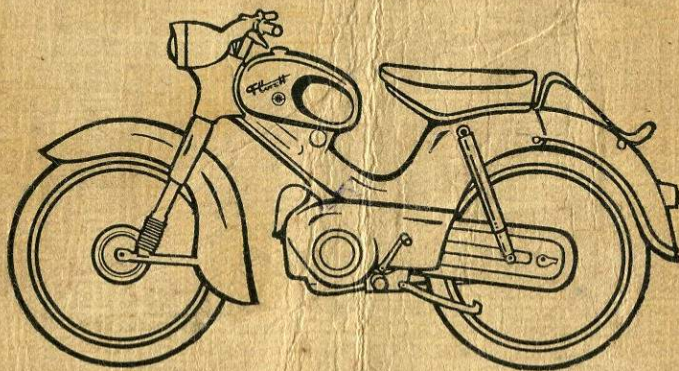




**OPERATING AND MAINTENANCE
MANUAL FOR THE
KREIDLER**

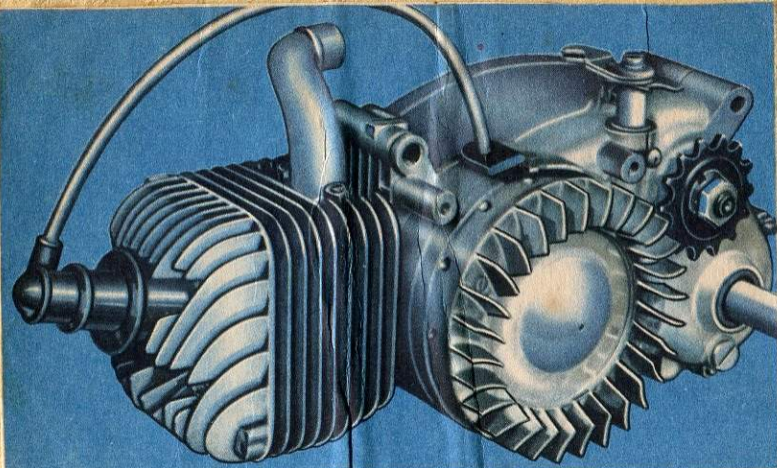
Florett

ENGINE



**KREIDLER FAHRZEUGBAU KORNWESTHEIM
GERMANY**

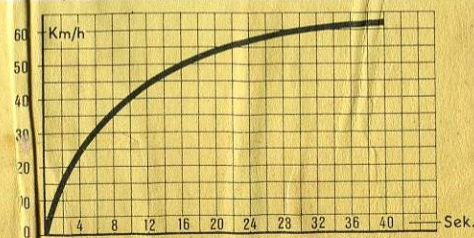
VEHICLE MANUFACTURERS



Die wichtigsten technischen Daten

Dauerleistung:	3 PS bei 6000 U/min Spitze 60-65 km/h
Zylinderausführung:	hartverchromter Leichtmetallzylinder, liegend
Kühlung:	Gebläse
Getriebe:	3-Gang mit Drehgriffschaltung, 2 x verriegelt
Scheinwerfer und Licht:	100 mm Durchmesser, 17 Watt Lichtleistung
Federung vorne:	einstellbare, wartungsfreie Langarm- schwinge mit 80 mm Federweg
Federung hinten:	hydraulische Dämpfung mit 90 mm Federweg
Bremsen:	Alu-Vollnaben, 116 mm Durchmesser
Tank:	6,2 l, Reserve 1,7 l
Bereifung:	28 x 2,50" verstärkt
Spritzschutz:	vorn und hinten stark vergrößerte Kotflügel, Motor ist vollkommen engekapselt
Fahrgeräusch:	71 Phon
Steigvermögen:	mit 1 Person 30 % mit 2 Personen 18 %

Beschleunigung:



Introduction

This manual is intended for use in the motor repair shop to facilitate all maintenance work on the Kreidler Florett Engine, including its removal and replacement.

Apart from the usual tools which can be found in any workshop only a few special tools are required to carry out such work properly; a list of such tools with illustrations is given on page 13 of this manual.

Any skilled mechanic can execute all repairs on the engine rapidly and neatly provided the work is carried out exactly according to the instructions of this manual. It is important that for all repair work only genuine Kreidler spares should be used; and that all orders for spare parts should contain the numbers of engine and chassis.

KREIDLER FAHRZEUGBAU KORNWESTHEIM nr. STUTTGART
Germany

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I. Removal of Engine

1. Remove the BSA key from the kickstarter lever; remove the kickstarter lever.
2. Remove the three rubber sleeves of 22 mm diameter from the left hand engine covering; remove the hexagon bolts of 6 mm thread, 25 mm long, located behind the sleeves by a 10 mm box spanner. Rotate the engine covering so that the open part faces upwards, and remove.
3. Rotate the rear wheel until the chain lock is level with the kickstarter. Attach both ends of the chain to the sides of the chain guard by means of a piece of wire, so that the chain cannot slip into the chain guard. Open the chain lock and remove the chain.
4. By means of a 21 mm or 22 mm size spanner, rotate the clutch lever at the engine towards the direction of the rear wheel, and unhook the clutch cable. At the same time unhook the return spring at the lower clutch lever.
5. Remove the rubber band at the cover plate at the underside of the engine.
6. Remove the three bolts 6 mm diameter, 12 mm long, securing the right-hand engine covering; remove the engine covering.
7. Unscrew the pinching screw attaching the carburettor and remove the carburettor complete with silencer.
8. Disconnect the lighting and short circuiting cables at the porcelain insulator.
9. Unscrew the 8 mm diameter bolt, 30 mm long, or the nut from the clamping clip at the muffler tail pipe, and remove the two attachment bolts 8 mm diameter, 15 mm long, at the silencer. Remove the silencer complete with its cover plate.
10. Remove the two lens head countersunk screws (6 mm diameter, 35 mm long, and 6 mm diameter, 42 mm long) at the blower hood from the side of the sparking plug; unscrew the sparking plug. Pull the blower hood a little towards the front and then down, so that the two cables at the lower gear lever of the motor can be disconnected.
11. **Unscrew and withdraw the three bolts** (2 of 8 mm diameter, 95 mm long, 1 of 8 mm diameter, 85 mm long) supporting the engine.
Remove the engine towards the front. (When the engine attachment bolts are re-assembled it is important that the lower bolt of 8 mm diameter, 95 mm long, is inserted with its head towards the chain, since otherwise it may foul the chain.)

