

**DISMANTLING AND
REASSEMBLY INSTRUCTIONS**



CYCLOMOTEUR

BB

PEUGEOT

DISMANTLING AND REASSEMBLY INSTRUCTIONS

for

B. B. 1

MOPEDS



Cycles Geugeot

JOINT STOCK COMPANY WITH A CAPITAL OF 1.050.000.000 FRANCS

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Main characteristics

- Two-stroke engine with crankcase precompression.
- Bore - Stroke : 40 × 39 mm.
- Capacity : 49 cc.
- Compression ratio : 6.4 : 1.
- Ignition by flywheel magneto.
- Ignition advance : 0.1181 in. (3 mm).
- Primary transmission by V-belt.
- Fuel consumption : 155 miles per gallon (1,8 litre per 100 km).
- Tank capacity : 1.1 gallons (5 litres).
- Approximate total weight : 88 lbs. approx. (40 kg).
- Speed on the level : 31 m.p.h. (50 km p.h.).
- Tyres, front and rear : 23" × 2".
- Plug, lodge cc 14 (1/2 veach).

CARBURETTOR

- Gurtner, Type D.10 D (passage 10, float chamber on right), setting 560 (jet 20/19), decanting filter.

PEUGEOT-CENTRI CENTRIFUGAL POWDER CLUTCH

DESCRIPTION

The clutch system can be split up into two main elements :

(a) **The starting clutch** : consisting of a plate carrying two movable weights which, owing to the effect of the centrifugal force, drive a drum keyed on the coupling casing fast with the crankshaft.

(b) **The coupling** : consisting of a casing keyed on the crankshaft and of a corrugated disc rotating inside the casing and fast, on the one hand, with the small driving (transmission) belt pulley and, on the other hand, with the plate of the starting clutch. Calibrated steel granules gradually connect the casing and the corrugated disc together through the effect of the centrifugal force.

OPERATION

When the rider pushes the pedals, the movement is transmitted to the rear wheel by the starting chain, then to the large intermediate pulley by the driving chain and then to the plate of the starting clutch by the belt. When the speed reaches about 5 m.p.h. (8 km.p.h.), the starting clutch comes into action and drives the engine, thus ensuring its starting.

When the engine is running, operation of the throttle grip increases the speed of the engine and of the coupling casing ; the steel granules gradually carry the corrugated disc along at the speed of the coupling casing. The corrugated disc, which is connected to the small pulley, transmits the movement of the engine to the rear wheel through the belt and the driving chain.

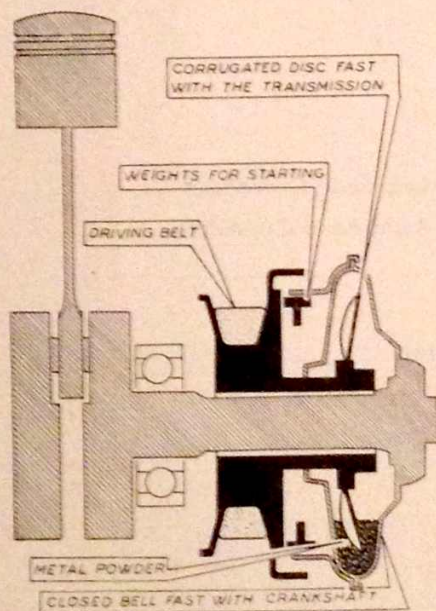


Fig. 1

REMOVING THE ENGINE

- (1) Remove the left-hand and right-hand cowlings (screwdriver).
- (2) Disconnect the controls :
 - on the carburettor ; remove the rubber air intake sleeve (B).
 - Disconnect the petrol pipe.
 - Disconnect the air control (C).
 - Disconnect the throttle control by unscrewing the screw (D) retaining the mixing chamber cap and withdrawing the throttle slide with the control (screwdriver).
- (3) Disconnect the decompressor by removing the cable clamp (E) (6 mm box spanner - pliers).
- (4) Release the notched nut (F) fixing the exhaust pipe to the cylinder (hook spanner 0.74).
- (5) Slacken, but do not unscrew, the upper bolt (G) fixing the engine to the frame (14 mm spanners).

TOOLS

Screwdriver - 6 mm box spanner - Hook spanner No. 0.74 - Two 14 mm spanners - One 17 mm spanner - 1 pair pliers.

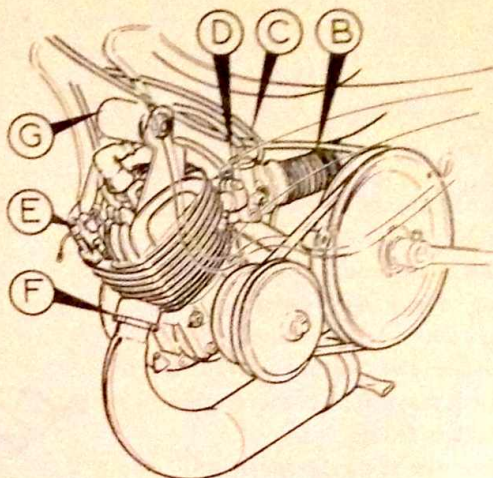


Fig. 2

- (6) Unscrew the bolt (H) fixing the engine and the silencer to the frame (17 mm spanner).

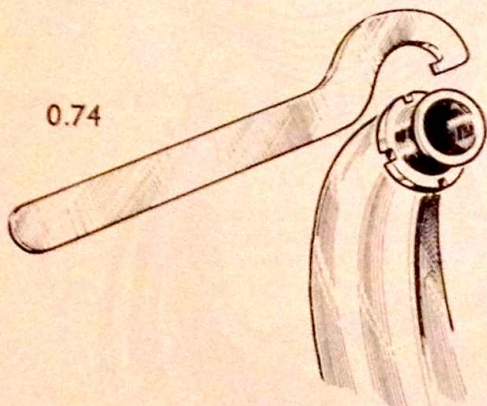


Fig. 3

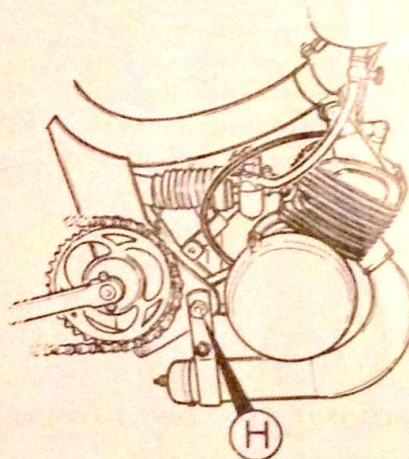


Fig. 4

- (7) Take off the belt.
- (8) Support the engine, unscrew and withdraw the upper bolt.
- (9) Remove the engine from the frame.

STRIPPING THE ENGINE

TOOLS

8 mm spanner - Screwdriver - Sparking plug spanner.

- (1) Remove the silencer and withdraw the metalloplastic gasket.
- (2) Unscrew the bolt of the collar fixing the carburettor (8 mm spanner). Remove the carburettor (take care of the gasket).
- (3) Remove the flywheel cover (screwdriver).
- (4) Unscrew and withdraw the sparking plug (sparking plug spanner).

ENGINE SUPPORT

For easy handling during engine dismantling, reassembly and repair operations, we advise the making of a tool acting as a support.

This support consists of a $4/10'' \times 2''$ (10×50 mm) bolt welded at the end to a small bar of square or rectangular cross-section about $4'' \times 1'' \times 1''$ ($100 \times 25 \times 25$ mm) (for use, see the diagram 5).

