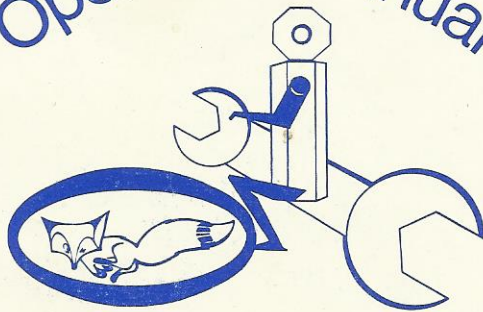


Operating Manual



**FOXI** GT

## Introduction

We are very happy to be able to congratulate you on choosing a Foxi GT.

We thank you for the trust which you have shown in us by supplying you with the advantages of our many years of experience and the high-quality product supplied to you with your moped.

These operating instructions will enable you to operate your high-quality moped correctly and to give it the best care and maintenance. Please observe all the advice and instructions given as carefully as possible.

To eliminate any faults which may occur we advise you to refer to our faultfinding table. We would also ask you not to have any repairs which may become necessary carried out by non-experts, as far as possible, but to have them carried out by one of our many dealers who have service workshops (unless you are an engineer yourself). Only in these workshops are the special tools available which are necessary, and only there can you find the required expert knowledge.

Now we won't keep you from your first trip with your new Foxi GT any longer and wish you every pleasure and satisfaction with this and for all other trips.

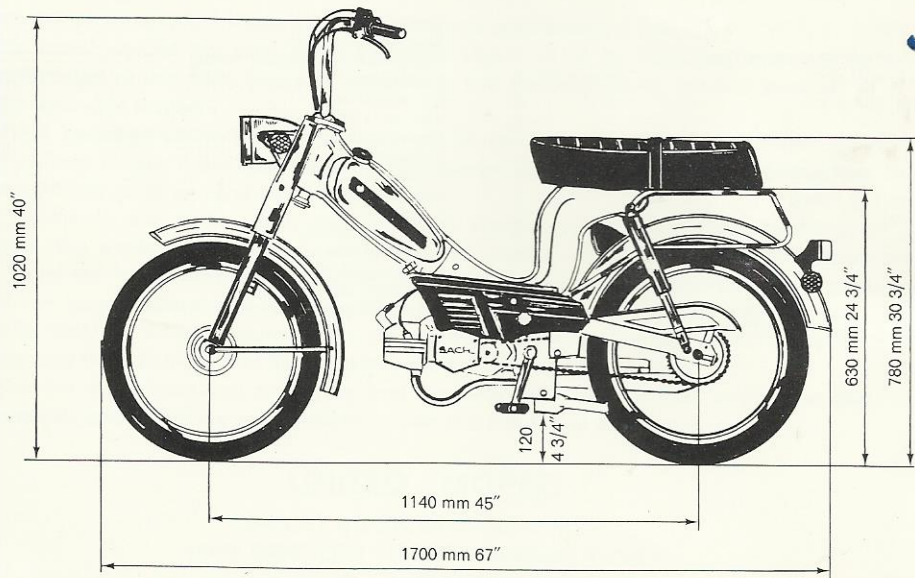
### UNITED - MOPED

IMPORT & DISTRIBUTION CENTER  
18475 BANDILIER CIRCLE, FOUNTAIN VALLEY  
CALIF. 92708, TELEPHONE 714/962-2484  
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# Index

Dimensions . . . . .	page 2	Spark plug . . . . .	9
<b>INSTRUCTIONS FOR INITIAL OPERATION</b> . . . . .	page 3 thr. 4	Magneto Generator . . . . .	10
Control levers . . . . .	3	Adjustment of Ignition Timing . . . . .	10
Fuel . . . . .	4	Carburator . . . . .	10
Tire Pressure . . . . .	4	Decarbonization . . . . .	12
<b>DRIVING INSTRUCTIONS</b> . . . . .	page 5	Exhaust Unit . . . . .	12
Starting and Riding . . . . .	5	Cables - Levers - Stand and Freewheel . . . . .	12
Stopping . . . . .	5	Speedometer . . . . .	13
Braking . . . . .	5	Chains . . . . .	13
Pedaling . . . . .	5	Steering head . . . . .	13
<b>MAINTENANCE</b> . . . . .	page 6 thr. 16	Frontfork . . . . .	14
Gearbox . . . . .	6	Rear Suspension . . . . .	14
Replacing Start Control Wire . . . . .	6	Checking and adjustment of Brakes . . . . .	14
		Maintenance and Lubrication Chart . . . . .	15
		Technical data . . . . .	16
		Wiring Diagram (see inside cover)	

