Pinto

JCPenney Owner's Manual

FR 26
R 32

Forward

This manual is your guide to the basic operation and maintenance of your new vehicle. Please read it carefully because the performance and life of your bike depends on your care.

Your JCPenney Auto Center will be glad to provide you with assistance and is fully equipped to handle your service needs.

Thank you for selecting this vehicle. We wish you many miles of riding pleasure and many years of satisfactory performance.

Index

Identification Numbers

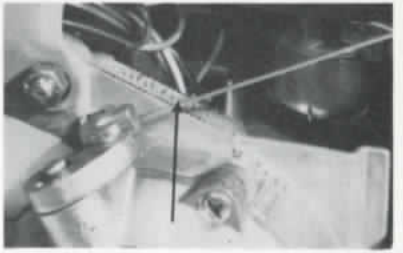
Identification Numbers

Position of specification plate, engine number and frame number.

The identification plate is fixed to the steering head tube.

No. _____

The engine number is engraved on the right hand side of the crankcase.



No. _____

The frame number is engraved beside the identification plate.

No. _____

Operating Controls

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

Light Switch (fig. 1/1)

Cut-Out-Switch (fig. 1/2)

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 valve (fig. 2)

Position 1 = open
Position 2 = closed
Position 3 = reserve

Air pump and tools

The air pump and the tools are stored under the right hand side engine covering.

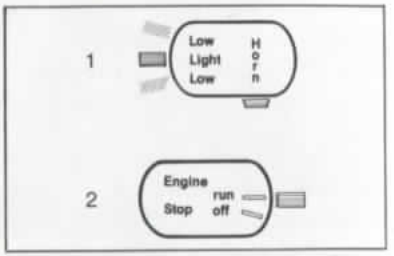


Fig. 1

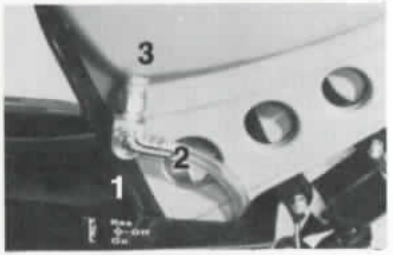


Fig. 2

Steering lock

To lock, move handlebar to the right, insert key into the lock, turn to the left and together with lock cylinder push down, turn to the right and remove key. Unlock by reversing procedure.

Carburetor (fig. 3)

1 = Primer
2 = Choke is operated by depressing it (see starting the engine, page 6).

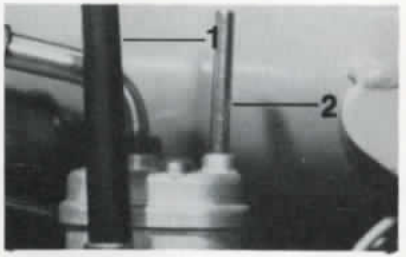


Fig. 3

Checking gearbox oil level

An oil level screw (at the same time being filler plug) is fitted in the right gearbox cover (fig. 4/1). The oil level is correct if when the machine is sitting level the oil reaches the lower edge of the screw hole. If too low, add oil until it overflows. Excess oil must be drained off (fig. 4/2). Oil quality (automatic transmission fluid, Type F) and quantity 170 CC or 5¾ Oz.

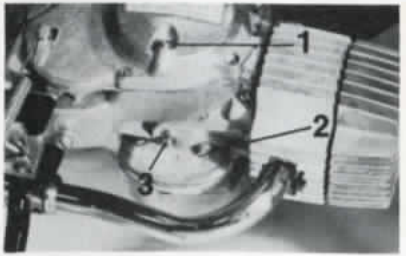


Fig. 4

(fig. 4/3) = Breather Screw

Checking the tire pressure

Check the pressure and inflate if necessary. Front Tire 26 PSI; Rear 32 PSI.

Oil-Gasoline-Mixture (fig. 5)

Use special two stroke oil in a ratio of 1:50 (1 filler cap of oil and 1 liquid Qt. of gasoline). However, if special two stroke oil is not readily available, use conventional SAE 30 oil at a ratio of 1:25 (2 filler caps of oil and 1 liquid Qt. of gasoline).

Fig. 5

Use of this mixing ratio reduces formation of exhaust gas and results in smaller deposits. This will extend the intervals of cleaning and decrease air pollution.

