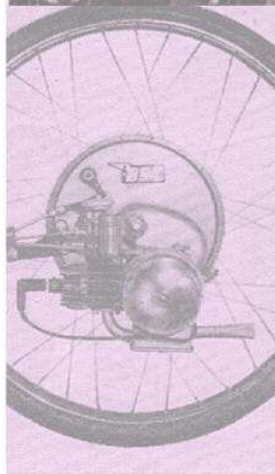
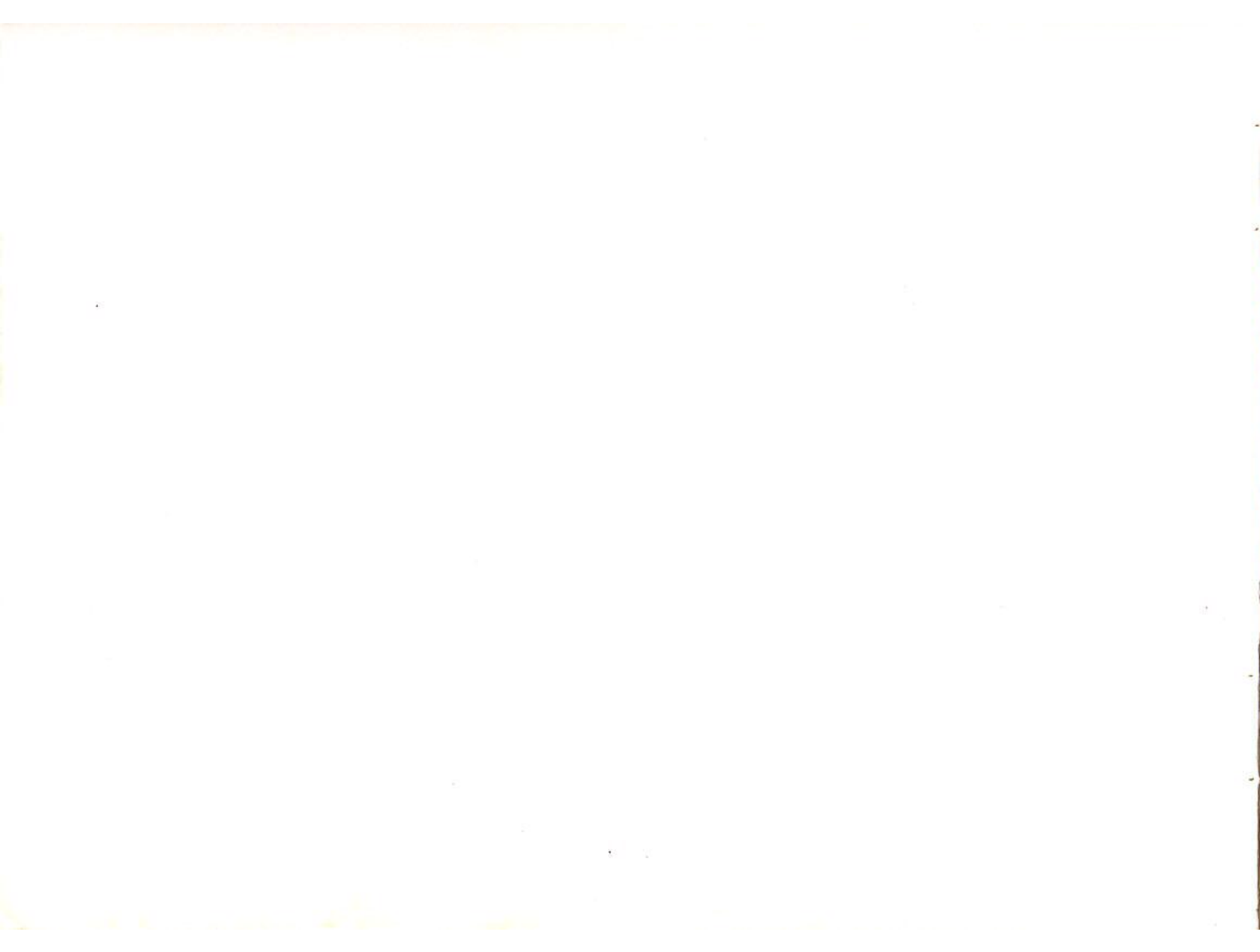


IceniCAM Information Service





Easy-Rider

N.V.T. MOTORCYCLES LIMITED
Lynn Lane
Shenstone
Nr. Lichfield
WEST MIDLANDS
Telephone Shenstone 480633
Telex 339478



A/B Norshen Shenstr.

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INTRODUCTION

The 'Easy-Rider' has been designed specifically for inexperienced riders and will run for long periods without major attention. Routine maintenance is limited to a few items on which adjustment can be carried out with a minimum of mechanical knowledge.

Study this Handbook carefully and carry out the few maintenance tasks faithfully in order to keep your 'Easy-Rider' in peak condition.

More detailed information on dismantling and major overhauls will be found in the Workshop Manual available through your Dealer.

When ordering parts or requesting service information from your Dealer or Distributor always quote your engine and frame number and colour to ensure correct identification.

WARNING

If the engine is run above idling speed when stationary the driving wheel must be clear of the ground.

Modifications of frame steering mechanism, suspension system or wheels may alter its handling characteristics and render it unsafe in normal use.

GUARANTEE

The terms of the guarantee can be obtained from your dealer.

TECHNICAL DATA

Overall length	169 cm (66.5 ins)
Overall width	72 cm (28¼ ins)
Overall height	109 cm (43 ins)
Saddle height	Max. 86 cm (34 ins), Min. 76 cm (30 ins)
Kerb weight (with fuel and oil)	50 kilograms (110 lb)
Engine type	Single cylinder two-stroke 49.65 cc. 40 mm bore × 39 mm stroke. C.R. 7.5:1
Transmission type	Single speed automatic clutch
Suspension type	Front: Telescopic fork Rear: Spring units and swinging fork
Total fuel tank capacity	3.4 litres (¾ Imp. gallons), including reserve of .57 litres (1 pint)
Petrol (petrol/oil) mix	During first 805 kilometres (500 miles) 16 to 1 mix. Thereafter 20 to 1 mix. Use two star petrol
Lighting	6 volt A.C. direct type, 23 amp output. Bulb type: Front headlamp 6V 18/18W Front obligatory 6V 0.3W Rear lamp 6V 5W
Chain	½" × ⅜" single row × 91 pitches
Carburettor	Dellorto SHA 14-12 with cold starting lever which is opened by twist grip

Sparkign plug (long reach 14 mm)

Bosch W175T30 or Champion N5

Sparkign plug gap

0.5 mm (.020")

Tyre size

Front and rear 2.25" × 17"

This machine is metric. Use METRIC spanners.

TABLE OF TYRE INFLATION PRESSURES

<i>Rider Weight</i>	<i>Front tyre</i>	<i>Rear tyre</i>
51 kg (8 stone)	1.06 kg/cm ² (15 p.s.i.)	1.62 kg/cm ² (23 p.s.i.)
57 kg (9 stone)	1.06 kg/cm ² (15 p.s.i.)	1.8 kg/cm ² (26 p.s.i.)
63 kg (10 stone)	1.06 kg/cm ² (15 p.s.i.)	1.9 kg/cm ² (27 p.s.i.)
70 kg (11 stone)	1.06 kg/cm ² (15 p.s.i.)	2.0 kg/cm ² (29 p.s.i.)
76 kg (12 stone)	1.2 kg/cm ² (17 p.s.i.)	2.1 kg/cm ² (30 p.s.i.)
83 kg (13 stone)	1.41 kg/cm ² (20 p.s.i.)	2.3 kg/cm ² (33 p.s.i.)
89 kg (14 stone)	1.48 kg/cm ² (21 p.s.i.)	2.5 kg/cm ² (36 p.s.i.)
95 kg (15 stone)	1.48 kg/cm ² (21 p.s.i.)	2.5 kg/cm ² (36 p.s.i.)

Maximum total load on rear wheel—100 kg (220 lb)

Correct inflation pressure will provide maximum stability, riding comfort and tyre life. Be sure to follow these specifications.

