



PEUGEOT  
SCOOTERS

Sales division  
Technical network leadership

# WORKSHOP MANUAL



*Tweet*  
**PEUGEOT**



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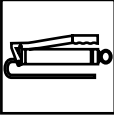


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**PRODUCTS DANGER SYMBOLS USED**

Protection of individuals and of the environment.

	Möbius band	Recyclable.	Means that the product or the package can be recycled. However, this does not guarantee that the product will be recycled.
	Irritant	The product can irritate the skin, eyes and respiratory organs.	Avoid contact with skin and clothes. Wear gloves, safety goggles and appropriate clothes such as a cotton overall. Do not breath fumes. If in contact, wash thoroughly with water.
	Flammable	The product is flammable.	Keep it away from flames or any heat source (barbecue, radiator, heater, etc.). Do not leave the product in the sun.
	Corrosive	The product can damage living tissues or other surfaces.	Avoid contact with skin and clothes. Wear gloves, safety goggles and appropriate clothes such as a cotton overall. Do not breath fumes.
	Explosive	The product can explode under certain circumstances (flame, heat, impact, friction).	Avoid impacts, friction, sparks and heat.
	Hazardous to the environment	The product affects fauna and flora. Do not dump it in dustbins, sinks or in the environment.	The ideal solution is to bring this product to your nearest household waste recycling centre.
	Toxic	The product can seriously affect health if it is inhaled, ingested or in contact with skin.	Avoid direct contact with the body, even by inhalation. If you feel unwell, seek medical advice immediately.
	Do not throw away into a garbage can	One of the product's component is toxic and can be hazardous to environment. i.e.: Used batteries.	This symbol informs the consumer that the used product shall not be thrown away into a garbage can, but shall be brought back to the merchant or dropped at a specific collection point.
	Compulsory gloves	Operation that can be dangerous for people.	People's safety can be seriously affected if the recommendations are not fully respected.

	People's safety	Operation that can be dangerous for people.	People's safety can be seriously affected if the recommendations are not fully respected.
	Important	Operation that can be hazardous to the vehicle.	Indicate the specific procedures that shall be followed in order not to damage the vehicle.
	Good operating condition of the vehicle	The operation must be carried out in strict compliance with the documents.	Serious damage to the vehicle and in certain cases a cancellation of the warranty can be involved if the recommendations are not fully respected.
	Note	Operation that can be difficult.	Indicate a note which gives key information to make the procedure easier.
	Lubricate	Lubricate the parts to be assembled.	Indicate the specific procedures that shall be followed in order not to damage the vehicle.
	Grease	Grease the parts to be assembled.	Indicate the specific procedures that shall be followed in order not to damage the vehicle.
	Glue	Glue the parts to be assembled.	Indicate the specific procedures that shall be followed in order not to damage the vehicle.
	New part	Use a new part.	Indicate the specific procedures that shall be followed in order not to damage the vehicle.

**CHARACTERISTICS**

## ■ Engine

	50 cc	125 cc	151 cc
<b>Marking</b>	XS1P37QMA-2	XS1P52QMI-4	XS1P57QMJ-2
<b>Type</b>	4-stroke single-cylinder. Horizontal cylinder Single overhead camshaft, 2 valves		
<b>Cooling</b>	By a circulation of forced air by means of a turbine on the flywheel magneto		
<b>Bore x stroke</b>	37 x 46 mm	52.4 x 57.8 mm	57.4 x 58.2 mm
<b>Cubic capacity</b>	49.5 cc	124.6 cc	150.6 cc
<b>Max. power output</b>	2.3 kW at 7500 rpm	6.5 kW at 7500 rpm	7.7 kW at 7500 rpm
<b>Max. torque rating</b>	3.1 Nm at 6500 rpm	9 Nm at 6000 rpm	10.6 Nm at 6000 rpm
<b>Compression</b>	9.5 bars at 550 rpm 7 bars. Minimum	11.8 bars at 380 rpm 7 bars. Minimum	
<b>Lubrication</b>	Trochoid pump driven by a chain from the crankshaft		
<b>Transmission</b>	By 2 variable pulleys and V-type belt		
<b>Clutch</b>	Centrifugal automatic		
<b>Exhaust</b>	Catalytic		
<b>Spark plug</b>	NGK CR6HSA Electrode gap: 0.7 - 0.8 mm	NGK CR7HSA Electrode gap: 0.7 - 0.8 mm	
<b>Magneto flywheel</b>	80 W		
<b>Fuel supply</b>	Keihin NCV carburettor	DENI DPD24J carburettor	
<b>Standards</b>	Euro2	Euro3	

## ■ Capacities

<b>Crankcase</b>	0.8 L (0.65 L at the oil change) SAE 5W40 Synthetic Minimum grade: API SJ	0.95 L (0.7 L at the oil change) SAE 5W40 Synthetic Minimum grade: API SJ
<b>Relay box</b>	0.18 L (0.17 at the oil change) SAE 80W90 Minimum grade: API GL4	
<b>Fuel tank</b>	5.7 l 95 or 98 lead-free	
<b>Fork oil</b>	0.1 l per tube. SAE 10W	



## ■ Chassis

	50 cc	125 cc	151 cc
<b>Chassis</b>	Steel tube		
<b>Front suspension</b>	Upside down telescopic front fork. Ø30 mm Travel: 100 mm		
<b>Rear suspension</b>	Combined spring and hydraulically-damped shock absorber Travel: 80 mm	Combined spring and hydraulically-damped shock absorber Travel: 75 mm	

## ■ Dimensions and weight

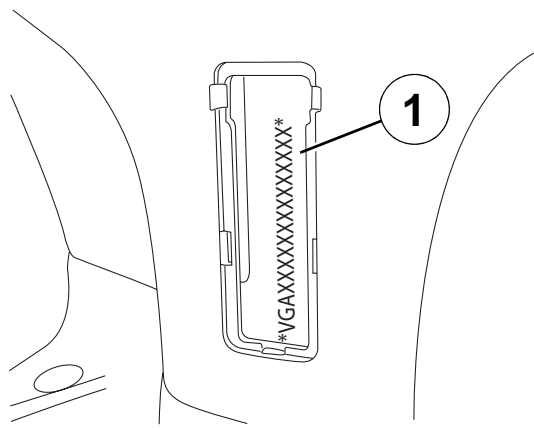
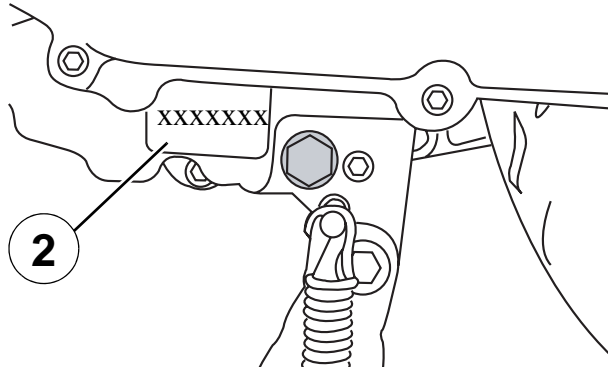
<b>Overall length</b>	2000 mm		
<b>Width at handlebar</b>	690 mm		
<b>Height (without rear-view mirrors)</b>	1125 mm		
<b>Wheelbase</b>	1330 mm		
<b>Unladen weight</b>	97 kg	106 kg	

## ■ Tyres

<b>Front wheel rim</b>	16 inch aluminium alloy		
<b>Front tyre</b>	90/80 - 16		
<b>Front tyre pressure</b>	1.75 bars		
<b>Rear wheel rim</b>	16 inch aluminium alloy		
<b>Rear tyre</b>	90/80 - 16	110/70 - 16	
<b>Rear tyre pressure</b>	2.25 bars		

■ Brakes

	50 cc	125 cc	151 cc
<b>Front brake</b>	Single disc type, hydraulic control		
<b>Disc diameter and thickness</b>	226 mm - 4 mm Mini. thickness: 3.5 mm		
<b>Front caliper</b>	Floating calliper equipped with 2 pistons		
<b>Rear brake</b>	cable-controlled, single cam drum type	Single disc type, hydraulic control	
<b>Drum diameter</b>	130 mm		
<b>Disc diameter and thickness</b>		226 mm - 4 mm Mini. thickness: 3.5 mm	
<b>Rear caliper</b>		Fixed calliper with 2 pistons	

