



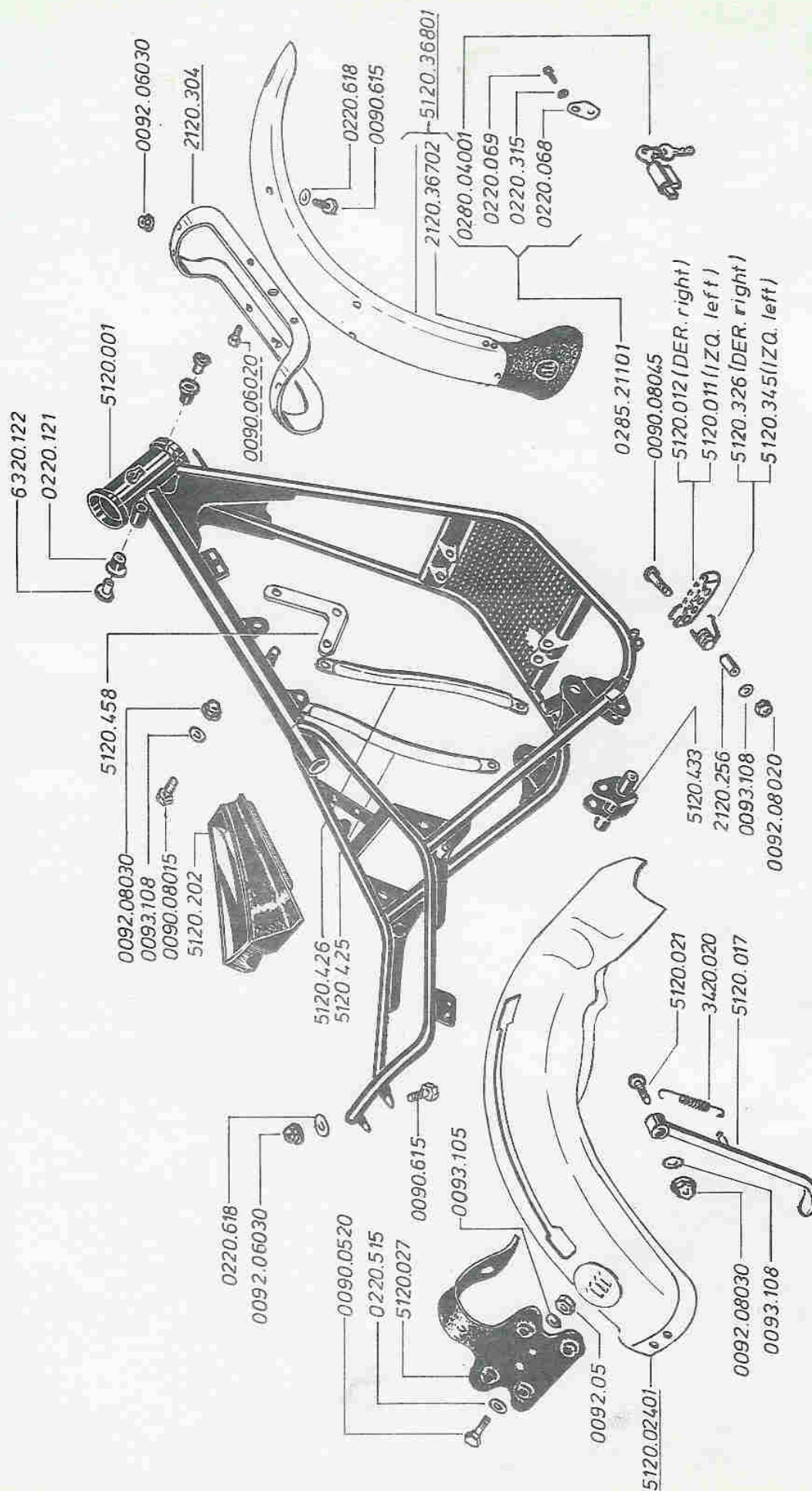
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CATALOGO DE PIEZAS
PARTS BOOK
CATALOGUE DE PIECES

=====

PERMANYER, S. A. -Motocicletas Montesa
Avd. Virgen de la Paloma, nº. 21-53

ESPLUGAS DE LLOBREGAT (Barcelona)- España



COTA 348

Modelo

51M10107

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

3

MODIF. N.º

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

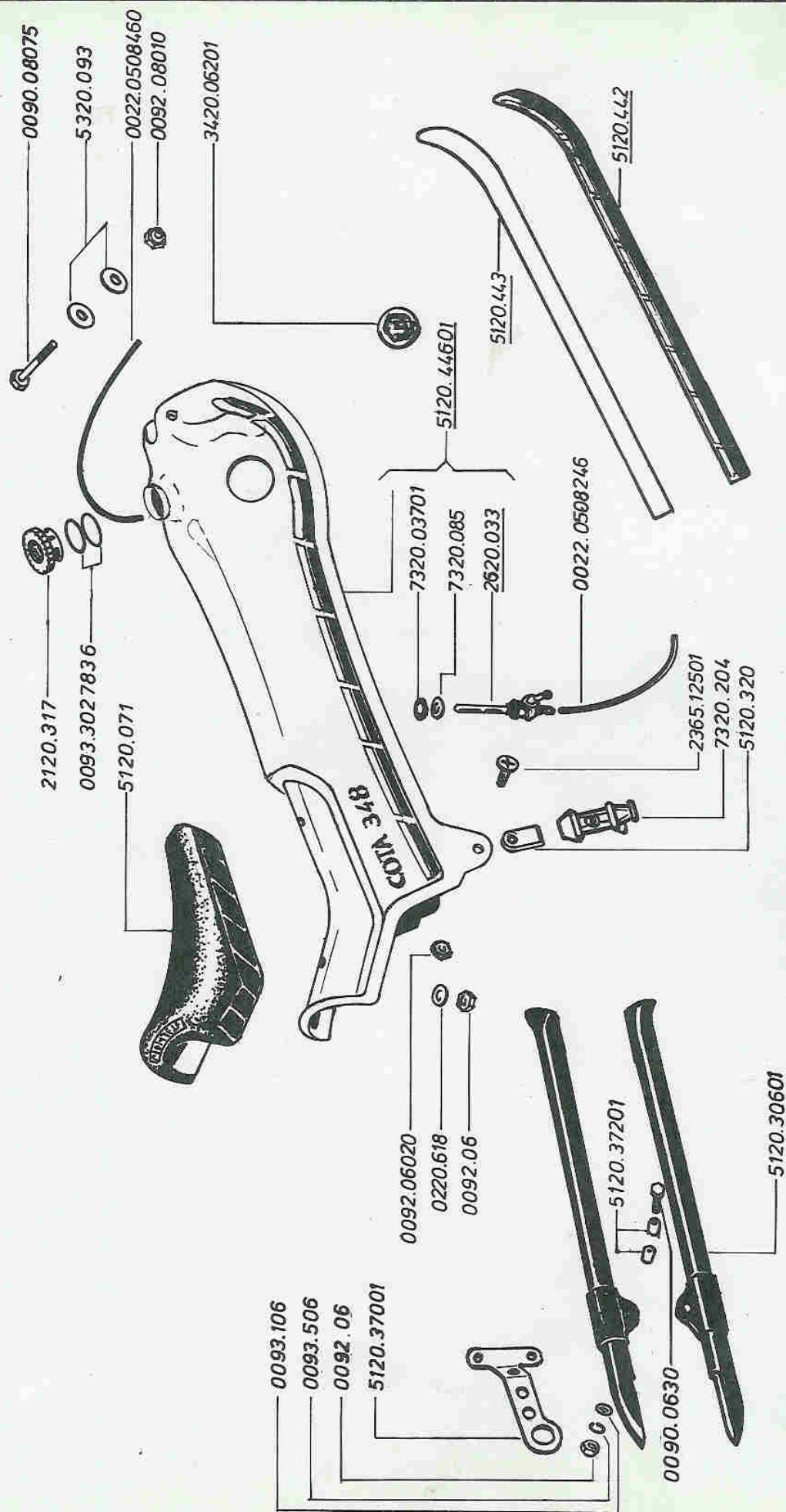
Util para recambios desde
Useful for spare-parts starting from
Util pour réchange depuis le

51M0001

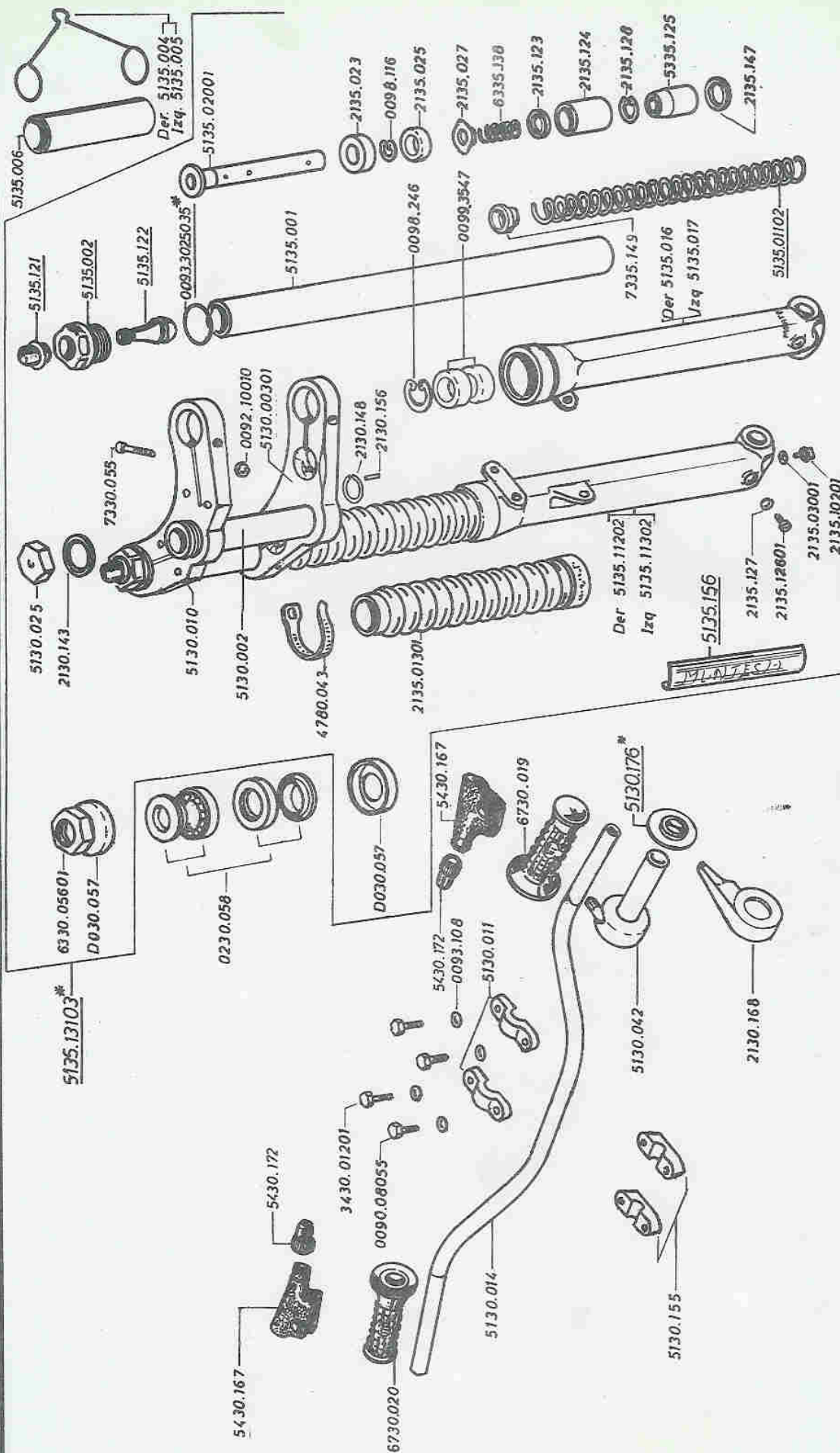
GRUPO BASTIDOR I
FRAME GROUP I
GROUPE CADRE I



Montesa



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



COTA 348

Modelo

51M11307

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

MODIF. N.º 5



GRUPO DIRECCION Y SUSPENSION DELANTERA
STEERING AND FRONT SUSPENSION GROUP
GROUPE DIRECTION ET SUSPENSION AVANT

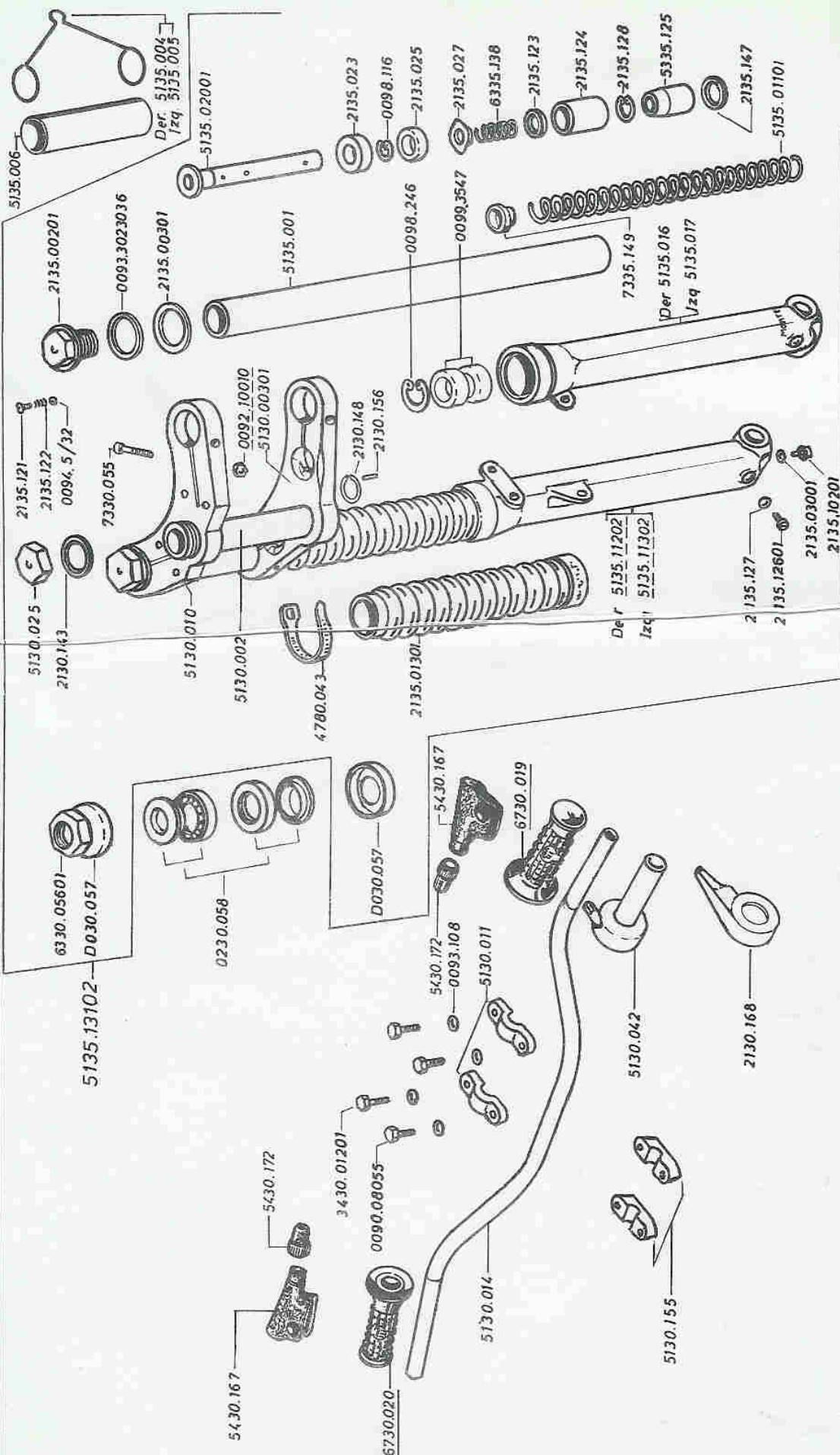
51M11307
51M0001

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

18

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notice a la modif. - feuille n.º

