

MODIF. N°

2

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

51M4722

Modelo

COTA 348

REPARTES DE
LA HD 417
Montesa

Características de motor - Motor n.º
Numeros de repart - engine n.º
Notas a la parte - frame n.º

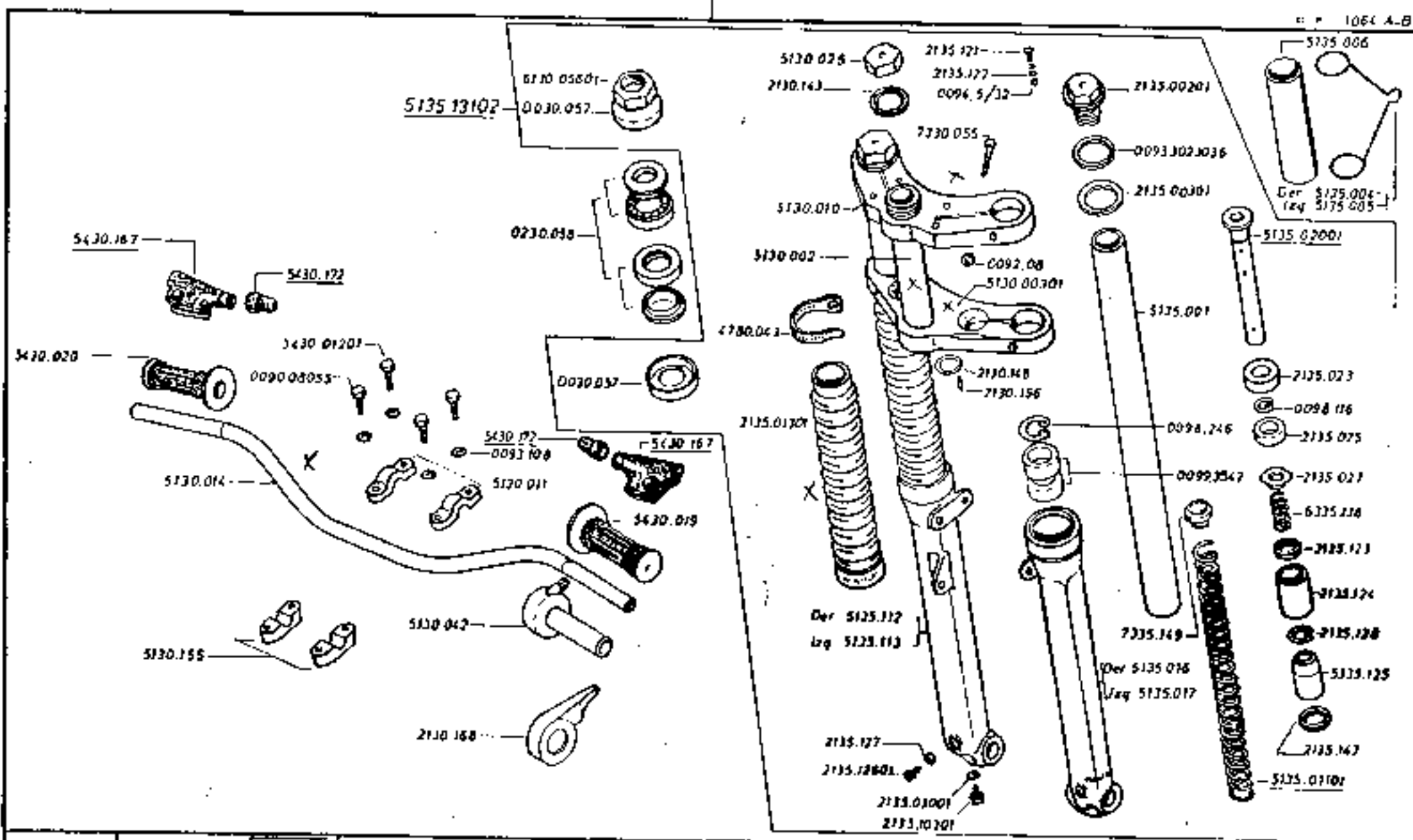


Util para recambio de piezas
Useful for spare parts starting from
Util pour réchange depuis le

<https://www.motomanuals.net/>

51M0001

GRUPO BASTIDOR I
FRAME GROUP I
GROUPE CADRE I



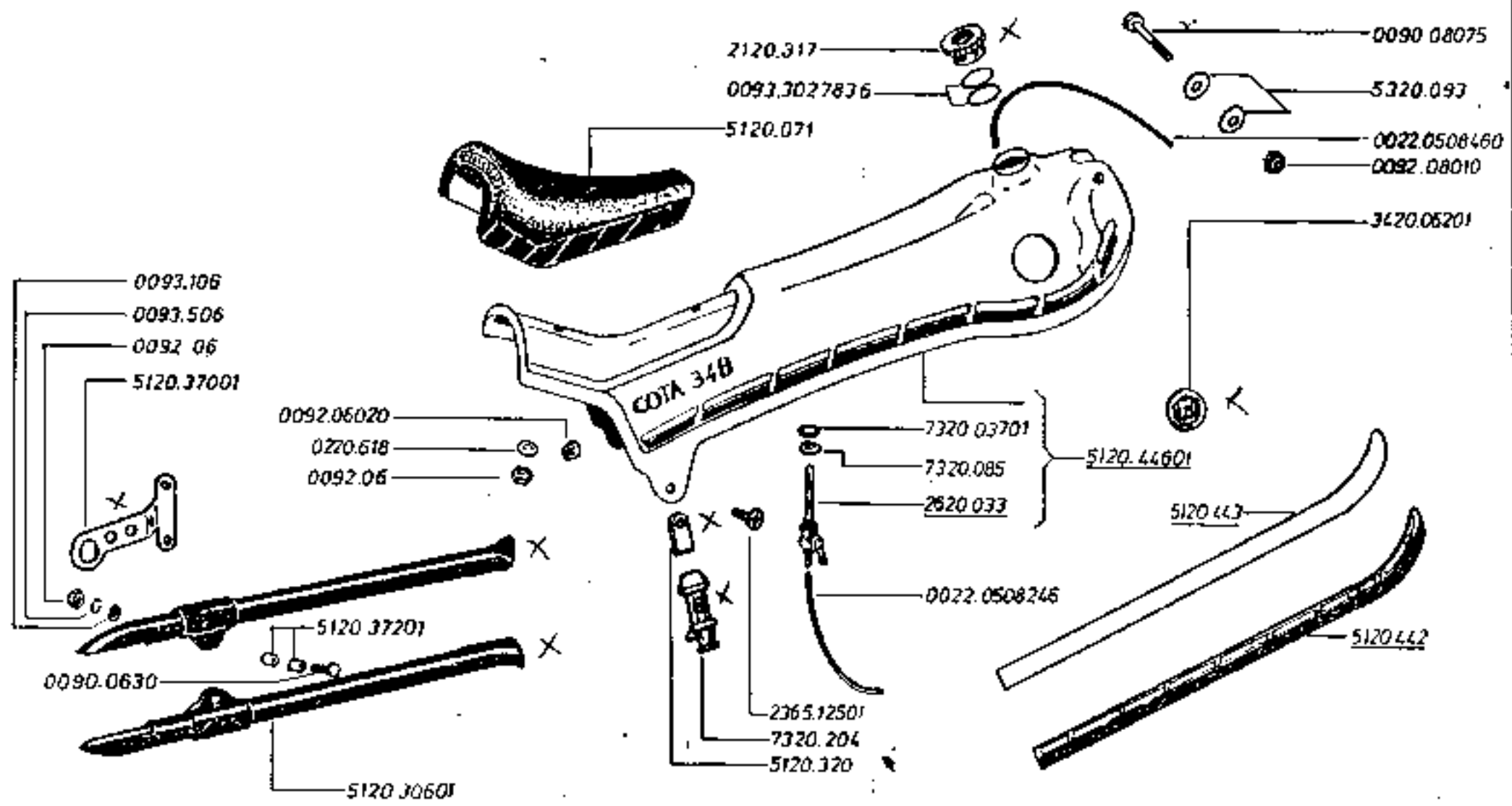
INDIA
REPARACIÓN
DE LOS
MOTOR
INDIA


MODIF. N.º **3**
Con cartillas de modo. ...
Remplace en aussi ...
Händle à la main. ...

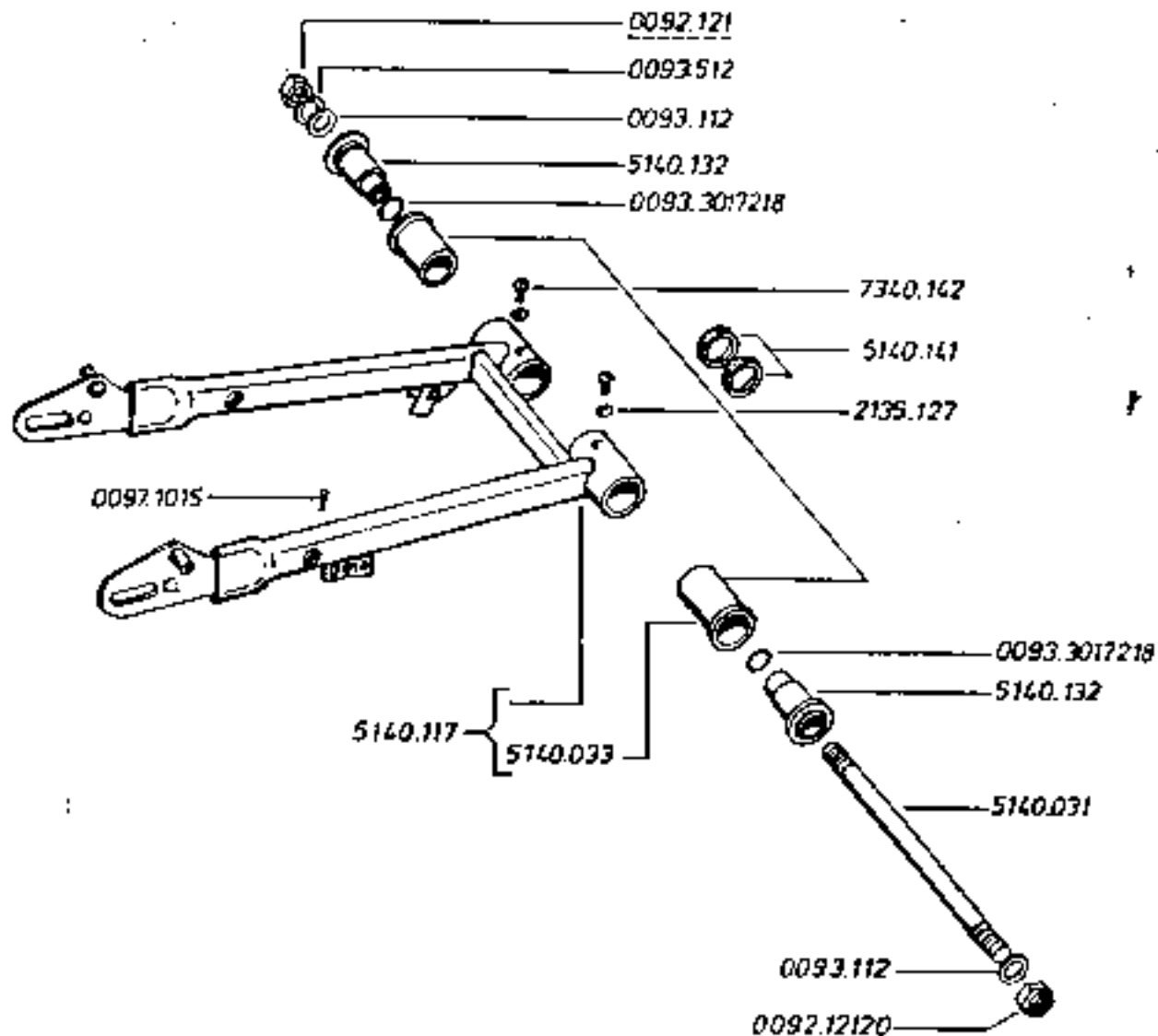
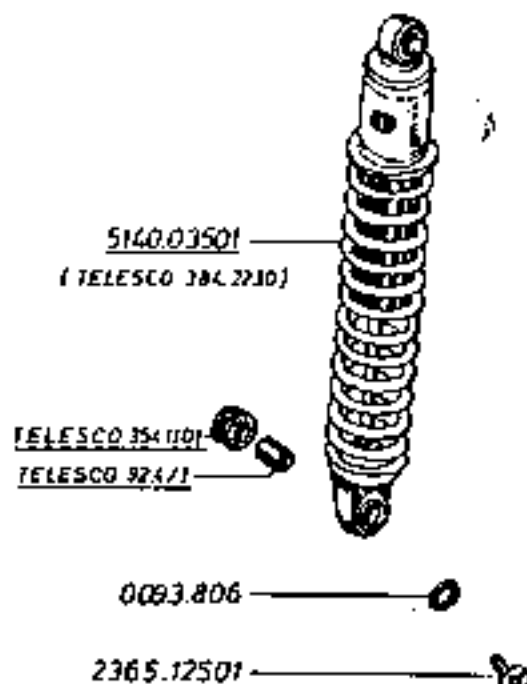
Montado a partir de la motocicleta n.º ...
Assembled starting from serial number ...
Monté depuis le numéro de série ...
11
12

