



## MOTOBECANE MOPEDS



# MOTOBECANE OWNER'S HANDBOOK

## Foreword

*We are proud to welcome you as a new owner of the luxury limousine of the moped world – the Motobecane.*

*During more than two decades Motobecane has led this exciting world in research, performance and safety, and has despatched over 13 million to the roads of Europe. Your best guarantee of highest quality and dependability.*

*This handbook illustrates and describes the operation and maintenance rules for your Motobecane which will consistently ensure safe, economical and satisfactory performance if followed carefully.*

*Your Motobecane Dealer with well trained staffs and facilities to match, provides you with the best possible service. Have them inspect your Motobecane regularly at the recommended mileages and follow our advice.*

*We wish you many safe miles of Motobecane riding pleasure.*

*Motobecane America, Ltd.  
86 Orchard Street  
Hackensack,  
New Jersey, 07601*

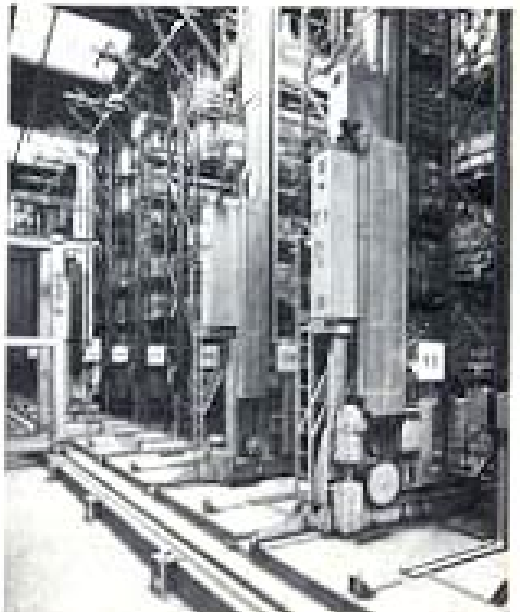
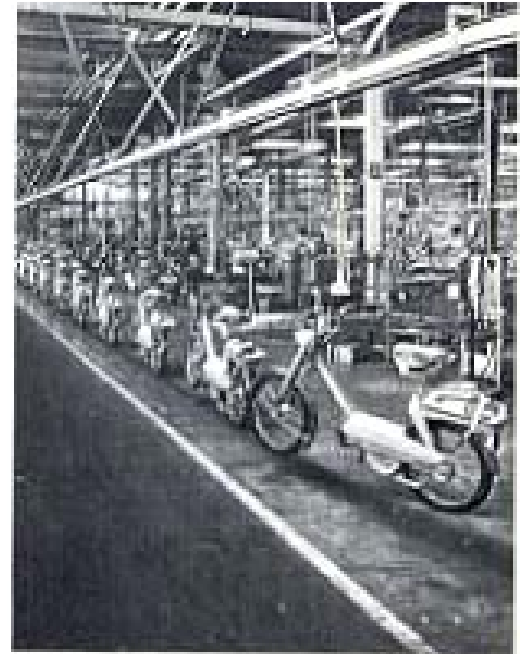
## THE RESTLESS GIANT

Since the early 20's when a small Paris workshop called Motobecane created its first motorized two-wheeler, literally millions of man-hours have been dedicated to researching, developing and perfecting every line and function of the unique Motobecane moped. Never satisfied with yesterday's honors and achievements, Motobecane created complex equipment and systems to test the outer limits of each moped function and to quality-control every part.

Today, 13 million mopeds later, a hundred miles from Paris, in the world's largest moped plant covering five million square feet, Motobecane's five thousand employees take a craftsman's pride in manufacturing the best moped on the road, even as teams of designers and engineers lay the groundwork for the Motobecane of tomorrow.

## THE BIRTH OF A MOTOBECANE :

1. Designer sketches a composite of a proposed new moped to the specifications of the market research team. If approved, he will do life-size rendering.
2. Approved and modified rendering is turned over to a skilled model-maker. Later engineering department will draw up exact blue-prints.
3. A researcher monitors computer information on engine testing. Hundreds of other tests begin, on all the components of the moped.
4. Upon satisfactory completion of all components testing a full-size sample is completed. Components are again tested individually and as a total unit which includes measuring exhaust efficiency.
5. If the new moped meets all the tests, it will be put into production. Every piston is put through a quality control registrar before being moved to the engine assembly line.
6. Still the tests will continue. Random mopeds are regularly plucked out of the assembly line. One of the tests to which the moped is submitted is performance under adverse water conditions.
7. Just off the production line, before being packed, each machine is individually tested and inspected for quality performance. The machine is then packed and shipped to America.
8. Motobecane then stands behind you in constant readiness with a multi-million dollar spare parts inventory.



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In this handbook, reference to illustrations is by page and index number. For example: "Choke Control Lever (3.1)" refer to page 13 index 1.

## YOUR MOTOBECANE MOPED

Way back in the roaring twenties, in a little workshop on the outskirts of Paris in France, Motobecane launched the first light weight motorcycle. The nearest machine at that time to a motorized bicycle or moped.

It was not surprising therefore that Motobecane went on to introduce the first Motobecane at the Paris Motorcycle Show in 1949, destined to become the Model T of the moped world. In October 1955, the millionth Motobecane was produced and in 1957, Motobecane created history when they introduced the Dimoby double automatic clutch.

Today your Motobecane is built on this background of experience and achievement.

The 49 cc two-stroke engine has been designed for increased power at low running speed. It has chromium plated light alloy cylinders with large finning, giving best possible cooling and maximum resistance to wear. This engine, coupled to the Dimoby double automatic clutch, ensures you the pleasure and advantages of a bicycle – without the effort.

Understanding how it works will increase that enjoyment.

There are two independent automatic clutches on your Motobecane. The first clutch comes into operation by the speed of the machine and the second clutch by the speed or revolutions of the engine.

When starting the engine the movement of the pedals activates the first clutch and starts the engine. Keeping the throttle twist grip rolled away from you the engine speed is at its lowest and the engine idles. Rolling the throttle twist grip towards you increases the engine speed, activates the second clutch and away you go – simply – smoothly.

When you slow down the second clutch disengages as soon as the engine speed drops. When the engine speed drops still further, the first clutch also disengages and the engine idles. You can stop your Motobecane with the engine still running and then take off again.

Starting the engine by setting the first clutch in operation is greatly assisted by the Decompressor control.

Squeezing this control lever at the same time that movement is applied to the pedals reduces the pressure in the cylinder head and therefore, the effort that you must give to moving the pedals.

Just as in 1949 the first Motobecane was born to meet the needs of economy and city traffic, your Motobecane is built for today.

Read the following pages, start-up and have fun.

## TECHNICAL DATA

	Motobecane 7	Motobecane 50L	Motobecane 50VLC	Motobecane 50VLA	Motobecane 50VLX
<b>Dimensions</b>					
Overall Length (inches)	63.40	69.34	69.34	69.34	69.34
Overall Width (inches)	24.60	24.82	24.82	24.82	28.34
Overall Height (inches)	38.80	39.79	39.79	39.79	39.79
Weight (pounds)	88	99	105	107	103
<b>Frame</b>					
Type : Pressed Steel					
Suspension : Telescopic Front Forks	Yes	Yes	Yes	Yes	Yes
Rear Suspension - Shock Absorbers	No	Yes	Yes	Yes	Yes
Brakes : Internal Expansion					
Tires : Pressure Front 21 psi					
Pressure Rear 26 psi					
Fuel Capacity :	8 US gal.	1 US gal.	1 US gal.	1 US gal.	1 US gal.
Fuel Mixture : 4 oz high quality 2-cycle oil per gallon of unleaded gasoline.					
<b>Engine</b>			<b>Electrical System</b>		
Type : Air cooled Two Stroke			Ignition :		
Single-cylinder			NDV1 Flywheel Magneto		
Compression Ratio : 7.8			Spark Plug : Gap = 35 - 40mm (.015 inches)		
Carburetor : Gurtner			Type: Champion L86		
Engine Capacity : 49cc			Autolite AE32		
			Bosch W145T1,1		
			Marchal 34 S		
			Headlamp :		
			Trade No : 4776 25 W 12V		
			Tail/Stop Light :		
			Trade No. : 1034 12V		

## TRANSMISSION

Dimoby double automatic clutch  
Mobymatic variator available as optional equipment.

### DESCRIPTION AND OPERATION OF THE "MOBYMATIC" VARIATOR

#### DESCRIPTION

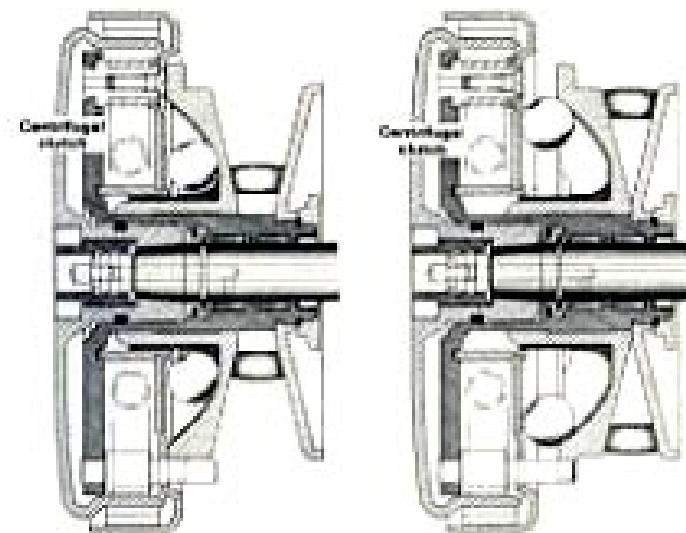
As on all Mobylettes, the Mobymatic has a primary rubber belt drive which provides the well-known smoothness and flexibility, and a secondary chain drive.

But the Mobymatic primary drive is special. The drive pulley locked on the engine is a special collapsible one, whose cheek spacing is variable under the influence of centrifugally moved balls pushing on the cheek side which is opposite the belt. As the cheeks spread apart or close in, the winding diameter of the V-belt varies, and this in turn modifies the reduction ratio from 18,7 : 1 to 11,8 : 1. The engine tilts around its upper attachment axis. A spring tends to push the engine forward, thus ensuring belt tension.

#### OPERATION

On starting, the engine revolves slowly as soon as it engages. The springs which push the engine forward compel the belt to rest on the smallest drive-pulley diameter. The reduction ratio is at its highest, we are in low gear. As soon as engine speed increases, the balls push the movable cheek, thus decreasing the reduction ratio, which means that for a given engine rpm, the speed of the machine is increased. If the Mobylette is on a flat road, the belt goes on increasing to larger and larger drive pulley diameters until top speed is reached. If the Mobylette engages an up-grade, the speed of both machine and engine tend to decrease. The balls exert less push on the movable cheek which then tends to move away from the fixed one thereby decreasing the belt winding diameter. As this change of speed is continuous, the modification in reduction ratio, although fast, occurs gradually and smoothly.

The Mobymatic responds to all road conditions.

