Cyclemaster LIMITED
LONDON SALES OFFICE:
154, SHEPHERDS BUSH ROAD, LONDON, W.6.
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PRODUCTS CYCLEMASTER WHEEL
CYCLEMATE MOPED
PIATTI SCOOTER

PIATTI SERVICE BULLETIN NO. 3. January, 1957.

TO ALL PIATTI DEALERS.

CARBURETTOR FILTERS

All carburettors from Engine Number 2120 are fitted with a filter which is mounted on top of the float chamber. This is in addition to the filter already fitted to the fuel tap.

Every five hundred miles this filter should be removed and washed in clean petrol. Unscrew the banjo retaining nut with a 3/16" Whit. spanner, and with the banjo, complete with fuel pipe, lifted clear, the filter can be gently removed.

After cleaning and refitting, it is important to ensure that the fuel pipe is clear of the cylinder fins before securing the banjo union.

Scooters without the filter, i.e. those up to Engine Number 2119, can be modified as follows :-

1. Detach the fuel pipe from the tap and union nipple, and shorten to a length of four and a half inches. Refit to tap and to new banjo union. The pipe is a tight push fit, but fitting can be facilitated by dipping the ends of the pipe in hot water for a few seconds.

2. Unscrew the complete union and float needle seating assembly from the float chamber body, using a $\frac{1}{4}$" Whit. set spanner. Lift out the original nylon needle.

3. Screw in the new type float needle seating and secure with a $\frac{3}{8}$" Whit. set spanner. During this part of the assembly operation it is important to guide the new nylon needle very carefully into the needle seating, and to do this it may be necessary to remove the float chamber cover.

4. Carefully fit the filter.

5. Fit banjo, complete with fuel pipe, and with the fuel pipe running behind the carburettor and above the carburettor clamp, secure the banjo with a 3/16" Whit. spanner. Fibre washers should be placed both above and below the banjo. The large washer goes on first and the smaller washer between the banjo and the head of the clamping screw.

All the above operations can be carried out without removing the carburettor from the engine, but we recommend that it is removed, dismantled and thoroughly cleaned whilst carrying out the modification. Details of carburettor removal and refitting are given on Page 13 of the Owner's Instruction Book.

If the carburettor is removed, it is important, when refitting, that the mixing chamber is adjusted to the vertical position before re-tightening the mounting clamp.

Fuel inlet assemblies, complete with filter, needle and fibre washers, are available price 7/6d, subject to your usual Piatti Parts discount.

Allowances will be made against the return of undamaged original components, provided they are sent back as complete fuel inlet assemblies with needle.

Engine numbers must be quoted.

CYCLEMASTER LIMITED.

 J.I. Murray

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January, 1957.

PIATTI SERVICE BULLETIN NO. 3A.

Since the issue of Service Bulletin No. 3, modifications have been made to the fuel pipe. Its length is now increased to 10" and the fitting instructions are modified as follows :-

Para.1.

Ignore reference to the length of 4½". Discard the original fuel pipe and fit new.

Para.5.

These instructions are the same except that the fuel pipe should run downwards from the petrol tap, then forward and underneath the carburettor, finally rising in front of the float chamber where it fits on to the banjo. When fitting the banjo, the inlet union should face forward. Where the fuel pipe runs under the carburettor, it is best located between the main jet cover and the back of the air filter.

CYCLEMASTER LIMITED

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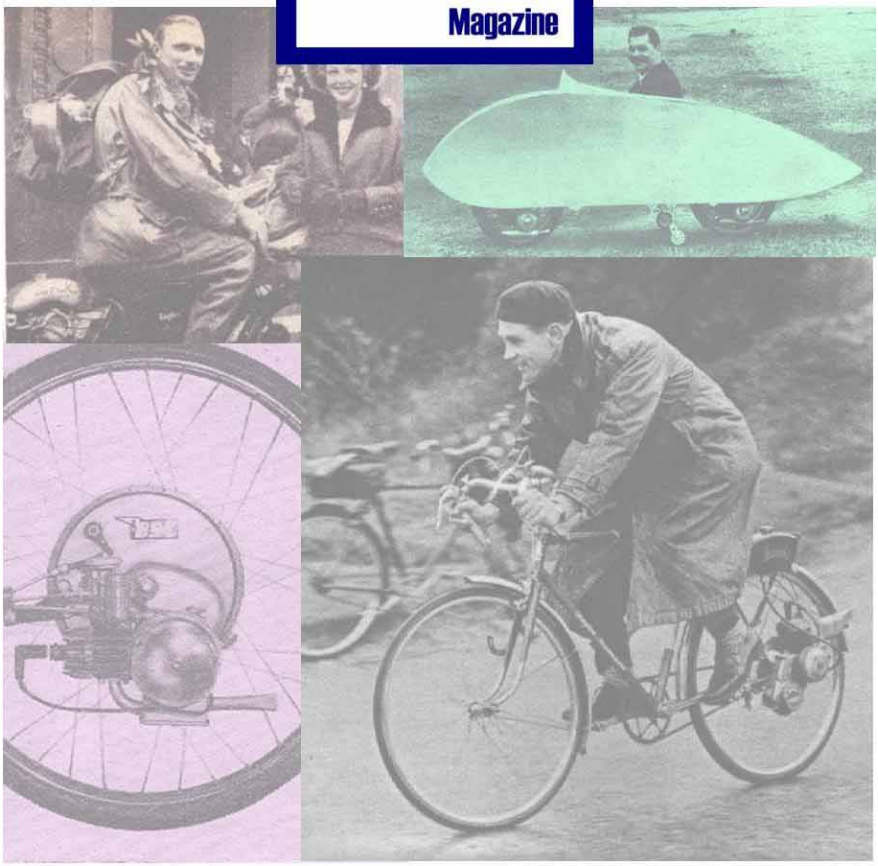

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