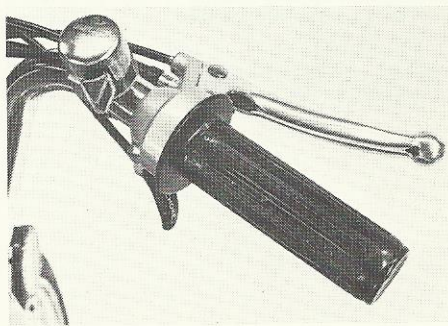
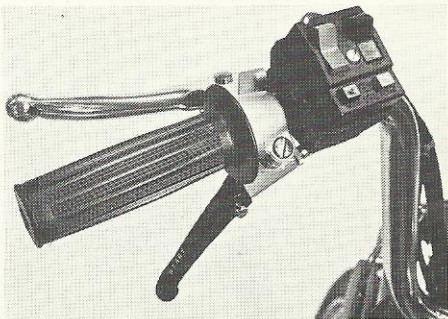
## Dimensions



# Instructions for Initial Operation

## Control Levers

The arrangement of the Levers is very simple. On the extreme right of the handlebar is a twistgrip with which the speed is controlled. The speed is increased by twisting the grip towards you. Next to the twistgrip is the choke lever. By depressing this lever a rich mixture is obtained. It should only be used when starting and riding with a cold engine; it should not be used once the engine is warm. Also mounted on the right-hand side, is the front brake lever and an engine cut-off button. On the left-hand side of the handlebar are the light switch with horn button, rearwheel brake lever and start lever.





## Fuel

Your moped is driven by a two stroke engine. The lubrication of the piston, crankshaft and bearings on this type of engine is by the oil present in the gas entering the crankcase from the carburator. It is therefore, necessary to mix oil with the gasoline in the correct ratio 1 : 50. As the lubrication of the above mentioned components depends entirely on this oil, it is important that a suitable grade is used, such as SAE 30 or SAE 40 twostroke. This quantity of oil added to the gas, contributes to anti-pollution and diminishes a great deal of carbon deposits in cylinder ports and exhaust. It makes no difference whether you use normal or super gas. When fueling, bear in mind the following:

1. Remove filler cap.
2. Do not smoke
3. Keep filler opening covered as much as possible in rainy weather or dusty wind.
4. Shut off engine.

The fuel tap has a reserve position and operates as indicated on tank.

## Tire Pressure

Although little attention need be paid thereto, it is important to see that pressure is not too high and not too low (between 40-45 PSI when cold).

# Driving Instructions

## Starting and Riding

The moped is equipped with a fully automatic transmission, thus no shifting of gears is required. After you have familiarized yourself with the operating controls, you are ready to start the engine.

- A. Open fuel tap.
- B. Turn Ignition switch to "ON".
- C. Pull in choke lever, (use choke only when the engine is cold).
- D. Pedal as a bicycle until you have gained sufficient momentum (usually 4 or 5 complete revolutions of the pedals).
- E. Pull in the starter lever. (left side of handlebar). After engine has fired, release starter lever, and open throttle a little. After 30 to 45 seconds, release choke.

## Stopping

Close the throttle. Apply both brakes gradually. The engine will continue to run because of the automatic clutch. Do not leave engine running for long periods of time at a standstill. To stop engine use "KILL" button located on right side of handlebar. After stopping engine, shut off fuel cock.

## Braking

Your moped is equipped with two powerful brakes. The front brake is operated by means of the brake lever on the right side of the handlebar. The rear brake is actuated by the lever on left side of handlebar.