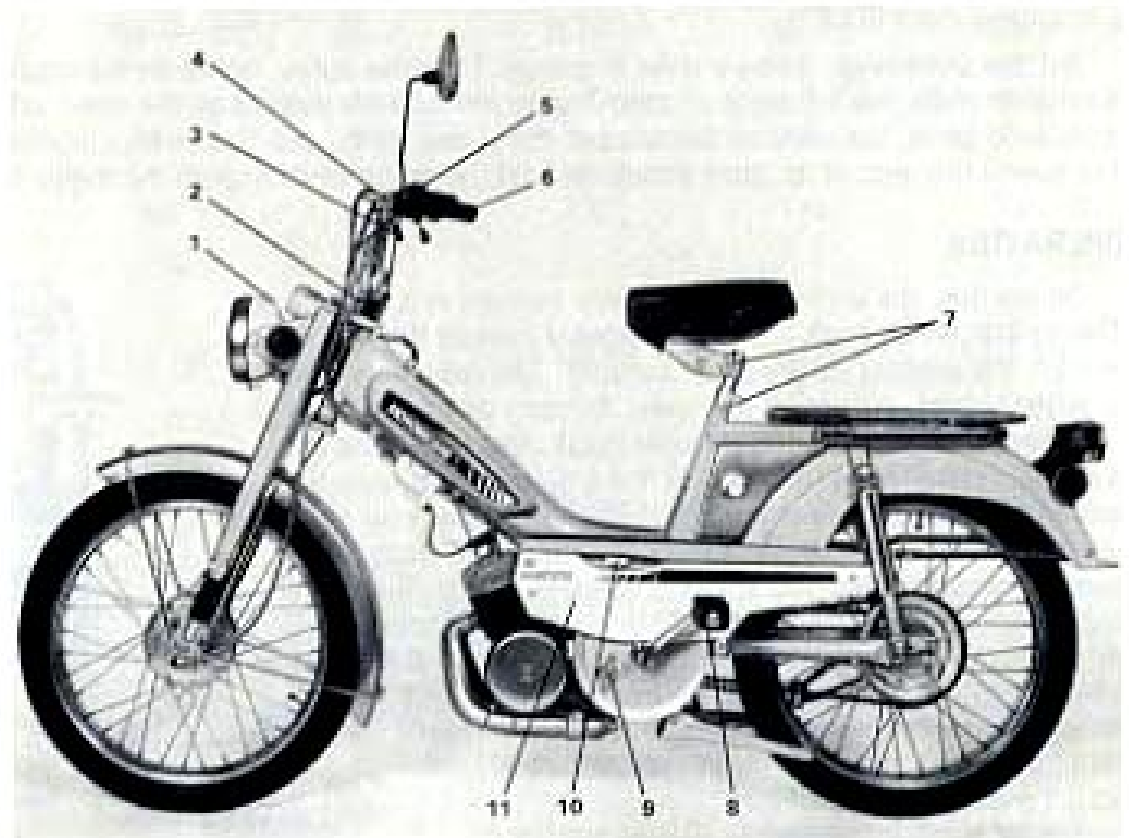


Operating diagram of the variator

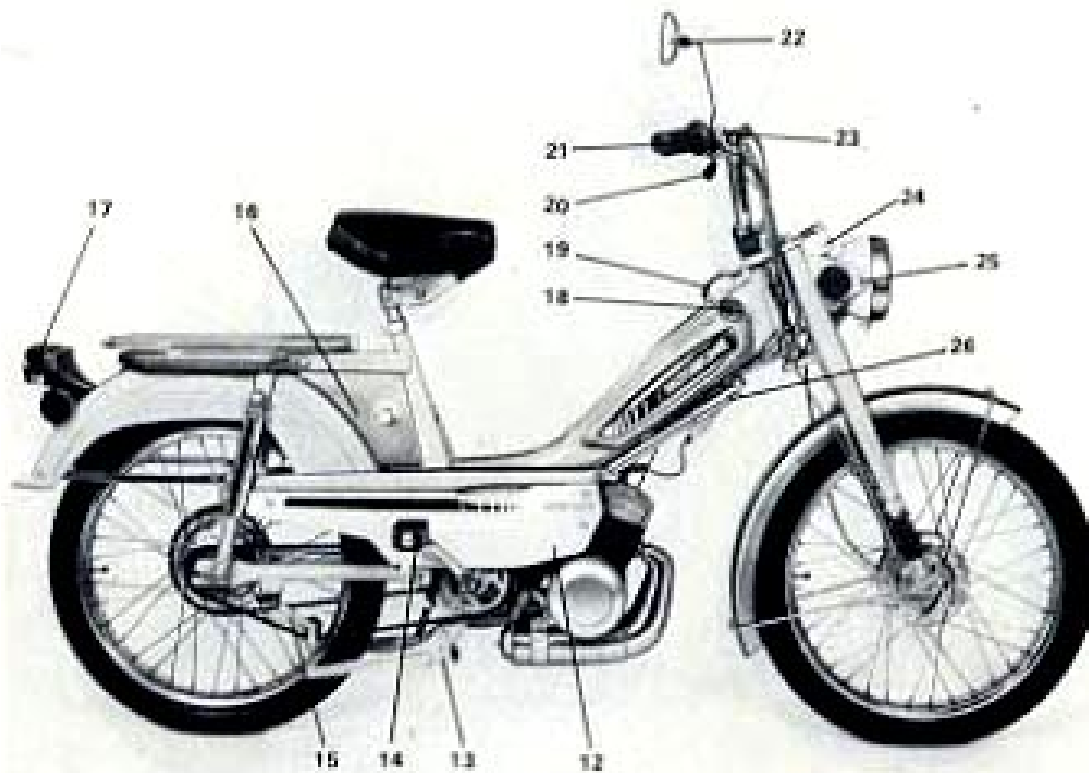


## EQUIPMENT AND CONTROLS "50" MODELS

1. Headlamp Switch
2. Steering Lock
3. Choke Control Lever
4. Rear Brake Lever
5. Horn and Engine Stop
6. Left Handlebar Grip
7. Saddle Adjustments
8. Left Pedal
9. Engine Engagement Lever
10. Fuel Lever "ON" "OFF" "RESERVE"
11. Left Engine Cover

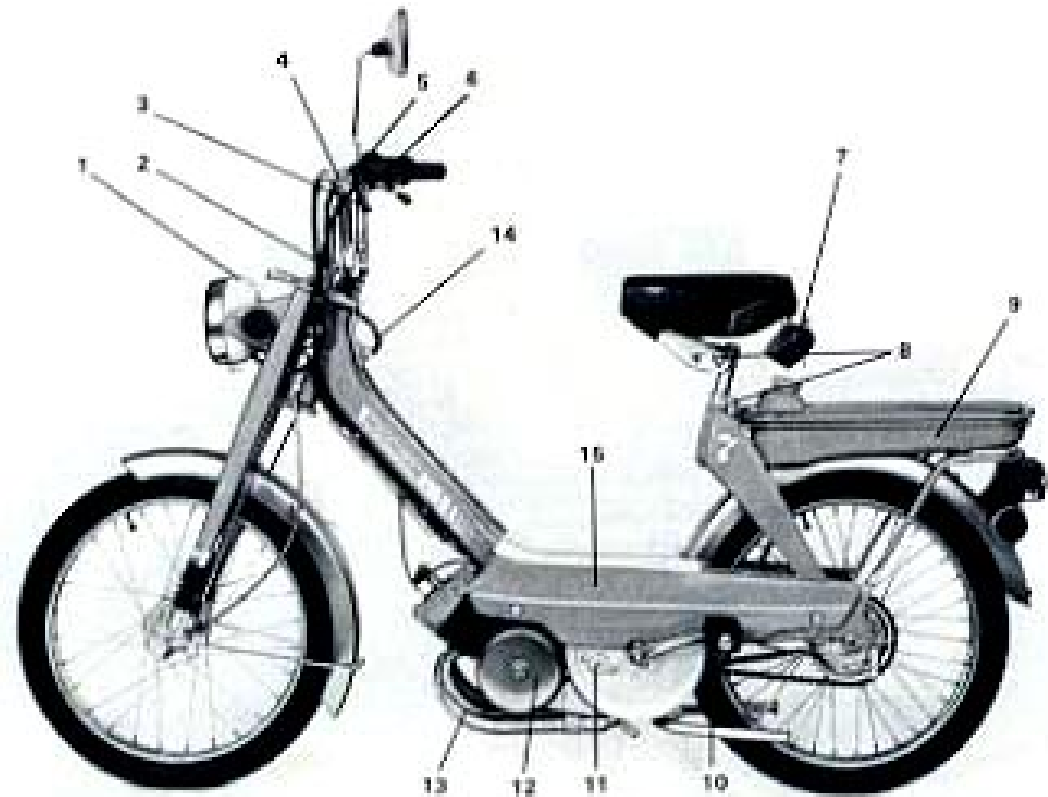


12. Right Engine Cover
13. Kick Stand
14. Right Pedal
15. Chain Tensioner
16. Storage Compartment
17. Tail/Stop Light
18. Fuel Tank Cap
19. Parcel Lock
20. Decompressor Control
21. Throttle Twist Grip
22. Rear View Mirror
23. Front Brake Lever
24. Speedometer
25. Headlamp Beam Adjustment
26. Tire Pump

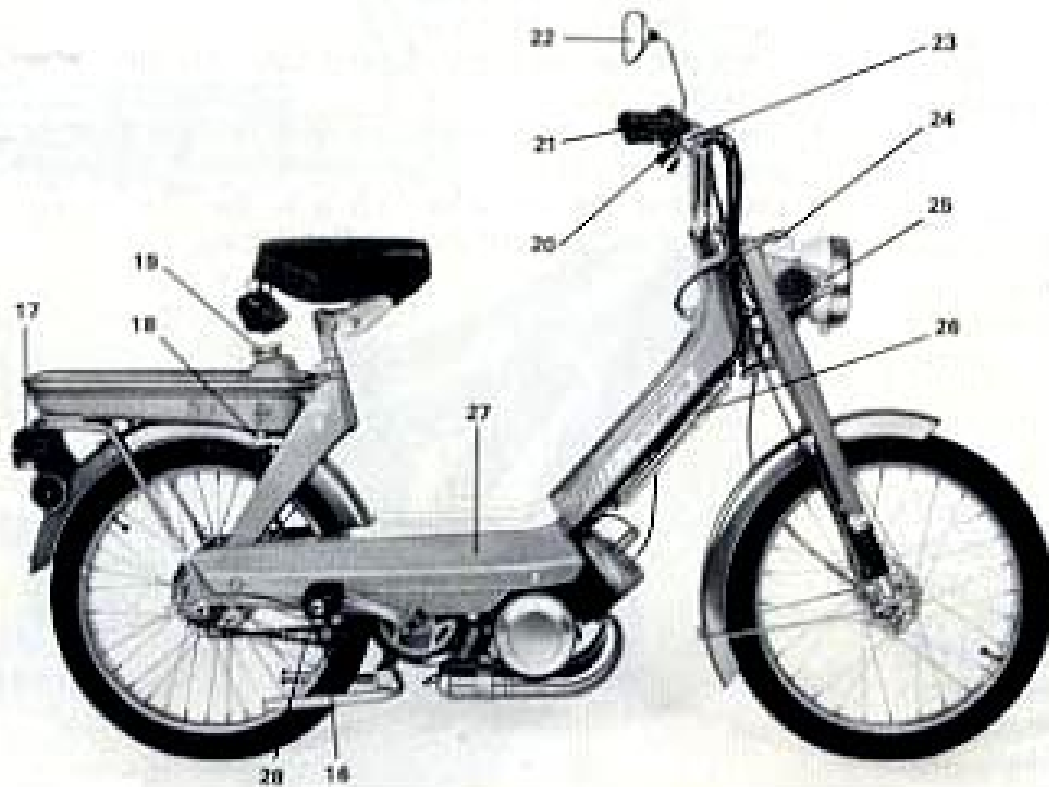


## EQUIPMENT AND CONTROLS MODEL "7"

1. Headlamp Switch
2. Steering Lock
3. Choke Control Lever
4. Rear Brake Lever
5. Horn and Engine Stop
6. Left Handlebar Grip
7. Tool Kit
8. Saddle Adjustments
9. Fuel Tank
10. Left Pedal
11. Engine Engagement Lever
12. Clutch
13. Muffler
14. Parcel Lock
15. Left engine cover



- 16. Chain Tensionner
- 17. Tail/Step Light
- 18. Fuel Tap "ON" "OFF" "RESERVE"
- 19. Fuel Tank Cap
- 20. Decompressor Control
- 21. Throttle Twist Grip
- 22. Rear View Mirror
- 23. Front Brake Lever
- 24. Speedometer
- 25. Headlamp Aim Adjustment
- 26. Tire Pump
- 27. Right engine cover
- 28. Right Pedal



## PRE-START HINTS

Your attention to these pre-start hints will ensure safe and trouble free riding.

