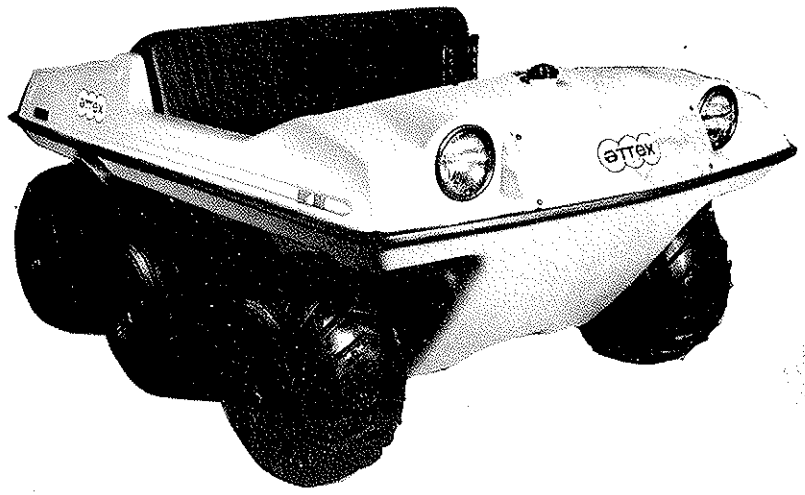
attex
inc.



500 SUPERCHIEF

KN10498 - Serial
301155 - Motor
3326 - Transmission

Owners and Operators

Manual

attex inc.®
870 West Main Street
East Palestine, Ohio 44413

Phone
216/426-4333

Date 1-15-79

INDEX

PARTS LIST

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ENGINE MANUFACTURER	FUJI XENOAH	FUJI XENOAH
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STROKE-IN	59.5MM	59.5MM
CARBURETOR MAKE	MIKUNI	MIKUNI
CARBURETOR MODEL	VM30-159	VM30-65
CARBURETOR HIGH SPEED JET	185	120
GAS OIL RATIO	20:1	20:1
ELECTRIC START	YES	NO
IGNITION TYPE	MAGNETO/POINT	MAGNETO/POINT
ALTERNATOR OUTPUT	120 WATTS	120 WATTS
HEADLAMP WATTAGE	18 WATT	18 WATT
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MAXIMUM RPM'S	7000	7000
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COMPRESSION RATIO	11:1	11.8:1
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OVERALL LENGTH	80"	80"
OVERALL WIDTH	56 1/2"	56 1/2"
HEIGHT	36"	36"
WEIGHT	625 lbs.	600 lbs.
GAS TANK CAPACITY	6 U.S. GALLONS	6 U.S. GALLONS

CAUTION: GROSS VEHICLE WEIGHT NOT TO EXCEED 1000 LBS.

WARRANTY REGISTRATION

The Dealer is to fill out the dealer pre-delivery check list and warranty registration form, explaining the care, maintenance and safe operation of the ATTEX all-terrain vehicle to the customer. The registration must have the customer's signature and is to be forwarded by the dealer to ATTEX, Inc.

After entering the registration as a permanent record, ATTEX will forward to the customer a valid ATTEX Warranty Card.

The Warranty Card must be presented when having warranty repair work performed by authorized ATTEX dealers.

WARRANTY (See back cover for warranty coverage)

In the event that you experience a problem with your ATTEX within the normal warranty period, which is due to a defect in material or workmanship, we suggest that you contact the authorized ATTEX dealer from whom you purchased the ATTEX for warranty repair work.

If for any reason the dealer that sold you the ATTEX cannot repair your vehicle, any authorized ATTEX dealer can complete the warranty service as required.

General Maintenance items not covered by warranty are outlined as follows:

1. Variable speed drive belts.
2. Minor adjustments and tune-ups, cleaning or replacing spark plugs, carburetor adjustments, checking lubrication and drive chain tension.
3. Damage to the vehicle due to collision, or trailering at high speeds.
4. Complete assemblies are not replaced, just individual parts.
5. Additional service work requested over and above that necessary to satisfy the warranty obligations.
6. Transportation charges and/or travel time to and from another servicing point. Delivery must be made to an authorized ATTEX dealer for service.

7. Parts or labor required to remedy trouble caused by neglect, normal wear, improper lubrication or when abuse or misuse is evident. The warranty covers defective workmanship and material only.

8. Traveling time or mileage, telephone calls or telegrams, taxi or towing charges.

9. Rental of a vehicle during a period when warranty repairs are being completed.

10. Transportation of a vehicle, engine parts or accessories.

All warranty parts for repairs are limited to the warranty terms expressed in the "Statement of Warranty" on the back cover of this manual.

SERIAL NUMBERS

Each ATTEX has three registered numbers: a vehicle serial number, an engine serial number and a transmission serial number.

The Vehicle Serial Number is stamped on the top side of the right outer frame rail six inches from the rear of the frame.

The Engine Serial Number is located on the engine fan cover.

The Transmission Serial Number is located on the top side next to the torque converter.

Record all serial numbers and model information in the following blanks for possible future reference.

SERIAL NUMBER KN 10498

ENGINE NUMBER 301155

TRANSMISSION NUMBER 3326

MODEL SuperChief 500

PURCHASE DATE _____

DEALER NAME _____

FUEL AND OIL

ATTEX FUEL RECOMMENDATIONS AND MIXING PROCEDURE

The two-cycle air cooled engine in the 500 Superchief and the 250 Spirit uses a gasoline and oil mixture in a ratio of 20:1.

CAUTION: UNDER NO CIRCUMSTANCES USE A GASOLINE/OIL RATIO OTHER THAN THE RECOMMENDED 20:1 RATIO OR SERIOUS DAMAGE COULD OCCUR.

Use Hightest leaded gasoline only.

CAUTION: DO NOT USE WHITE GAS, NAPTHA METHANOL OR OTHER NON-LEAD FUELS.

Use only ATTEX recommended oil or air cooled two-cycle engine oil.

CAUTION: DO NOT USE MULTIPLE VISCOSITY OILS SUCH AS 10W30 OR ANY OUTBOARD MOTOR OILS.

FUEL MIXING PROCEDURE

Observe fire prevention rules, particularly in the matter of smoking. Mix fuel outdoors or in a well-ventilated location.

Thoroughly mix 1 quart of oil to five U.S. gallons of gasoline in a clean separate container. Measure gasoline and oil accurately. Pour a small amount of gasoline into the container and add the oil. Shake or stir vigorously to thoroughly mix. Add balance of gasoline and mix again. At temperatures below freezing, oil does not mix readily with gasoline and more care in mixing must be taken to get a good mixture.

After mixing the fuel, pour it into the ATTEX fuel tank. The fuel tank is located in the front of the vehicle. Cleanliness is important in mixing fuel. Even a small particle of dirt can cause carburetor trouble. Always use fresh gasoline. Gum and varnish deposits found in old gasoline may cause carburetor trouble and spark plug fouling.

CAUTION: DO NOT POUR OIL DIRECTLY INTO THE ATTEX FUEL TANK.

Carburetor adjustments are sensitive to fuel mixture variations which result from use of different gasolines and oils or due to inaccurate measuring or mixing. Be consistent. Prepare each mix of fuel exactly the same as the previous one.

