



CYCLES PEUGEOT (U.S.A.), INC.

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MOPED TSM-U3

NOW YOU HAVE CHOSEN A

PEUGEOT...

Thank you for your confidence in PEUGEOT. We hope that your Moped will give you long service, as well as all the riding pleasure and satisfaction you expect.

Like all good machines, your PEUGEOT will need some good care and attention in order to insure the long life of all of its fine qualities.

We hope you take an active part in caring for your PEUGEOT, and this handbook has been designed to give you our best advice on maintenance procedures. Please take time to read both the PEUGEOT manual and the warranty card.

All of us at PEUGEOT wish you safe and happy riding.

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SAFE MOPED OPERATION

THE LAW

Licensing and registration regulations vary from state to state. Be sure to check with your moped dealer and learn about the laws which govern mopeds and moped operators in your area.

SAFE OPERATION

- * Read the Owner's Manual carefully, especially the section entitled « OPERATING INSTRUCTIONS » which is on pages 10 to 14. This section will give you all the basic instruction you will need to operate your moped safely and efficiently.
- * When you fill the gas tank with the proper 50 : 1 mixture of regular gas and two-stroke oil, be sure you are **outdoors** or in an open well-ventilated area and that the engine is **shut off** (gasoline fumes in a confined area can be ignited even by a small spark). Wipe up all gasoline spills before you start the engine.
- * Use protective equipment and clothing when you ride. We recommend you use a helmet and some form of eye protection such as goggles and that you always wear shoes to protect your feet.
- * Be an intelligent rider. (a) Use your lights even in the daytime. (b) Do not allow passengers, and avoid carrying awkward or unstable loads which interfere with your control of the machine. (c) Stay on the road. Mopeds are not designed for « off-road » abuse in fields or rough terrain. (d) Keep your hands and feet away from moving parts at all times. (e) Be especially careful and **reduce your speed** if you must ride on any wet surface. Slippery or rain-slick pavements can reduce the braking and cornering abilities of a moped by more than 50 % !
- * Store your moped in a well-ventilated area. Keep it away from gas heaters or furnaces... any place where fumes could be ignited by a spark or flame.
- * Buy a good lock and **use it**.

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

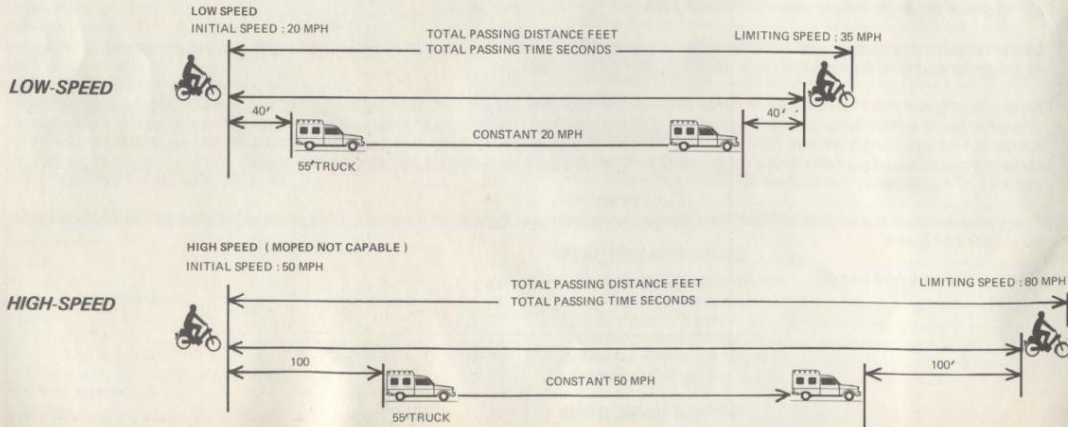
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies : TSM U3

Maximum speed 30 mph

Low speed pass : 810 feet : 21 seconds

High speed pass : NOT CAPABLE



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VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies : TSM U3

Fully Operational Service Brake	Light Load	40 feet - 270 LBS **
	Maximum Load	46 feet - 470 LBS **
		0 100 200 300 400 500
		Stopping Distance in Feet from 25 mph*
B - Emergency Service Brakes (with Partial Service Brake System Failure)		NOT CAPABLE
C - Brake Power Unit Failure Maximum Load		NOT CAPABLE
* The maximum speed attainable by accelerating a maximum rate from a standing start for one mile.		
** Vehicle weight with gasoline, rider and luggage.		

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TECHNICAL INFORMATION AND EQUIPMENT FEATURES

Wheelbase	46.26" (1.175 m)
Overall length	70.28" (1.785 m)
Overall width	27.56" (0.700 m)
Vehicle weight without fuel	124 Lbs (56 Kg)
Vehicle weight with fuel	139 Lbs (63 Kg)
Maximum allowable vehicle weight with fuel and rider	470 Lbs (213 Kg)

FRAME AND EQUIPMENT

- frame made of steel tubing and pressed steel
- integrated saddle - fuel tank ass'y
- fuel tank capacity : 2.4 gal (9 liters)
- flip-up long seat giving access to the tool kit
- seat locking mechanism serving also as a crash helmet anti-theft lock.
- plastic engine covers
- central kickstand
- stainless steel fenders
- protective mudflap on rear fende
- tire size 2 1/4 - 17 front wheel
- tire size 2 3/4 - 17 rear wheel
- upswept exhaust system with protecting grille
- speedometer

SUSPENSION

- telescopic front fork
- rear suspension : shock absorbers and telescopic supports

BRAKING SYSTEM

- front drum brake, internal expansion type, operated by the **RIGHT-HAND BRAKE LEVER**.
- rear drum brake, as above, operated by the **LEFT-HAND BRAKE LEVER**. Inside diameter of front and rear hub brake drums 3.1" (80 mm.).

ENGINE

- The PEUGEOT Moped engine is a single cylinder, air cooled, two-stroke engine, which can drive the rear wheel at a very low RPM.

Specifications :

- bore and stroke : 40 mm ; 39 mm
- chromed aluminium cylinder : 49 cm³
- compression ratio : 8.5 to 1
- carburetor : dia. 12 mm, equipped with an intake silencer.
- ignition : by high voltage « PEUGEOT » flywheel magneto with ignition lead of 0.06" (1.5 mm). Power : 21 w.
- fuel mixture of 50 : 1 regular gasoline and SAE 30 two - stroke motor oil.
- PEUGEOT Moped is equipped with an approved radio interference suppressing device.

