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# INSTRUCTION

Bernardi  
**BUZZ**

# MANUAL

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Code	Denomination	Quantity
ZA200-200	Engine 35 cc with carburettor, muffler and roller	1
S5507980	Fuel tank	1
62221994	Nylon clip	4
6001905M	Anti-vibration rubber piece	2
67202130	Fuel tank cap	1
67221949	Fuel hose	1
6001900M	Fuel cock	1
62701996	Nylon gasket	} one only piece
	Washer	
9030095M	Group "ATTACCA-STACCA" supporting the engine	1
Extra	Long bolt for thicker frames	1
6001907M	Left pedal crank with round or square hole.	1
63611947	Throttle lever	} one only piece
68160938	Screw	
61360390	Nut	
6001901M	Throttle cable	1
68161955	Throttle cable clamp	1
63611948	Depressor valve lever	} one only piece
61360390	Nut	
68160938	Screw	
6001902M	Depressor valve cable	1
68161950	Depressor valve clamp	1

## 2.0 INSTALLATION OF THE ENGINE ON THE BICYCLE

- a) screw the engine to the group "ATTACCA-STACCA" 1 by means of screws 2 (see figure A)
- b) unscrew nuts 3, remove washer 4, plates 5 and one piece of rubber 6
- c) mount the engine on the bicycle frame (see figure B)
- d) position the piece of rubber 6, the two plates 5 and screw nut 3 only until the pieces of rubber 6 are pressed for half their thickness.  
Lock the second nut 3 by tightening it as much as possible.
- e) loosen nut 7 and bring the roller near the tyre after turning lever 8 to position "STACCA". Then tighten nut 7.  
At this point, when turning lever 8 to position "ATTACCA", the roller should penetrate the tyre for some 6-8mm.  
If this happens, you can go on with the following operations, otherwise you need repeat this operation by bringing the engine nearer to the tyre.

## 2.1 INSTALLATION OF THE THROTTLE CONTROL

- a) fix the throttle lever on the bicycle handlebar in the most comfortable position for you. (see figure C)
- b) remove the upper part of the carburettor, bring the cable inside the spring and fix it to the throttle valve (see figure D)  
Reassemble the upper part of the carburettor

N°	Denomination	Q
1	Complete group	1
2	Locking screw	2
3	Nut	2
4	Washer	1
5	Plate	2
6	Anti-vibration piece of rubber	2
7	Nut of articulated joint	1
8	Lever	1

