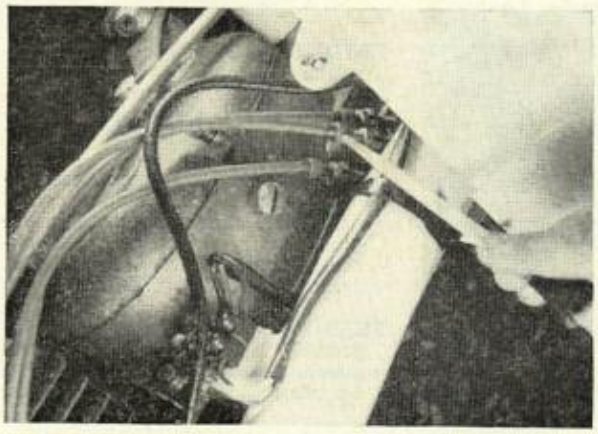
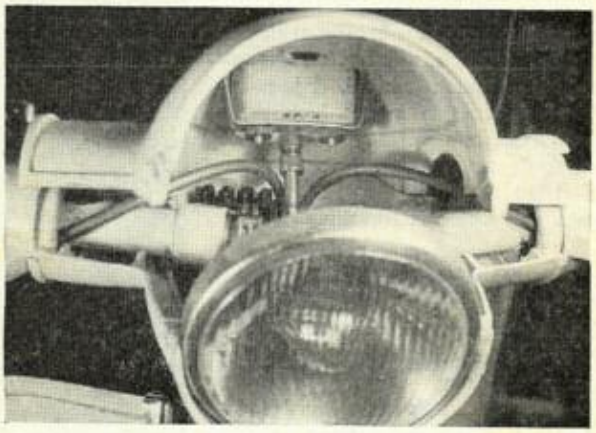


1. *The cable adjusters, clutch cable indicated*



2. *Removing the headlamp to reach control cables*

Roma Servicing at Home

ROUTINE maintenance for the Raleigh Roma is simplicity itself and any owner who is prepared to discipline himself into spending not more than half an hour once per week will most certainly reap the reward from a machine that will not only give good mechanical service but remain in show room condition.

If the machine is used in the rain a quick run over with a leather to remove the surplus water before putting in the garage takes only a matter of minutes. This not only preserves the paintwork but reduces the necessity for frequent thorough washing. The lasting brilliance of the cellulose can be retained if the machine is washed occasionally in luke-warm water containing a little household detergent which helps to remove any greasy film. This should be followed by a good wash down with clean water, leathered dry and then polished with ordinary wax floor polish, not an abrasive polish. The polishing stage is most important as this will build a barrier against corrosion from nature's elements and at the same time preserve the quality of the paintwork.

The drill for the weekly inspection and cleaning is to start from the front of the machine and work through to the rear, applying a spanner to all nuts and screws. It is amazing how the vibration from one week's office to home journeys can cause nuts to move. At the same time if the external parts of the engine are wiped clean of oil and grease then should you have to do a minor road-side repair at least you will have access to a clean engine. Here again it is a matter of minutes to unfasten the two screws holding each of the side foot boards and they can be withdrawn giving full access to the engine.

Controls and Carburettor

Check that all the controls move freely, Oil pivot points of the handlebar levers. Look for any kinks in the cables as these will cause rough operation and reduce the life of the cable. Take up any slack in the cables at the adjusters. The 11 mm nut of the front and rear brake adjuster are at the end of the cable near the wheels. Incorrect cable tension, both for the clutch and twist grip gear change can result in poor speed changes. Tensioning of these cables, again by the adjusters, is carried out on the off-side of the machine where the cables enter the gear box. The centre cable is the clutch cable, (1). Removal of the off-side footboard is first necessary.

