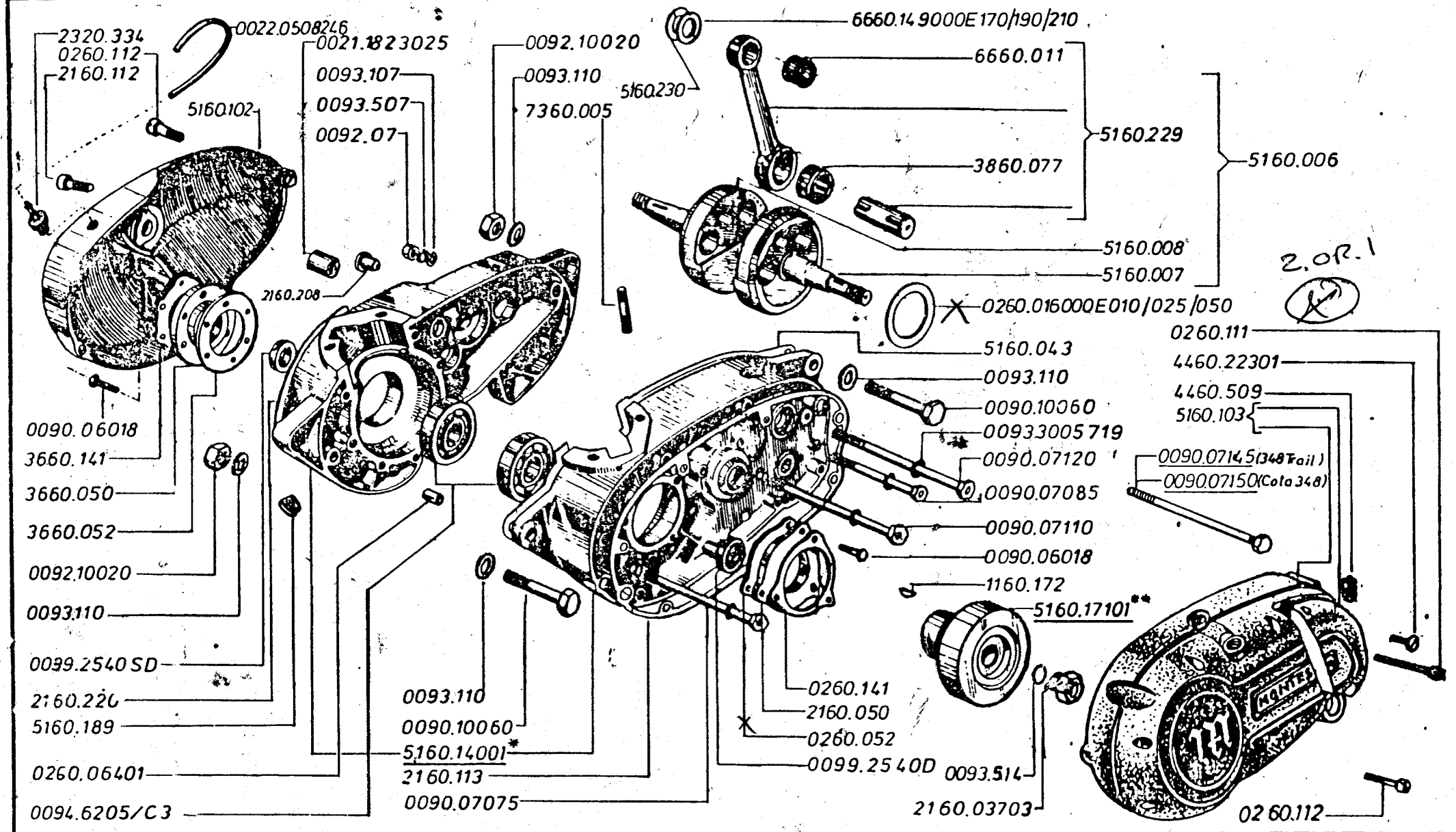

Montesa	MODIF. N.° 3	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M11307	Modelo	COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice a la modif. - feuille n.° 14 / * 17	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M11307 / **51M0001		GRUPO MOTOR II / ENGINE GROUP II / GROUPE MOTEUR II

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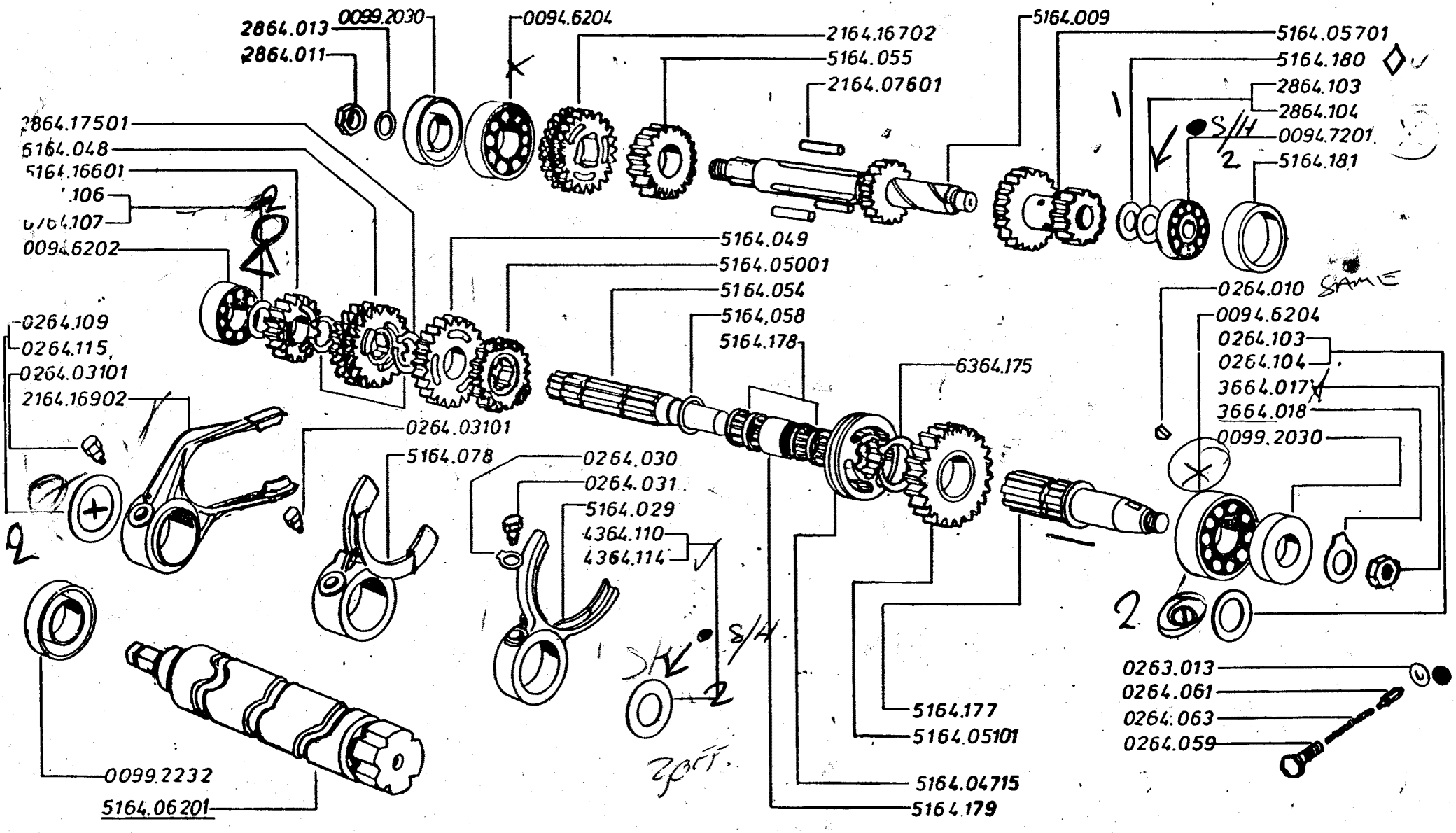
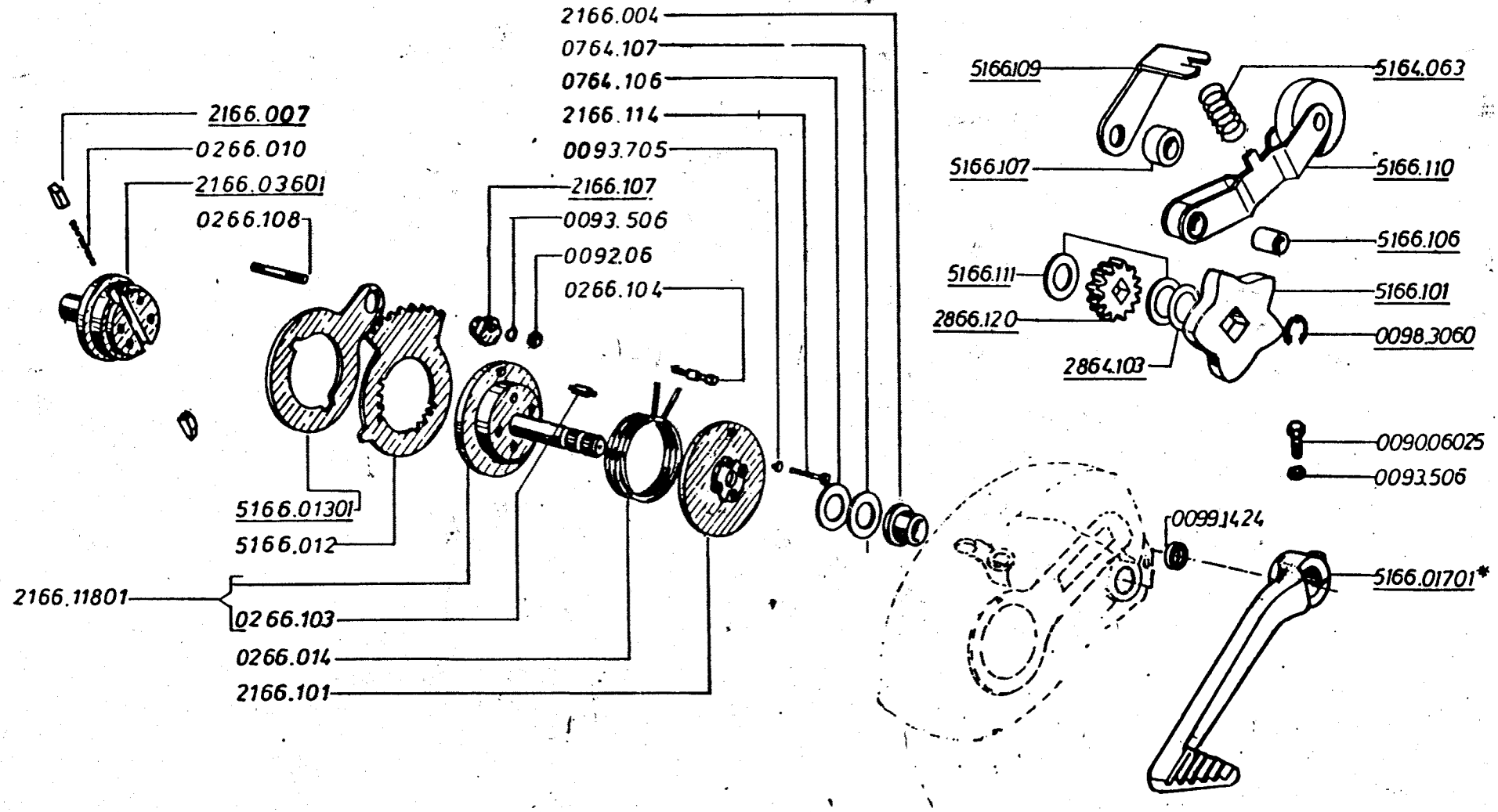


