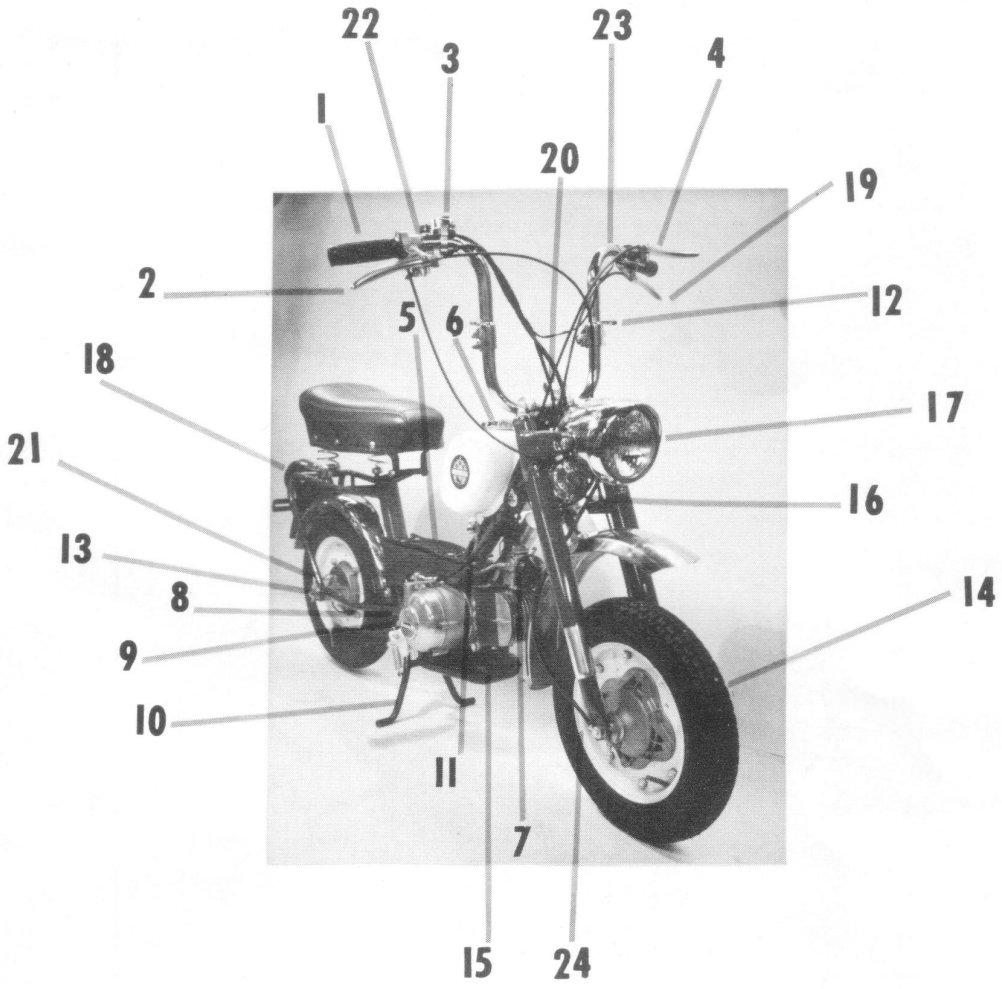
Benelli HORNET 50cc

OPERATION & MAINTENANCE MANUAL



1-throttle twist grip
2-front brake lever
3-dimmer switch
4-rear brake lever
5-kick starter lever
6-fuel tank cap
7-carburetor
8-oil filling plug
9-oil drain plug
10-center stand
11-petcock
12-handlebar locking lever
13-rear brake cable adjuster
14-front brake cable adjuster
15-muffler
16-horn
17-headlight
18-tail light
19-automatic clutch enga. control
20-wing bolt
21-chain adjuster
22-front brake stop light switch
23-rear brake stop light switch
24-speedometer cable

COSMOPOLITAN MOTORS, INC., 5521 Wayne Avenue, Philadelphia, Penna. 19144

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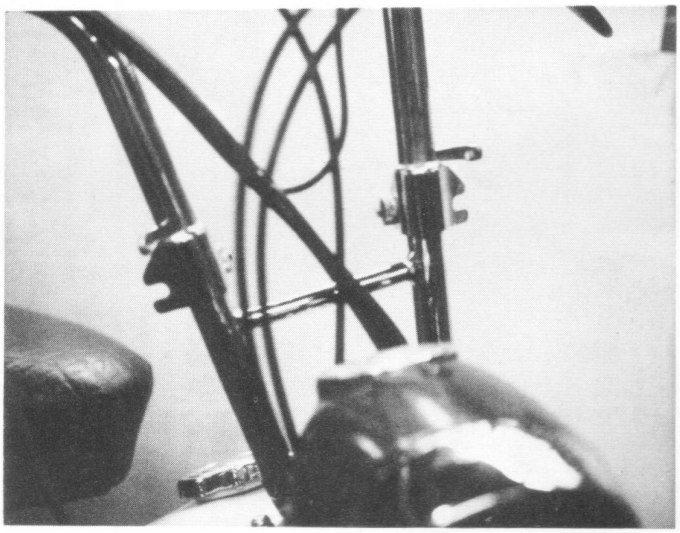
TECHNICAL CHARACTERISTICS.

