



**OPERATION**

**LUBRICATION**

**SERVICING**



# Cady

The CADY is a motorized bicycle, i.e. a bicycle equipped with a 49.9 cc engine.

The engine is designed to supply interesting power at slow revolutions and thereby to afford smooth starts, good pick-up and excellent climbing ability. Maximum speed is limited to 33 k/mh (21 MPH).

Its general construction, light weight, the position of the saddle, handlebar and pedals result in the CADY having the same overall maneuverability and roadholding as a regular bicycle.

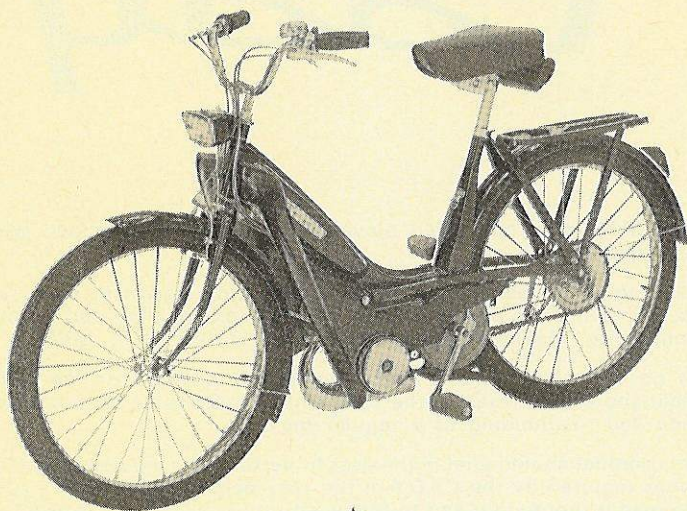
This booklet should enable the user to perform the very easy servicing operations required by the CADY in the very best conditions. We advise users to read it thoroughly and to follow scrupulously all our instructions.

Equally, and in our customers' own interest, we recommend them to be in order with their insurance company and to comply scrupulously with traffic regulations.

Our CADY motor bicycles are covered by a six-month guarantee within the terms specified at the end of this booklet.

The CADY is covered by the following patents, among others : French patents 943.067 Add. PV 78.234 - 1.413.144 - 1.418.139 - 1.441.656 - 1.447.354 - 1.451.532 - PV 37.881 - 37.732 - 43.622.

*Get protection  
against bad weither...*



have your

**Cady**

**fitted with a specially designed legshield.**

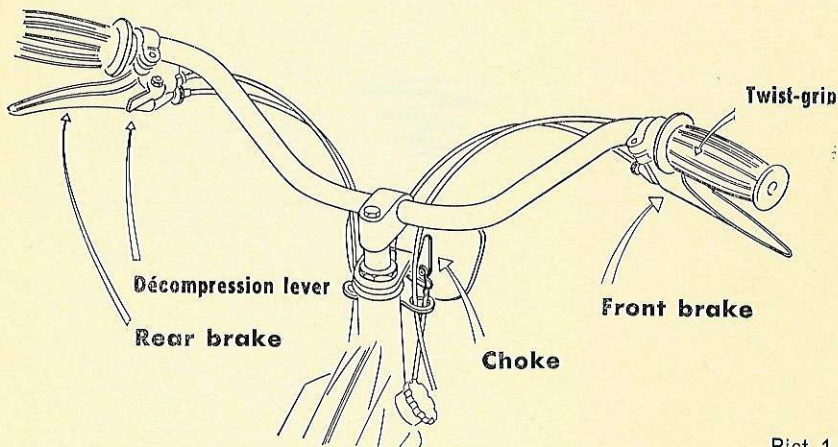
# OPERATION

## STARTING THE ENGINE

1° Open the fuel tap located at bottom right of the integral tank by pushing the button downward.

2° Keep the twist-grip half open by rotating with the right hand. **Relieve compression** by pushing in the decompression lever with the left thumb.

3° Use pedals to get rolling. As soon as the bicycle rolls faster than walking speed, **release the decompression lever** : the engine should start freely (Fig. 1).



Pict. 1

The engine may also be started while resting on the stand :

1° Maintain the decompression lever in the « decompressed » position, start the engine by vigorously pushing the pedal down to the bottom of its stroke while keeping the throttle half open (right hand twist grip).

2° With the engine rotating (which is visible as the center clutch drum also turns), **release the decompression lever**, the engine should start freely and drive the rear wheel.

3° **Stop the rear wheel by means of the brake** (left hand brake lever) and let the engine idle. Set the bicycle down on its wheels and start rolling by opening the throttle.

This method of start is applicable in all circumstances, but it is especially recommended while riding uphill as it avoids moving the bicycle when reaching the speed at which the clutch should engage.

In cold weather, to facilitate starting, make use of the lever in front of the handlebar which operates the choke when pushed to the left.

Keep it in this position for a few moments only, then move it back to its initial position.



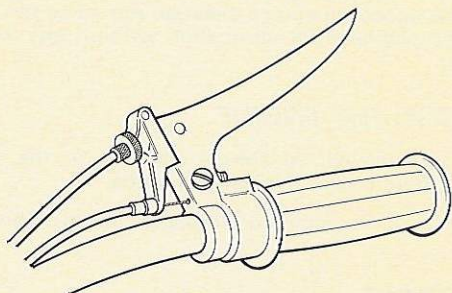
# RIDING INSTRUCTION

## TO CONTROL SPEED

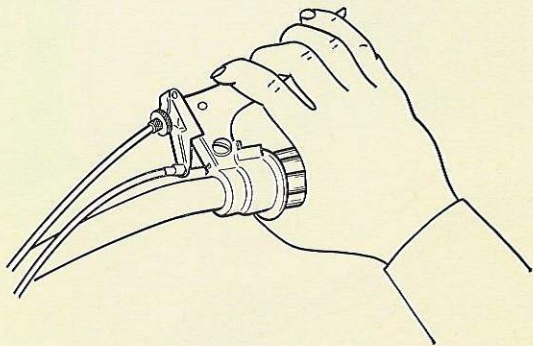
Speed is controlled by means of the twist grip.

