



MONTESA

PARTS MANUAL

cappra 250 V-75

73M SERIES

MONTESA MOTORS, INC. / 3657 BEVERLY BOULEVARD / LOS ANGELES, CA 90004 / (213) 663-6258





**MANUAL DE INSTRUCCIONES
OWNERS BOOK
MANUEL D'ENTRETIEN**

PERMANER, S.A. -Motocicletas Montesa
Avd. Virgen de la Paloma, nº. 21-55
ESPLUGAS DE LLOBREGAT (Barcelona) - España

TABLE OF CONTENTS

	Sheet No.
INTRODUCTION	1
GENERAL DESCRIPTION	2
UTILISATION	3
Fuel	3
Tyres Pressure	3
Starting of the engine	3
Gearbox	4
Running-in period	4
Practical advice	5
MAINTENANCE	6
Carburettor	6
Air filter	6
Clutch, gearbox and front suspension	
lubrication	6
Cylinder and piston	6
Ignition	7
Spark Plug	8
Exhaust pipe	8
Front suspension	8
Wheels	8
Spokes	8
Chain	8
Brakes	8
Rear suspension	9
Cables	9
Twist grip	9
Petrol tank	9
Miscellaneous	9
GENERAL FEATURES AND DATA	10
Engine	10
Ignition	10
Spark plug	10
Carburettor	10
Adjustment and engine torque	10
Primary drive	11
Gearbox	11
Secondary drive	11
Wheels	11
Bearings	12
RECOMMENDATIONS FOR SERVICE	13
LUBRICATION	
WIRING DIAGRAM	
PARTS BOOK	

INTRODUCTION

This Manual is intended to provide you with all necessary information so that --with your cooperation-- your machine may excel in the specific function for which it was -- purposely created -- MOTO-CROSS.

The technical data and practical advice furnished in this Manual is backed by our highly specialized technical team trained in years of continued research conducted both at the dyno rooms and, simultaneously, on the racing circuits by entering the prototypes in top World events.

The experience put together in this Manual is aimed firstly, to offer you a full, deep knowledge of your machine since an intimate acquaintance and identification is always indispensable when your bike is a thoroughbred racer; and -- secondly, to emphasize the most essential items worth of careful consideration for utmost performance of the machine at all times.

May we wish you outstanding sportive success with your -- new bike the CAPPRA 250

PERMANYER, S. A.
MONTESA Motorcycles,

NOTE: Information given in this book is subject to change without notice.
No warranty program available on competition machines.

GENERAL DESCRIPTION

The two-stroke, single cylinder, 3 transfer ports engine displaces -- 246,3 c. c. with a bore of 70 mm. and a stroke of 64 mm. Crankshaft - mounted on three bearings. Ignition by electronic flywheel alternator - magneto.

The engine is seated on a frame built with chrome-molibdenum seamless drawn steel tubing. Single cradle of great strength and lightness. Side stand incorporated.

MONTESA telescopic fork front suspension with duraluminum crowns, - Rear suspension is of the swinging type on bronze bearings with two-way shock absorbers with settable initial load, very light and efficient.

The carburettor, rubber mounted, has a 34 mm. diffuser with air intake through a poliuretane filter element located under the seat.

Five-speed gearbox, in sequence, with constant mesh gears.

The multiple steel discs clutch in oil bath with constant tension springs - permits a high performance of the engine.

The size of the tyres is, 3,00" x 21" front and 4,50" x 18" rear. Through-axle wheels with light alloy rims of high resistance.

The brakes, anchored by reaction rod, are of internal expansion type - with a braking surface of 130 mm. front and 150 mm. rear.

The vehicle in a whole is the result of a careful and devoted development in the field of competition motorcycling. Each part and component has - been thoroughly tested on the racing circuits during the Moto-Cross - World series.

UTILISATION

FUEL

Use petrol mixed with oil at the rate indicated in the lubrication table at the end of this Manual.

The petrol used should not have an octane rating of less than 90.

TYRES PRESSURE

Owner can, to some extent, choose the tyre pressure according to the characteristics of the ground.

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

	Dry ground		Soft or muddy ground	
	Kg/cm ²	lbs. sq. in.	Kg/cm ²	lbs. sq. in.
Front wheel	0,9	13	0,7	10
Rear wheel	0,8	11	0,6	8,5

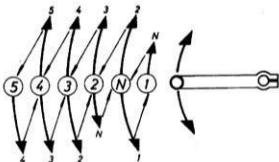
STARTING OF THE ENGINE

- Open the fuel tap.
- If the engine is cold, press the carburettor tickler until the fuel overflows.
- Turn the kick starter lever located on the right hand side of the engine - until it can be operated.
- Open the throttle to a maximum of 1/4 of its travel.
- Kick the lever strongly (the action will have much more effectiveness if - you previously try on the lever until matching with the moment in which - the piston is in its compression phase, presenting thus more resistance, - before kicking).

GEARBOX

The gearbox has 5 speeds, obtained by constant mesh gears.

Selector pedal is found at the left hand side of the engine and has to be operated as per the figure hereunder;



RUNNING-IN PERIOD

Due to the particular racing specification of this vehicle, special care is already taken at the Factory level when building this machine, so that no intensive running-in period is needed at the owner's level.

It is however recommended that before entering the machine in hard -- competition, an adaptation period for the working elements be allowed. It is estimated that such a period should represent the equivalent to two -- training sessions at intervals of moderate and high regime of the engine.

PRACTICAL ADVICE

Similarly to what is said for the running-in period, before entering the machine in competition, it is recommended that

the spokes,

- a/ should be retightened after a few laps of the first training session--to avoid undue stresses, all of them should be equally tightened-- and
- b/ repeat the same operation as in a) after a bigger number of laps have been completed but still during the first training session.

the chain

should be inspected on the opportunity of checking the spokes --as per above-- and, if necessary, be retightened. The vertical play in the center should be 20 mm, approx.

