

Mobylette

STARTING YOUR MOBYLETTE

After you made sure that the tank is filled with the right mixture, proceed as follows :

- 1°) Open the tap.
- 2°) Fully decompress by turning the R.H. grip completely toward the outside.
- 3°) Keep this position and pedal drive your Mobylette until the engine rotates i.e. **when the flywheel magneto is turning.**
- 4°) At this stage, turn quickly the grip toward yourself : the engine starts.

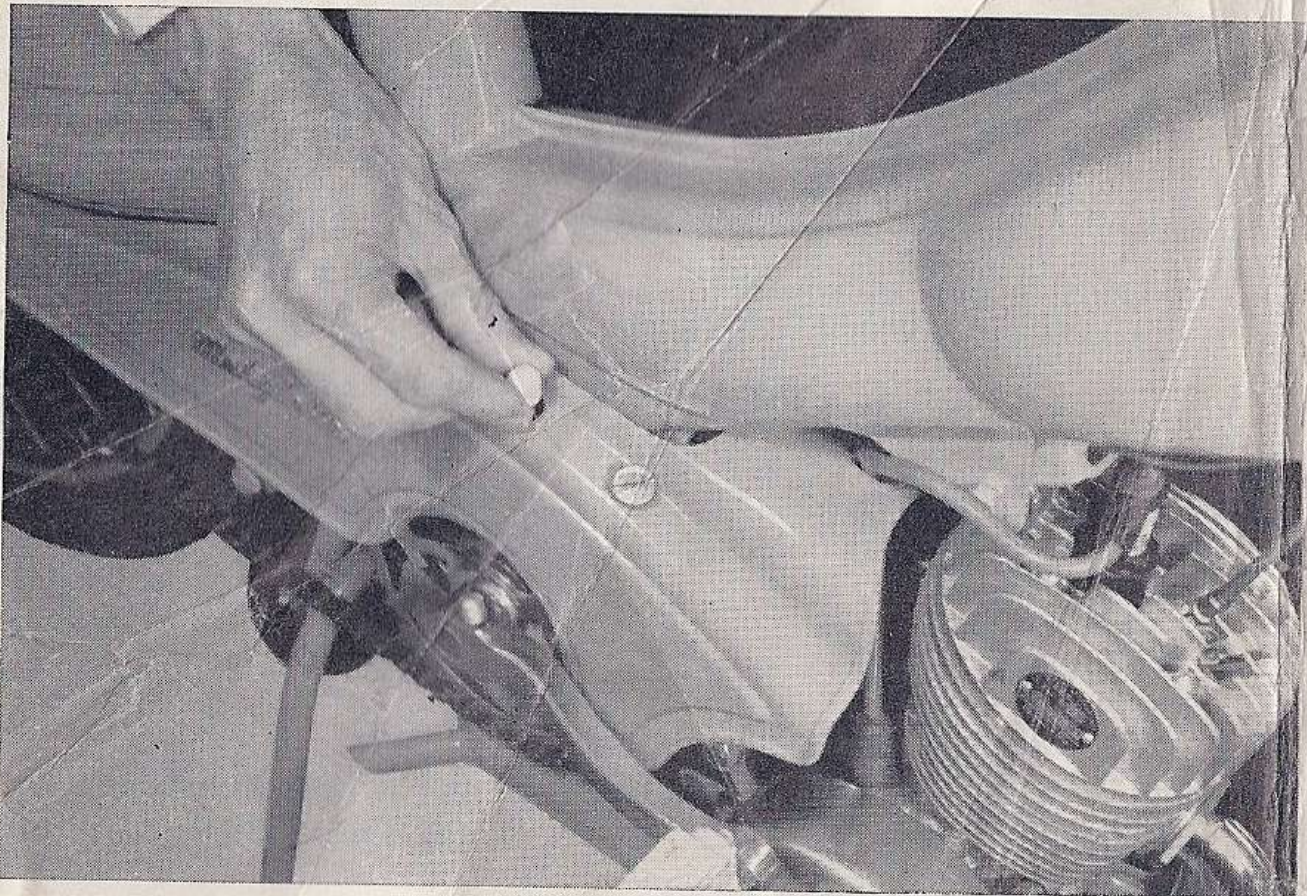
OTHER POSSIBILITY : STARTING YOUR MOBYLETTE ON THE STAND (for models fitted with DIMOBY or MOBYMATIC.

- 1°) Open the tap.
- 2°) Put the Mobylette up on its stand.
- 3°) Proceed as in 2° hereabove.
- 4°) Keep this position and one pedal being in its highest position push it down firmly and steadily to its lowest position : the engine rotates when the flywheel magneto turns.
- 5°) Proceed as in 4° hereabove.
- 6°) Reduce throttle to idling, brake the rear wheel and bring the Mobylette down the stand.

The mobylette is a bicycle with a built-in engine. It is designed to make a perfect unit which combines pleasant driving to sturdiness and to the lowest running cost. Comfort is obtained by special balloon tyres and stability by a low central location of the engine. New manufacturing process allow silent running, appropriate cooling and, even at low speed, real power of the engine.

HOW TO START YOUR MOBYLETTE

Though a lubrication has been originally performed at the factory, it is advisable prior to having the Mobylette in use, to lubricate through the grease nipples, the needle cartridges of the bracket pulley, and eventually of the clutch and automatic gear change.



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Fill the tank with the self-lubricating mixture BP ZOOM. We recommend 6 to 7% of BP ENERGOL 2 STROKE TYPE HV (viscosity SAE 30) only when no BP ZOOM is available. The tank cap can be used as oil measure. Use $3\frac{1}{2}$ measures per quart

of gasoline, even after the running-in mileage. Pour first the gasoline into the tank and then the self mixing oil; this will prevent your carburettor jet from being stopped.

Open the gas tap located on the tank or at the bottom part of the frame (picture n° 1, see page 2) (unscrew gently the knurled knob counter-clockwise, or push, to open the petrol tap).

You are now ready to ride your Mobylette.

To start, sit down in riding position, decompress the engine by turning the twist grip toward outside (by cold weather, press at the same time the choke lever), crank pedals forward several revolutions (until the magneto is rotating) riding like on a bicycle on a few yards distance; then turn the twist grip briskly to the left: the engine should start quickly and smoothly (remember a few seconds are necessary for the fuel to reach the engine).

The SP 50 R is fitted with a reserve tap (Open : looking forward, Shut : looking backward, Reserve : looking down).

The models fitted with the "Dimoby" double automatic clutch have a "cycle" operated clutch and an "engine" operated clutch. The operation of the first depends only on the machine speed.

At the start, the Mobylette works as a mere bicycle, but to start one must operate the controls as previously explained, and when speed reaches 4 m.ph (6 km./h.), the clutch starts operating, the engine begins to run. Then, one can open the throttle by turning the r.h. twistgrip inwards (counter-clockwise).

When speed is falling down to 4 m.ph., either by braking or by slowing down, shutting the throttle without decompressing, the clutch starts working and disconnects the engine from the driving pulley. With the twist-grip in neutral position, the engine keeps idling.

The second clutch operates according to the engine revolution : the machine being at a standstill, with the engine idling, the driver has just to open the throttle to have the clutch operating and pulling the Mobylette most progressively.

All models equipped with the DIMOBY automatic clutch and Mobymatic gear change can be started on their parking stand. Decompress the engine by turning the twist grip toward outside, place the pedal in its highest position.

Then push it down energetically until his lowest position, and thoroughly, **so as to put the flywheel magneto into motion**, opening quickly the R.h. twist grip as soon as **the magneto is rotating**.

If starting the engine following this method, the rear wheel gets into motion ; to stop it, apply the rear brake (brake lever on the left handlebar), then, the engine still idling, you lift the propstand, you sit down and you start off as explained above, just opening the throttle by means of the twist grip.

This starting method can be used under all circumstances, but it is particularly recommended uphill, since it avoids to pull the engine until the clutch operating speed is reached.

On models fitted with the «MOBYMATIC» automatic gear change, the engine finds by itself the right gear ratio in accordance with the road conditions.

On the road, the speed is controlled through the twist grip more or less open. To slow down, bring back the twist grip to neutral ; if necessary, apply both brakes, and remember that the braking effect is obtained through the engine with the twist grip in neutral position. A full stop requires in the last few yards the decompressor action by thorough rotation of the twist grip to the extreme right.

When riding long distances down-hill, remember that the engine is the best brake and allows, throttle shut, to descend hills up to 1/10 at very reasonable speed. The twist grip in neutral, you can then apply both brakes jointly to obtain an immediate stop in case of emergency. When riding down very long slopes in mountain, never close the gas tap, as the lubrication of the engine would cease without saving gasoline.

The Mobylette with Dimoby is able to ascend important hills without pedal assistance. However should speed fall under 7 mph, it is recommended to assist the engine. The bracket gear ratio corresponds to an agreeable use on hilly roads. The Mobymatic climbs up all hills without pedal assistance. When parking your machine, do not forget to shut the gas tap (screw up thoroughly the knurled knob, but do not force it, or pull, to close the petrol tap).

CAUTION. — The choke lever on the L.H. handlebar is to be used **only by cold weather** and a few seconds.

DRIVING

The Mobylette is controlled solely by means of a twist grip on the right hand side of the handlebars, operated instinctively and easily by the driver, even with thick gloves. When the twist grip is in neutral, the engine is slow running and the decompressor closed. When turning the twist grip towards the right (clockwise), you open the decompressor, the engine braking is maximum, but the engine does not run. When turning the twist grip towards the left (counterclockwise), the throttle operates and enables variations in engine speed revolutions, thus giving the desired speed.