Montesa	MODIF. N.° 3	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M11307	Modelo: COTA 348 74/67
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice a la modif. - feuille n.° 16	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M11307	GRUPO CAMBIO DE VELOCIDADES / TRANSMISSION GROUP / GROUPE BOITE DE VITESSES



Montesa	MODIF. N.° 1	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M11307	Modelo	COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice à la modif. - feuille n.° 14 16	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M11307 *51M0001		GRUPO SELECTOR / SELECTOR GROUP / GROUPE SELECTEUR

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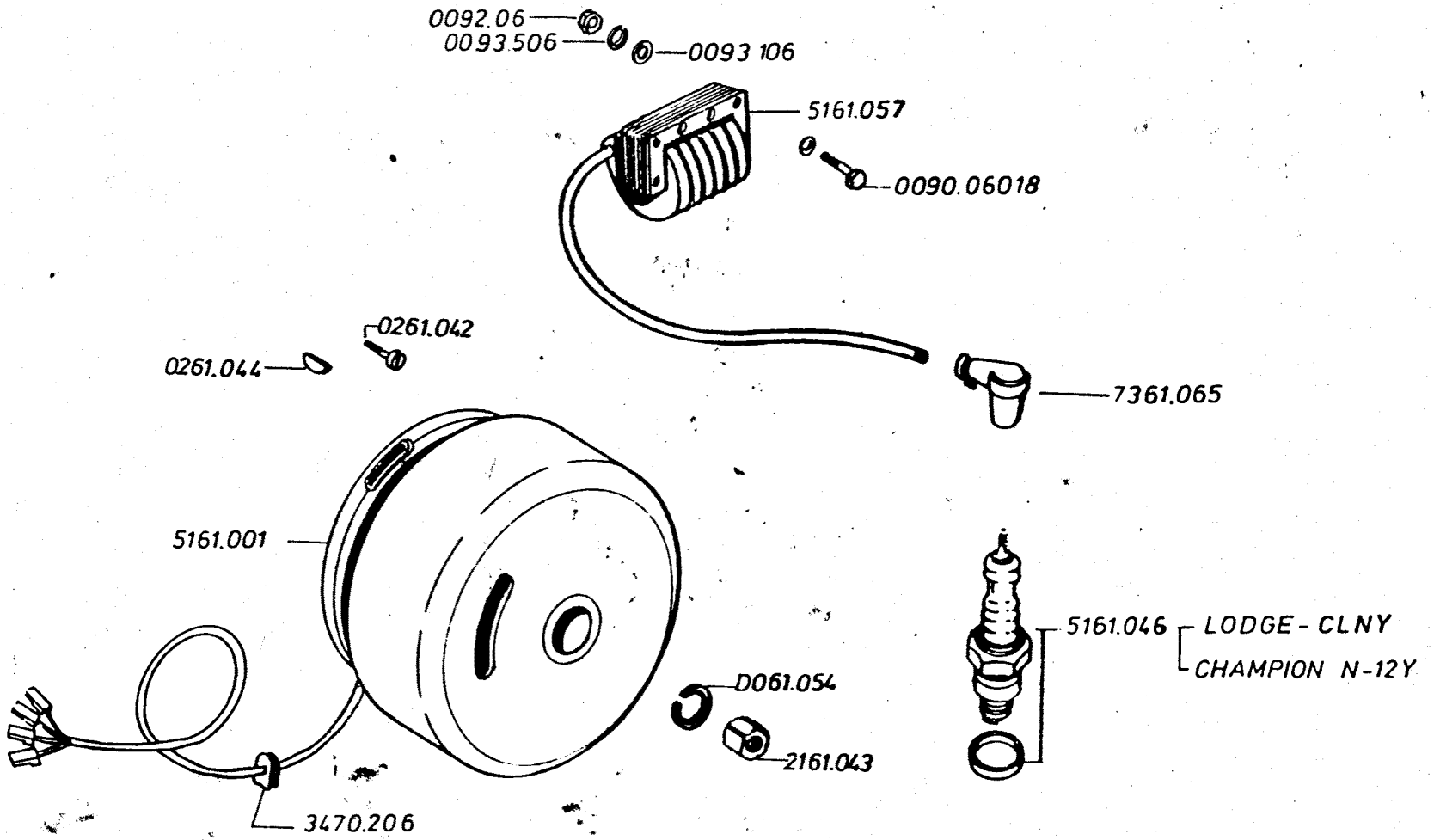
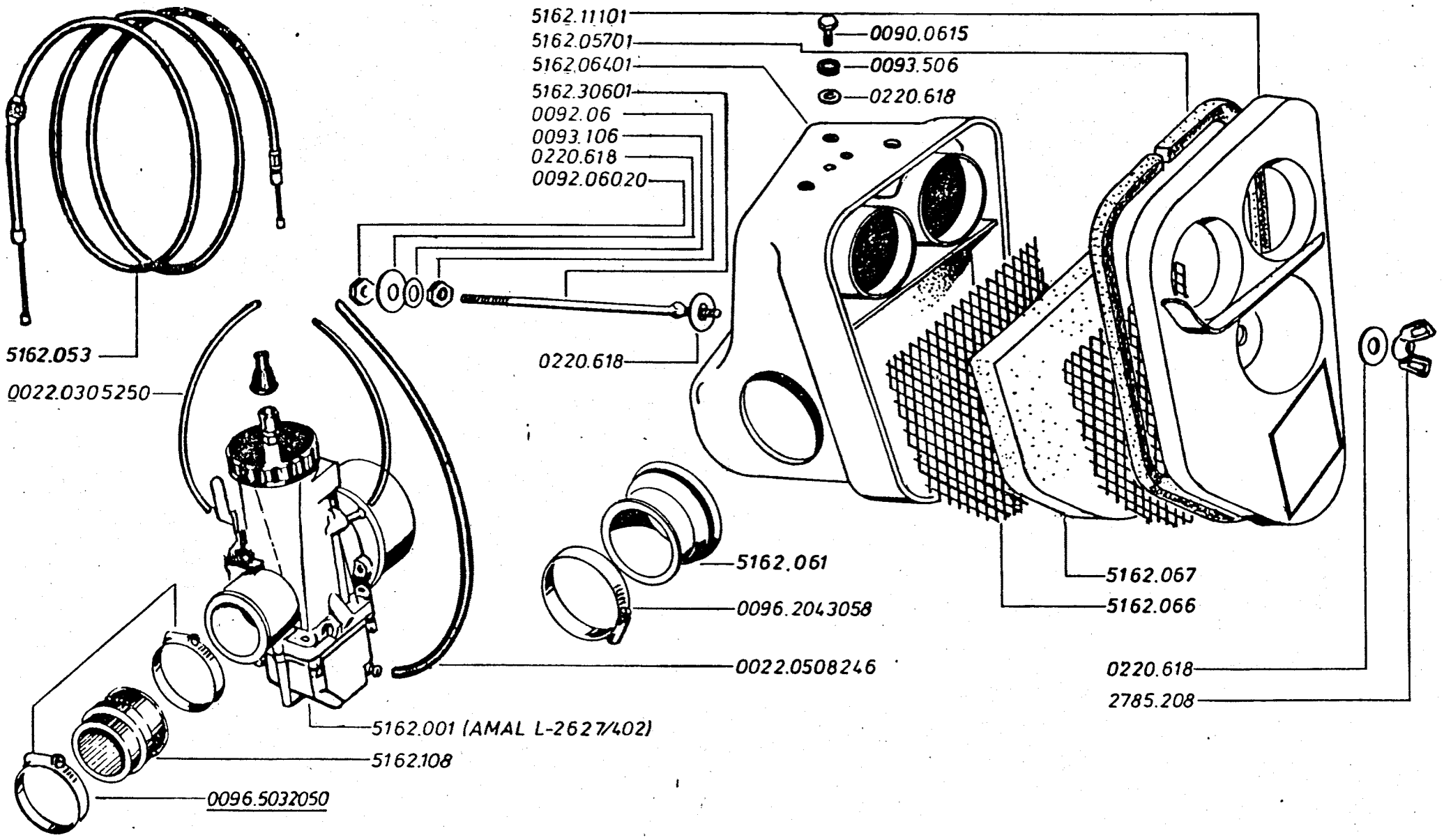
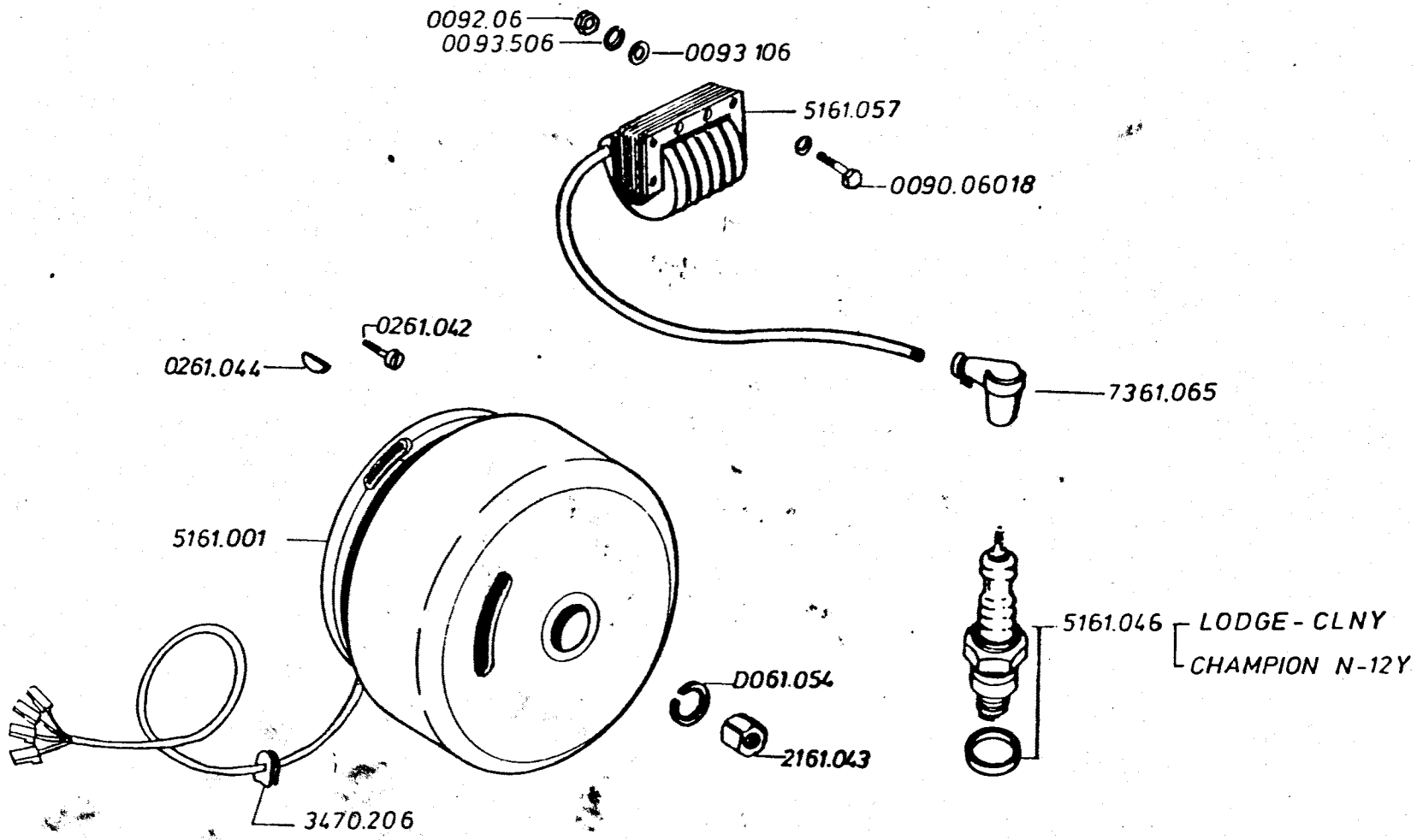


Piaggio S.A. de Ind. Mec. Montesa	MODIF. N.° —	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M0001	Modelo COTA 348
Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice à la modif. - feuille n.°	—	Util para recambios desde / Useful for spare-parts starting from / Util pour rechange depuis le	51M0001	GRUPO ENCENDIDO / IGNITION GROUP / GROUPE ALLUMAGE



Monte-	MODIF. N.° 2	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M11307	Modelo COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice à la modif. - feuille n.° —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001	GRUPO CARBURACION / CARBURETION GROUP / GROUPE CARBURATION



PEGASO S.A. DE IND. MEC.
Montesa

MODIF. N.° —

Comentarios de modif. - hoja n.°
Remarks on modif. - sheet n.°
Notice à la modif. - feuille n.°

Montado a partir de la motocicleta n.°
Assembled starting from serial number
Monté depuis le numero de serie

51M0001

— Util para recambios desde
— Useful for spare-parts starting from
— Util pour réchange depuis le

