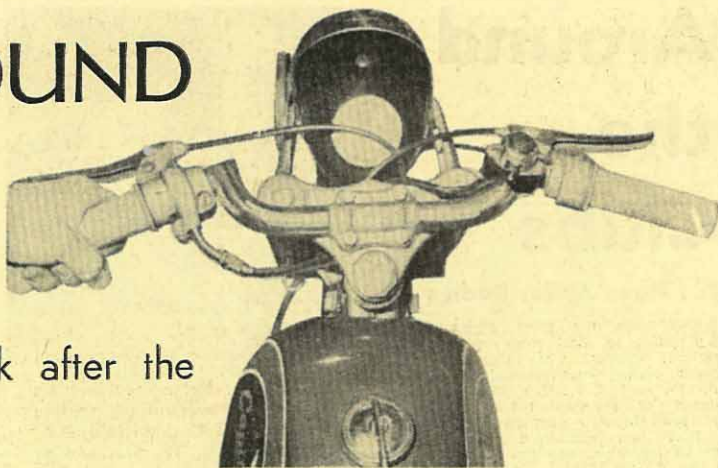


WINTER WHIPROUND

R. N. Robinson tells you how to look after the
Kerry Capitano Gran Prix



MOPED maintenance over the past few weeks has been reduced to the bare minimum. Those of us without garages or sheds, have found the prospect of extensive repair jobs or more prolonged maintenance unattractive in sub-zero conditions, and it has mainly been a case of keeping corrosion out and grease and oil in.

As this article is being written, however, the thaw has just set in and owners of the Kerry Capitano Gran Prix will be wanting to resume routine work on their mounts. The open lay-out of the frame and engine makes for good accessibility and there is no work necessary in constricted spaces.

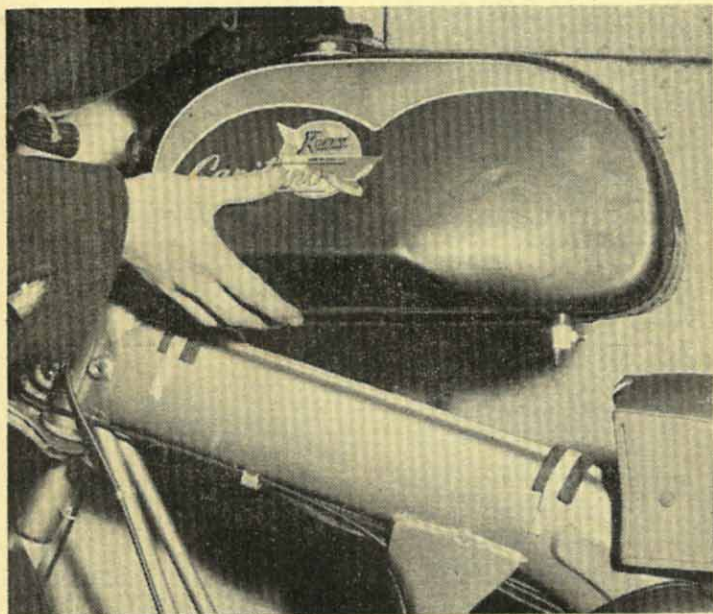
Although at first examination the Gran Prix appears to have a duplex frame, a closer inspection reveals that in fact the twin down-tubes are merely for extra rigidity and basically the moped has the familiar spine-type frame. The down tubes do not restrict access to the cylinder head for decarbonization, a job which is simplified by the lack of a decompressor valve.

Apart from the fact that the head is attached to the main frame by a stout bracket and bolt there are no complications and the procedure follows normal practice.

The carburetter, a Dell'Orto model, fitted to most Italian mopeds, is attached to an induction stub by a pinch-bolt. To remove the carburetter it is necessary first to take off the triangular plastic box which houses the air filter.

