Instruction Handbook

Kieft

Illustrations

The first of the reference numbers printed in brackets throughout the text gives the number of the illustration whereas the number following the stroke refers to the part shown in the illustration.

And so, at long last you are the proud owner of a "Moped" or motorized bicycle. Firstly, our congratulations and secondly, many thanks for the confidence placed in our products. You can rest assured that your Moped will never let you down providing, and this is an important point, that you give it the same servicing and maintenance you would give any other machine.

Technical Data (Frame)

Technical data of engine	see Sachs 50 handbook
Frame	non-twisting tank frame
Front-wheel forks and springing	pressed steel forks with rocker-type springing
Brakes	internal-expanding brakes with knockout pins front: 3 1/2" dia 3/4" wide rear: 3 1/2" dia 3/4" wide
Brake operation	front: mechanical over brake cable and lever on handlebars rear: mechanical through brake linkage from back-pedalling pedals.
Tyres	23 x 2"
Rims	23 x 2"
Chain	1/2 x 3/16 x 5/16" roller chain with 98 links including chain cotter
Tank	capacity about 1 gall. with 1 pint in reserve
Petrol tap	three-way tap with reserve position

Fuel consumption	about 175 mpg at an average speed between 17 1/2 and 20 mph.
Headlamp bulb	6 volt, 15 watt
Taillight bulb	6 volt, 2 watt
Dimensions	wheel base about 45" overall length about 70" overall width about 24" overall height about 38" height of saddle about 30" ground clearance about 5 1/2"
Weight	about 74 lbs. without petrol, tools, tyre pump, carrier, stand, and speedo.

Controls and Instruments

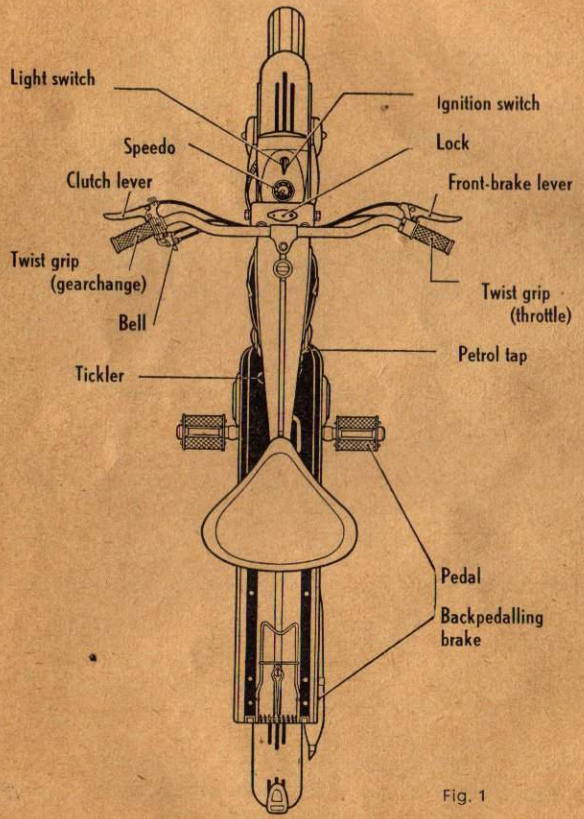


Fig. 1

The only precautions to be taken before setting out on a journey are to ensure that pressure in the tyres is correct, the tank is full of mixture and the lights are in working order.

Fuel Tank

The tank is designed to hold about a gallon of mixture. When removing the tank filler cap, turn as far to the left as possible before lifting off.

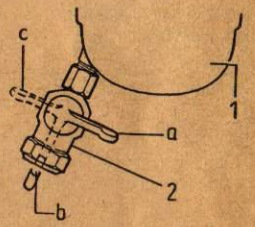
Petrol Tap

Fig. 3 shows the petrol tap with its three different operating positions, namely:

Position a: reserve position i.e. all the mixture in the tank will be drawn off with the tap in this position.

Position b: main top on. In this position, all the petrol in the tank with the exception of about 1 pint in reserve will be drawn off and fed to the engine.

Position c: petrol flow switched off.



1 = Petrol tank
2 = Petrol tap
Position a = Reserve
Position b = Main
Position c = Off

Fig. 3

Filling-up

The tank should be filled with a petrol-oil mixture in a ratio of 25 to 1 i.e. about $^1/_6$th pint of oil should be added to every $3^1/_2$ pints of petrol. Only SAE 50 oil (pure mineral oil) should be used.

