



Sales division
Technical network leadership

WORKSHOP MANUAL



TABLE OF CONTENTS

TABLE OF CONTENTS.....	1
CHARACTERISTICS.....	3
Engine.....	3
Capacities.....	3
Chassis.....	4
Dimensions and weight.....	4
Tyres.....	4
Chassis markings.....	4
Engine marking.....	4
SERVICE SCHEDULE AND COMMISSIONING.....	5
Check.....	5
Change.....	5
Check and lubricate.....	6
Clean and adjust.....	6
Test machine.....	6
Battery preparation (Except battery without maintenance)*.....	7
Checks before handing over to the customer.....	7
SPECIAL IMPORTANT POINTS.....	8
Oil and fuel.....	8
Starting up after overhauling the engine.....	8
TIGHTENING TORQUES	9
Body panels.....	9
Cycle part.....	9
Standard.....	9
SPECIAL TOOLS	10
LOCATION OF COMPONENTS.....	11
BODY PANELS	12
Removal of the front top shield panel.....	12
Removal of the radiator covers.....	12
Removal of the front lower shield pannel.....	13
Removal of the dirt shield.....	13
Removal of the rear shield panel.....	13
Removal of the footboard.....	14
Removal of the under body panel.....	14
Installing the under body panel.....	15



Installing the footboard.....	15
Installing the front lower shield panel.....	16
MISCELLANEOUS OPERATIONS	18
Removal of the radiator top connecting pipe.....	18
Removal of the header tank.....	18
Removal of the radiator lower connecting pipe.....	18
Removal of the RH and LH radiators.....	19
Removal of the cylinder / piston.....	19
Removal of the engine temperature sensor.....	20
Removal of the regulator.....	20

CHARACTERISTICS**■ Engine.**

	Blaster.
Type.	2-stroke single-cylinder.
Cooling.	Liquid.
Bore x stroke.	39.9 x 39.8 mm.
Cubic capacity.	49.9 cc.
Max. power output.	3.6 kW at 7300 rpm.
Max. torque rating.	7000 rpm.
Fuel supply.	Carburettor Gurtner PY15.
Lubrication.	Electric oil pump.
Transmission.	By 2 variable pulleys and V-type belt.
Clutch.	Centrifugal automatic.
Spark plug.	NGK CR7EB.
Exhaust.	Catalytic.

■ Capacities.

Fuel tank.	5.5 l 95 or 98 lead-free.
Oil tank.	1.2 l. Semi synthetic for 2 stroke engines with separate oiling.
Relay box.	0.12 l SAE 80W90 life lubricated.
Coolant.	1.3 l. Peugeot coolant part number 754614.



■ Chassis.

Front suspension.	Upside down telescopic front fork.
Travel.	73 mm.
Rear suspension.	Combined spring and hydraulically-damped shock absorber.
Travel.	65 mm.

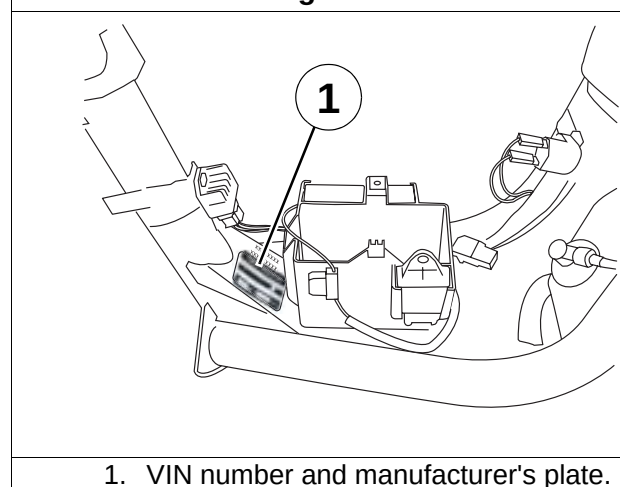
■ Dimensions and weight.

Overall length.	1720 mm.
Width at handlebar.	705 mm.
Height (without rear-view mirrors)	110 mm.
Wheelbase.	1210 mm.
Ground clearance.	135 mm.
Unladen weight.	81.5 kg.

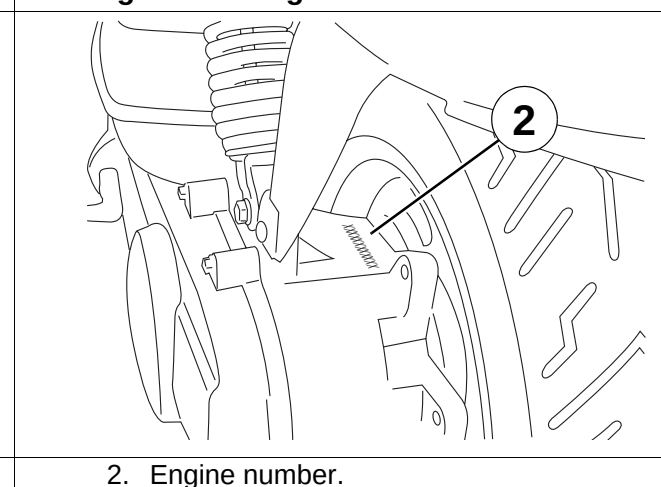
■ Tyres.

