Mobylette

Operation - Lubrication - Maintenance

MOTOBECANE

FOREWORD

★

Since November 1949, more than 10 millions of MOBYLETTE have been turned out. The success of these machines is due to their road-holding, comfort, driving pleasure, and maintenance simplicity. This owner's guide has been issued to enable our customers to carry out this maintenance in the best conditions and to get the best performance of their machine. We therefore advise the MOBYLETTE owner to read this guide with the greatest attention and to follow our instruction very closely.

Besides and still in their own interest, we recommend our customers to have their insurance policy in order and to adhere strictly to the Highway Code.

Moreover the MOBYLETTE is covered by a six months guarantee under the conditions indicated in this owner's guide.

The MOBYLETTE is covered by the french patents S.G.D.G.

1.107.259 Add. 72.282
1.141.602 — 1.160.500 — 1.183.833
1.195.443 — 1.239.961 — 1.252.842
1.269.194 — 1.271.578 — 1.283.222
1.325.736 — 1.330.221 — 1.336.253
1.337.393 — 1.369.469 — 1.418.139
1.509.102 Add. 91.793 — 1.529.625
1.551.875 — 1.539.178 — 1.553.020
1.573.163 — 7.027.710 — 7.214.403

and a great number of foreign patents.

Further more the names MOBYLETTE, MOBYMATIC and DIMOBY are patented themselves.

IDENTIFICATION

A "Manufacturer's plate" fixed on the steering column indicates the type of the machine and the frame number. The same number is also stamped either on the right rear frame bracket (model without rear suspension) or on the right-hand side of the frame near the lower engine attachment, or behind the R.H. tool box cover.

The engine number in on a plate fixed to the upper right-hand cylinder-head fin.

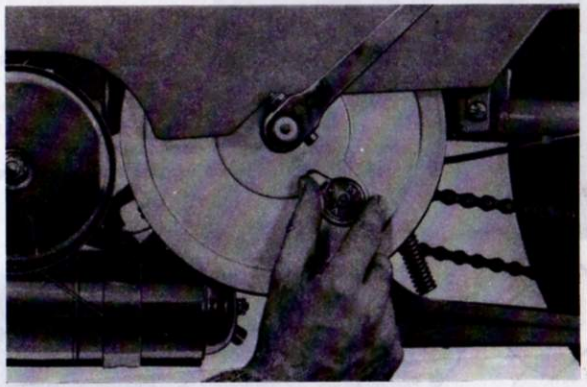
Mobylette

The MOBYLETTE is a moped or a motordriven cycle. It is useful means of transport in which the engine and frame are perfectly combined to provide maximum riding comfort on the road. Comfort is ensured by balloon-tyres and stability by the engine position providing a very low centre of gravity.

The MOBYLETTE controls are grouped in a single twist-grip on the right hand side. When the twist-grip is "at rest", the engine idles and the decompressor is closed. When the twist-grip is turned clockwise, the engine is decompressed, in other words it only opposes a low resistance to starting, but still does not run. When the twist-grip is turned counter-clockwise, the control actuates the throttle which enables the engine speed to be regulated. You can therefore adjust the running speed as required.

The MOBYLETTE has two brakes, the front brake being controlled by the right hand. Only apply the brakes if the twist-grip is "at rest" because the MOBYLETTE engine provides the best braking power.

The MOBYLETTE can also be used as an ordinary bicycle. To do this, the engine must be disconnected from the rear wheel: turn the button situated on the pulley (Pict. 1) counter-clockwisse.



Pict. 1

To reconnect the engine again, turn the button clockwise. The button must be turned EXCLUSIVELY BY HAND. In case of abnormal effort, find the engagement position by moving the machine forwards slightly.

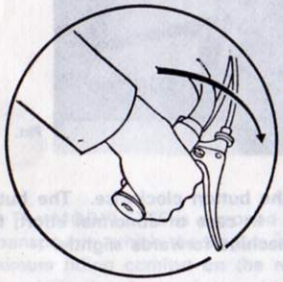
NEVER FORCE.

OPERATION

STARTING THE ENGINE

1st Open fuel-tap (see page 8).

2nd Fully decompress by turning the twist-grip completely clockwise, pedal as on a bicycle until the engine rotates **keeping the twist-grip in that position** (Pict. 2).



Pict. 2

Pict. 3

3rd The MOBYLETTE being at walking speed, **turn quickly the twist-grip counter-clockwise** (Pict. 3). The engine must run.

STARTING WITH PEDAL ON CENTRE STAND

1st While keeping the twist-grip completely clockwise turned i.e. "decompressed", start the engine by pushing down energetically the pedal until its lowest position (Pict. 5).

2nd The engine starting to rotate, turn quickly the twist-grip counter-clockwise. The engine should start and the rear wheel gets into motion.

Never sit on the saddle and pedal when moped is on its centre stand (Pict. 4).

Pict. 4

The proper way to start (Pict. 5).

Pict. 5

3rd Apply the rear brake and leave the engine idle. Set the machine down on its wheels and ride off, opening the throttle.

This starting method can be used under all circumstances, but it is particularly useful when starting on a hill, since it avoids to pull the machine until the engine reaches the speed at which the clutch engages.

It is to notice, when putting your MOBYLETTE on centre stand, you never must leave your moped fall backwards, but on the contrary you must accompany it, supporting the rear of the machine until it comes in stable position.

By cold weather, to help starting, operate the choke lever on the left side on handlebars with your left thumb. This lever is reached without the hand having to leave the handlebars. It should be used a few moments. It will swing back automatically by a spring. It should be used only if bad weather conditions.

However on the models 40-50 non equipped with automatic gear change. **You must use the choke in any circumstances** particularly by cold weather.