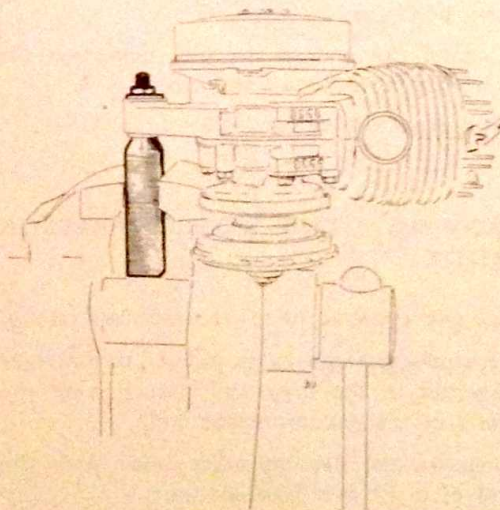


Fig. 5

REMOVING THE CYLINDER HEAD AND THE CYLINDER

TOOL
12 mm box spanner

(1) Unscrew the four nuts fixing the cylinder head, but do this with alternate nuts so as to avoid any deformation (12 mm box spanner). Remove the washers and the two stays fixing the engine to the frame. Remove the cylinder head.

(2) If the cylinder is stuck, place the piston at the lower dead centre and knock the inlet pipe and the exhaust connection lightly with a rubber mallet (do not strike the fins, which are very fragile). Take care of the gasket when withdrawing the cylinder.

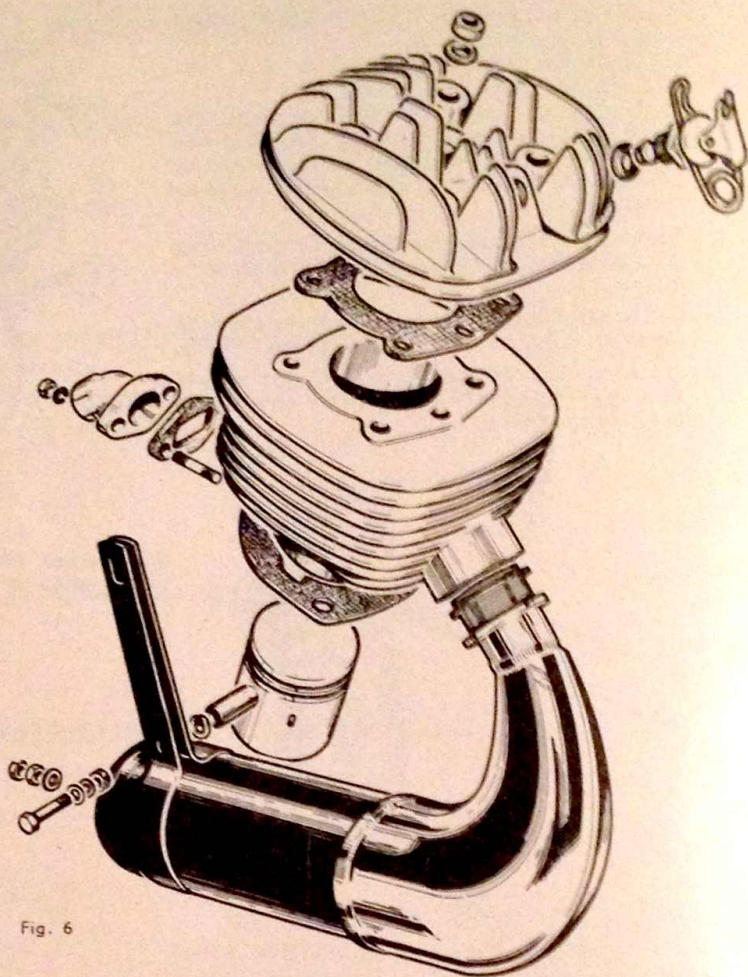


Fig. 6

REMOVING THE DECOMPRESSOR VALVE

TOOLS
Cutting pliers - Screwdriver - 19 mm
box spanner.

- Fix the cylinder head in the vice by means of two bolts (see fig. 7).
- Cut off the end of the pin, compress the spring and withdraw the pin.
- Withdraw the valve.

REMOVING THE DECOMPRESSOR BODY

- Fix the cylinder head as described above.
- Open the spring with the aid of a screwdriver inserted in the loop and slide it over the head of the decompressor body.
- Unscrew the decompressor body with the aid of a 19 mm box spanner.
- Withdraw the copper gasket.

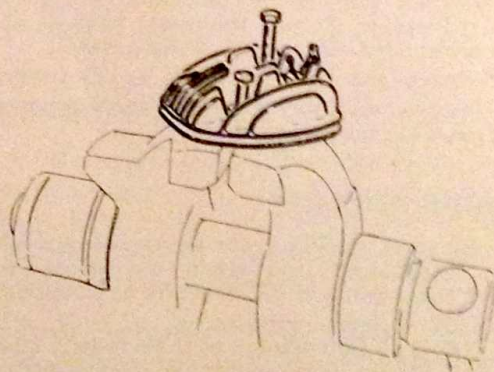


Fig. 7

DISMANTLING THE ENGINE

REMOVING THE PISTON

TOOLS

Circlip pliers 0.4 - Tool 0.12

- (1) Withdraw the two circlips with the aid of the special pliers 0.4.
- (2) Heat the piston and drive the gudgeon pin out by means of the tool 0.12. Take care of the needle bearing.

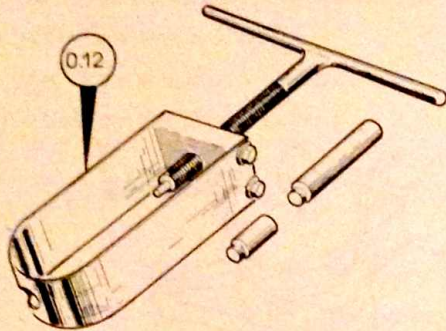


Fig. 9

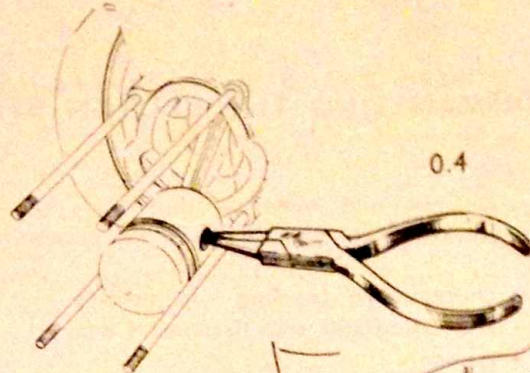


Fig. 8

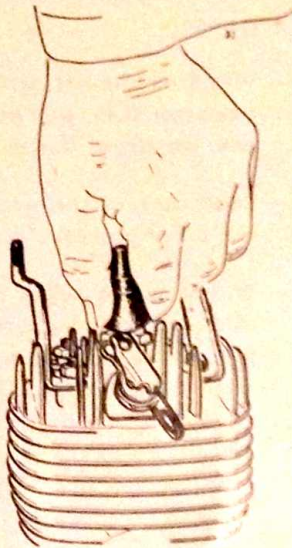


Fig. 10

DISMANTLING THE FLYWHEEL MAGNETO

TOOLS

14 mm box spanner - Sparking plug spanner - Holding tool 0.40 - Flywheel extractor 0.45 - Screwdriver.

- Withdraw the sparking-plug lead hood. If you experience any difficulty, proceed as follows: push the hood fully home, squeeze it at the bottom between the thumb and the forefinger and draw it upwards vertically (fig. 10).

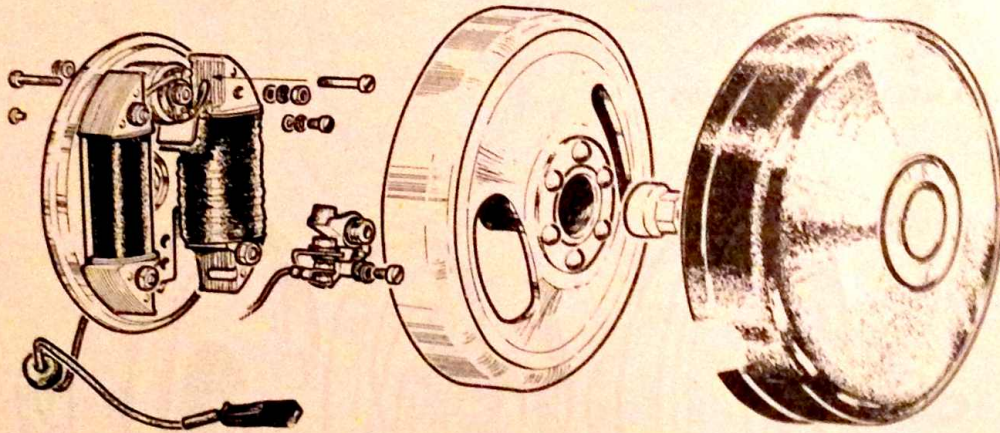


Fig. 11

ROTOR

- Unscrew the centre nut (14 mm spanner), holding the rotor still with the aid of the holding tool 0.40.
- Screw the flywheel extractor 0.45 home.
- Release the rotor and withdraw it (sparking plug spanner).