Front wheel rim.	10 inch aluminium alloy.
Front tyre.	120/90 - 10.
Front tyre pressure.	1.7 bars.
Rear wheel rim.	10 inch aluminium alloy.
Rear tyre.	130/90 - 10.
Rear tyre pressure.	2 bars.

■ Chassis markings.



■ Engine marking.



SERVICE SCHEDULE AND COMMISSIONING

Heavy duty servicing is for vehicles used under "harsh" conditions: door-to-door deliveries, intensive urban use (courier), short journeys with engine cold, dusty areas, ambient temperature over 30°C.

Service operations.	500 kms or 1 months.	Every 5000 kms or 12 months.	Every 10000 kms.
Heavy duty servicing.	500 kms	Every 2500 kms.	Every 5000 kms.

■ Check.

Idle setting.	X	X	X
Throttle cable play.	X	X	X
Steering column play.	X	X	X
Operation of electrical equipment.	X	X	X
Condition of front and rear brake hydraulic controls *.	X	X	X
Condition of petrol pipes.	X	X	X
Condition of oil pipes.	X	X	X
Tyre pressures.	X		
Tyre condition, pressure and wear.		X	X
Brake fluid level.	X	X	X
Battery electrolyte level.	X	X	X
Coolant level.	X	X	X
Tightness of nuts and bolts.	X	X	X

■ Change.

Spark plug.		X	X
Intake silencer.			X
Front brake pads #.		X	X
Rear brake linings #.			X
Drive pulley bearings and guides #.		X	X
Transmission belt.			X
Brake fluid and coolant.	Once every 2 years		

* Depending on equipment.

Change if necessary.



Service operations.	500 kms or 1 months.	Every 5000 kms or 12 months.	Every 10000 kms.
Heavy duty servicing.	500 kms.	Every 2500 kms.	Every 5000 kms.
■ Check and lubricate.			
Driven pulley: Moving flange and needle bush.			X
Kick lever boss/Kick starter control shaft.		X	X
Rear brake cam.			X
■ Clean and adjust.			
Carburettor.			X
■ Test machine.			
On road.	X	X	X

* Depending on equipment.

Change if necessary.

■ Battery preparation (Except battery without maintenance)*.

Remove the battery.

Remove the 6 filler caps and the vent plug.

Fill with electrolyte to the level marked "UPPER LEVEL".

Electrolyte: (35% sulfuric acid = 1.28 g/cm³)

1 litre can P/N 752740.

5 litre can P/N 752741.

Leave the battery to stand for around half an hour.

Top up if necessary.

Charge the battery for at least 2 hours with a current of 0.4A.

Refit the battery and connect the vapour vent pipe.

Connect the red wire lug to the battery's + terminal, and the green wire lug to the battery's - terminal.

Then, the battery level should be topped up if necessary, after fully charging, using distilled water only.

■ Checks before handing over to the customer.

Check the wheel nuts are tight.

Check nuts and bolts are tight.

Check brake adjustment and efficiency.

Check the tyre pressures cold.

Check operation of the lights, flashers, horn, and brake light.

Check the different warning lights work.

Carry out a road test with the machine.

* Depending on equipment.



SPECIAL IMPORTANT POINTS

■ Oil and fuel.



This engine is designed to run on 95 or 98 unleaded fuel only.

The oil to use for the separate lubrication system is "Esso 2T Special" or "Esso 2T Special low-smoke" oil approved by the manufacturer.



The fuel pipes must be changed if they show signs of wear, cracks, etc.

The air pipe between the air pump and the exhaust is specific owing to its heat resistance properties.

Should it be changed, replace it with a genuine pipe.



Petrol is highly inflammable, do not smoke in the working area and avoid proximity to flames or sparks. Work in a clear and well-ventilated area.

Before carrying out any work, leave the engine to cool for at least 2 hours.

■ Starting up after overhauling the engine.

The oil pump must be drained in accordance with the recommended procedures.

When switching on the ignition, the "STOP" warning light on the instrument cluster goes on and then goes off when the engine is alive. This indicates that the warning light and the electric system of the lubricating system are operational.

When starting the engine hot or cold do not accelerate.

Check the coolant level in the header tank.

TIGHTENING TORQUES**■ Body panels.**

Front mudguard.	0.8 m.daN.
Handlebar cover.	0.1 m.daN.
Front shield panels.	0.1 m.daN.
Rear shield.	0.4 m.daN.
Footboard.	1 m.daN.
Rear panels.	0.1 m.daN.
Grab handle.	2 m.daN.
Rear mudguard.	0.8 m.daN.