MOTOR -	SINGLE CYLINDER, 2 CYCLE 49cc BORE - 40mm STROKE 39 mm CYLINDER SIZE - 49cc COMPRESSION 7.5:1 FUEL - 5% MIXTURE OF OIL AND GASOLINE, CARBURETOR - DELLORTO SHA, 14/12 WITH CHOKE HAVING AUTOMATIC RETURN. IGNITION - FLYWHEEL MAGNETO COOLING - AIR
TRANSMISSION -	SPECIAL AUTOMATIC CLUTCH. PRIMARY WITH GEAR, SECONDARY WITH CHAIN. OIL - 4 OZ. SAE 20
FRAME -	SINGLE TUBE, TELESCOPIC FRONT FORK, 9" WHEELS, 275 x 9 FRONT & REAR TIRES, DOUBLE SHOE EXPANSION BRAKES, 6 VOLT ELECTRICAL SYSTEM.
FUEL TANK -	3 QUARTS WITH RESERVE
PERFORMANCE	MAXIMUM SPEED 42 M.P.H. CONSUMPTION - 155 M.P.G.

ASSEMBLY & ADJUSTMENT



YOUR BENELLI HAS BEEN CAREFULLY AND COMPACTLY CRATED TO ARRIVE IN EXCELLENT CONDITION. IT IS COMPLETELY ASSEMBLED AND ONLY THE HANDLE-BAR HAS TO BE MOVED INTO THE PROPER POSITION. REMOVE MOTORCYCLE FROM CARDBOARD CONTAINER. PUT MOTORCYCLE ON CENTER STAND. REMOVE THE WING BOLT ATTACHED TO THE TOP FORK BRACKET. LIFT UP THE HANDLEBAR. RE-INSTALL THE WING BOLT, FIRMLY. LOOSEN THE TWO LOCKING LEVERS LOCATED AT THE CENTER OF THE HANDLEBAR AND SLIDE OUT THE PIVOT BOLT FROM THE SLOT. TURN FORWARD, THE TOP HALF HANDLEBAR AND LOOK IN POSITION THE HANDLEBAR WITH THE LOCKING LEVER AFTER THE PIVOT BOLT IS INSERTED INTO THE SECOND SLOT.

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PRE-SERVICING THE MOTORCYCLE

LUBRICATION - REMOVE THE CHROME BOLT WITH A 19mm WRENCH LOCATED ON RIGHT HAND SIDE OF CRANKCASE AND FILL WITH 4 OZ. SAE 20 OIL UNTIL THE OIL REACHES THE BOTTOM OF THE BOLT HOLE.

BREAK-IN PERIOD - DURING THE FIRST 600 MILES, IT IS RECOMMENDED TO USE A 6% OIL FUEL MIXTURE, (7 1/2 OZ. TO 1 GALLON OF FUEL)

AFTER BREAK-IN PERIOD - USE FUEL OIL MIXTURE 5%, (6 OZ. TO 1 GALLON OF FUEL).

NOTE: BE SURE THAT THE GASOLINE AND OIL ARE THOROUGHLY MIXED BEFORE FILLING THE GAS TANK.

CHECK PROPER ADJUSTMENT FOR FRONT AND REAR BRAKES - CHECK TIRE PRESSURE, FRONT TIRE 22 LBS. AND REAR TIRE 26 LBS.

OPERATION: STARTING THE ENGINE - BEFORE STARTING, OPEN THE PETCOCK AND AND PRESS DOWN ON THE RED LEVER, (CHOKE.) LOCATED ON THE LEFT HAND SIDE OF THE CARBURETOR. TO START THE ENGINE, KICK DOWN ON THE KICK STARTER PEDAL AND SLIGHTLY TURN THE THROTTLE TWIST GRIP. AFTER THE ENGINE HAS BEEN RUNNING ABOUT 20 OR 30 SECONDS, TWIST THE THROTTLE CONTROL GRIP AND THE CHOKE WILL OPEN UP AUTOMATICALLY. TO GAIN SPEED, TURN THE THROTTLE TWIST GRIP TOWARDS YOU.

STOPPING - TURN THE THROTTLE TWIST GRIP FORWARD AND APPLY BOTH BRAKES GRADUALLY. TO STOP THE ENGINE, PRESS THE GROUND BUTTON LOCATED ON THE DIMMER SWITCH.

Note: ALWAYS CLOSE THE PETCOCK WHEN ENGINE IS NOT RUNNING.

MAINTENANCE & LUBRICATION

AFTER THE BREAK-IN PERIOD (600 MILES) REPLACE THE ENGINE OIL WITH SAE 20 TYPE OIL. THE INTERNAL TRANSMISSION OF THE ENGINE, INCLUDING THE AUTOMATIC CLUTCH IS LUBRICATED SEPARATELY.

TO DRAIN THE CRANK CASE OIL, WARM UP THE ENGINE AND REMOVE THE BLACK LOWER BOLT LOCATED ON THE RIGHT HAND ENGINE COVER.

TO REFILL - REMOVE THE CHROME BOLT LOCATED ABOVE THE DRAIN PLUG AND, WITH THE MOTORCYCLE OFF THE STAND, REFILL WITH 4 OZ. OF SAE 20 OIL UNTIL THE OIL REACHES, THE BOTTOM OF THE BOLT HOLE.

NOTE - IF THE OIL IS INSUFFICIENT THE MOTORCYCLE MAY RUN ERRATICALLY.

EVERY 600 MILES CHECK THE OIL LEVEL.

EVERY 3000 MILES REPLACE CRANK CASE OIL. THE ENGINE SHOULD BE HOT WHEN THE OIL IS DRAINED.

LUBRICATE THE CHAIN PERIODICALLY (EVERY 500 MILES WITH CHAIN LUBE OR GREASE.

EVERY 3000 MILES REMOVE EXHAUST PIPE, MUFFLER, CYLINDER AND CYLINDER HEAD AND CLEAN ALL THE CARBON DEPOSITS.

IT IS IMPORTANT TO CHECK THE IGNITION TIMING WHENEVER THE ENGINE OVER HEATS OR GIVES SIGNS OF POOR PERFORMANCE. THE POINT GAP SETTING IS .016". THE IGNITION ADVANCE MUST BE 28 DEGREES OR 27mm (1.063") MEASURED ON THE PERIMETER OF THE FLYWHEEL MAGNETO.