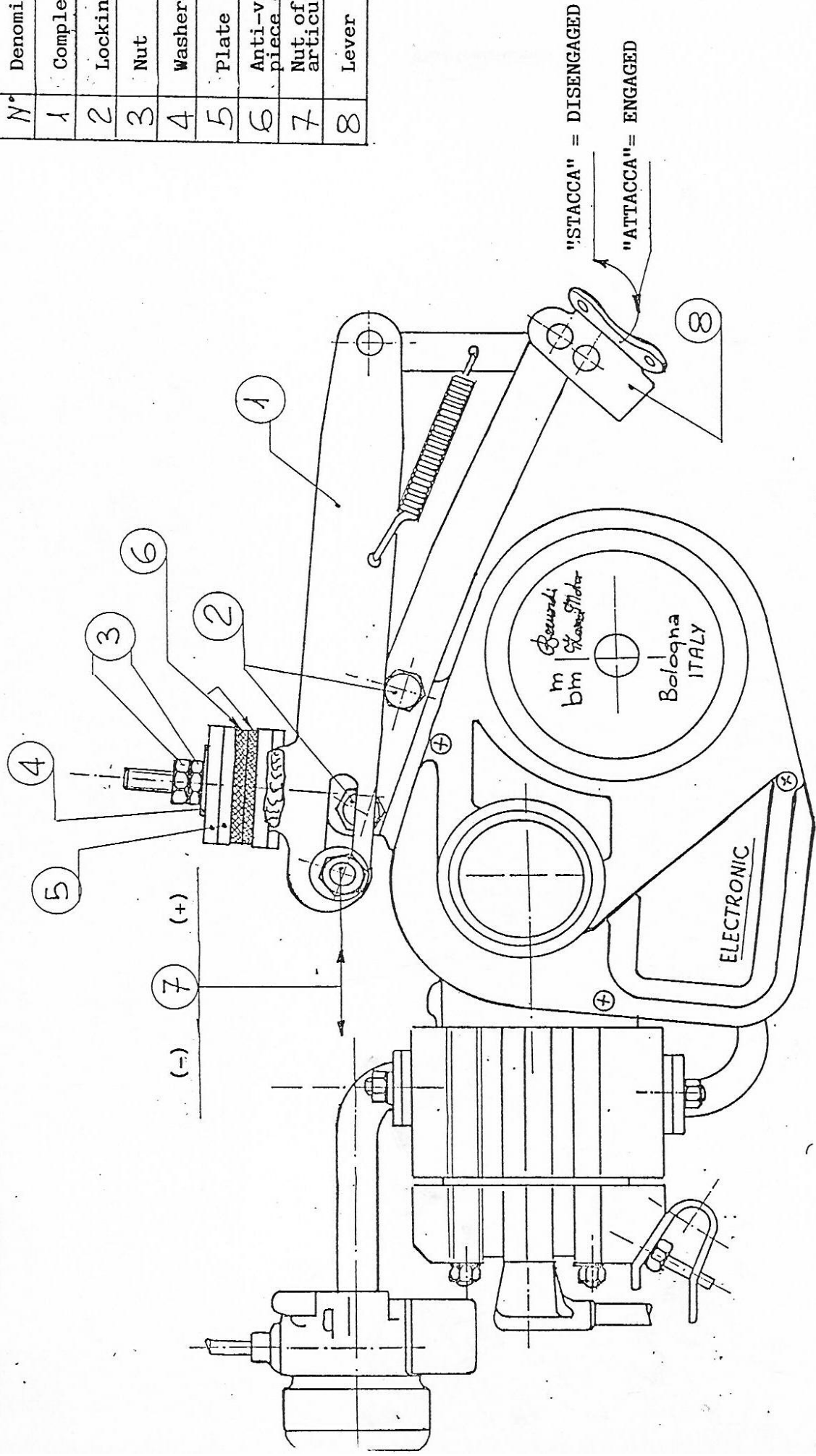
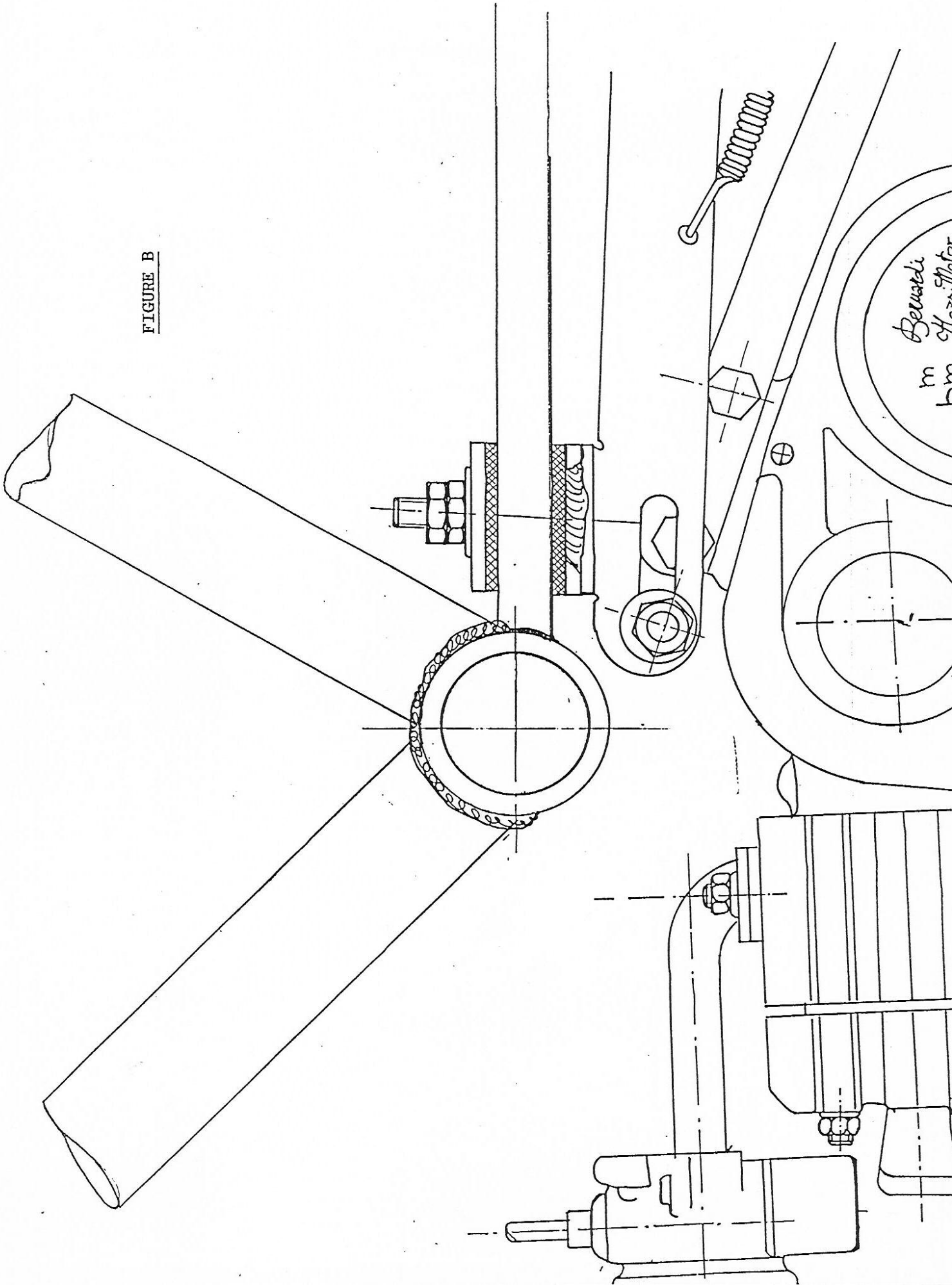