■ Cycle part.

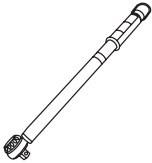
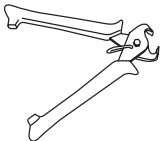
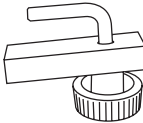
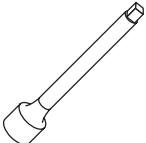
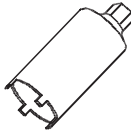
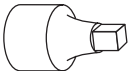
Front wheel spindle.	6 m.daN.
Rear wheel spindle nut.	10 m.daN.
Linkrod to engine pivot.	5.2 m.daN.
Linkrod to frame pivot.	5.2 m.daN.
Shock absorber top mount.	4.31 m.daN.
Shock absorber bottom mount.	2 m.daN.
Exhaust to cylinder mounting nut.	1.5 m.daN.
Exhaust to casing mounting bolt.	2 m.daN.
Upper cone (in 2 operations).	4/2.3 m.daN.
Upper cone locknut.	Hand tightened.
Steering locknut.	7 m.daN.
Front brake caliper.	2.5 m.daN.
Front brake disc.	1 m.daN.
Handle bar.	2.5 m.daN.

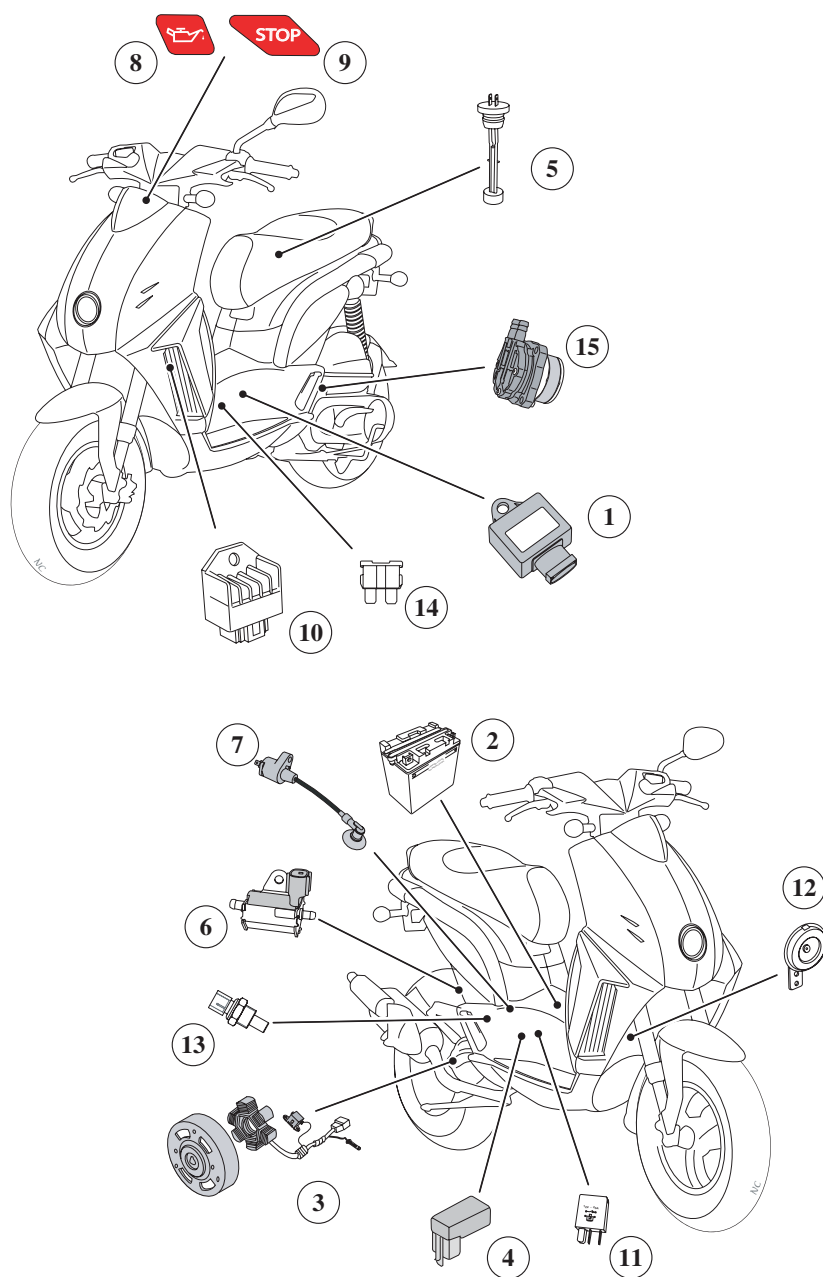
■ Standard.

Nut and bolt 5 mm diameter.	0.5 m.daN.
Nut and bolt 6 mm diameter.	1 m.daN.
Nut and bolt 8 mm diameter.	2.2 m.daN.
Nut and bolt 10 mm diameter.	3.5 m.daN.
Nut and bolt 12 mm diameter.	5.5 m.daN.