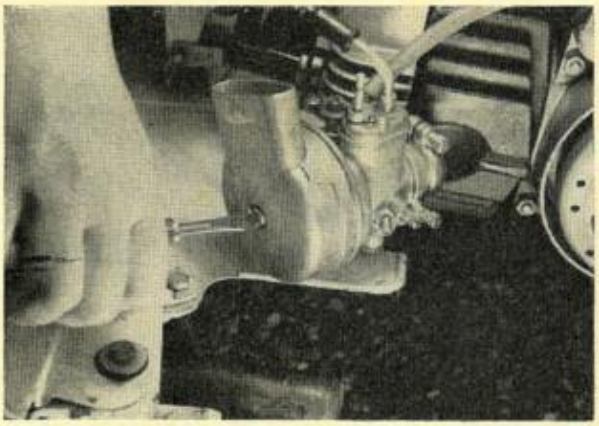
To replace completely new cables or inner wires, it is necessary to remove the headlamp housing to gain access to the handlebar lever fixing points. The headlamp housing (2) is held by four screws, two of which require a Phillip's type screwdriver (not supplied with the tools). However, if care is taken not to damage the screwheads a small electrician's screwdriver can be used.

Carburettor

Every 1,000 miles, less if you reside in a very dusty area, the wire mesh filter should be removed, washed in petrol and then dipped in thin lubricating oil. Just remove the centre screw (3) and the filter is detachable. At 2,500 miles completely dismantle the carburettor and wash clean with petrol.

The Exhaust System

This is a most important part of any two-stroke engine and unless the passage for the escaping burnt oil gases is kept clean you will not get the full performance from your

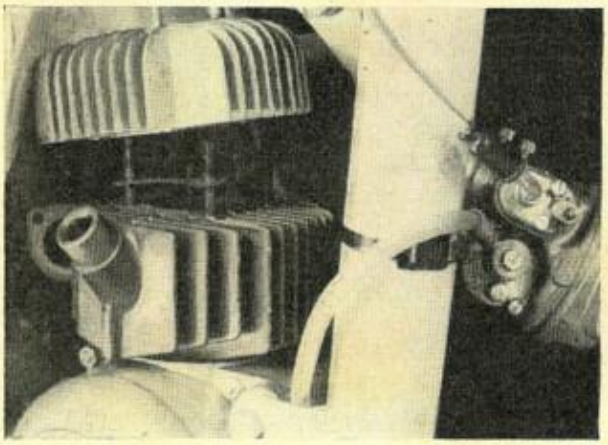


3. Dismantling air intake to reach the filter

4. The inner baffle pipe is withdrawn from the silencer

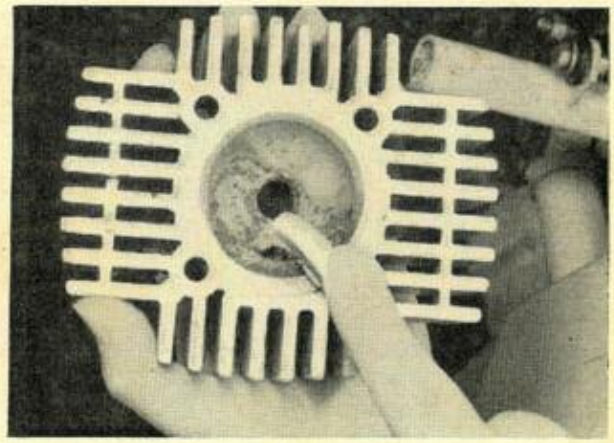
5. Mark the fins and remove head carefully

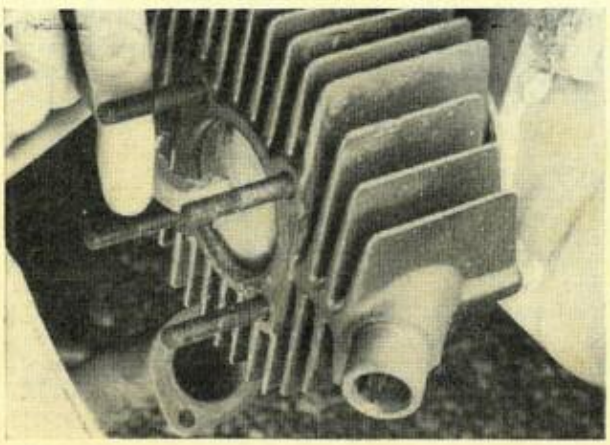
Lower pictures: 7. Scraping the piston crown