MAINTENANCE

To keep up the racing performance of this vehicle, it is highly recommended to observe the following Maintenance hints carefully:

CARBURETTOR

The only maintenance of the carburettor will consist of a thorough cleaning of all its components after each race or equivalent training session.

When cleaning or declogging the jets never use a wire or similar implement since this could damage the passage and alter the carburetion.

AIR FILTER

Inspection and cleaning of this component is vital for the performance and durability of the engine.

After cleaning with petrol, soak the filter element with SAE-20 oil before replacing the element in the air filter box.

Do it after each race heat or equivalent training session.

CLUTCH, GEARBOX AND FRONT SUSPENSION LUBRICATION

Replace the oil in these mechanisms after the first race and, thereafter, every 3 races or equivalent training sessions.

Quantities and oil types as indicated in the Lubrication Chart in this Book.

Levels should of course be checked often.

CYLINDER AND PISTON

These important components should be inspected periodically so as to make sure that the liner, piston and/or rings do not bear any damage or excessive wear.

Such inspection is recommended every 2 races including training.

To carry out that inspection proceed as follows:

Dismantling:

- Remove petrol tank, carburettor and exhaust system.
- Remove cylinder-head.
- Remove cylinder and protect the crankcases opening from dirt.
- Remove the piston rings.

Inspection:

Check the wear of the piston rings as follows:

- Lead one of the rings into the lower part of the liner. If the gap between ends is of more than 2,4 mm. (0,094 in.) , replace with a new set of rings.

Check the wear of the cylinder:

- Lead one new piston ring into the stroke area of the liner. If the gap between ends is of more than 2,3 mm. (0,090 in.) , the liner should be rebored and an oversize piston be fitted (piston oversizes availability is indicated in this Book under Chapter "General Features and Data").

Mounting:

Reverse operation indicated for "Dismantling" bearing in mind to replace the cylinder gasket. Have the nuts of the cylinder and of the cylinder-head moderately fastened and then torque tighten them in an alternate manner - according to the torque data indicated under Chapter "General Features and Data" in this Book.

Before fitting the piston in the cylinder it is of course recommended to - check the positioning of the rings in their grooves, particularly as to - their stop pins.

To ease the leading of the piston into the cylinder, position of the piston - should be at its low dead center.

Notice:

While in the process of the inspection just described, remove the carbon deposits in the cylinder-head, piston and exhaust port, periodically.

IGNITION

Since electronic ignition is fitted, no particular maintenance is required. The timing is set at the factory level and will not vary.

If for any reason removal of the rotor is needed, its original mounting - position must be carefully observed when putting it back.

SPARK PLUG

It should be checked and cleaned very often. The electrodes gap must be of 0,5 mm.

Replacement is left to your judgement; from a theoretical but effective standpoint of view, it should be replaced before each race.

EXHAUST PIPE

Its rubber fixation to the frame must be inspected periodically since it is intended to absorb vibration which, otherwise, might damage either the pipe or the threaded attachment to the cylinder.

It is also recommended to check the tightening torque of the exhaust nut to the cylinder and the condition of the safety wire.

FRONT SUSPENSION

Carefully check the accordion-type rubber protectors for cracks or other damage which will allow dust and dirt to get in, ruining the oil seals with ensuing oil leakage.

WHEELS

Periodical inspection of the tyres' anchorings is needed. If inoperative, continued successive braking could rip away the tube valve.

SPOKES

As indicated under Chapter "UTILISATION", the spokes should be inspected and tightened evenly after each race heat or equivalent training session.

CHAIN

While in the process of removing the chain for thorough cleaning and lubrication, its condition must be carefully inspected.

Also, when mounted and tightened, the vertical play in its center part should be of about 20 mm. A too tightened chain will cause problems.

The chain should be replaced every 3 to 4 races.

BRAKES

For efficacy, avoid excessive free play of the commanding hand lever and pedal using the stretchers, when needed, to compensate the wearing out of the brake linings.

The stretchers are found at the end of the operating rod -rear brake-, and at the top end of the cable cover at the handlebar -front brake.

After adjusting the free play conveniently, make sure that the wheels - rotate freely.

Periodically --after each race-- It is recommended to remove the wheels for cleaning the inside of the hubs, check the condition of the brake linings, and grease lightly the rotating, pivoting areas.

REAR SUSPENSION

It is important to keep the bronze bearings of the swinging arm permanent ly lubricated. Oil SEA-40 must be used.

It is therefore recommended to ensure this lubrication before each race - and frequently check the level of oil through the holes provided both for - filling and checking.

CABLES

Maintain them duly lubricated before each race using their oilers. Oil - SAE-40 must be used.

Replacement of the throttle cable is advised every 3 races.

TWIST GRIP

Check and grease before each race.

PETROL TANK

Although this item does not require any particular maintenance, it is - however important to inspect frequently its rubber mounting to the frame.

MISCELLANEOUS

Before each racing meeting, it is recommended to have all nuts, bolts, etc. of the machine inspected for correct tightening. Those relating to the - engine group and front suspension should be checked more frequently, that is, in each race heat or equivalent training session.

Logically, if before any of the checks above are conducted some deficiency of the vehicle is felt, the inspection of the trouble-area would be advanced to determine its scope and the need for repair.

GENERAL FEATURES AND DATA

ENGINE

Cycle	2 stroke
Cylinder	single
Bore	70 mm.
Stroke	64 mm.
Capacity	246,3 cc.
Compression ratio	12:1

IGNITION

112 Electronic alternator flywheel	MOTOPLAT 9600306
Spark advance at t.d.c.	3 mm. (242 over flywheel)

SPARK PLUG

Bosch thermic grade	310
Electrodes gap	0,4 mm. (0,0157 in.)
Thread	14M(x 1,25) x 1/2"

Recommended types:

CHAMPION	N-57R
N, G, K,	B-9EN
K, L, G.	FE-280
LODGE	RL 49
BOSCH	W 310T17

CARBURETTOR

Make	BING
Type	11500-34
Diffuser diameter	34 mm.
Main jet	155-160-165
Low speed jet	50
Gas valve	0
Sprayer	6,5 x 1,5 long-splitjet

ADJUSTMENTS AND TIGHTENING TORQUE

Minimum diametral clearance between piston cylinder	0,07 mm. (0,0027 in.)
Maximum whipping crankshaft ends mounted on the crankcase	0,03 mm. (0,0012 in.)

