

HOW TO MAINTAIN THE PEUGEOT BB104

ONE glance at the Peugeot BB 104, and the obvious maintenance jobs that spring to mind, apart from the usual run-of-the-mill work, concern the stylish and attractive fairing. When I road tested the Peugeot the fairing was secured firmly and, of course, since the machine was new there were no signs of corrosion. If I owned this moped I would make sure that both of these conditions remained the same. The dangers of corrosion speak for themselves and in any case the svelte lines of the Peugeot make for easy cleaning. What is even more important with such comprehensive enclosure is that all the various fairing parts must continue to mate properly to prevent extraneous noise. Great care must be taken to ensure that when the fairings are removed they are put in a safe place and do not get trodden on, and similar attention is necessary to see that the fairings are not dented *in situ* making their removal difficult and reducing their efficiency.

Is this obsession with unnecessary noise justified? Some people regard it as pernickety but after testing in the region of 50 different mopeds of all types I have strong views about the subject. For one thing it is not pleasant for other people—nervy pedestrians, invalids and shift workers sleeping during daylight hours, for instance—and in fact although many of the aims of the Noise Abatement Society seem rather crotchety it is easy to agree with the broad outlines of their policy.

However, noisy machines also affect the rider. Noise is wearying, it saps concentration and physical energy and it can prejudice good judgment. A "bone dome" helmet which eliminates a large percentage of moped and traffic racket provides instant, measurable relief but this is not the whole answer. If a moped is noisy because the fairings vibrate badly at speed, or the silencer has ceased to be effective, steps should be taken to remedy the situation. That is why I feel that although the Peugeot is a silent machine when new, the all-enveloping fairings have the potential for noise and should receive constant attention.

Changing the subject, the Peugeot is supplied with a handbook which provides a simple guide round the machine, indicates some of the regular maintenance jobs and includes the inevitable fault-finding table for when things go wrong. I thought I would comment on some of the information contained in this book and amplify the statements made where this is desirable.

Watch Tyre Pressures

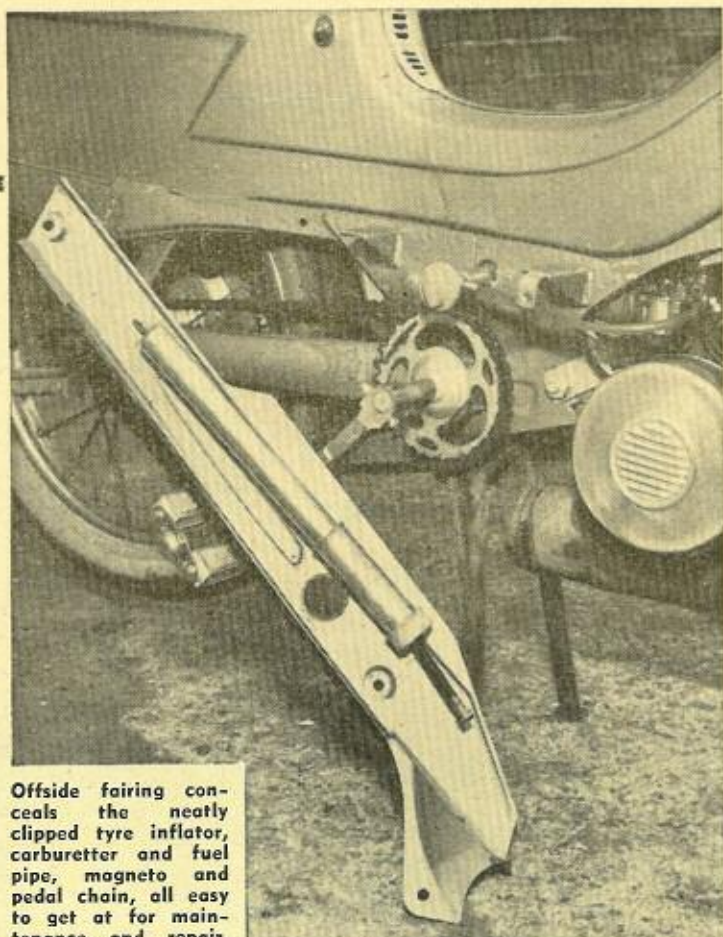
The Peugeot is, of course, a two-seater although there is a limit on the weight of the passenger which the moped could cope with. Front tyre pressure is given at 26 p.s.i., and the rear tyre is a choice between 28-31 p.s.i. If passenger-carrying is contemplated it would be wise to experiment with a variety of pressures beforehand as this can make a surprising amount of difference to handling characteristics when two-up.

Running-in is taken fairly seriously and there are precautions about overheating the engine during this period. I do not recall reading a recommendation to pedal on hills in this context but it is a good one. Similarly pedal assistance should always be given when the engine is tending to labour—when starting on the flat, for instance.