Using less than the recommended proportion of oil may result in very serious motor damage from lack of sufficient lubrication. Using more than the recommended proportion of oil will cause erratic carburetion, excessive smoking and faster than normal carbon accumulation.

IGNITION AND LIGHT SWITCH

The key switch on the dash controls all electrical functions of your ATTEX. The "off" position grounds the ignition circuit and stops the motor. The headlights are operated by turning the key to the right one click or "lights" position. The next position to the right is the normal "on" position. On electric start models, turning the key to the extreme right "start" position will energize the starter motor. The key switch is spring loaded in the "start" position and will return to the "on" position when released.

CAUTION: DO NOT OPERATE THE ELECTRIC STARTER MOTOR MORE THAN 10 SECONDS WITHOUT ALLOWING 10 SECOND INTERVALS FOR COOLING. OPERATING THE ELECTRIC STARTER BEYOND THESE TWO LIMITATIONS CAN CAUSE A PREMATURE FAILURE OF THE STARTER OR RING GEAR WHICH IS NOT COVERED BY WARRANTY.

FUEL SHUT OFF SWITCH

The fuel shut off switch is located on the dash.

This switch is a push-pull type. When the switch is pushed all the way in, fuel is prohibited from entering the fuel pump. When pulled all the way out, fuel flows to the fuel pump via gravity flow. The fuel pump then pumps the fuel to the carburetor.

NOTE: It is recommended as a safety precaution to always shut off the fuel switch after the engine has been turned off, or when trying to start the engine when the carburetor is flooded.

CHOKE

This is a lift type lever control located on the dashboard on all models. The choke should be used only to start cold engines.

On all models pull out choke and turn key to start position. Let engine turn over until it starts or attempts to start (no longer than ten seconds) with throttle in the idle position. If engine attempts to start and stops, it may be over-choked. Hold throttle open and push choke off. Turn engine over until it starts (ten second intervals).

NOTE: On non-electric start models the engine must be started by pulling rope starter. (See Page 9)

CAUTION: OVER CRANKING OF ENGINE WITH CHOKE ON WILL FLOOD ENGINE AND SPARK PLUG REMOVAL AND CLEANING MAY BE NECESSARY TO START ENGINE.

THROTTLE

The throttle (hand operated) is located on the right steering lever. You increase the engine speed by slowly squeezing the throttle towards the rubber hand grip. The engine will return to idle when you release the pressure.

CAUTION: IF THE ENGINE DOES NOT RETURN TO IDLE, CHECK THE THROTTLE CABLE ALONG ITS ENTIRE LENGTH FOR RESTRICTION, BENDS, KINKS OR MALFUNCTIONS. CARE MUST BE TAKEN TO PREVENT WATER FROM ENTERING THE CABLE AND FREEZING DURING COLD WEATHER.

STEERING AND BRAKING

You steer and brake the ATTEX with the two levers projecting vertically from the floor pan. The left-hand lever actuates the power to and braking of the three wheels on the left-hand side of the vehicle. The right-hand lever actuates power to and braking of the right-hand wheels.

Pushing a control lever forward engages a clutch with an immediate power response to wheels on the respective side. Pulling a lever back activates the internal band brake on the side, thus disengaging the power and locking the wheels.

By maintaining a lever in the central position, neither the clutch nor the brakes are actuated, and thus the wheels for that respective side "float" or are in a neutral or idling position.

Gradual turns (in open country, for example) can be made by maintaining one lever in the neutral position and the other in a forward or engaged position. Neutralize the left lever for a left turn (right lever engaged); neutralize the right lever for a right turn (left lever engaged).

Sharp turns (only at slower speeds) can be made by pulling back lightly on one lever, thereby locking the wheels, while maintaining the other lever in a forward position or engaged position.

For sharp left turns, lock the left-hand wheels while applying power to the right-hand wheels. For sharp right turns, simply reverse the procedure (lock right wheels, apply power to left wheels).

CAUTION: HIGH PERFORMANCE DRIVING (i.e. INTRICATE MANEUVERS INVOLVING MAXIMUM ACCELERATION, SHARP TURNS, AND NAVIGATING DIFFICULT TERRAIN AND OBSTACLES) SHOULD NOT BE ATTEMPTED UNTIL YOU ARE THOROUGHLY FAMILIAR WITH THE OPERATING PROCEDURES AND CHARACTERISTICS OF THE VEHICLE.

EMERGENCY BRAKE

All ATTEX models are equipped with an emergency brake. This foot operated disc brake is located on the left forward area of the floor pan. Braking is accomplished by depressing the pedal towards the front of the vehicle. This brake is equipped with an equalizer mechanism which applies equal braking pressure on both the left and right hand drive wheels. The emergency brake should always be used when descending a steep grade or when attempting to shift gears on a steep grade.

NOTE: Braking power is always increased when control levers are returned to the neutral position or brake position.

MANUAL STARTING

The manual starter handle is located on the right side of the engine. This starter is an automatic rewind type and will provide many hours of trouble-free service by observing the proper operating technique as follows:

1. Be sure that fuel tank contains sufficient amount of proper fuel mixture.

2. Place gear shift lever in the neutral position.

3. Choke engine, if cold (See Page 7).

CAUTION: BE SURE THROTTLE AND BRAKE CONTROLS OPERATE FREELY AND THE AREA IN FRONT OF THE MACHINE IS CLEAR BEFORE STARTING ENGINE.

4. Grasp manual starting handle firmly and full outward slowly until engagement of ratchet mechanism can be felt, then continue to pull outward with a full, vigorous stroke. Do not release handle at end of stroke and allow cable to snap back. Retain grip on handle and allow cable to rewind slowly. Do not pull rope to end of travel. If engine does not start immediately, allow engine to come to a complete stop before engaging starter again.

5. If choke is used, return to off position immediately when engine starts. If engine faulters, use choke intermittently until the engine runs smooth.

CAUTION: DO NOT USE OR OPERATE THE AUTOMATIC REWIND STARTER WHILE THE ENGINE IS RUNNING OR DAMAGE MAY OCCUR TO THE REWIND STARTER ASSEMBLY.

ELECTRIC STARTING

1. Be sure the fuel tank contains a sufficient amount of proper fuel mixture.

2. Place gear shift lever in the neutral position.

3. Choke engine, if cold (See Page 7).

CAUTION: BE SURE THROTTLE AND BRAKE CONTROLS OPERATE FREELY AND THE AREA IN FRONT OF THE MACHINE IS CLEAR BEFORE STARTING ENGINE.

4. Turn key to start position to activate electric starter. If choke is used, do not apply throttle. If engine is warm and choke is not used, apply partial throttle.

5. When engine starts, release key, which automatically will return to "on" position, and return the choke lever to "normal running" position. If engine faulters, actuate choke. Do not use choke when starting a warm engine or carburetor flooding may occur.

   IMPORTANT: The starter motor is not designed for continuous operation, and serious damage may result if operated continuously (maximum of 10-second operating intervals with a 10-second cooling period).

CAUTION: ALWAYS LET ENGINE STOP BEFORE ENGAGING STARTER OR DAMAGE TO STARTER PINION OR RING GEAR MAY RESULT.