Recommended tightening torque:

	m, Kp.	ft-lbs
- Cylinder fixing nuts	1,5 to 2	11 to 15
- Cylinder head fixing nuts	3 to 3,5	22 to 25,5
- Crankshaft pinion nut	10	72,5
- Magneto flywheel nut	10	72,5
- Clutch plate nut	2 to 2,5	14,5 to 18

PRIMARY DRIVE

Type	by gears
Pinion crankshaft	26 teeth
Clutch toothed gear	58 teeth
Transmission ratio	2,230

GEARBOX

Number of speeds 5

Pinion	Primary	Secondary	Ratio
1st gear	13 teeth	24 teeth	1,846
2nd "	15 "	22 "	1,466
3rd "	17 "	20 "	1,176
4th "	19 "	18 "	0,947
5th "	20 "	16 "	0,800

SECONDARY TRANSMISSION

Counter sprocket	11 teeth
Toothed gear on rear hub	56 teeth
Chain (pitch)	15,875 mm. (5/8")
roller diameter	10,16 mm. (0,400")
face between plates	6,48 mm. (0,255")

WHEELS

	Rim	Spokes		Tyres	
		Quantity	Dimensions(mm.)	Type	Dimensions
Front wheel	WM 1/1.6	18	3,5 x 224 (l.s.)	cross	3" x 21"
		18	3,5 x 238 (r.s.)		
Rear wheel	WM 2/1.85	18	4 x 224 (l.s.)	cross	4,5" x 18"
		9	4 x 200 (r.s.)		
		9	4 x 206 (r.s.)		

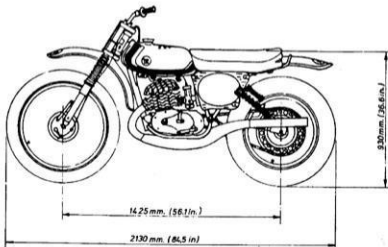
BEARING DIMENSIONS

	Quantity	Type	Dimensions	Number
Crankshaft	3	radial(C-3 set)	25 x 52 x 15	6205/C-3
Clutch toothed gear	1	double row	17 x 40 x 17,5	3203
Main shaft, right side	1	angular interface	15 x 35 x 11	7202
Main shaft, left side	1	radial	20 x 47 x 14	6204
Secondary shaft, right side	1	radial	20 x 47 x 14	6204
Secondary shaft, left side	1	radial	15 x 35 x 11	6202
Front wheel	2	radial(C-3 set)	17 x 40 x 12	6203/C-3
Rear wheel	2	radial(C-3 set)	17 x 40 x 12	6203/C-3

GENERAL DIMENSIONS

Tank capacity 6,5 L. { 1,7 USA gal.
1,42 imp. gal.

Weight 101 Kg. (222,6 lbs)



RECOMMENDATIONS FOR SERVICE

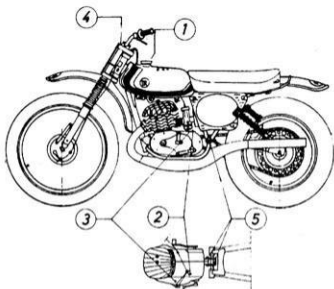
Although the observance of the Maintenance guidelines already provided in this Book will positively help to keep the machine trouble-free, repairs - will be needed from time to time and consequently the following is advised:

- Any specialized service or repair should be conducted at a duly - authorized Montesa Service Shop.
- To secure the best performance and durability of the machine, - only "CAPPRA 250" genuine spare parts should be used,
- When ordering spare parts,
 - a/ Order by item number as easily found in the exploded drawing in this Book, and
 - b/ Mention the serial number of the machine as appears on the engine case and on the frame.

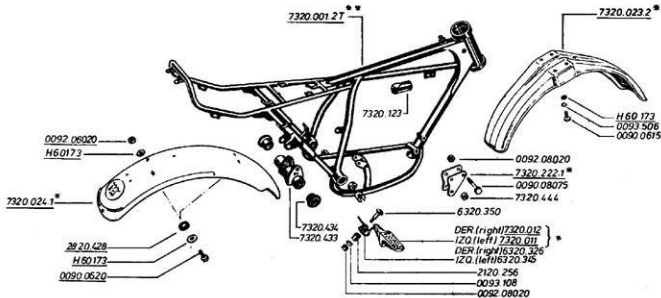
Notice:

All the information - both written and graphical-- contained in this Manual is merely descriptive and parts and/or components of the machine herein - described may change at any time.

ENGRASE-LUBRICATION-GRAISSAGE



Lugar Point Sujet		Aceite - Oil - Huile				Renovación Renewal Renovation
		Tipo Type	Cantidad C.C.	Quantity U.S.A. Fl.oz.	Qualité GR. Fl.oz.	
1	Motor Engine Moteur	Super Shell™ Castrol super TT Bardahl VBA SAE-40	mezcla 4% mixture melange 5%			_____
2	Cambio Gearbox Boîte de vitesses	SAE-40	330	11	11 1/2	cada 263 competi- ciones o equivalentes every 263 races or similar toutes les 263 cou- ses ou equivalent
3	Embrague y trans. primaria Clutch and primary drive Embrayage et trans. primaire	SAE-10 W-30	300	10	10 1/2	
4	Suspensión delantera Front suspension Fourche avant	SAE-30	195	6 3/4	7	discrecional at discretion à discrétion
5	Horquilla susp. trasera Rear swinging arm Fourche susp. arrière	SAE-40	discrecional at discretion à discrétion			



