

Dandy 70

DECARBONISATION

To maintain the engine in an efficient condition, it is recommended that decarbonising should be carried out at intervals of approximately 1,500 miles. A two-stroke engine is particularly affected by the formation of carbon. The symptoms indicating an excessive deposit are rough and uneven running of the engine, a tendency to pink when under load, a falling off in power and four or eight stroking when running lightly loaded.

Not only the cylinder head and piston crown will require clearing of carbon, but also the exhaust port and silencing system.

To remove the cylinder head and barrel, first take off the right-hand wheel spindle nut "A," Fig. Z1, and partly withdraw the spindle towards the left-hand side. Unscrew the small nut and bolt "B," holding the silencer to the swinging arm plate, and release the silencer from the cylinder barrel by unscrewing the union nut "C," using the special spanner provided in the tool-kit.

Next remove the two bolts "D," which secure the swinging arm plate to the rear fork, noting the positions of the distance piece, the fork end stiffening plate, and the brake anchor strap. Unscrew the sparking plug and take off the four cylinder head nuts "E." The swinging arm plate and cylinder head can now be drawn away from the barrel. It is best to clear the carbon from the piston crown at this stage, taking care not to score the soft aluminium.

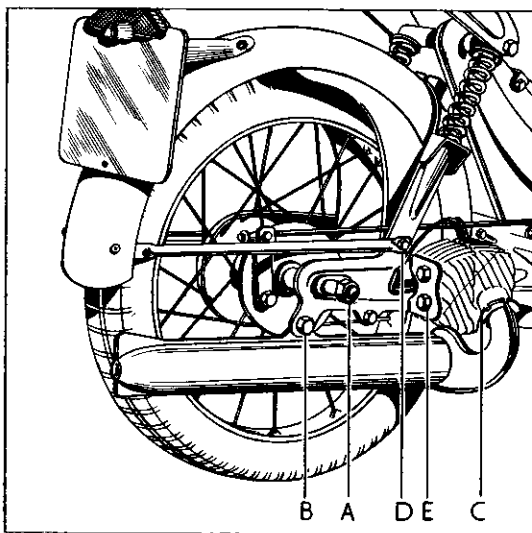


Fig. Z1. Removal of Cylinder Head and Barrel.

The cylinder barrel itself has a long spigot fitting into the crankcase, which has two studs at this point, one above and one below the spigot. The nuts on these studs must be slackened before the cylinder barrel can be withdrawn. As the piston emerges from the cylinder, it must be supported to avoid damage. Inspect the piston rings to see that they are quite free in their grooves. Clean out the various ports in the cylinder, but be careful not to remove any metal by over-enthusiastic scraping.

Wipe all traces of loose carbon from the piston and cylinder bore, apply a little clean oil and re-fit the cylinder, making sure that the piston rings are properly seated with their ends resting either side of the pegs in the grooves. A new cylinder base washer should be used.

Carefully scrape the carbon from the combustion space in the cylinder head, and replace the head on the barrel so that the finning matches up. Follow on with the remaining parts in the reverse order to that in which they were removed, not forgetting to tighten the two nuts at the base of the cylinder after the four cylinder head nuts have been tightened fully.

As the silencer is non-detachable, it must be soaked in a caustic soda solution, preferably overnight, and then thoroughly washed out in running water. On no account should the caustic solution be allowed to touch any of the aluminium or painted parts of the machine.