PERFORMANCE

Speed : 30 MPH (48 Km/h) RPM for maximum power : 5,000
 Maximum RPM : 6,400 Transmission : Automatic gear change
 RPM at maximum Maximum climbing grade
 torque : 3600 without pedal assistance : 16/ 18 %

LIGHTING EQUIPMENT AND HORN

Electrical system : The PEUGEOT 6 V - 21 W flywheel magneto powers the headlamp, tail lamp, stoplight (activated by the use of either brake lever), electric horn, and speedometer light. The Moped is equipped with five reflectors : two amber reflectors mounted on each side of the fork and three red reflectors on the tail light, including the side reflectors and one red rear reflector.

IDENTIFICATION

The PEUGEOT Moped is provided with an identification plate attached to the head steering tube. The serial number of the vehicle is engraved on the plate. The serial number of the engine is engraved on the left side of the cylinder head. Owners should record and file **both** serial numbers.

SECURITY AND TOOLS

The PEUGEOT Moped is equipped with an anti-theft lock (Fig. 8, Page 13), which immobilizes the front fork in a turning position.

The fuel valve lever (Fig. 4, page 10) which is located under the fuel tank, has three positions : a. OFF, b. ON, c. RESERVE.

The tool compartment, which is located underneath the seat contains 1 : spark plug wrench, 1 : 21 mm. wrench, 3 : tire levers, 1 : 8 x 10 mm. wrench, 1 : tire repair kit.

CLUTCH AND TRANSMISSION (Fig. 1)

The clutch is composed of two principal parts

1 - The starting clutch

It is a centrifugal clutch which engages automatically when the Moped attains a speed of 3.7 mph.

2 - The second clutch plate engages automatically at 2,500 rpm. The **primary** transmission consists of a drive belt running between the pulley wheels on the drive shaft and the bottom bracket axle. The **secondary** transmission consists of a chain which runs from the bottom bracket axle (fixed sprocket attached) to the sprocket of the rear wheel in a manner similar to that of a bicycle.

Automatic gear change :

The pulley wheel on the drive shaft is « extensible », that is, driven by the action of centrifugal weights which are moved by centrifugal force.

The engine itself is mounted on an axle so that it can pivot backward to accommodate the expansion of the « extensible » pulley wheel. The extensible pulley drives, in turn, the large bottom bracket pulley. The engine is spring-mounted on its axle in order to maintain a proper tension on the drive belt of the primary transmission.

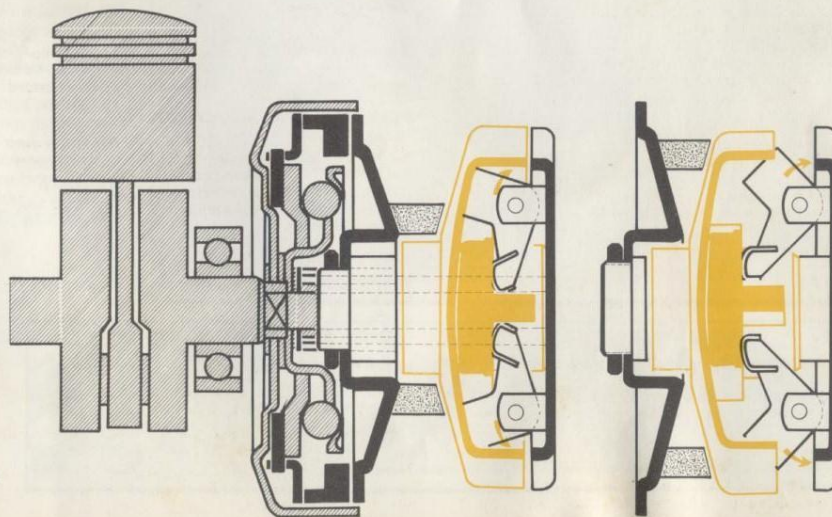
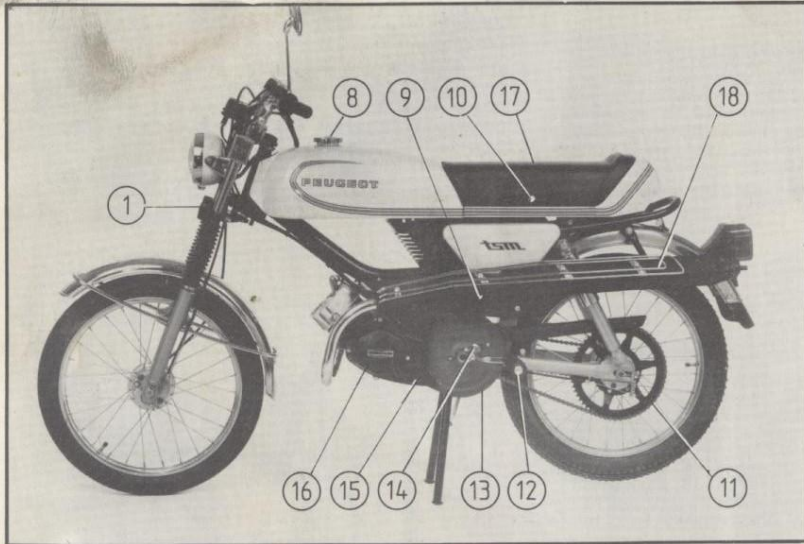


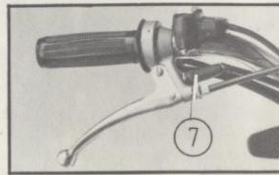
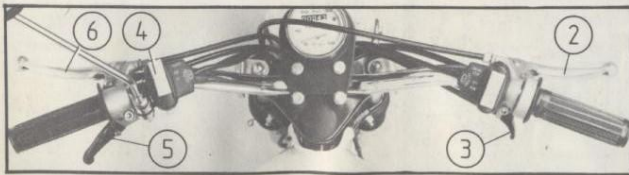
Fig. 1

INSTRUMENTS



1. electric horn
2. right-hand front brake lever
3. decompressor control lever
4. light switch
5. choke lever
6. left-hand rear brake lever
7. stoplight switch (on both brake levers)
8. fuel tank cap
9. left side engine cover
10. tool compartment
11. drive chain (secondary transmission)
12. left pedal
13. driven pulley
14. engine drive knob
15. drive belt (primary transmission)
16. clutch
17. long seat
18. exhaust system

Fig. 2



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AND CONTROLS

19. fuel valve lever
20. right side engine cover
21. handlebar adjustment bolts
22. throttle control
23. horn button
24. cut-off switch
25. speedometer (optional)
26. headlight adjustment bolts
27. front fork lock (optional)
28. speedometer driver (optional)
29. radio interference suppressor
30. taillight and stoplight
31. PEUGEOT flywheel magneto
32. center kickstand
33. chain tensioner
34. right pedal
35. crank gear bicycle chain