CAUTION:

Never fill with pure gasoline.
Never fill with unleaded gasoline.

Riding Instructions

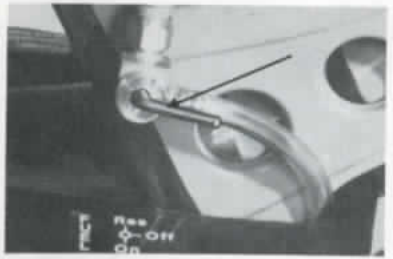


Fig. 6

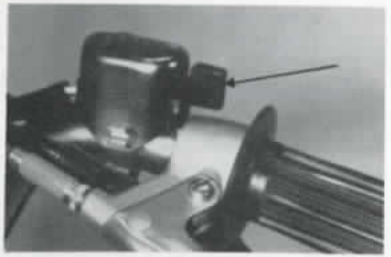


Fig. 7

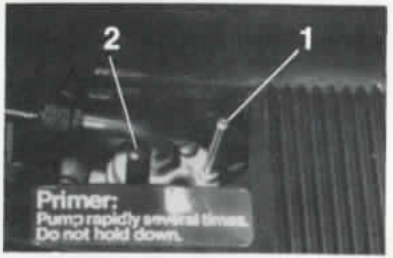


Fig. 8

Starting the engine:

1. Unlock moped
2. Open fuel valve (see fig. 6)
3. Engine stop switch should be in "run" position (see fig. 7).
4. If engine is cold, set choke by depressing the choke lever (see fig. 8/1). Then prime the engine by depressing the primer a few taps.
5. Starting method (see fig. 9, arrows). Keep both hands on the handlebars with the weight of the bike forward, hold front-brake on and kick start the engine. Be sure clutch-engage lever is squeezed while starting the engine and released once engine is running.

Do Not Open Throttle!

Choke will not function once throttle is opened. Allow engine to warm up before operating throttle. Or mount the moped and begin pedalling as you would a bicycle. Once under way squeeze the clutch-engage lever until the engine starts and then release.

Fig. 9

Riding your vehicle

Throttle

Your speed is controlled by the throttle twist grip (see fig. 10, arrow). To accelerate, open the throttle gradually. To slow down, close the throttle.

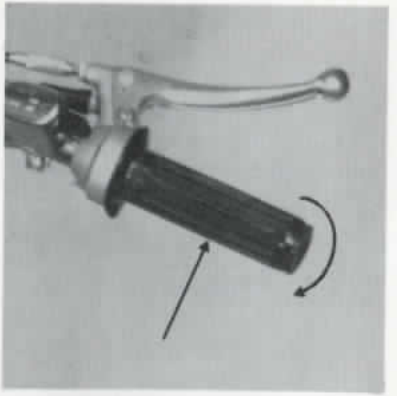


Fig. 10

Braking

When slowing down, close throttle and apply both brakes equally. (See fig. 11, arrows).

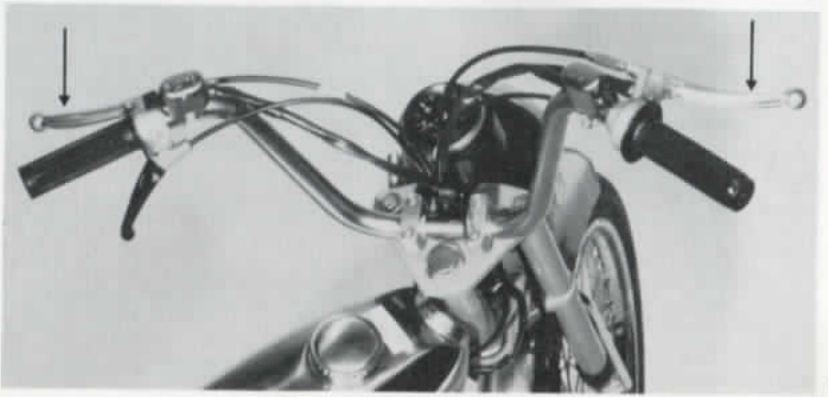


Fig. 11

Note: When riding on wet roads OR on sandy areas, the friction contact between the tires and road is greatly reduced. Extreme caution should be used when accelerating, braking and turning.

To stop and park

Throttle down. Apply brakes to stop. Switch off ignition switch. Close fuel valve.