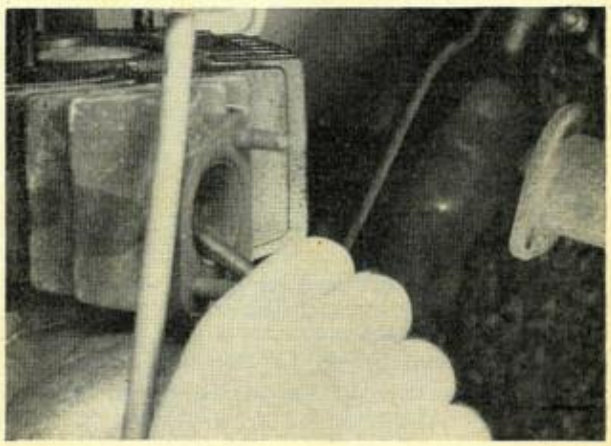


6. A piece of solder makes an ideal scraper

8. An old screwdriver used to clean the exhaust port







machine. A choked silencer means loss of pulling power and heavy petrol consumption.

The Cylinder Head and Exhaust Port (2,000 miles)

This is the more intricate part of the maintenance but the job is really quite simple and no complications will result if careful note is made of the sequence of dismantling. Work over a clean floor, preferably lay sheets of newspaper down first and then any nuts, etc., which accidentally fall can easily be recovered. Remove the carburettor completely by releasing its holding clamp to the inlet stub of the cylinder barrel. The 10 mm clamp bolt lies immediately behind the carburettor mixing chamber.

Disconnect the high tension (HT) lead from the sparking plug and remove the plug. Four bolts hold the cylinder to the frame—remove these with the box spanner. Loosen the bolt holding the engine bracket to the frame and the bracket can be raised clear of the cylinder. Remove the four bolts holding the cylinder head to the barrel, but before removing the cylinder head make a pencil mark on the fins so that after the decoke you replace it with the fins vertical to the machine. (5) Take care not to pull the barrel off the piston.

From the exhaust port on the cylinder barrel there are two 10 mm nuts which hold the exhaust pipe leading to the silencer. Remove these and let the exhaust system fall gently to the floor.

Using a soft metal scraper clean the carbon deposits from the inside of the cylinder head (6) and the piston crown (7).

Depress the kick-start until the piston is at the bottom of its travel and then stuff the cylinder chamber with a piece of rag to avoid damage to the cylinder wall when you do your final operation and clean the exhaust port.

Using an old screwdriver for a scraper, bent to your own requirement, scrape the carbon from the narrow exhaust port (8).

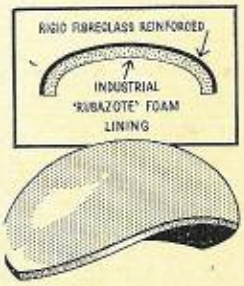
Remove the rag, wipe all the parts clean and replace in the reverse order of dismantling, fitting a new cylinder head gasket washer.

The Silencer

This should be cleaned every 500 miles and can be removed by releasing the rear holding 10 mm bolt to the frame and the other 10 mm bolt where it is champed to the curved exhaust pipe from the cylinder barrel. When removed from the machine release the clip at the end of the silencer fin and the complete inner (4) can be withdrawn by hand. All that is required is to scrape away the hard, black carbon deposits with an old screwdriver or similar scraper. A stout piece of wire poked up the outer casing will clear carbon from the inner walls of the silencer. The whole operation can be accomplished in 20 minutes.

DON'T LET *THIS* HAPPEN GET HEAD PROTECTION WITH HEDTECTORS Regd.

"Hedtectors" protect from sudden impact, falling objects, blows, etc., fit neatly and unobtrusively. Light, shaped, comfortable "Hedtectors" are rigid fibreglass reinforced Polyester Resin with an industrial "Rubazote" foam lining. Get "Hedtector" protection and feel safe.