REPLAZATE, S. S.
DI IND. S. S.
Montesa

MODIF. N.°

3

Commentaires de modif. : n.° n.°
Remarque au modif. : n.° n.°
Notice à la modif. : n.° n.°

16-17
21

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

73M8089

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

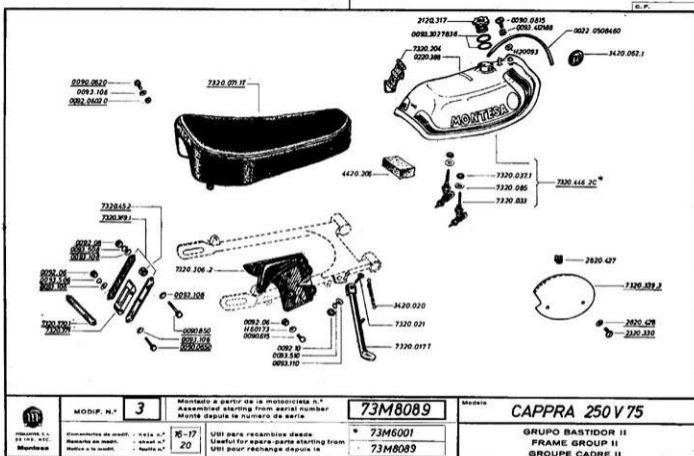
* 73M5001

** 73M8089

Modelo

CAPRA 250 V 75

GRUPO BASTIDOR I
FRAME GROUP I
GROUPE CADRE I



INDUSTRIAL S.A.
DE INY. Y REC.
Montesa

MODIF. N.º

3

Documentos de modif. : hoja n.º
Reparita en modif. : sheet n.º
Modific a la modif. : feuille n.º

16-17
20

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

73M8089

Util para recambios desde
Useful for spare-parts starting from
Util pour échange depuis la

* 73M6001

73M8089

Modelo

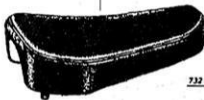
CAPPRA 250 V75

GRUPO BASTIDOR II
FRAME GROUP II
GROUPE CADRE II

Printed in Spain

0090.0620
0093.106
0092.0602

7320.071.11



7320.206



2120.317
0093.3077836
7320.204
0220.388
0090.0815
0093.42148
0022.0508450
3420.062.1



7320.0371

7320.085

7320.033

7320.446.2C

7320.452

7320.369.1

0092.06
0093.508
0093.106

0092.06
0093.508
0093.106

7320.370.1
7320.371

7320.306.2



0093.108

0092.06
H60173
0090.815

0092.10
0093.510
0093.110

3420.020

7320.021

7320.017.7

2620.427



7320.319.3

2620.426
2320.330



PERMUTEX S.A.
S.R.L. (S. R. L.)
Santolà

MODIF. N.°

4

Comentarios de modif. - he's a.
Aperturas de modif. - chasol a.
Notas a la modif. - Pouliss a.

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

73M8089

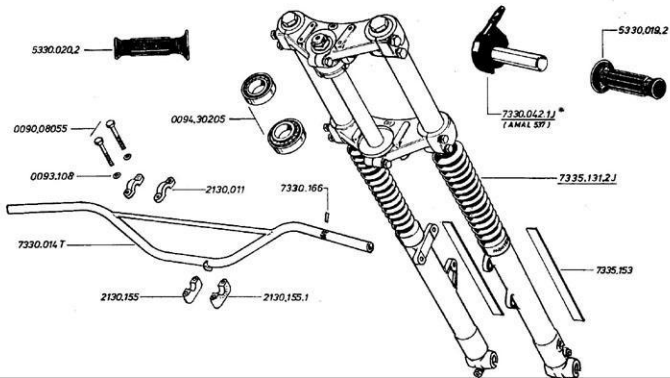
Utili para recambios desde
Useful for spare-parts starting from
Utili pour réchange depuis le

73M5001

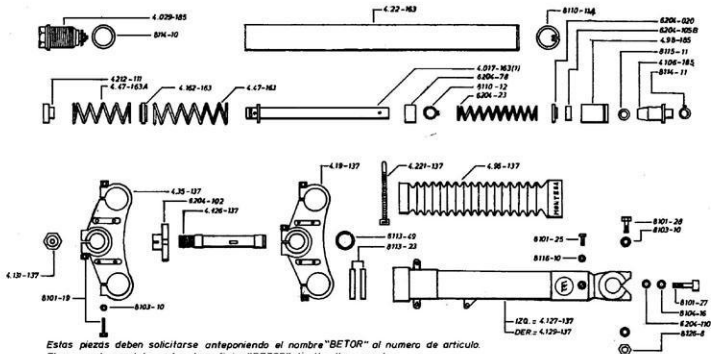
Modelo

CAPPA 250 V 75

GRUPO BASTIDOR II
FRAME GROUP II
GROUPE CADRE II



7335.131.2 J



Estas piezas deben solicitarse anteponiendo el nombre "BETOR" al número de artículo.

These parts must be ordered prefixing "BETOR" to the item number.

Ces pièces doivent être commandées en préfixant "BETOR" au numéro d'article.

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

73M8089

Modelo

CAPPRA 250V75

DESPIECE SUSPENSION DELANTERA
EXPLODED FRONT SUSPENSION
ECARTEMENT DU SUSPENSION AVANT

MODIF. N.º

Comentarios de modif. - h.s.) a n.º
Remarks on modif. - sheet n.º
Notes à la modif. - feuille n.º

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

73M8089



RELLANTE, S.A.
DE INR. S.C.
Montesa



INSPECTION OF SHOCK-ABSORBERS

V75

If after some use the operation of the shock-absorbers deteriorates, the following check should be made.