51M0001

Modelo

COTA 348

GRUPO ENCENDIDO
IGNITION GROUP
GROUPE ALLUMAGE

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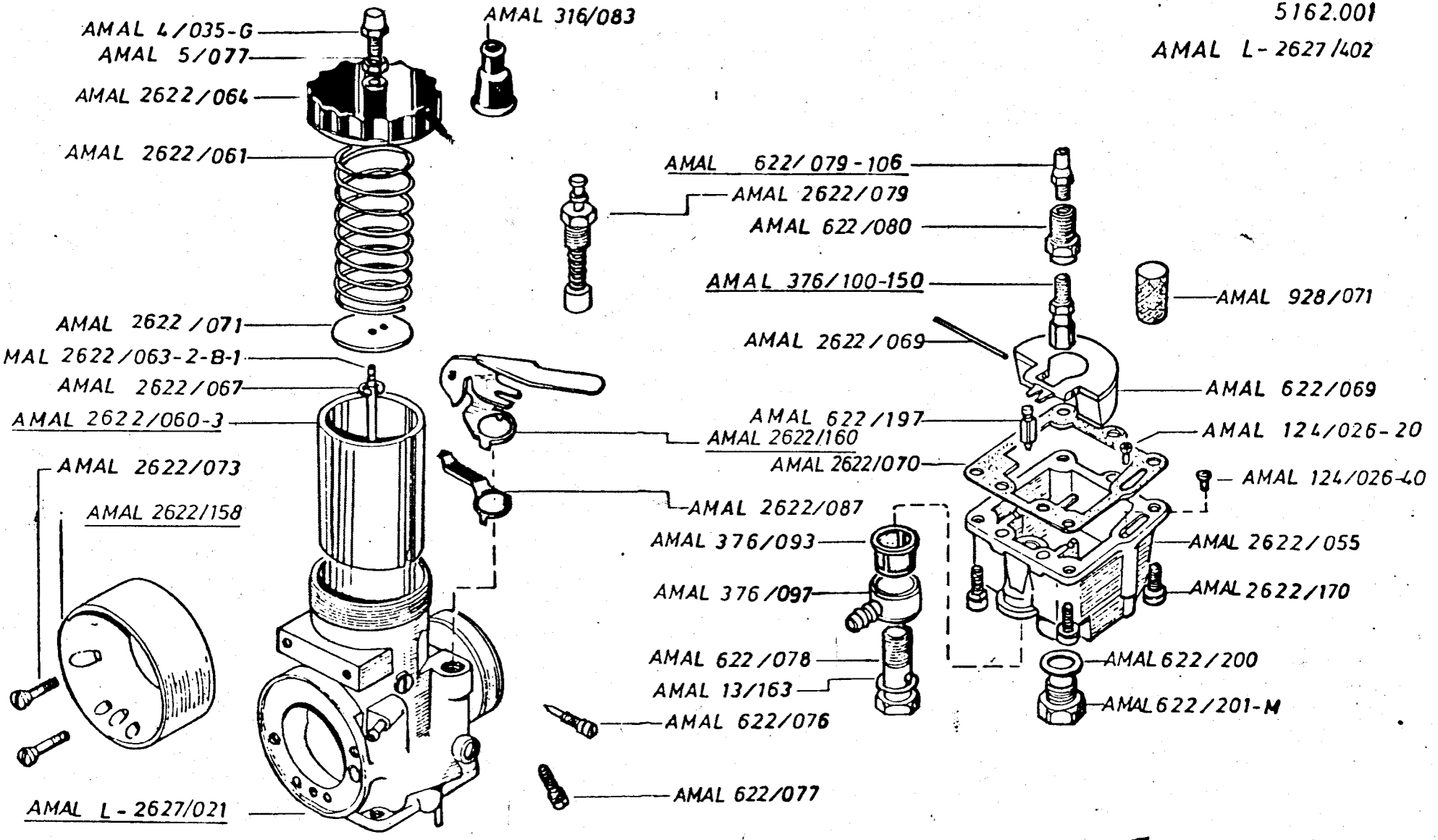
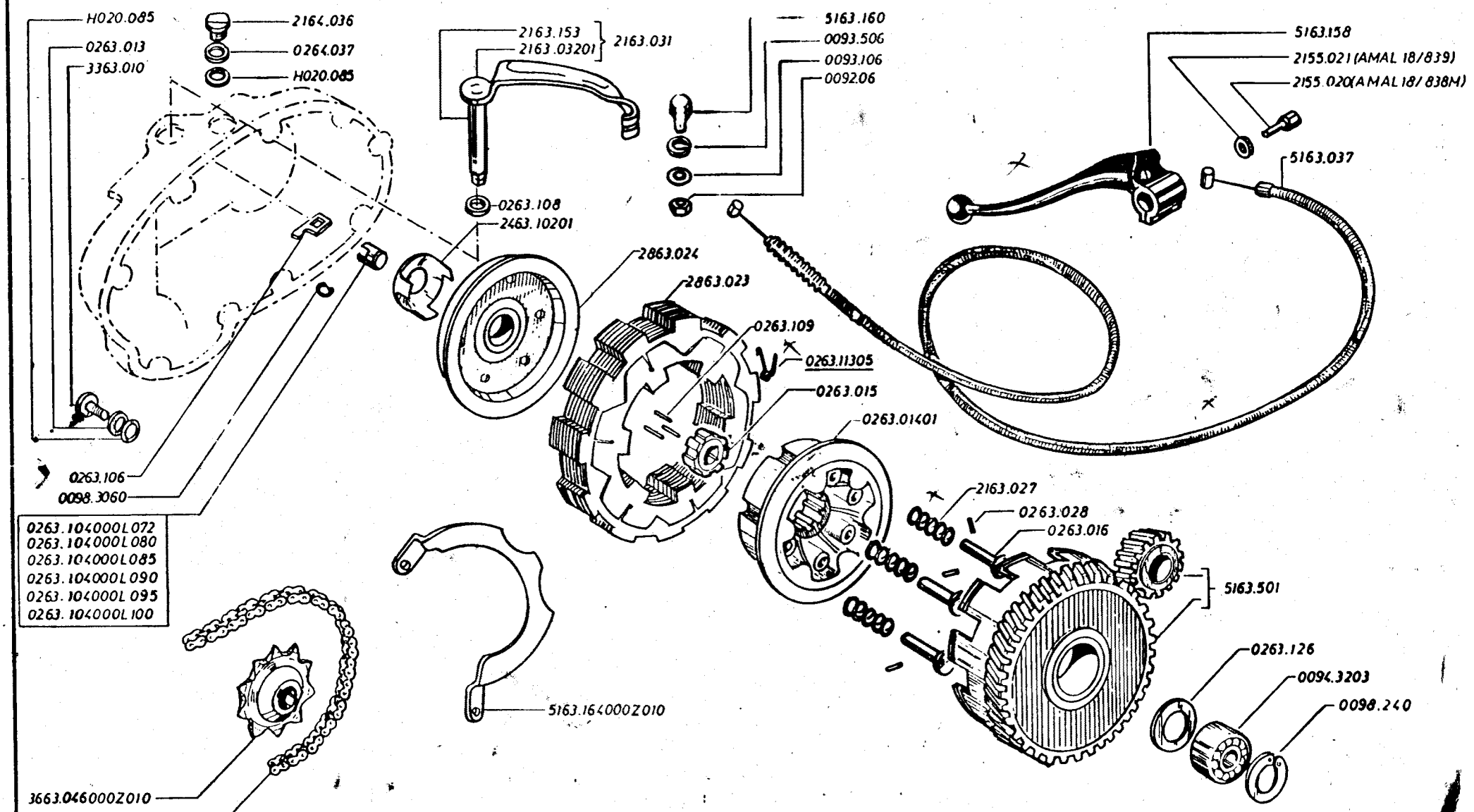
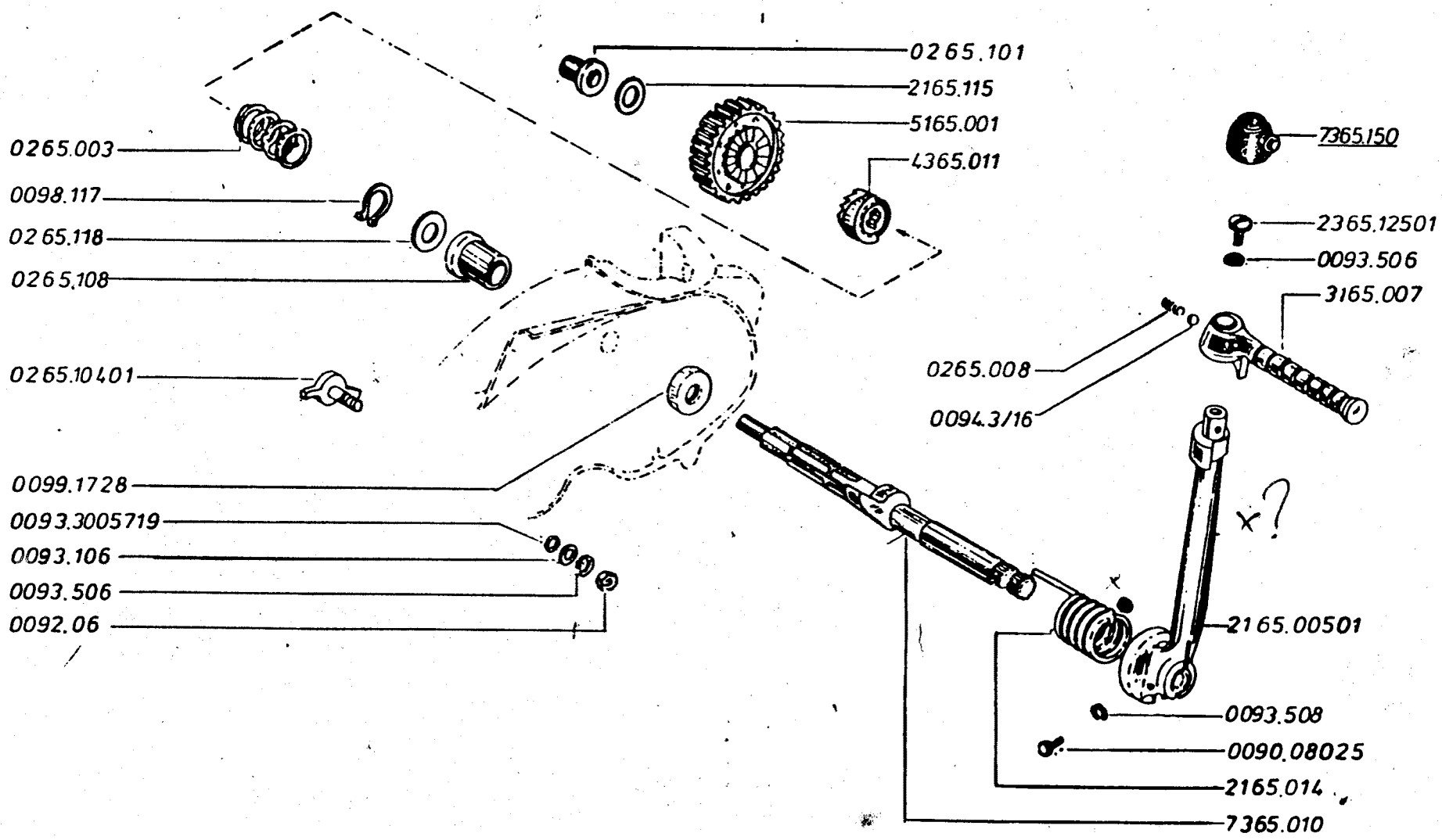