BERET FITTED WITH "HEDTECTOR"

Fireproof treated Beret with fitted "Hedtector". Available in Blue and Navy Blue

SEND ONLY 22/6

INCLUDING POST & PACKING STATING HEAD SIZE for beret or P.V.C. cap

P.V.C. CAP FITTED WITH "HEDTECTOR"

P.V.C. Cap with fitted "Hedtector". Available in Black and White with Black peak.

W. CROOK (GATESHEAD) LTD

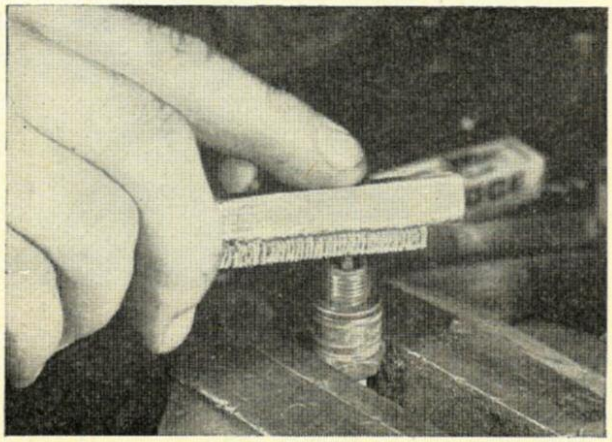
HIGH LEVEL FACTORY, GATESHEAD, 8

Roma Servicing at Home (Part 2)

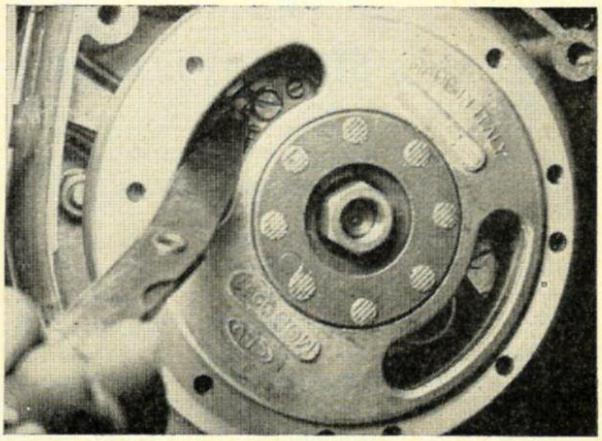
ELECTRICITY is a mystery to most people and unless you are a specialist, interference with the electrical system is not advisable. However, trouble can be avoided by any owner if during the weekly maintenance attention is directed to the visible wiring harness to ensure that the cables are free from oil and grease and not chafing against any moving parts—such as where the wiring passes through the handle-bar column. However, more extensive attention must be given to the plug and contact breaker points. Roughly every 500 miles the plug should be removed for cleaning and the gap between the electrodes re-set if necessary.

First disconnect the high tension (HT) lead from the plug top and whilst doing so run your eye over this cable to ensure that the insulation is not cracked. If the lead is broken or brittle due to heat from the engine it is best to renew it. Using the box spanner supplied with the machine, unscrew the plug from the cylinder head. Take care not to lose the metal gas-tight washer which must be fitted when replacing the plug.

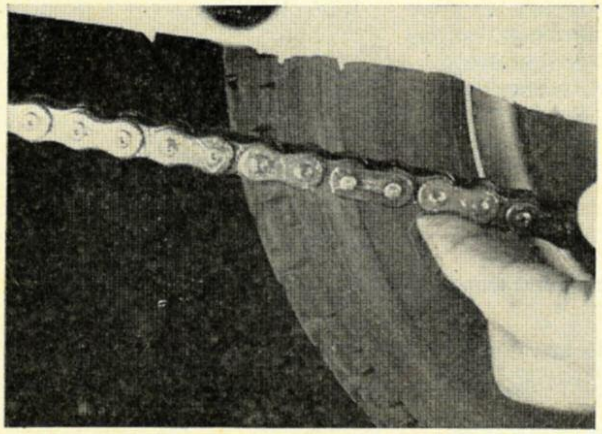
Remove all the black, sooty carbon from the electrodes with a wire brush (see photo No. 9) Check



