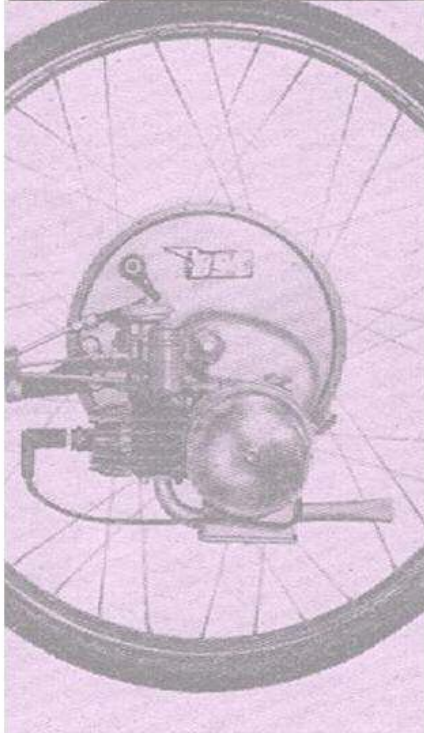


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CARE OF THE PALOMA PARIS

Centaur outlines a complete maintenance schedule for the latest Paloma moped

THE moped is a utility machine and should not need much in the way of maintenance. Therefore I am going to restrict my discussion to those jobs which the owner of a new or fairly new machine will need to do to keep this fundamentally reliable form of transport running, and running well. The first step is to set aside so much time each week for cleaning. Keep a box of metric size spanners and an oil can handy. As you work over each area of bike look out for the points I shall mention below. For convenience sake I shall divide the machine into three sections, namely the engine and fuel supply, cycle parts, and electric, as the lighting and ignition systems are called.

Taking the engine first, check for loose bolts, particularly those holding the engine to the frame. (You will have to remove the engine covers, but take care when you replace them that the ignition button wire will not get chafed by the 'V' belt.) If these are not kept tight the engine will vibrate and apart from the damage this will do to the internals in the long run, nothing is more uncomfortable than a vibrating power unit. Any oil leaks can usually be traced to loose nuts, uneven tightening round the cylinder bolts, or worn gaskets. The plug should also be cleaned regularly; most garages have sand-blasting equipment and will clean it for a few pence. Always carry a spare anyway, as a sooted plug is the most common cause of poor running and bad starting.

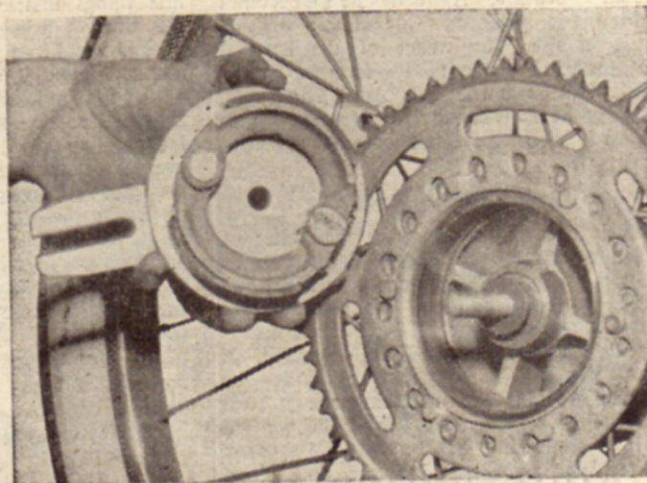
Another common cause is a heavy carbon deposit in the silencer which can drastically reduce your performance. This is particularly so with the Paloma which has an expansion chamber between the silencer and the engine. Should this get filled with carbon it will no longer do its job and neither will the engine. Therefore, whenever performance falls off, decoke the silencer. If this job is done regularly the engine will probably not want decarbonising before about 3,000 to 4,000 miles intervals. In any case this is particularly easy with the Paloma's straight-forward Lavalette engine and takes little more than an hour. Previous articles or any instruction manual give full details of this quite simple minor overhaul. If you don't feel like tackling the job yourself return the machine to your dealer rather than let the engine choke itself into silence.

The air filter on the Gurner carburetter should be cleaned every few months, but unless you have excess plug oiling or fuel starvation don't worry about the rest. Again make sure that all nuts are tight. Take it easy with alloy components though, as soft metal threads are easy to strip.