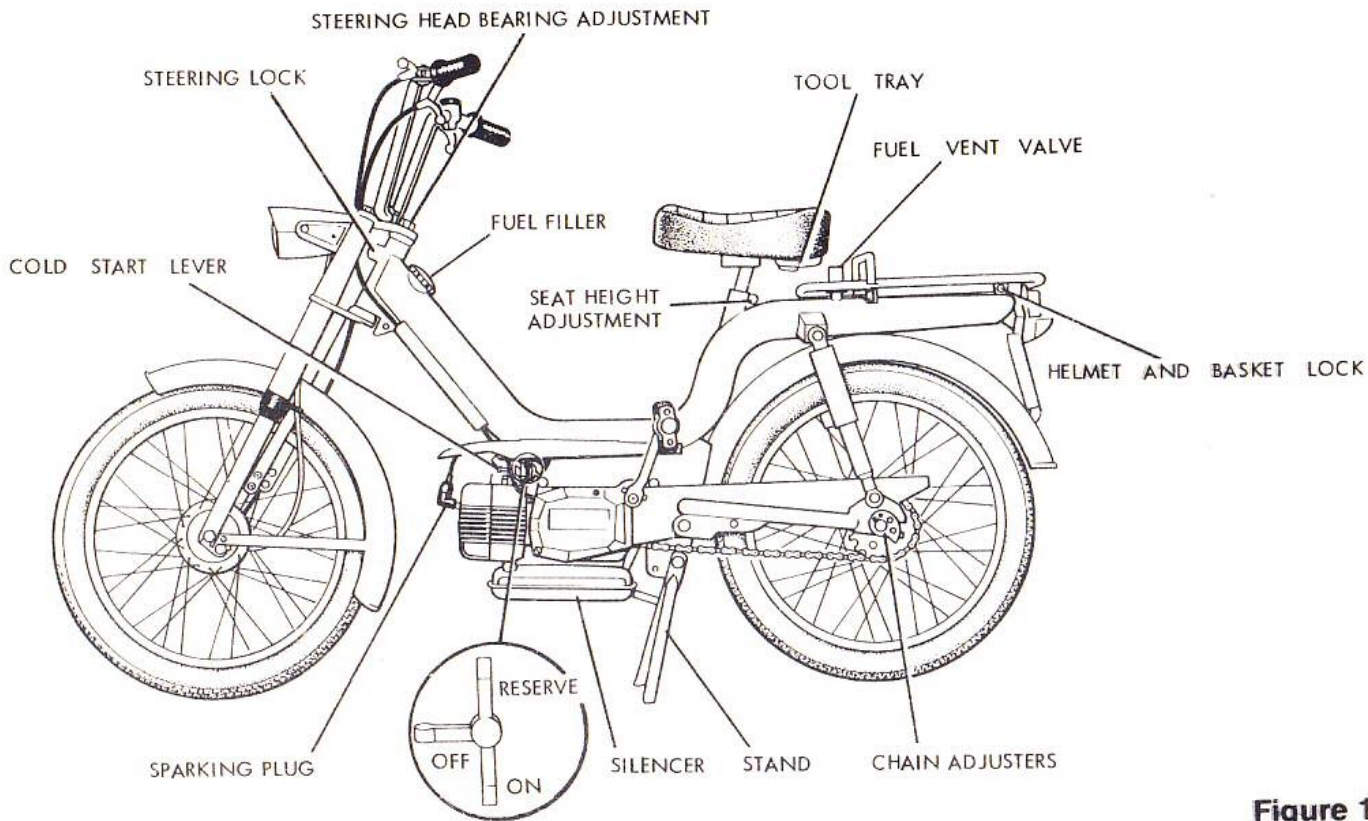
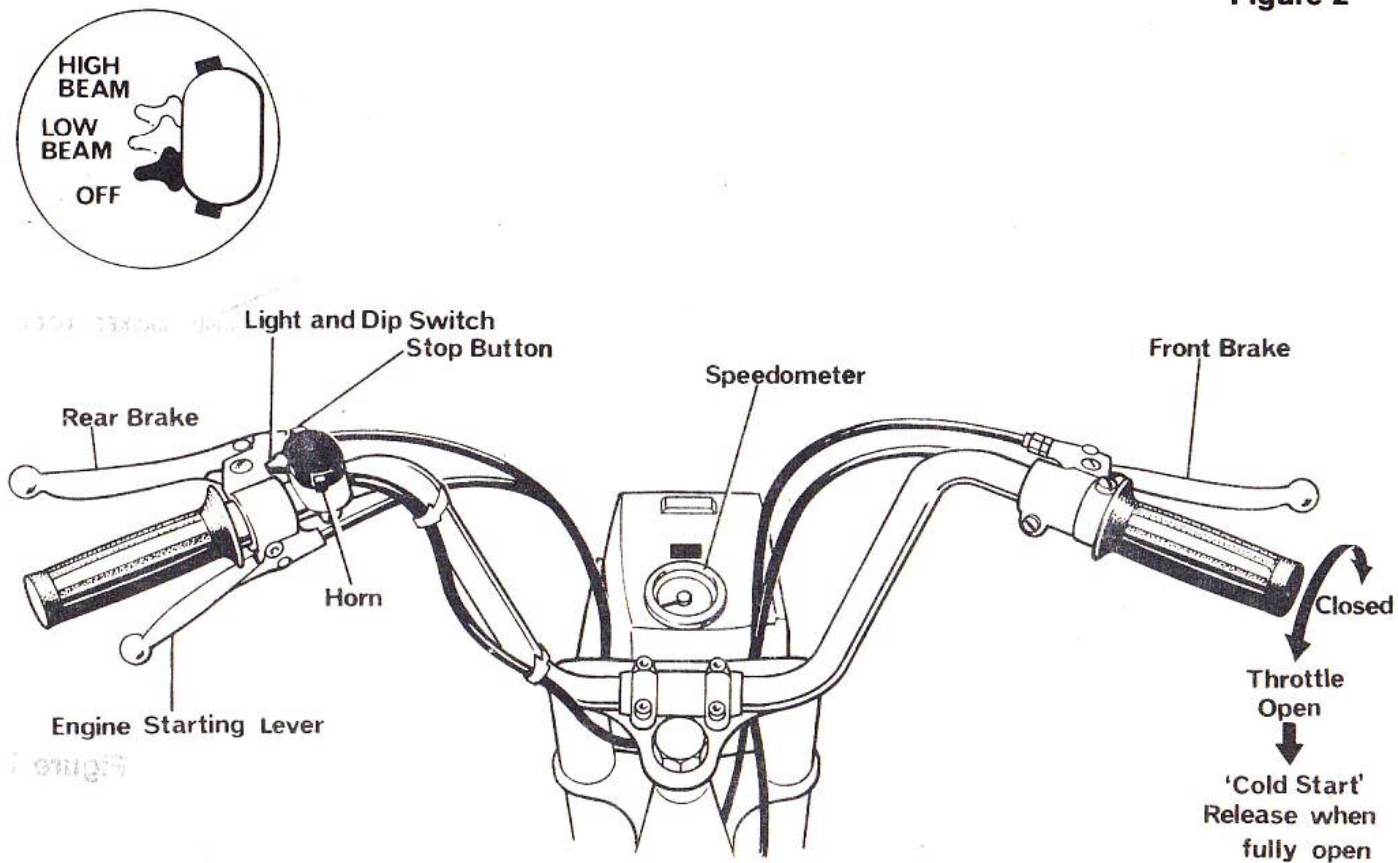


Figure 1

Figure 2



FUEL

The maximum fuel tank capacity when the pressure relief valve adjacent to the carrier is pressed down during filling, is 6 Imp. pints. A reserve supply is provided which is sufficient for 15 miles approximately. Ensure that only petrol (petrol/oil mixture) in the ratio of twenty parts of petrol to one part i.e., 20:1 of the recommended oil is used, except when running in when 16 to 1 ratio should be used. For convenience we recommend the use of a ready mixed two stroke petrol fuel, available from many filling stations. Ensure that the correct ratio is selected on the dispenser before delivery commences.

As an alternative, petrol can be mixed to the same ratio using SAE 20 or 30 weight two stroke oil (see Lubricant recommendation list page 20) and two star petrol.

Two star rating fuel is preferable for these engines and its use is recommended. During running in, use $\frac{1}{4}$ pint oil for each $\frac{1}{2}$ gallon petrol, thereafter $\frac{1}{5}$ pint for each $\frac{1}{2}$ gallon petrol. Always add oil to the petrol, not vice versa.

Do not add excessive oil—this does not improve lubrication, it merely blocks the exhaust prematurely and can in fact cause the engine to overheat due to weak mixture.

