



Red Hand Classics

Adres: Parallelweg 50, 5121 LD Rijen, NL. Tel: +31 (0)653225621

Used Antique Motorcycle Brief Evaluation Report			Dated: 03-03-2021	Tester: Nick
Make: Aspes	Model: Yuma	Year: 1976/83	Reg No: N/A	Oils checked: OK
Price: €3250,-		Colour: orange	Stock No: RHC0001	CC: 125 2-stroke
VIN/Frame: 00478		Location: headstock right side		Engine No: 8046
Registration Documents: N/A				
History: This motorcycle was owned by Willem Heykoop a well-known Dutch racer from the 70's and 80's.				

		Nice	Average	Poor	COMMENTS
ELECTRONICS	Headlamp operation				N/A
	Rear lamp operation				N/A
	Stop lamp operation				N/A
	Horn operation				N/A
	Charging system operation				N/A
	Battery				Voltage: Earth polarity: neg. Or pos. Fuse: A
STEERING SUSPENSION	Head bearings	X			
	Forks		X		Seals are leaking and a little corrosion on the inner fork tubes but they are above the compressing area.
	Swing arm bearings		X		There is a little bit of play on the swingarm spindle.
	Wheel alignment	X			
	Girder links if applicable				N/A
BRAKES	Front brake		X		There is brake pressure but it needs an overhaul because of the old brake line and rubber seals.
	Rear brake		X		The end stop for the rear brake pedal is broken.
	Controls clevis pins etc.	X			They need to be cleaned and need some new grease.
WHEELS TIRES	Front tyre tread depth		X		Brand/size: Pirelli MT15 3.00 x 18" old tire (see note 3 below)
	Rear tyre tread depth		X		Brand/size: Michelin M38 2.50 x 18" old tire (see note 3 below)
	Front bearings	X			
	Rear bearings	X			
	Front rim	X			Plating: N/A Painted: Grey minor paint damage
	Rear rim	X			Plating: N/A Painted: Grey minor paint damage
	Front spokes				N/A
	Rear spokes				N/A
GENERAL	Exhaust silencers		X		Plating:% Comment: 2-stroke aluminium silencer with a few scratches
	Exhaust pipes		X		Plating:% Comment: 2-stroke steel matt black pipe with a little rust on it
	Fuel system leaks			X	Petrol taps are leaking and in bad condition, petrol lines need to be redone and petrol tank needs to be cleaned from the inside.
	Speedo				Reading: Miles or KM N/A
	Cables		X		They need to be oiled.
	Handle bars/levers		X		Plating: 85% good Painted: N/A
	Final drive chain		X		Front sprocket needs to be replaced and chain needs to be cleaned and greased.
	Primary chain tension	X			
	Engine condition		X		
	Cold starting		X		
	Hot starting		X		
	Oil leaks		X		Minor engine leaks from seals on the outside of the engine and a missing clutch side gasket.
	Gearbox operation	X			No of gears: 6 1-N-2-3-4-5-6 first down the rest up
	Clutch operation		X		Clutchplates are sticking together, needs to be cleaned up.
	Road test evaluation		X		Distance covered: 1 Miles or KM
	Carburettor		X		Type: Dellorto PHBE 30 AS, cleaned the carburettor and put some new jets and gaskets in the carburettor. It needs some tuning.

notes:

- This report is only the opinion of the tester on the day and should only be considered as a rough guide as time does not permit an in-depth report. Antique machines will always require ongoing work.
- All antique machines must be thoroughly checked over & fully serviced by a competent mechanic before any use, due to their age & the length of time that they may have been stored.
- www.rospa.com recommends tyres that have been in storage for over 6 years or in use for 10 years should be replaced. For further information on tyre safety visit the ROSPA website page at <https://www.rospa.com/Road-Safety/Resources/Free.aspx#motorcyclists/> or the Tyre Safe website at <http://www.tyresafe.org/>
- The speedometer (if fitted) reading shown in this report is not necessarily an indication of the machine's true mileage.
- We strongly recommend that all flat tank motorcycles are run on **ETHANOL FREE** petrol, such as Aspen or Avgas. For other motorcycles run on E5 petrol or premium petrol.



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Test report:

The motorcycle is handling great and the brakes are good. The clutch is sticking in the beginning if you want to push start the motorcycle. But when it runs you can pull the clutch and the clutch is freeing up and then it will work again. All the gears selected and functioned normal.

Before I could start the motorcycle, I had to clean the carburettor in a ultrasonic bath and had to order a few new jets and had to replace all the gaskets and seals. The carburation needs to be tuned but the motorcycle is running with the basic tuning.



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