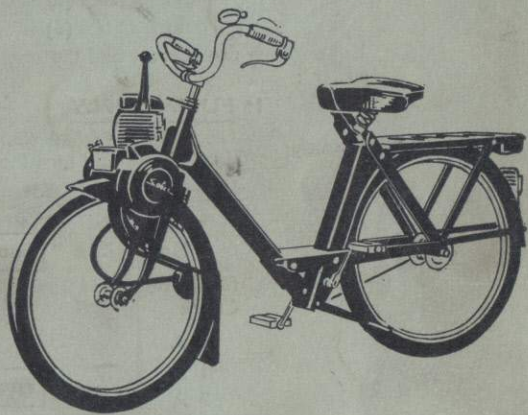




SERVICING GUIDE



SOLEX



3300

To the Reader

This SOLEX **GUIDE** has been specially produced to enable you to deal efficiently with minor running adjustments.

The robust nature and the high quality of the SOLEX, together with its simplicity of design and ease of maintenance are a guarantee against any serious engine breakdown.

Always remember that **METHOD** is the key to successful fault-finding, i.e. the possible causes of trouble listed in this **GUIDE** should be investigated in SUCCESSION, and not simultaneously.

For major repairs, send the SOLEX to one of our many **Service-Stations**, all of which are equipped with a test-bench and special tools, and are staffed by experts.

"After-Sales" Service

VELOSOLEX

68, Boul. de Verdun, Courbevoie
(Seine)
(FRANCE)

THE AUTOMATIC *Compound* CLUTCH

— It is comprised of: a drum, integral with the drive roller, and a system of bobweights and shoes integral with the crankshaft.

— The vaned rotor and the flywheel magneto cover form a fan which cools the engine when it is running and enables it to idle without overheating.

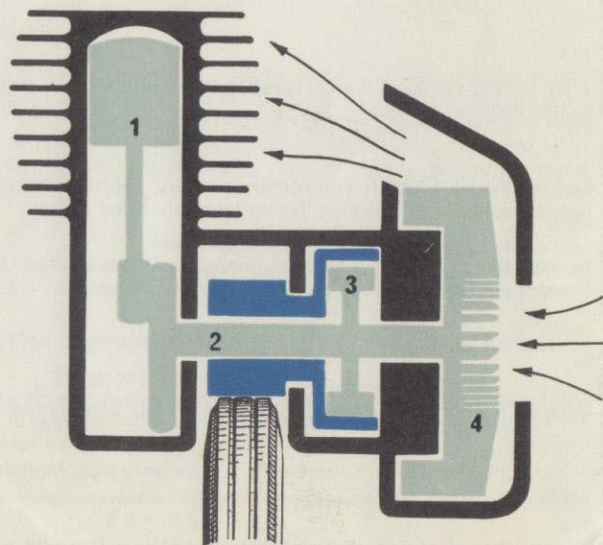
Warning :

Never run the engine with the flywheel cover removed.

Principle

- 1 Piston and connecting rod
- 2 Crankshaft
- 3 Shoe base plate
- 4 Rotor-fan

Roller/Drum
assembly

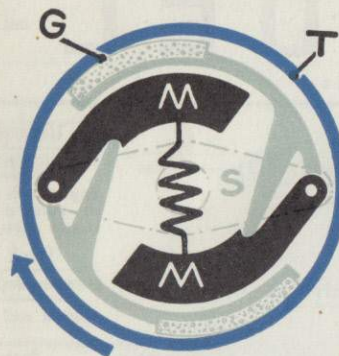


Diagrammatic illustration :

STARTING THE ENGINE

When stationary, the bobweights "M", due to the action of the spring, press against the pawls on the shoes, which force the pads "G" against the drum "T", which is integral with the drive roller.

When the front wheel begins to revolve, the engine is turned.



ENGINE DISENGAGED

When the engine reaches its normal idling speed (1.500 r.p.m.) the bobweights "M" begin to move outwards due to the effect of centrifugal force... The pressure of the pads on the drum "T" is reduced... and the engine is disengaged. It continues running, but transmits no power.