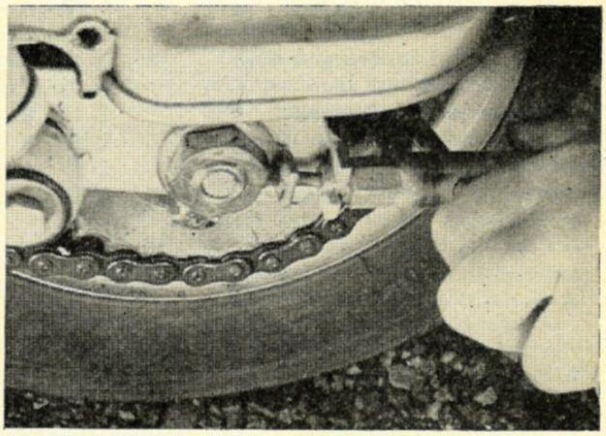
9. *If using a vice when cleaning the plug, take care not to crush the ceramic insulation*



10. *Checking the c.b. points with a feeler gauge*



11. *With the machine off the stand, chain tension can be checked. Up and down play of about ¾ inch is recommended. If the chain is removed for cleaning, make sure that the fish tail clip is replaced with its "head" pointing in the line of travel. Lack of care here may mean the chain coming off while riding (the clip here is third link from the right)*



12. *With axle nuts loosened, chain tension can be accurately adjusted with the control nuts on each side of the rear wheel. Don't forget to tighten the axle nuts afterwards, and check that the wheel is lying straight. This can be ensured by turning both control nuts an equal number of turns (presuming the wheel is straight in the first place)*

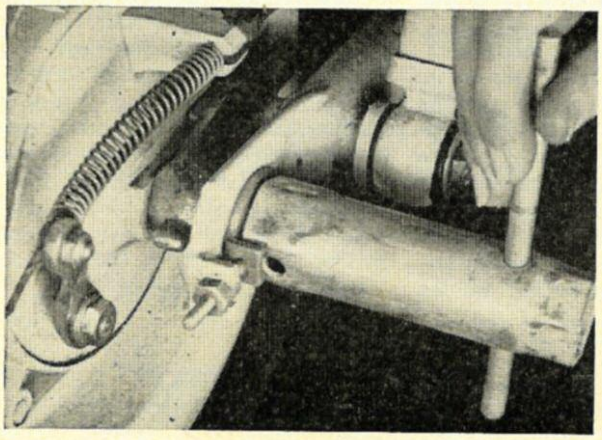
the gap between the electrodes with a feeler gauge. This should be .020″ (twenty thou). If the gap has to be adjusted, bend only the outer electrode, not the centre electrode which is protruding from the porcelain. After 1,000 miles inspection of the contact breaker points is advisable, and this should be carried out with the sparking plug removed from the engine, the reason being that it is easier to turn the engine over by rotating the fly-wheel or depressing the kick-start with the plug removed.

To gain access to the points, unscrew the two screws holding the magneto cover and pull back the flexible rubber gaiter from the chain case. The cover can then be removed. Now, by pressing the kick-start you will observe the contact breaker (10.) points opening and closing. Clean them with a magneto file: a few light strokes is all that is required to restore the surface. Wipe clean with a non-fluffy rag dipped in petrol.