## TO SLOW DOWN AND TO STOP

To slow down, turn the twist grip to its neutral position, and if necessary apply both brakes.



By using the front brake (right hand lever) the driver will be applying the front wheel brake thus cutting down the throttle, and making the engine idle even if the twist grip remains open : this is a safety device (drawing 2).



Pict. 2

When the speed of the bicycle comes down to walking speed (about 6 km/h - 3.5 MPH), the automatic clutch begins operating and frees the engine which keeps idling.

When the CADCY is stopped with its engine idling, all the rider has to do to get rolling again is to open the throttle. (This is possible thanks to the DIMOBY dual automatic clutch).

The CADCY can climb up steep grades without pedal help. However, when the speed falls below 10 km/h (6 MPH) uphill, it is appropriate to pedal along with the engine. The pedal ratio is designed to make climbing easy.

When riding down long slopes, remember the engine is the best possible brake and enables you to ride downhill on grades reaching 10% at reasonable speed. In such a case, do not close the fuel tap as this would deprive the engine from lubrication without any worthwhile gain on consumption.

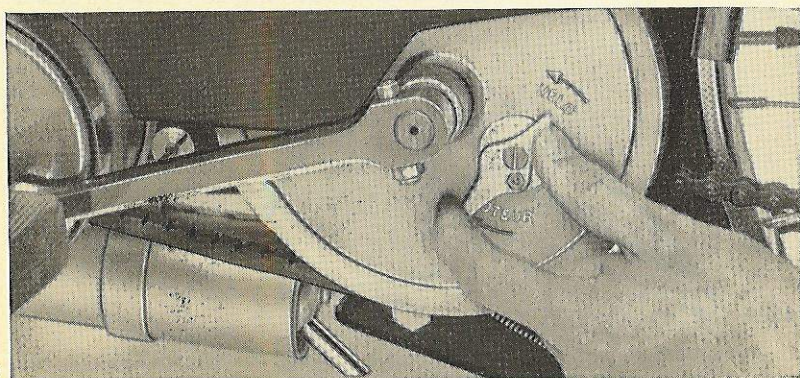
### TO STOP THE ENGINE

Total stop is achieved by simply pushing in the decompression lever with the left thumb over the last few yards.

When stopped, do not omit to close the fuel tap (by pulling it upward).

### USE AS BICYCLE

The CADCY can be used as a regular bicycle.



Pict. 3



To this end, the engine must be disconnected from the rear wheel. This is achieved by fully turning counterclockwise the wingknob on the bracket pulley (photo 3).

To connect the engine again, fully turn the wingknob clockwise. This triggers a spring-loaded device which automatically relocates itself in « engine connected » position as soon as the pedals are kicked.

## **FUEL**

We recommend the BP ZOOM self lubricating mixture.

A mixture of regular gasoline with lubricant BP ENERGOL 2-STROKE Type HV (6 to 7%) will enable you to wait for your next refill of BP ZOOM.

Never pour the oil first into an empty tank. Put some gasoline in first, otherwise the carburettor jet may get clogged.

## **RUNNING - IN**

Our engines have extremely hard chrome-lined aluminium bores and are originally assembled with the least possible play. During the first 1 500 Km (1000 miles), the engine cannot deliver its full power.

To run in properly, use the bicycle in normal conditions and do not allow excessive strain or overheating when riding uphill. Also avoid running the engine at top speed for excessively long periods.

With BP ZOOM, no extra lubricant is required during running-in.

After the first 200 km (125 miles) have belt tension adjusted.

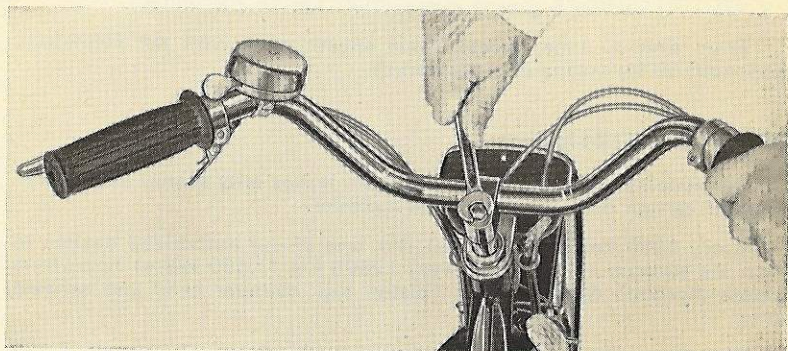


# ADJUSTMENTS

*To give you the most comfortable position, the following parts can be adjusted to your own size and preferred position:*

## **HANDLEBAR**

The handlebar may be adjusted in height. This is done by releasing the handlebar securing bolt by a few turns with a 12 mm wrench (photo 4) and tapping gently to release the internal securing cone.



Pict. 4

## **SADDLE**

The saddle should be lower than on a regular bicycle and should allow you to put your feet on the ground without difficulty. (Nut of securing collar : 13 mm wrench).

*Every 1000 km (600 miles)*

## **CHAINS**

Both engine and pedal chains should be wiped with a rag and lubricated with BP ENERGOL MOTOR OIL SAE 50.