BRAKE ADJUSTMENT

Each brake is adjusted to take up excess play by slackening the locknut (A) and turning the knurled adjuster (B) shown in Fig. 3. Take care that after adjustment each wheel turns easily without binding. If the brake binds through over-adjustment, slacken off until the wheel will turn easily then retighten the lock nut. Binding of the brakes will reduce fuel economy and in extreme cases can cause damage to the brakes and wheel bearings. When all adjustment has been used, slacken off the handlebar adjuster completely and take up excess play at the brake end. Further adjustment may then be made at the handlebar control in the normal way.

ADJUSTMENT OF THE RIDING POSITION

The seat and handlebars are adjustable for position to suit individual rider preference, as follows:

Seat height

Seat height is adjustable by slackening nut (A) as shown in Fig. 4 and working the seat pillar up and down to achieve the desired height. The seat pillar must not be extended beyond 10 cm (4 ins) from the frame. Ensure that the seat is 'straight' in relation to the frame and tighten the nut (A). Normally it is recommended that the seat height is such that with the moped on its wheels, the rider may sit with both feet flat on the ground, knees slightly bent.

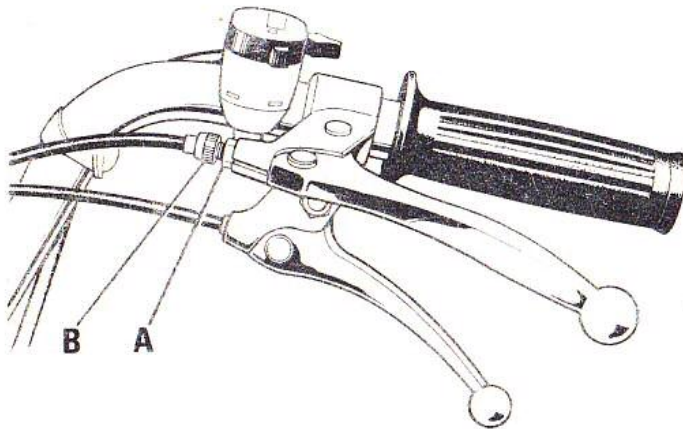


Figure 3

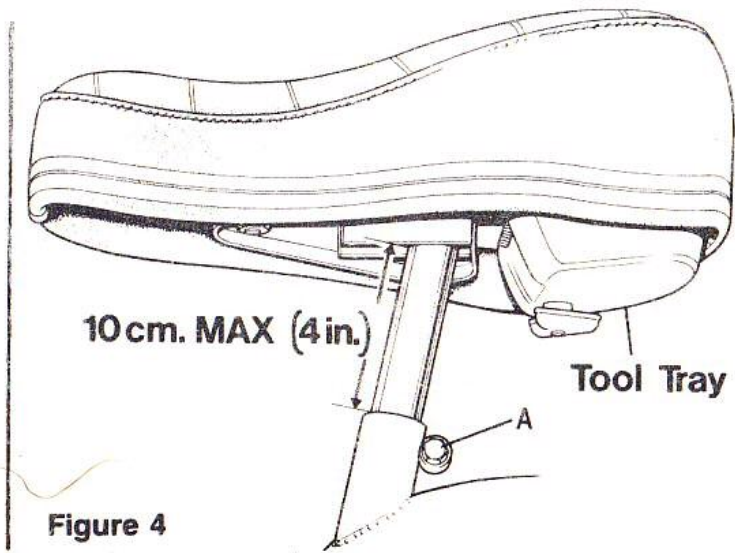


Figure 4

TOOL TRAY

A tool tray, retained by a central knob from beneath, is located on the underside of the seat. This contains a sparking plug spanner but will also hold a spare sparking plug, bulbs etc. if desired. Such items should be wrapped in cloth to prevent rattling.

HANDLEBAR ADJUSTMENT

By slackening the four screws (A) on the handlebar clamp (B) in Fig. 5 the handlebar may be moved nearer or further away from the rider as desired. After adjustment do not forget to retighten all four screws.

STARTING AND RIDING

The 'Easy-Rider' is very simple to ride, following the instructions below. However, novice riders are encouraged to undergo a course of riding instruction where such courses are held. In the United Kingdom, the RAC/ACU training scheme operates in many areas and details of such schemes are obtainable from the local Road Safety Officer.

RUNNING IN

As with all new machinery, the 'Easy-Rider' requires running in carefully to allow mating surfaces to bed in with one another. Restrict speed to 20–25 m.p.h. for the first 300 miles and thereafter work up speed to the maximum progressively up to 500 miles. During the run in period give light pedal assistance on steep uphill gradients and use a 7% (16:1) petrol/oil mixture.

STARTING THE 'EASY-RIDER'

Turn on the fuel (Fig. 6). The tap provides three positions:

- OFF lever forwards
- ON lever downwards
- RESERVE lever upwards

When the main fuel supply is exhausted turning to reserve will provide approximately 25 kilometres (15 miles) further running which should normally take your 'Easy-Rider' to the nearest filling station.

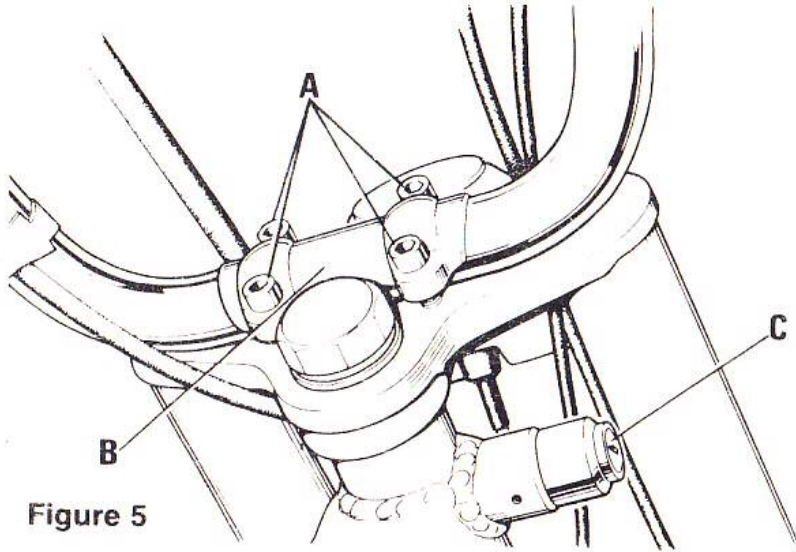


Figure 5

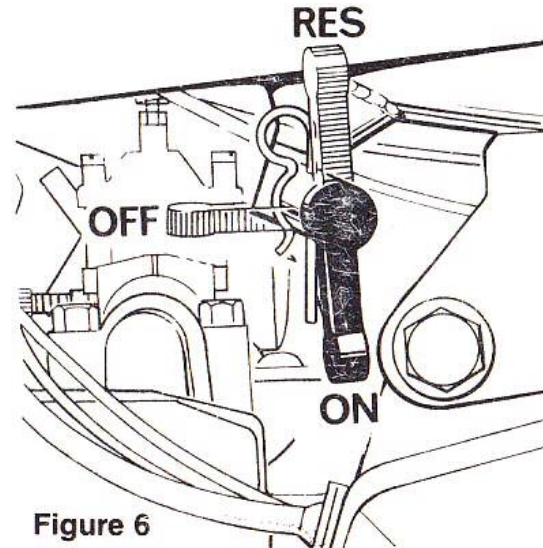


Figure 6

STARTING (when the engine is cold)

A cold start lever is provided on the carburettor (Fig. 8). To operate move downwards in the direction of the arrow. Pedal start engine (see later instructions). As soon as the engine is running and warmed up sufficiently to run smoothly, the lever must be returned to rest. This is achieved by momentarily opening the throttle fully (turn twistgrip towards rider) when the cold start lever will disengage. Note: if the lever itself is operated by hand damage may occur.

STARTING (when the engine is hot)

Do not operate the cold start device at all or the sparking plug will be 'oiled up' and the engine will not run.

The 'Easy-Rider' can be started on the stand using the pedals to turn the engine or it can be pedalled forward into life, as described in the following paragraphs.

STARTING ON THE STAND

Sit on the machine leaning forward to ensure rear wheel is clear of the ground. Open the throttle slightly (towards rider speeds up engine), turn the pedals forwards and pull and hold in the starting lever (beneath the left handlebar). As the pedals continue to be turned, they are connected to the engine which will start to run. At this stage release the starting lever and return the throttle to the idling position. If the engine does not start immediately, repeat the starting procedure.

STARTING BY PEDALLING

Open the throttle slightly (towards the rider speeds up the engine), pedal the moped as for a bicycle. As soon as it is moving at a walking pace, pull and hold in the starting lever and continue to pedal until the engine runs.