II. Replacement of the Engine

1. **To replace the engine**, the above order of operations is reversed.
2. **To check for correct adjustment of the gear change mechanism:**
Set the gear lever to neutral; it must be possible to turn the rear wheel without any noise from the gear box. Select first and third gear. In both cases the clutch handle must engage into the projection of the twist grip.

With first and third gear selected it should not be possible to rotate the rear wheel. The gear cables are correctly adjusted if some small amount of play of about 0.3 to 0.5 mm is noticeable in the final position, or if 3 to 5 mm play can be felt when pressure is applied by the finger on the free end between the nipple and adjusting screw (Figure 1).

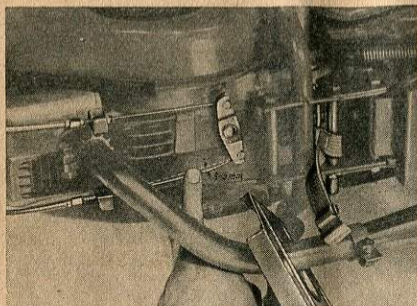


Figure 1: Checking the adjustment of the gear change

If the Bowden cables are to be changed, first screw one of the two adjusting screws in fully, so that the Bowden cable nipples can be disconnected. When adjusting the gear change, the lower gear lever must again be in the horizontal position (as for second gear), and the Bowden cables must be tightened uniformly as required.

If the cable is to be replaced, no particular adjustments to any given positions need be made at the handle bar. On the other hand, if

the gear change twist grip is replaced or if it is removed for some reason, it is important that when it is tightened the grub screw and the pin engage into the hole in the handlebar provided for this purpose. The Bowden cables must not be attached and the gear change mechanism adjusted before the two grub screws have been tightened.

The grub screws should be checked from time to time for proper tightness, so that they do not work loose whilst the machine is running.

It is important that the Bowden cable attached to the gear lever at the front side of the handlebar is connected to the righthand side of the gear lever at the engine, looking in the direction of travel.

3. Adjustment of the gear change cables and mechanism

To adjust the gear change cables and gear change mechanism, remove the bottom guard plate underneath the hood of the blower by pulling the rubber attachment strap (Figure 2). The cables are adjusted by means of the adjusting screws located underneath the hood of the blower (Figure 3). Place the double arm gear lever under-

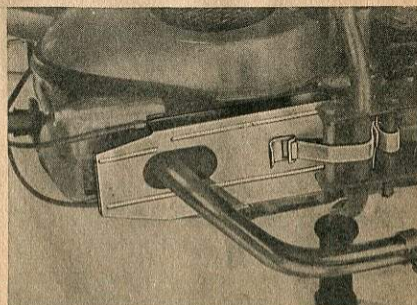
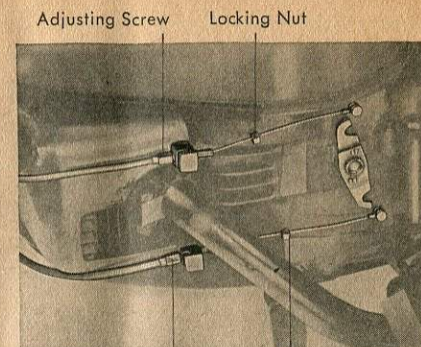


Figure 2: Guard Plate of the Gear Change Cables

neath the engine housing in the second gear position; in this position the lever is nearly at right angles to the direction of travel of the machine. By rotating the rear wheel, check whether the second gear is engaged; it should not be possible to turn the wheel. Now attach the cables to the lever by means of the nipples and tighten the adjusting screws uniformly, but only enough so that it is still possible to rotate the twist grip easily.

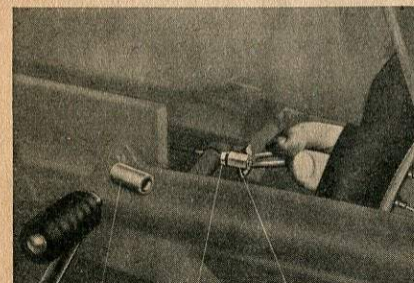


Adjusting Screw Locking Nut

Figure 3: Adjusting Screws for Gear Change Cables and Lower Gear Lever

4. Adjusting the Clutch Cable

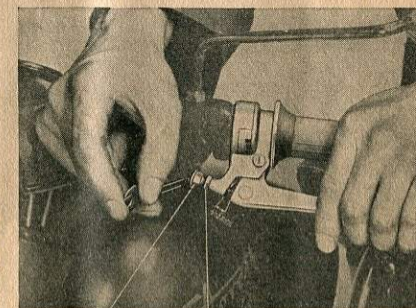
This adjustment is performed at the lower cable (Figure 4). The protective rubber sleeve is removed first for this purpose. It is important, when adjusting the clutch, that the clutch lever (Figure 5) has about 4 to 5 mm play. The main adjustment should always be done using the lower adjusting screw; after the adjustment has been completed, the locking nut must be tightened again. (Do not forget the protective rubber cover!) Final adjustment can be made at the upper Bowden cable, as in Figure 5.