NORMAL RUNNING

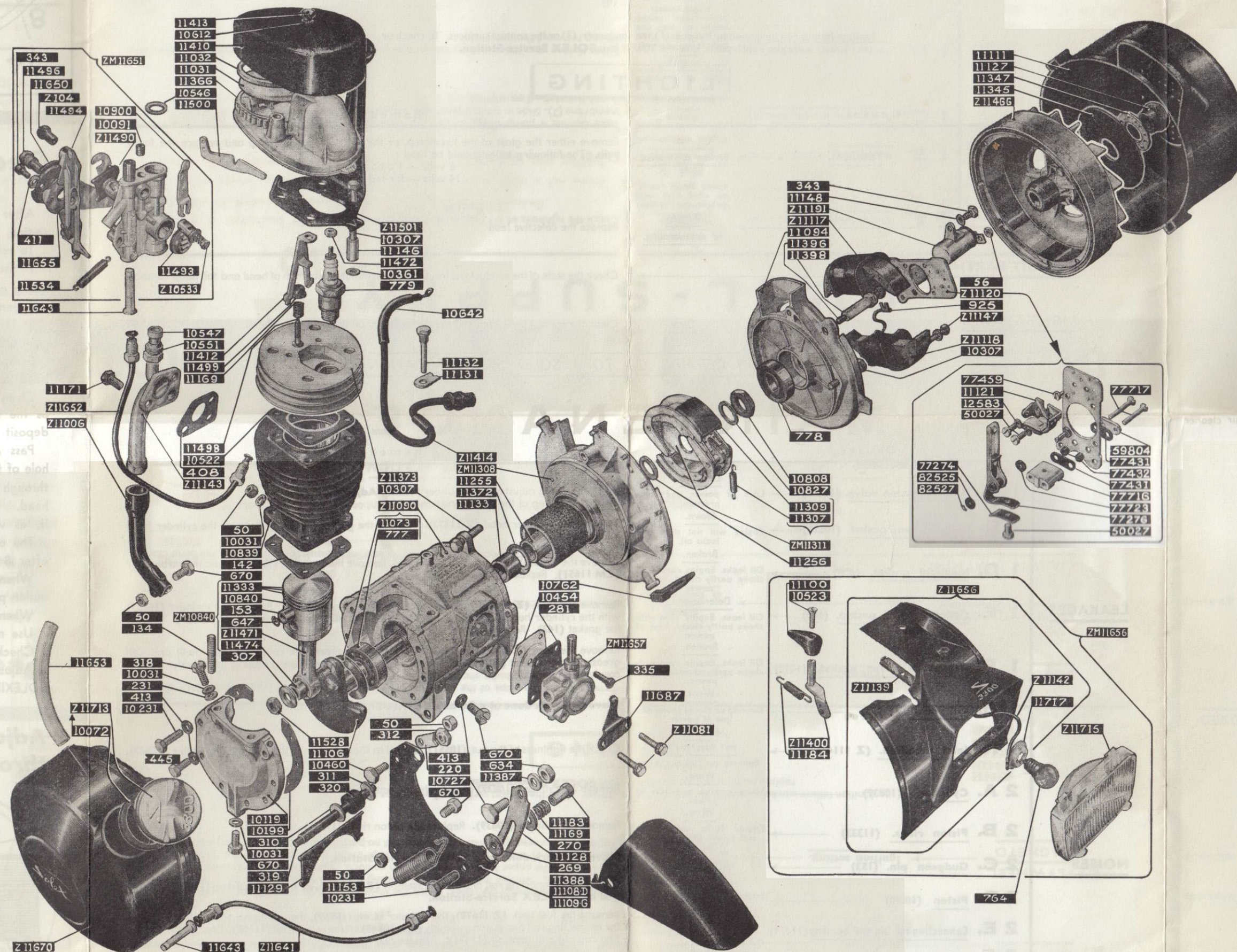
When the throttle is opened, the speed of the engine rises. The bobweights "M" move further away from each other, and press against the shoes. They transmit power to the drum "T", the amount of slip decreasing as the engine speed rises.