Montesa



Modelo

COTA 348

**GRUPO DIRECCION Y SUSPENSION DELANTERA
STEERING AND FRONT SUSPENSION GROUP
GROUPE DIRECTION ET SUSPENSION AVANT**

51M10; '07

51M00.01

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

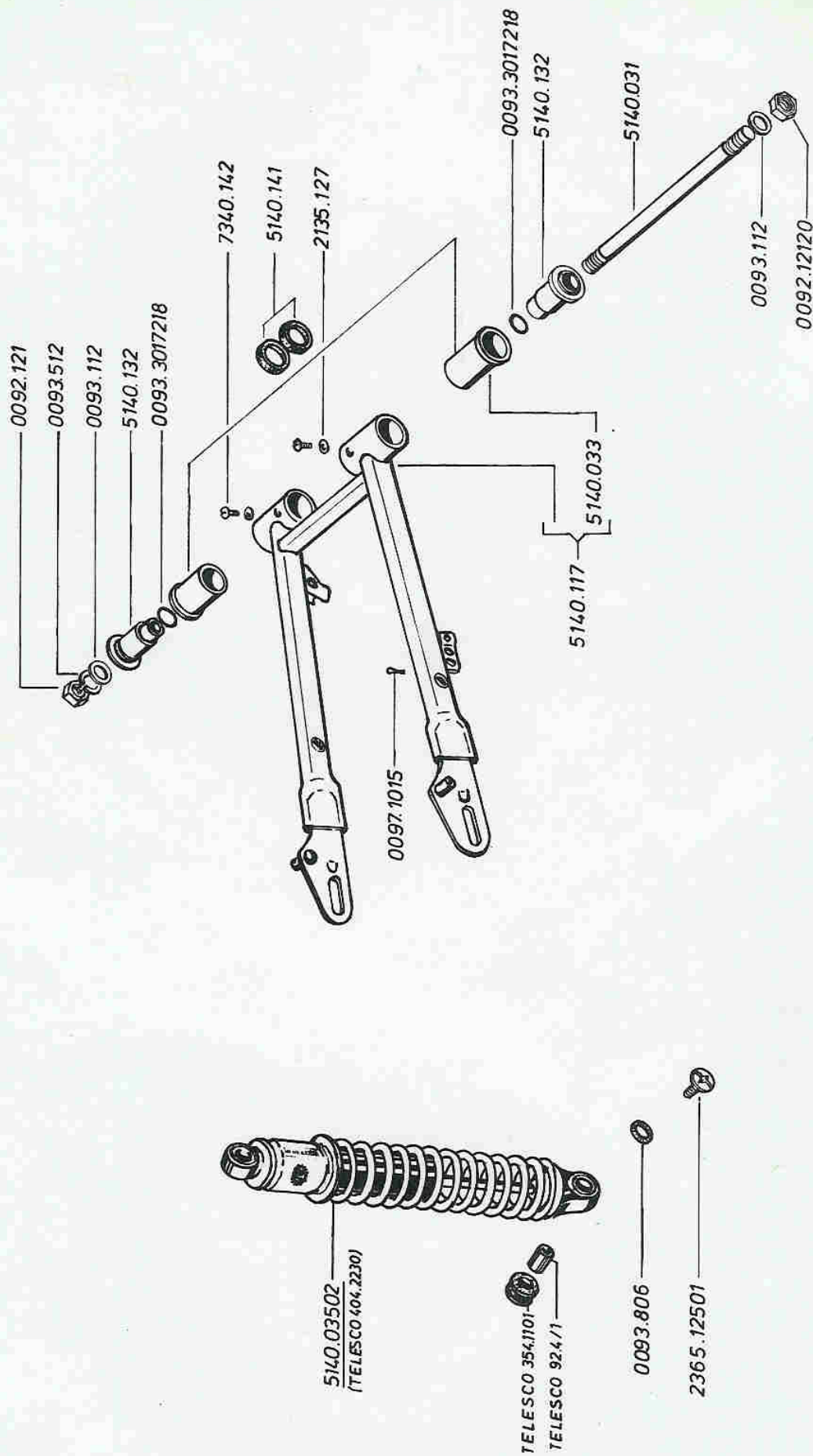
Util para recambios desde
Useful for spare-parts starting from
Util pour échange depuis le

MODIF. N.º

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



Montesa



Montesa

MODIF. N.º

3

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

51M12305

COTA 348

Modelo

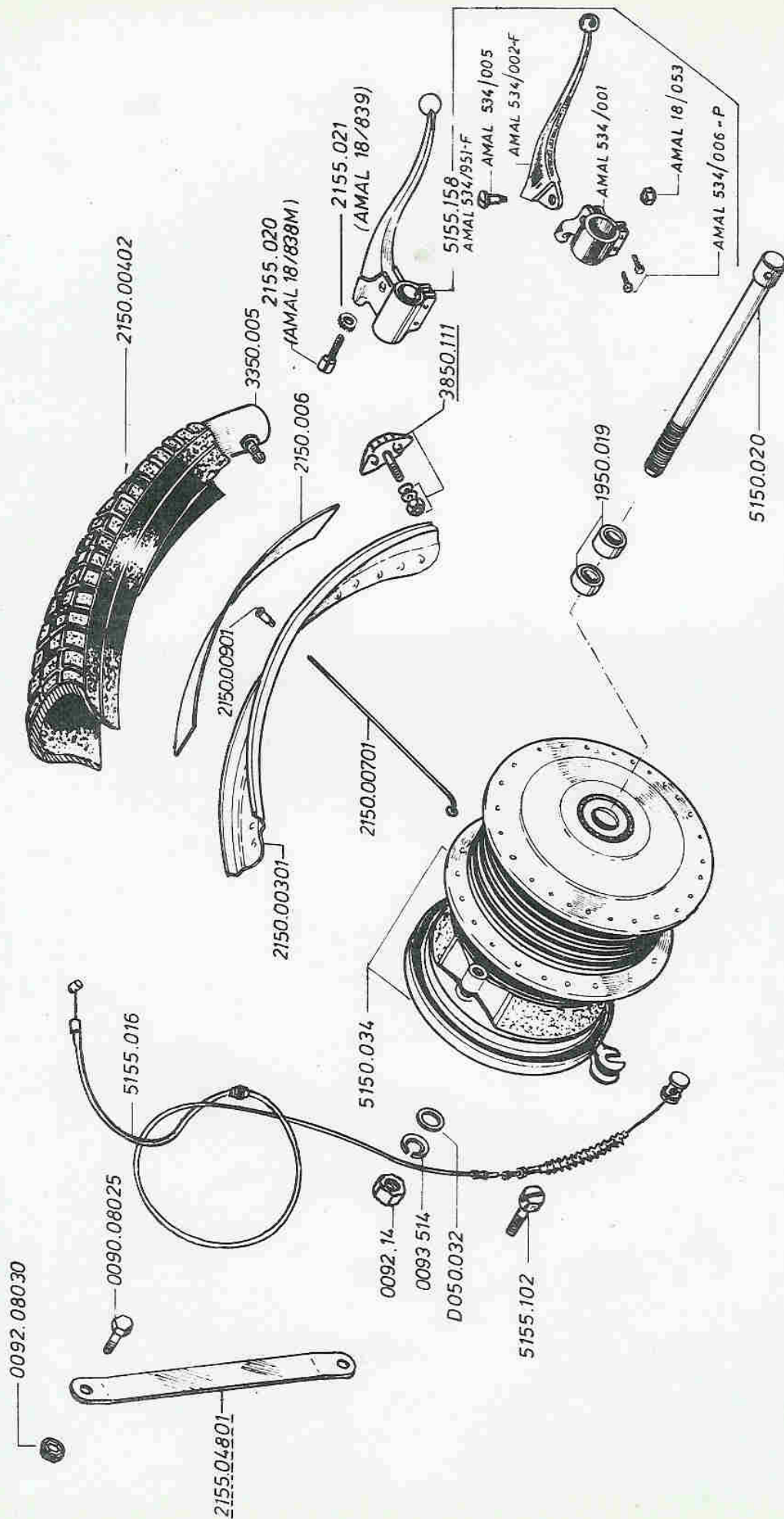
Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notice a la modif. - feuille n.º

-

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

51M0001

GRUPO SUSPENSION TRASERA
REAR SUSPENSION GROUP
GROUPE SUSPENSION ARRIERE



Modelo

COTA 348

GRUPO RUEDA DELANTERA
FRONT WHEEL GROUP
GROUPE ROUE AVANT

51M12305

51M0001

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

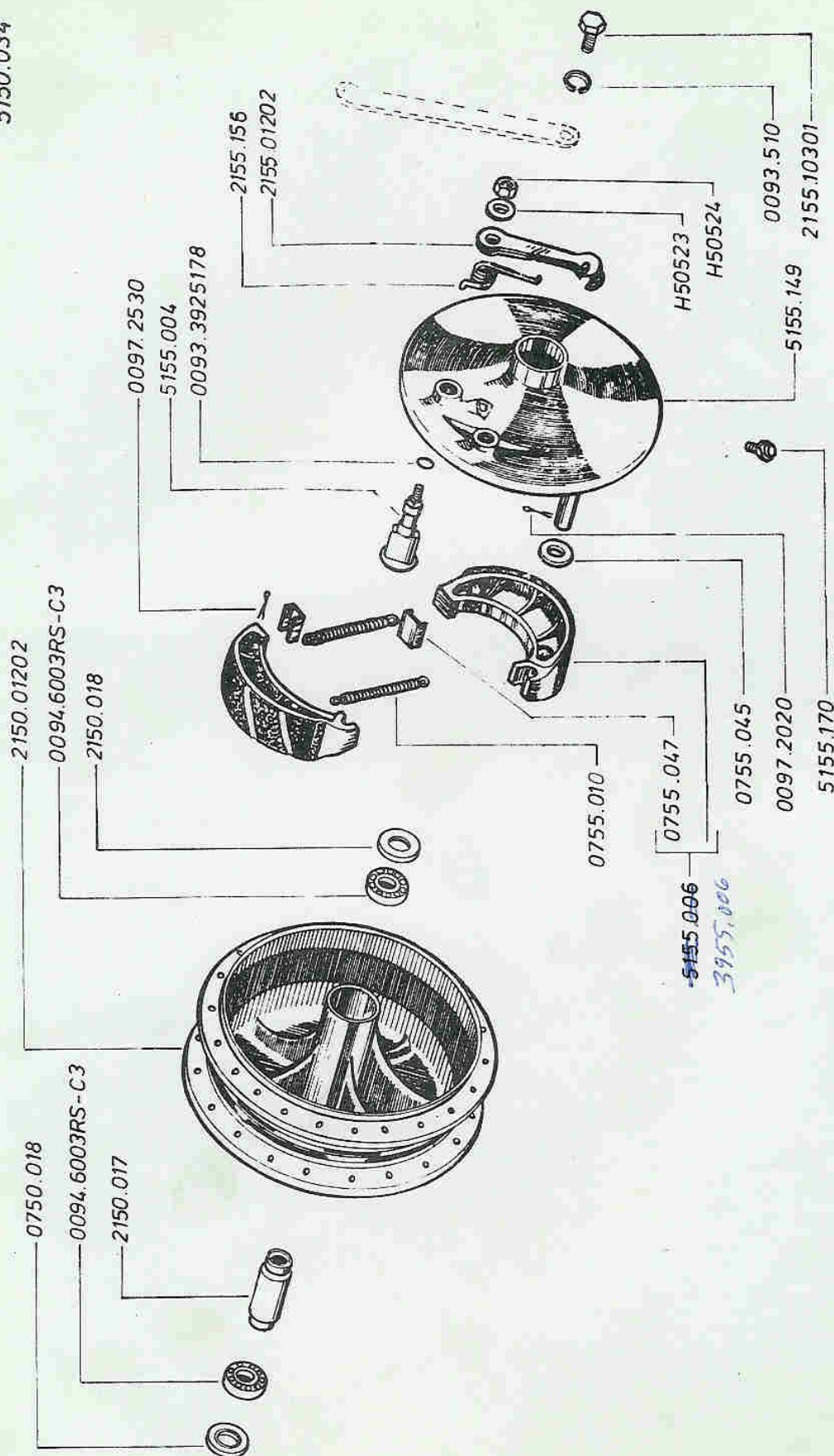
2

MODIF. N.º

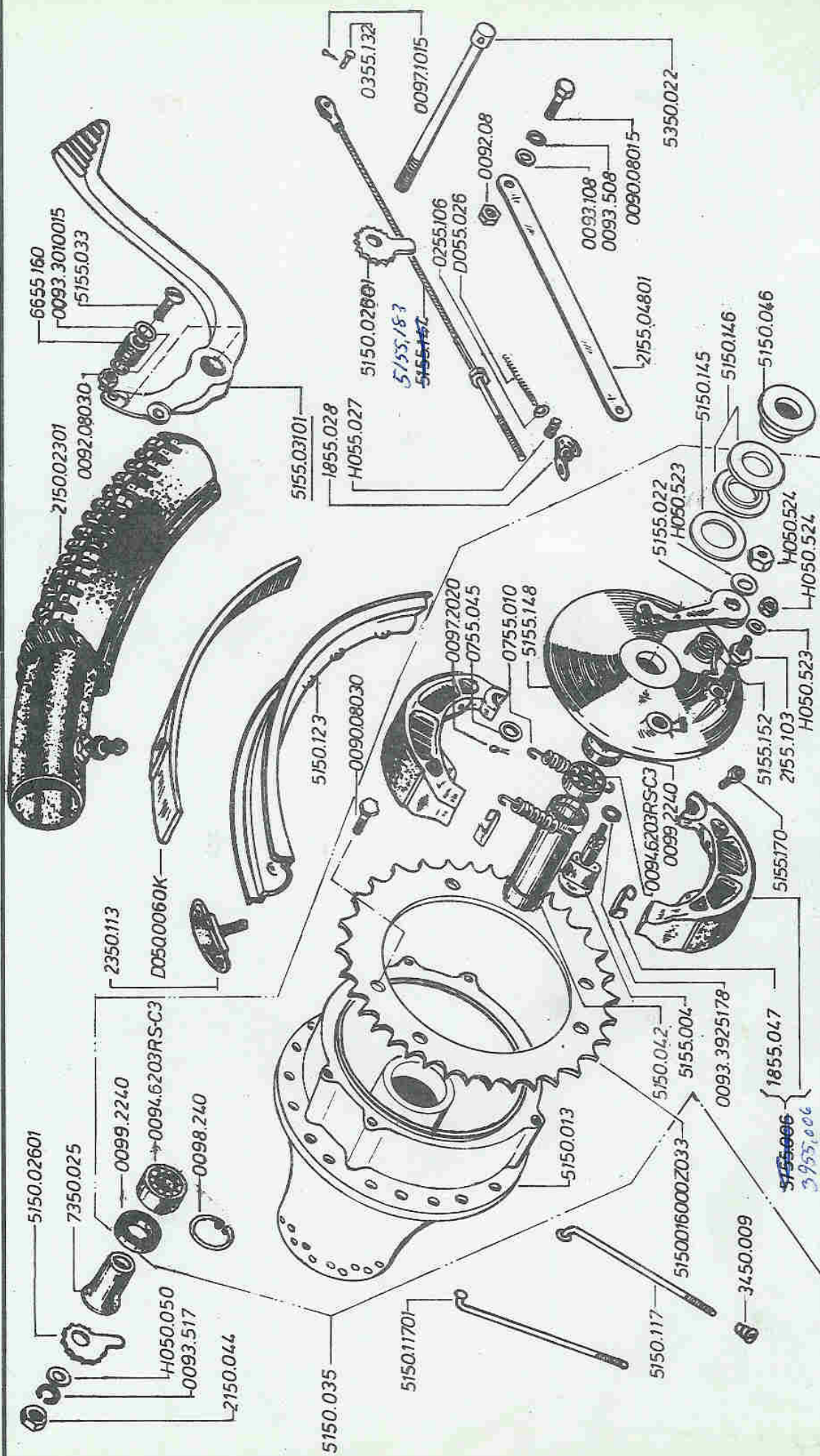
Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notice à la modif. - feuille n.º



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. Remarks on modif. Notice à la modif.	—	Util para recambios desde Useful for spare-parts starting from Util pour réchange depuis le	51M0001	DESPIECE CUBO RUEDA DELANTERA EXPLODED FRONT WHEEL HUB ECARTEMENT DU MOYEU DE ROUE AVANT	EXPLODED FRONT WHEEL HUB ECARTEMENT DU MOYEU DE ROUE AVANT
ESPANOL S.A. DE S.º MEX.	Montesa				



