



RIDER'S INSTRUCTIONS
FOR
KREIDLER J.51 MOPED
AND
KREIDLER R.50 SCOOTER

Sole Concessionaires for U.K.

MOTOR IMPORTS COMPANY, LTD.,

158, STOCKWELL ROAD, LONDON, S.W.9. BRIXTON 7807

RUNNING INSTRUCTIONS

Kreidler R.50 Scooter and J.51/1 Moped

INTRODUCTION - to the Kreidler Rider!

When you purchase a Kreidler, you are the owner of a finely made machine.

We recommend that you read the following instructions carefully to enable you to maintain and service your machine correctly.

Having studied these instructions, you will be certain to have many miles of trouble-free riding.

It is essential to use genuine Kreidler spare parts should it ever be found necessary to replace any part. Always quote your engine number when placing an order. Should you have any query or complaint regarding your machine, do not hesitate to ask the advice of your local agent or contact us direct.

Wishing you happy riding.

MOTOR IMPORTS COMPANY LIMITED.
158, Stockwell Road,
London, S.W.9.

TECHNICAL DATA

Engine

Kreidler single cylinder 2-stroke - air cooled. Bore $1\frac{1}{2}$ " (38mm), Stroke 1.73" (44mm). Capacity 49cc. Compression 1-7.25. Maximum Horsepower developed at 5,000 revs per minute. Flat top piston, vertical scavenging, aluminium alloy cylinder, hard chromium lined. Petrol mixture 1 - 20.

Gearbox

Integral engine gearbox unit, 2-speed, running in oil, constant-mesh helical gears. Handlebar gear change, in zero clutch disengaged first gear running through freewheel, second gear has to be selected and will shift automatically.

Clutch

Multidisc, running dry.

Gear Ratios

R. 50.

J. 51.

(a) Gear Box

1st gear 1-5.86
2nd gear 1-3.36

1st gear 1-5.86
2nd gear 1-3.36

(b) Overall with a rear sprocket of 58 teeth - Rear sprocket 50 teeth.

1st gear 1-28.4
2nd gear 1-16.3

1st gear 1-24.4
2nd gear 1-14.0

Ignition and Lighting

Flywheel magneto with 17 watt output; Cam setting J51/1-25° R50-28° before the piston reaches top dead centre. Headlamp R50 fitted with 4" reflector, J.51/1 3½" reflector and 15w.-15w. double filament bulb. In the headlamp shell is fitted an illuminated built-in speedometer (optional extra on J.51). Lighting switch and Dip switch are combined on the handlebars. An ignition cut-out button is fitted (on switch on J.51 machine and under lamp on R.50). An electric A.C. horn is fitted to the R.50 Scooter only.

Carburettor.

R. 50 - Pallas carburettor 14N (14mm) 9/16" intake. Main jet 57, air filter, choke operated by handlebar control, needle jet 214, needle position 3, slide 2 x 8, idling jet 30.

J. 51 - Pallas type H.10/125 (10mm) 3/8" intake. Main jet 57, air filter and choke operated by handlebar control.

Silencer

Fitted with a multiple chamber silencer which assists the clearance of exhaust gases.

Frame

The frame is made of precision steel tubing and boxed welded steel plate. Adjustment of the back wheel and chain tension by means of chain adjusters. The engine is fixed to the frame at three points.

Bodywork

R. 50. Leg Shields, engine fully enclosed, footboards with rubber protectors. Hinged engine cover to enable easy access to engine.

J. 51/1 Leg Shields and foot shields fitted as an optional extra.

Wheels

R. 50. Steel rims, running on ball bearings. Tyres 23 x 2.25, tyre pressure front 22 lb/sq.in. rear 27-33 lb/sq.in.

J. 51/1. Steel rims, running on ball bearings. Tyres 23 x 2.00, tyre pressure front 20 lb/sq.in. rear 25-28 lb/sq. in.

Brakes

Internally expanding hub brakes, front and rear 4" diam, front wheel brake operated by handlebar lever, rear brake operated by foot pedal. (J. 51 back pedal rear brake).

Fuel Capacity

R. 50. Saddle tank $1\frac{1}{2}$ gallons, reserve 0.2 of a gallon.

J. 51/1. Main tank 1 gallon, reserve frame tank $\frac{1}{2}$ gallon.

Accessories

R. 50. Saddle, adjustable for height and reach; large rear carrier; Prop stand; tyre pump; steering lock; speedometer; tool kit.