SPECIAL TOOLS

	Tool N°.	Designation.	Used with.		Tool N°.	Designation.	Used with.
	068994	Torque wrench 8 N.m to 54 N.m.	752235 752236		753977	Torque wrench 30 N.m to 150 N.m.	752235 752236
	750539	Tie-wrap pliers.			755996	Hose clamp.	
	752235	1/2 extension .	68994 or 753977		757860	Steering tool	
	752236	1/2-3/8 adapter.	68994 or 753977				

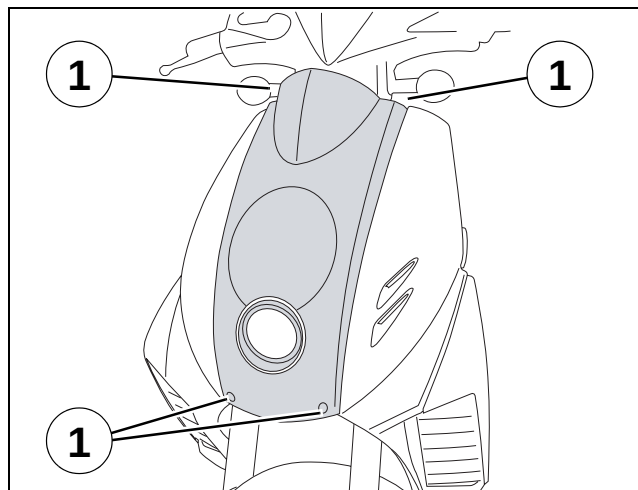
LOCATION OF COMPONENTS

- | | |
|---------------------------------|--------------------------------|
| 1. Oil pump control unit. | 10. Regulator. |
| 2. Battery. | 11. Starter motor relay. |
| 3. Ignition sensor. | 12. Horn. |
| 4. CDI unit. | 13. Engine temperature sensor. |
| 5. Oil level indicator. | 14. 7.5 A fuse. |
| 6. Oil pump. | 15. Air pump. |
| 7. HT coil. | |
| 8. Low oil level warning light. | |
| 9. STOP light. | |

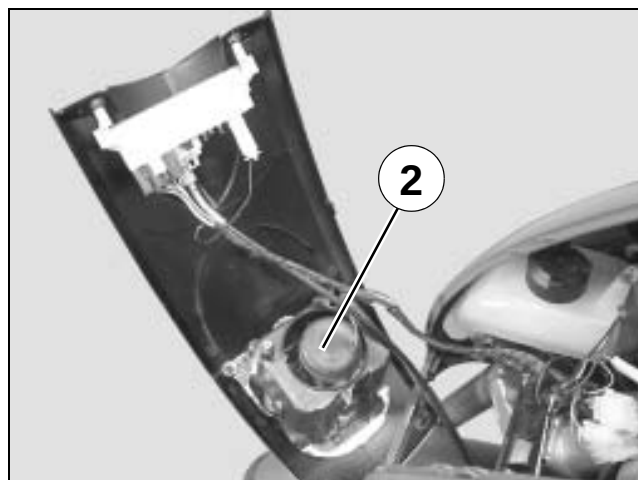


BODY PANELS**■ Removal of the front top shield panel.****Procedure 1.**

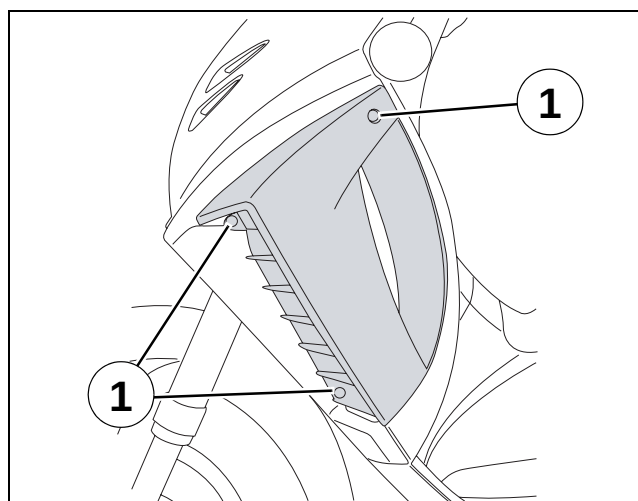
- Disconnect the speedometer driver control cable.
- Unclip the control cable from the front mudguard.
- Remove the 4 screws that secure the shield panel (1).



- Unclip the rubber protector (2).
- Disconnect the headlight.
- Disconnect the instrument cluster.
- Remove the front upper shield panel.