In any case, we recommend never to dip the chains into a degreasing bath (e.g. trichlorethylene) which would dry up the rollers.

*Every 2000 km (1,500 miles)*

## **PEDAL UNIT**

Every 2000 km (1,200 miles) grease the bearings through the grease nipple located on the left side of the bracket axle, using BP ENERGREASE C 3 G grease.

*Every 6000 km (3,700 miles)*

## **HUBS**

The rear hub should be reasonably filled with BP ENERGREASE L 2 MULTIPURPOSE grease every 6000 km (3,700 miles).

From time to time, grease cable sheath ends with BP ENERGOL household oil by means of a paintbrush.

## **DECARBONIZING**

The recommended BP ZOOM mixture leaves only scanty and easily-removed carbon deposits within the cylinder.

Every 6000 km (3,700 miles), ask one of our authorized dealers to clean the exhaust system, and every 12000 km (7,500 miles) to perform a more thorough decarbonizing (piston top, cylinder head and exhaust port).

The above mileages of 6000 km and 12000 km (3,700 and 7,500 miles) respectively should not be considered as absolute figures, as decarbonizing is required as soon as the following symptoms are felt :

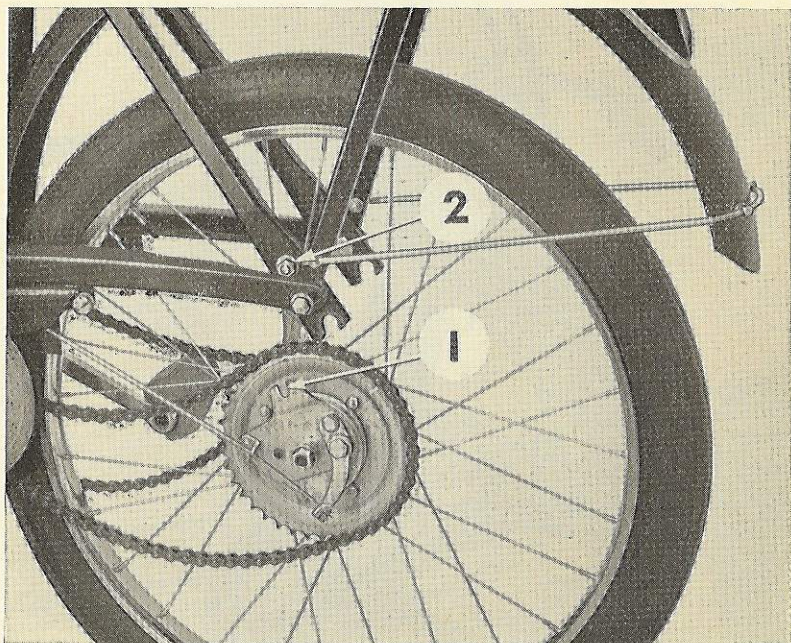
- Lack of engine power
- Poor starts,
- Backfires in the carburettor,
- Fouled sparkplug,
- Overheating.
- Engine hunting and so-called « 4-stroke running ».

## **TIRE PRESSURE**

Inflating pressures are 1,6 kg (22 psi) for the front wheel and 1,8 kg (26 psi) for the rear.

## PUNCTURED TIRES

To remove the wheel, fully unscrew the hub nuts (16 mm wrench) without removing them from the threaded spindle. Pull the wheel down. For the rear wheel, remove both chains and disconnect the cable nipple and the brake sheath stop. When remounting the rear wheel, be sure to engage the anchoring lug on its fixed point pin on the stay (photo 5). **On reassembly the wheel positions itself and the chain tensions are not changed.**



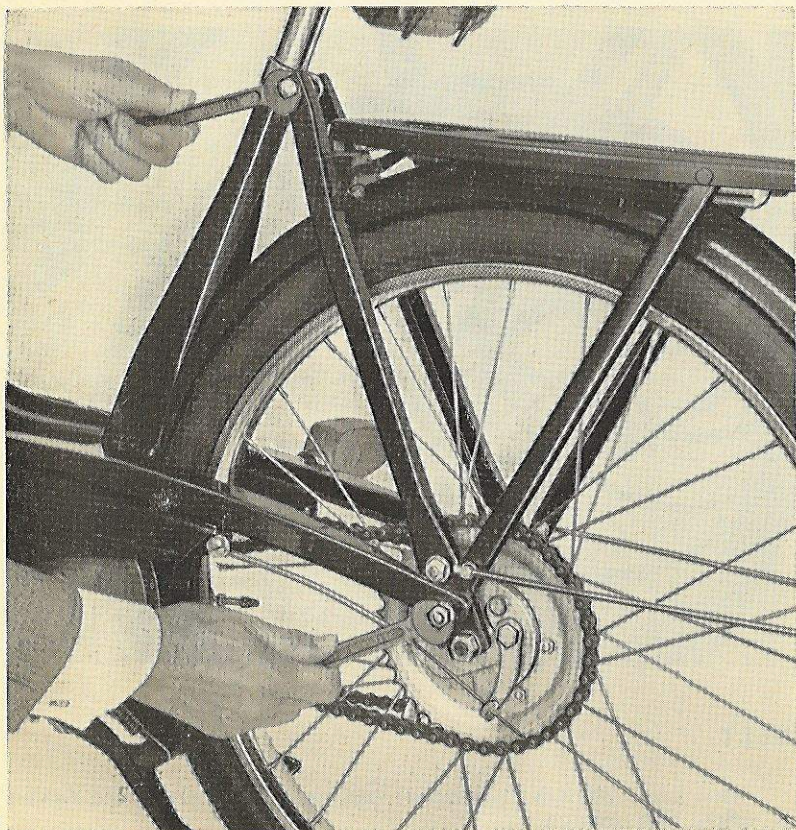
Pict. 5

## BELT

After some 200 km (125 miles), ask one of our authorized dealers to adjust belt tension.