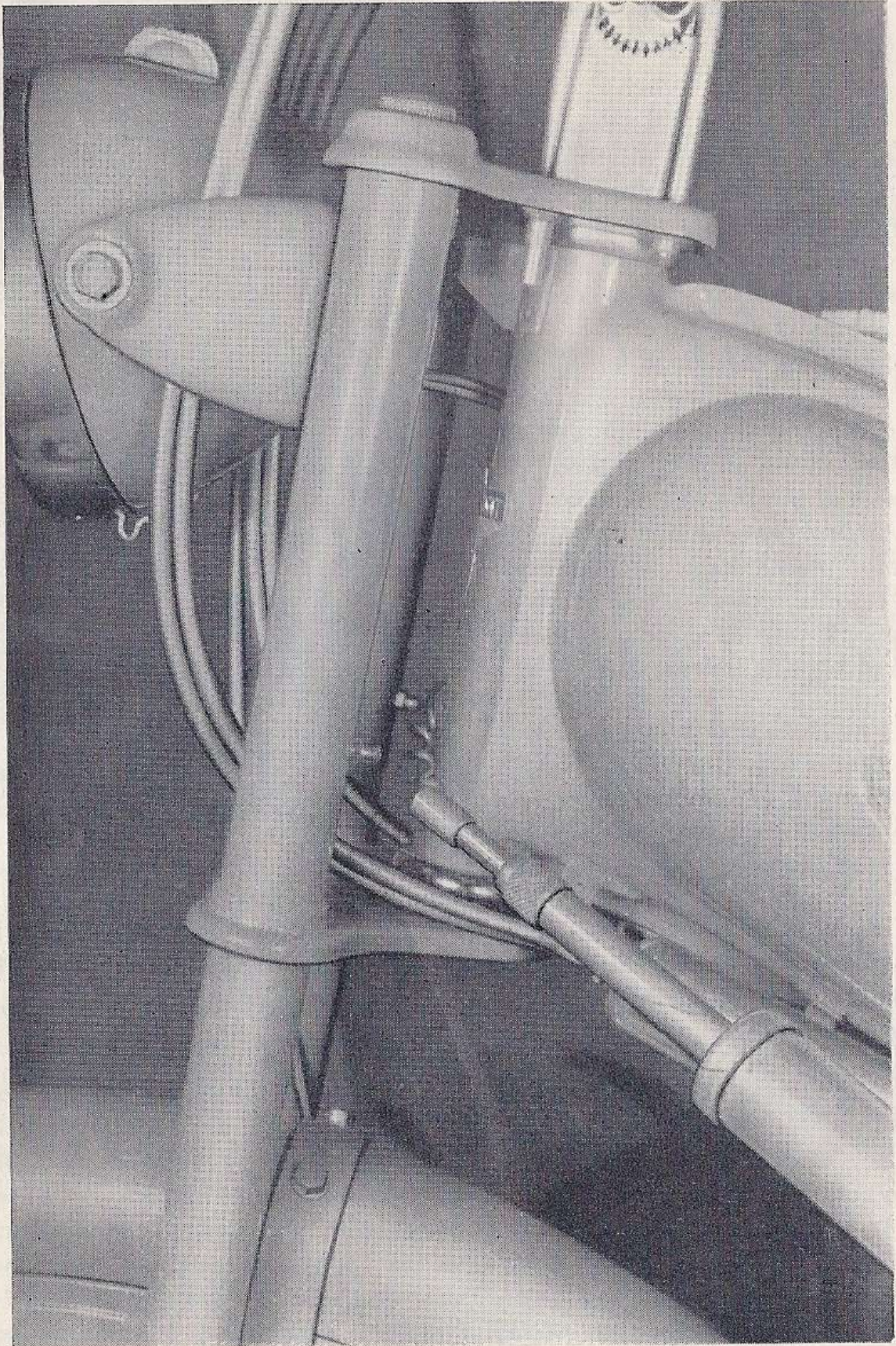
The Mobylette is equipped with two brakes. The front brake lever is on the right of the handlebars, the rear brake lever on the left. They are to be operated but when the twist grip is in neutral.

By cold weather, to help starting, a thumb operated lever on the left side on the handlebars controls the choke; this lever is manœuvrable without the left hand having to leave the handlebars. It should be pressed upon during a short while, only if necessary.

When released, the lever will swing back automatically to its original position. The Mobylette can eventually be ridden as an ordinary bicycle. To do so, disconnect the rear wheel from the engine by turning manually the wing button located on the bracket pulley counterclockwise (picture n° 2, see page 5). To connect back again the rear wheel with the power transmission, turn the button clockwise. It may sometimes be useful, to facilitate this manœuvre, to push forward or backward the Mobylette, by a few inches, so as to bring the teeth to coincide. NEVER FORCE.



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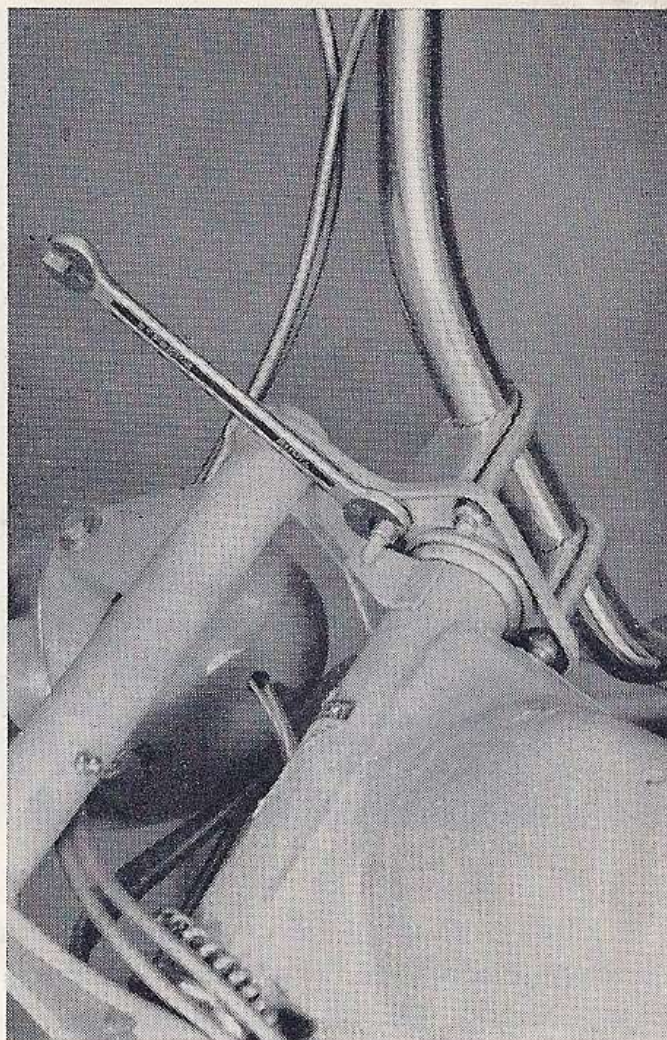
Before riding the Mobylette, adjust the seat and the handlebars, which are adjustable in wide proportions.

On machines with telescopic forks, the handlebars are adjustable as regards orientation (upward or downward). To do so, loosen the nuts securing the U clamps on the top fork plate with a flat spanner $10\frac{m}{m}$ (picture n° 4, see page 7).

On machines not fitted with telescopic forks, the handlebars are adjustable in height. To do so, slacken by a few turns, with a $12\frac{m}{m}$ spanner, the nut securing the handlebars, and knock slightly with a mallet to stick off the inner locking cone (picture n° 5, see page 8).

The seat position should be lower than on a bicycle and allow the rider to put both feet flat on the ground effortlessly.

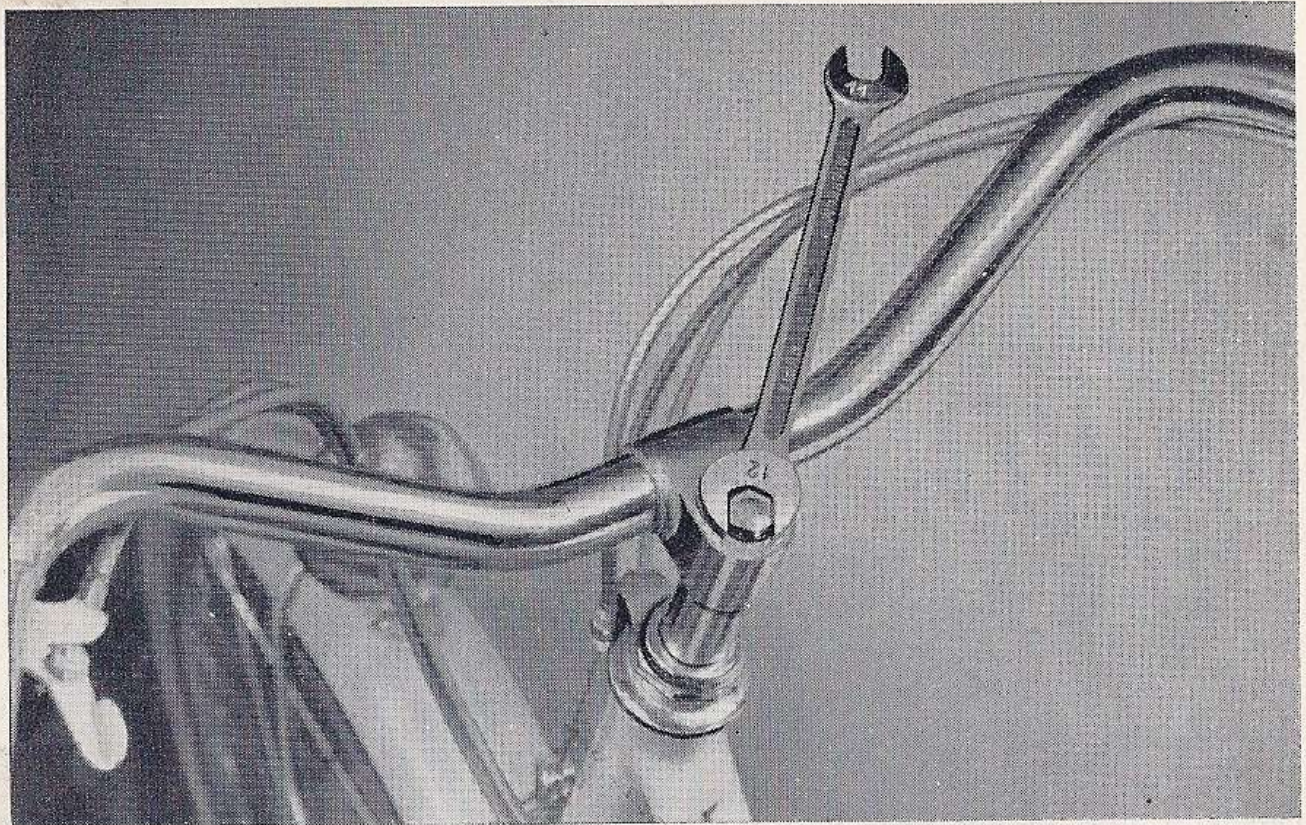
The SP 50 R is fitted with a special bracket unit, which enables to lock the crank-arms in foot-rest position : Taking support on the right bracket axle end, pull the right arm outwards, and make it turn up half a turn so that it fits in the housing provided for. Then turn the bracket unit, it will become locked in foot-rest position. A 3 position plate allows for the height adjustment of the foot-rests.



