



# JAWA Motorcyclist

## 250 Travel 1500k Service



I must say I was looking forward to seeing what made the bike tick. Pat helped greatly by his sterling work translating the Jawa Handbook into English. So with the engine warm after purchasing oil and a new set of feeler gauges, I immediately drained the old oil. As there is only 1000k on this oil I will not be short of chain oil for quiet a while. As the bike pissed into the bucket I took off the seat and tank. The tank was not full, I turned off the fuel tap, disconnected the carb. A 10mm spanner loosened the two bungs



which pull out. Then slide the tank back towards the rear of the bike. An allen key took off the two side covers to reveal the plugs. Nicely protected from the elements. The plugs looked fine although one was a slightly lighter colour (*think I found out why later*). Of the 4 bolts that hold the head 2 were loose. I removed them all and the two top allen key screws. Everything was nicely covered in oil and very easy to get at. With the two screws removed from the side casing I rotated the crank anticlockwise. You can not see when the cams are up so with a finger on the top of the tappet I rotated the crank till I had flywheel mark lined up and the tappet at its highest point. I then measured the gap. Not having the correct settings I done this on all valves and noted that nothing matched (*might explain the plug colour, or else its the carbs*). The largest inlet



opening was on the left hand pot and it was between .05 and 0.1. That is .05 passed through and .1 did not. The exhaust valve were nearly shut completely. The right hand intake was .04. Time for an executive decision. On my last bike an ER500 the inlet was between .15 and .18 the exhaust was between .18 and .23. This engine is half the size so I decided to match the two inlets to .05 and 0.1. This was not a huge adjustment and as the bike had been running well I felt it was safe. The exhaust should be a larger gap then the inlet. But as this was a more substantial change I matched them. So I set all the tappets



so .005 passed through easily and 0.01 would not.



Now where is that filter. I removed the two bolts at the front of the engine hoping that they would reveal something but no. So it was off with the clutch cover. It came off easily after I took off the rear brake pedal. And there it is, just below the pump in a small plastic holder. It look primitive enough but when I washed it in petrol I was surprised how much metal was left in the petrol afterwards. There was no gasket on the clutch cover but I put some instant gasket on it to prevent leaks and reassembled everything. The air filter is foam and seem fine so I just put some oil on it.



The front fork oil was next. Seems a little early to be changing it and it is very frequent on the service schedule. But it is simple enough. The only bogy was when you remove the front wheel the bike is front heavy and so a prop under the engine is needed to stop it falling forward. Putting back on the filler cap is tricky as you are pushing against the spring till you get a tread. I put 10w oil in, I will see how it is maybe try something heavier next time.

A nuts and bolts check after, nothing was found to be astray.



The bike is very easy to work on, you do not need to be an acrobat to get at anything. I have been in touch with the Jawa company, Lifan the engine suppliers and Paval in Jawa Ireland, to try find the correct tappet settings.



Jawa Ireland have gotten back to me and the correct tappet settings for both inlet and exhaust are .007. So my guess was good at .005 and .01. Lifan are also in contact with me trying to sort me out. The Silver Lady is now tuned up and ready for the road.