J. 51/1. Rear carrier; Prop stand; tyre pump; rear wheel lock; tool kit.

Extra Accessories

R. 50. Pillion seat and footrests.

J. 51/1. Speedometer; legshields; panniers; electric horn.

Dimensions

R. 50. Overall length 6'-0"; saddle height 2'-6" to 2'-8"; overall width 2'-2"; road clearance $4\frac{3}{4}$ ".

J. 51/1. Overall length 5'-11"; saddle height 2'-7"; overall width 1'-11"; road clearance 5".

Weight

R. 50. Ready for the road 147.7 lbs. (full tank)

J. 51/1. Ready for the road 96 lbs. (full tank)

Performance

R. 50. Maximum speed 29.2 m.p.h. with full load. Climbing ability 1 in $6\frac{1}{2}$.

J. 51/1. Maximum speed 35 m.p.h. with full load. Climbing ability 1 in 5.

Normal Petrol Consumption

R. 50. 166 miles per gallon.

J. 51/1. 180 miles per gallon.

The First Start - To drive the Kreidler you have to know a little about the controls which are very simple.

Before You Start - Fill the Petrol Tank with a mixture of oil and petrol of well-known brands, in the following proportions:

1 - 20 i.e. $\frac{1}{2}$ pint oil to $1\frac{1}{4}$ gallons petrol.

We suggest that you check the level of the oil in the gearbox by undoing the filler screw immediately above the drain plug. If the amount is correct you should be able to see the surface level with the base of the filler hole. (see illus. 13)

Check that the brakes are adjusted correctly. Test that the tyre pressures are correct, they should be as follows:-

<u>R.50.</u>	front $22\frac{1}{2}$ lb/sq.in.	rear 27-33 lb/sq.in. (with passenger)
<u>J.51/1.</u>	front 22 lb/sq.in.	rear 25 lb/sq.in.

See that the chain is correctly adjusted. There should be about $\frac{1}{2}$ " up and down movement midway between the gearbox and rear wheel sprocket. Check that the front and rear wheel securing nuts are tight.

Riding (Illustrations 1 and 2). After opening the petrol tap, (when open the tap should point downwards), close choke lever until the engine fires. Pull the clutch lever (L/H); open the right hand twist grip throttle completely and kick the kickstarter (on the J.51 the pedals act as kickstarter). If the engine runs, release the choke lever again and allow the engine to warm up at a fast tick over. Whilst riding the machine never pull shut the choke control. If you like, you can press the tickler on the carburettor float cover before starting (but never more than for one or two seconds). If you do this, you must not use the choke lever unless it is very cold, and then keep the twist grip throttle $\frac{1}{2}$ open.

To start off, you pull the clutch lever and release it (on the R.50 Scooter with the twist grip set to first gear), at the same time opening the twist grip throttle slowly. Stay in this gear until you reach 15 m.p.h., then close the twist grip throttle slightly, and pull the clutch and twist gear change and release in the position marked 2nd gear (in the case of the J.51 release gear lever only, without operating clutch lever).

If you change back into first gear the throttle must be slightly opened again.

The first gear must be used when riding slowly or climbing hills. Do not leave in first gear when the road speed reaches 15 m.p.h. but change into 2nd gear.

Always turn the twist grip throttle to a slow tickover when you are stationary and pull the clutch lever. Always use both brakes when stopping. When parking the machine always leave in second gear and turn off the petrol.