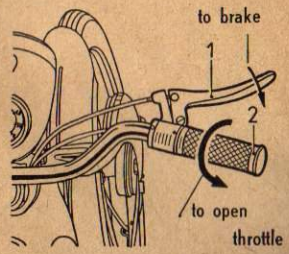
Fuel and Lubrication

See further details in Sachs 50 handbook.

Controls on right of handlebars

Pull on handbrake lever (4/1) and brakes will act on front wheel.

Rotate twist grip towards the left (4/2) to open throttle and rotate gas twist grip towards the right to close throttle.



1 = Frontbrake lever
2 = Twist grip (throttle)

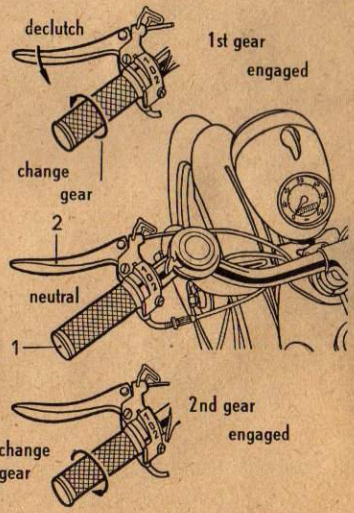
Fig. 4

Controls on left of handlebars

Draw in clutch lever (5/2) means:

a) engine declutched

b) simultaneous release of the change-gear trip i.e. with the clutch lever drawn in, the twist grip (gearchange) (5/1) can be turned together with the clutch lever to either neutral position or to any other gear position.



1 = Twist grip (throttle)
2 = Clutch lever

Fig. 5

Changing to Neutral (see centre portion of Fig. 5)

Changing sequence:

draw in clutch lever (5/2) and twist grip round (5/1) so that clutch lever engages in the mark "0". In this position, the gears will be in neutral and the engine will be declutched.

Changing to 1st Gear (see also top portion of Fig. 5)

Changing sequence:

declutch and turn twist grip (5/1) round towards the left until it won't go any further i.e. twist the clutch lever (5/2) downwards and slowly let the lever out so that it engages in position "1".

In this position both the clutch and the 1st gear are engaged.

Changing to 2nd Gear (see bottom portion of Fig. 5)

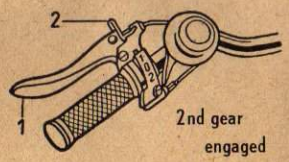
Changing sequence:

declutch and turn twist grip (5/1) round towards the right as far as it will go i.e. with the clutch lever drawn in, swing it upwards and let it slowly out to engage with mark "2".

Pushing your Moped with the Engine Stopped

The centre portion of Fig. 5 shows position "0" i.e. neutral position of the twist grip. In this position your bike can be pedalled or pushed with the engine stopped.

Pedalling your Moped with a Dead Engine (see Fig. 6)



1 = Clutch lever
2 = Clutch catch

Fig. 6

Draw in the clutch lever (6/1), engage 2nd gear — on a hill 1st gear — move the clutch catch (6/2) outwards, and release clutch lever. Your Moped can now be pedalled. Fig. 6 shows the position of the left-hand handlebar controls in 2nd gear i.e. so that the machine can be pedalled.

Starting up the engine is described in detail in the Sachs 50 handbook under the following sections:

Preparing for the road
Starting engine with Moped still
Starting-off
Gearchanging
Changing down
Stopping
Starting-off again

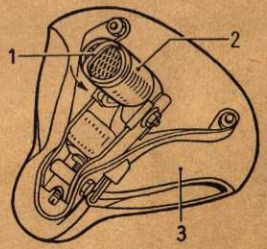
Fuel-saving driving

When your Moped has attained the required speed, do not hold the twist grip (throttle) in the one fully-open position but, rather, ease of the twist grip until the engine just maintains your Moped at the required speed.

Wet-type Air Filter and Intake Silencer

A wet-type filter is provided with the idea of removing all dust and other impurities from the air sucked into the engine.

The removable air filter is provided with a handle (7/1) and is located in the saddle post under the saddle itself. It is held in place by a bayonet catch. The saddle post is located in the top end of the saddle tube of the Moped frame and acts, simultaneously, as intake silencer. At the lowest point of the frame, the air drawn in under the saddle (7/3) is led off through a rubber pipe to the intake pipe (16/5) of the carburetor. The wet-type air filter must be cleaned regularly — how often depends on how dusty the roads are — and wetted with oil before being replaced.