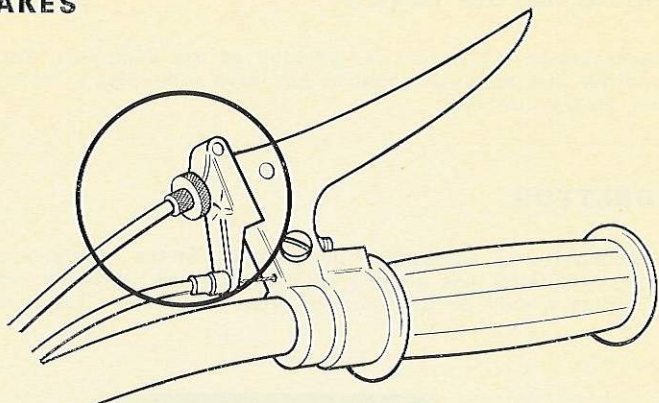
## CHAINS

The engine driving chain should not be over stretched. This can be adjusted by swinging the rear wheel stays and luggage carrier assembly around their fixed upper bolt on the saddle tube clamp, after releasing both right and left bolts securing these stays at their lower end as well as the securing clamps of the saddle tube (13 mm wrench) (photo 6).



Pict. 6

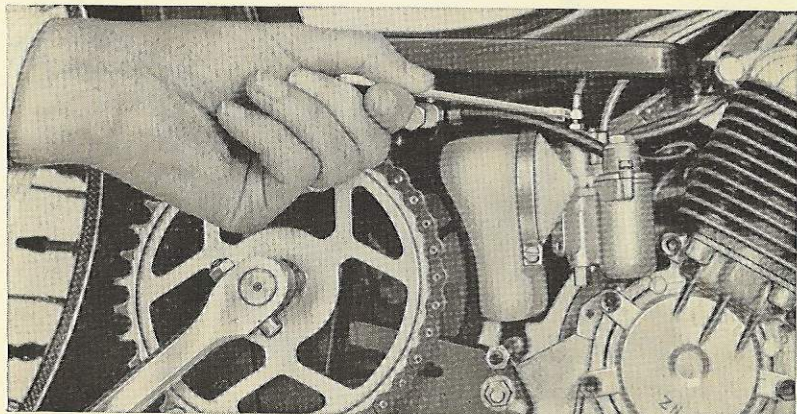
## BRAKES



Pict. 7

Brake adjustment is provided at the handlebar end : Knurled nut and locknut.

## THROTTLE CONTROL ADJUSTMENT



Pict. 8

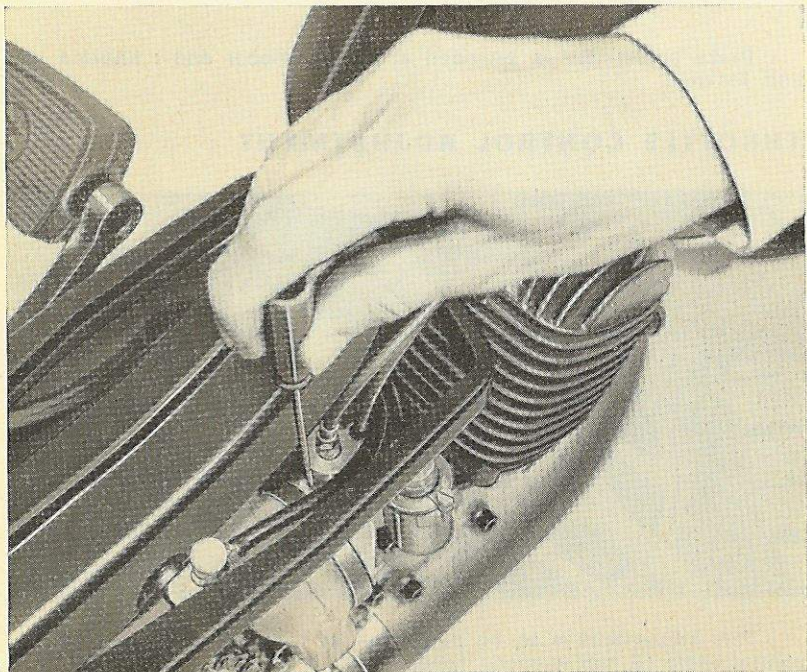
This adjustment is to be performed at the carburettor end of the control cable (8 mm wrench) (photo 8).

## DECOMPRESSION LEVER

Decompression adjustment is provided at the handlebar. Do not overtension the decompression control, but leave some play to make sure the valve closes properly.

## CARBURETTOR

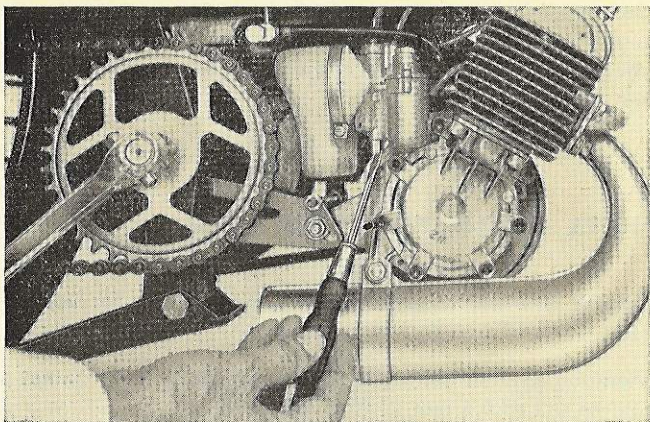
The carburettor is accessible upon removal of the right side chain guard. The carburettor has an idle adjustment screw vertically located and, this screw should be tightened in order to obtain a faster idling (photo 9).