Next, the cycle parts, under which heading I would include chains, brakes, wheels and steering equipment. Whenever you clean the bike take a look at the chain. If it is dry or dirty wipe off excess grease with a clean rag and apply a little oil. Chain tension is important, and it should have about $\frac{1}{2}$ in. play in the middle. Adjustment is very easy, just slacken off the two spindle bolt nuts and tighten the adjusters. Keep the wheel straight; if you place a straight edge along both wheels it should touch at four points.

Slack in the brake cables can quickly be taken up by the adjusters at the cable ends. Put a drop of oil on these anyway to make sure that they stay adjustable. The brake drum and shoes will last longer if they are cleaned from dust and grease. Both the steering head and the wheel bearings are packed with grease before they leave the factory and need no attention.

Electrics to most people are shrouded in mystery. In actual fact if



This shows the brake shoes and drum. The forked prong on the left slots over a projection on the forks, stopping the plate from turning when the brakes are applied.

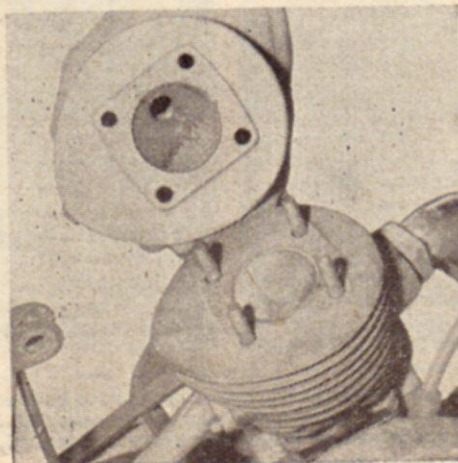
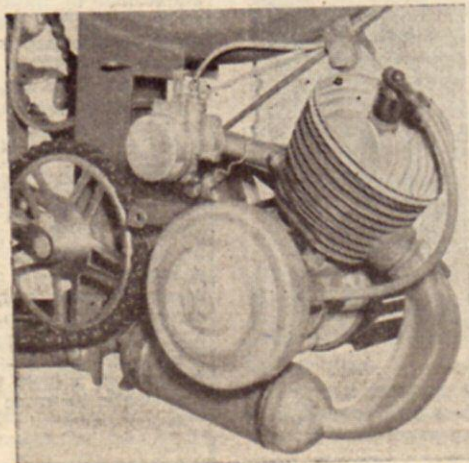
you keep excess water away from all terminals, and keep the terminal screws tightened and greased on the outside then you should not have any trouble. If, for instance, the bulbs keep blowing check that the earth wires are properly connected. Keep the mudguard stay bolts tight too as these are part of the earthing system. Make sure that the replacement bulbs you buy are at least 17mm. in diameter or they will overheat and burn out. When there is no, or only an intermittent, spark at the plug even when it has been cleaned (to check this remove the plug and hold it against the cylinder head to earth it while turning the engine over) suspect that the cut-out button wire has frayed and is earthing itself, which will have the same effect as depressing the button.

If the spark is poor in quality the fault probably lies with the contact breaker. This is easily checked on the Paloma. At the back of the magneto, at the point where it is joined by the plug lead, is a small mark. There is a similar mark on the flywheel, and when these two are opposite each other the points should just be breaking. To get at them unscrew the plate on the fly wheel. The contact breaker is situated near the top, and if you rotate the flywheel you can see the points open and close. Put a cigarette paper between them and rotate the wheel backward so that they grip the paper. When the two marks mentioned earlier are opposite each other the paper should just be freed. If it is not, or it is freed before, you have found the source of your trouble. Again if you don't feel confident of making this adjustment yourself see your local dealer. This and decarbonising are the only two jobs that you would not normally do during the course of cleaning the moped.

Other general jobs include oiling the cables, picking stones out of the tyre covers, giving the nipple on the pedal shaft a weekly shot of grease and greasing the throttle slide. Otherwise keep all nuts tight and all moving parts oiled.

The Paloma is in fact a very simple moped to maintain, and if the routine I have outlined above is followed then it should serve its owner without trouble or complaint for many years.