It is important to get accustomed to applying both brakes together and with "feel". In cases of emergency the stopping distance will be much shorter than when using only one brake. Violent braking, especially on slippery roads should be avoided. For your own safety and that of others try to become a competent rider, closing the throttle in time and applying the brakes gradually. Going down hill the brakes should not be used continuously. It is better to brake firmly now and then, using the front and rear brake alternately, thus giving the hubs a chance to cool down.

## Pedaling

If for any reason you want to use your moped as a pedal cycle, pedaling is possible by not actuating the start lever.

# Maintenance

Tabulated on the last pages of this booklet, you will find the various maintenance schedules. This chart is meant for average use of the moped. Those who use their machine more extensively, are advised to carry out the operations (or have them done) at shorter intervals. Regular and adequate maintenance, prevents premature wear. Keep the power unit free from dust and dirt. The cooling fins of the cylinder provide air circulation (round the engine). To do this properly, they should be prevented from getting clogged and any dirt should be removed regularly.

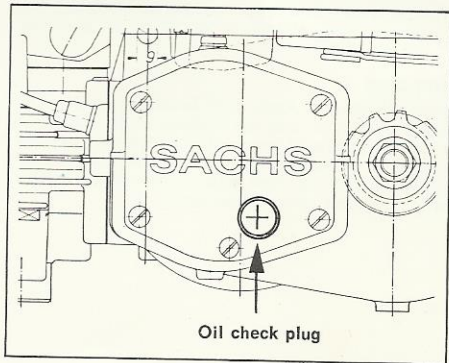
All nuts and bolts which can be reached externally, should be checked and retightened after 300 miles.

## Gearbox

The gearbox crankcase has to contain 200 cc (6.0 fl. oz.) of transmission oil. There are no oil filler or drainplugs in the engine and oil change is not necessary. Only check oil level at intervals as follows. Screw out oil check plug on clutch cover (left side engine). If oil level in gearbox is lower than lower edge of oil check hole (no oil will then flow out), fill up with a good quality of gear oil and proceed as follows: Lay moped aside with clutch cover plate upwards, loosen 5 screws and remove plate. Fill up with gear oil and fasten cover plate with the five screws. Put moped on stand to let superfluous oil flow out, screw in oil check plug.

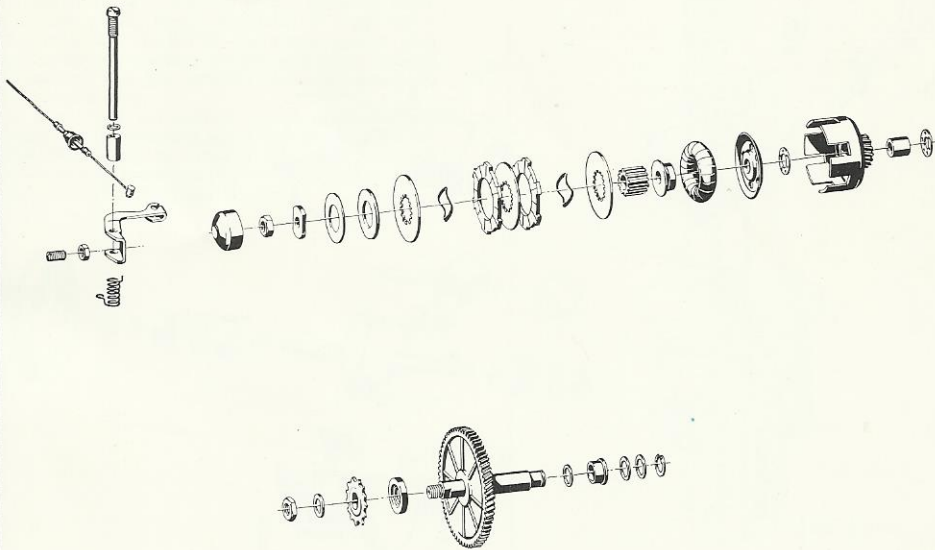
## Replacing Start Control Wire

Disconnect start cable from lever on handlebar and pull out both outer cables. Remove clutch cover on left side of engine. Next remove clutch lever as follows: First make spiral spring at bottom tension-free by lifting it with screwdriver so that its loose. Next loosen bolt on top of engine and remove spring, clutch lever and distance bushing. The wire is connected to lever with a special nipple which can now be pulled out. Refitting the Start Cable is the reverse of the above operations. It is advisable to use original wires. If not the nipple could be drawn from the wire, get into the transmission housing and cause much harm there. An original wire prevents any trouble.