As soon as the engine runs, release the starting lever and regulate engine and road speed with the throttle control. Remember that twisting the throttle towards the rider increases speed and turning it away from the rider reduces it.

To slow down and stop, close the throttle (turn away from the rider) and apply both brakes gently and progressively. The 'Easy-Rider' will come to rest with the engine running and will move off again by opening the throttle.

To stop the engine, when the 'Easy-Rider' comes to rest, merely press and hold the stop button on the front of the left switch cluster (see Fig.2) until the engine stops. Turn off the fuel if the moped is to be left.

USE OF STEERING LOCK

It is recommended that the steering lock shown as 'C' in Fig. 5 is used whenever your 'Easy-Rider' is parked. To apply, turn fork onto full left lock, push key in, turn clockwise and withdraw the key. This is important not only for your own protection but also to comply with the requirements of many insurers that all reasonable steps be taken to protect the machine from theft. The key must be removed from steering lock before riding machine.

Caution. For security reasons, steering lock keys are not numbered. It is recommended that spare keys are cut and kept in a safe place. In the event of the loss of both keys, the lock has to be removed and a new one fitted.

USE OF LIGHTS

The lights are operated by the switch on the left handlebar (see Fig. 2) and are powered directly from the generator. Therefore, no lights are available unless the engine is running. First position, i.e. fully towards rider, is lights 'off'. Moving forward one notch illuminates low (dip) beam and fully forward illuminates high (main) beam.

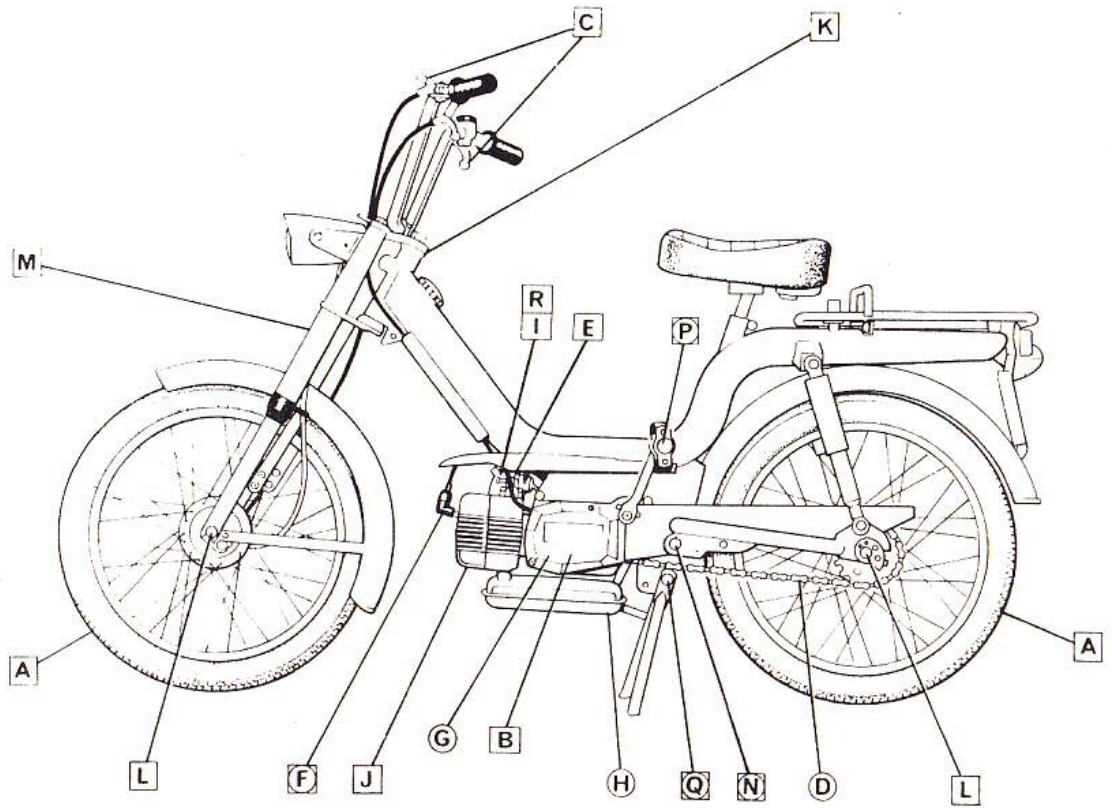
The headlamp beam can be adjusted by slackening the lamp holding bolts and pivoting as necessary. Retighten after adjustment.

USE OF THE STAND

The stand is very easy to use but, particularly when luggage or shopping is to be carried, the 'Easy-Rider' should be supported with one hand on the handlebar and one holding the carrier bar to keep it on balance when taking it off the stand or putting it on the stand. Use the stand from the left side to avoid possible damage to the silencer tail pipe which is on the right side adjacent to the centre stand. When parking the 'Easy-Rider' roll it rather than lift it bodily onto the stand.

PARKING

Whenever the 'Easy-Rider' is parked, the fuel tap must be switched off to prevent the carburettor flooding and spillage of fuel. For the machine's safety it is recommended that the steering lock is used at all times.



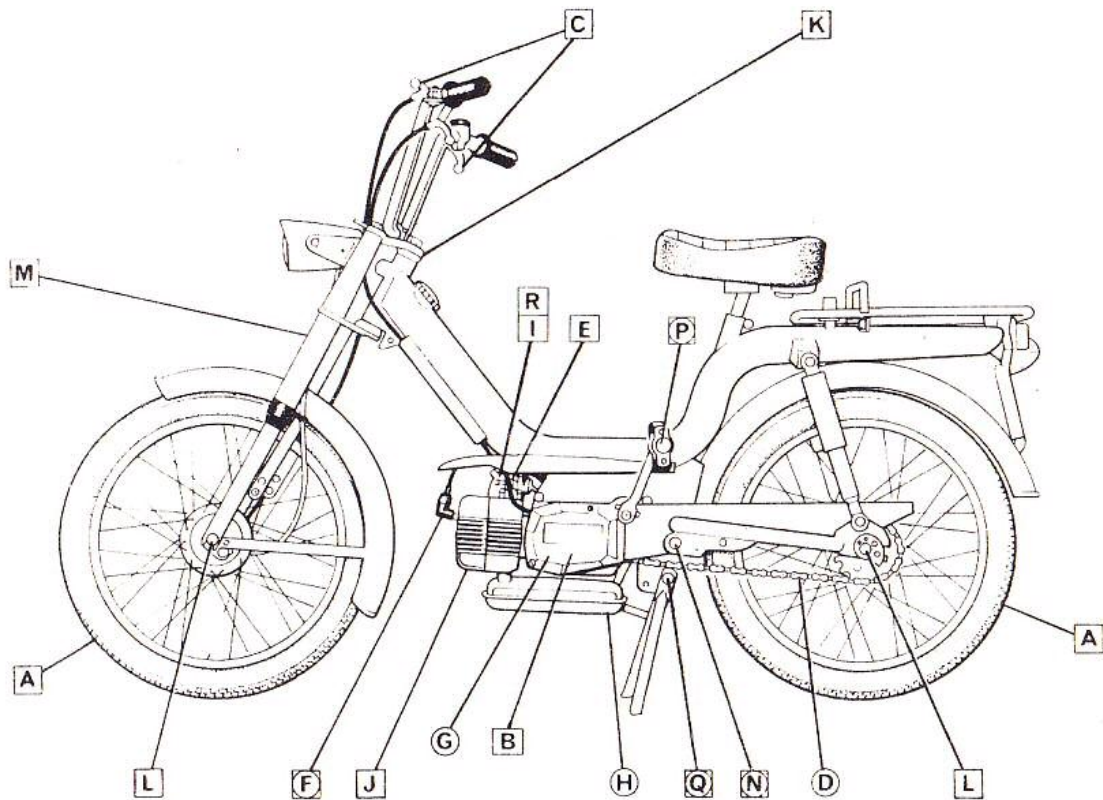
○ refers to L.H. side of machine
 □ refers to R.H. side of machine

Figure 7

HOW TO MAINTAIN YOUR 'EASY-RIDER'

To obtain the best possible service and safety from your 'Easy-Rider' periodical checks are recommended. The checks necessary are very simple and should be undertaken in accordance with the following list: refer to Fig. 7 for location.