Modello

51M11307

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

MODIF. N.º 5

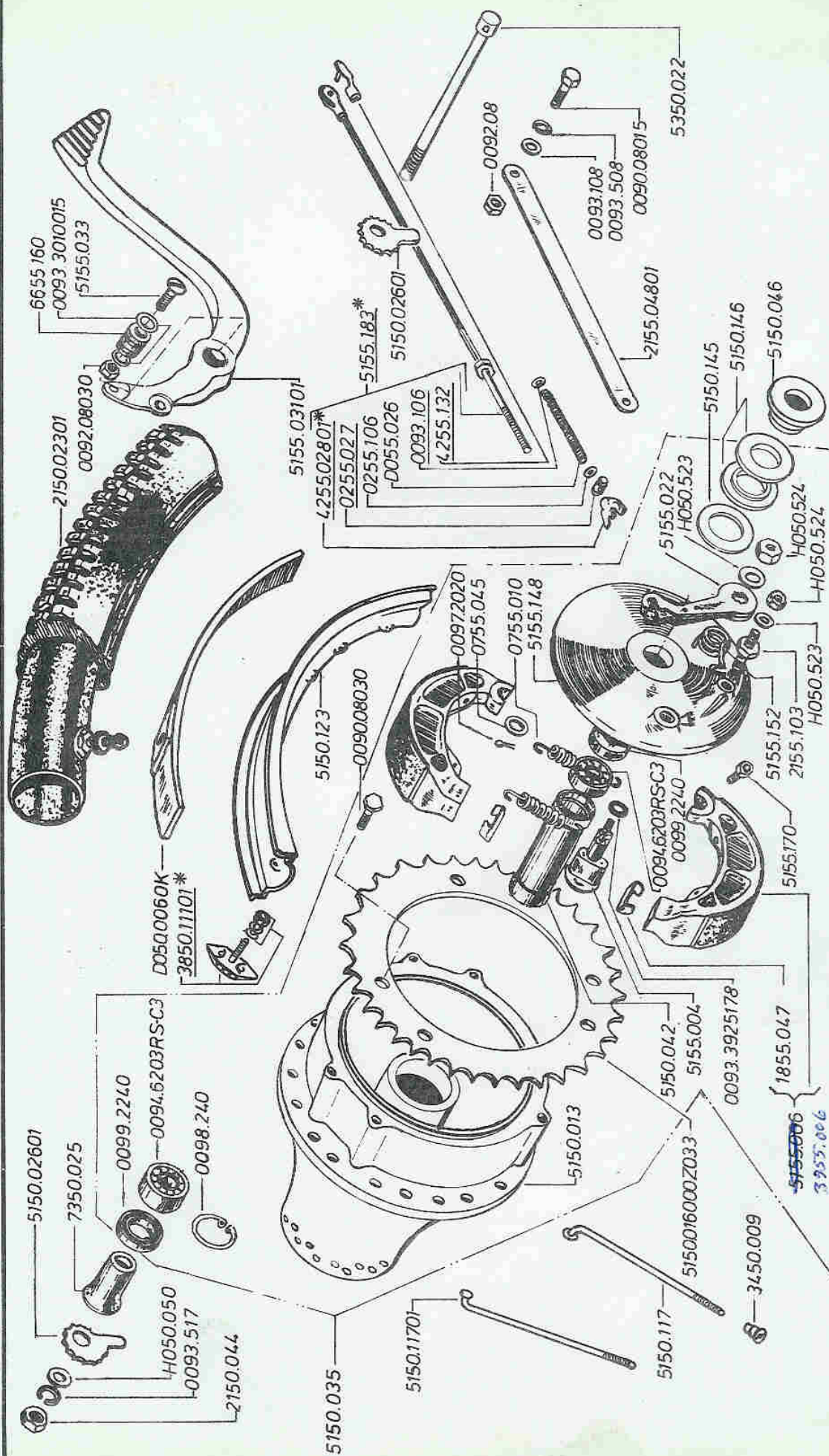


Comentarios de la modif. - h o j a n.°
Remarks on modif. - sheet n.°
Notice à la modif. - feuille n.°

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

51M0001

**GRUPO RUEDA TRASERA
REAR WHEEL GROUP
GROUPE ROUE ARRIERE**



Modelo

COTA 348

51M12305

GRUPO RUEDA TRASERA
REAR WHEEL GROUP
GROUPE ROUE ARRIERE

51M12305
* 51M0001

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

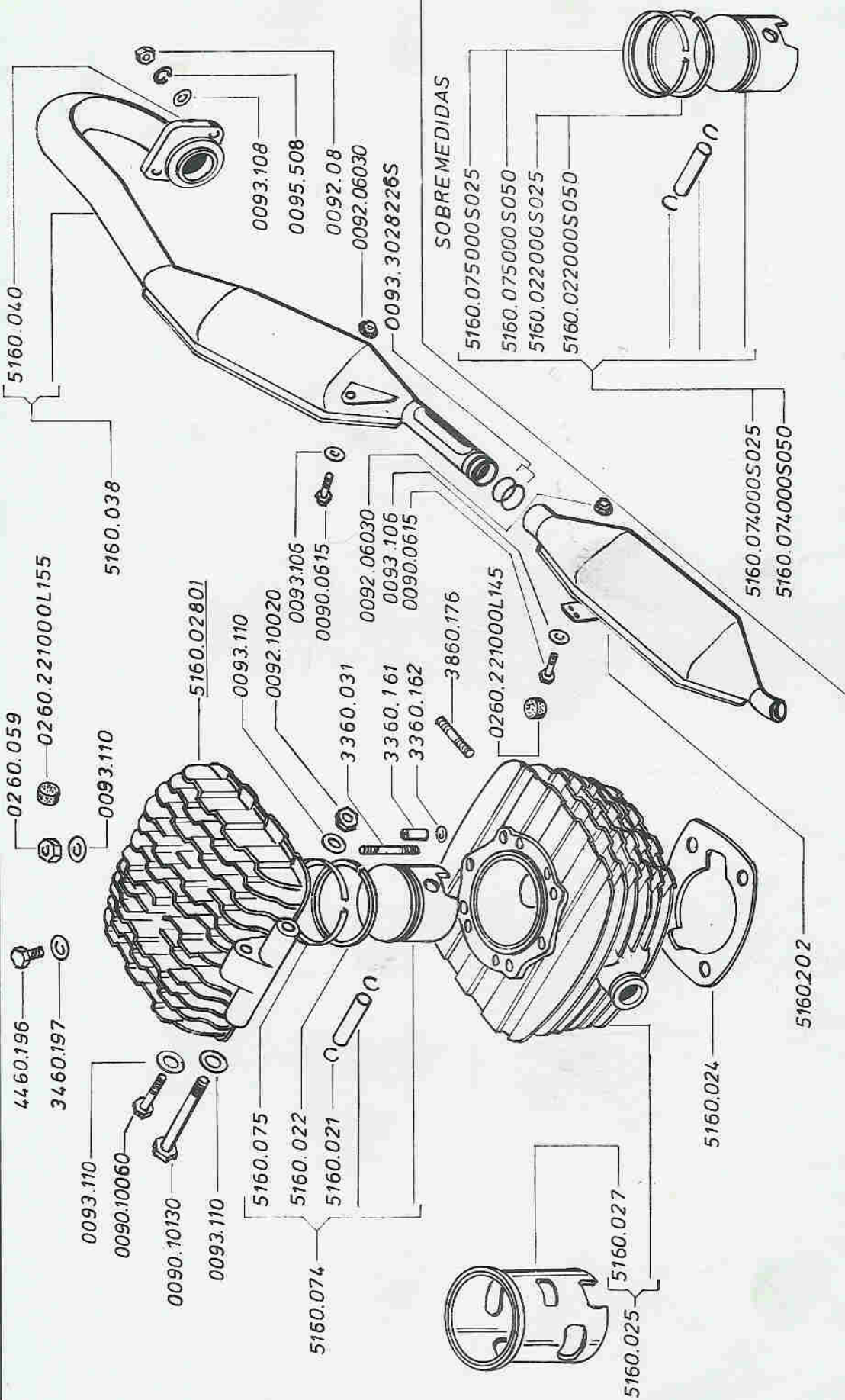
- Comentarios de modif.
- sheet n.º
- feuille n.º

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

MODIF. N.º 6



Montez



COTA 348

Modelo

51M5025

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

1

MODIF. N.º

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notice a la modif. - feuille n.º

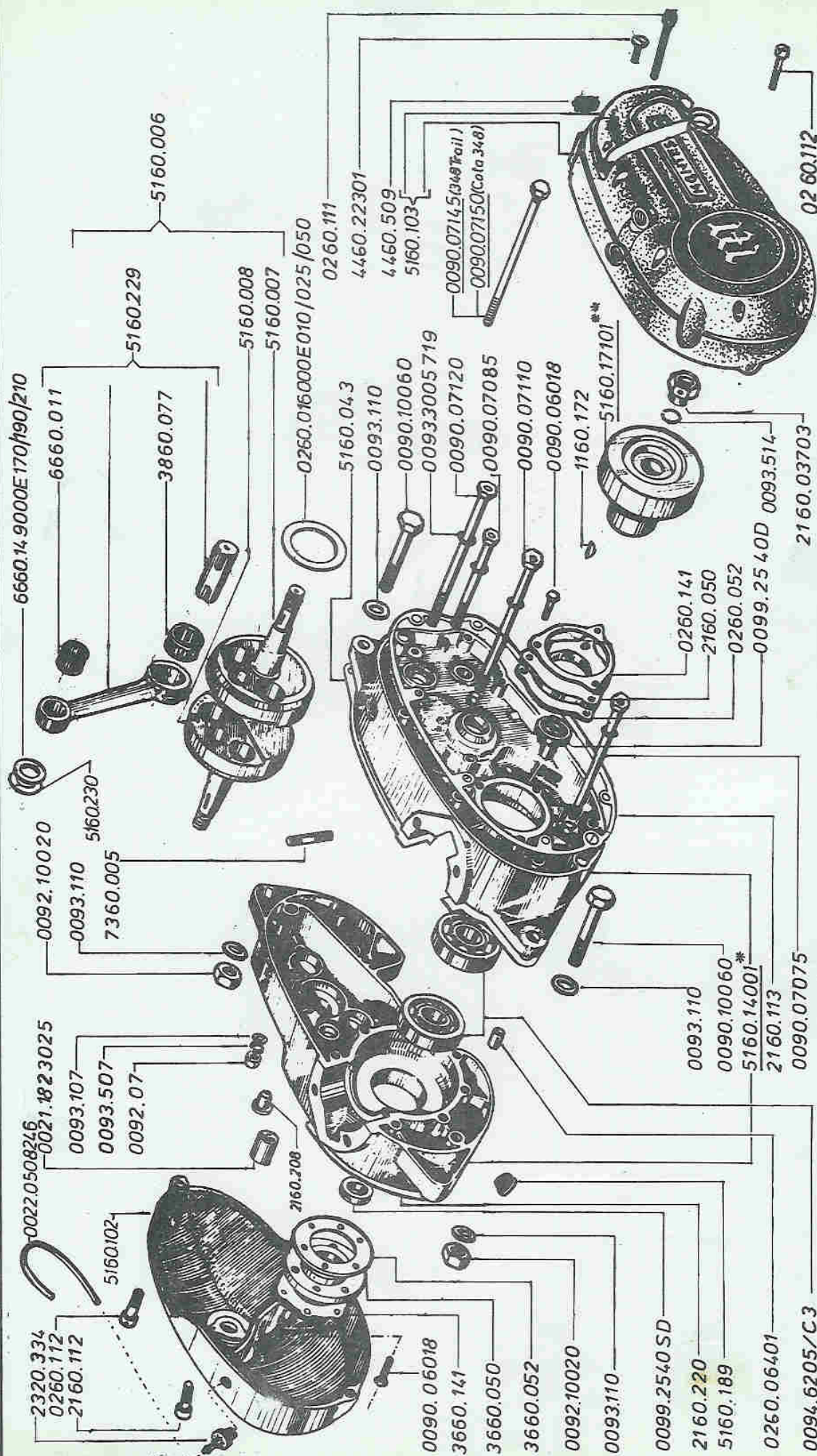
Util para recambios desde
Useful for spare-parts starting from
Utili pour réchange depuis le

51M0001

GRUPO MOTOR I
ENGINE GROUP I
GROUPE MOTEUR I



PERMANER S.A.
DE IND. MEC.
Montesa



COTA 348

Modelo

51M11307

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

3

MODIF. N.º

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notice a la modif. - feuille n.º

14
17

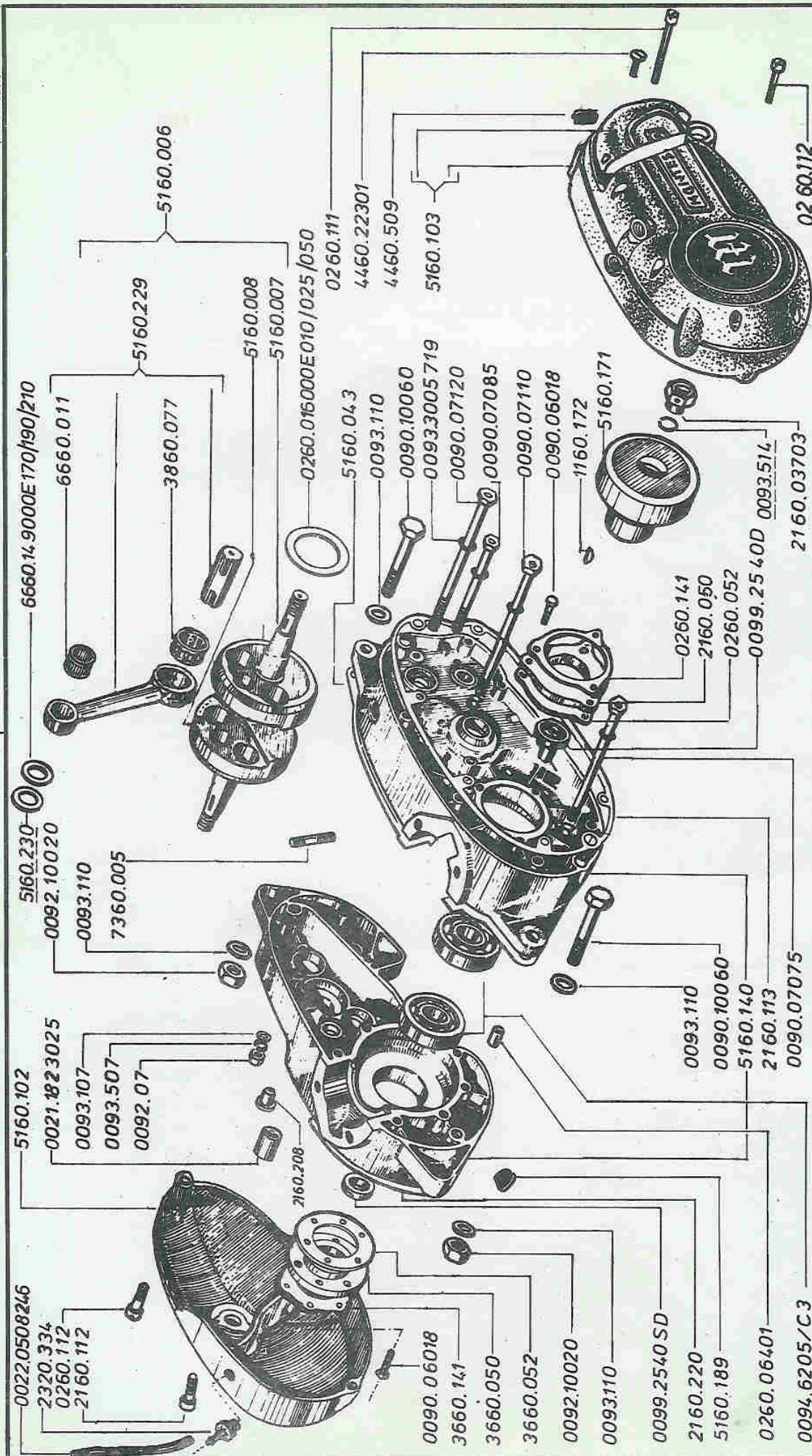
Util para recambios desde
Useful for spare-parts starting from
Util pour réchange depuis le

