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RALEIGH

Automatic

MK II

MOPED

MODEL RM8

AND

Ultramatic

MOPED

MODEL RM9

COMPLIMENTARY COPY

NOT FOR SALE

WORKSHOP MANUAL

RALEIGH

Automatic

MK II

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AND

Ultramatic

MOPED

MODEL RM9

WORKSHOP MANUAL

RALEIGH INDUSTRIES LIMITED

A member of the  Group of Companies

LENTON BOULEVARD

NOTTINGHAM

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Illustrated Spare Parts Lists for these models
are available at a price of 5/- each, post free.

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TECHNICAL DATA

ENGINE

Single cylinder, two-stroke with twin transfer ports. Aluminium alloy cylinder with hard chrome plated bore. Aluminium alloy cylinder head and piston. Two cast iron piston rings.

Bore: 39 mm.

Stroke: 41.75 mm.

Cubic capacity: 49 cc.

Piston clearance (bottom of skirt):
·0004" min., ·0008" max.

Piston ring gap: ·004" min., ·008" max.

Crankshaft end float: ·004" min., ·008" max.

IGNITION

NOVI flywheel magneto with external H.T. ignition coil.

Contact breaker points gap:
·016"—·018".

Ignition advance: ·076" before T.D.C.

Sparking plug: Lodge HN; Champion L86; KLG F75.

Sparking plug electrode gap:
·016"—·018".

CLUTCH

Automatic, centrifugally operated.

PRIMARY DRIVE

Vee-belt.

RM8 ratio: 3.76 : 1.

RM9 Variable ratio: 2.412 to 3.818 : 1.

FINAL DRIVE

RM8

Roller chain.

Ratio: 3.67 : 1 (12t to 44t).

Chain size: $\frac{1}{2}$ " \times $\frac{3}{16}$ " \times ·305" roller
 \times 96 pitches.

RM9

Ratio: 4.909 (11t to 54t).

Chain size: $\frac{1}{2}$ " \times $\frac{3}{16}$ " \times ·305" roller
 \times 101 pitches.

OVERALL GEAR RATIO

RM8: 13.8 : 1.

RM9: 11.839 to 18.740 : 1.

PEDAL DRIVE

Roller chain.

Ratio: 1.78 : 1 (32t to 18t).

Chain size: $\frac{1}{2}$ " \times $\frac{1}{8}$ " \times ·305" roller \times
93 pitches.

ELECTRICAL SYSTEM

NOVI 18 w. Alternator.

Headlamp bulb:

For LUCAS lamp, 6 v., 15/15 w.
long pin.

For WIPAC lamp, 6 v., 15/15 w.
offset pin.

Rearlamp bulb: 6 v., 3 w.

FUEL SYSTEM

Tank capacity: 1 $\frac{3}{8}$ galls.

Carburettor: GURTNER.

Main jet size: No. 20.

TYRES

Size: 23" \times 2".

Pressures (lbs. per sq. in.): Front,
24; Rear, RM8, 38; Rear, RM9, 40.

FRAME NUMBER POSITION

L.H. frame lug above rear wheel
spindle nut.

ENGINE NUMBER POSITION

Lower front of cylinder barrel.

RECOMMENDED LUBRICANTS

		BP	Castrol	Esso	Mobil	National Benzole	Shell
Engine (Petrol/oil ratio shown in brackets)	Two-Stroke Oils	Energol Two-Stroke Oil (20 : 1)	Two-Stroke Self-mixing Oil (16 : 1)	Esso Two-Stroke (2T) Motor Oil (16 : 1)	Mobilmix TT (16:1)	—	Shell 2T Two-Stroke Oil (20 : 1)
	Pre-Mixed fuels	BP-Zoom (20 : 1)	—	—	—	Hi-Fli* (20 : 1)	Shell 2T Mixture (20 : 1)
<p>Running in: Where a (20 : 1) ratio is specified, use (16 : 1) for running in. Where a (16 : 1) ratio is specified, use (12 : 1) for running in.</p>							
Chains	Grade	Energol SAE 50	Grand Prix	Esso Extra Motor Oil 40/50	Mobiloil BB	—	Shell X-100 50
Working Joints, Control Cables, etc.	Grade	Energol SAE 20W	Castrolite	Esso Extra Motor Oil 20W/30	Mobiloil Arctic	—	Shell X-100 20W
All Greasing Applications	Grade	Energol L2	Castrol LM	Esso Multi-purpose Grease H	Mobil-grease MP	—	Retinax A

*NATIONAL BENZOLE CO. LTD., ALSO MARKET SHELL AND BP LUBRICANTS

NOTES ON WORKSHOP PRACTICE

PRELIMINARY CLEANING

Before commencing any dismantling or repair work it is always advisable to clean the machine thoroughly, or at least the parts on which the repair work is to be carried out and those adjacent. It often happens that during this preliminary cleaning, one can spot faults which otherwise might pass undetected, such as loose or missing nuts and bolts, damaged or worn components, etc.

Too much emphasis cannot be laid on the need for tidiness and cleanliness of the workbench, the tools and all the other equipment to be utilised.

A plentiful supply of clean rags or cotton waste should be at hand, as it is all too easy to transfer dirt and grit to vital working parts by using soiled rags.

TOOLS

For all dismantling and assembly work, use spanners, tools and extractors in good condition. Avoid the use of improvised or inferior equipment, which often results in a loss of time and is liable to damage the parts.

SEQUENCE OF DISMANTLING

When dismantling, take careful note of the sequence of removal of the various components, in order to

be able to reassemble them in the correct order. On no account mix the parts with similar ones belonging to other machines.

GASKETS

As a general rule, always use new gaskets. These should be smeared with grease. The use of adhesive jointing compounds is to be avoided, due to the difficulty of removing them once they have set.

BALL BEARINGS

The bearing tracks and balls must show a surface which is uniformly polished and bright. If signs of roughness or pitting are detected at any point, the bearing must be changed. Check that the cages, too, are in perfect condition.

If play is apparent after the bearing has been washed in clean paraffin and re-oiled, it is worn and should be discarded. Bear in mind, however, that the interference fit of the bearing in its housing tends to reduce the running clearance.

FITTING SHIMS

Carefully note the position of all washers and shims when dismantling and replace them when re-assembling. A list of washers and shims supplied for adjustment purposes is given at the back of this book.

POWER UNIT—SERVICING

ENGINE REMOVAL AND ROUTINE MAINTENANCE

REMOVING ENGINE UNIT

The fairings on each side of the machine must first be detached. These are secured by knurled screws. Disconnect the sparking plug cap and the low tension wire from the external ignition coil. (See Fig. 1.) This wire must be threaded back through its retaining bracket to be clear of the frame. Pull off the lighting wire which is clipped to the terminal behind the magneto stator plate. (See Fig. 2.) To disconnect the decompressor cable, depress the valve in the cylinder head with the fingers and guide the inner cable out from the loop in

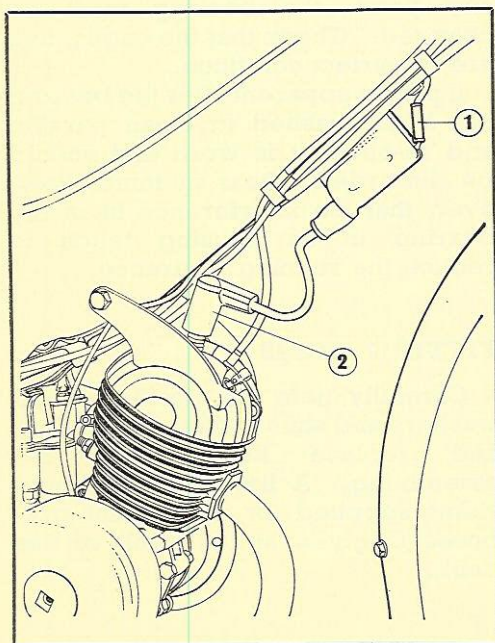


Fig. 1

1. Ignition low tension wire
2. Sparking plug cap

the end of the valve spring. Now unhook the cable nipple from the stop plate on the cylinder head.

Turn off the fuel tap and disconnect the feed pipe at the carburettor end. Loosen the carburettor stub clip screw and tilt the carburettor slightly towards the left-hand side of the machine. This will allow easier access to the screw which secures the mixing chamber cover. (See Fig. 3.) Remove this screw and carefully lift off the cover together with the throttle and enrichment valves. (See Fig. 4.) The carburettor may now be eased from its mounting stub.

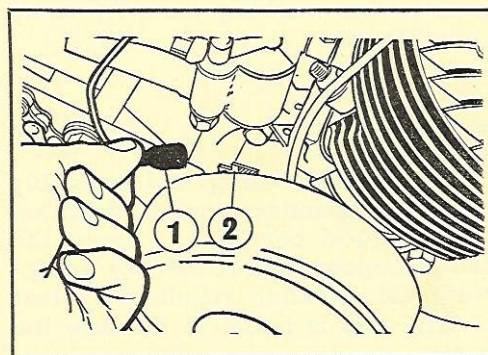


Fig. 2

1. Lighting wire
2. Lighting terminal

RM8

Loosen both the top and bottom engine mounting bolts; push the engine to its rearmost position in the belt adjustment slots and loop the drive belt off the bottom bracket pulley. (See Fig. 5.) Now push the engine forward in the slots until the lower mounting bolt is clear of the

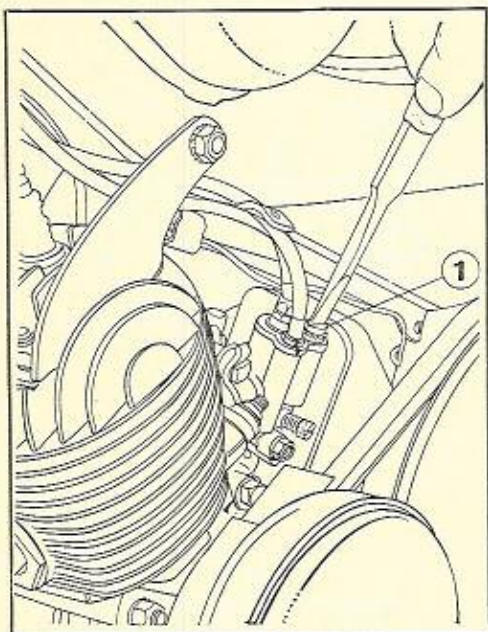


Fig. 3

1. Mixing chamber cover screw

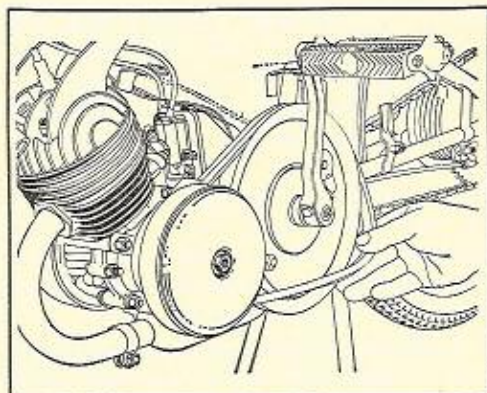


Fig. 5

- Removing the drive belt

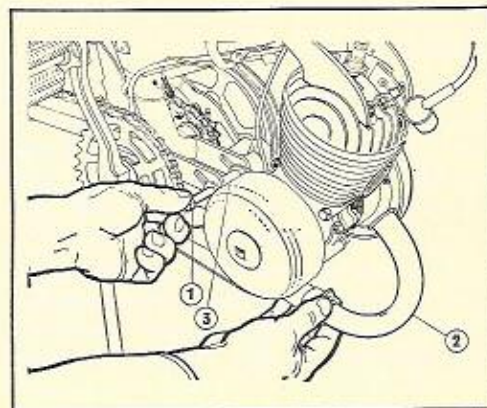


Fig. 6

1. Lower mounting bolt
2. Exhaust system
3. Tubular distance piece

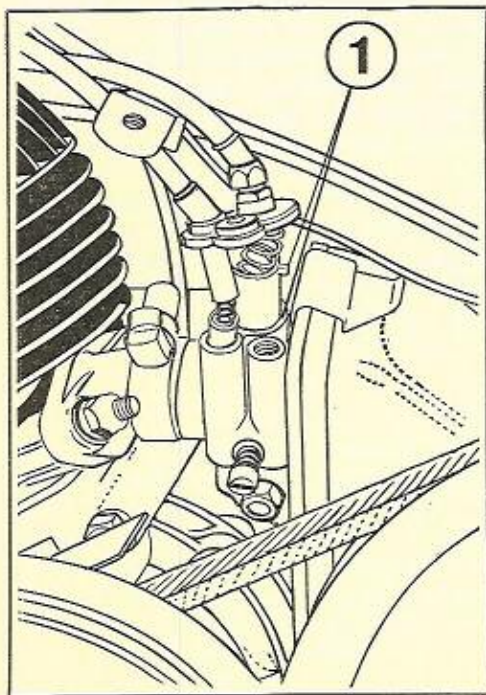


Fig. 4

1. Throttle valve guide and slot

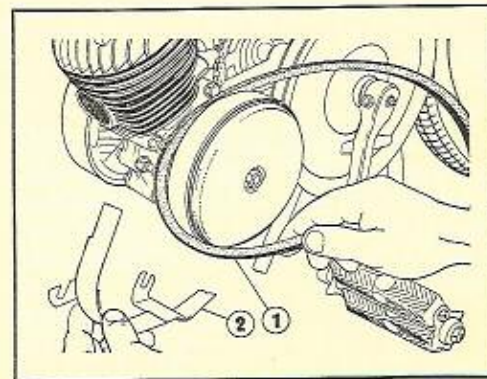


Fig. 7

1. Drive belt. 2. Belt guard

pedal chainwheel, remove the nut and washer and pull out the bolt. At this stage it will be preferable to unscrew the large nut at the exhaust port and take off the exhaust system complete. (See Fig. 6.) Support the engine by hand; remove the top mounting bolt and lower the engine to the bench. Note the tubular distance piece fitted between the lower engine plates.

If it is required to remove the drive belt, loosen the two crankcase bolts which hold the belt guard, then remove the guard and the belt. (See Fig. 7.)

RM9

Take out the three screws which retain the clutch guard and remove the guard. Push the engine back against the tensioning spring and remove the belt, taking it off the bottom bracket pulley first.

Remove the nut and bolt holding the tensioning spring to the bracket on the lower engine plate. Remove the nut from the upper engine mounting bolt and carefully supporting the engine in order to prevent it dropping, withdraw the mounting bolt.

Remove the engine, complete with the exhaust system.

REFITTING ENGINE UNIT

RM8

Support the engine in the frame by means of the top mounting bolt, but do not tighten. Place the distance piece for the lower mounting bolt in position between the lower engine plates, replace the exhaust system complete and insert the lower mounting bolt. (Do not forget to fit a new copper-asbestos gasket in the exhaust port.) Tighten the exhaust pipe nut. The drive belt may now

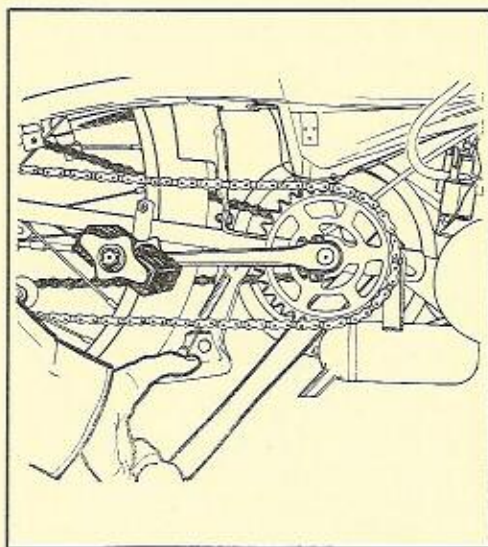


Fig. 8

Adjusting belt tension (RM8)

be refitted and tensioned. To adjust the belt tension, insert a suitable lever, such as a hammer handle, between the bottom bracket housing and the lower engine mounting bolt (see Fig. 8), and without using undue force, lever the engine forward by the required amount. Tighten both engine mounting bolts. When the belt is correctly tensioned, finger pressure on the belt midway between the pulleys should produce just a trace of up and down movement.

RM9

Place the top mounting bolt, with the earthing washer, in position through the right-hand rubber mounting bush, support the engine in its approximate position relative to the frame and push the top mounting bolt through, loosely fitting the nut and shake-proof washer.

Line up the lower engine mounting bracket with the rubber bush in the end of the belt tensioning spring and

insert and tighten the lower mounting bolt. Push the engine back to compress the spring, fit the drive belt and tighten the upper mounting bolt. Replace the clutch guard.

BOTH MODELS

Replace the carburettor and refit the mixing chamber cover, together with the throttle and enrichment valves. Note that the throttle valve must engage correctly with the guide in the carburettor body. (See Fig. 4.)

Ensure that the carburettor is vertical and tighten the stub clip screw. Refit the fuel pipe.

Connect the lighting wire to the terminal behind the stator plate. Thread the ignition low tension wire through the retaining bracket on the frame and connect it to the ignition coil, then fit the sparking plug lead and the decompressor cable.

Re-check the tightness of all mountings, etc., and refit the fairings.

FITTING A NEW DRIVE BELT

RM8

Remove the fairings and loosen both engine mounting bolts. Slacken off the two crankcase bolts which secure the drive belt guard and remove the guard. Pull the engine back to its rearmost position in the adjustment slots and remove the belt, taking it off the bottom bracket pulley first. (See Figs. 5 and 7.)

Fit the new belt, placing it on the clutch pulley first. Adjust the belt tension as described in the section on refitting the engine to the frame. Replace the drive belt guard and fairings.

RM9

To remove the drive belt, it is only necessary to remove the left-hand fairing and the clutch guard, push the engine rearwards against the

belt tensioning spring and loop off the belt, taking it off the bottom bracket pulley first. Reverse this procedure to fit the new belt. Note that the belt tension adjustment is taken care of automatically by the belt tensioning spring.

REPLACING BELT TENSIONING SPRING (RM9)

Remove both fairings and the clutch guard to gain access to the spring mountings. Remove the drive belt. Take out the bolt which connects the spring to the bracket on the lower engine plate and detach the spring by removing the two bolts which secure it to the frame bracket. The two halves of the spring may be

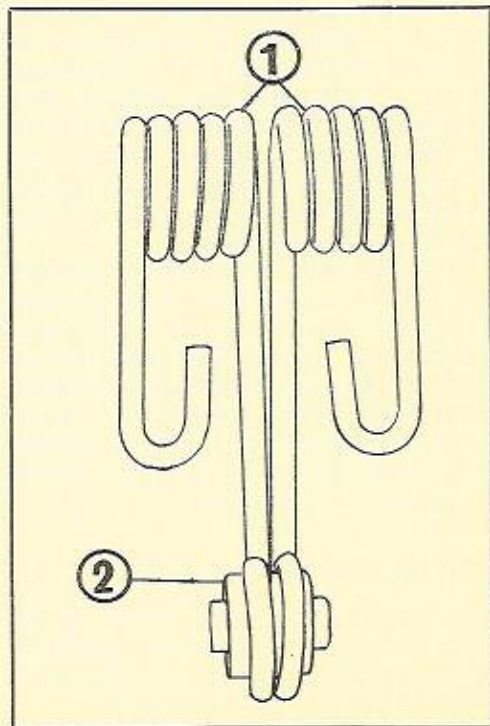


Fig. 9

1. Belt tensioning spring
2. Lower engine mounting bush

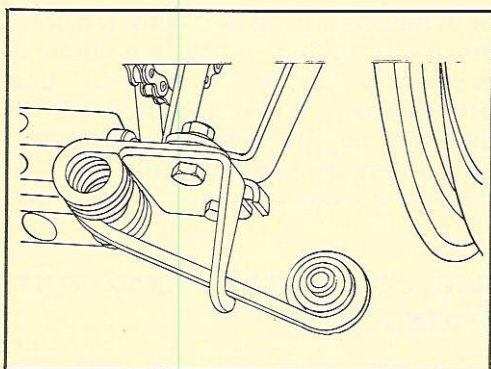


Fig. 10

Correct assembly of belt tensioning spring

separated by pressing out the rubber bush.