STATOR

- Unscrew the two cheese-head screws (screwdriver) (do not confuse them with the oval-headed screws fixing the contact-breaker).
- Disengage the stator.
- Push the lighting lead guide towards the inside of the flywheel.

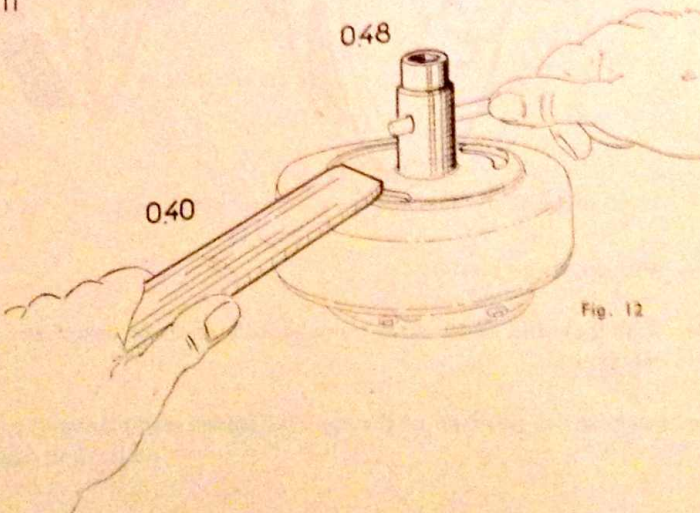


Fig. 12

DISMANTLING THE CLUTCH SYSTEM

- Unscrew and withdraw the lubricator.
- Unscrew the coupling nut, holding the casing still with flattened 4 mm spanner.
- Withdraw the nut, screw the flywheel extractor 0,45, pull out the coupling and withdraw the clutch assembly.
- Take care of the needle cages and the inner gasket.
- Withdraw the pulley while setting it aside the coupling ; the two assemblies are encased one on the other without any clamping.
- The needle cages can then be withdrawn out of the coupling gun.

TOOLS
 Flattened 23 mm spanner - Flywheel -
 Extractor 0,45 - 14 mm spanner - Sparking
 plug spanner.

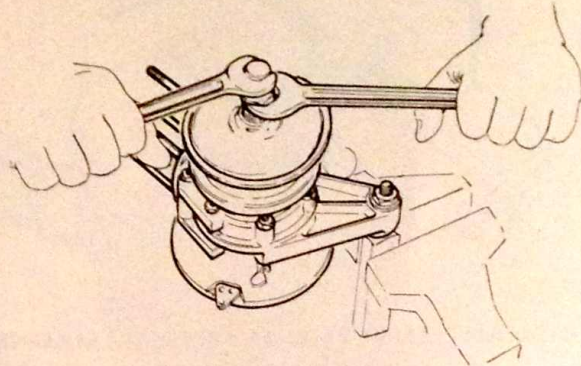


Fig. 13

DISMANTLING THE JAWS

TOOLS
 A pair of circlips pliers

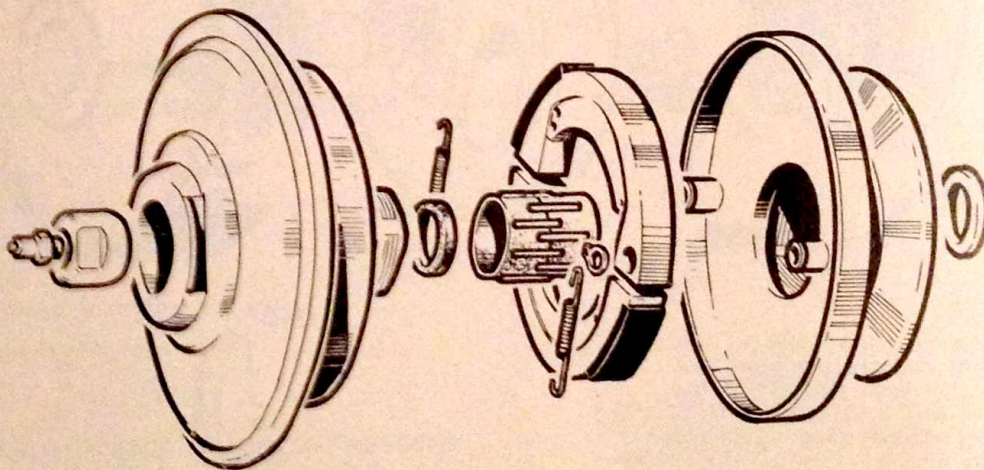


Fig. 14

- Withdraw the circlips.
- Withdraw the two jaws simultaneously so as to avoid any deformation of the springs which are tared.
- Look at the position of the springs before unhooking.

DISMANTLING THE TRANSMISSION PULLEY AND THE CRANK GEAR

TOOLS
10 mm spanner - Screwdriver

Removing the transmission pulley.

- Remove the cotter pin from the left-hand crank and withdraw the latter (10 mm spanner).
- Raise the clamping plunger of the pulley (putting in cycle).
- Withdraw the lock ring.
- Withdraw the support ring.
- Withdraw the driven pulley.

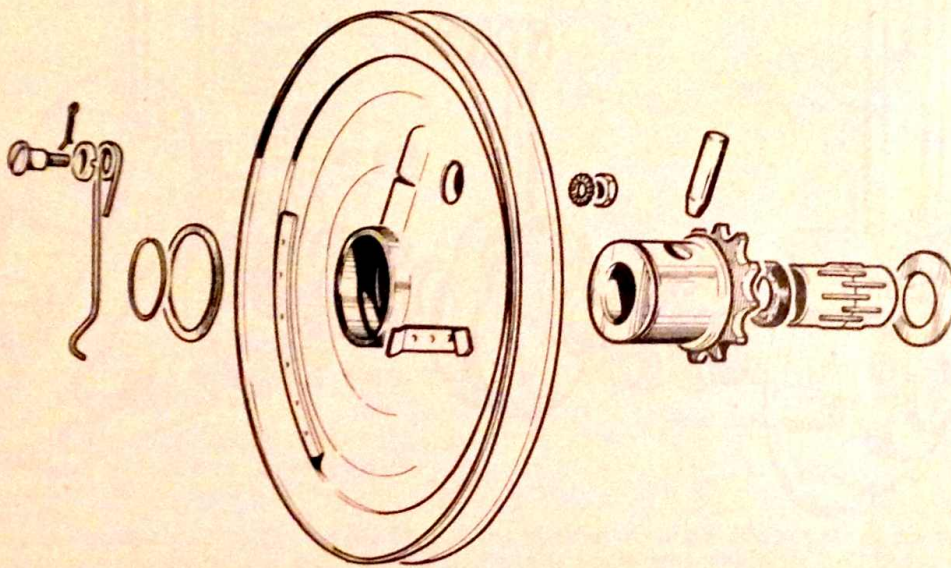


Fig. 15

Removing the relay pinion.

- Withdraw the quick-acting clip from the engine chain.
- Withdraw the stop washer.
- Withdraw the relay pinion.
- Remove the felt packing (take great care of the needle cages which could separate).
- Remove the washer.

Removing the crank gear.

- Withdraw the crank spindle with the plate and the right-hand crank, after removing the quick acting clip of the starting chain.

DISMANTLING THE CRANKCASES

TOOLS

10 mm box spanner - Tools 0,47, 0,47 C and 0,47 D.