FIGURE A

FIGURE B



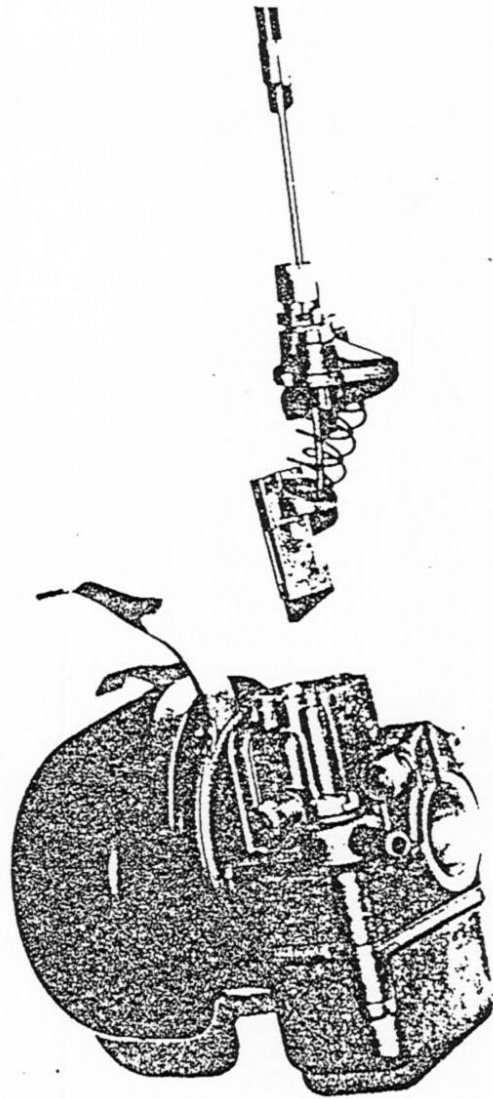


FIGURE D

## 2.2 INSTALLATION OF THE DEPRESSOR VALVE CONTROL

- a) fix the depressor valve lever on the bicycle handlebar in the opposite position where the throttle lever has been mounted (see figure E)
- b) fix one end of the cable to the lever; avoiding too narrow curves, bring the other end up to the depressor valve and insert it into the proper holes.

Insert the cable into the clamp and tighten the screw strongly. (see figure F)

