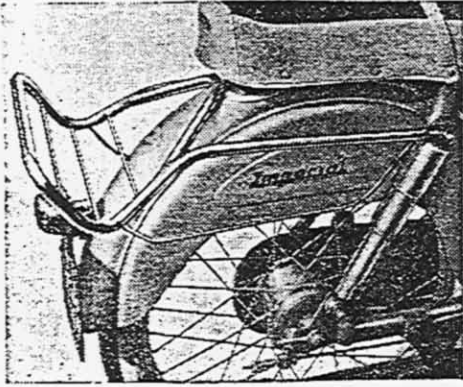
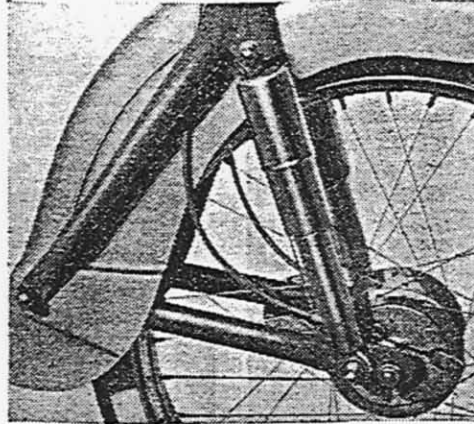


MAINTAINING THE IMPERIAL

Everyday care of the RAP luxury moped



The sturdy rear suspension (above) and Earls type front forks (right) require a minimum of attention, but should be cleaned regularly to prevent rust.



UNFORTUNATELY, a moped, or any other form of mechanical transport will not keep itself in running order. In fact, machines have not even been taught to keep themselves clean, apart from washing their own windscreens in the case of the more intelligent cars. So it falls to the owner to groom and tend his moped himself, and as with most things, frequent attention on a small scale is more advisable than a costly major overhaul when the machine finally shudders to a dirt-encrusted, rust-bound un-lubricated halt.

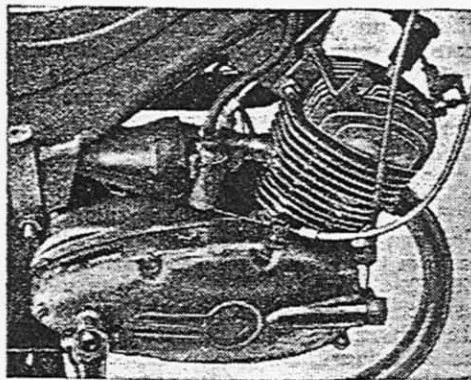
The RAP Imperial (road tested August 10) falls into the easy-to-maintain class of moped. The engine is protected from the majority of dirt by the two-piece fairing which is secured by four bolts in all, each in an accessible place. The carburetter intake is covered by a rubber nozzle, so there is no petrol leakage. A thorough wash down every three or four weeks will keep this attractive moped looking new, and its value up. One of the grease removing agents available should be applied with an old paint brush and then the machine washed down with clean cold water, preferably with a hose.

Great care is needed when cleaning the chromium-plated areas of the RAP, i.e. the tank, the Earls type front forks and the large luggage carrier. *Never* use metal polish. Warm soapy water is all that is necessary, applied with a soft cloth, and after drying carefully polish with a soft dry cloth with just a drop or two of light oil.

The Earls type front forks of the RAP require a minimum of maintenance, as does the swinging arm rear suspension. The securing nuts should be checked periodically for any

looseness, although this is unlikely to occur.

The chain will require quite infrequent cleaning thanks to the complete protection afforded to it by the chaincase. However, this should not encourage the owner to neglect the chain entirely. To inspect the chain, it is not necessary to remove the chaincase *en masse* but merely the end piece which is secured by two bolts. The easiest way to remove the chain, and also be able to replace it with a minimum of trouble is to use an old disused chain. Move the chain on the machine around until the spring link comes into sight, then disconnect it at one side, reconnecting it to the old chain. When the dirty chain is pulled off the old chain will be pulled on, to remain in place until it is desired to replace the newly cleaned chain which can be pulled on in the same manner. The chain should be "wet cleaned" in the manner described in *Cycling and Mopeds* of August 31 or "dry cleaned" with a piece of rag and a brush and then impregnated with a graphite based—or similar—grease.