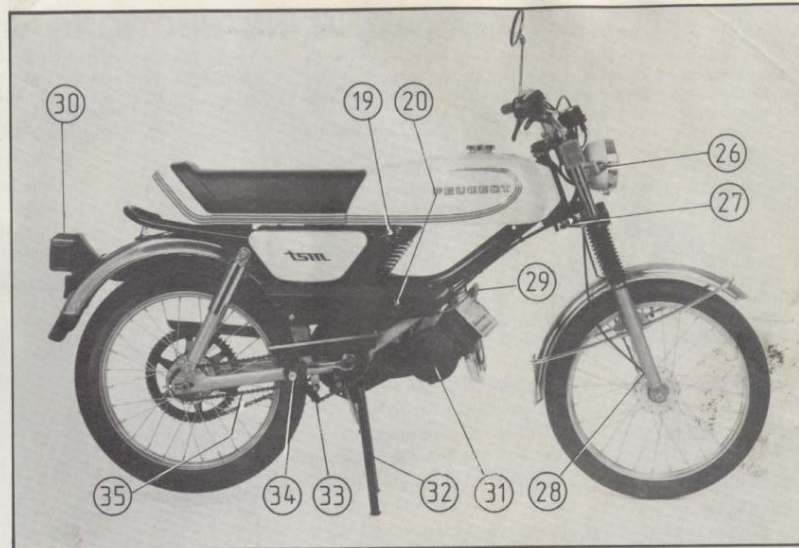
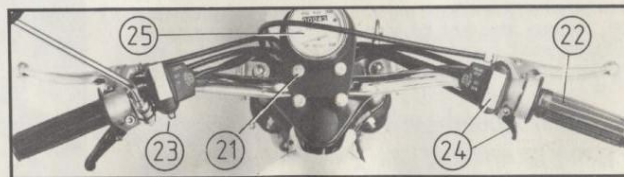


Fig. 3



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OPERATING INSTRUCTIONS

Note : Your careful attention to these operating instructions and to the maintenance section which follows will help you guarantee your own safe and comfortable riding.

FUEL MIXTURE

The two-stroke engine of the PEUGEOT Moped burns a gas-oil mixture. The fuel tank capacity of the Moped is 2.4 gallons (9 liters). Directions : Preferably, fill the tank with a **pre-mixed 50 : 1** gas-oil mixture using regular gasoline and the correct proportion (2%, or 2.5 ounces per gallon) of SAE 30 two-stroke motor oil. If you cannot pre-mix your fuel, fill the empty tank halfway with gasoline add the correct percentage of oil (2%, or 2.5 oz), and completely fill with gasoline. This 50 : 1 gas-oil proportion need not be altered after the initial breaking-in period.

Never burn pure gasoline in the PEUGEOT Moped.

RANGE

Depending upon riding conditions and rider weight, a full tank of gas should take you approximately 240 miles.

FUEL VALVE

The fuel valve on your Moped (Fig. 4) has three positions : a. OFF, b. ON, c. RESERVE. Put the fuel valve lever in the ON position when you want to start the engine. Set the lever in the OFF position after you have stopped the engine. Use the RESERVE position only if you happen to run out of fuel. The reserve gasoline supply in your Moped should take you six miles.

HANDLEBAR ADJUSTMENT (Fig. 5)

To change the position of the handlebars, simply loosen the four clamp bolts, adjust the bars, and retighten the bolts.

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BRAKES

Check your brakes often. If they do need an adjustment, follow the instructions for brake adjustment given in the maintenance section, p. 17.

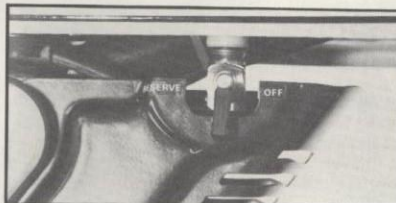
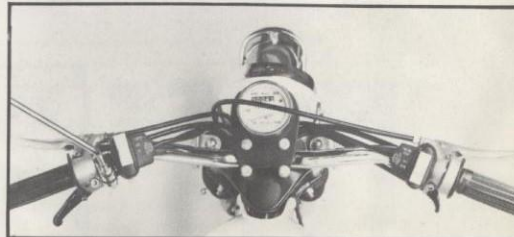


Fig. 4

Fig. 5



TIRES AND TIRE PRESSURE

Maintaining the proper tire pressure can significantly affect the tread wear, road-holding ability, braking ability, and riding comfort of your Moped. Check the pressure of your tires regularly at a service station or with your own pressure gauge. Both your riding comfort **and** your safety are involved.

Recommended tire pressure :

Front tire : 25-26 P.S.I. (1.8 bars)

Rear tire : 31-32 P.S.I. (2.2 bars)

Maximum tire pressure as indicated on tire sidewall :

Front tire : 36 P.S.I. (2.5 bars)

Rear tire : 40 P.S.I. (2.8 bars)

DRIVE KNOB

Before starting, make sure that the engine drive knob on the large driven pulley is on the « B » position (see Fig. 6).

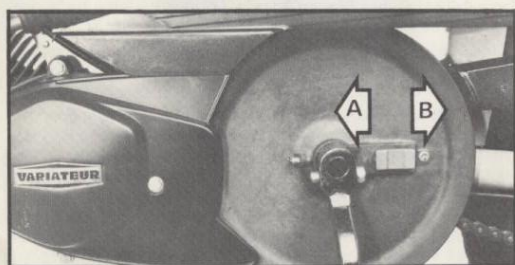


Fig. 6

LIGHTS, STOPLIGHT, ELECTRIC HORN

Before riding, make sure that your lights and electric horn operate properly. Of course, the Moped engine must first be running in order to power the lights and horn.

ENGINE START : Operating Procedures

Many riders start their Moped engine in an improper or inefficient way. Get accustomed to the proper method of starting your Moped as soon as possible. We will detail this method and the succession of steps it involves in the paragraphs below. Following the proper steps to start your Moped will help you develop good riding habits from the beginning. Be assured, however, that after the third or fourth try, you will be able to perform this method without thinking. The PEUGEOT Moped is as easy to use as a bicycle.

First, depending upon your preference or the road conditions, there are really two good ways to start the Moped.

a. The first method involves kicking the pedal and crank arm sharply while the Moped is resting on its stand. This method is the easiest to follow, especially when you face an immediate up-grade. Stand to the left of the Moped and proceed as follows :

- Put the engine drive knob in the « B » position (Fig. 6, page 11)
- Put the fuel valve in the ON position (bike on stand).
- Put the ignition switch (5) on the RUN position.
- Get a good hold on the handlebar grips.
- Turn the throttle twist grip (3) slightly inwards with your right hand.
- Squeeze the choke (2) with your left hand.
- With your right thumb squeeze completely the decompressor control lever (1).
- Starting with the left-hand pedal at its top position kick the pedal down sharply and release the decompressor lever (1) (right thumb) when the left-hand crank arm reaches the bottom.
- Repeat this kicking operation two or three times if the engine is cold.
- As soon as the engine engages, use the throttle (3) to give it some more gas.