Chassis markings	Engine marking
	
1. The VIN number and the manufacturer's plate are under the seat	2. Engine number

**SERVICE SCHEDULE AND COMMISSIONING**

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

Normal servicing in km	500	2000	5000	10000	15000	20000
	Extensive servicing in km <sup>a</sup>					
	500	1000	2500	5000	7500	10000
Minimum servicing						
	1 months	6 months	12 months	24 months	36 months	48 months
<b>To be checked at each service</b>						
Steering column play.	V	V	V	V	V	V
Wheel bearing play.	C	C	C	C	C	C
Throttle cable play.	V	V	V	V	V	V
Operation of electrical equipment.	V	V	V	V	V	V
Condition of front and rear brake hydraulic controls. <sup>b</sup>	V	V	V	V	V	V
Brake fluid level. <sup>b</sup>	V	V	V	V	V	V
Brake pad wear.	C	C	C	C	C	C
Rear brake lining wear. <sup>b</sup>	C	C	C	C	C	C
Condition of petrol pipes.	C	C	C	C	C	C
Tyre condition, pressure and wear.	C	C	C	C	C	C
State of front suspension. State of rear suspension.	V	V	V	V	V	V
Battery electrolyte level. Battery charge.	V	V	V	V	V	V
Engine oil level.	Every 1000 kms					
Headlight height adjustment.	V	V	V	V	V	V
Tightness of nuts and bolts.	V	V	V	V	V	V
Overall operation. Road test.	V	V	V	V	V	V
<b>Service operations</b>						
Spark plug.	V		R	R	R	R
Air filter.				R		R
Intake silencer drain.			N	N	N	N
Drive pulley bearings and guides.			V	C	V	C
Transmission belt 50 cc.				R		R
Transmission belt 125/151 cc.			R	R	R	R
Kick starter mechanism.				G		G
<b>V:</b> Check, clean, adjust. <b>R:</b> Change. <b>G:</b> Check, clean, lubricate. <b>C:</b> Inspect and change if necessary. <b>N:</b> Clean.						
After 20000 km, resume the service schedule again from 5000 km.						

a. Carry out this servicing if the vehicle is used in "severe" conditions: damp or dusty environment, high temperature, exclusively town use, etc..

b. Depending on model.

SERVICE SCHEDULE AND COMMISSIONING

Normal servicing in km	500	2000	5000	10000	15000	20000
	Extensive servicing in km <sup>a</sup>					
	500	1000	2500	5000	7500	10000
Minimum servicing						
	1 months	6 months	12 months	24 months	36 months	48 months
<b>Service operations</b>						
Valve clearances.		V	V	V	V	V
Setting the carburettor.				V		V
Joints. (Central stand, Brake levers, Brake cams).			G	G	G	G
Petrol filter.						R
Engine oil (+ clean strainer).	R	R	R	R	R	R
Relay box oil.	R		R	R	R	R
Fork oil.						R
Petrol pipe.	R Once every 5 years.					
Brake fluid.	R Once every 2 years.					
<b>V:</b> Check, clean, adjust. <b>R:</b> Change. <b>G:</b> Check, clean, lubricate. <b>C:</b> Inspect and change if necessary. <b>N:</b> Clean.						
After 20000 km, resume the service schedule again from 5000 km.						

Code	9000	9100	9150	9300	9400	9500	9600
	Normal servicing in km						
	0	500	2000	5000	10000	15000	20000
Extensive servicing in km <sup>a</sup>							
	0	500	1000	2500	5000	7500	10000
<b>Servicing time in tenths of an hour (0.5 h = 30 min)</b>							
Tweet Peugeot	1.4	1.3	1.8	2.6	3.1	2.6	3.9

a. Carry out this servicing if the vehicle is used in "severe" conditions: damp or dusty environment, high temperature, exclusively town use, etc..

**■ Battery preparation (Except battery without maintenance)\***

Remove the battery.

Remove the 6 filler caps and the vent plug.

Fill all the battery cells with electrolyte to the upper level shown on the battery " UPPER LEVEL ".

Electrolyte: (35% sulfuric acid = 1.28g/cm<sup>3</sup>). 0.5 litre can P/N 739733.

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 0.4 A.

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.

\* Depending on equipment.

**■ New machine preparation**

- Check the tightness of the carburettor float chamber drain screw.
- 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.

**SPECIAL IMPORTANT POINTS**

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

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**Fuel pipes must absolutely be changed if there are any 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.**

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**Petrol is highly inflammable, do not smoke in the working area and avoid proximity to flames or sparks.**

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

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**TIGHTENING TORQUES****■ Engine part**

	<b>50 cc</b>	<b>125/151 cc</b>
Spark plug	12 Nm	
Engine drain plug	20 Nm	
Screen	15 Nm	
Cylinder head		
• Nut	12 Nm	22 Nm
• Screw	12 Nm	12 Nm
Camshaft gear cover	10 Nm	
Cylinder head cover		10 Nm
Camshaft gear	20 Nm	10 Nm
Valve clearance covers	10 Nm	
Automatic tensioner	10 Nm	
Automatic tensioner plug	8 Nm	
Chains guide	10 Nm	
Inlet manifold	10 Nm	
Cylinder casings	12 Nm	
RH casing cover	12 Nm	
Freewheel	90 Nm	
Oil pump	10 Nm	
Transmission cover	10 Nm	
Relay box cover	22 Nm	
Relay box drain plug	10 Nm	
Starter motor	10 Nm	
Rotor	45 Nm	
Turbine	10 Nm	
Stator	10 Nm	
Engine speed sensor	10 Nm	
Drive pulley	55 Nm	
Driven pulley	55 Nm	
Clutch plate and shoes	55 Nm	

**■ Body panels**

Front mudguard	8 to 10 Nm
Handlebar cover	1 to 2 Nm
Front shield panels	1 to 2 Nm
Rear shield	1 to 2 Nm
Bottom panel	6 to 8 Nm
Floor panel	8 to 10 Nm
Saddle storage compartment	8 to 10 Nm
Rear panels	1 to 2 Nm
Grab handle	20 to 25 Nm

### ■ Cycle part

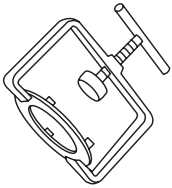
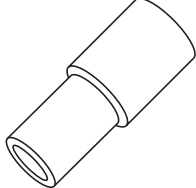
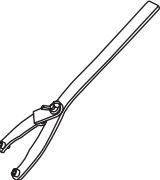
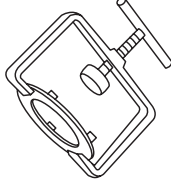
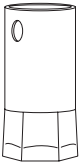
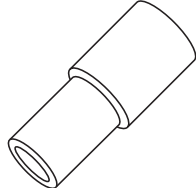
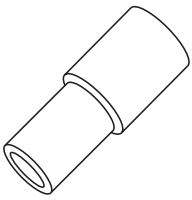
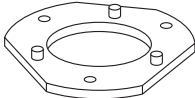
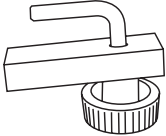
Front wheel spindle	60 Nm
Fork tube	28 Nm
Rear wheel spindle nut	110 Nm
Linkrod to engine pivot	50 Nm
Linkrod to frame pivot	50 Nm
Shock absorber top mount	40 Nm
Shock absorber bottom mount	28 Nm
Exhaust to cylinder head mounting nut	15 Nm
Exhaust to casing mounting bolt	30 Nm
Adjustment cone	Hand tightened
Steering locknut	20 Nm
Front brake caliper	30 Nm
Front brake disc	40 Nm
Rear brake caliper	30 Nm
Rear brake disc	40 Nm
Handle bar	45 Nm

### ■ Standard

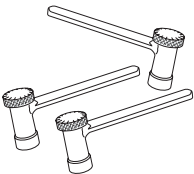
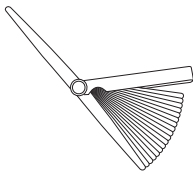
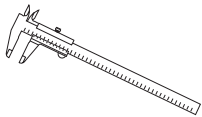
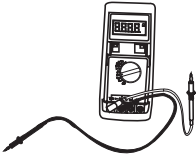
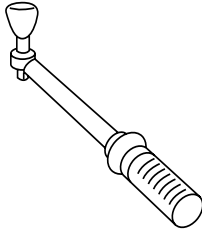
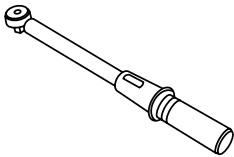
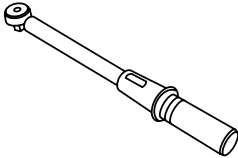
Nut and bolt 5 mm diameter	5 Nm
Nut and bolt 6 mm diameter	10 Nm
Nut and bolt 8 mm diameter	22 Nm
Nut and bolt 10 mm diameter	35 Nm
Nut and bolt 12 mm diameter	55 Nm