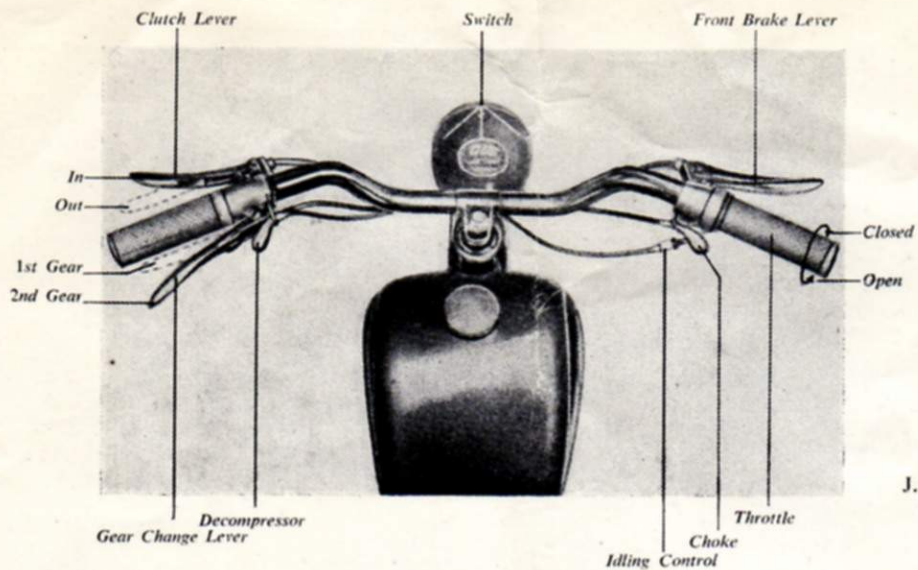


ILLUSTRATION 1
J.51: Handlebar Controls.

ILLUSTRATION 2
R.50: Handlebar Controls.

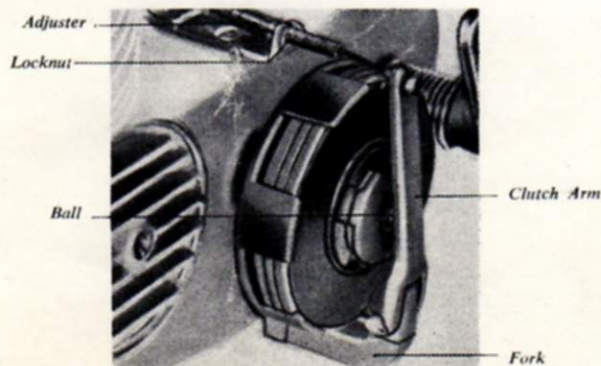
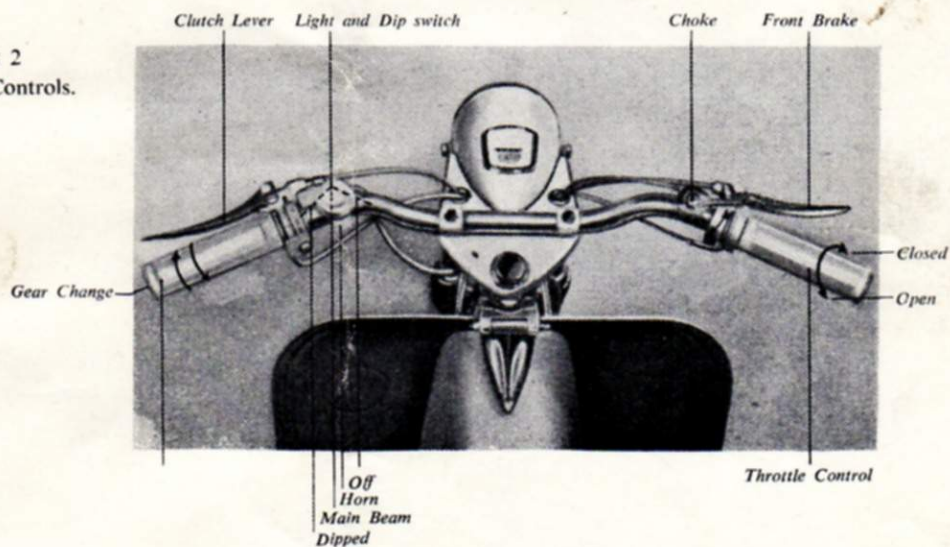


ILLUSTRATION 3
J.51 and R.50: Clutch Adjustment.

PLEASE NOTE - ALWAYS USE THE CLUTCH WHEN CHANGING GEAR ON THE R.50 SCOOTER.

ON THE J.51/1 MOPED ONLY USE THE CLUTCH WHEN STARTING AND STOPPING.

Running in - For the first 200 miles do not ride your Kreidler machine with the throttle fully open. After 400 miles you can slowly use more throttle until 800 miles when full throttle can be used.

Do not leave in 2nd gear when the motor is labouring uphill, as this is very bad for the engine.

Do not run the engine at the same revolutions all the time during this running-in period.

The oil to petrol mixture is always and not only during the running-in period:-

1 - 20

After the first 400 miles and 800 miles, the machine should be taken back to your local agent for servicing, which will be carried out for a very small charge for oil, etc.

MAINTENANCE

Engine - The cylinder head should be removed, and the carbon deposit in head and on the piston top should be removed with care after every 1,200 miles. Exhaust port, exhaust pipe and silencer must also be thoroughly decarbonised.

