

**EXTRACT FROM THE GENERAL SALES CONDITIONS
GUARANTEE**

- a) Our VELOSOLEX mopeds are guaranteed for 6 months against defects in manufacture resulting from material or production faults.
This guarantee applies only to parts of our manufacture. For parts bought outside the guarantee is limited to a transfer of the rights that we obtain from our suppliers. Any other right, particularly regarding compensation for direct or indirect damages, is excluded.
- b) The guarantee is expressly limited to the repair or exchange in our workshops or official VELOSOLEX Service Stations, of the part manufactured by us and acknowledged as being faulty. Any other services and decarbonising in particular cannot benefit from the guarantee.
Labour charges, transportation or any other expenses made necessary by the guarantee, are always to be paid for by the customer.
- c) Defective parts returned under the guarantee must be sent to us free of charge and will not be returned under any circumstances.
- d) Only official VELOSOLEX Service Stations are qualified for the application of our guarantee.

DISCHARGE OF THE GUARANTEE

- Repairs will only be able to be carried out under guarantee under the following conditions:
- The VELOSOLEX presented under the guarantee must be accompanied by the appropriate card handed over to the customer at the time of the sale and containing the engine number.
 - The VELOSOLEX must not have undergone any modification, conversion or repair outside official VELOSOLEX Service Stations, nor have been submitted to abnormal use.
 - Second hand VELOSOLEX mopeds are excluded from the guarantee.
 - The Service Stations must send us a copy of the invoice given to the customer and the faulty parts within eight days following the date of invoice; if this time is exceeded we will not be able to let our dealers have the corresponding new parts free of charge.

DEALER'S STAMP

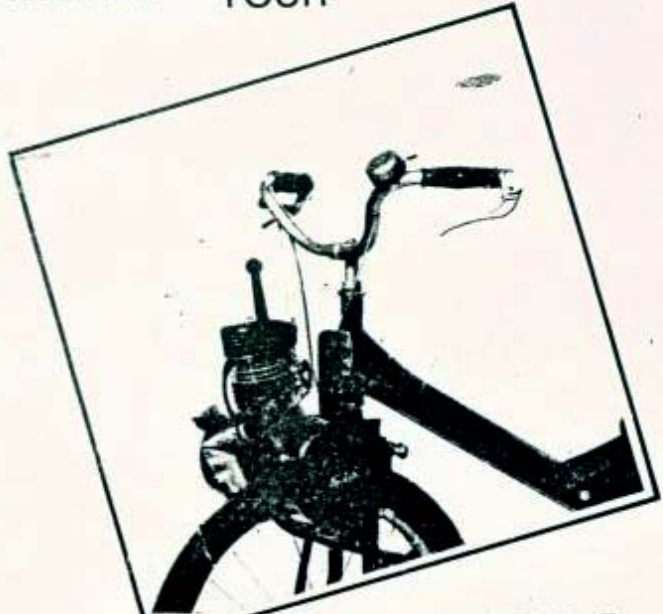
BUTLER DIVISION OF
SMITHS CITY MARKET LTD

One month following the sale, do not fail to have the tightness of all the assembly elements checked by one of our official VELOSOLEX Service Stations.

DATE OF THE CHECK



GET TO KNOW IT
RIDE IT
MAINTAIN IT
YOUR



VELO/OLEX





VELOSOLEX

Dear Madam, Dear Sir,

You have made the choice of a moped belonging to the product range of VELOSOLEX.

With VELOSOLEX you will go far and safely.

Do not hesitate to demand the maximum from it.

However, before standing please read the following pages. Your VELOSOLEX will have no more secrets for you and if you follow our directions, you will avoid faulty actions.

We thank you for your confidence in our product and we remain.

Faithfully yours,

VELOSOLEX

▼ LOCATION OF CONTROLS AND ACCESSORIES

FIG. 1



- 1 — Engagement lever
- 2 — Decompressor
- 3 — Front brake
- 4 — Rear brake
- 5 — Tool box
- 6 — Air pump
- 7 — Light switch
- 8 — Choke
- 9 — Fuel tank
- 10 — Red rear light screw

FIG. 2



▼ CHARACTERISTICS

	3800	4600	5000
Length	1,610 cm	1,610 cm	1,480 cm
Width	57 cm	59 cm	59 cm
Height	96 cm	104 cm	97 cm
Weight	28.5 kg	28.5 kg	28 kg
Fuel tank capacity .	1.3 l	1.3 l	1.3 l
Gear	3.90	3.90	3.40
Ignition advance . .	23°	23°	23°
Tyre size	1,75 × 19	1,75 × 19	2 × 16
Tyre pressure	2 kg	2 kg	2 kg

▼ ENGINE NUMBER



FIG. 3

It is engraved on the engine housing and comprises 7 figures.