BREAK-IN PERIOD

You "break-in" your ATTEX much like you would a new car. This break-in period is 8 to 10 hours. During this time, you should not use full power --- operate with the throttle from 1/2 to 3/4 opened. Use the "break-in" period to familiarize yourself with the controls and the operating characteristics of your ATTEX and also for making any minor adjustments that may be necessary.

STORAGE

When the ATTEX is stored, take the following steps to protect it:

1. Run the engine at a fast idle and engage choke to flood engine in order to shut it off. After engine stops, shut off ignition switch.

2. Remove spark plug or plugs and put approximately two teaspoons of oil thru the spark plug holes with pistons at "Top Dead Center". Crank the engine over 15 to 20 times with starter and replace spark plug or plugs. Use a good quality anti-corrosive oil.

NOTE: Repeat Step #2 every 60 days of storage.

3. Siphon fuel from the tank.

4. Remove torque converter belt.

5. Remove battery and store in a cool dry place and keep charged. (Do not set on concrete)

6. Lub primary and secondary chains with chain lub.

7. Lub belt sheave on driven converter to prevent rusting.

8. Cover machine and store in dry place to prevent rusting.

DRIVING RECOMMENDATIONS AND PRECAUTIONS

1. Some states have regulations concerning the operation of off-the-highway vehicles. Play it safe by checking with responsible officials before operating your ATTEX on public lands or in parks, forests, game preserves, etc.

2. Familiarize yourself with all the controls ... do not attempt high performance driving until you have spent at least 10 to 12 hours in "orientation".

3. Use caution when traversing steep hills ... drive with the slope and not cross-hill, using steady power.

   When coming down a steep slope, maintain a slight but steady pressure on the throttle - thus engine compression will assist your descent. Use only a light braking action for steering. Keep a slight pressure on emergency brake also, to slow and steady your descent.

4. Respect private property and right-of-way. Do not ride on public roads or highways. REMEMBER, your ATTEX is an off-the-highway vehicle and hence you are not protected by normal traffic regulations or "rules of the road". Use extreme caution when encountering regular vehicular traffic.

5. Be alert for hidden drainage ditches or wire fences when you are crossing open fields. Do not overdrive - vehicle speed should be in proportion to the amount of unobstructed terrain that you see ahead.

6. Approach drainage ditches, culverts, or other obstacles with caution ... ease your ATTEX over these slowly.

7. Passengers should be carried only in the front seat ... never allow anyone to ride in the area behind the seat.

8. When carrying cargo, be sure to keep the motor air exhaust ports free of obstruction.

9. When operating your ATTEX in water, be sure the load is balanced and that you do not overload the vehicle. Use good boating practices and be sure drain plugs are secure.

10. When leaving water, approach shore line at right angles so that both front ties grip at same time.

11. Use extra care and refrain from high performance driving when you are carrying passengers, especially children. Stunts or excessive speed can possibly result in bodily injury.

12. Do not attempt high performance maneuvers when you are in crowds. The torque generated by your ATTEX can cause tires to "throw" rocks and other debris that may cause bodily injury.

13. Be sure floor pan and seat are securely anchored, never attempt to operate the vehicle unless this assembly is in place.

14. Before loaning your ATTEX to anyone, give them a "check ride" - make sure they are thoroughly familiar with the controls and the operating characteristics of the vehicle.

15. Do not leave the key in the ignition switch. This is an open invitation to unauthorized use of your ATTEX.

16. Do not attempt to adjust or repair your ATTEX with the motor running. Disconnect the spark plug wire and ground it to the motor before starting any maintenance.

17. Cover your ATTEX when not in use to protect the drive mechanism and other parts from the elements of dirt and debris.

CAUTION: COVER THROTTLE LEVER TO KEEP WATER OUT, WHICH WILL FREEZE IN COLD WEATHER.

DRIVE BELT INSPECTION AND REPLACEMENT

The drive belt is an essential part of the drive mechanism and it is recommended that a spare belt be carried at all times. Frequent inspection of the belt is recommended and if it is found to be severely worn, replace the belt.

1. Open engine cowling.

2. Spread the two halves of the driven sheave to ease the belt tension, by rotating the movable half of the sheave in a clockwise direction while holding the fixed half of the sheave.

   NOTE: To open the driven sheave, force must be exerted to overcome the spring tension which is applied to keep the sheave closed for normal operation.

3. With the two halves of the sheave spread apart, the belt will drop further into the sheave, easing belt tension. To keep the two halves separated, a suitable spacer may be installed between them when removing or installing a belt.

4. Work the belt off the top side of the sliding half toward the front of the vehicle (inside sheave).

5. After removing the belt from the driven sheave, the belt can be removed from the drive sheave.

6. Place the new belt between the two halves of the drive sheave and with the halves of the drive sheave separated, start the belt on the top forward edge of the sliding half of the drive sheave. The belt now can be rolled on with ease.

CAUTION: DO NOT FORCE OR USE TOOLS TO PRY THE BELT INTO PLACE, AS THIS COULD CUT OR BREAK THE CORDS IN THE BELT.

7. If a spacer was used during belt replacement, make certain that it is removed before attempting operation of the vehicle.

8. Compare the drive belt condition to the inspection chart to determine probable cause and correction. (See Page 14)

DRIVE BELT INSPECTION CHART

Belt Condition	Probable Cause	Remedy
Flex cracks between cogs	Considerable use; belt wearing out	Replace belt
Worn down excessively in top width	Excessive slippage or Rough sheave surface	Discontinue full throttle in extreme load condition or Repair or replace sheave
Glazed or baked appearance	Excessive slippage caused by Driver abuse	Discontinue full throttle in extreme load condition
Snapped belt	Frozen belt — Improper warmup	Proper warmup
Excessive belt wear on one side only	Sheave misalignment	Align sheaves
Cord popout	Sheave misalignment	Align sheaves
Belt disintegration	Sheave misalignment	Align sheaves
Belt "dishing" at top	Excessive spring pressure on driven sheave	Replace or lighten spring tension

BODY

The ATTEX body is vacuum formed of High Density Polyethelene Thermoplastic. The body is formed in two sections, top and bottom, which are glued and stapled together. ATTEX yellow is blended into the plastic sheet when it is manufactured to give you a long lasting high quality rich color.

BODY MAINTENANCE

The ATTEX body needs little care. Just wash it and occasionally polish it with any automotive wax. Scratches can be light-sanded and buffed out.

FLOOR PAN REMOVAL

1. Remove 1/8" cotter pin and forward-reverse shift lever.

2. Remove left and right steering lever clevis pins.

3. Remove left steering lever from vehicle.

4. Remove right steering lever from steering lever receptical. Do not remove or disconnect throttle cable.

5. Depress emergency brake and lift out floor pan while lowering right steering lever and throttle through steering lever hole in floor pan.

   NOTE: To replace floor pan, reverse procedures 1 through 5.

TORQUE CONVERTORS

The torque convertor does not require any maintenance other than periodic lubrication of the shafts upon which the movable sheaves slide. Use a small amount of graphite base low temperature lubricant. Excessive lubricant on the torque convertor could cause belt slippage from "thrown off" lubricant.

Torque convertor sheave alignment should be checked periodically by your dealer since misalignment of the torque convertor sheaves will cause premature belt failure.