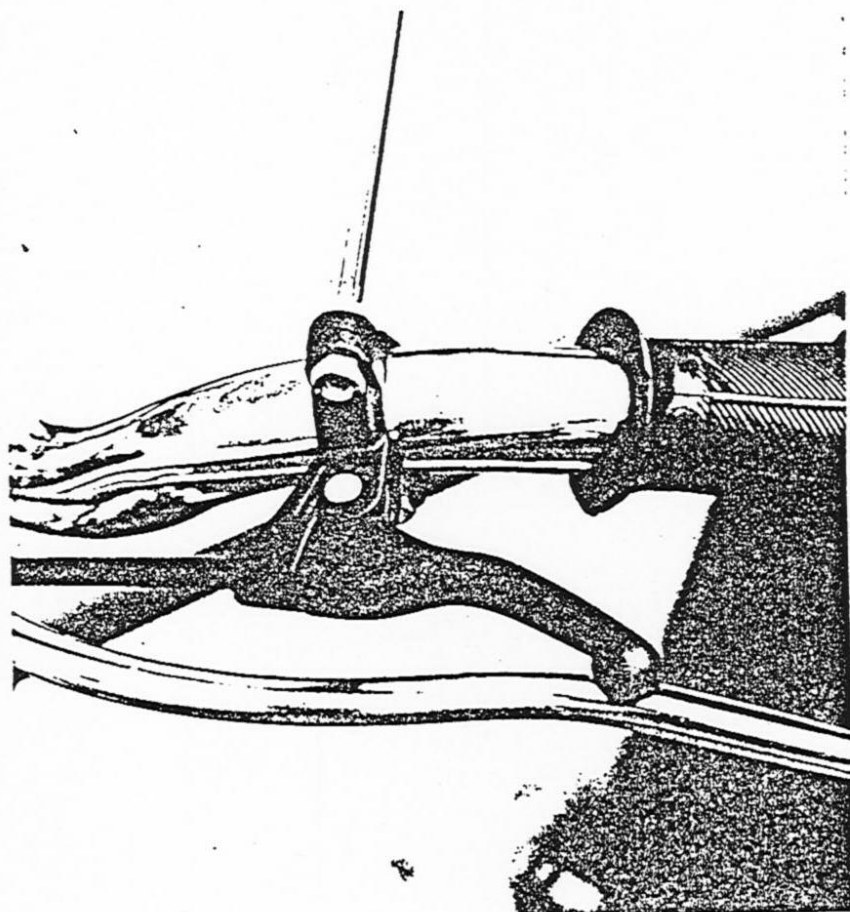


FIGURE E



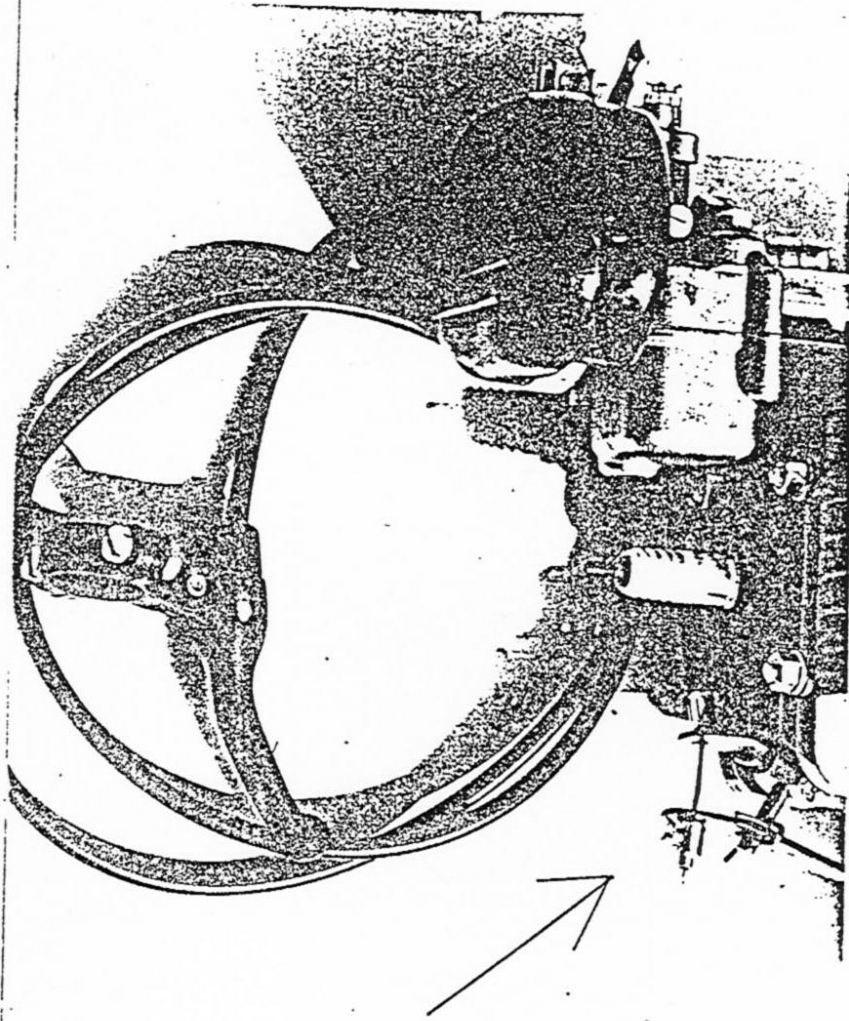


FIGURE F

### 2.3 REPLACEMENT OF THE LEFT PEDAL CRANK

Replace the left pedal crank of the bicycle with the one you will find in the kit, in order to avoid rubbings against the engine cover.

### 2.4 INSTALLATION OF THE FUEL TANK 3 LT.

Fix the anti-vibration rubber pieces on the carrier, after removing the self-adhesive paper. Install the fuel tank and lock the nylon clips between the carrier and the slots of the tank; once the clips are tightened, cut their exceeding parts.

Join the fuel cock to the carburettor by means of the supplied fuel hose.

### 2.5 INSTALLATION OF FUEL TANK 1LT

Fix a water bottle carrier to the cycle frame, insert the tank into the carrier & connect the fuel hose from the carburettor to the quick release tank connector.

To store the tank - tighten the filler cap & release the quick release hose connector.

To operate the engine it is necessary to open the filler cap by  $\frac{0}{4}$  -  $\frac{1}{2}$  of a turn to prevent a vacuum & fuel starvation.

## 3.0 OPERATING INSTRUCTIONS

### 3.1 FUEL

The engine uses a mixture with 4% oil percentage. For the first 500 Kms it is recommended to use mixture with 5% oil.

If synthetic 2 stroke oil is used you can reduce the mixture after running in to 3% - using this oil will minimise smoke & carbonisation.