Item Ref. (Fig. 7)	Distance	Item	See Page No.
A		Check tyre pressures daily	6 & 28
B	At first 400 kilometres (250 miles) only	Drain and refill gearbox/transmission	21
B	Every 800 kilometres (500 miles)	Check gearbox/transmission level.	21
C		Adjust front and rear brakes.	9
D		Adjust and lubricate chain	28
C	Every 2,400 kilometres (1,500 miles)	Lubricate control levers.	24
R		Remove air cleaner, wash element, re-oil and replace	
E		Clean carburettor filter	24
F		Clean and set spark plug	25



○ refers to L.H. side of machine

□ refers to R.H. side of machine

Figure 7

G	Every 4,800 kilometres (3,000 miles)	Check contact breaker point gap and lubricate contact breaker heel.	25
H		Decarbonise (decoke) silencer	22
I		Strip, clean and re-assemble carburettor	24
B	Every 9,600 kilometres (6,000 miles)	Drain and refill gearbox/transmission	21
J		Decarbonise (decoke) engine and silencer	Refer Service Dealer or Workshop Manual
Q		Clean and re-grease centre stand	
P		Clean and re-grease pedals	
N		Clean and re-grease swinging arm pivot	
K		Clean, regrease, re-assemble and adjust steering head races	Refer Service Dealer or Workshop Manual
L		Clean, re-grease and re-assemble wheel bearings	
M		Clean and re-grease telescopic fork	

RECOMMENDED LUBRICANTS

Unit	Engine	Transmission	Hubs and Steering Head	Easing Parts
Castrol	TT Two Stroke Oil	GTX	Castrol LM Grease	Castrol Penetrating oil
Mobil	Mobil Mix TT	Mobil Oil 20W/30	Mobil Grease MP or Mobilgrease Super	Mobil Handy Oil
Esso	2T	Uniflo 10W/50	Esso Multi-purpose Grease H	Esso Penetrating oil
Filtrate	Super 2	Filtrate Zero or Super 20W/50	Filtrate Super Lithium Grease	Filtrate PDQ
Gulf	Gulfpride 2 Stroke	XHD 20/20W or Multi G 20/50	Gulflex A	Gulf Penetrating Oil G
Shell	Self Mix or Shell 2T	Super Multigrade 20W/50	Shell Retinax A	Shell Easing Oil

GEARBOX/TRANSMISSION LUBRICATION

The transmission requires oil as listed on page 20. The oil level plug (A) Fig. 8 serves also as the filler plug. To check the level, remove this plug. If the level is correct, oil should appear at the level hole. If the level is low, this will not happen and oil should be added through the level plug hole, with the moped resting on its stand, until oil just starts to overflow from the hole. Then refit and tighten the plug.

To drain the transmission ride the moped to warm up the oil. Remove the silencer by unscrewing nuts (C) and nut and bolt (D). Then, with the moped on its stand, place a drain tray beneath the power unit. Remove plug (B) to allow the oil to drain away. Replace plug and replenish with new oil up to the level of plug (A) following the above instructions. Replace silencer.

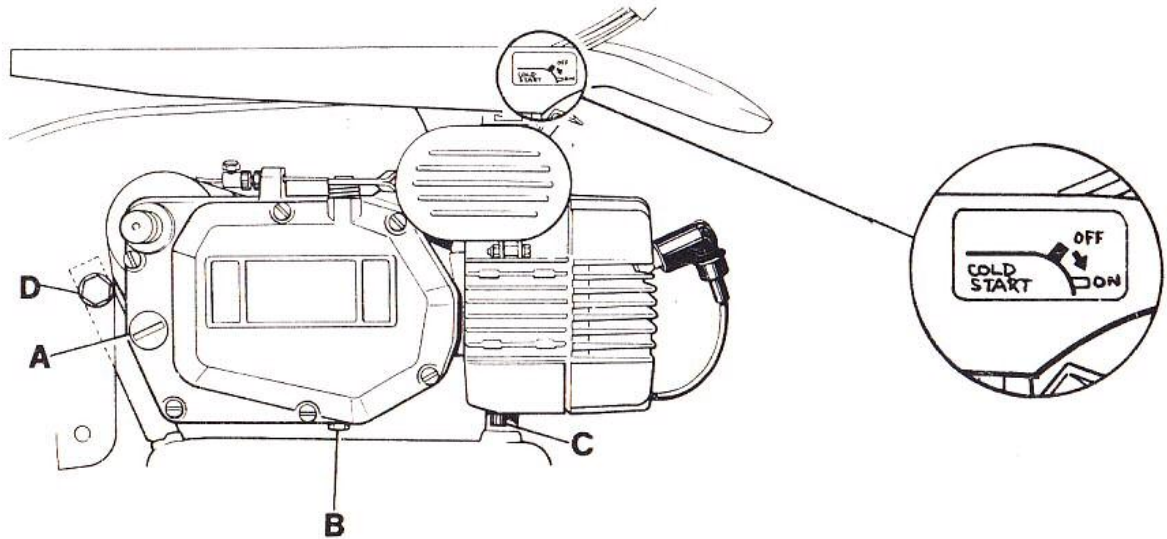


Figure 8

DECARBONISING (ENGINE AND SILENCER)

This operation, otherwise known as 'decoking' is intended to remove the carbon deposits which accumulate in the engine and exhaust system and cause power losses. It is recommended that the silencer be decarbonised at 3,000 mile intervals and the engine at 6,000 mile intervals. These are arbitrary figures which may need to be reduced where the 'Easy-Rider' is constantly driven very slowly or operated with excessive oil content in the fuel. Engine decarbonising involves removal of the carburettor, cylinder head and cylinder barrel. Such work should be entrusted to a franchised dealer. The silencer will normally accumulate oily carbon deposits more quickly. Due to the silencer design, it cannot be cleaned successfully by the use of caustic soda since there is no means of draining afterwards. Instead, a blow torch should be applied through the inlet connection to burn away excess carbon which obstructs the passage of gases.

AIR CLEANER

The air cleaner is of the simple oiled wire wool type; its purpose is to remove dirt and foreign matter from the air intake, thereby avoiding abrasive damage to the carburettor and engine.

To gain access to the air cleaner, merely slacken the clip bolt (B) Fig.9 clamping it to the carburettor, twist and pull the grey plastic cleaner cover away. The air cleaner element is now visible and is a push-in fit to the carburettor. If necessary a screwdriver blade can be used beneath the lip with care from both sides to pull the cleaner out without damage. To clean, wash the element in clean petrol and then re-oil by immersion in light engine oil equally diluted in petrol. Allow to drain then re-fit.

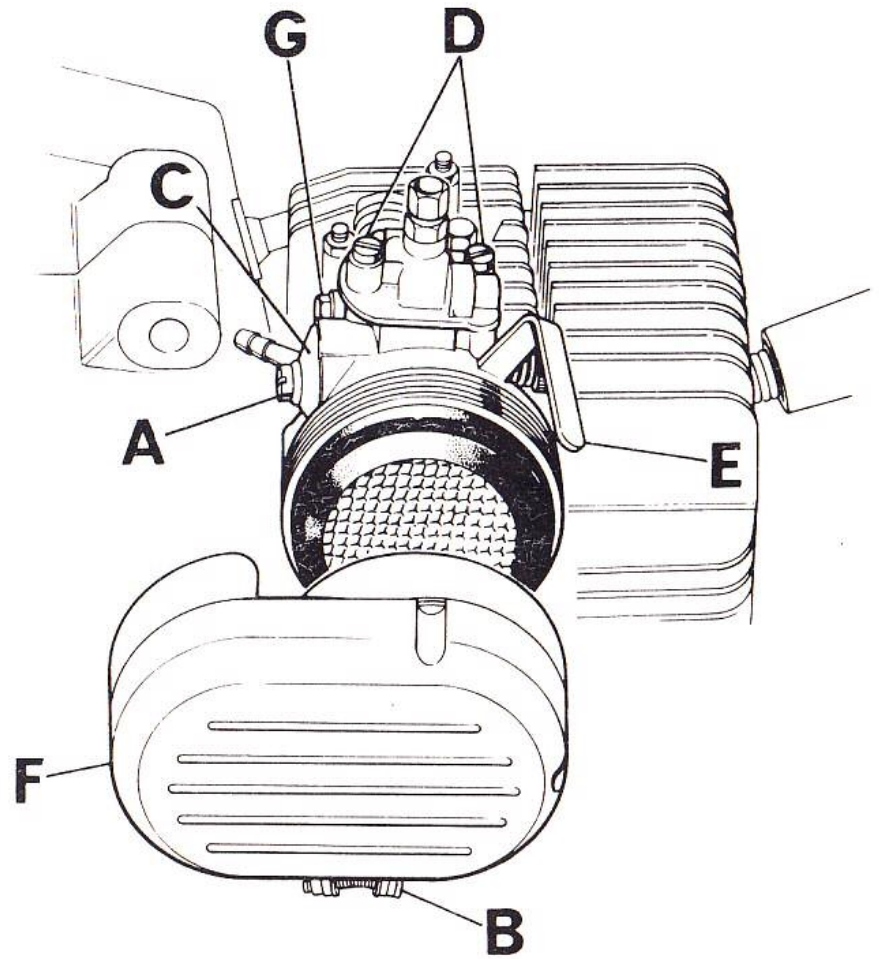


Figure 9

CARBURETTOR FILTER (FIG. 9)

To clean the filter, slacken the clip (B) and lift away the air cleaner housing (F), remove screw (A) and pull the union (C) away. The nylon filter disc thus revealed can be lifted out with the thumb nail. Clean the filter by washing in clean petrol and blowing clear. Make sure that the filter fits the housing properly before refitting the union and do not overtighten the securing screw. Refit the air cleaner housing.

