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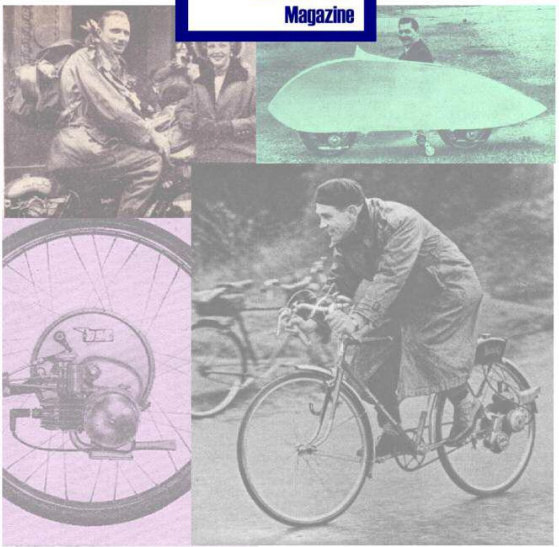
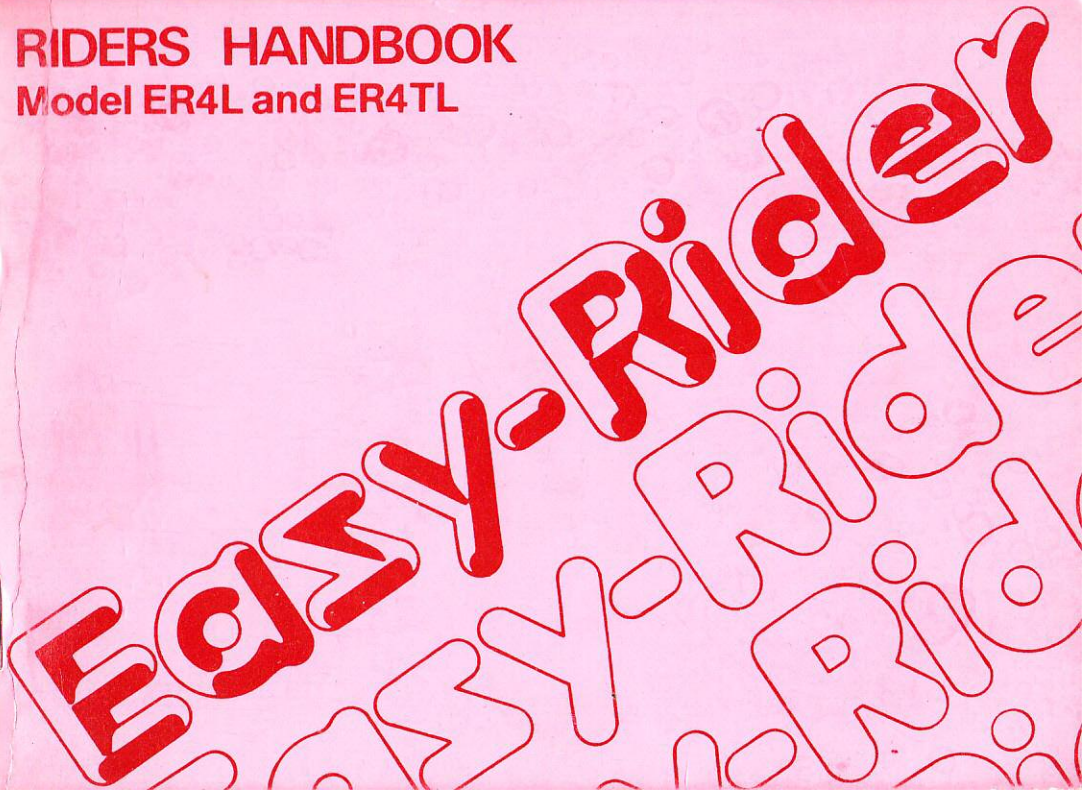


RIDERS HANDBOOK

Model ER4L and ER4TL



Easy-Rider

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

A/B Norshen Shenstn.

CONTENTS

N.V.T. Motorcycles Ltd. reserves the right to vary the specification of all motorcycles and spare parts without notice and this information does not therefore constitute a term of any sale. All descriptions and claims are given and made in good faith but are intended to apply generally and variations in performance and construction of individual machines may occur. In particular, performance will be affected by conditions, circumstances and the rider.

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.