If you mix the fuel, follow these instructions carefully:

- a) make a correct mix ratio of petrol and two-stroke oil (too little oil in the fuel mix could result in severe engine damages, while too much oil could result in poor engine performance)
- b) do not mix fuel in your fuel tank.  
Fuel should be pre-mixed before pouring it into the tank

IMPORTANT: NEVER LET THE ENGINE RUN USING ONLY PETROL

### 3.2 STARTING THE ENGINE

- a) open the fuel cock
- b) press the choke lever on the carburettor
- c) make sure that the engine is engaged (lever in position "ATTACCA")
- d) pull the depressor valve lever
- e) pedal to get some speed, then release the lever
- f) when the engine has started, accelerate slowly: the choke lever will thus remain engaged
- g) after some seconds give full throttle: this will cause the automatic release of the choke lever and the start of the bicycle
- h) pull the depressor valve lever to stop the engine

When you do not want to use the engine, disengage it by turning the lever to position "STACCA".

### 3.3 RUNNING-IN PERIOD

A good running-in period of a new engine is very important to obtain a good performance later.

During the running-in period (the first 500 Kms) it is recommended:

- a) not to keep the engine running at full throttle for a long period of time
- b) to avoid long steep slopes which would require the engine to run at full throttle for a long period of time
- c) to change the engine speed since it should not run at the same speed for a long time
- d) to use mixture with 5% oil percentage

#### 4.0 MAINTENANCE

A good preventive maintenance program and regular inspections will increase the life and improve the performance of your engine.

Please carefully read this manual before making any maintenance operation; furthermore:

- do not start the engine in small rooms since the exhaust fumes are dangerous
- keep the bicycle in an upright position to avoid fuel leakage
- if the engine is running, avoid any contact with the muffler or the cylinder; do not lean the bicycle against any object
- make sure that all the screws are fastened

NEVER OPERATE THE ENGINE IF IT IS DAMAGED OR ADJUSTED IMPROPERLY

#### 4.1 CLEANING THE SPARK PLUG

The spark plug must be kept clean and with the correct gap between the electrodes to ensure an efficient operation of the engine.

After removing the spark plug, clean the accumulations of carbon; adjust the gap between the electrodes to 0,6mm and mount the spark plug again on the engine head.

↖ 0.01524 INS.  
APPROX 15/4 THOU.

## ADJUSTMENT OF THE CARBURETTOR

The carburettor has been properly adjusted at the factory, however a minor adjustment may prove necessary in case the engine is not functioning correctly. Before making any adjustment check if the air and/or fuel filter are dirty. In this case clean them and try again to see if the engine is now operating regularly.

In order to adjust the carburettor proceed as follows:

- a) start the engine and leave the throttle at the minimum until the engine has warmed up
- b) slowly turn the adjustment screw clockwise until the engine is running at a regular speed

Do not touch the throttle control or cable during the adjustment, since the engine could accelerate.

If the engine gives low power & poor performance it is likely the needle jet is obstructed by residue. In this case, remove the carburettor float cover & clean inside thoroughly, observe the brass needle jet & pass a thin wire such as a wire brush bristle, or 2 x twisted 15 amp fuse wires through it, wriggle it from side to side as it goes ( re assemble & test )

#### 4.3 DECARBONIZING

If you notice a drop in the engine performance or an overheating after a long use, it is very likely due to the presence of carbon accumulations in the exhaust port of the cylinder, in the exhaust manifold of the muffler or on the combustion chamber.

In this case it is necessary to dismount the engine by unscrewing the nuts on the head and taking off the head and the cylinder.

The accumulations of carbon must be removed by means of wood or copper tools to avoid any damage of the cylinder and of the head.

The gaskets under the cylinder and between head and cylinder must be changed.

#### 4.4 ADJUSTMENT OF THE ROLLER

The distance between the drive roller and the tyre must be checked periodically. Adjust the distance of the engine immediately if you remark some slippings.

With roller disengaged, tyre/roller gap should be approx. 1/8" this will give correct pressure when engaged.

Tyre air pressure should be kept to its maximum stamped rating.

#### 4.5 AUTOMATIC CLUTCH

The automatic clutch does not need any greasing.

If the brake shoes are black, grind their surface by means of coarse-grained glass-paper.

After removing the belt, check if the freewheel bearing mounted inside the clutch is working properly: when turning it clockwise, it must run freely; it must be greased by means of a thin layer of grease for bearings.

The toothed belt must not be greased. If necessary clean it by means of water and soap; do not use solvents or petrol.

Do not accelerate repeatedly when the bicycle is braked: this will cause the overheating of the clutch.

## ELECTRONIC IGNITION

The electronic ignition does not need any maintenance.

It is recommended to check the inside of the cover, the coil, the toothed belt, the automatic dry clutch periodically (every 500 Kms); if necessary clean by compressed air.

The phase must be kept as adjusted at the factory, otherwise the engine will be tending to overheat and to have a poor performance.

If by chance the phase moves, proceed to its adjustment as shown at figure G.