— Unscrew the nuts (10 mm spanner) and disconnect the crankcases.

Right-hand casing.

— Using 0,47 D tool screw the 0,47 tool on the two embossements of the stator support, with two 45×15 screws.

— Screw until casing is completely withdrawn (fig. 16 bis).

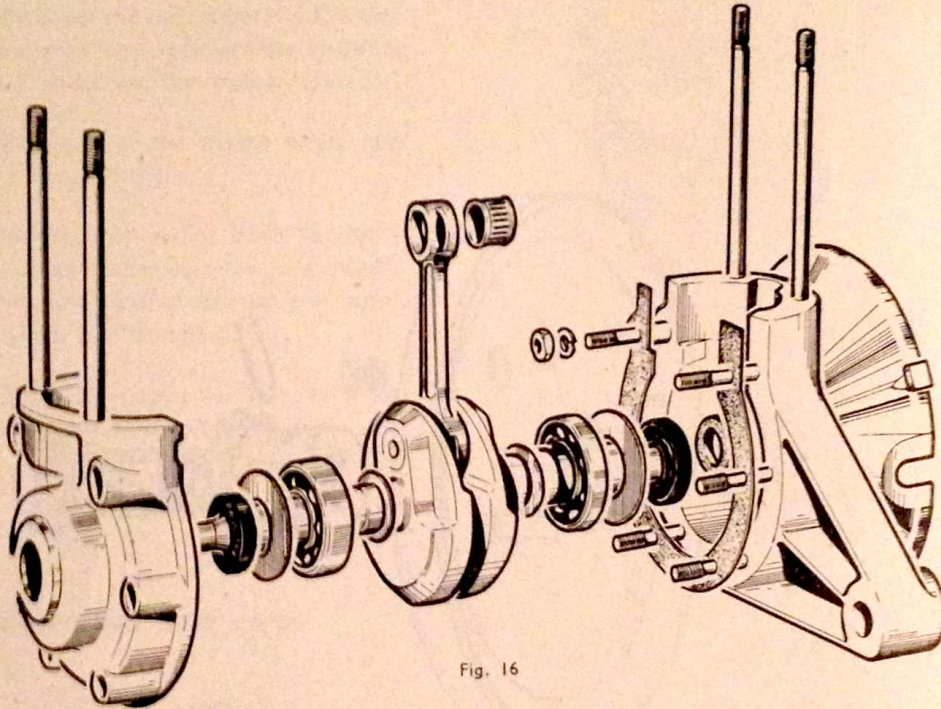


Fig. 16

Left-hand casing.

— Screw the 0,47 tool on two assembly embossements of the casings, with two 6×50 bolts; support the mounting on the outer face of the casing.

— For this, bore two 7 mm holes, (84 mm distance between axes) in the 0,47 tool.

— Use 0,47 D tool.

— Screw until casing is completely withdrawn.

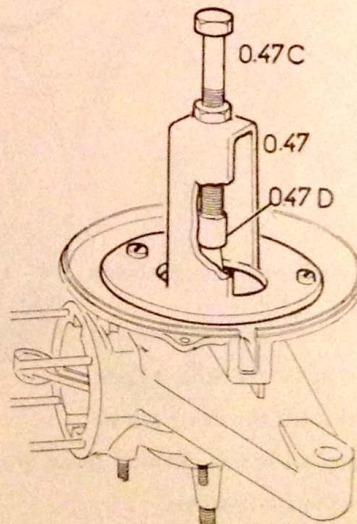


Fig. 16 bis

EXTRACTING THE BEARINGS

— Place the crankcases on the plan joint.

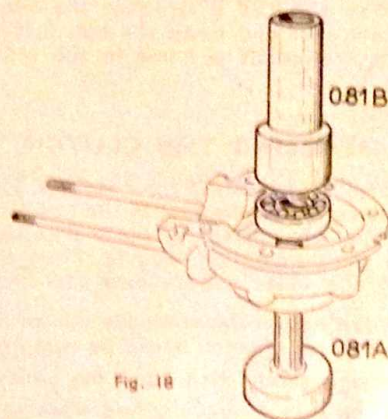
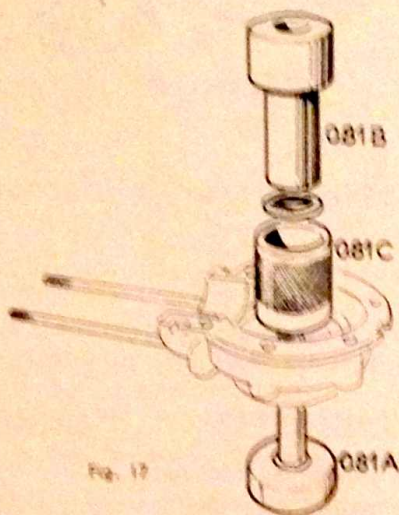
— Heat and lightly strike on the crankcase until the bearing drops down itself.

REASSEMBLING THE ENGINE

REPLACING THE BEARING AND THE PAULSTRA GASKET IN THE LEFT-HAND CRANKCASE

TOOLS
Tool : 0.81 A - 0.81 B - 0.81 C

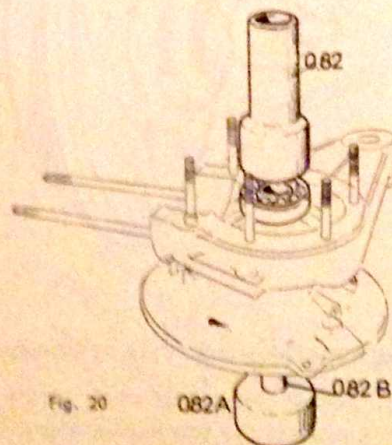
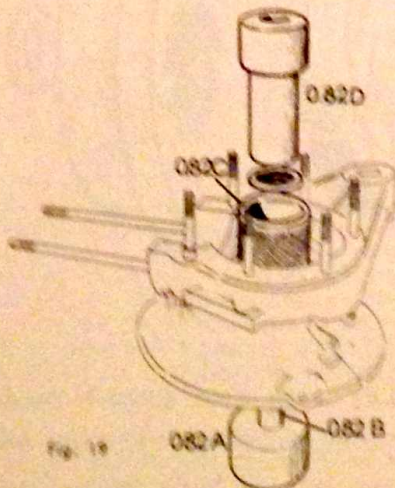
- Heat the crankcase at 176 - 195° F (80 - 90° C).
- Put the crankcase on the guide 0.81 A.
- Place the gasket guide 0.81 C in the bore of the bearing (Knurled side out of the crankcase).
- Engage the gasket on the guide 0.81 A and put it home with the drift 0.81 B (using the smaller diameter end); the packing spring inwards the crankcase.
- Remove the gasket guide and drift.
- Place the washer.
- Engage the bearing on the guide 0.81 A, and put it home with the drift 0.81 B (using the larger diameter end).



REPLACING THE BEARING AND THE PAULSTRA GASKET IN THE RIGHT-HAND CRANKCASE

TOOLS
Tool : 0.82 A - 0.82 B - 0.82 C - 0.82 D

- Heat the crankcase at 176 - 195° F (80 - 90° C).
- Put the guide 0.82 B in the sole 0.82 A.
- Put the crankcase on the guide.
- Place the felt.
- Place the gasket guide 0.82 C in the bore of the bearing (Knurled side out of the crankcase).
- Engage the gasket on the guide 0.82 B and put it home with the drift 0.82 D (using the smaller diameter end); the packing spring inwards the crankcase.
- Replace the guide 0.82 B by the 0.82 C one.
- Place the washer.
- Engage the bearing on the guide 0.82 C and put it home with the drift 0.82 D (using the larger end).



REASSEMBLING THE ENGINE

MOUNTING THE CRANKSHAFT IN THE LEFT-HAND CRANKCASE

- Place the washer.
- Support the tool 0,47 on the outer face of the crankcase.
- Screw the 0,78 B screw at the end of the crankshaft and screw the bolt 0,78 A until the crankshaft is home in the crankcase.