PERMANTER S.A. DE IND. MEC. Montesa	MODIF. N.° 1	Montado a partir de la motocicleta n.° Assembled starting from serial number Monté depuis le numero de serie	51M3790	Modelo COTA 348
Comentarios de modif. - hoja n.° Remarks on modif. - sheet n.° Notice a la modif. - feuille n.°	—	Util para recambios desde Useful for spare-parts starting from Util pour réchange depuis lé	51M0001	DESPIECE DEL CARBURADOR EXPLODED CARBURETTOR ECLATE DU CARBURATEUR

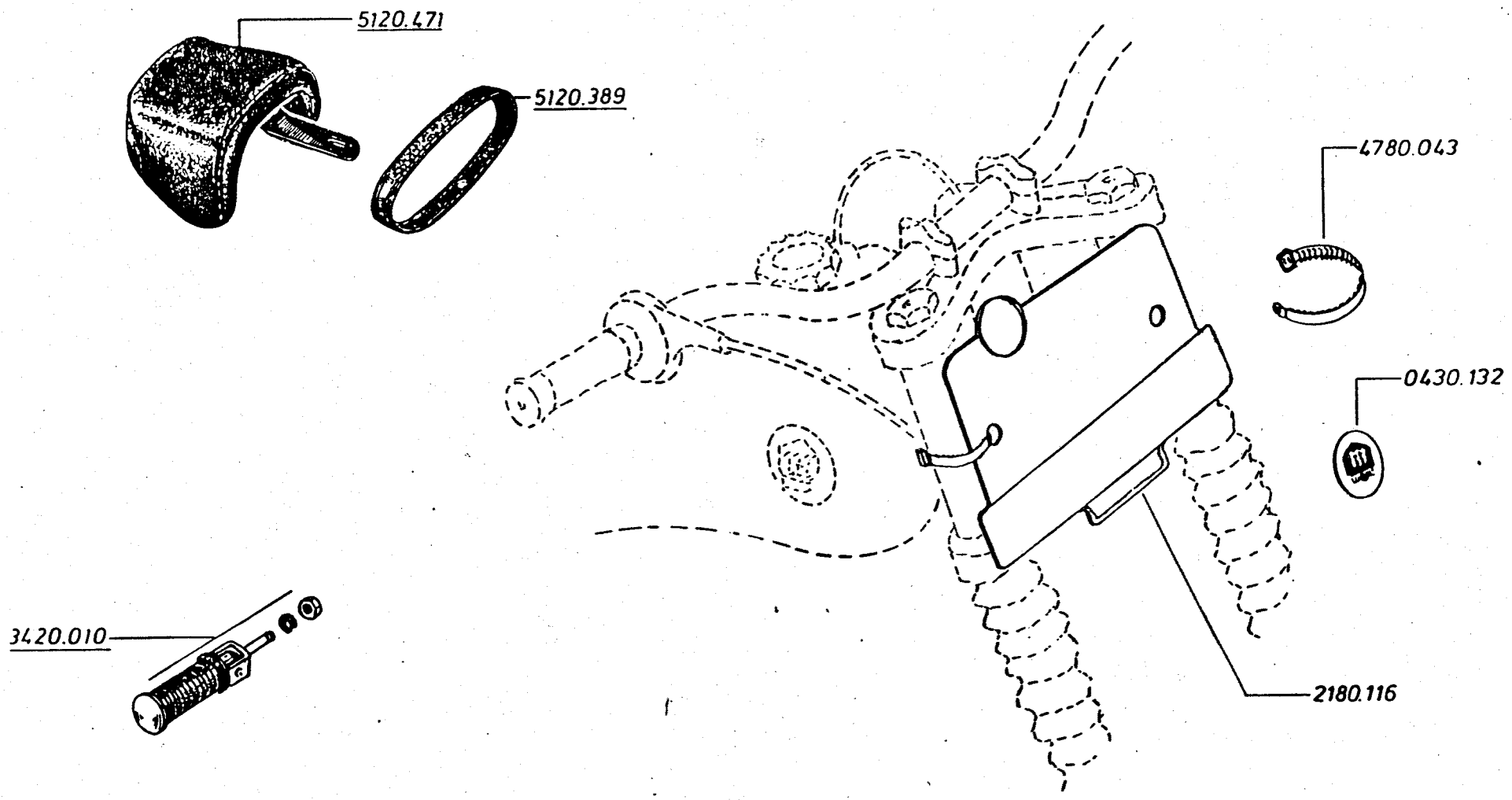
Printed in Spain



Peugeot S.A. Dept. Ind. Méc. Montesa	MODIF. N.° 2	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M7200	Modelo COTA 348
	Comentarios de modif. · hoja n.° / Remarks on modif. · sheet n.° / Notice à la modif. · feuille n.° —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001	GRUPO EMBRAGUE Y TRANSMISIONES / CLUTCH AND PRIMARY DRIVE GROUP / GROUPE EMBRAYAGE ET TRANSMISSION PRIMAI