**■ Removal of the radiator covers.****Procedure 2.**

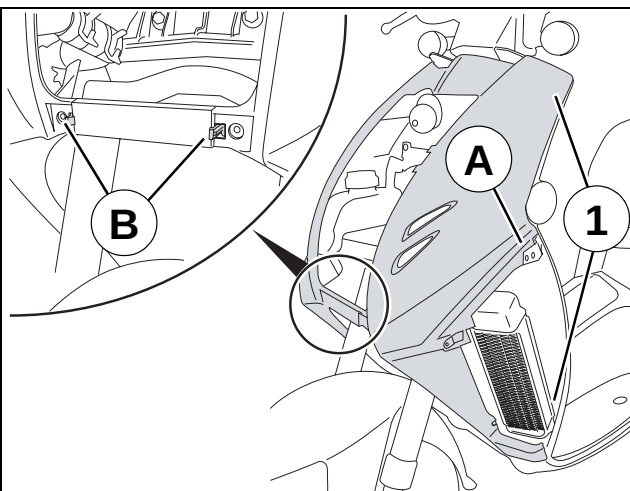
- Remove the 3 retaining screws (1) from the radiator covers.
- Remove the radiator covers.



■ Removal of the front lower shield panel.

Procedure 3.

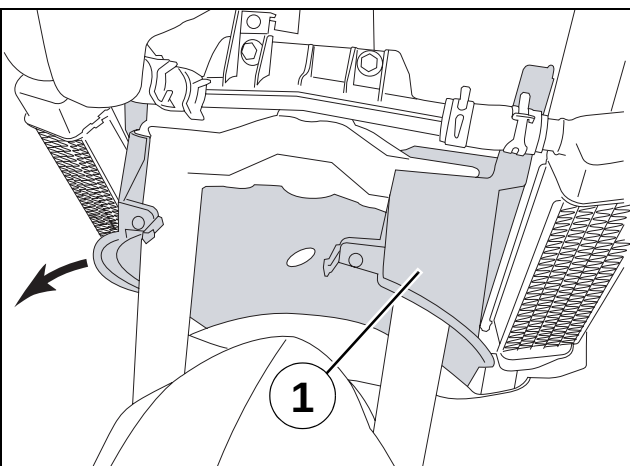
- Remove the front upper shield panel (see procedure 1).
- Remove the radiator covers (see procedure 2).
- Remove the 4 screws (1) that secure the front shield panel.
- Unclip the front shield panel from the rear shield panel as shown in (A) and the tabs (B) of the dirt shield.
- Remove the front shield panel.



■ Removal of the dirt shield.

Procedure 4.

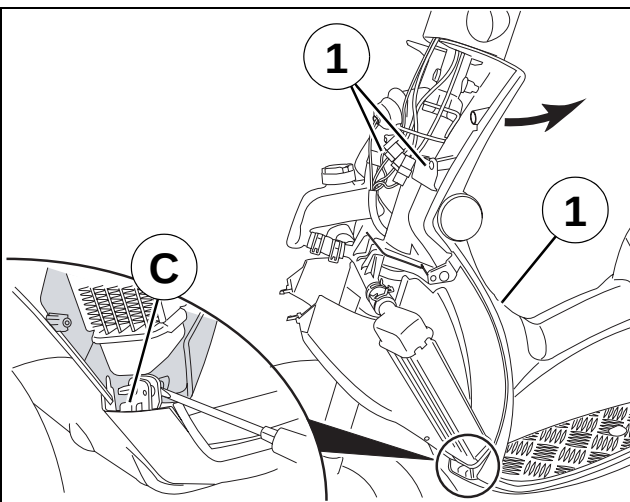
- Remove the front lower shield panel (see procedure 3).
- Remove the dirt shield (1) by unclipping it from the upper bracket and by swivelling it to the right or to the left.



■ Removal of the rear shield panel.

Procedure 5.

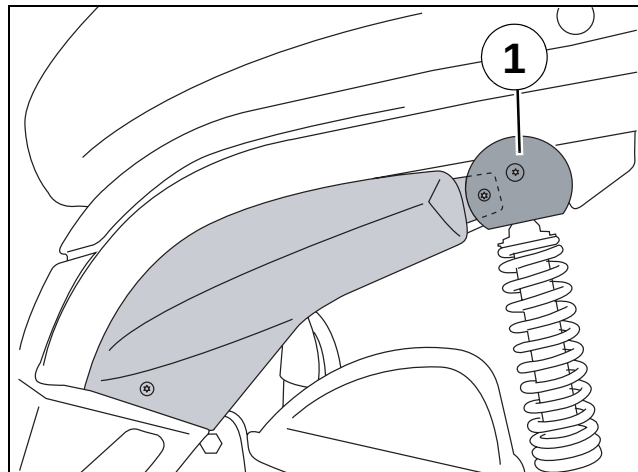
- Remove the front lower shield panel (see procedure 3).
- Remove the 3 screws (1) that secure the rear shield panel.
- Remove the key from the ignition switch.
- Using a screwdriver, unclip the lower tabs (C).
- Remove the rear shield panel.