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- After the engine has run for a few seconds, release the choke (2).
- Stop the rear wheel from spinning simply by squeezing the left hand rear brake lever (4).
- Briefly : Check to see that your stoplight operates properly when one or both brake levers are squeezed. Check your headlight, tail light, and horn.
- To take the Moped off its stand, hold the seat firmly and push forward slowly.
- Sit in the saddle and, to get under way, push off with your feet and accelerate simultaneously.

b. The second method of starting involves pedaling the Moped like a bicycle in order to turn the engine over. This method is especially suited to starts you would make on a down-grade.

- Put the engine drive knob in the « B » position (Fig. 6, page 11).
- Put the fuel valve in the ON position and sit in the saddle.
- Put the ignition switch to its RUN (5) position and engage the throttle slightly.
- Squeeze both the choke lever (2), and decompressor control lever (1).
- Push off and pedal the Moped.
- As soon as the engine is turning, release the decompressor control lever (1) (right thumb) and open the throttle more



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Fig. 7

— After the engine has started and run for a few seconds, release the choke lever (left hand).

— Note : In cold weather you can prevent engine stalling by keeping the choke lever depressed for a few hundred yards of travel. But do not use the choke lever when you start up a Moped engine that is already warm.

Important Note on Breaking in Your New Machine : PEUGEOT's experience has demonstrated that Moped engine efficiency, power, and durability are directly tied to the kind of treatment you give your engine when it is brand new. To break your engine in properly, ride the Moped at moderate speeds for its first three hundred miles. Do not race the engine when it is new, and be careful you do not overheat it either through long idling or in hot weather.

SLOWING DOWN AND STOPPING

To slow down and stop in a normal manner, close the throttle and apply both brakes simultaneously. When you have come to a full stop, your Moped engine will idle in a « neutral » gear as the clutch plate automatically disengages.

While your engine is idling with the Moped at a standstill, do not race or « rev-up » the engine. This action will cause the automatic clutch to re-engage.

When you are ready to move forward again, simply open the throttle and accelerate. If you are starting on an up-grade, you may have to pedal to help your engine get the Moped under way.

For your safety and convenience two devices have been provided to stop the engine. First, an ignition switch (5, Fig. 7) is located just ahead of the right handlebar grip. Second, the decompressor control lever, which will cut off engine compression and stop the motor, is located just under the right handlebar grip (1, Fig. 7).

PARKING : How to put your Moped on its stand

To park your Moped, hold both handlebar and seat. Lower the center stand with your foot, and pull the bike backwards and up onto the stand.

FRONT FORK AND HELMET ANTI-THEFT LOCKING SYSTEMS

The PEUGEOT Moped is equipped with both a front fork lock and a crash helmet anti-theft system.

The front fork lock is located on the right side of the « Steering tube » or fork (Fig. 8). When the front wheel is turned to the left, the lock socket will align with the locking bolt. Turn the key counter-clockwise and push it down until the bolt engages the lock socket. Turn the key back and remove. To unlock the forks, insert the key, turn it counter-clockwise and pull up until the bolt disengages.

If you wish to leave your helmet on the moped when parked, proceed as follows :

Unlock the saddle by means of the lock (B) located on the left side (Fig. 8 A - Fig. 8 B). Then flip-up the saddle (Fig. 8 B - 8 C) and place the buckle of the helmet over the peg C (Fig. 8 A - 8 C). Flip down the seat and lock it.



Fig. 8

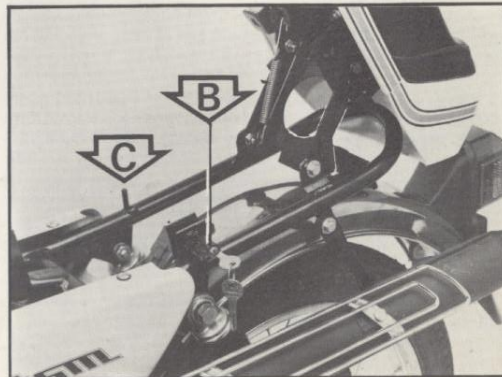


Fig. 8 A

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Fig. 8 B



Fig. 8 C

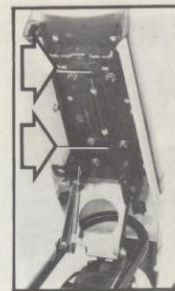


Fig. 8 D

SEAT

It is necessary to flip up the seat in order to reach the tool kit, therefore proceed as follows :

FLIPPING UP THE SEAT

- Unlock the seat. The lock is located on the L.H. side (Fig. 8 B).
- Lift the rear end of the seat which will disengage the front end.
- Raise the seat by flipping it up. To lower the saddle flip it down to the fuel tank, press first on the front end then on the rear end.
- Re-lock the seat.

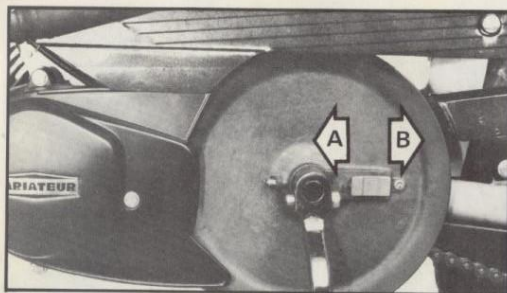
SEAT TENSION ADJUSTMENT (Fig. 8 D)

It is possible to increase the efficiency of the saddle tension by displacing the front support. Therefore, loosen the 4 nuts, slide the support forwards and re-tighten the nuts.

ADJUSTING THE SEAT POSITION

The adjustment of the seat position relative to the fuel tank is carried out by displacing the front and rear supports. It is necessary to re-adjust the seat tension after this operation.

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HOW TO USE YOUR MOPED AS A BICYCLE

Under certain circumstances (like an empty fuel tank !) you may have to pedal the Moped with the engine stopped. In order to pedal without cranking the engine, push the engine drive knob (Fig. 9) in towards the center of the crank to position (A). This operation must always be performed with the engine shut off. It is not recommended that you use your Moped as a bicycle for an extended period of time or especially when going down a slope. The driven-pulley might seize on the sprocket and be damaged rapidly.

EXTENDED STORAGE

If you have to store your Moped for an extended period of time, we recommend you prepare your bike in the following way :

- a. Empty the fuel tank.
- b. Run the engine until the carburetor is empty of fuel.
- c. Remove the spark plug.
- d. Put a few drops of oil directly into the cylinder.
- e. Turn the engine over by pedaling in order to spread the oil in the cylinder.
- f. Replace the spark plug, but do not tighten it
- g. Clean and lubricate your Moped as specified in the section concerning maintenance (p. 15) .
- h. Oil-dampen a cloth and lubricate the metallic parts. This light oil coating will protect your bike against rust.