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

WARNING

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

	ER4L	ER4TL
Overall length	69·0″ (175 cm.)	69·0″ (175 cm.)
Overall width	26·0″ (66 cm.)	23·5″ (59 cm.)
Overall height	39·5″ (100 cm.)	42·0″ (106 cm.)
Saddle height	30·5″ (77 cm.)	30·5″ (77 cm.)
Dry weight	115 lbs. (52 kg.)	117 lbs. (53 kg.)
Engine type	Single cylinder two-stroke 49.65 cc. 40 mm bore x 39 mm stroke. C.R.7.5:1	
Transmission type	Four speed gearbox with foot operated gear shift and hand operated clutch. Gear ratios First 28·80 Second 16·88 Third 12·63 Fourth 10·48 Rear chainwheel 32T Gearbox sprocket 14T Clutch friction plates, 3 double sided, 1 single sided. Rear chain 92L 3/16″ x ½″	
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)	

Petroil (petrol/oil) mix	During first 800 kilometres (500 miles) 16 to 1 mix. Thereafter 20 to 1 mix. Use two star petrol.
Lighting	6 volt A.C. direct type, 23 watt output. Bulb type: Front headlamp 6V 18/18W Front obligatory 6V 0·05W Rear lamp 6V 4W
Carburetter	Dellorto SHA 14-12 with cold starting lever which is opened by twist grip.

TABLE OF TYRE INFLATION PRESSURES

Rider Weight	*Front tyre*	*Rear tyre*
51 kg (8 stone)	1.06 kg/cm² (15 p.s.i.)	1.62 kg/cm² (23 p.s.i.)
57 kg (9 stone)	1.06 kg/cm² (15 p.s.i.)	1.8 kg/cm² (26 p.s.i.)
63 kg (10 stone)	1.06 kg/cm² (15 p.s.i.)	1.9 kg/cm² (27 p.s.i.)
70 kg (11 stone)	1.06 kg/cm² (15 p.s.i.)	2.0 kg/cm² (29 p.s.i.)
76 kg (12 stone)	1.2 kg/cm² (17 p.s.i.)	2.1 kg/cm² (30 p.s.i.)
83 kg (13 stone)	1.41 kg/cm² (20 p.s.i.)	2.3 kg/cm² (33 p.s.i.)
89 kg (14 stone)	1.48 kg/cm² (21 p.s.i.)	2.5 kg/cm² (36 p.s.i.)
95 kg (15 stone)	1.48 kg/cm² (21 p.s.i.)	2.5 kg/cm² (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.

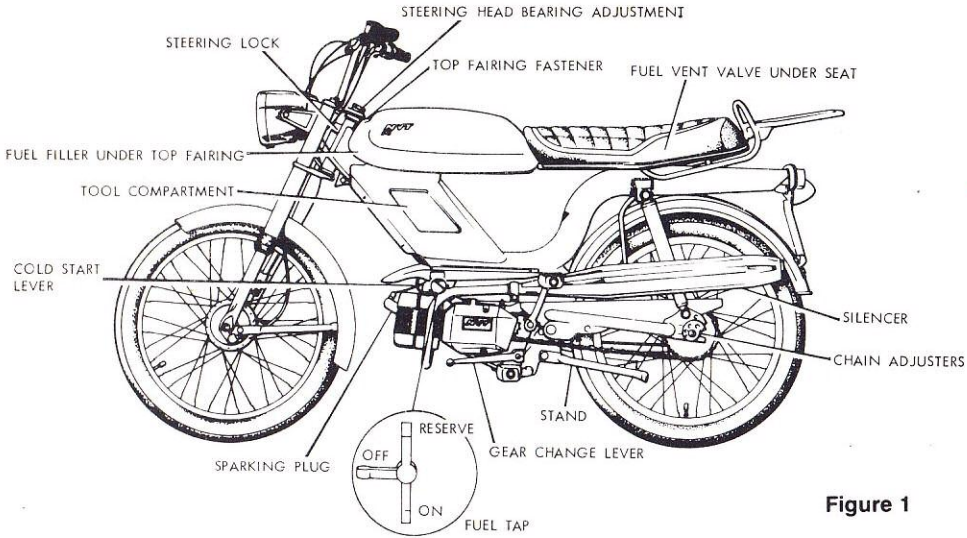

STEERING HEAD BEARING ADJUSTMENT
STEERING LOCK
TOP FAIRING FASTENER
FUEL VENT VALVE UNDER SEAT
FUEL FILLER UNDER TOP FAIRING
TOOL COMPARTMENT
COLD START LEVER
SILENCER
CHAIN ADJUSTERS
STAND
RESERVE
OFF
GEAR CHANGE LEVER
SPARKING PLUG
ON
FUEL TAP