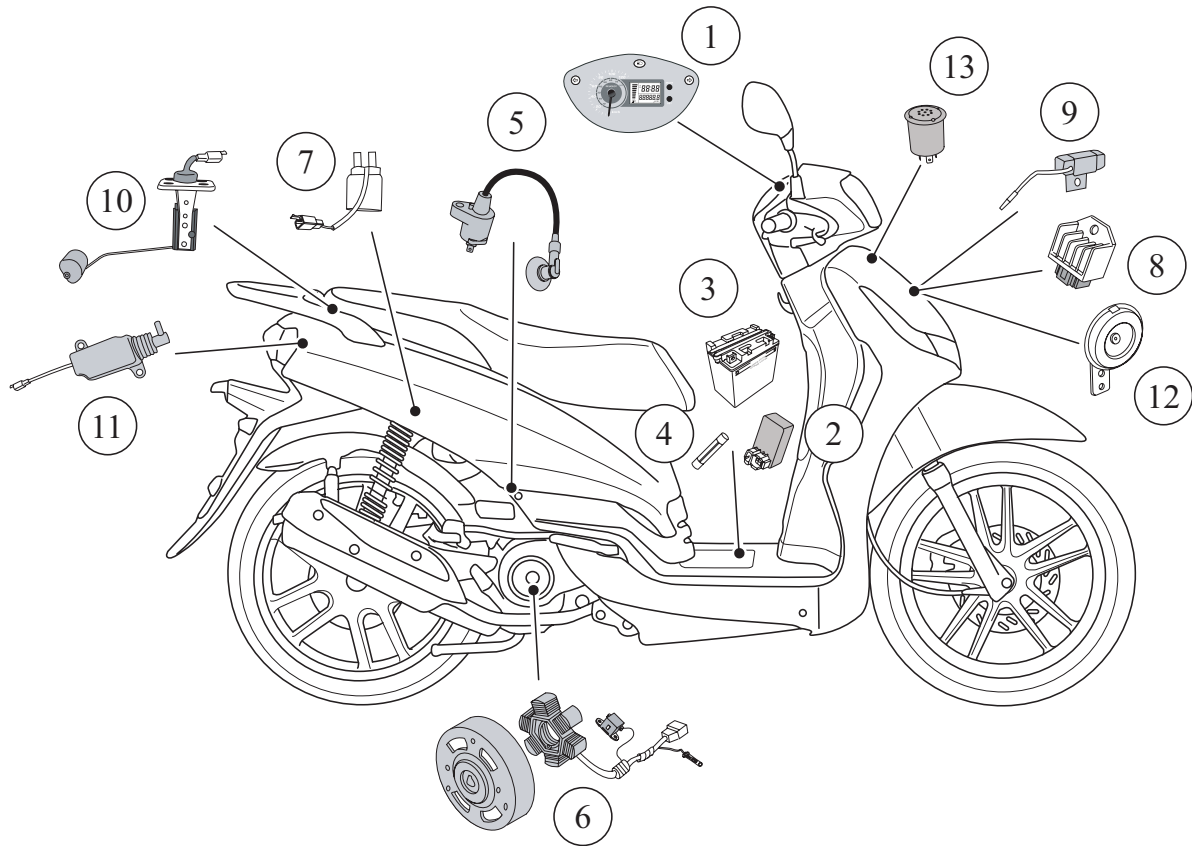
**SPECIAL TOOLS**

	Tool N°	Designation	Used with		Tool N°	Designation	Used with
	752127	Clutch compression tool 50 cc			756057	Fork seal push tool	
	752237	Adjustable pin wrench			758008	Clutch compression tool 125/151 cc	801682
	752361	39 mm pipe wrench			759788	Steering head cup push tool	
	756039	Steering head cup push tool			801682	Spacer adaptor	758008
	755996	Hose clamp					

■ Standard tools

	<p>Wrenches with interchangeable end fittings for valve clearance adjustment Type: Marolotest P/N. 500140</p>		<p>Set of shims</p>
	<p>Slide calipers</p>		<p>Multimeter</p>
	<p>Automatic resetting type torque wrench 5 to 25 Nm Type: Facom R.306A25</p>		<p>Automatic resetting type torque wrench 40 to 200 Nm Type: Facom S.208A200</p>
	<p>Automatic resetting type torque wrench 10 to 50 Nm Type: Facom J.208A50</p>		

**LOCATION OF COMPONENTS**

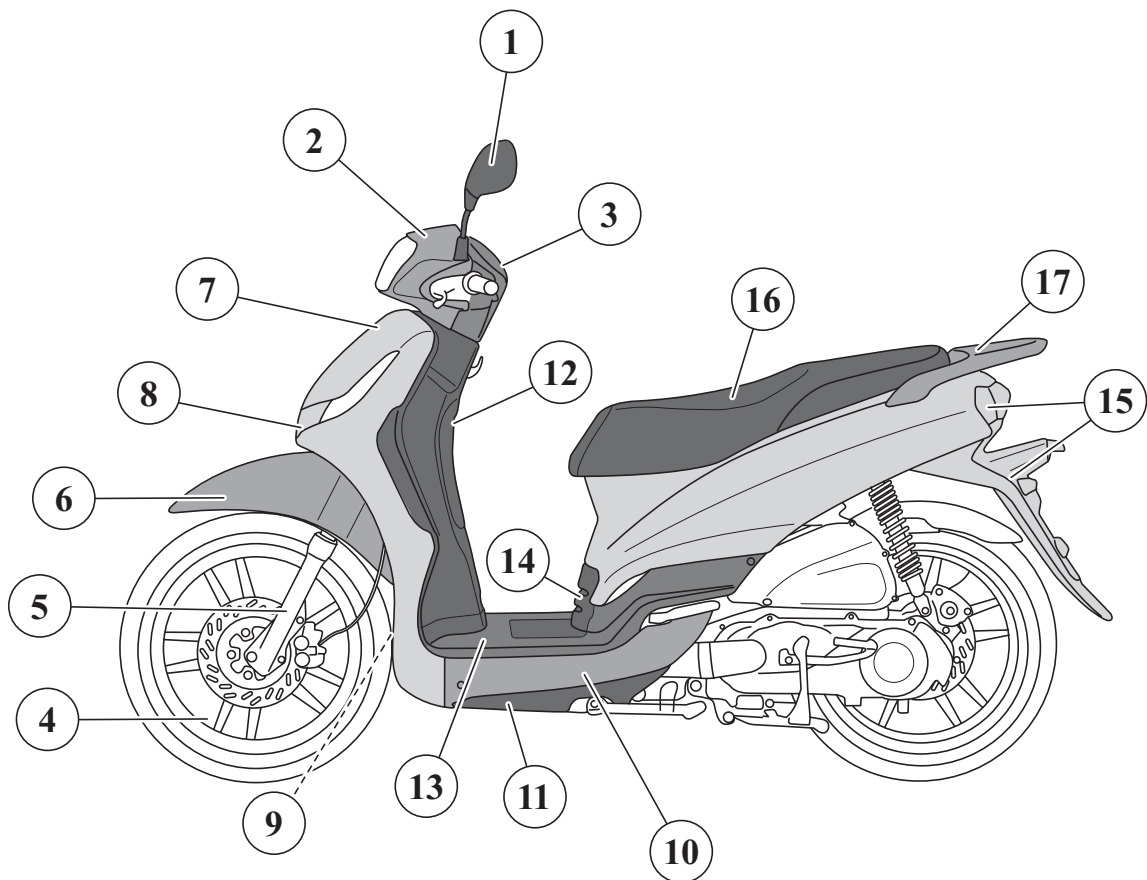


- |                        |                        |
|------------------------|------------------------|
| 1. Instrument panel    | 8. Regulator           |
| 2. CDI unit            | 9. Starter resistor    |
| 3. Battery             | 10. Fuel gauge         |
| 4. Fuses               | 11. Opening the saddle |
| 5. HT coil             | 12. Horn               |
| 6. Magneto flywheel    | 13. Flasher unit       |
| 7. Starter motor relay |                        |