STEERING LEVER ADJUSTMENT

The position of the steering and brake levers can be adjusted to improve your driving comfort. The levers have a normal travel of eight inches. By adjusting the control rods under the floor pan, you can change the position by which the clutch and brake engage. If you lengthen the rods, the lever will move toward the dashboard, which will suit a person with long arms. Shortening the rods will move the levers back toward the seat for a person with short arms. Caution must be observed in adjusting, as not to let the levers hit the dashboard or seat. Always keep the levers adjusted parallel for better driving control.

To adjust the steering control rods:

1. Remove floor pan. (See FLOOR PAN REMOVAL - P. 15)

2. Remove clevis pins at bottom of steering lever and unscrew steering rod to move levers toward the dash or tighten to move levers toward the seat.

EMERGENCY BRAKE ADJUSTMENT

To adjust the emergency brake:

1. Remove Floor Pan. (See FLOOR PAN REMOVAL - P.15)

2. Remove emergency brake adjusting yoke cotter pin and yoke pin.

3. Turn the emergency brake adjusting yoke several turns in (to right) and re-connect the yoke. Repeat process until the desired pedal travel is reached (two inches of free play).

4. If there is not enough adjustment left on the emergency brake adjusting rod, you can remove the four spacer washers located in the left and right brake assembly. After removal of the four spacers, you will have to re-adjust the emergency brake adjusting yoke to the desired pedal travel (two inches of free play).

CAUTION: OVER ADJUSTING WILL CAUSE BRAKE DRAG AND PREMATURE REPLACEMENT OF THE BRAKE LINING.

DRIVE CHAIN ADJUSTMENT

The normal amount of free play in the drive chains is one-half inch up or down from the center line measured at the center point between the sprockets.

To adjust:

1. To adjust the front drive chains on all models, loosen the two 3/8" nuts with a 9/16" combination wrench. Pull up idler bracket and tighten nuts.

2. To adjust the rear drive chains on all models, tighten the 1/2" nut with a 3/4" deep socket and a 3/8" drive ratchet.

CAUTION: OVERTIGHTENING OF CHAINS WILL CAUSE SPROCKET WEAR AND BEARING FAILURE.

AXLE REPLACEMENT

1. To replace a front or center axle on all models remove floor pan (See FLOOR PAN REMOVAL - P. 15)

   NOTE: Rear axle can be replaced without removing floor pan.

2. Loosen the two set screws located on the inner axle bearing using a 1/8" Allen Wrench.

3. Remove the 3/8" axle pin using a 9/16" socket and a 9/16" combination wrench.

4. Remove tire and hub.

5. Loosen set screws in outer bearing lock ring using a 1/8" Allen Wrench.

6. Using a small punch and a hammer rotate lock ring in opposite direction of the forward rotation of the wheel and remove. To tighten always rotate in the same direction as the tire rotates when vehicle is traveling forward. Use Permatex sealer between lock ring and axle bearing to seal out water.

7. Remove the four 5/16" bolts with a 1/2" socket wrench and slide the axle shaft and bearing out.

8. Clean rust and remove any metal burrs from axle shaft and slide bearings off. Check condition of bearing and replace with new if needed.

CAUTION: DO NOT HAMMER ON OUTER BEARING RACE, REVERSE PROCEDURES 1 THROUGH 8 TO REPLACE AXLE USING A NEW GASKET AND INSTALLING PERMATEX BETWEEN BEARING FLANGES. GREASE FITTING WHEN COMPLETED.

TIRE REMOVAL, REPAIR AND REPLACEMENT

Your ATV tire is molded to the wheel or hub and removed from the axle in one unit.

1. Remove the three (3) 3/8" lug nuts located at the tire center using a 9/16" socket wrench and pull tire and hub off the axle.

   NOTE: Tires are made for the left hand and right hand side of the vehicle.

2. Clean tire and locate air leak.

3. Wipe the area to be repaired with clean gasoline or lacquer thinner.

4. Buff area to be repaired.

5. Apply cement. (Follow manufacturers instructions)

6. Apply patch material and press thoroughly into place. See chart for recommended patch.

RECOMMENDED MATERIALS AND TYPE OF REPAIRS

Type and Size of Rupture	Location	Type of Repair Recommended
Punctures small diameter holes up to 1/8 inch.	Tread	Rubber or gum plug. All rubber flat patch with tapered edges.
	Sidewall	All rubber flat patch with tapered edges.
Cuts, tears, 1/8 to 3/4 inch	Tread Sidewall	All rubber flat patch with tapered edges.
Cuts, tears, 3/4 to 1½ inches	Tread	Cord patch (fabric reinforced patch).
Cuts, tears 3/4 to 2 inches	Sidewall	Cord patch (fabric reinforced patch).

7. Replacement of the tire is the reverse of REMOVAL after noting whether the tire is left hand or right hand. RIGHT OR LEFT HAND TIRES ARE DETERMINED BY APPROPRIATE DESIGNATION ON TIRE, or if obscured, position the tire with the valve stem toward the outer edge of the machine. Looking down at the top of the tire, the V tread on the top surface should point toward the rear of the machine.

HEADLIGHTS

The ATTEX headlights are special low wattage seal beam lamps to give you plenty of light with a minimum of battery drain. The bulbs are mounted in rubber and require no maintenance.

CAUTION: DO NOT REPLACE WITH AN AUTOMOTIVE SEAL BEAM. USE ONLY ATTEX SEAL BEAM OR ITS EQUAL IN REPLACEMENT. (18 WATT)

TAILLIGHTS

The ATTEX taillights are of the automotive type with red plastic lense. Each has two number W-1893 12 Volt bulbs and requires no maintenance.

BATTERY

The battery is a 12 - volt unit especially designed for ATTEX all-terrain vehicles. It has a 32 ampere-hour rating.

All lead acid batteries have an inherent self-discharge characteristic when not in use. Recharge every 45 days or when specific gravity drops below 1.230. Before charging, remove battery caps, cover plates with distilled water, but not over 1/4" above. Charge rate should not be more than 5-10 amperes. Discontinue charging when specific gravity reaches 1.270.

Store battery as follows:

1. Remove battery and remove all grease, sulfate and dirt from top surface by sprinkling with baking soda and flushing with water.

2. Remove battery caps and cover plates with distilled water but, not over 1/4" above plate separators.

3. Lubricate terminal bolts well with cup grease or vaseline.

4. With battery in a full-charged condition (specific gravity 1.260 - 1.275), store in a cool dry place, where temperature will not fall below freezing.

5. Remove battery from storage EVERY 45 days. Check water level and put on charge for 5 to 6 hours at 6 amperes. DO NOT FAST CHARGE.

6. When ready to place battery back into service, remove excess grease from terminals (leaving small amount on), recharge as necessary and reinstall in your ATTEX.

CAUTION: DO NOT ALLOW FLAME OR SPARKS NEAR BATTERY DUE TO DANGER OF EXPLOSION. DO NOT CROSS POLARITY OR RECTIFIER WILL BE DAMAGED.

TRANSMISSION MAINTENANCE PROCEDURES

It is recommended that the following procedures be followed for proper maintenance of the transmission:

1. The oil level should be checked at least every 25 hours of operation. The oil should be maintained level with the bottom of the lower drain plug hole, with the transmission in a level position.