Figure 1

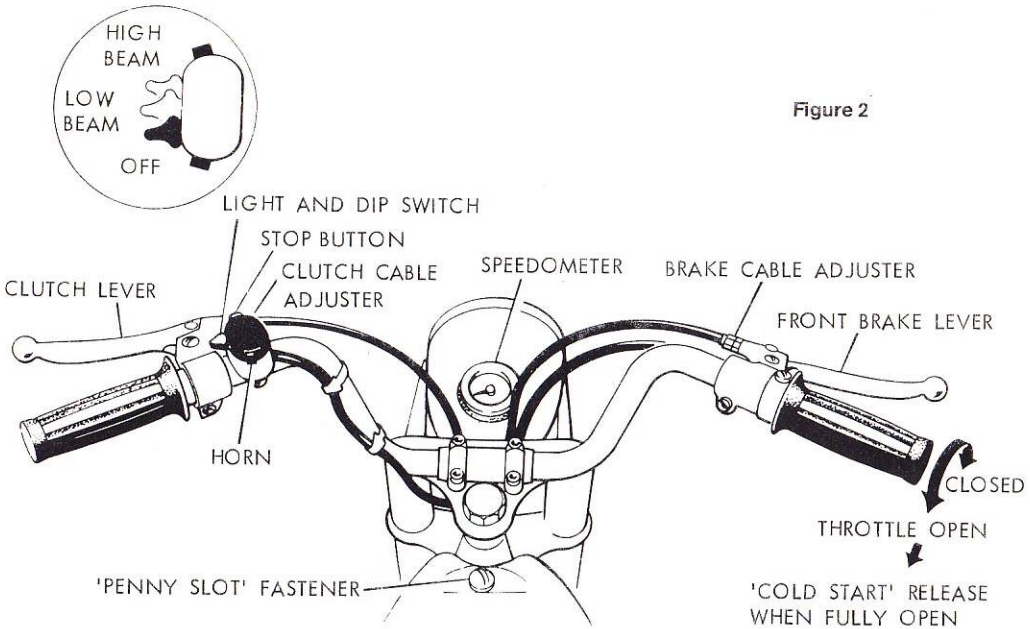

HIGH BEAM
LOW BEAM
OFF
LIGHT AND DIP SWITCH
STOP BUTTON
CLUTCH CABLE ADJUSTER
SPEEDOMETER
BRAKE CABLE ADJUSTER
CLUTCH LEVER
FRONT BRAKE LEVER
HORN
CLOSED
THROTTLE OPEN
'PENNY SLOT' FASTENER
'COLD START' RELEASE WHEN FULLY OPEN

Figure 2

FUEL

The maximum fuel tank capacity when the air release valve under the seat is pressed down during filling, is 6 Imp. pints. A reserve supply is provided which is sufficient for 15 miles approximately. Ensure that only petroil (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 petroil fuel, available from many filling stations. Ensure that the correct ratio is selected on the dispenser before delivery commences.

As an alternative, petroil 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 $^1/_4$ pint oil for each $^1/_2$ gallon petrol, thereafter $^1/_5$ pint for each $^1/_2$ 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.

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.

TOP FAIRING AND SEAT UNIT

Raising the top fairing unit, which is hinged to the frame at the rear, provides access to the fuel filler cap and toolbox. A tray under the fairing provides a small stowage compartment.

To raise the top fairing unit, turn the 'Penny Slot' fastener Figure 2, at the front of the fairing, through 90°, lift upwards until the prop stay engages under the seat to hold the unit in the open position. **Do not forget to replace the filler cap after refuelling.**

To close, turn the 'Penny Slot' fastener through 90°, move the top of the prop stay forward to disengage it, lower the fairing unit, locate the Penny Slot Fastener in its hole in the bracket on top of the frame. Press down and the fastener will click into engagement.

STARTING AND DRIVING

Turn on the fuel (Fig. 3). 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.

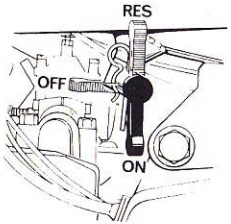


Figure 3

A cold start lever is provided on the carburettor (Fig. 6). To operate move lever downwards in the direction of the arrow.

Sit astride the machine, select Neutral, which lies between First and Second gears, by operating the gear change lever on the left side of the machine (Fig. 4A).

If there is any doubt about being in Neutral, depress gear change lever two or three times to engage successively lower gears at the same time easing the machine

backwards and forwards to allow gears to rotate a little and so facilitate gear selection.

When it is certain First Gear has been selected, raise gear lever through half its normal stroke, so selecting the Neutral position. Should the machine be in gear it will move forward when attempting to start.