## **BODY PANELS**

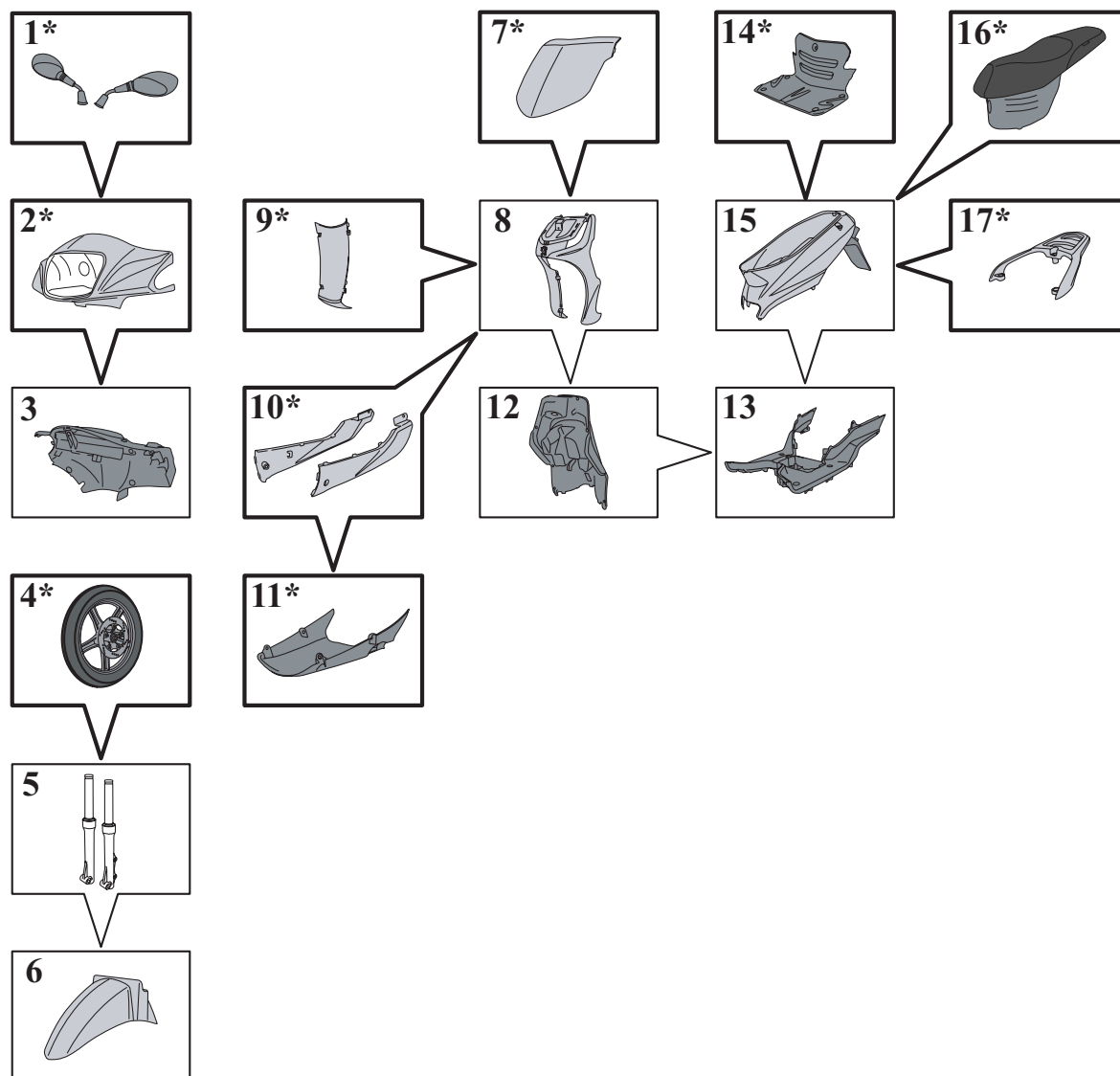
■ Location of body components

■ Description



- |                            |                                    |
|----------------------------|------------------------------------|
| 1. Rearview mirrors        | 10. Bottom panel                   |
| 2. Handlebar front fairing | 11. Central bottom panel           |
| 3. Handlebar rear fairing  | 12. Rear shield                    |
| 4. Front wheel             | 13. Floor panel                    |
| 5. Fork tube               | 14. Battery access door            |
| 6. Front mudguard          | 15. Rear panels/Mudflap            |
| 7. Legshield top panel     | 16. Saddle and storage compartment |
| 8. Front lower legshields  | 17. Grab handle                    |
| 9. Mudguard                |                                    |

■ Body component sequence of disassembly



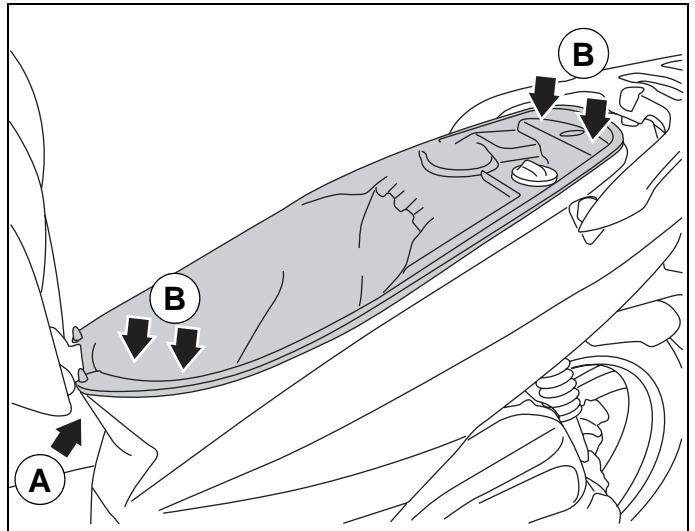
- |                             |                                     |
|-----------------------------|-------------------------------------|
| 1. Rearview mirrors*        | 10. Bottom panel*                   |
| 2. Handlebar front fairing* | 11. Central bottom panel*           |
| 3. Handlebar rear fairing   | 12. Rear shield                     |
| 4. Front wheel*             | 13. Floor panel                     |
| 5. Fork tube                | 14. Battery access door*            |
| 6. Front mudguard           | 15. Rear panels/Mudflap             |
| 7. Legshield top panel*     | 16. Saddle and storage compartment* |
| 8. Front lower legshields   | 17. Grab handle*                    |
| 9. Mudguard*                |                                     |

\*This item may be removed on its own.

■ **Removal of the storage compartment**

**Range 1.**

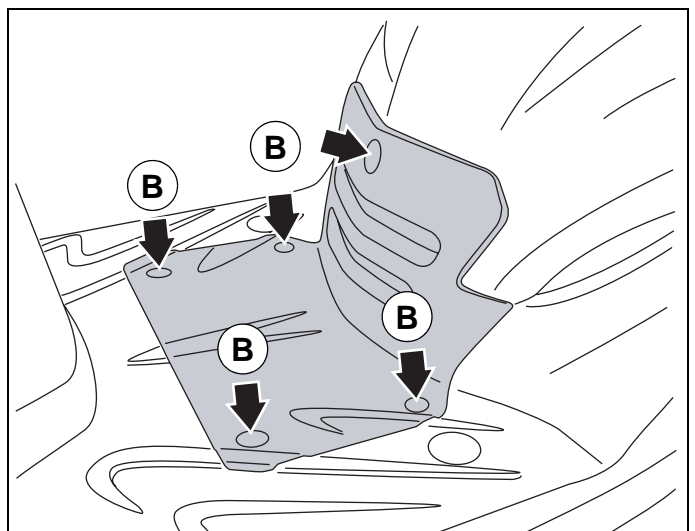
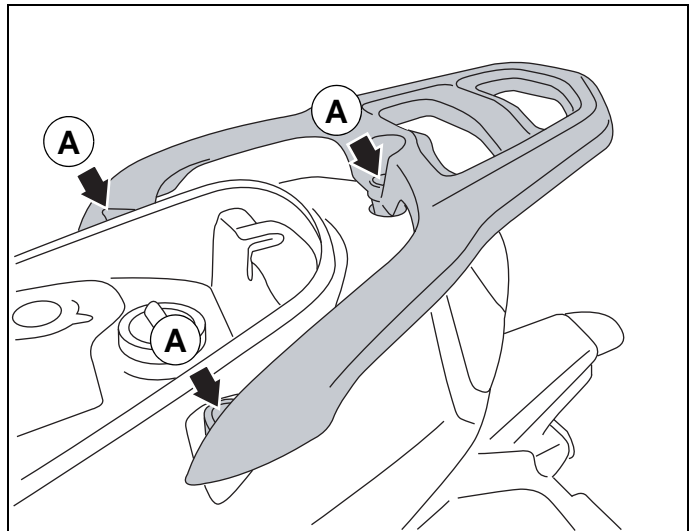
- Lift the saddle.
- Remove the storage compartment.
  - 1 plastic screw (A).
  - 4 screw. Ø6 mm (B).
- Disconnect the cutout switch.



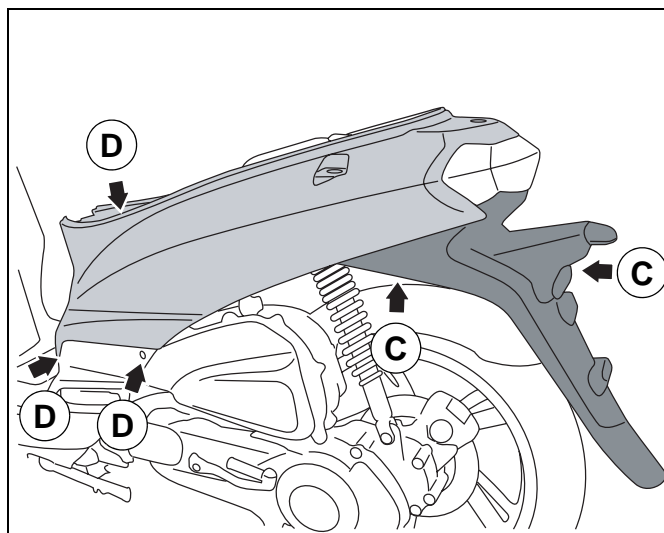
■ **Removal of the rear cover assembly**

**Range 2.**

- Remove the storage compartment. See: Range 1. page 20.
- Remove the grab handle.
  - 3 screw Ø8 mm (A).
- Remove the battery access door.
  - 5 plastic screws (B).