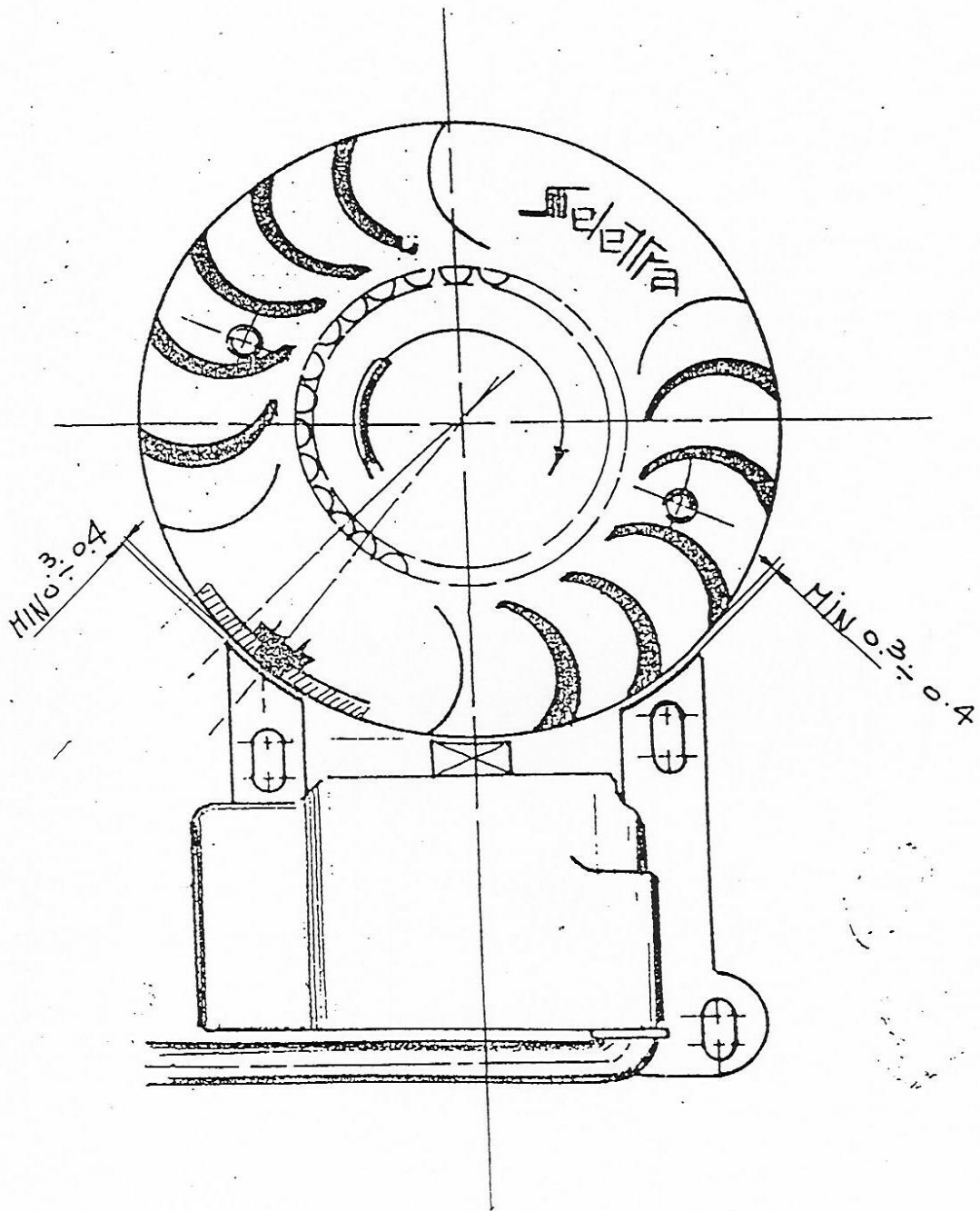
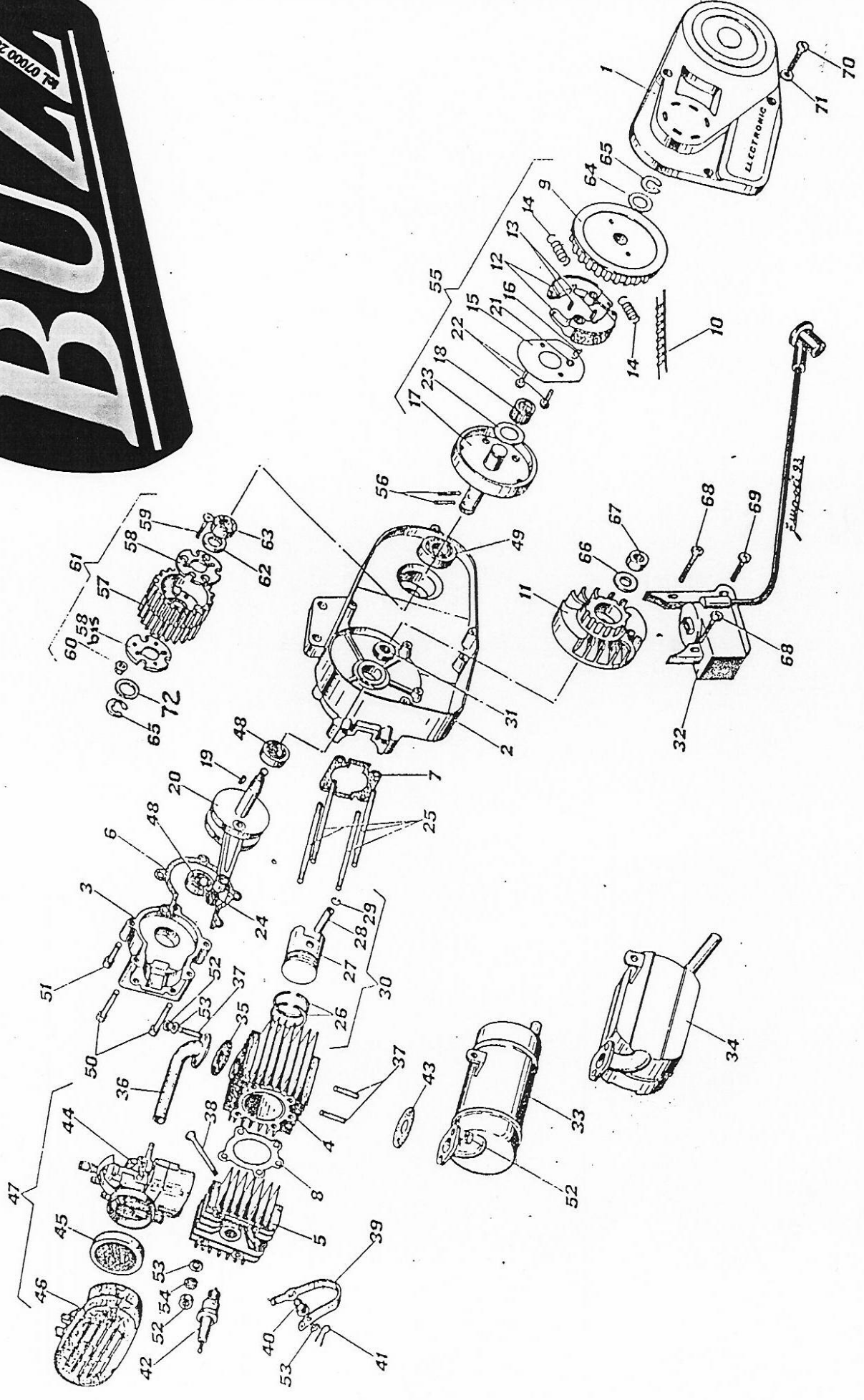