STEERING LOCK

The "de luxe" models of the MOBYLETTE range are fitted with a "NEIMAN" steering lock. There are 2 types of steering lock mounting according to the models of MOBYLETTE.

On the rigid fork model the steering lock is situated vertically on the right of the steering column.

On the telescopic fork models, it is situated vertically on the upper plate of the fork in front of the handlebar.

OPERATION

Place the key in the lock, turn it to the left while pushing in the assembly at the same time as you turn the handlebar so that the locking pin gets into its housing. The locking pin will be engaged. Bring the key back into the axis and extract it.

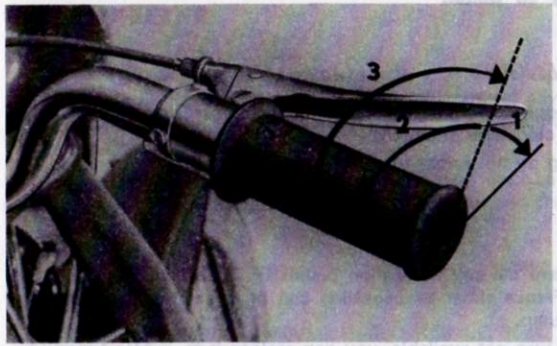
Certain types of our mobylettes are series fitted with a steering lock housing but have no lock. You can have one installed by one of our agents.

DRIVING

TO REGULATE THE SPEED

After starting the engine as explained above, **just open throttle by turning the twist-grip counter-clockwise to start moving your MOBYLETTE** (Pict. 6).

When driving the speed is regulated by opening the twist-grip more or less.



1. Decompress
2. Accelerate
3. Slow down

Pict. 6

TO SLOW DOWN AND STOP

To slow down, turn the twist-grip back clockwise at rest, and if necessary, apply both brakes.

When the MOBYLETTE speed is back at walking speed (6 km/h), either with the brakes, or slow down by closing the throttle, without decompressing, the clutch is released and frees the engine from the drive pulley. **With the twist-grip at rest, the engine idles.**

With the MOBYLETTE at a standstill and the engine idling, you only need to open the throttle to ride off again. (This is made possible by the DIMOBY automatic clutch.)

On the models fitted with a MOBYMATIC automatic gear change, the system automatically adjusts the appropriate gear ratio according to the road conditions.

When riding down long hill, remember that your engine is your best brake and allows, throttle at rest, to descend hill up 10% at reasonable speed. The twist-grip at rest, you can apply both brakes to stop in case of emergency. When riding down very long slopes, in mountain, never close the fuel tap, as the lubrication of the engine should stop without saving much fuel. The MOBYLETTE can climb important gradients without having to pedal. However, when the speed drops on a climb to less than 12 km/h, the engine should be assisted by pedalling. The pedal ratio is in line with pleasant use on slopes. Never go down slopes with the pulley in the bicyle position, which would entail seizure of the sprocket on the pulley shaft. **Models equipped with the MOBYMATIC automatic gear change climb most slopes without having to pedal.**

TO STOP ENGINE

A full stop requires in the last meters the decompressor action by rotation of the twist-grip clockwise (Pict. 6).

When parking do not forget to shut the petrol tap.

MIXTURE

We recommend the self lubrication blend BP ZOOM ready to be used and supplied in France either by capsuling can or in any service station to the BP ZOOM pump.

If this blend was not available, you can replace it by a blend made by yourself with normal petrol and oil :

— either BP Energol 2 stroke - HV Type.
— or, if this oil was not available, with any two stroke oil of any great brand.

This blend will be made either, in preference, in a can that you will shake before pouring it in the tank, or by pouring directly in the tank petrol in first and after oil. Then shake the machine in order to perfect the blend.

Proportion	**Petrol**		**Oil**
Percentage	96%	for	4%
Proportion	25	for	1
Imperial gallon	.5	for	3 oz
U.S.A. gallon	.6	for	3 oz
Metric	2.5 l.	for	10 cl.

Our guarantee is only applicable if the instructions particular to the mixture are followed, as given in the present owner's guide.

PETROL-TAP

The petrol-tap located on L.H. side works according to the following positions :

— Lever turned forward : "Reserve"
— Lever turned down : "Closed"
— Lever turned backward : "Open"

The quantity available by "Reserve" will allow you to reach the next station service.

SPEEDOMETER

The "de luxe" models are standard fitted with a speedometer with odometer incorporated in the headlamp. This will enable you to pay greater respect to the conditions of use and ensure the maintenance of your machine in according with the maintenance table.

Standard models with telescopic forks may also be equipped with a speedometer by our agents, its housing being provided for in the headlamp.

TURN SIGNAL LIGHTS - STOP LIGHT

The models H40TLC, H40VLC, H50LC, H50VLC, 85LC, 88LC are equipped with turn signal lights and stop light. The turn signal lights work through the winker switch on L.H. side handlebar, while the stop light works through the L.H. brake lever.

RUNNING-IN

Our engines feature exceedingly hard-walled chromium-plated aluminium bores and they are factory-fitted with a minimum play. The engine cannot give maximum power before 1.500 km.

You must run-in your machine properly, using it under normal conditions without any straining or overheating when going uphill. Also, don't run the engine at high speed for too long.

You won't have to add any oil during the run-in period if you use BP ZOOM mixture.

The proper operation of your "Mobylette" depends on the scrupulous application of the advices we give you in this handbook.