MOTOR SOLEX TYPE 3300

SIFAC - 68, Bd DE VERDUN - COURBEVOIE (SEINE)

| REFERENCE N° | DESCRIPTION |
|--------------|------------------------------------|
| 50 | Nut Ø 6 |
| 56 | Nut Ø 4 |
| Z 104 | Petrol jet |
| 134 | Cylinder fixing stud |
| 142 | Cylinder base gasket |
| 153 | Gudgeon pin |
| 220 | Lock tab |
| 231 | Washer |
| 269 | Friction washer (inner) |
| 270 | Friction washer (outer) |
| 281 | Fuel pump membrane |
| 307 | Distance washer |
| 310 | Inner support washer |
| 311 | Outer support washer |
| 312 | Support plate bolt nut |
| 318 | Fixing screw |
| 319 | Engine pivot pin |
| 320 | Shock absorber |
| 335 | Fuel pump fixing screw |
| 343 | Bolt Ø 4 |
| 408 | Manifold gasket |
| 411 | Washer |
| 413 | Copper washer |
| 445 | Fixing screw (short) |
| 634 | Friction plate fixing nut |
| 647 | Gudgeon pin circlip |
| 670 | Fixing bolt |
| 764 | Headlamp bulb, 6 V. 1 amp. |
| 777 | Bearing, crankcase side |
| 778 | Bearing, flywheel side |
| 779 | Spark plug MARCHAL (V 36) |
| 925 | Lighting coil terminal |
| 10.031 | Spring washer |
| 10.072 | Fuel tank cap washer |
| 10.091 | Air jet |
| 10.119 | Crankcase end cover |
| 10.199 | Crankcase end cover gasket |
| 10.231 | Fixing screw (long) |
| 10.307 | Screw |
| 10.361 | Cylinder head fixing screw washer |
| 10.438 | Inner bearing shield |
| 10.454 | Pump seating piece |
| 10.460 | Support plate fixing bolt |
| 10.522 | Cylinder head gasket |
| 10.523 | Switch fixing screw |
| Z 10.533 | Choke assembly complete |
| 10.546 | Air filter gasket |
| 10.547 | Inlet manifold olive |
| 10.551 | Inlet manifold nut |
| 10.612 | Washer |
| 10.642 | Plug lead cover |
| 10.727 | Friction plate bolt |
| 10.762 | Cover clip |
| 10.808 | Securing nut |
| 10.827 | Spring washer |
| 10.839 | Cylinder |
| 10.840 | Piston |
| ZM 10.840 | Connecting rod and piston assembly |
| 10.900 | Choke lever |
| Z 11.006 | Exhaust pipe assembly |
| 11.031 | Air filter |
| 11.032 | Filter collar |
| 11.073 | Outer bearing shim |
| Z 11.081 | Lighting coil fixing screw |
| Z 11.090 | Crankcase with bearing |
| 11.094 | Stator plate |
| 11.100 | Light switch |
| 11.106 | Crankshaft |
| 11.108 | Engine support r/h |
| 11.109 | Engine support l/h |
| 11.111 | Flywheel cover |
| Z 11.117 | Ignition coil |
| Z 11.118 | Lighting coil |
| Z 11.120 | Contact breaker complete |
| 11.121 | Fixed contact support |
| 11.127 | Flywheel fixing nut |
| 11.128 | Suspension friction plate |
| 11.129 | Cover plate |
| 11.131 | Plug lead connecting lug |