1. Remove the shock-absorber from the M/C, then remove the spring.
2. With your hand, depress the damper rod until its full movement is reached, then release it.

If the damper rod does not return to its fully extended position, this means there is a loss of pressure in the gas chamber and refilling is required.

NOTE: It should be noted that a slight pull will be required to bring a new damper rod to its fully extended position, due to internal friction.

** Never operate the gas valve to check if the pressure chamber is full, this will only mean a loss of gas, resulting in poor suspension operation.

3. Before refilling, inspect the shock-absorber body for dents which could impair the smooth movement of the hydraulic piston.
4. Inspect and replace if necessary, the silent-block bushings.

GAS REFILL

1. Clamp the shock absorber in the vice with the refill valve facing up (Fig. 2). The spring should be removed.
2. Remove snap ring (A), then cover (B), then unscrew valve cap (C, Figure 1).
3. Make sure that the valve (D) is clean.
4. Depress the damper rod to its full movement, (Figure 2).
5. Originally the shock absorber is filled with nitrogen to 88 lbs. per square inch pressure.

Dry Air can be used as an alternative and the best source for this is from a regular air pump. (The pressure should be checked with an accurate pressure gauge and care should be taken to not exceed the pressure when filling). The damper rod should return to its fully extended position when pressure is correct.

6. Depress the damper rod several times, it should return to its extended position easily.
7. Replace valve cap and protection cover; reassemble spring.

ALWAYS SET PRESSURE AT 88 POUNDS PER SQUARE INCH.

DO NOT ADJUST THE PRESSURE TO ALTER THE DAMPENING.

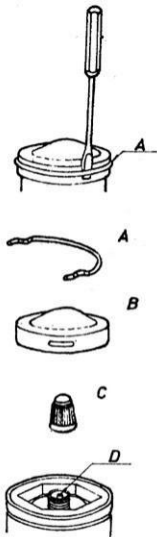


Fig. 1

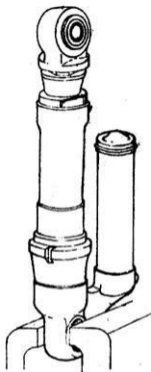
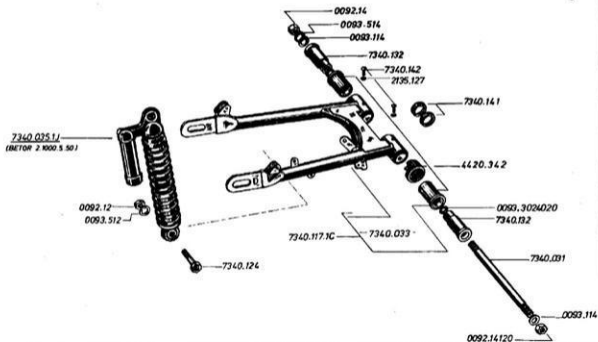


Fig. 2



FRANCIA S.A.
51 700. 870.
Montesa

MODIF. N.º

2

Comentarios de modif. - a la n.º
Remarque au modif. - about n.º
Notas a la modif. - Resulta n.º

17-20

Montado a partir de la moto n.º
Assembled starting from serial number
Monté depuis le numéro de série

Util para recambios desde
Useful for spare parts starting from
Util pour échange depuis le

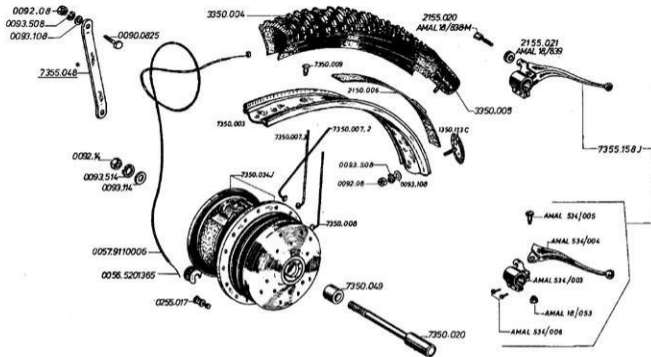
73M8089

73M8089

Modelo

Capra 250 V75

GRUPO SUSPENSION TRASERA
REAR SUSPENSION GROUP
GROUPE SUSPENSION ARRIERE



PIRELLA & A.
51 100 - 414
Montesa

MODIF. N.º

2

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Remarque à la modif. - feuille n.º

16

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

Utili para recambios desde
Useful for spare-parts starting from
Utili pour échange depuis le

73M8089

* 73M5001

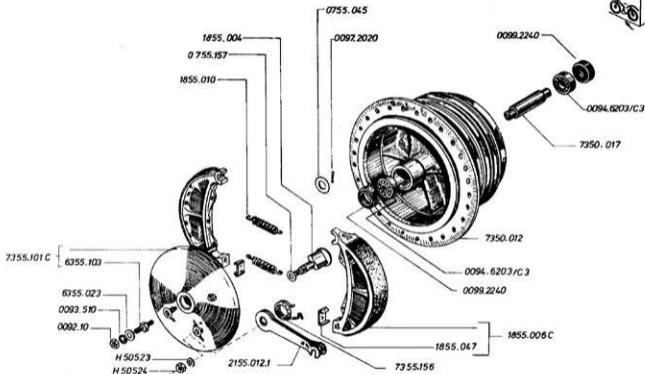
73M8089

Modelo

Capra 250 V75

GRUPO RUEDA DELANTERA
FRONT WHEEL GROUP
GROUPE ROUE AVANT

Printed in Spain



Montesa, S.A.
01 190 051
Montesa

MODIF. N.°

—

Comentarios de modif. - hoja n.°
 Remarca en modif. - sheet n.°
 Notice à la modif. - feuille n.°