To carry out the maintenance operations in due time,

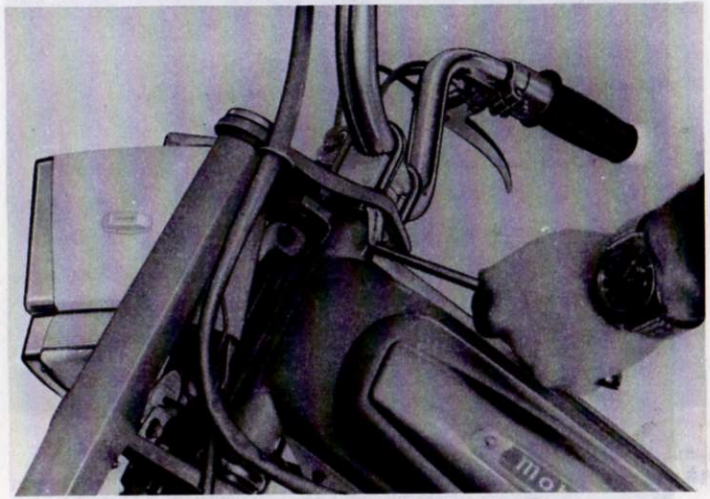
fit your "Mobylette"

with a *SPEEDOMETER/ODOMETER*

SALE AND FITTING OF THIS ACCESSORY BY ALL ACCREDITED AGENTS

ADJUSTMENTS

To ensure the greatest possible comfort, the following parts are adjustable according to your height and the position you prefer:



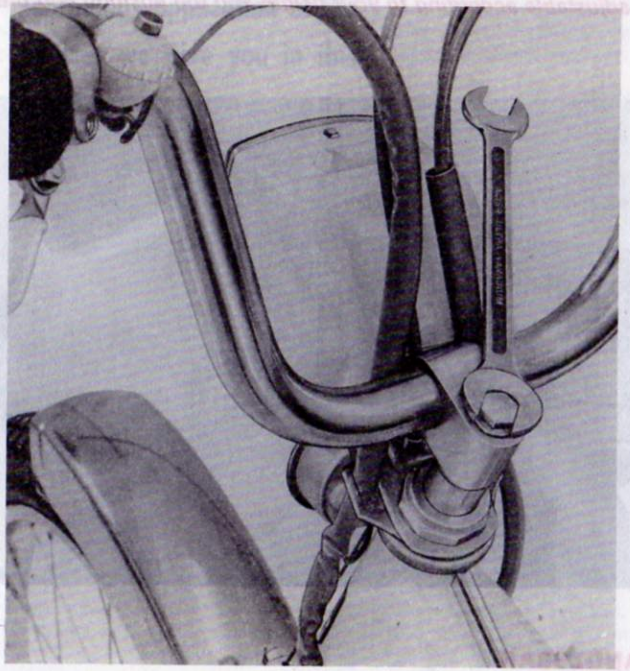
Pict. 7

HANDLEBAR

The positions of the handlebars and the saddle are adjustable over a wide range. On machines equipped with a telescopic fork, the handlebar is adjustable for angle. To do this, loosen the U clamps nuts by means of a 10 mn spanner (Pict. 7).

On machines which do not have telescopic forks (ordinary rigid fork) the handlebar is adjustable for height. To do this, loosen by a few threads the stem nut using a 12 mm spanner, and tap with a mallet to free the internal blocking cone (Pict. 8).

Take care not to raise the handlebar too much and ensure that the upper portion of the handlebar stem tube slots is at least 25 mm below the steering column lock-nut.



Pict. 8

SADDLE

The position of the saddle must be lower than on an ordinary bicycle and should enable both feet to be placed on the ground without difficulty.

MAINTENANCE

LUBRICATION

EVERY 1.000 km

TELESCOPIC FRONT FORK

Pict. 9

On MOBYLETTES equipped with a telescopic fork, grease it lightly with a pressure gun, through the grease nipples (1) at the rear of each fork leg with **BP ENERGREASE C 3 G** (Pict. 9).

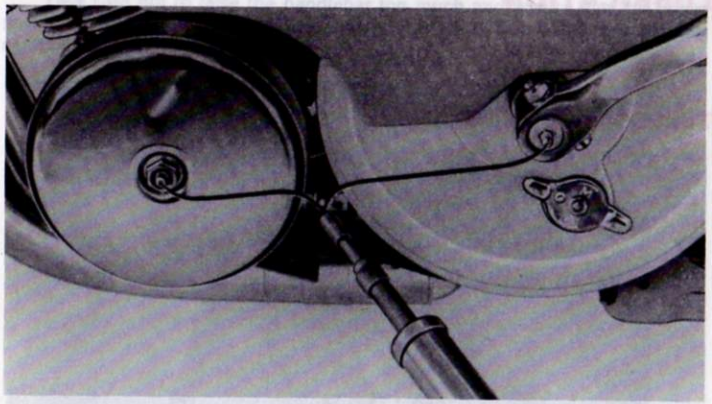
CHAINS

Lubricate the chains with BP ENERGOL SAE 50 MOTOR OIL using a brush and depositing the oil inside the chains. Rotate the wheel so as to grease the whole chains.

Never dip the chains in grease-removing liquid (such as trichlorethylene). This would dry up the rollers.

PULLEY

Lubricate the pulley relay bearings through the grease nipple on the left-hand end axle with **BP ENERGREASE C 3 G** (Pict. 10).



Pict. 10

AUTOMATIC GEAR CHANGE "MOBYMATIC"

Lubricate at the same time the clutch and the pulley of the automatic gear change through the central grease nipple, with BP ENERGREASE C 3 G.

MISCELLANEOUS

Lubricate speedo drive with **BP ENERGREASE C 3 G.** Periodically lubricate the various controls and cable inlets **with BP Domestic Oil,** using a brush.

EVERY 1.000 OR 2.000 km

AUTOMATIC CLUTCH "DIMOBY"

Lubricate with a pressure gun (central grease nipple) using **BP ENERGREASE C 3 G** every 2.000 km in normal use, every 1.000 km including frequent stop-starts (Pict. 10).