2. The oil capacity of the transmission is one quart (liquid measure). Type "A" automatic transmission fluid or DEXRON automatic transmission fluid must be used. (NOTE: The warranty on the transmission is void if other than recommended fluids are used.)

3. For maximum life, the oil in the transmission should be changed every 50 hours of operation.

TRANSMISSION ADJUSTMENT PROCEDURES

During operation, steering and braking of the vehicle is accomplished by braking one or both sides of this dual transmission. For this reason, normal wear of the brake bands which control this operation should be expected.

A simple adjustment of the brake bands may be required to compensate for normal wear. This adjustment, however, is not necessary until the travel of the bell crank lever, when pulled tight, exceeds 1 - 5/8" measured from the center of the bolt to the surface of the housing. Additional adjustments may be made as needed until plunger, when pulled tight, extends 7/8" out of case. At this point the brake band should be replaced. Check with your dealer.

To adjust band, remove hair pin clips and tighten the 3/8" plunger bolts equally on the top and bottom so that the bell crank lever has about 1/2" total travel (1/4" at top and 1/4" at bottom). Replace hair pin clips.

TRANSMISSION TROUBLE SHOOTING

1. If the oil level drops noticeable between periodic checks, the vehicle should be taken to the dealer for inspection.

2. If the steering linkage develops excessive travel as a result of normal wear, it should be adjusted following the procedure outlined under "Adjustment Procedures".

3. If a sudden excessive travel develops in the steering linkage, the vehicle should be stopped immediately and taken to the dealer for his examination. DO NOT OPERATE THE VEHICLE IN THIS CONDITION.

4. If one side of the unit does not function but the other side does, check each gear shift lever to see if it is fully engaged. Also, check the brake band adjustment. If the unit still does not work, return the vehicle to the dealer for his inspection.

5. If the unit will not shift, check the transmission shift lever by disconnecting linkage and manually shifting each shift lever. If it still does not shift, then return the vehicle to the dealer.

6. If neither side of the unit functions (will not steer in either direction) and you are sure that it is engaged in gear, then check the torque convertor belt and the keyway on the input shaft. If the unit still does not function, return vehicle to dealer.

7. If the vehicle does not go in a straight direction, check the tire circumferences and pressures before trouble shooting the transmission.

8. If the transmission will not shift forward or reverse, the drive chains may be too tight or the transmission shift lever bent. Disconnect linkage and manually shift each lever. If it does not shift, return to dealer.

9. If vehicle veers left or right when coasting and levers are held either forward or neutral position, check emergency brake to see if brakes are disengaging.

THROTTLE CABLE ADJUSTMENT

All ATTEX models have the Mikuni Carburetor system. This carburetor has an internal throttle slide valve, which is connected internally to the throttle cable. This system keeps all dirt and foreign material from interfering with

the operation of the throttle cable to give you a smooth operating condition. The only adjustment to the cable is a threaded end of the housing, which is screwed into the top of the carburetor. This adjustment controls the free play in the throttle cable.

To adjust:

1. Loosen lock nut.

2. Unscrew (counter clockwise) to take out free play.

3. Screw in (clockwise) to increase free play.

CAUTION: THERE SHOULD BE JUST ENOUGH FREE PLAY TO LET ENGINE IDLE.

CARBURETOR ADJUSTMENT

HIGH SPEED JET

The main jet in the ATTEX carburetor is a fixed jet. The size of this jet is suited for normal operating conditions between 900 and 1500 feet above sea level.

If your ATTEX runs rich (smokes and 4 cycles) and this condition cannot be corrected with the proper oil and fuel mix, have your dealer change the jet with the next size smaller jet. If your ATTEX back fires or pops under load and high RPM and the oil and fuel mix is as recommended, it could be running (lean). Have your dealer install the next size larger jet.

NOTE: Engine back fire or popping noise could be caused by a dirty spark plug. Remove and clean.

LOW SPEED ADJUSTMENT

From idle up to about 1/8 throttle slide opening, the low speed system supplies the fuel to the engine with the main fixed jet not yet in operation. By screwing the adjuster into the carburetor, the amount of air is reduced and the mixture is richened. By screwing it out, the amount of air is increased and the mixture delivered to the engine is weakened (leaner). Under normal operation, this adjusting screw should be at 1/2 to 1-1/2 turns open.

IDLE SPEED ADJUSTMENT

To increase or decrease the idle speed, only use the large thumb screw on the right side of the carburetor. This adjusts the throttle slide valve up for more RPM or down for less RPM.

1. Screw in (clockwise) for more RPM.

2. Unscrew (counter clockwise) for less RPM.

FUEL FILTER

The fuel filter is located under the dashboard and is a standard automotive type large capacity fuel filter. This filter will insure clean dry fuel to the carburetor.

To replace the filter, simply remove the push on type fuel lines and install the new filter.

CAUTION: OBSERVE ARROW DIRECTION ON FILTER FOR FUEL FLOW.

AIR FILTER

The air filter is located under the seat in the rear of the compartment.

Remove plastic cover and replace. Insert element every 100 hours or less if conditions are dusty.

CARBURETOR TROUBLE SHOOTING

1. Carburetor Floods

   Damaged or worn inlet needle or seat (or dirt in seat assembly). Inlet seat gasket damaged.

   Floats in carburetor stuck.

   Fuel tank pressure build-up.

   Damaged or faulty choke stop (allowing choke to remain in the open position).

2. Carburetor Runs Lean in All Speed Ranges

Fuel pump not operating properly.

Carburetor loose on mounting, or leaking gasket.

Air leak in fuel lines.

Fuel line plugged.

Fuel tank vent plugged or not operating.

Fuel pump pulse channel plugged or not connected to engine.

SPARK PLUGS

The use of the correct spark plug is vitally important in getting the most out of your engine. The spark plug recommended is balanced to the magneto or the ignition system and also designed to burn the fuel thoroughly in the engine.

If a spark plug has a colder heat range than recommended, carbon deposits will accumulate on the insulating surface in the bore. These deposits will cause the spark plug to misfire or "short out". A spark plug with a hotter heat range causes rapid erosion of the electrode and could cause a breakdown of the ignition system or can cause pre-ignition and piston seizure. Many spark plugs are thrown away long before they should be. The plug is not always the answer to why the engine has stopped. When an engine stops do not just replace the plug but, instead check the complete ignition system and be sure you are using the correct spark plug.

One simple way to test the ignition system is to remove the high tension lead wire from the tip of the spark plug and hold it approximately 3/16" away. Pulling on the starter cord should produce enough voltage to cause a spark to jump from the high tension lead wire to the tip of the spark plug. If this occurs, the ignition system is functioning, and the problem is elsewhere.

What should you do if there is a spark and the engine won't start? Remove the spark plug from the engine and inspect the condition. The electrode should be free of any carbon deposits and the electrode should not be burned. At this state check the gap of the plug. The carbon around the insulator should be light tan which signifies a complete burning of the fuel.

Oily black carbon signifies a deficiency in the ignition system. If you are using the correct spark plug in the correct heat range and these carbon deposits show, an inspection of the points should also be made. If you find the points burned, replace them.

NOTE: The carburetor adjustment has a direct effect on spark plug selection.