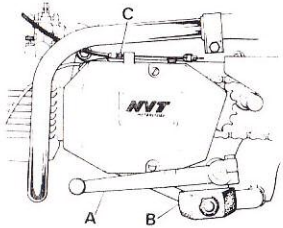


Figure 4

Make sure left footrest (Fig. 4B) and right pedal crank stop are folded up out of the way of the pedal cranks.

Position either pedal crank upright, slightly forward of the vertical and press firmly downwards with the foot. The engine will start and run. If engine fails to start at the first attempt, repeat this procedure. When the engine has been started and, has warmed up sufficiently to run smoothly, the cold start lever is disengaged by momentarily opening the throttle to its full extent (turn twist grip towards rider) after cold start device has disengaged, close the throttle to the idle position (twist grip turned away from rider).

NOTE: When starting a warm engine, do not engage the cold start device, otherwise the spark plug may oil up and prevent normal starting until it has been removed and cleaned.

ENGAGING FIRST GEAR

With the engine running slowly, disengage the clutch by pulling in the left handlebar lever. After a brief interval, press down the gearchange pedal as far as it will go, so selecting first gear. If the pedal will not move through its full travel, so that the gear does not engage, ease the machine backwards or forwards slightly, maintaining a light pressure on the pedal until the gear is felt engage.

MOVING OFF

Open the throttle slightly, and gently release the clutch lever part way until the clutch can be felt to take up the drive, and the machine tends to move forward. Open the throttle a little more to prevent the possibility of stalling the engine, and slowly release the clutch lever as the machine moves away. Until the lever is completely released the clutch is not fully engaged, so that the engine should not be speeded up excessively or the clutch remain partly engaged for longer than is necessary to get the machine away in first gear.

CHANGING GEAR (UP)

When the machine is moving steadily with the clutch fully engaged, the next operation is to engage second gear. Momentarily close the throttle, disengage the clutch, and raise the gearchange pedal with the toe to the limit of its travel. These three movements should be performed simultaneously. Immediately the gear is felt to engage, re-open the throttle and re-engage the clutch. Repeat the procedure for third and fourth gears.

CHANGING GEAR (DOWN)

Open the throttle slightly, disengage the clutch, and press the gearchange pedal down as far as it will go, again performing those operations simultaneously. Re-engage the clutch as soon as the gear is felt to engage.

NOTES ON GEARCHANGING

When changing gear, not only should a suitable road speed be selected at which to perform the operation, but the gearchange should be timed in such a way that the relative speeds of the engine and gearbox coincide as closely as possible.

For this reason, when changing up, the throttle is momentarily closed when disengaging the clutch, allowing the engine and its associated gearbox parts to slow down to the lower speed at which they will operate in the next higher gear.

When changing to a lower gear, the engine speed has to be increased relative to the road speed, and the throttle should not be closed but opened slightly, while making the change. As soon as the clutch lever is gripped, the engine will automatically increase in speed, so that the lower gear will engage quietly at the correct speed.

Changing gear, therefore, whilst appearing complicated, is mainly concerned with the synchronisation of engine speed and road speed, by co-ordination of hand and foot operations. After a little practice, smooth and quiet gearchanges will be possible at all times, and eventually become a purely automatic action.

Correct use of the gearbox must be made in order to obtain best results in all-round performance, especially with regard to the acceleration and hill-climbing capabilities.

It is not always appreciated that the power delivered by a petrol engine depends upon the engine speed. On a machine travelling uphill, the engine speed will fall as a result of the increased load, and hence the power output falls. In order to maintain sufficient power, a lower gear must be selected in order to increase the engine speed and so obtain more power.

Similarly, for good acceleration from moderate speeds in top gear more power is required and, here again, the solution is to change down to a lower gear. It is better to allow the engine to "rev" in a lower gear than to labour in a higher one.

RIDING HINTS

Use the throttle to control the speed of the machine, as gentle but definite braking is obtained by merely closing the throttle. On wet roads and particularly under icy conditions, the use of the engine as a brake is to be recommended. A change to lower gear increases the braking effect.

Try to anticipate the need to change gear or to brake, so that changes in speed are smoothly carried out, and never accelerate or brake fiercely, especially on bends or wet roads. Both actions are signs of an inconsiderate driver and always remember: A good driver is the most unobtrusive.

To slow down and stop, close the throttle (turn twist grip away from rider) and apply both brakes gently and progressively. As the machine starts to slow, disengage the engine from the transmission by pulling in the clutch lever to the left hand handlebar. As the machine comes to rest, select neutral and press the stop button on left handlebar switch (Fig. 2). Turn off fuel.

USE OF STEERING LOCK

It is recommended that the steering lock shown as 'C' in Fig.13is 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.