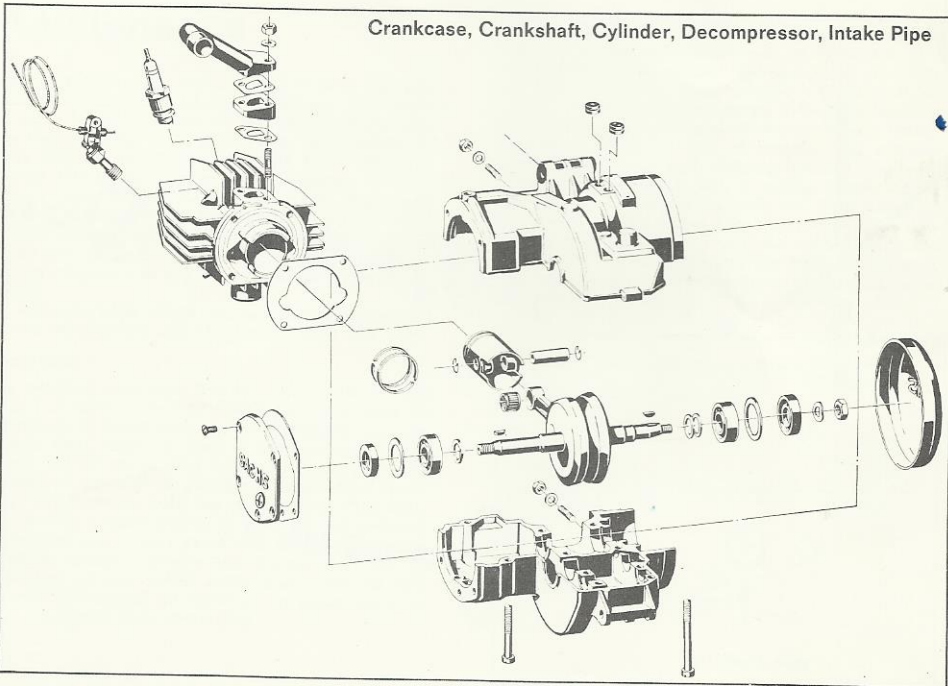




# Clutch, Gearbox



Crankcase, Crankshaft, Cylinder, Decompressor, Intake Pipe

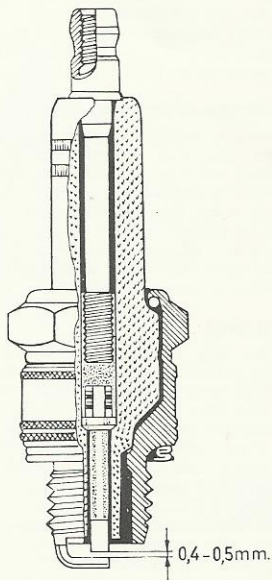


## Spark Plug

The best way to use your moped trouble free is to replace the spark plugs every 3,000 miles. Besides the Bosch W175T1, the use of the following plugs is recommended: Bosch W190 M11S - AC 42F - Champion H88 - KLG F70. The wrong type of plug may cause unnecessary trouble and even damage the engine. The gap between electrode should be 0.020 in (0.5 mm).

The points may get burnt-in after a while and they should be checked and readjusted every 1,500 km (950-1,000 miles) by bending the outer electrode with a pair of round-nosed pliers. The gap is checked with the aid of a feeler gauge.

Spark plug



## Magneto Generator

This set provides current for the ignition and for the lights. It is a 27/10 Watt a.c. set.