| REFERENCE N° | DESCRIPTION |
|--------------|---|
| 11.132 | Drive roller cleaning screw |
| 11.133 | Oil seal |
| Z 11.139 | Contact blade |
| Z 11.142 | Headlamp wire and terminal |
| Z 11.143 | Inlet/exhaust manifold |
| 11.146 | Disengagement lever bush |
| Z 11.147 | Lighting coil fixing screw |
| 11.148 | Spring washer |
| 11.153 | Return spring |
| 11.169 | Decompression valve and friction plate spring |
| 11.171 | Manifold fixing screw |
| 11.183 | Friction plate tension nut |
| 11.184 | Spring |
| Z 11.191 | Condenser |
| 11.255 | Distance piece 23,5 m/m |
| 11.256 | Distance washer 2 m/m |
| 11.307 | Clutch spring |
| ZM 11.308 | Drive roller complete |
| 11.309 | Clutch pad |
| ZM 11.311 | Clutch complete |
| 11.333 | Piston ring |
| 11.345 | Rubber deflector |
| 11.347 | Deflector washer |
| 11.366 | Air filter body |
| 11.372 | Crankshaft deflector |
| Z 11.373 | Cylinder head |
| 11.387 | Distance piece |
| 11.388 | Engine mudguard |
| 11.396 | Lighting contact |
| 11.398 | Lighting contact distance piece |
| Z 11.400 | Switch lever |
| 11.410 | Air filter cover |
| 11.412 | Air filter cover support |
| 11.413 | Air filter cover fixing screw |
| Z 11.414 | Plug lead complete |
| Z 11.466 | Flywheel magneto rotor |
| Z 11.471 | Connecting rod complete |
| 11.472 | Spark plug terminal nut |
| 11.474 | Connecting rod big end bearing |
| Z 11.490 | Barrel throttle |
| 11.493 | Throttle barrel gate |
| 11.494 | Cable bracket |
| 11.496 | Fixing bolt |
| 11.498 | Decompression valve |
| 11.499 | Decompression valve nut |
| 11.500 | Decompression lever |
| Z 11.501 | Disengagement lever |
| 11.528 | Crankshaft end nut |
| 11.534 | Return spring |
| Z 11.641 | Fuel delivery pipe |
| 11.643 | Fuel filter |
| 11.650 | Pulley (carburettor) |
| ZM 11.651 | Carburettor complete |
| Z 11.652 | Fuel pipe |
| 11.653 | Overflow pipe |
| 11.655 | Throttle control |
| ZM 11.656 | Headlamp assembly complete |
| Z 11.656 | Headlamp shell with contact plate |
| ZM 11.657 | Pump |
| Z 11.670 | Fuel tank complete |
| 11.687 | Earthing bracket |
| Z 11.713 | Fuel tank cap |
| Z 11.715 | Headlamp glass assembled with deflector |
| 11.717 | Bulb socket |
| 12.583 | Washer |
| 50.027 | Screw |
| 59.804 | Lock plate |
| 77.274 | Contact lever spring |
| 77.276 | Moving contact |
| 77.431 | Insulating plate |
| 77.432 | Insulating bush |
| 77.459 | Eccentric screw |
| 77.716 | Moving contact support |
| 77.717 | Assembly screw |
| 77.723 | Fibre washer |
| 82.525 | Fibre washer |
| 82.527 | Circlip |

RUNNING TROUBLES

ENGINE WILL NOT START

- Check :**
- 1° That there is **SOLEXINE** in the tank.
 - 2° That the lights are turned off.
 - 3° That the oil has not been poured directly into the tank.
 - 4° That the choke (6) is closed when the engine is cold.
 - That the choke (6) is open when the engine is warm.
- If the above are correct and the engine will not start, check, in the following order :

1° FUEL SUPPLY

Disconnect the fuel overflow-pipe (9) decompress and turn the engine over.

If fuel is flowing normally.

Check :

2 Ba See "Fuel Supply".

If fuel does not flow

Check :

2 A
1 B
3 A
4 A See "Fuel Supply".

If fuel bubbles when flowing.

Check :

1 A
1 D See "Fuel Supply".

2° IGNITION

To check whether the difficulty is caused by incorrect ignition setting or a faulty component, remove the sparking plug and turn the engine over with the plug, connected to the plug lead, laid on the cylinder head.

If there is a regular spark between the electrodes.

Check :

1 See "Ignition".

If the spark is intermittent.

Take the machine to a **SOLEX Service-Station.**

If there is no spark between the electrodes.

Check :

2 See "Ignition".

3° MAINTENANCE

Check :

1 A
1 B See "Maintenance".

If after this examination the engine will still not start, the SOLEX must be taken to a **SOLEX Service-Station.**

DIFFICULT STARTING

Check first that the light switch is in the "off" position. Next check the ignition : See : **ENGINE WILL NOT START. "IGNITION".**

ENGINE STARTS BUT STOPS AGAIN

Check whether, on driving away, you have :

- 1° Forgotten to open the choke after driving 200 yards (200 meters) (when the engine is cold).
- 2° Closed the choke when starting with warm engine.

If the choke has been used correctly.

Check :

2 Ba
2 A
3 A
4 A See "Fuel Supply".

1 See "Ignition".

ENGINE RUNS ONLY WITH CHOKE PARTLY CLOSED

This fault may be caused by :

- 1° Too small, or partially blocked jet.
- 2° Air leak in the fuel system.
- 3° Air leak in the inlet manifold or the crankcase.

Thus, after disconnecting the fuel overflow-pipe.

If fuel is flowing normally.

Check :

2 Ba
2 Bc See "Fuel Supply".

1 D
1 E
1 F
1 H See "Maintenance".

If fuel bubbles when flowing.

check :

1 A
1 D See "Fuel Supply".

ENGINE FOUR STROKES

Check that the choke is completely open and that the carburettor air cleaner is not partially clogged by dirt.