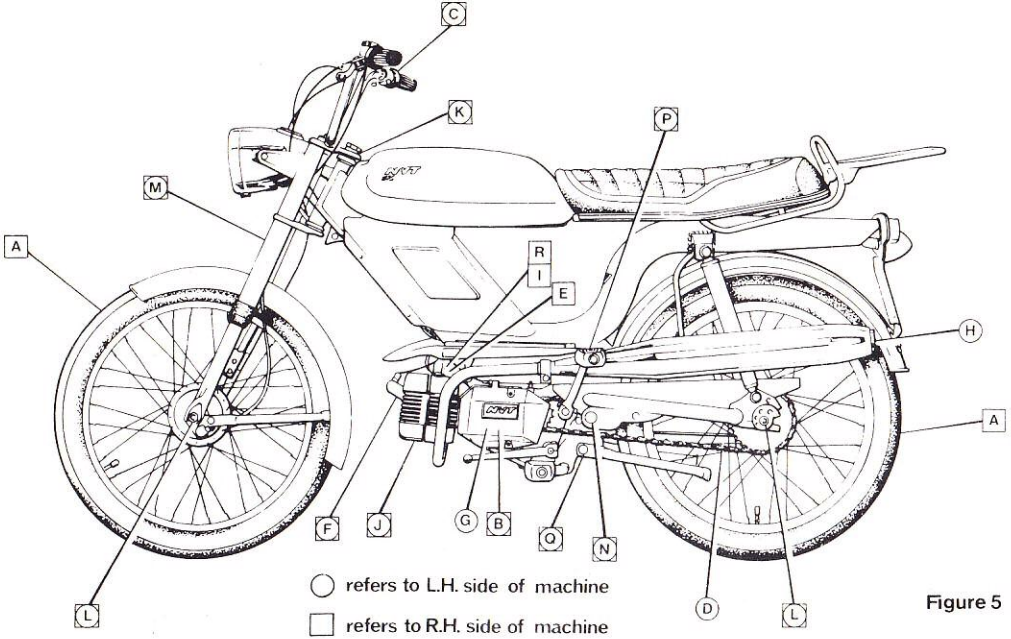
The headlamp beam can be adjusted by slackening the lamp holding bolts and pivoting as necessary. Retighten after adjustment.

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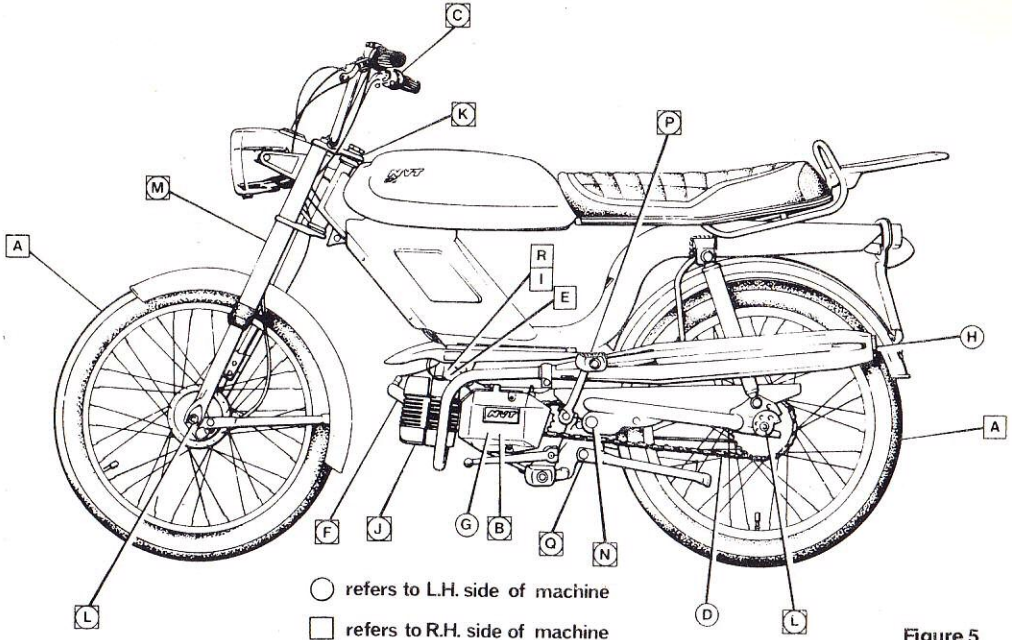
○ refers to L.H. side of machine
□ refers to R.H. side of machine

Figure 5

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.5 for location.