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

73M5001

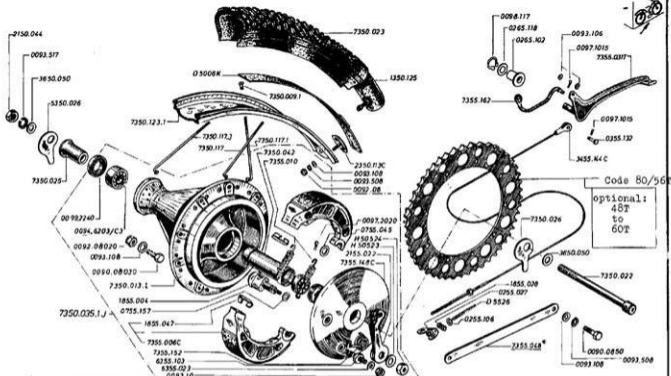
73M5001

Util para recambio desde
 Useful for spare parts starting from
 Util pour rechange depuis le

Modelo

Capra 250-VR/V75

DESPIECE CUBO RUEDA DELANTERA
 EXPLODED FRONT WHEEL HUB
 ECARTEMENT DU MOYEU DE ROUE AVANT



FABRICANTE S.A.
91 180 810
Montesa

MODIF. N.º

2

Consultar los datos de modificación en el manual.
Remarque en modif.
Noticia a la modif.

16

Utilizar para recambios desde
Useful for spare parts starting from
Utiliser pour échange depuis le

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

73M8089

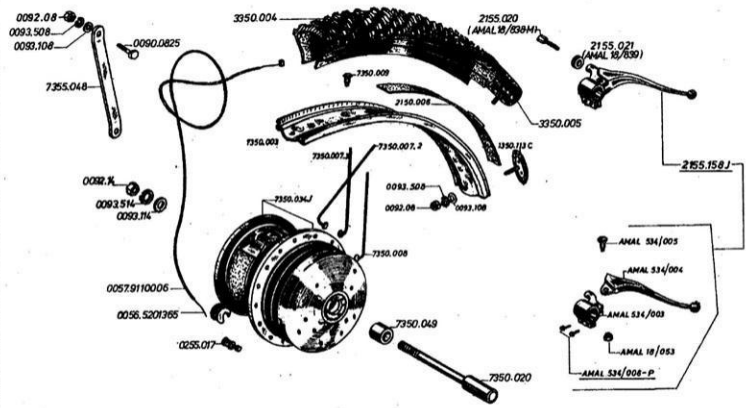
* 73M5001

73M8089

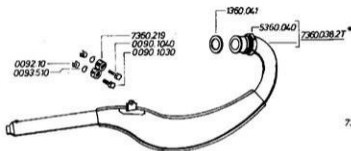
Modelo

Capra 250 V75

GRUPO RUEDA TRASERA
REAR WHEEL GROUP
GROUPE ROUE ARRIERE



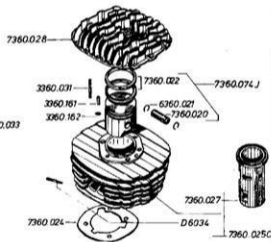
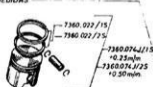
 MONTESA S.A. 91 100, 081. Montesa	MODIF. N.º 3 Convertir de modif. - hoja n.º Remarks on modif. - sheet n.º Notice à la modif. - feuille n.º	Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numéro de série 24 Util para recambios desde Useful for spare parts starting from Util pour réchange depuis le	Modelo 73M8089 73M5001	Cappra 250 V75 GRUPO RUEDA DELANTERA FRONT WHEEL GROUP GROUPE ROUE AVANT
--	--	--	--	--



4460.196
3460.197
0260.059
0093.110



SOBREMEDIDAS



REPARA, S.A.
DE SERVICIO
MONTESA

MODIF. N.º

3

Comentarios de modif. • hoja n.º
Referencia en modif. • sheet n.º
Noticia a la modif. • Notice n.º

18

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

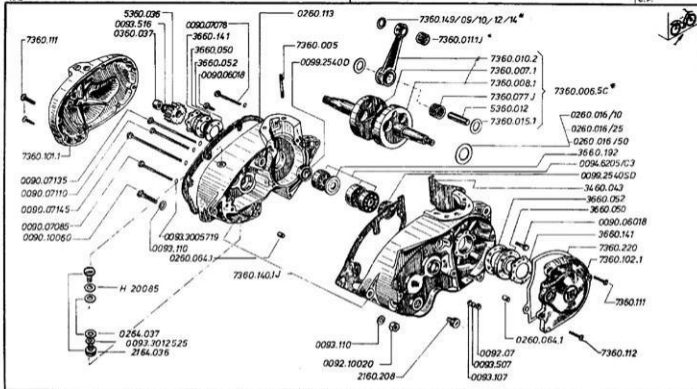
73M8089

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

* 73M5001
73M8089

Cappra 250 V75

GRUPO MOTOR I
ENGINE GROUP I
GROUPE MOTEUR I



INDUSTRIAL S.A.
50 IND. MEC.
Montesa

MODIF. N.º

3

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

73M8089

Modelo

Cappra 250 V 75

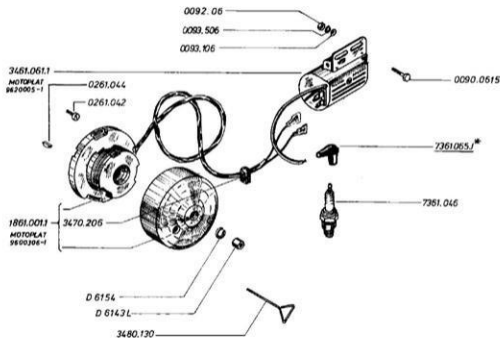
Conveniente de model. : No.º n.º
Remarks on model. : sheet n.º
Revisión a la model. : sheet n.º

19

Util para recambio desde
Useful for spare-parts starting from
Util pour échange depuis le