The wiring diagram indicates the types of bulbs in headlamp, taillight, brake light, upper beam indicator and speedometer. (See last page of this book)

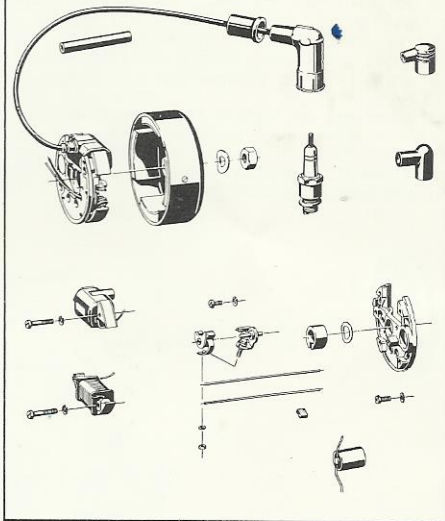
## Adjustment of Ignition Timing

The timing is regulated by the contact breaker mechanism. This was correctly set when the engine was fitted, but it is most likely to alter in course of time and it is desirable to have checked every 2,000 miles by one's Dealer. At the same time little oil should be applied to the felt oiling pad that keeps the breaker cam lightly lubricated. Too much oil on the pad would cause the contact points to get contaminated, upsetting the ignition.

## Carburator

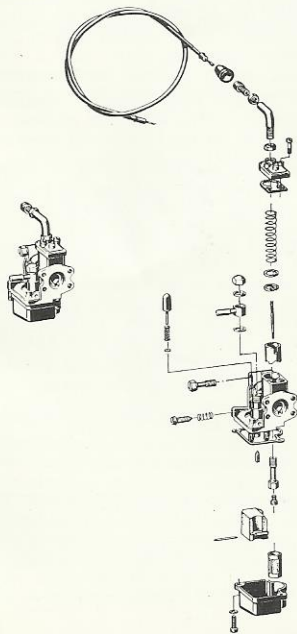
This also very important part of the engine needs cleaning periodically. Before dismantling it from engine, first remove intake silencer with micronic airfilter. This filter is inside the intake silencer and is accessible by loosening the clip. Keep the gas left in the float chamber away from airfilter because it could affect unfavorably its operation. If micronic airfilter is very dirty, replace it with a new one. Do not clean it. Remember that the micronic airfilter has the important function of keeping the inlet air dustfree. After loosening 2 screws on top cover the throttle slide can be withdrawn from the carburator body. These parts need not to be cleaned. The float chamber is attached at the bottom of the carburator with 2 screws. After removing float chamber, the jet

Magneto-generator (BOSCH)

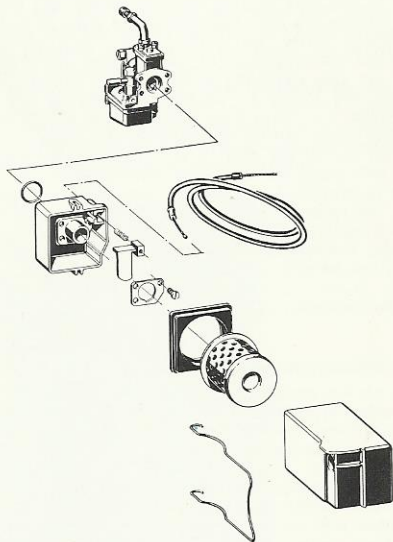


and vaporizer are accessible. The gauze around these parts needs cleaning regularly in order to prevent disturbances.

## Carburettor



## Intake Silencer





To clean the main jet orifice, try dislodging any obstruction by blowing through. If this fails then use a hair bristle. Never attempt to use a needle or a pin as this may enlarge the tiny orifice and make the mixture too rich. Adjacent to the main jet is the adjusting screw for varying the idling mixture strength which should be set so that the engine will not stop when the throttle is fully closed. The adjustment should be carried out when the engine is warm. Too much free movement of the throttle control cable can be reduced with the cable adjuster on top of the ring. Since crankshaft bearings, big and small, rely for their lubrication on the oil that is present in the mixture entering the engine, it is not recommended to experiment and try to obtain a more economic setting. This would only endanger the lubrication. Remember, too, that all engine components are small and all the more vulnerable to dirt. Carefully follow the advice as given at the beginning of this manual under "Fuel".