Protective Locking Nut Adjusting Screw
cover
Figure 4: Adjusting the Clutch by the Lower Bowden Cable

5. Adjusting the Idling Position of the Carburettor

This is done by means of the small adjusting tube at the carburettor. If the speed is to be increased, the screw at the small tube should be screwed out; if the speed of the engine is to be reduced, the screw is screwed in until the required speed is obtained.



Adjusting Screw Locking Nut

Figure 5: Adjusting the Clutch at the Handle Bar

4. **Assemble the gear box in the following order:** Layshaft with the three small gear wheels (with 13, 20 und 26 teeth) together with the gear shift lever fork are inserted into the hole nearest to the bottom dead centre position of the crankshaft (the gear shift fork must be engaged into the groove of the gear wheel).

Now pull up the intermediate size **gear wheel** with 20 teeth towards the smallest gear wheel with 13 teeth, **using the gear shift fork.**

Now insert the complete **driving shaft with the 3 largest gear wheels** (with 34, 40 and 47 teeth) in such a way that the gear wheels on both shafts are accurately in mesh; the smallest gear wheel is inserted first into the casing. The driving shaft with the three largest gear wheels cannot be inserted into the casing before these wheels mesh with each other. **All three pairs of gear wheels should now be in mesh.**

5. **Insert first the 6 mm diameter steel ball** and then **the clutch pressure pin** (long) into the hole in the lay shaft, using a sufficient quantity of gear oil. It is very important that the flat end of the clutch pressure pin faces the ball, and that the round end projects from the layshaft (at the side of the magneto).

6. **Insertion of the complete Kickstarter Shaft**

First place the starter disc (Part No. 150803, thickness 2 mm) upon the hole for the kickstarter shaft.

Insert the kickstarter shaft into the hole.

Insert the projection of the spring of the kickstarter shaft into the two guide bars of the casing. This is a flat bent spring of sheet steel, and the projection is 10 mm wide. At the same time insert the end of the kickstarter spring into the hole of the kickstarter stop. This spring is made of steel wire and has a diameter of 50 mm; the end projects 8 mm. The stop, which is pressed into the casing, has a diameter of 10 mm.

Rotate the kickstarter shaft a little in a clockwise direction at the flat face of the BSA key, using a 12 mm spanner. Press the shaft completely in, starting at the top and pressing in the direction of the bearing of the kickstarter shaft until the kickstarter stop makes contact.

7. **Check the correct adjustment of the clutch lever** relative to the shaft actuating the clutch, before assembling the left hand half of the casing in order to check the correct axial clearances. The clutch lever is screwed on to the serration of the shaft actuating the clutch; the clutch Bowden cable is connected to this clutch lever which should be at right angles to the flat face of the shaft actuating the clutch. (If necessary, unscrew the hexagon screw at the clutch lever, remove the lever from the serration, replace it at right angles to the flat face on the clutch shaft as above, and tighten the screw at the clutch lever again.)

8. In order to check the axial clearances of the crank shaft, lay shaft, driving shaft and kickstarter shaft given below, the gaskets should be stuck

on with grease or oil, if possible, and the two adjusting bushes inserted into the holes in the right hand half of the casing. Now the left hand half of the casing (magneto side) can be screwed on for the time being with 4 to 6 screws so that the following axial clearances in the bearings can be checked: -

Axial clearance of crankshaft: 0 to 0.1 mm

If required, use washers

No. 150507 (0.1 mm)

No. 150508 (0.2 mm)

Axial clearance of Layshaft: 0.1 to 0.2 mm

If required, use washers

No. 110025 (0.1 mm)

No. 110032 (0.2 mm)

No. 110033 (0.3 mm)

Axial clearance of driving shaft: 0.1 to 0.2 mm

If required, use washers

No. 150609 (0.1 mm)

No. 150612 (0.3 mm)

No. 150613 (0.5 mm)

Axial clearance of Kickstarter Shaft: 0.1 to 0.3 mm

If required, use washers

No. 130615 (0.3 mm thick)

9. After the above axial clearances have been checked and found correct the left hand part of the casing (magneto side) is unscrewed again. (It is important that all washers put on before are accounted for; they mostly adhere to the half of the casing which has been removed.)

If all washers lie on their shafts, carefully oil the bearing bushes and ball bearings (gear or engine oil).

10. Again check the correct fit of the gasket and the two adjusting bushes. Replace the left hand half of the casing and uniformly tighten all bolts and nuts, using locking washers. Place a wood block between the casing and the piston in order to protect the piston skirt during the remainder of the assembly.

Note: The long bolt nearest to lower dead center is provided with a **copper sealing washer**, 6 mm i/d x 10 mm o/d, (Part No. 007008) under the hexagon head of the screw on the side nearer the magneto, so that no oil can pass from the gearbox to the magneto.