* 73M5001
73M8089

GRUPO MOTOR II
ENGINE GROUP II
GROUPE MOTEUR II



REPARTES S.A.
CI. IND. KEC
Montess

MODIF. N.º

2

Consultar en el manual. - sheet n.º
Remarque en manuel. - sheet n.º
Noticia a la Hoja. - noticia n.º

23

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

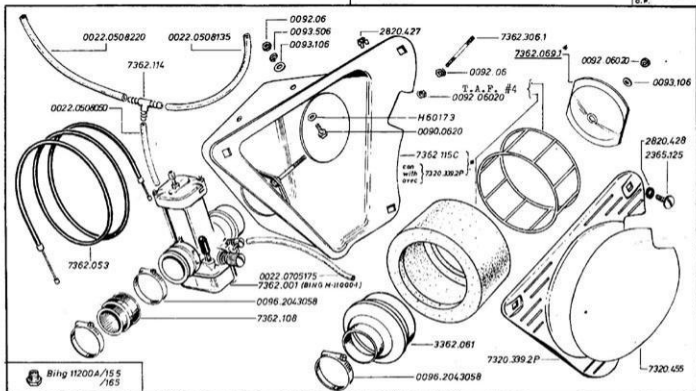
73M8089

73M5001

Modelo

Cappra 250 V75

GRUPO ENCENDIDO
IGNITION GROUP
GROUPE ALLUMAGE



Bing 11200A/155
/165



Reservados los
derechos de
Montesa

MODIF. N.º

3

Conversiones de modif. a la serie n.º
Remarque sur modif. a la série n.º
Notice a la modif. a la série n.º

17

Montado a partir de la moto-cicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

Util para recambios desde
Useful for spare parts starting from
Util pour rechange depuis le

73M8089

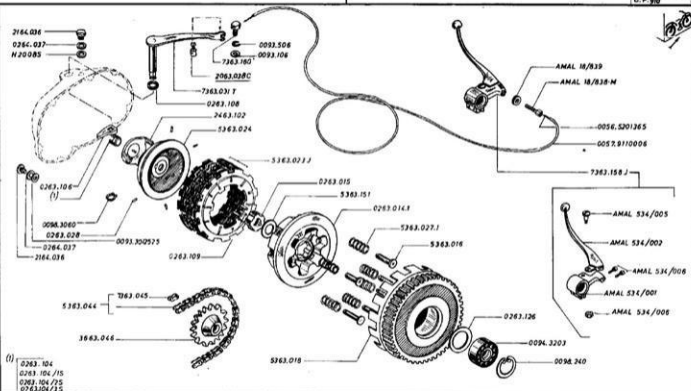
73M8089

Modelo

Cappra 250 V75

GRUPO CARBURACION
CARBURETION GROUP
GROUPE CARBURATION

Printed in Spain



(f) 0263.104
0263.104 /15
0263.104 /25
0263.104 /35



HERNANDEZ S.A.
DE INGENIERIA MECANICA
Montesa

MODIF. N.º

2

Comentarios de modif.: - hoja A-1
Remarca de modif.: - sheet A-1
Notas a la modif.: - feuille A-1

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

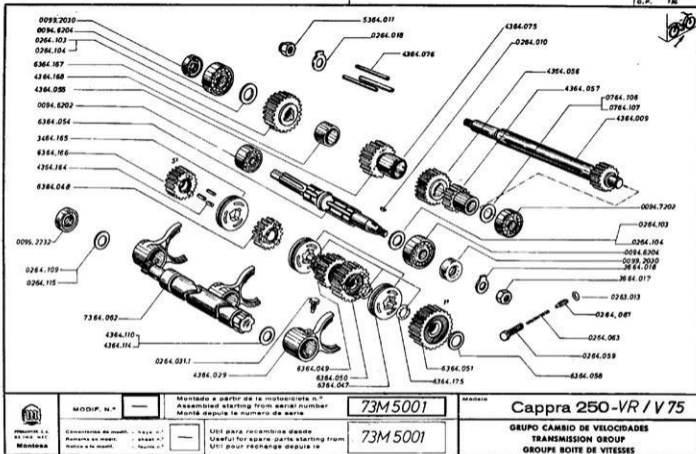
73M6737

73M 5001

Modelo

Cappra 250-VR/V75

GRUPO EMBAQUE Y TRANSMISIONES
CLUTCH AND PRIMARY DRIVE GROUP
GROUPE EMBRAYAGE ET TRANSMISSION PRIMAIRE



MONTESA S.A.
84 100 - M.C.
Montesa

MODIF. N.°

Concentrado de modif. : hoja n.°
Resumen de modif. : sheet n.°
Resumé de la modif. : feuille n.°

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

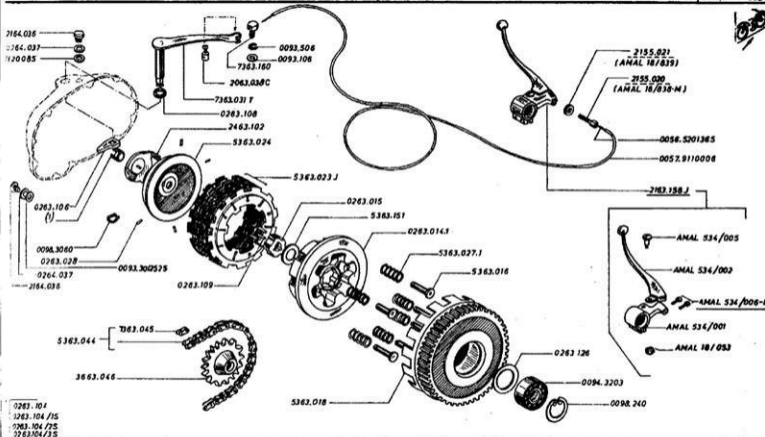
73M5001

73M 5001

Modelo

Cappra 250-VR / V 75

GRUPO CAMBIO DE VELOCIDADES
TRANSMISSION GROUP
GROUPE BOITE DE VITESSES



0263.104
 0263.104 /15
 0263.104 /25
 0263.104 /35



© 1985 S.A.
 1119, REC.
 000000

MODIF. N.°

3

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

73M8089

Modelo

Cappra 250-VP/V75

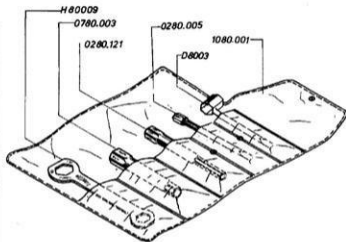
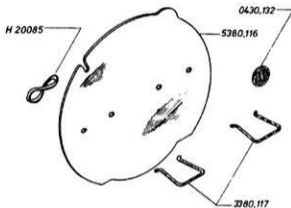
Comentarios de modificación - hoja n.°
 Remarks on modification - sheet n.°
 Notes à la modification - feuille n.°

