

2. ZERLEGEN DES MOTORS



2-1



2-2

VERGABE

Bei SACHS 150, 2 Motoren M 2 mit Federungen, bei SACHS 175, 2 Motoren M 2 mit Federungen, bei 2 x - 11 mittels 10 mm, bei 14 mm Federungsstützen, es schrauben, Kappen und Kappenförmige Dichtung wegzunehmen.

MAGNETSCHWUNGSCHNEI

Wenn rechter Gehäuseteil auch nicht entfernt, nur abschrauben 2 Schrauben M 2 und 2 Schrauben M 8 durch Federungsstützen.

Haltebügel mit Kette zu entfernen, daß der Topf des Haltebügels im Innern der Schwungscheibe, also Haltebügel beim Abschrauben der Befestigungsmutter auf Zug beizubringen ist.

Bei SACHS 150 Befestigungsmutter M 12 x 1 der Magnet-schwungscheibe mit Steckschlüssel 14 mm, bei SACHS 175 Befestigungsmutter M 14 x 1,3 mm Festdrehung mittels 22 mm Steckschlüssel 17 mm Magnet-schwungscheibe auf abschrauben.

Zum Abkühlen die Schutzkappe (SACHS 012 000 bei SACHS 150 bzw. die Schutzkappe 015 000 000 bei SACHS 175 auf Kurbelwelle aufsetzen. Haltebügel auf Zug anziehen. Abzieher (SACHS 015 001) in die Führungsfeder einstecken und diese durch 22-mm-Steckschlüssel abziehen.

ELEKTRISCHE ANSCHLUSSE

Lichtstrom Klasse 21 gelb
Batterie Lichtstrom Klasse 21 rot
Zündstrom Unterbrechung schwarz Klasse 1
mit Steckschlüssel (SACHS 017 000 (7 mm) zum Leuchtverbrücker (1) abschrauben.
Eingesteckten Leuchtverbrücker (1) mit der Hand heraus-schrauben und vorsichtig über die Kollektoren abziehen. Untergelegten Dichtung (5) loslösen.

Steuerbuchsen (2) mit Zündschlüssel abschrauben, gelbe und rote Isolierkabel abziehen.

ANKERBUNDENPLATTE

Die 2 Ankerbündelenden (2) mit Zündschlüssel und Federzangen mit 2 mm-Schraubenzieher herausziehen. Ankerbündelende vorsichtig und die (2) die Kollektorstifte (2) mit Drahten und Zündzangen vorsichtig durch die Ankerbündelenden herausziehen.

Ankerbündelende in Magnet-schwungscheibe einlegen (Ankerbündelende einlegen).

Schrauben (Kett) 2 x 2 mm aus der Kollektorstifte durch Seiten-schraube entfernen (Bild 4).

ANTERBUKETTENHEAD

Haltebügel für Haltebügel mit Kette in die entsprechende Führung (Bild 2) einstecken und bei SACHS 150 und SACHS 175 Modell 12 die Befestigungsmutter M 12 x 1 (30) mittels Gewinde - durch Auflagen der Kette (2) von rechts nach links durch Federbügel 15 mm abschrauben und Federbügel wegzunehmen.

Achtung! Ober-Motor bei 175 195 haben SACHS 150 und SACHS 175 auf der Hauptwelle linken Gewinde und es muß demnach die Kette (2) zum Abschrauben der Mutter M 12 von links nach rechts über das Kollektorstifte gelegt werden.
Haltebügel mit Kette wegzunehmen.

Schutzkappe (SACHS 012 000) ist zum Schutz des Gewindes der Hauptwelle aufsetzen.

Abzieher (SACHS 015 001) einsetzen und das Kollektorstifte durch Anwendung eines 22-mm-Steckschlüssel Kollektorstifte abziehen.

Schrauben (Kett) mittels Steckschlüssel aus der Hauptwelle entfernen.