When refitting, assemble the two halves of the spring on the bush as shown in Fig. 9. Place the spring in position on the frame bracket, followed by the spring retaining bracket. (See Fig. 10) and fit, but do not fully tighten the two mounting bolts. Compress the spring and engage the free end with the hook on the retaining plate; align the bracket on the lower engine plate with the rubber bush and fit and tighten the nut and bolt.

Push the engine rearwards against the spring as far as it will go and check that the magneto flywheel does not foul the spring. If it does, move the spring on its mounting bolts until it is clear. When satisfactory, complete the tightening of the mounting bolts, refit the drive belt, the clutch guard and the fairings.

DECARBONISING

With any two-stroke, build up of carbon in the engine and exhaust system will cause a marked deterioration in performance.

In addition, if the exhaust system is obstructed so that the hot exhaust gases cannot freely escape, this will

have a detrimental effect on the life of the engine.

It is, therefore, most important that the work of removing the deposits of carbon is not neglected. This should be carried out as a matter of routine and not left until a fall off in power and performance makes it necessary.

DECARBONISING THE EXHAUST SYSTEM

At intervals of not more than 3,000 miles, and more frequently if the machine is used mainly for short runs, or stop and start riding, the deposits of carbon should be removed from the exhaust system.

RM8

Remove the exhaust pipe after unscrewing the large exhaust port nut and slackening the silencer clip.

Clean the carbon out of the exhaust pipe.

The silencer can be dismantled for cleaning after taking off the retaining nut and washer. The carbon should be scraped from the interior of the silencer, paying particular attention to the holes in the silencer inlet and the tailpipe baffle.

RM9

First remove the silencer end-cap and the large nut at the exhaust port. The exhaust pipe complete with central rod and baffle plates can now be removed from the silencer body. (See Fig. 11.) Ensure that all the holes in the front baffle, the centre baffle plates and the end-cap are cleaned.

BOTH MODELS

Before refitting the exhaust pipe, turn the piston to its lowest position and clean out the exhaust port, using

a small scraper of a soft metal such as aluminium or copper to avoid scratching the soft material of the cylinder. Take care to keep the dislodged carbon out of the cylinder.

Always fit a new exhaust port copper-asbestos gasket when replacing the exhaust pipe.

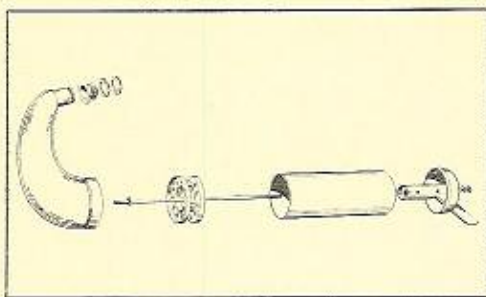


Fig. 11

Exploded view of RM9 exhaust system

DECARBONISING THE ENGINE

This does not require attention as frequently as the exhaust system but decarbonising should be undertaken at intervals of not more than 6,000 miles, dependent on the type of use that the machine receives.

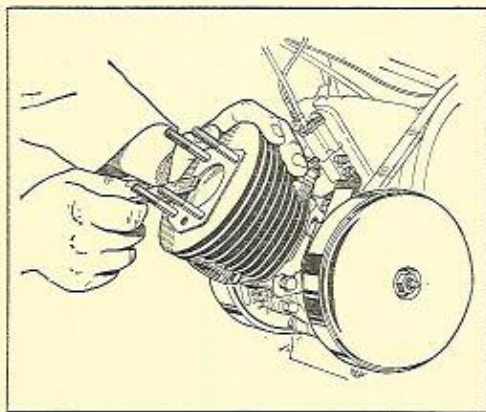


Fig. 12

Decarbonising piston crown

RM8

Remove the fairings, disconnect the sparking plug lead and the decompressor cable and take out the sparking plug. Remove the upper engine mounting bolt and the four cylinder head nuts and washers and take off the upper engine mounting brackets. The engine is now only supported by the lower mounting bolt and care should be taken to prevent it swinging too far forward and hanging on the carburettor cables.

RM9

It is recommended that the engine of this model is removed from the machine to facilitate decarbonising—see Engine Removal Section on page 8 for details.

BOTH MODELS

Now withdraw the cylinder head, taking great care not to lift the cylinder in the process and thus break the joint between the cylinder and the crankcase.

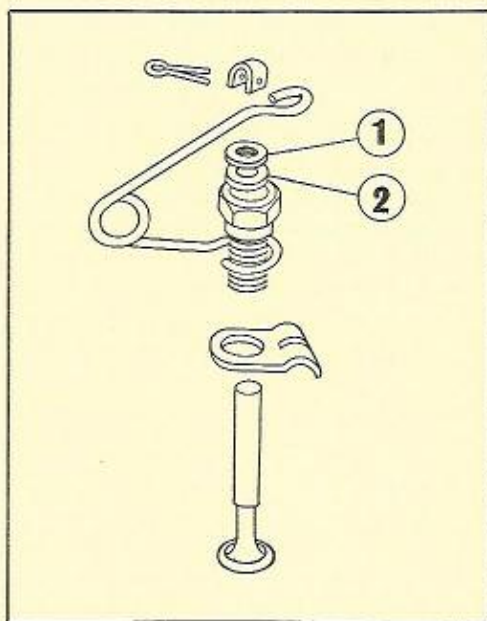
For the actual work of removing the deposits of carbon a soft metal scraper should be used. Hold the cylinder and turn the flywheel to bring the piston to the top of its stroke. Scrape the carbon from the crown of the piston. (See Fig. 12.) Turn the flywheel until the piston is at the bottom of its stroke. Clean out the carbon from the exhaust port, taking care not to damage the chromium cylinder lining. Scrape the carbon from the cylinder head combustion chamber.

Remove all traces of loose carbon from all the components, preferably with a jet of compressed air. When refitting the cylinder head, use a new gasket and tighten the head nuts alternately, a little at a time, to avoid any distortion. Refit the remaining components in the reverse sequence.

DECOMPRESSOR VALVE

Should the decompressor valve require attention, the cylinder head will have to be removed. It is recommended, therefore, that the valve is serviced as a matter of routine when decarbonising the engine.

To remove the valve, cut off the head of the spring retaining pin and remove it, taking care not to let the component parts fly apart. Push out the valve. Examine the seating surfaces and if any pitting or burning is noticeable grind in the valve, using a fine grinding paste. Wash off all traces of grinding paste with paraffin or petrol. A plastic seal is fitted in the valve guide. If there is excessive leakage around the valve stem the seal must be replaced. (See Fig. 13.) A new spring retaining pin will be required when re-assembling.

**Fig. 13**

1. Seal retaining washer
2. Decompressor valve seal

AUTOMATIC CLUTCH AND VARIABLE GEAR UNIT

Special Tools Available for Clutch Servicing

- MTR208 Clutch drum extractor.
- MTR209 Thread protector, 10 mm. \times 1.0 mm. R.H.
- MTR281 Thread protector, 11 mm. \times 1.0 mm. R.H.
- MTR213 Flywheel holding tool (webbing strap-wrench type).
- MTR214 Flywheel holding tool (screw operated steel band type).
- MTR215 Clutch drum nut wrench, 14 mm.
- MTR216 Clutch hub nut wrench, 35 mm.
- MTR217 Clutch key positioning tool.
- MTR218 Circlip pliers, internal type.
- MTR219 Circlip pliers, external type.
- MTR180 Piston stop.
- MTR227 Grease nipple socket spanner with wooden handle, 6 mm.
- MTR241 Magnetic extractor, clutch washer.
- MTR237 Clutch holding tool.

The automatic centrifugal clutch is really two clutches in one. The primary clutch is connected to the engine crankshaft and its operation is therefore governed by engine speed. The secondary clutch is coupled via the vee-belt and the driving chain to the rear wheel; its operation, therefore, depends on road speed. With the machine at rest, increasing the engine speed by opening the throttle causes the primary clutch to come into operation and starts the Moped moving. When a road speed of about 4 m.p.h. has been reached, the secondary clutch also comes into effect and locks up the drive, eliminating any slip.

When the twistgrip is turned to the neutral position and the speed of the Moped is brought below 4 m.p.h., the clutch drive disengages and the Moped can come to a standstill with the engine idling.

In addition, the RM9 model is equipped with a variable transmission pulley, which being

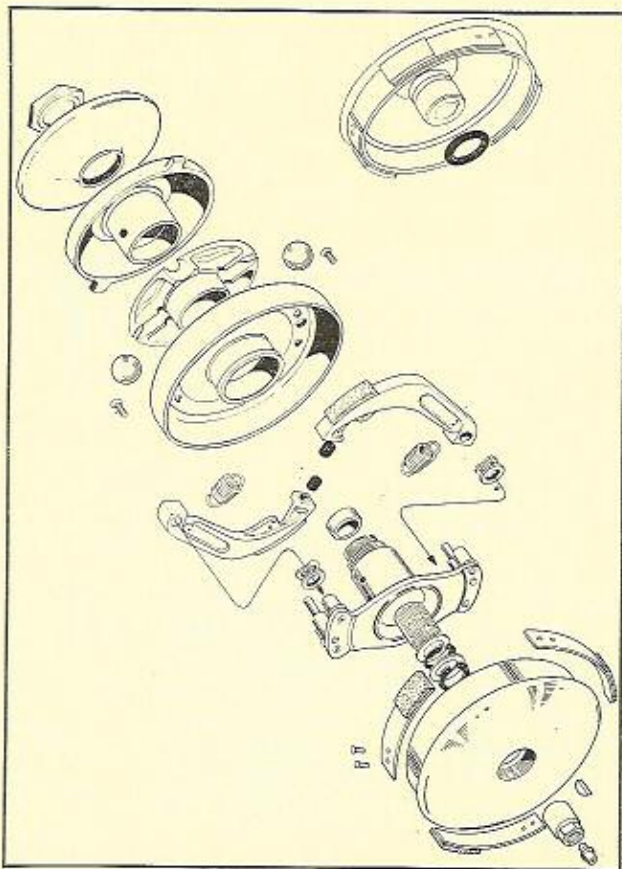


Fig. 14
Exploded view of the RM9 automatic clutch and variable gear unit

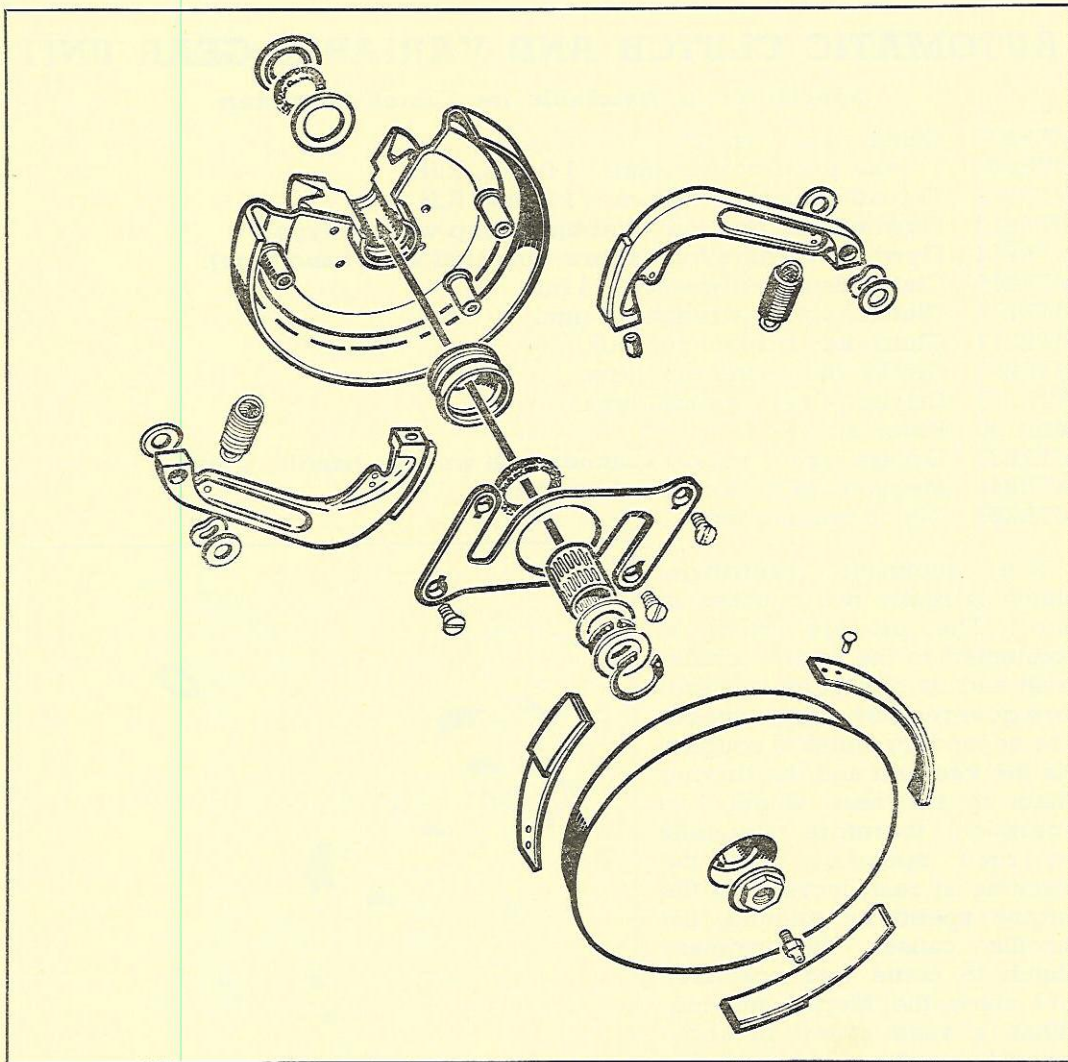


Fig. 15. Exploded view of the RM8 automatic clutch

responsive to road speed and also to the load on the engine, automatically selects the correct drive ratio for the particular road conditions. This improves the road performance of the machine and allows any but the very steepest of hills to be climbed without any help from the rider.

REMOVING CLUTCH DRUM

The clutch drum is fitted on a taper

on the crankshaft. Prevent the crankshaft turning, preferably by holding the magneto flywheel with a strap wrench (see Fig. 16), or by using a piston stop screwed into the sparking plug aperture. Take out the central grease nipple, using a 6 mm. box spanner. With a 14 mm. spanner unscrew the clutch drum nut. Fit a thread protector on to the crankshaft thread and screw the clutch drum extractor fully into the

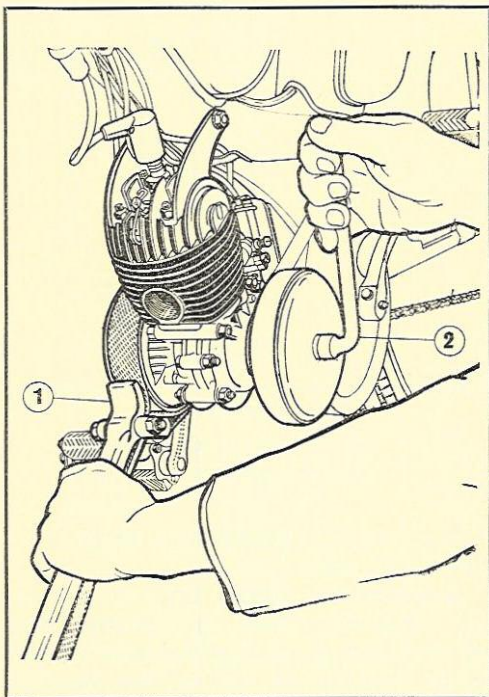


Fig. 16

1. Strap wrench. 2. 14 mm. spanner

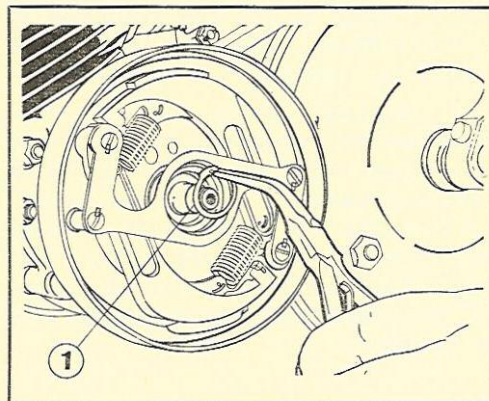


Fig. 18

1. Internal type circlip (RM8)

hub. Tighten the extractor bolt. (See Fig. 17.)

If the drum is not loosened by means of reasonable pressure on the bolt, tap the head of the bolt with a hammer and retighten, repeating this sequence until the drum is free. Remove the extractor, unscrew the thread protector and take off the drum. Now remove the key from the shaft.

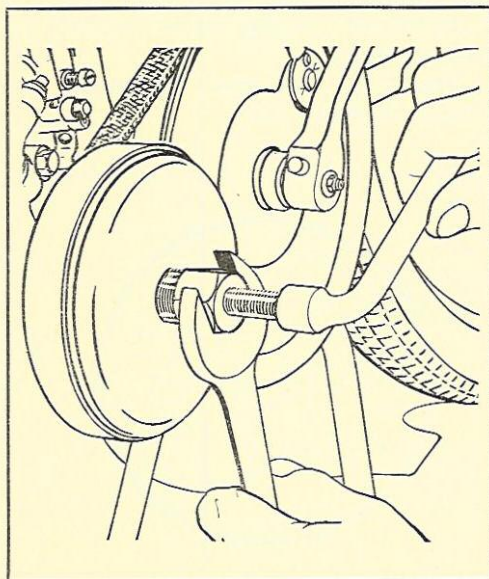


Fig. 17

Removing clutch drum

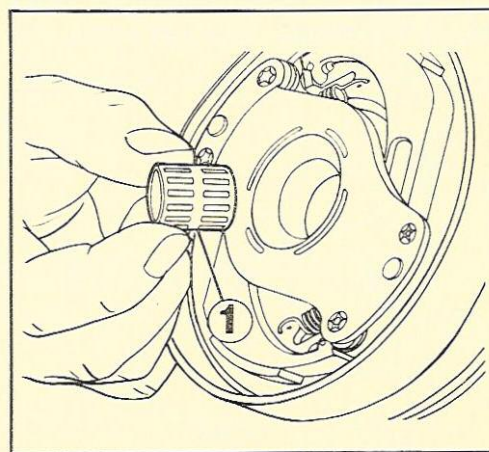


Fig. 19

1. Needle roller bearing (RM9)

REMOVING CLUTCH BODY

The clutch body is located on the crankshaft by circlips. Extended

nose circlip pliers are required to remove them. (See Fig. 18.) The order of dismantling is as follows:—

1. Internal circlip, 22 mm. dia.
2. Shims, as necessary, to adjust end movement of the clutch.
3. Thick locating washer.
4. External circlip, 15 mm. dia.
5. Another thick locating washer.
6. Needle roller bearing.

The clutch body can be pulled off the crankshaft with these last two in position.

REFITTING CLUTCH BODY

Thoroughly clean all parts, lightly grease the needle roller bearing and place it in position in the clutch hub, followed by a thick locating washer, the smaller circlip, a second locating washer and any thin shims necessary. Refit the larger circlip, ensuring that it is properly seated in its groove, centralise the smaller circlip in relation to the washers and push the clutch hub on to the crankshaft until the small circlip clicks into its groove on the shaft. Locate the clutch drum key in the crankshaft slot using the special service tool (See Fig. 20.)

Note that this key has a projection to prevent it being dislodged when fitting the drum. The key should be

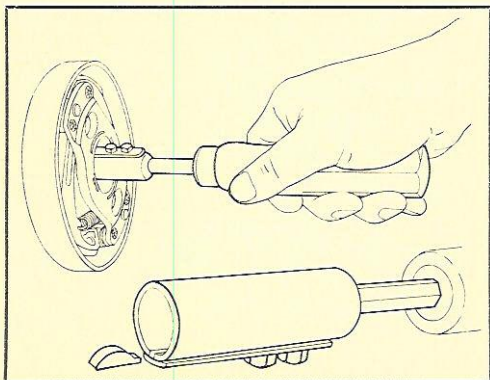


Fig. 20

Using clutch key positioning tool

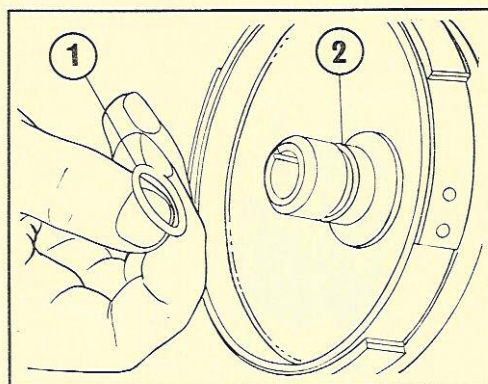


Fig. 21

1. Clutch drum seal
 2. Seal groove
- } RM9

fitted with the projection away from the crankcase.