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RUNNING-IN

Your Mobylette is the finest machine of its kind. The engine is bench run and factory tested and adjusted. Under normal circumstances, the engine does not require any adjustment after leaving the factory, but of course a running-in period is to be observed.

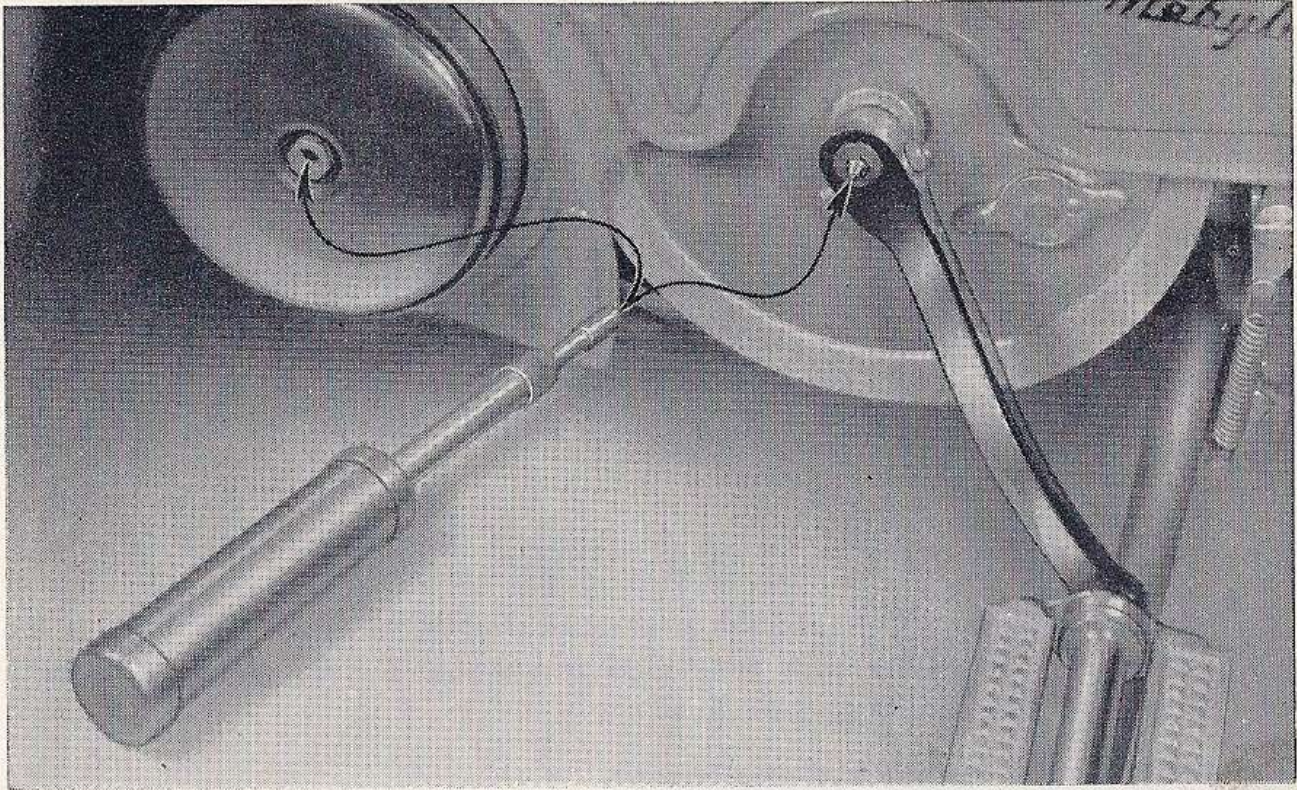


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Fitted with hard chrome lined cylinders, our engines leave the factory with minimum clearances. The engine will not develop its maximum power until 320 miles approximately. During this mileage, do not allow any straining or overheating particularly when riding uphill. Besides, do not use for too long laps of time the engine at its highest revolution speed.

During the running-in period, adhere strictly to our lubrication instructions.

NOTE. — The Mobylette engine is a two stroke air cooled engine; it should not be run or raced up for a prolonged period when Mobylette is not in motion. **DO NOT OVERHEAT.** The signs of overheating are excessive exhaust smoke.



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MAINTENANCE LUBRICATION

TELESCOPIC FRONT FORKS

On mobbyettes fitted with telescopic front forks, lubricate every 600 miles with BP Energrease C 3 G, through the grease nipples behind each fork sheath (picture n° 3, see page 6).

HUBS

Every 3.000 miles, fill both front and rear hubs with B P Energrease L 2 Multipurpose grease (high melting point grease).

CHAINS

Take down both chains every 1.200 miles or so, and clean with Kerosene and a brush; then dip in a bath of BP Energol Motor Oil SAE 50. Wipe them before remounting.

Do not dip, in any case, the chains in a degreasing bath (trichlorethylen for instance), which would dry up the rollers.

PEDAL UNIT

Every 600 miles or so, grease the bearings through the grease nipple on the left hand side of the bracket axle, using BP Energrease C 3 G, grease (threading grease) (picture n° 6, see page 9).

DOUBLE CLUTCH "DIMOBY"

On models fitted with an automatic clutch, lubricate the latter through the central grease nipple, using BP Energrease C 3 G (graphited grease) every 1.200 miles for a normal use, or every 600 miles for a use involving frequent stops and starts (picture n° 6, see page 9).

AUTOMATIC GEAR CHANGE "MOBYMATIC"

(Patent René Mangin - Motobécane)

Lubricate at the same time the clutch and the automatic gear change through the central grease nipple, every 600 miles, with BP Energrease C 3 G (graphited grease) (picture n° 6, see page 9).

MISCELLANEOUS

Grease every 600 miles the speedo drive with BP Energrease C 3 G. Grease periodically all articulations of the various cable controls and also the cable inlets with BP Oil and a small brush.

These controls should work freely at any time.

DECARBONIZING

The BP ZOOM Mixture used in our chrome lined cylinder cause but very little carbon deposits, very easy to remove.

Every 3.000 miles, proceed to the decarbonizing of the exhaust.

Every 6.000 miles, it is necessary to proceed with a more complete decarbonizing, removing also carbon deposits attached on the piston head and at the cylinderhead chamber, as well as to the exhaust ports.

The figures of 3.000 and 6.500 miles should not be interpreted as absolute rule and it is advised to decarbonize whenever the following faults are noticed :

- ★ Engine not pulling
 - ★ Foul starts
 - ★ Backfirings to the carburettor
 - ★ Foul plug
 - ★ Excessive overheating
 - ★ Engine four-stroking

MISCELLANEOUS

TYRES

For good riding comfort, it is important to adhere to the following tyre pressures :

Size 23" × 2" Hutchinson :

Front : 1 kg 700 (24 lbs psi)

Rear : 2 kg (28 lbs psi)

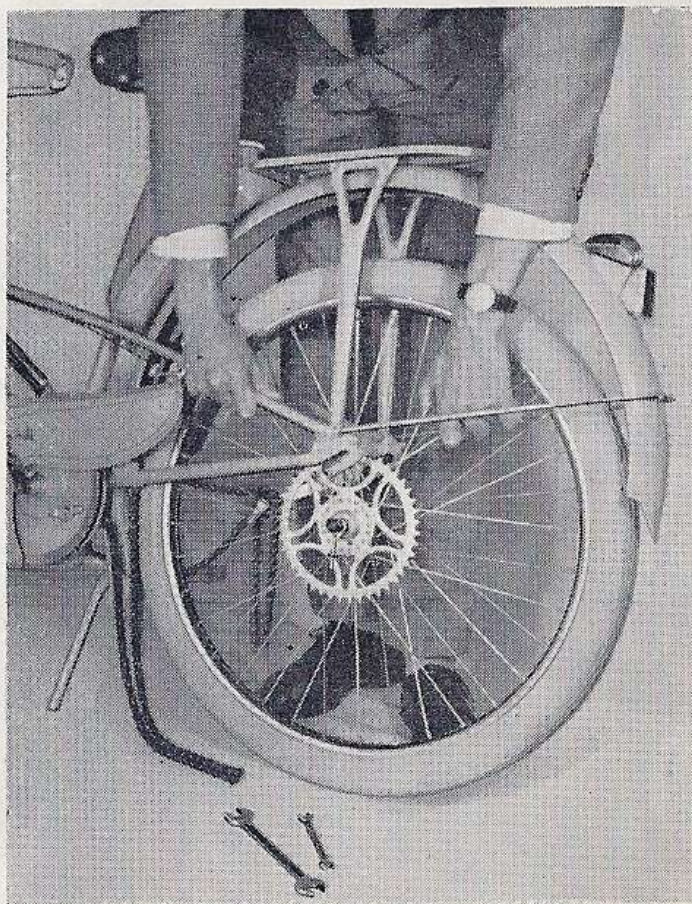
Size 22½" × 2¼" Hutchinson :