11. **Assembly of the Clutch:** The large gear wheel 77 teeth and the clutch case riveted to it are mounted on the lay shaft. If any washers are used,

they are mounted on the bush in the gear wheel with 77 teeth from behind. The spring steel washer (Part No. B 150717) is then placed on the flat of the lay shaft. Next place the clutch sleeve (Part No. 150792) on the shaft. Put the locking washer (Part No. 004750) in position and tighten the nut 12 mm diameter (Part No. 002052). Now the large gear wheel should have about 0.2 to 0.5 mm axial play, i.e. the large gear wheel must have this clearance when moved between the ball bearing and the spring steel washer behind the clutch sleeve. It must be possible to rotate the clutch sleeve by hand without resistance; when this is done, the ground contact surface for the friction covering should not be out of true by more than 0.3 mm. If the axial play of the gear wheel with 77 teeth is too large, the required number of washers (Part No. 130615, 0.3 mm thick) is placed at the back of the gear wheel with 77 teeth. If the clearance is too small, on washer under the gear wheel with 77 teeth is taken out; alternatively, if there are no washers, the bronze bush at the side of the clutch case, which is a force fit in the large gear wheel and which projects a little, is turned down until the required clearance is obtained.

12. After the required axial clearance of the gear wheel with 77 teeth has been checked, the nut with 12 mm diameter is locked by means of the locking washer (Part No. 004750) which is located in front of it.
13. **Assembly of the Clutch Discs:** First fill the hole in the lay shaft with oil (engine or gear oil); then insert the clutch pin (short). Then the friction and steel discs are inserted alternately into the clutch case (3 steel and 4 friction discs).
14. On the last friction disc place the cover disc (Part No. 150707) having a hole for the short clutch pressure pin.
15. **Check the correct adjustment of the Clutch Pressure Pin:** To do this rotate the clutch lever at the opposite half of the casing in a clockwise direction. Press the cover (Part No. 150707) down by hand; it must begin to be lifted off when the clutch lever is almost at right angles to the plane separating the parts of the casing.
16. **To adjust the clutch pressure pin** use washers (Part No. 150715, 0.5 mm thick, or Part No. 150716, 1.5 mm thick), placed on the end of the clutch pressure pin.
17. **Tensioning the Clutch Plate Spring:** The plate compression spring (Part No. 150711), pressure plate (Part No. 150708), locking washer (Part No. 150713) and the three hexagon screws 6 mm diameter, 26 mm long, can be put in position.

In order to tension the plate compression spring correctly, tighten the three hexagon screws of 6 mm diameter, 26 mm long, without using force until the concave plate compression spring lies flat on the cover disc. From this position unscrew the three screws **uniformly by $2\frac{1}{2}$ turns**,

then bend up the locking plate in order to secure the screws against accidental rotation.

18. **Place the gear wheel with 21 teeth on the crankshaft** together with the distance spring B 150714, a left hand spring washer of 8 mm diameter (Part No. 004340) and tighten the left hand nut of 8 mm diameter (Part No. 002026).
19. Replace the gasket (Part No. 151002) for the clutch casing cover (Part No. 151004) after applying grease, and tighten all 7 lens head screws of 6 mm diameter, 40 mm long (Part No. 001611).
20. **Replace the magneto base plate complete;** secure in position by 2 cheese head screws of 4 mm diameter, 15 mm long (Part No. 001704), using 2 spring washers (Part No. 004351) in the midposition of the two long holes.
21. **Replace the flywheel complete** with fan ring on the crankshaft. Take care not to displace the feather key on the crankshaft when mounting the flywheel on ther latter. The wheel carrying the poles must bei absolutely clean on the inside. No metal particles must adhere to the magnets.
22. **Tighten the Flywheel**
Note that the hexagon nut of 8 mm diameter having a left hand thread must also be fitted with a left hand spring washer (Part No. 004340).
23. **Replace the cylinder base gasket.** Oil the **piston running surface** in the cylinder. Before replacing the cylinder, turn the piston rings to the correct position and press them together by hand one after the other so that the cylinder can be put over them without damage. Remove the wood block, place the **cylinder head gasket** and the cylinder head in position, and secure by means of 4 nuts 8 mm diameter and 4 washers. Tighten opposite nuts in turn.
24. **Replace the chain pinion with 14 teeth** (planed face of flange facing outwards); replace gear disc and tighten the 12 mm diameter nut.
25. **To check the correct ignition setting:** Ignition advance 21° before upper dead centre, i.e. 1.65 mm piston travel. There are two notches in the engine casing above the wheel carrying the magneto poles indicating the upper dead centre position and the ignition advance of 1.65 mm (Figure 6).

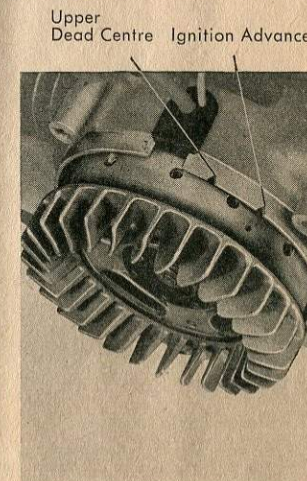


Figure 6: Flywheel Magneto

The correct ignition advance is adjusted by rotating the magneto base plate. Do not on any account alter the distance of the contact breaker points. The distance of the contact breaker points should be 0.35 to 0.4 mm. (This is very critical, since if the clearance is greater the idling engine will stall when the light is switched on.)