MOUNTING THE CRANKSHAFT IN THE RIGHT-HAND CRANKCASE

- Place the washer.
- Support the tool 0,47 on the stator supporting embossments.
- Screw the 0,78 B screw at the end of the crankshaft and screw the bolt 0,78 A until the crankshaft is home in the crankcase.

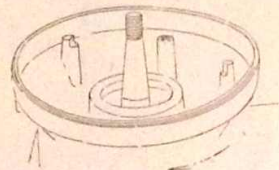
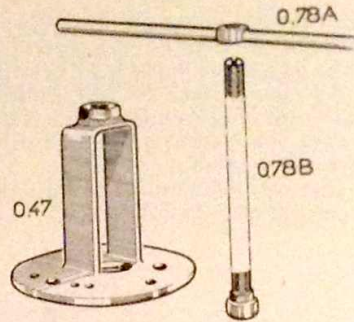


Fig. 21

TOOLS

A pair of circlips pliers
Flattened 23 spanner - 14 mm spanner

REASSEMBLING THE CLUTCH

- Place the needles in their sockets, lubricate and place the needle case in the coupling gun.
- Mount the springs to the marks indicated in the dismantling chapter. Place the jaws on the axles and replace the circlips.

Warning. — Never modify the springs which are originally perfectly tared; the working of the starting clutch would be compromised.

- Engage gently with hand the pulley on the square gun of the coupling.
- In the case of actually bad working, preferably change the whole pulley-starting clutch.

Note. — Do not reassemble the cylinder before the coupling.

- Clean the crankshaft axle.
- Place the washer.
- Engage the whole coupling and starting clutch (block firmly with the flattened 23 spanner and the 14 spanner).

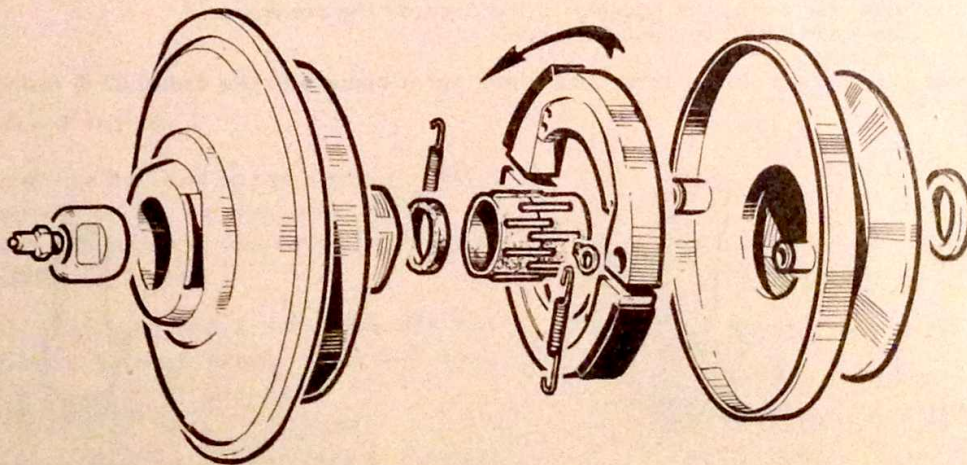


Fig. 22

REASSEMBLING THE TRANSMISSION PULLEY AND THE CRANK GEAR

Follow the reverse order of the dismantling operations, but take the following cautions.

- Lubricate the two needle cages.
- Place the crank gear axle pins in opposite direction, in order to obtain a perfect line of the crank gear.

REASSEMBLING THE FLYWHEEL MAGNETO

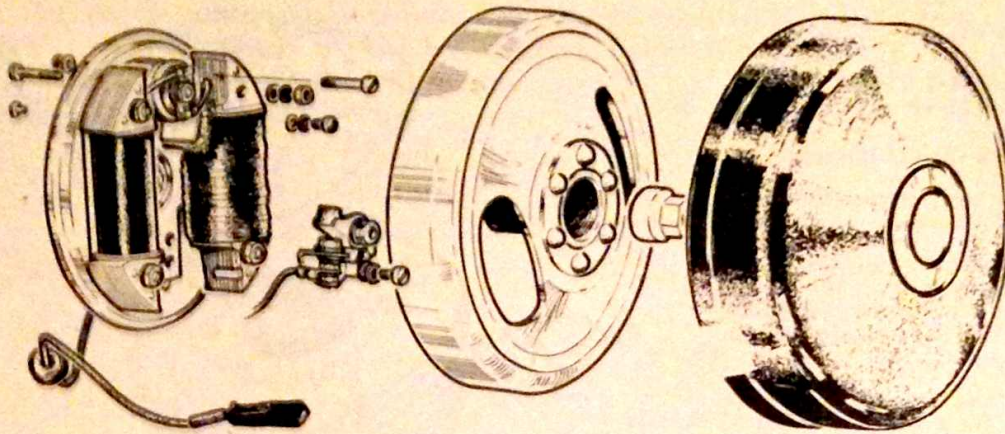


Fig. 23

REASSEMBLING THE FLYWHEEL MAGNETO

TOOL
Screwdriver

- Carefully replace on the right-hand half of the crankcase the rubber lead guides sealing the flywheel.
If they have perished, do not hesitate to change them.
 - Replace the stator and screw in the two fixing screws, with a flat washer and a blocfor washer under their heads.
- Warning.** — Do not pinch the lighting lead.
- Replace the rotor, but do not lock it since it must be set.

REPLACING THE PISTON

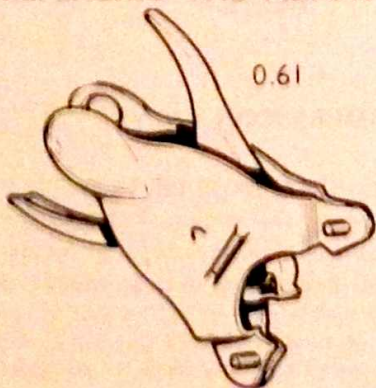


Fig. 24

TOOLS

Special pliers for placing the piston rings in position, 0.61 - Tool 0.12 for replacing the gudgeon pin - Circlip pliers 0.4.

- Before proceeding to replace the piston rings, it is essential to clean the piston grooves **without deforming them**. To do this, use a piece of piston ring. Check the play at the cuts in the rings, which should not be more than 0.0118 in. (3/10 mm) at the most. To do this, introduce the rings into the cylinder and check the play by means of a gauge.
- If the gudgeon pin has been completely withdrawn, partly insert it in the piston. Heat the piston if necessary.
- Immerse the needle bearing in light oil and then place it in the connecting rod.

- Put the piston on with the reference mark (A) pointing towards the front of the engine (exhaust side).
- Before inserting the tool 0.12, make sure that the end of the gudgeon pin which is already partially inserted in the piston is well inside the needle bearing. To do this, we advise that the centring of the piston and needle bearing and the gudgeon pin be effected by means of a stepped guide (B) as shown in the diagram opposite (fig. 24).
- After putting the gudgeon pin in position, put on the two circlips (circlip pliers 0.4) and make sure that they are well in the grooves.

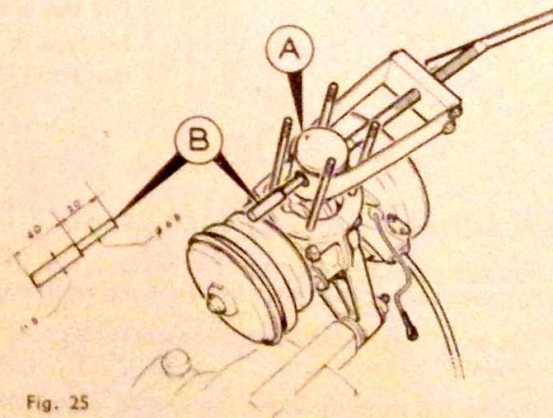


Fig. 25

REPLACING THE CYLINDER

- Put on the dry gasket.
- Place the piston at the lower dead centre.

Important. — Make sure that the cuts in the piston rings are immediately opposite the pegs located in the grooves.