## ADJUSTMENTS FOR SAFETY AND COMFORT

### Saddle

The position of the saddle can be adjusted by loosening the nut under the saddle 11.1, for angle and the nut on the seat post shaft 11.2 for height. The seat post shaft 11.3 has a reference mark 50 mm from the bottom representing the maximum safe height the seat post can be raised to. At all times the height of the saddle must permit both feet to be placed firmly on the ground without effort. Tighten nuts securely after adjustment.

### Handlebar

The handlebar is adjustable for angle only. Loosen the four nuts securing the two U clamps 11.4 and adjust the handlebar angle to your comfort. This is best done when mounted on the saddle and with both hands on the handlebar grips, making sure that your position allows for easy operation of the controls. Tighten nuts securely after adjustment.

## FUEL MIXTURE

The fuel mixture to be used in a Motobecane is 4 oz. of 2-cycle oil per gallon of gasoline. We recommend that unleaded gasoline be used along with a high quality 2-cycle oil. When mixing the gasoline and oil in the tank of the machine, you shall add first the gasoline and then the oil. If you use a pre-mixed fuel mixture stored in a separate container, always shake the container before filling the tank of the machine.

A high quality 2-stroke oil is available at any authorized Motobecane dealer.

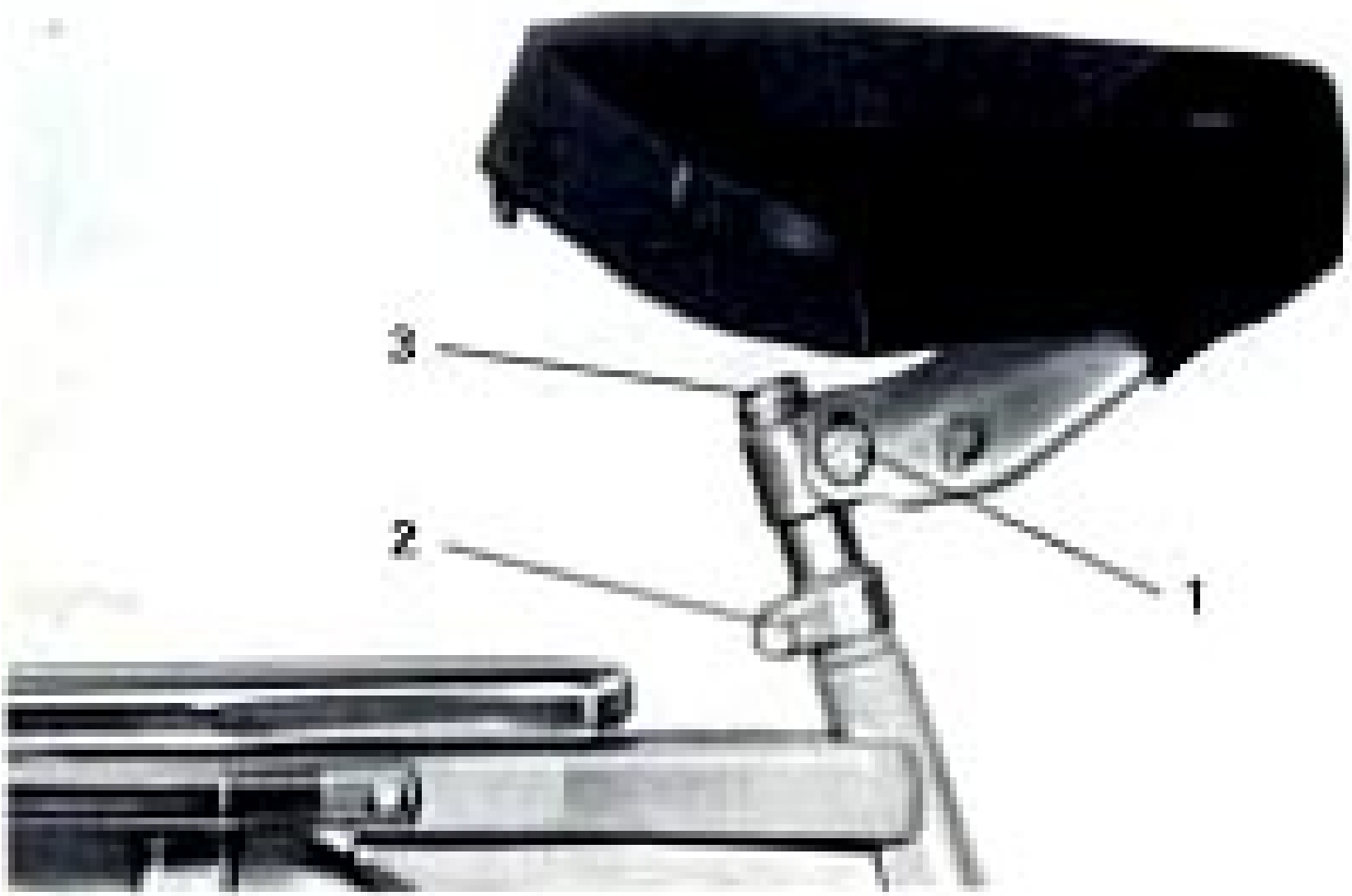
## FUEL LEVER

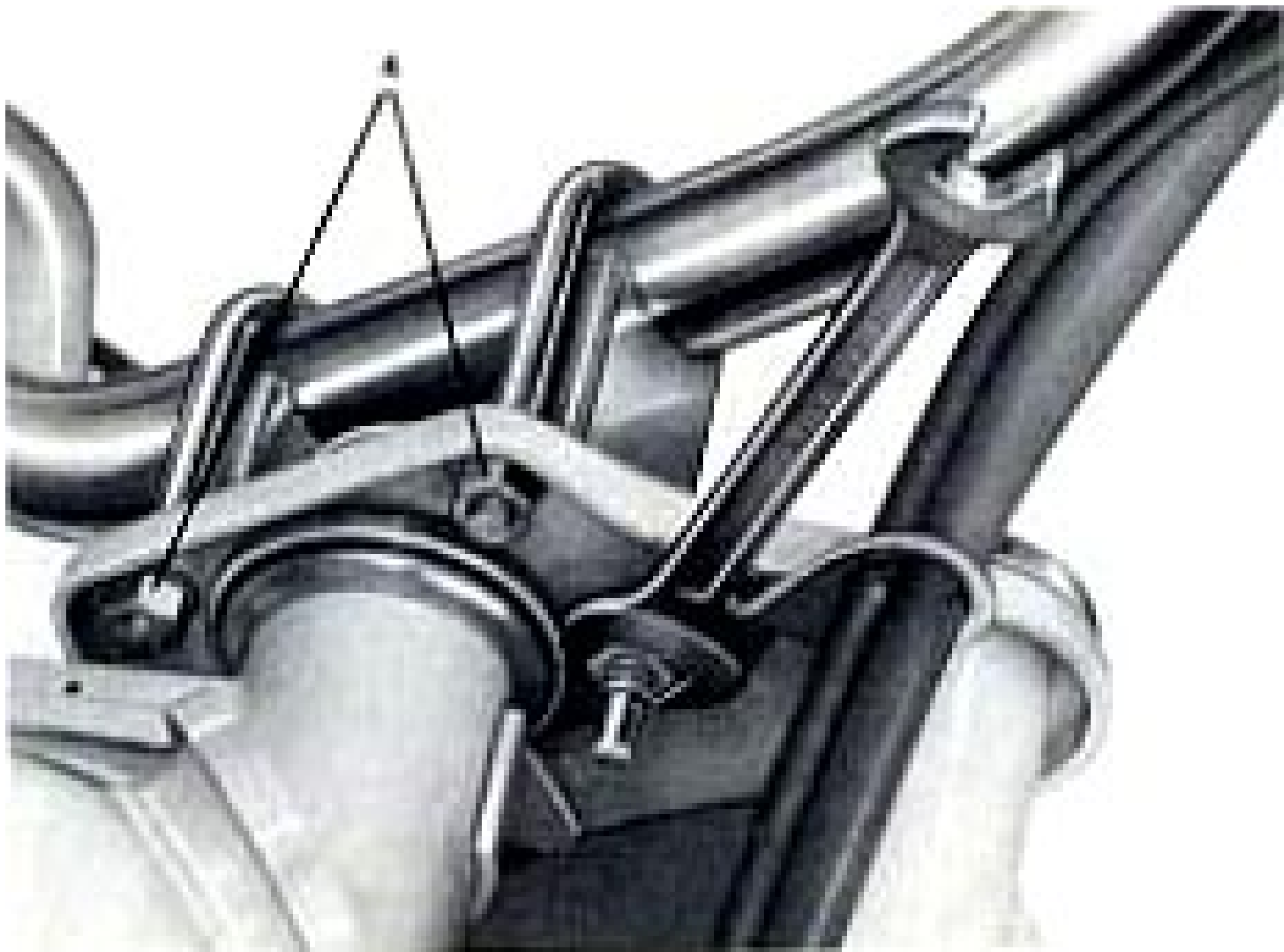
Your Motobecane is fitted with a three position fuel valve, "ON" "OFF" "RESERVE"

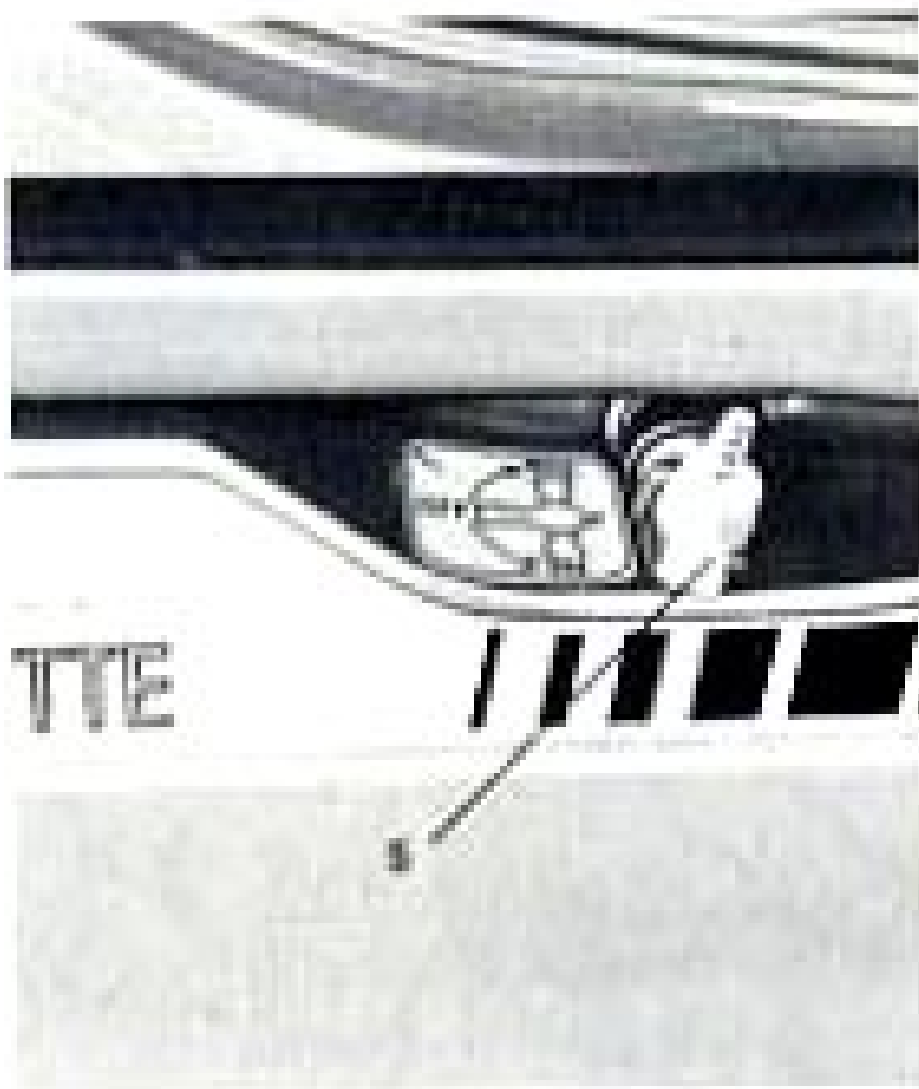
When parking the valve should always be turned to the "OFF" position.