26. Fill in 1/4 litre of Hypoid oil SAE. 80 at the oil filling plug. The filling plug is located at the right hand side in the clutch casing cover. (Note the sealing ring of the oil filling and draining plugs.) The oil filling plug serves at the same time as a check for the correct oil filling level.
27. To replace the engine in the frame of the machine, reverse the operations as indicated for the removal of the engine.

V. Adjustment Instructions, Adjustment Data and Fits

1. Adjustment of Gear Change Mechanism: see page 4.
2. Clutch Adjustment: see page 4 and 10.
3. **Carburettor:**
Idling adjustment is carried out by means of the set screw of the adjusting tube. The speed is increased by screwing it out and decreased by screwing it in.
4. **Distance of contact breaker points:** 0.35 to 0.40 mm,
5. **Ignition Setting:** 1.65 mm before upper dead centre piston travel = 21° crank-angle.
6. **Distance between Sparking Plug Electrodes:** 0.4 mm.
Thermal value: 240 multi-range candles.
7. **Axial clearance of Crank shaft:** 0 to 0.1 mm
Axial Clearance of **Lay shaft:** 0.1 to 0.2 mm
Axial Clearance of **Driving shaft:** 0.1 to 0.2 mm
Axial Clearance of **Kickstarter shaft:** 0.1 to 0.3 mm
8. Pallas **Carburettor** Type 14/11: Main Jet 62-65
Injector Jet: 9708
Gas slide: 45.
9. **Piston Clearance in cylinder:** 0.02 mm.

VI. Special Tools

1. Wood Block for keeping the piston on position (Fig. 7).
2. Magneto Withdrawing Tool (Fig. 8).
3. Attachment Chain for unscrewing the chain pinion nut (Fig. 9).
4. Retaining Tool for unscrewing the clutch case nut (Fig. 10).
5. Brass Bushes for positioning oil sealing rings (Fig. 11).
(1 off 14 mm diameter inside for clutch shaft)
(1 off 15 mm diameter inside for driving shaft)
(1 off 17 mm diameter inside for crank shaft)
(1 off 20 mm diameter inside for pedal shaft)

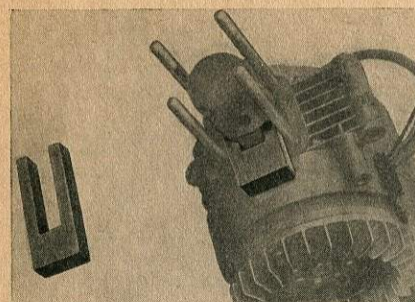


Figure 7: Wood Block, Part No. 093030

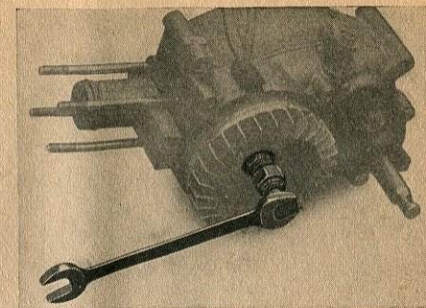


Figure 8: Magneto Withdrawing Tool, Part No. for Bosch Magneto 093006, for Siba-Magneto 093009