Clutch (Illustration No. 3.) If the clutch slips or fails to disengage properly, adjust the cable tension by means of the adjuster on the gearbox end of the cable. First slacken off the lock nut and adjust to allow play in the clutch arm of $\frac{1}{8}$ " (4mm approx). Do not forget to retighten lock nut after adjustment. The needle bearing on the end of the clutch should be lubricated with a little oil after the first 700 miles, and then every 1,200 miles.

Gear Change Mechanism (Illustrations 4 and 5)

R.50. The gear change should be adjusted in first gear by means of an adjuster on the gearbox end of the cable. It is advisable to have this done by your local agent if necessary.

J.51. The adjuster is on the gear change lever lug and should have $\frac{1}{8}$ " free play in second gear.

Carburettor (Illustrations 6 and 7). A Pallas carburettor is fitted. This is pre-set at the factory and should need no adjustment. The jet needle must never be bent and if the jet should get blocked, clear by means of a thin

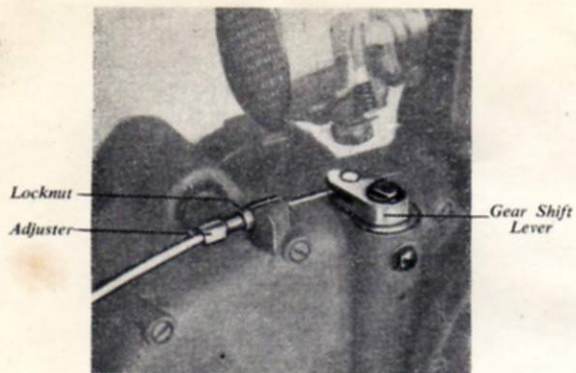


ILLUSTRATION 4
R.50: Gear Adjustment.

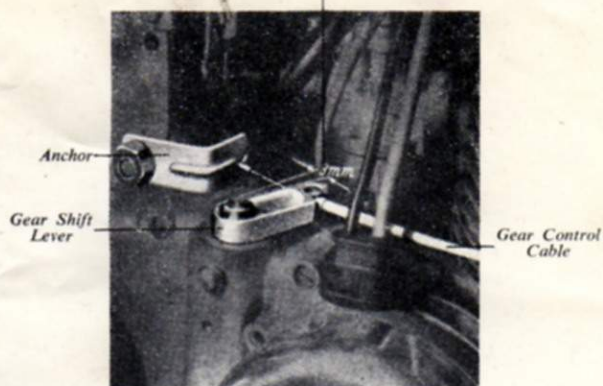


ILLUSTRATION 5
J.51: Gear Adjustment



ILLUSTRATION 6
R.50: Carburettor, right hand, with Air Intake Silencer.

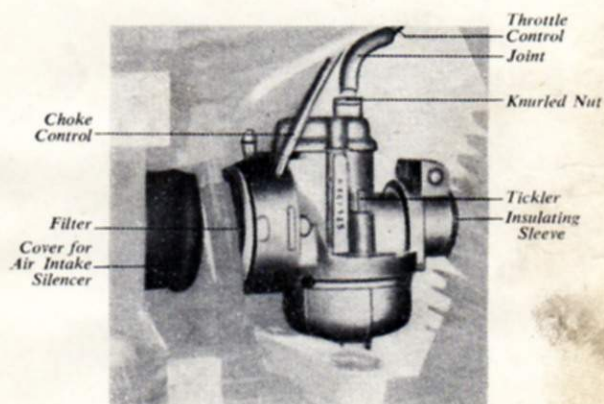


ILLUSTRATION 7
J.51: Carburettor, right hand.