PERIODICALLY, CHECK THE TIRE PRESSURE. FRONT WHEEL TIRE 22 LBS. AND REAR WHEEL TIRE 26 LBS.

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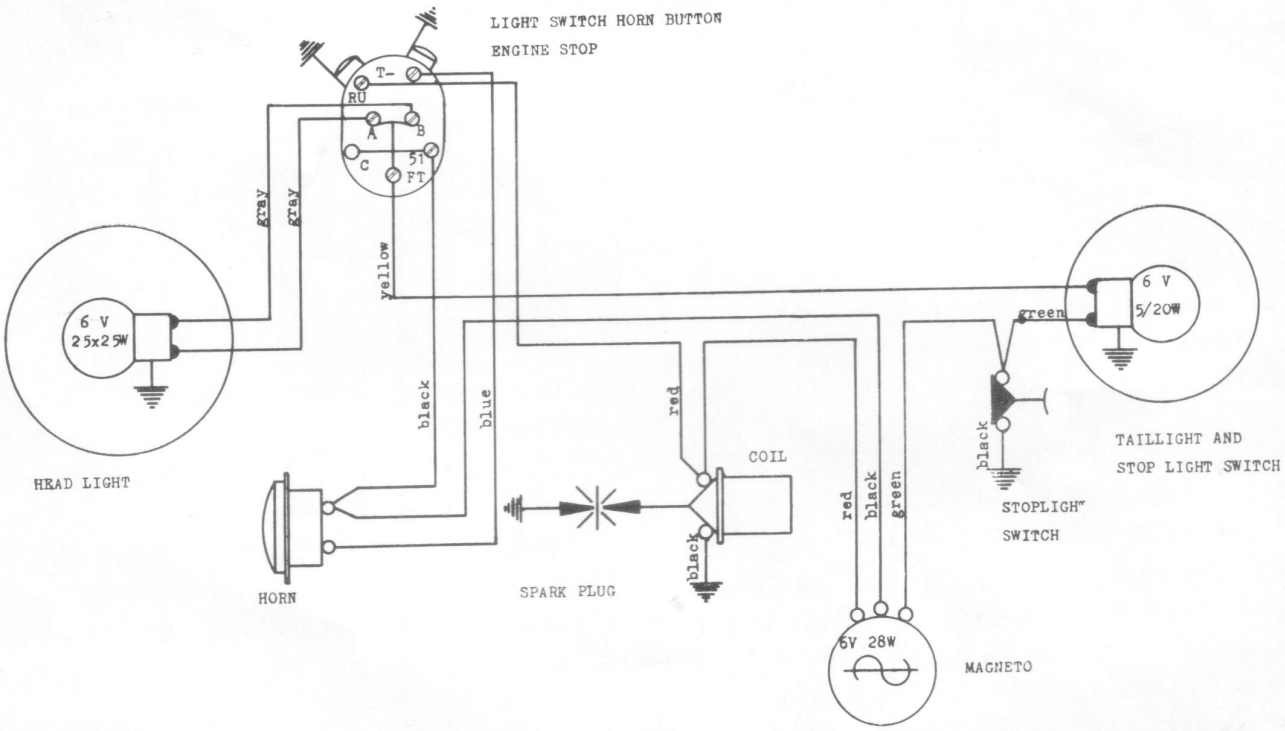
TROUBLE CHART

DIFFICULTY	CAUSE & CORRECTIONS
IRREGULAR FLOW OF FUEL	FUEL LINES, PETCOCK, CARBURETOR, OR AIR VENT HOLE OF FUEL TANK CAP, PLUGGED.
IRREGULAR SPARK	CHECK SPARK PLUG. SPARK PLUG GAP (.022") FLYWHEEL OUTPUT.
PREIGNITION	USE COOLER - SPARK PLUG. CLEAN SPARK PLUG - DECARBONIZE CYLINDER, CYLINDER HEAD AND EXHAUST PIPES.
OVERHEATING	CHECK TIMING, FUEL AND OIL MIXTURE. DECARBONIZE ENGINE.
LOSS OF ENGINE POWER	CHECK TIMING. DECARBONIZE, CHECK SPARK PLUG AND IRREGULAR FLOW OF FUEL. CLEAN CARBURETOR.

WIRING DIAGRAM



NOTE - Stop lamp is wired in circuit. If bulb is defective, the engine may kill when rear brake is applied while engine is running.