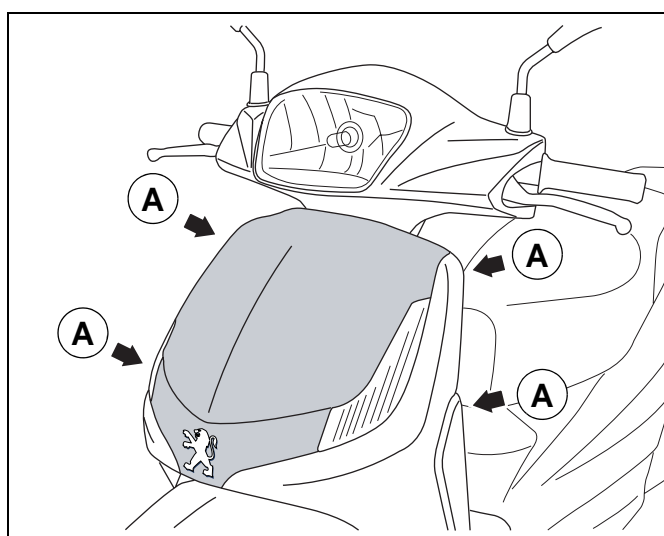
- Remove the rear cover assembly.
  - 3 screw Ø6 mm (C).
  - 6 plastic screws (D).
- Disconnect the taillight.



■ **Removal of the front top shield panel**

**Range 3.**

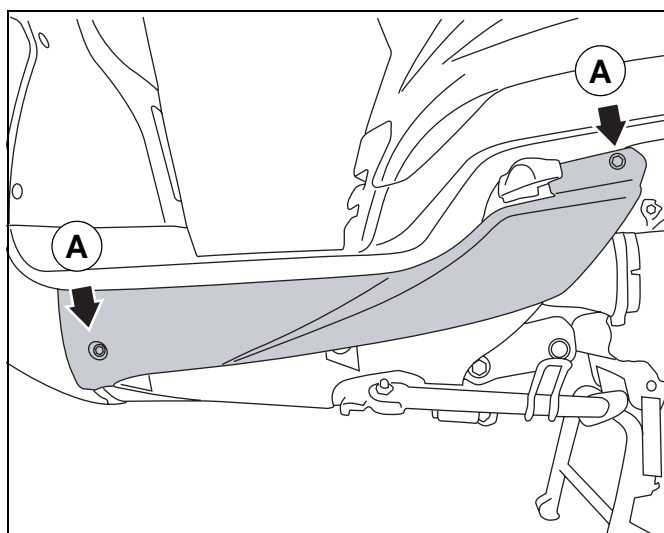
- Remove the front upper shield panel.
  - 4 plastic screws (A).



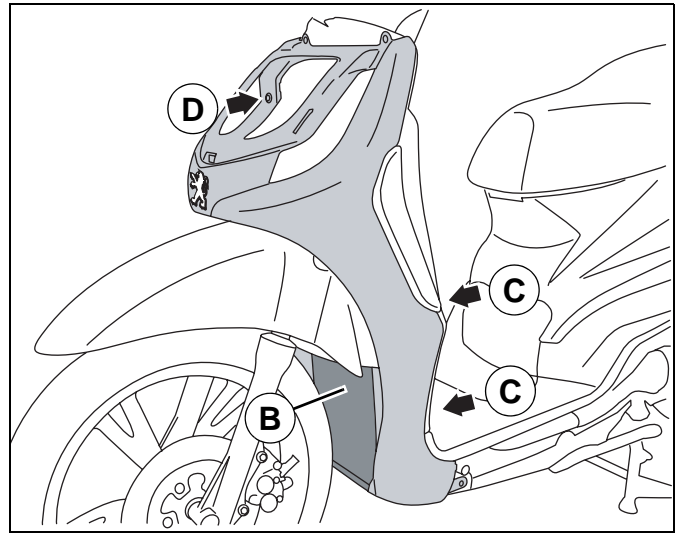
■ **Removal of the front lower shield panel**

**Range 4.**

- Remove the front upper shield panel. See: Range 3. page 21.
- Remove the RH and LH under body panel.
  - 4 screw Ø6 mm (A).



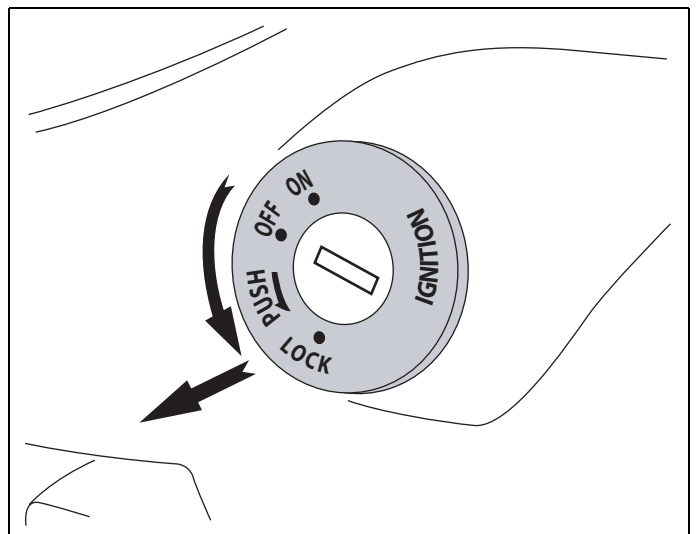
- Remove the mudguard (B).
  - 4 plastic screws.
- Remove the front lower shield panel.
  - 4 plastic screws (C).
  - 1 Screw Ø6 mm (D).
- Disconnect the direction indicators.



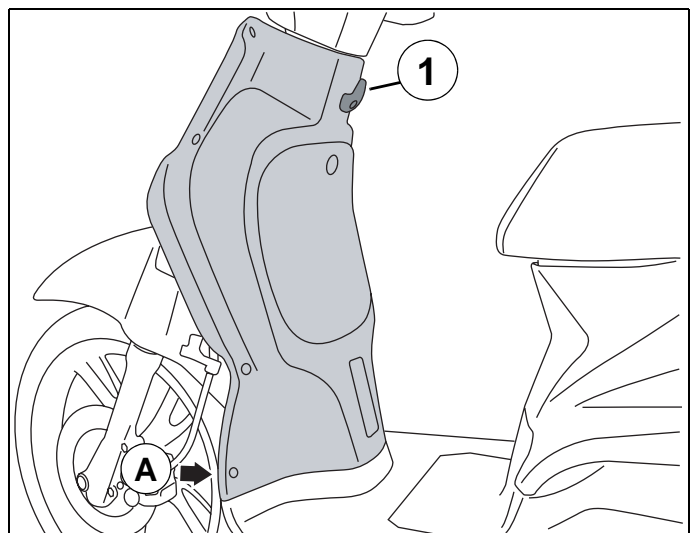
■ Removal of the rear shield panel

Range 5.

- Remove the front lower shield panel. See: Range 4. page 21.
- Remove the ignition switch trim.



- Remove the utility hanger (1).
- Remove the rear shield panel.
  - 2 plastic screws (A).

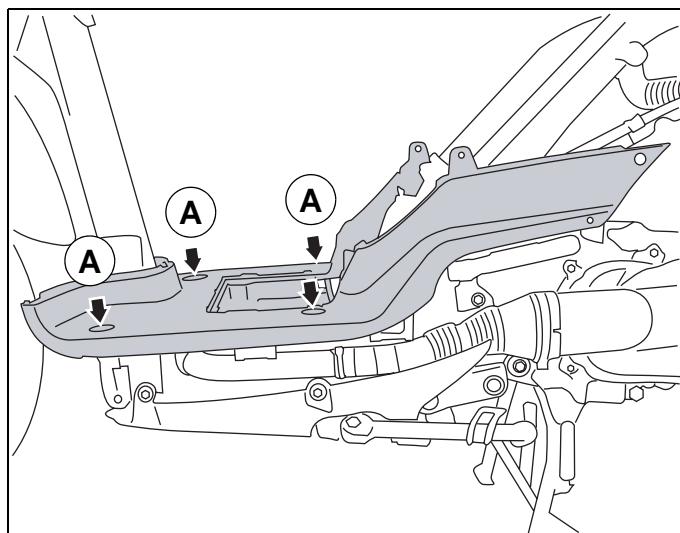




## ■ Removal of the footboard

### Range 6

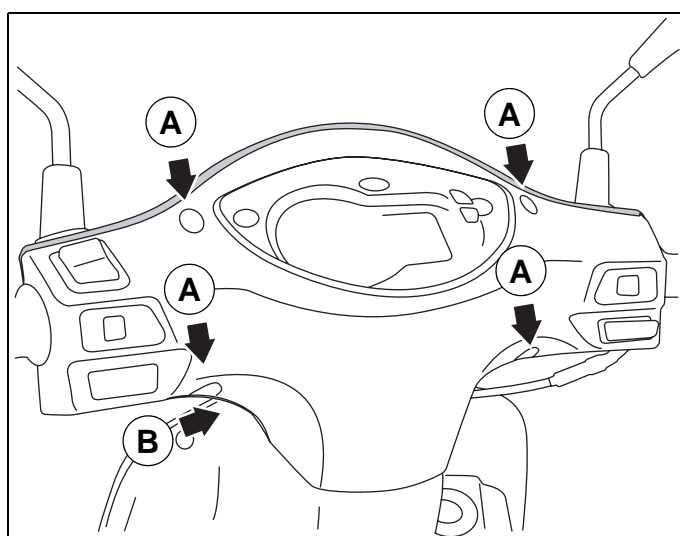
- Remove the rear cover assembly. See: Range 2. page 20.
- Remove the rear shield panel. See: Range 5. page 22.
- Disconnect and remove the battery.
- Remove the footboard.
  - 4 washer head screws. Ø6 mm (A).