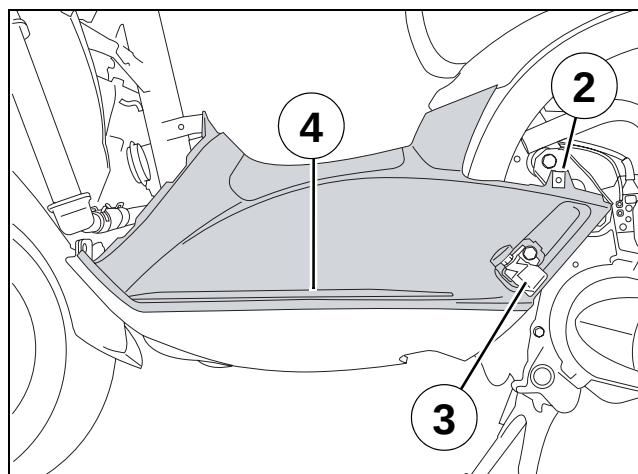
■ Removal of the footboard.

Procedure 6.

- Remove the rear shield panel (see procedure 5).
- Remove the shock absorber trim (1) (1 screw).
- Remove the side fairings (2 screw).

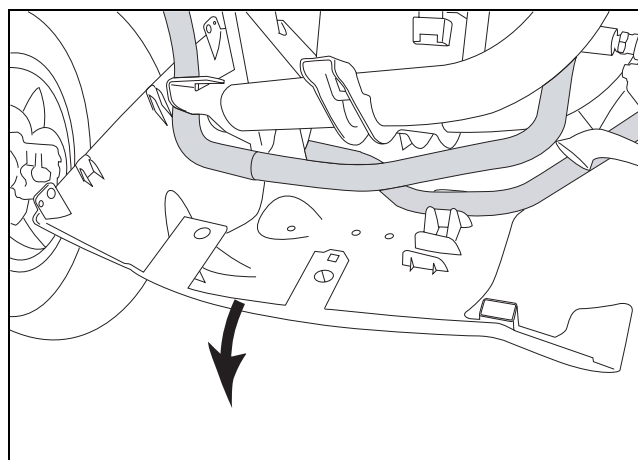


- Remove the 2 clips (2) in order to avoid scratching the frame.
- Remove the complete footrest ass'y (3).
- Remove the 2 screws (4) that secure the footboard.
- Remove the footboard ass'y.



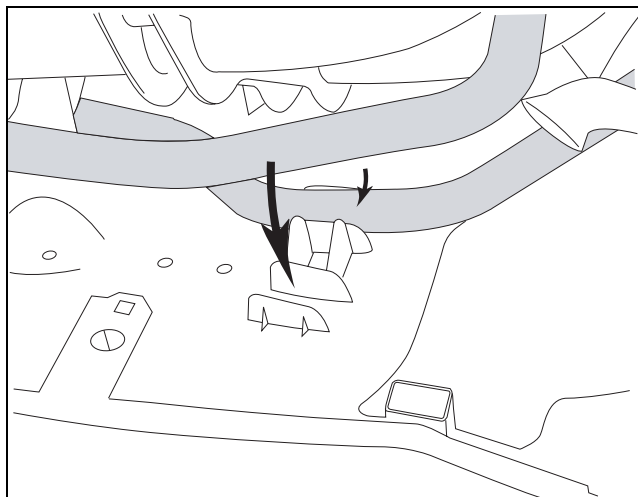
■ Removal of the under body panel.

- Unclip the under body panel.



■ Installing the under body panel.

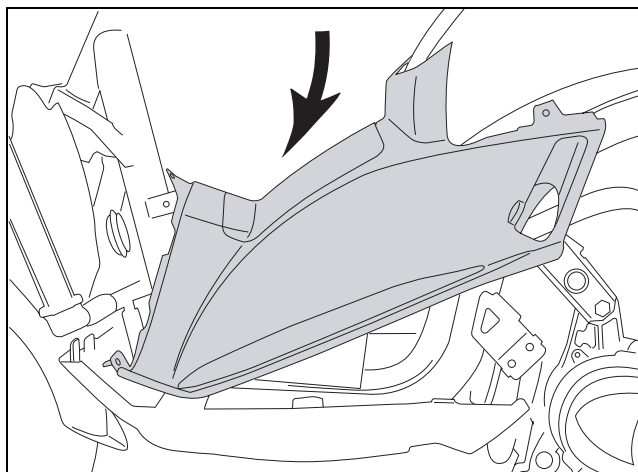
- Clip on the under body panel.