EVERY 6.000 km

HUBS

Fill front and rear hubs **with BP ENERGREASE L 2 Multipurpose** without excess every 6.000 km.

DECARBONIZING

The recommended BP ZOOM blend only leaves small and easily removable carbon deposits.

Every 6.000 km have the exhaust silencer decarbonized by a MOBYLETTE Dealer, and every 12.000 km have the piston-top, cylinder head and cylinder exhaust ports decarbonized.

The figures—6.000 km and 12.000 km—are only indicative. You should decarbonize as soon as you notice the following faults:

★ Engine losing power
★ Bad starts
★ Carburettor backfires
★ Dirty plug
★ Excessive overheating
★ Irregular "four-stroke" cycle.

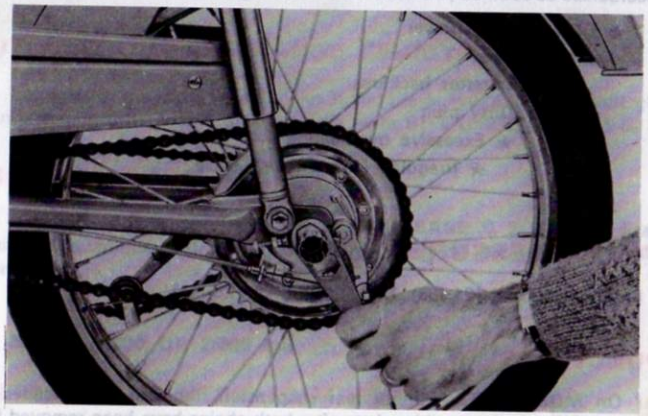
TYRE PRESSURES

Front : 1,500 kg (21 lbs). Rear : 1,800 kg (26 lbs).

PUNCTURES

On MOBYLETTES without rear suspension, the rear wheel slides out forwards from the inverted brackets after both chains have been removed from sprockets (Pict. 11).

Pict. 11

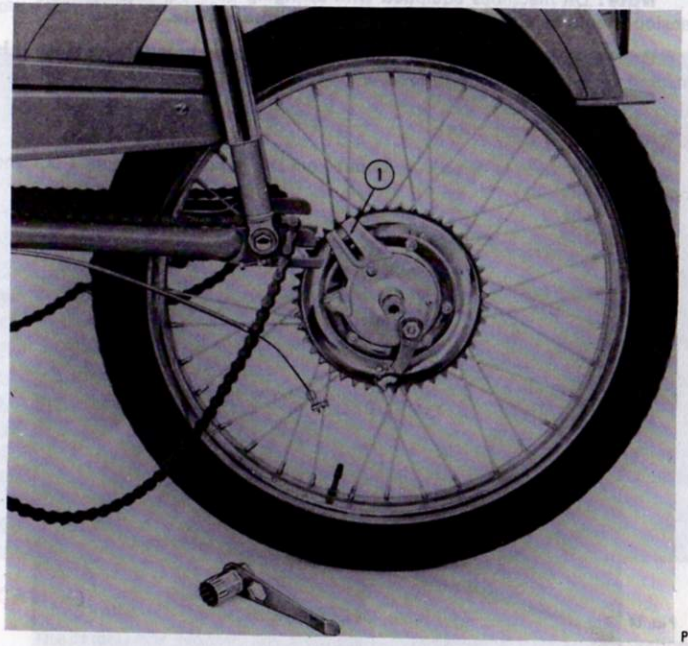


Pict. 12

Check chain tension after re-assembly.

On MOBYLETTES with rear suspension, the swinging arm has brackets open to the rear. Hook up and lock in high position the bicycle chain tensioner. Unscrew the spindle nut fully, (without removing them completely, so the wheel can be pushed forward to remove the chains **without upsetting the adjusters**).

On re-assembly, make sure the cylindrical extension of the spindle nuts is hard up against the adjusters.



Pict. 13

When reassembling don't forget to engage the anchor lug (1) in the fixed point located on the fork-end. (Pict. 13).

Do not forget to lower bicycle chain tensioner.

Note: It is never necessary to remove the spring links.

CHAINS

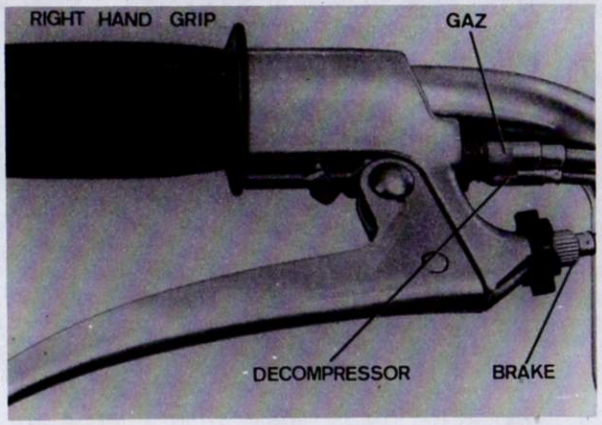
The strongly reinforced engine drive chain must not be tightened excessively; it is adjusted by moving back the rear wheel. The bicycle chain must be slackened during the operation by loosening the fixed tensioner on the right-hand bracket. To do this, unscrew the two bolts slightly. Then adjust the chain with the tensioner. This too should not be excessively tight.

Note: On machines equipped with swinging-arm rear suspension, chain tension should be adjusted **with the rider on the saddle.**

On these machines, bicycle chain tension requires no attention since it is ensured by a spring-loaded tensioner.

BRAKE ADJUSTEMENT

The adjustment is to be carried out from the handlebars (knurled nut and lock nut) (Pict. 14).