Pict. 9

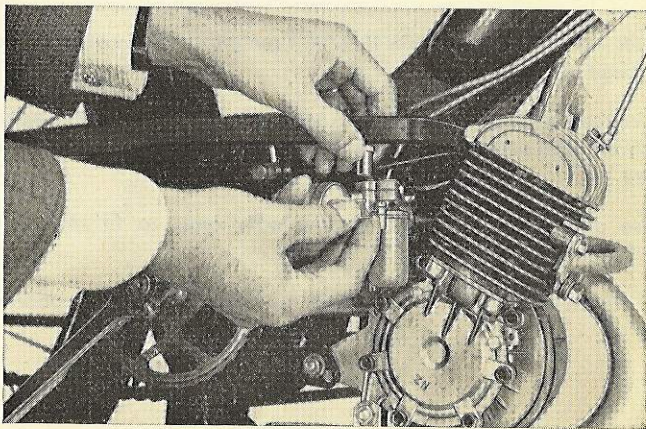


The jet, at the lower part of the carburettor, may be removed by means of a screwdriver or a wrench (photo 10).



Pict. 10

The CADY has two filters : a fuel tap filter and a carburettor filter. Make sure both are clean after any disassembly or if gasoline does not flow. For the removal of the carburettor filter, see photo 11.



Pict. 11

## **SPARKPLUG**

We recommend our customers to use sparkplugs of the same make and type as those originally mounted on the CADY. In case of misfires, remove the sparkplug for cleaning, and check electrode gap which should be 0.4 mm (0.016").

## **FLYWHEEL MAGNETO - IGNITION**

The NOVI flywheel magneto is the power source for both engine and lights.

The ignition advance setting is 1.5 mm (0.059"). The contact points gap should be 0.3 to 0.4 mm (0.011" to 0.016").

## **LIGHTS**

Power is supplied from the flywheel magneto. The switch is on top of the headlight.

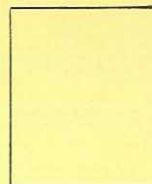
Fit in the headlight a 6-volt, 1-Amp (6 volts - 6 watts) spherical bulb, size 17, with screw base ; and at the rear, a 6-volt 1.8 watt spherical bulb, size 15.

These original lamp types are the only ones to fit the flywheel magneto characteristics.

The wiring should be verified and maintained in good condition.

**POST CARD**

THE ADDRESS TO BE WRITTEN ON THIS SIDE

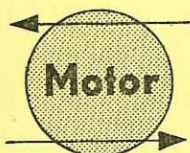


**MOTOR IMPORTS CO. LTD.,**

**158, STOCKWELL ROAD,**

**LONDON, S.W.9.**

*Telephone : BRixton 7807-7893 - Telegrams : MOTIM, LONDON, S.W.9.*



**Imports Company Ltd.**

**158, STOCKWELL ROAD, LONDON S.W.9.**

*DEALER :*

NAME (Block Capitals) .....

ADDRESS .....

NAME of DEALER .....

ADDRESS .....

Date of Purchase ..... Make ..... Model .....

Engine No. .... Frame No. ....

I have agreed to purchase the above machine subject to the Manufacturers' Terms and Conditions of Sale and Guarantee. Please register Guarantee in my name in respect of this machine.

(Signed) .....

Date .....

IMPORTANT : This card must be forwarded within 7 days of date of purchase.

DETACH HERE

## GUARANTEE

We guarantee that all precautions which are usual and reasonable have been taken to secure excellence of materials and workmanship.

We will supply, free of charge, a new part in exchange for—or, if we consider repair sufficient, will repair free of charge—any part proved to be defective by reason of faulty materials or workmanship within six months from the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired.

We do not undertake to bear the cost of fitting such new or repaired parts.

In order to obtain the benefit of this Guarantee, the Purchaser must correctly complete the Registration Card supplied with the machine and return it to us within seven days of the purchase.

Any part found to be defective must be sent to us, carriage paid, accompanied by the following information :

- (a) Name and Address of Purchaser.
- (b) Name and Address of Dealer where purchase was made.
- (c) Date of Purchase.
- (d) Make, Model, Engine and Frame Numbers.

This Guarantee does not apply to defects caused by wear and tear, misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts.

Our liability and that of the Dealer who sells the machine shall be limited to that set out in Paragraph Two. No other claims, including claims for consequential damage or injury to person or property shall be admissible.