Locking vehicle (see fig. 12)

To lock, move handlebar to the right, insert key into the lock, turn to the left, push down, turn to the right and remove key. Unlock by reversed prodecure.

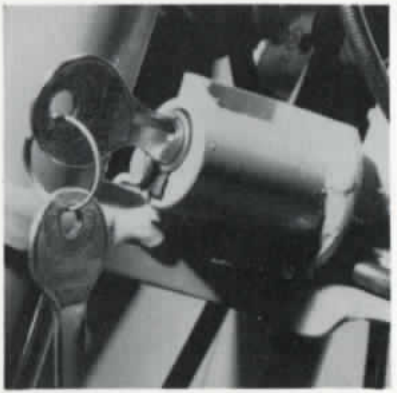


Fig. 12

Riding hints (fig. 13)

After reaching maximum speed, reduce throttle to ¾ open. While the decrease in speed is hardly noticeable, your fuel consumption is considerably reduced.

When riding downhill, the engine acts as a brake, while the throttle is closed. On long hills, however, be sure to open the throttle occasionally to ensure sufficient lubrication.

For safe riding wear bright clothing, eye protection, shoes or boots.

Switch on light in fog and anytime when visibility is poor. If you attach baskets or saddle bags to your moped, carry light cargo and distribute the weight equally.

Obey all laws and traffic regulations.

Use hand signals, when turning or changing lanes (fig. 13).

Respect property, ride carefully.

Keep both pedals on equal level.

Fig. 13

Lubrication and Maintenance

Lubrication

Changing gearbox oil.

a) Warm up the engine./Stop engine.
b) Remove the oil filling plug (fig. 14/1) and oil drain plug (fig. 14/2).
c) Drain oil by inclining the machine to the right.
d) Refit drain plug.
e) Fill with fresh automatic transmission fluid (approx. 170 cc), follow procedure checking gearbox oil level (page 4), see enclosed lubrication chart (page 15).
f) Refit oil filling plug.

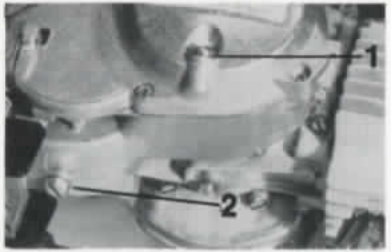


Fig. 14

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. 15).**

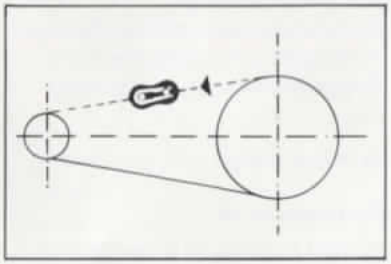


Fig. 15

Note: All Moped maintenance can be accomplished at your JCPenney Service Center.

Greasing cycle parts
By means of lubricating grease
(See Lubrication Chart, Page 15).

a) At the lubrication nipple (fig. 16/1) for the speedometerdrive, one or two strokes out of the grease gun.

b) Central bearing.
Remove the stand spring. Remove 3 hexagon bolts. Remove stand. Grease both halves of the stand pivot.

c) Pedal shaft.

By means of oil

a) Brake adjusting screw on front and rear wheel

b) Adjusting screw for cable starting.

c) Chain tensioning screws

d) Working surfaces of both brake levers

e) Bowden cables

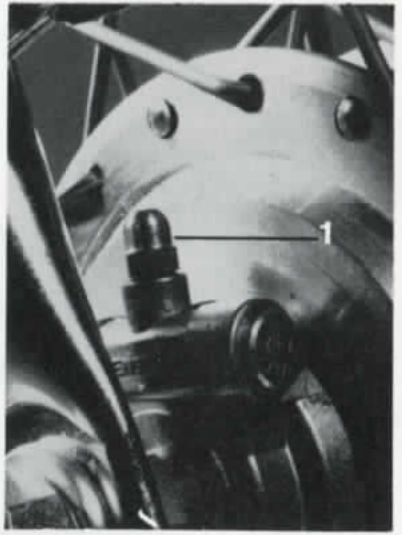


Fig. 16

Maintenance

Contact your local JCPenney Auto Center for work you do not wish to carry out yourself. The associate will be pleased to advise and help.

