Servicing Your

ALTHOUGH these maintenance tips are more for owners of the new *Puch 'Pony'* scooter, with detail variations they also cover the *Puch Cheetah, Cobra* and 60 *cc. Scrambler* machines. Only an hour or two every few months is necessary, according to the mileage covered, to service all these more important points.

Start by taking the body from the chassis of your *Pony*. Take plastic doors off completely by pulling upwards on the hinges. Inside the nearside opening, pull the fuel pipe from the carburettor, making sure that the fuel is 'off'. Lift upwards, the two push-on tail light connectors which are clipped to the green distribution block, just above the kickstarter spring, (behind B, Fig. 1.). Then undo two 10 mm bolts under the dualseat, holding chrome luggage carrier to frame; and two more under the front edges of the two doors. The latter are reached from under the footboards. Notice how the kickstart spring fits on the engine nearside, and then, from offside, remove long kickstarter cotter by undoing nut and punching cotter out with a soft brass drift and hammer. The body will now lift off, leaving mechanical parts easy to work on.

For decoking, remove plug, fan hood, (Fig. 1. H.), and cylinder head nuts, (4 x 11 mm.), exhaust pipe nuts (10 mm. J), and two more holding silencer to frame (13 mm.). Remove pipe and silencer complete. Take cylinder head off, (you need not disturb the cylinder). The top of the fan can be seen inside its cover. Turn this until piston is at top, then carefully scrape carbon from piston crown with soft metal, (we used a flattened brass welding rod). (Fig. 2.). Clean final traces of carbon off with rag dipped in petrol. Turn fan until piston is at bottom, then, with a screwdriver, clean exhaust port, (Fig. 4.). Carbon here is one of the greatest power wasters; pay particular attention to corners of the port, where carbon is sometimes so firmly attached that it looks like cylinder metal.

Whilst the hands are still carbon covered, undo the 11 mm. nut in the silencer end; all the innards will then pull out. These parts can be scraped with screwdriver, or the central fixtures can simply be thrown on the kitchen fire. DO NOT use caustic soda on the end piece, (or the cylinder head) because the alloy will disintegrate. Assemble in reverse order. Make sure the cylinder head seats properly on the cylinder; neither washer nor jointing compound is required. The offset lug on the cylinder head goes towards the fan. Flat washers *must* be placed under the nuts.

It is wise to check around whilst the body is off. Start with the ignition points. Undo two screws holding the fan grille, then, with pliers, remove the big wire circlip and magneto cover. Now the contact gap can be checked. The makers recommend $\frac{1}{2}$ mm. gap, or in our terms, about 14 to 16 thousandths of an inch. The setting screw is positioned for screwdriver as shown. A finger smear of grease on the cam, inside flywheel, on engine mainshaft, completes the maintenance here, but make sure that the big circlip fits snugly behind all grooves in the fan vanes when re-fitting.

Carburettor cleaning can be done as follows. Slide choke cable from its lever and undo screw on intake clip, (both at E, Fig. 1.). Inside the intake hose is a filter which drops out. Wash it in petrol, dry it, then dip it in light motor oil and replace. Undo carburettor union (1) and turn carburettor sideways. Remove nut from under float chamber; remove chamber *only,* and clean sediment or water from it. Don't remove float, or the tiny float needle may fall out and be lost. Replace, and make sure there's a clear gap above choke plunger when the twistgrip is wide open. Check that carb. is truly upright.

