



INSTRUCTION MANUAL

**PARILLA
AUTOCYCLE**

2-stroke - 49 cc
the "Junior,"


PARILLA

- MILANO - VIA OGLIO N° 1



INSTRUCTION MANUAL
PARILLA AUTOCYCLE

2-stroke - 49 cc.

"the Junior,"

This manual is intended to enable the user to acquire a more intimate knowledge of our 2-Stroke, 49 cc. *PARILLA* Autocycle.

We would ask, therefore, that a few minutes of diligent attention be paid to the pages which follow, in which all the necessary technical information will be found, and all the maintenance required indicated, to ensure safe and trouble-free running of the *PARILLA* Autocycle for many thousands of miles.

Tires PIRELLI

Chains ELIOS



AUTOCYCLE 2-stroke 49 cc.
MODEL TOURISM



AUTOCYCLE 2-stroke 49 cc.
MODEL SPORT

MAIN FEATURES

The outstanding features of the two-speed, two-stroke, 49 cc. PARILLA Autocycle are: simplicity of construction, strength, performance and economy.

Its use requires no special experience.

TECHNICAL FEATURES

- Engine: single cylinder, two-stroke
- Capacity: 49 cc.
- Bore 38 mm.
- Stroke 44 mm.
- Brake HP.: 1,3
- Carburettor DELL'ORTO type T. 112 S A; jet 57
- Plug: thermic grade 225
- Ignition by flywheel magneto - Contact gap 0,4 mm.
- Lighting 6 Volt, 7 Watt
- Two-speed gear and neutral, with gears operated by twist-grip
- Single plate clutch in oil
- Chain transmission
- Single tube open frame construction
- Telescopic swinging arm rear suspension
- Telescopic fork front suspension
- Spoked wheels with deep channel rims and 2.00" x 18" tyres: block-tread rear and ribbed front
- Hub brakes with 95 mm. diameter and 20 mm. width
- Petrol tank of pressed steel construction with a capacity of 6.5 litres

- Lighting with double filament front bulb and single rear lamp
 - Maximum length of autocycle 1765 mm.
 - Maximum height of autocycle 930 mm.
 - Weight of autocycle empty 43 Kg.
 - Maximum speed: 45 Km. p. h.
 - Consumption 1.3 litres per 100 Km.
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INSTRUCTIONS FOR USE OF AUTOCYCLE

The fuel is a mixture of petrol and oil in the proportion of 1 litre of petrol to 50 grs. of oil. This mixture should be prepared before placing in tank.

Open the petrol and lightly depress the float of the carburettor to cause the fuel to flow. (This should be done only when the engine is cold, for in warm weather it will start without this operation).

Close the choke depressing the small lever on the carburettor. Put gear in neutral. Turn throttle inwards about 1/5 of the total travel, then depress, by a quick forward movement, the pedal; as soon as engine starts, reduce speed of running by turning the throttle in the opposite direction and after a second or two open the choke on the carburettor.

To start the autocycle, grip the clutch lever, at the same time turning the twist-grip towards yourself, engage the first gear, open throttle slightly, gradually releasing the clutch lever, when the machine will start to move. As soon as the autocycle is in movement, accelerate until the speed of 25 Km. p.h. is reached, then engage the second

gear as follows: close throttle completely, grip the clutch lever, turn the twist-grip away from you to the second position, release the clutch lever more rapidly than before, opening throttle at once.

To stop, progressively reduce speed by using brakes, grip the clutch lever, then move gear into neutral bearing in mind that this position is between the first and second gear. In case of necessity, to proceed by pedalling, put gear into second position, grip the clutch lever and block it by the available device, then pedal as with a normal bicycle.

General advice:

When you have to take a long journey in which the engine is subject to continuous running it is helpful to bear in mind the following advice: maintain, as far as possible, a constant speed, not exceeding 4/5 of the maximum performance; when increasing speed do so gradually, and when decreasing speed use the brakes, if necessary, after having completely closed the throttle; i.e. use the gears as a brake only in cases of absolute necessity. By so doing you will reduce to a minimum the consumption of petrol, oil and tyres.

RUNNING-IN AND MAINTENANCE

For the first 300 Km, do not exceed 25 Km. p.h. with engine pulling, and use a mixture of one litre of petrol to 70 gr. of oil. From 300 to 600 Km. do not exceed 35 Km. p.h. and continue to use the same mixture as for the first 300 Km.