51M7200
51M0001

MONAR
COTA 348
GRUPO DIRECCION Y SUSPENSIÓN DELANTERA
STEERING AND FRONT SUSPENSION GROUP
GROUPE DIRECTION ET SUSPENSION AVANT



	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
	Comenzadas en montar. - hoja n.º Removidas en montar. - sheet n.º Retiradas en montar. - feuille n.º	-	-	Util para recambios desde Useful for spare parts from Util pour réchange depuis le	https://www.motorian.com/	GRUPO BASTIDOR II FRAME GROUP II GROUPE CAORE II



Fitment: 1 +
DE Ltd. MCC
Montesa

MODIF. N.º

2

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

51M7200

Modelo

COTA 348

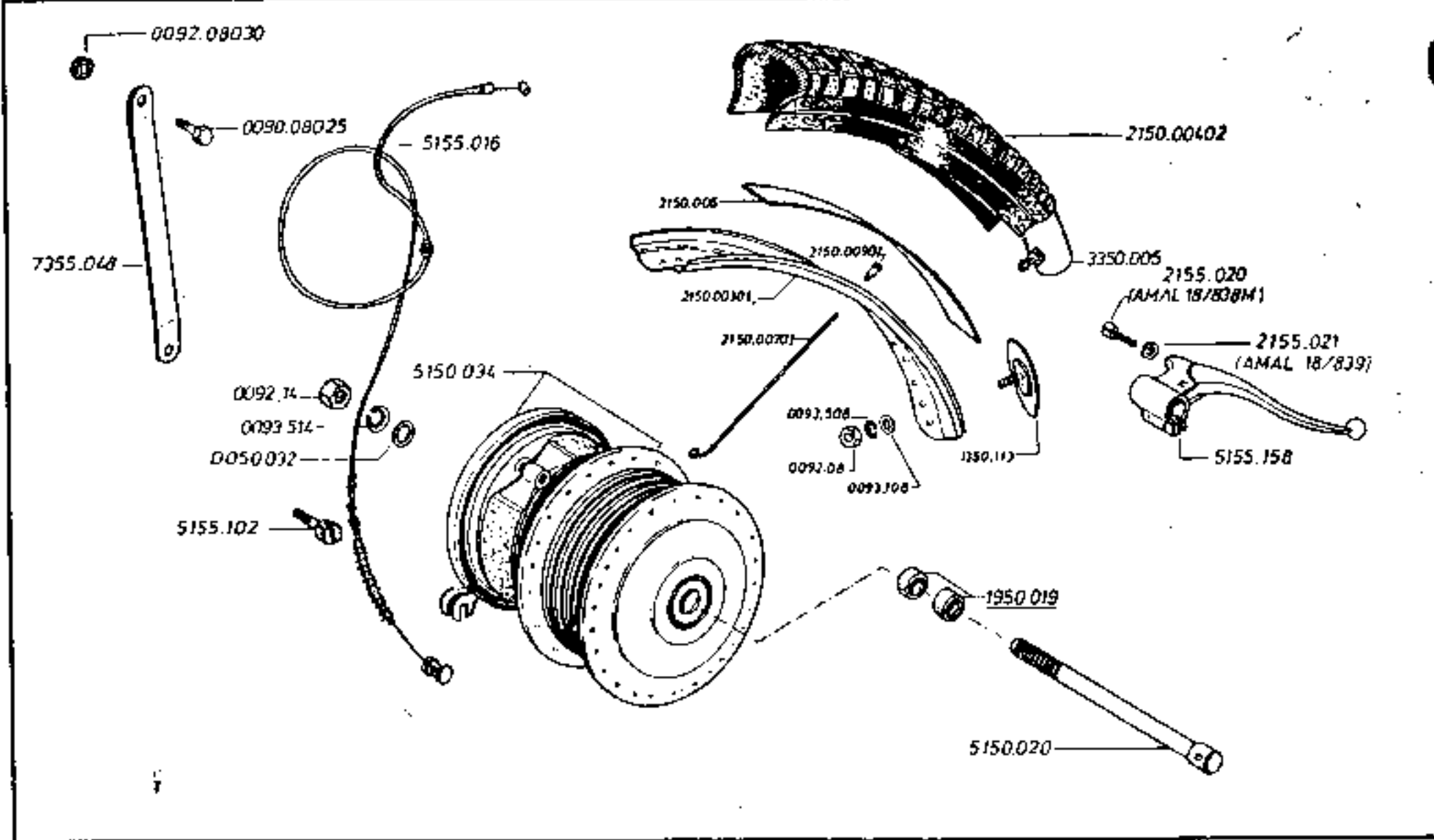
Comentarios de modif. - hoja n.º
Remarks on modif. - sheet n.º
Notes à la modif. - feuille n.º


9

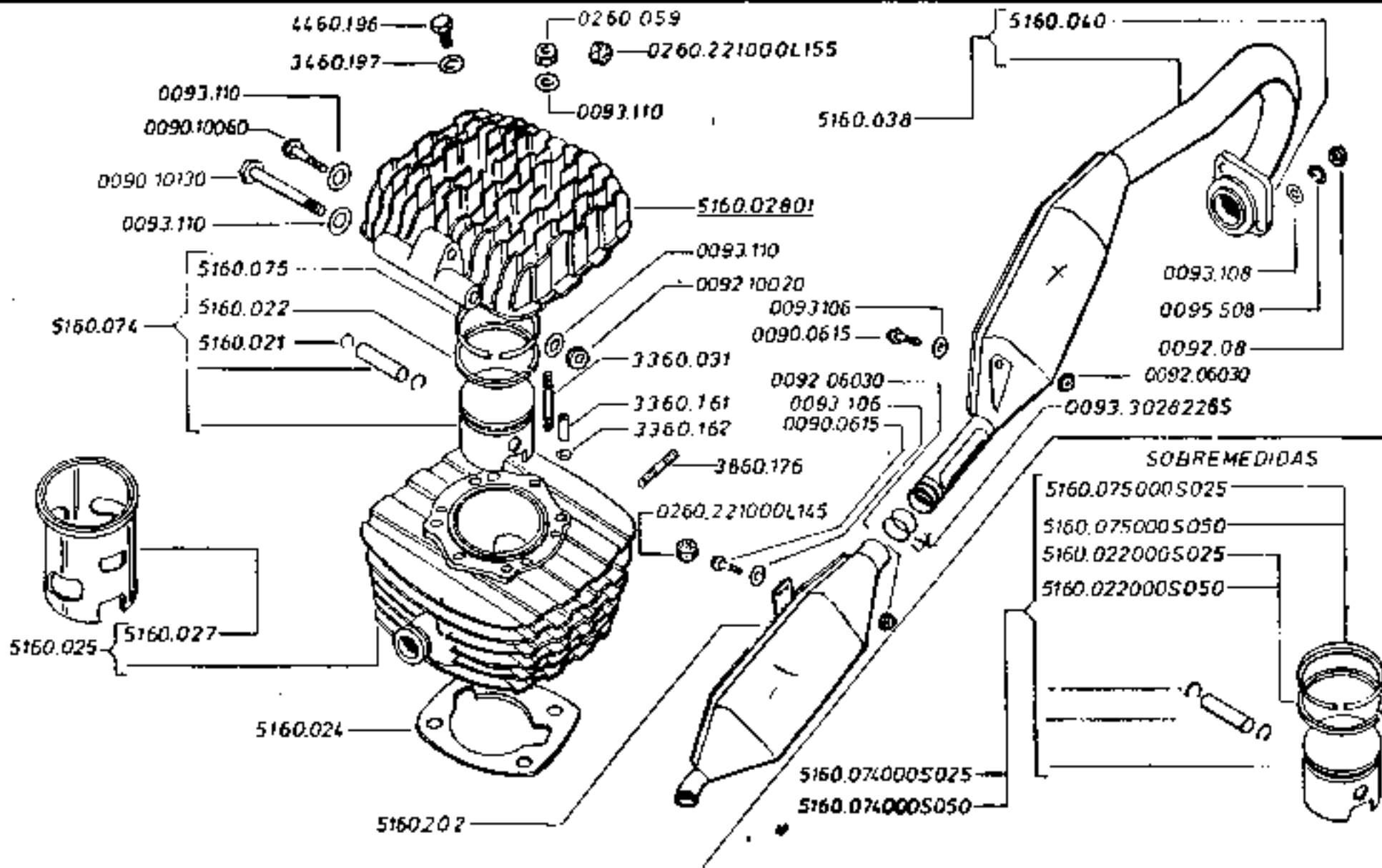
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Useful for spare-parts taking from
Util pour réch...