Item Ref.	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.	29 & 30
D		Adjust and lubricate chain	28
C	Every 2,400 kilometres (1,500 miles)	Lubricate control levers.	
R		Remove air cleaner, wash element, re-oil and replace	22
E		Clean carburettor filter	24
F		Clean and set spark plug	26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○ refers to L.H. side of machine
□ refers to R.H. side of machine

Figure 5

H	Every 3,200 kilometres (2,000 miles)	De-carbonise silencer	22 Refer Service Dealer
G	Every 4,800 kilometres	Check contact breaker point gap and lubricate contact breaker heel.	25
I		Strip, clean and re-assemble carburettor	24
J	Every 6,400 kilometres (4,000 miles)	Decarbonise engine and silencer	Refer Service Dealer 22
B	Every 9,600 kilometres (6,000 miles)	Drain and refill gearbox/transmission	21
Q		Clean and re-grease centre stand	
P		Clean and re-grease pedals	
N		Clean and re-grease swinging arm pivot	
K		Clean, re-regrease, re-assemble and adjust steering head races	Refer Service Dealer
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
Duckhams	Duckhams Two Stroke Oil	Q Motor Oil	LB10 Grease	Adpenol Penetrating Oil

GEARBOX/TRANSMISSION LUBRICATION

The transmission requires oil as listed on page 24. The oil level plug (A) Fig. 6 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. Then, with the moped on its stand, place a drain tray beneath the power unit. Remove crossheaded drain screw (B) to allow the oil to drain away. Replace drain screw and replenish with new oil up to the level of plug (A) following the above instructions.

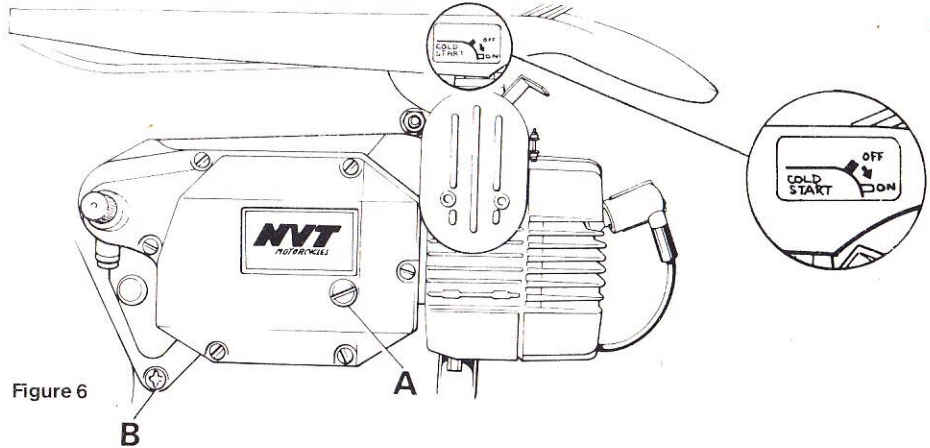


Figure 6

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 2,000mile intervals and the engine at 4,000 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. 7 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.

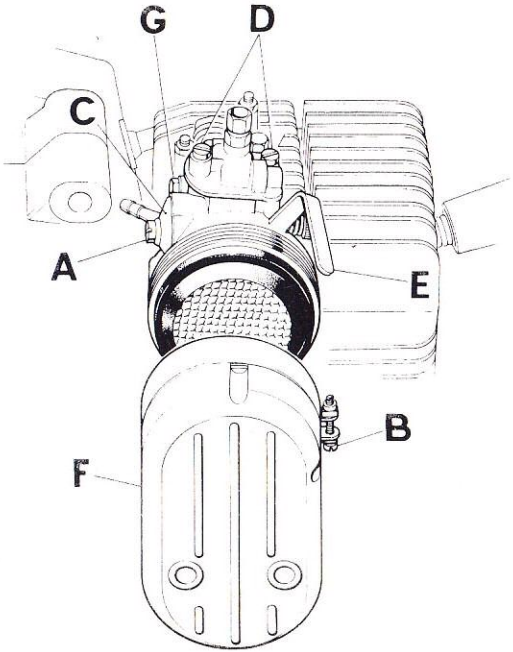


Figure 7

CARBURETTOR FILTER

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. 7)

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 by over-tightening.

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. 8 . Turn the flywheel (B) until window (C) is in the position shown in Fig. 9 . 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.