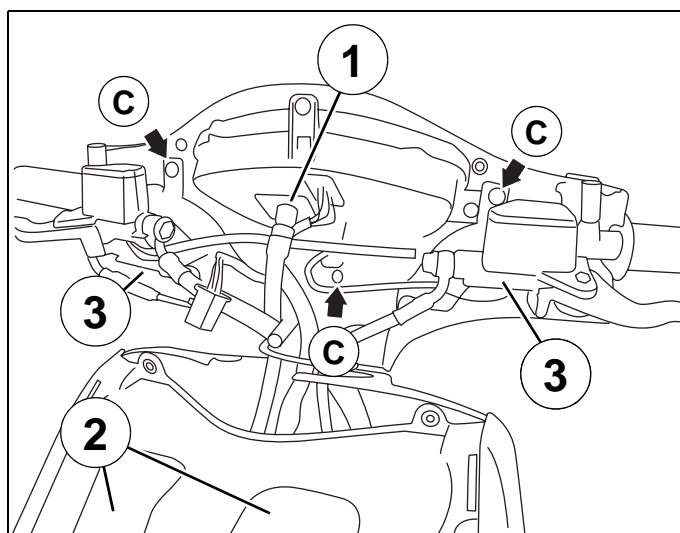
## ■ Removal of handlebar fairing

### Range 7

- Remove the rearview mirrors.
- Remove the handlebar front cover.
  - 4 plastic screws (A).
  - 1 Screw Ø6 mm. (Under the headlight) (B).
- Disconnect the lighting.



- Remove the front upper shield panel. See: Range 3. page 21.
- Disconnect the speedometer cable (1).
- Disconnect:
  - The main harness (2).
  - The brake light switches (3).
  - The horn (2).
  - The flasher unit (2).
- Remove the handlebar rear cover and instrument cluster assembly.
  - 3 plastic screws (C).



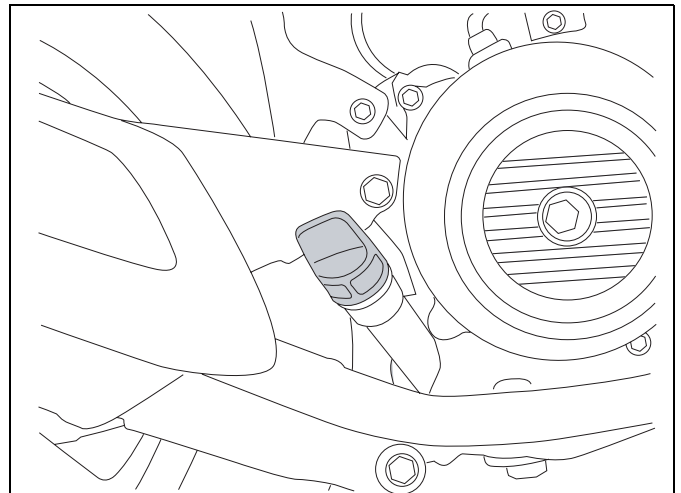
**SERVICE OPERATIONS**

■ **Changing the engine oil**



The engine must be drained when it is warm to allow the oil to run easier.  
Wear gloves in order not to get burnt.

- Place the vehicle on its central stand on flat ground.
- Remove the engine's oil filler cap.

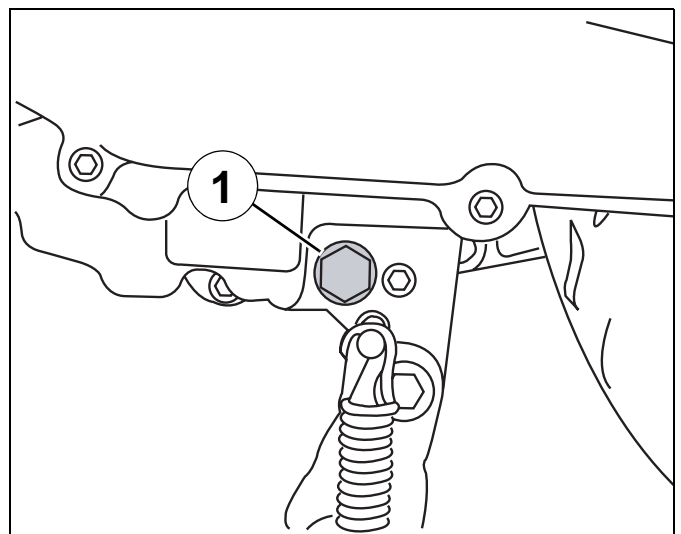


Remove the drainage cap and its seal (1) and allow the oil to drip into a recipient.

**Tightening torque: 20 Nm.**



Replace the copper seal every time you change oil.

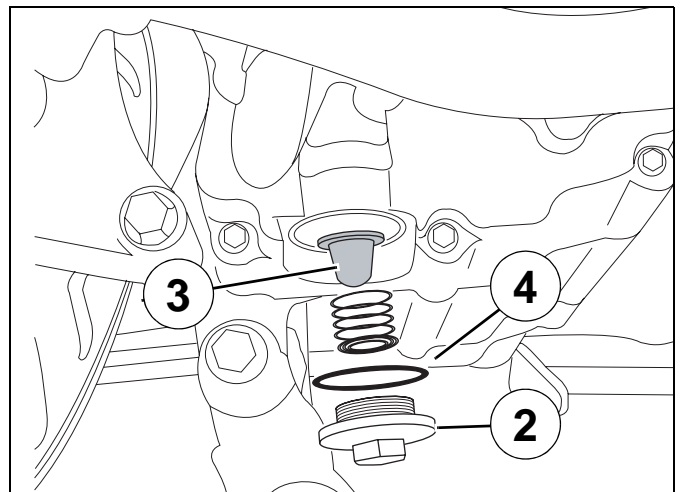


- Remove the strainer cap (2) and clean the strainer (3).

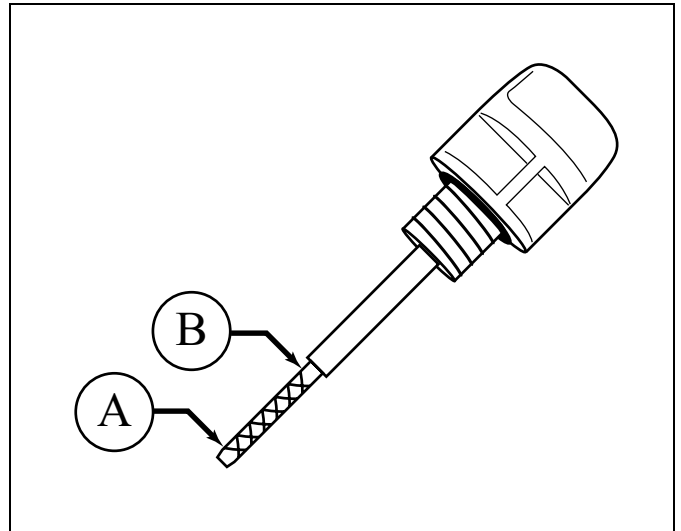
**Tightening torque: 15 Nm.**



Every time oil is changed, the filter (3) must be cleaned and the O-ring changed (4).



- Put back the drainage cap and strainer cap, fitted with a new seal.
- Pour the required quantity of oil corresponding to the manufacturer's standards into the filler hole:
  - **50 cc: 0.65 l**
  - **125/151 cc: 0.7 l**
- Start the engine and let it run for a short while.
- Remove the engine's oil filler cap/gauge.
- Wipe dry the filler cap/gauge and fit it back but do not screw it into the filler hole.
- Remove the filler cap/gauge and check the oil level.
  - A. Oil level low.**
  - B. Oil level high.**
- Add oil if necessary.