Front : 1 kg 700 (24 lbs psi)

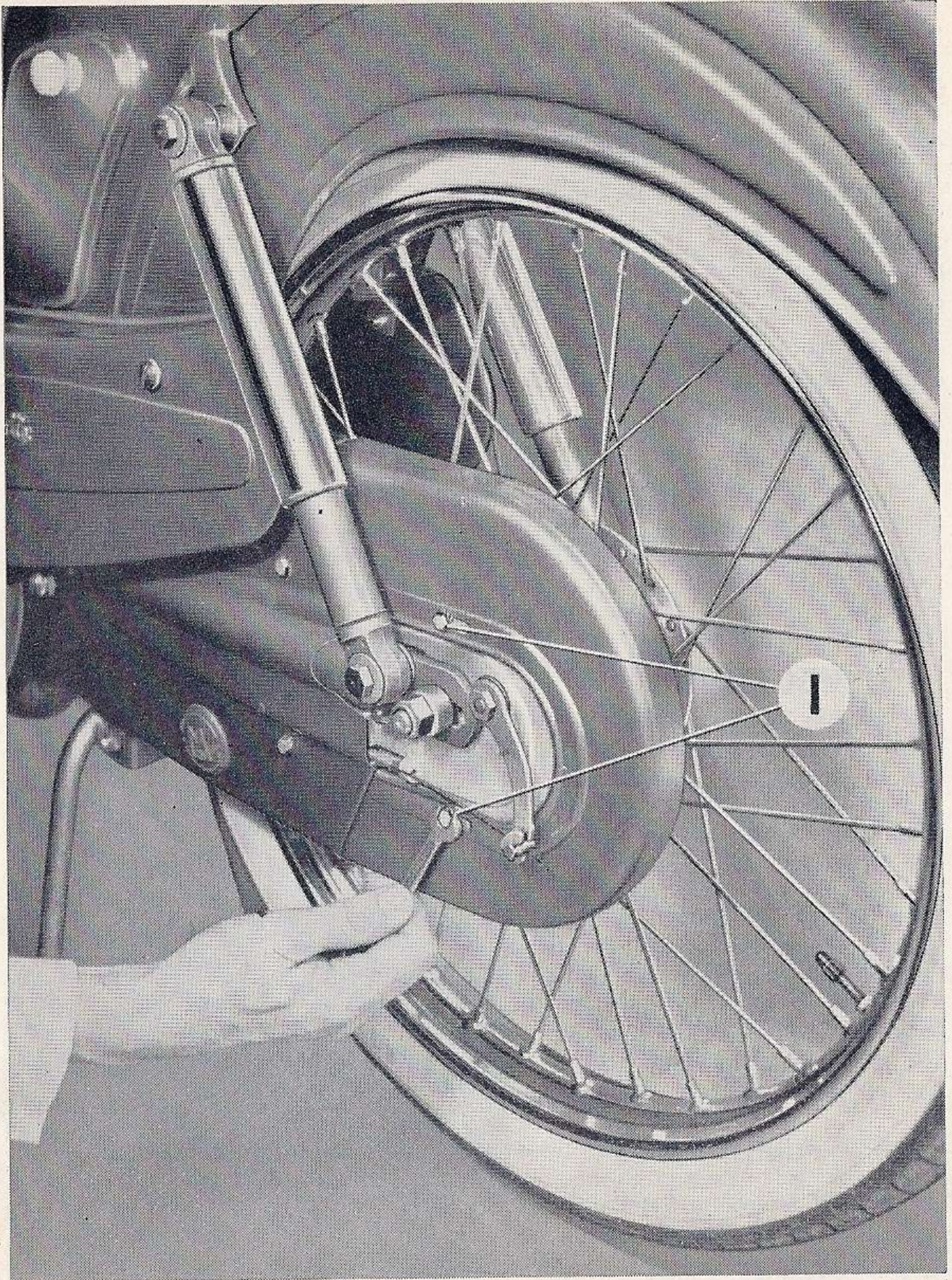
Rear : 2 kg (28 lbs psi)

PUNCTURES

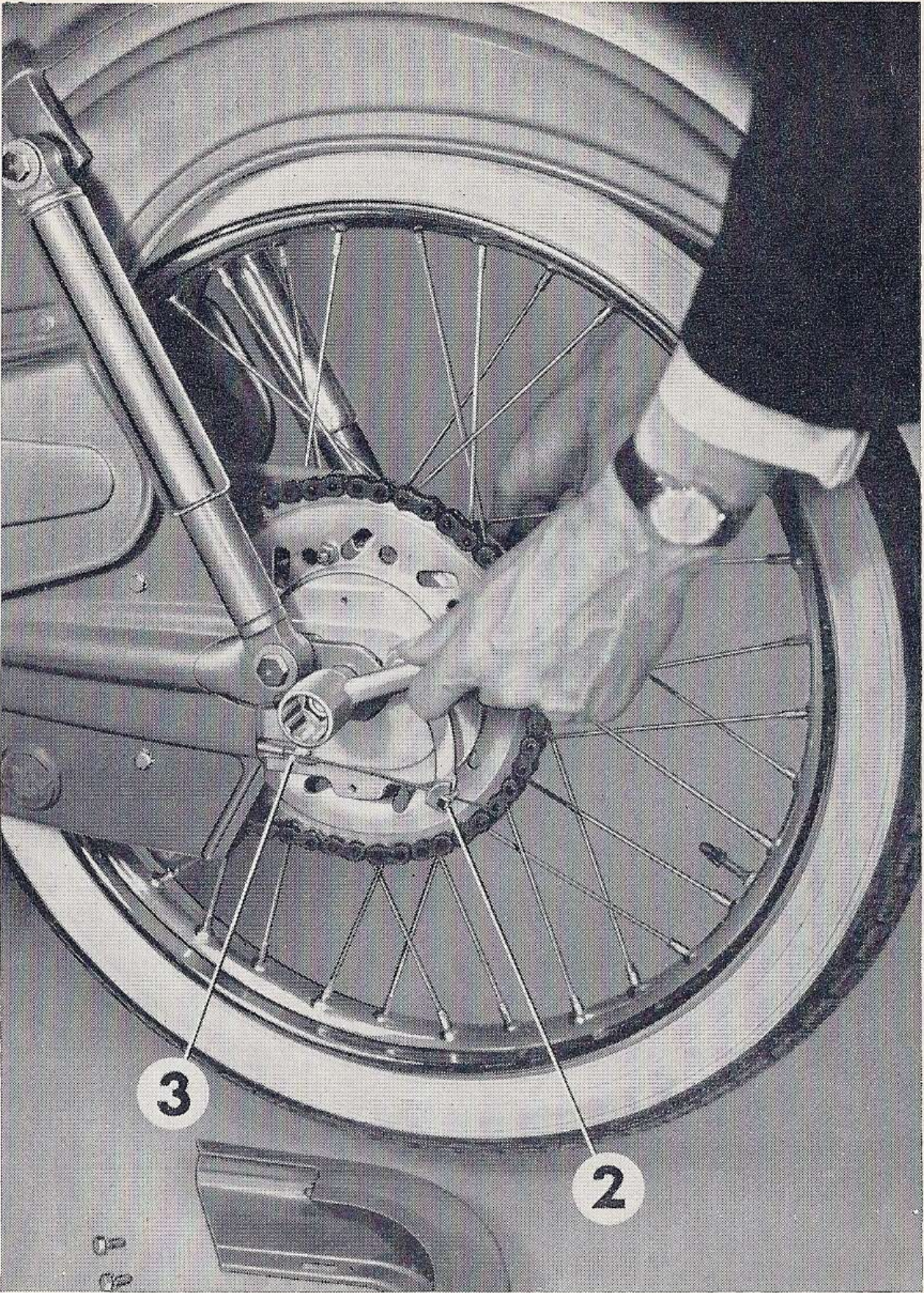
On the Mobylette Standard the repair is to be carried out as on a normal bicycle.



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The front wheel comes off direct. The rear wheel comes off frontward in the inverted lugs (picture n° 7, see page 11), after the cycle chain tensioner has been loosened and both chains removed. At the fitting, check the chain tension.

On Mobylettes fitted with telescopic front forks, when dismantling the front wheel, disconnect the brake control, and eventually the speedometer drive, and remove the washers from their housings in the fork ends. Be careful, when reassembling, to place properly the brake fixed point into the fork end slot.

The Mobylette Mono-Luxe, Mobymatic-Luxe, Mono-Grand-Luxe, and Mobymatic-Grand-Luxe are fitted with a rear swinging arms with open ends, as well as the SP 50. Loosen throughly the axle nuts (without removing them entirely, so as to be able to push the wheel forward to remove the chains without disadjusting the tensioner). When remounting, take care that the cylindrical part of the axle nuts is close to the chain tensioners.