CLEANING CARBURETTOR (FIG. 9)

Every 3,000 miles dismantle the carburettor for cleaning and removal of foreign matter. To remove the carburettor, turn off the fuel tap, slacken the clamp screw (G) and twist the instrument free of the inlet pipe. Unscrew (A) and lift away the fuel pipe union (C) and collect the plastic filter disc to prevent loss.

The floatbowl, which is secured from beneath by two screws, should be removed to clean out foreign matter. Try not to disturb the resilient sealing ring on float bowl. To dismantle further remove the top two screws (D) and lift out the carburettor top complete with cable and throttle slide. The slide should be protected from accidental damage until refitted. Remove the air cleaner and element as on Page 22. If not already removed, take off the float bowl. All components should now be washed in clean petrol ready for re-assembly. Ensure that the float needle moves easily when the float is moved. Remove the main jet and blow through this to clear dirt. **DO NOT** clean jets by passing wire etc. through—this will cause damage. Re-assemble and re-fit in reverse order but note that the resilient sealing ring for the float bowl must be intact and undeformed, also take care not to overtighten either float bowl screws or carburettor clamp bolt. The latter is particularly important since the instrument could be cracked and rendered scrap by over-tightening.

SPARK PLUG

To maintain maximum spark, the plug must be kept clear of carbon and soot around the electrodes, ceramic insulation and inside of the body, also the gap between side and central electrodes must be set accurately.

To clean, have plug cleaned and tested at a Dealer service station, alternatively, use a small wire brush.

Set the plug gap at 0.5 mm (0.020") only by bending the side electrode with care. **DO NOT** attempt to move the central electrode.

CONTACT POINTS

To maintain good starting and fuel economy reset the contact breaker points at the recommended intervals.

Remove two screws (A) to release the left side outer cover, Fig. 10 . Turn the flywheel (B) until window (C) is in the position shown in Fig.11 . The contact points are then visible.

Turn the flywheel a little at a time counter clockwise until the points are fully open. At this stage the gap should be .35-.46 mm (.014-.018 ins). If not, slacken screw (D) and move the fixed point with a screwdriver until the gap (E) is correct. Retighten screw (D), apply a minute dab of grease to the lubricator felt (C), then refit the outer cover (no joint washer is used) and secure the screws, noting that the lower front is the longer.

PUNCTURES—WHEEL REMOVAL

The repair of punctures, once the affected wheel is removed, is identical to the traditional procedure for a bicycle. Removal of the wheel is simple if the following instructions are observed.

Front Wheel

Place the moped on the stand. Raise front wheel off the ground by placing a suitable distance piece between cylinder head and ground. Slacken off the brake cable adjustment both at the handlebar end and at the brake end then disengage the cable nipple. It is not necessary to disconnect the speedometer cable. Remove completely the axle nuts and washers, twist the wheel a little in the forks allowing the brake anchor to clear the peg on the fork leg and the wheel can be dropped free of the forks. Lift speedometer drive away from the wheel and allow it to hang on the cable.

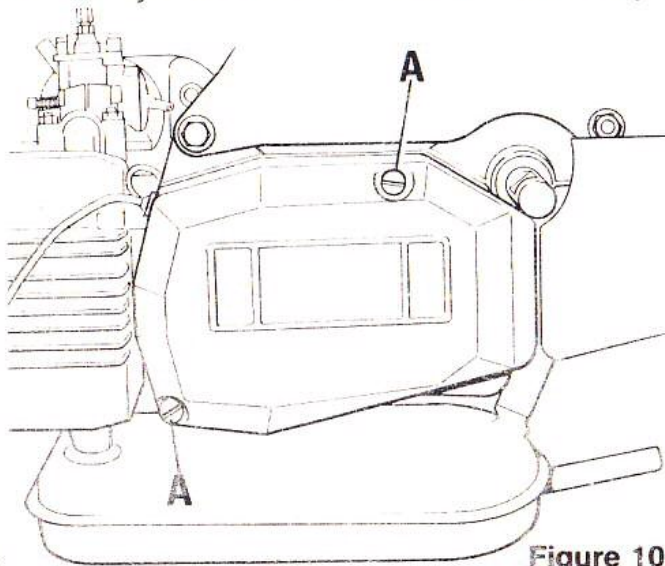


Figure 10

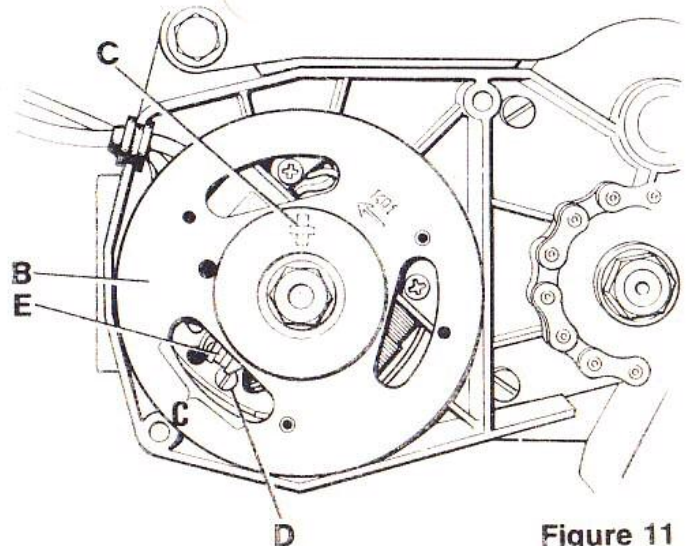


Figure 11

To refit, relocate the speedometer drive before placing the wheel in the forks and make sure the brake anchor stay is located in the fork lug. When the brake cable is reconnected, adjust as required. Ensure the axle nuts are tightened securely.

Rear Wheel

Support the moped on the stand, slacken both ends of the brake cable and disconnect at the wheel end. Remove the chain split link (C) Fig. 12 taking care not to let the chain run off the sprocket at the power unit. Slacken well but do not remove the axle nuts. Lean the moped to the left, still on the stand, angle the wheel slightly in the swinging fork to disengage the brake anchor and lift the wheel rearwards and to the right, clear of the swinging arm.

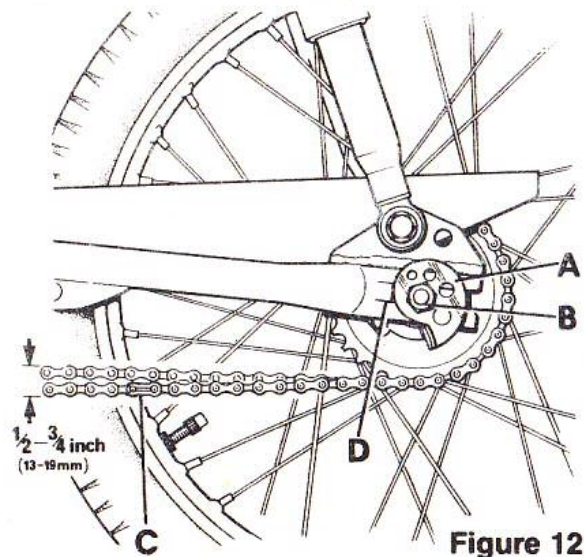


Figure 12

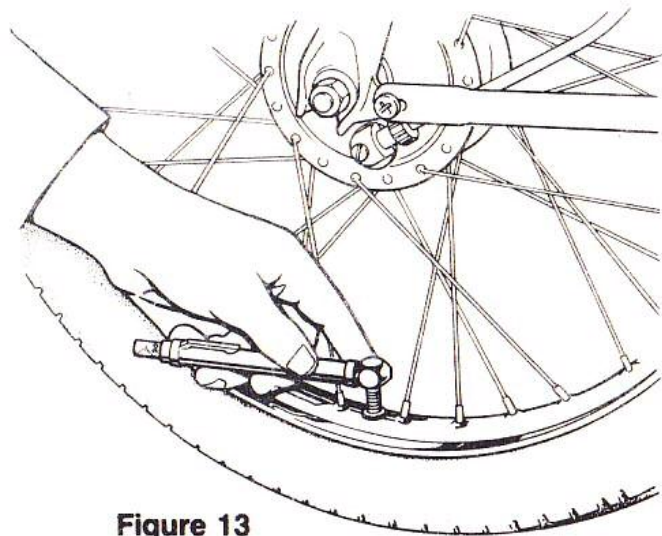


Figure 13

When refitting, reverse the above instructions not forgetting to engage the brake anchor peg, and to position wheel nuts, washers and chain adjusters outboard of the swinging arm end plates. After adjusting chain tension (see page 28) make sure that the wheel nuts are retightened securely and adjust the brake as required. When refitting the chain split link ensure that the open end is pointing against direction of chain travel.