Replace the clutch drum and lock-nut, ensuring that the plastic seal on the RM9 model is correctly fitted in its groove on the centre boss of the drum. (See Fig. 21.) Refit the grease nipple.

The clutch body should have approximately 0.004" end float on the crankshaft. To adjust this, remove from or add to the shims behind the large circlip.

Shims of different thickness are listed on page 55.

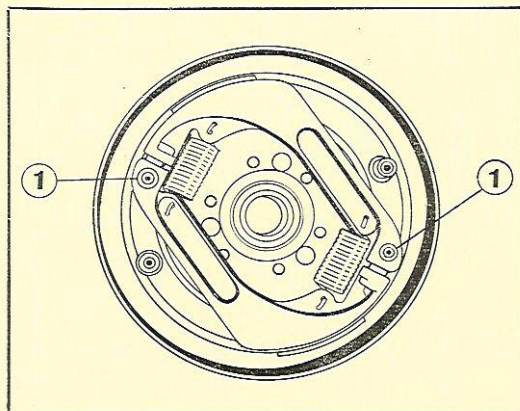


Fig. 22

1. Clutch shoe pivot pins (RM8)

RELINING CLUTCH DRUM

Remove the drum as detailed above. File or grind off the leaf spring rivet heads on the outside of the drum and tap out the rivets with a pin punch. Take note of which way the leaf springs were fitted and fit the new ones in the same manner. Care must be taken when removing or fitting rivets that the drum is properly supported to prevent distortion. After the rivetting operation, the drum should be placed in a lathe and the rivet heads machined level with the inside surface of the drum.

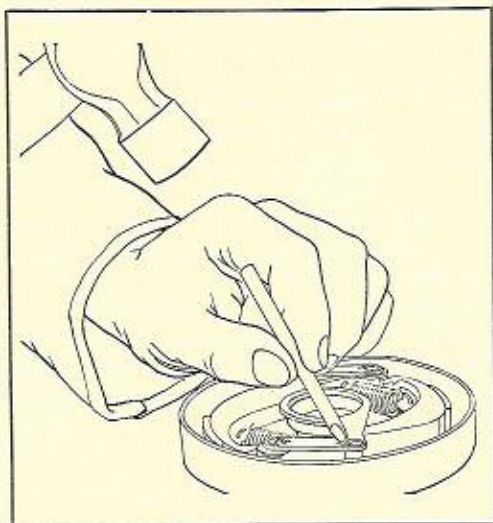


Fig. 23

Locking countersunk screws (RM8)

DISMANTLING CLUTCH BODY RM8

Remove the clutch from the crankshaft. Lift out the locating washer and needle bearing from the clutch hub. Take out the four countersunk screws from the shoe retaining plate and detach the plate together with the felt seal. Although the countersunk screws are locked in position by having a portion of the head pressed into a recess in the plate, no difficulty will be experienced in removing them, using a properly ground screwdriver of the correct size. Now take particular note of the position of the plain and spring washers on the clutch shoe pivots. Remove these washers and lift off the shoes together. Disengage the clutch shoe springs. The felt retaining sleeve is a light press fit on the clutch hub. It should not be necessary to remove this for normal repair or overhaul. To replace the felt seal on the pulley side of the clutch, carefully cut away the tabs which retain the cap and lift out the cap and seal. Place the new seal in the cap, insert both into the clutch hub and lock them in position by punching over the rim of the recess.

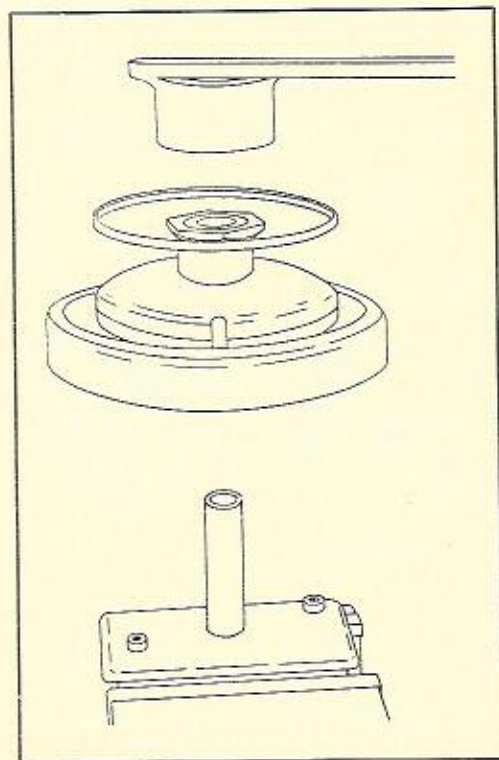


Fig. 24

Using clutch holding tool (RM9)

REASSEMBLING CLUTCH BODY

RM8

It will be noticed that the four pivot pins are irregularly spaced. Place one plain washer over each pivot which is clockwise from its closest neighbour. Assemble the shoes and springs, fitting the springs in the holes which give the most tension. Fit the shoes over the pivots with the washers, so that the lining of each shoe is anti-clockwise from the pivot of the same shoe.

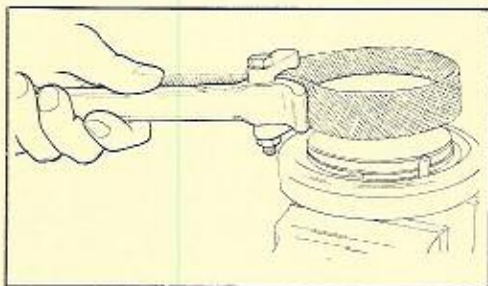


Fig. 25

Unscrewing pulley fixed cheek (RM9)

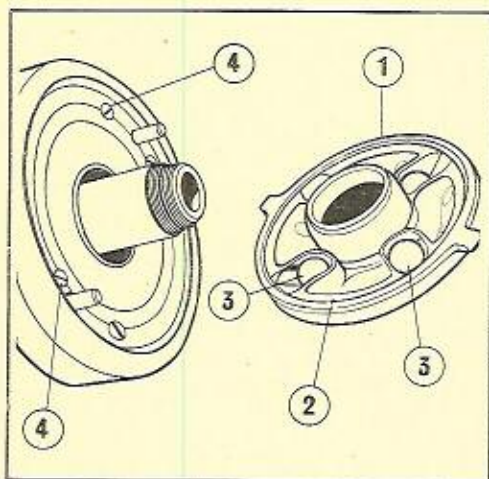


Fig. 26

Assembly of variable gear (RM9)

1. Pulley moving cheek
2. Plastic cage
3. Steel balls
4. Countersunk screws

(See Fig. 22.) Place one curved spring washer, followed by one plain washer, over the clutch shoe pivot (see Fig. 15), then replace the felt seal and fit the retaining plate. New countersunk screws should be used and locked after tightening in a similar manner to that employed originally. (See Fig. 23.)

DISMANTLING CLUTCH/GEAR BODY

RM9

Remove the clutch from the crankshaft. Lift out the locating washer and needle bearing from the clutch hub. Put the special clutch holding tool in the vice and place the clutch, shoes down, over it with the clutch centre over the central pin. (See Fig. 24.)

Unscrew the large nut (left-hand thread) from the centre of the fixed pulley cheek, using a 35 mm. spanner. Unscrew the fixed pulley cheek from the rest of the unit (right-hand thread) by means of a strap wrench. Lift off the pulley moving cheek, also

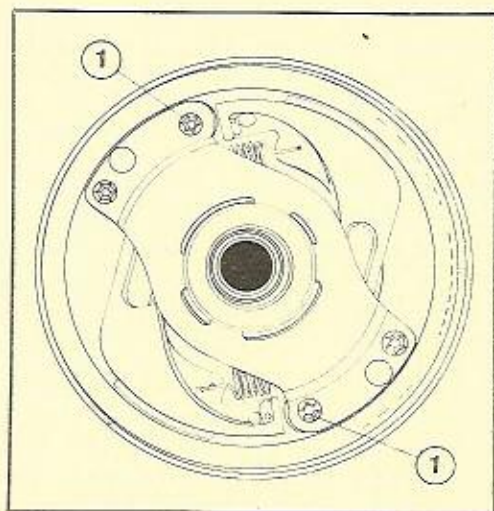


Fig. 27

1. Clutch shoe pivot pins (RM9)

take off the plastic cage and remove the four steel balls.

The next step is to release the four countersunk screws at the rear of the clutch flange. As on the RM8 model, a portion of the edge of each of these screws is pressed into a recess in the flange in order to prevent the screws from coming loose in service.

Remove the flange from the hub. Lift off the shoes and springs as a unit, noting that beneath each shoe on the pivot, are fitted one plain washer and one curved washer.

REASSEMBLING CLUTCH/GEAR BODY

RM9

Thoroughly clean all the parts. Fit the shoes, not forgetting the washers, and also noting that two holes are provided in each shoe in order to

vary the spring tension. The end of the spring is normally fitted in the hole nearest the lining. It is essential for the clutch shoes to be fitted the correct way round. (See Fig. 27.) Replace the flange on the hub, with the drive pegs through the centre pair of the six outer holes. Use new screws and tighten them into the hub through the four countersunk holes in the flange. Lock each screw into position by tapping over an edge into the special recess in the flange.

Place the four steel balls into the plastic cage and fit the cage on to the assembly with the balls towards the flange. The pulley moving cheek goes next, concave side towards the flange. (See Fig. 26.) Screw on the fixed cheek, convex side towards the flange, using the strap wrench as previously described, to lock up the assembly.

Refit and securely tighten the left-hand threaded nut.

FLYWHEEL MAGNETO

Special Tools Available for Magneto Servicing

- MTR207 Magneto flywheel hub/cam extractor.
- MTR210 Thread protector, 10 mm. \times 1.0 mm. L.H.
- MTR211 Thread protector, 11 mm. \times 1.0 mm. L.H.
- MTR212 Flywheel nut key, 10 mm. square.
- MTR213 Flywheel holding tool (webbing strap wrench type).
- MTR214 Flywheel holding tool (screw operated steel band type).
- MTR182 Ignition advance gauge.
- MTR180 Piston stop.
- MTR301 Coil centralising ring.

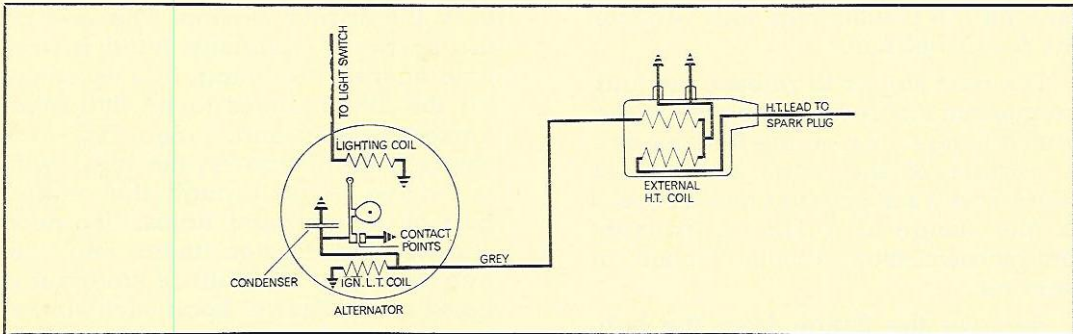


Fig. 28. Ignition circuit

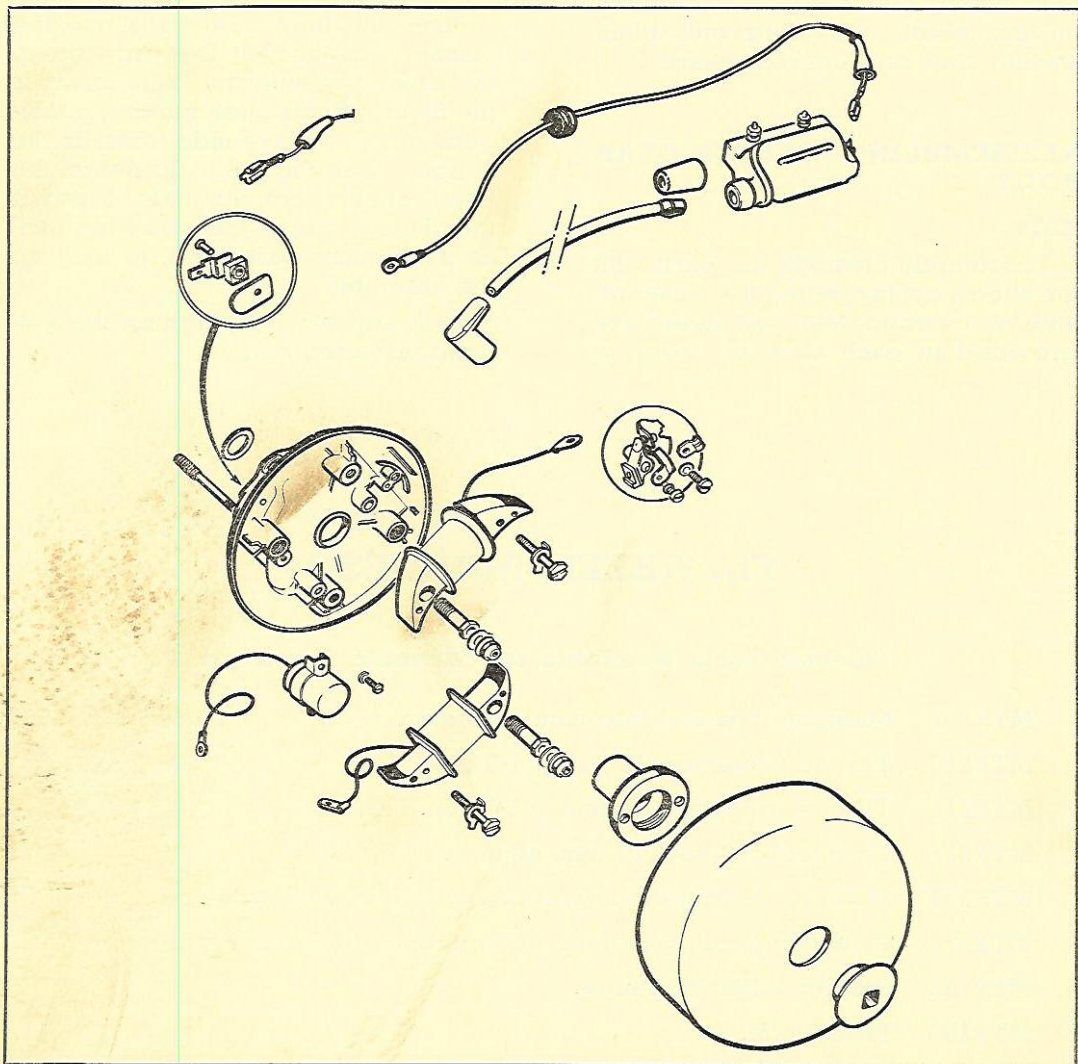


Fig. 29. Exploded view of magneto

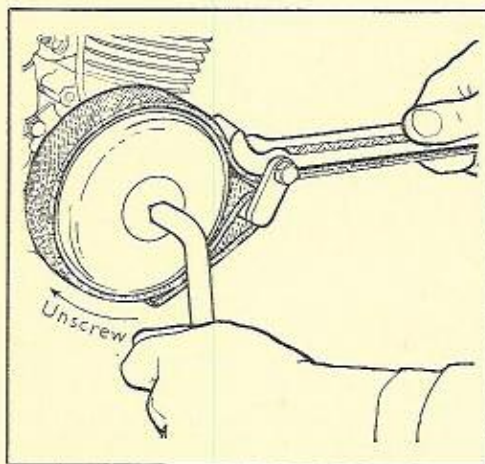


Fig. 30
Removing flywheel nut

REMOVING AND REPLACING FLYWHEEL

Hold the magneto flywheel, either with a strap wrench or by fitting a piston stop in the sparking plug aperture in the cylinder head, and with a 10 mm. square-ended key unscrew the central cap nut which has a LEFT-HAND thread. (See Fig. 30.) The flywheel can then be pulled off its register on the cam, the cam itself remaining in place on the crankshaft. (See Fig. 31.) When refitting the flywheel, ensure that the pegs on the flywheel are properly located in the holes in the cam.

CONTACT BREAKER POINTS

To obtain access to the contact breaker, remove the flywheel as detailed above.

Check the condition of the points and if oily or dirty clean with a non-fluffy rag dipped in pure petrol or methylated spirit. If the points are blackened, they can be cleaned by inserting a strip of very fine glass paper between them. Close the

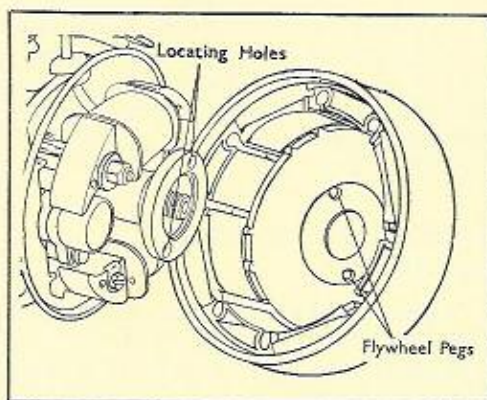


Fig. 31
Removing flywheel

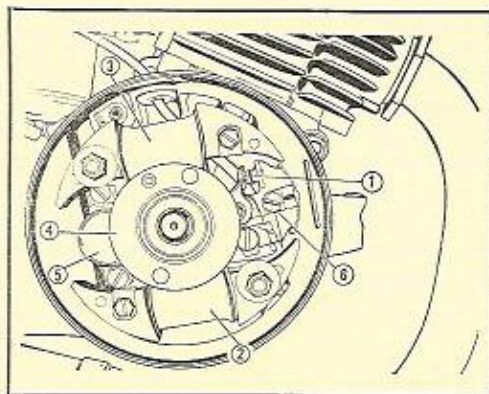


Fig. 32

1. Contact breaker points	4. Cam
2. Ignition low tension coil	5. Condenser
3. Lighting coil	6. Fixed contact locking screw

points on to the glass paper and draw it through several times with the abrasive side towards each point in turn. Points that are slightly pitted may be refaced using a special contact file, but badly pitted or worn points should be replaced.

To check the contact breaker points gap, rotate the engine until the points are fully open and insert a feeler gauge between them. To adjust, loosen the fixed contact locking screw and move the contact as

required by inserting the blade of a screwdriver into the slot in the spring clip and twisting slightly in the required direction. Tighten the locking screw and re-check the gap. (See Fig. 32.)

REPLACING CONTACT BREAKER

Remove the screw and washer and take off the three leads from the insulated terminal. Loosen the fixed contact locking screw and remove it, together with the spring clip. Take out the contact breaker. Ensure that the new contact breaker is perfectly clean and place it in position, locating the spindle peg in the drilled boss in the stator plate. Re-connect the three leads to the insulated terminal and fit the fixed contact locking screw, washer and spring clip. Make sure that none of the three leads is trapped between the contact breaker and stator plate and adjust the points gap to 0.016"–0.018".

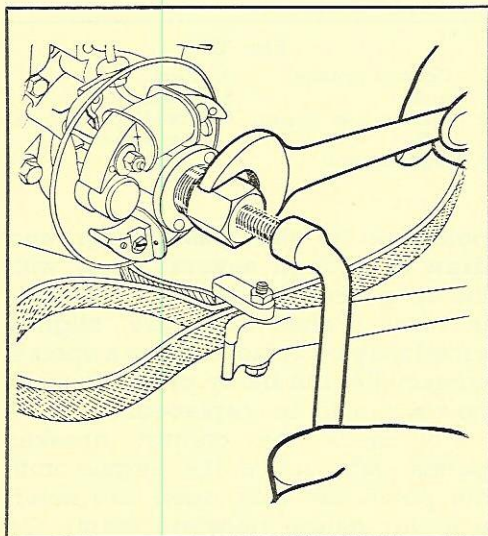


Fig. 33
Removing flywheel cam

MAGNETO TIMING

It should not be necessary to disturb the initial setting of the cam but if for any reason the cam has to be removed, the special extractor should be used, in conjunction with a crankshaft thread protector. (See Fig. 33.)