The Mobymatic-Grand-Tourisme and the SPR have the rear wheel fitted with a spindle axle hub.

On the Mobymatic-Grand-Tourisme and the SPR, first remove the rear part of the chaincase. To do so remove both screws holding the chaincase on the jawflange using an 8^m/_m spanner. Make slide the chaincase rearwards (picture 8, see page 12).

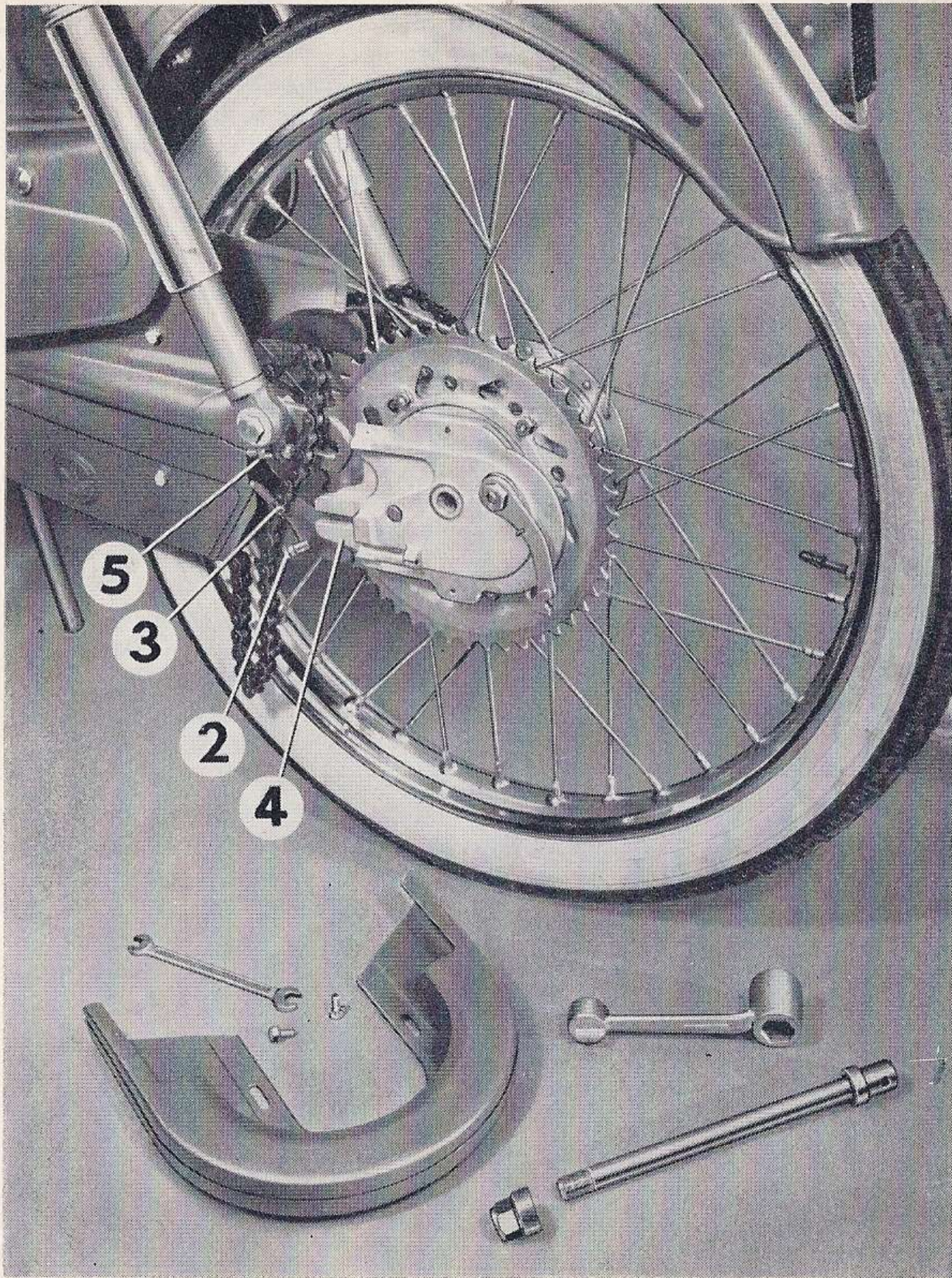
Hang on and lock in its high position the cycle chain spring tensioner. Remove the securing nut (17^m/_m spanner). Remove the spindle. Disconnect the cable adjuster (2) and release the brake stop (3) (picture 9, page 13). Make spring out both chains.

When remounting, take care to engage properly the anchoring lug (4) (picture 10, page 15) of the fixed point onto the fixed point.

On Mobylette Grand Tourisme and SPR, when reassembling the chaincase, take care to have the edges of the rear part covering properly the outer part of the chaincase. Then, do not forget to bring down again the cycle chain tensioner.

NOTE. — It is never necessary, when removing the rear wheel, to take off the chain spring links.

When reassembling, make stop properly the spindle against both chain tensioners (5) (picture 10, page 15).



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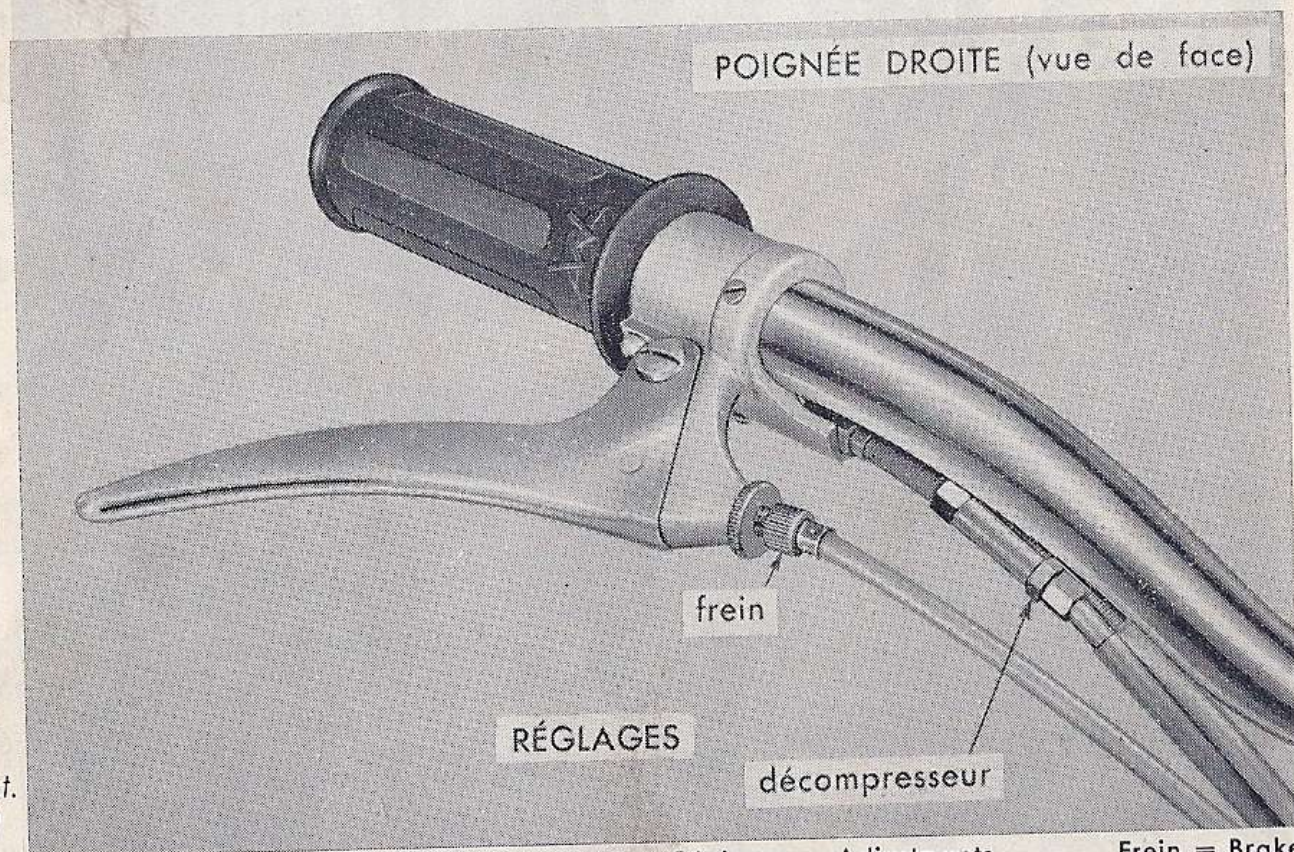
CHAINS

The heavy duty power transmission chain should not be stretched excessively; adjustment is possible through the rear wheel tensioner by pushing the wheel backwards. While performing this adjustment, the cycle chain should be loosened by releasing the fixed chain tensioner on the right lug; to do so, undo slightly both bolts, then adjust the chain with the tensioner; it should be also stretched without excess.

On machines with a rear swivelling suspension, adjust the chain tension with the driver mounted on the machine.

ADJUSTMENT OF BELT TENSION ON MODELS NOT FITTED WITH THE AUTOMATIC GEAR CHANGE

The V belt assures a troublefree service of several thousand miles and requires no maintenance. However after 120 miles approximately the belt is to be restretched on models not fitted with the automatic gear change. It should be stretched not



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Poignée droite = R.H. lever (front view) — Réglages = Adjustments — Frein = Brake
Décompresseur = Décompressor.

excessively and, if necessary, restretch by loosening slightly, after having removed the chainguards and pulley guard, the bolts securing the engine to the frame; a slot in the lower engine lug enables the adjustment through rotation of the unit around the upper bolt. Tighten the nuts again and pin once the tension obtained.

