



# MAXI

INSTRUCTIONS



# MAXI N/S

1	hp .....	20	mph
1,5	hp .....	25	mph
2	hp .....	30	mph

## **FOREWORD**

We are pleased you have decided to purchase this machine and welcome you to the Puch range. We wish you a good start and hope you will enjoy yourself. Please read this book to familiarize yourself with the simple operating, maintenance and service procedures. The references „left“ and „right“ always refer to the machine drive direction.

**STEYR - DAIMLER - PUCH**  
**GRAZ                      AUSTRIA**

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## A) MACHINE NUMBERS

Position of specification plate, engine number and frame number.

Specification plate,  
fixed to right-hand side of  
the frame.



Engine number,  
engraved on the crankcase  
on the right hand side.



Frame number  
engraved on the top  
of frame on the right



or on the right  
hand side of seat post.



## **B) CONTROLS**

The position of the controls may be seen in the technical data enclosed.

### **Steering lock**

To lock, move handle bar to the right, Insert key in to the lock, turn to the left and together with lock cylinder push down, turn to the right and remove key. Unlock by reversed procedure.

### **Petrol tap (fig. 1)**

Position 1 = shut

Position 2 = open

Position 3 = reserve

### **Carburettor (fig. 2)**

1 = tickler

2 = choke: is operated by depressing it (see starting the engine) or choke is operated by means of the lever on the handlebar. See „Technical data“.

### **Light switch (fig. 3/1)**

See „Technical Data“.

### **Cut-Out Switch (fig. 3/2)**

Two position thumb switch located on right side of handlebar. Center position to start and run the engine. Lower position interrupts ignition, stops the engine, and coasts the moped to a halt.

### **Fuel tank filler cap**

To open, pull out cap.

### **Air pump and tools**

The air pump is lodged under the right hand side engine covering, tools in the tool box on the seat.



**Fig. 2**

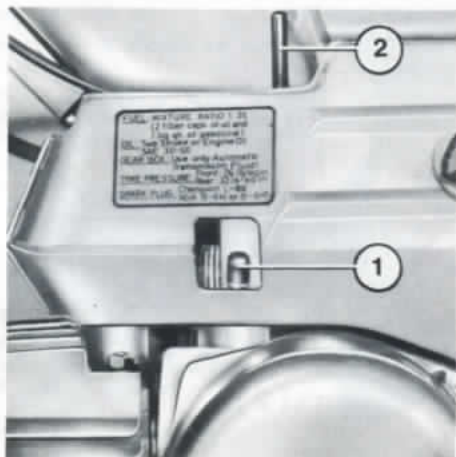


Fig. 3

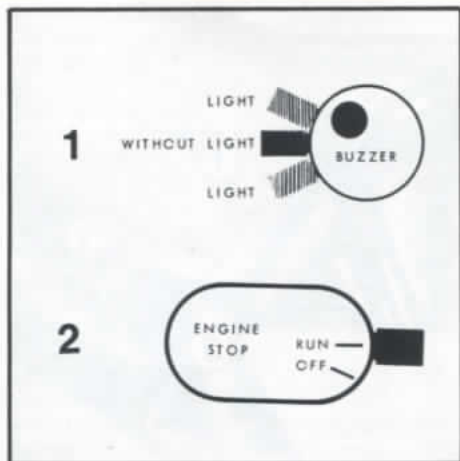
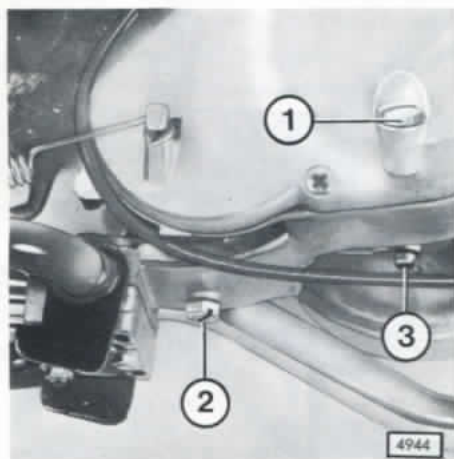


Fig. 4





## **C) RUNNING-IN PROCEDURE**

### **Checking machine numbers**

Prior to using the machine, check that the various numbers (see page 5) correspond with your log book.

### **Checking gearbox oil level**

An oil level screw (at the same time being filler plug) is fitted in the right gearbox cover. The oil level is correct if the oil reaches to the lower edge of the screw hole. If too low, add oil until overflowing. Excess oil must be drained off. Oil quality (Automatic transmission fluid — see lubricating chart) and quantity see enclosed „Technical Data“.

### **Checking the tyre pressure**

Refer to technical data for correct pressure.

### **Filling up with two stroke mixture**

#### **Petrol mixture**

All Puch stroke engines should be run on a petrol mixture in a ratio of 50 : 1.

Use of this mixing ratio reduces formation of exhaust gas results in smaller deposits, extends the intervals of cleaning, and decreases air pollution.

It is recommended to mix petrol with the oils listed in the Technical Data or Lubrication Chart. Not all filling stations sell special two stroke oils therefore take care when refueling. If so, you should adhere to the previous usual mixing ratio of 25 to 1.

### **OIL-GASOLINE-MIXTURE (fig. 5)**

with two stroke oils in a ratio 1 : 50 (1 filler cap of oil and 1 liq. qt of gasoline) with engine oil in a ratio 1 : 25 (2 filler caps of oil SAE 30-50 and 1 liq. qt of gasoline).

**Remember! Never fill up with pure petrol.**

Check lights and flashes for function.

## D) RIDING INSTRUCTIONS

### Starting the engine

a) Open fuel tap

b) When the engine is cold operate the choke and pull the carburettor tickler to slightly flood the engine.