AFTER STORAGE

Before starting the engine after storage, put a small amount of gas directly into the cylinder to remove the oil coating.

CHECKING PRIMARY TRANSMISSION BELT TENSION

After a certain period of use it is quite possible that the belt begins to slip on the pulleys once in a while, which is due to the belt stretching. This occurs mostly in wet weather. The engine races without any apparent reason or its running speed varies appreciably with no change in the mopeds speed.

Also when starting the belt slips on the pulley without cranking the engine.

Under these circumstances, the belt tension should be re-adjusted by one of our service-stations. It is recommended to set the belt tension after 300 miles.

MAINTENANCE

MAINTENANCE SCHEDULE

If you follow the lubrication schedule printed below, you will extend the operating life of your Moped and promote the smooth and effective running of its moving parts.

Please Note : We recommend that any complete service operation be performed by your PEUGEOT dealer, who can give your Moped a complete safety and maintenance inspection.

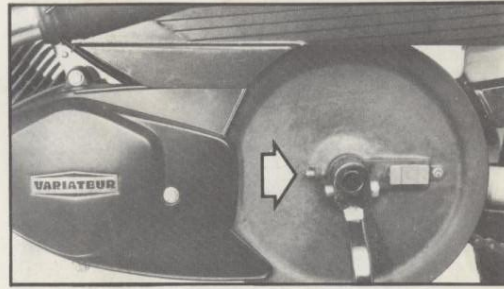


Fig. 10

Frequency	Points of Lubrication	Recommended Lubricants
every 600 miles (1,000 km)	crank gear bicycle chain transmission chain chain tensioner roller	30-weight motor oil (SAE 30)
	control cable freewheel kickstand pivot pin	lightweight all- purpose oil
every 6,000 miles (10,000 km)	driven pulley (see Fig. 10)	multi-purpose grease
	engine mounting bracket pivot pin upper and lower headset bearings crank arms pedals front and rear hubs	

CAUTION : Avoid getting any oil on the brake drums or the primary transmission belt.

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CHAIN MAINTENANCE

As we have indicated in the lubrication schedule above, the secondary transmission drive chain (and the crank gear bicycle chain) must be lubricated every 600 miles (1 000 km). And before lubrication, both chains must be cleaned of the old grease and dirt which can cause premature wear. If the chains are not excessively dirty, simply clean them using a small brush, a solvent, and a cloth. If a thorough cleaning is called for, remove both chains and soak them in a good solvent. After you brush the chains clean, hang them up to dry. After drying, reassemble them on the Moped before you apply new oil. (With the Moped on its stand, rotate the rear wheel slowly and let the new oil drip on both the inside and outside links of the chain).

DRIVE CHAIN ADJUSTMENT (See Fig. 11)

In order to tighten up a drive chain that has more than 1/2" (12.5 mm) slack in it (i.e., movement up and down) :

- Loosen rear axle nuts (3).
- Turn the adjuster nuts of chain tensioners (2) an equal amount in the rear drop-outs of the frame.
- Check to see that the rear wheel is aligned in the center of the chain stays.

The correct chain tension may be gauged by pressing the chain down at its midpoint. Over-all slackness should not exceed 1/2" (12.5 mm). Always turn the rear wheel of the Moped to make sure that the tension in the chain is consistent. After you are satisfied with the chain tension, tighten the rear axle nuts and recheck the effectiveness of the rear brake.

BICYCLE CHAIN ADJUSTMENT

The chain you use to pedal the Moped is automatically tensioned by the bicycle chain tensioner (similar to a derailleur). No adjustment is necessary.

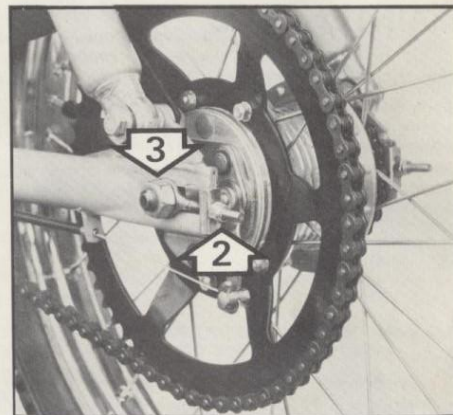


Fig. 11

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SPARK PLUG

If after a fairly long period of use, your Moped begins to start only with difficulty, or if it develops poor engine power, check your spark plug for wear, corrosion, or defect and replace as needed. (Note : Spark plugs should be **regularly** cleaned with a wire brush.) The correct spark plug gap is 0.016" (0.4 mm). Do not hesitate to replace an old plug with a new one at any time. In fact, it is always a good idea to carry a spare plug with you in your tool compartment. Keep the new plug protected in its original package.

Recommended spark plug :

For normal use in town and on the open roads :
AC 430Z; NGK B6HS. BOSCH W 175 T 1

TIRES

Check your tire pressure about once every month :

Front tire : 25-26 P.S.I. (1.8 bars)

Rear tire : 31-32 P.S.I. (2.2 bars)

(Pressure ratings are printed on the tire sidewall)

BRAKE ADJUSTMENT

We recommend that you check the brake cable tension and brake lever settings periodically. The amount of "free play" in your brake levers (i.e., the distance between the "rest" position and the point at which the lever makes contact between the brake shoes and brake drums) should be kept very short. As new brake cables begin to stretch out with use, you can reduce the "free play" in your brake lever by backing off on the cable adjusting barrel (fig. 12). Loosen the lock nut, reset the adjusting barrel and retighten the lock nut. This has the effect of lengthening the cable housing, thereby reducing the slack of the brake cable core itself.

NOTE : If complete adjustment by using the adjusting barrel is impossible (i.e., too much slack), take your Moped to your PEUGEOT dealer. He will have to check the brake linings and reset the brakes by means of the cam levers on the wheel hubs.

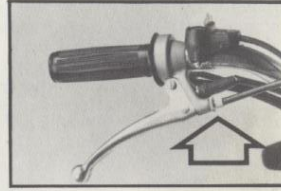


Fig. 12

On both front and rear wheel hubs an inspection hole has been provided to enable you to examine the wear on the brake shoe linings without dismantling the hubs.

DECARBONIZING

Carbonizing is the process by which hard deposits of combustion residues build up in the engine and exhaust system. How fast carbonizing occurs in your Moped will depend upon the quality of the fuel you use. Carbonizing will occur faster than usual if you do not follow the recommendations on fuel mixture under the « Operating Instructions » (p. 10). Generally, however, a deposit great enough to inhibit or even suffocate engine performance can form at about 2,500 miles.