When stripping the carburetter for cleaning it is necessary to dismantle the banjo union at the top of the float chamber. Note that there are fibre washers at both the top and the bottom of the union and these play an essential part in keeping the unit fuel tight. A packet of fibre washers of various sizes only costs about 6d. and it is always worth replacing the originals when reassembling.

Used washers are compacted where the screws are tightened on them and no longer allow the metal surfaces to bite in. The new washer is



Top of page: The handlebar layout showing manual gear-change and the electrical controls. (Above) The tank is held by a special clip near the seat and is easily removed for cleaning.

comparatively soft and gives a fuel-tight joint without dangerous pressure (carburetter components are made of very soft metal) being exerted.

There are two other points to check for fuel leaks. The pipe is made of rather thin polythene, a substance which has not much resilience. Under certain conditions polythene can harden slightly and then fails to grip the carburetter connection sufficiently. Since the pipe is merely a slide fit at both ends it is easy enough to check whether the fit is tight enough.

There is a further washer associated with the tap which is screwed into the tank. Under normal circumstances this need not be disturbed, but when rust has attacked the inside of the tank, it becomes necessary to remove the tap temporarily to clean out the tank with petrol. A new washer should always be fitted.

Incidentally, cleaning the Gran Prix tank is simplified by the fact that the tank is quickly detachable. It is held down by a spring loaded hook which emerges from the frame between the rear-end of the tank and the front of the dual seat.

Clean Cables

As with all three-speeders cables need particular attention on the Gran Prix. Both clutch and gearchange cables do a lot of work and should be kept well lubricated. Note that both these cables have exposed sections of inner stretched across the top of the crankcase on either side of the frame. The clutch cable is especially vulnerable and the tendency is for it to collect dirt and then corrode, which prevents it from freeing cleanly after the clutch has been operated. The cables should be cleaned thoroughly with petrol, dried and then greased.

To prevent this trouble from recurring a thin rubber sleeve with plenty of flexibility (the insulation from certain electrical flex is very suitable) can be slipped over the bare inner. This will not impede the operation of either clutch or gearchange and will serve the dual function of keeping grease on the cable and road grit and spray off.

Cable care does not end there. There are quite lengthy portions of exposed inner at the hub end of both brake cables which are even more vulnerable to spray and which require the same treatment.

A constant check should be kept on the outer covers of all the cables in the vicinity of the steering head. There is often a good deal of friction here between the cables and against the frame and any worn covers should be taped up.

The Gran Prix gearchange is light and should be kept that way with plenty of oil. It is a simple matter to lubricate the dual cables because of the special grooves cut in the stationary part of the twist-grip.

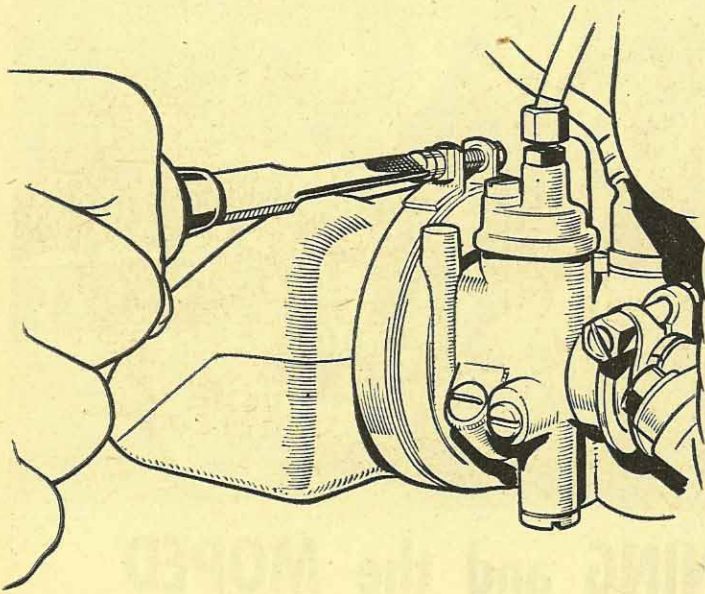
A small point worth noting is that the clutch cable is held to one of the twin down-tubes by an insufficiently plated metal clip. To prevent corrosion from occurring at this point, as it will once the clip has lost its surfacing, it is best to substitute either a rubber toggle fastening or the old stand-by, a length of insulating tape.