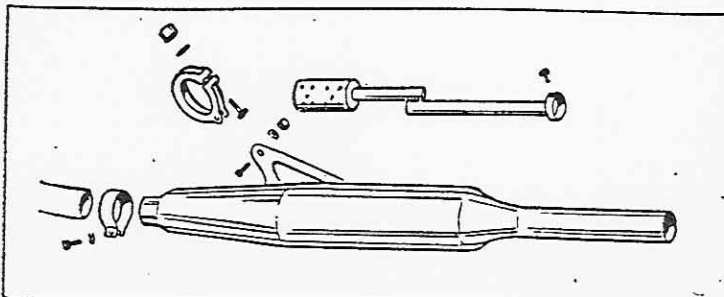


The Frankfurter Topf silencer with which the RAP is equipped is extremely simple to dismantle and clean. A single securing bolt at the end is removed and the innards slide out. Here an old chain is again useful for dislodging carbon deposits. The inner parts are cleaned by dipping into a boiling solution of caustic soda. After a short soak, the carb should come off cleanly when held under cold running water. On replacing the exhaust pipe do not forget the gasket seal between the flange and the cylinder barrel.

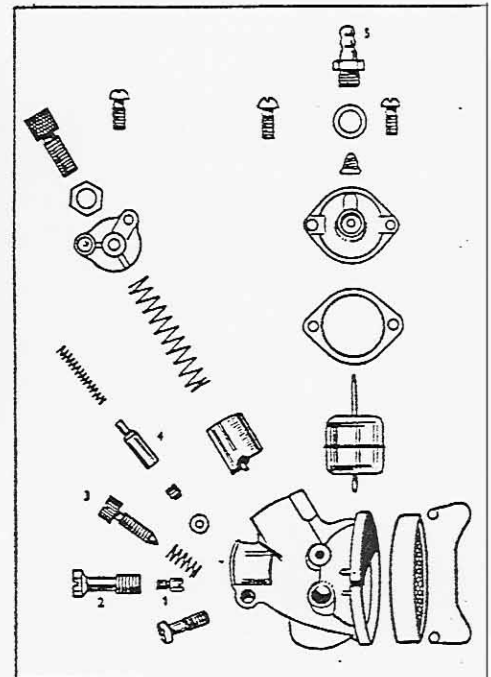
The sparking plug is the first thing to inspect when the engine starts to run badly, i.e. cutting out and then starting again and so on, or perhaps a large drop in power with the machine refusing to go above a fairly low speed.

A fuel blockage often gives similar symptoms and if the plug is found to have been quite clear, then the fuel system should be checked beginning at the source and working progressively through the carburetter. First, disconnect the lead from the tank to see if the petrol still flows at this point. Quite often sediment blocks the fuel tap which should be dismantled and cleaned if found to be the cause of the trouble. Next, move on to where the fuel enters the float chamber (marked No. 5 in the diagram below). Dirt can block this narrow neck very easily and also deposits tend to build up here, restricting the flow. A small filter will be found at the mouth of the float chamber and this may well be coated with sediment which has prevented from entering the carburetter. If the trouble seems to be further along the line, it is advisable to remove the carburetter from the engine. This is not difficult in the case of the RAP; the flange fits straight on the cylinder barrel by means of two bolts.

The jets (Nos. 1, 2, and 4 in the diagram below) can be removed and cleaned easily. No petrol is the best cleaning agent, and a high pressure air jet will clear most blockages. A really stubborn object can be prodded out with a bristle, but a pin or wire should never be used as it may alter the size of the jet which is normally made of brass and is damaged easily.



The simple construction of the silencer can be seen in this exploded view (left). Easy access to the carburetter is shown above.



The carburetter fitted is an Encarwi type K5. Parts requiring extra attention when cleaning are 1, 2, 4 and 5. The screw at 3 is for slow running adjustment.

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