TYRES

The recommended tyre pressures (a table of tyre pressures for varying loads appears on page 6) should be maintained. Wrong pressures can affect steering, braking and fuel consumption. Check as shown in Fig.13 and when pressure is correct replace the dust cap.

NOTE: Incorrect pressures are a safety hazard.

CHAIN

Maintain the rear chain at the correct tension to prevent snatching, excess chain and sprocket wear. Providing the chain is lubricated as on Page 17, chain tension should only require infrequent attention. Cam type adjusters (A) shown in Fig. 12 are used to move the wheel spindle along the fork end. To adjust, place machine on stand, slacken nuts (B) on both sides of the wheel and then rotate both adjusters (A) **by the same amount**, a little at a time until the free play (see Fig. 12) on the bottom run of the chain is between 13 mm ($\frac{1}{2}$ ") and 19 mm ($\frac{3}{4}$ ") at the midway point. Revolve wheel to ensure chain is adjusted at its tightest point. Ensure the adjusters rest on the abutment (D) and are in line with each other. Hold the adjusters in the correct position until the spindle nuts are fully tightened.

Commercially prepared drive chain lubricants are available at your dealer and should be used in preference to ordinary lubricating oil. Refer to can for instructions.

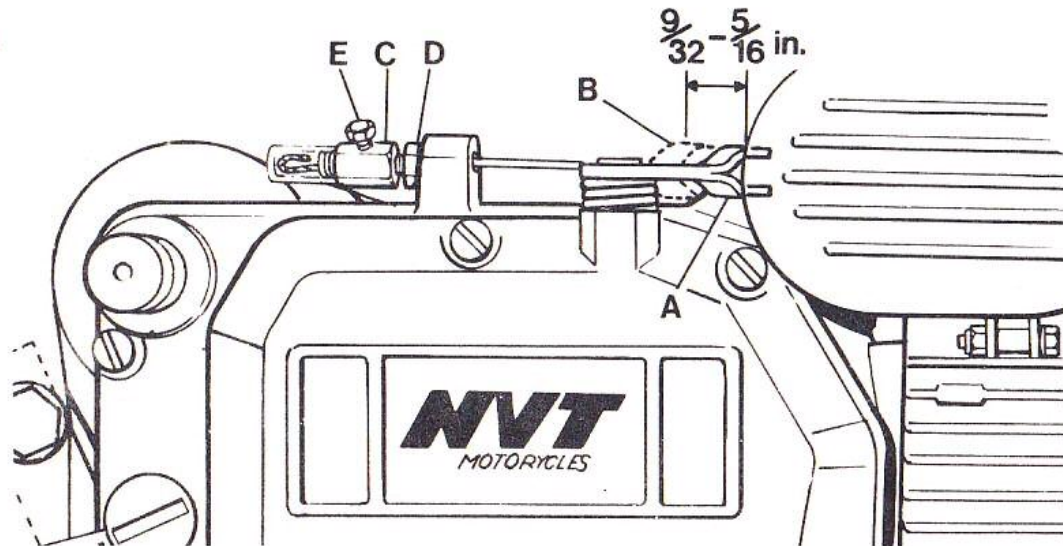
ADJUSTMENT OF STARTING LEVER CABLE

The starting lever is used solely for starting the engine. It is necessary that the actuating lever is correctly adjusted, otherwise the engine will not engage or disengage. To adjust, proceed as follows:

1. Pull the lever by hand until resistance is felt, Fig. 14 (B)
2. Let lever back 7 mm ($\frac{9}{32}$ ") to 8 mm ($\frac{5}{16}$ ") to (A). Lightly tension cable with lever in this position using adjuster (C). Lock with nut (D). If unable to achieve this, roughly adjust by sliding nipple (E) to desired position. Lock up, then obtain final adjustment on adjuster (C).

Note: When disengaged, the lever should be in position A, and the rear wheel free to run without turning the engine.

Figure 14



ACCESSORIES

A number of good quality accessories are produced by N.V.T. Motorcycles Limited, specifically for the 'Easy-Rider'. These items appear in the illustrated parts catalogue and can be ordered and fitted by the supplier. The accessories are:

Windscreen—handlebar mounted and supplied with robust stays and adjustable clamps.

Mirror—handlebar mounted, with bright chrome plated stem and fittings.

Legshields—white plastic type mounted to main frame to keep rain and spray off lower legs and feet without hindering operation of the 'Easy-Rider'.

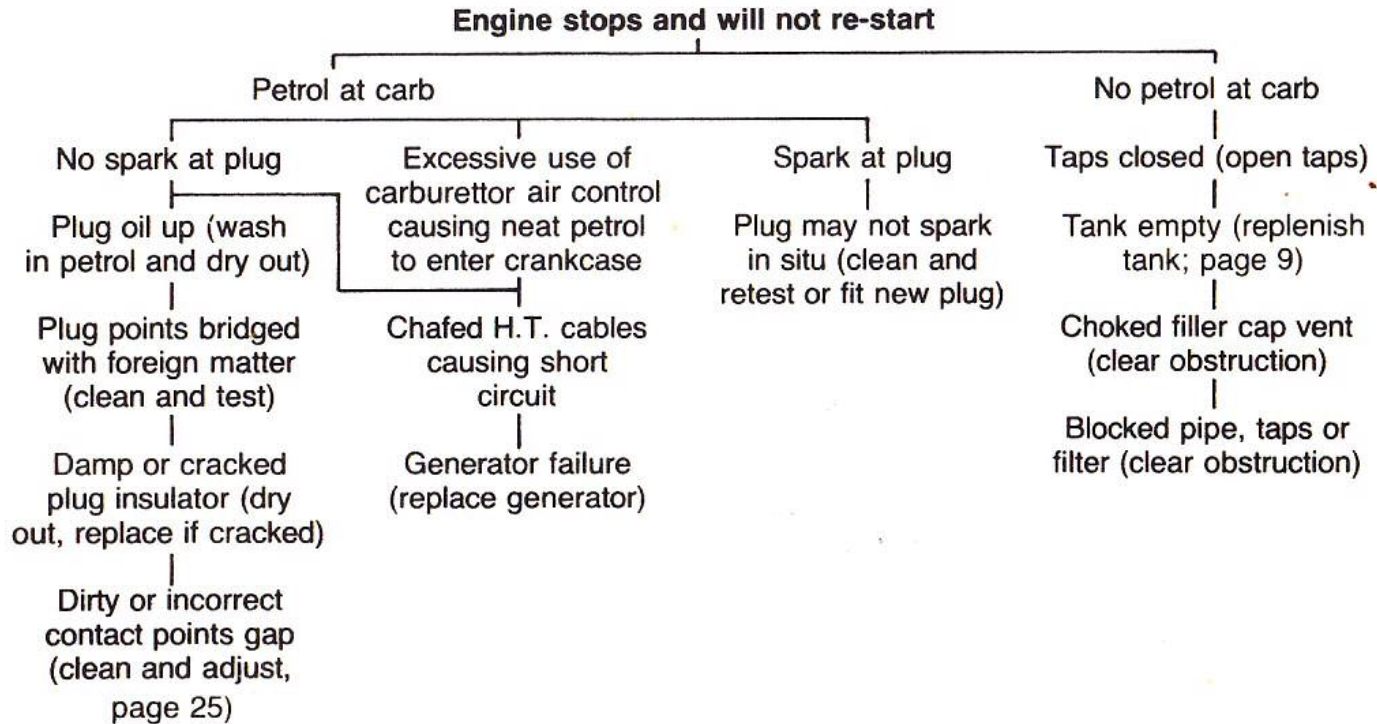
Helmet Lock—Simple lock device that fits directly into rear carrier, and also locks basket in position.