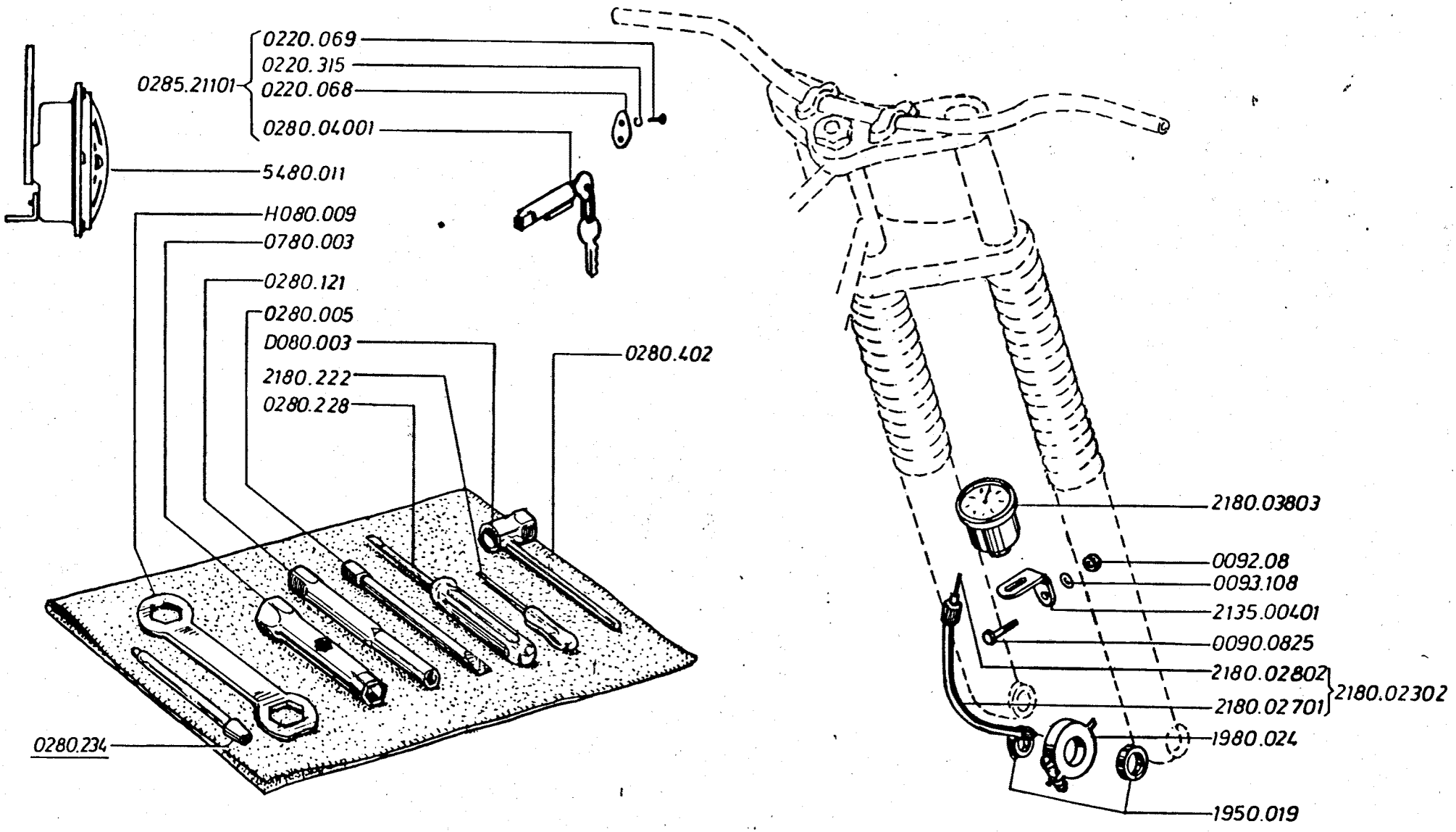


Montesa	MODIF. N.° 2	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M10107	Modelo	COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice a la modif. - feuille n.° —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001	GRUPO PUESTA EN MARCHA / KICK STARTER GROUP / GROUPE DEMARREUR	



PERMANYER, S. A. DE IND. MEC. Montesa	MODIF. N.° 1	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie		Modelo COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice a la modif. - feuille n.° —	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M0001	GRUPO ACCESORIOS OPCIONALES / OPTIONAL ACCESSORIES GROUP / GROUPE ACCESSOIRES OPTIONNELS

Printed in Spain



Montesa	MODIF. N.° 4	Montado a partir de la motocicleta n.° / Assembled starting from serial number / Monté depuis le numero de serie	51M11307	Modelo	COTA 348
	Comentarios de modif. - hoja n.° / Remarks on modif. - sheet n.° / Notice à la modif. - feuille n.° 18	Util para recambios desde / Useful for spare-parts starting from / Util pour réchange depuis le	51M11307	GRUPO ACCESORIOS NORMALES / STANDARD ACCESSORIES GROUP / GROUPE ACCESSOIRES STANDARD	

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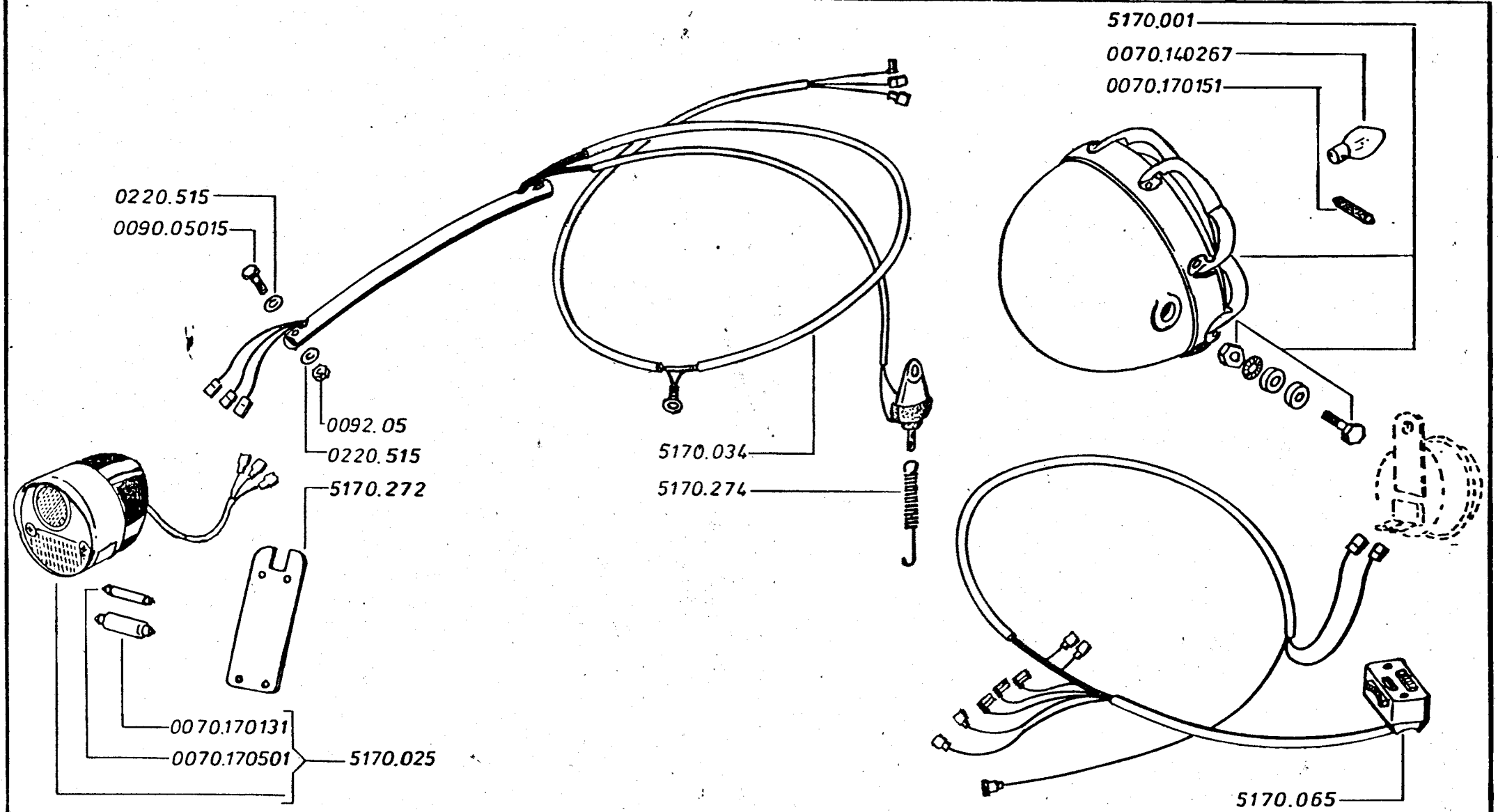
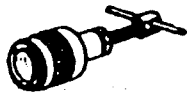
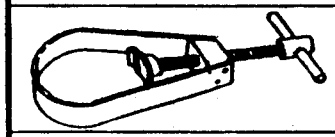
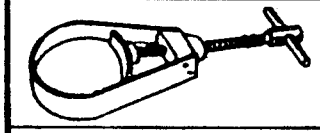
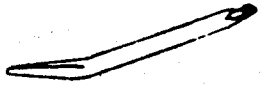