BRAKE ADJUSTMENT

The adjustment is to be carried out from the handlebars, by means of the knurled nut and lock nut specially provided for (picture n° 11, see page 16).

DECOMPRESSOR ADJUSTMENT

This adjustment too is to be carried out from the handlebars (picture n° 11, see page 16, nut and lock nut $8\frac{m}{m}$). The decompressor must open frankly ($2\frac{m}{m}$ at the valve). The twist grip should shut entirely the throttle before the decompressor operates.

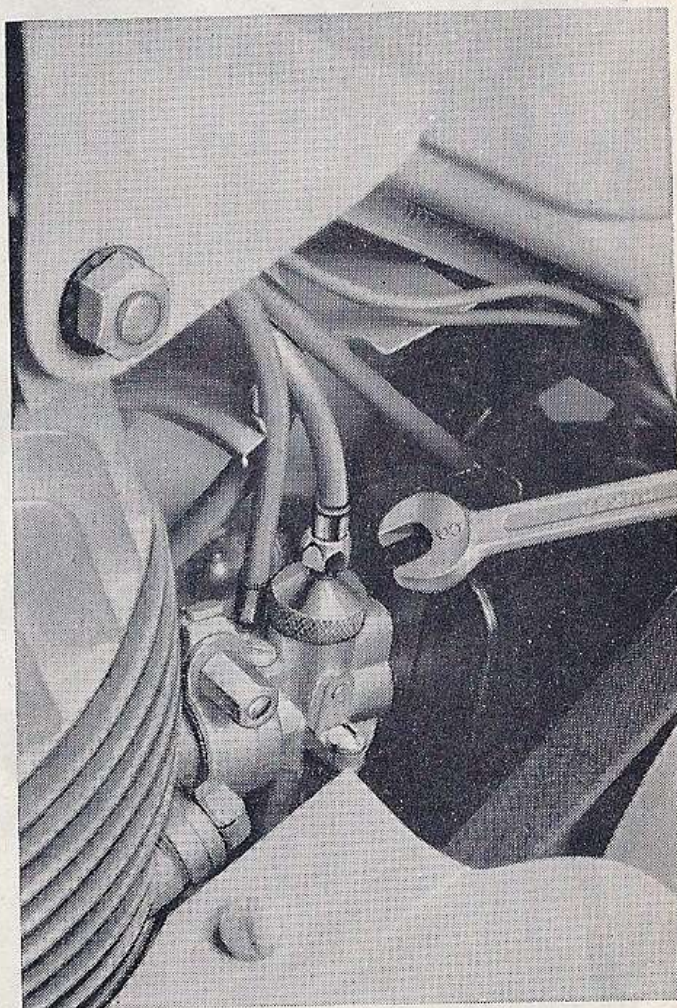
THROTTLE ADJUSTMENT

This adjustment is to be carried out on all types of Mobylette by the carburettor connecting control screw (spanner $8\frac{m}{m}$, picture n° 12, see page 17). This adjustment allows to reduce the play of the cable inside its outer casing.

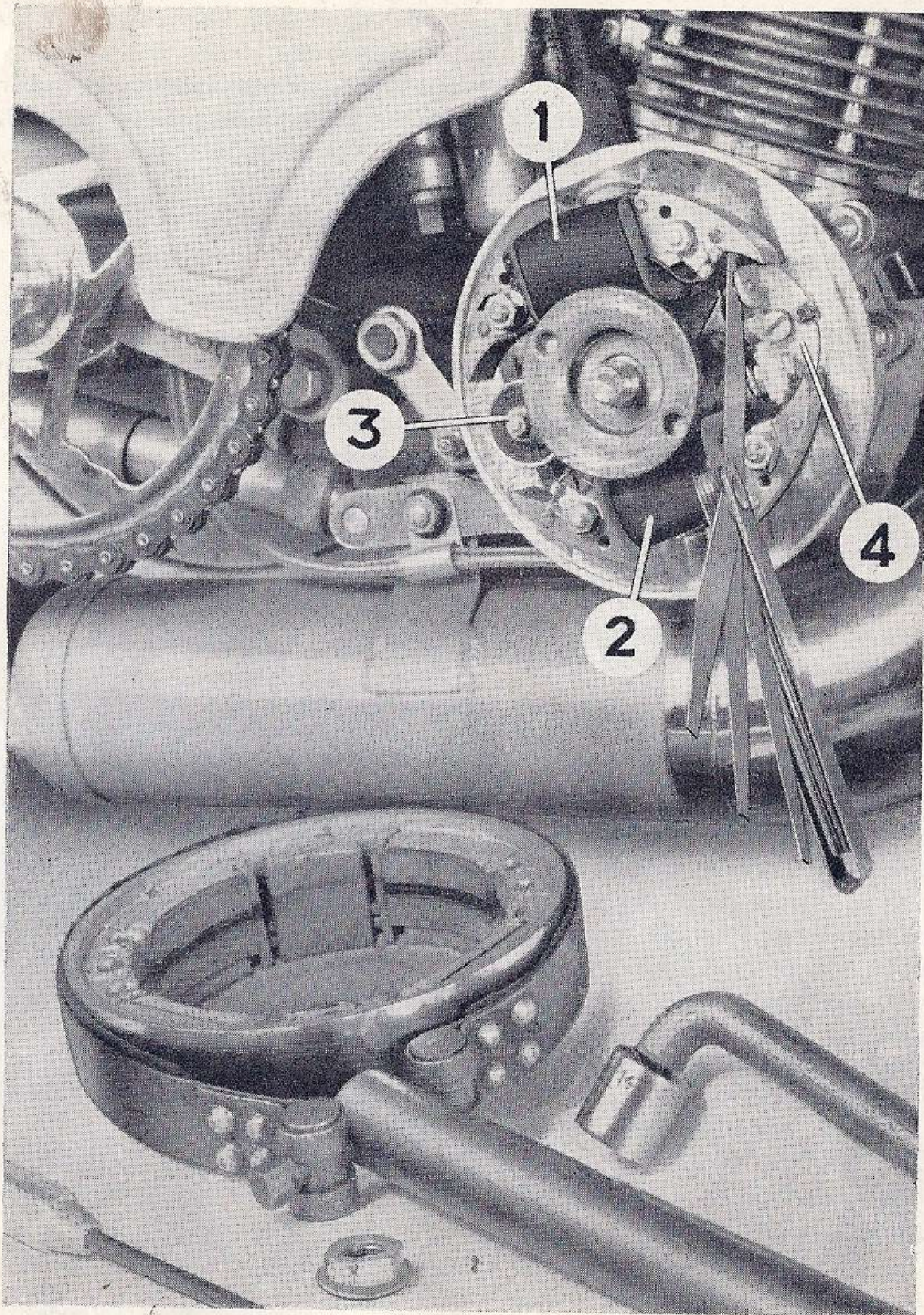
On all carburettors, there is a slow running adjuster, to be screwed on to accelerate the slow running speed (picture n° 14, see page 19) after having removed the left chain-guard. Do note that the throttle control must have a slight play forbidding to open the throttle valve when steering the handlebars.

SPARKING PLUG

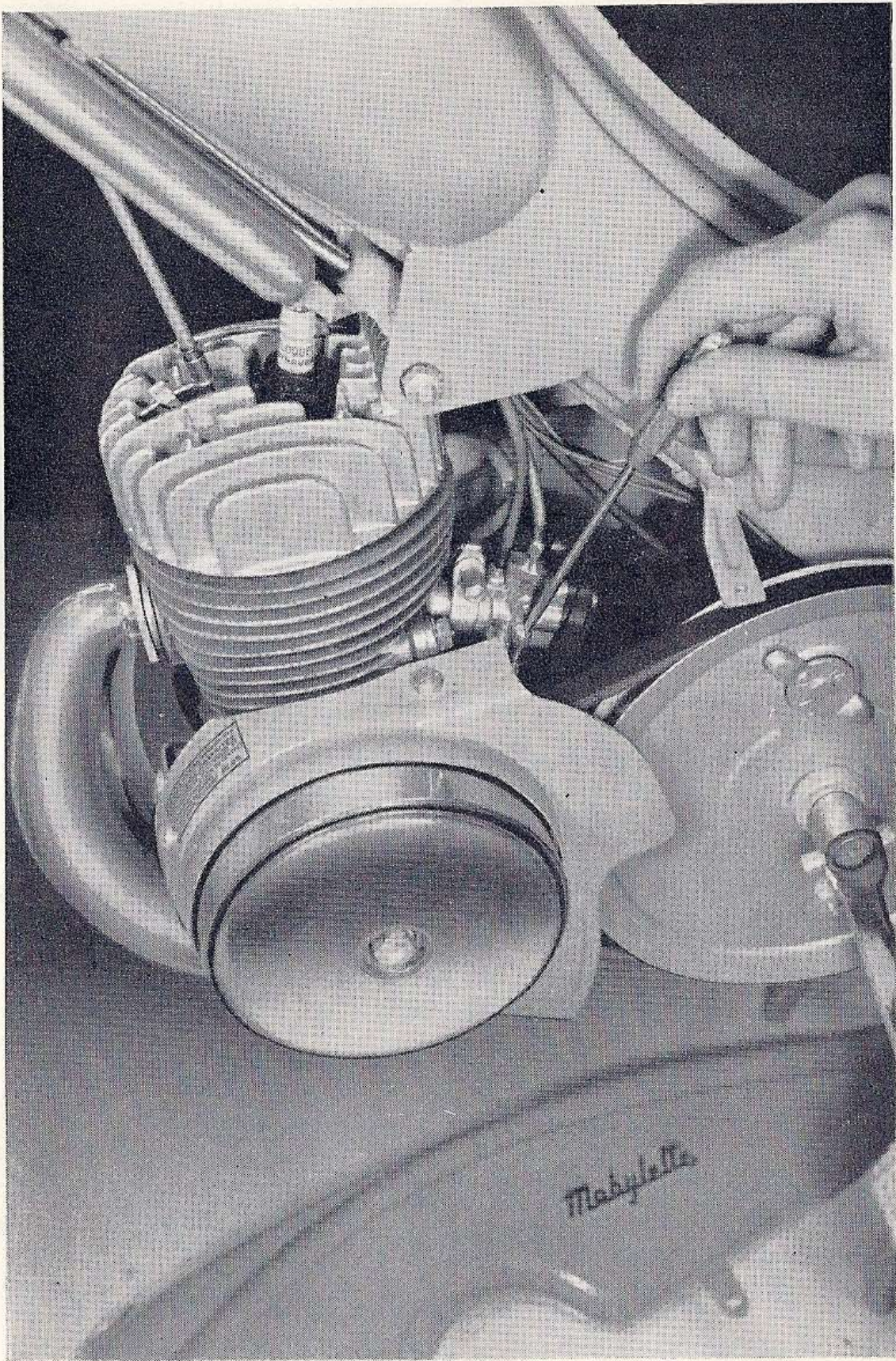
Our customers are earnestly advised to use the same type of plug as the one originally mounted on our machines. Regularly check the state of the plug. In case of misfirings, remove the sparking plug and check the gap between