During these first 600 Km. run with the maximum care, inasmuch as a careful running-in has a beneficial effect on the subsequent running of the engine: use the first gear sparingly, avoiding over revving. After the first 600 Km. use the regular mixture at 5% (i.e. one litre of petrol to 50 gr. of oil); lubricate front fork, steering, column, telescopic gaiters on rear fork and the other moving parts (levers, brakes, wheels, etc.) and verify every now and again that the various nuts and screws have not become loose.

When running-in is completed, it is advisable to add to the mixture 5% Bardahl Top-oil, and to the oil in the gear 10% of the same.

Summary of maintenance :

About every	300 Km.	check plug gap
"	"	500 " check contact gap
"	"	1500 " clean cylinder, head, silencer, oil felt pad on points, verify oil level in gears
"	"	3000 " thorough cleaning of cylinder and piston, carburettor and change oil in the gear box.

Decarbonisation :

About every 2500/3000 Km. it is advisable to remove all carbon deposits on the piston, in the ring grooves, on the cylinder head and in the exhaust ports of the cylinder

(but do not enlarge or otherwise damage these or other ports, as this would adversely affect running and consumption); after 1500 Km. remove carbon deposits in the exhaust pipe and silencer.

Lubrication :

The engine is automatically lubricated by the oil content in the running mixture composed of oil and petrol. The gears are lubricated by oil inserted in the gear box through the filler hole provided. To ascertain the level of the oil in the gear box, when filling, proceed as follows : Take out the filler cap and insert oil to the required level and replace the cap.

About every 1500 Km. verify the level of the oil and refill.

About every 3000 Km. the oil must be changed. The change is best made when the engine is warm: take out the drain plug and empty all the oil. Clean by inserting flushing oil drain replace drain plug and refill as indicated above.

ADJUSTING GEARS AND CLUTCH

Gears :

Insert the gear lever placed on the top of the engine into second gear, after having threaded wire and spring: synchronise in the same position (second gear) the twist-grip control; pull the wire through the solderless nipple on the lever and tighten up screw. Check by placing control in neutral. Engine should turn freely, i.e. in neutral. (Fig. 1).



Fig. 1

Clutch :

Thread wire through the solderless nipple on the lever on top of gear box, and before fixing said wire check that the lever has a little play to avoid undue wear.

Further adjustment of the clutch can be made by removing the small disc on the left side of the engine, thus gaining access to an hexagonal nut on a screw in the centre of the clutch: it must be borne in mind that the clutch lever on the casing of the gear box must have sufficient play so as not to put too much pressure on the rod. (Fig. 1).

ADJUSTMENT OF THE BRAKES

To adjust the front and rear brakes, turn the adjuster found on the outside of the brake drum anti-clockwise until there is a play of from 6 to 7 mm. on the handlebar levers. (Fig. 2 - 2 b).