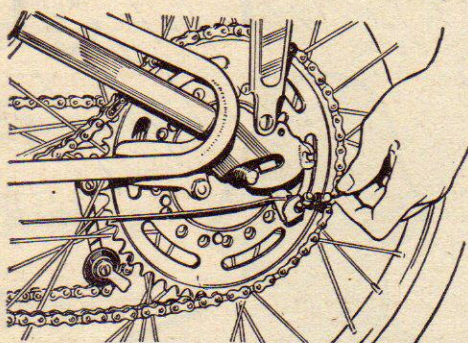
The complete power unit, showing the Gurner carburetter and the expansion chamber between the silencer and the engine. To get at the contact breaker, unscrew the plate on the flywheel.



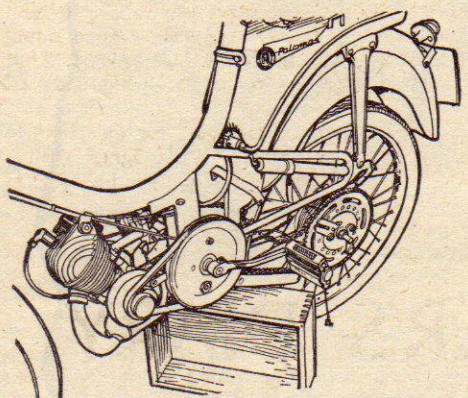
The cylinder head can be removed in a matter of minutes to see if the engine needs decarbonising. If it does, it is often easier to remove the power unit from the frame before taking off the barrel.

CHECK YOUR BRAKES

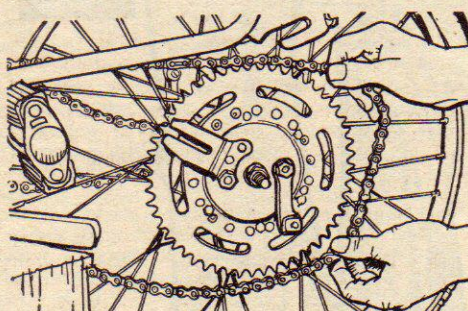
Your life may depend on your moped's braking efficiency. Here Centaur shows how to replace worn linings on a Paloma Paris in our easy-to-follow maintenance series



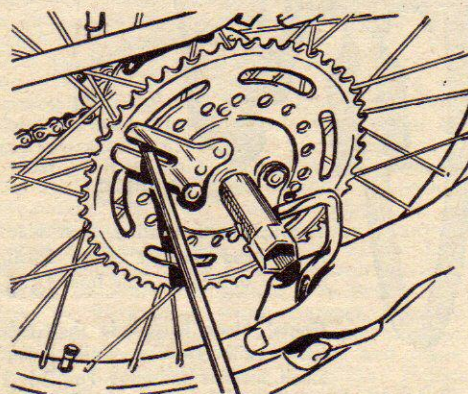
1 Undo the spindle bolts and the adjusters, slide the wheel forward and disconnect the brake cable. (It may be necessary to deflate the tyre slightly before the wheel will move out.)



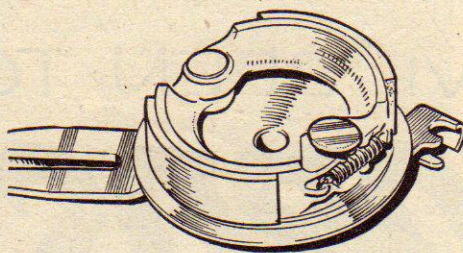
2 Support the machine on a box so that the rear wheel is clear of the ground, and can be slid out.



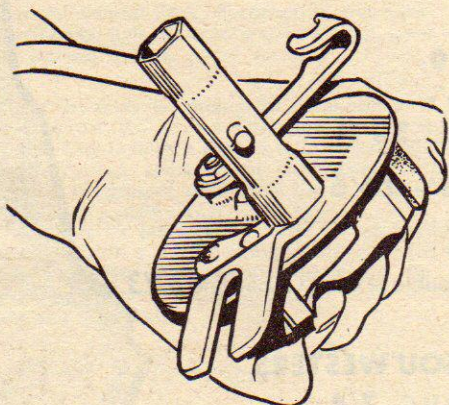
3 Lift the chain clear. Note how the forked locking tongue fits on its peg.