1 = Air filter
2 = Saddle post
3 = Saddle

Fig. 7

Controlling Speed

The speeds obtained in each gear are solely controlled by the throttle twist grip.

Running-in

See Sachs 50 handbook

Speedy Driving

After having been driven for about 300 miles, the speed of your Moped can be increased — only on a good, well-paved road — and can be driven at its top speed.

Speedometer

The speedo (8/3) is located in the headlamp housing (8/1).

The speedometer drive on the front wheel is provided with a grease nipple. Every 1,000 miles, this nipple should be well greased with a good-quality gearbox or bearing grease.

Driving down Hills

When coasting down long hills, it is recommended that the throttle be opened occasionally.

Do not, however, be tempted to give full throttle and drive down the hill faster than you could climb it in the other direction. In this way, you will only overrun your engine and shorten its useful service life.

Brakes

Both front and rear brakes are internal-expanding types with so-called knockout pins.

The rear brake is applied over the rear brake linkage brought into action by back-pedalling; the front brakes are applied by a brake cable actuated by the brake lever on the handlebars.

After a long period of use, natural wear on the brake parts necessitates that the brakes be re-adjusted. Further details in this respect are given under "Maintenance and Service".

Stopping the Engine

Close throttle, draw in clutch lever and move gear to neutral position. Move ignition switch (8/2) over to the right as far as it will go (position "c" in Fig. 8) and hold there until the engine stops. Always close the petrol tap after the engine has stopped.
It is recommended that the petrol tap be moved to the closed position even when coasting with the idea of preventing the formation of oil deposits in the carburetor due to petrol evaporating.

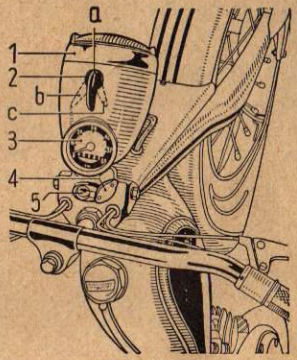
Headlight

This is secured firmly onto the top plate of the forks.

Light switch in the central "a" position (8/2) = lights switched off.

Light switch turned to the left "b" position (8/2) = headlight and taillight switched on.

Light switch turned to the right "c" position (8/2) = ignition current interrupted.



1 = Headlight
2 = Light switch and ignition switch
3 = Speedo
4 = Cover over lock
5 = Steering lock

Fig. 8

Taillight

The taillight on the rear mudguard is automatically switched on and off with the headlight.

Pedal Reflectors

To increase safety, both pedals are fitted with yellow reflectors.

Bell

This is arranged on the handlebars comfortably within reach. The bell dome can be removed so that the actual bell mechanism can be oiled.

Steering Lock

The steering lock (8/5) is accessibly located on the upper end of the front forks. It is covered in by a moveable cover (8/4). Two keys are provided with each machine.

Locking the Steering

1. Swing lock cover to one side (8/4), insert key in lock (8/5) and turn to the left as far as it will go.
2. Now turn the handlebars about 7 degrees towards the right, press the key inwards as far as it will go and waggle the handlebars slightly to and fro until the lock drops into place. Now turn the key as far to the right as it will go and remove.
3. Swing lock cover back into place.

Unlocking the Steering

1. Swing lock cover to one side, insert key into lock and turn to the left as far as it will go.
2. Now withdraw the key slightly upwards, turn to the right as far as it will go and remove.
3. Swing lock cover back into place.

Front Wheel Springing

Shocks from the road are assimilated by short rocker arms (19/9) located on the lower ends of the forks. A volute spring is fitted in each racker arm housing.

Adjusting Saddle

This swing-type of saddle is adjustable in that the amount of springiness can be set and the position of the saddle altered.

a) Adjusting the saddle to weight of driver:

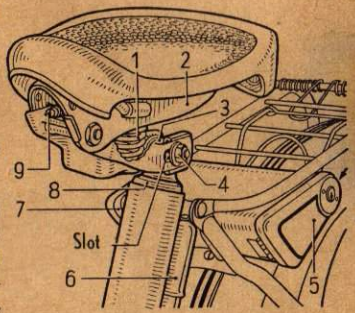
The springing action is made harder by turning the adjuster screw (9/9) to the right and, vice versa, is softened by turning the same screw to the left.

b) Adjusting position of saddle to size of driver:

1. Loosen the cap nut (9/7) at the top end of the Moped frame so that the saddle and the saddle post (9/8) can be raised or lowered as required.
2. Loosen nut (9/4) so that the sleeve (9/3) can be turned through 180 degrees in the saddle frame (9/2).
3. Loosen nut (9/4) so that the saddle can be moved backwards and forwards in the slot in the saddle bracket.

c) Inclining the saddle for comfort:

Loosen nut (9/4) and incline the saddle to the required degree.