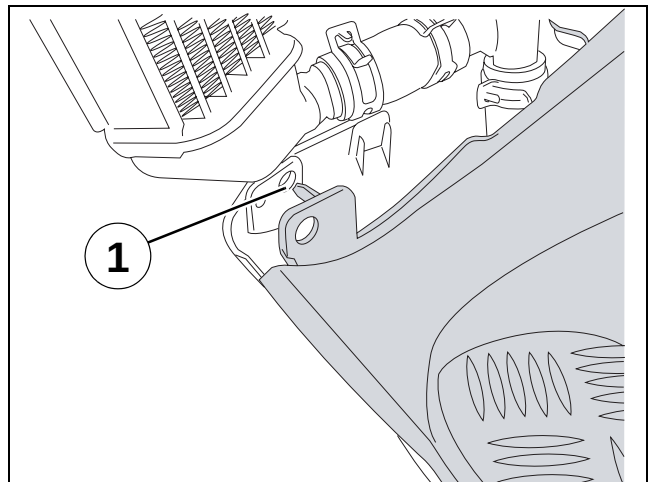
Make sure the pipe of the cooling system is properly positioned in the locations moulded in the under body panel.

■ Installing the footboard.

- Install the footboard by starting to fit the front part.



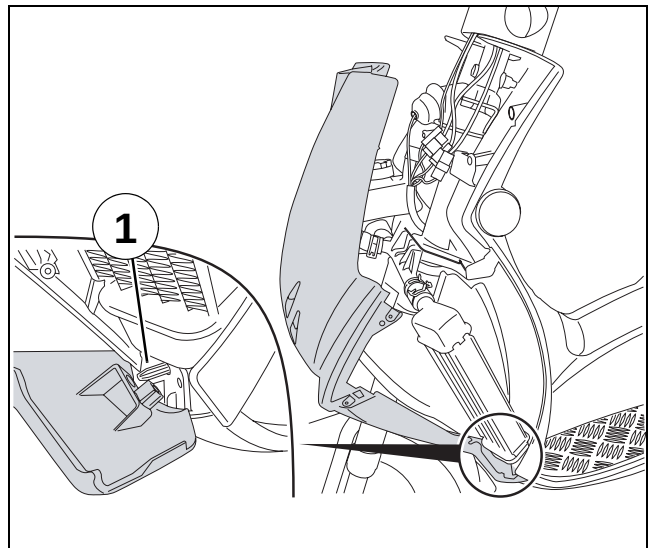
- Fit the locating pin (1) into the holes provided in the under body panel.



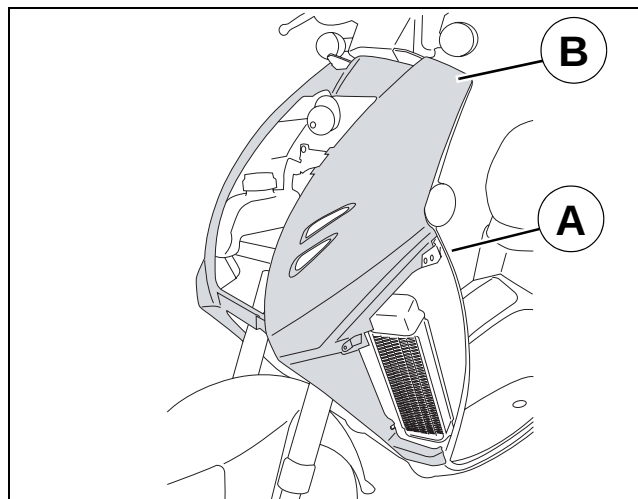
Follow the procedure to install the footboard carefully in order to avoid it from contacting the radiators.

■ Installing the front lower shield panel.

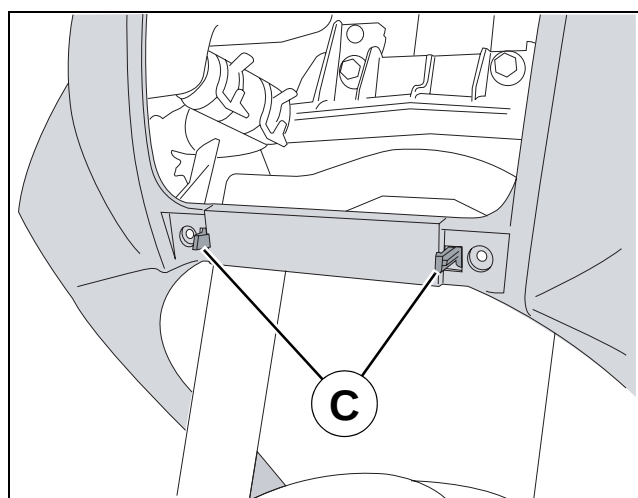
- Install the shield panel by fitting the footboard locating pins (1) into the holes provided in the under shield panel.



- Push the front shield panel against the rear shield panel by clipping in the following order:
 - A. Side tabs.
 - B. The screw tightening locations.