When the engine is warm, do not operate either the choke or the tickler. Move off in the same way as with a bicycle and, once under way, pull the starting lever (fig. 14) and at the same time open the throttle twist grip by approximately  $\frac{1}{2}$ .

Another starting procedure: Prop machine on stand and start engine by forcefully pedalling and pulling the starting lever for a short interval. If the engine has started, the rear wheel should not touch the ground until having released the throttle, so that the clutch is no longer engaged. If the choke has been operated for a cold start, it should be turned off after the first few hundred yards.

Fully opening the throttle momentarily after a short while will do this automatically.

## **Riding**

The speed of the machine is controlled by the throttle twist grip. After reaching maximum by fully opening the throttle the twist grip should be turned back to approximately  $\frac{3}{4}$  open. While the decrease in speed will be hardly noticeable, the fuel consumption will be considerably reduced. Always decrease speed by throttling down.

## **Braking**

Close the throttle and apply front and rear brake simultaneously (see controls). On sandy, wet or slippery roads it is recommended to use mainly the rear brake.

## **Riding downhill**

The engine acts as a brake if the throttle is closed for downhill riding. Over longer distances, open throttle a few times to ensure that sufficient lubricant reaches the engine.

If necessary, reduce speed by braking.

If the speed is reduced to the extent that the clutch disengages, the engine is no longer acting as brake. Engagement or disengagement of the clutch depends on the engine revolutions. The braking effect of the engine is only obtained again by opening the throttle, by which the clutch is set in operation, but never by increasing the speed when going downhill.

## **Stopping and parking**

- a) Close the throttle.
- b) Apply the brakes, and if it is required to stop the engine
- c) switch of ignition switch
- d) Close the fuel tap
- e) Lock the machine

## **Riding without the engine**

(Models with pedals)

Pedal the same way as on ordinary bicycle.

## **E) LUBRICATION AND MAINTENANCE**

Changing gearbox oil

- a) warm up the engine.
- b) Remove the oil filling plug at the same being control screw (fig. 4/1) and oil drain plug (fig. 4/2).
- c) Drain oil by inclining the machine to the right.
- d) Refit drain plug.
- e) Fill with fresh Automatic Transmission Fluid (approx. 170 cc), see enclosed lubrication chart.
- f) Refit oil filling plug

### **Cleaning and oiling chains**

The long life of chains depends to a great extent on care and maintenance. Chains should always be cleaned and greased regularly. When refitting the chains take care that the tension is correct and the connecting links are properly placed — with the closed end pointing in the direction of chain travel (fig. 6).

### **Greasing cycle parts**

#### **By means of lubricating grease**

(for quality see lubrication chart)

- a) Models with speedometer: At the lubrication nipple (fig. 21/4) for the speedometerdrive, one or two strokes out of the grease gun.
- b) Central bearing  
Remove the stand spring. Undo screw. Remove stand. Grease both halves of the stand pivot.
- c) Pedal shaft.

#### **By means of oil**

- a) Brake adjusting screw on front wheel (and rear wheel of models with hand brake lever).
- b) Adjusting screws for starting cable (fig. 15/1).
- c) Chain tensioning screws.
- d) working surfaces of both brake levers (on models with back pedalling brake only working surface of the front wheel brake lever).
- e) Bowden cables.

#### **Lubricating the ignition cam:**

Lubricate the grease felt using Bosch grease Ft 1 v 4. The lubricant must not reach the breaker points as this would cause premature and excessive wear.

Fig. 5

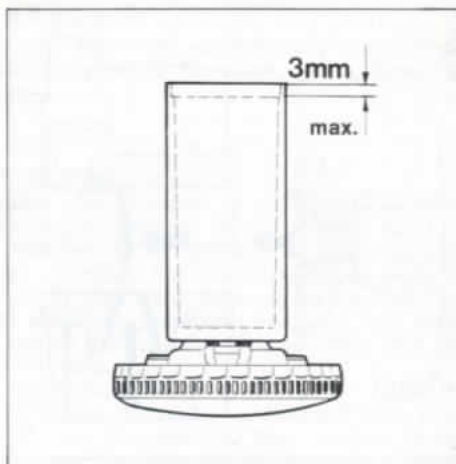


Fig. 6

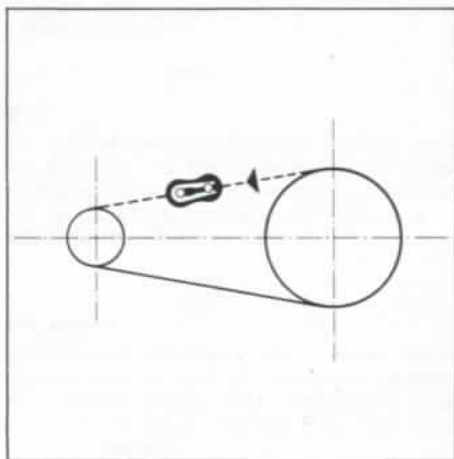
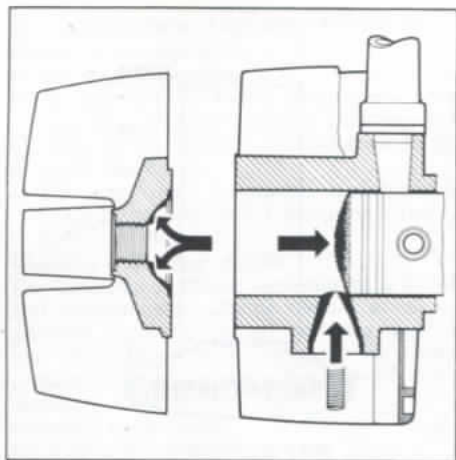


Fig. 7



## 2. MAINTENANCE

Please contact with your Puch agent for any work you do not wish to carry out yourself. The agent will be pleased to advise and help.