Screw the body of the extractor fully home and tighten the central screw **WITHOUT USING UNDUE FORCE**. With a hammer, give the end of the screw a sharp tap, which should free the cam from the shaft. If not, repeat the process.

To retune the ignition when replacing the cam, take out the sparking plug and screw in its place the ignition advance gauge. Provisionally replace the cam and turn it until the contact breaker points are fully open. Check the points gap and, if necessary, adjust it to 0.016"–0.018". Remove the cam. Rotate the engine and, as it turns, the plunger in the

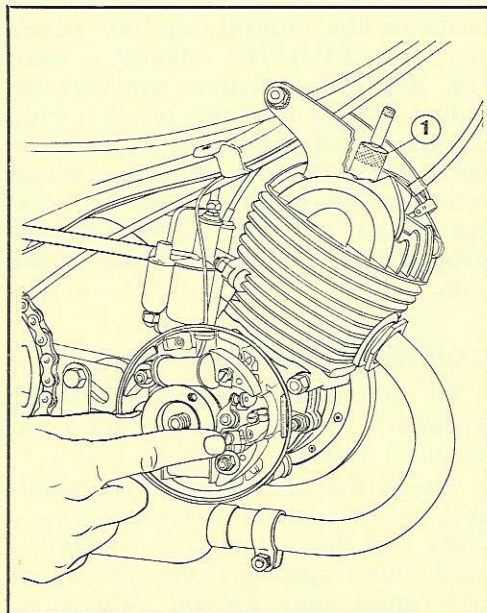


Fig. 34
1. Ignition advance gauge

centre of the tool will rise until at top dead centre it reaches its highest point. (See Fig. 34.) Turn the engine back until the plunger has fallen by .076" and keeping the engine from turning any further, replace the cam in such a position that the points are just beginning to open. Give the cam a sharp tap with a wooden implement to fix it on the taper and refit the flywheel.

REPLACING CONDENSER

Remove the two condenser fixing screws and washers and disconnect the condenser lead from the contact breaker insulated terminal. Remove the condenser.

When fitting the new condenser, make sure that the lead is run well away from the moving parts.

REPLACING COILS

Each coil is attached to the stator plate by a hollow screw and a hexagon screw with a slotted head. The stator plate itself fits over two studs which project from the crankcase and protrude through the two hollow screws. Washers are fitted over the ends of these studs and self-locking nuts screw on to the studs and clamp the stator plate firmly to the crankcase.

The L.T. ignition coil can be removed without disturbing the ignition timing.

First disconnect the coil output lead from the contact breaker connection. Unscrew the self-locking nut (8 mm. spanner) and remove the washers from beneath it. The slotted hexagon screw is locked in place by a tab washer with the tab turned over one flat of the screw. Flatten out the tab washer and remove this screw. Take out the hollow screw and remove the coil from the stator plate.

The lighting coil can be removed in a similar manner, but due to the riveting of the output lead to the terminal on the stator plate, it is usually more convenient to remove the whole stator plate from the machine. The lead can then either be unsoldered from the terminal, or the terminal rivet drilled out, in which case a new terminal will be required when refitting.

When replacing coils, it is essential that they should be fitted correctly in order to provide a constant minimum clearance between their pole pieces and the flywheel. A coil centralising ring must be used to position them accurately.

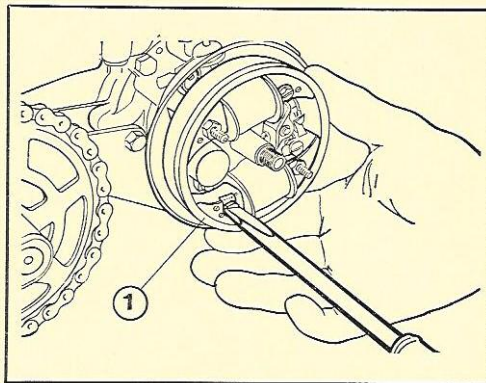


Fig. 35

1. Coil centralising ring

The coils are assembled loosely on the stator plate, the centralising ring pushed over them and located on the four small tongues protruding from the threaded bosses on the stator plate. (See Fig. 35.)

Press the laminated pole pieces of the coils against the inside surface of the ring and tighten the coil screws. Fit the two self-locking nuts and their washers and tighten up the nuts. Fold over the tab washers to secure the two slotted screws. Remove the centralising ring by turning it slightly and pulling.

REMOVING STATOR PLATE

Remove the cam. Unscrew the two self-locking nuts on the coil pole pieces (8 mm. spanner) and take off the washers. Disconnect the wire from the lighting terminal at the rear of the stator plate. Disconnect also the L.T. ignition wire from the external ignition coil and pull the wire clear of the frame.

The stator plate will now pull off the mounting studs. Take care not to lose the small sealing ring fitted to the crankshaft behind the stator plate. (See Fig. 36.)

Refit in reverse order to dismantling.

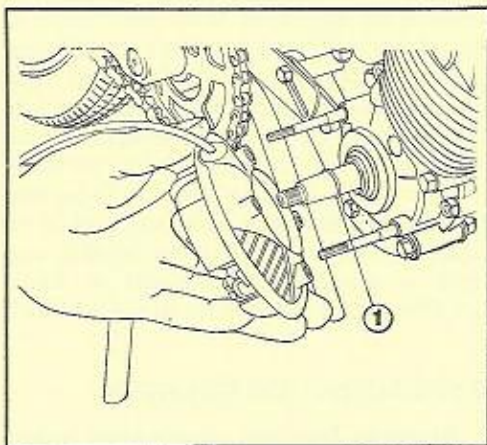


Fig. 36

1. Sealing ring

ENGINE DISMANTLING AND REASSEMBLING

Special Tools Available for Engine Servicing

- MTR181 Gudgeon pin extractor and fitting tool.
- MTR224 Crankshaft bearing extractor.
- MTR244 Dummy bearings, 16 mm. I.D.
- or MTR243 Dummy bearings, 15 mm. I.D.
- MTR223 Piston ring clamp.

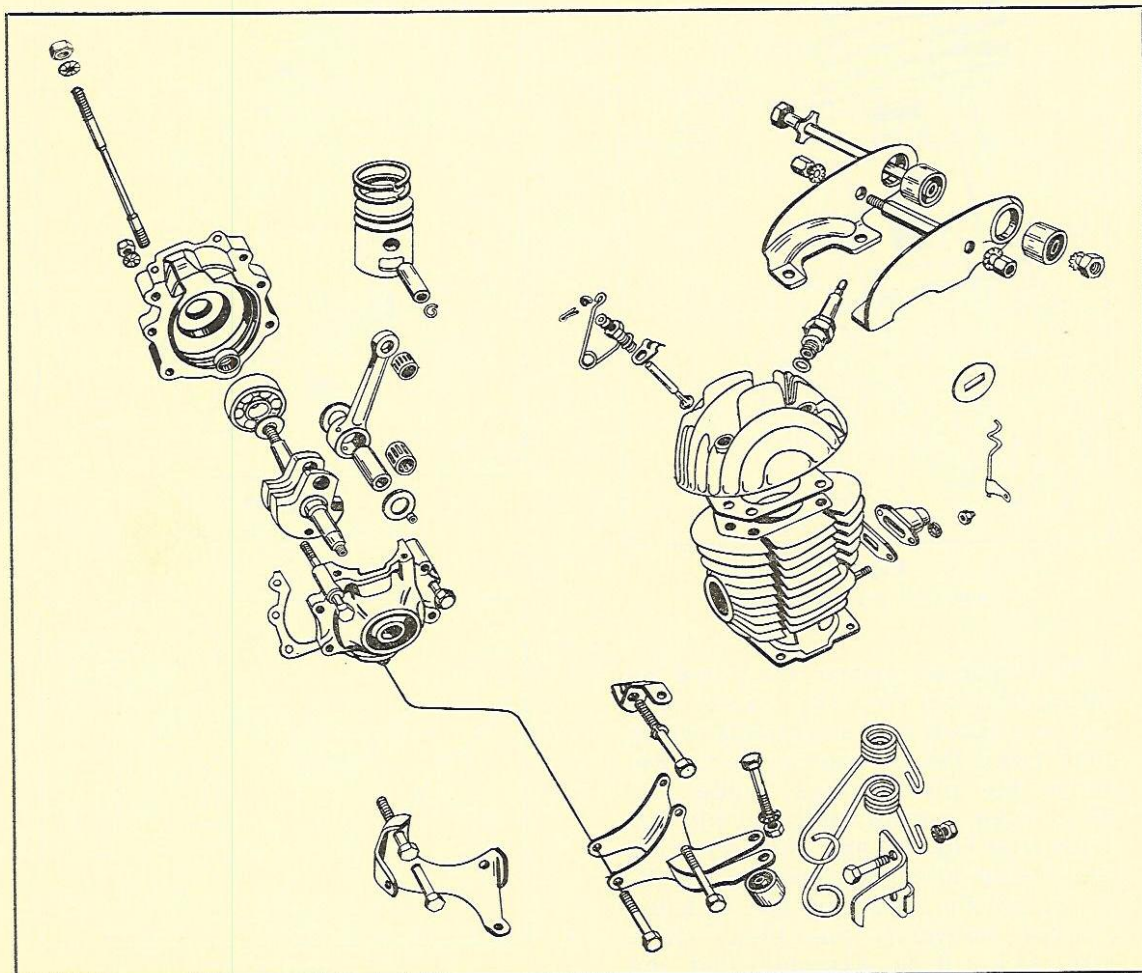


Fig. 37. Exploded view of engine with RM9 mountings

DISMANTLING CYLINDER AND PISTON

Remove the engine from the frame and remove the clutch and magneto as described in the appropriate sections. Take out the stator plate mounting studs. Unscrew the sparking plug and detach the cylinder head.

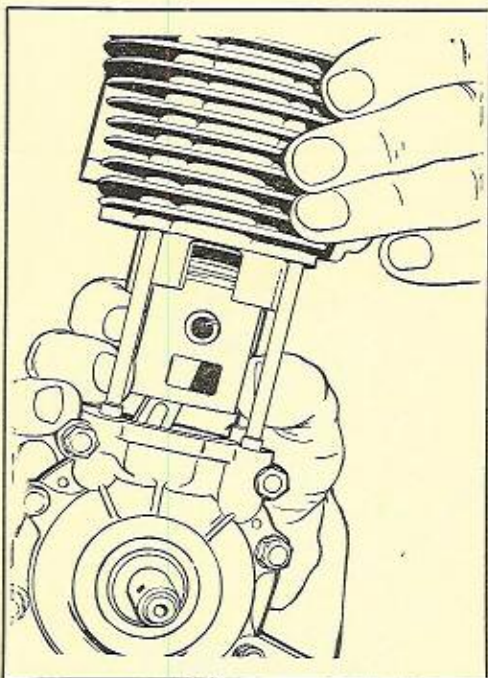


Fig. 38
Removing cylinder barrel

The cylinder barrel may now be lifted off (see Fig. 38), taking care not to impose any side loads which may bend the connecting rod. Remove the piston rings. (See Fig. 39.) Take out the gudgeon pin circlips (see Fig. 40) and after warming the piston to approximately 250°F., press out the gudgeon pin with the special gudgeon pin tool. (See Fig. 41.) It is essential that the correct tool is used for this operation

in order to prevent damage to the small end needle roller bearing. Remove the tool from the piston and push out the pilot drift with the fingers. The piston is now free. Remove the needle roller bearing to a safe place.

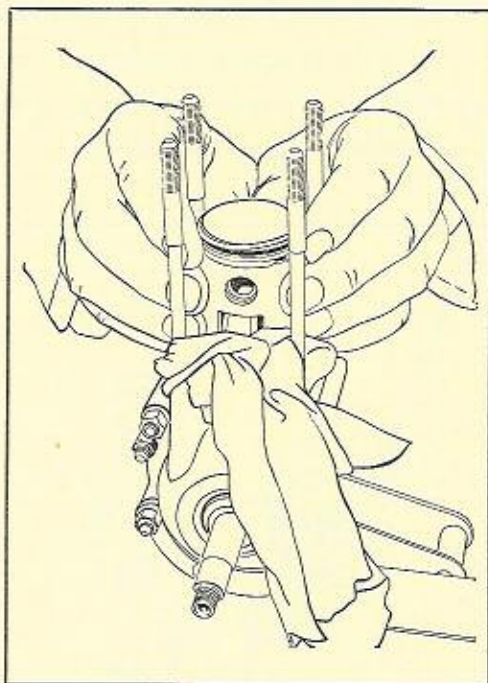


Fig. 39
Removing piston rings

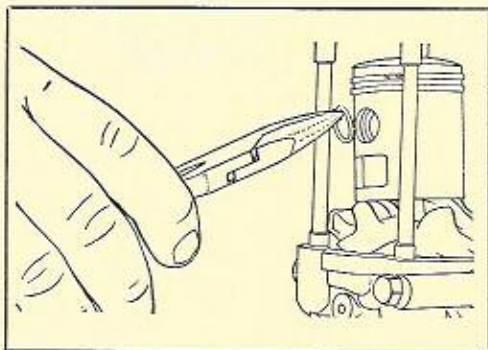


Fig. 40
Removing gudgeon pin circlips

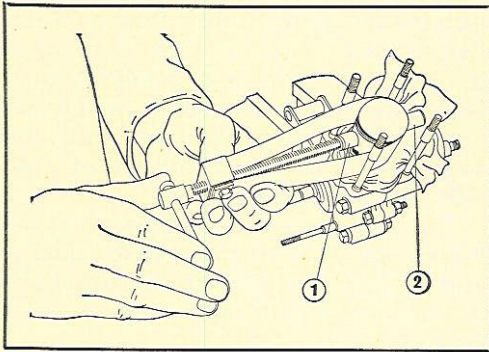


Fig. 41

Pressing out gudgeon pin
 1. Pilot drift 2. Gudgeon pin

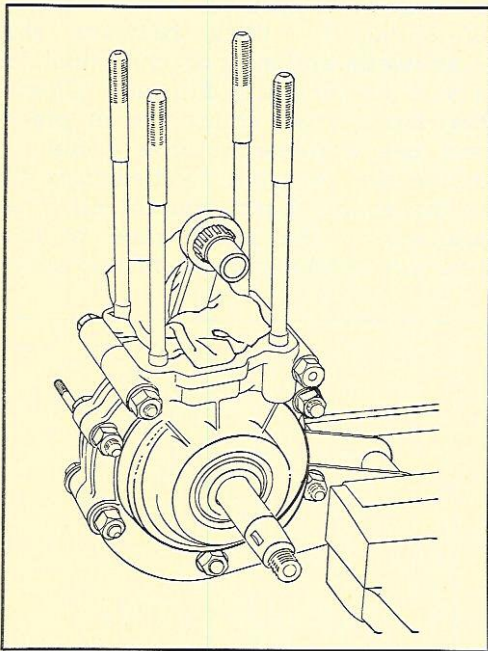


Fig. 42

Small end assembly, less piston

DISMANTLING CRANKCASE

Take out the seven bolts which hold the crankcase together and remove the engine plates. Note that the bolts which are threaded into the crankcase at the top have a coarser thread than the others. To free the crankcase from the main bearings, it will be necessary to heat

the crankcase to about 250°F. If a direct source of heat is used, i.e., a blowlamp or gas flame (see Fig. 43), care must be taken that the case is heated evenly. Tap the ends of the crankshaft on a wooden bench to free the crankcase halves. (See Fig. 44.)

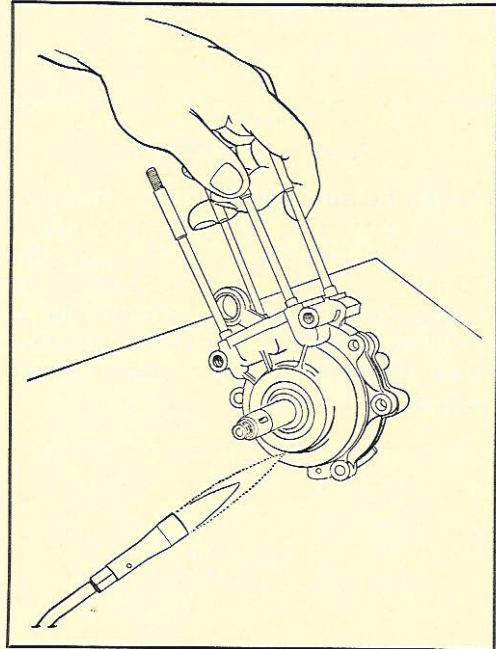


Fig. 43

Heating the crankcase

Prise out the crankcase oil seals and throw them away, as they may have been damaged by the heat of the dismantling operation.

REMOVING MAIN BEARINGS

If it is desired to remove the main bearings from the crankshaft, use the special tool as illustrated in Fig. 45. Take note of the position and thickness of any shims fitted between the main bearings and crankshaft webs.

It is not recommended that the repair of the crankshaft or big end

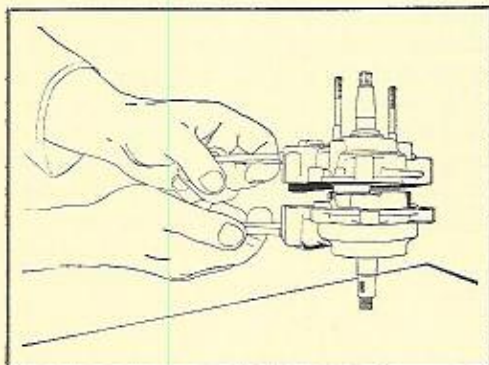


Fig. 44

Splitting the crankcase

should be attempted. This operation calls for special equipment which is normally possessed only by the Factory Service Department. An exchange crankshaft scheme is in operation, which provides guaranteed Factory Rebuilt units at an economical price.

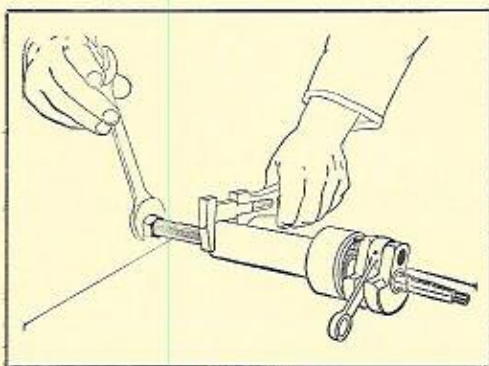


Fig. 45

Removing main bearing from crankshaft

REASSEMBLING CRANKCASE

If a new or replacement crankshaft is to be fitted, the end float of the shaft must be checked and adjusted, if necessary. The most convenient way of doing this is to obtain a pair of dummy bearings which are a sliding fit on the shaft and in the crankcase, but are of the exact width of the orthodox bearings. These are

obtainable from our Spare Parts Department. Mount the crankshaft in the crankcase using the dummy bearings and fit shims between the crankwebs and bearings until the required end float is obtained, i.e., .004" approximately.

Do not forget to allow for the thickness of the crankcase gasket and, if possible, distribute the shims to ensure equal thickness at each side.

When the end float has been adjusted, the main bearings may be assembled on to the crankshaft in the following manner. Place a piece of metal $\frac{5}{16}$ " thick between the crankwebs and support the metal on a vice as shown in Fig. 46. Check that the correct shims are in place and use a piece of tube about $\frac{3}{8}$ " inside dia. to drive the bearings on to the shaft. Force should only be applied to the inner race of the bearing. Take care to fit the bear-

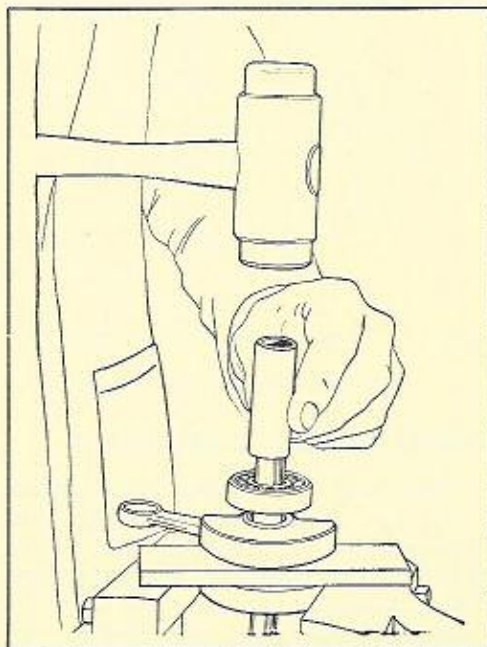


Fig. 46

Fitting a main bearing

ings the right way round, i.e., with the larger radius towards the crankwebs.