Electrical controls on the Gran Prix are operated from a single switch on the handlebar which incorporates two-position lighting, the horn button and the ignition cut-out. To prevent corrosion from interfering with the "electrics" it is a good idea to dismantle the switch and smear with light grease.

On a low sporting machine like the Gran Prix, the seating position is of particular importance although neither handlebars nor dual seat can be adjusted. However, the pillion passenger footrests provide an alternative position for the feet when the rider is stretched out along the tank. Since it is also a good thing to be able to close them up to prevent them from being an obstruction when the machine is being wheeled, they should be greased frequently.

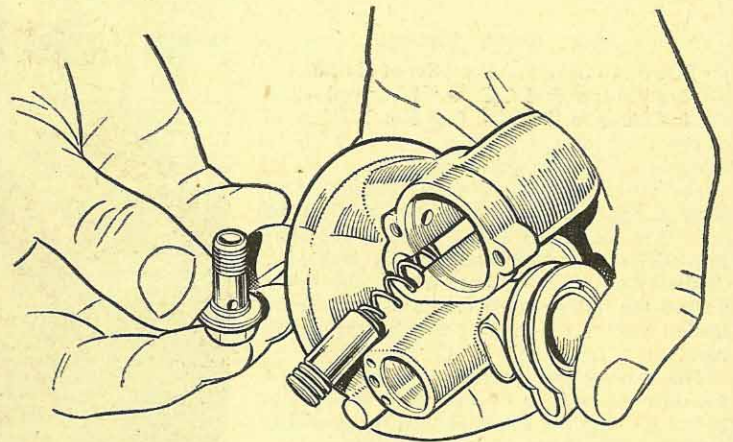
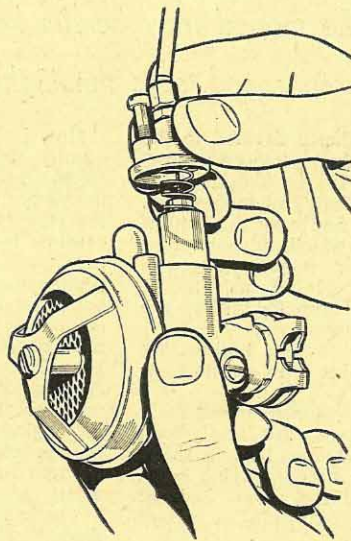
STRIPPING THE DEL'ORTO

George Grainger tells you how to clean the T-4-12-S.1 carburetter fitted to the Kerry Capitano Gran Prix

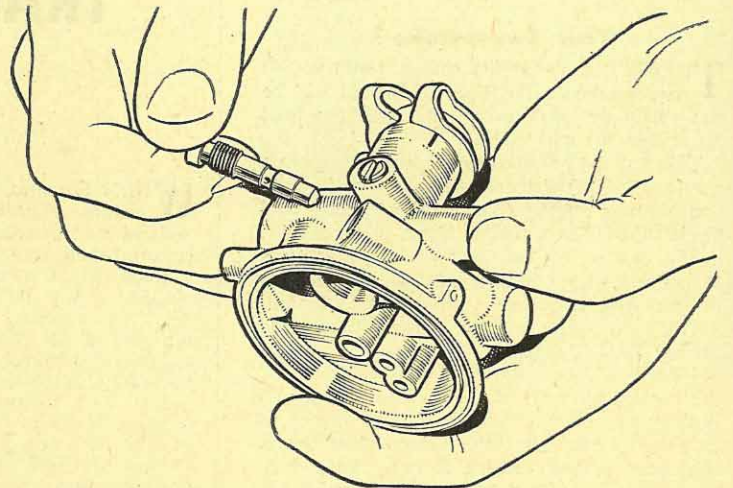


1 Most carburetter faults can be traced to blockages, and a blockage means that the carburetter will have to be stripped and cleaned. First, remove the plastic air filter cover by loosening the clamping screw and then loosen the clamping bolt on the induction stub. The carburetter can now be freed from the engine.