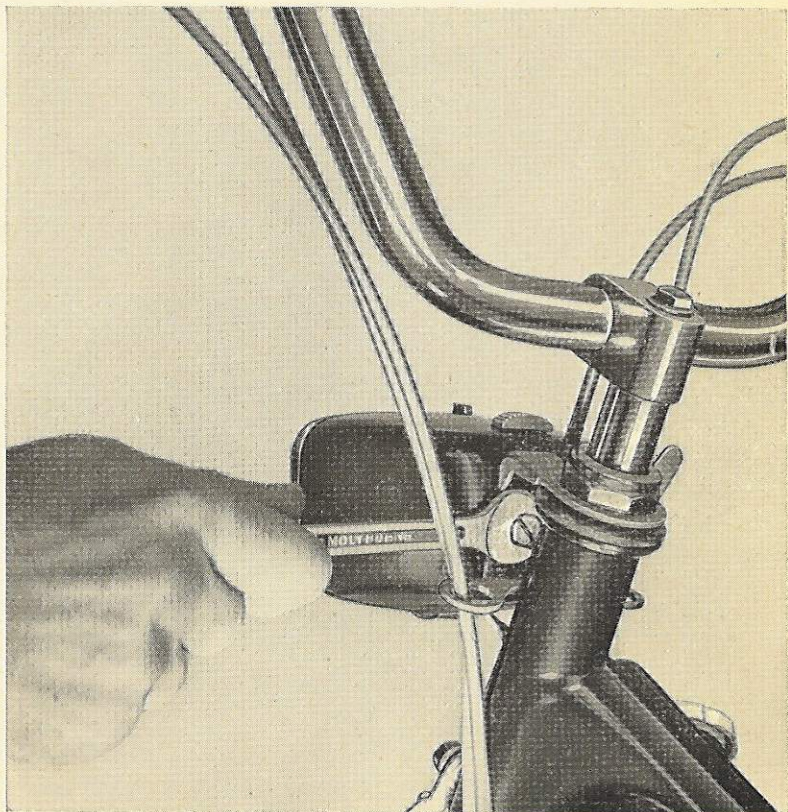
All other conditions and warranties, statutory or otherwise, and whether express or implied, are hereby excluded, and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof supplied with the machine as Standard Specification.

*We reserve the right to alter technical specifications and/or prices without prior notice.*

## HEADLIGHT ADJUSTMENT

To adjust the beam, loosen both securing screws (10 mm wrench) located at the rear of the headlight mounting bracket and swing the headlight in the slots of the bracket (photo 12).

The beam should sweep the ground up to a distance of about 30 m (100 feet).

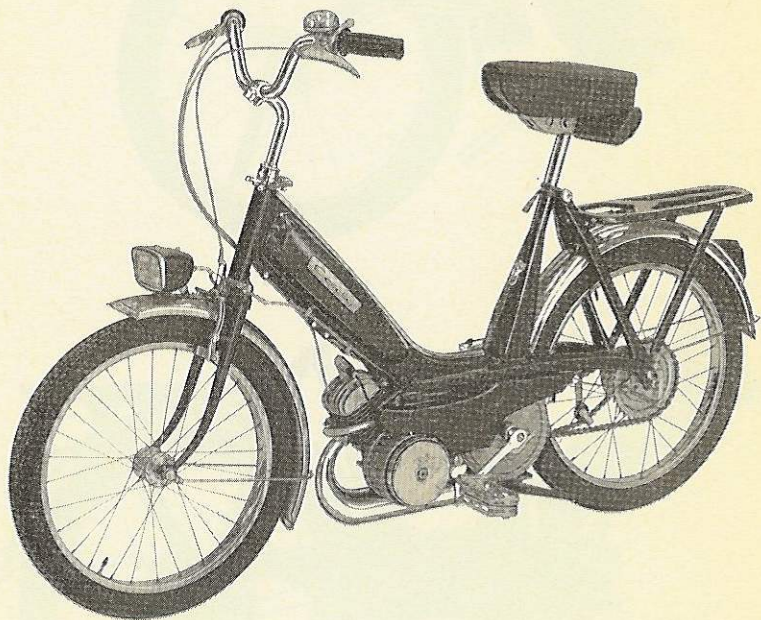


Pict. 12



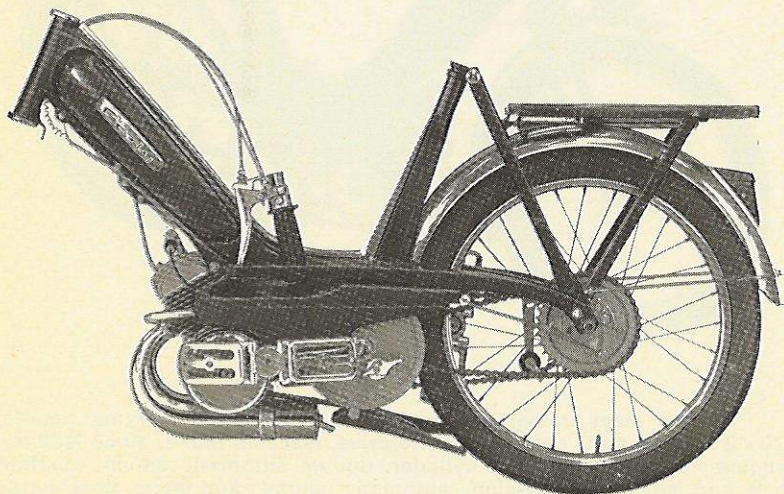
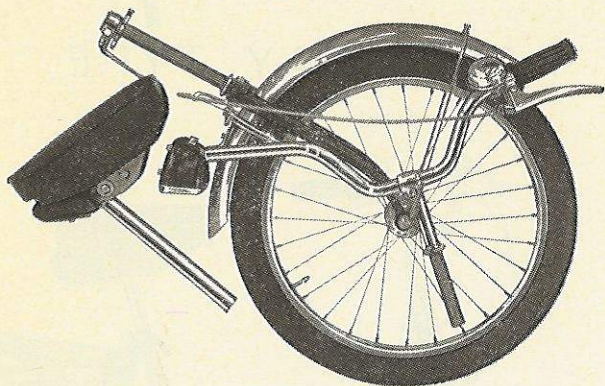
# Cady