Slide the new oil seals on to the crankshaft, making sure that the "lips" of the seals are outwards (away from the crankwebs). Take care not to damage the seal. Apply clean oil to the main and big end bearings. Warm up one half of the crankcase to about 250°F. and fit the crankshaft as quickly as possible. (Make sure it is the correct way round.) Place a new crankcase gasket in position on this half, held by a little grease if necessary, warm up the second half of the crankcase and fit the two halves together.

Do not forget the lower engine mounting plates when putting in the crankcase bolts. Tighten up the bolts evenly, a little at a time. Do not overtighten.

PISTON SIZES

Before proceeding with the assembly of the piston on to the connecting rod, a few words are called for on the subject of piston sizes. To achieve the long life for which these engines are noted, very close tolerances are employed when fitting the piston to the cylinder. It would be impractical to manufacture pistons and cylinders to such fine limits as to make them all interchangeable, therefore, each piston is exactly matched to the correct cylinder at the Factory. If a replacement piston only is required, it is necessary for the cylinder to be returned to the Factory, where it will be measured and fitted with a new piston of the correct size.

REFITTING PISTON

Continuing the assembly of the

engine unit, oil the small end needle roller bearing and place it in position in the connecting rod eye. Then place the piston in position, making sure it is the right way round, i.e., with the small square cutaway in the skirt to the rear. Insert the long pilot drift of the gudgeon pin tool as a temporary gudgeon pin to align the assembly. Warm the piston and press in the gudgeon pin with the special tool, at the same time pushing out the temporary pin, thereby maintaining the alignment and preventing damage to the bearing. Fit new circlips, ensuring that they are properly located in their grooves.

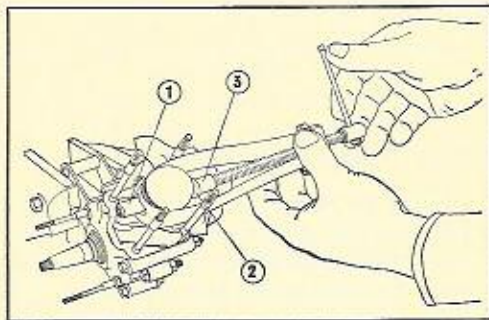


Fig. 47

Refitting gudgeon pin

- | | |
|---------------------|----------------------|
| 1. Long pilot drift | 3. Short pilot drift |
| 2. Gudgeon pin | |

PISTON RINGS

Before refitting the piston rings, the gaps must be checked and adjusted if necessary by the following method to the clearance shown in the Technical Data.

Place the piston ring in the cylinder bore and ensure that it is absolutely square to the axis of the cylinder by pushing it half an inch or so down the bore with the piston. Check the gap between the ends of the piston ring with a feeler gauge. (See Fig. 48.) If the gap is too small, file the ends of the ring carefully and re-check.

If the gap is too large, new piston

rings must be fitted, not forgetting, of course, to check the gap of the new rings. Should the gap of even new rings be too large, a slightly oversize ring of 39.1 mm. diameter is available from our Spare Parts Department. When the gap of both rings is satisfactory, refit the rings to the piston.

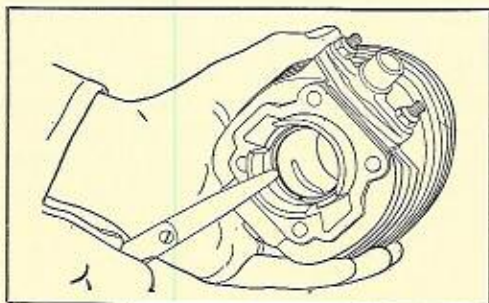


Fig. 48
Checking the piston ring gap

REFITTING CYLINDER

Place in position a new cylinder base gasket, check that the rings are correctly located in relation to the pegs, oil and refit the cylinder. A piston ring clamp is available, if required, to facilitate this operation.

When the cylinder is in position, check that the piston does not protrude above the top face of the cylinder at "top dead centre." The edge of the piston must be level with the top face of the cylinder. Shims are available to fit beneath the

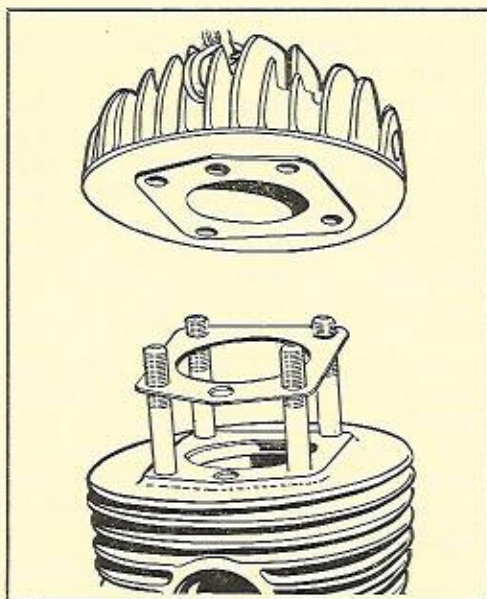


Fig. 49
Refitting cylinder head and gasket

cylinder to adjust the height, if necessary.

Replace the cylinder head, using a new gasket. Ensure that the hole in the gasket for the decompressor outlet is in line with the hole in the cylinder. (See Fig. 49.) Do not forget the upper mounting plates. Tighten the cylinder head nuts evenly, a little at a time, in order to prevent distortion.

The clutch and magneto may now be replaced and the engine refitted to the frame as described in the appropriate sections.

FUEL SYSTEM

REMOVING CARBURETTOR

Make sure that the petrol tap is in the "OFF" position and detach both fairings. Disconnect the fuel feed pipe and loosen the nut on the carburettor stub clip. Tilt the carburettor towards the left-hand side

of the machine and remove the screw which secures the cover of the mixing chamber. (See Fig. 3.) Lift off the mixing chamber cover, together with the throttle and enrichment valves and slide the carburettor off the inlet stub.

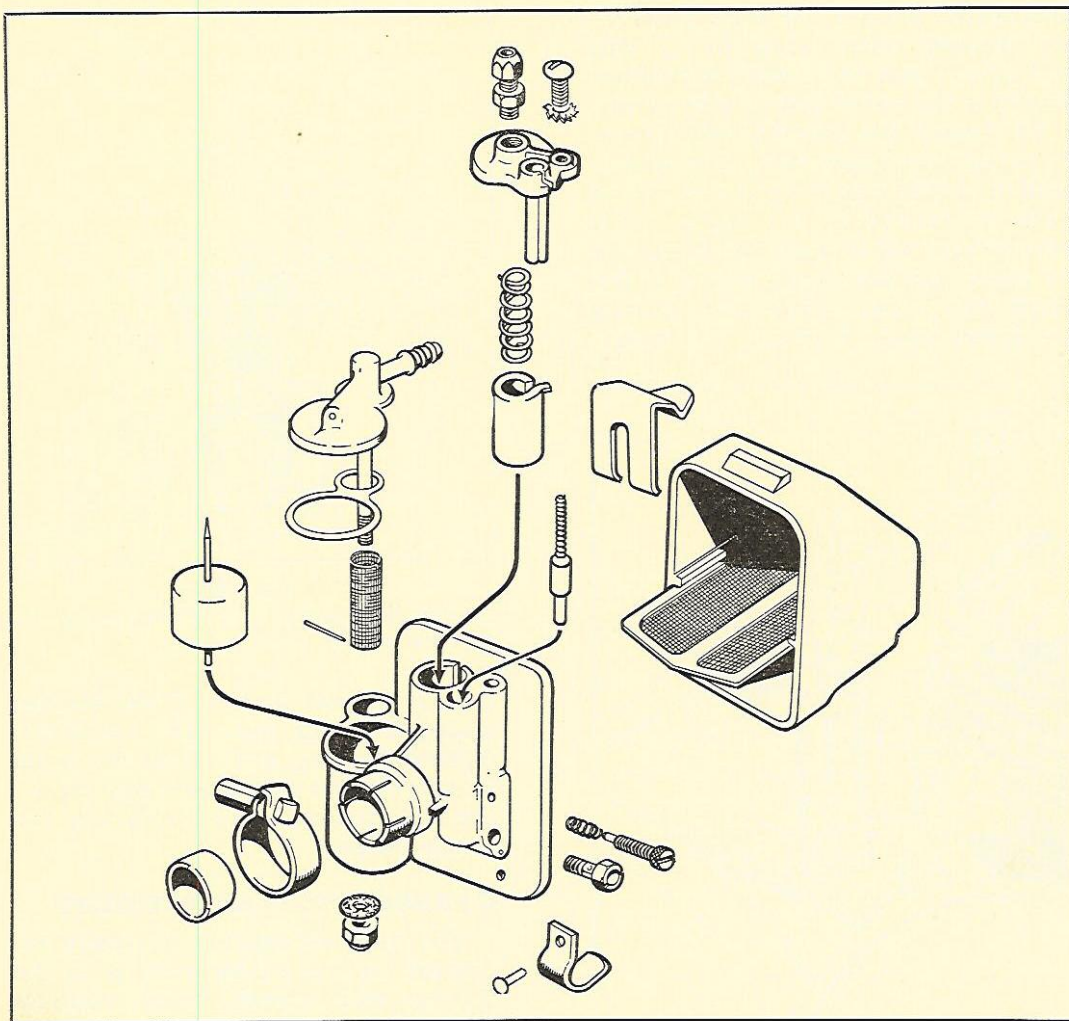


Fig. 50. Exploded view of carburettor

REFITTING CARBURETTOR

Push the carburettor on to the inlet stub and replace the mixing chamber cover and the throttle and enrichment valves. The small projection at the top of the throttle valve must engage in the guide slot in the carburettor body. (See Fig. 4.) Tighten the mixing chamber cover screw, make sure that the carburettor body is vertical and tighten the nut of the stub clip. Replace the fuel feed pipe and the fairings.

DISMANTLING CARBURETTOR

Remove the carburettor from the machine as described above and unclip the air filter. Slide the filter screen from the plastic body. Unscrew the cap nut at the bottom of the fuel filter chamber and remove the float chamber cover, the float and the fuel filter gauze. Screw out the main jet and the throttle stop screw. (See Fig. 51.) No further dismantling is necessary to carry out normal cleaning, but the following parts are

detachable should the need arise:— air cleaner clips, stub fixing clip and screw and the plastic insulation sleeve in the outlet of the carburettor.

To detach the throttle valve from its cable, compress the valve spring until the cable nipple can be released from its recess in the valve. The enrichment valve may be detached by loosening the clamp screw at the small handlebar lever and pulling the inner cable through the outer.

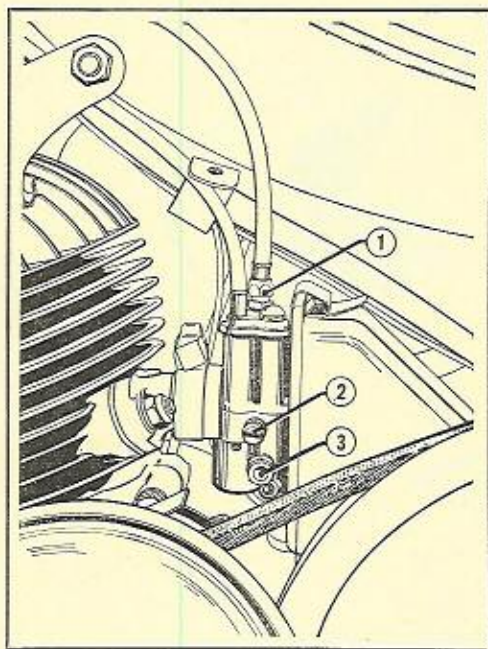


Fig. 51

1. Throttle cable adjuster
2. Throttle stop screw
3. Main jet

REASSEMBLING CARBURETTOR

All components should be thoroughly cleaned in petrol and dried with compressed air, if possible. Ensure that all drillways and jets are absolutely clean.

Replace the float (point uppermost) and the fuel filter gauze in their respective chambers (see Fig. 52) and fit the float chamber cover, using

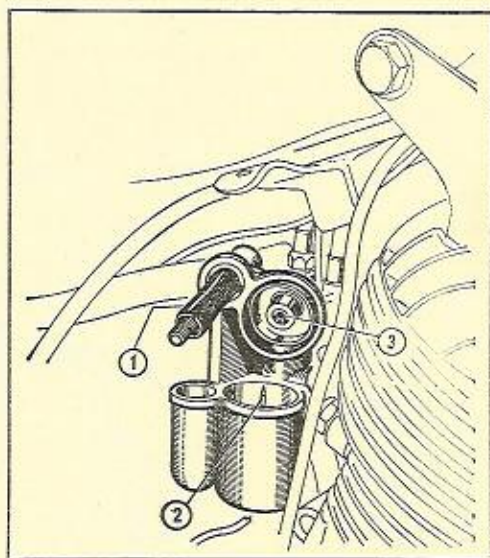


Fig. 52

1. Fuel filter gauze
2. Float needle
3. Float needle seat

a new gasket and a fibre washer under the cap nut. Do not over-tighten the cap nut. Refit the main jet and throttle stop screw and clip on the air cleaner after replacing the gauze screen.

CARBURETTOR ADJUSTMENT

The only adjustment normally required on this carburettor is to the throttle stop screw, which controls the "tick-over" speed of the engine. This should be set at the point where the engine runs at the lowest speed possible consistent with reliability. Screwing in the throttle stop screw (2, Fig. 51) increases the "tick-over" speed, whilst unscrewing it will decrease the speed.

Mixture strength at all speeds above "tick-over" is controlled by the size of the main jet. In the event of adjustment being required to the mixture, alternative sizes of main jet are available, i.e., No. 18, No. 19 and No. 21; No. 20 being the standard size. The lower numbers pro-

vide a weaker mixture and the No. 21 a richer mixture. Before any alteration is made to the jet sizes, it must be ascertained that the fault does not lie elsewhere; for example, float damage, a tilted carburettor, blocked drillways or poor joints causing an air leak, will all affect mixture strength.

FUEL TAP

The fuel tap is fitted with a readily replaceable seal. (See Fig. 53.) To change the seal, drain the fuel tank, unscrew the seal retainer and lift out the old seal, using a penknife or other sharp pointed instrument.

Thoroughly clean out the fuel tap and fit the new seal, making sure that the seal is correctly located on the spigots inside the tap. Before refitting the rotor and retainer assembly, inspect the seating face of the rotor for burrs or other damage and rectify if necessary.

A gauze filter is fitted to the fuel tap. Should the fuel filter require

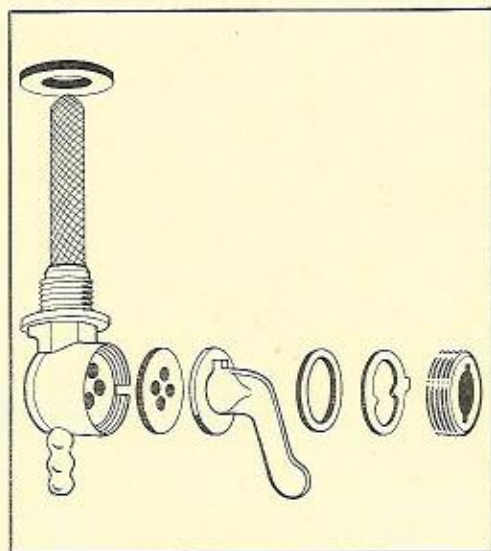


Fig. 53

Exploded view of fuel tap

cleaning, unscrew the tap from the fuel tank, wash in clean petrol and blow through with compressed air in the reverse direction to normal flow.

TRANSMISSION—SERVICING

REMOVING BOTTOM BRACKET PULLEY AND AXLE

Detach both fairings and remove both chains, slacken the engine mounting bolts (RM8 only) and loop the drive belt off the bottom bracket pulley. Take out the right-hand crank cotter pin (see Fig. 55) and remove the crank and chainwheel.

After the circlip and washer have been removed, the crank axle may be pulled out from its bearings, together with the pulley assembly and sprocket. Take particular note of the positions and sizes of the packing washers. They will need to be replaced in the correct positions to maintain the required degree of "end float" on the shaft.

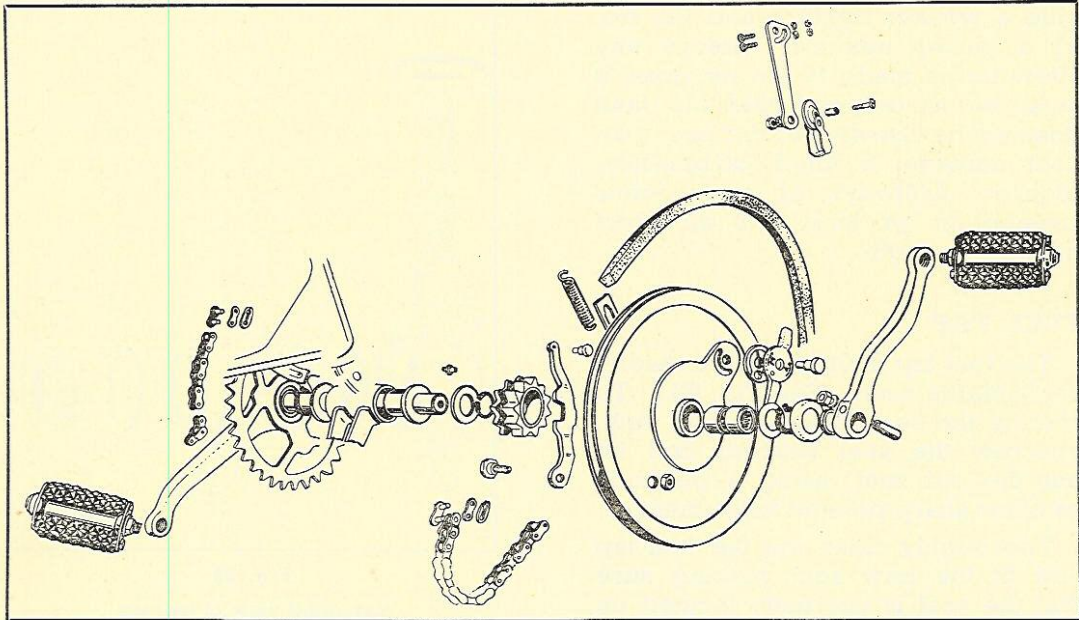


Fig. 54
Exploded view of bottom bracket assembly

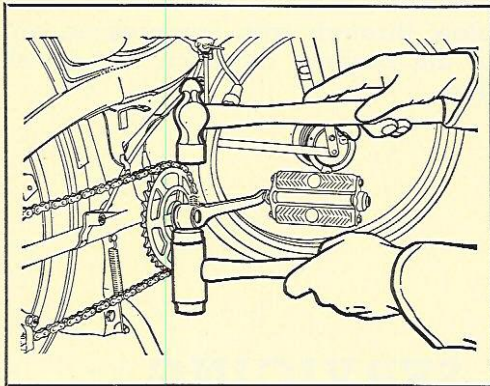


Fig. 55
Removing crank cotter pin

REPLACING BOTTOM BRACKET AXLE BEARINGS

The plain bearings which support the bottom bracket axle are a press fit in the frame and are made of a special self-lubricating material for which no routine maintenance is required. If occasion arises to re-

place these bearings, they must be reamed to size (16 mm.) after being pressed into the frame.

DISMANTLING BOTTOM BRACKET PULLEY

Continue the dismantling operation as follows:—Remove the left-hand crank cotter pin and crank.