### Checking sparking plugs

Unscrew sparking plug, connect to H.T. lead and place plug body to earth, for instance on the cylinder head. A strong spark must be visible between the sparking plug electrodes when operating the starter. Oiled up plugs or dirty electrodes do not spark and must be cleaned first with a piece of wood or a steel wire brush. Fit only replacement plugs having a heat value in accordance with the enclosed technical data.

The electrode gap should be from (0,0157 — 0,0197 in) 0,4 to 0,5 mm, if larger, adjust by bending the earth electrode. When refitting the sparking plug, ensure thread matches properly and the plug can be screwed in easily never apply force. Screw in plug by hand for 2 to 3 turns before using the spark plug spanner. See technical data for recommended sparking plug.

### Engine decoking (fig. 7)

The working principle of your combustion engines (two-stroke) produces deposits on the cylinder head, piston crown and exhaust port affecting proper functioning after a given period. It is therefore necessary to remove such oil and carbon deposits from time to time.

### Decarbonizing the engine

Carbon deposits on the cylinder head, piston crown and in the exhaust ports are normal with all two-stroke engines and can eventually lead to trouble if not removed in time. Combustion deposits from oil as well as from fuel must therefore be removed regularly.

### **Cylinder head and piston head (fig. 7)**

Carbon deposits on the cylinder head and piston crown should be removed only with a soft, blunt-edged instrument to avoid damage to the light-alloy casting. Scratching should be avoided since every new scratch will harbour more carbon in future use. Only scaly deposits need be removed from the piston crown; there is no need to disturb the piston if it is covered only by a uniform layer of oil carbon. Before refitting the cylinder head thoroughly remove all carbene deposits and scrapings from the cylinder wall with a non-fraying soft cloth and smear the surface lightly with motor oil. Before assembly turn over the engine a few times to make sure it runs easily. Then clean the jointing surfaces with a clean rag and refit with an aluminium gasket. Tighten the four cylinder head nuts crosswise.

### **Exhaust port**

In order to clean the exhaust port remove the exhaust pipe. By cranking turn the engine over (with the spark plug removed to reduce compression) until the piston reaches its lowest point. Remove the oil carbon from the exhaust port cautiously take care not to damage the piston or cylinder working surfaces. When cleaning the exhaust port it is also a good idea to clean out the silencer.

### **Cleaning the silencer (fig. 8).**

Unscrew and pull off the exhaust endpiece. Remove oil-carbon deposits from the inside of the silencer using a scraper. Also remove carefully the oily deposits from the fastening device and from the pipes of the exhaust endpiece. Replace the gaskets if necessary. The machine has been standarized with original silencers only. A modification oft he silencer is punishable.



Fig. 8

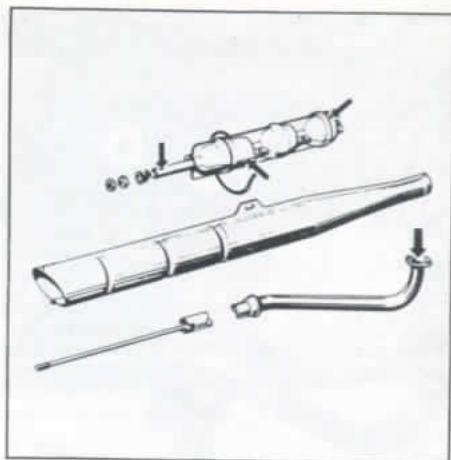


Fig. 9

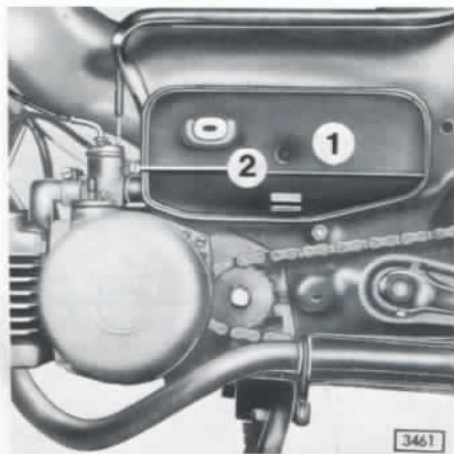
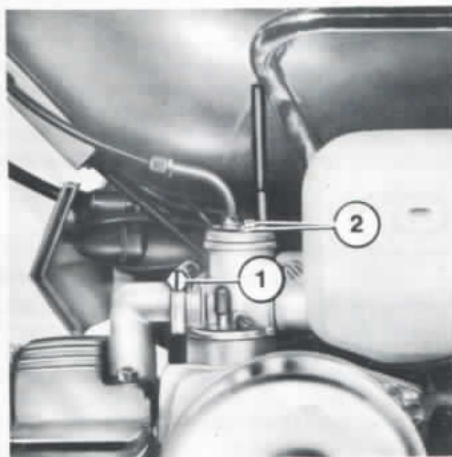


Fig. 10



### **Cleaning the air filter(fig. 9)**

Remove the covering on the left-hand side of the machine (three screws), undo the screw from the intake socket (fig. 9/2), pull the intake silencer with snorkel out from its recess in the frame and pull of the silencer from the carburettor. Pull snorkel of intake silencer. Wash complete silencer in petrol and dry well. When fitting, see that open end of snorkel does not adjoin the frame as this prevents air enter carburettor.

### **Cleaning the fuel pipes and lines**

Empty the fuel tank.

Pull the fuel pipe from the petrol tap and carburettor and blow it clear. Unscrew the petrol tap.