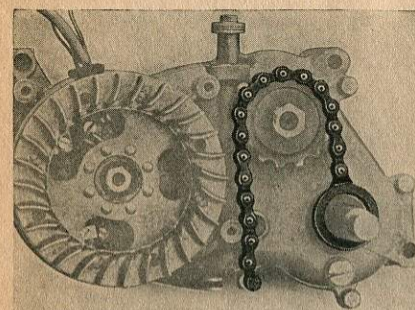


Figure 9: Attachment Chain, Part No. 093032

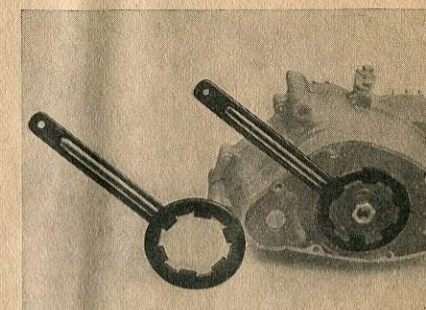


Figure 10: Retaining Tool, Part No. 093031

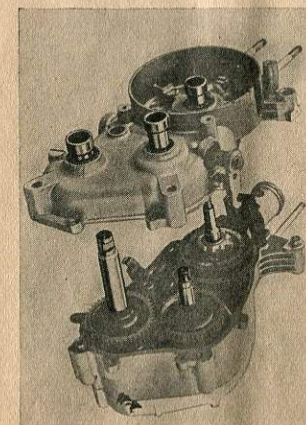
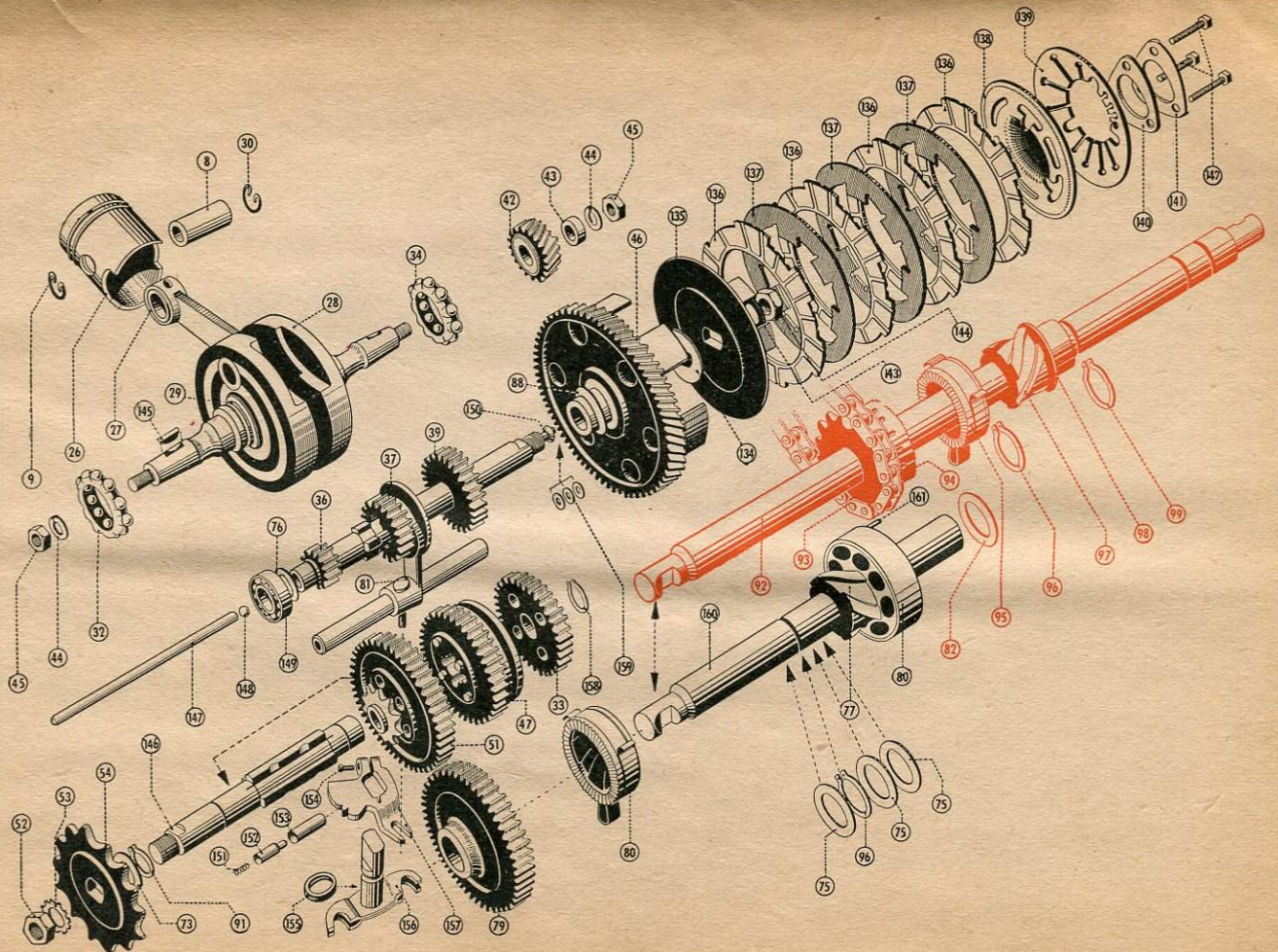
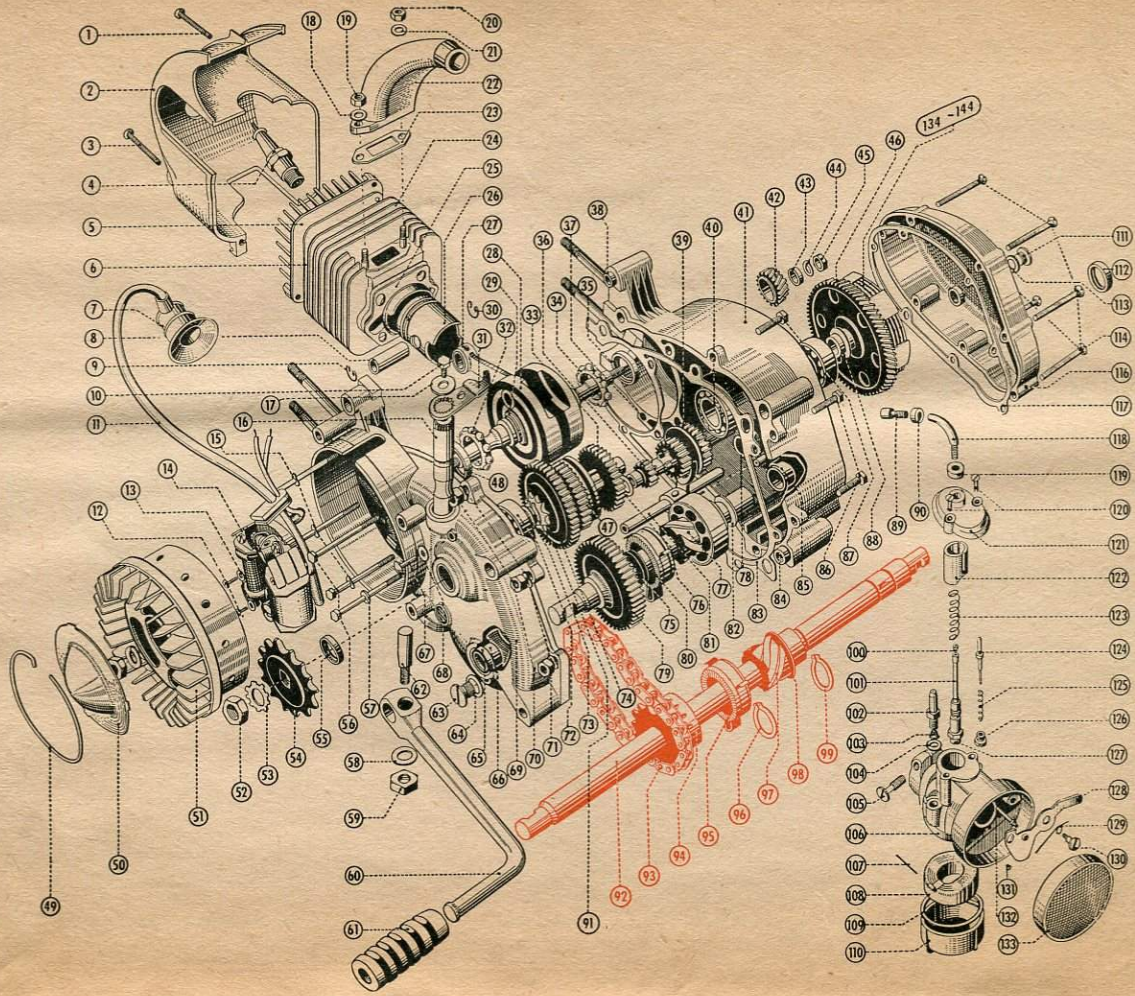