51M0001

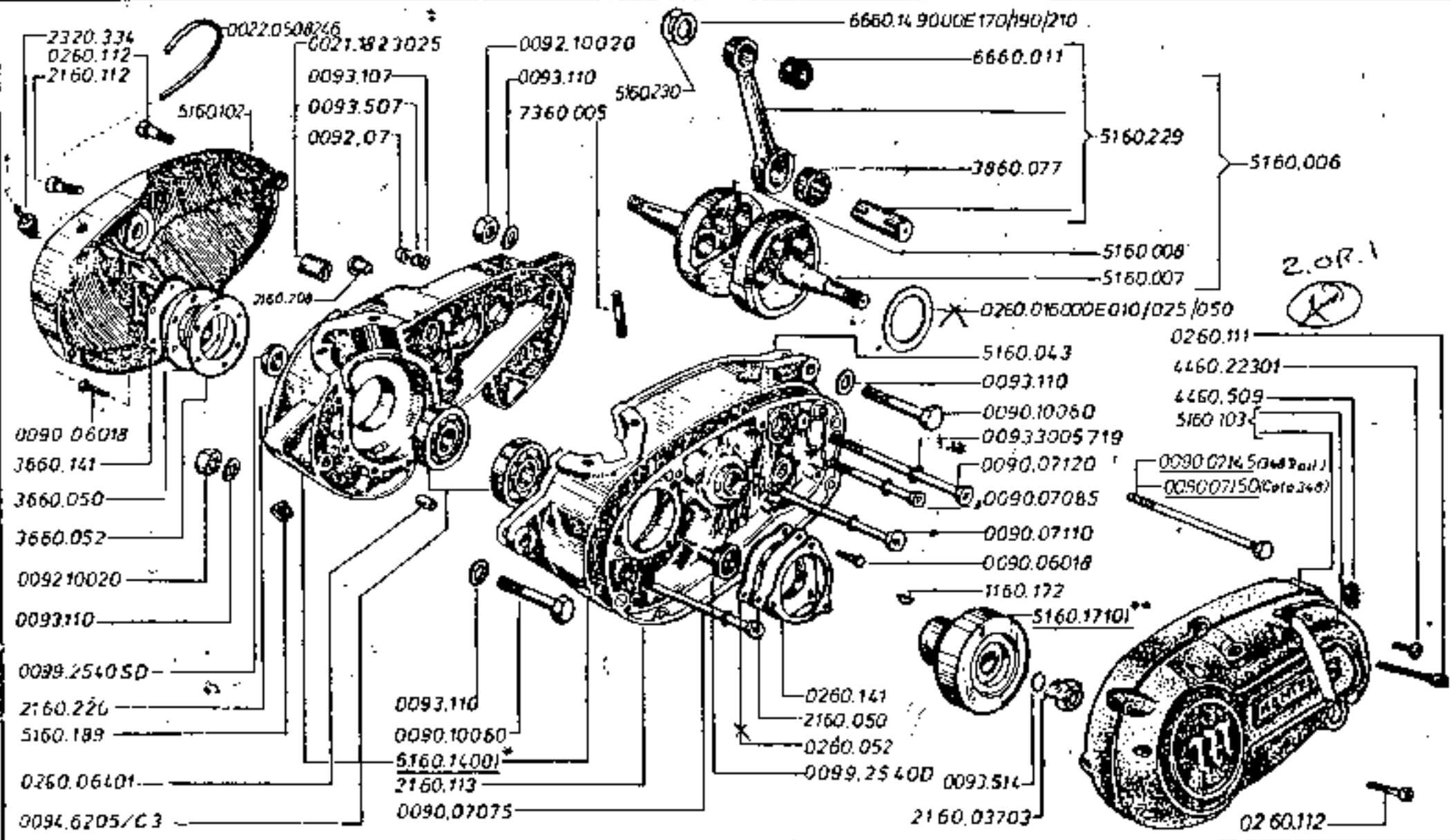
GRUPO SUSPENSION TRASERA
REAR SUSPENSION GROUP
GROUPE SUSPENSION ARRIERE




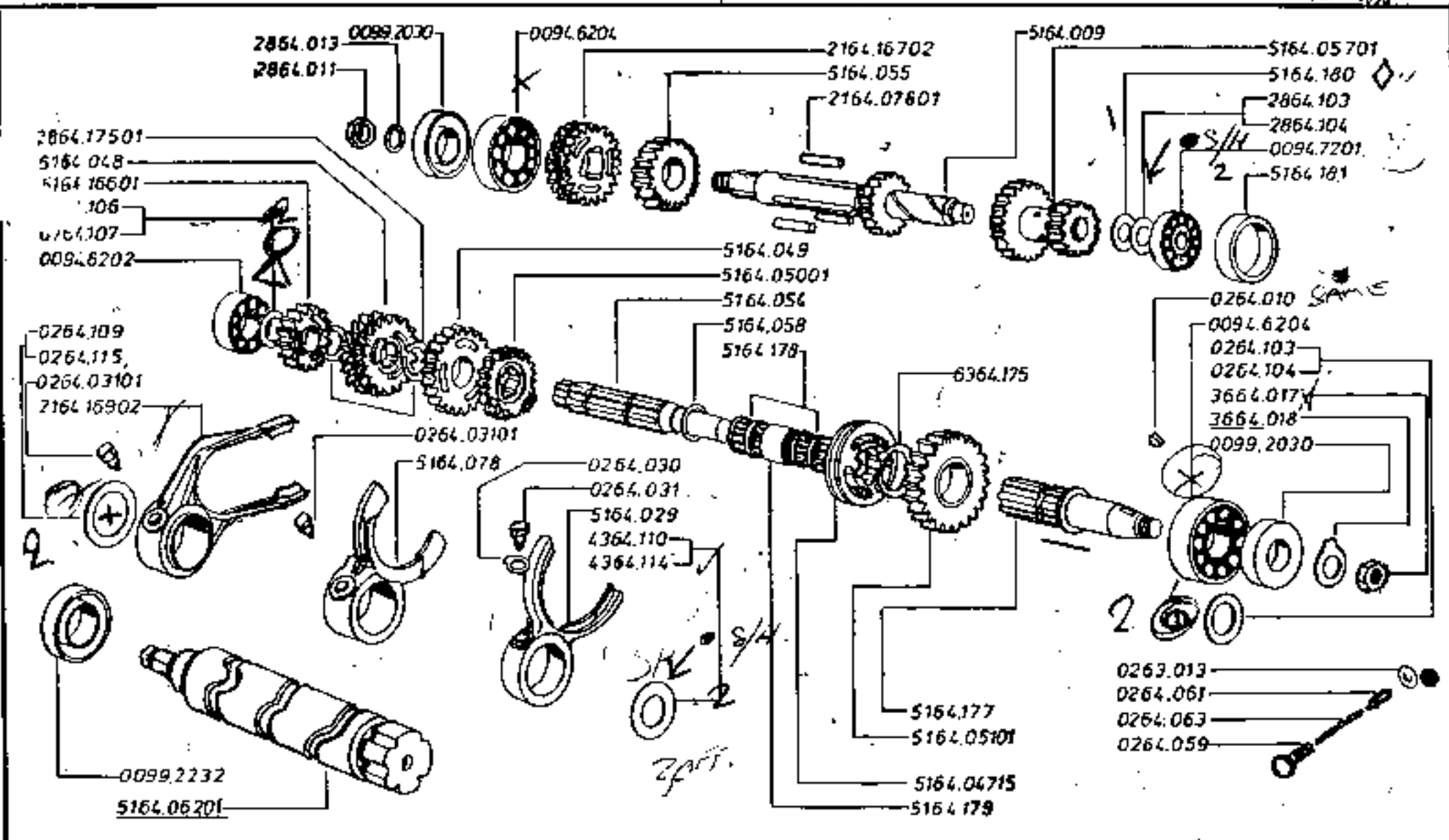
 <p>FRANCO S.p.A. 01102 - MEC</p>	<p>MODIF. N.º 1</p> <p>Cambiatos de modif. - Page A*</p>	<p>Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numéro de série</p> <p>3</p> <p>Útil para reemplazar desde Useful for spare-parts starting from</p>	<p>51M3699</p> <p>51M3699</p>	<p>MADRID</p> <p>COTA 348</p> <p>GRUPO RUEDA DELANTERA FRONT WHEEL GROUP</p>
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	<p>MODIF. N.º 1</p>	<p>Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numéro de série</p>	<p>51M5025</p> <p>51M0001</p> <p>https://www.motomanuals.net/</p>	<p>Modelo COTA 348</p> <p>GRUPO MOTOR I ENGINE GROUP I GROUPE MOTEUR I</p>
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	MODIF. N.º 3	Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numéro de série	51M11307	408410 COTA 348
	Concentración de modif. - hoja n.º Remarks on modif. - sheet n.º Notice à la modif. - feuille n.º	14 17	Util para recambios desde Useful for spare-parts starting from Util pour réparer depuis	51M11307 51M0001



MODIF. N.º **3**

Consultar de modificación...
 Remarcar en manual...
 Referirse a la modificación...
 Montaje

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

15

Util para recambios desde
 Useful for spare-parts starting from
 Util pour réparer à partir de