## Decarbonization

Due to the combustion process in the cylinder a formation of carbon takes place on the top of the piston, in the cylinder and at the places where the exhaust gases pass, such as the exhaust port, both transfer ports and the silencer. The accumulation of carbon restricts the passage of the gases which then are unable to escape fast enough and thus interfere with the incoming mixture. The result will be poor engine performance, only a little to start with but eventually becoming more noticeable. You should decarbonize your engine (or have it done) as soon as you notice an appreciable drop in power

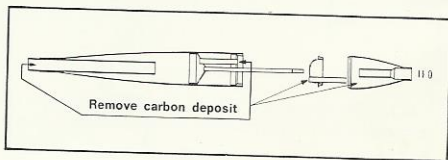
or at least every 1500 miles. All parts mentioned above should be cleaned and it may be advisable to have it done at your Dealer's. If you decide to do the job yourself, you should take care to do nothing to the piston sides, not even "just a clean-up". Prevent any carbon particles from dropping down the crankcase as this could be fatal for your engine in future.

## Exhaust Unit

Decarbonizing of silencer is done as follows: Remove chrome rear end by loosening nut and withdrawing rear end. The inner silencer is now accessible and can be taken out. Make all holes free from carbon deposit. Assemble the unit in reverse sequence. If carbon deposit in exhaust pipe is excessive it is advisable to have decarbonization done at your dealer. With a view to the noise limits established in the United States, nothing should be altered to the exhaust system. Also keep in mind, that any changes in this system may affect unfavorably the function of the engine.

## Cables Levers Stand and Freewheel

All these components should be easily operated and therefore receive proper lubrication. The best



way to do this is by dripping a few drops of oil into the outer cables and moving the levers to and fro. Also oil the turning points of center stand and freewheel.

### Speedometer

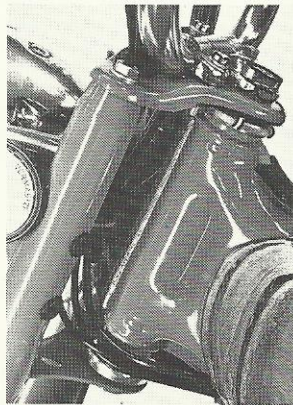
The speedometer cable drive has a lubrication nipple. Lubricate the drive with a grease gun (A high pressured gun should not be used as it could destroy the drive completely) Lubricate the drive every 2,000 miles. Also keep the drive and area around free from dust and sand. Do not forget to lubricate the speedometer cable with some drops of motoroil from the lower side of the cable. The speedometer clock needs no attention.

### Chains

Your moped has two chains, the final drive chain 3/16" (left) and the pedal chain 1/8". The final drive chain will be most exposed to wear resulting in stressing. The tension of this chain has to be adjusted periodically with the chain tighteners, (excessive stretch is harmful). Correct tightening of the chain is obtained of the total vertical move in the middle of approximately 1 inch. Make sure that the rearwheel follows the track of the frontwheel. This is checked by laying a straight lath along the front and rearwheel. Tightening the final drive chain usually involves checking the tension of the pedal chain. This is done very easily by adjusting the chain conductor arm. Keep the chains well lubricated. A dry chain will soon wear out affecting the sprockets at the same time.

### Steering Head

Any perceptible play must be adjusted as soon as possible to prevent bad tractability. If this is not done steering head cups will wear and roughness of the steering will result. The same will happen if the steering is adjusted too tight. The handlebar should swing freely without side play. Backlash in the steering head bearings can be detected by trying to move your machine forwards and backwards, applying the front brake, while holding your thumb on the ring nut and two fingers on the steering head column underneath it.



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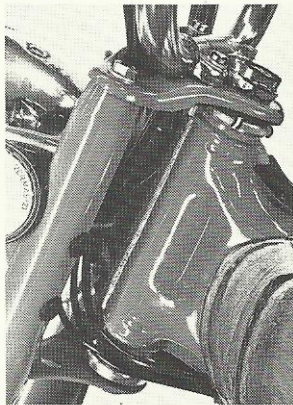
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## Frontfork