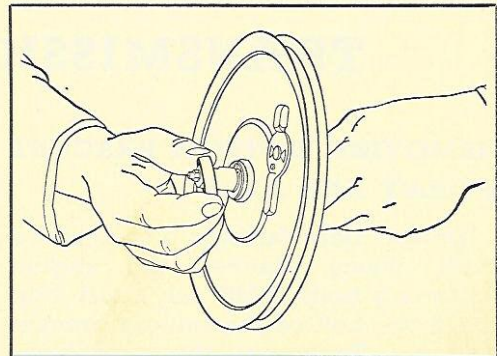


Fig. 56
Removing pulley hub cap

Slide off the distance tube from the crank axle and pull off the cap, which is lightly pressed on to the pulley hub. (See Fig. 56.) Remove the circlip and washer and then the pulley assembly complete can be removed from the axle. Note the special shape of the circlip remaining on the axle.

The drive sprocket is a free running fit on the hub of the pulley, retained in position by the 33 mm. O.D. washer which is fitted to the

bottom bracket axle between the frame and the pulley. The sprocket can only be fitted one way, i.e., with the wider teeth towards the pulley.

To transmit the drive from the pulley to the sprocket a locking lever is employed, operated by a turnbutton on the outside of the pulley. (See Fig. 57.) To dismantle the locking lever, remove the nut on the outside of the pulley, take out the bolt and prise the spring off the peg on the turnbutton. (See Fig. 58.)

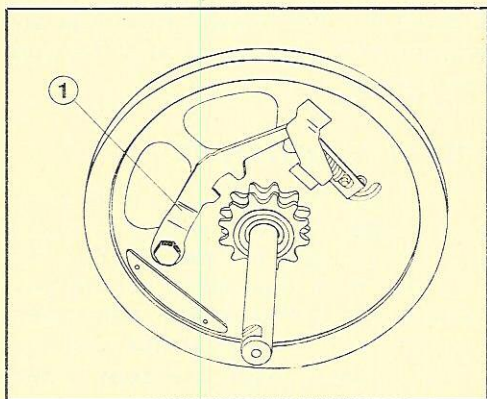


Fig. 57

1. Drive locking lever

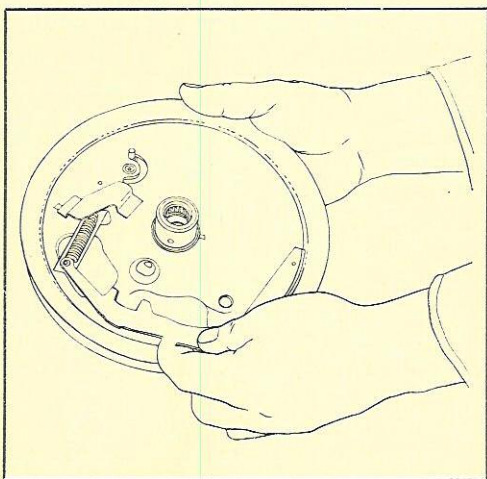


Fig. 58

Removing drive locking lever assembly

REPLACING BOTTOM BRACKET PULLEY BEARINGS

The pulley rotates about the axle on two needle roller bearings, which are replaceable if necessary. Use a

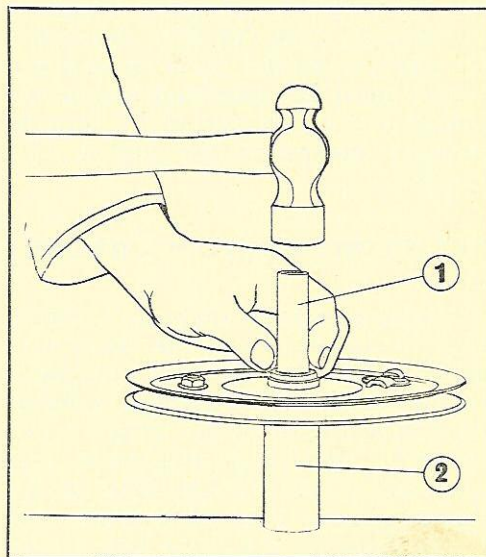


Fig. 59

1. Drift 2. Tubular support

suitably shaped drift to drive the old bearings out of the pulley hub. (See Fig. 59.) On no account must bearings which have been removed be re-used. Two very important

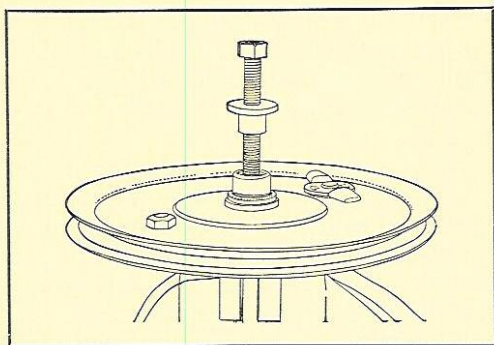


Fig. 60

Drawbolt arrangement for fitting pulley needle roller bearings

conditions must be observed when pressing in the new bearings. Firstly, the pressure required to fit the bearings in the hub must be applied only to the thick edge of the bearing shell, i.e., the end with the maker's identification numbers embossed. (See Fig. 60.) Secondly, the bearing on the frame side of the pulley must be recessed inside the pulley hub a distance of 1.5 mm. to provide clearance for the middle circlip.

REFITTING BOTTOM BRACKET AXLE

Fit the specially shaped circlip in the middle groove on the crank axle and place the largest diameter washer next to the circlip, towards the longest side of the axle. Insert the shaft in the frame, with the washer and circlip to the left side of the frame. Place a packing washer on to the axle on the right side of the frame, followed by a circlip. There should be a slight amount of "end float" on the axle, i.e., approximately .004". Should it be necessary to adjust the "end float," alternative washers of different thickness are available, as listed on page 55. The right-hand crank may now be refitted.

REASSEMBLING BOTTOM BRACKET PULLEY

Refit the locking lever to the pulley, locking the nut on to the fulcrum bolt by lightly centre punching the threads in a similar manner to that employed originally. Fit the sprocket. Slide the pulley on to the crank axle and fit the packing washer, circlip, hub end cap, tubular distance piece and pedal crank, in that order. Loop the drive belt on to the pulley and tension the RM8 belt as described on page 10. Refit both chains. Ensure that the needle bearings are adequately lubricated and replace the fairings.

CHAIN ADJUSTMENT

First put the machine on its stand and rotate the rear wheel to check the drive chain for slack. You will find that it is least slack at one particular spot, and chain adjustment must be carried out at this position.

To adjust, loosen the rear wheel spindle nuts and the brake arm spindle nut and slacken right off the brake adjustment. Slacken the pedal chain by loosening the two bolts holding the jockey wheel arm. Then with a

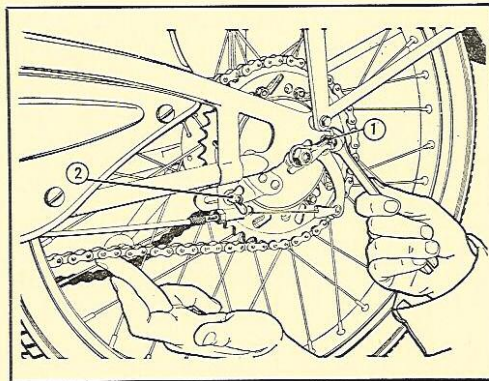


Fig. 61

Adjusting drive chain

1. Chain adjusting nut 2. Brake arm nut

12 mm. spanner turn each chain adjuster by an equal amount, moving the wheel backwards or forwards in the slotted chain lugs until $\frac{1}{8}$ " to $\frac{3}{8}$ " up and down movement is possible at the centre of the bottom chain run. (See Fig. 61.) Partially tighten the wheel spindle nuts and check the wheel alignment. If this is correct, tighten the spindle nuts and the brake arm nut and adjust the brake. Set the pedal chain to its tightest spot and adjust the jockey wheel to produce $\frac{1}{8}$ " to $\frac{3}{8}$ " vertical movement at the centre of the bottom chain run.

CHAIN LUBRICATION

It is not sufficient merely to put oil on a dirty chain. By far the best way to tackle this job is to remove the chains and wash them thoroughly in a bath of clean paraffin, using a stiff brush. Then wipe dry.

Check each chain for wear at this

stage by placing it on a level surface alongside a rule and stretching it tight. 23 complete pitches (distance between centres of adjacent rollers) will come to the $11\frac{1}{2}$ " mark on the rule when the chain is new. When the chain wears to a measurement of $11\frac{3}{4}$ " for 23 pitches it should be replaced.

Immersion in a tin of warm SAE 50 grade oil for 15 minutes or so will allow the lubricant to soak right into the bearing surfaces. Warm the lubricant by standing the tin in very hot water. When the chain is thoroughly soaked, remove it and hang it up to drain off all surplus lubricant. Clean the sprockets before refitting the chain.

It is important when replacing a chain to make sure that the spring clip on the connecting link has its closed end pointing in the forward direction of chain travel.

FRAME AND CYCLE PARTS—SERVICING

FRONT WHEEL

REMOVING AND REFITTING FRONT WHEEL

Support the front of the machine by placing a box under the engine. Slacken off the front brake adjuster and remove the cable from the brake arm. If a speedometer is fitted, disconnect the cable from the drive unit. Loosen the wheel spindle nuts and withdraw the wheel from the

forks.

Ensure that the brake plate peg engages correctly with the slot in the fork end when refitting the wheel. (See Fig. 63.)

Before finally tightening the spindle nuts check that each end of the spindle is fully home in the slots and that the wheel rim is equidistant from the fork leg at each side.

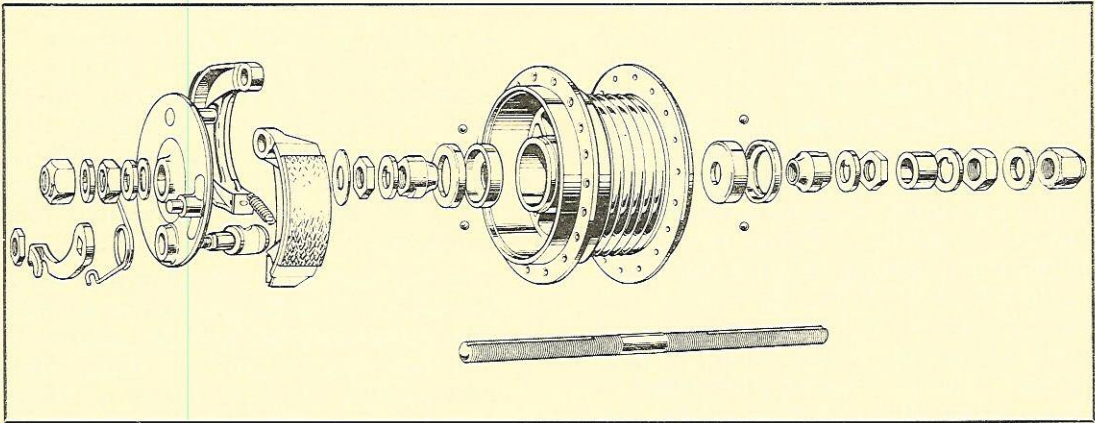


Fig. 62
Exploded view of front wheel brake hub (viewed from the front)

ADJUSTING FRONT WHEEL BEARINGS

The front wheel is fitted with cup and cone type bearings which are adjustable to compensate for wear. To carry out adjustment of the front hub bearings, first remove the wheel

from the machine as described above and take off the left-hand spindle nut and washer, the second nut and the speedometer drive unit or spacer, whichever is fitted. Slacken off the left-hand cone locknut, pull the keyed washer behind the nut away from the bearing cone, screw the cone in or out for adjustment and tighten the locknut. The adjustment is correct when there is

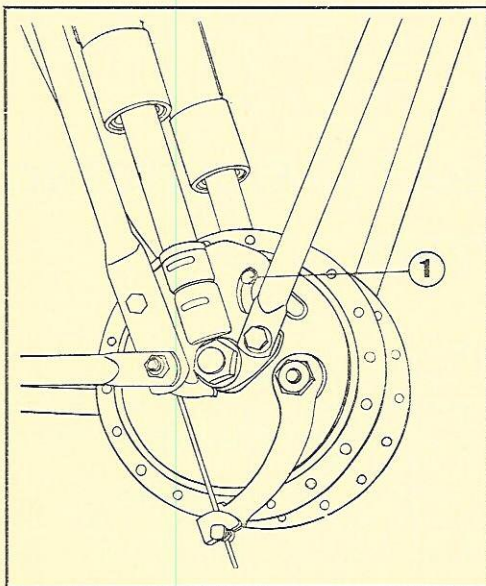


Fig. 63
1. Brake plate peg

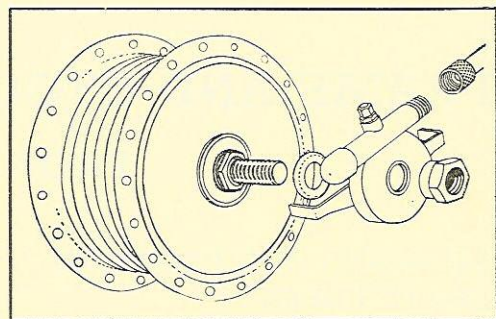


Fig. 64
Fitting the speedometer drive unit

just the slightest trace of sideways play detectable at the wheel rim when the wheel is refitted to the machine and the spindle nuts tightened. If a speedometer is fitted, be

sure that the drive unit is in the correct position to enable the cable to be fitted before tightening the retaining nut. (See Fig. 64.)

REPLACING FRONT WHEEL BEARINGS

With the wheel removed, take off the brake plate and speedometer drive (or spacer), remove one cone locknut and screw off the cone. Withdraw the spindle from the opposite side, taking care not to lose any of the ball bearings as the cones are removed. Gently prise out the dust covers at each side of the hubs and tap out the bearing cups, using a copper or brass drift from the opposite side of the hub. Ensure that the bearing cups are tapped out squarely, in order to prevent them from binding in the hub shell.

Clean out all the old grease from the hub and fit the new bearing cups, again taking care that they are absolutely square in the hub. Repack with new grease of the recommended grade.

Remove the remaining worn cone from the spindle and replace it with a new one; place new steel balls in the cups, eleven each side and holding them with a little grease insert the spindle and screw on the other new cone. (Do not mix used and new ball bearings.) Now adjust the positions of the cones on the spindle to leave the correct length of spindle protruding at each side, i.e., $1\frac{3}{8}$ " approximately from the cone to the end of the spindle on the side

opposite the brake drum. Replace the bearing dust cap at each side, place the keyed washers in position and fit the cone locknuts. Tighten the locknut on the brake side, adjust the bearing with the other cone and tighten the locknut. Replace the brake plate and speedometer drive unit, or spacer, tighten retaining nuts and refit the wheel to the machine.

REPLACING FRONT WHEEL BRAKE SHOES

With the wheel removed from the Moped, unscrew the spindle nut and brake plate nut and take off the keyed washer. The brake plate can now be pulled off the hub spindle. To remove the brake shoes, take off the cam lever and pull the brake shoe assembly away from the back plate.

The brake linings are bonded to the shoes; the only recommended method of renewal is by means of exchange shoes, available from our Spare Parts Department.

To refit the shoes, assemble them together with the spring, place them in position on the cam, align the shoe pivot holes and fit on to the brake plate. Bear in mind that the cam and pivot will require a slight smear of grease before assembly.

Replace the cam lever in the correct position and refit and tighten the cam lever nut.

Assemble the brake plate to the wheel and refit the wheel.

REAR WHEEL

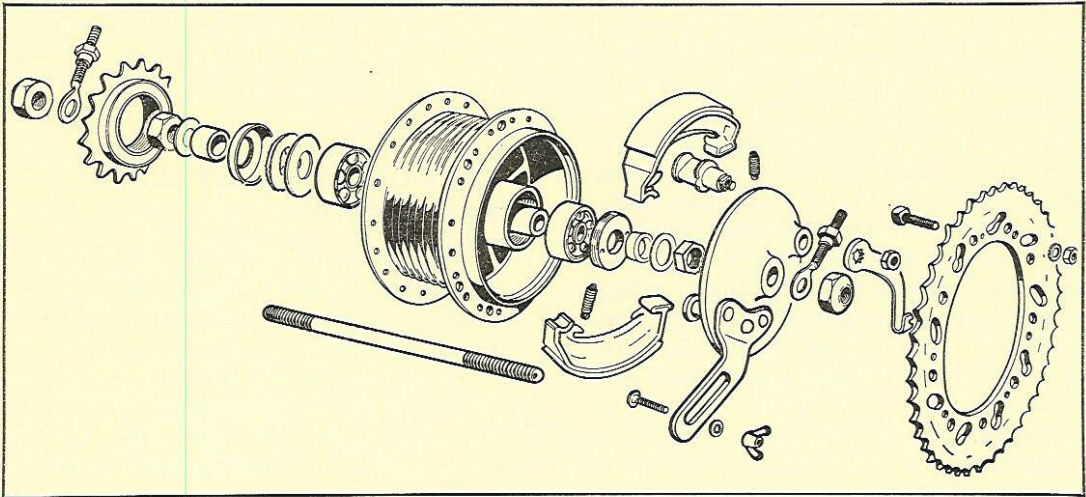


Fig. 65. Exploded view of rear wheel hub

REMOVING AND REFITTING REAR WHEEL

Slacken off the pedal chain jockey wheel and remove the brake arm wing nut and bolt. (See Fig. 66.) Unscrew the wheel spindle nuts far enough to enable the chain adjusters to be pulled out of the slots in the frame lugs and push the wheel forwards. Lift both chains from their sprockets and disconnect the rear brake cable. The wheel can now be withdrawn from the frame.

Note. It is not necessary to take out the spring links and split the chains when removing the rear wheel.

Refit the wheel in the reverse sequence to dismantling, ensuring that the chains are placed on the

sprockets before entering the spindle into the frame lugs. Chain adjustment is dealt with on page 38.

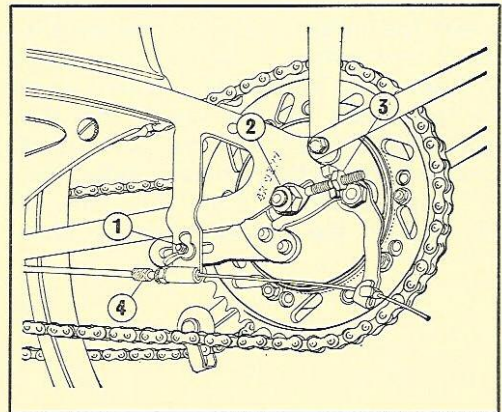


Fig. 66

- 1. Brake arm nut
- 2. Wheel spindle nut
- 3. Chain adjuster
- 4. Rear brake adjuster

REPLACING REAR WHEEL BEARINGS

When the wheel has been removed from the frame, the brake plate may be withdrawn from the hub. Unscrew the spindle nut inside the brake drum and pull out the spindle from the freewheel side. Take note of any washers or shims which may be fitted behind the nut in the brake drum. Non-adjustable ball journal bearings are fitted to the rear wheel. The bearing on the brake side is retained by a screwed plug, the removal of which will enable the bearing to be tapped out from the freewheel side, using a soft metal drift. The tubular distance piece between the bearings should be dislodged to give access to the inner side of the bearing. Take care to tap out the bearing squarely in order to avoid damaging the threads for the retaining plug. The bearing on the freewheel side may now be

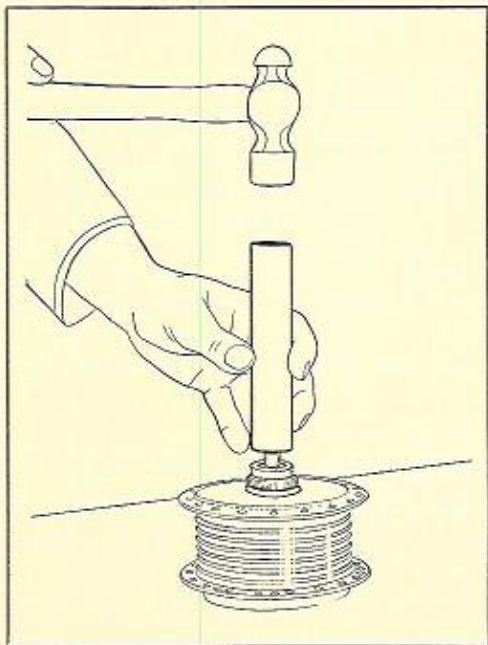


Fig. 67
Fitting rear wheel bearings

removed, together with the felt seal, shim washer and cap.