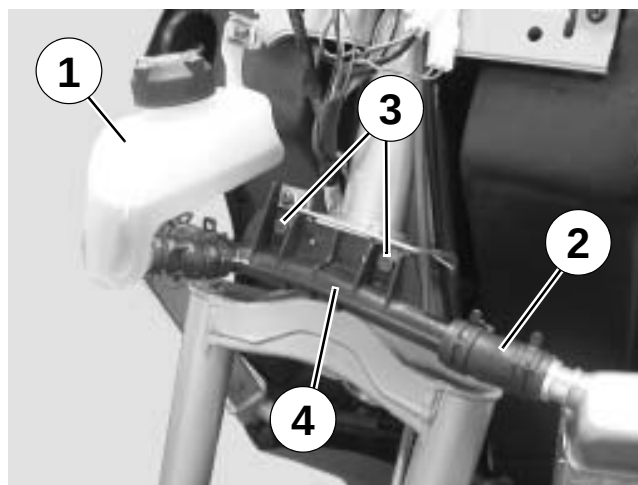


- C. The dirt guard clips.

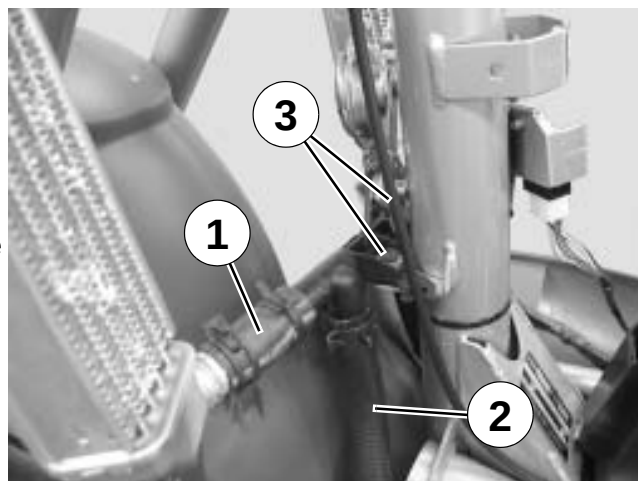


MISCELLANEOUS OPERATIONS**■ Removal of the radiator top connecting pipe.****■ Removal of the header tank.**

- Remove the front lower shield panel (see procedure 3).
- Disconnect the lower pump from the coolant pump to drain the cooling system (Collect the fluid in a clean pan).
- Remove the screw that secures the header tank (1).
- Disconnect the pipe from the header tank
- Remove the header tank.
- Disconnect the upper pipes (2) from the RH and LH radiator.
- Remove the 2 screws (3) that secure the connecting pipe (4)
- Remove the connecting pipe.

**■ Removal of the radiator lower connecting pipe.**

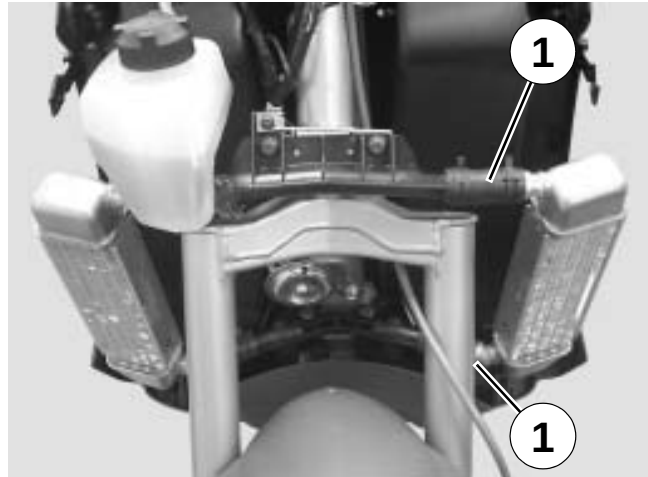
- Remove the footboard (see procedure 6).
- Disconnect the lower pump from the coolant pump to drain the cooling system.
- Remove the lower pipes (1) from the radiators.
- Disconnect the pipes (2) which come from the engine.
- Remove the 2 screw (3) that secure the connecting pipe.
- Remove the connecting pipe.



**When re-installing, make sure to fit all the pipes against the radiator stop.
All the collar opening tabs are to be oriented upwards.**

■ Removal of the RH and LH radiators.

- Remove the mudguard (see procedure 4).
- Disconnect the lower pump from the coolant pump to drain the cooling system.
- Disconnect the pipes (1) from the RH and LH radiator.
- Remove the RH or LH radiator.



All the collar opening tabs are to be oriented upwards.

■ Removal of the cylinder / piston.

- Remove the footboard (see procedure 6).
- Remove the exhaust.
- Disconnect the lower pump from the coolant pump to drain the cooling system.
- Disconnect the coolant pipes from the cylinder head and cylinder.
- Disconnect the temperature sensor.



For removal of the cylinder head, cylinder and piston, see the workshop manual.

■ **Removal of the engine temperature sensor.**

- Remove the battery access door.
- Remove the battery.
- Disconnect the temperature sensor.
- Remove the engine temperature sensor.



Refit a sensor quickly to prevent loss of coolant.

■ **Removal of the regulator.**

- Remove the footboard (see procedure 6).
- Disconnect and remove the regulator.







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