FIGURE G



## REGISTRATION FORM

### FOR A NEW BIKE - AFTER FITTING YOUR ENGINE KIT

FIRST YOU NEED YOUR PURCHASE RECEIPTS FOR THE ENGINE & BICYCLE I.E. CERTIFICATE OF NEWNESS TO GET A CURRENT NUMBER PLATE. OTHERWISE IT WILL BE Q PLATED.

YOUR BIKE MUST HAVE A VIN PLATE WHICH IS SUPPLIED BY US & CAN BE GLUED OR FIXED TO THE 3 LT FUEL TANK OR THE BICYCLE FRAME.

NO M.O.T. IS REQUIRED FOR 3 YEARS.

YOU MUST FIT AN ELECTRIC HORN ( WE RECOMMEND THE MEGAHORN APPROX. £11.95 FROM HALFORDS) MAKE SURE YOU HAVE A REAR REFLECTOR. YOU WILL NEED BICYCLE LIGHTS FOR USE AFTER DARK.

YOU NEED YOUR INSURANCE CERTIFICATE FOR GROUP 1 MOPED ( THE LOWEST CLASS & PRICE POSSIBLE ). THE MAKE OF THE VEHICLE IS THAT OF THE BIKE SUPPLIER BERNARDI BUZZ .

EQUITY RED STAR HAVE A SPECIAL CATEGORY FOR OUR MACHINE BELOW GROUP 1 WITH A FIXED PREMIUM OF £50 FOR ANY RIDER. OUR BROKER FOR THIS IS ASHBOURNE INSURANCE 01992 629992. THEN YOU REQUIRE A FORM NO: V55 FROM YOUR LOCAL D.V.L.A. ( ROAD TAX OFFICE ).

THE FORM IS COMPLETED GIVING THE MANUFACTURES NAME WHICH IS DELTAHAVEN OR BUZZ UK IF WE FITTED THE ENGINE OR THE NAME OF THE FITTER I.E. YOURSELF OR THE FITTING COMPANY YOU USED.