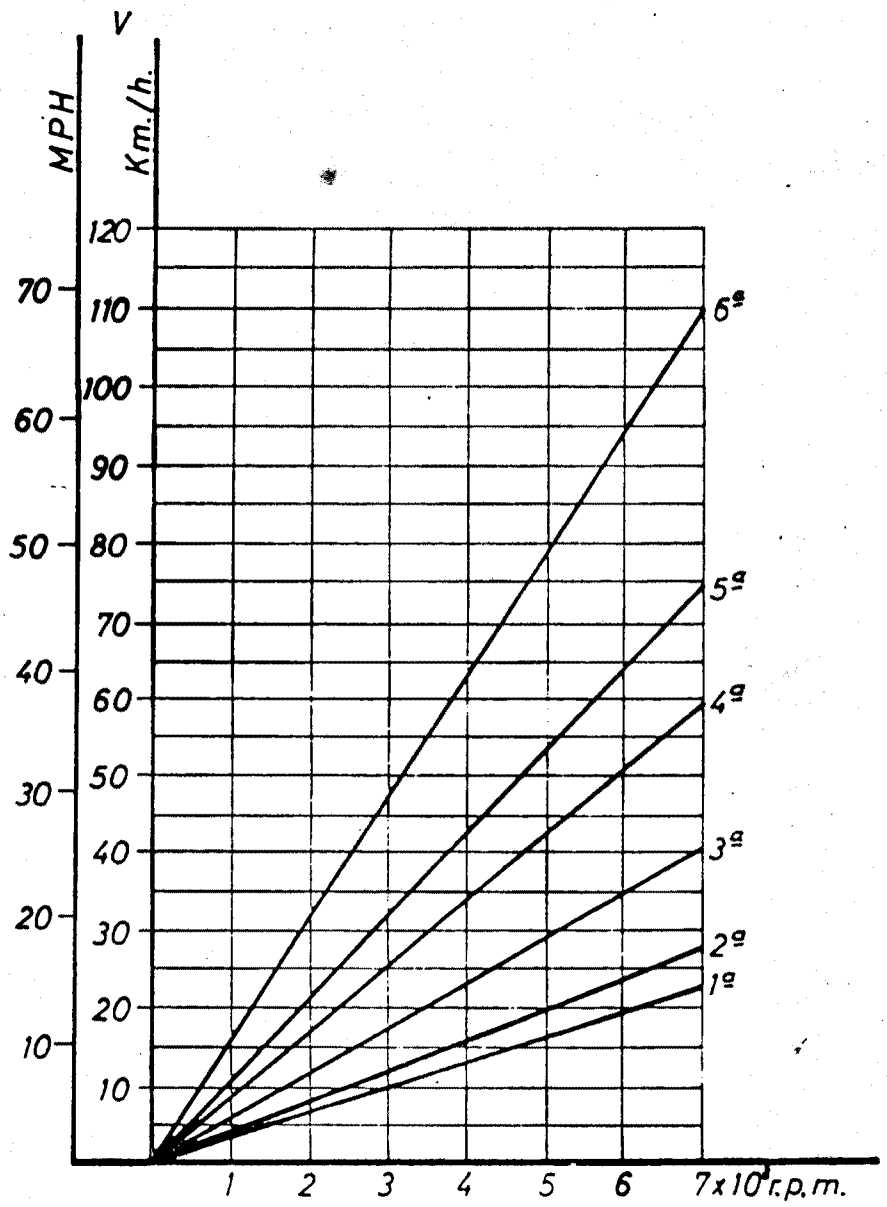
PERMANTER S A DE IND MEC Montesa	MODIF. N.º —	Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numero de serie	51M0001	Modelo COTA 348
	Comentarios de modif. - hoja n.º Remarks on modif. - sheet n.º Notice e la modif. - feuille n.º —	Util para recambios desde Useful for spare-parts starting from Util pour réchange depuis le	51M0001	INSTALACION ELECTRICA ELECTRICAL SYSTEM GROUP GROUPE SYSTEME ELECTRIQUE

C. F.

CROQUIS — SKETCH	ARTICULO-ITEM-ARTICLE	DENOMINACION UTILAJE - DENOMINATION OF THE TOOLING — OUTILS D'ATELIER	OBSERVACIONES — REMARKS
	0287.05001	Extractor piñón sobre cigüeñal. Crankshaft pinion puller. Extracteur pignon sur vilebrequin.	
	D087.055	Extractor volante magnético. Magnetic flywheel puller. Extracteur volant magnétique.	
	2887.066	Inmovilizador piñón sobre cigüeñal. Crankshaft pinion blocker. Inmobilisateur pignon sur vilebrequin.	
	D087.067	Llave tuerca fij. rodamiento dirección y tapón tubo central. Wrench for the nut locking the steering bearing central tube cap. Clef écrou fixation roulement direction bouchon tube central.	
	D087.069	Inmovilizador volante magnético Holding tool for magnetic flywheel Outil bloqueur du volant magnétique	
	0287.084	Inmovilizador plato embrague. Clutch disc bloker. Inmobilisateur plat d'embrayage.	
	D087.089	Punzón montador cojinete dirección s/bastidor. Punch for mounting the steering bearing on the frame. Poincon monteur roulement direction sur châssis.	
	2887.091	Llave casquillo bloqueador cojinete dirección. Steering bearing holding bush wrench. Clef pour la bague bloqueuse du roulement direction.	
	0287.103	Extractor cojinete dirección sobre bastidor. Puller for the bearing on the frame of the steering. Extracteur roulement direction sur châssis.	

PERMANYER, S.A. DE IND. MEC. Montesa	MODIF. N.° —	Montado a partir de la motocicleta n.° Assembled starting from serial number Monté depuis le numero de serie	51M0001	Modelo COTA 348
	Comentarios de modif. - hoja n.° Remarks on modif. - sheet n.° Notice a la modif. - feuille n.° —	Util para recambios desde Useful for spare-parts starting from Util pour réchange depuis le	51M0001	HERRAMIENTAS DE TALLER TOOLS OUTILS D'ATELIER 1ª

DIAGRAMA DE VELOCIDADES
SPEED DIAGRAM
DIAGRAMME DE VITESSES



MAINTENANCE

CHAIN

Periodically it will be necessary to thoroughly clean it. For so doing, - take out the chain from the gearing, leaving the hook on the chain as a - reference for placing it again in the same position. Brush it with a rough and dry brush to get out the dirtiness. Plunge the chain in a petroleum - and let it drain. It will then be in position to be lubricated again, which is to be done as follows: plunge the chain in a SAE-40 oil bath (the same as for the carburating compound), stiring it freely to assure the oil - penetrating into each joint. Take the chain out from the oil bath, let it - drain and mount it in the same sense and position as before.

The tension of the chain, must also be regularly controlled. For its - tensioning, act as follows:

Loosen the nuts of the axle and anchoraging on the frame. Spin the cams until the chain has its correct tension.

Before adjusting the parts, check that tensioning of the chain is uniform at any position, this by spinning the wheel so that it is not too tense at - any point.

It is important that the rear wheel is perfectly centered in order to conserve a correct allineation of the two wheels. So, it is indispensable - that the two mentioned cams, which are used for tensioning the chain, - are in the same position, that is, their legs are equally inclined. Some defects or inconvenients can arise from a misplacement, such as the - rubbing of the chain against the protector, the chain jumping off, and so on.

CLUTCH

The clutch grip shall always have a clearance of1 to 2mm If this clearance is excessive you cannot properly declutch, and if it is minimal or null, it risks to slip. Therefore, periodically it will be advisable to check this - clearance and, should it is too large, it will then be necessary to tighten the cable by means of the tightener mounted to that effect at the end of the case near the handlebar or guide.

SPARK PLUG

Every 250 Km. It needs to be revised and cleaned, checking the electrodes gap. This must be of 0,5 + 0,6 mm. It is recommended to replace it every 1.000 Km. approximately.

BRAKES

To use the brakes with safety and efficiency, it is convenient that the respective commands have a short throw until they start to act; this is obtained by a correct regulation which enables to compensate the fret endured by the shoes.

Rear brake, or foot-brake, is tightened by means of the nut placed at the rear end of the acting cable.

To tighten the front brake, or hand-brake, it is necessary to act the tightener at the end of the case, on the handlebar.

Once these rectifications have been made, it is necessary to check that the wheels can freely spin.

Periodically is convenient to oil the cam shat by the oiler located on the shoe-carrier plate. Also periodically (after each competition) it is suitable to take out the wheels, this enabling to clean the drums, to check the condition of the brake shoes and to slightly grease all the whirling points with SAE-40 oil.

CARBURETTOR

The handling of the carburettor by then owner, may consist in deobstruct any conduit of it, leaving any eventual variation of its adjustment to the specialized shop of the Montesa service.

The points which may easierly be obstructed are: the petrol entrance filter and the slow speed and main jet.

Once the carburettor es removed out from the engine, the petrol entrance filter is on the coupler of the petrol entrance to the cask of the carburettor and for its dismantling, it is needed to unscrew the fixing bolt. Remove the filtering stuff ring from its inner part and clean it most gently for not to damaged it. Afterwards mount it again most carefully.

To deobstruct or to clean the slow speed and main jet, it will also be necessary to remove the carburettor from the engine. After so doing, remove the tank from the carburettor and you will gain access to the slow speed and main jet. To deobstruct them it is necessary to blow through their central hole, once they are dismantled.

GENERAL FEATURES AND DATA

ENGINE

Cycle	2 stroke
Cylinder	single
Bore	78 mm.
Stroke	64 mm.
Capacity	305,8 c.c.
Compression ratio	9:1

IGNITION

Alternator flywheel	MOTOPLAT 9600456
Points contacts gap	0,4 mm. (0,0157in.)
Spark advance at t.d.c.	1,8mm. (17°30' over flywheel)

SPARK PLUG

Bosch thermic grade	160 + 175
Electrodes gap	0,5 + 0,6 mm. (0,0216 in.)
Thread	14M(x1,25) x 19

Recommended types:

LODGE	CLNY
CHAMPION	N-12Y

CARBURETTOR

Make	AMAL
Type	2626/402
Diffuser diameter	27 mm.
Main jet	145
Low speed jet	20
Gas valve	3,5
Sprayer	107
Position needle	U3

ADJUSTMENTS AND TIGHTENING TORQUE

Minimum diametral clearance between piston and -cylinder	0,03mm. (0,0012 in.)
Maximum whipping crankshaft ends mounted on -the crankcase	0,03mm. (0,0012 in.)