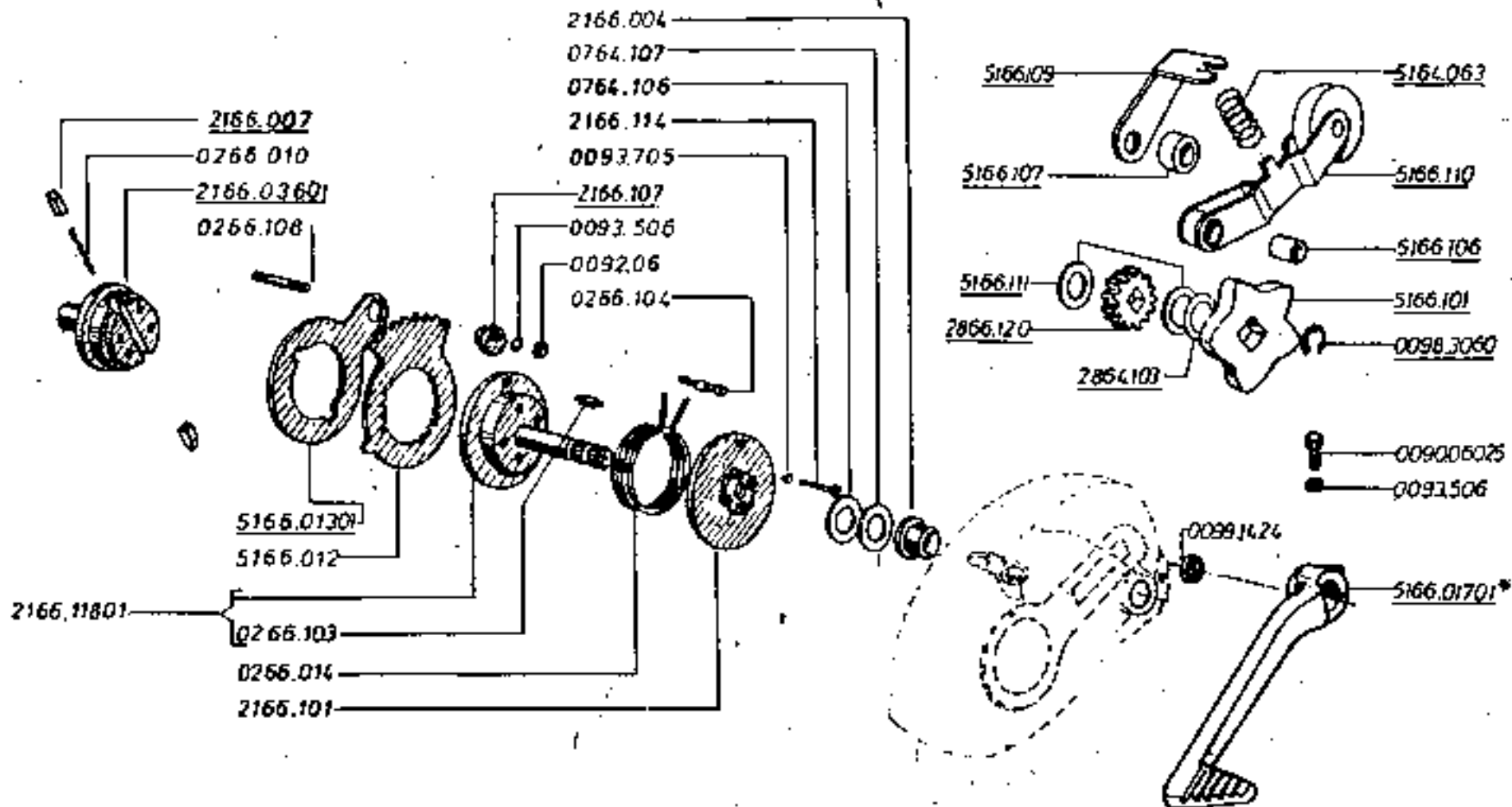
51M11307

51M11307

<https://www.motomanuals.net/>

Modelo **COTA 348 7967**

GRUPO CAMBIO DE VELOCIDADES
TRANSMISSION GROUP
GRUPE BOITE DE VITESSES



MODIF. N.º

1

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

51M11307

Modelo

COTA 348

Componentes de montaje - Assembled parts
 Repuestos en montaje - Assembly parts
 Pièces à assembler - Assembly parts

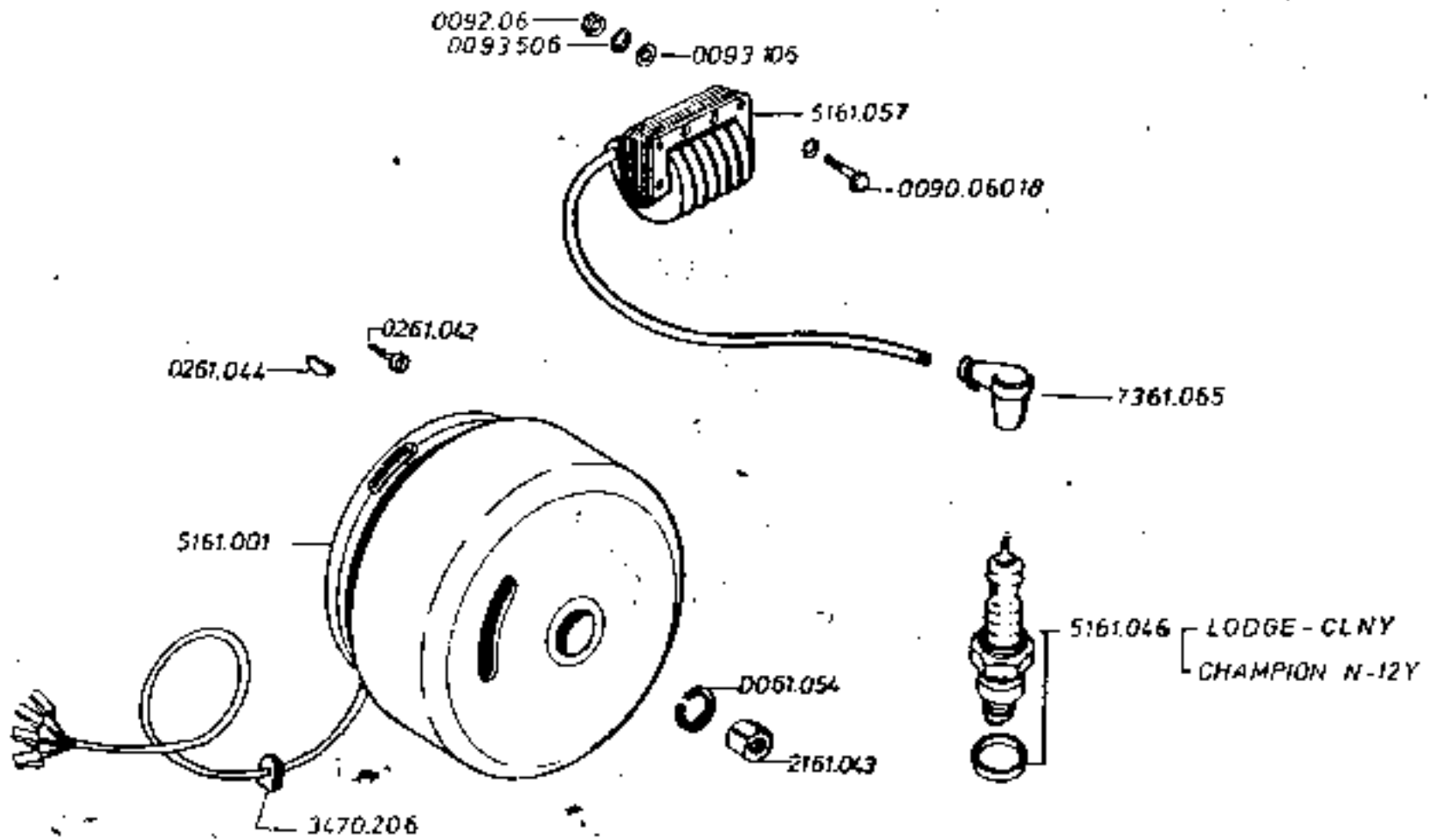
14
16

Util para recambios desde
 Useful for spare parts starting from
 Util pour les pièces de rechange

51M11307

<https://www.motomanuals.net/>

GRUPO SELECTOR
 SELECTOR GROUP
 GROUPE SELECTEUR



MODIF. N° —

Montage à partir de la motocicleta n.°
 Assembled starting from serial number
 Monté depuis le numéro de série

51M0001

Modelo COTA 348

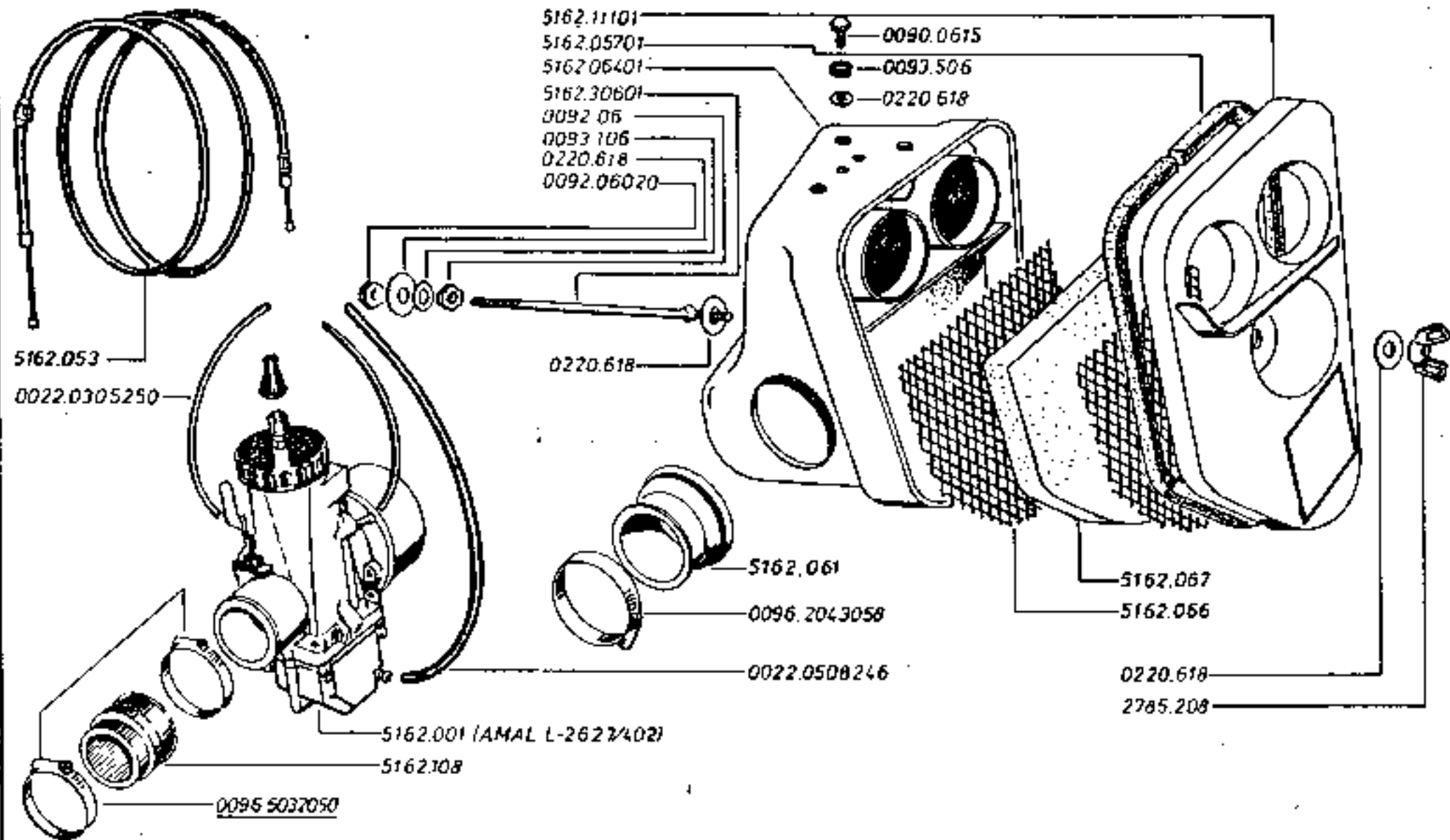
REVISOR: S. J. 04/1984/107

Completado de ajuste
 Revisado el montaje
 Revisado a la medida

Util para recambios desde
 Uselutionnaire depuis
 Util pour rechange depuis le

<https://www.motomanuals.net/>

GRUPO ENCENDIDO
 IGNITION GROUP
 GROUPE ALLUMAGE



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

Comentarios de montaje - notes n.º
Remarks on mount. - notes n.º
Remarque à l'usage - légende n.º