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Pict.
13



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the electrodes : it should be 0,3-0,4 $\frac{m}{m}$, or .012-.016 in. A white and dry looking plug means an excess of choke, in other words a lack of gasoline, wherefore the necessity of fitting a larger jet. A black looking plug means, on the contrary, a too rich mixture : in that case, fit a smaller jet, provided the fooling of the plug is not due only to the carbonization of the engine and exhaust.

FLYWHEEL MAGNETO - IGNITION

The NOVI flywheel magneto provides ignition and lighting current. It has a stator fixed on the crankcase, on which are fitted the ignition coil (1), the lighting coil (2), the condenser (3) and the breaker (picture n° 13, see page 18).

This flywheel magneto allows easy access to the contact points, irrespective of the cam position on the engine shaft. For that purpose, undo the central nut which is **left hand threaded**, and remove the flywheel rotor. The cam is attached to the rotor only by the driving studs and therefore remains in its original position on the shaft ; consequently, its initial timing adjustment on the engine is unchanged. Once the rotor removed, the contact points are easy to reach. The gap between the points is. 3 to 4/10 $\frac{m}{m}$, to be adjusted with a feeler gauge.

On Mobyette with Dimoby the ignition advance is adjusted to 2 $\frac{m}{m}$ 8.

On the Mobymatic the ignition advance, has to be adjusted at 2 $\frac{m}{m}$. On the Mobymatic Grand Luxe, SP 50, SPR, the ignition advance is 1,5 $\frac{m}{m}$.

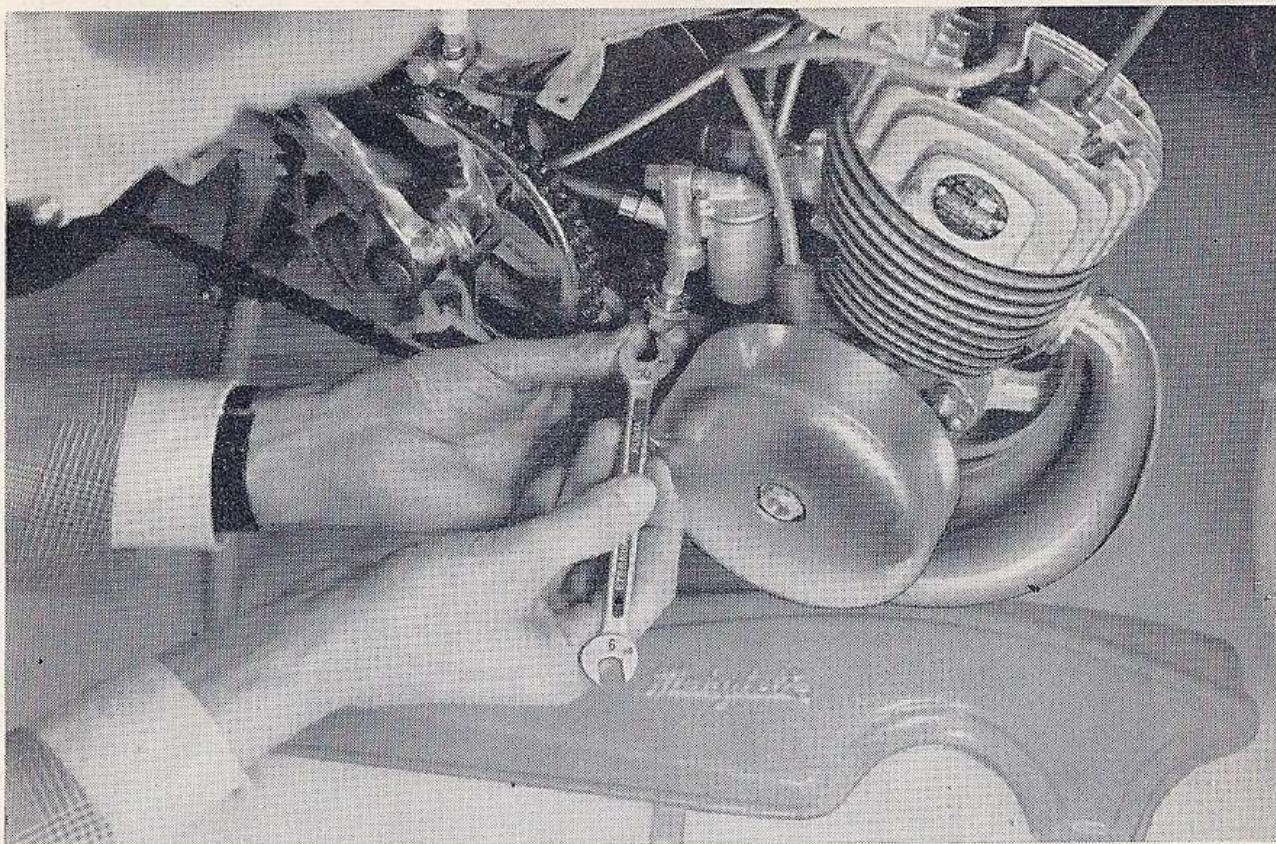
The flywheel requires no special attention except the periodical checking of points gap. Besides the latter adjustment, all other repairs on the flywheel magneto should be carried out by a competent mechanic.

On certain Mobyette Mobymatic, the ignition coil has but the low tension, the high tension coil is attached beneath the frame.

CARBURETTOR AND FILTERS

The carburettor properly adjusted shall always ensure adequate carburation. It is fitted with an intake silencer and a choke valve which allows correct starting under all temperature conditions.

To clean the jet, remove both left hand chainguards and unscrew the jet with a 9 $\frac{m}{m}$ spanner (picture n° 16, see page 22).



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The Mobylette is equipped with two filters : a main filter between the tank and the gas tap and a safety filter at the entrance of the carburettor. To dismount the latter, remove first the right hand chainguard (picture n° 15, see page 21).

Check the cleanliness of the filters after any repair on the engine or in case of non supply of gasoline.

LIGHTING EQUIPMENT

Lighting is provided by the NOVI flywheel magneto. The switch is placed on the headlight, or on certain models attached to the left handlebar (combined with a button operating the horn).

For the headlight, use 6 V 1 A, French type threaded bulbs ; for the tail light, use also French type threaded bulbs 12 V 0,5 A.

With the 12 watts output magneto, use at the rear a 12 V 15 watts bulb.

All electric wirings should be looked after and maintained in good state.



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HORN

The horn is mounted but on our De Luxe models; however, this accessory is available at an extra cost at any Dealer's.



SUMMARY OF MAINTENANCE INSTRUCTIONS

After the 120 first miles, restretch the belt on the Mobylettes non fitted with the automatic gear change.

After the 600 first miles, running-in mileage completed.

EVERY 600 miles : Lubricate with BP Energrease C 3 G the front telescopic fork, the pulley shaft.

Lubricate the automatic clutch (on models without automatic gear change) with BP Energrease C 3 G in case of frequent use (city traffic).

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

Lubricate the speedometer drive with BP Energrease C 3 G.

EVERY 1.200 miles : Lubricate the automatic clutch (on models without gear change) with BP Energrease C 3 G, in case of no frequent use (road).

Clean the chains with kerosene and a brush, bath of BP Energol Motor Oil SAE 50.

EVERY 3.000 miles : Lubricate front and rear hubs with BP Energrease L2 Multipurpose, not excessively. Decarbonize the exhaust system. Check the gap between contacts points.

EVERY 6.000 miles : Proceed to a thorough decarbonizing.

ROAD BREAKDOWNS

Serious breakdowns happen very seldom. However slight troubles can happen and it is better to know how to repair on the spot.

The Mobylette engine being of the two stroke type, the breakdowns can be but of two origins : ignition or carburation.

a) **IGNITION :**

Check if the sparking plug is not fouled by oil. Clean with gasoline and scrap the points with sand paper. If the plug is in good condition but ignition does not operate :

- Check the flywheel magneto.
- Check if the wire lead to the plug is not cut.

In the case where the high tension is attached beneath the frame, check if the lead is not at the earth.

- Clean the contact points.
- Adjust the gap between the points to $0,3-0,4\frac{m}{m}$.
- Have the latter replaced if damaged.
- Have the condenser replaced if defective.
- Have the coiling checked to see whether there is no short circuit in the armature.