1 = Spiral spring
2 = Saddle frame
3 = Sleeve
4 = Nut
5 = Tool box
6 = Tyre pump
7 = Cap nut
8 = Saddle post
9 = Adjuster screw

Fig. 9

Chain

According to the load placed on it during use, the chain will attain a certain amount of „sag" which means that from time to time, it will have to be re-tensioned. The chain will also have to be lubricated.

Tool Box

This is located under the luggage carrier. It is provided with a hinged and lockable lid on the left-hand end (the arrow in Fig. 9 points to the lock). The one key fits both tool box and steering lock.

Lubrication Chart

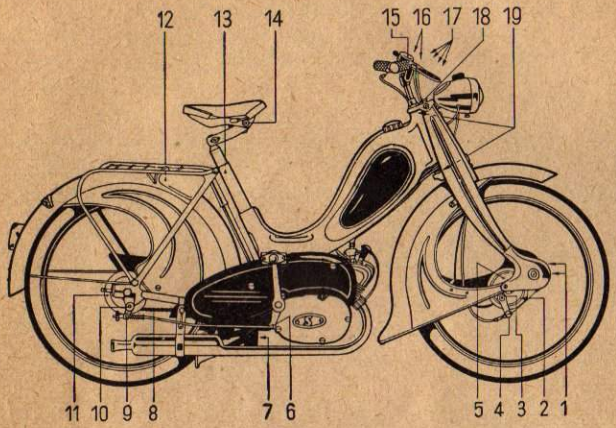


Fig. 12

Lubrication (see Fig. 12)

3 = Bearings on brake lever (front wheel)
4 = Bolts on brake lever
6 = Brake linkage (front end)
7 = Stand bearings (both sides)
9 = Brake linkage bearings (rear end)
10 = Bearings on brake lever (rear wheel)
12 = Tool box lock
14 = Saddle bearings (both sides)
15 = Bell
16 = Control levers on handlebars
18 = Steering lock

Periodically oil each lubrication point with one or two drops of thin, good-quality lubricating oil.

17 = Bowden cables . At least twice a year, loosen cables at their top ends and pour a little highly-fluid engine oil through the cable sheaths.

13 = Wet-type filter and intake silencer . . . . Clean regularly, according to the dustiness of the roads travelled, and then wet with a thin engine oil. This should be carried out at least every 700 miles. At the same time, lightly grease the lower end of the saddle post where it fits into the frame.

8 = Chain . . . . From time to time — at the latest as soon as the chain rollers take on a dry, polished appearance — thoroughly grease the chain using thick oil and a brush. Remove the chain once or twice a year and treat with a special-type of chain grease.

2 = Speedometer drive unit if fitted — After every 1,000 miles, get your workshop to thoroughly grease this drive with a special high-pressure grease.

1 = Front forks, rocker arms (both sides) — From time to time, according to how dirty they are, get your workshop to remove the plastic discs at each side. Have them thoroughly cleaned and slightly lubricated round their edges with an acid-free oil before being refitted.

5 = Front hub
11 = Rear hub
19 = Steering bearings (top and bottom)

After every 7,500 miles or at each major overhaul, get your workshop to dismantle these completely, have them cleaned and filled with anti-friction bearing grease or high-pressure grease before being refitted.

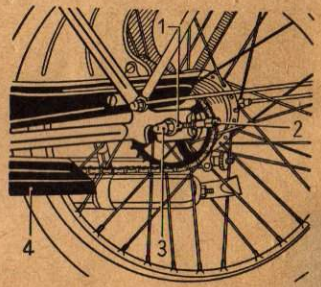
Tightening up Nuts and Bolts

At first, all nuts and bolts tend to settle down i.e. they work slightly loose. Therefore, after each long journey, each nut and bolt should be tightened up firmly.