51M11307
** 51M0001

GRUPO MOTOR II
ENGINE GROUP II
GROUPE MOTEUR II



Montesa



COTA 348

Modelo

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

2

MODIF. N.º

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

4

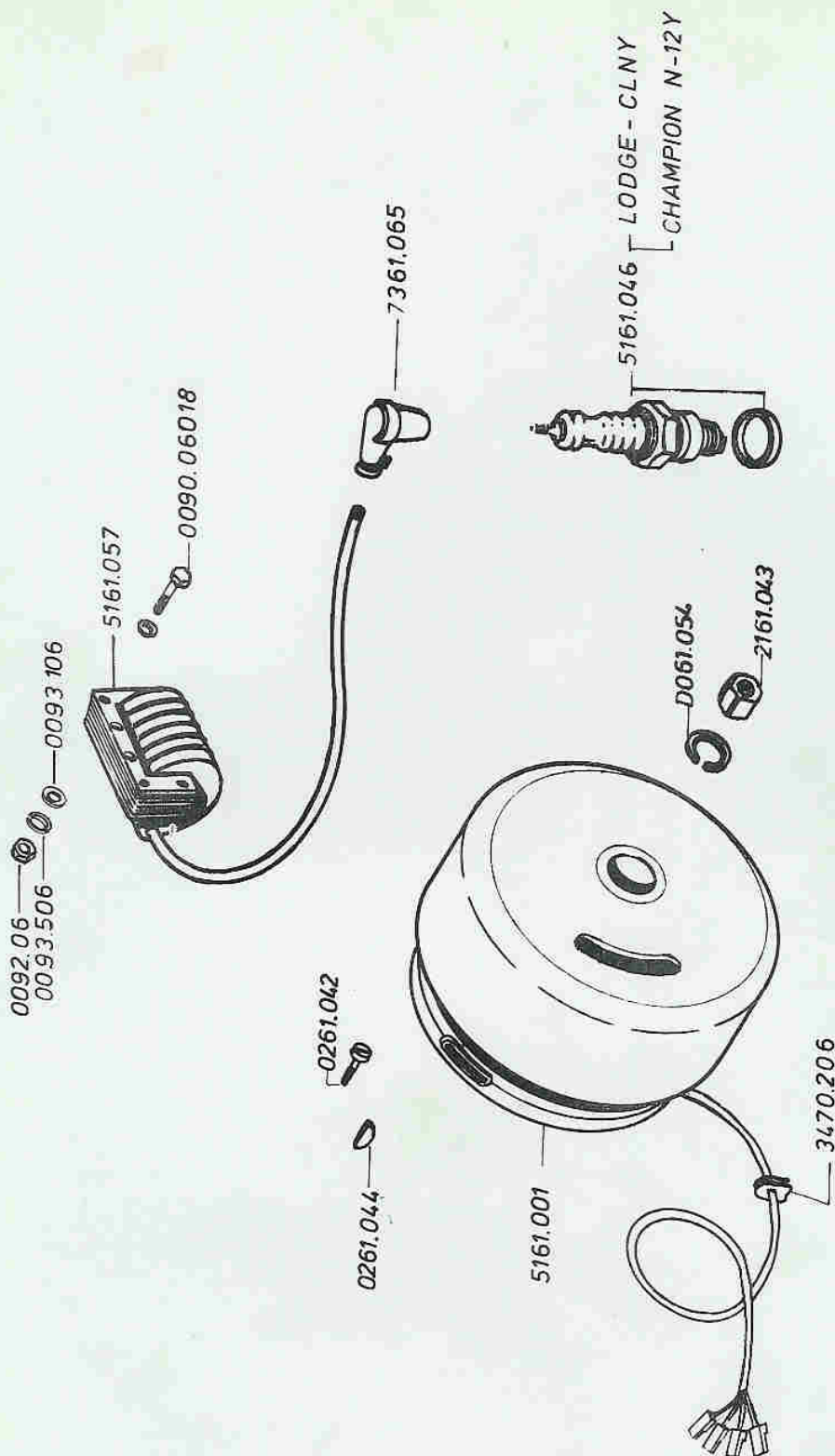
Util para recambios desde
Useful for spare-parts starting from
Util pour réchange depuis le

51M0001

GRUPO MOTOR II
ENGINE GROUP II
GROUPE MOTEUR II



PERMANEX S.A.
DE IND. MEC.
Montesa



Modelo

51M0001

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

MODIF. N.º

—

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

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

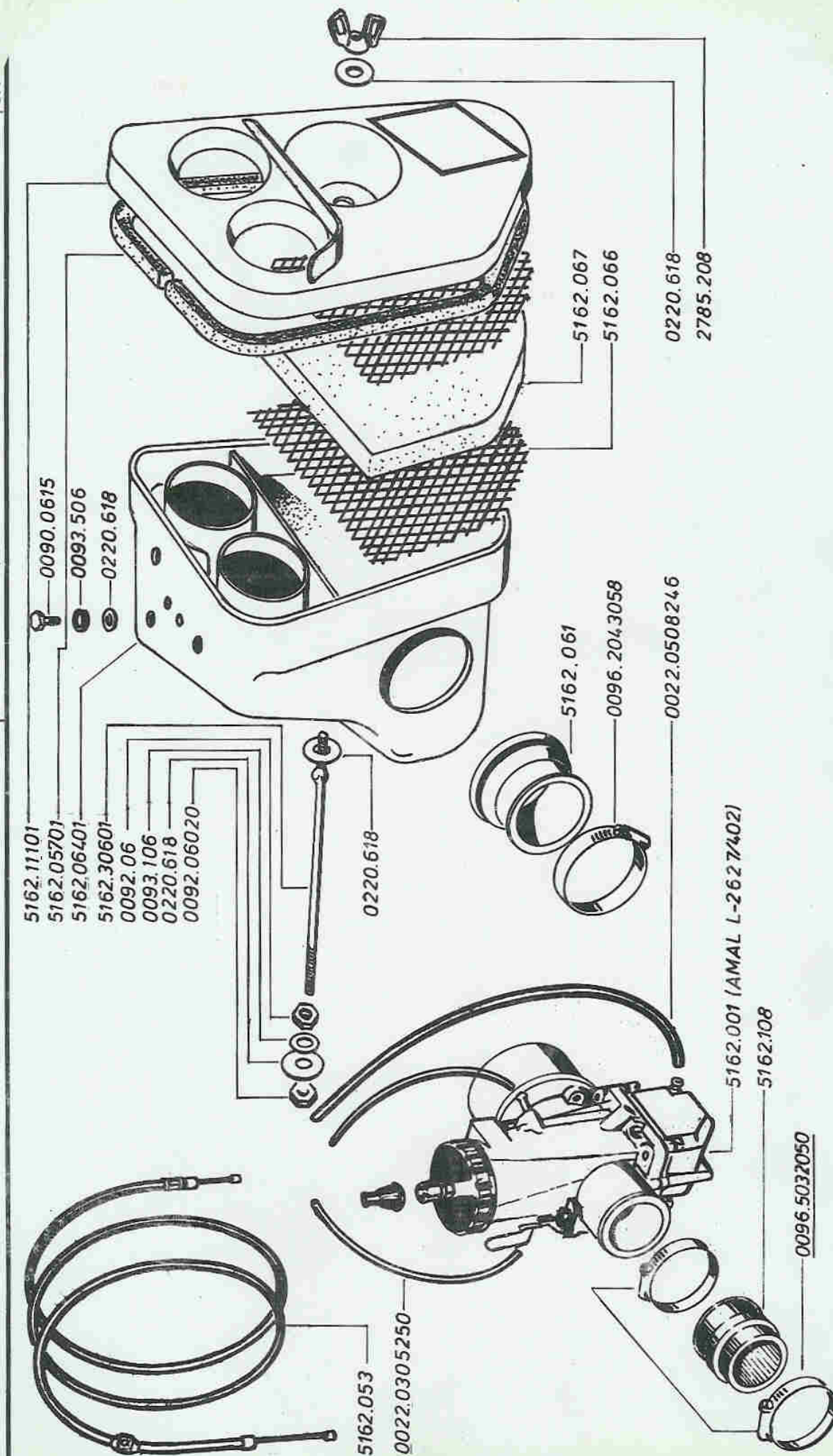
51M0001

COTA 348

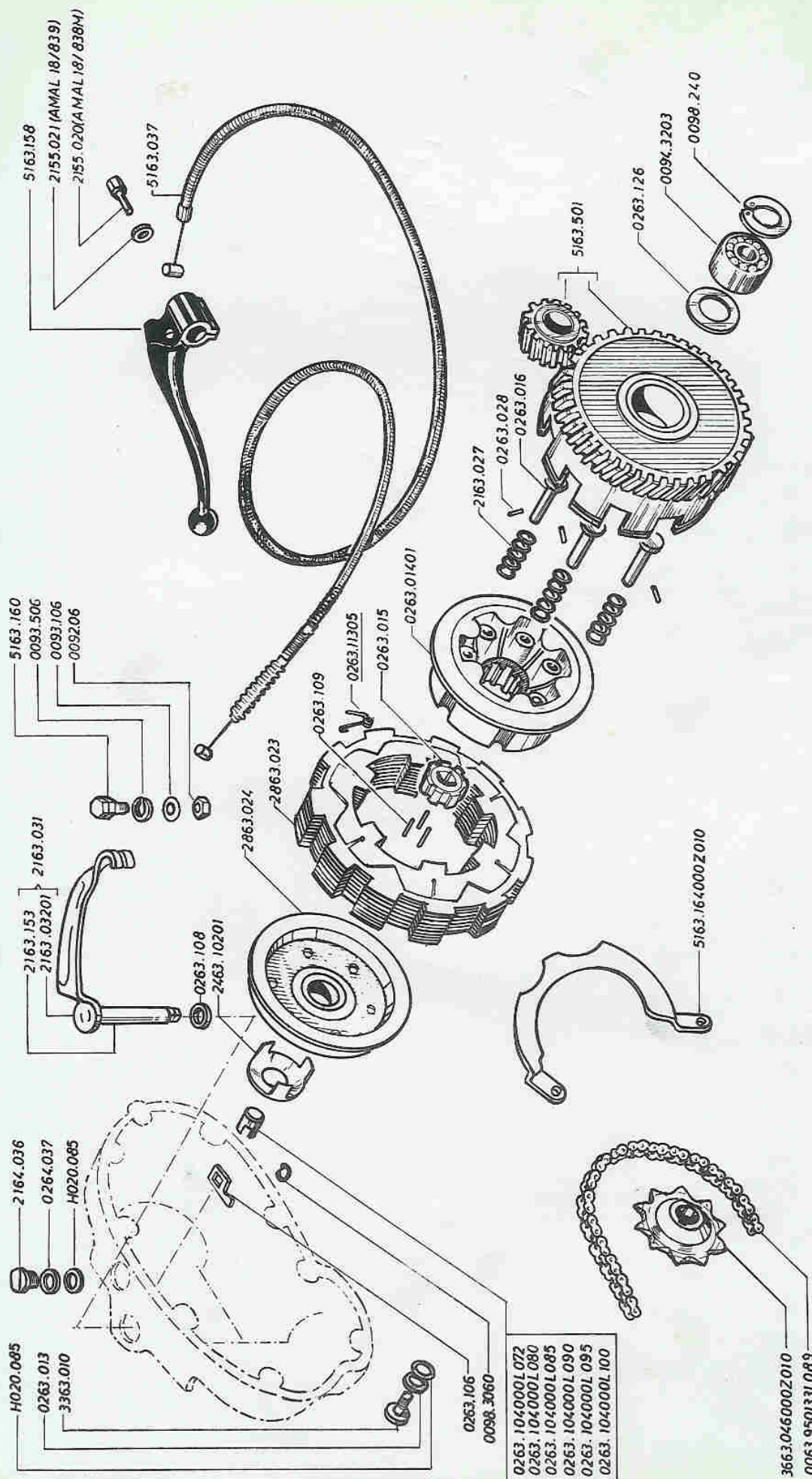
GRUPO ENCENDIDO
IGNITION GROUP
GROUPE ALLUMAGE



PERMANEE, S.A.
DE IND. MEC.
Montesa



 Montesa	MODIF. N.º 2 Comentarios 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 51M11307	Modelo COTA 348	GRUPO CARBURACION CARBURETION GROUP GRUPE CARBURATION
		Util para recambios desde Useful for spare-parts starting from Util pour échange depuis le 51M0001		



COTA 348

Modelo

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

51M7200

51M0001

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

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

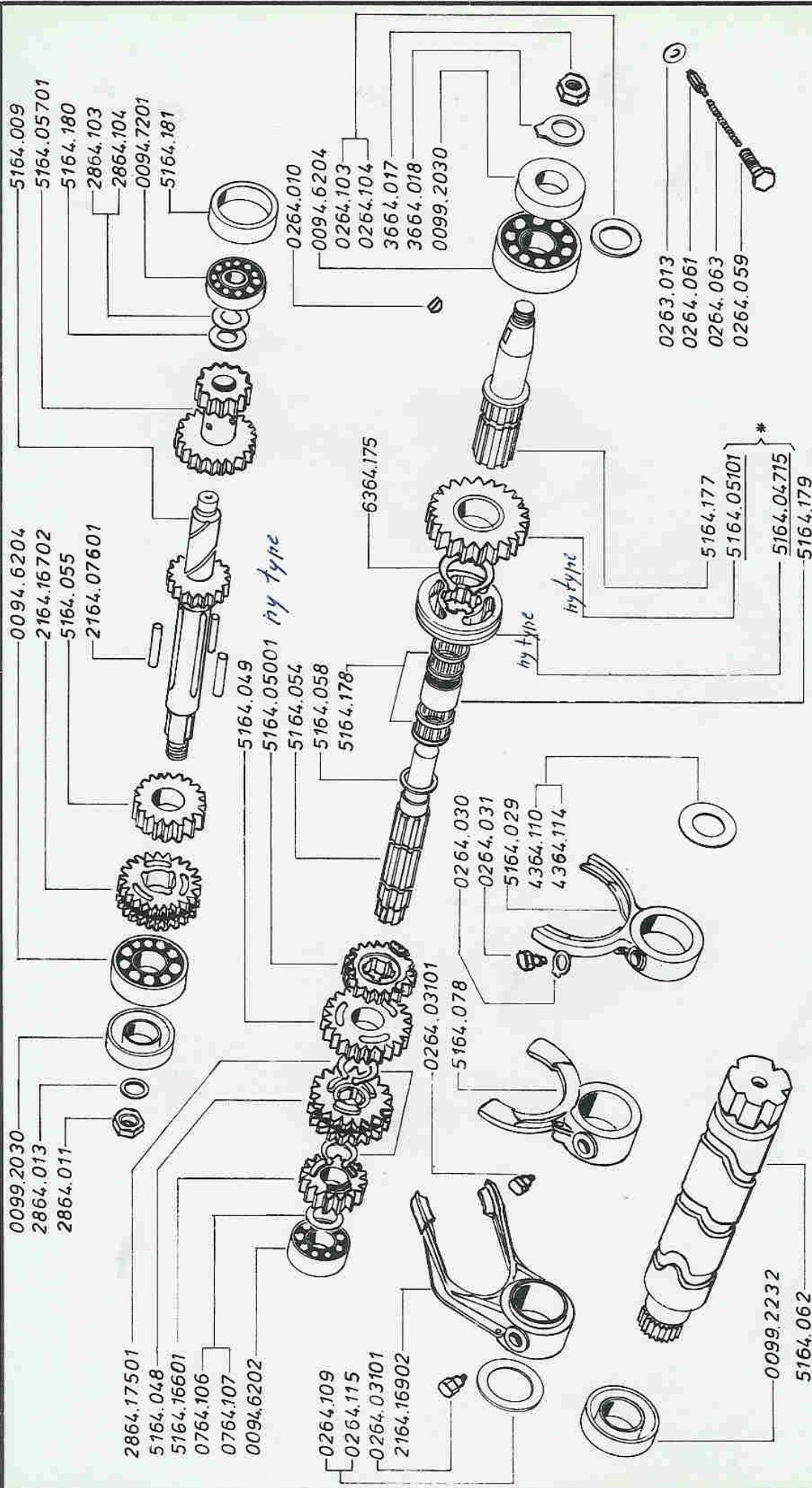
MODIF. N.º

2

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notas a la modif. - feuille n.º



PERMANYER, S.A.
DE INO. NEC.
Montesa



Modelo

51M5707

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

2

MODIF. N.º

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notice a la modif. - feuille n.º