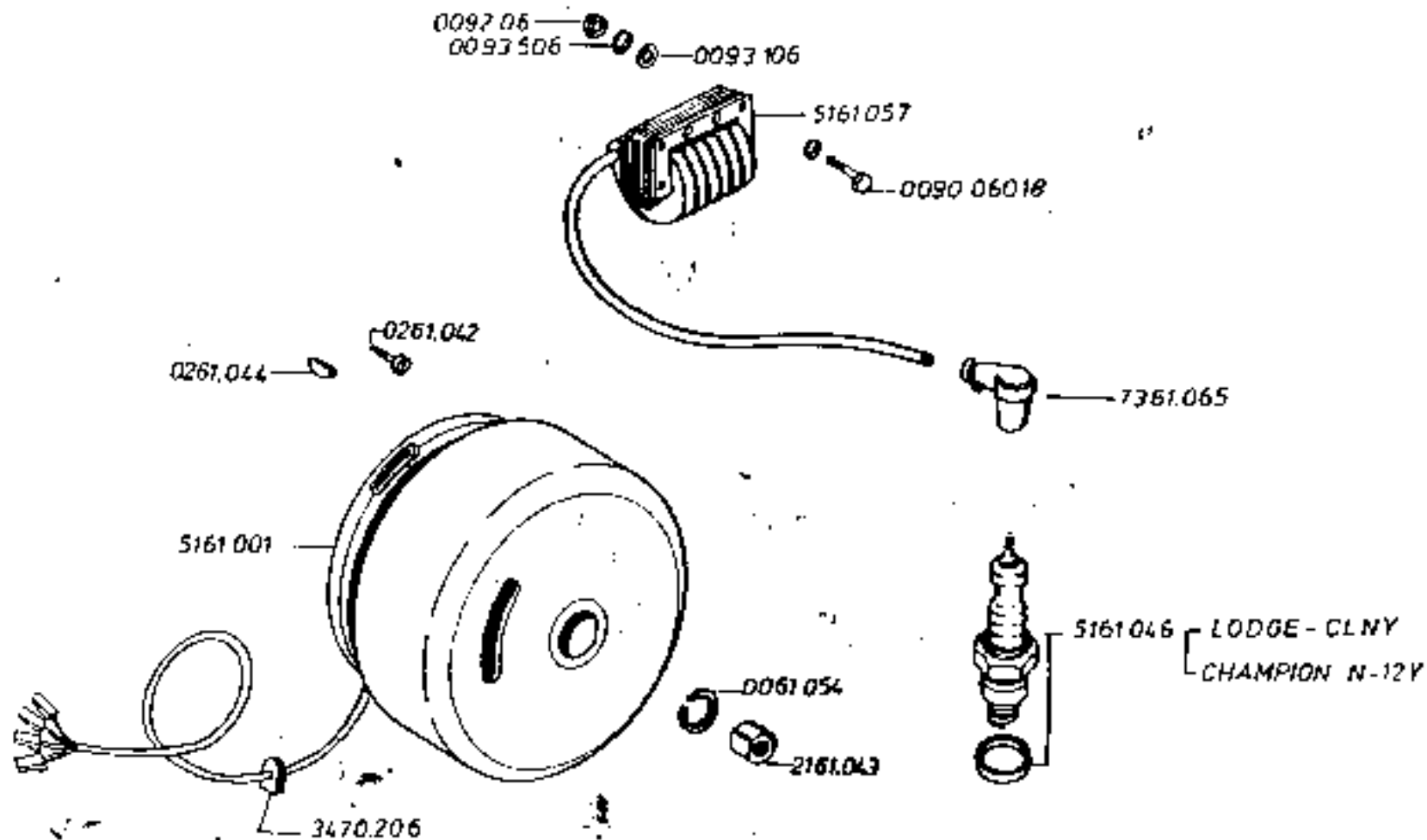


Util para recambios desde
Useful for spare parts starting from
Util pour réchange depuis

51M0001

<https://www.motomanuals.net/>

GRUPO CARBURACION
CARBURETION GROUP
GROUPE CARBURATION



Montage à partir de la motociclette n°
 Assembled starting from serial number
 Monté depuis le numéro de série

51M0001

Modelo

COTA 348



MODIF. N.º

REVISIONES
 DE IMP. 111
 10/1988

Completées de montage
 Revisées de montage
 Revisées de montage

Util para recambio desde
 Usar para recambio desde
 Util pour rechange depuis le

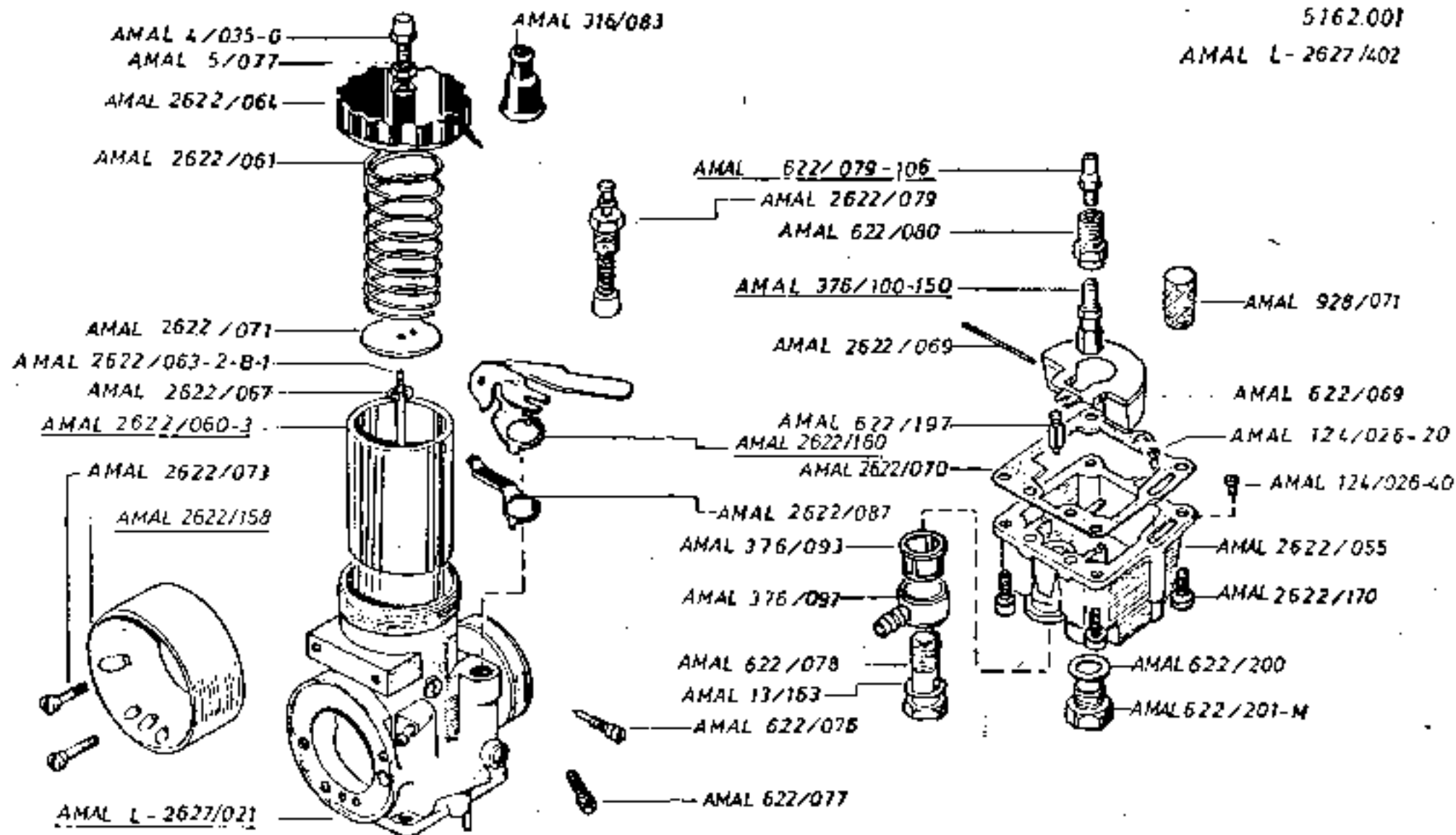
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51M0001

GRUPO ENCENDIDO
 IGNITION GROUP
 GROUPE ALLUMAGE

5162.001

AMAL L-2627/402



MODIF. N.º

1

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

51M3790

Modelo

COTA 348

Reservados todos los derechos. No se permite la explotación económica ni la transformación de esta obra. Queda permitida la impresión en su totalidad.