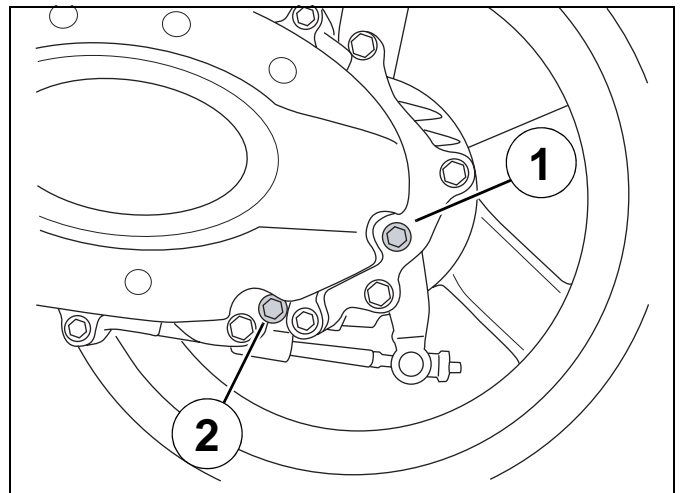
Check the level with the machine parked on its centre stand, on level ground.

#### ■ Draining the relay box



The gearbox must be drained when the engine is warm so that the oil will run easier.  
Wear gloves in order not to get burnt.

- Place the vehicle on its central stand on flat ground.
- Remove the relay box filler cap (1).



Remove the drainage cap and its seal (2) and allow the oil to drip into a recipient.

- Re-install the plug with a new seal.
- Pour the required quantity of oil corresponding to the manufacturer's standards into the filler hole.
- Quantity: 0.17 l
- Fit the filler cap.

**Tightening torque: 10 Nm.**

### ■ Replacing the air filter

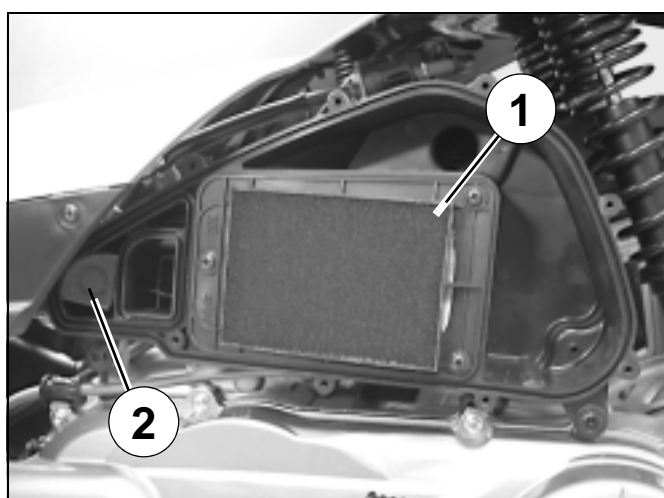
- Remove the air filter cover (9 bolts) and its seal.



- Remove the air filter (1) (3 screw).
- Clean inside the air filter box.
- Clean the oil vapour return filter (2).

#### Reassembly

- Fit a new air filter.
- Fit the gasket.
- Install the air filter cover.



- Remove the oil vapour return drain plug to let humidity and oil drip out (3).



### ■ Removal of the spark plug

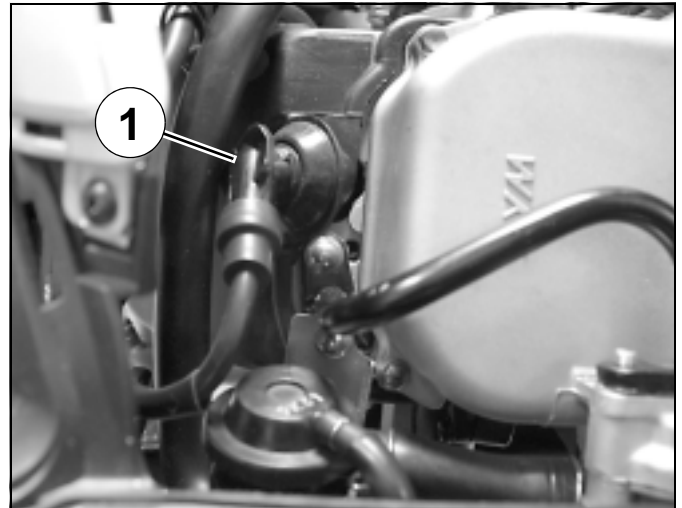
- The engine must be cold.
- Remove the battery access door (5 screw).
- Disconnect the suppressor (1).
- Remove the spark plug.

**Tightening torque: 12 Nm.**

- Recommended spark plug:
  - 50 cc: NGK CR6HSA.
  - 125/151 cc: NGK CR7HSA.
  - Electrode gap: 0.7 to 0.8 mm.



**Essential precautions:** When re-installing, screw in the spark plug (a few turns) by hand.



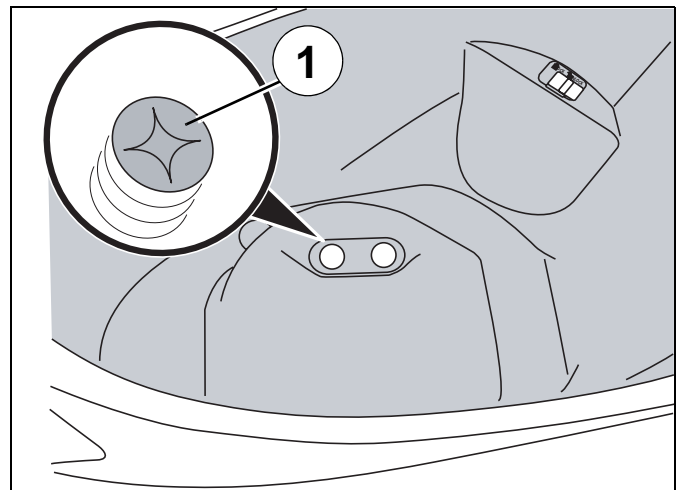
### ■ Idle setting

- The engine must be at its operating temperature.
- Switch off the engine.
- Check the operating clearance in the throttle.
- Remove the rubber plug .
- Start the engine.
- Screw or unscrew the engine speed adjuster screw (1) to alter the idle speed.

**Idle speed:**

**50 cc: 2000 to 2200 rpm.**

**125/151 cc: 1700 to 1900 rpm.**

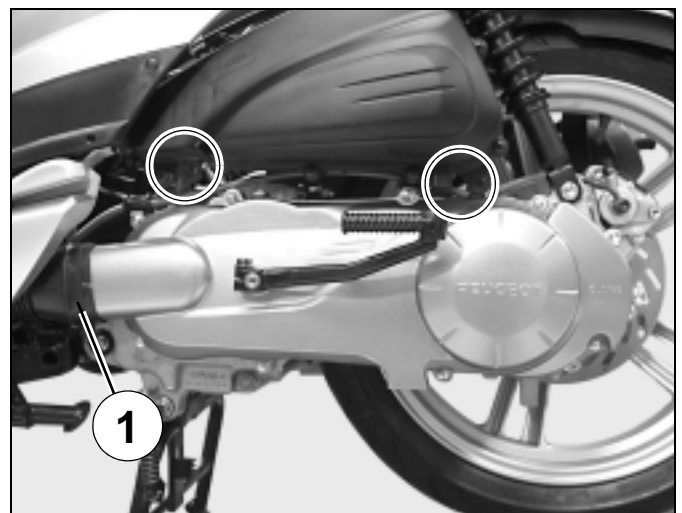


### ■ Transmission

- Lift the air filter box to reach the transmission cover (2 screw).
- Disconnect the transmission cooling air intake (1).
- Remove the transmission cover.
  - 50 cc: 10 screw
  - 125/151 cc: 8 screw

**Tightening torque: 10 Nm.**

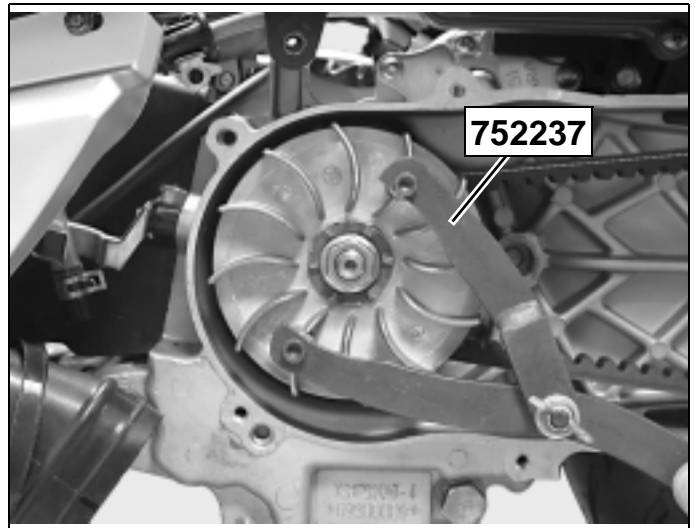
- Remove the paper gasket and the two 2 centering pins.