7

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

51M5707
*51M0001

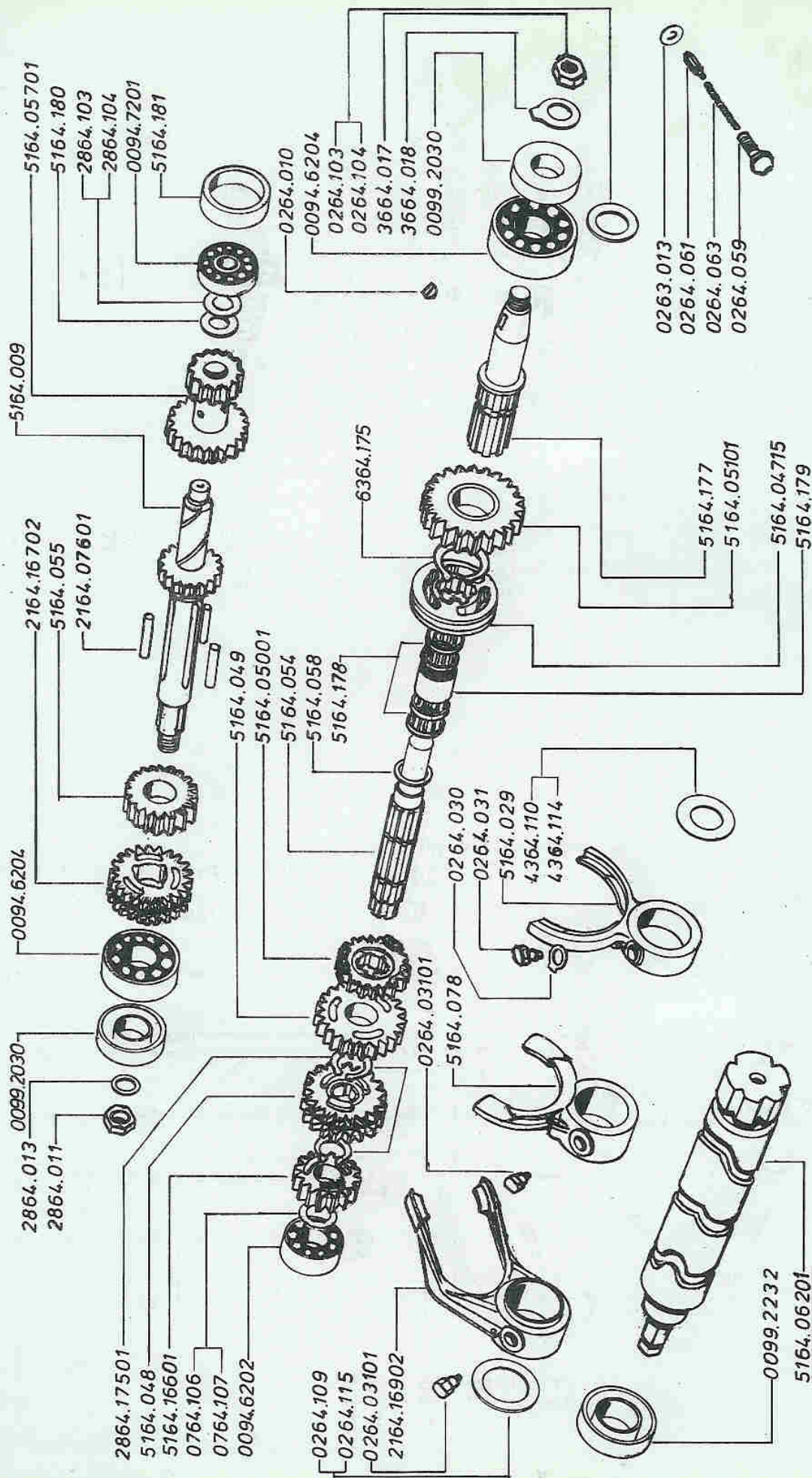
COTA 348

GRUPO CAMBIO DE VELOCIDADES
TRANSMISSION GROUP
GROUPE BOITE DE VITESSES



PERMANER S.A.
DE IND. MEC.

Montesa



Montesa

MODIF. N.º

3

Comentarios 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 numero de serie

16

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

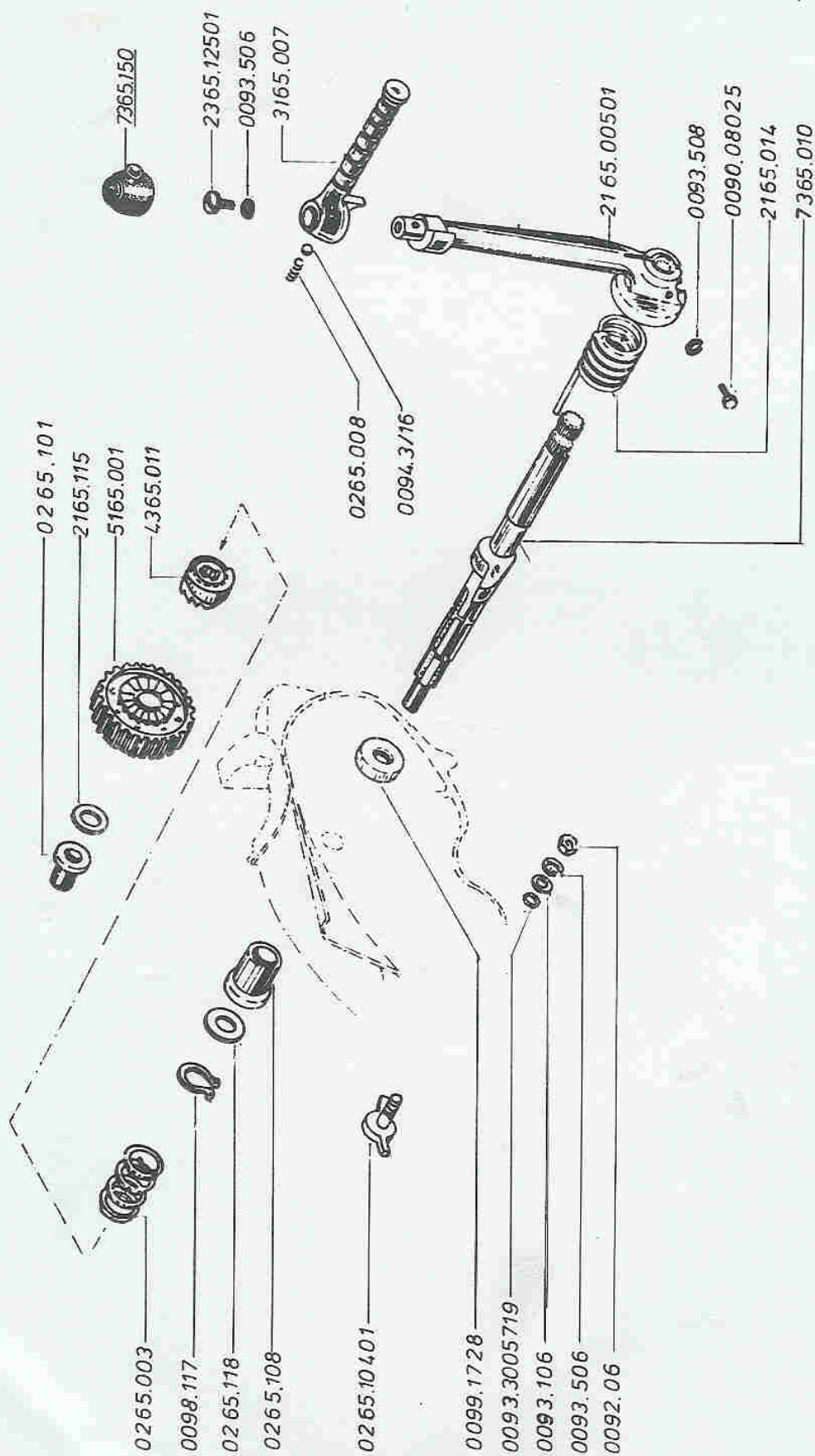
51M11307

Modelo

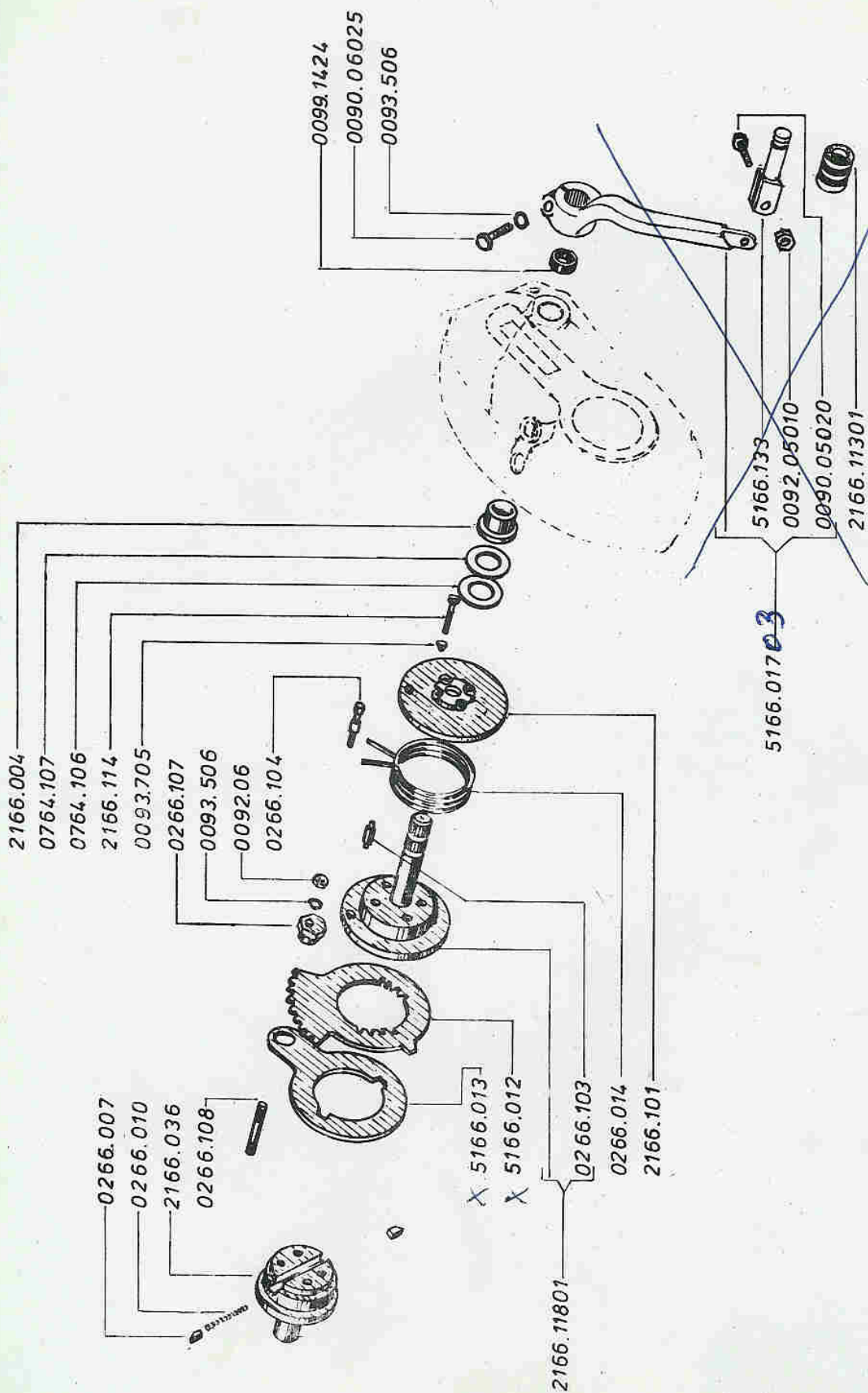
COTA 348

GRUPO CAMBIO DE VELOCIDADES
 TRANSMISSION GROUP
 GROUPE BOITE DE VITESSES

51M11307



 Montesa	MODIF. N.º 2	Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numero de serie	51M10107	Modelo COTA 348
Comentarios de modif. - hoja n.º Remarque en modif. - sheet n.º Notice a la modif. - feuille n.º	—	51M0001	GRUPO PUESTA EN MARCHA KICK STARTER GROUP GROUPE DEMARREUR	



COTA 348

GRUPO SELECTOR
SELECTOR GROUP
GROUPE SELECTEUR

Modelo

51M0001

51M0001

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

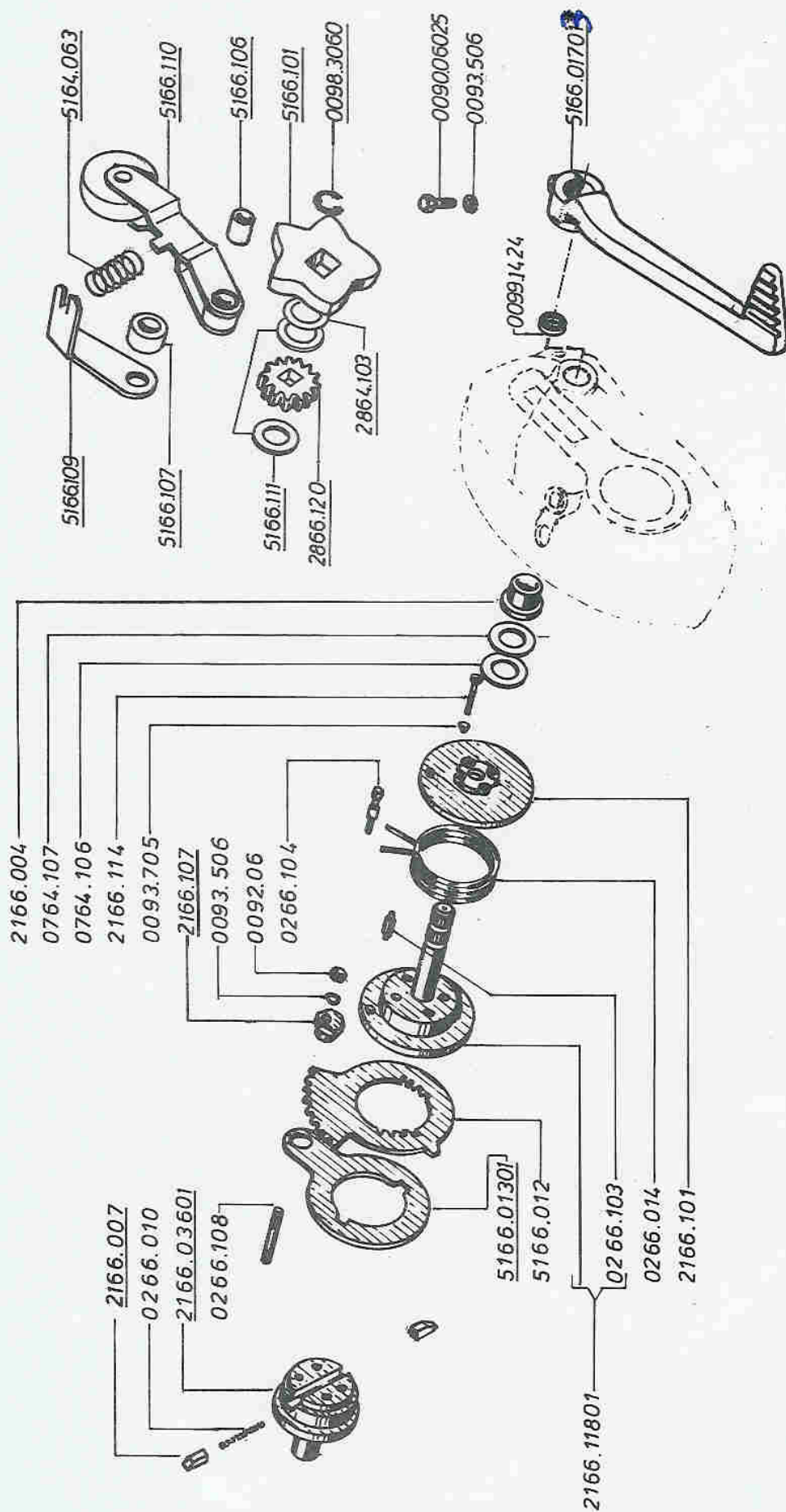
Util para recambios desde
Useful for spare-parts starting from
Util pour réchange depuis le

MODIF. N.º

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notas a la modif. - feuille n.º



PERMANES, S.A.
DE IND. MEC.
Montesa



Modelo

51M11307

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

MODIF. N.º

1

Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notices a la modif. - feuille n.º