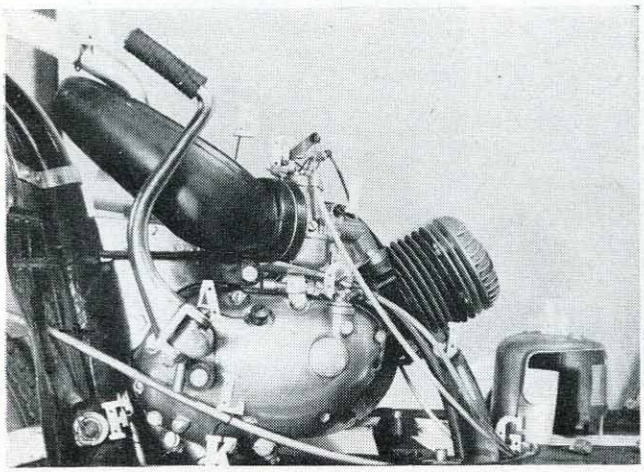
If there isn't about one eighth inch play on handlebar clutch lever before it operates, this can be adjusted at 'C'. Just undo one nut and tighten the other, in the direction required. At between 1,000 and 3,000 miles, according to riding conditions, undo the gearbox oil filler plug on top of gearbox, oil *level* plug (L) and drainplug (to the right of K). After oil has drained out, replace bottom drainplug and tighten well. Fill gearbox with fresh oil till it runs from *level* plug (L), then replace this plug and filler plug. In addition, check and top up this level frequently.

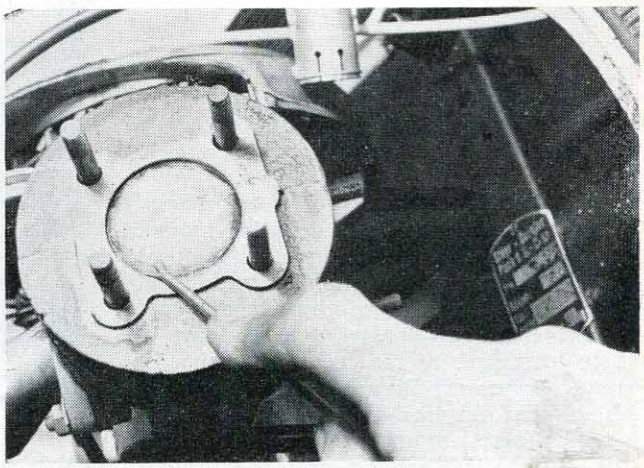
Still on this side, with an oilcan lubricate gearchange linkage (F) and centre stand bearings (K). The gearchange adjustment is an unusually long way from the power unit, below footboards at (G).

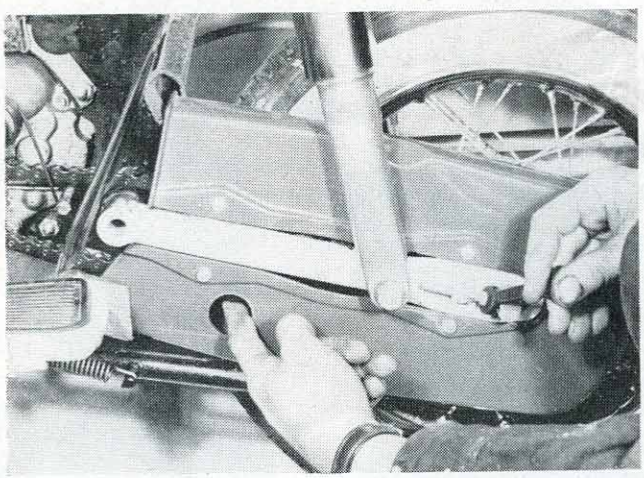
From the nearside of the machine, the chain can be adjusted. It should have about $\frac{1}{2}$ inch free play at the inspection hole, not too loose nor too tight. To adjust, slacken wheel nut, then both chain adjuster lock nuts; adjust both sides equally as shown and DO check chain again after wheel nut and adjusters have been re-tightened. You'll sometimes find it too tight when this has been done. Oil the chain about every 600 miles. Also you can see the kickstart spring in position behind its small retaining screw. Check that it's in this position before you replace kickstarter.

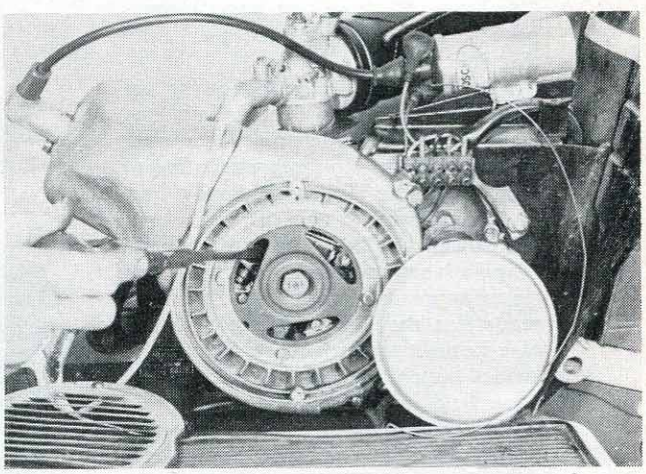
Before replacing body, it's easier to undo the two screwdriver screws on