If, for instance, an overheated appearance of the electrode cannot be rectified by going to a richer carburetor adjustment, a colder plug should be selected. If, on the other hand, a fouled plug does not show improvement by leaner adjustment, select a hotter plug.

Using the standard spark plug supplied with the engine as a base, racing or high speed driving usually requires colder plugs, while low speed driving normally calls for hotter plugs. Keep the spark plug gap to specification.

TYPICAL SPARK PLUG CONDITIONS

Normal Condition

Plug has run at correct temperature; deposits are light in color. Electrode is not burnt. Plug can be cleaned, gapped and reused with good results.

Sooted

Mixture too rich, not enough air, spark plug gap too large, heat value too high.

Oiled

Too much oil in mixture; worn cylinders and piston rings.

Overheated

Mixture too lean, spark plug not gas-tight or not properly screwed in, or thermal value of spark plug too low resulting in spark plug becoming too hot.

NOTE: Spark plug gap should be checked after twenty (20) hours of operation and reset, if necessary, to .016 to .020 inches, Check and adjust gap every 50 hours thereafter. (If spark plug gap is too wide, ignition coil will overload and may be damaged.)

GENERAL TROUBLE SHOOTING

1. Engine does not start or starts with difficulty

Possible Cause	Remedy
No fuel in tank	Fill tank with clean fresh fuel.
Obstructed fuel line or filter	Clean fuel filter and line. If necessary remove and clean carburetor.
Fuel tank cap vent hole obstructed	Open vent hole.
Water in fuel	Drain tank. Clean carburetor and fuel lines. Dry spark plug electrodes. Fill tank with clean fuel.
Engine over-choked ("flooded")	Turn engine over several times with choke off.
Improper carburetor adjustment	Adjust carburetor.
Loose or defective magneto and/or wiring	Check magneto wiring for shorts or grounds.
Spark plug fouled	Clean and regap spark plug.
Spark plug porcelain cracked	Replace spark plug.
Poor Compression	Check compression. Consult dealer.

2. Engine knocks

Carbon in combustion chamber	Remove cylinder head and clean carbon from head and piston. Consult your dealer.
Loose or worn connecting rod (or rod bearing)	Replace crankshaft assembly. Consult your dealer.
Loose flywheel	Check flywheel key and keyway. Consult your dealer.

2. Engine knocks continued

Possible Cause	Remedy
Worn cylinder	Replace cylinder. Consult your dealer.
Incorrect magneto timing	Time ignition. Consult your dealer.

3. Engine misses under load

Spark plug fouled or improper gap	Clean and regap spark plug or replace spark plug.
Spark plug porcelain cracked	Replace spark plug.
Loose or defective magneto and/or wiring	Check timing, point gap and wiring for defects. Consult your dealer.
Improper carburetor adjustment	Adjust carburetor.

4. Engine lacks power

Choke practically closed	Open choke.
High speed jet wrong size	Adjust carburetor.
Improperly timed	Time engine. Consult your dealer.
Loss of compression	Check compression and make necessary repairs. Consult your dealer.
Carburetor dirty or damaged	Clean and repair or replace.
Muffler or Air Cleaner dirty or damaged	Clean and repair or replace.

5. Engine overheats

Engine improperly timed	Time engine. Consult your dealer.
Carburetor improperly adjusted (lean)	Adjust carburetor. (Install larger main jet)

5. Engine overheats continued

Possible Cause	Remedy
Cooling fins clogged	Clean cooling fins.
Excessive load on engine	Check operation of associated equipment. Reduce excessive load.
Carbon in combustion chamber	Clean carbon from head and piston. Consult your dealer.
Improper gasoline-to-oil mix	See "Fuel".

6. Engine surges or runs unevenly

Fuel tank cap vent hole clogged.	Open vent hole.
Carburetor throttle linkage or slide valve sticking	Clean, lubricate or adjust linkage.
Carburetor not properly adjusted	Adjust carburetor.
Idle mixture set too lean	Adjust idle mixture.
Fuel channels plugged	Clean (and service) carburetor.
Carburetor loose on mounting or leaking gasket	Tighten mounting screws and/or replace gasket as necessary.

7. Engine runs lean at idle speed

Idle mixture set too lean	Adjust idle mixture.
Dirt in fuel channels	Clean and service carburetor.

8. Engine runs rich at idle speed

Carburetor flooding	See "Carburetor".
Idle adjustment screw damaged	Replace adjustment screw.

8. Engine runs rich at idle speed continued

Possible Cause	Remedy
Idle adjustment hole damaged or casting cracked near the adjusting point	Replace carburetor.

9. Engine vibrates excessively

Engine not securely mounted	Tighten mounting bolts.
Bent crankshaft	Replace crankshaft. Consult your dealer.
Drive or drive pulleys defective	Repair or replace.

10. When starting, the Starter Shaft does not turn or turns too slowly

Battery discharged	Charge the battery.
Battery defective	Have the battery checked. Consult your dealer.
Loose or oxidized battery terminals; bad ground connection	Tighten terminals; clean poles and grease with anti-acid grease.
Starter terminal or brushes shorted to ground	Consult your dealer.
Starter carbon brushes are not sitting on the commutator; clamped in their guides; worn, broken, oiled or dirty	Check carbon brushes, clean or replace. Clean guides in brush holder as required. Consult your dealer.
Starting switch damaged (loose parts so that the switch cannot make contact; burnt)	Replace starting switch. Consult your dealer.
Starter solenoid damaged	Replace solenoid. Consult your dealer.

10. Continued

Possible Cause	Remedy
Voltage drop across cables too large; damaged cables, loose cable connections	Check starter cables and their connections.

11. Armature turns, but pinion does not engage

Pinion dirty	Clean pinion. Consult your dealer.
Pinion or flywheel teeth chipped; burr formation	File off burrs. Consult your dealer.

12. When switching on, the starter armature turns until the pinion engages; then it stops

Battery not sufficiently charged	Charge the battery.
Carbon brush pressure too low	Check the carbon brushes. Clean or replace. Consult your dealer.
Starter solenoid defective	Replace solenoid. Consult your dealer.
Voltage drop across the cables too large	Check cables and connections.
Overrunning clutch slipping	Repair or replace clutch. Consult your dealer.

13. Starter continues to run after the switch is released

Starter switch does not switch off or the solenoid is stuck	Immediately disconnect the starter cable at the battery or starter; have switch repaired or replaced.

14. Pinion does not disengage when the engine starts

Pinion or flywheel teeth very dirty or damaged, return spring weak or broken	Carefully clean or file off the burrs on flywheel teeth and pinion (push the vehicle back and forth while in gear); Replace return spring. Consult your dealer.