14
16

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

51M11307
*** 51M0001****COTA 348**

GRUPO SELECTOR
SELECTOR GROUP
GROUPE SELECTEUR

**Montesa**

AMAL 316/083

AMAL 4/035-G

AMAL 5/077

AMAL 2622/064

AMAL 2622/061

AMAL 2622/071

AMAL 2622/063-2-B-1

AMAL 2622/057

AMAL 2622/060-3

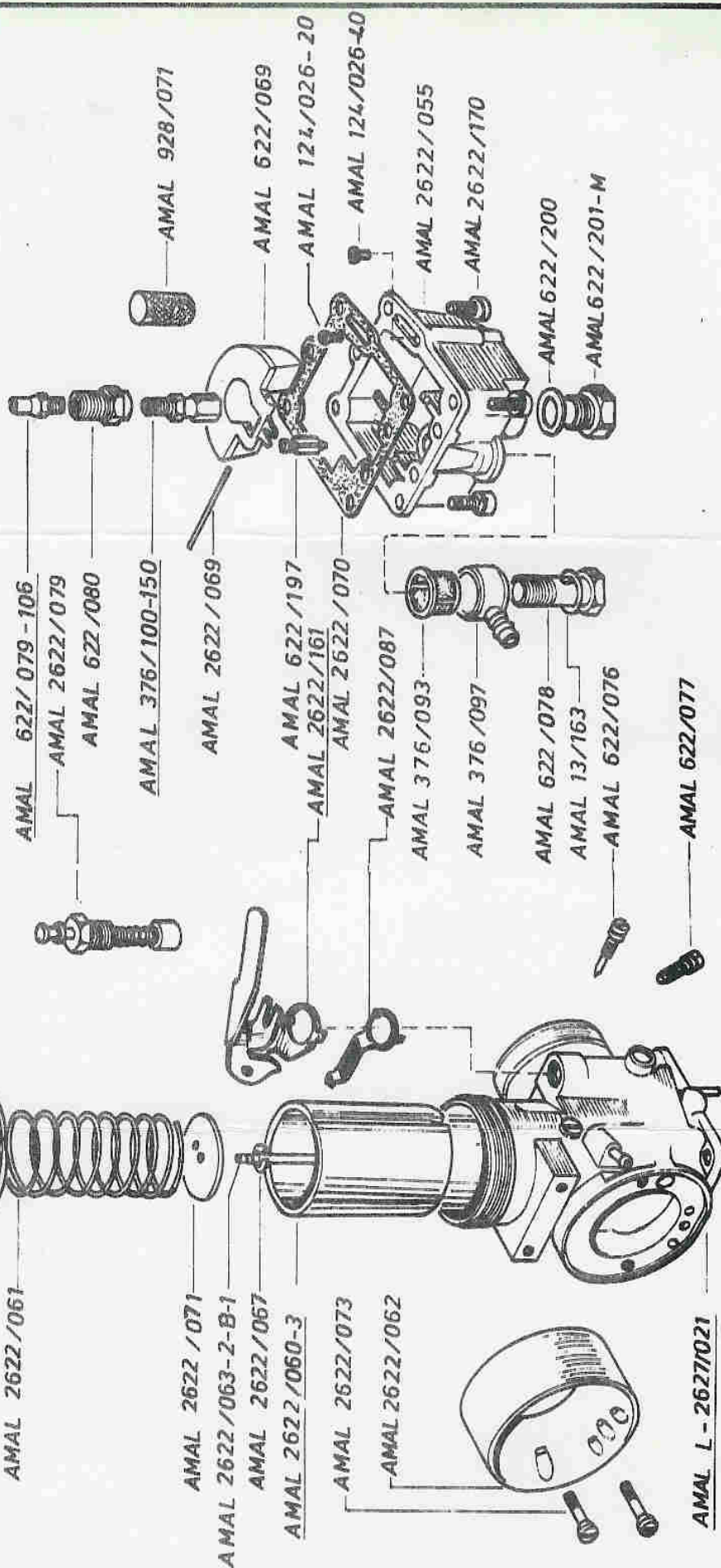
AMAL 2622/073

AMAL 2622/062

AMAL L - 2627/021

5162.001

AMAL L - 2627/402



Modelo

COTA 348

51M3790

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

1

MODIF. N.º

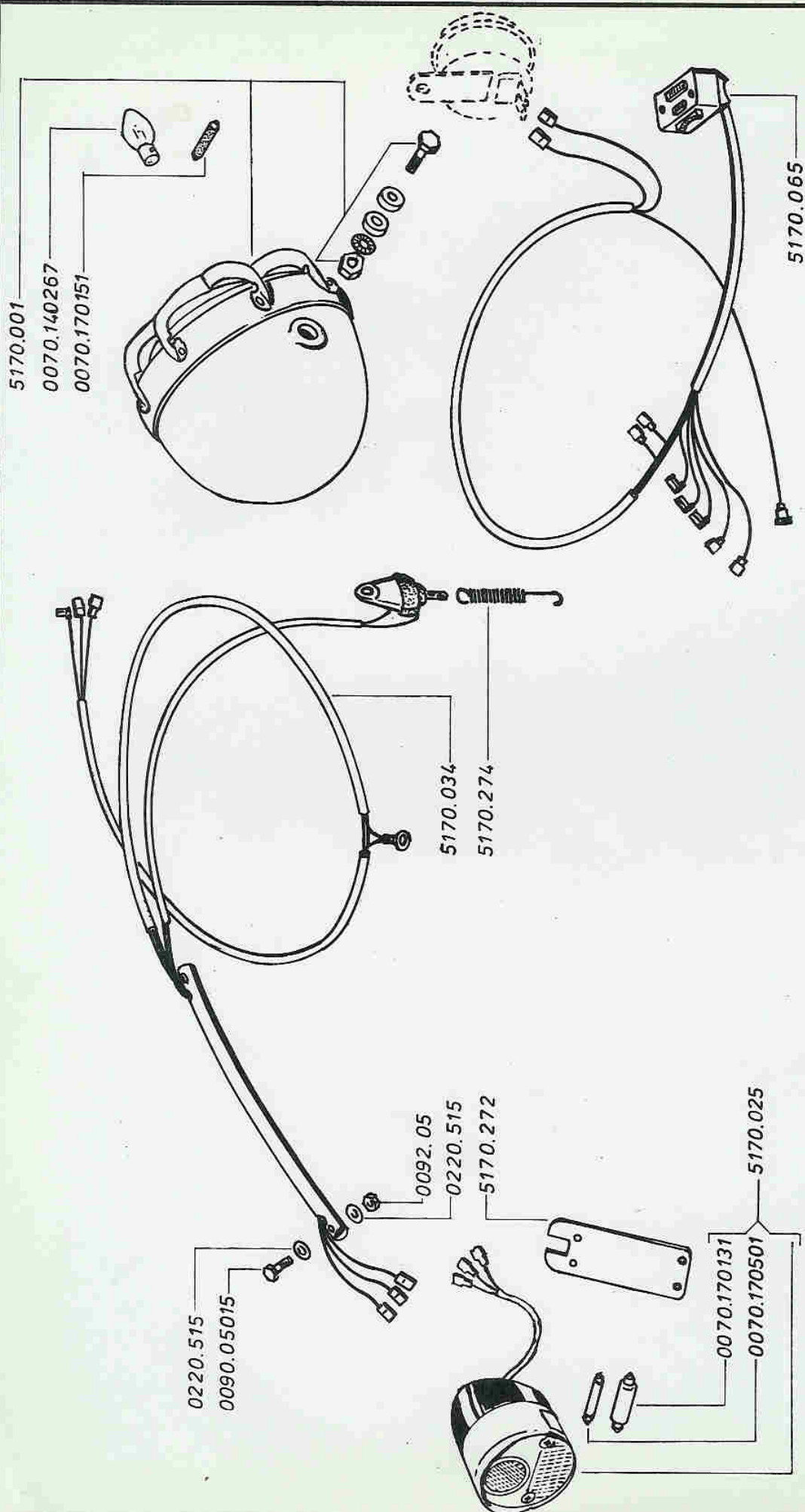
Util para recambios desde
Useful for spare-parts starting from
Util pour réchange depuis le

Comentarios de modif. - hoja n.º
Remarques on modif. - sheet n.º
Remarque a la modif. - feuille n.º

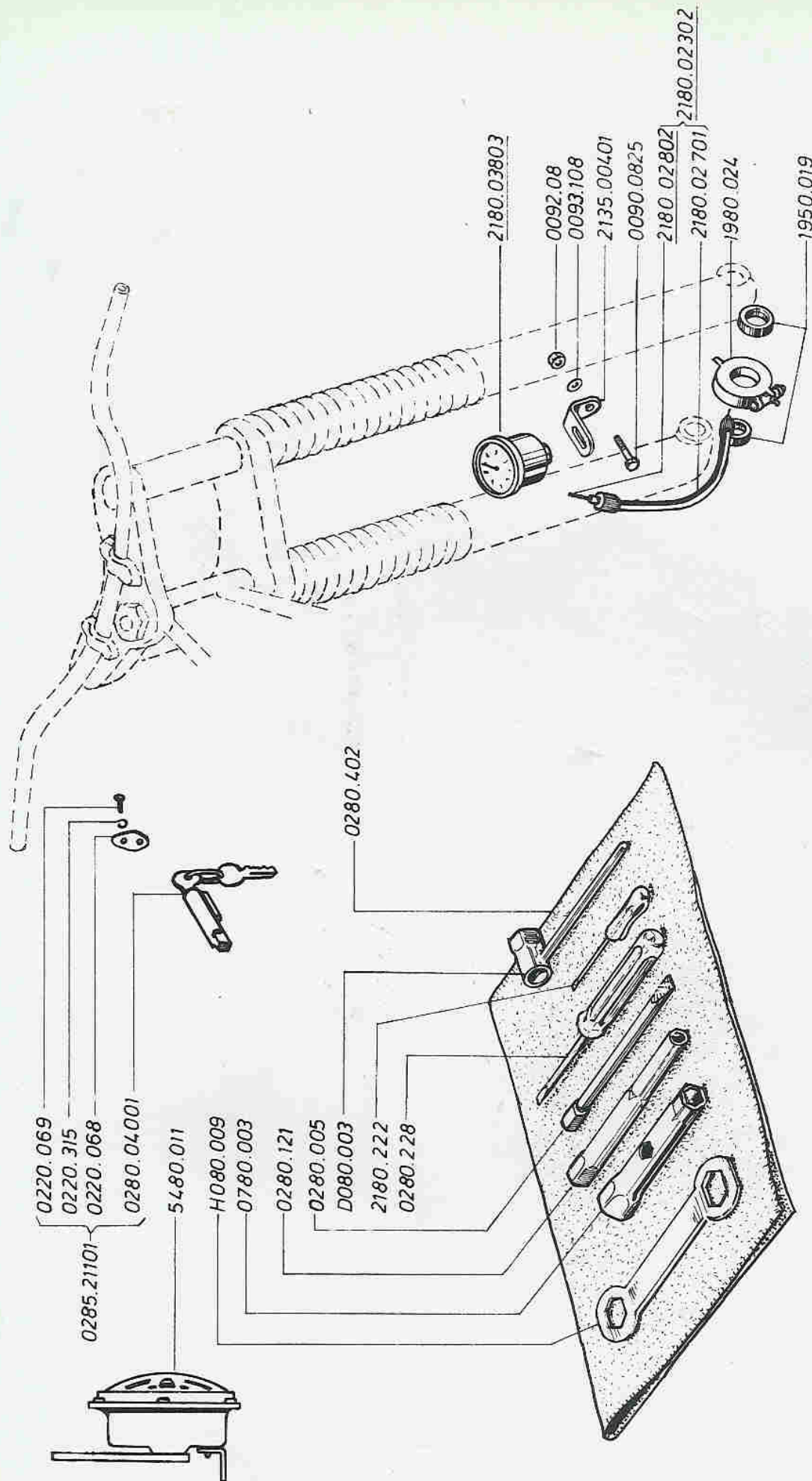
DESPIECE DEL CARBURADOR
EXPLODED CARBURETTOR
ECLATE DU CARBURATEUR



PERMANET S.A.
DE INO. 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 à la modif. - feuille n.º	—	Util para recambios desde Useful for spare-parts starting from Util pour échange depuis le	51M0001	INSTALACION ELECTRICA ELECTRICAL SYSTEM GROUP GROUPE SYSTEME ELECTRIQUE	
PERMANENT, S.A. DE IND. MEC. Montesa					



Modelo

51M6400

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

3

MODIF. N.º

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

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

51M 0001

COTA 348

GRUPO ACCESORIOS NORMALES
STANDARD ACCESSORIES GROUP
GROUPE ACCESSOIRES STANDARD



PERMANER, S.A.
DE INI NTC
Montesa

<u>MODIFICACION</u>	<u>MODIFICATION</u>	<u>MODIFICATION</u>
Nueva suspensión delantera tipo aire-muelle.	New front suspension air-spring type.	Nouvelle suspension avant type air-resort.
MOTIVO Mejora funcional.	REASON Performance improvement.	RAISON Amélioration fonctionnelle.
INTERCAMBIABILIDAD La nueva suspensión delantera completa 5135.13103 puede ser aplicada a todas las unidades anteriores desde la 51M 0001. Asimismo, pueden convertirse las anteriores suspensiones 5135.13102 (5135.13101 y 5135.131) en el nuevo sistema de aire-muelle sustituyendo los muelles y tapones superiores de los brazos por los correspondientes al nuevo sistema.	INTERCHANGEABILITY The new complet front suspension 5135.13103 can be fitted to all former machines 51M 0001. Also, the former suspensions 5135.13102 (5135.13101 and 5135.131) can be converted into the new system air-spring replacing the springs and upper taps of the arms for the corresponding ones in the new system.	INTERCHANGEABILITE La nouvelle suspension avant complète 5135.13103 peut être montée sur toutes les machines antérieures à partir de la 51M 0001. - Aussi, les suspensions antérieures 5135.13102 (5135.13101 et 5135.131) peuvent être changées au nouveau système air-ressort en remplaçant les ressorts et bouchons supérieurs des bras pour les correspondants au nouveau système.
UTILAJES NUEVOS Se ha previsto un medidor de presión - 0280.234 para la comprobación de la misma en los brazos de la suspensión.	NEW TOOLS A pressure measurer (0280.234) has been scheduled to check the pressure in the suspension arms.	NOUVEAUX OUTILS On a prévu un mesureur de pression 0280.234 pour la comprobation de la même dans les bras de la suspension.
OTRAS OBSERVACIONES La presión de aire en los brazos puede graduarse por medio de las válvulas situadas en los tapones superiores de los mismos. Emplear sólo aire o nitrógeno. La presión recomendable oscila entre 15 psi. (1 Kg/cm ²) y 21 psi. (1,5 Kg/cm ²). Por motivos de seguridad nunca deberá sobrepasarse la presión de 35 psi. (2,5 Kg/cm ²)	OTHER REMARKS The air pressure in the arms can be graduated by means of the valves placed in the upper taps of same. Employ air or nitrogen only. The recommended pressure goes from 15 psi. (1 Kg/cm ²) to 21 psi. (1,5 Kg/cm ²). For safety reasons pressure 35 psi. (2,5 Kg/cm ²) must never be overpassed.	AUTRES NOTICES La pression de l'air dans les peut être gradué moyennant les valves placées dans les bouchons supérieurs des mêmes. Employer seulement air ou nitrogène. La pression recommandable va du 15 psi. (1 Kg/cm ²) à 21 psi. (1,5 Kg/cm ²). Par raisons de sécurité il ne faut jamais dépasser la pression de 35 psi. (2,5 Kg/cm ²).
 Montesa COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION Modelo COTA 348 Hoja-Sheet-Feville N° 18		

<u>MODIFICACION</u>	<u>MODIFICATION</u>	<u>MODIFICATION</u>
Nuevo volante de mayor inercia.	New flywheel of bigger inertia.	Nouveau volant de plus grande inertie.
MOTIVO	REASON	RAISON
Mejora funcional.	Performance improvement.	Amélioration fonctionnelle.
INTERCAMBIABILIDAD	INTERCHANGEABILITY	INTERCHANGEABILITE
El nuevo volante de inercia 5160.17101 sustituye al anterior 5160.171 a todos los efectos inclusive como recambio para todas las unidades desde la 51M 0001 y 51M 50001.	The new inertia wheel 5160.17101 replacing the former 5160.171 to all effects - even as spare part for all former machines starting from 51M 0001 and 51M 50001.	Le nouveau volant de inertie 5160.17101 remplace à l'antérieur 5160.171 à tous les effets même comme pièce détachée - pour toutes les machines à partir de la 51M 0001 et 51M 50001.
UTILAJES NUEVOS	NEW TOOLS	NOUVEAUX OUTILS
Ninguno.	None.	Aucun.
OTRAS OBSERVACIONES	OTHER REMARKS	AUTRES NOTICES
-	-	-
 Montesa	COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION	
	Modelo COTA 348 - 348 TRAIL	Hoja-Sheet-Feville N.º 17