Fig. 2

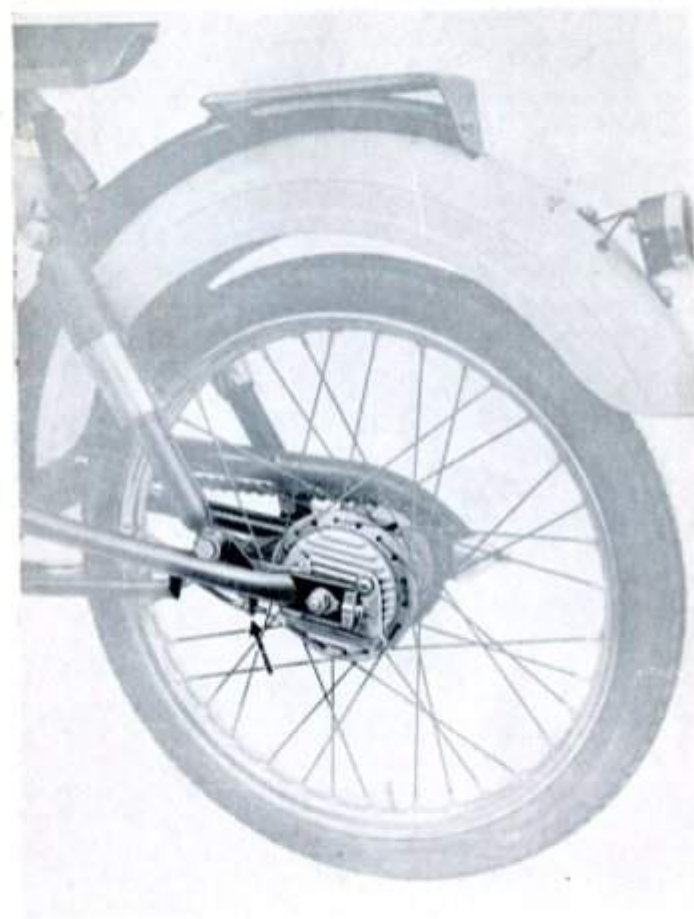


Fig. 2 b

Adjustment of carburettor : (Fig. 3)

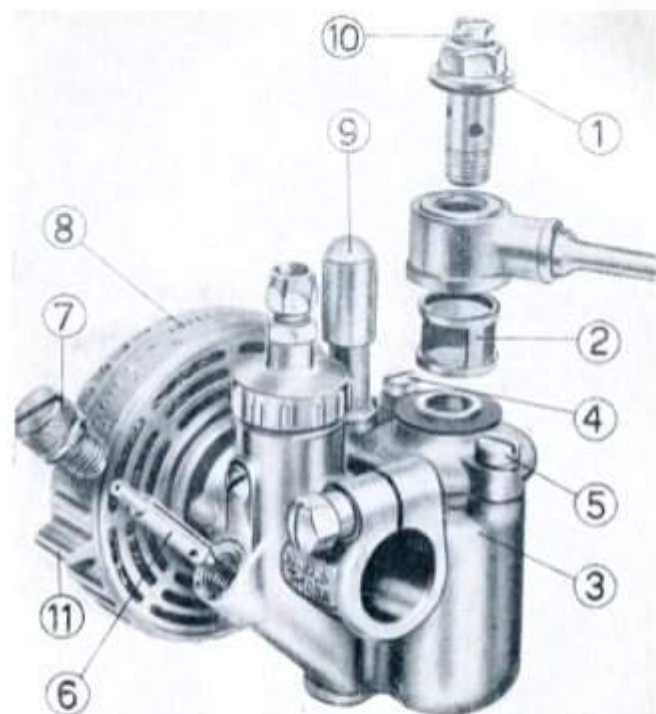


Fig. 3

It is advisable, each 300 Km. approx., to clean the carburettor as follows: Remove the petrol feed pipe unscrewing the union (Item 1) and clean the small net filter No. 2), remove screw (No. 10) and clean carefully, remove top of float chamber by taking out screws Nos. 4 & 5 and,

removing float, clean carefully float chamber with petrol. Take out screw No. 7, extract jet (No. 6) which must be cleaned by blowing through hole at the bottom of the jet. Take off air filter (No. 8), take out wire wool, dip it in petrol, and clean it by blowing through it, then reassemble. **In reassembling the carburettor, always remember to place the float in the chamber with point of needle at the top.**

Plug : (Fig. 4)

The plug must be removed and cleaned after about every 300 Km. Check whether the distance of the points of the electrodes is 5/10 mm. (about 0.018/0.022) (see Fig. 2);



Fig. 4

to verify if the spark is regular connect the plug to the H. T. lead and lay it on top of the cylinder-head, turning the engine over by hand in neutral.

Adjustment of chain :

The rear chain, to be well adjusted, must have an up-and-down movement of about 10 mm. when the autocyce is carrying one person. If adjustment is necessary proceed as follows :