- Put the cylinder on quite straight **without striking it**; the chamfer machined at the base of the cylinder will close the piston rings.

REPLACING THE DECOMPRESSOR BODY
TOOL
19 mm box spanner

- Do not forget the copper gasket.
- Clamp the decompressor body strongly on to the cylinder head.
- Put the spring in place.

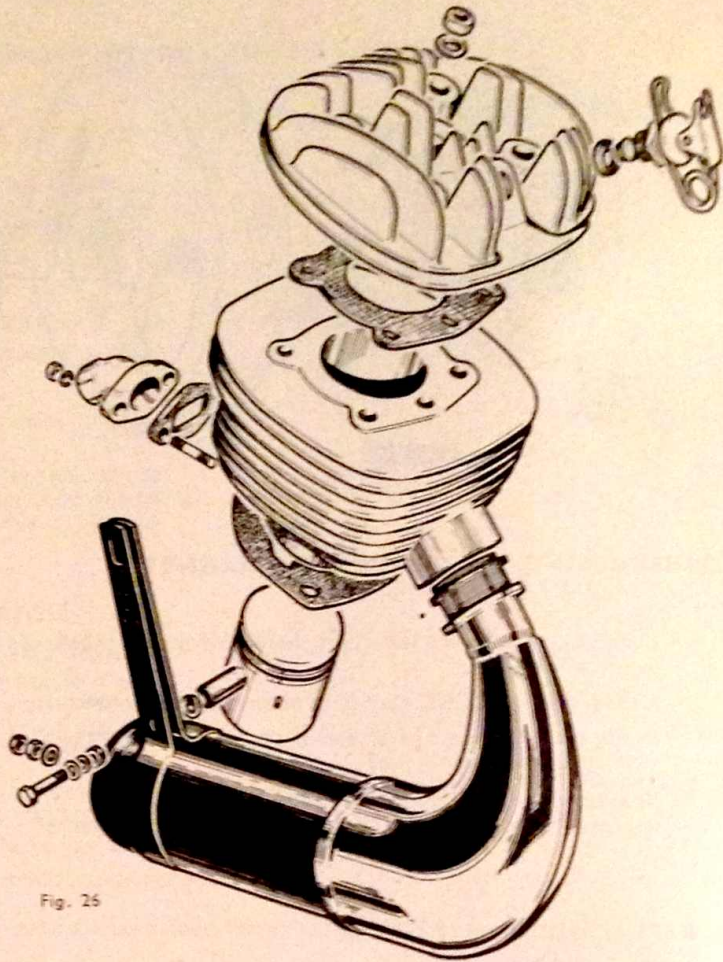


Fig. 26

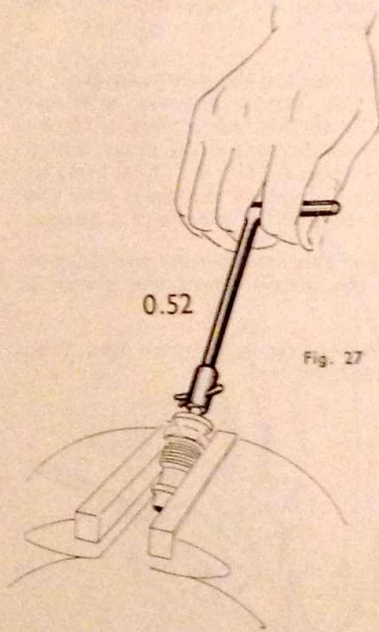


Fig. 27

REPLACING THE DECOMPRESSOR VALVE TOOL
Tool 0.52

WARNING. — The gas-tightness of the valve has a great effect on the operation of the engine. Examine the seat and the valve before replacing. If necessary, grind the valve in on its seat with very fine emery dust by means of the tool 0.52.

After grinding in, if the valve has any fault whatsoever on its seat, do not hesitate to change it.

- Insert the valve in the decompressor body.
- Put the pin in and rivet the end (do not omit to do this because in the event of the pin being lost the sliding of the valve in the cylinder would damage it).

REPLACING THE CYLINDER HEAD

TOOL
12 mm box spanner

- Put the gasket in position. Pay attention to its positioning. The hole provided in the cylinder for evacuating the gases from the decompressor must correspond to the hole in the gasket.
- Put on the cylinder head and position it, taking the same precautions as in the case of the gasket.
- Put on the stays by which the engine is suspended, directing them towards the rear, and put on the blocfor washers and the nuts, which must be screwed on and tightened in alternate sequence (12 mm box spanner).

ADJUSTING THE BELT

To carry out this adjustment, we advise making a simple tool, details of which are given below (fig. 30)

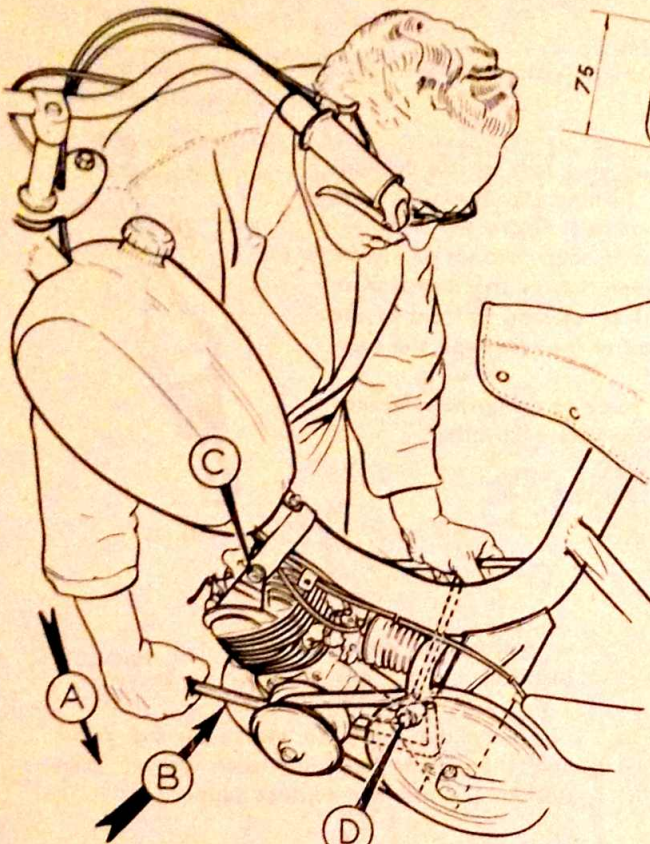


Fig. 28

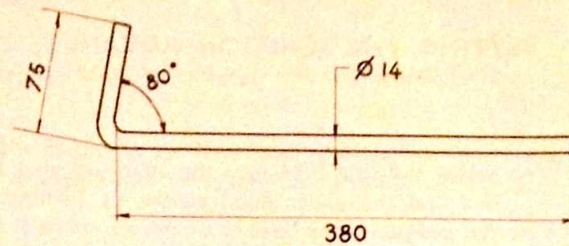


Fig. 30

ADJUSTMENT

1. Withdraw the cowlings.
2. Slacken the top bolt C and the bottom bolt D fixing the engine to the frame.
3. Introduce the lever into the working position (see fig. 28).
4. Stand on the right side of the machine and place a 17 mm box spanner on the bolt D for rapid tightening.

Now bear on the lever, first vertically (A) to secure the tension of the belt and then sideways (B) by bearing on the silencer with the lever to ensure paral-

lelism of the belt with the rim of the large pulley (see fig. 28).

Tighten the nut D while still holding the lever in place; (to facilitate this operation, we recommend resting the right shoulder against the tank).

5. Apply a rule against the rim of the large pulley. The belt should be parallel to the rule (see fig. 29).

6. Tighten the top bolt (C).

On bearing on the belt with the hand, the sag should be 0.3937 in. (1 cm) at the most. Left alone, the belt should not show any sag.

A belt which is too taut reduces the power of the engine, while if it is not taut enough it slips. See that the tension is correct and that the belt is parallel in order to ensure that the moped has a long life and that full use is made of it.