ALSO	THE MODEL - BIKE NAME	I.E.	<u>RALEIGH</u>
	ENGINE SIZE	I.E.	<u>35CC</u>
	ENGINE NO: PREFIXED WITH D.H. OR B.C.		
	FRAME NO:		
	CHASSIS STYLE	I.E.	<u>BICYCLE</u>
	FUEL		<u>PETROIL</u>
	TYPE APPROVAL NO:		N/A
	REGISTRATION NAME }		
	REGISTRATION ADDRESS}		YOUR DETAILS

WHEN THIS FORM IS HANDED IN OR POSTED TO D.V.L.A. THEY WILL ADVISE YOU OF YOUR REGISTRATION NUMBER. YOU THEN PAY £15 FOR YOU ROAD TAX DISC. MOUNT YOUR NUMBER PLATE ON THE REAR OF THE BIKE & DISC ON THE FRONT FORKS.

PS - DON'T FORGET YOUR HELMET & HAND SIGNALS

THEN ENJOY RIDING AROUND

## REGISTRATION FORM

### FOR AN OLD BIKE - AFTER FITTING YOUR ENGINE KIT

FIRST YOU MUST FIT THE ENGINE KIT - YOUR BIKE MUST HAVE A VIN PLATE WHICH IS SUPPLIED BY US & CAN BE GLUED OR FIXED TO THE 3 LT FUEL TANK OR THE BICYCLE FRAME.

TAKE YOUR BIKE TO A MOTORCYCLE M.O.T. BAY TO BE TESTED. THE REGULATIONS REQUIRE THAT YOUR BRAKES WORK, YOUR TYRES HAVE VISIBLE TREAD & YOU HAVE AN ELECTRIC HORN FITTED ( WE RECOMMEND THE MEGAHORN APPROX. £11.95 FROM HALFORDS) THE LIGHTING REGS. ETC. DO NOT APPLY AS THE MAXIMUM SPEED IS 25 M.P.H. NEITHER DOES THE SPEEDOMETER. YOU MUST HAVE A REAR REFLECTOR. YOU WILL NEED BICYCLE LIGHTS FOR USE AFTER DARK.

YOU NEED YOUR INSURANCE CERTIFICATE FOR GROUP 1 MOPED ( THE LOWEST CLASS & PRICE POSSIBLE ). THE MAKE OF THE VEHICLE IS THAT OF THE BIKE SUPPLIER BERNARDI BUZZ.

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	FRAME NO:		
	CHASSIS STYLE	I.E.	<u>BICYCLE</u>
	FUEL		<u>PETROIL</u>
	TYPE APPROVAL NO:		N/A
	REGISTRATION NAME }		
	REGISTRATION ADDRESS}		YOUR DETAILS

ACCOMPANY THIS FORM WITH THE M.O.T. INSURANCE & RECEIPT OF PURCHASE FOR THE BIKE TO GET AN AGE RELATED NUMBER PLATE OR IF YOU HAVE NO RECIEPT & YOU CANNOT PROVE THE BIKES AGE YOU WILL GET A Q PLATE. IF YOU HAVE NO FRAME NUMBER THE D.V.L.A. WILL WANT TO INSPECT THE BIKE & GIVE YOU A FRAME NUMBER WHICH MUST BE STAMPED OR ENGRAVED ON THE FRAME. THEN YOU WILL GET A Q PLATE.

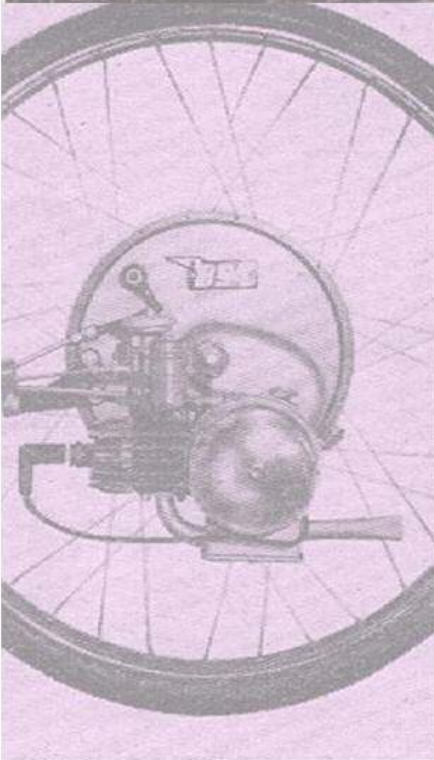
WHEN THE FORMS ARE HANDED OR POSTED TO D.V.L.A. THEY WILL ISSUE YOU WITH A REGISTRATION NUMBER.

YOU THEN PAY £15 FOR YOUR ROAD TAX DISC. MOUNT YOUR NUMBER PLATE ON THE REAR OF THE BIKE & DISC ON THE FRONT FORKS.

PS - DON'T FORGET YOUR HELMET & HAND SIGNALS

THEN ENJOY RIDING AROUND.

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