MODIFICACION	MODIFICATION	MODIFICATION																																																																																																												
Nuevo sistema de fijación marchas mediante rodillo y balancín.	New gear fixing system by means of roller and rocking lever.	Nouveau système de fixation vitesses par rouleur et balancier.																																																																																																												
MOTIVO	REASON	RAISON																																																																																																												
Mejora funcional.	Performance improvement.	Amelioration fonctionnelle.																																																																																																												
INTERCAMBIABILIDAD Todo el sistema es aplicable a unidades anteriores desde la 51M 0001 y 51M 50001 siendo el conjunto de piezas a emplear el que a continuación se relacionan: <table border="0"> <tr><td>cilindro</td><td>5164.02601</td><td>1/p</td></tr> <tr><td>muelle</td><td>5164.063</td><td>"</td></tr> <tr><td>disco</td><td>5166.101</td><td>"</td></tr> <tr><td>casquillo</td><td>5166.106</td><td>"</td></tr> <tr><td>distanciador</td><td>5166.107</td><td>"</td></tr> <tr><td>tope</td><td>5166.109</td><td>"</td></tr> <tr><td>cto. balancín</td><td>5166.110</td><td>"</td></tr> <tr><td>arandela</td><td>5166.111</td><td>2/p</td></tr> <tr><td>piñón</td><td>2866.120</td><td>1/p</td></tr> <tr><td>disco</td><td>0098.3060</td><td>"</td></tr> <tr><td>tornillo</td><td>{ 0090.07145</td><td>"(348 Trail)</td></tr> <tr><td></td><td>{ 0090.07150</td><td>"(Cota 348)</td></tr> </table>	cilindro	5164.02601	1/p	muelle	5164.063	"	disco	5166.101	"	casquillo	5166.106	"	distanciador	5166.107	"	tope	5166.109	"	cto. balancín	5166.110	"	arandela	5166.111	2/p	piñón	2866.120	1/p	disco	0098.3060	"	tornillo	{ 0090.07145	"(348 Trail)		{ 0090.07150	"(Cota 348)	INTERCHANGEABILITY The whole system can be fitted on former machines starting from 51M 0001 and 51M 50001 being the total of parts to be used as listed herebelow: <table border="0"> <tr><td>shifting drum</td><td>5164.02601</td><td>1/p</td></tr> <tr><td>spring</td><td>5164.063</td><td>"</td></tr> <tr><td>disc</td><td>5166.101</td><td>"</td></tr> <tr><td>bushing</td><td>5166.106</td><td>"</td></tr> <tr><td>spacer</td><td>5166.107</td><td>"</td></tr> <tr><td>spring</td><td>5166.109</td><td>"</td></tr> <tr><td>rocking lever</td><td>5166.110</td><td>"</td></tr> <tr><td>washer</td><td>5166.111</td><td>2/p</td></tr> <tr><td>sprocket</td><td>2866.120</td><td>1/p</td></tr> <tr><td>disc</td><td>0098.3060</td><td>"</td></tr> <tr><td>bolt</td><td>{ 0090.07145</td><td>"(348 Trail)</td></tr> <tr><td></td><td>{ 0090.07150</td><td>"(Cota 348)</td></tr> </table>	shifting drum	5164.02601	1/p	spring	5164.063	"	disc	5166.101	"	bushing	5166.106	"	spacer	5166.107	"	spring	5166.109	"	rocking lever	5166.110	"	washer	5166.111	2/p	sprocket	2866.120	1/p	disc	0098.3060	"	bolt	{ 0090.07145	"(348 Trail)		{ 0090.07150	"(Cota 348)	INTERCHANGEABILITE Tout le système est applicable à machines antérieures à partir de la 51M 0001 et 51M 50001 étant l'ensemble de pièces à employer comme suit: <table border="0"> <tr><td>tambour</td><td>5164.02601</td><td>1/p</td></tr> <tr><td>ressort</td><td>5164.063</td><td>"</td></tr> <tr><td>disque</td><td>5166.101</td><td>"</td></tr> <tr><td>bague</td><td>5166.106</td><td>"</td></tr> <tr><td>separateur</td><td>5166.107</td><td>"</td></tr> <tr><td>ressort</td><td>5166.109</td><td>"</td></tr> <tr><td>balancier</td><td>5166.110</td><td>"</td></tr> <tr><td>rondelle</td><td>5166.111</td><td>2/p</td></tr> <tr><td>pignon</td><td>2866.120</td><td>1/p</td></tr> <tr><td>disque</td><td>0098.3060</td><td>"</td></tr> <tr><td>vis</td><td>{ 0090.07145</td><td>"(348 Trail)</td></tr> <tr><td></td><td>{ 0090.07150</td><td>"(Cota 348)</td></tr> </table>	tambour	5164.02601	1/p	ressort	5164.063	"	disque	5166.101	"	bague	5166.106	"	separateur	5166.107	"	ressort	5166.109	"	balancier	5166.110	"	rondelle	5166.111	2/p	pignon	2866.120	1/p	disque	0098.3060	"	vis	{ 0090.07145	"(348 Trail)		{ 0090.07150	"(Cota 348)
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OTRAS OBSERVACIONES El nuevo mecanismo asegura el posicionamiento de marchas desde la 1ª a la 6ª velocidad, quedando para el sistema de una anterior la misión de posicionado del punto muerto del cambio.	OTHER REMARKS The new system ensures the positioning of the gears from the 1st to the 6th speed. Positioning of neutral is carried out by former fixing system.	AUTRES NOTICES Le nouveau mécanisme assure la position des vitesses depuis la 1ère jusqu'à la 6ème. La position du point neutre est engagée par moyen du système de fixation antérieur.																																																																																																												
UTILAJES NUEVOS - Ninguno	NEW TOOLS - None	NOUVEAUX OUTILS - Aucun																																																																																																												
 Montesa	COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION	Modelo COTA 348 -348 TRAIL Hoja-Sheet-Feuille N.º 16 Printed in Spain																																																																																																												

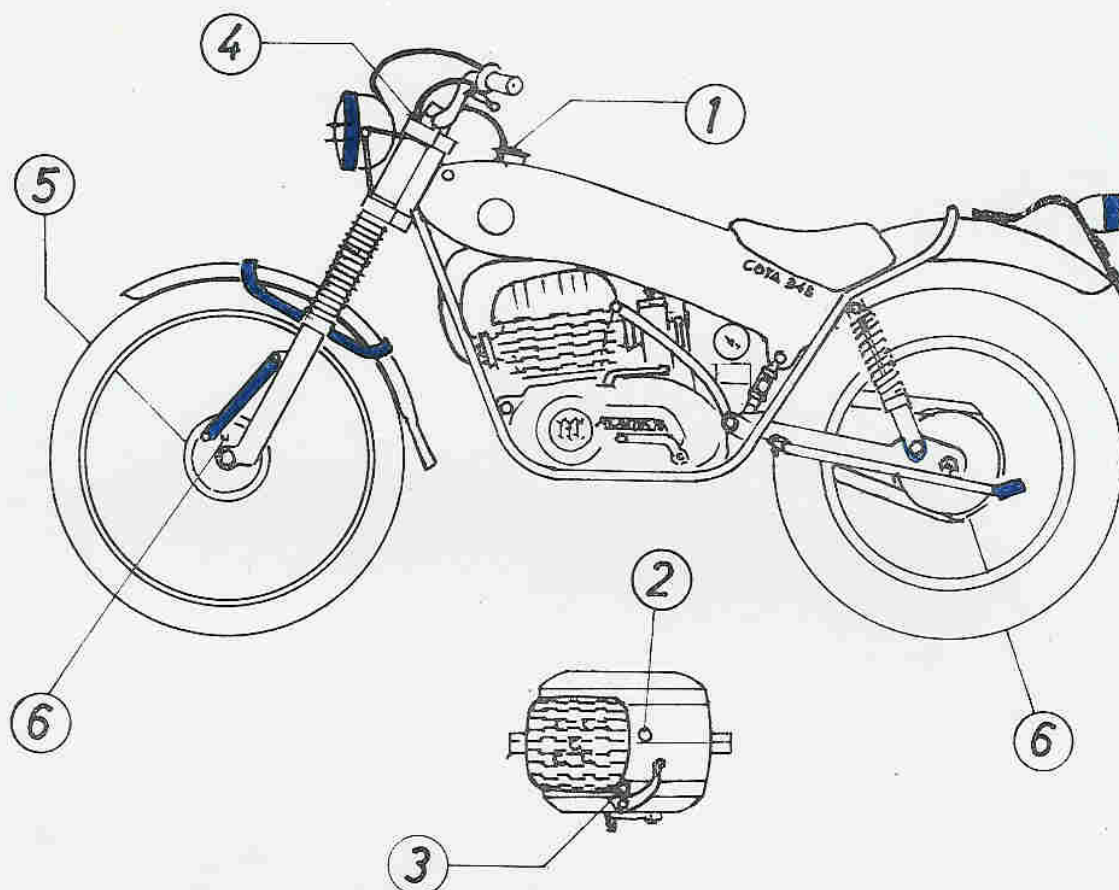
<u>MODIFICACION</u>	<u>MODIFICACION</u>	<u>MODIFICACION</u>																																													
Trinquetes selector cambio, reforzados.	Reinforced gear selector ratchets.	Dents de loup du selecteur boîte reenfoces.																																													
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El nuevo grupo de cárteres centrales 5160.14001 sustituye al anterior 5160.140 a todos los efectos, incluso como recambio para unidades anteriores, a partir de la 51M 0001 y 51M 50001, siendo necesario en este caso cambiar también las siguientes piezas: <table> <tr> <th>antiguo</th><th>nuevo</th><th>cdad.</th></tr> <tr> <td>-trinquete 0266.007</td><td>2166.007</td><td>2</td></tr> <tr> <td>-limitador 5166.013</td><td>5166.01301</td><td>1</td></tr> <tr> <td>-suplem. eje 2166.036</td><td>2166.03601</td><td>1</td></tr> <tr> <td>-excéntrica 0266.107</td><td>2166.107</td><td>1</td></tr> </table>	antiguo	nuevo	cdad.	-trinquete 0266.007	2166.007	2	-limitador 5166.013	5166.01301	1	-suplem. eje 2166.036	2166.03601	1	-excéntrica 0266.107	2166.107	1	The new crankcases group 5160.14001 replaces the former 5160.140 to the effects, even as spare for former machines starting from 51M 0001 and 51M 50001 being necessary in this case to change the following parts too. <table> <tr> <th>old item</th><th>new item</th><th>cdad.</th></tr> <tr> <td>-ratchet 0266.007</td><td>2166.007</td><td>2</td></tr> <tr> <td>-run stop 5166.013</td><td>5166.01301</td><td>1</td></tr> <tr> <td>supplement 2166.036</td><td>2166.03601</td><td>1</td></tr> <tr> <td>-cam 0266.107</td><td>2166.107</td><td>1</td></tr> </table>	old item	new item	cdad.	-ratchet 0266.007	2166.007	2	-run stop 5166.013	5166.01301	1	supplement 2166.036	2166.03601	1	-cam 0266.107	2166.107	1	Le nouveau groupe de carters centraux 5160.14001 remplace à l'antérieur 5160.140 à tous les effets même comme pièce détachée pour machines antérieures, à partir de la 51M 0001 et 51M 50001, étant nécessaire dans ce cas de changer aussi les pièces suivantes: <table> <tr> <th>antérieur</th><th>nouveau</th><th>cdad.</th></tr> <tr> <td>-dent loup 0266.007</td><td>2166.007</td><td>2</td></tr> <tr> <td>-limitateur 5166.013</td><td>5166.01301</td><td>1</td></tr> <tr> <td>-supplement 2166.036</td><td>2166.03601</td><td>1</td></tr> <tr> <td>-came 0266.107</td><td>2166.107</td><td>1</td></tr> </table>	antérieur	nouveau	cdad.	-dent loup 0266.007	2166.007	2	-limitateur 5166.013	5166.01301	1	-supplement 2166.036	2166.03601	1	-came 0266.107	2166.107	1
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 Montesa COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION Modelo COTA 348 - 348 TRAIL Hoja Sheet-Faville N.º 14 Printed in Spain																																															

MODIFICACION	MODIFICATION	MODIFICATION
Excéntricas tensora cadena de perfil dentado con paso reducido.	Narrow toothed-profile chain tensioner cams.	Cames tenduses de chaîne à profile denté de pas réduit entre-dents.
MOTIVO Mejorar progresividad de tensado.	REASON Better progressivity of tensioning.	RAISON Améliorer la progressivité du tondage.
INTERCAMBIABILIDAD Las nuevas excéntricas tensoras 5150. 02601 sustituyen a las anteriores (5150. 026) a todos los efectos, inclusive como recambio, siendo conveniente no obstante efectuar la sustitución de las dos excéntricas en caso de aplicación en unidades anteriores.	INTERCHANGEABILITY The new cams 5150. 02601 replace the former ones (5150. 026) to all effects, even as spare parts. Both cams should be fitted in former machines.	INTERCHANGEABILITE Les nouvelles cames tenduses 5150. 02601 remplacent à les antérieures à tous les effets même comme pièces détachées, étant convenable cependant d'effectuer le remplacement de deux cames dans le cas d'application à ces machines antérieures.
UTILAJES NUEVOS Ninguno	NEW TOOLS None.	NOUVEAUX OUTILS Aucun.
OTRAS OBSERVACIONES	OTHER REMARKS	AUTRES NOTICES
	COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION	
Modelo COTA 348	Hoja Sheet-Feville N.º 13	

MODIFICACION	MODIFICACION	MODIFICACION
Nuevos protectores de mandos freno y embrague.	New protectors for clutch and brake levers.	Nouveaux protecteurs des leviers de frein et d'embrayage.
MOTIVO	REASON	RAISON
Mejora de calidad y facilitar accionamiento del tensor.	Quality improvement and to ease the use of the tensioner.	Amélioration de la qualité et faciliter l'actionnement du tendeur.
INTERCAMBIABILIDAD	INTERCHANGEABILITY	INTERCHANGEABILITE
El nuevo protector 5430.167 acompañado de su complemento 5430.172, pueden ser utilizados en todas las unidades desde la 51M 0001 en sustitución del actual 2130.167.	The new protector 5430.167 together with its complement 5430.172 can be used in all the units from unit 51M 0001 as substitution of the presente 2130.167.	Le nouveau protecteur 5430.167 avec son complement 5430.172 peuvent être utilisés dans toutes les machines à partir de la 51M 0001 en substitution de l'actuel 2130.167.
UTILAJES NUEVOS	NEW TOOLS	NOUVEAUX OUTILS
Ninguno.	None.	Aucun.
OTRAS OBSERVACIONES	OTHER REMARKS	AUTRES NOTICES
-	-	-
COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION		Modelo COTA 348
 Montesa		Hoja Sheet-Faville N.º 12

MODIFICACION	MODIFICATION	MODIFICATION
Suspensión delantera mejorada en progresividad de compresión en la amortiguación MOTIVO Mejora funcional.	Improved progressivity in the compression of the dampening in the front suspension. REASON Operative improvement.	Suspension avant améliorée en progressivité de compression de l'amortissement. RAISON Amélioration fonctionnelle.
INTERCAMBIABILIDAD Tanto el grupo de suspensión completo 5135.13102 como los nuevos conjuntos tubo amortiguador 5135.02001 y los nuevos muelles 5135.01101 sustituirán a los anteriores a todos los efectos inclusive como recambio para todas las unidades desde la 51M 0001.	INTERCHANGEABILITY The new complete suspension group 5135.13102, the new leg assemblies 5135.02001 and the new springs 5135.01101 will replace the former ones to all effects even as spare parts in all the machines starting from 51M 0001 onwards.	INTERCHANGEABILITE Le nouveau groupe de suspension complet 5135.13102, ainsi que les nouveaux ensembles bras amortisseur 5135.02001 et les nouveaux ressorts 5135.01101 remplaceront aux antérieurs à tous les effets même comme pièce détachée pour toutes les machines à partir de la 51M 0001.
UTILAJES NUEVOS Ninguno.	NEW TOOLS None.	NOUVEAUX OUTILS Aucun.
OTRAS OBSERVACIONES - Con la nueva suspensión se consigue un frenado en forma más progresiva antes de llegar a tope de recorrido, tanto por la influencia del amortiguador hidráulico como por la de los nuevos muelles de paso variable. Al cambiar los tubos amortiguadores o los muelles en unidades anteriores, es necesario sustituir los de ambos brazos de la suspensión a la vez.	OTHER REMARKS With the new suspension a more progressive dampening is obtained before bottoming by means of the hydraulic dampener and the new variable-pitch springs. When changing the dampening legs or the springs in former machines both legs will have to be replaced at the same time.	AUTRES NOTICES - Avec la nouvelle suspension on obtient un amortissement plus progressif avant d'arriver à fond, autant en raison de l'amortisseur hydraulique comme pour celle des nouveaux ressorts de pas variable. Si on change les tubes amortisseurs ou les ressorts dans machines antérieures, il est nécessaire de remplacer les deux - bras de la suspension au même temps.
	COMENTARIOS DE MODIFICACION REMARKS ON MODIFICATION - NOTICE A LA MODIFICATION	Modelo COTA 348 Hoja-Sheet-Feville N.º 