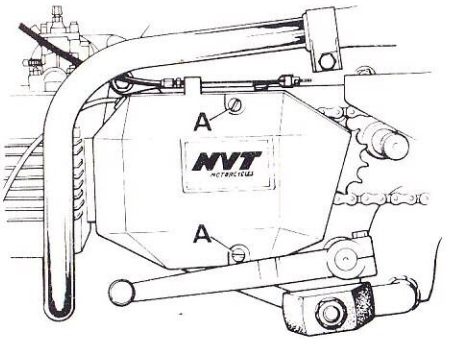


Figure 8

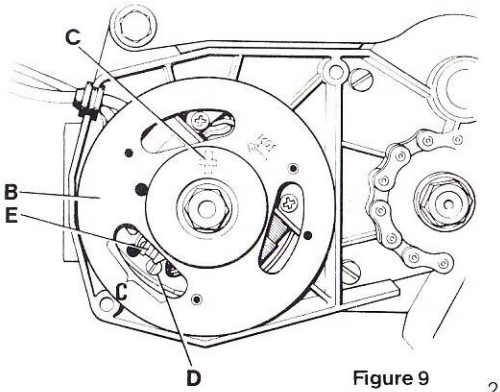


Figure 9

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.

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.

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.10 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.

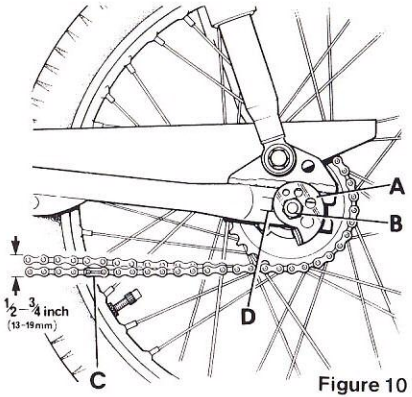


Figure 10

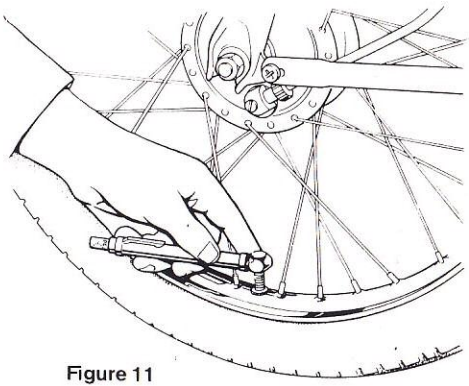


Figure 11

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 below, 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.11 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.10 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.10) on the bottom run of the chain is between 13 mm (½") and 19 mm (¾") 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.

FRONT BRAKE ADJUSTMENT

The front brake is adjusted to take up excess play by slackening the locknut (A) and turning the knurled adjuster (B) shown in Fig. 12. Take care that after adjustment the 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 brake will reduce fuel economy and in extreme cases can cause damage to the brake 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.

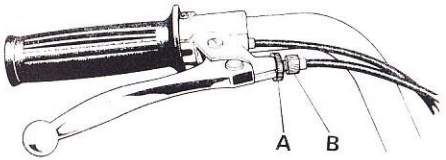


Figure 12

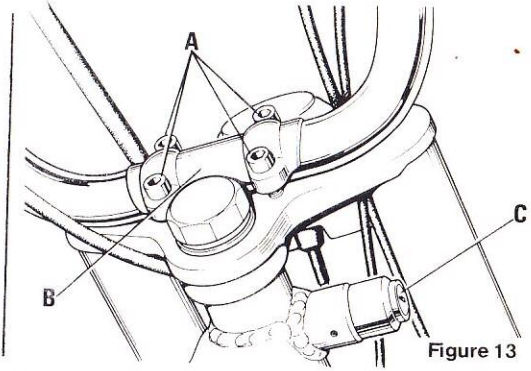


Figure 13

HANDLEBAR ADJUSTMENT

By slackening the four screws (A) on the handlebar clamp (B) in Fig. 13 the handlebar may be moved nearer or further away from the rider as desired. After adjustment do not forget to retighten all four screws.

REAR BRAKE ADJUSTMENT

The rear brake is foot operated by a lever on the right side of the machine, 'A' (Fig. 14).

The brake lever is connected to the rear brake by a rod, the end of which is threaded and carries the adjuster nut 'B' (Fig. 14).

To adjust, place the machine on the centre stand with the rear wheel clear of the ground, select neutral and spin the wheel. Screw the adjuster nut onto the rod until the brake binds, then back off the adjuster nut until the wheel spins freely.