Puch









Top Left: A Knock out K/S cotter; B Disconnect 2 tail light wires; C Clutch adjustment and lever; D Air intake pipe fits through hole in plastic inner mudguard; E Make sure enough clearance between operating arm and choke plunger; F Oir gear operating arm; G Gearchange cable adjustment is below footboard; H Cylinder shroud for fan cooling; I Carburettor removal screw. Loosen twin carb sideways to remove float chamber; J Undo 2 exhaust nuts 10 mm.; K Lubricate centre stand bearings; L Gearbox oil level plug. Top Right: Use soft metal like this brass welding rod for scraping piston. Below Left: Chain adjustment. Make sure kickstart spring is placed as shown before replacing kickstarter and body. Below Right: Note big wire circlip, shown removed. Position of screwdriver in loosening fixed contact.

top, and to lift out the fuel tank. This allows the air induction pipe to be pushed through the plastic mudguard and into the body connection more easily. And it helps in replacing the top body bolts too. All that now remains is to fit the other body bolts from underneath the chassis, fuel tank, carburettor fuel pipe, and rear light wires. Clip on the inspection doors and you're ready for many more hours of pleasurable riding on your *Puch*.

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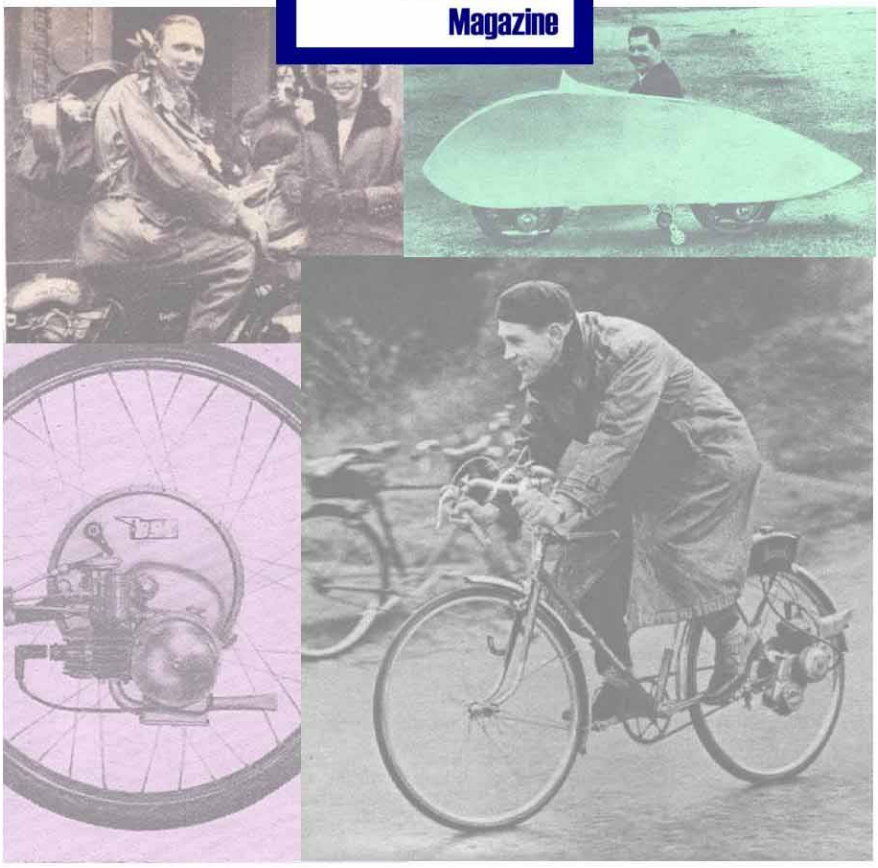

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