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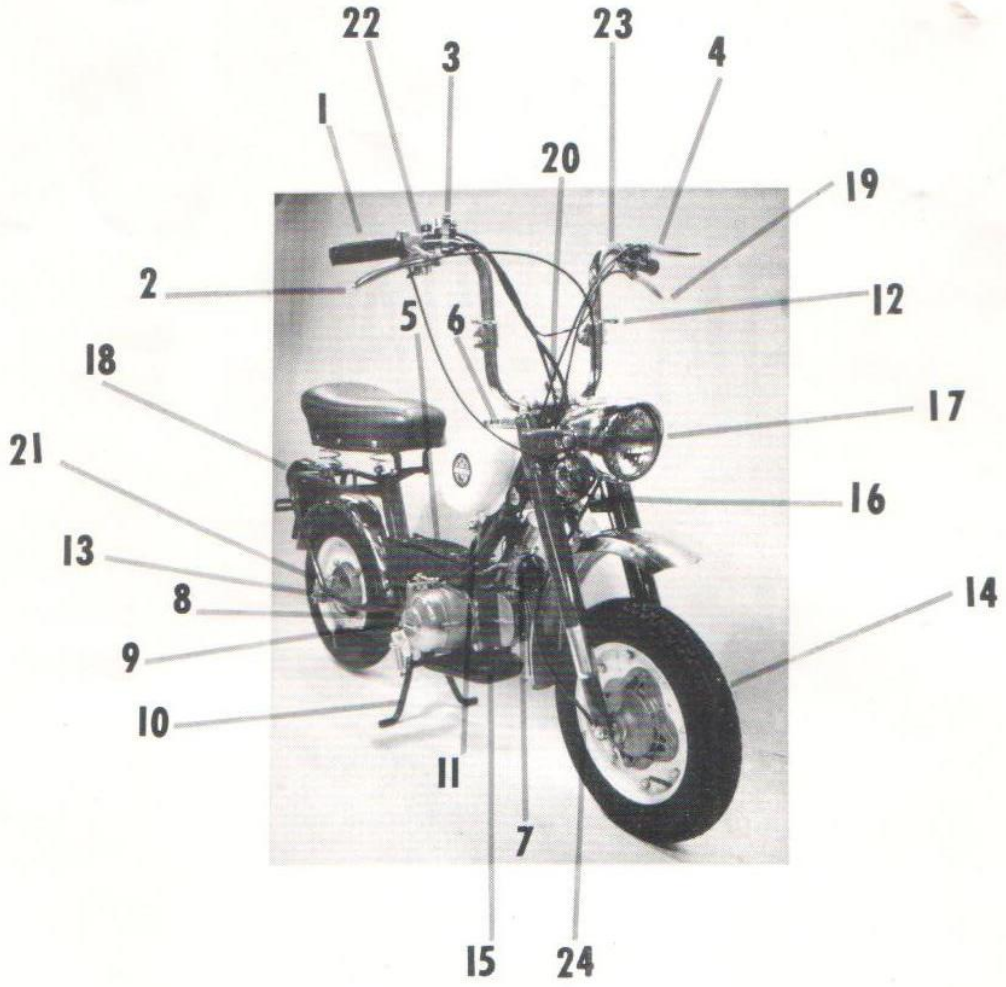
Benelli HORNET 50cc

OPERATION & MAINTENANCE MANUAL



1-throttle twist grip
2-front brake lever
3-dimmer switch
4-rear brake lever
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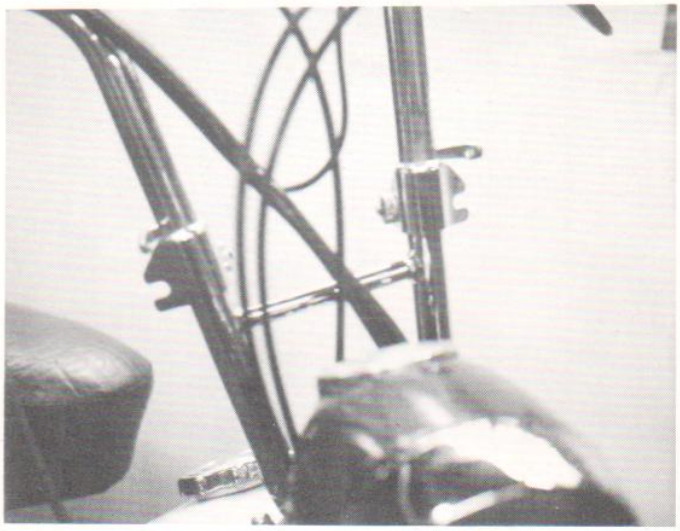
TRANSMISSION -	SPECIAL AUTOMATIC CLUTCH. PRIMARY WITH GEAR, SECONDARY WITH CHAIN. OIL - 4 OZ. SAE 20
FRAME -	SINGLE TUBE, TELESCOPIC FRONT FORK, 9" WHEELS, 275 x 9 FRONT & REAR TIRES, DOUBLE SHOE EXPANSION BRAKES, 6 VOLT ELECTRICAL SYSTEM.
FUEL TANK -	3 QUARTS WITH RESERVE
PERFORMANCE	MAXIMUM SPEED 42 M.P.H. CONSUMPTION - 155 M.P.G.

ASSEMBLY & ADJUSTMENT



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PRE-SERVICING THE MOTORCYCLE

LUBRICATION - REMOVE THE CHROME BOLT WITH A 19mm WRENCH LOCATED ON RIGHT HAND SIDE OF CRANKCASE AND FILL WITH 4 OZ. SAE 20 OIL UNTIL THE OIL REACHES THE BOTTOM OF THE BOLT HOLE.

BREAK-IN PERIOD - DURING THE FIRST 600 MILES, IT IS RECOMMENDED TO USE A 6% OIL FUEL MIXTURE, (7 1/2 OZ. TO 1 GALLON OF FUEL)

AFTER BREAK-IN PERIOD - USE FUEL OIL MIXTURE 5%, (6 OZ. TO 1 GALLON OF FUEL).

NOTE: BE SURE THAT THE GASOLINE AND OIL ARE THOROUGHLY MIXED BEFORE FILLING THE GAS TANK.

CHECK PROPER ADJUSTMENT FOR FRONT AND REAR BRAKES - CHECK TIRE PRESSURE, FRONT TIRE 22 LBS. AND REAR TIRE 26 LBS.

OPERATION: STARTING THE ENGINE - BEFORE STARTING, OPEN THE PETCOCK AND AND PRESS DOWN ON THE RED LEVER, (CHOKE.) LOCATED ON THE LEFT HAND SIDE OF THE CARBURETOR. TO START THE ENGINE, KICK DOWN ON THE KICK STARTER PEDAL AND SLIGHTLY TURN THE THROTTLE TWIST GRIP. AFTER THE ENGINE HAS BEEN RUNNING ABOUT 20 OR 30 SECONDS, TWIST THE THROTTLE CONTROL GRIP AND THE CHOKE WILL OPEN UP AUTOMATICALLY. TO GAIN SPEED, TURN THE THROTTLE TWIST GRIP TOWARDS YOU.