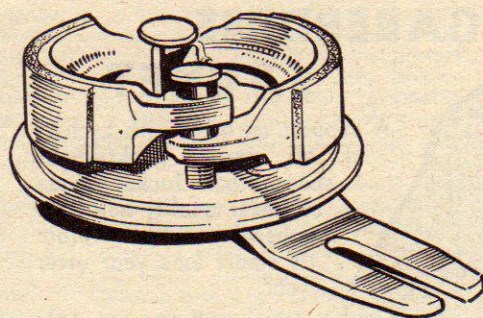
4 Stop the brake centre revolving in its drum as shown, undo the securing nut and remove the three washers.



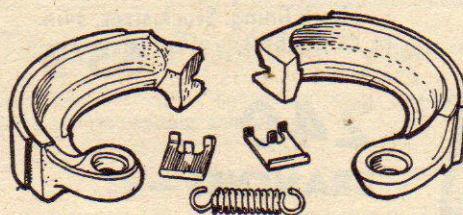
5 This shows the braking assembly. One of the three washers removed in stage four has a small lip on it and this fits in a groove on the spindle nearest the nut.



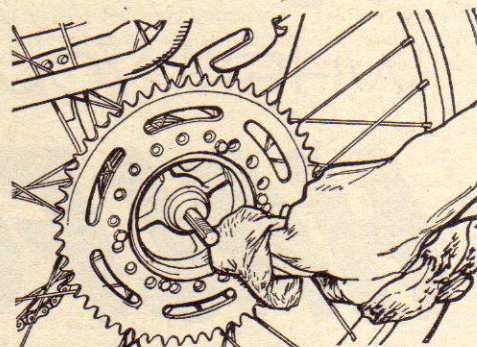
6 To free the brake shoes it is necessary to remove one of the pegs, and it helps to slacken the nut holding the other.



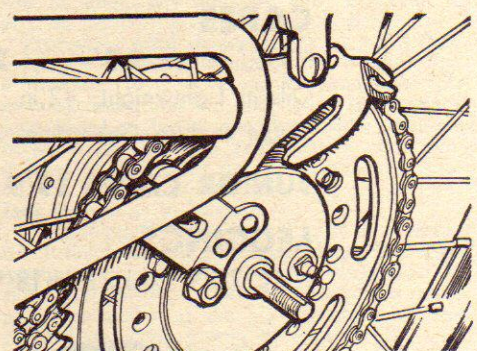
7 The peg can now be withdrawn and the shoes removed.



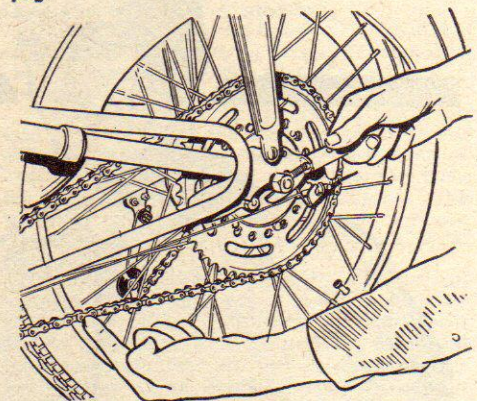
8 New shoes cost 9s. 6d. a pair and the spring can be replaced very cheaply. Note the two plates which bear on the brake operating cam.



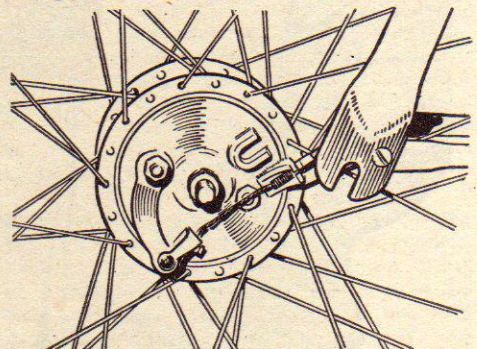
9 Before assembly always clean out the drum; grit or grease are the main enemies of brake linings.



10 When replacing the wheel make sure that the brake centre is locked by its peg.



11 The last job is to check the chain tension. There should be about $\frac{1}{2}$ in. play in the bottom half. Make sure that the wheel is straight before finally rightening the hub bolts.



12 Exactly the same principles apply to the front brake, but again make sure that the brake centre is locked by its peg before riding away.