Clean the tap and strainer by means of petrol.

### **Cleaning the carburettor (fig. 10 and 11)**

Maintenance operations on the carburettor need specialised knowledge and should be entrusted to an authorised Puch Service station.

### **Cleaning the main jet, needle jet and float chamber**

- a) Close the fuel tap (fig. 1)
- b) Remove the left hand side covering.
- c) Remove the intake silencer (fig. 9/1)
- d) Loosen carburettor clamping screw (fig. 10/1)
- e) Pull the fuel pipe from the carburettor.
- f) Turn the carburettor with its float chamber (bottom) towards the clutch side and pull off.
- g) Undo screws and pull out the top parts with throttle piston and choke (fig. 10/2)

- h) Screw off the float chamber.
- i) Unscrew the main jet (fig. 11/5) being screwed in the needle jet (fig. 11/6) and clean by blowing through or by using a stiff bristle. Never use a piece of wire. Also unscrew needle jet and clean.
- j) Clean the float chamber (fig. 11/3) with petrol.
- k) Wash carburettor body and blow through. Make sure that the bores are not clogged with dirt.
- l) When refitting the jets tighten them properly.

### **Adjusting the idling speed**

- a) Warm up the engine.
- b) Completely close the twist grip (throttle down).
- c) If the engine threatens to stall, screw in the adjuster (fig. 11/7) until the engine in warm condition regains its even tickover.

Now, with this idling adjustment, adjust the play of the throttle control cable.

- a) Loosen counter nut of the cable adjuster (fig. 11/8).
- b) Screw out cable adjuster (fig. 11/9) until there is a play on both the throttle cable and the throttle twist grip. (The cover of the throttle cable can be pulled out from the cable adjuster by appr. 0,0076 in. (2mm), before the throttle slide is lifted, i. e. before the engine starts running faster.)
- c) Maintain position of the adjuster and tighten the counter nut.

Fig. 11

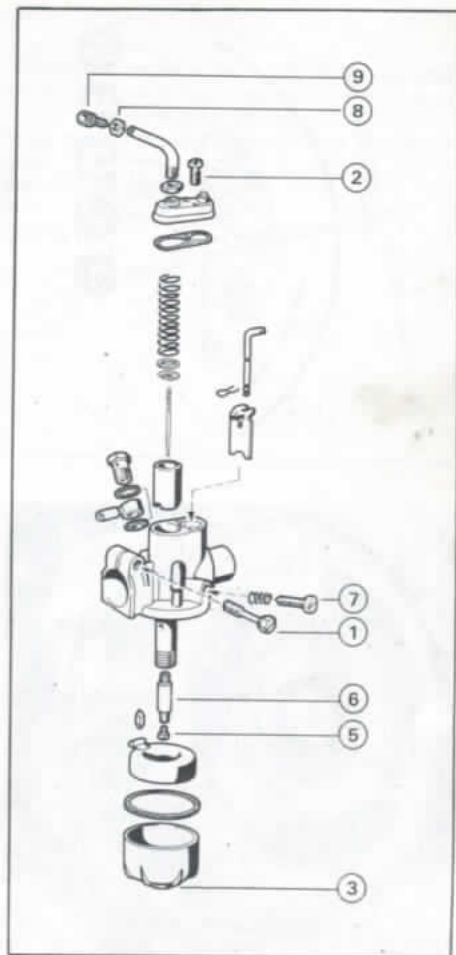


Fig. 12

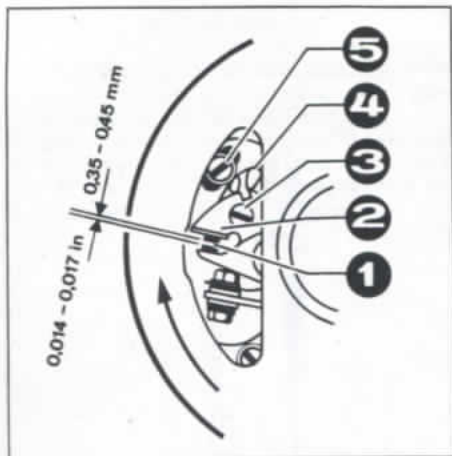
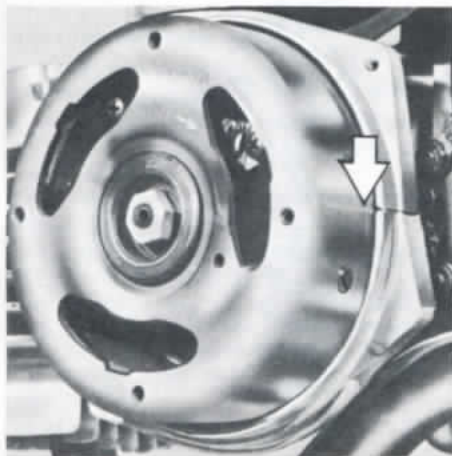


Fig. 13



## **Checking the ignition system**

### **Ignition timing**

The engine will reach maximum output only if the ignition is correctly adjusted. This is a very specialised operation and should be left to your Puch service station.

For correct ignition timing the following points should be taken into account:

- a) Kontakt breaker points gap.
- b) Firing point.
- c) Break of magnetic flux.

### **Contact breaker points gap (For recommended gap see „Technical data“).**

Check and adjust the gap through the windows in the fly-wheel magneto (after removing the cover). When adjusting the breaker gap (fig. 12/1) loosen the fastening screw (fig. 12/3) enabling the anvil (fixed contact) to be moved. For readjusting the position of the anvil put a screwdriver into the setting seat (fig. 12/4). If the gap has been modified it is necessary to check the ignition point.