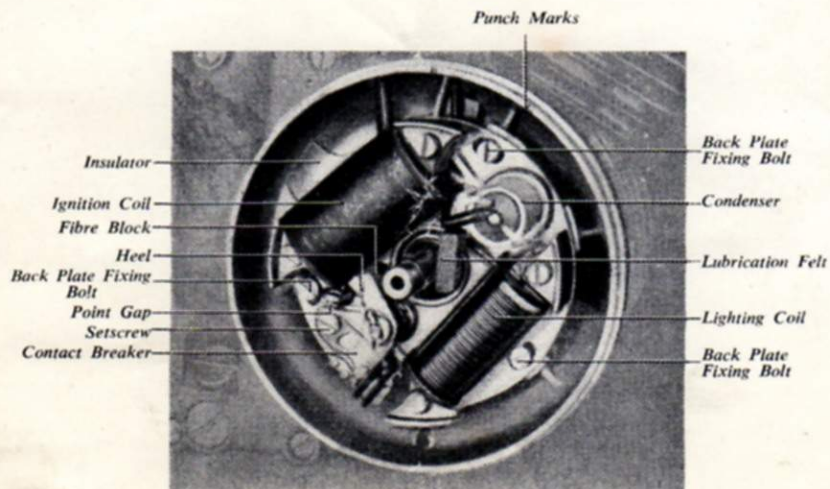


ILLUSTRATION 8
J.51 and R.50: Flywheel Magneto.

bristle (wire should never be used), or by blowing through it. The slow running may be adjusted by means of a set screw on the carburettor. In the case of trouble always consult your local Kreidler Agent.

The carburettor air filter and petrol tap filter should be removed and cleaned after the first 500 miles and then after every 650 miles.

Electrical Equipment (Illustration 8). It is undesirable to carry out any work on the electrical installation except to clean the contact breaker and replace bulbs. The contact breaker gap should be 13 - 18 thou. If the fibre heel wears, this gap will be reduced and should be adjusted by means of the eccentric screw until the gap is as above, then tighten bolts securing contact breaker. The contact gap should be checked and the breaker felt greased with hot gearing grease every 1,200 miles.

Sparking Plug The sparking plug gap should be set at 18 thou.

Ignition Tuning This should be $\frac{1}{8}$ " before T.D.C. i.e. the piston should be $\frac{1}{8}$ " before its top dead centre position when the contact breaker is on the point of opening. The position of the piston can be checked either by means of a marked rod inserted in the cylinder through the sparking plug hole or by observing and matching punch marks on the flywheel and back plate. The correct cam extractor should always be used when running the cam, as any force will damage the crankshaft.

Bulbs When replacing bulbs, never fit bulbs that are not the correct voltage and wattage ratings. It is advisable to carry spare bulbs.

Head Lamp Adjustment The Head Lamp should be adjusted so that the centre of the beam meets the ground 35 ft. in front of the machine.

Brakes Front wheel brake can be adjusted by a cable adjuster. This should be adjusted after the lock nut has been slackened off, until the front wheel just spins freely, but the brake operates as soon as the lever is pulled. Do not forget to retighten the lock nut. (See Illustrations 9 and 10).

The rear wheel brake can be adjusted by using the adjustment holes on the rear brake lever. As the brake wears, the rod should be put in the next hole in this plate nearest the rear of the machine. Do not forget to replace the securing safety loop. If after all adjustment has been taken up the brakes do not operate satisfactorily replace the brake shoes. The brakes should be adjusted after the first 350 and 700 miles and then after every 650 miles. (See Illustration 11).

Chain Tension (Illustration 12). The chain should have $\frac{1}{2}$ " play midway between the engine sprocket and the rear wheel sprocket. To adjust this first slacken off the spindle nuts and then turn the two chain adjusters. To maintain correct wheel adjustment these should be each turned the same amount. Retighten lock nuts. If necessary re-adjust brakes.

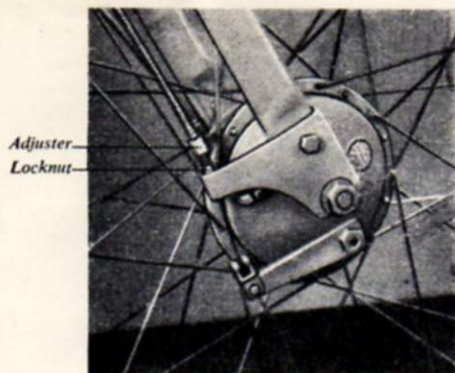


ILLUSTRATION 9
R.50: Front Brake Adjustment.

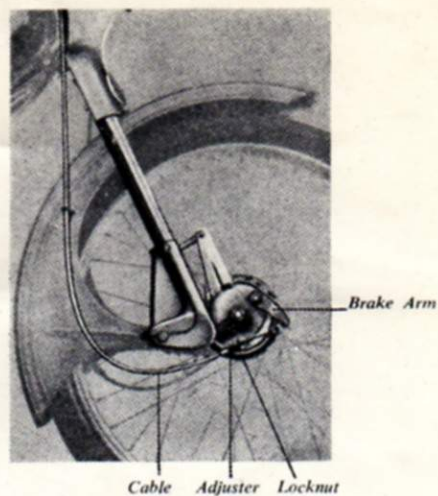


ILLUSTRATION 10
J.51: Front Brake Adjustment.