### Complete the following check list

- Check that there is ample fuel in the tank for your trip.
  - Check both brake controls to make sure they function correctly.
  - Check tires for correct pressure.
  - Check that all lights function.
  - Check for free steering by turning handlebar fully to right and left.
  - Check that the engine engagement lever 15.1 is in the engaged position.
  - Check that the fuel valve 11.5 is in the "ON" position.
- You are now ready to start up your Motobecane.





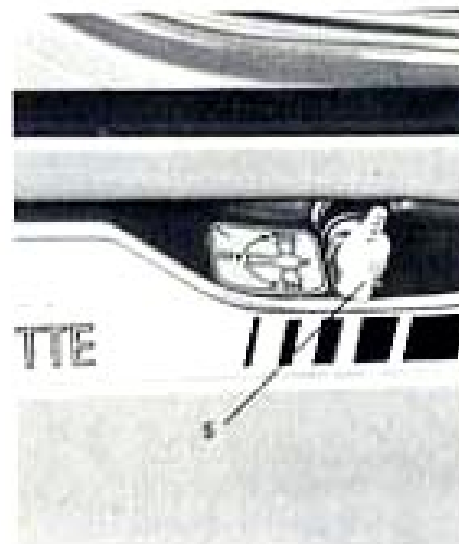
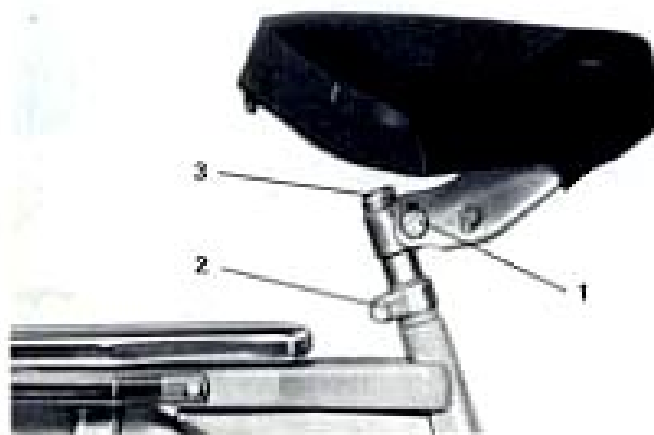


"50" FUEL VALVE



"T" FUEL VALVE

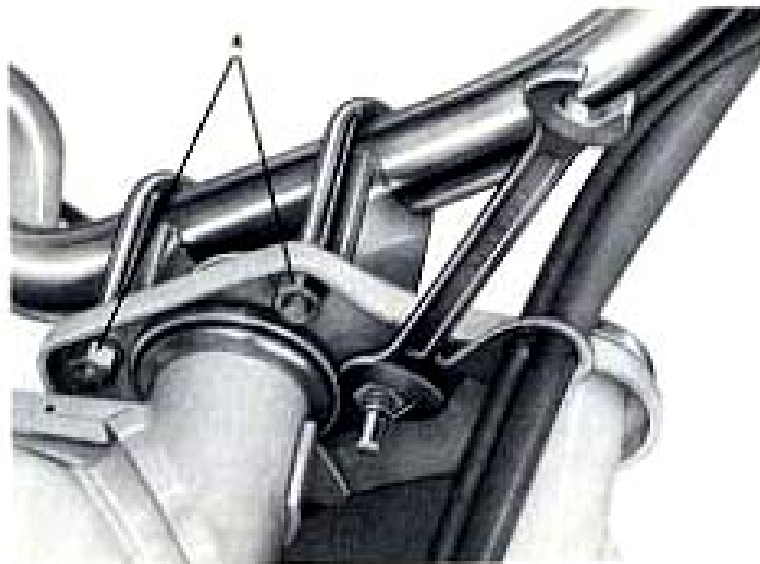




"S" FUEL VALVE



"T" FUEL VALVE



### STARTING THE ENGINE

Before the engine can be started, the engine stop switch 13.2 must be turned to the "ON" position.

The operation of 3 controls is necessary when starting the engine.

The Choke Control Lever 13.1

The Decompressor Control 13.3.

The Throttle Twist Grip 13.4 – 13.5 – 13.6

**NOTE :** The horn will sound if the engine stop switch, 13.2, is in the "OFF" position when trying to start the engine. When this happens, simply turn the engine stop switch, 13.2, clock-wise to the "ON" position and the engine will start.

There are two optional procedures for starting your Motobecane engine.

Procedure I is the normal method of starting and is specially suited to starting on up gradients.

Procedure II can also be used but is more suited to starting on down gradients.

### **Procedure I**

Standing to the right of your Motobecane, with both hands firmly holding the handlebar grips, lower the kick stand 13.8 with your foot and pull backwards until the machine comes to rest on the stand.

With your foot raise the right pedal to its top position 13.7.

With your right hand firmly gripping the throttle twist grip 13.4, use your right thumb to squeeze the decompressor control 13.3.

With your left hand firmly gripping the left handlebar grip, use your left index finger to squeeze the choke control lever 13.1.

The length of time that it will be necessary to squeeze this lever will depend on the prevailing weather conditions. The colder the weather, the more choke will be required before the engine starts.

**CAUTION** – When restarting a Motobecane engine which is already warmed up be careful not to apply the choke excessively.

Kick down on the pedal briskly, at the same time releasing your right thumb from the decompressor control 13.3. The engine will then start and the rear wheel will be set in motion.

Apply the rear brake by squeezing the brake lever on the left handlebar and let the engine idle by rolling the throttle twist grip away from you 13.6.

With your foot against the kick stand, push forward and set the machine on its wheels.

At no time should you permit your Motobecane to fall from its kick stand. It must always be supported from the rear when raising to stand position and lowered gently.

When starting the engine under Procedure I with your Motobecane on the kick stand, never attempt to mount the saddle to kick down on the pedal.

### **Procedure II**

Push your Motobecane off the kickstand.

Mount your Motobecane.

Operating the choke control lever 13.1 and decompressor control 13.3 exactly as described in Procedure I.

Start to pedal gently.

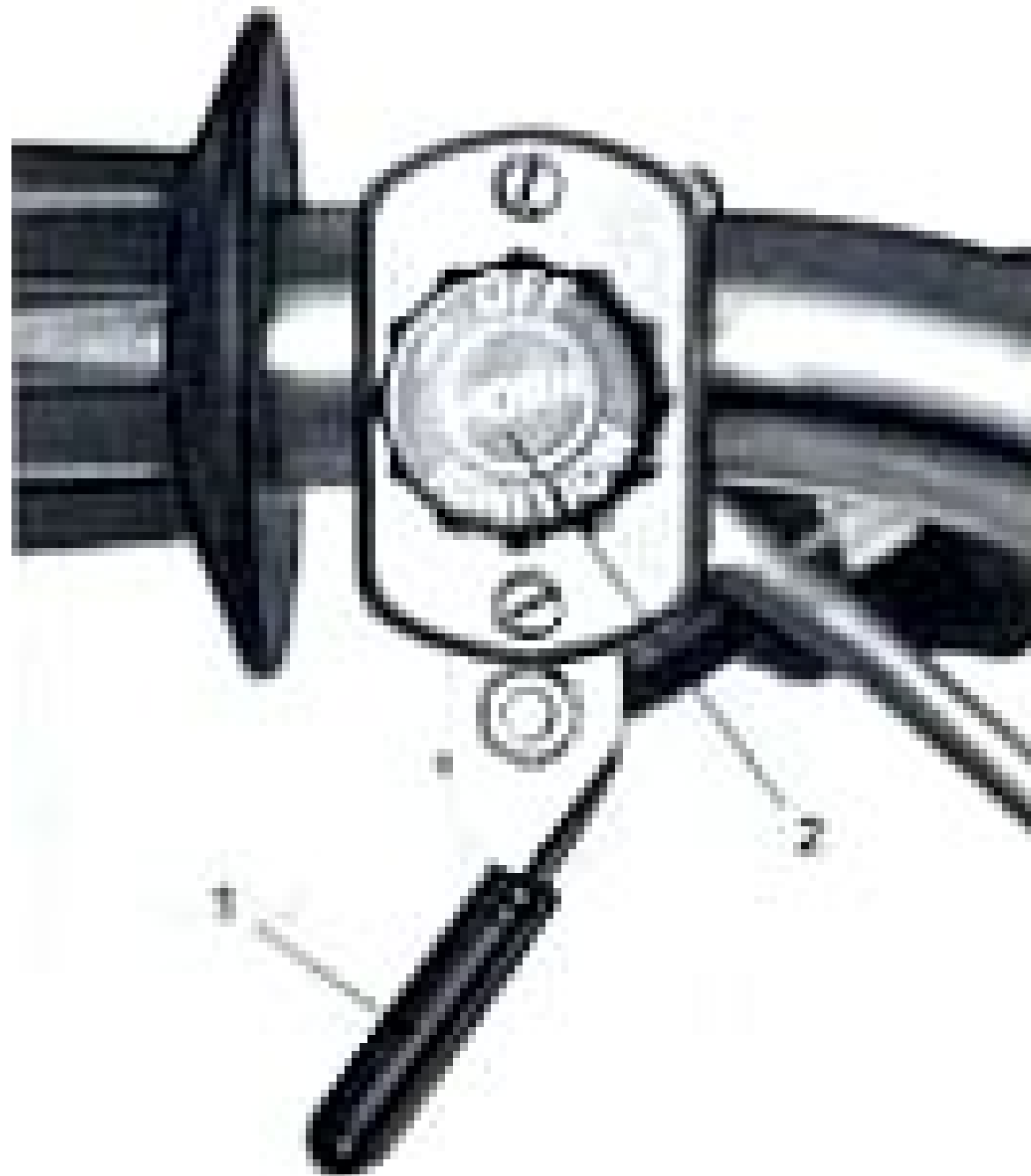
Your Motobecane will first roll in freewheel like a bicycle until the Dimoby clutch automatically begins to turn over the engine.

When you are moving at a little more than walking speed, release your right thumb from the decompressor control 13.3 and the engine will start.

At the same time your left index finger will be squeezing the choke control lever 13.1 and you should release it as soon as the engine starts. As described under Procedure I.

Continue to pedal gently while increasing the engine speed by rolling the throttle twist grip towards you 13.5 and the Dimoby clutch takes up the drive smoothly.

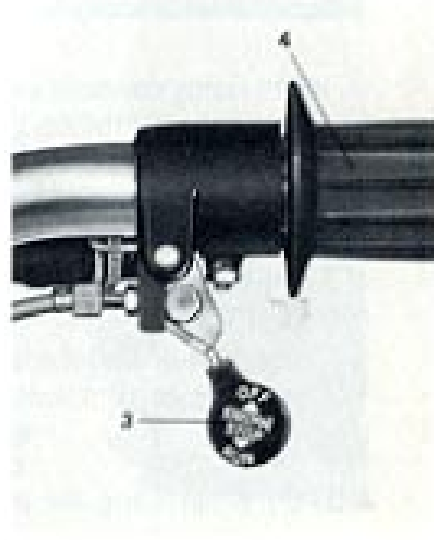
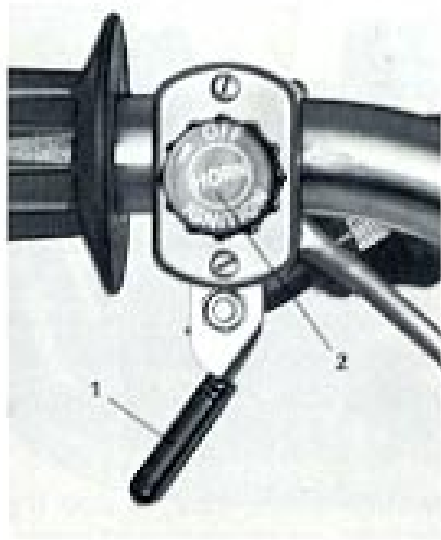
You are now ready to ride away on your Motobecane.