### **Firing point**

As from engine number 6539596 there are marks on the flywheel and crankcase (fig. 13).

Ignition timing is exactly adjusted if both marks coincide at the moment the breaker points start opening. When checking turn flywheel in the operating direction of the engine — i. e. clockwise on top view —. A difference on coinciding the two marks is admissible, if this difference is within the "from-to" range of the crank degrees.

If, however, the contacts open earlier (advanced ignition) turn the base plate (3 fixing screws) in the operating direction of the engine.

Vice versa, if the contacts open later (retarded ignition) turn the base plate against the operating direction. If by this procedure the correct ignition timing is not obtained adjust the break gap within the specified tolerances (see technical data). Smaller break gap results in retarded ignition, larger break gap in advanced ignition. After every adjustment ignition timing must be checked. If an adjustment is impossible replace the contact breaker.

### **Ignition timing**

0.0315–0.0472 in (0.8–1.2 mm) in advance of T DC.

### **Crank degree**

14°–17.5°.

### **Checking chain tension**

The proper slack of the chain midway between the sprockets should be (0.4 — 0.6 in.) 10 to 15 mm. To readjust the chain loosen both axle nuts and tighten both chain adjusters uniformly. This procedure enables the back wheel to be kept in track. Retighten both axle nuts.

The pedal chain used with machines having pedals need not be tensioned. Correct tension is achieved by the pulley.



Fig. 14

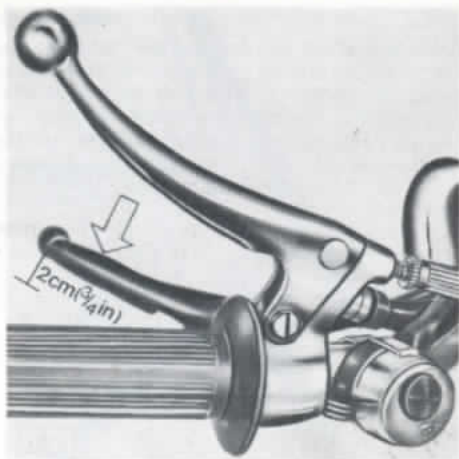
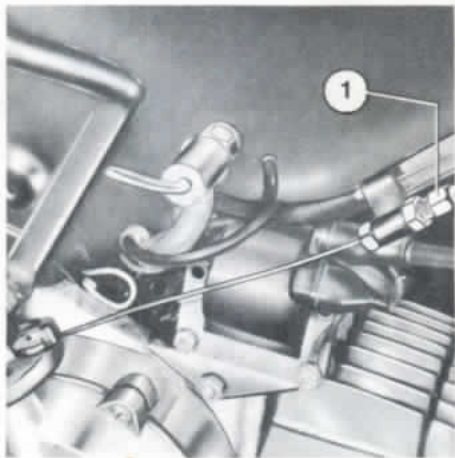
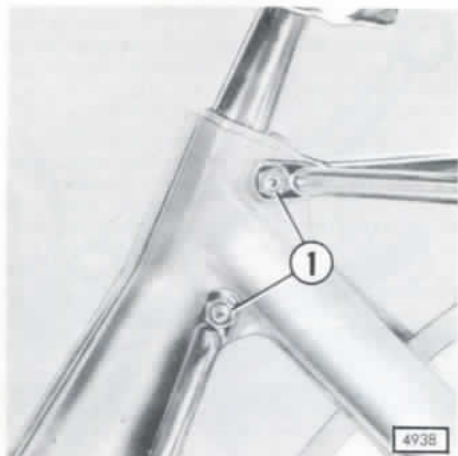


Fig. 15



**Fig. 16**



**Fig. 17**



### **Adjusting the starting lever**

When newly adjusting or readjusting the control cables, becoming necessary due to expanding of the cables, it is expedient to have this done in a Puch Service workshop. The play of the starting device lever (measured at the end of the lever, fig. 14) should be 2 cm. Correct play is achieved by the adjusting (fig. 15/1).

### **Adjusting height of seat**

Loosen screws (fig. 16/1) and adjust seat and seat post as required.

### **Handlebar adjustment**

To prevent the handlebar stem from bending insert it into the steering head by 60 mm at a minimum (fig. 17).

## Checking the brakes

The correct adjusted travel measured at the end of the handbrake lever is 2 cm (fig. 18). For readjustment use the adjusting screw (fig. 18/1).

Fig. 18

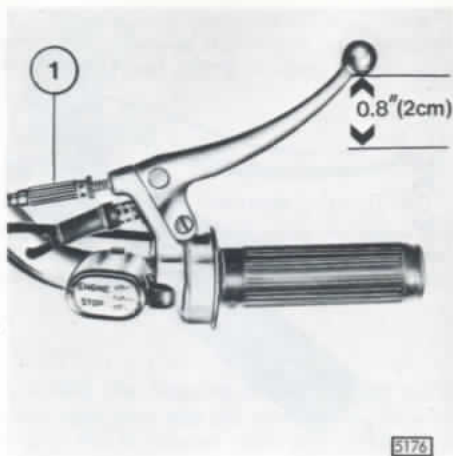


Fig. 19

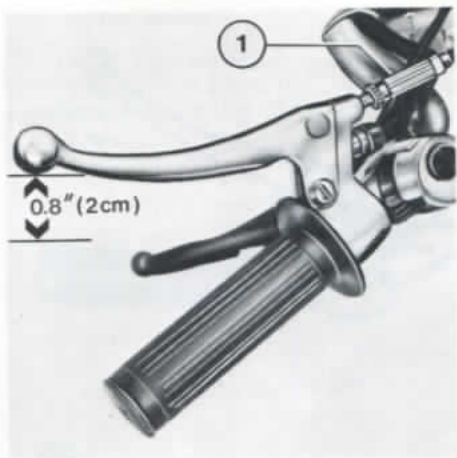


Fig. 20



### **Rear brake**

The correct travel (measured at the end of the handbrake lever is 0,8 in. (2 cm). Read just by means of the adjusting screw (fig. 19/1).