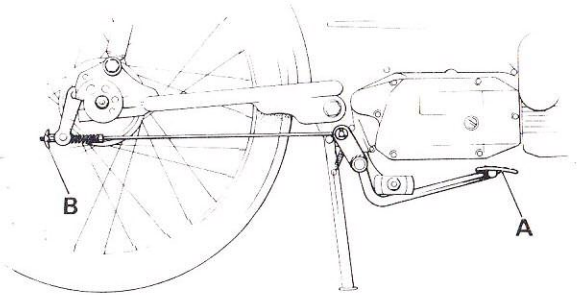


Figure 14

CLUTCH CABLE ADJUSTMENT

The clutch control mechanism must be adjusted so that there is no free play in the clutch cable. A finger tip adjuster is provided at the handlebar end, (Fig. 2), use this to take out any free play which may develop in the cable. When all adjustment has been used, slacken off the handlebar adjustment completely and take up the excess cable play using the coarse adjuster at the lower end of the cable 'C' (Fig. 4). Any further adjustment can then be taken up at the handlebar end.

NOTE: If the cable is overadjusted, (too tight) clutch slip will develop, conversley, excess free play will cause clutch drag and difficult gear selection.

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:

Engine stops and will not re-start

- Petrol at carb
  - No spark at plug
    - Plug oiled up (wash in petrol and dry out)
      - Plug points bridged with foreign matter (clean and test)
        - Damp or cracked plug insulator (dry out, replace if cracked)
          - Dirty or incorrect contact points gap (clean and adjust, page 25)
    - Excessive use of carburettor air control causing neat petrol to enter crankcase
      - Chafed H.T. cables causing short circuit
        - Generator failure (replace generator)
  - Spark at plug
    - Plug may not spark in situ (clean and retest or fit new plug)
- No petrol at carb
  - Taps closed (open taps)
    - Tank empty (replenish tank; page 9)
      - Choked filler cap vent (clear obstruction)
        - Blocked pipe, taps or filter (clear obstruction)

Faulty running of engine

Incorrect petroil mixture

Misfiring

Dirty plug (clean or fit new plug)

Dirty contact breaker points (clean and adjust gaps, page 25)

Incorrect opening of contact breaker points (adjust gap, page 25)

Water on H.T. cable (dry out)

Water in fuel (drain tank, replenish)

Dirt in carburettor jet (dismantle and clean out, page 24)

Partial fuel obstruction (dismantle fuel line and clean out)

Lack of power

Incorrect ignition timing (reset, page 25)

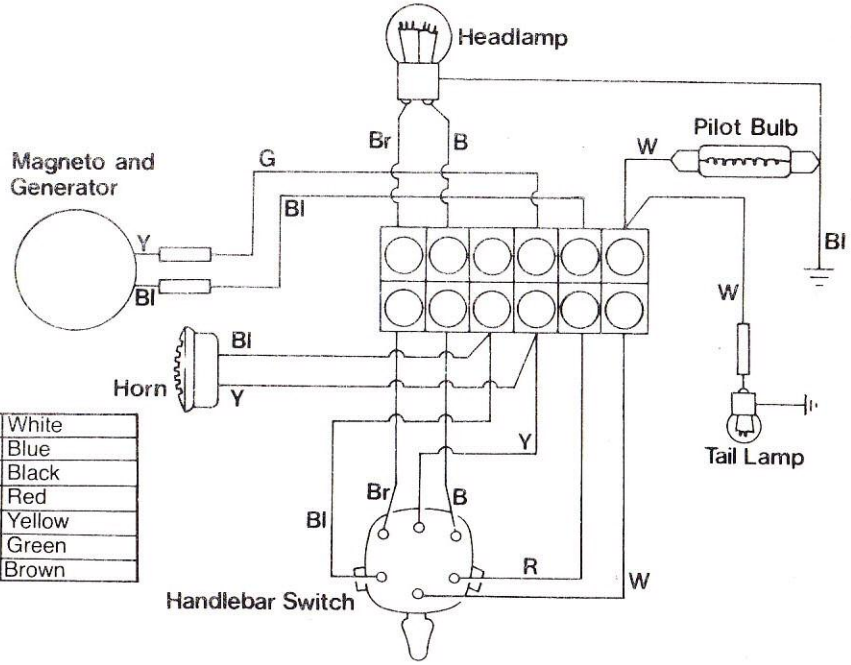
Exhaust system choked (decarbonise, page 22)

Fuel supply obstructed (dismantle fuel line or blocked carburettor jet and clean out, page 24)

Brakes binding (readjust cables, page 9)

Chain too tight (slacken off at adjusters, page 28)

WIRING DIAGRAM



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.

Inches		*Millimetres*	*Pints (Imp)*		*Litres*
0.039	**1**	25.4	1.760	**1**	0.568
Miles		*Kilometres*	*p.s.i.*		*kg/cm²*
0.621	**1**	1.609	14.22	**1**	0.07
Gallons (Imp)		*Litres*	*Pounds*		*Kg*
0.220	**1**	4.546	2.205	**1**	0.454

NOTES

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