STOPPING - TURN THE THROTTLE TWIST GRIP FORWARD AND APPLY BOTH BRAKES GRADUALLY. TO STOP THE ENGINE, PRESS THE GROUND BUTTON LOCATED ON THE DIMMER SWITCH.

Note: ALWAYS CLOSE THE PETCOCK WHEN ENGINE IS NOT RUNNING.

MAINTENANCE & LUBRICATION

AFTER THE BREAK-IN PERIOD (600 MILES) REPLACE THE ENGINE OIL WITH SAE 20 TYPE OIL. THE INTERNAL TRANSMISSION OF THE ENGINE, INCLUDING THE AUTOMATIC CLUTCH IS LUBRICATED SEPARATELY.

TO DRAIN THE CRANK CASE OIL, WARM UP THE ENGINE AND REMOVE THE BLACK LOWER BOLT LOCATED ON THE RIGHT HAND ENGINE COVER.

TO REFILL - REMOVE THE CHROME BOLT LOCATED ABOVE THE DRAIN PLUG AND, WITH THE MOTORCYCLE OFF THE STAND, REFILL WITH 4 OZ. OF SAE 20 OIL UNTIL THE OIL REACHES, THE BOTTOM OF THE BOLT HOLE.

NOTE - IF THE OIL IS INSUFFICIENT THE MOTORCYCLE MAY RUN ERRATICALLY.

EVERY 600 MILES CHECK THE OIL LEVEL.

EVERY 3000 MILES REPLACE CRANK CASE OIL. THE ENGINE SHOULD BE HOT WHEN THE OIL IS DRAINED.

LUBRICATE THE CHAIN PERIODICALLY (EVERY 500 MILES WITH CHAIN LUBE OR GREASE.

EVERY 3000 MILES REMOVE EXHAUST PIPE, MUFFLER, CYLINDER AND CYLINDER HEAD AND CLEAN ALL THE CARBON DEPOSITS.

IT IS IMPORTANT TO CHECK THE IGNITION TIMING WHENEVER THE ENGINE OVER HEATS OR GIVES SIGNS OF POOR PERFORMANCE. THE POINT GAP SETTING IS .016". THE IGNITION ADVANCE MUST BE 28 DEGREES OR 27mm (1.063") MEASURED ON THE PERIMETER OF THE FLYWHEEL MAGNETO.

PERIODICALLY, CHECK THE TIRE PRESSURE. FRONT WHEEL TIRE 22 LBS. AND REAR WHEEL TIRE 26 LBS.

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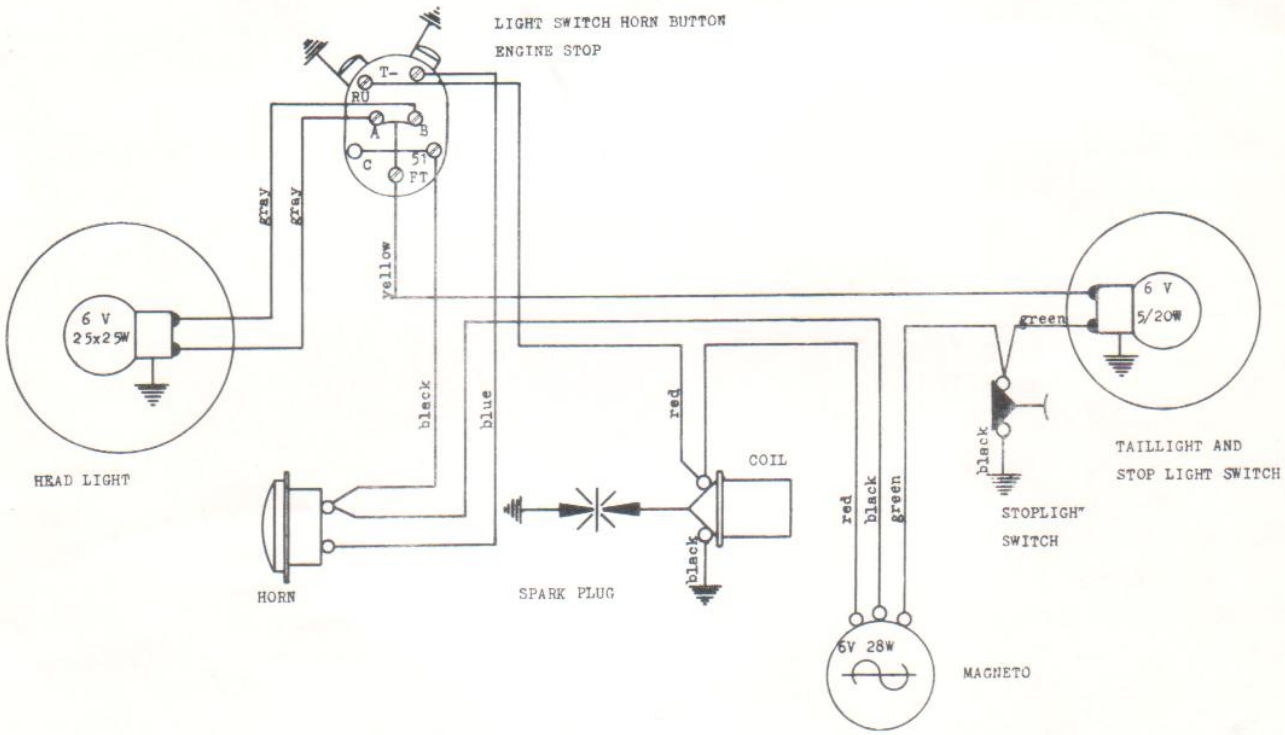
TROUBLE CHART

DIFFICULTY	CAUSE & CORRECTIONS
IRREGULAR FLOW OF FUEL	FUEL LINES, PETCOCK, CARBURETOR, OR AIR VENT HOLE OF FUEL TANK CAP, PLUGGED.
IRREGULAR SPARK	CHECK SPARK PLUG. SPARK PLUG GAP (.022") FLYWHEEL OUT PUT.
PREIGNITION	USE COOLER - SPARK PLUG. CLEAN SPARK PLUG - DECARBONIZE CYLINDER, CYLINDER HEAD AND EXHAUST PIPES.
OVERHEATING	CHECK TIMING, FUEL AND OIL MIXTURE. DECARBONIZE ENGINE.
LOSS OF ENGINE POWER	CHECK TIMING. DECARBONIZE, CHECK SPARK PLUG AND IRREGULAR FLOW OF FUEL. CLEAN CARBURETOR.