## PACKAWAY TYPE

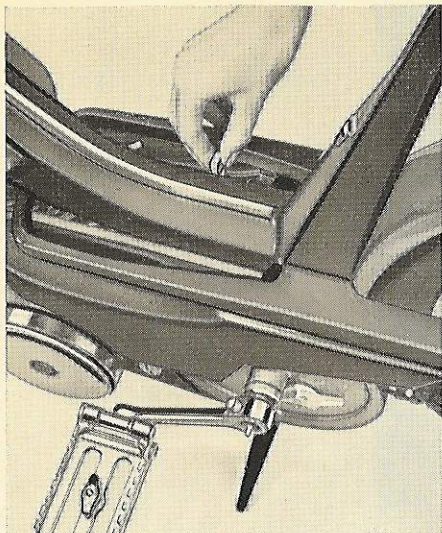


Pressed steel frame, fuel tank 1/2 gallon plus, carrying handle, 20×2 tyres, instant change to cycle drive, rear hub brake, 49 cc Isodyne engine hard-chromed lined cylinder, double automatic clutch, notched belt and chain transmission, automatic choke, automatic decelerator shutting the throttle when applying brake.

# How to dismantle *Cady*

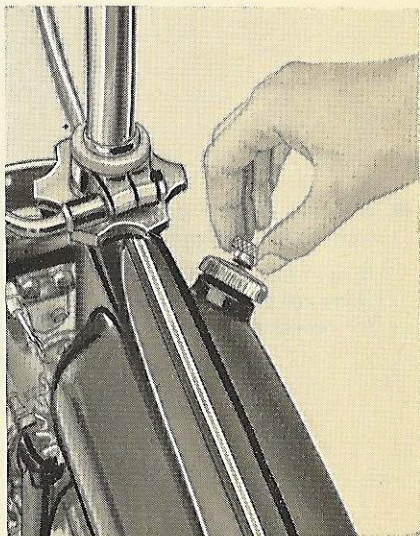


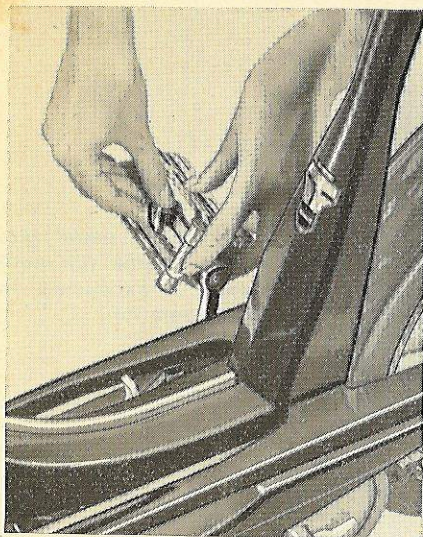




- 1** Turn off the petrol tap, let the engine run until petrol is exhausted in the carburettor.

- 2** Screw the knurled nut on petrol cap.

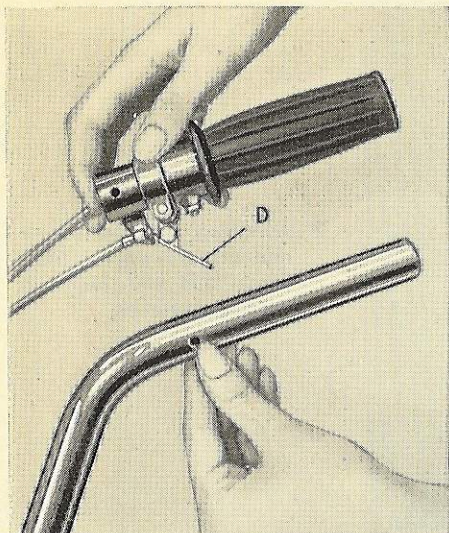




- 3** Unclip pedals and open them.

- 4** Remove electric connection from headlamp.  
Note that the connections are of different sizes for reassembling.

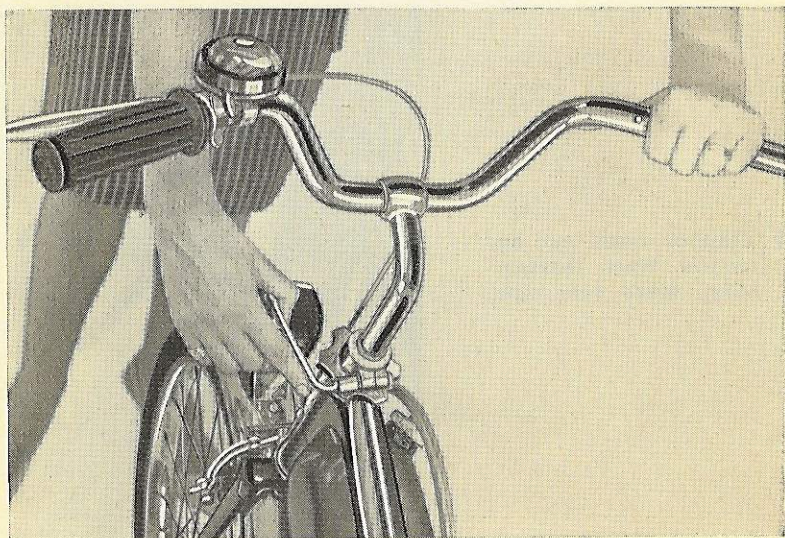




- 5** Press-in release button, withdraw throttle assembly and place under carrying handle.

When reassembling, make sure that the button is well engaged in the hole.

- 6** Unscrew the handlebar quick release.