Figure 11: Bush for the protection of Oil Sealing Rings
Part Nos. 14 mm diameter: 093033
15 mm diameter: 093034
20 mm diameter: 093035



List of part numbers for the Kreidler „FLORETT“

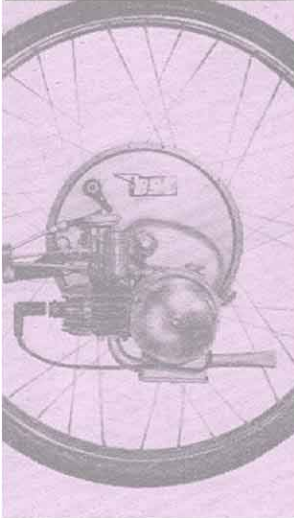
Ref. No.	Item	Part No.	Remarks
1	Lens Head Screw 6 mm thread, 42 mm long	001613	{ For attachment of Cylinder Hood
2	Cylinder Hood for Air Cooling	150402	
3	Lens Head Screw 6 mm thread, 35 mm long	001612	{ For attachment of Cylinder Hood
4	Sparking Plug	081103	
5	Cylinder Head	150306	
	Washer 8.4 mm diameter	003008	{ For attachment of cylinder head
	Hexagon Head Nut 8 mm diameter	002015	
6	Cylinder Head Gasket	150305	
7	Sparking Plug Attachment	081109	
8	Gudgeon Pin 14 mm diameter	150311	
9	Gudgeon Pin Circlip	004801	
10	Hexagon Bolt 6 mm diameter 12 mm long	001122	{ For attachment of clutch lever
11	High Tension Cable 410 mm long	081241	
12	Cylinder Bolt 4 mm diameter 15 mm long	001704	
13	Spring Washer	—	{ For attachment of magneto base plate
14	Magneto Base Plate "Siba" complete	081235	{ For Components see List of Spare Parts
14a	Magneto Base Plate "Bosch" complete	081310	
15	Spring Washer	004363	{ For Casing Attach- ment Screws
16	Clutch Actuation Shaft	150112	
17	Washer	150114	
18	Spring Washer for Carburettor Inlet	004353	
19	Hexagon Nut 6 mm diameter	002010	
20	Hexagon Nut 6 mm diameter (as Ref. No. 19)	002010	
21	Spring Washer (as Ref. No. 18)	004353	
22	Carburettor Inlet	150309	
23	Gasket for Carburettor Inlet	150302	
24	Cylinder complete	150390	
25	Cylinder Base Gasket	150304	
26	Piston complete	150395	
27	Piston Rod with Bush	150590	{ Return crank drive to Makers for assembly
28	Crank complete with Piston Rod	150500	
29	Washer for Crank Shaft Bearing	150508	Max. Clearance 0.1 mm
30	Gudgeon Pin Circlip (as Ref. No. 9)	004801	
31	Lever for Attachment of Clutch	150195	
32	Ball Bearing for Crank BO 17	006300	{ Ball bearing complete with bushes

Ref. No.	Item	Part No.	Remarks
33	Gear Wheel 34 teeth complete	150693	
34	Ball Bearing BO 17 (as Ref. No. 32)	006300	
35	Bearing Bush for Ball Bearing (Ref. No. 32)	—	{ Ball Bearing only supplied complete
36	Lay Shaft 13 teeth with Gear Wheels 26 and 20 teeth	150690	
37	Gear Wheel 20 teeth (for lay shaft)	—	{ Supplied together with Lay Shaft only
38	Adjusting Bush for casing (as Ref. No. 84)	150111	
39	Gear Wheel 26 teeth (for lay shaft)	—	{ Supplied only complete with Lay Shaft
40	Ball Bearing for splined Shaft	006101	{ for right-hand half of Casing
41	Right-hand Half of Casing	150105	
42	Pinion 21 teeth for primary drive	150701	
43	Distance Ring for Crank Shaft Taper	150714	
44	Spring Washer (left hand)	004340	
45	Hexagon Nut (left hand) 8 mm diameter	002026	
46	Clutch Gear Wheel 77 teeth with case and bush	150790	
47	Gear Wheel 40 teeth complete	150691	
48	As Ref. No. 35 (Bearing Busch for Ball Bearing)	—	
49	Snap Ring	110010a	
50	Cover Plate	141204	
51	Flywheel complete with Fan Ring, Siba Bosch	081240 081365	{ For Components see Spare Parts List
52	Nut for Chain Pinion 12 mm diameter	002052	
53	Star Locking Washer 12.5 mm diameter	004064	
54	Chain Pinion, 13 teeth 14 teeth	151009 151003	{ Switzerland
55	Radial Gasket 15 mm diameter × 24 mm diameter × 7 mm	007601	{ for splined shaft
56	Hexagon Head Bolts 6 mm diameter, 80 mm long 6 mm diameter, 70 mm long 6 mm diameter, 60 mm long	001036 001037 001038	{ for correct assembly of different lengths see Assembly Instructions
57	Copper Sealing Ring 6 mm diameter	007008	{ For casing bolt near rear dead centre (Note hori- zontal cylinder)
58	Washer	—	{ These parts are supplied together with the BSA key Ref. No. 62
59	Nut 6 mm diameter	—	
60	Kickstarter Lever	51001102	
61	Starter Lever Rubber	51110003	