WIRING DIAGRAM



NOTE - Stop lamp is wired in circuit. If bulb is defective, the engine may kill when rear brake is applied while engine is running.

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PRE-SERVING THE MOTORCYCLE

LUBRICATION - REMOVE THE CHROME BOLT WITH A 19 mm WRENCH LOCATED ON RIGHT HAND SIDE OF CRANKCASE AND FILL WITH 4 OZ. SAE 20 OIL UNTIL THE OIL REACHES THE BOTTOM OF THE BOLT HOLE.

BREAK- IN PERIOD - DURING THE FIRST 600 MILES, IT IS RECOMMENDED TO USE A 6% OIL FUEL MIXTURE, (7 1/2 OZ. TO 1 GALLON OF FUEL).

AFTER BREAK- IN PERIOD - USE FUEL OIL MIXTURE 5%, (6 OZ. TO 1 GALLON OF FUEL).
NOTE: BE SURE THAT THE GASOLINE AND OIL ARE THOROUGHLY MIXED BEFORE FILLING THE GAS TANK.

CHECK PROPER ADJUSTMENT FOR FRONT AND REAR BRAKES - CHECK TIRE PRESSURE. FRONT TIRE 24 LBS. AND REAR TIRE 28 LBS.

OPERATION: STARTING THE ENGINE - BEFORE STARTING, OPEN THE PETCOCK AND PRESS DOWN ON THE RED LEVER, (CHOKE) LOCATED ON THE LEFT HAND SIDE OF THE CARBURETOR. TO START THE ENGINE, KICK DOWN ON THE KICK STARTER PEDAL AND SLIGHTLY TURN THE THROTTLE TWIST GRIP. AFTER THE ENGINE HAS BEEN RUNNING ABOUT 20 OR 30 SECONDS, TWIST THE THROTTLE CONTROL GRIP AND THE CHOKE WILL OPEN UP AUTOMATICALLY. TO GAIN SPEED, TURN THE THROTTLE TWIST GRIP TOWARDS YOU.

STOPPING - TURN THE THROTTLE TWIST GRIP FORWARD AND APPLY BOTH BRAKES GRADUALLY. TO STOP THE ENGINE, PRESS THE GROUND BUTTON LOCATED ON THE DIMMER SWITCH.
NOTE: ALWAYS CLOSE THE PETCOCK WHEN ENGINE IS NOT RUNNING.

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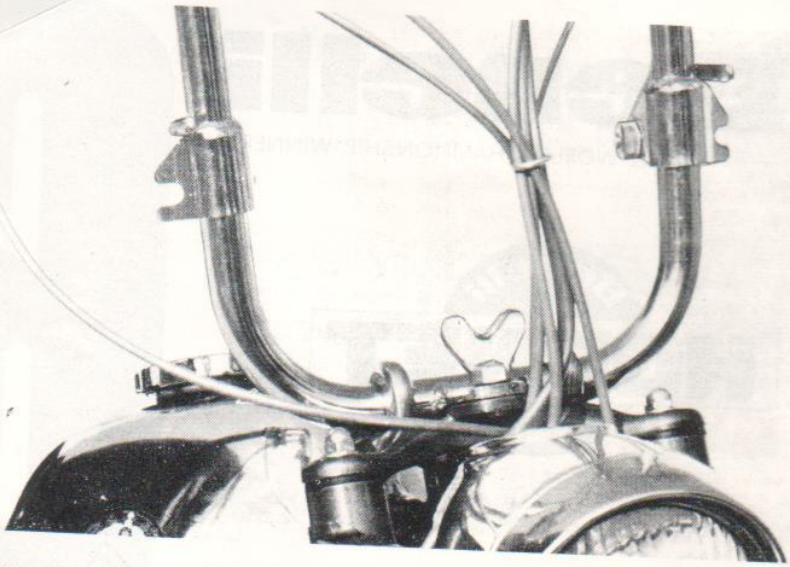
ASSEMBLY & ADJUSTMENT



YOUR BENELLI HAS BEEN CAREFULLY AND COMPACTLY CRATED TO ARRIVE IN EXCELLENT CONDITION. IT IS COMPLETELY ASSEMBLED AND ONLY THE HANDLEBAR AND THE TAILLIGHT HAVE TO BE MOVED INTO THE PROPER POSITION. THE TOOLS NECESSARY FOR ASSEMBLY AND ADJUSTMENT ARE IN THE TOOL BOX. REMOVE THE MOTORCYCLE FROM CARDBOARD CONTAINER. PUT MOTORCYCLE ON CENTER STAND. REMOVE THE WING BOLT ATTACHED TO THE TOP FORK BRACKET. LIFT UP THE HANDLEBAR. RE-INSTALL THE WING BOLT, FIRMLY. LOOSEN THE TWO LOCKING LEVERS LOCATED AT THE CENTER OF THE HANDLEBAR AND SLIDE OUT THE PIVOT BOLT FROM THE SLOT. TURN FORWARD THE TOP HALF HANDLEBAR AND LOOK IN POSITION THE HANDLEBAR WITH THE LOCKING LEVER AFTER THE PIVOT BOLT IS INSERTED INTO THE SECOND SLOT. RE-INSTALL THE TAILLIGHT MAKING SURE TO CONNECT WIRES OF THE SAME COLOR.