24

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

73M 5001

GRUPO EMBRAGUE Y TRANSMISIONES
 CLUTCH AND PRIMARY DRIVE GROUP
 GROUPE EMBRAYAGE ET TRANSMISSION PRIMAIRE



REDACTED, S.A.
81 IND. REC.
Montesa

MODIF. N.º

1

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notes à la modif. - feuille n.º

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

73M5001

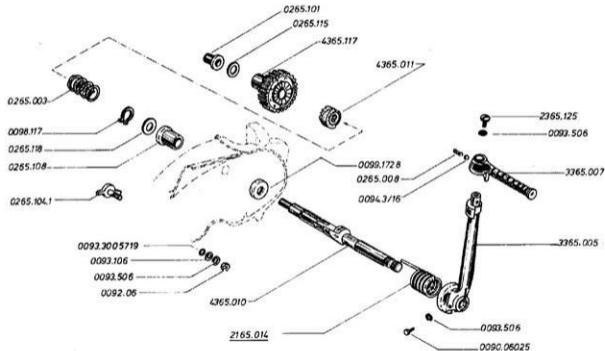
73M5001

Utili para recambios desde
Useful for spare parts starting from
Utili pour réchange depuis le

Modelo

Capra 250-VR/V75

GRUPO ACCESORIOS NORMALES
STANDARD ACCESSORIES GROUP
GROUPE ACCESSOIRES STANDARD



REPARTE S.p.A.
SE-1105 MEC
Montesa

MODIF. N.º

1

Completados de modif. - base n.º
Número de modif. - pieza n.º
Nueva a la pieza - fuerza n.º

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monte depuis le numéro de série

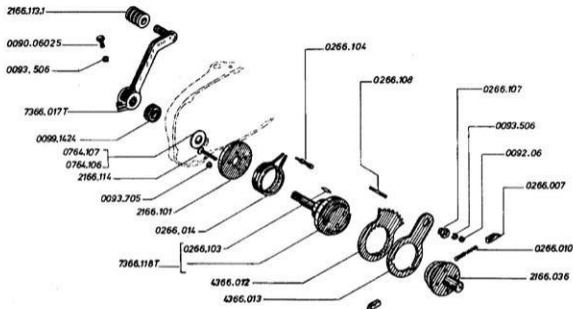
73M6001

73M 5001

MODELO

Cappra 250-VR/V75

GRUPO PUESTA EN MARCHA
KICK STARTER GROUP
GROUPE DEMARREUR



MONTESA S.A.
DE ING. M.C.
MONTESA

MODIF. N.º

Consultar los modif. - hoja n.º
Remarque les modif. - sheet n.º
Noticia a la modif. - feuille n.º

Montado a partir de la motocicleta n.º
Assembled starting from serial number
Monté depuis le numéro de série

73M5001

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

73M5001

Modelo

Cappra 250-VR / V 75

GRUPO SELECTOR
SELECTOR GROUP
GROUPE SELECTEUR

<u>MODIFICACION</u> Normalización de elementos de fijación.	<u>MODIFICATION</u> Normalization of fixing elements.	<u>MODIFICATION</u> Normalisation d'éléments de fixation.
<u>MOTIVO</u> Normalización.	<u>REASON</u> Normalization.	<u>RAISON</u> Normalisation.
<u>INTERCAMBIABILIDAD</u> Todas las nuevas piezas afectadas por esta normalización sustituyen a las anteriores a todos los efectos. La relación de artículos de las mismas y la modificación efectuada es la siguiente: Artículo Nuevo Modificación 2155, 158J Tornillo fij. con cabeza "Phillips". 2163, 158J " " " " * <u>UTILAJES NUEVOS</u> 2365, 125, 1 Cabeza tipo "Phillips". — — Ninguno especial.	<u>INTERCHANGEABILITY</u> All the new pieces concerned by this normalization substitute for the former in all respects. The list of pieces and the modification carried out are as follows: New article Modification 2155, 158J Fixing screws with "Phillips" head. 2163, 158J " " " " * <u>NEW TOOLS</u> * 2365, 125, 1 Head, "Phillips" type. — — None special.	<u>INTERCHANGEABILITE</u> Toutes les nouvelles pièces affectées par cette normalisation remplacent les pièces anciennes à tous les effets. La liste des pièces et la modification réalisée est la suivante: Article nouveau Modification 2155, 158J Vis de fixation avec tête "Phillips". 2163, 158J " " " " * <u>NOUVEAUX OUTILS</u> * 2365, 125, 1 Tête type "Phillips". — — Aucun spécial.
<u>OTRAS OBSERVACIONES</u>	<u>OTHER REMARKS</u>	<u>AUTRES NOTICES</u>



COMENTARIOS DE MODIFICACION
REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION

Modelo

CAPRA 250 V 75

Hoja Sheet Feuille

N.º 24

INSTALACION ELECTRICA-WIRING DIAGRAM-PLAN DE CABLAGE

1	Volante magnético	Magneto flywheel	Volant magnétique
2	Conversor	Ignition coil	Bobine d'allumage