Pict. 14

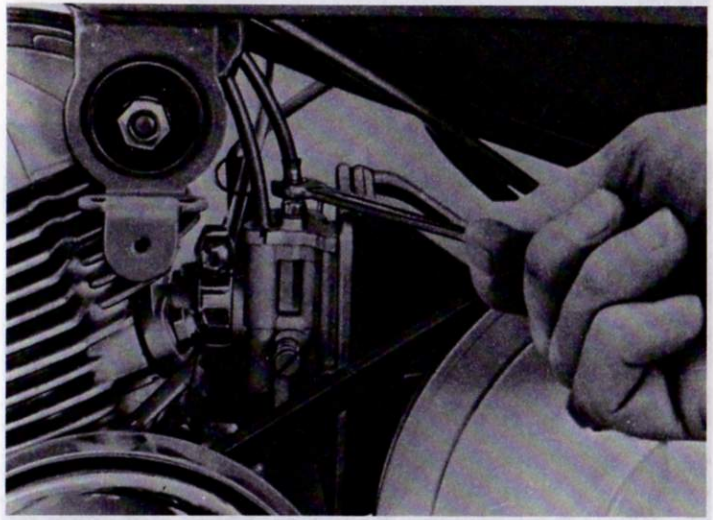
DECOMPRESSOR ADJUSTEMENT

This adjustment is to be carried out from the handlebars (Pict. 14). The decompressor must open frankly (1 mm at the valve). The twist-grip should close entirely the throttle before the decompressor operates.

The decompressor control must have a free travel to ensure the closing of the valve. The contrary will cause the destruction of the valve, hence lost of power.

THROTTLE ADJUSTMENT

This adjustment is to be operated on the carburettor by means of the adjuster (spanner 8 mm), (pict. 15). The throttle adjustment is to be carried out from the handlebars on models with automatic clutch (Pict. 14).



Pict. 15

CARBURETTOR

The carburettor, properly adjusted, shall always provide a proper carburation. It has a silent air intake filter, and a choke, which insures correct starting under all temperature conditions.

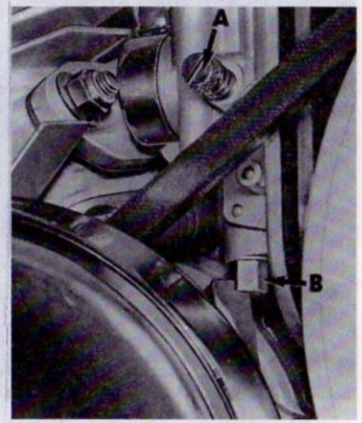
On all carburettors, there is a idling adjustment screw A, to be screwed on to accelerate the idling (Pict. 17 and 19), after having removed the left engine fairing. Note that the throttle control must have a free travel forbidding to open the throttle when turning the handlebars.

To clean the carburettor jet B, remove the left hand engine fairing, and unscrew the jet with a screw-driver (Pict. 17), or with a spanner 8 (Pict. 19) (engine with long inlet pipe).

The MOBYLETTE is equipped with two filters: a petrol tap filter and a carburettor filter. To take away the latter, remove the right hand engine fairing (Pict. 16) or left (Pict. 18). Check the cleanliness of the filters after any repair or in case of lack of mixture. Some models are supplied with a spare jet located inside the silent air intake filter, in a special housing, separated from the carburettor port. This jet must be fitted instead of the running-in jet after the first 500 km.

Since the running-in jet should not be re-used, do not replace it in the silent air intake filter, since it could, if incorrectly placed, be sucked into the engine and damage it.

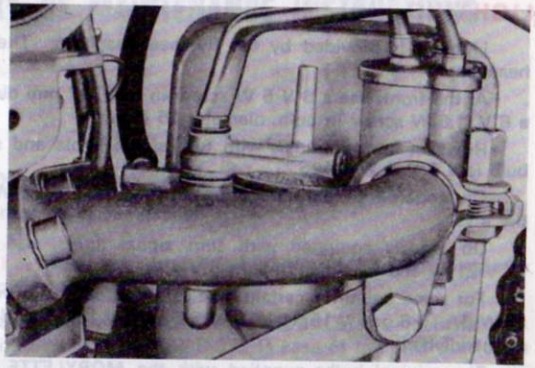
Pict. 16



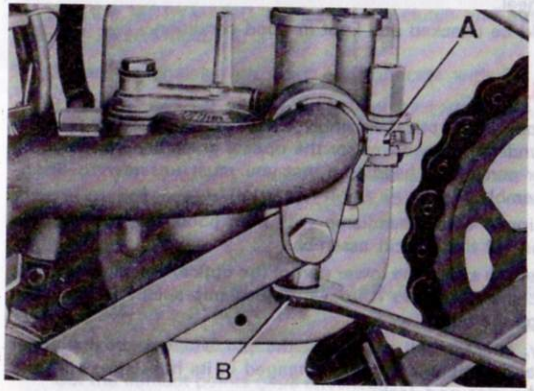
Pict. 17

SPARKING PLUG

We advise our customers to use the same type, mark of plugs as those originally fitted on our machines. If the engine misfires, starts badly, remove the plug and clean it, checking the gap which should be 4/10^{e} mm.



Pict. 18



Pict. 19

FLYWHEEL MAGNETO - IGNITION

The flywheel magneto provides ignition and lighting current.

The ignition advance is 2 mm. The gap between contact points is 3 to 4/10^{e} mm. The maintenance of the flywheel should be carried out by one of our dealers.

LIGHTING

Lighting is provided by the flywheel magneto. The switch is on the headlamp.