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MAINTENANCE & LUBRICATION

AFTER THE BREAK- IN PERIOD (600 MILES) REPLACE THE ENGINE OIL WITH SAE 20 TYPE OIL. THE INTERNAL TRANSMISSION OF THE ENGINE, INCLUDING THE AUTOMATIC CLUTCH IS LUBRICATED SEPARATELY.

TO DRAIN THE **CRANK CASE** OIL, WARM UP THE ENGINE AND REMOVE THE BLACK LOWER BOLT LOCATED ON THE RIGHT HAND ENGINE COVER.

TO REFILL - REMOVE THE CHROME BOLT LOCATED ABOVE THE DRAIN PLUG AND, WITH THE MOTORCYCLE OFF THE STAND, REFILL WITH 4 OZ. OF SAE 20 OIL UNTIL THE OIL REACHES THE BOTTOM OF THE BOLT HOLE.

NOTE - IF THE OIL IS INSUFFICIENT THE MOTORCYCLE MAY RUN ERRATICALLY. EVERY 600 MILES CHECK THE OIL LEVEL.

EVERY 3000 MILES REPLACE CRANK CASE OIL. THE ENGINE SHOULD BE HOT WHEN THE OIL IS DRAINED.

LUBRICATE THE CHAIN PERIODICALLY (EVERY 500 MILES WITH CHAIN LUBE OR GREASE. EVERY 3000 MILES REMOVE EXHAUST PIPE, MUFFLER, CYLINDER AND CYLINDER HEAD AND CLEAN ALL THE CARBON DEPOSITS.

IT IS IMPORTANT TO CHECK THE IGNITION TIMING WHENEVER THE ENGINE **OVER HEATS** OR GIVES SIGNS OF POOR PERFORMANCE. THE POINT GAP SETTING IS .016". THE IGNITION ADVANCE MUST BE 28 DEGREES OR 27 mm (1. 063") MEASURED ON THE PERIMETER OF THE FLYWHEEL MAGNETO.

PERIODICALLY, CHECK THE TIRE PRESSURE. FRONT WHEEL TIRE 24 LBS. AND REAR WHEEL TIRE 28 LBS.

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TECHNICAL CHARACTERISTICS

MOTOR SINGLE CYLINDER, 2 CYCLE 60cc
BORE 44mm - **STROKE** 39mm
CYLINDER SIZE - 59,3 cc COMPRESSION 8,25:1 FUEL - 5% MIXTURE OF OIL AND GASOLINE.
CARBURETOR - DELL'ORTO SHA 14/12 WITH CHOKE HAVING AUTOMATIC RETURN.
IGNITION - FLYWHEEL MAGNETO
COOLING - AIR

TRANSMISSION - SPECIAL AUTOMATIC CLUTCH. PRIMARY WITH GEAR, SECONDARY WITH CHAIN.
OIL CUP - 4 oz. SAE 20

FRAME - SINGLE TUBE, TELESCOPIC FRONT FORK, 9" WHEELS, 2,¾ x 9" FRONT & REAR TIRES. DOUBLE SHOE EXPANSION BRAKES, 6 VOLT ELECTRICAL SYSTEM.

FUEL TANK - 1,12 GALL. WITH RESERVE.

PERFORMANCE - **MAXIMUM SPEED** 45 M.P.H.
CONSUMPTION 140 M.P.G.

1 - REAR LUGGAGE
2 - REAR LUGGAGE ADJUSTER
3 - FUEL TANK CAP
4 - THROTTLE TWIST GRIP
5 - FRONT BRAKE LEVER
6 - FRONT BRAKE STOP LIGHT SWITCH
7 - DIMMER SWITCH
8 - REAR BRAKE STOP LIGHT SWITCH
9 - REAR BRAKE LEVER
10 - AUTOMATIC CLUTCH ENGA-CONTROL
11 - HANDLEBAR LOCKING LEVER
12 - WING BOLT
13 - HEADLIGHT
14 - HORN
15 - FRONT BRAKE CABLE ADJUSTER
16 - SPEEDOMETER CABLE
17 - CARBURETOR
18 - PETCOCK
19 - OIL FILLING PLUG
20 - OIL DRAIN PLUG
21 - CENTER STAND
22 - KICK STARTER LEVER
23 - READ BRAKE CABLE ADJUSTER
24 - CHAIN ADJUSTER
25 - MUFFLER
26 - TAIL LIGHT