Checking spark plugs

Unscrew spark plug, connect to High Tension lead and place plug body to earth, for instance on the cylinder head. A strong spark must be visible between the spark 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 spark 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 spark plug.

Decarbonizing the engine (fig. 17)

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

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 attract 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 carbon 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. Tighten the four cylinder head nuts crosswise (6.50–7.25 ft/lb).

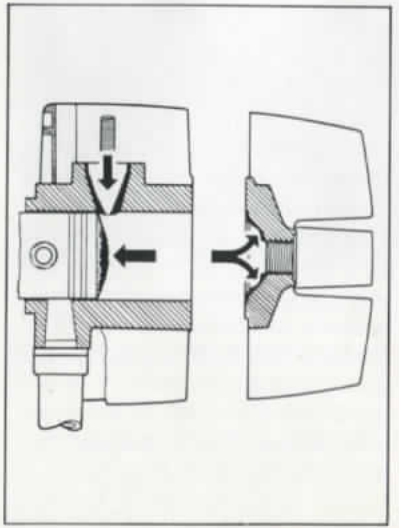


Fig. 17

Lubrication and Maintenance Chart

Operations to Perform	Miles					
	300	600	900	1800	3600	7200
Tire Wear and Condition	□	●		●		●
Throttle Cable Adjustment	□		□	□	□	□
Check Tire Pressure	□	●	●	●	●	●
Check Gearbox Oil Level		●	●	●		●
Clean and Lubricate Chain	□		●	●	●	●
Clean Air Filter	□			●		●
Change Gearbox Oil	□				●	
Check Spark Plug	□		●	●	●	●
Decarbonize Engine				□	□	□
Clean Exhaust Baffle				●	●	●
Retighten Screws and Nuts	□			●	●	●
Clean Gasoline Petcock and Lines					●	
Clean Carburetor				□	□	□
Idle Speed Adjustment	□			□	□	□
Check Ignition Timing					□	□
Adjust Clutch	□				□	□
Check Brakes/Linings	□		●	●	●	●
Check/Lubricate Hub Bearings	□				□	□
Steering Bearing Adjust/Lubrication						□
Lubricate Control Cables	□		●	●	●	●

● To Be Performed By Owner
□ To Be Performed By JCPenney

Exhaust port

The exhaust pipe must be removed in order to clean the exhaust port. With the spark plug removed to reduce compression, crank the engine over until the piston reaches its lowest point. The oil carbon can then be removed from the exhaust port. Caution must be taken to prevent damaging the piston or cylinder working surfaces. When cleaning the exhaust port, it is a good idea to clean out the muffler too.

Cleaning the muffler (fig. 18)

Unscrew and pull out the exhaust end piece. Use a scraper to remove oil and carbon deposits from the muffler. Also, carefully remove the oil deposits from the exhaust pipe. Replace the gaskets if necessary.

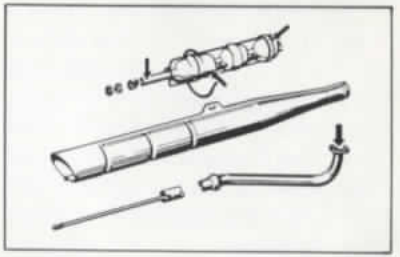


Fig. 18

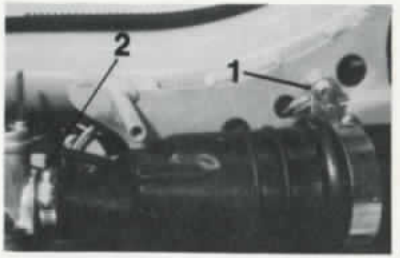


Fig. 19

Cleaning the air cleaner

Remove left hand cowling. Loosen screw (fig. 19/1 and 19/2) of the clip for intake muffler and pull intake muffler from the carburetor. Remove front part of the intake muffler, and using a drift, carefully push out filter screen. Wash filter screen in solvent, dip it briefly into motor oil and let it drip off. Fit again damper pipe, filter screen and intake muffler.

Cleaning the fuel pipes and lines

Empty the fuel tank.
Pull the fuel pipe from the fuel valve and carburetor and blow it clear. Unscrew the fuel valve. Clean the valve and strainer by means of gasoline.

Cleaning the carburetor

Maintenance operations on the carburetor need specialized knowledge and should be entrusted to your local JCPenney Auto Center.