One thing I do not like is one of the recommended ways of starting the machine by putting it on its stand and pedalling. Although the centre stand of the Peugeot is perfectly satisfactory for normal use I do not think it would stand up to this type of abuse for long, particularly from a heavier than average rider.

Instructions for checking and re-setting the contact breaker are comprehensive but they are sensibly prefaced by a warning that before delving into the mysteries of the flywheel magneto the causes of the fault should be sought in more accessible components first. In the case of a non-existent or poor quality spark (a spark should be fat and pale blue: a test can be made by laying the sparking plug with H.T. lead attached, across the cylinder head and turning the pedals by hand until the automatic clutch bites) one thing to check is the efficiency of the electrical contact between the end of the H.T. lead and the sparking plug cap. In most cases a wood screw within the cap screws into the core of the lead, and sometimes this can come loose, particularly if the cap has been removed and replaced a number of times previously.

Lubrication of the felt pad which oils the contact breaker cam is mentioned. This can be mildly tricky as the amount of oil needed is small and it should all end up on the pad—nowhere else. The best way to ensure this is to use oil from the type of tin provided with a polythene



Offside fairing conceals the neatly clipped tyre inflator, carburettor and fuel pipe, magneto and pedal chain, all easy to get at for maintenance and repair.

spout. If the spout is not long enough, a small length of polythene tubing can be slipped over the end of the spout temporarily.

Stripping the carburettor, according to the handbook, is a 600-mile job. Frankly this is a question of personal taste. The fewer times that a carburettor is tampered with the better, since the soft metal from which it is fabricated is easily damaged. Nevertheless stripping is a simple job and not too much harm should ensue if the operator is careful. The carburettor is a Gurtner, of a more sophisticated type, and it is equipped with a special sludge trap below the fuel entry point. This device does what it says and collects a high proportion of the "foreign bodies" attempting to enter the combustion chamber. Always wash out in neat petrol as this prevents the dirt from adhering to the inner surfaces because of the oil in normal two-stroke fuel.

The importance of a good tickover is stressed as it should be for all mopeds with automatic clutches. Restarting after every set of traffic lights is a tedious business just because tickover is too low and will not sustain itself without attention from the throttle. Too high a tickover will increase the rate of wear of the clutch, although it is pointed out that with tickover adjusted correctly "there should be no difficulty in holding the machine back, although it will show a slight tendency to move off."

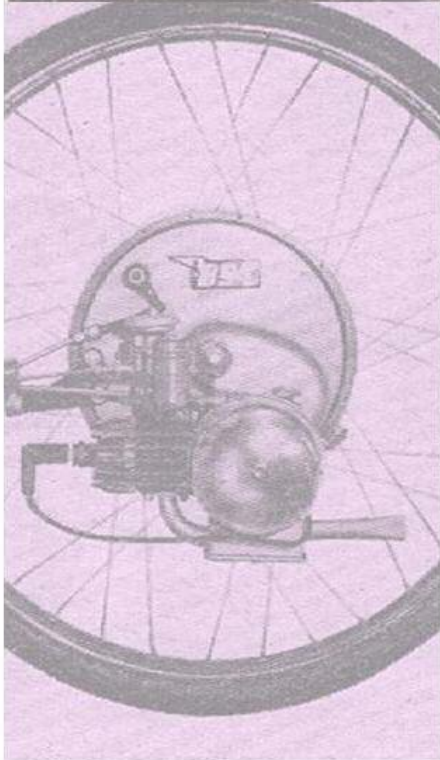
The procedure for adjusting belt tension is commendably simple and involves only the slackening of two engine mounting bolts. Because of this a regular check should be made on the belt (say every 300 miles) to see that there is no more than $\frac{1}{4}$ in. free play. This adjustment is particularly important during the initial mileage on a new machine.

Dismantling the silencer is similarly simple although the frequency of this job is not given. Perhaps as a start, 1,000-mile intervals could be tried although if the carbon deposits are not excessive these could be extended. Try retaining an aural picture of the sound the engine made when new or immediately after decarbonisation. When this note begins to get duller in tone or appears to be slightly muffled, the time has come for a silencer decarbonization at least, if not for a full scale job on the head, piston and exhaust port too.

I particularly liked the instruction on removing the lens and reflector from the headlamp. Various methods are employed for retaining the reflector rim and it is difficult to tell from outside which is which. A little too much force in the wrong place can crack the lens. Sensibly the reflector unit on the Peugeot should be twisted slightly before being removed.

CENTAUR CHECKS-OVER THIS STYLISH FRENCH MOPED FOR YOU

IceniCAM Information Service



www.icenicam.org.uk