Comentarios al manual
 comentarios en español
 comentarios en inglés

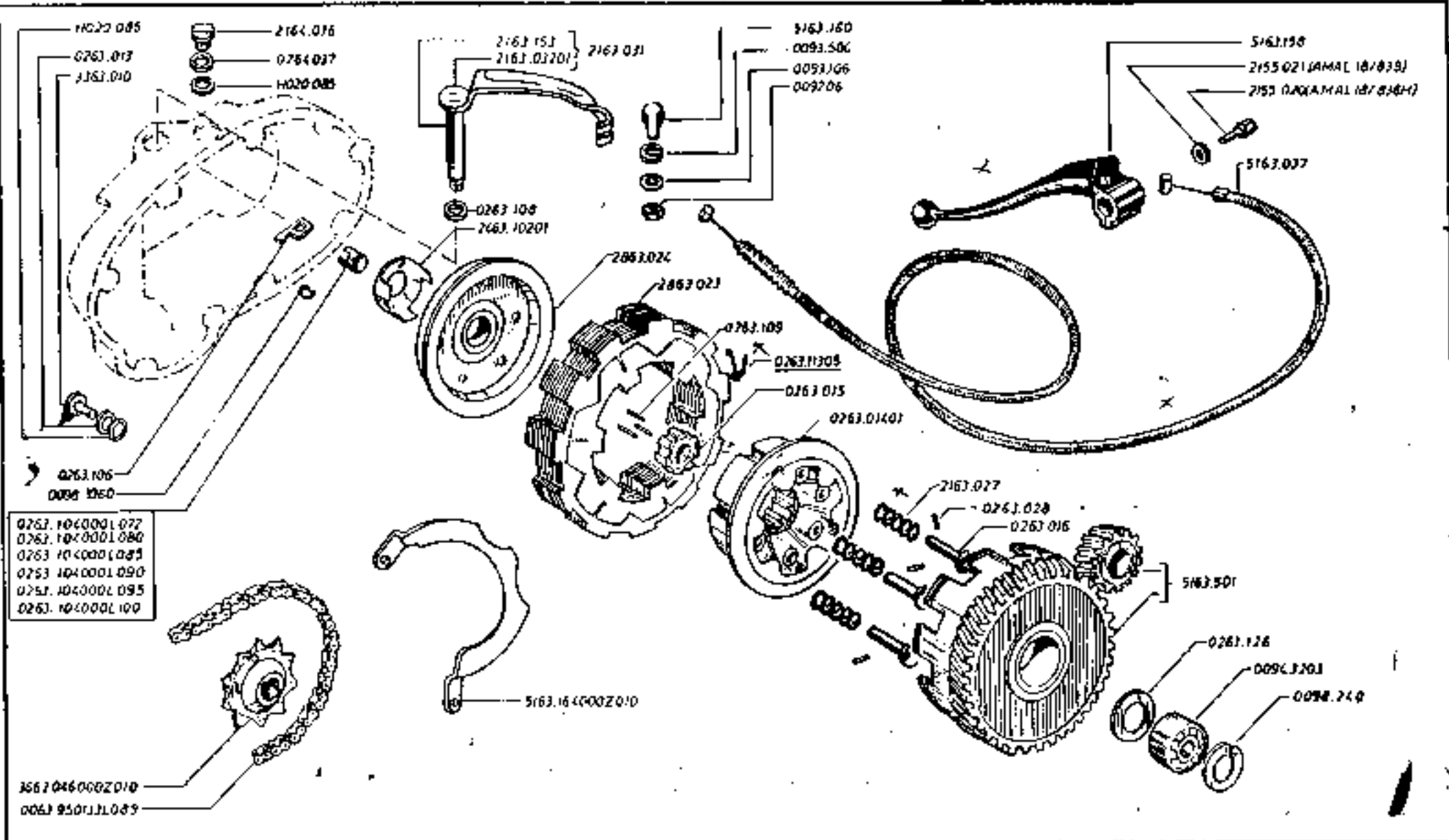
hoja n.º
 sheet n.º
 feuille n.º

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 Util pour les pièces de rechange

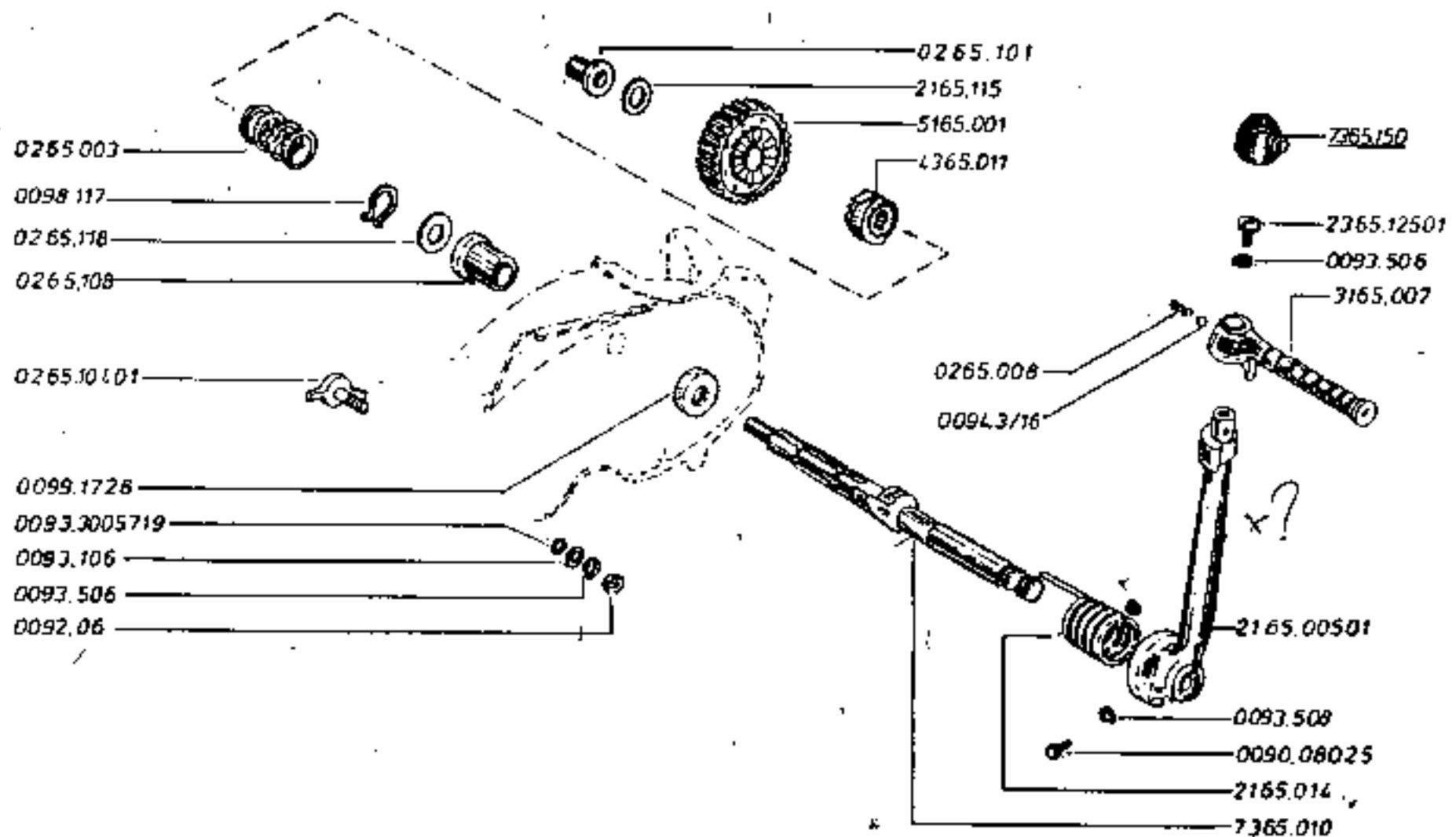
51M0001

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DESPIECE DEL CARBURADOR
 EXPLODED CARBURETOR
 ECLATE DU CARBURATEUR



	MODIF. N° 2	Montado a partir de la motocicleta n.º Assembled starting from serial number Monté depuis le numéro de série	51M7200	MODELO COTA 348
	Comentarios de montaje... Remarques de montage... Montajes...		Un para repuestos de... Un pour pièces de...	51M0001



MODIF. N.º

2

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

51M10107

Modelo

COTA 348

Deventures de montage - page n.º
Remarks on install. - sheet n.º
Instruct. a la mont. - ca. n.º



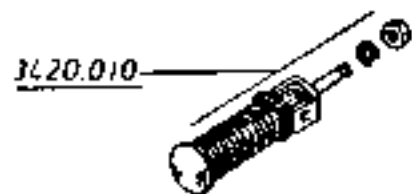
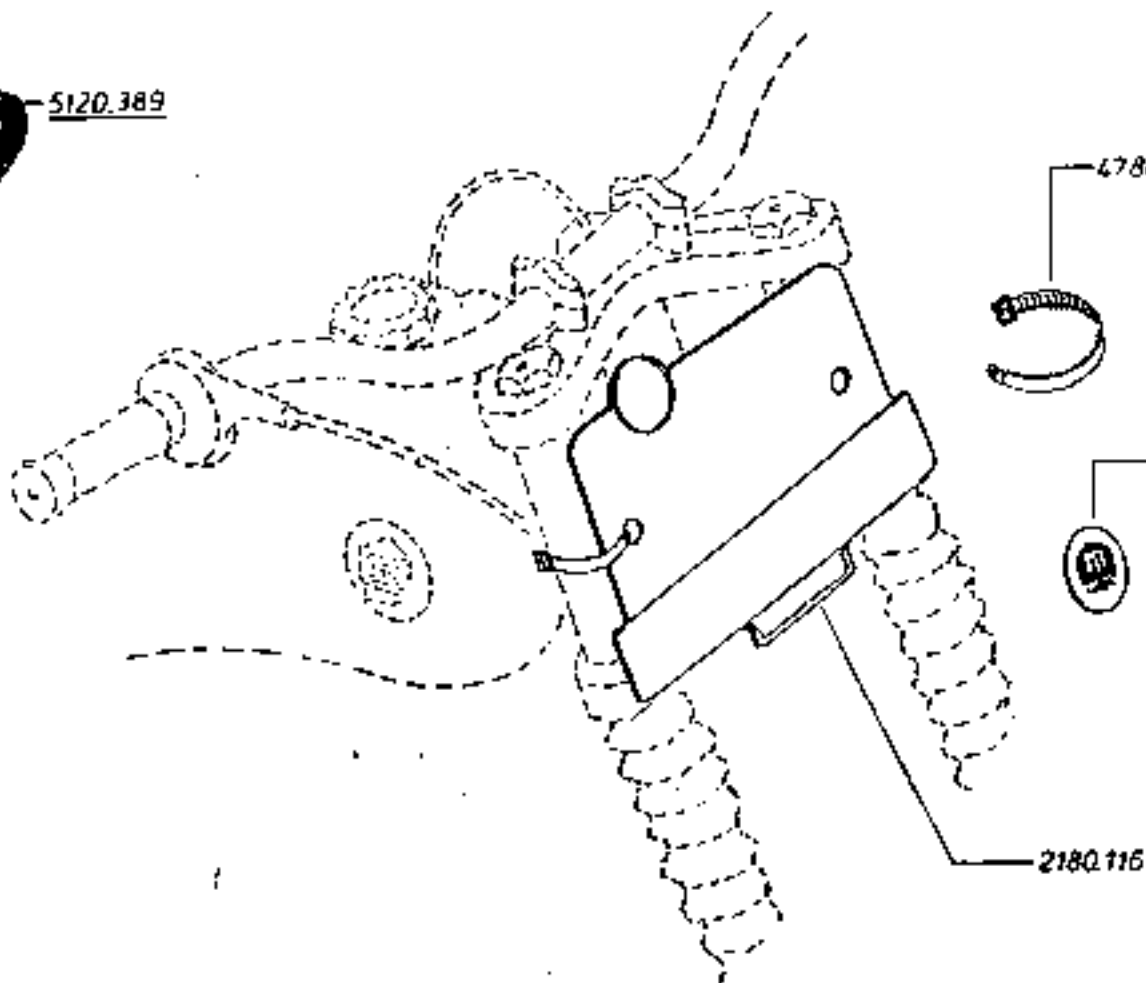
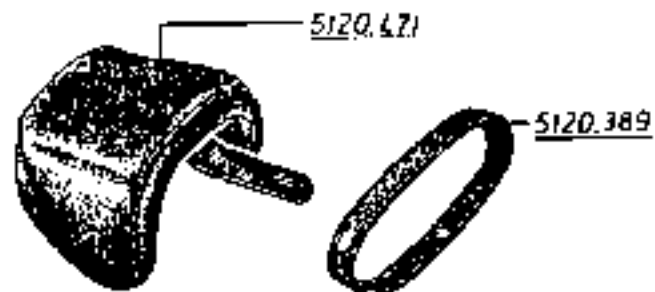
Util para recambios desde
Useful for parts - desde n.º
Util pour réparer depuis n.º