PART NUMBER	DESCRIPTION
500 10 001	IGNITION SWITCH
500 10 002	IGNITION SWITCH NUT
100 32 030	IGNITION SWITCH WASHER
300 10 013	WIRE HARNESS CLIP (METAL)
252 11 056	WIRE HARNESS CLIP (PLASTIC)
500 10 004	REAR WIRE HARNESS
500 10 005	FRONT WIRE HARNESS
295 12 026	HEADLIGHT RETAINER (RUBBER)
297 10 017	HEADLIGHT BULB
400 10 005	TAILIGHT
400 10 011	TAILIGHT BULB
100 35 303	TAILIGHT CONNECTOR
440 10 001	REGULATOR (SNOW START)
297 10 003	BATTERY CABLE
300 10 010	SOLENOID
295 10 501	SOLENOID BRACKET
295 10 008	FUSE
297 10 001	BATTERY
295 10 002	BATTERY HOLD DOWN
295 10 003	BATTERY HOLD DOWN BOLTS

11 FUEL

252 11 512	FUEL TANK
300 11 002	STRAINER IN TANK
295 11 015	HOSE FITTING
295 11 016	GASKET
100 31 809	3/4 N.P.T. NUT
500 11 004	TANK STRAP
252 11 042	TANK PADDING
297 11 005	FUEL LINE TYGON (PER FT)
500 11 016	FUEL LINE BLACK GATES (PER FT)
297 11 003	FUEL SWITCH
500 11 005	GAS CAP
500 11 001	MIKUNI FUEL PUMP
500 11 017	MIKUNI FUEL PUMP REPAIR KIT
500 11 006	THROTTLE CABLE
500 11 007	THROTTLE LEVER ASSEMBLY
500 11 018	THROTTLE LEVER ONLY
500 11 008	CHOKE CABLE ASSEMBLY
500 11 015	CHOKE LEVER REPAIR KIT

PART NUMBER	DESCRIPTION
297 11 004	FUEL FILTER (IN LINE)
297 11 017	CABLE CLIP (ON LEVER)
500 11 002	CARBURETOR
500 11 003	RUBBER FLANGE HD
500 11 010	No. 175 JET
500 11 011	No. 180 JET
500 11 012	No. 185 JET
252 11 049	AIR FILTER CONNECTING HOSE
252 11 013	CONNECTING HOSE CLAMP
252 11 520	AIR FILTER ASSEMBLY
252 11 518	AIR FILTER SPACER
252 11 024	AIR FILTER INSERT CARTRIDGE
252 11 022	AIR FILTER CAP
500 11 009	AIR FILTER MT. SPACER

12 BODY

252 12 011	TOP YELLOW
500 12 006	TOP GREEN
400 12 008	BOTTOM YELLOW
500 12 005	BOTTOM GREEN
500 12 003	LARGE DECAL
500 12 002	SMALL DECAL
500 12 001	DASH DECAL
500 12 008	DASH FUEL DECAL (ON OFF)
500 12 015	500 STRIPE DECAL SET
500 12 014	500 SIDE TAPE (STRIPE) PER ROLL
252 12 028	GRILL PANNEL YELLOW
252 12 030	GRILL PANNEL GREEN
297 12 009	DASH EDGING (PER FT)
400 12 025	RED REFLECTOR
400 12 024	AMBER REFLECTOR
252 12 027	RUBBER BUMPER
300 12 017	DRAIN PLUG
252 12 024	FLOOR PAN
252 12 516	SEAT SUPPORT (TUBE ONLY)
500 12 502	SEAT SUPPORT BRACE
252 12 020	ENGINE COWLING
500 12 007	ENGINE COWLING BRACE
500 12 501	COWLING HINGE SUPPORT

PART NUMBER	DESCRIPTION
252 12 509	SLIDE ASSEMBLY (LOCK)
252 12 021	HINGE
500 12 004	AIR DUCT
295 12 502	AIR SCREEN
400 12 030	SEAT BOTTOM
400 12 031	SEAT BACK
	13 STEERING
295 13 016	STEERING LEVERS
252 13 502	STEERING RECEPTICAL
252 13 002	PIVOT ROD
295 13 014	STEERING LEVER PINS 3/8x1 1/2 PLATED
295 13 015	HAIRPIN CLIPS
295 13 002	R H YOKE 3/8
500 13 501	ADJ. STEERING ROD
295 13 017	HAND GRIP
100 35 420	3/8x1 1/2 YOKE PIN (REAR)
100 35 427	3/8x1 3/8 YOKE PIN (FRONT)
100 35 404	COTTER PINS 1/8x1
	14 FRAME
252 14 505	FRAME
500 14 500	TRAILER HITCH (INNER)
500 14 003	TRAILER HITCH (OUTER)
	15 TIRE
297 15 001	L.H. TIRE FIRESTONE
297 15 002	R.H. TIRE FIRESTONE
	16 AXLE
295 16 009	AXLE DRIVE BOLT 3/8 NC
100 31 401	LOCK NUT 3/8 NC
295 16 001	CUP WASHER
252 16 501	AXLE HUB (3 BOLT)
500 16 001	AXLE FRONT & CENTER
295 16 016	AXLE REAR
100 31 408	TIRE NUT 3/8x24 W.H.
295 16 007	OUTER BEARING SPACER
252 16 002	AXLE BEARING (OUTER)
295 16 501	OUTER BEARING FLANGE W/O FITTING

PART NUMBER	DESCRIPTION
252 16 502	OUTER BEARING FLANGE W/FITTING
	17 ENGINE
500 17 004	ENGINE 484 FUJI
500 17 005	STARTER
500 17 006	STARTER BRACKET (BOSCH)
400 17 016	N3 SPARK PLUG
252 17 020	MOTOR CUSHION
100 30 640	1/2 NFx2 3/4 BOLTS
100 31 610	1/2NF LOCK NUT
100 32 010	1/2 WASHER
252 17 513	MOTOR ADJ. ANGLE
100 30 602	7/16NCx1 CARRIAGE BOLT
100 31 608	7/16NC LOCK NUT
100 32 009	7/16 WASHER
100 30 639	1/2NCx1 1/4 ENGINE BOLT
100 32 508	1/2 LOCK WASHER
500 17 501	MOTOR MT. FUJI 484
400 17 015	ENGINE TORQUE CONVERTER
100 30 610	TORQUE CONVERTER
	18 EXHAUST
500 18 501	EXHAUST MANIFOLD (FUJI)
500 18 001	FLEX PIPE
400 18 502	INNER RING
400 18 027	ASBESTOR RING
252 18 021	FIBERGLASS SHIELD
400 18 506	MUFFLER ASSY.
297 18 009	ASBESTOR SPACER
400 18 501	MUFFLER CLAMP
252 18 022	FLEX PIPE CLAMP 1 5/8
252 18 506	HORIZONTAL HEAT SHIELD
	21 TRANSMISSION
252 21 013	TRANSMISSION
500 21 001	TRANSMISSION BRACE
100 32 505	BELLEVILLE WASHER
400 21 003	TRANSMISSION DRIVEN CONVERTER
295 21 002	TRANSMISSION WOODRUFF KEY