At the front, use a 6 V 6 W screw-in bulb, 17 mm diameter; at the rear, a 6 V, 1.8 W screw-in bulb, diameter 15 mm.

However on the models with turn signal lights and stop light, the rear bulb is a 6 V 4 W BA9S.

On models with rear number plate use either 6 V 1.8 W screw type bulb or 6 V 4 W.

On models equipped with turn signal lights, use 4 bulbs, BA15S, 12 V 21 W and for the stop light 6 V 4 W BA15S.

For some countries certain models are fitted at the front with bulbs 6 V 15 W BA 15 S or 6 V 15/15 W BA 15 D, or 6 V 18/18 W BA 15 D with switch on handlebar.

The original bulbs supplied with the MOBYLETTE are the only ones adapted to the flywheel.

The leads should be checked and kept in good condition.

CHANGING BULBS

On rigid fork models the optical assembly is easily disengaged by pressing on the spring-clip under the headlamp, or the optical assembly is secured by a screw at the lower part of the headlamp that you must unscrew to disengage the optical assembly.

On models equipped with a headlamp with horn hood, unscrew the two screws at the bottom of the optical assembly.

It is then sufficient to swing the lower part of the optical assembly towards the front of the machine to remove it from the headlamp shell. Remove the bulb holder to change the bulb.

On re-assembly, check in all cases that the pin situated on the upper portion of the optical assembly is properly engaged in its housing, swing the assembly towards the rear and lock.

SUMMARY OF MAINTENANCE INSTRUCTIONS

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— 500 km: change the jet according to the model.

— 1.500 km: running-in completed.

EVERY 1.000 km: lubricate with BP ENERGREASE C 3 G the telescopic front fork, and the pulley relay bearings.

Lubricate the automatic clutch DIMOBY (on MOBYLETTE without automatic gear change) with BP ENERGREASE C 3 G, in case of frequent use (town running).

On the MOBYMATIC, lubricate both clutch and automatic gear change with BP ENERGREASE C 3 G.

Clean the chains with a rag and lubricate with BP ENERGOL SAE 50.

Lubricate the speedometer drive with BP ENERGREASE C 3 G.

EVERY 2.000 km: lubricate automatic clutch (on MOBYLETTES without gear change) with BP ENERGREASE C 3 G, in case of slight use (open road travel).

EVERY 6.000 km: lubricate front and rear hubs with BP ENERGREASE L2 Multipurpose.

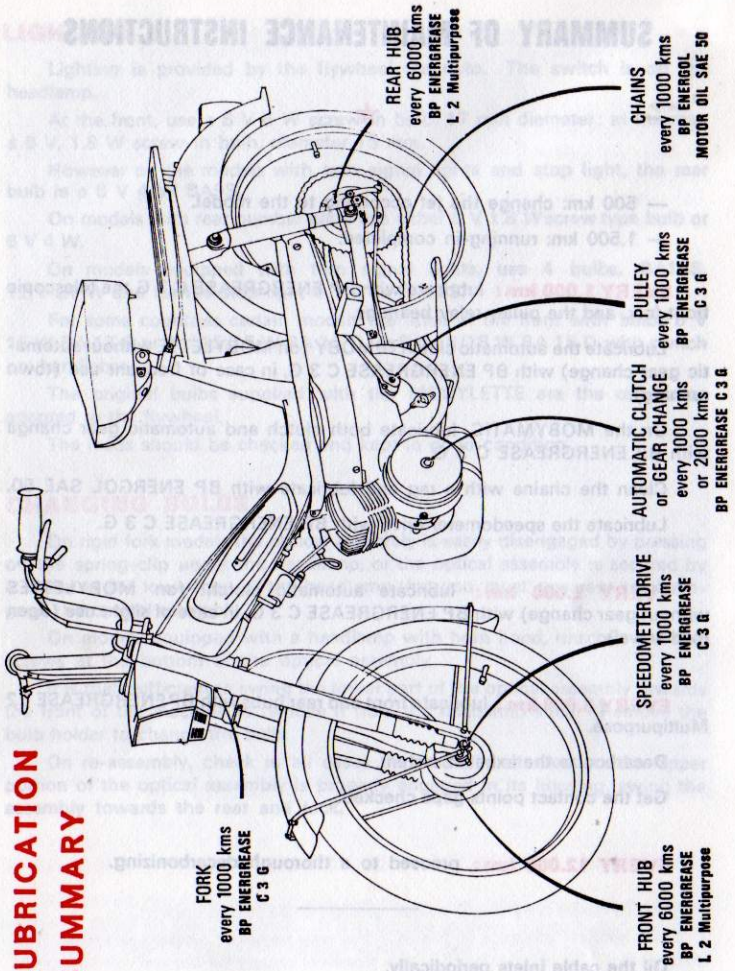
Decarbonize the exhaust system.

Get the contact points gaps checked.

EVERY 12.000 km: proceed to a thorough decarbonizing.

Oil the cable inlets periodically.

LUBRICATION SUMMARY



ROAD BREAKDOWS

Serious break downs are extremely rare. However slight troubles may occur and the following indications may help you to repair them immediately:

I. THE ENGINE FAILS TO START

Two reasons: ignition or mixture inlet.

a) IGNITION

— Check if the spark plug is not fouled by oil. Clean with petrol and scrape the electrodes with emery paper. Check the electrode gap which should be **4/10e mm.**

— Check if the high tension lead to the plug is not cut.

Check if the lead going to the external coil is not at the earth or if the earth lead is not cut.

— If the ignition still does not work, the flywheel magneto or radio suppressor is defective. See one of our dealers.

b) MIXTURE INLET

— Check the mixture flows properly to the carburettor by unscrewing the carburettor filter. Otherwise clean this filter and the petrol tap filter. Check that the air pressure vent of the tank cap is not clogged up.

