

250 c.c. O.H.V. TWIN CYLINDER SCOOTER

REMOVING AND REPLACING THE PETROL TANK

Removal

It is sometimes necessary to remove and clean a petrol tank where foreign matter such as dirt or water has got into the fuel. When this is necessary, turn off the petrol at the tap and then disconnect the lower end of the petrol pipe where it is coupled to the carburetter by taking out the screw, being careful not to lose the two fibre washers, or the gauze filter, which is fitted inside the banjo union. Remove the one $\frac{1}{4}$ " nut which secures the petrol tap support arm to the left hand rocker box stud and swing the bracket clear of the stud. Slacken the bolts at the top of the silencer where it is secured to the petrol tank and silencer bracket and after releasing the clips securing the silencer to the exhaust pipes, swing the silencer clear of the pipes. The rear mudguard must also be removed. This is secured by two $\frac{1}{4}$ " bolts and nuts to the cross member between the two vertical frame tubes and two bolts and nuts to the rear petrol tank and silencer bracket. Take out these bolts and remove the mudguard downwards and out. Take off the single nut and shakeproof washer which secure the rectifier to the frame and place the rectifier carefully out of the way.

The rear damper unit must be removed completely by taking out both the upper and lower pivot pins, one through the double brackets on the dual seat carrier and the lower one through the rear drive unit.

The petrol tank itself is secured by three shouldered bolts with nuts, two at the front and one at the rear. Take off the nuts, which also have spring washers and large plain washers, pull out the bolts, remove the rubber buffers, swing the rear bracket out of the way and drop the petrol tank down and out of the frame, taking care to see that the petrol pipe which is still attached does not hook itself round the frame cross members.

Replacement

The procedure for refitting the petrol tank is the reverse of removal, but first place the tank in position underneath the dual seat carrier so that the two lugs at the front are resting on the brackets between the two vertical members of the frame and the rear lug on the tank is resting on the bracket provided for supporting the petrol tank, the silencer and the mudguard.

When the tank is in position, see that the petrol pipe is free to be coupled to the carburetter, and place each of the plain $\frac{1}{4}$ " thick rubber buffers between the lug on the tank and the lug on the frame. Now fit one of the special shouldered rubber buffers underneath the lugs on the frame, press the special shouldered bolt down through the petrol tank bracket, place the large diameter steel washer against the lower rubber buffer, then the spring washer, and screw on the nut. Repeat this for each of the three mounting points, leaving the nuts finger-tight until assembly of the three mounting points has been completed. Now secure the three mounting bolts and nuts until the nuts are tightened against the shoulders on the bolts. No difficulty will be experienced here providing that the special shouldered rubber washers have been correctly fitted with the shoulders inside the brackets provided on the frame and on the rear bracket. Now refit the mudguard by inserting the four $\frac{1}{4}$ " diameter bolts and nuts, two at the front and two at the rear. Refit the exhaust pipes into the silencer and secure the clips, replace the rectifier on its bracket, making sure that the shakeproof washer is in position under the nut, replace the damper unit with the spring uppermost and finally reconnect the petrol pipe to the carburetter, taking care to see that the gauze filter is inside the banjo union, and that the small fibre washer is between the head of the screw and the outside face of the union with the larger diameter fibre washer between the banjo union and the float chamber of the carburetter.