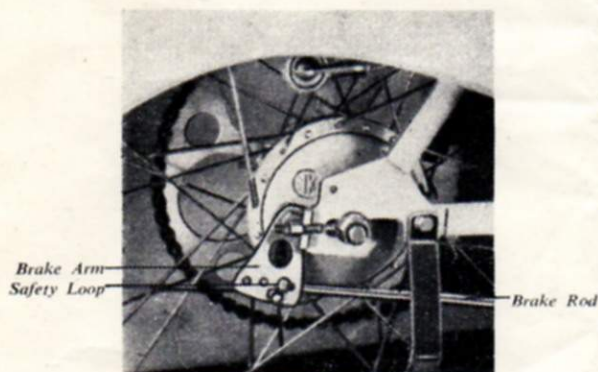


ILLUSTRATION 11
R.50 and J.51: Rear Brake Adjustment.

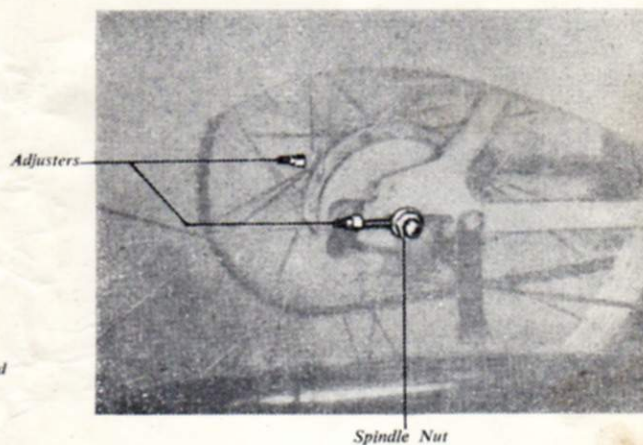


ILLUSTRATION 12
J.51 and R.50: Chain Adjustment.

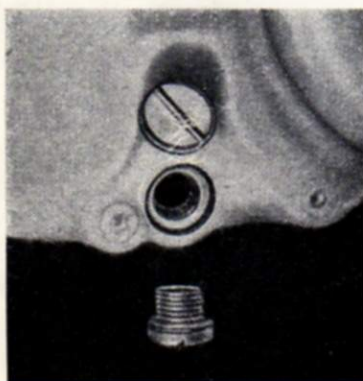


ILLUSTRATION 13
J.51 and R.50: Drain Plug.