▼ CHASSIS NUMBER



FIG. 4

It appears on the left hand side of the frame near the steering tube.

SOME ADVICE...

▼ KNOW HOW TO DRIVE

You are not the only person on the road. To move about safely you must know the highway code. Study it carefully and follow it closely, your life depends on it.

▼ ENJOY RIDING

Every machine has its own "feel" and this is a safety factor. Observe the following recommendations:

Tyre pressure - Tyre inflation, especially the front tyre, must be carefully attended to, for a lack of pressure will reduce the adherence of the roller and will cause a reduction in performance of the engine on hills or in rain, with heavy tread wear.

Get the pressure checked by your Service Station and if need be inflate to the correct pressure using the air pump supplied with the moped.

Front and rear tyre pressure: 2 kg per cm².

Saddle position

FIG. 5 — Height adjustment (Fig. 5):



On leaving the factory the saddle is put in an average position. When correctly seated your feet must be able to stand flat on the ground with your legs slightly bent.

If the height of the saddle has to be altered,

just unscrew the 4 fixing screws (V) then raise or lower the saddle as required. Retighten the screws.

— Angular adjustment (fig. 6):

Riding comfort depends on the way you are sitting on the seat. It must be in a horizontal position. The angle can be altered by loosening the 4 fixing screws (V) which free the stud-holes. Securely tighten the 4 nuts once you have finally adjusted the position.



FIG. 6

FIG. 7 **Handlebar position**



(fig. 7). The models with high-type handlebars make it possible to adjust the angle of the handlebars. Loosen the screw (V), choose the position that suits you best and then securely tighten the stem screw (4 m/kg) in order to avoid any accident risks.

USE

▼ FUEL

The quality of the fuel is of prime importance for ensuring satisfactory functioning of the engine for the moving parts are lubricated by the oil added to the petrol. The use of neat petrol inevitably leads to deterioration of the main components of the engine. It is therefore essential to respect the following recommendations:

Petrol - Use a lead-free petrol with an octane rating.

Oil - BP or SHELL oils give the best results. If you cannot obtain either of these two makes, use a pure mineral oil with SAE viscosity 10 or 20.

Proportions - The oil must be mixed with the petrol in a proportion of 6%. The oil and the petrol must not be poured directly into the fuel tank but first be mixed in a clean container and well stirred in order to obtain complete dilution of the oil in the petrol.

Filling up - Filter your mixture with a metal filter. Never use a cloth filter. Do not fill your VELOSOLEX tank up to the brim for engine starting may be affected. The level should be about one centimetre below the bottom of the neck.

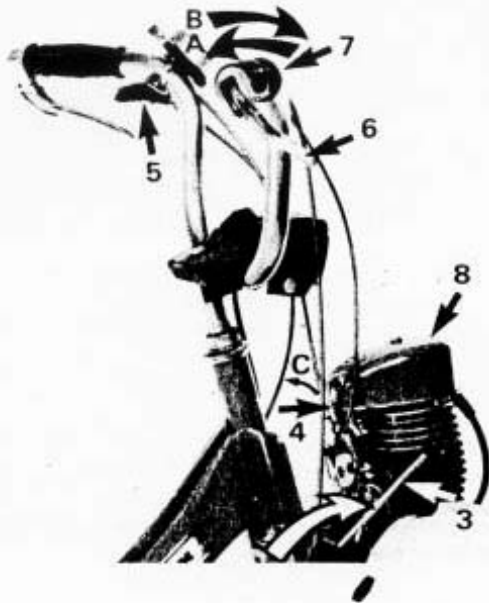
▼ ENGINE WITH LEVER

FIG. 8



▼ ENGINE WITH CRANK

FIG. 9



▼ TO START OFF (fig. 8 or 9)

Once in the saddle put the engine in contact with the tyre. In the case of an engine with lever (fig. 8) push the lever (1) forward after having disengaged it from its hook (2).

In the case of an engine with crank (fig. 9) pivot the crank (3) forward by 180° - it is positioned level with the fuel tank - and leave it to rest against the fuel tank.

Check whether the throttle lever (7) is in the "fully open" position (arrow "A").

If the engine is cold, close the air choke (4) on the carburettor in the direction of arrow "C".

Press the decompressor lever (5) down as far as it will go.

Pedal to reach a speed of 4 to 5 km/h, then release the decompressor... the engine will start up.

