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## RIDER 850 - THE 1988 MODEL

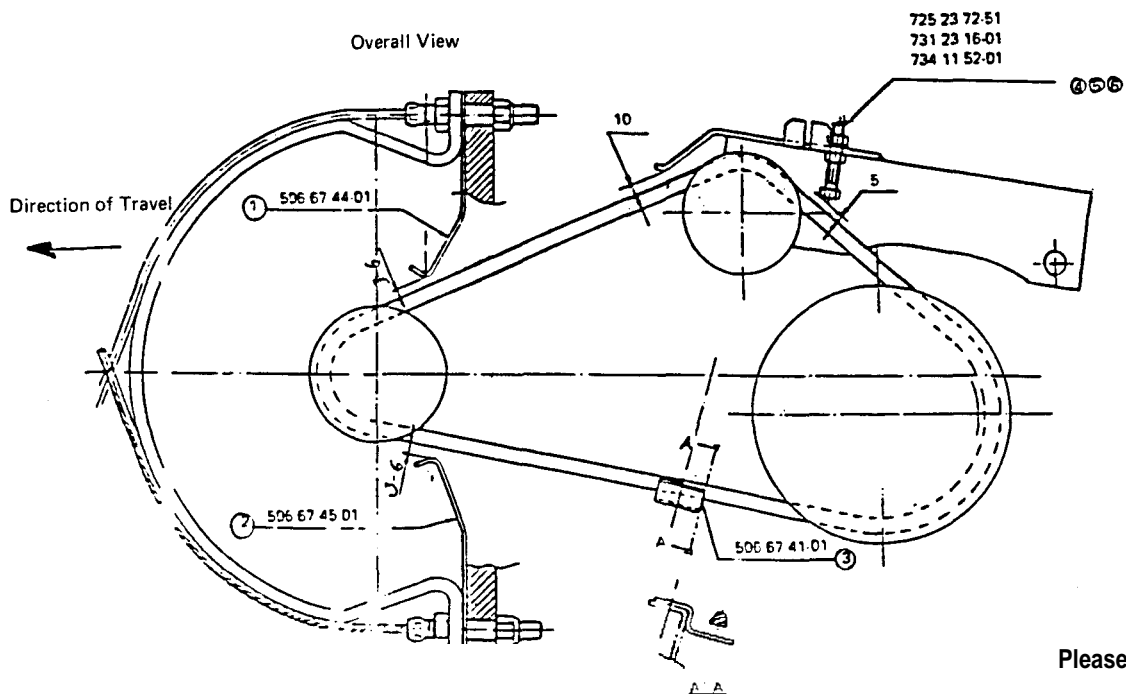
The "1988 model of the Rider 850 features a new gearbox. Since the gearbox has now been reinforced, and has four carrier keys where the old gearbox had only two, the friction in the gear shift mechanism is greater. This can sometimes make it difficult to disengage a gear, especially on a slope. The drive belt tries to become circular when the gears are disengaged, and is thus touching the drive wheels of both the engine and the gearbox. This results in the gear shift mechanism becoming "prestressed" and makes it difficult to engage the next gear.