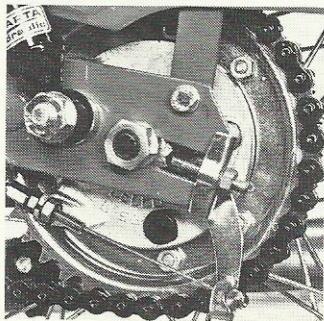
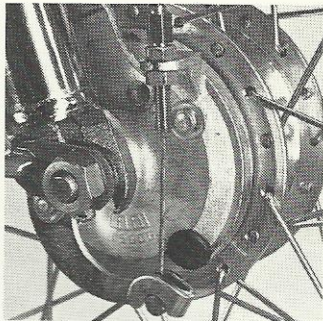
This fork is of the telescopic system and is damped and lubricated by oil. The chromium plated bottom members are the moving parts of the assembly connected to each other by the stabilizer unit and the wheel spindle. These bottom members, into which special material bearings have been pressed, each snugly slide over a sturdy inner tube which is attached to the front fork by means of screws. Each bottom member contains 100 cc (3,4 fl. oz) of SAE 40 grade motoroil. If the springing of the fork is either too weak or too stiff a different grade oil may be used but tests carried out by our Experimental Department have proved the SAE 40 grade to be the most suitable and we do not recommend to change without a good reason for doing so. Periodical oil changes are not needed and if it ever becomes necessary one should have it done by one's dealer.

## Rear Suspension

The rear suspension does not require any attention. The oil in the shock absorbers (35 cc cardanoil SAE 140) need not to be changed.

## Checking and adjustment of Brakes

It is obvious that the brake linings are susceptible to wear, resulting in inefficient brake action. Adjusting the braking capacity is made by the cable adjusting screw. There should be a play of about 2 cm on the handbrake levers, measured at tip of lever.



## Maintenance and Lubrication Chart

PERIOD	COMPONENTS	LUBRICANT	APPLICATION
Every 3 months or 600 miles	Levers	SAE 20 motoroil	Oil Check chain tension and adjust
	Cables		
	Brake lever arm pivots		
	Pedals		
	Chains		
	Stand		
	Freewheel		
	Spark plug		Remove and clean thoroughly Check gap of electrodes
	Transmission casing		Check oil level
	Steering head		Check backlash
Every 12 months or 2000 miles	Speedometer drive	Grease	Grease gun (no high pressure)
	Speedo cable	Oil SAE 20	A few drops
	Lock	Oil SAE 20	A single drop
	Chain	Oil SAE 20	Lubricate
	Ignition	Oil SAE 20	Lightly oil felt pad Check contact points Check adjustments
	Cylinder head		Decarbonize and clean
	Top of piston		
	Exhaust ports		
	Cylinder outlet ports		
	Silencer		
Carburator		Clean carefully Replace micron airfilter	
Hubs			
Pedals	Bearing grease		Dismantle, clean and apply fresh grease
Steering head			