## RIDING, STOPPING AND PARKING

Mounted comfortably on your Motobecane, all controls will be within easy reach and can be operated without removing your hands from the handlebar grips.

Your left hand will operate the rear brake lever 13.9 which will also illuminate the rear stop light 13.11.

On all Motobecane models your left thumb will operate the horn button 13.2 which is incorporated with the supplementary engine stop switch 13.2.

Your right hand will operate the front brake lever 13.10 which also illuminates the rear stop light 13.11 and will control the throttle twist grip 13.12.

Assisting the engine by pedalling gently, roll the throttle twist grip towards you and your Motobecane will gather speed. Your speed will be increased by rolling the throttle twist grip further towards you 13.5 and decreased by rolling away from you 13.6.

Keep both feet firmly on the pedals when riding.

To slow down and stop for traffic signals, road crossing, etc., roll the throttle twist grip away from you and the Dimoby clutch will automatically disengage and the engine will idle.

Apply both brake levers gently and stop. Set both feet on the ground while waiting to move off.

Always apply front and rear brakes together, never independently.

Releasing both brake levers and rolling the throttle twist grip towards you while pedalling gently for a moment, your Motobecane will move smoothly away again.

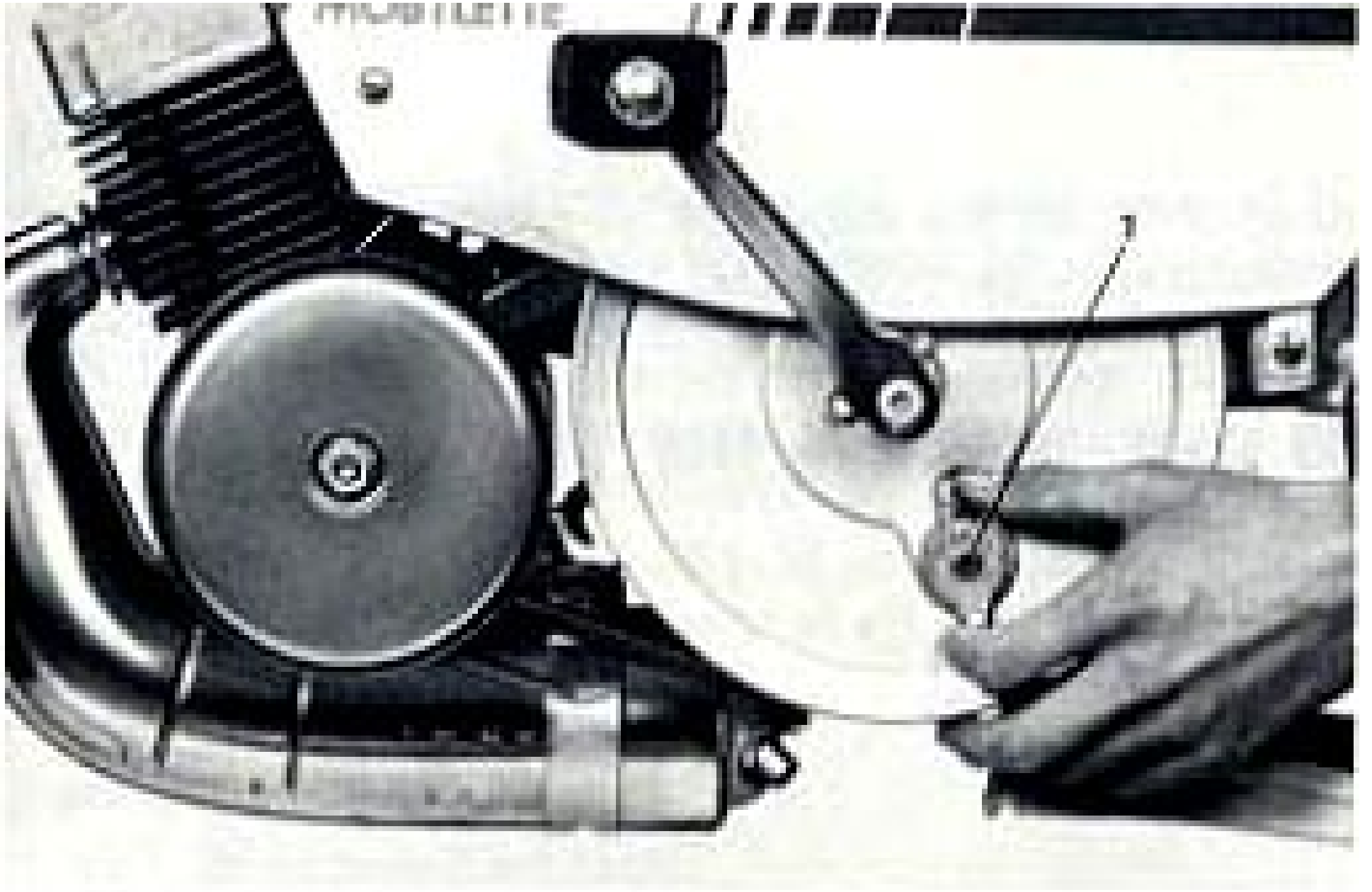
When riding downhill you can also use your engine to apply a braking action by rolling the throttle twist grip away from you, also using both brakes to slow down or stop whenever necessary.

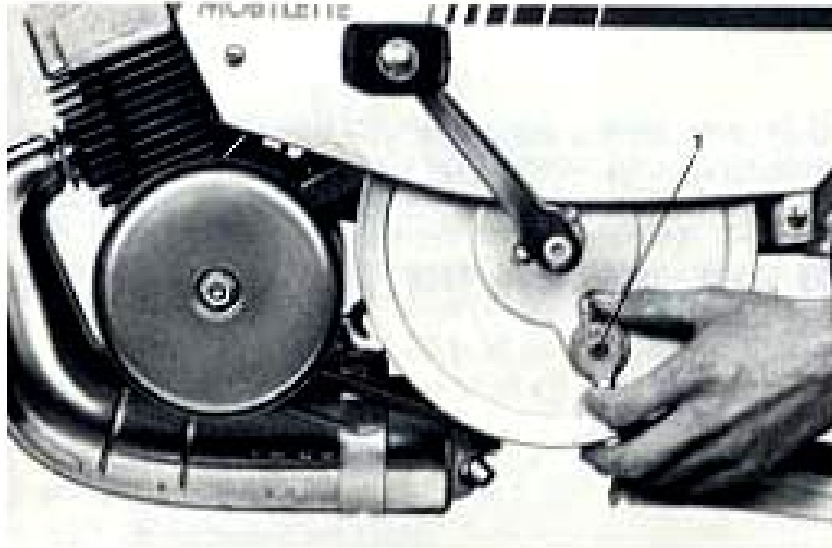
Your Motobecane is powered to climb grades unassisted but at times pedalling gently will assist to relieve the engine of unnecessary strain.

To park your Motobecane, slow down and stop as described. Turn the engine stop switch 13.2 to your left, the engine will stop.

**NOTE :** When using the engine stop switch, 13.2, to stop the engine from running, the horn will automatically sound. If you do not wish the horn to sound when stopping the engine, use the decompression lever, 13.3, located underneath the throttle control to your right when stopping the engine.







## YOUR MOTOBECANE AS A BICYCLE

By disengaging the engine from the rear wheel drive your Motobecane can be used as a bicycle.

Turn the engine engagement lever 15.1 to the left.

To re-engage the engine, turn the engine engagement lever to the right. Never force the lever. If there is resistance in engaging or disengaging the engine, roll your Motobecane backwards slowly until the lever turns easily and fully into position.

The engine engagement lever must only be turned by hand.

## TOOLS

Your Motobecane is built to metric measure standards and the recommended adjustments and maintenance operations can be performed with the tools supplied.

Use of non-metric sized tools could result in damage to your Motobecane. Consult your dealer if in doubt.

## EXTENDED STORAGE

Should you decide to lay-up your Motobecane for a long period we recommend the following procedure.

- Empty the fuel tank.
- Run the engine until the carburetor is empty of fuel.
- Remove the spark plug and drop a little SAE 30 oil into the cylinder head. Rotate the engine and replace the spark plug without tightening.
- Lubricate your Motobecane as described on page 16, 17.1 through 5.
- Periodically rotate engine during storage.
- Keep your Motobecane clean. Wash enamel and chrome with a soft detergent, rinse, and dry well.

## MAINTENANCE OPERATIONS

### Mileage Maintenance Schedule

To maintain your Motobecane in the peak of condition and be assured of trouble free enjoyment, we recommend that inspection and maintenance be performed regularly as the scheduled mileages. Your Motobecane dealer will assist you at all times.

Page and Index Reference	Mileage Operation	600	1200	1800	2400	3000	3600	4200	4800	5400	6000	6600	7200
Page 17.1 thru 5	Lubricate with SAE30 oil	*	*	*	*	*	*	*	*	*	*	*	*
Page 17.6 thru 8	Grease with multi-purpose grease.	*	*	*	*	*	*	*	*	*	*	*	*
Page 17.9 thru 11	Dealer Operations Front and rear hub bearings Steering head bearings						*						*
Page 18	Lubricate chains with SAE 50 oil.	*	*	*	*	*	*	*	*	*	*	*	*
Page 24	Clean Spark Plug	*	*	*	*	*	*	*	*	*	*	*	*
Page 24	Dealer inspection of ignition						*						*
Page 24	Dealer inspection of exhaust muffler						*						*
Page 24	Dealer complete decarbonization						*						*
Page 19	Inspect and adjust brakes	*	*	*	*	*	*	*	*	*	*	*	*
Page 18	Inspect and adjust chains	*	*	*	*	*	*	*	*	*	*	*	*
Page 20	Inspect and adjust decompressor	*	*	*	*	*	*	*	*	*	*	*	*

## MAINTENANCE OPERATIONS

### Lubrication

Regular lubrication maintenance will prevent wear of the friction components and extend the service life of your Motobecane. The Mileage Maintenance Schedule recommends complete lubrication every 600 miles assuming average conditions but, should conditions in your area be unusually dusty or dry, more frequent lubrication is advisable.

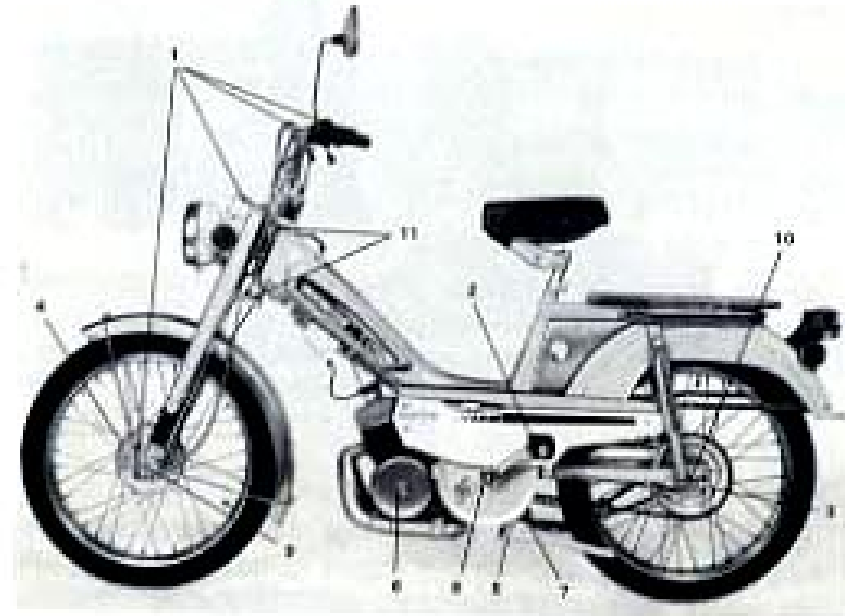
Lubricate with high grade SAE 30 all the following friction components, applying a few drops of oil only and wiping off any excess.