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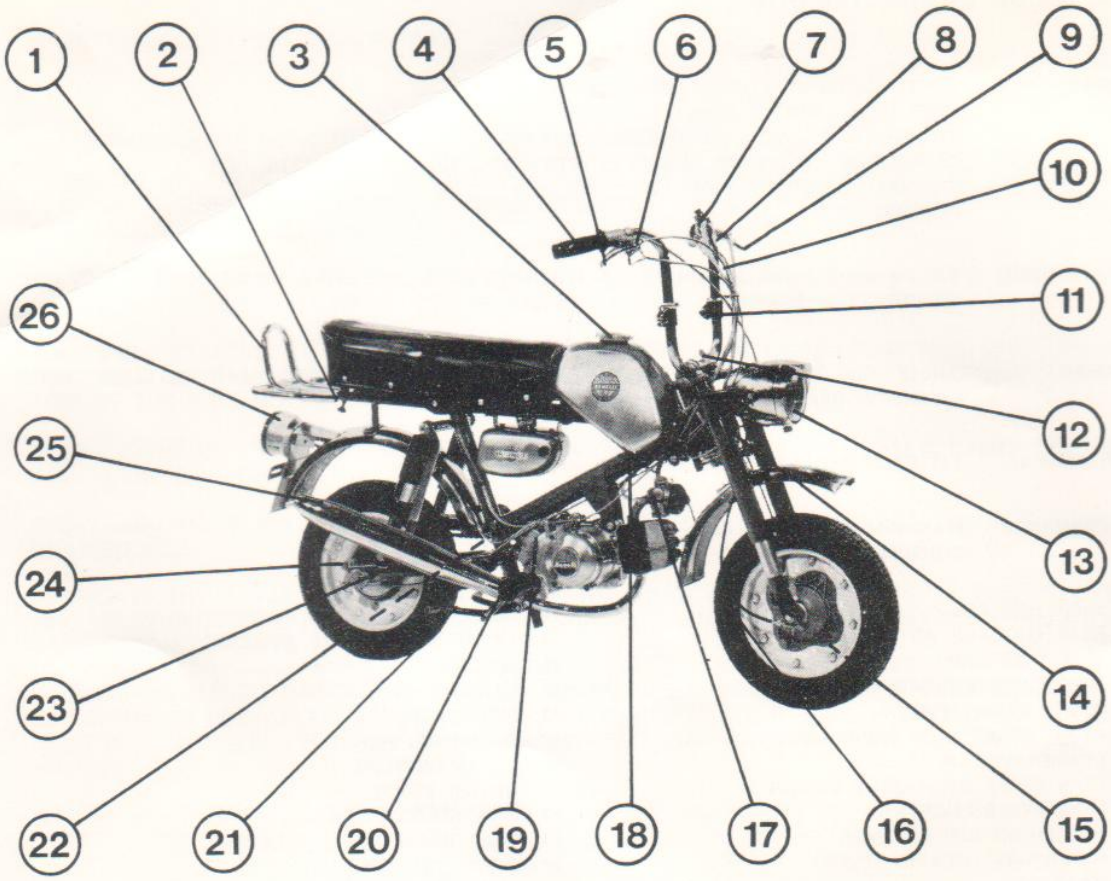

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TROUBLE CHART

DIFFICULTY	CAUSE & CORRECTIONS
IRREGULAR FLOW OF FUEL	FUEL LINES, PETCOCK, CARBURETOR, OR AIR VENT HOLE OF FUEL TANK CAP, PLUGGED.
IRREGULAR SPARK	CHECK SPARK PLUG. SPARK PLUG GAP (.022") FLYWHEEL OUTPUT.
PREIGNITION	USE COOLER - SPARK PLUG. CLEAN SPARK PLUG - DECARBONIZE CYLINDER, CYLINDER HEAD AND EXHAUST PIPES.
OVERHEATING	CHECK TIMING, FUEL AND OIL MIXTURE. DECARBONIZE ENGINE.
LOSS OF ENGINE POWER	CHECK TIMING. DECARBONIZE, CHECK SPARK PLUG AND IRREGULAR FLOW OF FUEL. CLEAN CARBURETOR.

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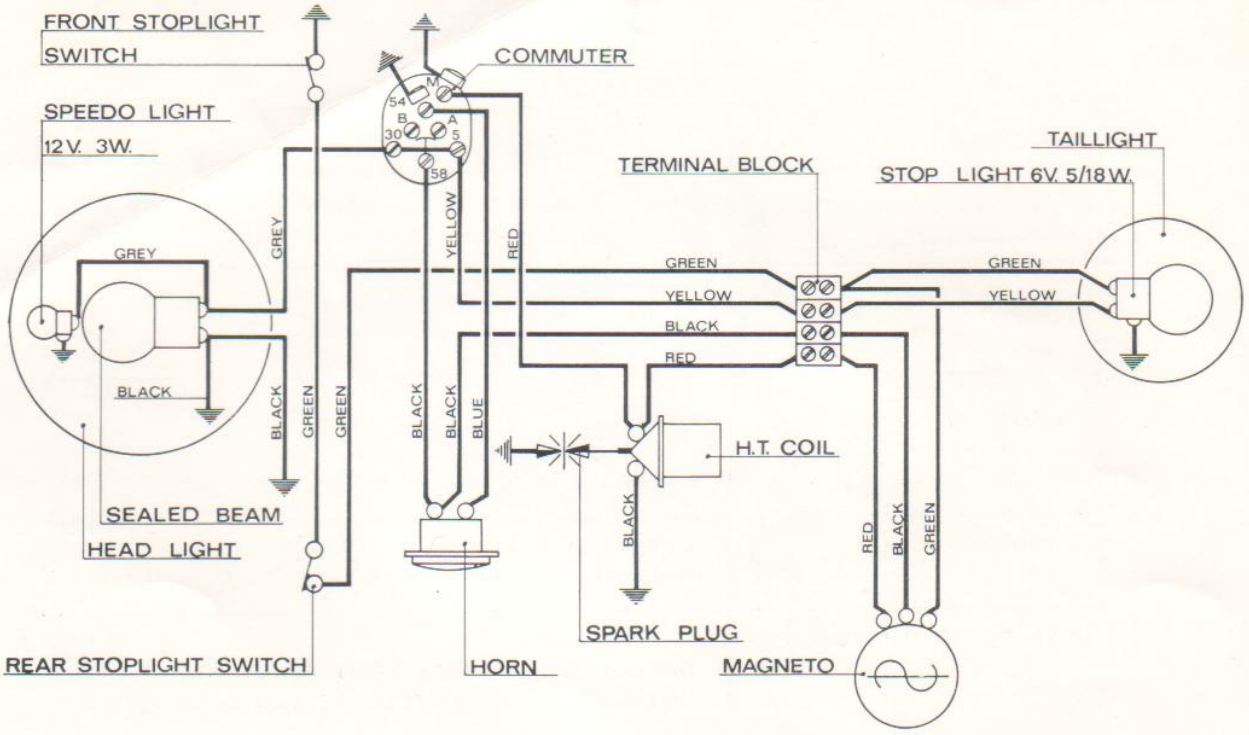

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