— After about 100 metres of running, move the air choke lever (4) gradually back to the full opening position.

▼ TO SLOW DOWN (fig. 8 or 9)

Operate the right hand brake lever (6) or the throttle lever (7) which should be moved gradually in the direction of the arrow "B" until the speed desired is achieved.

▼ TO STOP

Brake until you stop... the engine continues to idle.

▼ WHEN STOPPED (fig. 8 or 9)

Keep the brake engaged or turn the throttle lever in the direction of the arrow "B" in order to get to the idling position.

Never let the engine run at full throttle while holding the moped by the rear brake for example. The clutch would be quickly put out of use.

▼ TO START OFF AGAIN (fig. 8 or 9)

Release the brakes or put the throttle handle to the "fully open" position (arrow A). The engine will pick up and the VELOSOLEX will start (a few turns of the pedals are needed to accelerate more quickly or to start off on a hill).

▼ **TO CLIMB HILLS WITHOUT GETTING TIRED**

Pedal just as needed to help the engine out. On steep hills the clutch will slip and enable the engine to turn at the speed where it gives the maximum assistance. Let it do its work. If you are coming down a hill with the engine up, only put it into contact with the tyre when your speed drops below 10 km/h.

▼ **TO STOP THE ENGINE** (fig. 8 or 9)

Press the decompression lever (5) down as far as it will go.

▼ **TO RIDE IN BICYCLE FASHION**

- If it is an engine with lever (fig. 8) :
Pull the engine lever (1) to the rear and attach it to the hook (2).
- If it is an engine with crank (fig. 9) :
Pivot the crank (3) by 180° to the rear.

▼ **OPERATING THE LIGHTS**

The electrical supply to the headlamp and the red rear light is ensured by the flywheel magneto and is only available when the engine is running.

Engine with lever (fig. 10) :



FIG. 10

Turn the switch in the direction of the arrow "F".

Engine with crank (fig. 11) :

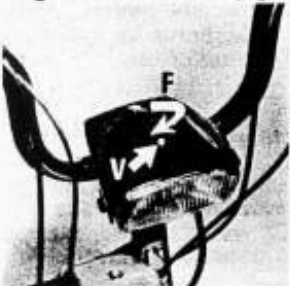


FIG. 11

Pivot the switch placed above the headlamp in the direction of the arrow "F".

MAINTENANCE

▼ **ADJUSTING THE LIGHTS**

The beam of light projected by the headlamp must light up the ground approximately metre in front of the moped. Inclining the parabolic reflector of the headlamp enables this to be achieved... A faulty setting, this can be corrected as follows :

Engine with lever (fig. 10)

Press on the tabs of the parabolic reflector (L) in order to disengage the locking catches and select the angle desired.


Engine with crank (fig. 11)

Loosen the screw (V) and turn the parabolic reflector to the angle desired. Retighten.

▼ **REPLACING A BULB**


... in the headlamp

Disengage the parabolic reflector completely (see "adjusting the lights") in order to gain access to the fitting. Replace the faulty bulb with a new one with the same characteristics.

Characteristics of front bulbs		
	Export	3800
		5000
		4600
		Characteristics are variable according to the assembling

... in the rear light

Completely unscrew the rear light fixing screw (fig. 1 or 2 - No 10). Remove the rear light cap. Replace with a new bulb:

Characteristics of rear bulbs		
	Export	3800
		5000
		4600
		Characteristics are variable according to the assembling

▼ SPARK PLUG

The spark plug is situated under the air filter (fig. 8 or 9 - No 8).

The 21 mm spanner in the tool kit will loosen it.

Every 3,000 km clean the electrodes of the spark plug with a metal brush. Adjust the gap to 0.5 mm (thickness of a visiting card folded in half).

When replacing it, use a MARCHAL V 36 plug or any equivalent spark plug (AC - CHAMPION).

When refitting, carefully clean the spark plug seat. Prevent impurities from entering the cylinder through the spark plug. Carefully hole tighten the spark plug but not excessively.

▼ FUEL JET (fig. 12 - No 2)

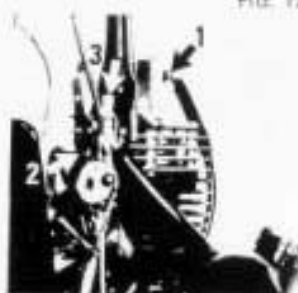


FIG. 12 Starting up difficulties, performance decrease may be due to a blocked jet. To clean it, remove it from the carburettor by unscrewing it with a 9 mm spanner (tool kit). The jet must be unblocked with compressed air or if need be with the air pump. Never use a metal wire or point in

the orifices of the jet for you will alter its characteristics. When reassembling, do not tighten it too much on the carburettor.