ENGRASE-LUBRICATION-GRAISSAGE



Lugar Point Sujet		Aceite - Oil - Huile				Renovacion Renewal Renovation
		Tipo Type	Cantidad - Quantity - Quantite			
			C.C.	USA fl.oz.	GB fl.oz.	
1	Motor Engine Moteur	SOPRAL T-2	3%	mezcla mixture		_____
		SAE-40 ESPECIAL 2T.	4%	melange		
2	Cambio Gearbox Boite de vitesses	SUPERGRAS 451	300	10	10 1/2	cada 2o3 competi- ciones o equivalente every 2o3 races or similar
		SAE-90				
3	Embrage y trans. primaria Clutch and primary drive Embrayage et trans.primaire	SAE-10W30	200	6 3/4	7	toutes les 2 ou 3 courses ou equiva- lent
4	Suspension delantera Front suspension Fourche avant	HIDROL-4	190	6 1/2	6 3/4	discrecional at dicretion à discretion
5	Reenvio cuentakilometros Speedometer hub gear drive Entraîneur du compteur	Grasa Grease Graisse	discrecional at discretion à discretion			
6	Eje leva freno Brake cam Came de frein					

1	Bobina A.T.	Ignition coil	Bobine d'allumage	
2	Volante magnético	Magneto flywheel	Volant magnétique	
3	Faro delantero	Head lamp.	Phare	Lamp. 6V. 25/25W-6V 4.5W
4	Faro piloto	Tail light	Lanterne arrière	Lamp. 6V. 3W
5	Conmut. s/manillar	Handle switch	Interrupteur	
6	"Stop"	"Stop"	"Stop"	Lamp. 6V. 15W.
7	Avisador acústico	Horn	Avertisseur	

(A)	Amarillo	Yellow	Jaune
(B)	Azul	Blue	Bleu
(M)	Morado	Purple	Violet
(N)	Negro	Black	Noir
(R)	Rojo	Red	Rouge
(V)	Verde	Green	Vert
(W)	Blanco	White	Blanc
(S)	Rosa	Pink	Rosé
(T)	Marrón	Brown	Marron

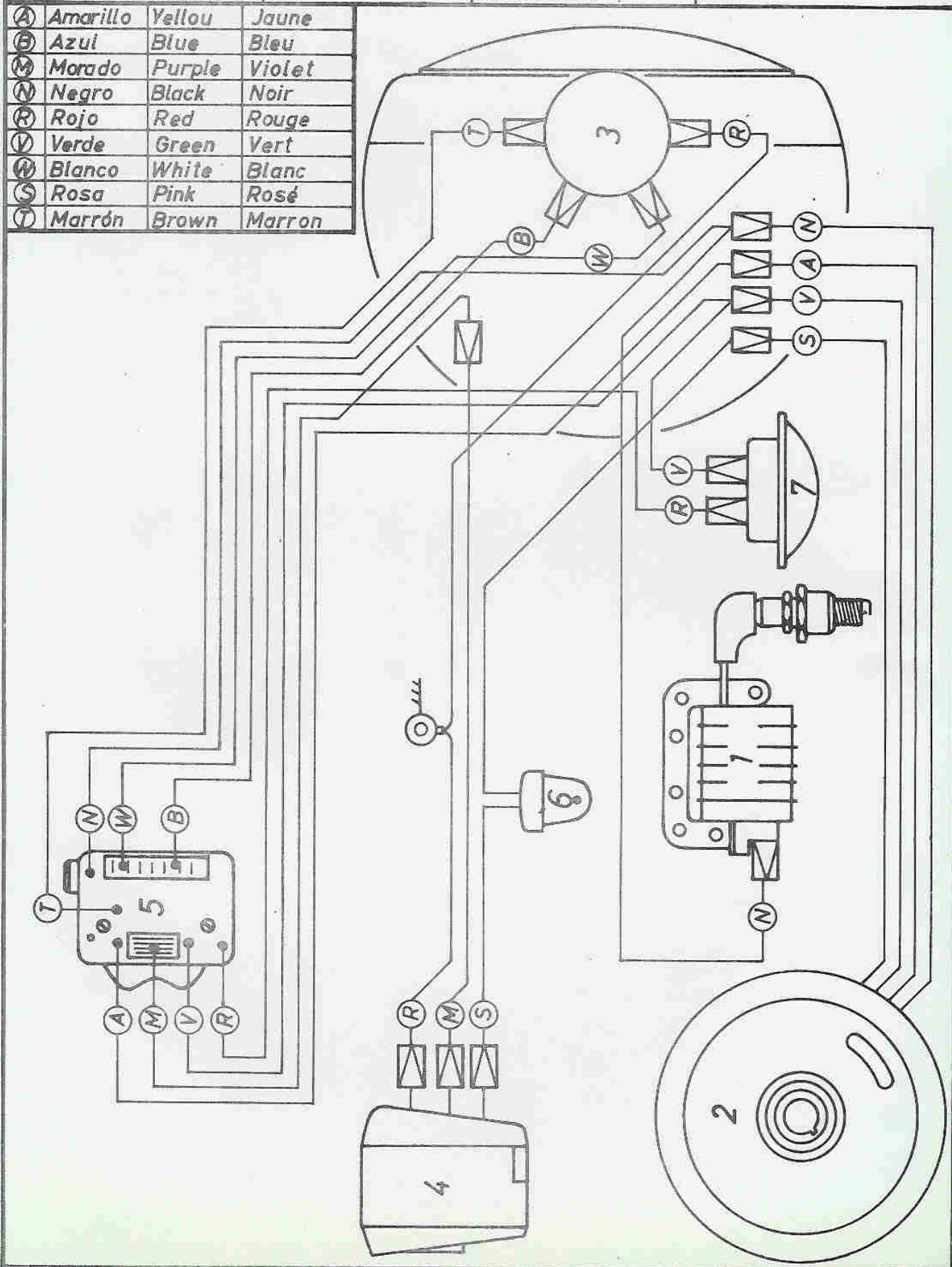


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INTRODUCTION

The MONTESA motorcycle which model is introduced here do not require an excessive care for maintenance, only a minimum attention is required to insure a long and perfect serviceable time.

With the present manual we intend to -
guide you about that minimum care and, at -
the same time, to make a disclosure of -
some technical features of your vehicle -
which undoubtedly will be of utmost -
interest.

PERMANYER, S. A.
MONTESA Motorcycles.

Remark:

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

GENERAL DESCRIPTION

The two-stroke monocylinder engine measures 305,8cc. with a bore of 78 mm. and a stroke of 64 mm.; and ignition is made through a flywheel - - magneto alternator with external H. T. coil.

The engine is seated over a frame formed by steel pipes mutual and electrically bended and welded. Double cradle type, both stout and light.

The front suspension is of Montesa telescopic fork type and the rear one is of swinging type with double acting shock absorbers with adjustable - initial load.

The concentric carburettor has a diffuser diameter of 27 mm. incorporated starter and takes air through filter located under the tank in the seat zone.

The gearbox is of six speed, in sequence, with constant mesh pinions. The speed distribution has been studied in order to perfectly adapt to trials - sport and also for you to comfortably use it when going about.

This model as a clutch of multiple steel discs in oil bath with constant - tension springs, resulting on a high performance and effectiveness.

The brakes are of internal expansion with a friction surface diameter of - 110 mm.

The whole vehicle, both for its line, proportions and lightness and its - assembly elements, is the result of a studied and experienced creation - in the mountain motorcycle sport field.

UTILIZATION

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

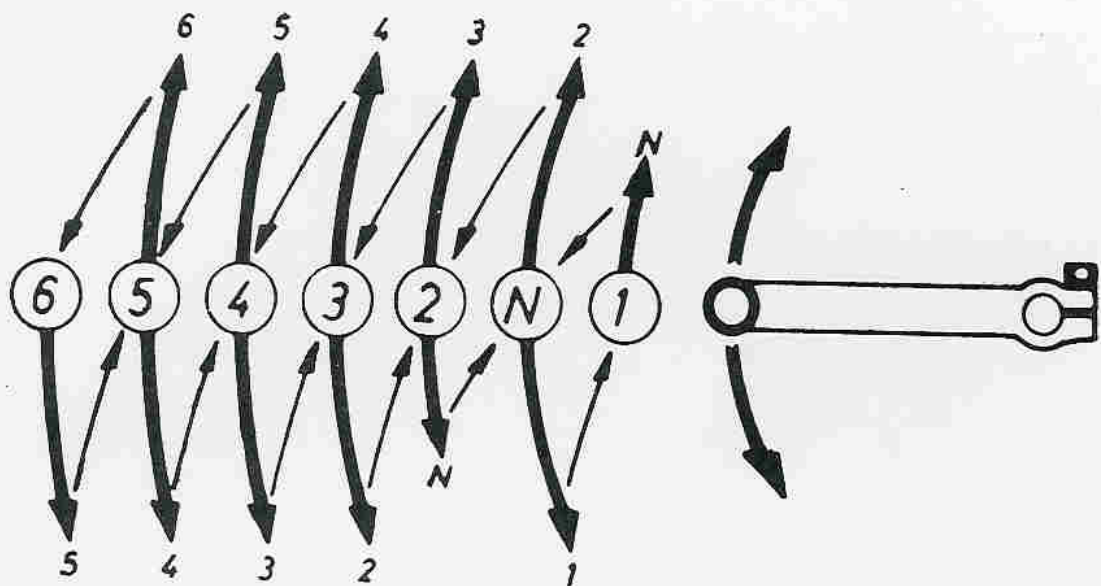
STARTING THE ENGINE

- 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.

GEARBOX

Gearbox is of 6 speeds, obtained by constant mesh pinions.

Gearbox pedal is on the left side of the engine and has to be acted according to the figure hereunder:



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), stirring 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 anchoring 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 con-
serve 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 of 1 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 $0,5 \pm 0,6$ 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.

To effect this operation, never use either wires nor any other hard object, for they could modify or damage the little passage conduit 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 pivoting 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 slightly 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.

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. (0,0157 in.)
Spark advance at t.d.c.	1,8 mm. (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	0,03 mm. (0,0012 in.)
Maximum whipping crankshaft ends mounted on -the crankcase	0,03 mm. (0,0012 in.)

Recommended tightening torque:

		<u>m. Kp.</u>	<u>ft - lbs.</u>
- Cylinder fixing nuts	.....	2 to 2,5	14,5 to 18
- Cylinder head fixing nuts	.....	3 to 3,5	22 to 25,5
- Crankshaft pinion nut	.....	8	58
- Magneto flywheel nut	.....	9	65,3
- Clutch plate nut	.....	2 to 2,5	14,5 to 18
- Counter sprocket nut	.....	7	50,7

PRIMARY DRIVE

Type	.....	by helicoidal gearings
Pinion crankshaft	.....	20 teeth
Clutch toothed gear	.....	64 teeth
Transmission ratio	.....	3,20

GEARBOX

Number of speeds 6

PINION	PRIMARY	SECONDARY	RATIO
1st gear	16-18-11 teeth	21-23-23 teeth	3,506
2nd "	18-18-11 "	19-23-23 "	2,820
3rd "	21-18-11 "	15-23-23 "	1,908
4th "	21 "	16 "	1,312
5th "	19 "	18 "	1,055
6th "	15 "	21 "	0,714

SECONDARY TRANSMISSION

Counter sprocket	.....	10 teeth
Toothed gear on rear hub	.....	33 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	WM1/1.6	36	3,5 x 231	trial	2,75"x21"
Rear wheel	WM2/1.85	36	3,5 x 194	trial	4,00"x18"

BEARING DIMENSIONS

	Quantity	Type	Dimensions	Number
Crankshaft	2	radial(-3set)	25,x52x15	6205/C-3
Clutch toothed gear	1	double row	17x40x17,5	3203
Main shaft, right side	1	angular interface	15x35x11	7202
Main shaft, left side	1	radial	20x47x14	6204
Secondary shaft, right side	1	radial	20x47x14	6204
Secondary shaft, left side	1	radial	15x35x11	6202
Front wheel	2	radial	17x35x10	6003RS/C3
Rear wheel	2	radial	17x40x12	6203RS/C3

GENERAL DIMENSIONS

Tank capacity 5L. { 1,32 USA gal.
1,10 imp. gal.

Weight 89Kg. (196 lbs.)

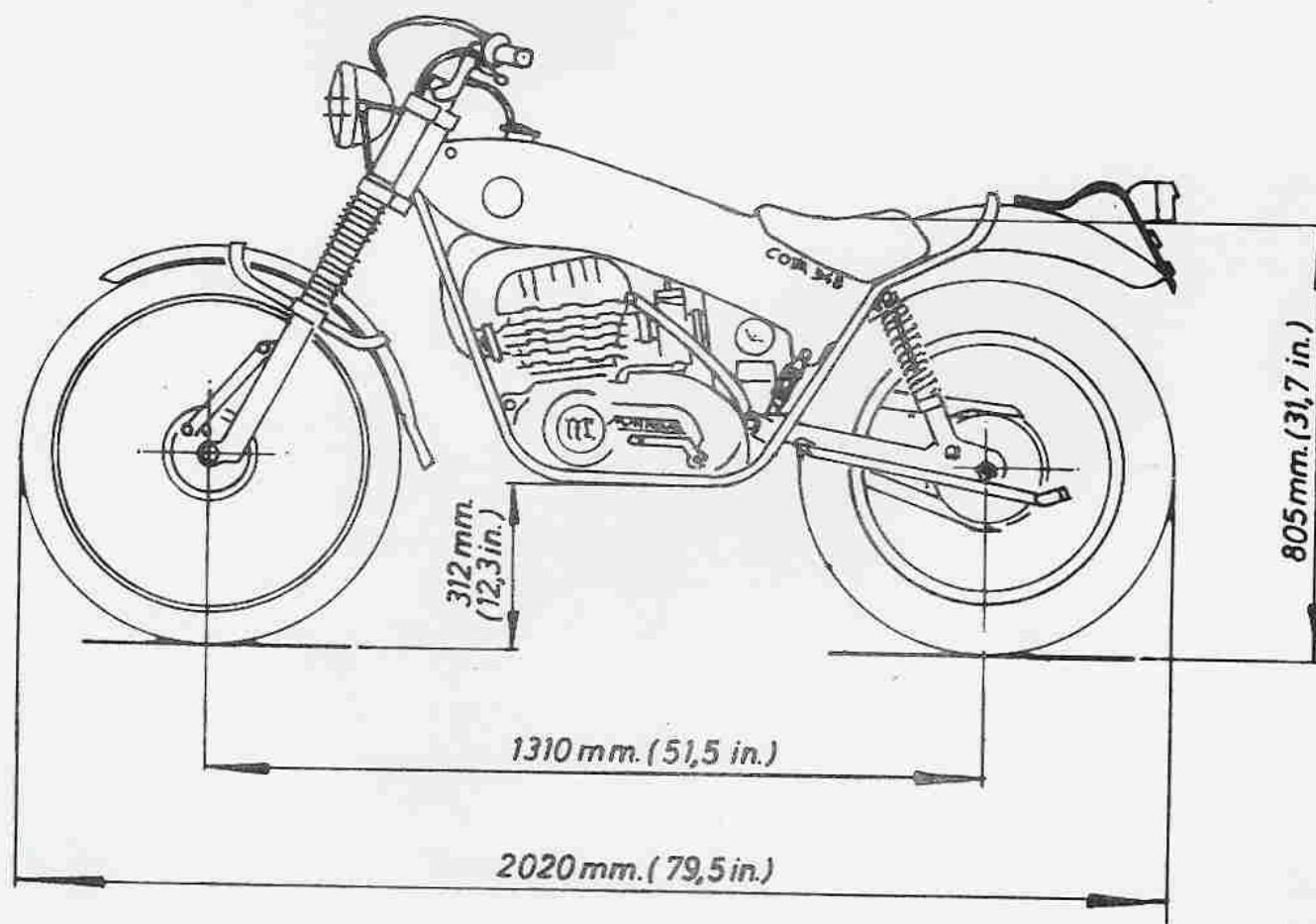


DIAGRAMA DE VELOCIDADES
SPEED DIAGRAM
DIAGRAMME DE VITESSES