Then check :

2 Bb
2 C
1 C See "Fuel Supply".

1 See "Ignition".

3 See "Maintenance".

ENGINE LACKS POWER

Check that the front tyre is correctly inflated (28 lbs., 2 kg) and that the wheels turn freely.

If so, check the following :

1 See "Ignition".

1 A
1 B
1 D
1 E
1 F
1 G
2 A
2 B
2 D
2 F See "Maintenance".

NOISY ENGINE

Noise can be caused by a loose part, parts with play in them, or by carboning-up of the engine.

Check :

1° The tightness of the various parts of the engine. If the noise persists, check :

2 A
2 B
2 C
2 D
2 E
2 F See "Maintenance".

LIGHTS NOT WORKING

For lighting failures see "IGNITION" where full information will be found.

FUEL-SUPPLY

Causes

1 A. Pump body. (13)

Uncorrectly tightened.

Engine will not start, or runs only with choke partly closed.

Stuck by gum deposits.

Engine will not run.

1 B. Ball-valves.

1 C. Fuel pump membrane. (2)

Porous

Four-stroking.

Loose or damaged sealing.

1 D. Petrol pipe unions. (8)

Engine will not start or starts and stops again or will run only with choke partly closed.

Clugged.

2 A. Filter. (14)

Engine will not start, or starts and stops again.

a. Blocked.

2 B. Petrol-jet. (7)

Remove the jet. Clean it with compressed air. Reassemble without tightening excessively. Never pass a steel wire or a needle through the calibrated orifice.

b. Too large.

Remove the jet. Replace by a jet one or two sizes smaller. Refit without tightening excessively. Normal jet size 28 cc. Use only genuine SOLEX jets.

c. Too small.

Remove the jet. Replace by a jet one or two sizes larger. Refit without tightening excessively.

2 C. Air-jet. (5)

Blocked.

Four-stroking.

3 A. Filter. (12)

Engine will not start or starts and stops.

Clugged.

4 A. Tank to pump. (11)

Engine will not start or starts and stops again.

Blocked.

Remove the petrol tank. Disconnect the feed line. Clean with compressed air. Refit without tightening excessively the nuts. Verify the positioning of the overflow pipe on the carburettor and be sure that it is not in contact with the exhaust pipe.

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Remedy

Check the tightness of 1° Fuel pump fixing screws (4).

2° Stud (3).

Change the pump body (13).

Take out the 4 pump fixing screws (4). Release the pump body from its base. Take out the membrane (2). Slide in a new membrane. Reassemble. Check that the sealing of the membrane (1) is not distorted. If so, replace.

Either tighten up without locking too hard or change the fuel pipe with its damaged union, after having removed the petrol tank.

After having removed the carburettor take out the filter, clean it and reassemble. Do not over-tighten the nuts.

Remove the jet. Clean it with compressed air. Reassemble without tightening excessively. Never pass a steel wire or a needle through the calibrated orifice.

Remove the jet. Replace by a jet one or two sizes smaller. Refit without tightening excessively. Normal jet size 28 cc. Use only genuine SOLEX jets.

Remove the jet. Replace by a jet one or two sizes larger. Refit without tightening excessively.

Take off the air-cleaner body. Clean the air-jet. Reassemble.

Remove the petrol tank. Unscrew the fuel delivery pipe. Withdraw the filter. Clean it. Refit without tightening excessively.

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Remedy

Take off the air-filter body. Remove the plug. Brush the electrodes. Clean thoroughly. Set gap to 5/10 mm (0.020"). (Do not force the central electrode or it will break) **Important!** When replacing the spark plug use only the type recommended by the factory. (Marchal V 36).

After taking off the engine-cover, loosen the lead-holder, disconnect the lead from the flywheel, and replace by a new one. **Use only plug leads with radio and television suppressor** recommended by **SOLEX Service-Stations.**

Remove flywheel-magneto cover. Turn the flywheel (12) by hand till the 2 pointers "Rupture" (1-3) coincide. Slacken the 2 screws (8) holding the fixed contact screw, by a quarter of a turn. Slide a cigarette paper between the platinum contacts. Turn the eccentric screw (7) to move the fixed contact (4) until the cigarette paper, kept under light tension, begins to slide out easily. Tighten the 2 screws (8). Make quite sure that no particles of paper are left between the 2 contacts (4).

Ignition failure can be caused by the coil (1) the condenser (2) or the contact surfaces. To

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