51M0001

GRUPO PUESTA EN MARCHA
KICK STARTER GROUP
GROUPE DEMARREUR

Montado

<https://www.motomanuals.net>



YAMAHA
MOTOR CO., LTD.
MONTPELLIER

MODIF. N.º

1

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

Comentarios de modif. : AAJA A.
Remarques en modif. : sheet. n.º
Notes à la modif. : tableau n.º



Utili para recambio desde
Useful for spare parts starting from
Utili pour réchange depuis le

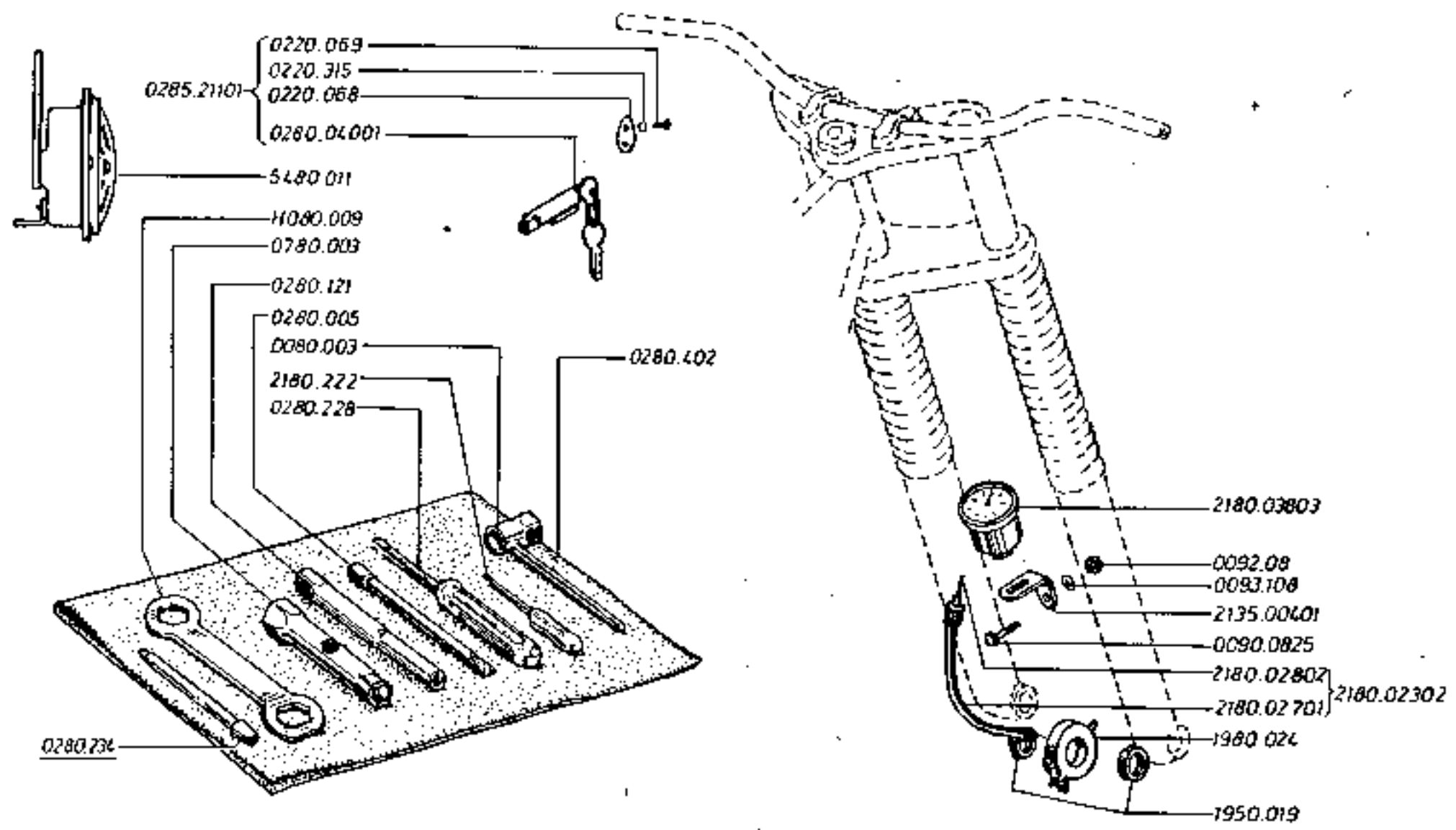
51M0001

<https://www.motomanuals.net/>

MODEL

COTA 348

GRUPO ACCESORIOS OPCIONALES
OPTIONAL ACCESSORIES GROUP
GROUPE ACCESSOIRES OPTIONNELS



MODIF. N.º **4**

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

51M11307

Modelo **COTA 348**

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

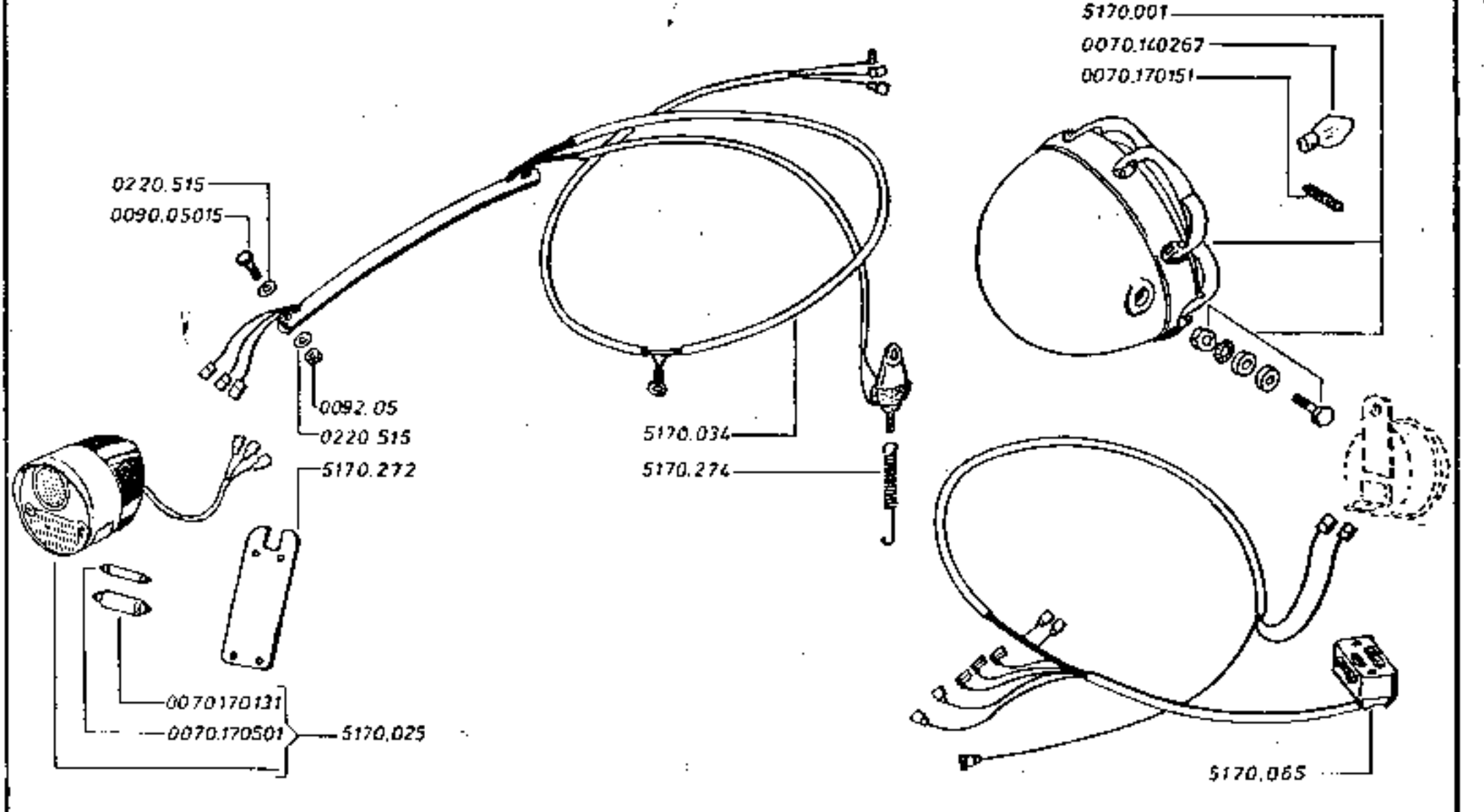
18


Util para recambios desde
 Use for spare parts starting from
 Util pour révisions depuis










51M11307

<https://www.motomanuals.net/>

GRUPO ACCESORIOS NORMALES
 STANDARD ACCESSORIES GROUP
 GROUPE ACCESSOIRES STANDARD



 Instrucciones de montaje CI 1-8 480 8001433	MODIF. N.º <input type="checkbox"/> Cambiarías de montar. - Replaces n.º Remplace en 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	51M0001 51M0001	MODELO COTA 348 INSTALACION ELECTRICA ELECTRICAL SYSTEM GROUP GROUPE SYSTEME ELECTRIQUE
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CROQUIS - SKETCH	ARTICULO - ITEM - ARTICLE	DENOMINACION UTILAJE - DENOMINATION OF THE TOOLING - OUTILS D'ATELIER	OBSERVACIONES - REMARKS
	0287.05001	Extractor piñón sobre cigüeñal. Crankshaft pinion puller. Extracteur pignon sur vilebrequin.	
	D087.055	Extractor volante magnético. Magnetic flywheel puller. Extracteur volant magnétique.	
	2887.066	Inmovilizador piñón sobre cigüeñal. Crankshaft pinion blocker. Immobilisateur pignon sur vilebrequin.	
	D087.067	Llave tuerca fij. rodamiento dirección y tapón tubo central. Wrench for the nut locking the steering bearing central tube cap. Clef écrou fixation roulement direction bouchon tube central.	
	D087.069	Inmovilizador volante magnético. Holding tool for magnetic flywheel. Outil bloqueur du volant magnétique.	
	0287.084	Inmovilizador plato embrague. Clutch disc blocker. Immobilisateur plat d'embrayage.	
	D087.089	Punzón montador cojinete dirección s/bastidor. Punch for mounting the steering bearing on the frame. Poinçon monteur roulement direction sur châssis.	
	2887.091	Llave casquillo bloqueador cojinete dirección. Steering bearing holding bush wrench. Clef pour la bague bloqueuse du roulement direction.	
	0287.103	Extractor cojinete dirección sobre bastidor. Puller for the bearing on the frame of the steering. Extracteur roulement direction sur châssis.	