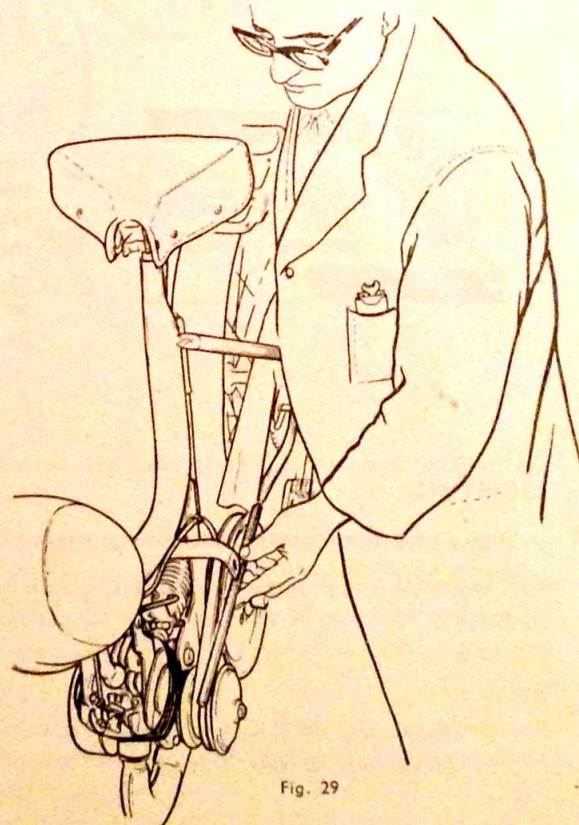


Fig. 29

SETTING THE IGNITION ADVANCE

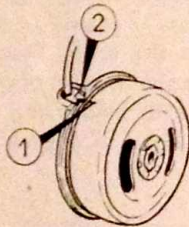
- Screw the tool 0.24 into the sparking plug hole of the cylinder and find the upper dead centre by turning the flywheel ; note the position on a rule.
- Turn the flywheel slowly for one revolution in the direction of running to bring the piston to 0.1181 in. (3 mm) in front of the upper dead centre. Check the position of the piston on the rule.
- Without moving the piston, turn the rotor to bring the reference marks on the rotor and the stator opposite each other.
- Lock the rotor in this position (holding tool 0.40).

TOOLS

14 mm box spanner - Dummy sparking plug No 0.24 - Holding tool 0.40.



Fig. 31



— Adjust the contact-breaker :

TOOL
Screwdriver

Place the reference marks on the rotor and the stator opposite each other, then slacken the breaker contact support.

Lever by means of a screwdriver inserted in the adjusting notches so that the breaker contacts are beginning to separate in this position, then retighten the contact support screw.

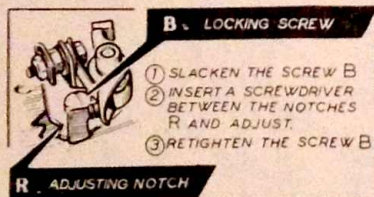


Fig. 32

Important. — Never adjust the gap at the breaker contacts to a specific size, since proper functioning of the flywheel does not depend on the gap, but on precise opening of the contacts at the point of separation, which is indicated by the correspondence of the reference marks on the rotor and the stator.

LIGHTING

- Two connections located close to the engine allow rapid connection of the lighting leads.
- The double lead provides the connection with flywheel magneto - headlamp switch input (lead marked by a line in relief) and the connection switch output - rear light.

Bulbs :

Rear light : 12 volts, 0.5 ampère.
Headlamp : 6 volts, 1 ampère.

CARBURETTOR

DESCRIPTION

Gurtner carburettor, float chamber on right - Type D.10 D - Passage 10 - Setting 560 - Jet 20/19 with decanting cup.

Carburettors are adjusted when they leave the factory, and only **the idling adjustment may be altered.**

This adjustment is important. It enables the engine to be kept running while the machine is at a standstill, so that its can easily start off again merely by operating the throttle grip.

The adjustment is made when the engine is warm by means of a screw on the left side of the carburettor. (This screw can be reached through a hole provided in the left-hand cowling.)

TOOL

Screwdriver

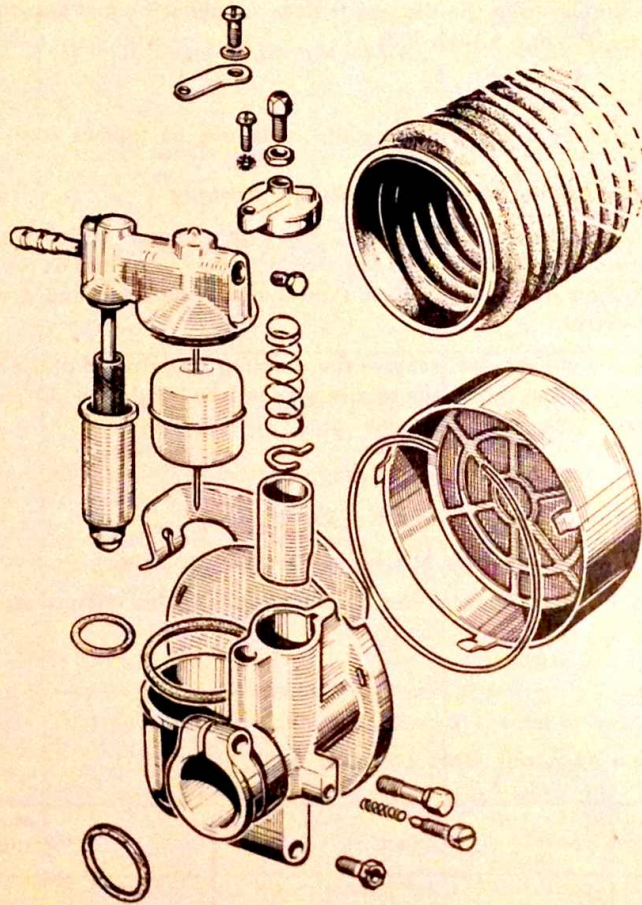


Fig. 33

Adjustment :

- Screw the adjusting screw home.
- Slowly unscrew this screw so as to reduce the running speed of the engine as much as possible, the rear wheel being locked by the brake.
- When the speed is sufficiently low, place the machine on its wheels and get on to the saddle. The engine should not stall, and there should be no difficulty in holding back the machine, which may **show** a slight tendency to move off.

To remove the air filter, withdraw the retaining ring and draw the cartridge into the axis of the carburettor.

Warning. — Air is admitted to the carburettor under the saddle through the frame and saddle tubes. See that the opening of this tube is always clear and **that the saddle top, when under load, does not obstruct the air duct.**

THE COUPLING

This automatic clutch does not require any maintenance. However, it is advisable to know its main characteristics.

1. It never disengages completely, and the moped thus exhibits a slight tendency to start off. This tendency is all the slighter the lower the idling speed of the engine. Moreover, it lessens during use.

2. In no case is the noise which the clutch may make (a slight whistling produced by the turning over of the powder) a sign of wear.

3. This clutch, which acts very gradually, permits slipping up to about 15 1/2 m.p.h. (25 km.p.h.). It is therefore normal fore this speed to be reached before slipping ceases. On the other hand, on decelerating the slipping is slow in appearing and occurs only at about 10 to 12 m.p.h. (15 to 20 km.p.h.) on hills.

Very rare occurences which may possibly arise are as follows :

1. When idling, the engine drives the vehicle strongly :

(a) Make sure that the belt is not too taut. Too high a tension prohibits satisfactory idling. On bearing on the belt with the hand, the sag should be 0.39 in. (1 cm) at the most. Left alone, the belt should not show any sag. The belt should always be clean and dry. Avoid soiling it with grease, oil or petrol.

(b) If the belt is not the trouble, remove the coupling with the aid of the flywheel extractor 0.45 (as shown on page 6) and rotate the square type hub by hand. The hub should turn without any force being used.

2. The coupling slips beyond 19 m.p.h. (30 km.p.h.) :

See that this is not due to the belt being insufficiently taut.