PART NUMBER	DESCRIPTION
100 30 318	CONV. BOLT
252 21 504	SHIFT BRACKET
252 21 506	RH SHIFT LEVER
252 21 507	LH SHIFT LEVER
252 21 005	SHIFT LEVER (HANDLE)
295 13 017	HANDLE GRIP
400 21 006	DRIVE BELT
	22 DRIVE
295 22 020	BRAKE ASSEMBLY
252 22 042	BRAKE LINING KIT & RIVET
252 22 529	L.H. BRAKE SUPPORT PLATE
500 22 003	R.H. BRAKE SUPPORT PLATE
295 16 011	CUP WASHER SPACER
252 22 531	BRAKE EQULIZER
295 22 026	BRAKE SPRING
295 22 504	BRAKE ADJUSTING ROD
295 13 002	RH YOKE
100 35 403	3/8x1 1/8 CLEVIS PIN
252 22 535	FOOT LEVER
295 22 032	FOOT LEVER PLASTIC COVER
295 22 505	FOOT LEVER SPACER
100 30 800	U BOLT
252 22 023	INNER BEARING
252 22 533	INNER BEARING FLANGE
500 22 501	FRONT DRIVE SPOOL
500 22 502	LH CENTER DRIVE SPOOL
500 22 503	RH CENTER DRIVE SPOOL
500 22 504	LH REAR DRIVE SPOOL
500 22 505	RH REAR DRIVE SPOOL
252 22 532	FRONT CHAIN ADJUSTER ASSY.
500 22 001	REPLACMENT NYLON CHAIN PAD
100 33 007	3/16 TOP RIVET
252 22 010	REAR IDLER SPROCKET
252 22 018	IDLER BOLT 1/2x4 1/2 CARRIAGE
252 22 019	REAR IDLER BOLT SUPPORT
100 31 604	1/2 NC LOCKNUT
252 22 527	REAR IDLER BRACKET
100 30 611	5/8x18x2 1/4 HEX BOLT

PART NUMBER	DESCRIPTION
100 31 609	5/8x18 LOCK NUT
100 32 013	5/8 WASHER
252 22 015	REAR CHAIN
295 22 002	PRIMARY MASTER LINK (625)
295 22 003	FRONT CHAIN
295 22 004	MASTER LINK (STD)
295 16 009	AXLE DRIVE BOLT
100 31 401	3/8NC LOCK NUT

WARRANTY

THE FOLLOWING WARRANTY IS VALID ONLY IF THE PRE-DELIVERY WARRANTY REGISTRATION CARD IS FILED WITH ATTEX, INC WITHIN 10 DAYS OF THE PURCHASE OF A NEW ATTEX BY THE ORIGINAL RETAIL PURCHASER.

ATTEX, Inc., as Manufacturer, warrants to the original retail purchaser that each new ATTEX is free from defects in material and workmanship for a period of ninty (90) days from date of purchase by the original retail purchaser; PROVIDED, HOWEVER, that the ATTEXtires, batteries, engines and transmissions are not warranted by ATTEX, Inc. ATTEX tires, batteries, engines and transmissions are warranted by the manufacturers of those items as described an the warranty notices of said manufacturers which are delivered at the time of purchase af each new ATTEX.

ATTEX,s obligation under this warranty is strictly limited to the repair or replacement af any defective part which has been returned to the Manufacturer through an authorized Dealer, properly identified, shipping casts prepaid, and determined by it to have been defective in materiol or workmanship at the time of shipment from the factary.

It is essential in the applicatian of this warranty that the ATTEX has been maintained in accordance with the maintenance procedures set forth in the ATTEX Owner's Manual, that the ATTEX was not subjected to any accident or misuse, and has always been repaired with genuine ATTEX repair parts by an autharized Dealer. A modified Attex will not be warranted if madified in any way, unless such modification has been previously approved by the Manufacturer by a written instrument delivered to the individual making the claim under this warranty. Operating an ATTEX in a race, modifying it with high performance parts, whether such parts be supplied by Manufacturer or not or renting an ATTEX or permitting the use thereof in a manner inconsistent with normal individual ownership will be considered misuse and this warranty will not apply.

This warranty does not apply if the ATTEX has been used by an authorized ATTEX Dealer or any other person prior to the original retail sale unless a tranfer of this warranty has been approved by the Manufacturer by a written instrument delivered to the successor owner. A transfer af warranty will be appraved at the sole discretion af the Manufacturer an a case by case determinatian.

THIS WARRANTY, LIMITED AS AFORESAID, IS THE ONLY WARRANTY UPON WHICH ATTEX IS SOLD. ATTEX IS PURCHASED "AS IS" AND MANUFACTURER DOES NOT WARRANT THE PRODUCT TO BE OF MERCHANTABLE QUALITY, NOR CAN THE PRODUCT BE USED FOR ANY PARTICULAR PURPOSE DESIRED BY THE PURCHASER. No one is authorized to modify the conditions of this warranty.

ATTEX, Inc.reserves the right to make changes in designs and/or improvements upon its product without any obligation to install these changes upon its praducts theretofore manufactured.

MAINTENANCE & LUBRICATION CHART

MAINTENANCE SERVICES	MAINTENANCE INTERVALS Time or Mileage Whichever Occurs First				
	10/100	25/250	50/500	100/1000	200/2000
1 Tire Inflation	A	A	A	I	I
2 Drive Chain Lubricate 4	A	A	A	A	I
Check Battery Water Level	A	A	A	A	I
Tighten Wheel Nuts	A	A	A	A	A
5 Check Brake & Clutch Adjustment for excessive travel		A	A	A	A
6 Brake & Clutch Bands		A	A	A	R
7 Check Oil Level Transmission 1		A	R	R	R
8 Lubricate all Moveable Steering Components **3		A	A	A	A
9 Throttle Cable & Choke Cable		A	A	I	I
10 Lubricate Torque Converter Shafts 3		A	A	A	A
11 Chain Idlers	A	A	I	I	I
12 Inner Axle Bearings			I	I	R
— Lubricate Outer Axle Bearings 5		A	A	A	R
13 Fuel Filter		I	R	R	R
14 Carburetor Air Cleaner Element	A	A	I	R	R
15 Spark Plugs		A	R	R	R
16 Points (time engine)				I	R
17 Bolts, Cylinder Head Bolts—Torque Carburetor Manifold—Torque	A			A	A
18 Drive Belt		A	I	R	R
19 Emergency Brakes		A	I	I	I

SERVICE RECORD

Record Date & Mileage of Maintenance operation performance as indicated

10 hr. or 100 miles	Date _____ Mileage _____ Service Performed 1, 2, 3, 4, 14, 17
25 hr. or 250 miles	Date _____ Mileage _____ Service Performed 1, 2, 3, 4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 18, 19
50 hr. or 500 miles	Date _____ Mileage _____ Service Performed 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19
100 hr. or 1000 miles	Date _____ Mileage _____ Service Performed 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19
200 hr. or 2000 miles	Date _____ Mileage _____ Service Performed 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19

MAINTENANCE OPERATIONS R Replace A Adjust I Inspect, Correct & Replace if necessary

LUBRICATION REQUIRED	TIME INTERVAL	TYPE OF LUBRICATION	
Check oil level in transmission	Every 25 hours of operation	Type "A" or Dexron (R) automatic transmission fluid	1
Change transmission fluid	Every 50 hours of operation	As specified above	
Lubricate all movable steering components	Every 25 hours of operation	SAE-30-oil or LPS	2
Lubricate throttle cable and choke cable	Every 25 hours of operation	LPS #3	3
Lubricate all drive chains	Every 25 hours of operation	Dri-slide or chain lube equivalent	4
Lubricate torque converter shafts	Every 25 hours of operation	SAE-30-oil or LPS	2
Lubricate outer axle bearing	Every 100 hrs. or prolonged use in water	Alvania No. 3 Water-r	