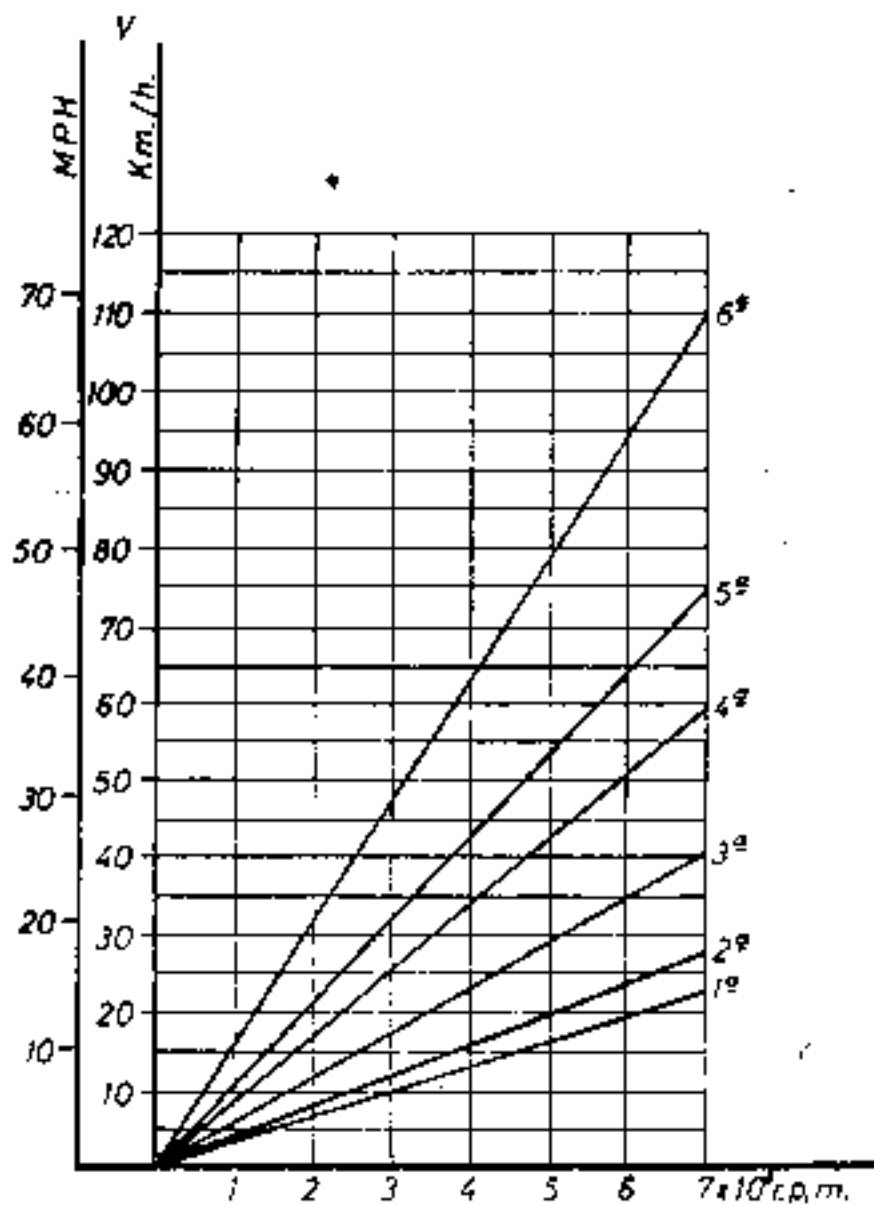
 <p>REPARACIÓN DE INY. MEC. Montaje</p>	<p>MODIF. N.º <input type="checkbox"/></p> <p>Comenzado de modif. - 841 - 2 Remarques en modif. - 841 - 2 Notice à la modif. - 841 - 2</p>	<p>Montado a partir de la referencia n.º Assembled starting from the serial number Monté depuis le numéro de série</p>	<p>51M0001</p> <p>51M0001</p>	<p>Modelo COTA 348</p> <p>HERRAMIENTAS DE TALLER TOOLS OUTILS D'ATELIER</p>
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DIAGRAMA DE VELOCIDADES
SPEED DIAGRAM
DIAGRAMME DE VITESSES



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 conserve 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 $0,5 \pm 0,5$ 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 shaft 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 the 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 easelily be obstructed are; the petrol entrance filter and the slow speed and main jet.

Once the carburettor is 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.

GENERAL FEATURES AND DATA

ENGINE

Cycle	2 stroke
Cylinder	single
Bore	76 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	0,03mm. (0,0012 in.)
Maximum whipping crankshaft ends mounted on -the crankcase	0,03mm. (0,0012 in.)

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 on which they are riding.

However, the normal pressures are given below as a guide:

	Trail		Road	
	Kg/cm ² .	lbs. sq. in.	Kg/cm ² .	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 that the piston is in its compression position).
- When the engine has warmed up, raise the choke lever to its original position.

51M/0176

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 carburent 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.

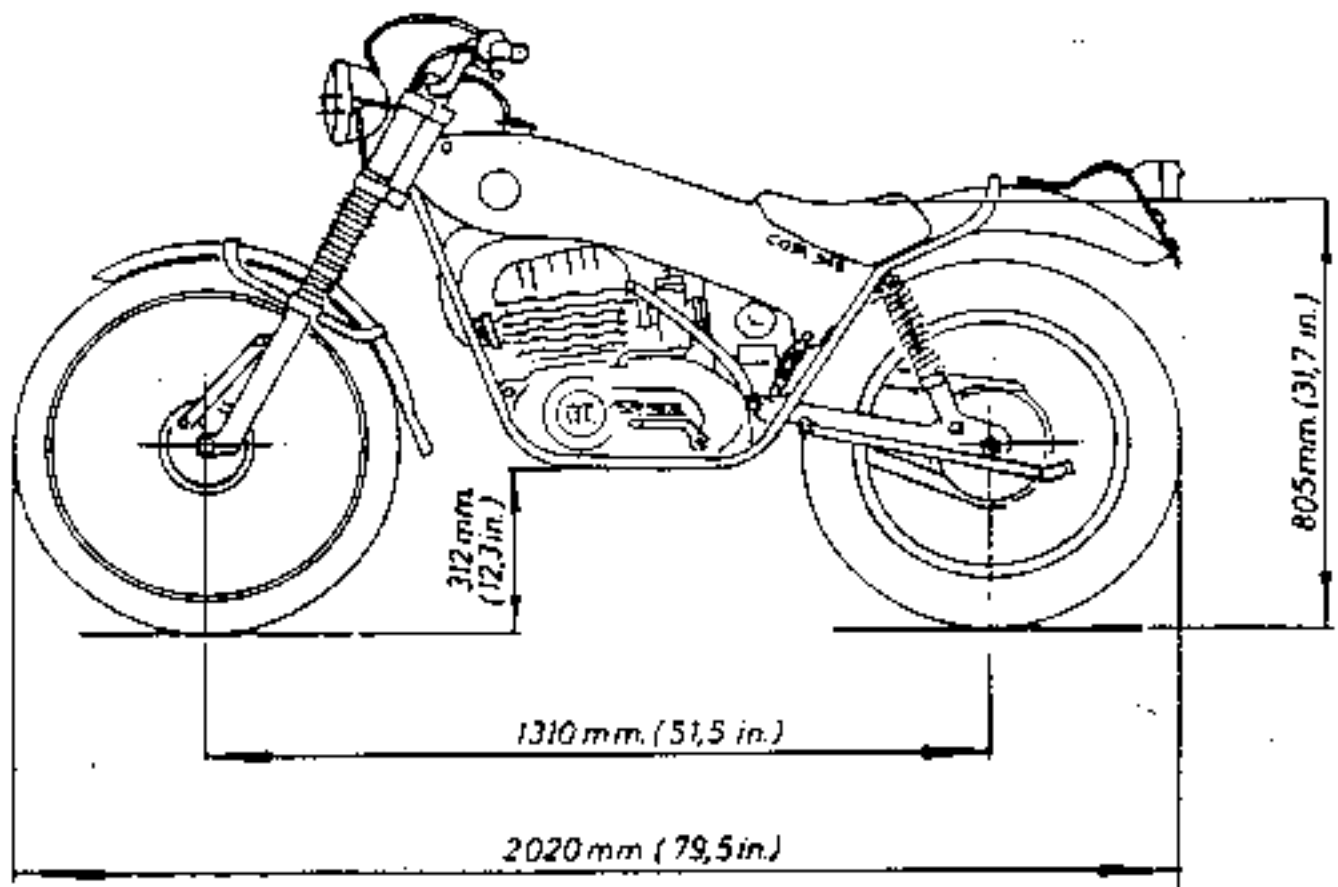
RODAMIENTOS

	Cantidad	Tipo	Dimensiones	Número
Cigüeñal	2	radial (juego C-3)	25x52x15	6205/C-3
Rueda dentada de embrague	1	doble hitera bolas	17x40x17,5	3203
Eje primario l/derecho	1	contacto angular	15,35x11	7202
Eje primario l/izquierdo	1	radial	20x47x14	6204
Eje secundario l/derecho	1	radial	20x47x14	6204
Eje secundario l/izquierdo	1	radial	15x35x11	6202
Ruedas delantera	2	radial	17x35x10	6003RS/C3
Ruedas trasera	2	radial	17x40x12	6203RS/C3

DIMENSIONES GENERALES

Capacidad depósito 5 L. { 1,32 USA gal
 { 1,10 imp. gal.

Peso 89Kg. (196 lbs.)



Paras de apriete recomendados:

	m. Kp.	ft-lbs.
- Tuercas fijación cilindro	2 a 2,5	14,5 a 18
- Tuercas fijación culata	3 a 3,5	22 a 25,5
- Tuerca piñón sobre cigüeñal	8	58
- Tuerca volante magnético	9	65,3
- Tuerca plato embrague	2 a 2,5	14,5 a 18
- Tuerca piñón salida cambio	7	50,7

TRANSMISIÓN PRIMARIA

Tipo	por engranajes helicoidales
Piñón sobre cigüeñal	20 dientes
Rueda dentada de embrague	64 dientes
Relación de transmisión	3,20

CAMBIO DE VELOCIDADES

Número de Velocidades 6

PIÑÓN	PRIMARIO	SECUNDARIO	RELACION
1ª Velocidad	16-18-11 Dientes	21-23-23 Dientes	3,506
2ª "	18-18-11 "	19-23-23 "	2,820
3ª "	21-18-11 "	15-23-23 "	1,908
4ª "	21 "	16 "	1,312
5ª "	19 "	18 "	1,055
6ª "	15 "	21 "	0,714

TRANSMISIÓN SECUNDARIA

Piñón salida cambio	10 dientes
Rueda dentada sobre cubo trasero	33 dientes
Cadena (paso)	15,875 mm. (5/8")
-diámetro rodillos	10,16 mm. (0,400")
-ancho entre placas	6,48 mm. (0,255")

RUEDAS

	Llanta	Ruedas		Neumáticos	
		Cantidad	Dimensiones(mm.)	tipo	Dimensiones
Rueda delantera	WM 1/1,6	36	3,5 x 231	trial	2,75" x 21"
Rueda trasera	WM 2/1,85	36	3,5 x 194	trial	4,00" x 18"