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Piatti

PIATTI SERVICE BULLETIN NO. 2.

November, 1956.

TO ALL PIATTI DEALERS.

From examination of Piatti Scooters which have been through the hands of our Service Department and comments received from Dealers, we feel that the following information should be brought to your notice :-

1. Carburettor.

Cases of flooding carburettors have sometimes been traced to incorrect positioning of the carburettor on the engine mounting flange. It is important that the mixing chamber should be set vertically when replacing or re-adjusting the carburettor.

2. Windscreen Brackets.

The serrated washers used for locating the windscreen, both for rake and height, are located in squares cut in the mounting arms, and the handlebar and windscreen lugs. If the attachment bolts are not tightened very tightly, there is a possibility that the washers will distort on the corners. We, therefore, recommend that when windscreens are fitted or re-adjusted, the bolts are tightened lightly and then the windscreen moved backwards as far as it will go to take up clearance between the squares on the washers and the square slots. This movement backwards is intended to press in the same direction as is applied by air resistance when the Scooter is in motion. After this play has been taken up, the bolts should be tightened very securely.

3. Exhaust Fish Tail.

When lack of power has been reported, it has very often been found to be caused by a blocked fish tail. In most cases, this has been carbon deposit. Cleaning is quite simple with the use of a piece of bent wire, and it is still further facilitated by opening out the fish tail very slightly with a screwdriver blade. In a few instances, the blockage has been caused by pieces of asbestos which have been broken away from the exhaust pipe sealing tube on assembly. The method of refitting the tailpipe to the silencer so that this fault cannot happen, is as described in "Service Hints for Piatti" issued September 1956.

4. Running-In.

Information on page 4 of the Owner's Instruction Book indicates that after 500 miles running-in, no further care is required. Under certain conditions, it has been found that engines are not completely free after this mileage. This is largely due to the use of a very fine grade cast iron for the cylinder, and also a chromium plated top piston ring. Although, generally speaking, no restrictions are put on operating speeds after 500 miles, it is recommended that very long distances at maximum throttle are not undertaken until a further 500 miles has been covered.

5. Petrol Filler Cap Oil Measure.

At approximately engine no. 831, we discontinued fitting the oil measure to the petrol filler cap. This was abandoned because we found that at certain tank levels, there was a tendency for the fuel to pump out of the filler cap valve. Subsequently, it has come to our notice that one owner has measured oil with the small recess in the filler cap itself. We are, therefore, making an immediate alteration to the Instruction Book; a slip will be inserted which reads :-

"FUEL MIXTURE.

The Piatti engine is a 2-stroke lubricated by oil mixed with the petrol. The correct mixture is one part of SAE,40. oil to twenty parts petrol (2/5th. pint to one gallon). If this quantity of oil cannot be measured accurately, satisfactory lubrication will be provided by using $\frac{1}{8}$ pint of oil to each gallon of petrol. In this case, however, carbon will be deposited in the engine slightly faster than normal, but the difference is very small.

If possible, the oil and petrol should be mixed in a separate container before being put into the tank. If this is not possible, switch the fuel tap to Main, put the oil in the tank and add the petrol.

Ready-mixed fuel (SAE,40 - ratio 20 : 1) supplied direct from the pumps is satisfactory. "

The section on "Fuel Mixture" in the first edition of the Instruction Book is deleted.

6. Gear Change.

It has been found that under cooler operating conditions, there is a tendency for the gear change push rod to stick in its guide. If you receive any complaints of this nature, we suggest that the gear box oil is drained and this is refilled, using one of the recommended lubricants, but with a viscosity in the SAE,30. range. It may be desirable to return to SAE,40. during the summer months

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