Cleaning the main jet, needle jet and float chamber

a) Close the fuel valve.

b) Remove the left hand side covering.

c) Remove the intake silencer.

d) Loosen carburetor clamping screw (fig. 20/1).

e) Pull the fuel pipe from the carburetor.

f) Turn the carburetor 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. 20/2).

h) Screw off the float chamber.

i) Unscrew the main jet (fig. 21/5) being screwed in the needle jet (fig. 21/4) and clean by blowing through or by using a stiff bristle. Never use a piece of wire. Also unscrew needle jet and clean.

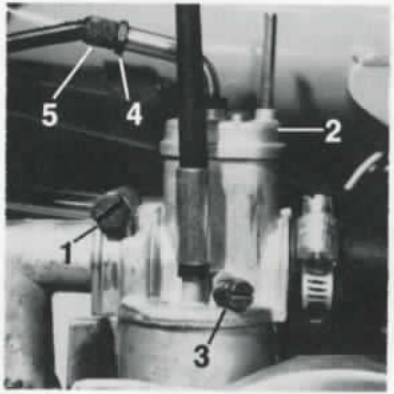


Fig. 20

j) Clean the float chamber (fig. 21/8) with gasoline.

k) Wash carburetor body and blow through. Make sure that the bores are not clogged with dirt.

l) When refitting the jets tighten them properly.

*This service requires specialized knowledge and should only be performed by your JCPenney Auto Center.

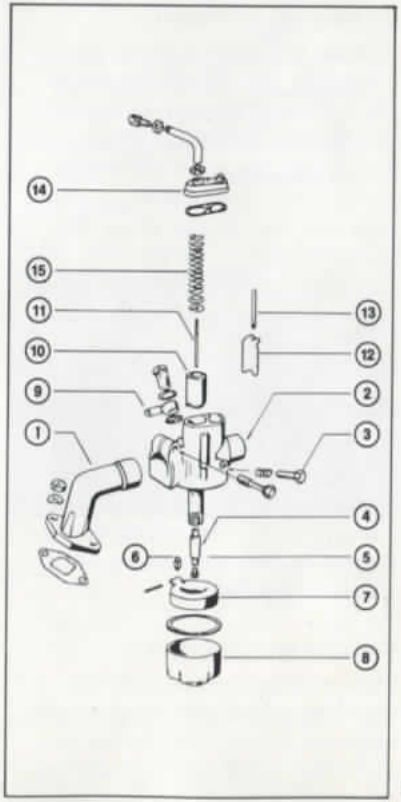


Fig. 21

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. 20/3) 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. 20/4).

b) Screw out cable adjuster (fig. 20/5) 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. (2 mm), 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.

Exploded view of the carburetor (see fig. 21).

1 Carburetor stud
2 Carburetor body
3 Throttle slide stop screw
4 Needle jet no. 2,20
5 Main jet
6 Float needle
7 Float
8 Float housing
9 Hose swivel connector
10 Throttle slider
11 Jet needle
12 Choke valve
13 Choke lever
14 Top cover
15 Slide spring

Checking the ignition system

Ignition timing

The engine will reach maximum output only if the ignition is correctly adjusted. This is a very specialized operation and should be left to your JCPenney Auto Center.

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

a) Contact breaker points gap.
b) Firing point.

Fig. 22

Contact breaker points gap (for recommended gap see "Technical Data", fig. 22)

Check and adjust the gap through the windows in the flywheel magneto (after removing the cover). When adjusting the breaker gap (fig. 22/1) loosen the fastening, screw (fig. 22/3) enabling the anvil (fig. 22/2), fixed contact, to be removed. For readjusting the position of the anvil put a screwdriver into the setting seat (fig. 22/4). If the gap has been modified it is necessary to check the ignition point.

Ignition timing

0,0315–0,0472 in (0,8–1,2 mm) in advance of TDC.

Crank degree

14–17,5.

Checking drive chain tension

The proper slack of the chain midway between the sprockets should be (0,4–0,6 in.) 10 to 15 mm. To adjust 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.

Adjusting the starting lever

Adjustment of the control cable may be necessary due to cable expansion. The amount of play on the starter lever (measured from the lever in the full release position) should be 2 cm or ¾ inch. Correct play can be achieved by rotating adjustor (fig. 23/1).

Adjusting height of seat

Loosen screws (fig. 24/1) and adjust seat and seat post as required.

