

REPUBLIC 1073

IMPORTERS OF THE WORLD'S  
FINEST MOTORCYCLES

## Allied Motorcycle Distributors, Inc.

2014 "M" STREET, NORTHWEST  
WASHINGTON 6, D. C.

CABLE ADDRESS  
ALMODI

SB-4

FRONT FORKS

After one of our dealers wrote us stating that he had trouble with the 1948 model front fork bottoming, we wrote the factory to see if the forks were giving this trouble elsewhere and they wrote us, as follows:

"As to the front forks, it is of course practically impossible for these to bottom, although the fork spring used on the 1948 models is lighter than the spring used in 1947. The modification was carried out soon after we went into production with the 1948 machines.

It is not advisable to use a heavier oil, and it may appear to be somewhat elementary, but have you made sure that the bottom fork cover tube does not make contact with the joint formed by the screwed extension into the slider. It is possible that the fork tubes are not concentric or they have been distorted during packing, and there should of course be evidence on the forks to indicate whether this is happening.

Next as you probably know, there is air pressure generated in the forks, which augments the springing and to obtain the maximum air pressure, it is advisable to raise the front wheel clear of the ground, and let the forks extend, and then unscrew the top caps or bolts on top of the handlebar lug, and then replace."

SAE 10 oil to be used in all teledraulics at all temperatures.

When the fork is dry on a 48 model, put <sup>10</sup> ounces of oil in each side. On the 46 and 47 forks, keep the oil up to the level screws on the inside of the slipper brackets.

When the front fender is removed for competition or road work, be sure to make up some sort of a strut or horse shoe to run from the one fork slipper to the other in order to regain the rigidity lost when the front fender is removed.

Service Department  
ALLIED MOTORCYCLE DIST., INC.