Basket—Shopping basket with lockable lid and carrying handle.

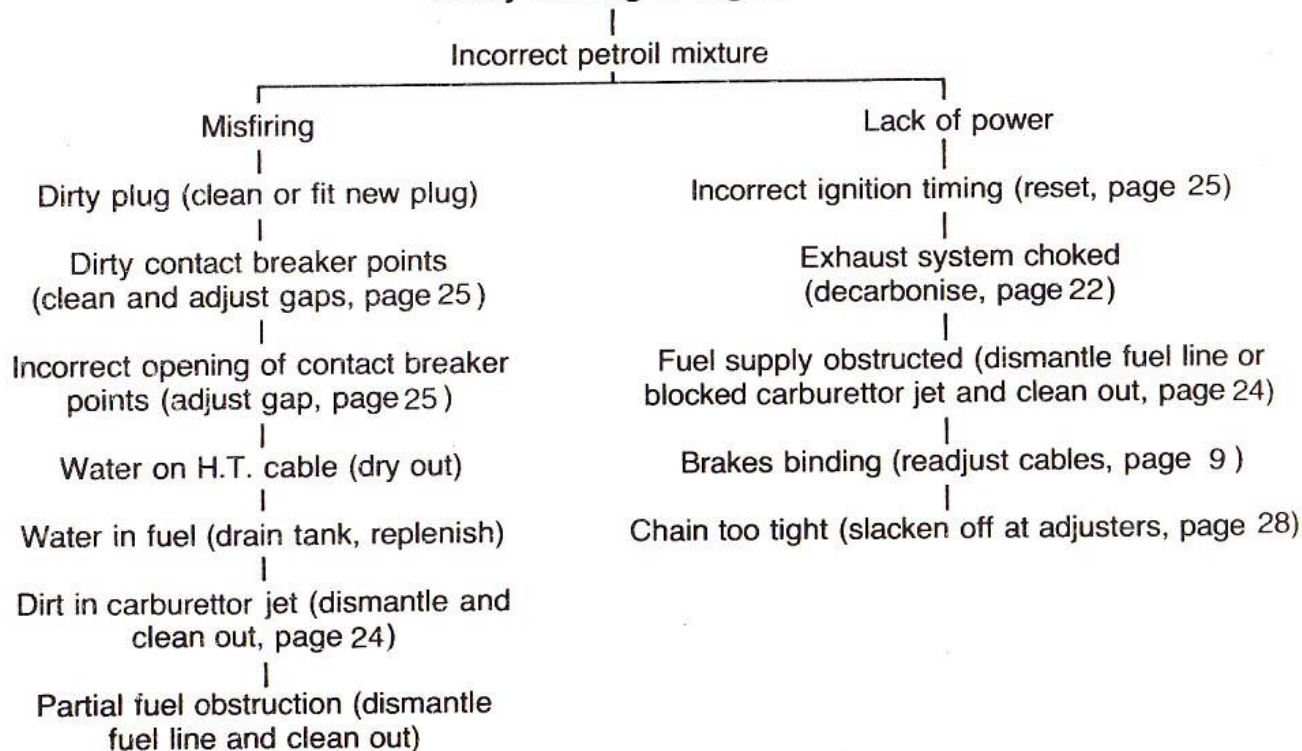
Panniers—Plastic coated wire mesh with readily removable shopping bags.

TROUBLE SHOOTING

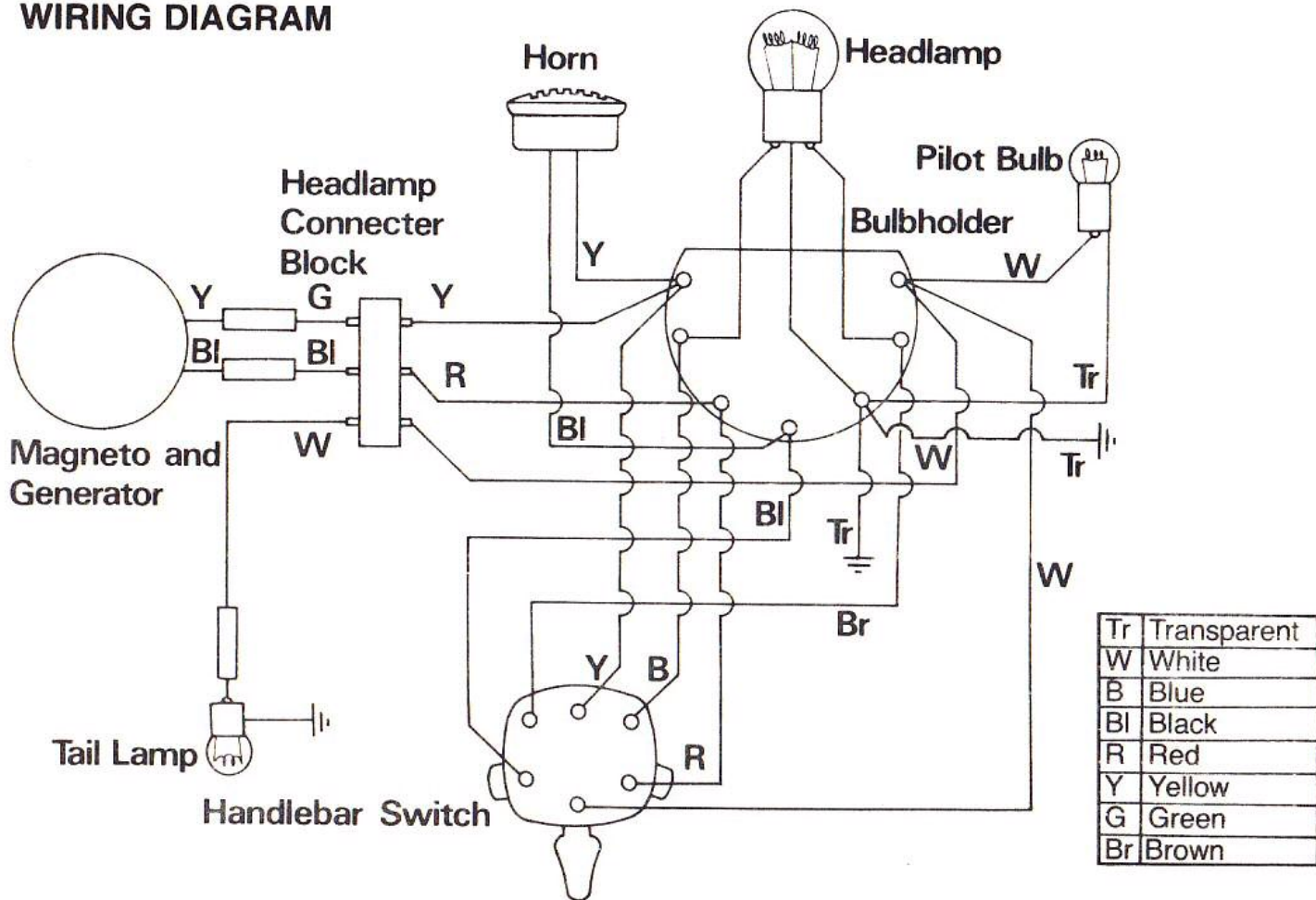
The 'Easy-Rider' will give long and trouble free service if given normal routine maintenance as specified. However, minor maladies in service can very quickly be checked and corrected by reference to the following:



Faulty running of engine



WIRING DIAGRAM



Tr	Transparent
W	White
B	Blue
Bl	Black
R	Red
Y	Yellow
G	Green
Br	Brown

CONVERSION TABLES

The bold figures in the central columns can be read as either the metric or the British measure. Thus 1 inch = 25.4 mm or 1 mm = 0.039 inches.

<i>Inches</i> 0.039	1	<i>Millimetres</i> 25.4	<i>Pints (Imp)</i> 1.760	1	<i>Litres</i> 0.568
<i>Miles</i> 0.621	1	<i>Kilometres</i> 1.609	<i>p.s.i.</i> 14.22	1	<i>kg/cm²</i> 0.07
<i>Gallons (Imp)</i> 0.220	1	<i>Litres</i> 4.546			

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