▼ FUEL FILTERS

The fuel is filtered by a filter in the fuel tank and a filter in the carburettor. The fuel tank filter must be cleaned by the Service Station for stripping it is a delicate operation. On the other hand, you can clean the carburettor filter (fig. 12 - No 3) without difficulty - it is accessible once the intake silencer (fig. 8 or 9 - No 8) is removed. All you have to do is pull the filter in order to extract it from its housing and dip it in petrol to get rid of impurities, or replace it by a new one.

▼ AIR FILTER

Every 5,000 km of normal running and more frequently in a very dusty atmosphere, have a Service Station replace the air filter contained in the intake silencer (fig. 8/9 - No 8).

Never ride without an air filter. The dust sucked in by the engine will cause accelerated wear of moving parts.

▼ ENGINE GUIDES (fig. 10 - No 1)

Every 2,000 km approximately, clean the engine guides with a paintbrush and fuel taken from the fuel tank. Never lubricate the guides with grease or oil.

▼ DECARBONIZING

The carbon scale arising from the combustion of the oil contained in the fuel is deposited on the different elements in the engine and in the exhaust and in the long-term causes a lack of power and running in 4-stroke cycle.

Have your engine decarbonized by a VELOSOLEX Service Station.

Follow the recommendations regarding the preparation of your mixture, for the use of a fuel that is too rich in oil increases the frequency of decarbonization.

▼ BRAKES

You must be able to stop quickly at all times - your safety depends on it. You will be able to do so if your brakes are in good condition. Look after them - adjust them as often as needed. When they are worn too much, replace them.



FIG. 13

Front brake: (fig. 13)

The front brake is adjusted by means of the quick adjustment trigger (M). Press on the right-hand brake handle then, with the other hand, hold the blocks against the rim. Having done this, release the handle and turn the trigger (M) one or several notches or so, after having disengaged it from its locking system by pushing it right down.

As soon as the thickness of the brake blocks is reduced by half, have them replaced by Service Station.



Rear brake (fig. 14). Quick adjustment of the rear brake is done by means of the adjustable stop (B) situated above the pedal shaft, which is untightened by the number of revolutions required to compensate the wear of the linings. Having completed the adjustment, secure the lock-nut (C).

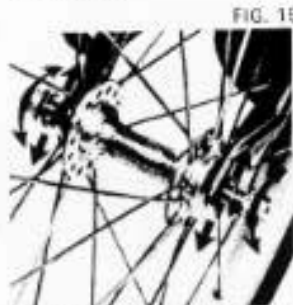
If, in spite of using the full play of the stop the brake is still not efficient, consult a Service Station, which will check the degree of wear of the brake linings or where the cable will be retightened by the cable-clamp (S).

Important. When cleaning your VELOSOLEX, avoid penetration into the rear brake drum of such greasy products like: oil, petroleum, etc. or smearing the sides of the front rim.

Length of the standard cable (in millimetres)

	Front brake	Rear brake	Slow down	Decompressor
3,800	\varnothing : 1,7 L: 860	\varnothing : 1,7 L: 1,660	\varnothing : 1 L: 600	— —
4,600	\varnothing : 1,2 L: 910	\varnothing : 1,8 L: 1,740	\varnothing : 1 L: 690	\varnothing : 1,2 L: 440
5,000	\varnothing : 1,2 L: 910	\varnothing : 1,8 L: 1,660	\varnothing : 1 L: 690	\varnothing : 1,2 L: 440

▼ AXLES



Removing the front axle (fig. 15). If the front wheel has to be removed, put the VELOSOLEX on its stand and place a 6 kg weight on the rear luggage carrier to balance the machine and compensate the weight of the engine.

Release the engine, deflate the inner tube in order to let the tyre go past the brake blocks without altering the brake setting.

When reassembling, check that the dust-caps and washers are correctly in position. Engage the wheel on the fork in such a way that the axle rests at the bottom of the slot. Check that the wheel is central in relation to the engine. Securely tighten the nuts. Inflate the inner tube to the recommended pressure (see characteristics). Check that the wheel is centred.



Removing the rear wheel (fig. 16). Once the two rear wheel nuts are loosened, the wheel will fall out of its own. To get it from the frame it is of course necessary for the bicycle to be lifted slightly. Do not forget to disengage the chain and the rear brake cable before taking the wheel out.