FUEL

Use fuel of not less than 90 octane-rating for the best engine performance.

Benzol should not be used as fuel as the engine is equipped with some synthetic rubber components.

TYRE PRESSURES

Owners can, to some extent, choose the tyre pressure according to the terrain an which thay are riding.

However, the normal pressures are given below as a guide:

-	Trail		Road	
	Kg/cm2.	lbs. sq. in.	Kg/cm2.	lbs. sq. in.
Front wheel	0,55	8	0,75	11
Rear wheel	0,35 a 0,45	5 a 6	0,65	9

STARTING THE ENGINE

- Open the fuel tap.
- If the engine is cold, use the carburettor choke lever placed at the righthand side of the carburettor.
- Turn the kick starter lever located on the right hand side of the engine until it can be operated.
- Kick the lever strongly (the action will be much more effective if you position the lever so thak the piston is in its compression position).
- When the engine has warned up, raise the choke lever to its original position.

To effect this operation, never use either wires nor any other hard object, for they could modify or damage the little passage condult of the carburant thereupon altering the working of the engine.

Have in mind that you must shut the entrance of the admission pipe while the carburettor is out, in order to avoid the entrance of odd objects in the interior of the cylinder.

AIR INTAKE FILTER

It is very important to periodically verify (after each racing) the perfect working of this element, therefore its filtering element must always be cleaned.

Easy access to air filter is possible by lifting the tank seat unit once the two rear elastic clamps are unfastened, thus said unit pivolting at the front and its lifted position being retained by inserting a cylindrical object -bolt pencil ect.- in a hole provided in the front.

STEERING ASSEMBLY CLEARANCE

It is convenient to periodically verify the steering assembly, since the vibrations while on working may cause a slightely loosening of it this resulting, further to an unpleasant handling, in having the ball bearings damaged.

Leaning the motorcycle so as the front wheel is lifted up and holding the low part of the fork, you will be able to check the steering clearance, pulling frontwards and rearwards alternately.

If the clearance needs to be modified, when having the handlebar dismantled loose the upper clamp holding nut. Upon completion of this, tighten or loosen, as needed, the blocking nut of the steering bearing.

Tighten again the upper clamp holding nut and verify once more the steering clearance repeating the above operations if they are not correct.

To adjust the steering clearance, some special tools are required, it is therefore advisable, should you do not have same, to have a specialized shop repair it.

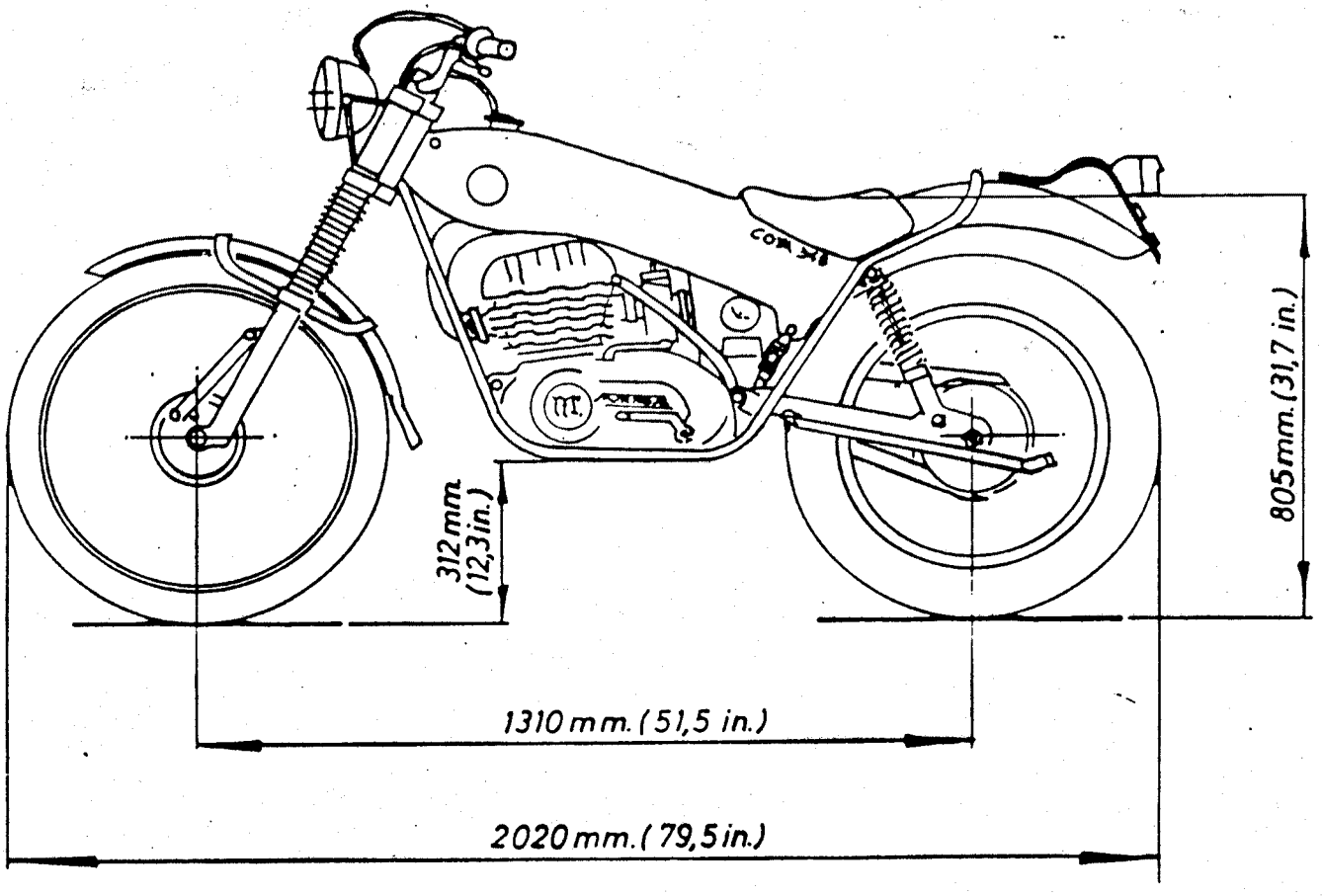
RODAMIENTOS

		Cantidad	Tipo	Dimensiones	Número
Cigüeñal		2	radial(juegoC-3)	25x52x15	6205/C-3
Rueda dentada de embrague		1	doble hilera bolas	17x40x17,5	3203
Eje primario I/derecho		1	contacto angular	15,35x11	7202
Eje primario I/izquierdo		1	radial	20x47x14	6204
Eje secundario I/derecho		1	radial	20x47x14	6204
Eje secundario I/izquierdo		1	radial	15x35x11	6202
Ruedas	delantera	2	radial	17x35x10	6003RS/C3
	trasera	2	radial	17x40x12	6203RS/C3

DIMENSIONES GENERALES

Capacidad depósito ..... 5 L. (1,32 USA gal. (1,10 Imp. gal.

Peso ..... 89Kg. (196 lbs.)



Pares de apriete recomendados:

	m.Kp.	ft-lbs.
- Tuercas fijación cilindro	2 a 2,5	14,5 a 18
- Tuercas fijación culata	3 a 3,5	22 a 25,5
- Tuerca piñón sobre cigüeñal	8	58
- Tuerca volante magnético	9	65,3
- Tuerca plato embrague	2 a 2,5	14,5 a 18
- Tuerca piñón salida cambio	7	50,7

TRANSMISION PRIMARIA

Tipo	por engranajes helicoidales
Piñón sobre cigüeñal	20 dientes
Rueda dentada de embrague	64 dientes
Relación de transmisión	3,20

CAMBIO DE VELOCIDADES

Número de Velocidades 6

PIÑON	PRIMARIO	SECUNDARIO	RELACION
1ª Velocidad	16-18-11 Dientes	21-23-23 Dientes	3,506
2ª "	18-18-11 "	19-23-23 "	2,820
3ª "	21-18-11 "	15-23-23 "	1,908
4ª "	21 "	16 "	1,312
5ª "	19 "	18 "	1,055
6ª "	15 "	21 "	0,714

TRANSMISION SECUNDARIA

Piñón salida cambio	10 dientes
Rueda dentada sobre cubo trasero	33 dientes
Cadena (paso)	15,875 mm. (5/8")
-diámetro rodillos	10,16 mm. (0,400")
-ancho entre placas	6,48 mm. (0,255")

RUEDAS

	Llanta	Radios		Neumáticos	
		Cantidad	Dimensiones(mm)	tipo	Dimensiones
Rueda delantera	WM 1/1.6	36	3,5 x 231	trial	2,75" x 21"
Rueda trasera	WM 2/1.85	36	3,5 x 194	trial	4,00" x 18"