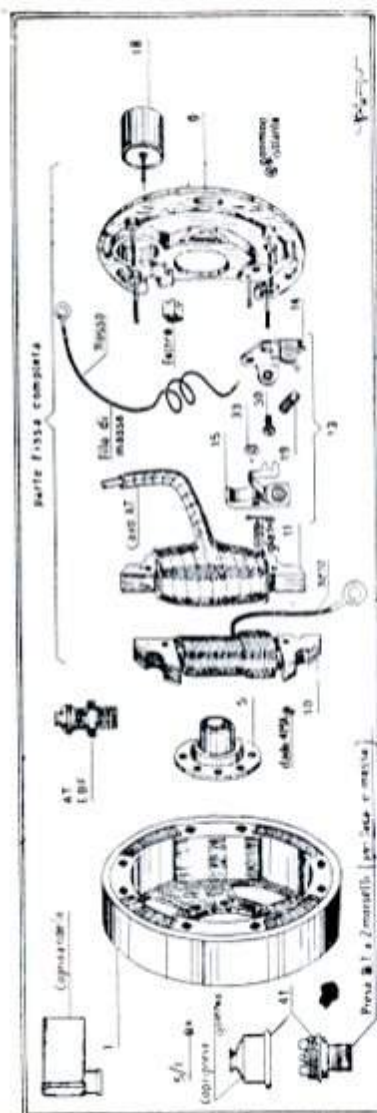
- loosen the rear-wheel spindle nuts
- move the wheel by means of the chain-adjuster at the end of the fork
- tighten nuts on the wheel spindle,

Every time the rear wheel is moved, make sure that it is in perfect alignment with the front wheel; this is most important for your safety's sake (see Fig. 5).



Fig. 5

Electrical system (plug, lighting, ignition):



Two wires issue from the flywheel magneto: one red, one black. These should be connected to the black wire, bearing in mind that the red one is only of service in the event of an ignition cut-out being fitted. It is a good thing to check the points of the contact-breaker about every 500 Km. The faces of the contacts must be parallel to each other and when fully open the distance should be 4/10 of a mm. (check by means of gauge in the tool kit).

About every 1500 Km. it is advisable to put a drop of oil on the felt pad to lubricate the cam. Try to avoid removing the flywheel magneto from its housing and, if absolutely necessary to do so, use the special extractor for the purpose (which also serves for the engine crank-shaft) in order to avoid the possibility of serious damage to the engine.

CAUSES OF ENGINE FAULTS AND THEIR REMEDY

When the engine refuses to start or it stops after running, the cause may be due either to carburation or ignition.

Carburation :

- no petrol
- obstruction of the petrol pipe: dismantle and clean thoroughly
- dirty carburettor: dismantle it and clean out thoroughly with pure petrol
- broken throttle cable: repair or replace
- water in carburettor: act as in c)
- flooding of carburettor at starting: (i.e. if petrol is seen to be coming out of the mixing chamber when "tickler" is depressed): close the petrol tap; close the air by depressing the small lever on the carburettor; open the throttle to the full extent and turn engine over by means of kick-starter until petrol is cleared.

Ignition :

- if the plug placed on the cylinder-head fails to spark when engine is turned over, verify if :
 - the plug is dirty: if so clean with wire brush
 - insulating material cracked: if so replace plug
 - the points on the plug are not set at correct distance: adjust to 0.018/0.022.
- High tension cable cover cracked or broken: repair or replace
- weak spark or no spark at all with new plug: the points not parallel or burned or out of adjustment: clean with fine emery paper and adjust so that the gap is of 0.4 mm.

Tyres :

Tyres must always be inflated at the right pressure; this will lengthen their life. Front wheel pressure 25 p.s.i. - rear wheel pressure 32 p.s.i.

Cleaning the Autocycle :

It is well to keep the autocycle as clean as possible in order to preserve its life and to be able to check more easily the various necessary adjustments.

The frame and wheels can be cleaned by means of a jet of water. The engine however must not be subjected to this treatment, but must be cleaned with petrol, using a brush. Dry painted parts with a chamois-leather and the rest with clean rags.

In washing the painted parts do not use any solvent.

LOCATION OF ENGINE AND FRAME NUMBERS

Each autocycle has an identification number (which is the same for the engine and for the frame) and is embossed:

- on the right-hand side of the base of the engine
- on the left-hand side of the steering column member of the frame.

The identification number must be entered on all legal documents needed to put the machine into use.

This number always be quoted when requesting any spares.



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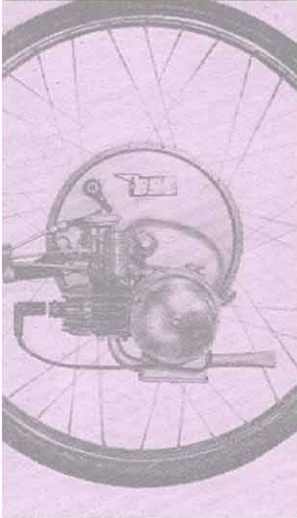
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