When replacing the bearings, fit the one on the brake side first, using a tube of suitable diameter and screw in the retaining plug. Place the wheel spindle in position temporarily, slide the tubular distance piece over the spindle and into the hub and fit the other bearing. (See Fig. 67.) The felt seal with its attendant washers may now be replaced, the flat washer next to the bearing. Now refit the spindle, with the 11 mm. distance piece to the freewheel side and the 6 mm. distance piece in the brake drum, together with any shim washers. Tighten the nuts on the spindle, replace the brake plate, and refit the wheel to the frame.

REPLACING REAR WHEEL BRAKE SHOES

Remove the brake shoes by prising one of them away from the back plate until it disengages from the cam and pivot. Pull off the shoes and springs. To refit the shoes, assemble the pair, together with the springs. Place one shoe in position on the cam and pivot and press down the other shoe until it clicks into place. (See Fig. 68.)

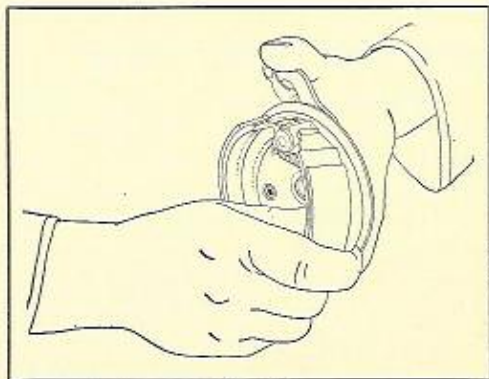


Fig. 68
Removing and refitting rear brake shoes

FRONT FORKS

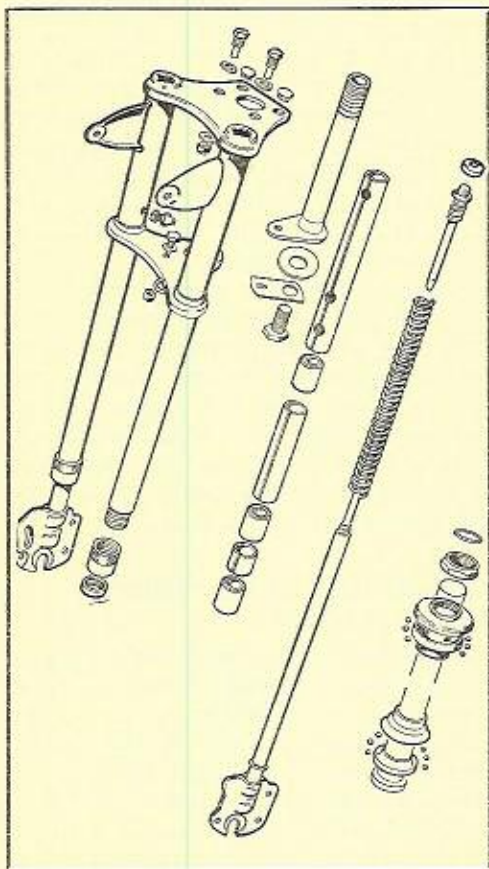


Fig. 69
Exploded view of front forks

REMOVING FRONT FORKS

Take out the front wheel as described on page 39. Remove the front mudguard after taking out the three bolts at the bottom of each fork leg. Remove the handlebar as described on page 47. Disconnect and remove the horn by loosening the single bolt which secures the bracket to the fork plate. Beneath the steering head will be found a large hexagon-headed bolt secured with a locking plate. Flatten out the tab, remove

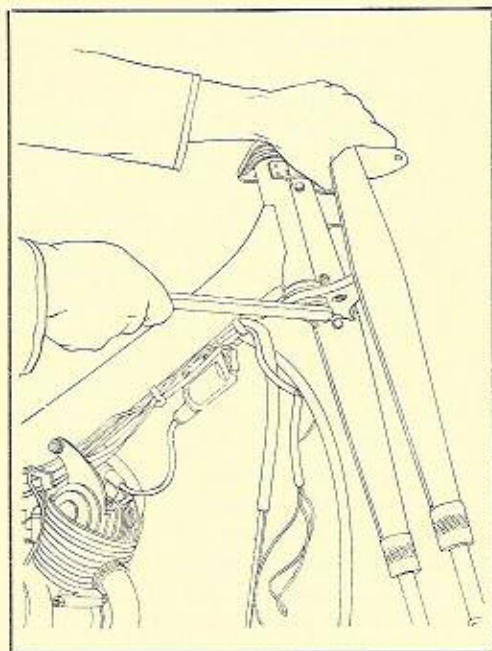


Fig. 70
Removing steering stem bolt

the large bolt (see Fig. 70) and the steering head locknut. To remove the forks, gently prise down the bottom plate, at the same time pulling the fork legs forward away from the machine. (See Fig. 71.) When the bottom plate is clear of the steering head, remove the headlamp bolts and pass the lamp between the fork legs, then lift the forks off the steering stem.

REMOVING STEERING STEM

If it is required to remove the steering stem, unscrew the knurled adjustable race, taking care not to lose any of the $\frac{5}{16}$ " ball bearings as the stem is removed from the frame. There should be 25 ball bearings at each end of the stem.

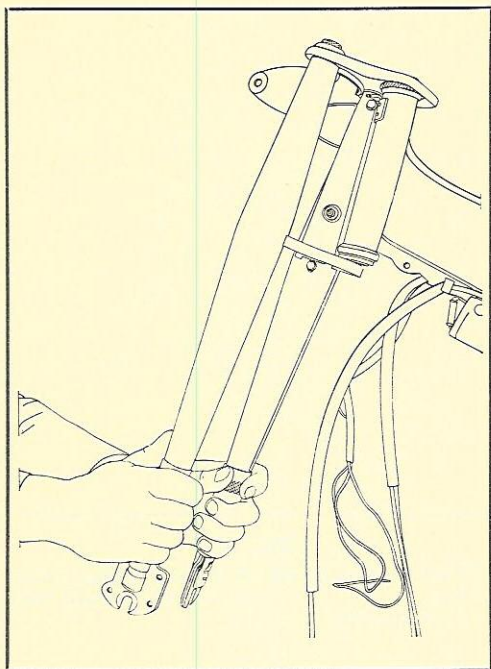


Fig. 71
Removing front forks

REFITTING FRONT FORKS

Reassemble the steering stem and bearings into the frame, locate the headlamp between the fork legs, place the top plate of the forks over the steering stem and carefully prise the lower plate into position at the bottom of the stem. Note that there are two "ears" which project into the hole in the bottom plate and which must locate in the slots in the bottom of the steering stem. A new locking plate should be fitted to the bolt, followed by the thick clamping washer if fitted, and then the bolt should be screwed into the steering stem. If the locking plate bolt also secures the horn, mount the horn before finally tightening the lower stem bolt. Bend the end of the locking plate over to secure the bolt. Refit the steering head locknut, handlebar, headlamp, mudguard and front wheel.

ADJUSTING STEERING HEAD BEARINGS

The steering head is correctly adjusted when there is no trace of play in the bearings but the handlebar still turns freely. If the adjustment is too tight the steering will be stiff in operation and the bearings may be damaged. If too loose, there will be a judder when the front brake is applied and the steering may wobble.

To adjust, slacken the steering head locknut and turn the knurled adjusting collar as required, clockwise to decrease the amount of play and anti-clockwise for more play. Tighten the locknut and check the adjustment by applying the front brake and rocking the machine backwards and forwards, with your finger on the gap between the adjusting collar and the top frame cup, where it will be possible to feel any play.

DISMANTLING FRONT FORKS

Special Tool Available

MTR239 Fork bush removal tool.

Depending on the job in hand, it may or may not be necessary to remove the forks from the machine. Assuming that the forks are to remain on the machine, proceed as follows:—Take out the front wheel and remove the mudguard as previously described, unscrew the knurled caps at the bottom of the fork legs and take off the knurled nut at the top of each leg. Pull out each fork leg, together with its spring and upper retaining rod. (See Fig. 72.) The spring may be unscrewed from the fork leg and upper retaining rod if necessary.

There are three guide bushes made of graphite impregnated nylon inside each fork tube, located by spacing tubes of appropriate lengths.

(See Fig. 73.) The bushes are a very light push fit in the fork tubes and no difficulty will be experienced in removing them. Use of the special tool noted above will enable all the bushes in one fork leg to be removed in one operation, together with the two lower spacing tubes. The upper spacer need not be removed for normal servicing.

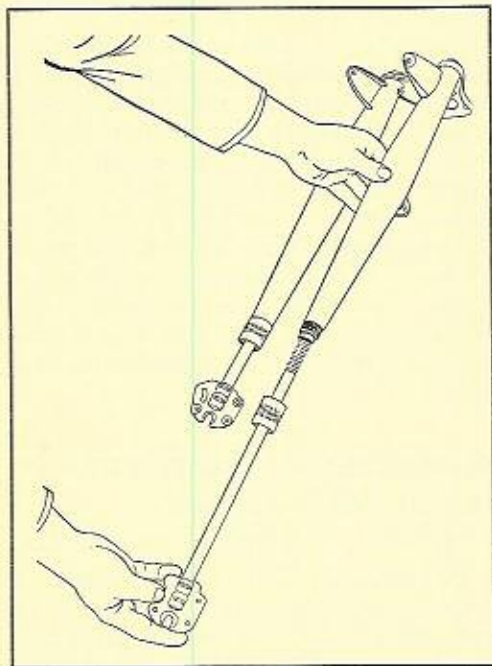


Fig. 72
Removing telescopic leg

Some models are fitted with fork tube covers, which are secured by two bolts and one grease nipple at each side. To remove the covers, take out the top bolt and the grease nipple on each leg, loosen the lower bolts, detach the inner covers and slide the long outer covers down the fork legs.

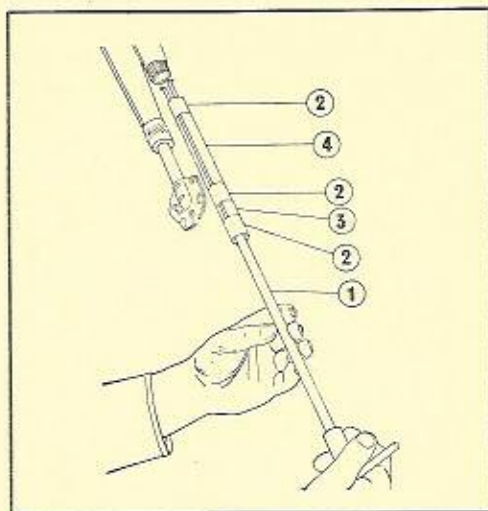


Fig. 73

1. Fork bush removal tool	3. Lower spacing tube
2. Fork bushes	4. Centre spacing tube

A grease seal is incorporated in the cap at the bottom of each fork leg. This may be prised out and replaced, if necessary.

REASSEMBLING FRONT FORKS

Replace the fork tube covers, if any. (Note that they are right and left handed.) Insert in each fork tube, in the following order, the longest spacing tube (if it has been removed), a fork bush, the centre spacing tube, another fork bush, the shortest spacer and the final bush. Place the end caps on the fork legs, screw on the springs and spring retaining rods. Fit the fork legs into the tubes, screw on the end caps and secure the upper ends of the retaining rods with the knurled nuts. The right hand fork leg is the one with the curved slot to receive the brake plate peg. Refit the mud-guard and front wheel.

HANDLEBAR, CONTROLS AND CABLES

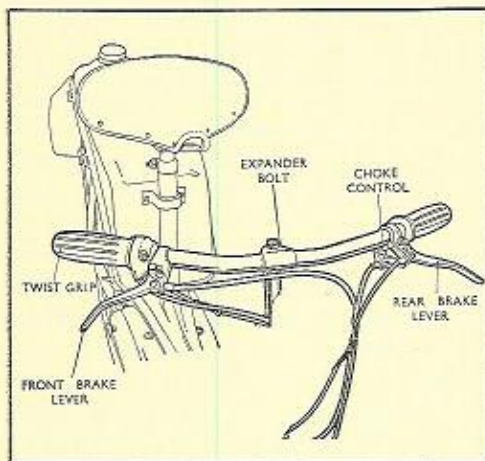


Fig. 74
The Controls

HANDLEBAR ADJUSTMENT AND REMOVAL

The handlebar is secured to the steering stem through the medium of an expander cone, in the same manner as a pedal cycle. To adjust the height or to remove the handlebar, loosen off the expander bolt at the top of the handlebar stem by about three full turns and tap the head of the bolt with a mallet or a block of hardwood to free the expander cone. The handlebar should then be free for adjustment or removal. To secure the handlebar it is only necessary to retighten the expander bolt. It is very important that at least $2\frac{1}{2}$ " of handlebar stem should remain within the steering head to provide adequate security.

TWISTGRIP

The twistgrip is secured to the handlebar by two screws. Remove these screws to give access to the

cable operating drum and cable nipples. In the lower half of the twistgrip body is a spring and an adjusting screw to regulate the friction of the twistgrip. This should be set so that there is just sufficient friction to prevent the throttle from closing when the grip is released.

ADJUSTING CONTROL CABLES

Screw type cable adjusters are fitted to all cables except the one which operates the carburettor enrichment plunger. The throttle cable adjuster is situated on top of the carburettor, the decompressor cable and front brake cable adjusters are fitted in the cables adjacent to the handlebar and the rear brake cable adjuster is at the rear end of the cable. The enrichment control cable is adjusted by repositioning the solderless nipple on the cable at the control lever.

REPLACING CONTROL CABLES

Brake Cables

Both brake cables may be changed, if necessary, simply by disconnecting each end and threading the complete cable through the frame attachments.

Decompressor Cable

Remove the two screws which clamp the twistgrip to the handlebar, lift off the top of the grip body, unhook the decompressor cable nipple from the operating drum, detach the other end of the cable from the engine and remove the cable from the frame attachments. When refitting, attach the cable at

the engine end first, thread the other end into the lower half of the twistgrip body, together with the throttle cable, so that the two nipples lie on the joining face of the body. Push the lower half of the body into position on the twistgrip drum, when the nipples will spring into engagement with the drum. Be sure they are the right way round, i.e., decompressor cable to the rear. Refit the twistgrip top and securing screws.

Throttle Cable

The throttle cable may be removed and replaced in a similar manner to the decompressor cable, except, of course, the lower end, which is attached to the throttle valve.

Enrichment (Choke) Cable

Remove the carburettor mixing chamber cover and detach the enrichment valve and cable through the slot in the cover. Loosen the clamp bolt on the control lever and pull out the inner cable, together with the valve and spring. Note which way the valve and spring are fitted, take them off the cable and refit them to the new inner cable in the same manner. Thread the inner cable through the outer, reassemble the cable to the mixing chamber cover and refit the cover to the carburettor. Re-connect the cable to the control lever. Ensure that there is a little free play ($\frac{1}{16}$ ") in the cable when in the "Off" position and tighten the clamp bolt.

LIGHTING

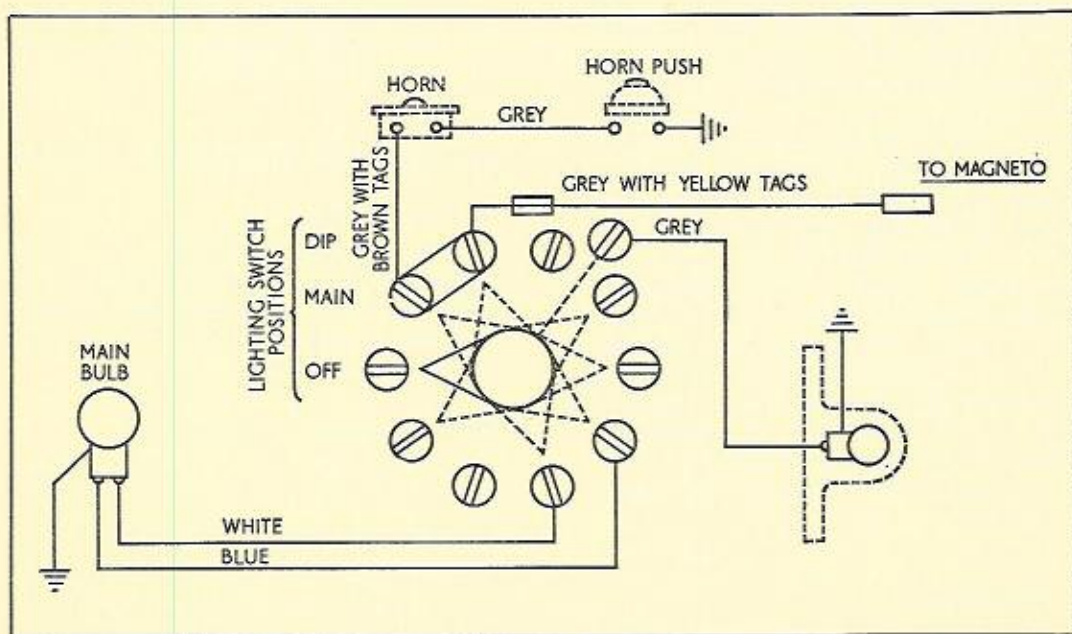


Fig. 75
Wiring diagram (LUCAS headlamp switch)

LIGHTING SYSTEM (LUCAS HEADLAMP)

The switch of the Lucas headlamp provides two "ON" positions, the first position for "MAIN BEAM" and the second for "DIPPED BEAM." For the wiring connections refer to Fig. 75.

If the headlamp bulb requires attention, remove the rim and reflector, press the bulb holder towards the reflector and twist anti-clockwise to detach. This bulb is also a "bayonet" fitting in the holder. Note that the bulb has pins of unequal lengths in order to prevent it being incorrectly fitted.

Should it be necessary to remove the switch, take off the switch knob, remove the square nut and the wire ring and take out the switch. The rim and reflector assembly should, of course, be detached from the headlamp body. Further dismantling of the switch, i.e., changing the plastic actuating plate, is achieved by removing the circlip at the bottom of the switch spindle.

LIGHTING SYSTEM (WIPAC HEADLAMP)

To remove the lens and reflector unit, loosen the clip screw at the bottom of the headlamp until the clip can be pivoted clear of the lens. Pull the bottom of the lens away from the lamp body. The bulb holder is retained in the reflector by a spring ring.

When fitting a new bulb, note that the pins are offset and the bulb can only be fitted one way, also that the reflector is dimpled to prevent incorrect fitting of the bulb holder.

To detach the switch, pull off the switch knob, take off the retaining nut and unsolder the wiring connections after removing the lens unit.

HEADLAMP SETTING

The headlamp should be so adjusted that its dipped beam strikes the road at a distance of approximately 18 ft. in front of the machine. The lamp can be tilted to the required position after loosening the two mounting bolts.

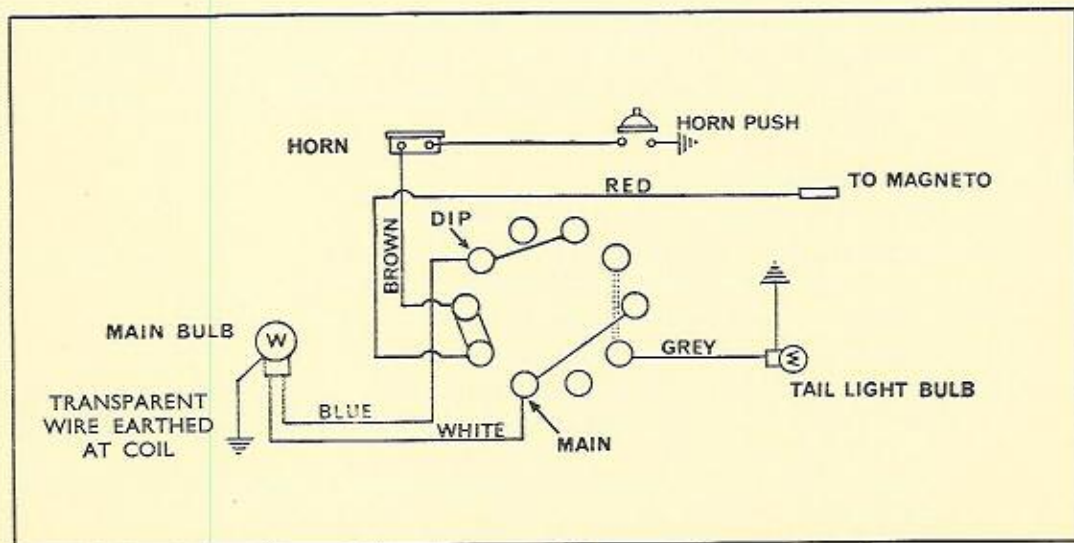


Fig. 76
Wiring diagram (WIPAC headlamp switch)

FAULT FINDING

In the event of any difficulty being experienced, it should not be hard to remedy if it is tackled systematically with the aid of the following fault finding procedure.