— If the carburettor is working only with the choke, the main jet must be clogged up. If so, you should be able to ride for a few kilometers while operating the choke periodically.

— To clean the main jet, use the inflator. Be careful not to introduce any dust.

A jet just cleaned can be clogged up several times, if there is water or Impurities in the carburettor.

— If the carburettor is flooded, it is likely due to some particle of dust preventing the needle valve to rest on its seat. Clean the whole and put in place again. If the needle valve is worn out, replace it.

II. THE ENGINE IS PULLING BADLY

a) IGNITION

— Check the spark plug.

— Have the flywheel magneto checked by one of our dealers.

b) CARBURETTOR

— The carburettor is not getting enough mixture (filter partly clogged up). This may cause a loss of power at high speed; clean filters.

— An engine working unevenly and jerking (4 stroke), there is either too much fuel, which should be reduced by fitting of a smaller jet, or an excess of carbon deposits at the exhaust. Consult one of our dealers.

— After the first 500 km don't forget to fit the spare jet instead of the running-in jet.

Otherwise, do not alter the carburettor adjustment unless absolutely necessity. Consult one of our dealers.

c) TRANSMISSION

Excessive chain tension may cause a lack of power. Remember that the chain tension should be adjusted **with a rider on the machine, on model with rear suspension.**

CONDITIONS OF GUARANTEE

1st Our machines are guaranteed for six months. The guarantee is strictly limited to the replacement or reconditioning, at our convenience, of the parts acknowledged by our Technical Department to be defective from the manufacturing or material defect point of view. This guarantee does not involve our liability in the event of accidents occuring to persons or things which may result from such defects.

2nd All labour expenses involving the disassembly, re-assembly and testing of the machine, as well as the maintenance and return carriage expenses remain chargeable to the customer. We do not on any account participate in the expenses and consequences resulting from the immobilization of the machine.

3rd Any replacements and reconditioning, carried out under the terms of the guarantee, can on no account result in the extension of the guarantee.

4th Any machines converted, modified or repaired outside our workshop, or by a third party other than our Official Dealers or **still with the use of non-genuine spare parts** shall lose the benefit of the guarantee. The same applies if the maintenance instructions (lubrication, running-in, maintenance) mentioned in the Owner's Guides supplied with each machine, have not been followed. The guarantee is subject to the compliance with indications given concerning the mixture, as indicated in the present Owner's Guide.

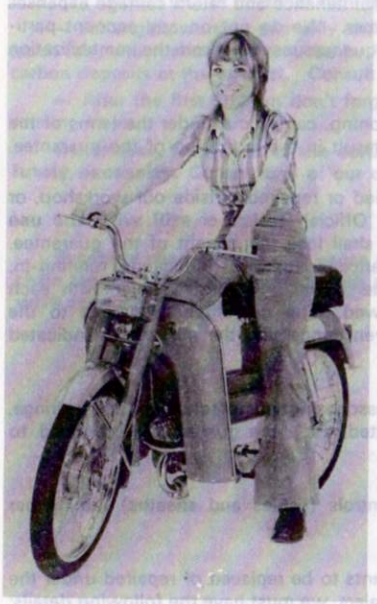
5th With regard to the parts and accessories not manufactured by us (bearings, tyres, sparkplugs, batteries if fitted, etc.), the guarantee is confined to that of the relevant supplier.

6th Springs, bulbs, glasses and controls (cables and sheaths) are neither guaranteed nor replaced.

7th When sending parts or components to be replaced or repaired under the terms of the guarantee by our dealers, we must have the following details:

a) the machine's frame and engine serial numbers;
b) the date of first circulation;
c) the number of kilometers completed;
d) brand and characteristic of the oil used.

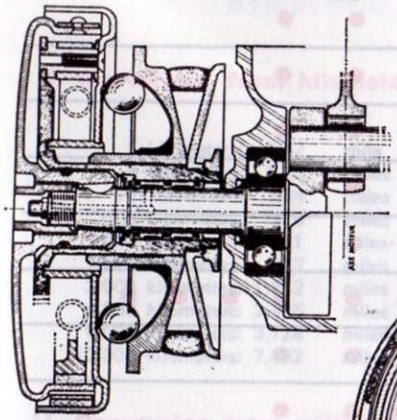
To use your Mobylette all round the year...

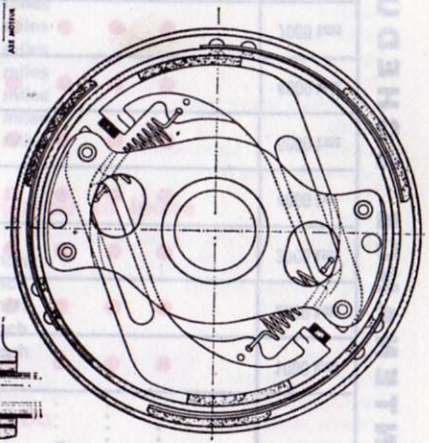


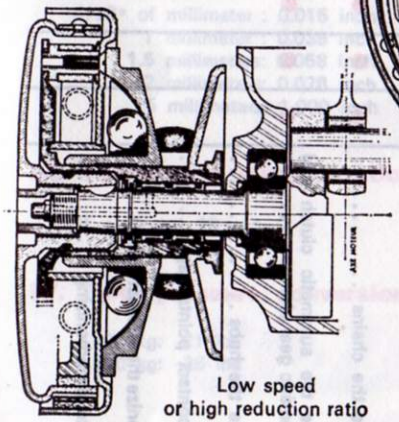
All **Mobylette** can be equipped with OUR **LEGSHIELDS**