The primary symptom of the carbonizing process is an engine that runs abnormally hot and suffers a loss of power. If your Moped develops the above problems, let your PEUGEOT dealer "decarbonize" your engine and exhaust system and restore your Moped's original high performance.

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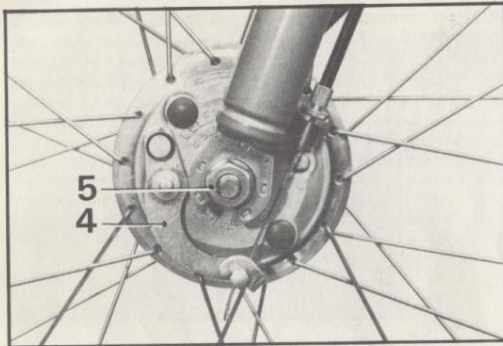


Fig. 13

CLEANING

The quality of the chrome plating and enamel paints used on the PEUGEOT Mopeds allows for a maintenance program similar to one used for automobiles. Dirty parts of the Moped should be cleaned with water and a soft detergent, rinsed thoroughly, and dried with a chamois.

Spots of tar can be removed with a de-tarring solvent or turpentine. Rub the tar spot with a cotton pad or cloth dipped in solvent until the tar is gone. Rinse the area immediately afterwards and wipe dry with a soft cloth.

Your Moped will keep its high lustre if you follow a cleaning job with the application of a good polish or silicone-base wax. Use your polish on both painted and chromed surfaces.

If necessary, restore scratched or grazed enamel surfaces with an aerosol can of Peugeot spray paint or Peugeot touch-up paint available through your Peugeot dealer.

Important : **DO NOT** clean your Moped with solvents like gasoline, oil, or alkaline washes which always tarnish the lustre of the enamel. Also, plastic parts are to be washed only with water or soap and water.

TROUBLE SHOOTING

In case of a punctured tire, you may do your own repair by following the instructions below.

REMOVING THE FRONT WHEEL

- Disconnect the speedometer cable from the driver unit by pulling the cable out.
- Disconnect the brake cable by pushing the brake arm upwards (4, Fig. 13) page 18, and unhooking the cable stop.
- Loosen the front axle nuts (5) and the wheel will drop out of the front fork ends.

REMOVING THE REAR WHEEL

- To disconnect the brake cable, push the brake arm (1, Fig. 14) forward and unhook the cable stop without unscrewing it.
- Loosen wheel nuts (3,) and disengage the chain tensioners (2) without changing their adjustment.
- Lift the crankgear "bicycle" chain off without removing the master link spring clip.
- Remove the drive chain by undoing the spring clip on the master link.
- Pull rear wheel back until it is free.

REPAIRING THE FLAT

To remove the tire from the rim, you should use a good set of tire levers. First, let all the air out of your tube and break the "bead" or bond between tire and rim. Then pry the tire up and over the rim with the tire levers.

After you have patched the tube and checked the tire casing carefully inside and out for any nails, glass, or damage, inflate the tube slightly. Then, with one bead of the tire already on the rim, stuff the tube into the rim well and tire. Use the dull end of your tire levers to help pry the second bead of your tire onto the rim. Inflate the tire to the proper pressure and reinstall.

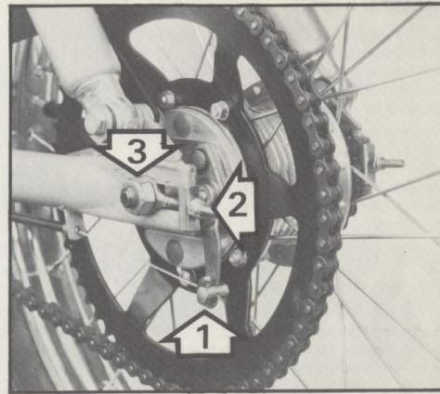


Fig. 14

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ENGINE TROUBLE

If... the engine will not start, or stops completely while you are driving along, or misfires and skips... **check** first to see if your fuel tank is empty. If so, put your fuel line lever in the RESERVE position (Fig. 16). Your reserve supply of gas should take you about four miles... and to the nearest gas station.

If... your engine suddenly shuts off while you are driving, then you may have accidentally bumped your ignition switch to the « OFF » position. Put the ignition switch to « RUN » and restart. (Also, if your engine doesn't fire at all when you try to start it, check the ignition switch and be sure it is in the « RUN » position).

If... your engine isn't getting the fuel it needs... your fuel line may be blocked. Disconnect the fuel pipe from the carburetor and open the tap to check the gas flow. If needed, clean both the tap filter (Fig. 16) and air holes in the tank cap (Fig. 15).

If... the jet is clogged (1, Fig. 17), take it out of the carburetor and blow it out with your tire pump. **DO NOT** try to clean it with any metal wire which could affect the output of the jet.

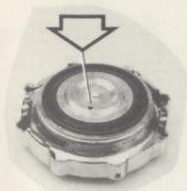


Fig. 15

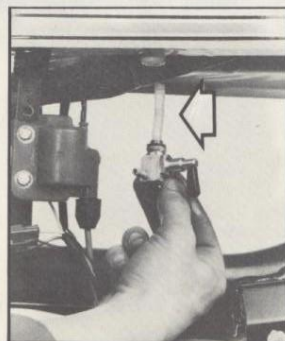


Fig. 16

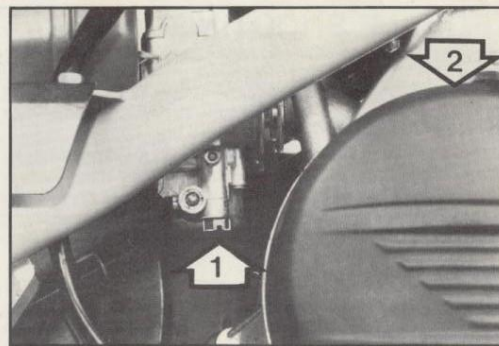
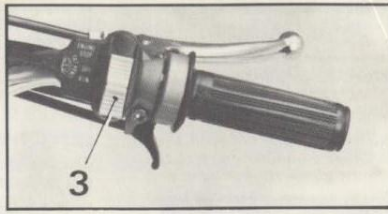
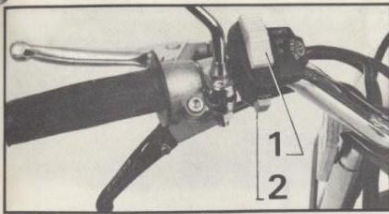


Fig. 17

If... the motor stops when you squeeze one or both brake levers, change the bulb of the rear stoplight.

