



STEWART ENGINEERING

THE SUNBEAM SPECIALISTS

Data Sheet No. 15B

Subject: Oils

MAINTENANCE NOTES

DIPSTICK OIL LEVEL

Level should be just to the *LINE* whilst *COLD*, and held upright, *NOT* on the sidestand. This level will drop to about halfway between the line and the bottom of the stick whilst the engine is running as the oil circulates, and the oil should never be topped up to the line whilst in this state - otherwise it will be overfilled with the consequential oil losses, especially from dipstick cap and breather.

Never overfill the sump - it's a false economy as the excess oil will be lost or burnt very quickly, so that the oil consumption will (falsely) appear to be very poor.

Try and check the oil always **BEFORE** using the machine, and top up, if needed before you go, not during the trip!

You may be surprised at your new oil economy.

REAR DRIVE OIL LEVEL

The rear drive oil is **SAE 140** and *NO OTHER OIL MUST BE USED*. This oil is of a special consistency and it is very easy to overfill the rear-drive resulting in great pressures inside it with oil loss and ruined brake shoes.

The level plug should be removed with the bike standing in a level attitude, and the approximate amount of required oil poured into the top. Wait until it appears at the level plug hole - **THEN GO AWAY AND LEAVE IT** until **NO** more oil emerges. This may be 20 minutes later as the oil laboriously finds its way round the wormwheel. Until no more oil drips from it ... the level plug should not be replaced as the reardrive will be overfilled.

A good check is to run the bike round until the reardrive is warm - then remove the level plug. If any oil comes out, it was overfilled!

Gearbox oil level is also critical as excess oil will force its way out of the mainshaft oil seal and find its way onto the clutch eventually.

Use only **SAE 50** oil in the engine in Summer and **SAE 40** in Winter. Gearbox is quite happy with **SAE 40** all the year round.

MULTIGRADES are **NOT** recommended!