### Index

- 17.1 Brake lever pivot bolts
- 1 Brake cable nipples
- 1 Decompressor lever and cable
- 1 Choke lever and cable
- 1 Throttle cable
- 1 Speedometer cable
- 2 Pedals
- 3 Rear brake cable nipple and arm
- 4 Front brake cable nipple and arm
- 5 Kick stand pivot bolt

Apply grease through the grease nipples using good grade multi-purpose grease and a grease gun.

- 17.6 Dimoby automatic clutch
- 7 Kick stand pivot spindle
- 8 Drive belt pulley shaft



At every 3,600 miles, the following components require cleaning and re-packing with multi-purpose grease by your dealer.

- 17.9 Front hub bearing
- 10 Rear hub bearings
- 11 Steering head bearings

## Chains

The engine drive chain and bicycle chain should be cleaned to remove old grease and dirt which can cause excessive wear.

Every 800 miles wipe chains thoroughly with a cloth and using a small brush, lubricate with SAE 50 oil. Apply oil to the inside of the chain and the outside while rotating the wheel to ensure that the entire chain length is well lubricated.

Periodical complete removal of the chains is recommended. Wash chains in a non-degreasing bath using a stiff brush to remove all grease and dirt. Rinse thoroughly and hang to dry before re-assembling and lubricating as described.

## Chain Adjustment

Correct tensioning of the engine drive chain is essential to the transmission of power from the engine to the rear wheel. The chain should never be tightened excessively.

### Motobecane "7"

Loosen the axle nuts 23.2 and tension the engine drive chain by turning the adjuster nuts 23.3 on both left and right of the hub assembly. The correct chain tension is measured by pressing the chain midway between the pedal and rear hub and adjusting nuts 23.3 until a slackness of between 0.5 and 0.8 inches is obtained.

Both adjusting lugs 23.3 must be turned equally so that alignment of the wheel is not disturbed.

The pedal chain tensioner is spring loaded and therefore tensions the chain automatically.

Tighten the axle nuts 23.2.

### Motobecane 50

With someone mounted on the saddle, loosen the right and left side axle nuts 23.2, and right and left side adjuster locking nuts 23.3, tension the engine drive chain by turning the adjusters on both left and right side of the hub assembly until a slackness of between 0.5 and 0.8 inches is obtained. Tighten the both locking nuts and both axle nuts.

The pedal chain tensioner is spring loaded and therefore tensions the chain automatically.



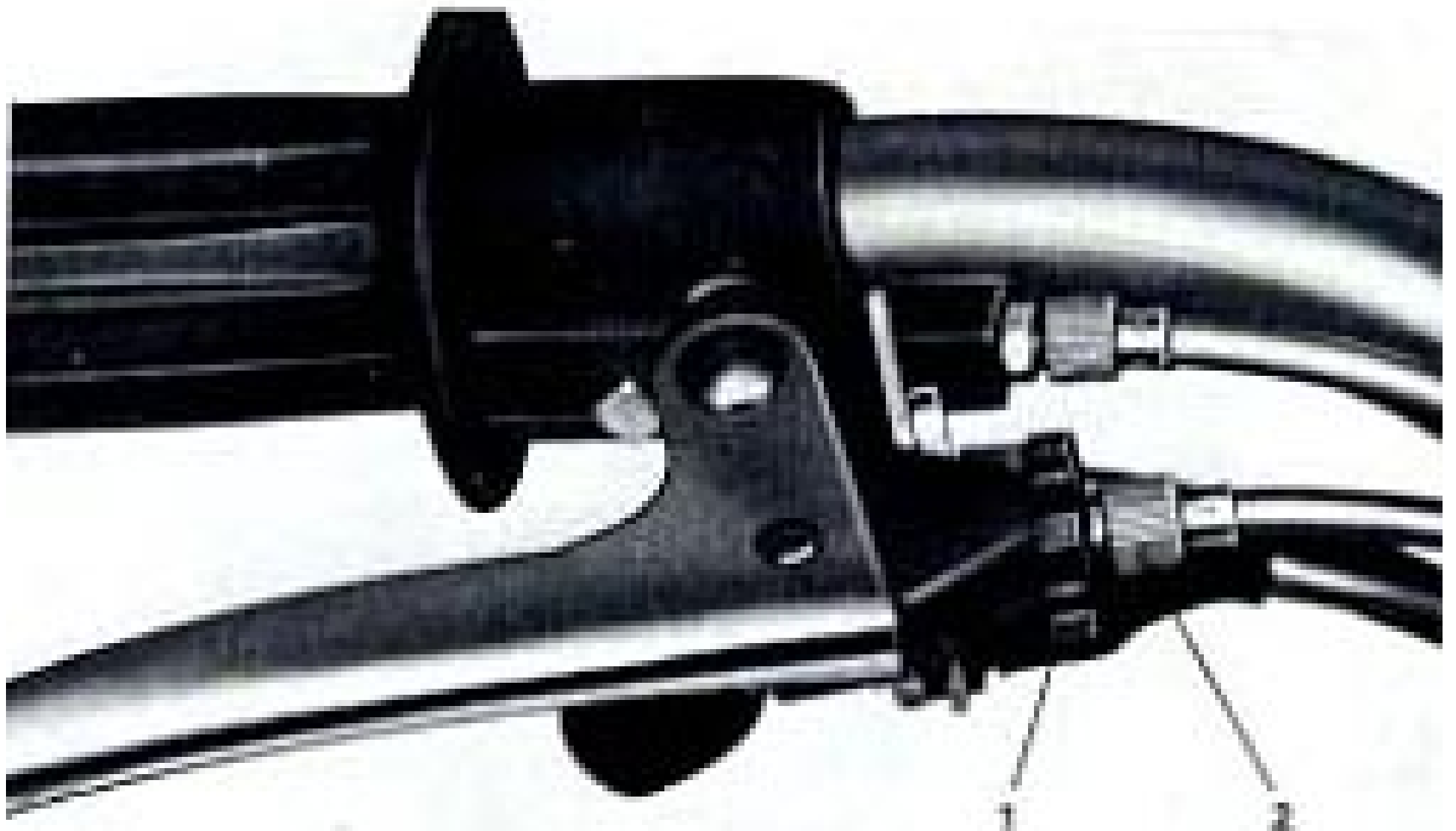
## Brake Cable Adjustment

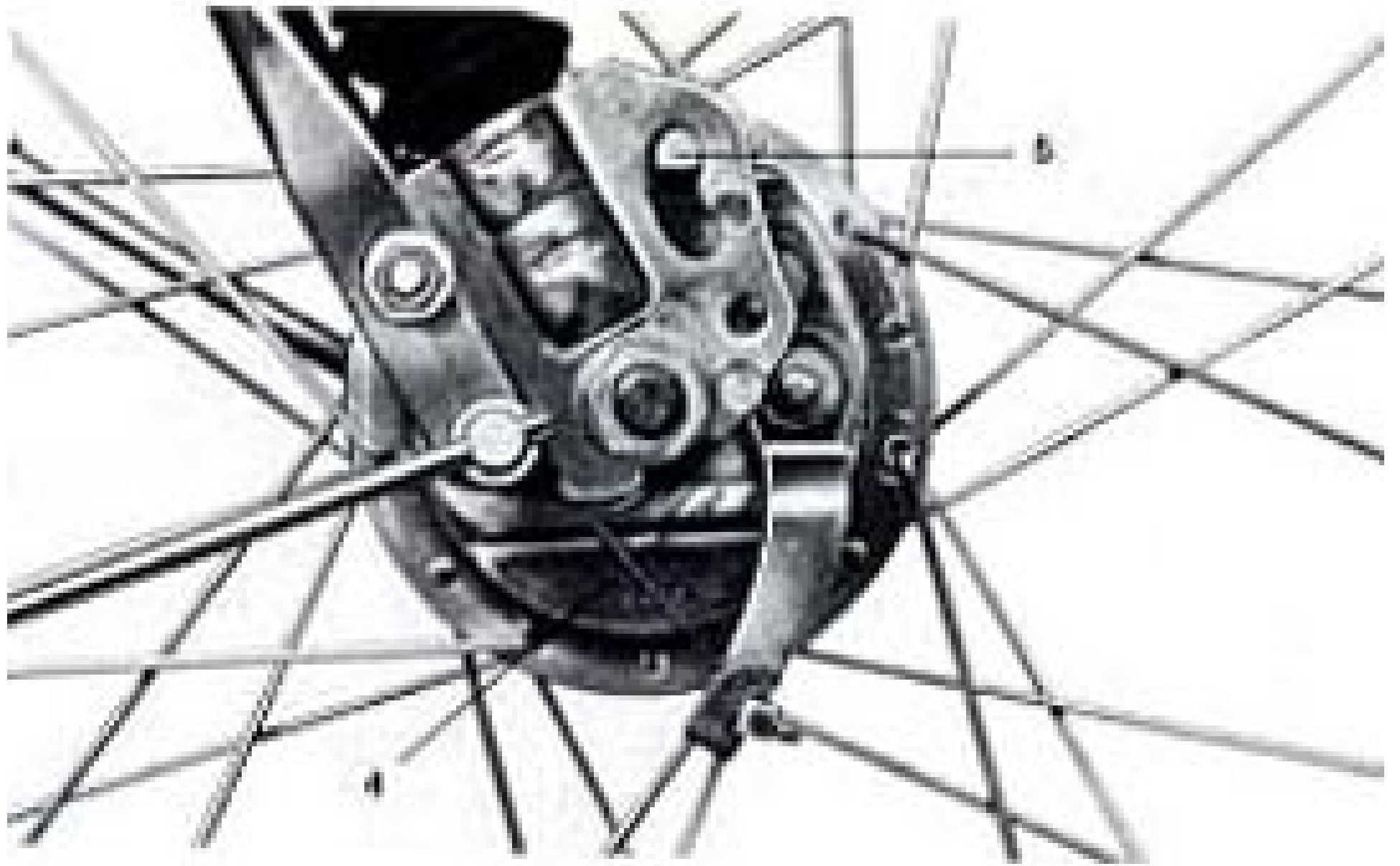
The brakes are essential to your personal safety and should always be maintained to the correct adjustment.

Minor adjustment of the front and rear hub brakes is carried out at the left and right handlebar brake levers. Major brake adjustment should be carried out by your dealer.

Set your Motobecane on its kick stand.

Unscrew the locking nut 19.1 and the knurled adjustment nut 19.2 slightly.