The five latter operations must be carried out by a competent mechanic.

b) **CARBURATION.**

The engine starts all right, if one pours a little gasoline into the cylinder, but stops abruptly after a few explosions. Check the fuel flows properly to the carburettor ; if not, undo the pipe, the tank filter, clean as well as the chamber filter.

If the engine is working only with the choke, the main jet is fouled. In this case it is possible to run a few kilometers using the choke by gentle successive hand pressures.

If the fuel does not flow from the float chamber to the carburettor, if the engine pulls weakly on a level ground and stops as soon as the throttle is opened, the cause is a fouled jet. Clean it up by blowing hard through and clean the carburettor, especially the filter inside the decantation chamber. A jet just cleaned can be fouled several times in succession if the fuel contains water or dirt.

If the carburettor is flooded, it is likely due to some particle of dirt preventing the needle valve from closing properly; clean the whole and then put in place again; if the needle is worn out, fit a new one. Clean the filter under the tank and the chamber filter.

If the engine coughs when running at low speed, or pulls badly especially uphill, this is due to a poor adjustment; fit a larger jet.

Of course, the gasoline consumption varies according to the cruising speed and the hills encountered.

If the engine spits or backfires, it is due to an excess of choke; a larger jet is to be fitted.

On the contrary, if the engine works unevenly and jerks (4 stroke), it means that there is an excess of fuel; fit a smaller jet; this can also be caused by an excess of carbon deposits at the exhaust.

**AS A RULE, DO NOT ALTER THE CARBURETTOR ADJUSTMENT,
UNLESS IT IS FOUND ABSOLUTELY NECESSARY;**

— ASK YOUR DEALER

Changes in the weather can influence the working of the carburettor without its adjustment being to blame.

It is to notice that the carburation is correct only when the engine is warm.

BP ENERGOL 2 STROKE TYPE HV mixed at 6 or 7% with gasoline will allow you to drive until the next filling with BP ZOOM. (Pour first the gasoline into the tank and then the BP ENERGOL 2 STROKE TYPE HV. This will prevent your carburettor jet from being stopped).

The first thing I saw when I stepped out of the car was a bright sun that felt like a hand on my face. I closed my eyes for a moment, trying to get used to the light. The air was warm and smelled like fresh earth. I took a deep breath and felt a sense of peace. The world around me was so different from what I was used to. I was in a new place, and I was starting a new life. I felt a sense of adventure and excitement. I was going to do something big. I was going to make a name for myself. I was going to be successful. I was going to be happy. I was going to be free. I was going to be me.

I had a plan. I had a goal. I had a dream. I was going to do it. I was going to make it. I was going to be the best. I was going to be the greatest. I was going to be the most powerful. I was going to be the most respected. I was going to be the most loved. I was going to be the most feared. I was going to be the most admired. I was going to be the most successful. I was going to be the most happy. I was going to be the most free. I was going to be the most me.

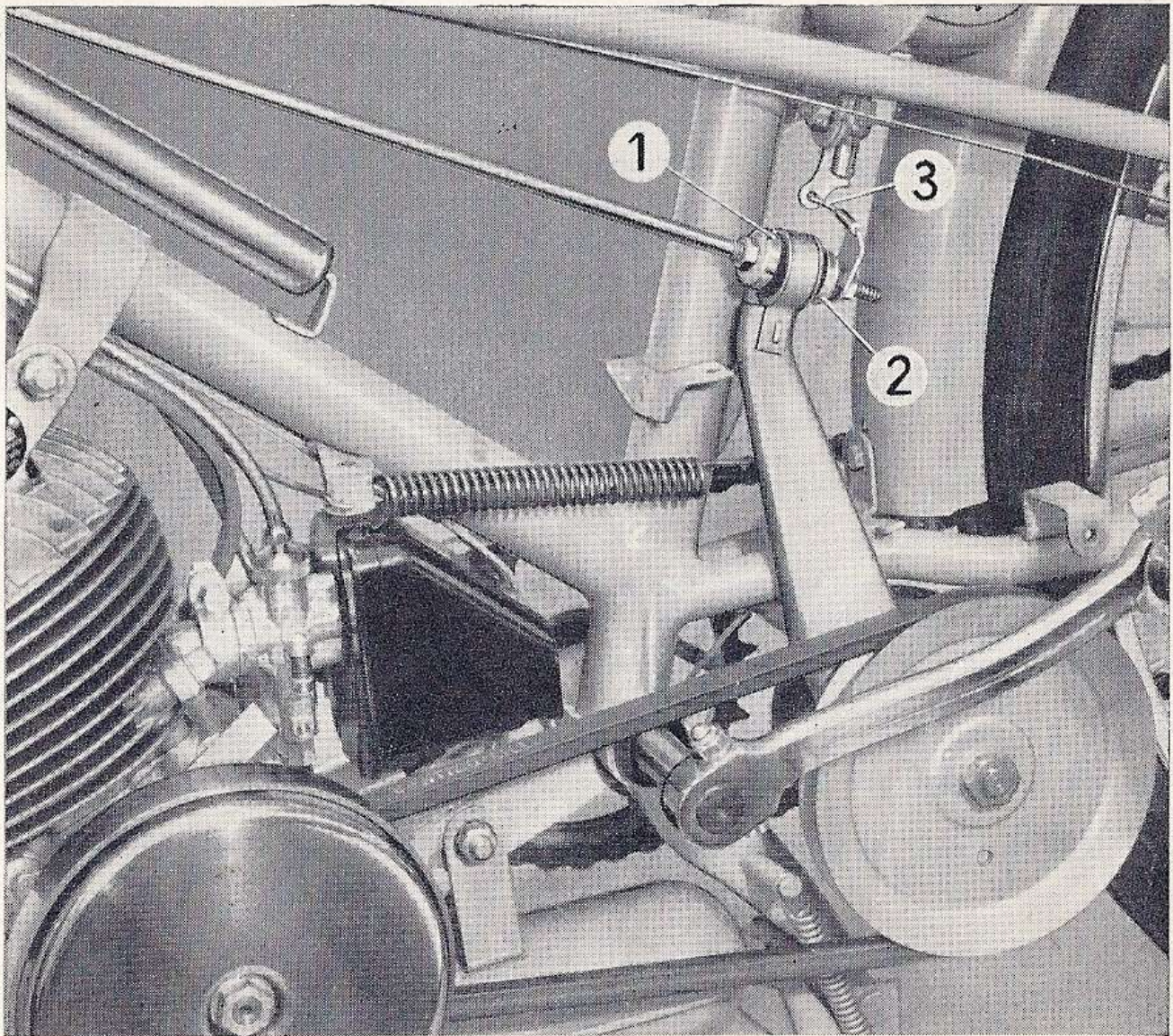
AS A RIDE, DO NOT ALTER THE PASSENGER'S ADJUSTMENT
UNITED IT IS FOUND ABSOLUTELY NECESSARY
TO ASK YOUR DEALER

Changes in the weather can affect the working of the engine. It is important to check the engine oil level frequently. If the engine oil level is low, it can cause the engine to overheat. This can lead to serious engine damage. To avoid this, check the engine oil level before every trip. If the engine oil level is low, add oil to the correct level. This will help to keep the engine running smoothly and prevent any damage.



Friction Roller type MOBYLETTE "B.G."

PARTICULAR MAINTENANCE INSTRUCTIONS



The instructions of the Mobylette maintenance manual are applicable to the roller type Mobylette, except with regard to the engine transmission-rear wheel.

So as to have the engine power transmitted by the roller in good conditions and without abnormal wear of the tyre, it is necessary :

1^o) To provide an inflating pressure of **2,2 to 2,5 kgs/p. cm² to the rear tyre (31 lbs to 36 lbs p.s.i.)**.

(An eventual smearing of the roller is generally the sign of a tyre insufficiently inflated).

2^o) To provide a **breaking in of 8-9 $\frac{m}{m}$ of the roller in the rear tyre** inflated to the above pressure.

To do so, use the adjustment provided at the lower part of the rod controlling the roller holder. The roller holder control is articulated at the rod through two rubber ring blocks held by two cups (1 and 2) secured by nut and locknut. One increases the breaking-in of the roller in the tyre by displacing the assembly forward. When doing this, take care not to compress the rubber excessively. Consequently, loosen first the nuts and lock-nuts corresponding to the direction towards which one wishes to displace the assembly, and then tighten the opposite nuts and locknuts to get the original crushing.

While doing this operation, be careful to keep the orientation of the wire spring (3) controlling the tap.

Do not forget, that the petrol tap is controlled by the friction drive control. To shut the arrival of gasoline, when not using the Mobylette, disengage the roller.

Concerning the belt tension, this operation is to be carried out **with the roller being in driving position against the tyre**. Would one stretch the belt with the roller disconnected, one could not connect the roller again, and should one succeed to do this, the belt would be damaged through overtension. Please refer to page 16 of the Mobylette manual : Belt tension adjustment on the models non fitted with the automatic gear change.

NOTE. - The nut of the flywheel magneto is normally right hand threaded.



MOTOR IMPORTS



Recommends for the best use of the Mobylette :

PETROL RATIO

CASTROL XL	1 : 16	Running-in
CASTROL XL	1 : 20	Normal running
CASTROL two stroke self-mixing	1 : 12	Running-in
CASTROL two stroke self-mixing	1 : 20	Normal running

TELESCOPIC FRONT FORKS : CASTROLEASE GRAPHITED

REAR SUSPENSIONS : CASTROLEASE GRAPHITED

HUBS : CASTROLEASE WB (HMP) or
CASTROLEASE LM

CHAINS : CASTROLEASE GRAPHITED GREASE

PEDAL UNIT : CASTROLEASE CL

MISCELLANEOUS : CASTROLEASE GRAPHITED GREASE
EVERYMANS OIL

MOTOR IMPORTS

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