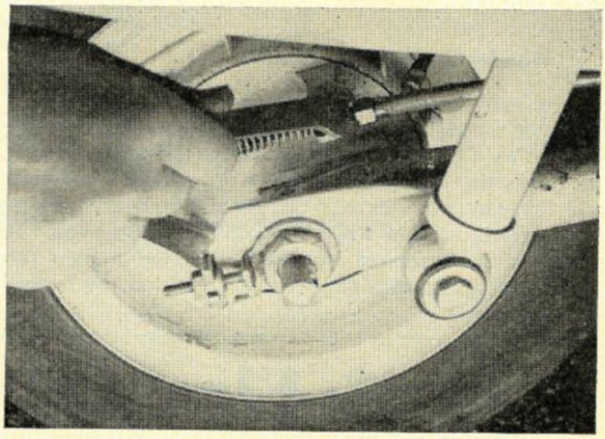
Depress the kick-start until the points are fully open. With a feeler gauge measure the gap, which should be from 017″-019″. If adjustment is necessary, loosen the large securing screw just above the points and adjust with the smaller screw which is slightly to the left. Tighten the securing screw when adjusted and replace the inspection cover.

Gearbox and Chain

Check the oil level weekly by unscrewing the filler dip-stick located on the top of the gearbox on the offside of the engine. Top up with any oil of SAE 90 grade as recommended. Chain tension is also very important and inspection is gained very easily by removing the three screws along the centre

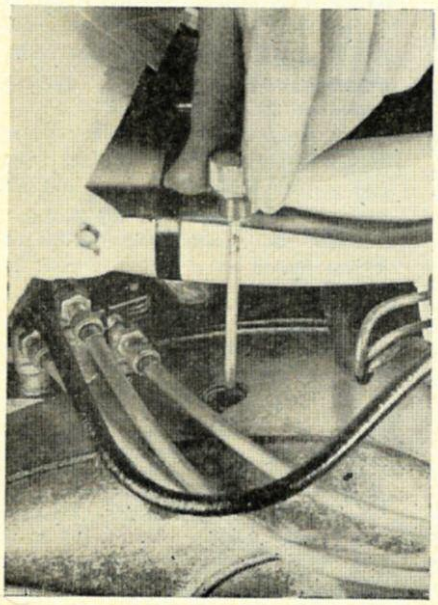


13. *Loosening the back axle nuts*

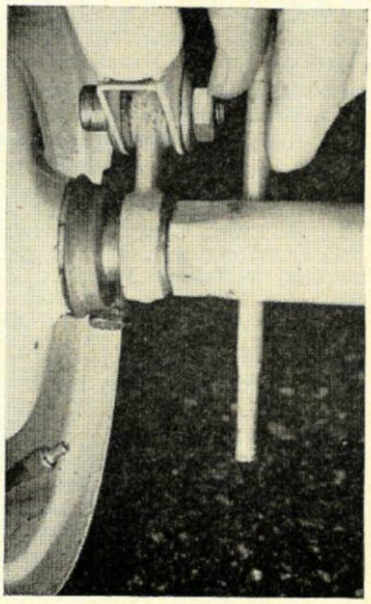


14. *Adjustment for rear brake*

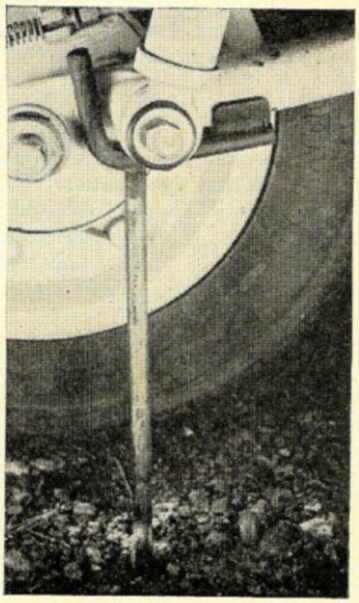
15. *Gear box filler cap and dipstick*



16. *Box spanner fits front wheel nuts*



17. *Correct fitting of prop stand*



of the chain case which releases the lower half. With no rider seated and the machine off the stand, there should be ¾" up and down movement at the centre of the bottom run of chain, (11.).

To adjust—slacken the axle nuts and turn the chain adjusters located immediately behind these nuts (12). Every 2,000 miles the chain should be removed, washed in paraffin, wiped dry and immersed in warm SAE 50 grade oil for 15 minutes. Whilst re-fitting it is most important that the spring clip in the connecting link has its closed end pointing in the forward direction of the chain travel.