### **Checking and greasing the hub bearings:**

As outline in the workshop manual, remove the hubs. Then clean and check the bearings. Before reassembling grease them with fresh antifriction grease (see technical data).

### **Checking and greasing the steering head bearings:**

As outlined in the workshop manual, remove the steering bearings, clean and check. Grease with new grease (see technical data).

### **Retighten nuts and bolts**

Check nuts and bolts for tightness. Above all be sure that the engine fixing bolts, the wheel axles and the shock absorber bolts are tight.

### **Brake Linings (fig. 20)**

Pry plastic inspection plugs from wheel hub. Insert a feeler gauge between brake drum and brake lining. Gap should not exceed .040", at either inspection hole. If gap exceeds this measurement contact your dealer for lining replacement. Do not operate your moped.

### **Removing the front wheel**

Unscrew speedometer drive shaft (fig. 21/3). Disengage brake cable (fig. 22/3). If necessary, loosen set screw (fig. 18/1). Undo axle nuts (fig. 21/1 and 22/1). Remove mudguard stays from axle (fig. 21/2 and 22/2).



Fig. 21



Fig. 22



Fig. 23



Fig. 24



## Removing the rear wheel

Disengage brake cable. Loosen chain adjusters (fig. 23/1 and 24/1). Loosen both axle nuts (fig. 23/2 and fig. 24/2). Turn cable adjusters out of the grooves. Push wheel forward. Remove driving chain (fig. 23/3) and pedal chain (fig. 24/3) from their sprockets. Incline the machine to the left, pull the rear wheel out, for this purpose press pulley slightly forward.

### Changing tyres (fig. 25)

To remove tyre, unscrew valve cap, depress valve needle to let out all the air, unscrew rim nut and press back complete valve. Loosen the steel wire reinforced tyre section from the rim and press the tyre opposite the valve into the centre groove of the rim. This gives sufficient space to lift the tyre at the valve end over the rim with the tyre lever.

Hold the tyre outside the rim with the tyre lever and work round the rim with the second lever until the whole circumference of the tyre is outside the rim.

Now remove inner tube. When assembling, fit lightly pumped up inner tube coated with chalk into the tyre, having already fitted half of the tyre over the rim. Ensure the tube is not jammed or twisted and make sure that the rim band separating the tube from the spokes is flat in the rim centre well.

### Headlamp

To remove sealed beam, remove screw from chrome rim (fig. 26/1). Disconnect terminals from sealed beam then pry out retaining springs (fig. 26/2). To install new beam inverse procedure.

Fig. 25

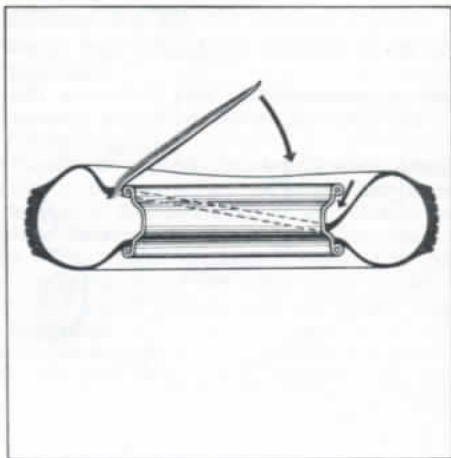


Fig. 26

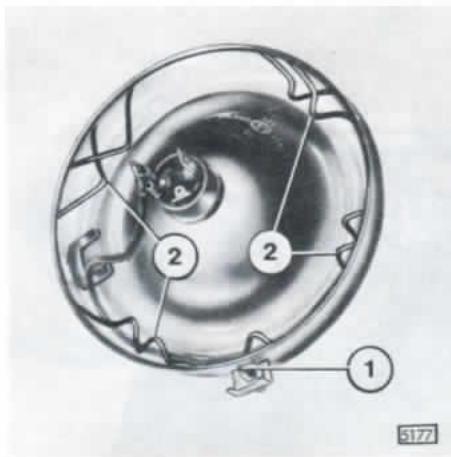


Fig. 27

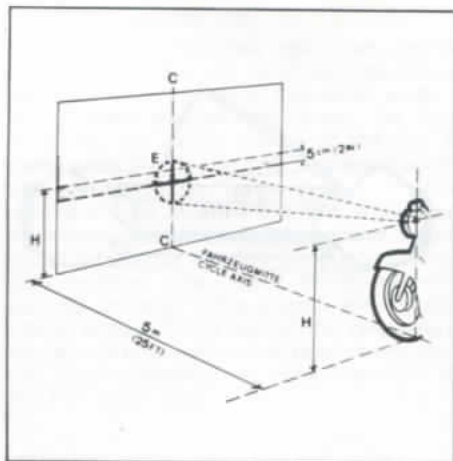
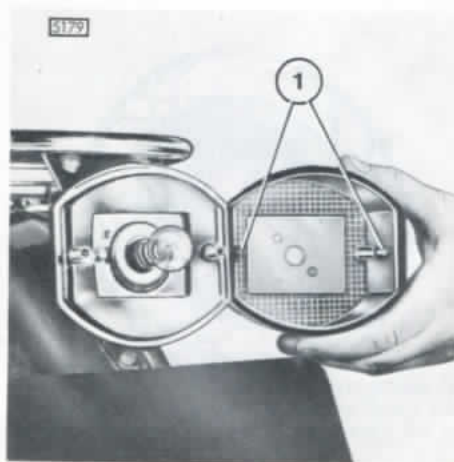


Fig. 28



### **Adjusting the headlamp (fig. 27)**

Place the machine on level ground at a distance of (20 ft.) 5 m from a vertical wall.