Fig. 23

Fig. 24

Fig. 25

Fig. 26

Checking the brakes (fig. 26, arrows)

Front brake.
The correct adjusted travel measured at the end of the handbrake lever is 0,8 in. (2 cm) (fig. 25). For readjustment use the adjusting screws (fig. 25/1 or 25/2).

Brake linings

Pry plastic inspection plugs from wheel hub. Insert a feeler gauge between brake drum and brake lining. Gap should not exceed 0,40", at either inspection hole. If gap exceeds this measurement contact your JCPenney Auto Center for lining replacement. Do not operate your Moped.

Rear brake

The correct travel (measured at the end of the handbrake lever is 0,8 in. (2 cm). Readjust by means of the adjusting screw (fig. 26/1 or 2).

Checking and greasing the hub bearings

Remove the hub bearings (contact your JCPenney Auto Center for doing this). Then clean and check the bearings. Before reassembling grease them with fresh antifriction grease (see "Technical Data").

Checking and greasing the steering head bearings

Remove the steering bearings, clean and check (contact your JCPenney Auto Center for doing this). 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.

Removing the front wheel

Unscrew speedometer drive shaft (fig. 27/1). Disengage brake cable. If necessary, loosen set screw. Remove axle nuts (fig. 27/2). Remove mudguards stays from axle (fig. 27/3).

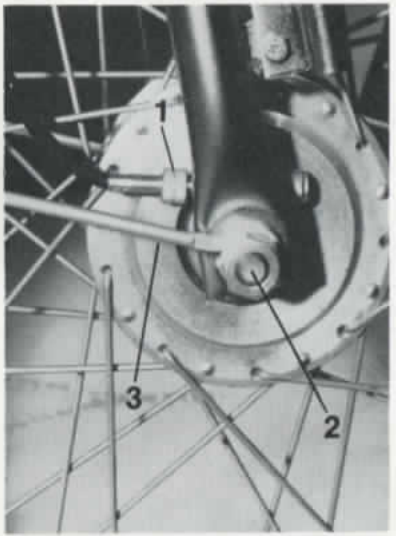


Fig. 27

Removing the rear wheel

Loosen chain adjusters (fig. 28/1). Loosen both axle nuts (fig. 28/2). Disengage brake cable from brake lever (fig. 28/3) and from cable sleeve support (fig. 28/4). Turn chain adjusters out from the grooves.

Push wheel forward. Remove driving chain and pedal chain from their sprockets. Incline the machine to the left, pull the rear wheel out, for this purpose press pulley slightly forward.

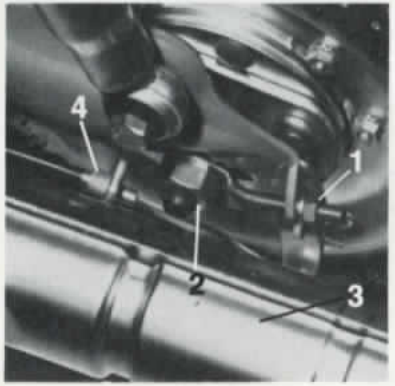


Fig. 28

Changing tires (fig.30)

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

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

Now remove inner tube. When assembling, fit lightly pumped up inner tube coated with chalk into the tire, having already fitted half the tire 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 center well.

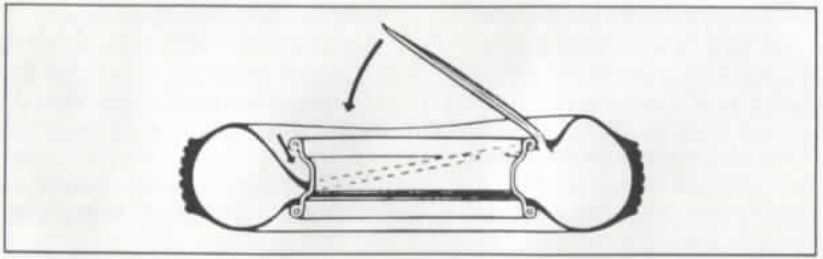


Fig. 29

Replacing the headlight bulb

Undo adjusting screw (fig. 30/1) to loosen the headlamp reflector. Open spring (fig.30/2) and pull out bulb holder. Replace bulb.