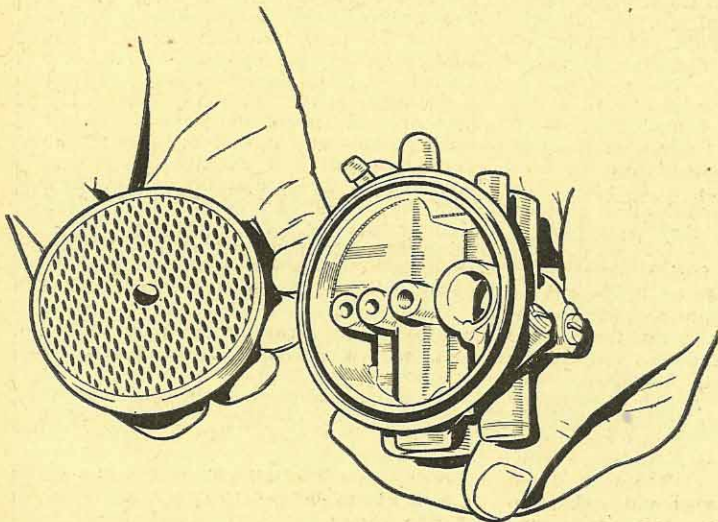
2 Undo the screw at the top of the throttle assembly so that the slide mechanism can be removed. Note that there is a special guide slot for the slide.



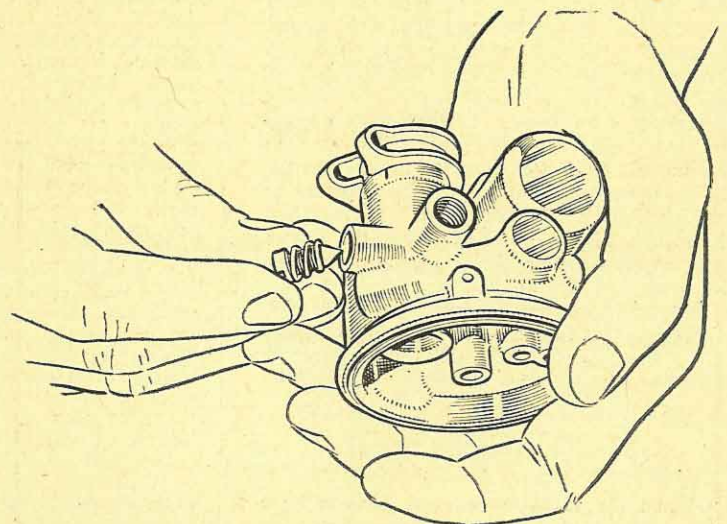
4 Remove the two screws on the float chamber and lift off the lid. Take out the plastic float and the piston plunger with its spring and then undo the bottom of the throttle chamber. A number of holes and orifices can now be checked and washed in petrol.



5 This is the main jet, which should have special attention as it is the most likely place for a blockage. Clean out the holes with petrol, but if the grit is too stubborn, use a nylon bristle. Never use a steel wire which might damage the fine holes.



3 Next, take off the banjo filter by unscrewing the clamp. Wash the filter in petrol and, before reassembling, a dip in oil will help it to stop foreign bodies passing through.



6 This is the slow-running screw. Screwing it in raises the tick-over speed of the engine and vice versa. The carburetter can now be reassembled in the reverse order.

IceniCAM Information Service



www.icenicam.org.uk