- 7** Withdraw the handlebar and place it on the front wheel and slide stem in between spokes.

- 8** Unscrew head nut and remove. When reassembling, make sure tight.





- 9** Withdraw front wheel and fork complete.

- 10** Replace head nut on stem.





**11** Unclamp the saddle quick release and remove saddle.

\*  
\* \*

Please note that on the packaway CADY the decompressor lever is located on the R.H. throttle assembly (D. photo n° 5) and the automatic choke is located on the carburettor. To operate choke, push lever down, choke is automatically realized. This lever comes back automatically once the throttle is opens.

Also note that the front brake lever is on the left, and the rear brake on the right.

# ROAD FAILURES

## I — THE ENGINE REFUSES TO START

Severe failures are extremely scarce ; however minor ones may occur and it is good to know how to remedy them on the spot.

There are two causes : ignition or fuel supply.

### a) IGNITION

- Check sparkplug fouling. Clean sparkplug with gasoline and electrodes with sandpaper. Check the electrode gap which should be 0.4 mm (0.016").
- Check sparkplug wire for possible cut.
- If the ignition system is unserviceable in spite of the above, the fault must be in the generator or in the suppressor. See your dealer

### b) FUEL SUPPLY

- Make sure the carburettor is normally fed by unscrewing the carburettor filter. If no fuel flows, clean this filter and if necessary the fuel tap filter. Make sure the vent hole in the tank cap is not stopped.
- If the carburettor operates only when the choke is on, this means the main jet is clogged up. In such case you may ride a few km (miles) keeping the choke partly open.
- To clean the jet, blow clear with the tire pump but be careful not to blow dust in.

A cleaned jet may get clogged up again if the carburettor contains water or foreign bodies.

If the carburettor is flooded, it is due likely to some dirt preventing the needle from resting on its seat. Clean and reassemble the constituent parts. The needle may also be worn ; if so, change it.

## II — THE ENGINE IS LAZY

### a) IGNITION

- Check sparkplug.
- Have Flywheel magneto checked by one of our dealers.

### b) CARBURETTOR

- Poor fuel supply (filter partly clogged) may cause a loss of power at high rev. Clean both filters.
- Hunting, or so-called four-stroke running, reveals either excess fuel or a fouled exhaust system. See your dealer.

**Do not modify carburettor adjustment, see an authorized dealer.**

### c) BELT AND CHAIN DRIVE

An excess or lack of tension of the belt or of the chains can result in lack of power.



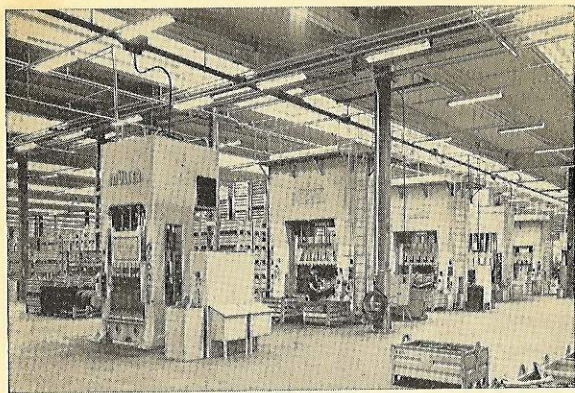


## TERMS OF GUARANTEE

1. Our production is covered by a six months' guarantee which is strictly limited to the replacement or reconditioning, at our discretion, of parts recognized as faulty by our Technical Department as far as material or craftsmanship are concerned. This guarantee can entail no responsibility on our part for damage caused to persons or property and which might be the result of such faults or defects.
2. The cost of labour related to disassembly, reassembly and testing as well as servicing and transportation costs both ways, are to be paid by the customer. In another respect, under no circumstances whatever do we take part in the expenses and liabilities incurred on account of the vehicle being unserviceable.
3. The exchange and reconditioning of parts performed under this guarantee cannot imply any delay to the original termination date of the guarantee.
4. Machines which have been transformed, modified or repaired outside our own workshops or by persons other than our authorized dealers, or again with the introduction of **non original parts**, will be denied guarantee coverage. The same will apply if the instructions for use (lubrification, running-in, servicing), specified in the booklet given with each machine, have not been complied with.
5. As far as parts and accessories which are not manufactured by ourselves are concerned (ball bearings, tires, sparkplugs, etc.) the guarantee is strictly limited to that extended by the respective suppliers.
6. Springs, bulbs, glass parts and controls (cables and sheaths) are neither guaranteed nor replaced.
7. When sending parts or assemblies for replacement or repair under the guarantee terms, the following must be specified :
  - a) Machine frame and engine serial numbers,
  - b) Date of initial use,
  - c) Mileage run,
  - d) Trademark and grade of oil used

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MANUFACTORY VIEWS . .





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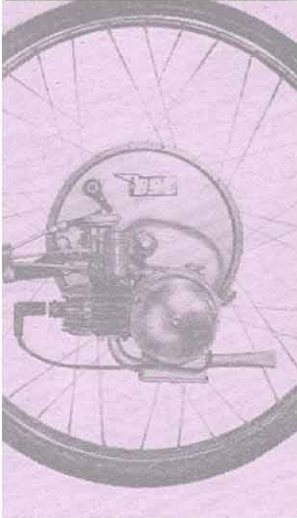
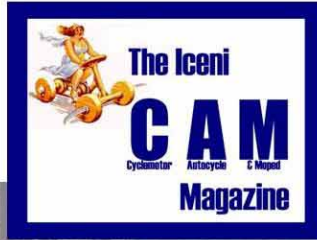


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