Wheels, Brakes and Tyres

The front wheel is removed by unscrewing the axle nut and withdrawing the axle (16.). Once away from the forks the brake drum assembly and speedometer drive, complete with cables, remain when the four wheel nuts are unbolted. For the rear wheel a prop stand is supplied (17), a useful piece of equipment not normally found in tool kits. Before placing this in position on the off-side of the machine, slacken the axle nut (13). Then with the machine on the prop stand withdraw the axle, remove the spacer and pull the wheel rearwards. Unbolt the wheel nuts and leave the brake drum assembly attached to the cable.

If, when all the adjustment is taken up on either the front or back brake cables (14) and the brake shoe linings are worn down, then it will be necessary to fit new linings. Replacement shoes with bonded linings can be obtained and these are easily replaced by springing off the old shoe.

Keep the tyres at the recommended pressures. 16 lbs. per sq. in. in the front and 20 in the rear, the latter increased to 34 when a pillion passenger is carried. These pressures should be taken when the tyres are cold not during a journey. During your weekly maintenance inspect your tyres and remove any flints that are embedded in the tread. Better to move them weekly than wait for them to worm their way through the tyre casing and cause a puncture.

Greasing

There are three greasing points which require attention every 1,000 miles. One on each side of the swinging rear fork suspension and one on the off-side wheel on the front suspension. The speedometer drive gearbox greasing point lies just below the front wheel suspension greasing nipple.

Tools

In addition to those supplied, the purchase of an open end 11 mm. spanner for brake adjustment will be necessary, feeler gauges to measure the sparking plug gap and contact breaker points and a wire brush to clean the plug. A stouter screwdriver would also be an asset. For decarbonising, scrapers fashioned from old screwdrivers or similar tools can be tailored to individual requirements.

News & Flashes

Change of Address

As from 1st October Atlas Motor Co. (London) Ltd., are at 239-249, Old Ford Road, London, E.3.

Telephone ADVance 2503/4

Tina Long Run

We received the following from Messrs. Craven Equipment:

"A journey from Dunkerque to Geneva covering 1,044 miles, and 3 major passes, in 4½ days was undertaken by a standard 99 c.c. Tina, equipped with Craven carrier and Safari panniers.

"The object of the journey was testing the accessories on the machine, the reliability of the panniers, and the handling of the machine bearing a fair weight of luggage.

"No trouble or failure of any sort was experienced either to the accessories or the machine and the only maintenance required throughout was tightning up the three screws of the engine cowling.

"The automatic transmission was utterly efficient and trouble-free. The motor was tireless, the vehicle rugged and reliable. Handling and road-holding were superlative. Steady, regular cruising speed 40 m.p.h.—its hill-climbing ability is quite fantastic. It is an outstanding vehicle in design, performance and stamina".

Vehicle Testing

Reminder — six-year-old vehicles cannot be used on the roads after November 1 without a valid test certificate.

'Get You Home' Service

The world-famous 'Get You Home' Service of the Royal Automobile Club celebrated its Golden Jubilee on September 1st. Since the scheme went into operation in 1912 over 2½m. people have been 'rescued' by the R.A.C.

The service is the largest of its type in the world. Organised on a nation-wide, round-the-clock basis, it is operated in conjunction with the R.A.C. radio-controlled rescue vehicles and patrols and the 8,000 garages appointed by the Club.