2-3



2-4

Sachs 150 Express Workshop Manual

Tao Wei



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Paperbound Books in Print ,1984 *The Reference Catalogue of Current Literature* , *Subject Guide to Children's Books in Print* 1997 Bowker Editorial Staff,R R Bowker Publishing,1996-09 **The Oxford English Dictionary** James Augustus Henry Murray,Henry Bradley,1975 *Who's Who in Finance and Business* Marquis Who's Who, LLC,National Register Publishing,2005-12 **SACHS 100cc & 125cc ENGINES 1968-1975 WORKSHOP MANUAL - INCLUDING DATA FOR THE SACHS & DKW MOTORCYCLES THAT UTILIZED THESE ENGINES** ,2023-11-20 234 pages and more than 300 illustrations and charts size 8 25 x 10 75 inches This manual is a reproduction of the original Floyd Clymer 100cc and 125cc Sachs Engine workshop manual However it has been updated with a 1974 illustrated List of Spares for the 100cc and 125cc Sachs engines In addition it includes a 1968 illustrated Spare Parts List for the 1968 to 1971 Sachs Enduro Cross Country and Moto Cross motorcycles that was omitted from the later editions It has also been expanded to include maintenance and repair data for both the leading link and telescopic fork variants of the 1971 to 1975 Sachs DKW Enduro Boondocker Moto Cross and Hornet motorcycles plus a 1972 illustrated Spare Parts List for those models Obviously this manual evolved in part due to the Sachs acquisition of both Hercules motorcycles in the late 1950 s and DKW in 1966 However it will also be of use to owners of any other motorcycles that utilized this series of 100cc and 125cc Sachs engines After the end of World War II several motorcycle manufacturers were merged or absorbed under the Sachs banner and in 1968 Sachs introduced their 100cc and 125cc Enduro Cross Country and Moto Cross motorcycles for sale in the USA The significance of the Sachs Hercules and DKW mergers would soon become apparent as while the Sachs motorcycles carried the Sachs logo on the engine case they featured a Hercules identification plate on the steering head In addition Sachs ultimately decided to market their Enduros and Scramblers under the DKW badge and the original Sachs Enduro Cross Country and Moto Cross models disappeared from the USA market in late 1971 However they were replaced by 125cc DKW Enduro Boondocker Moto Cross and Hornet models that were mechanically identical to the previous Sachs models a true

case of badge engineering In 1968 when Sachs introduced their 100cc and 125cc series of 2 stroke engines it was not long before the off road and competition world recognized their durability and performance Consequently within a short period of time Sachs engines were in use by a large number of other motorcycle manufacturers Perhaps the most prominent USA manufacturer being Penton Motorcycles who produced their first competition Sachs powered models in 1968 Floyd Clymer quickly realized that there was a need for service and repair information for these engines and he set about preparation of an appropriate manual in early 1969 *Sachs 50* ,1956 **MZ ES, ETS, TS 150 & 250 Owners Workshop Manual** Stewart Wallace Wilkins,Jeremy Churchill,1988

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Table of Contents Sachs 150 Express Workshop Manual

1. Understanding the eBook Sachs 150 Express Workshop Manual
 - The Rise of Digital Reading Sachs 150 Express Workshop Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Sachs 150 Express Workshop Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Sachs 150 Express Workshop Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Sachs 150 Express Workshop Manual
 - Personalized Recommendations

- Sachs 150 Express Workshop Manual User Reviews and Ratings
- Sachs 150 Express Workshop Manual and Bestseller Lists
- 5. Accessing Sachs 150 Express Workshop Manual Free and Paid eBooks
 - Sachs 150 Express Workshop Manual Public Domain eBooks
 - Sachs 150 Express Workshop Manual eBook Subscription Services
 - Sachs 150 Express Workshop Manual Budget-Friendly Options
- 6. Navigating Sachs 150 Express Workshop Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Sachs 150 Express Workshop Manual Compatibility with Devices
 - Sachs 150 Express Workshop Manual Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Sachs 150 Express Workshop Manual
 - Highlighting and Note-Taking Sachs 150 Express Workshop Manual
 - Interactive Elements Sachs 150 Express Workshop Manual
- 8. Staying Engaged with Sachs 150 Express Workshop Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Sachs 150 Express Workshop Manual
- 9. Balancing eBooks and Physical Books Sachs 150 Express Workshop Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Sachs 150 Express Workshop Manual
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Sachs 150 Express Workshop Manual
 - Setting Reading Goals Sachs 150 Express Workshop Manual
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Sachs 150 Express Workshop Manual
 - Fact-Checking eBook Content of Sachs 150 Express Workshop Manual

- Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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