If... the spark plug is dirty or worn, clean or replace it. It is always desirable to carry a new spark plug as a spare in the tool compartment. (Don't forget that it is a fragile part and should be kept in its original package.) If the spark plug gets wet, ignition cannot occur. Remove the plug, clean it, and dry it.

If... none of the remedies above improve an engine performance that is below par, you should take your Moped to your PEUGEOT dealer. He has the appropriate equipment and tools, and he is fully qualified to perform needed repairs and adjustments. Of course, consult your PEUGEOT dealer immediately should you experience any important failure regarding the carburetor, flywheel magneto, clutch, transmission, etc.



ELECTRICAL SYSTEM

Fig. 18

LIGHTS AND IGNITION SWITCH

The electrical system (Fig. 18) of the PEUGEOT Moped has been designed to function in a safe, efficient, and completely reliable way. All connections and lines have been shielded from the effects of weather and frictional wear.

The headlight switch (1) is located just ahead of the left handlebar grip. In the « L.O. » (ON) position — either forward or backward — the switch controls the headlight, red tail light, and speedometer light. In order to shut the lights off, simply push the switch lever to the intermediate position labeled « LIGHTS » (OFF).

The button located just ahead of the left grip (2) operates the horn.

The ignition switch (3), located just ahead of the right throttle grip, controls the flow of electrical current to the engine. You must set this switch in the RUN position in order to start and operate the engine. When the ignition switch is pushed to the OFF position, the engine will stop.

Both right and left brake levers operate independently to activate the rear stoplight.

Note : Electric current is provided by means of a flywheel magneto (2, Fig. 17 — page 22).

HEADLIGHT ADJUSTMENT

In order to ride safely at night, your headlight should be kept in good adjustment. For night riding, your light must not be set so high as to blind other drivers coming towards you. To adjust your headlight, proceed as follows :

- Slightly loosen the two headlight adjustment bolts (Fig. 19).
- Station the bike thirty-three feet from a wall.
- With a rider sitting on the Moped, which is **off** its stand, the focal point of the Moped headlight beam should appear on the wall about 1.66 feet (0.50 meter) above the ground. In order to adjust the lamp to attain the necessary angle, simply tip the light with your hands. Then tighten the headlight adjustment bolts.

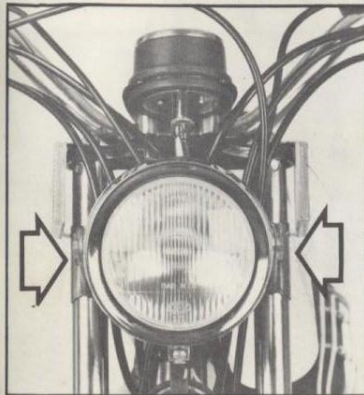


Fig. 19

LIGHTING SPECIFICATIONS

(Refer to your PEUGEOT dealer for all Moped replacement lightbulbs and parts).

Headlight	Taillight and Stoplight	Speedometer
bulb : 6V-21W Screw base : BA15 S	Stoplight bulb : 6V-10W Taillight bulb : 6V-5W Screw base : BA 15 S	bulb : 6V-0.6W Screw base : E10

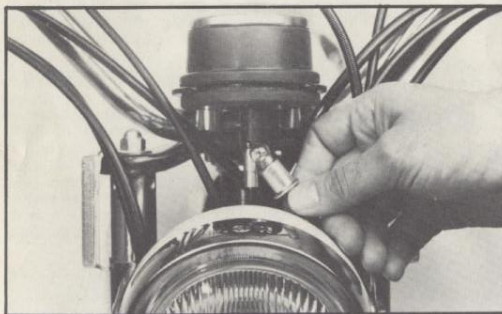


Fig. 20

REMOVING THE LIGHT BULBS

Headlight

- Loosen screw at the bottom of the head lamp.
- Pull the bottom part of the lens and chromed light cover away from the base.
- Dismantle the bulb support and change the bulb. (**Note :** Exercise particular care in all these operations... the light unit is a fragile one. If you experience any problems, consult your PEUGEOT dealer).

Taillight (Fig. 21)

- Loosen the two Lense cover screws and remove the cover.
- Push the bulb in slightly and twist it counter-clockwise to free the pins in the base of bulb from the bulb socket.

Speedometer (Fig. 20)

Pull the bulb support down and out of its socket. Unscrew the bulb.

DEFECTIVE LIGHTING SYSTEM

The transformer has been designed to protect the headlamp, the taillight and the speedometer illumination light.

If the taillight bulb and the speedometer illumination bulb are both burnt out, the headlamp will still illuminate, but with less power though.

If the headlamp bulb is burnt out, both the taillight and the speedometer bulbs will not illuminate, which does not necessarily mean that they are out of order. Therefore, change the headlamp bulb first.