Ref. No.	Item	Part No.	Remarks
62	BSA Key complete	210004	
63	Oil filling and Draining Plug	110019	
64	Gasket for Oil Draining and Filling Plug	007001	
65	Radial Gasket 20 mm diameter X 30 mm diameter X 4 mm	007651	for Kickstarter Shaft
66	Bearing Bush for Kickstarter	150103	
67	Notched Pin 5 mm diameter 30 mm long	005512	{ for securing clutch actuation shaft in position
68	Cardboard Gasket 5.3 mm diameter	003106	
69	Left hand half of Casing	150101	
70	Hexagon Nut 6 mm diameter	002005	{ For Bolts connecting parts of Casing
71	Spring Washers (as Ref. No. 15)	004363	
72	Ball Bearing	006130	{ For splined shaft with gear wheel having 34, 40, 47 teeth
73	Washers	150609	{ For adjustment of axial clearance 0.1 to 0.2 mm of the splined shaft
	0.1 mm	150612	
	0.3 mm	150613	
74	Gear Wheel 47 teeth	150606	{ These parts are attached to both sides of the Kickstarter Shaft
	0.3 mm	150803	
	0.5 mm	110025	
75	Starter Disc (as Ref. No. 82)	110032	{ As required: Necessary axial clearance of lay shaft 0.1 to 0.2 mm
76	Washer	110033	
77	Kickstarter Shaft with threaded end	151890	{ threaded end only supplied complete with kickstarter shaft
78	Bearing Hole for Gear Shift fork	—	{ No Bush as originally provided
79	Kickstarter Wheel with Bush, 48 teeth	151891	
80	Threaded Sleeve for Kickstarter Shaft	151805	
80a	Spring	151806	
80b	Spring Holder	151802	
81	Gear Shift Lever with Pin complete	150621	{ supplied only complete with Pin 150622
82	Starter Disc (as Ref. No. 75)	150803	
83	Gasket	150110	
84	Adjusting Bush for Casing (as Ref. No. 38)	150111	
85	Bearing Bush for Kickstarter Shaft	150122	{ in right-hand part of casing
86	Hexagon Head Bolt 6 mm diameter, 26 mm long	001039	{ to connect parts of casing
87	Ball Bearing	006030	{ for lay shaft in right hand part of casing
88	Adjusting Screw 0.3 mm	130615	{ For adjusting axial play between clutch case and gear wheel with 77 teeth
89	Adjusting Screw for Carburettor		
	Bowden Cable	071448	{ Supplied only together with Parts No. 071333 (Ref. No. 118)

Ref. No.	Item	Part No.	Remarks
90	Knurled Nut for Adjusting Screw	071308	{ Supplied only together with Parts No. 071333 (Ref. No. 118)
91	Snap Ring 15 mm diameter	004660	
92	Pedal Shaft complete with threaded part, washer and spacer bush	152890	
93	Roller Chain $\frac{3}{8}$ " x $\frac{5}{32}$	009307	
94	Chain Wheel with Bearing Bush		for pedal drive
	for pedal shaft	152891	
95	Threaded Sleeve for Pedal Shaft	152805	
96	Snap Ring 20 mm diameter	004656	
97	Threaded Part	152805	{ supplied only together with Pedal Shaft 152890 Ref. No. 92
98	Starter Disc	150803	
99	Snap Ring (as Ref. No. 96) 20 mm diameter	004656	
100	Bolt	171499	
101	Injector Jet	171326	
102	Nipple	171334	
103	Fuel Filter	171436	
104	Gasket for Fuel Filter	071490	
105	Pinching Screw	071303	
106	Carburettor Body	071330	{ Carburettor complete: part No. 071339
107	Pin supporting Float	071485	
108	Float	071444	
109	Seal for Float Chamber	071481	
110	Float Chamber	071445	
111	Oil Filling and Draining Plug	110019	
112	Oil Sealing Ring 20 mm diameter	007651	{ for engine and pedal shaft only
113	Gasket	007001	
114	Lens Head Screw 6 mm diameter, 40 mm long	001611	{ for oil filling and draining plug
115	cancelled		
116	Cover for Clutch Casing	151004	{ for cover of clutch casing
117	Gasket for Cover of Casing	151002	
118	Knee	071333	
119	Knurled Nut as Ref. No. 90	071308	
120	Screw for Carburettor Cover	071335	
121	Cover for Carburettor Body	071328	
122	Carburettor Slide	071337	
123	Carburettor Slide Spring	071487	
124	Tickler	071338	
125	Tickler Spring	071439	

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