IF THE ENGINE WILL NOT START OR STOPS OF ITS OWN ACCORD

It may be because of :—

(A) Faulty carburation due to :—

- (1) Absence of fuel: refill the tank.
- (2) Fuel tap not turned on: open the tap.
- (3) Carburettor loose causing air leak: tighten.
- (4) Carburettor jet blocked: remove and clean the jet. At the same time clean the float chamber and filter and blow through the internal passages in the carburettor.
- (5) Fuel feed line blocked: clean out fuel pipe, tap and filters, preferably by blowing through with compressed air. Before replacing the pipe on the carburettor connection, turn on the tap to verify that fuel is flowing.
- (6) Fuel filler cap air vent blocked: clear vent.
- (7) Flooded carburettor: turn off the fuel tap, dry the carburettor by opening the throttle wide and kicking the engine over as rapidly as possible. If it does not fire after a few attempts, dry and clean the sparking plug. Before replacing, turn over the engine several times in order to eject the excess fuel from the cylinder. Then turn on the fuel tap again and carry out normal starting procedure. Should flooding still occur, check the float, float needle and seating.
- (8) Engine flooded with fuel due to excessive use of choke control: remedy as in point 7.
- (9) Choke plunger in carburettor not returning: check plunger and operating cable and adjust as necessary. Remedy as in point 7.
- (10) Water in fuel: drain fuel system, clean out carburettor. Refill with correct fuel.

(B) Faulty ignition due to :—

- (11) Dirty or oiled sparking plug: clean the plug.
- (12) Sparking plug electrode gap too wide: reset the gap. If the electrodes are badly burnt or corroded, replace the plug.
- (13) Faulty or broken sparking plug insulator: replace the plug.
- (14) Sparking plug lead disconnected: refit.
- (15) Insulation of H.T. lead to sparking plug faulty and spark shorting to earth: wrap the lead temporarily with insulating tape and replace it as soon as possible.
- (16) Dirty or loose connection in ignition circuit: check all connections and clean or tighten as necessary.
- (17) Dirty, burnt or maladjusted contact breaker points: clean or re-face points and set to correct clearance.

M O P E D W O R K S H O P M A N U A L

- (18) Condenser or external H.T. ignition coil faulty: have them checked.
- (19) **Note**—The sparking plug could get “wetted” with fuel due to carburettor flooding or to faulty ignition. It could be fouled by descending a long hill without opening the throttle occasionally or by letting the engine run light for too long. A sparking plug running too hot may cause the engine to stop due to “whiskering,” which is the formation of a conducting filament between the electrodes. A sparking plug running too cold fouls easily.

(C) Mechanical trouble, as follows:—

- (20) Leakage at a crankcase joint, or at the crankshaft oil seals. Leakage at cylinder head gasket or at decompressor valve.

IF THE ENGINE STARTS, BUT STOPS IMMEDIATELY

- (21) In winter with a cold engine: let the engine warm up with the cold start control in operation.

IF THE ENGINE STOPS WHEN THE THROTTLE IS OPEN

- (22) Engine still cold: allow it to warm up.
- (23) Carburettor jet blocked: clean it.
- (24) Fuel having difficulty in reaching carburettor: clean petrol pipe, tap and filters (see also points 1, 4, 5 and 6).

IF THE ENGINE DOES NOT RUN PROPERLY OR LACKS POWER

- (25) Mixture too weak: see points 1, 3, 4, 5, 6 and 20. Jet too small: fit one size larger jet.
- (26) Mixture too rich (air cleaner blocked with dirt, float not maintaining correct fuel level, jet loose): wash the air cleaner in petrol or adjust or repair the carburettor as necessary. Jet too large: fit one size smaller jet.
- (27) Too much oil in petrol mixture: correct the mixture.
- (28) Sparking plug dirty or of unsuitable type, or with electrodes corroded or with incorrect gap: clean plug and set gap, or if necessary replace plug.
- (29) Contact breaker, condenser or ignition coil not functioning properly: have them checked.
- (30) Exhaust port or exhaust system choked with carbon: decarbonise and thoroughly clean.
- (31) Sparking plug loose in head: tighten securely.
- (32) Mechanical trouble: see points 3 and 20.
- (33) Piston rings gummed-in or excessively worn: clean grooves. Clean rings or replace if necessary.

IF THE ENGINE FOUR-STROKES EXCESSIVELY

- (34) Mixture too rich: remedy as indicated in point 26.
- (35) Exhaust system choked: remedy as indicated in point 30.

Note—If the four-stroking is caused by too rich a mixture, this can easily be verified by turning off the fuel tap whilst riding the machine. Just before the engine stops due to lack of fuel, it will begin to fire correctly. If this does not prove to be the cause, then it is probably due to carbon deposits obstructing the exhaust system.

MISFIRING

- (36) Fault with ignition equipment: check all items.
- (37) Fuel feed deficiency producing a weak mixture (usually accompanied by spitting back in the carburettor: see points 1, 3, 4, 5 and 6).

IF THE ENGINE STOPS OF ITS OWN ACCORD

- (38) Fuel feed deficiency or absence of fuel if the stoppage is preceded by spitting back in the carburettor and back-firing in the exhaust.
- (39) Ignition defect if the stoppage is preceded by a bout of misfiring.

IF THE ENGINE RACES BUT THE MACHINE DOES NOT INCREASE SPEED

- (40) Driving belt slipping: check condition of belt and adjust or renew as required. (The belt can be contaminated by grease or oil due to excessive lubrication of the transmission.)

FAILURE OF LIGHTS (Engine running)

- (A) This can be the result of blown bulb(s). Check by substitution of both headlamp and rearlamp bulb together. Otherwise if the headlamp bulb is defective the rearlamp bulb will blow due to overloading.
- (B) If, after checking as described in (A) the bulbs still do not light with the engine running, proceed to check the generating coil as follows:—
 - (1) Connect a test lamp, consisting of a spare headlamp and rearlamp bulb connected in parallel to give an 18 watt load across the main lead from the generator and a convenient point on the engine. With the engine running at a fast tick-over, the bulbs should light to near full brilliancy.
 - (2) If, after carrying out the test described in (1) the test bulbs light, proceed to check each stage of the circuit from the generator to the lighting switch, referring to the wiring diagram for open-circuits (breakages, etc.). Should any of these faults exist, the bulb will not light. Also check for bad connections, etc., if the bulbs are dim.

M O P E D W O R K S H O P M A N U A L

LIGHT FLICKER (Engine running)

Examine the wiring for loose or dirty connections, or short circuits caused by faulty cable insulation. Check the bulb contacts. Rectify as necessary.

HEADLAMP ILLUMINATION INSUFFICIENT

Check for discoloured bulbs or sagged filaments, replace the bulbs if necessary. Check the reflector; if tarnished or discoloured it should be replaced, as aluminised reflectors should not be cleaned or polished in any way whatsoever.

SPECIAL WORKSHOP TOOLS

Available from our Spare Parts Department

ILLUST. No.	PART No.	DESCRIPTION
1	MTR 218	Circlip pliers, internal type
2	MTR 219	Circlip pliers, external type
3	MTR 232	Cone spanner, 13×14 mm. A.F.
4	MTR 233	Cone spanner, 15×16 mm. A.F.
5	MTR 234	Cone spanner, 17×18 mm. A.F.
6	MTR 230	Steering head locknut spanner, double ended
7	MTR 215	Clutch drum nut wrench, 14 mm. A.F.
8	MTR 221	Cylinder head nut wrench, 10 mm. A.F.
9	MTR 216	Clutch hub nut wrench, 35 mm. A.F.
10	MTR 229	Steering head lower bolt spanner, 32 mm. A.F.
11	MTR 228	Steering head locknut spanner, 32 mm. A.F.
12	MTR 225	Jet socket spanner, 9 mm. A.F.
13	MTR 226	Jet socket spanner, 8 mm. A.F.
14	MTR 227	Grease nipple socket spanner, 6 mm. A.F.
15	MTR 182	Ignition advance gauge
16	MTR 207	Magneto cam extractor
17	MTR 208	Clutch drum extractor
18	MTR 181	Gudgeon pin extractor
19	MTR 223	Piston ring clamp
20	MTR 217	Clutch key positioning tool
21	MTR 209	Thread protector, 10 mm. × 1.0 mm. R.H.
21	MTR 281	Thread protector, 11 mm. × 1.0 mm. R.H.
22	MTR 210	Thread protector, 10 mm. × 1.0 mm. L.H.
22	MTR 211	Thread protector, 11 mm. × 1.0 mm. L.H.
23	MTR 212	Flywheel nut wrench, 10 mm. square
24	MTR 224	Crankshaft bearing extractor
25	MTR 214	Flywheel holding tool, steel band type
26	MTR 213	Flywheel holding tool, webbing strap type
27	MTR 231	Engine mounting rubber bush fitting tool
28	MTR 180	Piston stop
29	MTR 237	Clutch holding tool
30	MTR 301	Coil centralising ring
31	MTR 239	Fork bush removal tool
32	MTR 241	Magnetic extractor for clutch washers
33	MTR 242	Crankshaft/crankcase gauge
34	MTR 243	Dummy bearings, 42×15×13 mm.
35	MTR 244	Dummy bearings, 42×16×13 mm.
N.I.	MTR 245	Rear hub bearing extractor
N.I.	MTR 240	Replacement springs and rivets for MTR 239 fork tool
N.I.	MTR 247	Exhaust nut spanner

A.F.= Across flats. N.I.= Not illustrated.

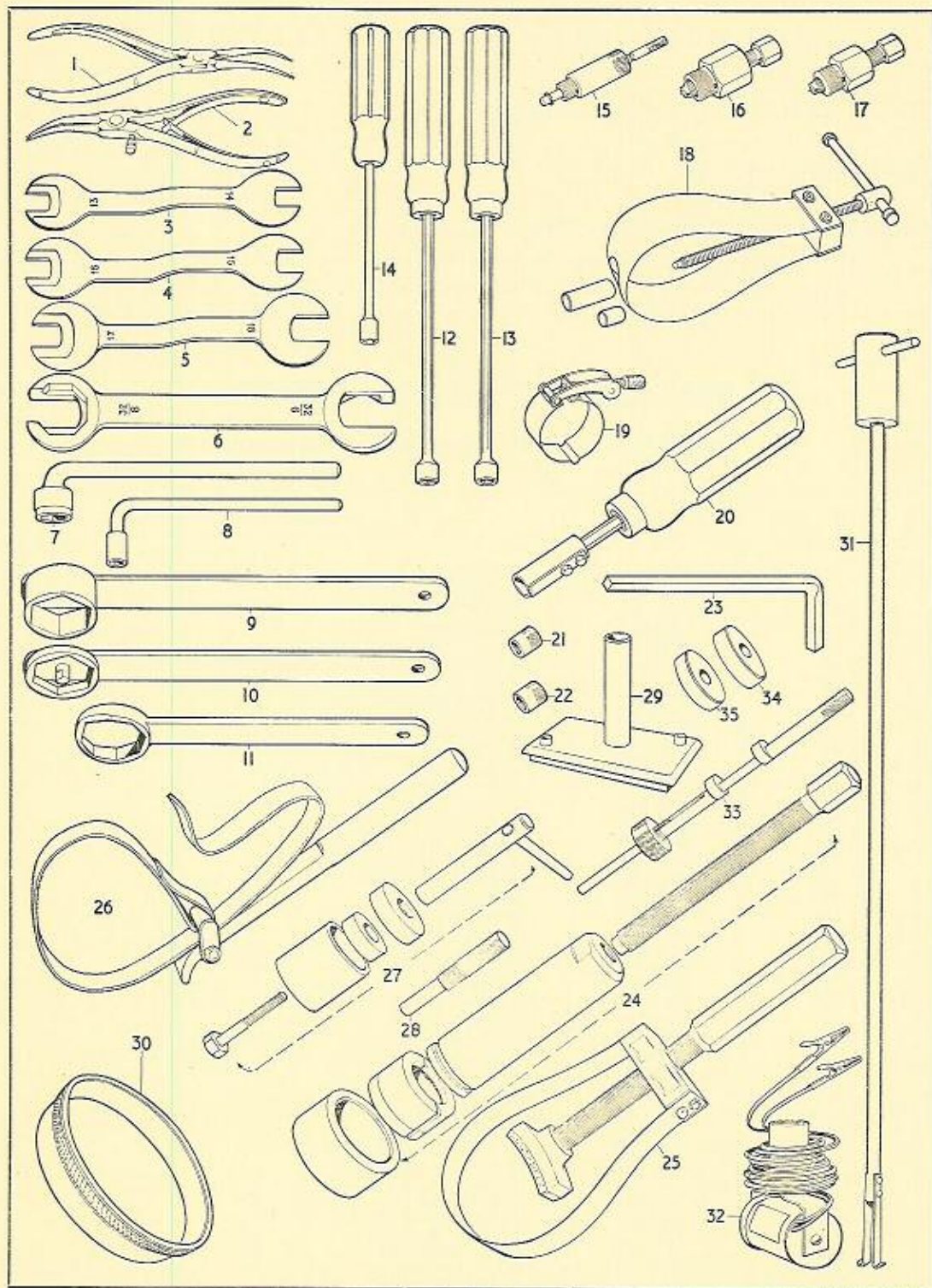


Fig. 77
 Special workshop tools

SHIM WASHERS FOR ADJUSTMENT PURPOSES

These are obtainable from our Spare Parts Department for the adjustment of the various assemblies, as set out below.

(A) For the adjustment of crankshaft end float

Part No.	Description
MMW 168	Shim washer, crankshaft, 0.1 mm. thick.
MMW 169	Shim washer, crankshaft, 0.2 mm. thick.
MMW 170	Shim washer, crankshaft, 0.3 mm. thick.
MMW 177	Shim washer, crankshaft, 0.5 mm. thick.

(B) For the adjustment of cylinder height

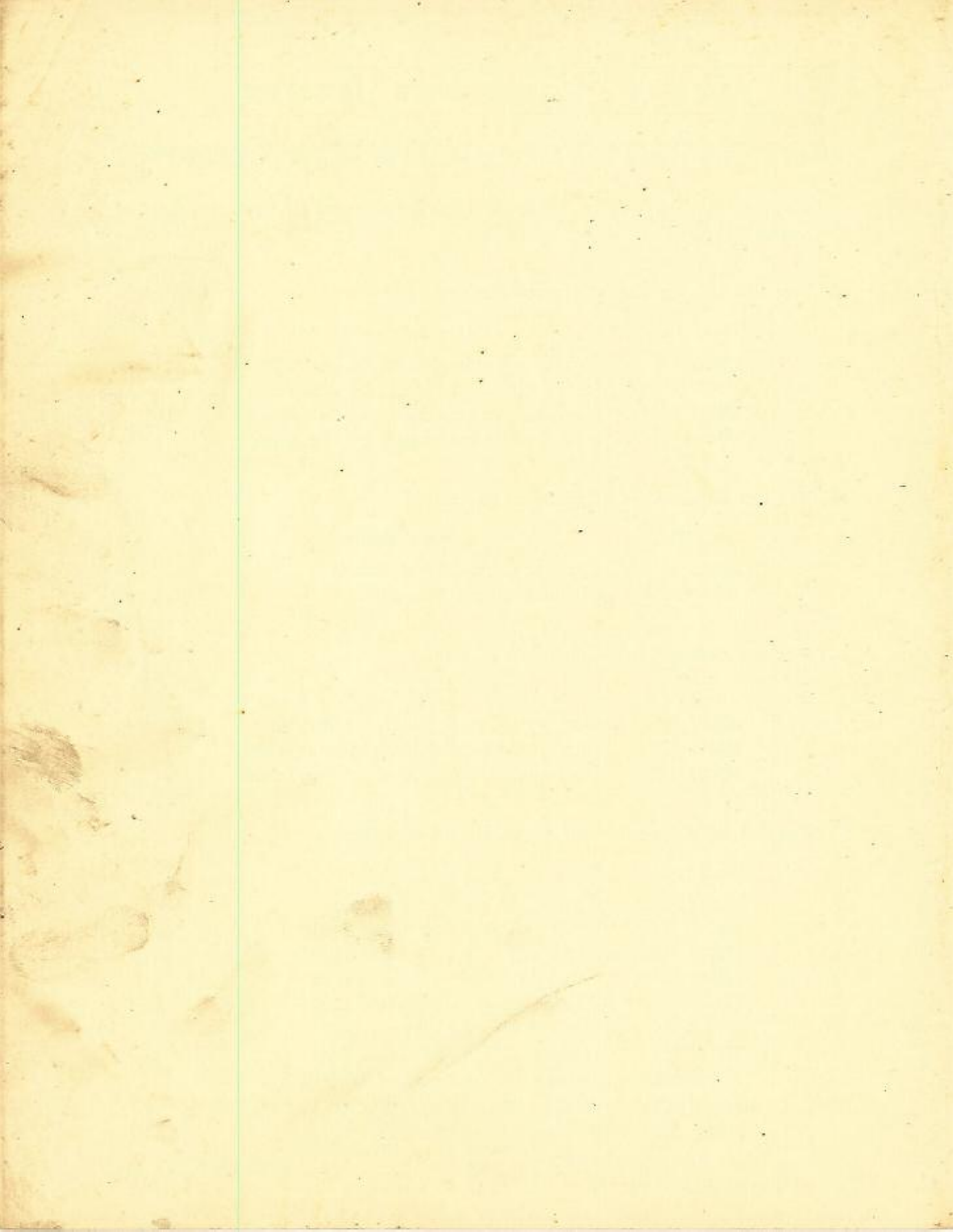
Part No.	Description
MTA 145	Cylinder shim, 0.2 mm. thick.
MTA 146	Cylinder shim, 0.4 mm. thick.

(C) For the adjustment of clutch end float

Part No.	Description
MMW 203	Shim washer, clutch hub, 0.1 mm. thick.
MMW 204	Shim washer, clutch hub, 0.25 mm. thick.
MMW 205	Shim washer, clutch hub, 0.4 mm. thick.

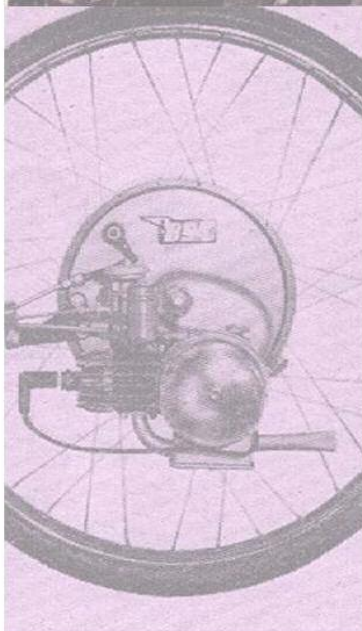
(D) For the adjustment of bottom bracket end float

Part No.	Description
MMW 231	Washer, 27 × 16.5 × 1 mm. thick.
MMW 344	Washer, 27 × 16.5 × 2.5 mm. thick.
MMW 345	Washer, 27 × 16.5 × 3.2 mm. thick.
MMW 346	Washer, 27 × 16.5 × 0.5 mm. thick.
MMW 347	Washer, 27 × 16.5 × 0.8 mm. thick.
MTD 212	Washer, 27 × 16.5 × 2 mm. thick.
MMW 232	Washer, 33 × 16.5 × 0.8 mm. thick.
MMW 341	Washer, 33 × 16.5 × 2 mm. thick.
MMW 342	Washer, 33 × 16.5 × 1.5 mm. thick.
MMW 343	Washer, 33 × 16.5 × 2.3 mm. thick.





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