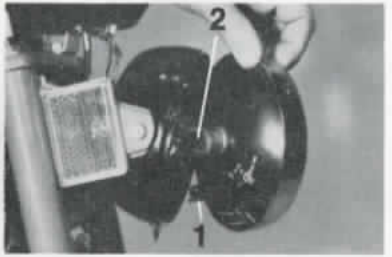


Fig. 30

Replacing rear light bulb and stop light bulb

Unscrew fixing screw (fig. 31/1) and remove housing. Replace bulb and fit in reverse procedure.

Stop light bulb (top)
and rear light bulb (bottom)

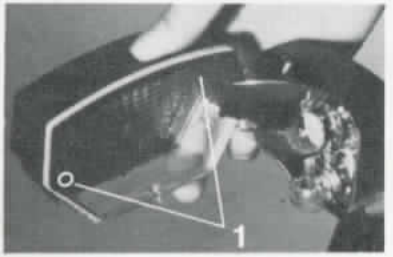


Fig. 31

Adjusting the headlamp (fig. 32)

Place the Moped 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 center 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 main beam. The 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 some models with continuous dimming as mentioned above.

When continuously dimming, adjust dimming light as mentioned above.

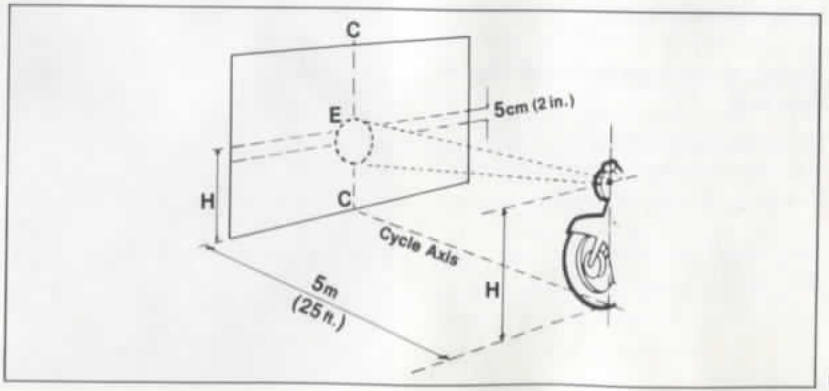


Fig. 32

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 carburetor and ignition system where it may cause all trouble. 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. Especially during winter also the chromium parts should be cleaned from time to time using a non-acid grease.

After some period of operation the engine unit will naturally become dirty and it is best to clean it with a good degreasing agent. If gasoline 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 from time to time with commercial plastic cleaning agents. By applying a good quality compound a splendid glossy, antistatic finish is achieved.

Long Term Storage

If you want to store your Moped 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 non-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 to fill it with gasoline. If the garage is not fireproof flush the tank with oil. Close the fuel valve in either case. Remove the spark plug, take off the carburetor, put the piston to TDC position, fill the cylinder with 30 cc of motor oil. Screw in the spark plug and fix the carburetor. Inflate the tires to the correct pressure.

Store the Moped in a dry room. Cover it with a tarpaulin or wrapping paper. It is very dangerous to let the engine run for a short time after the machine has been stored as the engine will not be sufficiently warmed up and water vapor, created by the combustion process, will condense and cause rusting of the bearings.

Using the Moped again

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

Trouble Shooting

	Cause	Remedy
	Engine does not start or running engine stops	
1.	Fuel valve closed	Open fuel valve or switch over to "Reserve"
2.	Fuel tank is empty	Switch fuel valve over to "Reserve" or fill up with gasoline 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 1/3
8.	a) Vehicle put out of operation with open fuel valve	Start with throttle wide open, If the engine is badly flooded open drain plug of the crankcase (fig. 4/3) and drain fuel
8.	b) Choke operated with warm engine	Remedy as above
9.	Fuel pipe is clogged	Blow through the fuel pipe
10.	Fuel valve is clogged	Have it cleaned by a 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 is not fixed in its notch	Remove float needle, and engage it

Trouble Shooting

	Cause	Remedy
	Engine runs unevenly or misfires	
1.	There is not enough fuel in the tank	Open fuel valve to "Reserve", refuel with gasoline mixture
2.	Carburetor is loose	Retighten carburetor 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 gasoline mixture (see "Technical Data")

Note: All Moped maintenance can be accomplished at your JCPenney Service Center.