Chalk on the wall a vertical line corresponding to the centre of the machine and a horizontal crossing line at H above ground level.

The main beam should correspond with the adjusting cross. Loosen the handlamp bracket screw to adjust the beam manually as necessary. Retighten the screw. Check the dipped beam after checking the main beam. The dipped beam is correct if the cut-off above the beam is (2 in.) 5 cm below the horizontal line of the adjusting cross.

Adjust the dimming light of models with continuous dimming as mentioned above.

### **Tail / Light**

Remove two (2) lens screws (fig. 28/1) and lift off lens. Remove bulb counter-clockwise.

## F) CLEANING THE MACHINE

Cleaning is advisable before undertaking any maintenance work. Avoid sharp water jets which are detrimental to the paintwork and also entail the danger of water penetrating the bearings and brakes or into the carburettor and ignition system where it may cause all sorts of troubles. A big soft sponge is recommended for outside cleaning. Use water liberally for the first cleaning as the dried dirt and sand will scratch the paint surface and cause it to lose its high gloss finish. Use a chamois leather cloth to wipe dry. Application of a mild lacquer preservative is advisable. Chromium parts should be cleaned be greased with a non-acid grease. After the machine has been in use for some time the engine unit will naturally become dirty and it is best cleaned with a good degreasing agent. If petrol is used be careful not to get any on the seat. A dry clean cloth will do for cleaning the plastic parts. We recommend cleaning the plastic from time to time with commercial plastic cleaning agents. By applying a good quality compound a splendid glossy, antistatic finish is achieved.



## **G) LAYING UP**

If you want to lay up your machine or to keep it off the road during winter or at any other time of the year follow these instructions:

Warm up the machine thoroughly, drain oil from the gear box. Fill with fresh oil.

Clean the machine thoroughly to remove dust, oil and dirt. Remove all rust.

Treat all bright metalwork with no-acid grease.

Grease all lubricating points.

Clean the chain thoroughly and grease with a high-viscosity oil. Treat all painted parts with lacquer preservative. In order to prevent the tank from rusting it is recommended that it be filled with petrol. If the garage is not fireproof flush the tank with oil. Close the fuel tap in either case. Remove the sparking plug, take off the carburettor, put the piston to TDC position, fill the cylinder with 30 cc of motor oil. Screw in the sparking plug and fix the carburettor.

Inflate the tyres to the correct pressure.

Jack up the machine in a dry room. Cover with tarpaulin or wrapping paper. It is very dangerous to let the engine run for a short time only after the machine has been laid up as the engine will not be sufficiently warmed up and water vapor, created inevitably by the combustion process, will condense and bearings to rust.

## **Using the machine again**

Open the breather screw (fig. 4/3) and let the oil drip off. Insert the breather screw, open the fuel tap and start the engine, allowing it to get fully warmed up.

## H) LUBRICATION AND MAINTENANCE CHART

### Lubricating and maintenance chart

● should be carried out in a workshop ○ can be carried by the rider himself

Lubrication / Maintenance						Services	page
after		after every					
50 km	1000 km 1)	1500	3000	6000	12.000		
	●	○				Check tyre pressure	9
		○				Check gear oil level 2)	9
	●	○				Clean and lubricate chain 2)	12
○	●	○				Check tension of chain 2)	24
	●		○			Clean air filter	19
	●			○		Change gear oil 3)	12
	●	○				Check spark plug	15
			●			Engine to be decarbonized	15
			○			Clean exhaust muffler	16
	●		○			Retighten screws and nuts	31
	●			○		Clean fuel cock and lines	19
	●		●			Clean carburettor	19
	●		●			Adjust idle running speed 4)	20
	●		●			Lighting system to be checked 5)	9
				●		Check ignition system	23
					●	Lubr felt on the contactbreaker cam to be greased	12
	●			●		Adjust cable for starting	27
	●	○				Check brakes	28
				●		Check and clean brake linings	—
				●		Hub bearings to be checked, adjust	31
	●			○		Chassis to be lubricated	12
	●			●		Steering bearing to be adjusted and lubricated	31
		○				Bowden cables to be lubricate 6)	12

1) Mandatory check, 2) from time to time and before any major trips, 3) or at least twice annually, 4) whenever the carburettor has been cleaned, 5) before any trip, 6) if too stiff.

## 1) TROUBLE SHOOTING

Cause	Remedy
<b>Engine does not start or running engine stops</b>	
1. Fuel tap closed	Open fuel tap or switch over to „Reserve“
2. Fuel tank is empty	Switch fuel tap over to „Reserve“ or fill up with petrol mixture
3. Spark plug is contaminated	Clean spark plug
4. Spark plug is defective	Replace spark plug
5. Spark plug gap is not correct	Adjust gap by bending the earth electrode
6. Ignition cable has worked loose or came off	Properly plug spark connector
7. Too much or too little gas	Open throttle about $\frac{1}{2}$
8. a) Vehicle has tip or fell over	Start with throttle wide open. If the engine badly flooded open drain plug of the crankcase (fig. 4/3) and drain fuel.
8. b) Starting aid operated with warm engine	Remedy as above
9. Fuel pipe is clogged	Blow through the fuel pipe
10. Fuel tap is clogged	Have it cleaned by a Puch workshop
11. Main jet is clogged	Clean main jet
12. Impurities at the valve seat of the float needle	Clean valve seat
13. Float needle not fixed in its notch	Remove float needle, and engage it