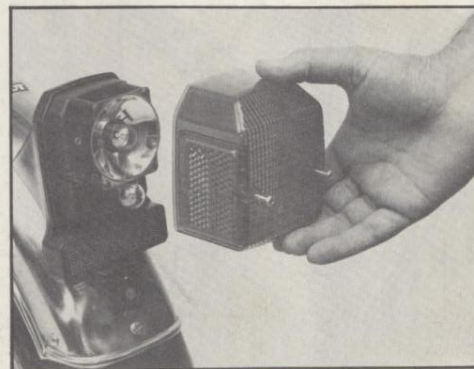
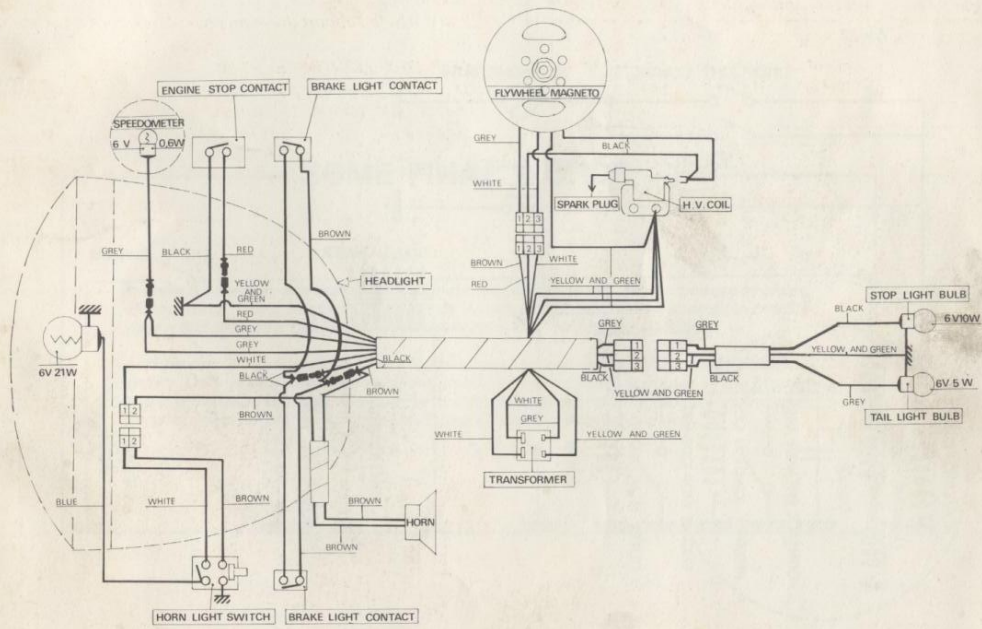
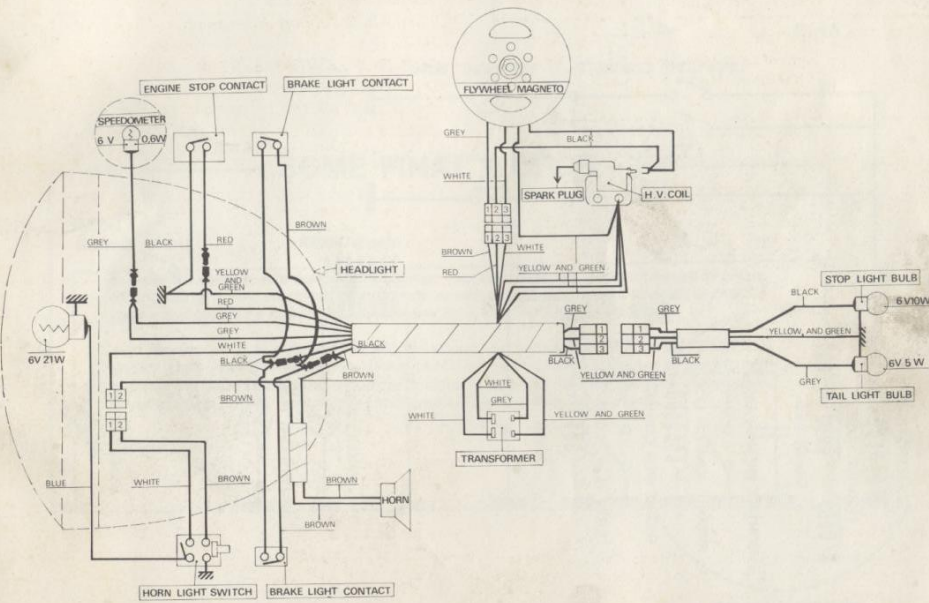


Fig. 21

ELECTRICAL WIRING DIAGRAM

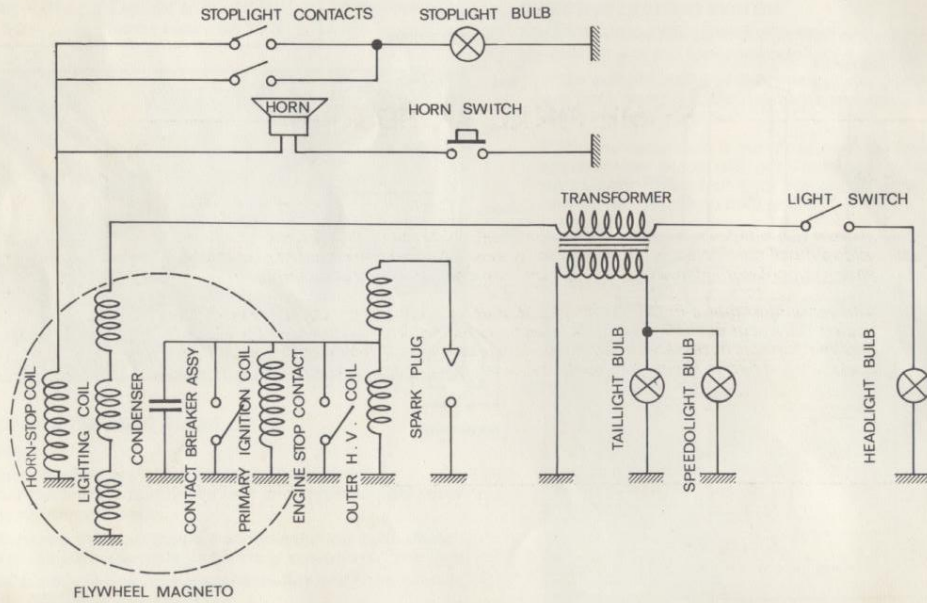


ELECTRICAL WIRING DIAGRAM



ELECTRICAL WIRING DIAGRAM

Fig. 23



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CYCLES PEUGEOT

(U.S.A.), INC.

PEUGEOT MOTORIZED BICYCLE WARRANTY

LIMITED SIX MONTH WARRANTY

Subject to the Conditions and Limitations set forth below, CYCLES PEUGEOT (U.S.A.), INC., « CP (U.S.A.) », PO BOX 6050, COMPTON, California, warrants to the original owner thereof all parts (except tires, tubes, light bulbs, spark plug, lenses and controls) of every new Peugeot Motorized Bicycle « Moped » supplied by it and purchased from an Authorized Peugeot Moped Dealer to be free from defects in materials or workmanship under normal use for six months from the date of purchase.

CYCLES PEUGEOT (U.S.A.) will replace any part covered by the above warranty which becomes defective, malfunctions or otherwise fails to conform with the warranty at no charge for parts. In order to obtain warranty service, the Moped together with the bill of sale or other dated, proof-of-purchase document identifying the vehicle by engine and frame numbers must be delivered to an Authorized Peugeot Moped Dealer in the United States. The cost of transporting the Moped to an Authorized Peugeot Moped Dealer and the dealer's labor charges are not covered by this warranty. The names and addresses of Authorized Peugeot Moped Dealers are listed in telephone directories or may be obtained by writing CP (U.S.A.). IMPORTANT : You must complete the attached Warranty Registration Card and return it to CP (U.S.A.) in order to validate this warranty.

This warranty does not cover normal wear, defects, malfunctions or failures which, are results of misuse (including stunt riding, bicycle motocross, dirt biking or similar activities), neglect, abuse, alteration, modification, accident or engine seizure.

ANY IMPLIED WARRANTIES, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE SHALL BE LIMITED IN DURATION TO THE PERIOD OF TIME SET FORTH ABOVE. CP (U.S.A.) SHALL NOT BE RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS OR THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE. THIS IS THE ONLY EXPRESS WARRANTY APPLICABLE TO PEUGEOT MOPEDS : CP (U.S.A.) NEITHER ASSUMES NOR AUTHORIZES ANYONE TO ASSUME FOR IT ANY OTHER EXPRESS WARRANTY.

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