Adjusting Chain Tension

Method:

1. Remove chain guard (13/4).
2. Loosen the cap nuts (13/3) on both sides of the rear-wheel spindle and turn sleeve nuts (13/2) on the chain-tensioning bolts (13/1) to the right (seen from the rear) until such time as the play of the chain is only about 3/4". Both adjuster nuts should be turned uniformly.
3. Check that front and rear wheels are in line by laying a straight edge along both wheel tyres. Make any adjustments necessary.
4. Tighten up both cap nuts (13/3), tighten the sleeve nuts (13/2) (not too tightly) and replace chain guard (13/4).



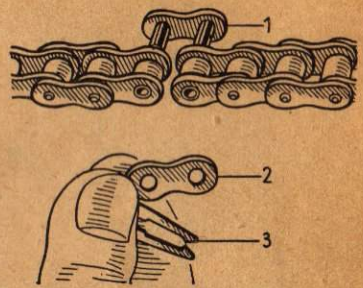
1 = Chain-tensioning bolt
2 = Sleeve nut
3 = Cap nut
4 = Chain guard

Fig. 13

Removing and Refitting Chain (for thorough cleaning)

Method:

1. Remove chain guard (13/4).
2. Remove safety spring (14/3), cotter plate (14/2) and then remove chain cotter (14/1).
3. Engage neutral and draw out chain.
4. Thoroughly clean chain and lay in bath of warm grease. The chain is refitted in the reverse order to that given above, taking care that the closed end of the safety spring points in the same direction as the chain rotates. The position of spring (14/3) is shown in Fig. 15.



Removing the chain cotter
1 = Chain cotter
2 = Cotter plate
3 = Safety spring

Fig. 14

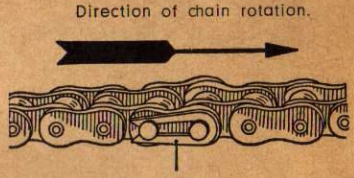


Fig. 15

Chain Maintenance

The chain should be regularly and carefully maintained with the idea of eliminating premature wear and to stopping the formation of rust.

Method of cleaning chain

1. Lay the chain in a bath of petrol or paraffin and scrub with a wire or stiff brush until such time as all dirt and old grease is removed. The individual chain links should be kept in continuous movement as far as practicable. If possible, the chain should then be washed in clean petrol.
2. Hang the chain up to dry and then lay in a bath containing a good chain grease. Warm grease and turn chain over several times. Keep the links and the whole chain continuously on the move. Remove the chain from the bath just before the grease commences to solidify. Hang up chain and let surplus grease drip off.

Maintenance of Front and Rear Wheel Hubs

The hubs of front and rear wheels are permanently lubricated; to this end no lubrication points are provided.

However, after about 7,000 miles have been covered, the hubs should be checked by your workshop. They should dismantle the hubs, clean them thoroughly and fill with a good anti-friction bearing grease before reassembling. New seals may have to be fitted.

Maintenance of Front Wheel Springing

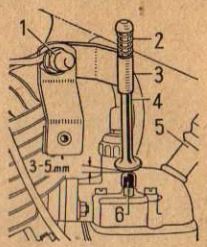
Occasionally, according to the dustiness of the roads travel, how dirty they are etc., it will be necessary to dismantle the front wheel and rocker arms (19/9) to clean all parts thoroughly and to lightly smear the outside edge of the plastic discs at the sides with a good, acid-free oil. When reassembling, do not forget to tighten up the cap nuts (19/10) and check the radial movement of the rocker arms. Only then should the wheel be fitted back into place and the round-neck nuts (19/8) tightened up.

After about 3,000 to 4,000 miles have been covered, it will be necessary to fit a new set of discs. Preferably, this work should be carried out by your workshop.

Periodically make a check to ensure that the cap nuts and round-neck nuts mentioned earlier really are tight.

Adjusting Tickler Extension

It may be possible that the cap nut (16/1) on the bracket (16/3) holding the tickler extension (16/4) in place may work loose. Before tightening this nut up, make sure that a play of from 1/8 to 3/16" is left between the top end of the carburetor tickler (16/6) and the bottom end of the tickler extension (16/4).