**Cause****Remedy****Engines runs unevenly or misfires**

- |   |  |
|---|--|
| 1. There is not enough fuel in the tank     | Open fuel tap to „Reserve“, refuel with petrol mixture                   |
| 2. Carburettor is loose                     | Retighten carburettor fixing screw                                       |
| 3. Float leaks                              | Replace float  |
| 4. Ignition cable is not properly connected | Properly plug spark connector  |
| 5. Spark plug is defective                  | Replace spark plug   |
| 6. Jet needle is loose                      | Clamp needle in its notch. Correct notch see technical data              |
| 7. Fuel mixture is not correct              | Drain fuel tank, refuel with correct petrol mixture (see technical data) |

**Poor performance**

- |  |   |
|--|---|
| 1. Choke working all the time                | Push choke back   |
| 2. Exhaust is clogged                        | Remove oily deposits from the exhaust                                 |
| 3. Carburettor is loose                      | Retighten carburettor fixing screws                                   |
| 4. Spark plug is defective                   | Replace spark plug  |
| 5. Brakes catch                              | Readjust clutch   |
| 6. Clutch slips                              | Decoke exhaust port   |
| 7. Exhaust port is clogged                   | Check all parts of the float chamber and replace if necessary         |
| 8. Float leaks, float needle deformed (jams) | Clamp needle in its notch. Correct needle position see technical data |
| 9. Float needle is loose                     | Clean air filter  |
| 10. Air filter is clogged                    | Drain fuel tank refuel with correct petrol mixture                    |
| 11. Fuel mixture is not correct              |   |

## CONSUMER INFORMATION

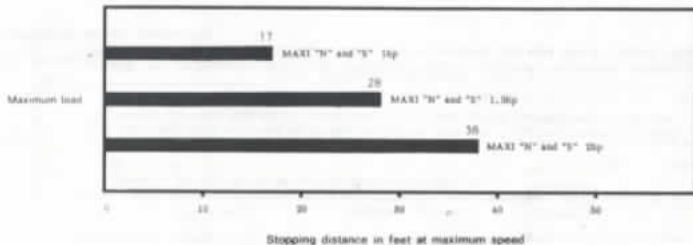
### Stopping Distance and Passtime

#### Vehicle minimum stopping Distance on dry ground

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under maximum condition of loading. 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: MAXI "N" and "S"

#### Fully Operational Service Brake



## 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: MAXI 'N' and 'S'

### SUMMARY TABLE

MAXI N/S 2 hp		MAXI N/S 1.5 hp		MAXI N/S 1 hp	
LOW-SPEED PASS *	536 FEET, 13.3 SECONDS	LOW-SPEED PASS **	785 FEET, 22 SECONDS	LOW-SPEED PASS ***	NOT CAPABLE
HIGH-SPEED PASS	NOT CAPABLE	HIGH-SPEED PASS	NOT CAPABLE	HIGH-SPEED PASS	NOT CAPABLE

\* Maximum speed attainable is 30 mph

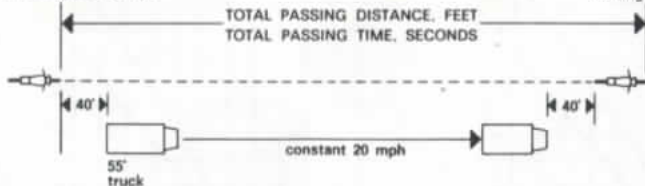
\*\* Maximum speed attainable is 25 mph

\*\*\* Maximum speed attainable is 20 mph

### LOW SPEED

initial speed, 20 mph

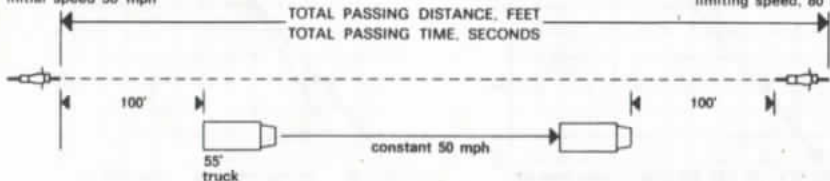
limiting speed: 35 mph



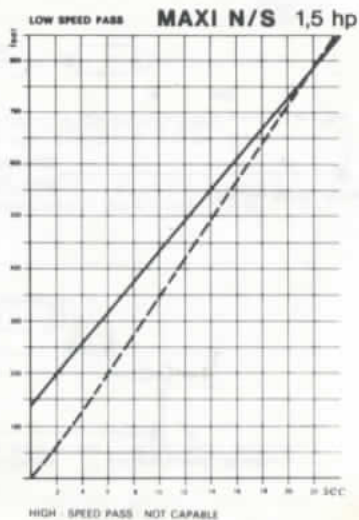
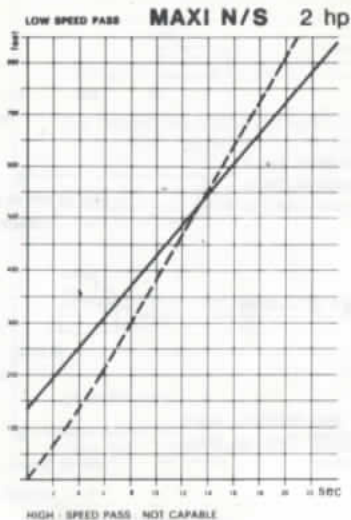
### HIGH-SPEED

initial speed 50 mph

limiting speed, 80 mph



# GRAPHIC DETERMINATION OF PASSING TIME AND DISTANCE





STEYR-DAIMLER-PUCH A. G.  
GRAZ - AUSTRIA

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