The coupling casing holding the powder cannot be dismantled.

Starting trouble :

(1) The engine does not start (cold or hot).

Cause	Defect	Remedy
No ignition or poor ignition.	(1) Sparking plug fouled or short circuit, spark inside.	(1) Insert a clean plug.
	(2) Contact-breaker rocker arm does not open, heel broken or worn.	(2) Change the rocker arm.
	(3) The contact-breaker stays open continuously ; rocker arm binds on the pin.	(3) Remove and ease the pin with very fine emery cloth. Replace with graphite oil. Do not use too much as the oil may foul the contacts.
	(4) Ignition coil defective, weak or failed.	(4) Check and change.
	(5) Primary circuit earthed.	(5) Make sure that a metal shaving or filing has not stuck to the rocker arm spring or to the wire connecting the contact-breaker coil to the condenser.
	(6) Condenser earthed or damaged.	(6) Change.

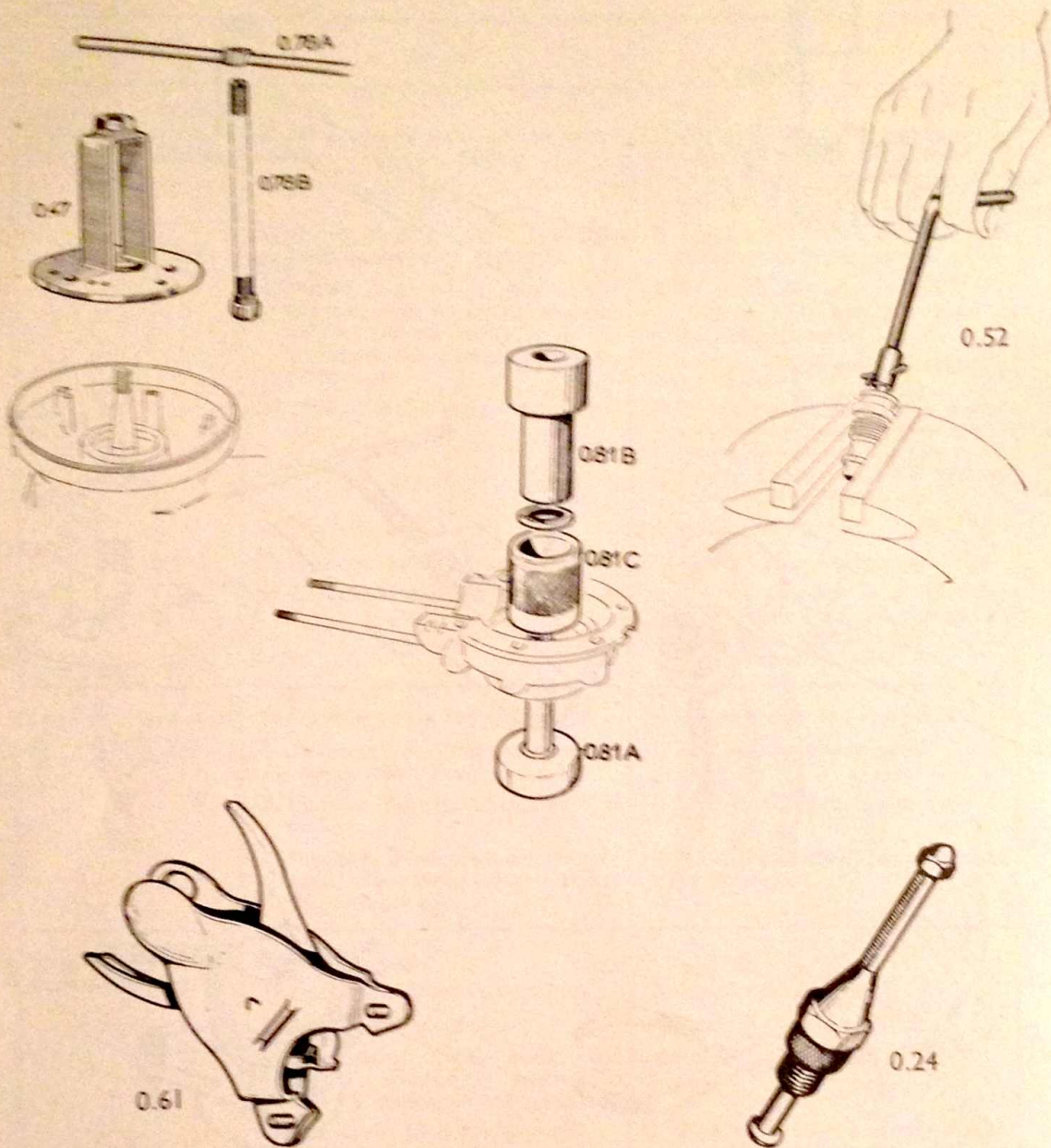
HINTS ON SERVICING AND REPAIR

Cause	Defect	Remedy
Petrol does not reach the carburettor and the jet regularly.	(1) Pipe blocked. (2) Petrol tap or carburettor filter fouled. (3) Air vent of tank filler cap blocked. (4) Jet stopped up.	Check and clean if necessary. (4) Clear with an air jet or with a tyre pump.
Petrol arrives satisfactorily, but cold starts are difficult. Too much petrol arrives, engine is flooded.	(1) Idling badly adjusted. (2) Additionnal air being admitted. Float needle is jammed and does not close.	(1) Check and adjust idling (see page 15). (2) Check the clamping of the inlet pipe to the cylinder. Check the clamping of the carburettor to the pipe. Make sure that the float needle closes properly. If not, clean it.

(2) The engine starts well, but works irregularly on the road.

Cause	Defect	Remedy
Irregular ignition when the engine is driven hard.	(1) Sparking plug too hot, causes self-ignition, or plug fouled (point hot). (2) Condenser defective (return to carburettor). (3) Contact-breaker is beginning to stick.	(1) Insert a cooler plug or clean the plug or change it (worn plug). (2) Check its operation in the hot state. Insulation defective; if necessary, change the condenser. (3) Remove and ease with very fine emery cloth; replace with graphite oil. Do not use too much, as the oil may foul the contacts.
Difficulty in starting off with the headlamp lit. Misfires on the road when the lights are turned on.	(1) Flywheel out of adjustment, contacts no longer opening at the reference marks. (2) Contacts worn. Gap too large. (3) Sparking plug worn, electrodes fouled. (4) Contacts fouled (resistance of contacts too high). (5) Flywheel demagnetised (electric power weakened).	(1) Make a fresh adjustment (see the section on setting the advance). (2) Reduce the rocker arm heel and retouch the contacts or, preferably, change the contact-breaker. (3) Clean the plug or change if necessary. (4) Clean with a special file. (5) Have flywheel remagnetised by an expert.
Engine functions correctly at medium speed, but dies away when increased to full speed.	(1) Petrol supply inadequate, petrol tap or carburettor filter partially choked. (2) Ignition coil weak. (3) Leakage at the crankshaft sealing rings. (4) Air filter fouled. (5) Air choke partly impeding the admission of air.	(1) Check the flow of the tap (1 3/4 pints or 1 litre in 5 mn). Check the carburettor flow. (2) Check and change. (3) Additionnal air being admitted. Check. Repair the rings if necessary. (4) Clean. (5) Slacken the choke control.
Engine is lacking in power.	(1) Cylinder and piston abnormally worn.	(1) Check and change the piston and the cylinder. (Cylinders hard chromium-plated on aluminium cannot be rebored).

TOOLS



0.81 A
0.81 B
0.81 C
0.24
0.61
0.52
0.78 A
0.78 B

Guide
Drift
Gasket guide
Dummy sparking plug for setting flywheel.
Pliers for removing and replacing piston rings.
Grinding-in key for decompressor valve.
Screw for placing crankshaft in crankcases.
Nut.

} For mounting gasket and bearing in left-hand crankcase.

Cycles

PEUGEOT

SERVICE EXPORTATION

42, AVENUE DE LA GRANDE ARMÉE

PARIS - (17^e)

FRANCE