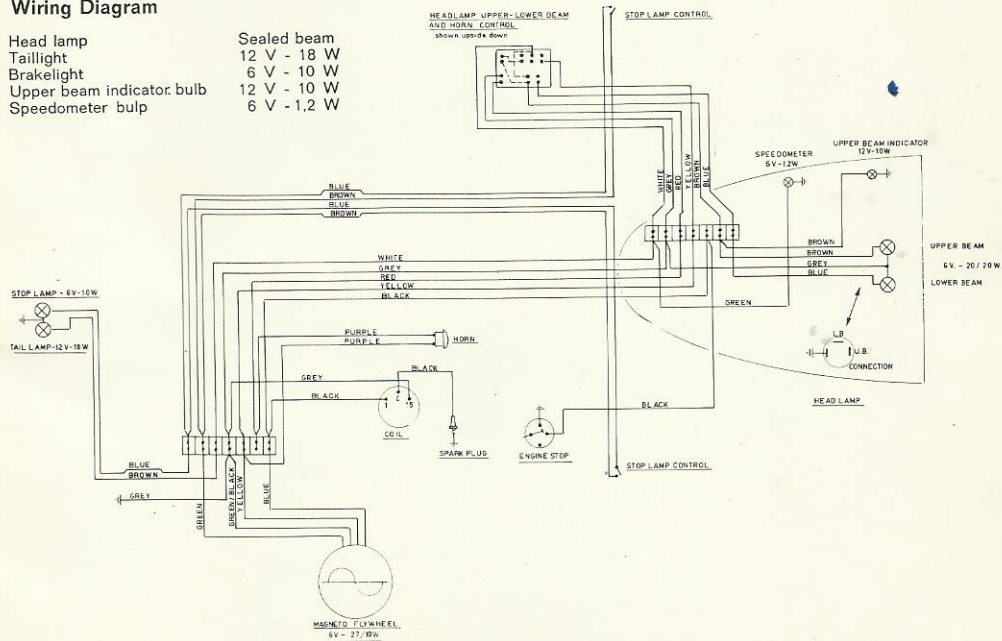
## Technical data

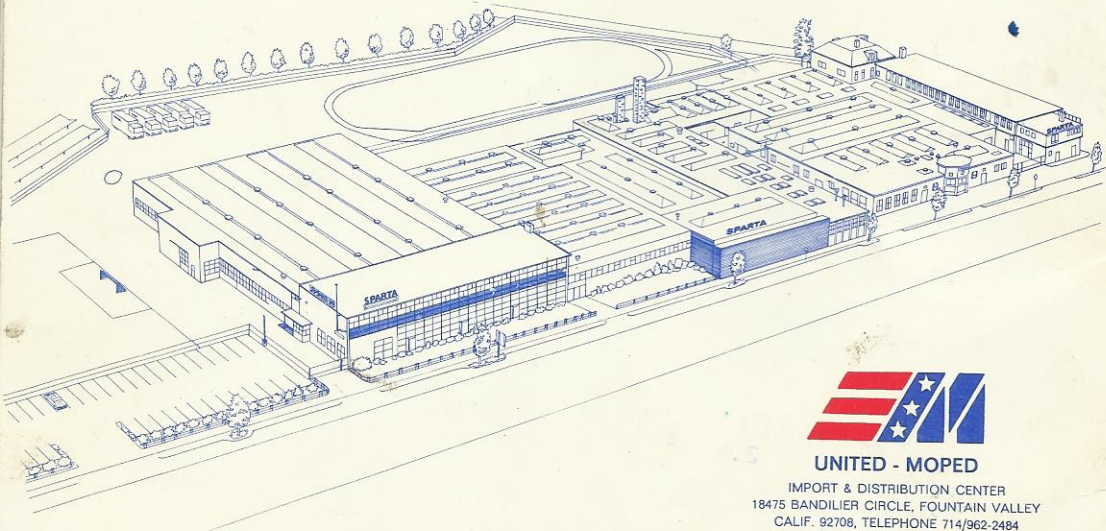
Engine	: Sachs 504/1A twostroke
Piston displacement	: 47 cc
Bore	: 38 mm
Stroke	: 42 mm
Electrical equipment	: Generator magneto Bosch 27/10 Watt
Ignition setting	: 2,5 - 3 mm / 0,098 - 0,118 in. before t.d.c.
Contact spacing	: 0,3 - 0,4 mm / 0,012 - 0,016 in.
Pole shoe spacing	: 6 - 9 mm / 0,236 - 0,354 in.
Spark plug	: Bosch W175 T1
Carburator	: 85/12/101
Needle jet	: 2,17
Main jet	: 52
Fuelling	: oil - gas mixture 1 : 50
Gearbox Lubrication	: 200 ccm gear oil
Clutch system	: centrifugal automatic
Transmission	: engine drive sprocket 11T rear chainwheel 36T
Primary chain	: $\frac{1}{2} \times 3/16''$ 98 links
Pedal chain	: $\frac{1}{2} \times 1/8''$ 80 links
Tank capacity	: 0,8 gall.
Tyres	: 20 x 2.00
Weight	: 44 kgs / 97 lbs
Chassis number	: on right side of frame under engine screen
Engine number	: on right side of cylinder block
Tightening torque frontaxle nut	: 22 ft/lb

# Wiring Diagram

Head lamp  
 Taillight  
 Brakelight  
 Upper beam indicator bulb  
 Speedometer bulb

Sealed beam  
 12 V - 18 W  
 6 V - 10 W  
 12 V - 10 W  
 6 V - 1.2 W





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