### Front Brake

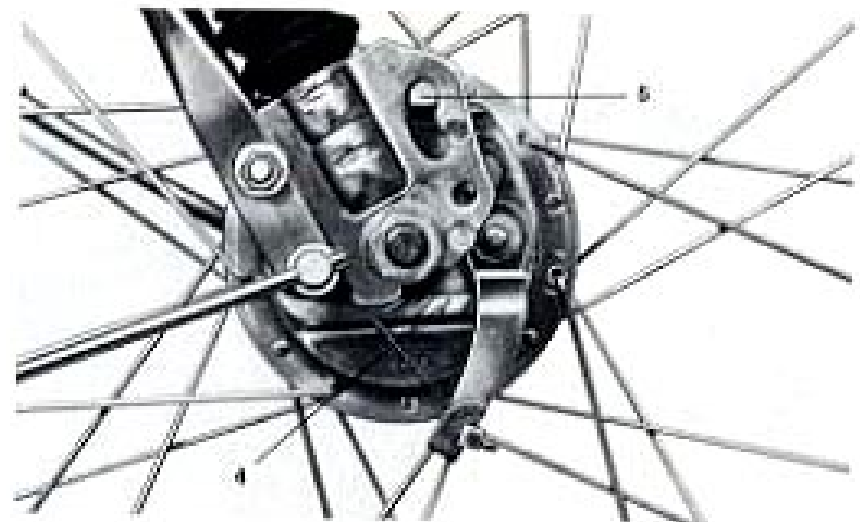
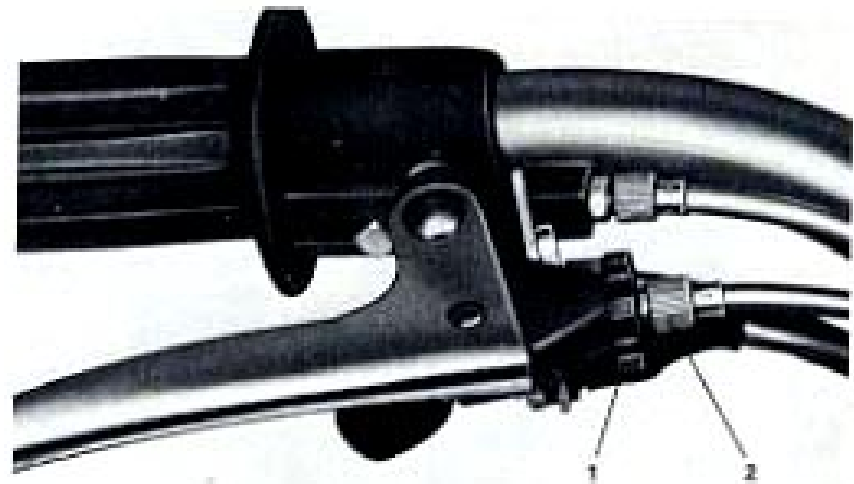
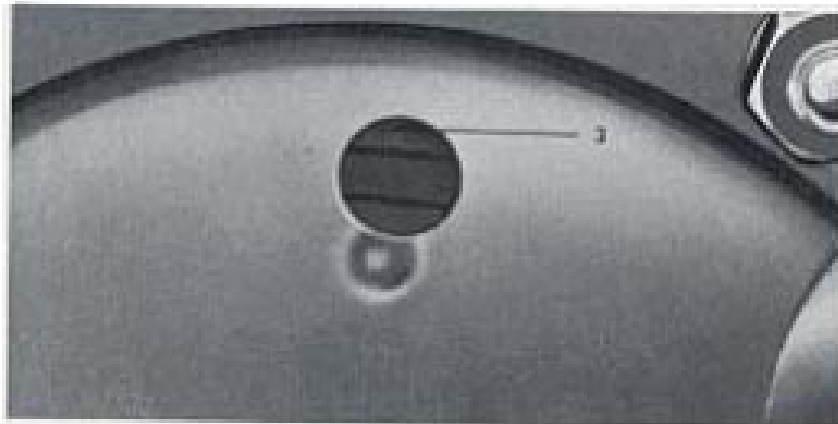
Raise and spin the front wheel by hand, adjusting the amount of free play at the brake lever by turning the adjusting nut 19.2 counterclockwise until a slight drag takes place. The amount of free play at the end of the brake lever should be about 0.25 inch. Tighten the locking nut 19.1 by turning it clockwise.

### Rear Brake

Turn the engine engagement lever 15.1 to the left to disengage the engine from the rear wheel drive.

Raise and spin the rear wheel by revolving the pedals and adjust as described for the front brake. Tighten the locking nut 19.1.

On both front and rear wheel hub assemblies an inspection hole 19.3 or wear indicators 19.4 have been provided to enable you to determine the wear on the brake linings. Whenever either of these linings show signs of wear consult your Moto-becare dealer.





### Decompressor Adjustment

Adjustment of the decompressor is carried out at the right handlebar.

Loosen the locking nut 20.1 and adjust the decompressor by turning the knurled adjusting nut 20.2 to obtain the correct opening of the decompressor valve at the cylinder head 21.1.

When squeezing the decompressor control 20.3 the decompressor cable end 21.2 should travel about 1/8 inch and never less than 1/32 inch. The decompressor control cable 21.3 must have complete freedom of movement to ensure correct closure of the valve. Any tension on the cable will result in valve damage and loss of power.

Tighten the locking nut 20.1 holding the adjusting nut 20.2 in the correct adjusted position.

### Throttle Adjustment

Adjustment of the throttle is carried out at the right handlebar with the engine running.

Loosen the locking nut 21.4 and adjust the throttle by turning the knurled adjusting nut 21.5. The correct adjustment is reached when the engine runs smoothly at low engine speed. If the engine speed is too fast the Dimoby clutch will automatically engage.

The throttle control cable 21.6 must have complete freedom of movement after adjustment. This can be checked by turning the handlebar fully to right and left with the engine running. There should be no change in the engine speed.

### Carburetor Adjustment

The carburetor fitted to your Motobecane will always give adequate carburation if maintained to the correct adjustment and the silent air intake filter and choke ensure easy starting under all conditions.

Should the carburetor require adjustment remove the both engine cover. Start the engine and let it run until warm. Turning the idling adjustment screw to the right will accelerate the engine idling speed and turning to the left decrease the speed.

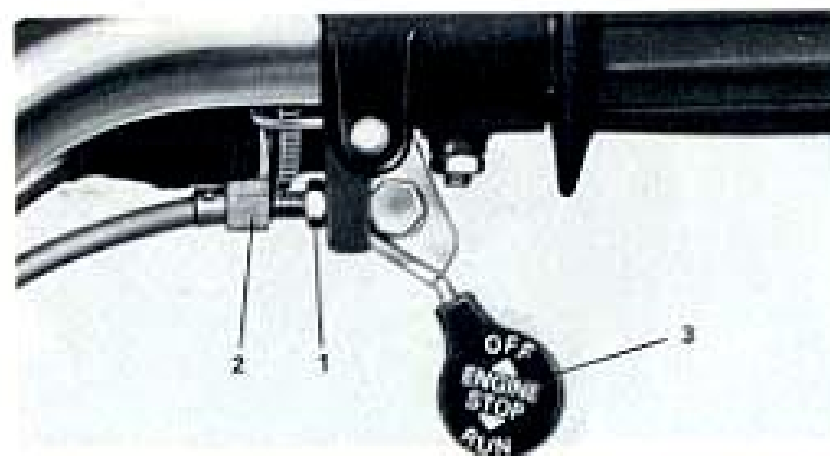
The correct engine idling speed is reached when the engine is running smoothly with the throttle twist grip rolled fully away from you. As with adjustment to the throttle, the engine idling speed must never be so fast as to engage the Dimoby clutch.

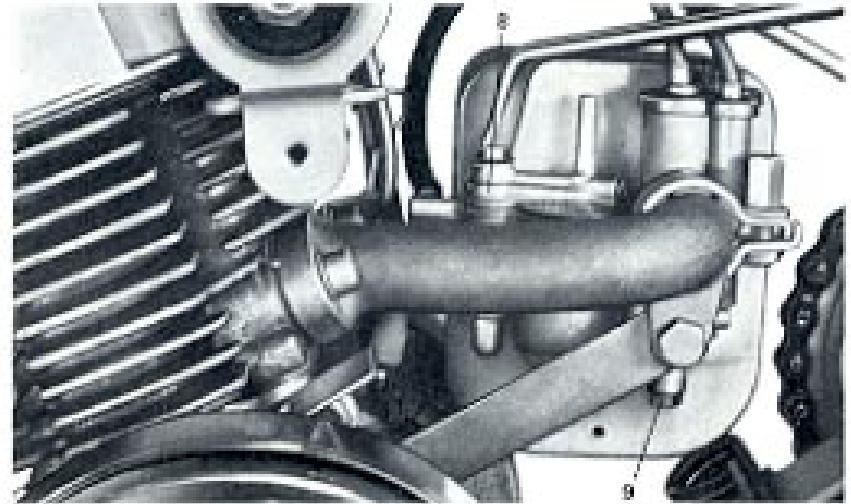
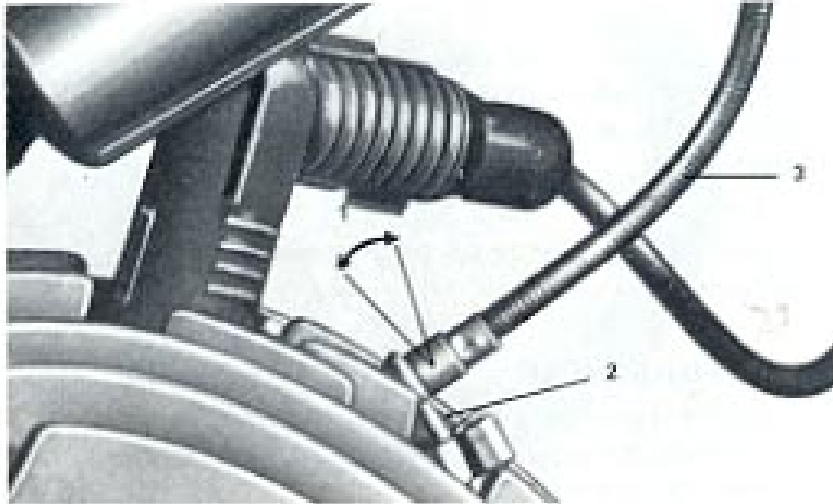
Your Motobecane is fitted with two filters ; one located in the fuel lever 11.5, which can be removed by unscrewing the fuel lever housing, and a carburetor filter 21.8. Both filters should be inspected and cleaned in case of poor engine performance.

If excessive choke is required to start the engine, remove the fuel jet 21.9 and clean by blowing out with the tire pump.

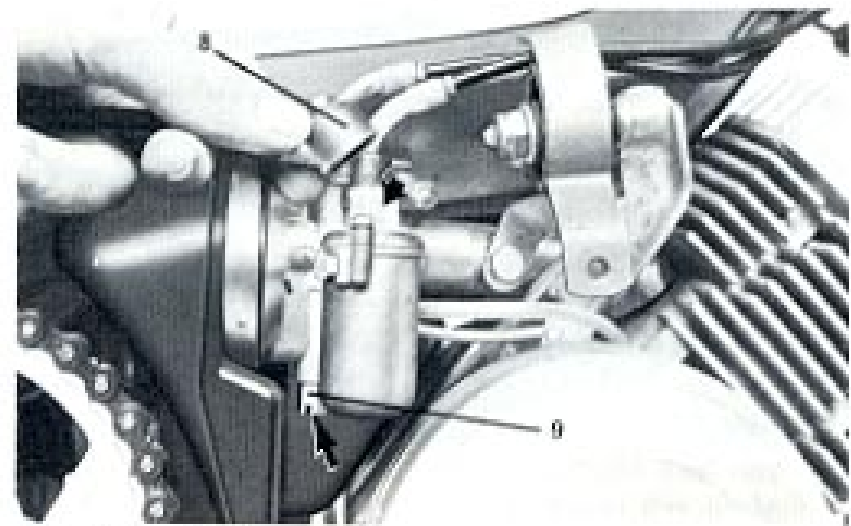
Always first determine the cause of any difficulty before attempting to correct by adjusting the carburetor.

If in doubt consult your Motobecane dealer.





CARBURETOR "50"



CARBURETOR "7"

## Wheel Removal

Removing the wheels of your Motobecane will be necessary in case of blowouts and fitting of new tires. Proceed as follows.

Set your Motobecane on its kick stand.

### Front Wheel

Raise the front wheel off the ground.

Disconnect the brake cable from the hub assembly.

Disconnect the speedometer cable if fitted.

Loosen the front axle nuts.

Pull on front axle to remove wheel.

Re-assemble in reverse sequence checking that the front brake lever on the right handle functions correctly.

#### **Important :**

On all Motobecane models take special care to engage the anchor lug 19.5 in the fork end when re-assembling.

### Rear Wheel Motobecane "7"

Raise the rear wheel off the ground.

Disconnect the brake cable from the hub assembly 23.1.

Loosen the axle nuts 23.2

Raise the frame slightly and the wheel will slide forward and out of the frame bracket.

Remove both chains from the chain sprockets and the wheel is free.

Re-assemble in reverse sequence.

If you have not disturbed the adjuster nuts 23.3 the engine drive chain will revert to the correct tension when the axle

spindle is pushed hard up against the adjusters. Any disturbance of the adjuster nuts when removing the wheel will require re-tensioning of the engine drive chain as described under Chain Adjustment.