Trouble Shooting

Cause	Remedy
Poor performance	
1. Choke working all the time	Pull choke lever back up
2. Exhaust is clogged	Remove oily deposits from the exhaust
3. Carburetor is loose	Retighten carburetor fixing screws
4. Spark plug is defective	Replace spark plug
5. Clutch slips	Readjust clutch
6. Exhaust port is clogged	Decoke exhaust port
7. Float leaks, float needle deformed (jams)	Check all parts of the float chamber and replace if necessary
8. Float needle is loose	Clamp needle in its notch. Correct needle position see "Technical Data"
9. Air filter is clogged	Clean air filter
10. Gasoline mixture is not correct	Drain fuel tank, refuel with correct gasoline mixture

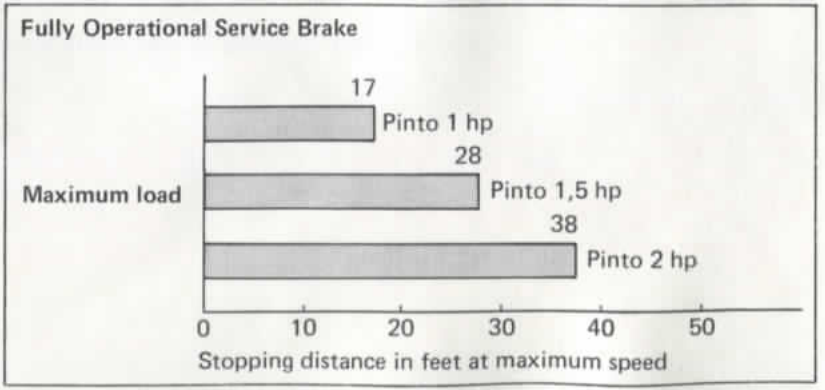
Consumer Information

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:



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

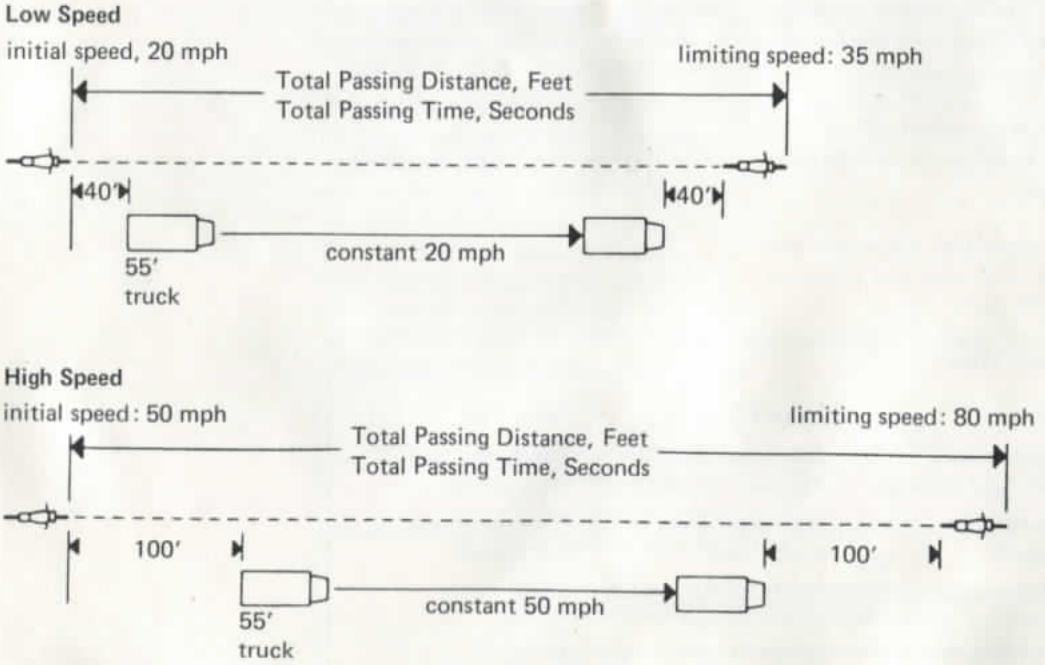
Description of vehicles to which this table applies.

Summary Table

Pinto 2 hp	Pinto 1.5 hp	Pinto 1 hp
Low speed pass*– 530 feet:13.1 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

Acceleration and Passing Ability



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