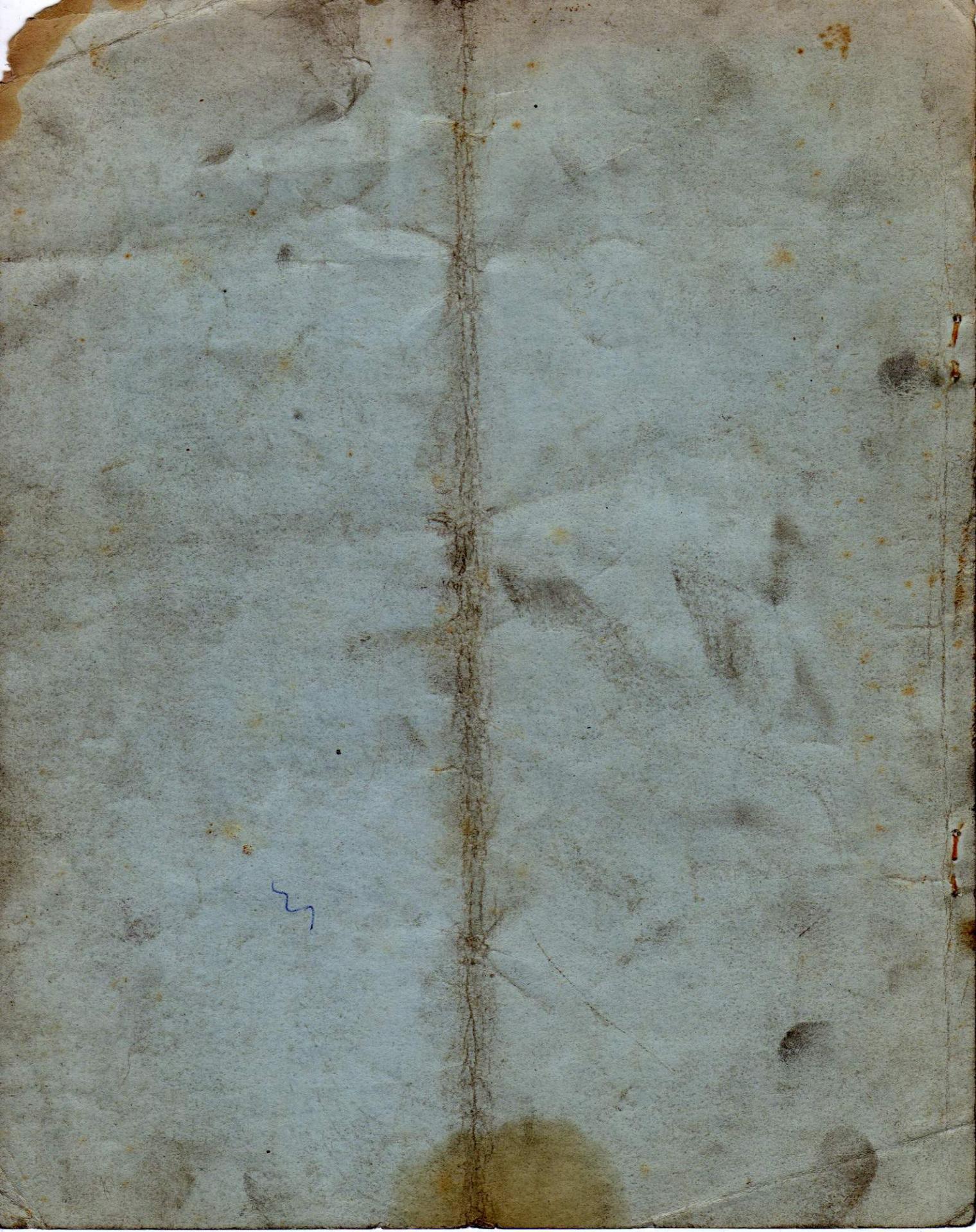
If the chain is ever removed, check that the spring link is on the outside and that the closed end of link is pointing in the direction of the motion of chain when replacing.

Lubrication

1. Engine: Use SAE 40 or 50 grade in the proportion of 1 in 20 in the petrol/oil mixture.
2. Gearbox: Use SAE 40 or 50 grade in Summer and SAE 20 in Winter. Capacity approx $\frac{1}{3}$ pint. The oil should be changed after the first 350 miles and 700 miles and then every 1200 miles (check level every 650 miles). See Illustration 13.
3. Telescopic Forks: Grease every 1200 miles by means of the grease nipples (R.50 Scooter only). The front and rear suspension of the J51/1 should be lubricated every 650 miles by means of the grease nipples.
4. Wheel Hubs and Speedometer Drive: The wheel hubs should be dismantled every 2500 miles, the bearings thoroughly cleaned and re-packed with grease. Every 1000 miles remove the speedometer drive cable and lubricate drive gearbox with grease gun.
5. Chain: Grease with special chain grease and adjust to $\frac{1}{2}$ " up and down movement half-way between sprockets after the first 350 and 700 miles and then after every 1000 miles. When replacing, make sure that the closed end of chain link is facing direction of chain rotation.
6. Steering head bearings should be cleaned and greased every 5000 miles. As special tools are necessary, we advise you to take your machine to your local agent for this work to be carried out.
7. Control Cables: Every 1000 miles disconnect the cables, hand them up and feed in a few drops of petrol/oil mixture.
8. Clutch, Gear and Brake Lever Fulcrums, Foot Brake Pedal and Kickstarter. Grease after machine has been out in the rain and after washing down.

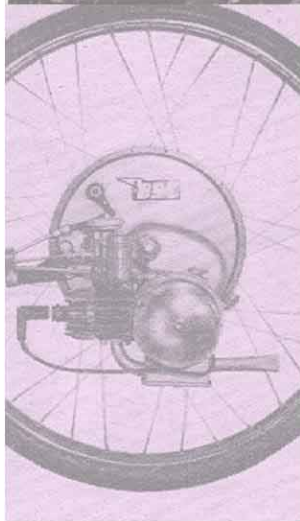
MAINTENANCE CHART

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