Tighten axle nuts 23.2.

Check that the rear brake lever on the left handlebar functions correctly.

### Rear Wheel Motobecane 50

Raise the rear wheel off the ground.

Disconnect the brake cable from the hub assembly 23.4.

Loosen the axle nuts 23.2.

Push the wheel to the front and remove both chains from the chain sprockets.

Pull the wheel to the rear and the wheel is free.

Re-assemble in reverse sequence.

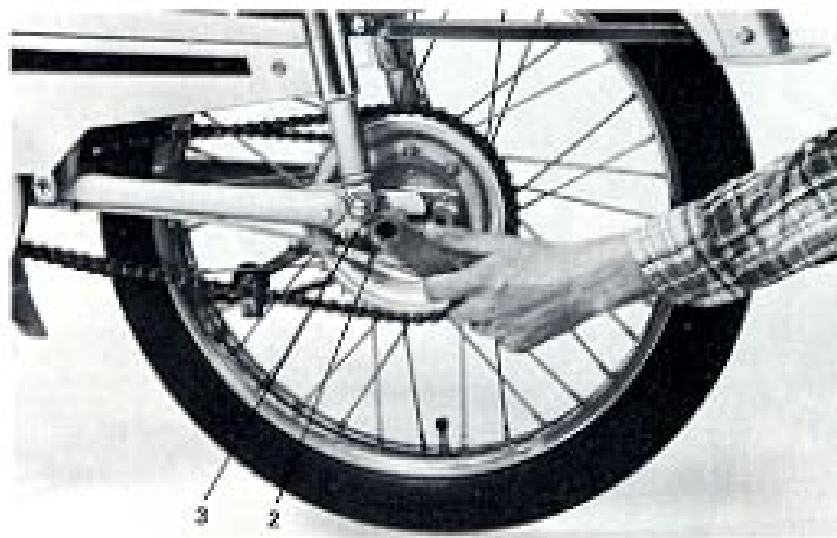
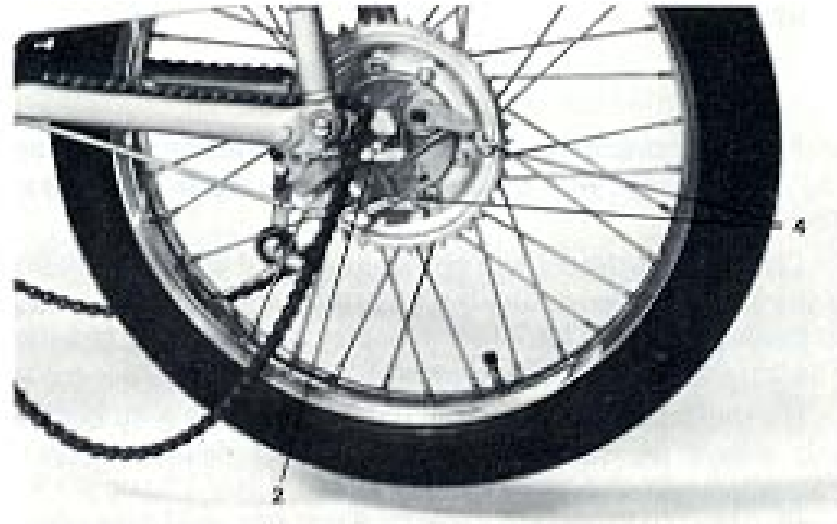
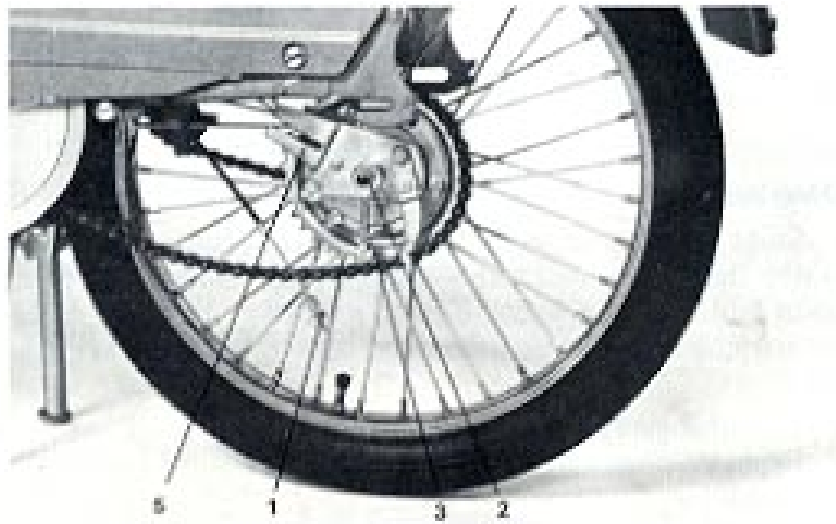
On re-assembly, make sure the cylindrical extension of the spindle nuts is hard up against the adjusters. 23.3

Tighten the axle nuts 23.2.

Check that the rear brake lever on the left handlebar functions correctly.

#### **Important :**

On all Motobecane models take special care to engage the anchor lug 23.5 in the fork end when re-assembling.



## Spark Plug

The spark plug fitted to your Motobecane will require regular inspection and cleaning.

Remove the spark plug cap and remove the spark plug from the cylinder head with the spark plug wrench provided in your tool kit.

Clean the electrodes and porcelain liner of all deposits using a spark plug sander or a stiff wire brush and if necessary, wash in gasoline and dry. Check the spark plug gap with a feeler gauge. The gap should be 0.015 inch.

Do not attempt to clean or dry the spark plug by burning and always use the recommended correct heat range spark plug when renewing. See Technical Data.



## Ignition Flywheel Magneto

The flywheel magneto provides ignition and lighting current. Maintenance should be carried out by your Motobecane dealer.

## Decarbonizing

Strict compliance with the fuel mixture instructions will ensure that only minor carbon deposits will build up in the exhaust muffler and cylinder. Typical indications that your Motobecane could require decarbonizing service should be watched for:

- Loss of engine power
- Repeated poor starts
- Backfiring
- Excessively fouled spark plug
- Overheating

It is recommended that you consult your Motobecane dealer in the event of any such indications or at 3600 miles for inspection of the exhaust muffler and at 7200 miles for decarbonizing of the piston, cylinder head and cylinder exhaust parts.

## Lighting

The headlamp of your Motobecane is Trade No. 4775 12 volt sealed beam unit which can be replaced by your dealer in case of failure.

The headlamp beam can be adjusted for angle by loosening the nuts 24.1 on either side of the headlamp unit. The headlamp switch is located at 24.2.

The tail/stop light bulb is U.S. type Trade No. 1134 12 volt

## TROUBLE SHOOTING

If you have followed the instructions in this handbook and maintained your Motobecane in good condition, failures will seldom occur. However, the following will assist you to readily locate a failure at those unforeseen times.

Failure	Probable cause	Remedies	Refer to
Engine will not start.	Ignition	<ul style="list-style-type: none"> <li>Check engine stop switch</li> <li>Check the spark plug and clean if fouled</li> <li>Check the spark plug gap</li> <li>Check for damage to the high tension spark plug lead</li> <li>Check that the ground lead is not loose or damaged</li> </ul>	<ul style="list-style-type: none"> <li>Page 11</li> <li>Page 24</li> <li>Page 24</li> </ul>
	Fuel flow blocked	<ul style="list-style-type: none"> <li>Remove carburetor filter and check for adequate fuel flow</li> <li>Clean both filters</li> <li>Check fuel tank air pressure vent and clean if blocked</li> </ul>	<ul style="list-style-type: none"> <li>Page 20</li> <li>Page 20</li> <li>Page 7, 18 - 9, 19</li> </ul>
Engine only starts with excessive choke	Dirty jet or carburetor	<ul style="list-style-type: none"> <li>Clean the fuel jet</li> <li>Check that the carburetor is free of water deposits or dirt. Clean if necessary. Check for worn needle valve and replace if necessary. Consult your dealer</li> </ul>	<ul style="list-style-type: none"> <li>Page 20</li> <li>Page 20</li> </ul>
Poor engine power	Ignition	<ul style="list-style-type: none"> <li>Check the spark plug</li> <li>Have your dealer inspect the flywheel magneto</li> </ul>	<ul style="list-style-type: none"> <li>Page 24</li> </ul>
	Insufficient fuel flowing to carburetor	Clean filters	<ul style="list-style-type: none"> <li>Page 20</li> </ul>
	Too much fuel flowing to carburetor or carbon deposits at the exhaust excessive	Consult your dealer	
	Transmission	Check and adjust chain tension	<ul style="list-style-type: none"> <li>Page 18</li> </ul>

## **MOTOBECANE AMERICA, LTD.**

### **LIMITED WARRANTY**

Motobecane America, Ltd. warrants the Motobecane Moped to the original retail purchaser in accordance with the following terms and conditions :

Motobecane America, Ltd. warrants that the Motobecane Moped to which this warranty applies is free of defects in material and workmanship for all components and accessories (except normal wear items as provided below) supplied by Motobecane America, Ltd. for a period of 120 days or 2000 miles (whichever occurs first) from the date of original retail sale. In the event of breach of the foregoing warranty, Motobecane America, Ltd., through its authorized dealers and service centers at no expense to the purchaser, shall provide labor and components to replace or repair (at its option) the defective parts.

This limited warranty does not apply to :

- A. Normal maintenance services as shown in the owners handbook supplied with the Motobecane Moped and any parts used in connection with such services.
- B. Repairs necessitated by accident, abuse, misuse, negligence, improper maintenance (including fuel mix ratio, poor quality oil, or lack of oil) or modifications.
- C. Tires, tubes, bulbs, springs and cables.
- D. Any use of the Motobecane Moped other than normal on-street use including trail use or off-street use.

In the event of a breach of the foregoing warranty, the liability of Motobecane America, Ltd. shall be limited to the replacement or repair of the defective parts and to the providing of labor necessary to replace or repair defective parts.

THE REMEDIES PROVIDED FOR IN THE ABOVE EXPRESS WARRANTY ARE THE SOLE AND EXCLUSIVE REMEDIES THEREFOR. NO OTHER EXPRESS WARRANTIES ARE MADE. ALL IMPLIED WARRANTIES INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE SHALL BE LIMITED IN DURATION TO THE DURATION OF THIS LIMITED WARRANTY. IN NO EVENT SHALL MOTOBECANE AMERICA, LTD. BE LIABLE FOR INCIDENTAL EXPENSES OR CONSEQUENTIAL DAMAGES. NO WARRANTIES, EXPRESS OR IMPLIED, ARE MADE TO ANY BUYER FOR RESALE OR TO ANY RENTER OF THE MOTOBECANE MOPED.

This limited warranty shall be null and void and Motobecane America, Ltd. shall have no obligation whatsoever under this limited warranty unless the warranty service is performed by a Motobecane Moped dealer or service center authorized by Motobecane America Ltd.

Some states do not allow limitations on how long an implied warranty lasts or do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which may vary from state to state.

In order to insure timely record keeping in determining the effective date of this limited warranty, the warranty registration card should be mailed within 5 days from date of purchase, provided, however, that a failure with respect to such mailing shall not affect the applicability of this limited warranty.

**FOR SATISFACTION OF YOUR WARRANTY**

**FOLLOW THESE STEPS IN ORDER :**

If service or parts are ever necessary, make the recommended checks given in your owners handbook. If it appears that service or parts are still required, contact the dealer from which you purchased the Motobecane Moped or the service center authorized by Motobecane America, Ltd.

If your problem is not solved locally, please contact us by mail, or telephone during normal business hours.

Manager, Customer Relations  
Motobecane America, Ltd.  
86 Orchard Street  
Hackensack, New Jersey 07601  
(201) 487-5556

**IMPORTANT**

Record the following information and save this warranty for future reference.

PURCHASE DATE .....

MODEL .....

ENGINE SERIAL .....

FRAME SERIAL .....

DEALER NAME .....

ADDRESS .....

DEALER SIGNATURE .....

**DEALER STAMP**