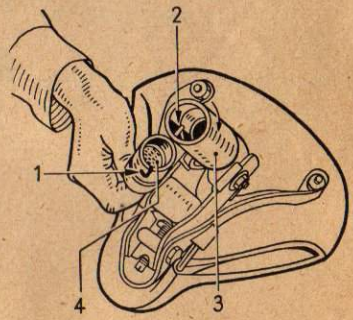
1 = Cap nut
2 = Return spring
3 = Bracket
4 = Tickler extension
5 = Pipe for rubber hose
6 = Carburetor tickler

Fig. 16

Removing, Cleaning, Wetting, and Refitting Wet-type Filter

Method:

1. Loosen saddle post (7/2) at top end of frame tube and remove saddle and saddle post. Turn air filter (7/1) as far to the left as it will go and withdraw.
2. Thoroughly flush filter in petrol, shake off any surplus fluid or this may be blown out with air or the filter left to dry of its own accord.



1 = Slot
2 = Holding pin
3 = Saddle post
4 = Air filter

Fig. 17

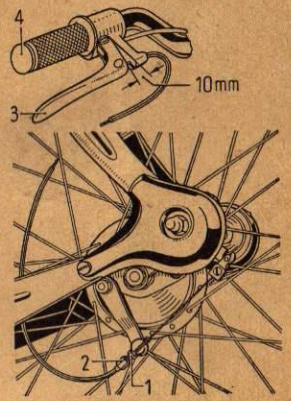
3. Immerse filter completely in a thin engine oil and allow insert to absorb as much oil as it can. Allow surplus oil to drip off or shake filter violently.

4. When refitting, make sure that the holding pin (17/2) in the saddle post (17/3) fits firmly and positively into slot (17/1). Press in filter as far as it will go and turn to the right (as shown by the arrow in Fig. 17).

Adjusting Front Wheel Brake

The steadily increasing play on the hand-brake lever is an indication that it is time the brake on the front wheel was adjusted. Normally, the play on this lever should not exceed 3/8".

The front brake is adjusted as follows:



1 = Lock nut
2 = Cable adjusting screw
3 = Brake lever
4 = Twist grip (throttle)
10 mm = 3/8"

Fig. 18

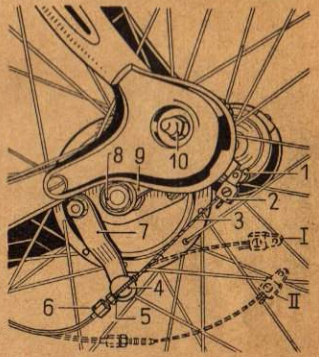
Loosen lock nut (18/1) and turn out cable adjusting screw (18/2) until such time as the play on the hand lever is only 3/8". Hold adjusting screw firmly with a spanner and tighten down lock nut.

Removing the Front Wheel

1. Loosen lock nut (19/5) and screw off as far as possible.

   Screw the cable adjusting screw (19/6) as far as it will go into the pin (19/4) of the brake lever (19/7).

   Remove the brake cable out of the slot in the hand brake lever on the handlebars. Slip clip (19/2) with brake cable (19/3) out of the hook (19/1) (cable assumes position I as shown by dotted lines in Fig. 19). Now screw adjuster screw (19/6) with nut out of the pin (19/4) and then slip cable (19/3) out of the slot in the pin (19/4) (the brake cable will now be positioned as shown by the dotted lines II in Fig. 19).

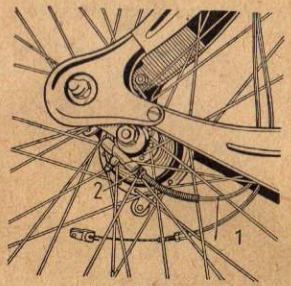


1 = Hook
2 = Clip
3 = Cable
4 = Brake lever pin
5 = Lock nut
6 = Cable adjusting screw
7 = Brake lever
8 = Round-neck nut
9 = Rocker arm
10 = Cap nut

Fig. 19

2. Unscrew the knurled head nut (20/2) of the speedo drive cable (20/1) (found on left of wheel hub). Withdraw speedo cable out of drive unit, wrap end in paper and let hang down.

3. Unscrew rund-neck nuts on both sides of hub (19/8), lift front of machine slightly by handlebars and remove wheel slightly towards the rear.



1 = Speedo cable
2 = Knurled-head nut

Fig. 20

Refitting Front Wheel

Method:

1. Fit front wheel between forks in such a manner that the pin on the inside of the right-hand fork fits into the slotted lug on the brake-drum cover. Then fit both ends of the wheel spindle into the jaws of the rocker arms (19/9), screw both round-neck nuts (19/8) onto the two spindle ends taking care that the cylindrical holes on the rocker arms are positioned correctly. Tighten up both round-neck nuts.