THIS ACCESSORY IS SOLD AND FITTED AT EVERY DEALER'S

High speed
or low reduction ratio







Low speed
or high reduction ratio

AUTOMATIC CLUTCH AND AUTOMATIC GEAR CHANGE MOBYLETTE

MAINTENANCE SCHEDULE

OPERATIONS	1000 kms	2000 kms	3000 kms	4000 km	5000 kms	6000 kms	7000 kms	8000 kms	9000 kms	10.000 kms	11.000 kms	12.000 kms
Lubricate the telescopic front fork	●	●	●	●	●	●	●	●	●	●	●	●
Lubricate the pulley	●	●	●	●	●	●	●	●	●	●	●	●
Lubricate the speedometer drive ...	●	●	●	●	●	●	●	●	●	●	●	●
Lubricate the chains	●	●	●	●	●	●	●	●	●	●	●	●
Lubricate the automatic clutch and the automatic gear change.....	●	●	●	●	●	●	●	●	●	●	●	●
Lubricate the hubs						●						●
Check contact points gap						●						●
Decarbonize the exhaust system						●						●
Complete decarbonizing												●

CONVERSION CHART

I. Conversion from kilometer to mile

1 kilometer :	0,62	mile
6 kilometers:	3,72	miles
12 kilometers:	7,44	miles
500 kilometers:	310	miles
1.000 kilometers:	621	miles
1.500 kilometers:	932	miles
2.000 kilometers:	1,242	miles
4.000 kilometers:	2,485	miles
6.000 kilometers:	3,728	miles
12.000 kilometers:	7,452	miles

II. Conversion from millimeter to inche

4/10e of millimeter :	0.015	inch
1 millimeter :	0.039	inch
1.5 millimeters:	0.058	inch
2 millimeters:	0.078	inch
25 millimeters:	1.000	inch

III. Percentage, mixture ratio

4 per cent: 25 to 1

IV. Tyres pressure, conversion from kilograms to pounds

1,500 kg:	21	lbs
1,800 kg:	26	lbs

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EUROPEAN CONCESSIONAIRES

KAMOTO SA.
Brekerlaan, 47 - 1703 KOBBEGEM (Belgique)

MOPEDAN A/S
Sivlandvaenget 1 - DK 5260 - HJALLESE (Danemark)

DEUTSCHE MOTOBECANE GmbH.
4800 BIELEFELD 14 - Aachener Strasse 23 (RFA)

FOMA SA.
236, avenue Sygrou - ATHENES (Grèce)

MOTOBECANE (SUISSE) SA.
34, route J.-Jacques Rigaud - 1224 Chêne-Bougeries - GENEVE (Suisse)

MOTOBECANE ITALIA S.p.A.
20156 MILANO - Viale Espinasse 93 (Italie)

MOTOR IMPORTS COMPANY Ltd
700 Purley Way - CROYDON CR9 4QX (Angleterre)

MOTOBECANE NEDERLAND B.V.
68 Pampuslaan - WEESP - Boite Postale 110

MOTOBECANE
SOCIÉTÉ ANONYME AU CAPITAL DE 59.357.550 FRS
16, Rue Lesault - 93502 PANTIN CEDEX
TÉLÉPHONE : 843-93-41
TÉLEX : 220206 MOTOBKN-PANTN
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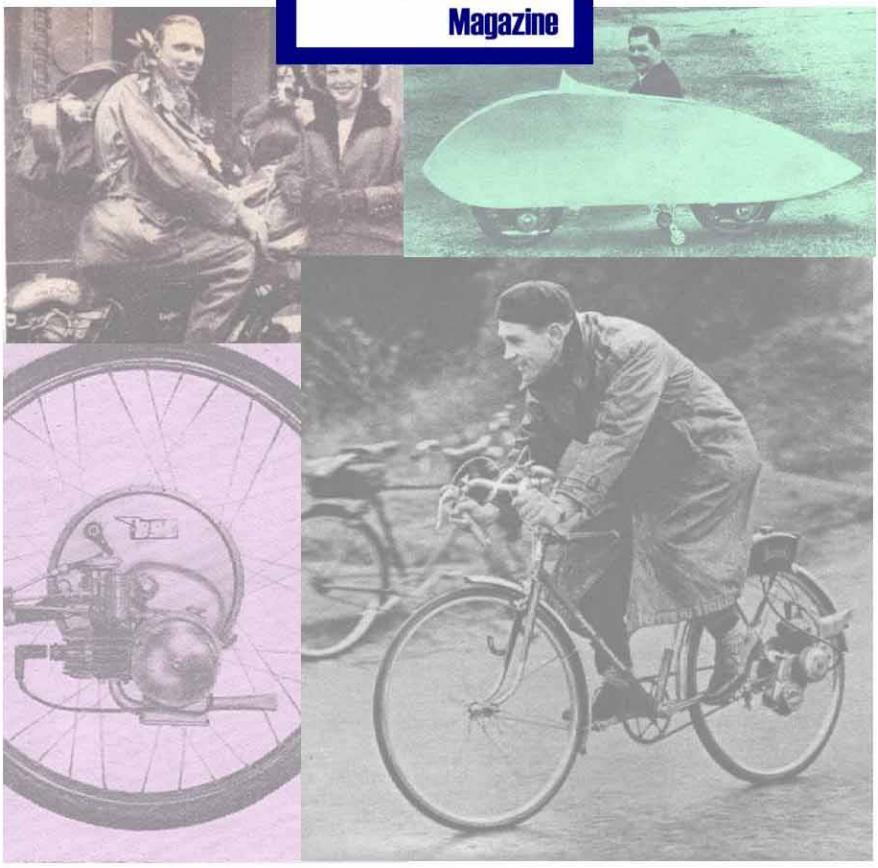

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