On reassembly, after engaging the wheel in the frame with the free wheel on the pedal side, place the chain on the teeth of the free wheel checking that it is also in position on the pedal; hook the rear brake cable clamp on the brake lever making certain that the brake sheath is correctly inserted in its stop on the frame (see fig. 14), then engage the hub axle on the lugs of the frame at the same time as the locking lug (P) of the rear brake in its opening on the rearforkarm. Pull the rear wheel to give the chain a maximum sag of 5 mm. Lock the wheel nuts, watching that the wheel is perfectly centred in the frame (C = C').

▼ TYRES

At least once a month check the pressures of your tyres and the front tyre in particular. When the pressure falls, reinflate the tyre using the pump supplied with

your VELOSOLEX or have it checked by a Service Station. Riding with an under-inflated tyre inevitably leads to damage of the canvas and splitting of the casing.

An over-inflated tyre is also dangerous. These two conditions can end up in a tyre burst and an accident.

Do not wait until the tread pattern on your tyres and above all on the front tyre, has disappeared, before changing them. Front tyres must be changed between 6 000 and 8 000 km approximately or before if the pattern has worn by more than 50%.

If you have a puncture, especially in the front, do not hesitate replacing the inner tube, with a new one. After fitting a new inner tube, inflate the tyre to a pressure of 2.5 kg to check that it is positioned and centred correctly. If the tyre does not turn perfectly true, deflate it once again in order to centre it correctly; check once again. Once you are certain it is in position, you can put the wheel back on the cycle.

▼ WASHING - GREASING

The paintwork on your VELOSOLEX, like that on the bodywork of a car, must be regularly dusted and degreased. Use common commercial products for cleaning and upkeeping the body.

Wipe dry the chrome parts that are damp; you will help to prevent rust forming.

Lubrication chart

	Mileage or period of time	Products to be used
Chrome-work (handlebars - pedal trim)	Every 2 months	Vaseline oil
Chain	Every 3 000 km	Clean with petroleum and grease with SAE 50 oil
Cables Brake linkages etc.	Every 6 months	Light oil
Wheel hubs	Every 5 000 km	Clean with petroleum and lubricate with grease
Steering Pedals	Every year	Lubricate with grease and take up the play

▼ STORING

If your machine is to be stored for several months take the precaution of cleaning and greasing the whole of the moped. To prevent corrosion of the cylinder and the piston rings, take out the spark plug, bring the piston to top dead centre and pour a coffee-spoonful of engine oil into the spark plug opening. Turn the engine by hand two or three revolutions to enable the oil to spread over the walls of the cylinder, and then screw the sparking plug back in again.

Empty the fuel tank and hang your VELOSOLEX up to prevent tyre deterioration. Avoid keeping your moped in an oxidizing atmosphere, a garage for example, for the chromework risks being damaged.

FAULT FINDING

The engine will not start :

- the fuel tank is too full, or empty
- the air choke is closed when the engine is warm
- the air choke is open when the engine is cold
- the fuel jet is blocked
- the spark plug is dirty, faulty, badly set

The engine starts, the stops or runs with the air choke partly closed :

- the fuel tank is almost empty
- the air choke has remained shut
- the fuel filter is dirty
- the fuel jet is blocked

The engine lacks power :

- the front tyre is under-inflated
- the brakes are too tight
- the engine needs decarbonizing

If in spite of your investigations the desired result is not obtained, do not hesitate to consult a VELOSOLEX Service Station which will quickly be able to remedy the fault and at a most reasonable price.

DO NOT FORGET...

... To have the tightness of the assembly nuts and bolts of your VELOSOLEX checked, free of charge, in an official VELOSOLEX Service Station one month following its delivery or after 500 km of running. Without this precaution you will lose the benefit of the guarantee.

... If you have to get spare parts from one of our Service Stations, indicate the type of VELOSOLEX you have and its engine number to avoid any error in supply.

... That you can get aerosol paint sprays in the colour of your VELOSOLEX from your dealer.

... That your VELOSOLEX is guaranteed for 6 months. Carefully read the guarantee conditions appearing on the card that will be given to you when you make your purchase.

... That your VELOSOLEX is a sturdy machine but periodical maintenance is required. VELOSOLEX Service Stations indicated by the official sign are at your disposal. They possess a stock of spare parts, suitable tools and employ competent mechanics.

... That when at a standstill, the stand-serves to support your VELOSOLEX only, not the moped and its rider...

... That the pleasure of riding your VELOSOLEX will be increased if you equip your moped with sensibly chosen accessories. Consult your dealer, he will know to advise you...