2. Screw the lock nut on the cable adjusting screw (19/6) as far back as it will go and then screw (19/6) as far into the brake lever pin (19/4) as it will go. Slip clip (19/2) onto hook and then couple the cable end to the brake lever on the handlebars. Screw out cable adjusting screw (19/6) until such time as the play on the brake lever is only $^3/_8$". Tighten down lock nut (19/5) firmly.

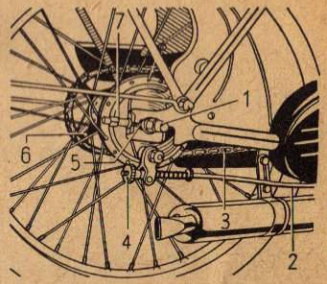
Removing the Rear Wheel

1. Screw knurled-head nut (21/4) off brake linkage (21/2). Press front end of brake linkage downwards and away from pedals at the same time making a half turn to the right. Swing linkage rod upwards and then draw the rod out of the brake lever.

2. Firstly loosen tension adjusting sleeve nuts (21/7) and then both cap nuts (21/1) — these should be screwed out about $^1/_4$". Slip the threaded portion of the adjuster bolts out of the slot in the rear forks and allow to hang down loosely.

3. Press the rear wheel firmly forwards until both ends of the wheel spindles drop out of their holding slots.

4. Raise rear end of machine by lifting saddle and slip the chain (21/3) off its sprockets (21/6). Loop the chain over the frame of the machine. Remove rear wheel completely and stand the machine on its stand.



1 = Cap nut
2 = Brake linkage
3 = Chain
4 = Knurled-head nut
5 = Chain-adjusting screw
6 = Chain sprocket
7 = Tensioning sleeve nut

Fig. 21

The wheel if refitted in the reverse manner to that described above.

NOTICES

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The Iceni CAM Magazine
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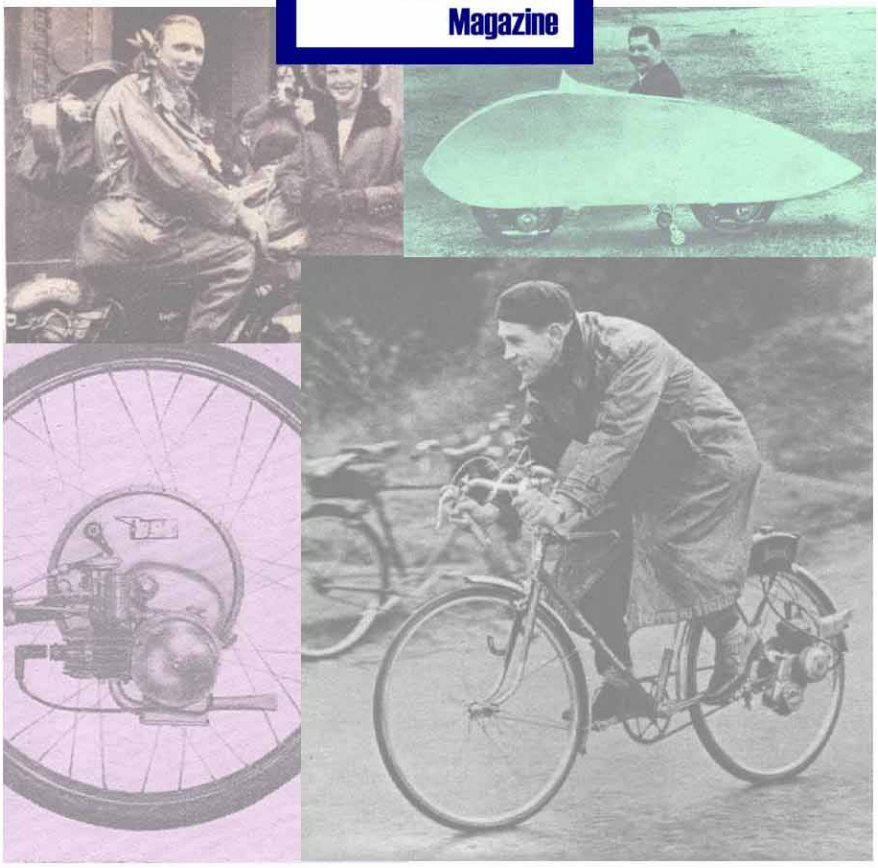

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