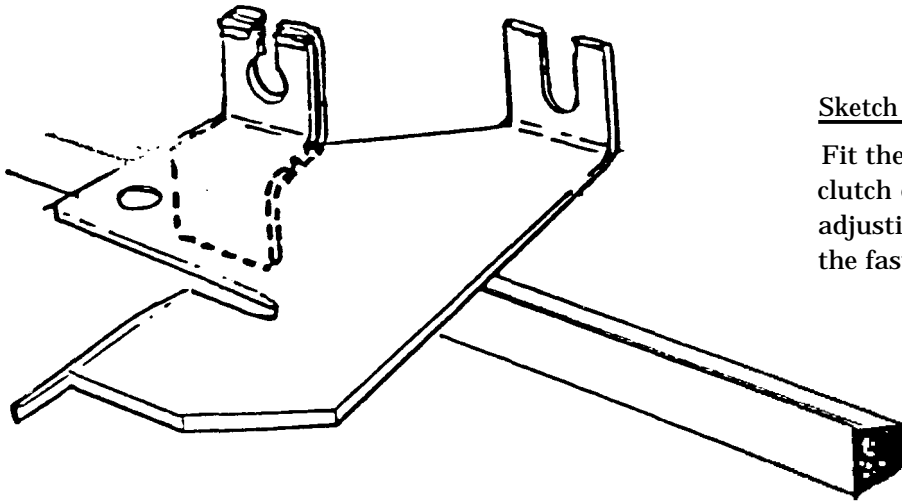
How to remedy the problem: Fit belt guides as shown in Sketch A. The plates (1) and (2) should be fitted to the fastenings in the steering spindle for the steering cables. A further plate (3) should be fixed to the fastening for the clutch cable as shown in Sketch B. The bolt (4) should be fitted in the groove in the disengagement arm, and then adjusted so that the distance between the head of the bolt and the belt is 5 mm when a gear is engaged. The bolt should be at the same height as the belt.

Fitting these belt guides produces complete disengagement of the gearbox drive wheel, and makes the gears easy to change.

Sketches C and D show the plates that should be fitted to the fastenings in the steering spindle.

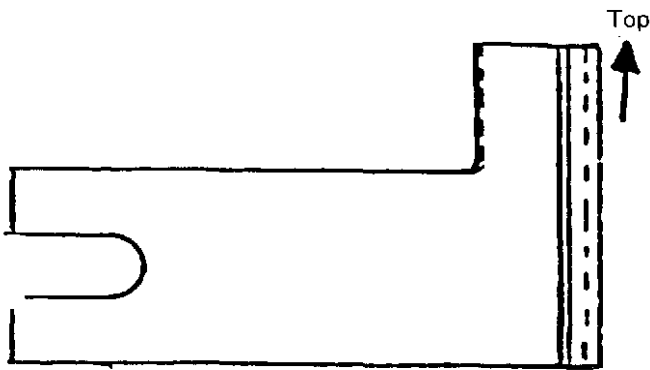
Sketch A





Sketch B

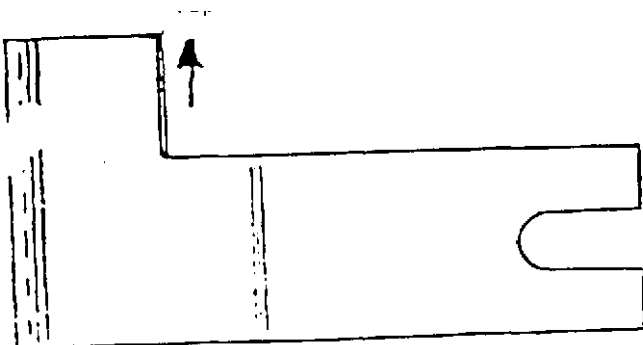
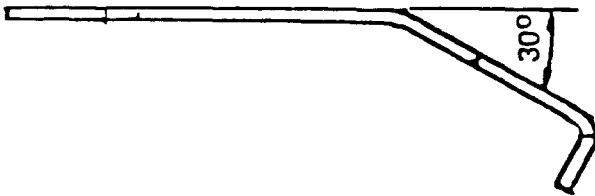
Fit the plate to the fastening for the clutch cable. Slacken off the nut at the adjusting nipple, and fit the plate between the fastening for the cable and the nut.



Sketch C

Belt Guide No. 506 67 44-01, for right-hand side. The plate should be fitted on the right-hand side of the machine, facing in the direction of travel. It should be fastened between the steering spindle and the steering segment, as shown in Sketch A.

NOTE: The plate for the right-hand side is bent through 30°.



Sketch D

Belt Guide No. 506 67 45-01, for left-hand side.

NOTE: The plate for the left-hand side is bent through 20°.

