

# *Care and Feeding of the Chang Jiang 750cc Motorcycle*

## THE BASICS

### Pre-Ride Checks

Before we even speak of maintenance on the Chang Jiang 750cc motorcycles, we must first address the bike / rider relationship. These machines are as motorcycles were 70 years ago – so YOU, the rider, must be as a new owner was 70 years ago. You must be aware of the subtle nuances of the machine and you must view ALL maintenance of the machine as an adventure – whether in your garage or beside the highway! It is good to remember that attention paid in the garage will lessen the chance of the roadside repair greatly. The Chang Jiang motorcycles were derived from the best design available at the time – the BMW R71. This bike was known the world over for its strength and endurance on the roads of the day and for its faithful service in the military motor pools of Germany. It is no secret that it was chosen as the ideal model for a motorcycle for China. They are wonderful machines when used within their design parameters and maintained. If YOU, the rider, are looking for ultimate speed or for a machine that can be ridden for 50,000km without even an oil change – you should look in your local Honda showroom. If you are looking for a genuine piece of



mechanical history that harkens back to a simpler time when men AND machines were made of the finest steel – read on! The Chang Jiang is for you!

The Chang Jiang 750cc motorcycle is of sturdy construction. It does, however, need DAILY attention to certain things for the best service. Daily checks include:

- Engine Oil Level
- Transmission Oil Level
- Differential Oil Level
- Tyre Pressure
- Spoke Tension
- Electrical Operations
- Brakes and Steering

All of these items may seem intimidating until YOU get to know YOUR motorcycle. This is all part of the “acquaintance process”, during which you will get to know your unique, individual machine. The pre-ride check can take as little as fifteen minutes and may save you hours in distress beside the road. The pre-ride checks cannot be over-emphasised for a new-to-you machine.

The engine oil dipstick is located on the left side of the engine below the carburettor inlet tube. It is imperative to check the oil level every day on your Chang Jiang. The new engine will consume oil until it breaks in – at that point, the oil consumption will be dramatically less. Running the engine low on oil WILL cause significant damage, as the engine depends on the oil for cooling as well as lubrication. Use non-dispersant single weight oils of the SAE 40 or 50W variety in the summer – use SAE 20 or 30W in the winter, depending upon conditions. Fill to the high mark on the dipstick always – DO NOT wait until the oil is down to the “LOW” mark to fill – keep the sump FULL at all times. If you enjoy long rides, check the oil upon stopping for fuel or resting and take extra oil with you of the correct variety – this will assure that the engine will not be damaged due to low oil level.

The transmission will have either a dipstick or a level plug, depending upon the type and the year of manufacture. The level plug will be just rearwards of the foot shift pedal and slightly downwards. The dipstick, if fitted, will be behind the foot shift pedal and in the end-case of the transmission. Remove both with a 19mm wrench. Use the high mark on the dipstick on the transmission, just as you would the high mark on the engine dipstick – keep the transmission full to avoid damage! On the fill-plug models, be sure that the transmission fluid is visible at the bottom thread of the fill plugs hole – if it is below that level, top it up. Use a high-quality SAE85W

–140 gear lube in the transmission. Hypoid oil is also acceptable as there ARE sliding parts in the transmission. Be sure to secure the fill plug after checking – but do not over-tighten, as this will damage the threads in the transmission case rather than the threads on the plug.

The final drive oil should be checked daily as well, as there is a minimum of lubricant carried in the housing. The dipstick is located in the top of the final drive housing just rearward of the top of the housing on the right side of the bike. Use a 19mm wrench to check the oil here, and like the engine and transmission, keep the final drive full. Use the same SAE85W –140 gear lube in the final drive that you use in the transmission. Sulfur bearing or disulphide lubricant additives, such as Militec (available through ScooterBob's @ [www.scooterbob.com](http://www.scooterbob.com)) are highly recommended for the final drive.

Tyre pressure should be checked daily and kept at the maximum recommended by the tyre manufacturer unless informed personal preference dictates otherwise. In any event – NEVER operate the bike with the tyres inflated below 30psig (2 bar) as they will “creep” on the rims and shear the tubes valve stems off and cause a flat tyre that will NOT be repairable beside the road without a new tube. Also inspect the tyres' tread for wear – never ride with a front tyre that has no tread in the center on a solo bike! This will result in at least a stain in

your underpants upon hard cornering and could result in a crash.

Whilst checking the tyre pressures, grab across several spokes and squeeze hard – there should be no movement or “creaking” in the spokes. If there is, the spokes will need to be tightened. An alternative is to tap a few spokes lightly with a wrench and listen to the sound. If the spoke has a light metallic “tink” or “ping” to it – it is tight. If the spoke makes a dull or lifeless “thunk” sound – it is loose and should be tightened. It is normal to have to tighten a few spokes as the newly built wheel beds in. Check a few spokes often to assure that you don’t have a wheel failure or compromise the handling of your bike with loose rims.

Check all the lights, signals, and the horn quickly each time you ride your motorcycle. Simply turn the headlight on and put your hand in front of it to see the reflection – the same is true of the taillight – look for the reflection in what’s behind you. This quick check may save you from an accident, as without the headlight or tail light, you may not be noticed by a truck driver!

Check the brakes to see that the travel of the lever and the pedal are not too far. There should be a little distance left to the handlebar with the front brake applied. Likewise – the rear brake pedal should only move about 25mm to apply the brake well. Adjust the brakes as needed to achieve these results. Expect to adjust the brakes often on a new Chang Jiang until the shoes

and drums are bedded in and the cables are fully seated. Check the steering head at the same time as the front brakes by applying the brake and rocking the bike forward and backward vigorously. There should be no “clunk” at the steering bearing. If there is – the bearing will need tightened. Expect to do this a couple of times on your new Chang Jiang as the bearings seat in.

After all the checks are made – you are ready to RIDE! You may ride in confidence with your Chang Jiang, as you have assured that all is well with the machine before riding away. There will be no surprises for you this time as you enjoy your “new old” motorcycle!

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**email:**  
**scooterbob@scooterbob.com**