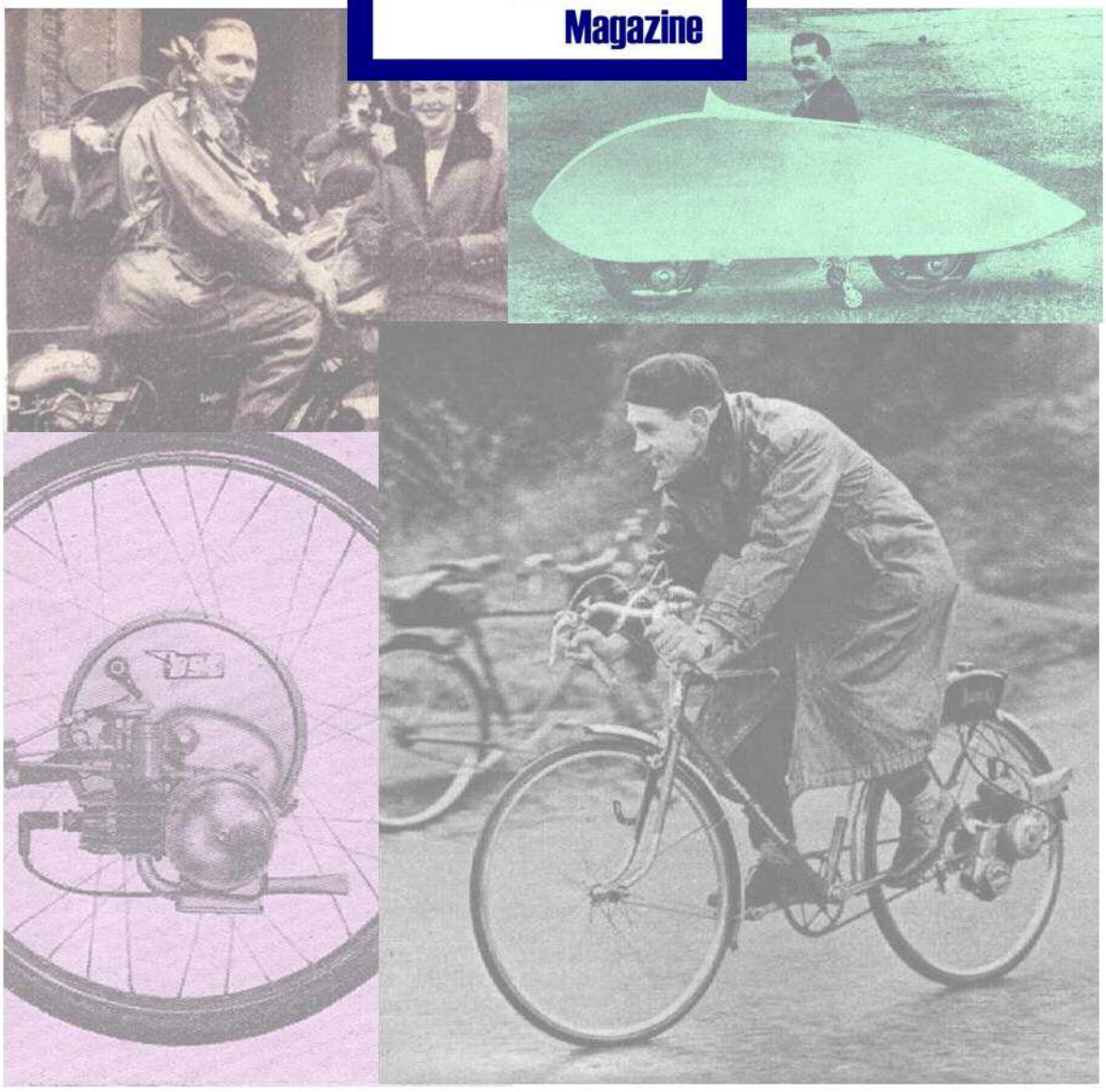
Not only does the Service ensure expert attention for a broken-down car, it also helps the driver and his passengers to get home safely.

When the scheme was introduced it was hailed as a valuable asset to motorists. It came at a time when motoring was an intrepid business and the breakdown often meant a night in the open.

The idea arose when a journalist in Cornwall found himself in this position. He realised that possession of a guarantee of payment, vouched for by the R.A.C., would "get him home". He put the idea to the Club and the Service was inaugurated within a few weeks.

IceniCAM
Information Service

The Iceni CAM Magazine
Cyclemotor Autocycle & Moped



www.icenicam.org.uk