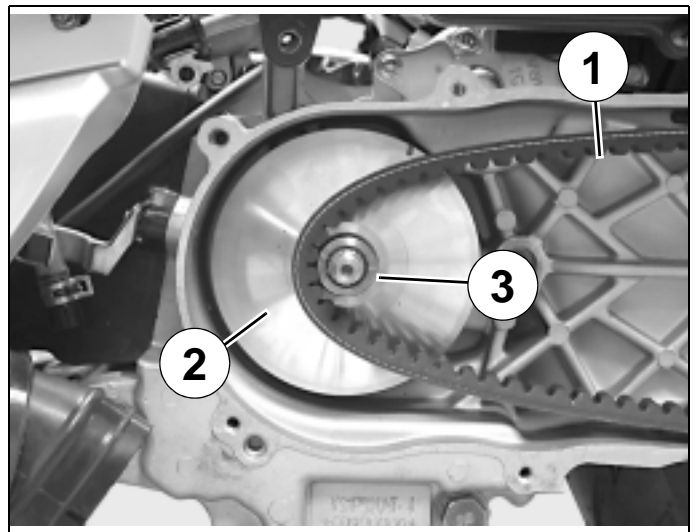
■ **Removal of the drive pulley**

- Hold the fixed flange with tool P/N 752237.
- Remove the nut and the washer.
- Remove the fixed flange.

**Tightening torque: 55 Nm.**



- Pull the belt aside (1).
- Remove the plastic spacer (50 cc).
- Remove the drive pulley (2) together with the guide hud (3).



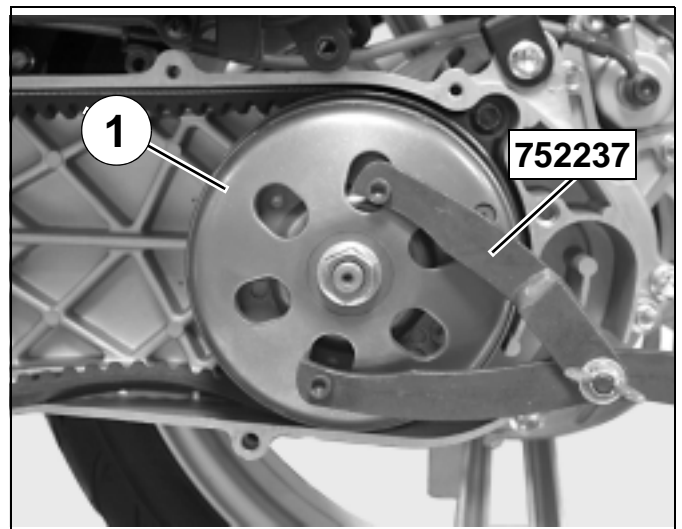
■ **Removal of the driven pulley**

- Lock the clutch drum (1) with the pin wrench P/N 752237.
- Remove the nut and the washer.
- Remove the clutch drum, the clutch drive pulley and driven pulley assembly and belt.



**Make a note of the direction of rotation of the belt.**

**Tightening torque: 55 Nm.**



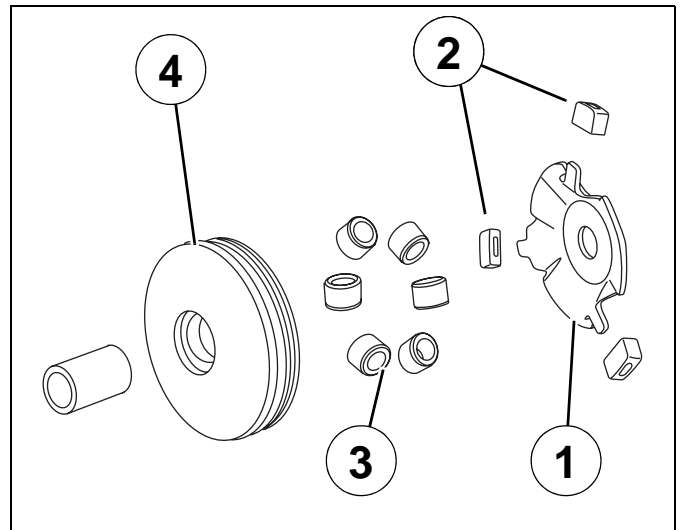
### ■ Changing the drive pulley bearings

- Remove the ramp (1) and its 3 guides (2).
- Remove the moving flange (4) 6 bearings (3).



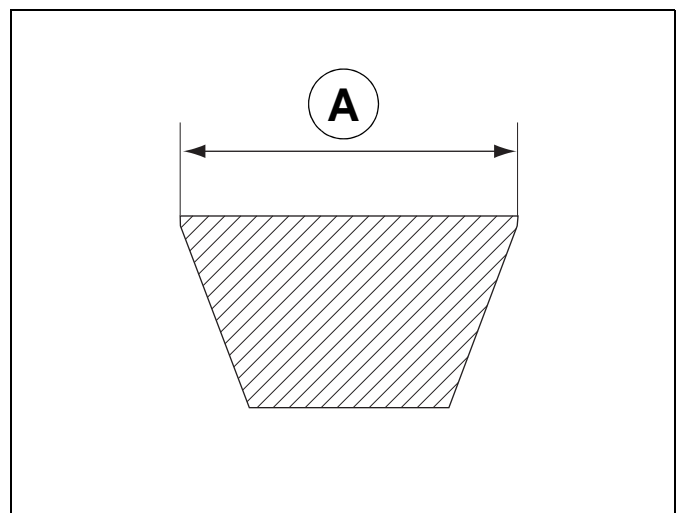
The bearings must be changed if they show major signs of wear.

The guides shall be replaced if they show signs of wear.



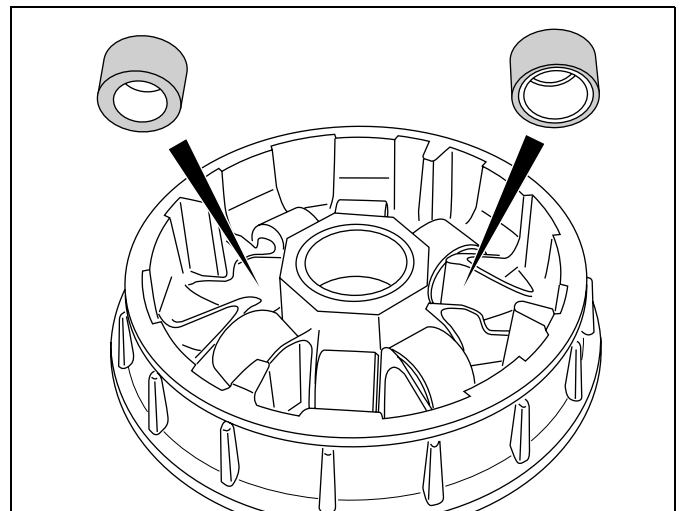
### ■ Checking the drive belt

- Measure the width of the belt.
  - A. Minimum width:**
    - 50 cc: 17.2 mm.
    - 125/151 cc: 17.5 mm.
- Make sure the belt is not cracked.



### Reassembly:

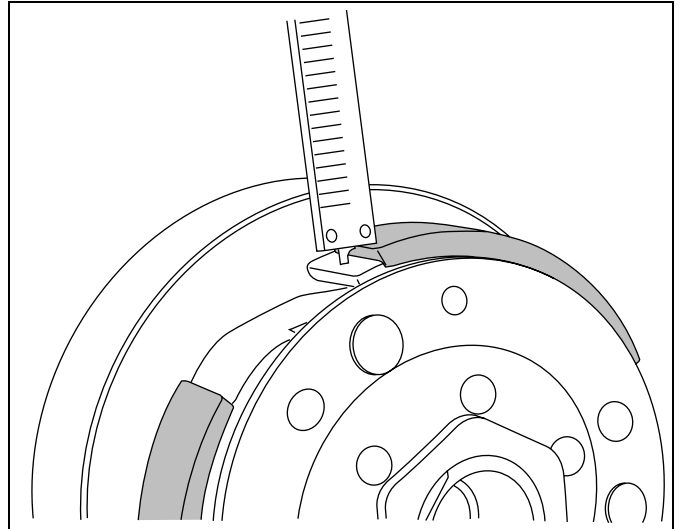
- Proceed in reverse order to disassembly and do not grease the bearings.
- When refitting, respect the way the rollers are installed.
- Grease the moving flange bore lightly (high temperature grease).



■ **Checking the thickness of the clutch linings**

- Using the depth calliper, measure the thickness of the clutch linings.

**Mini. thickness: 2 mm.**

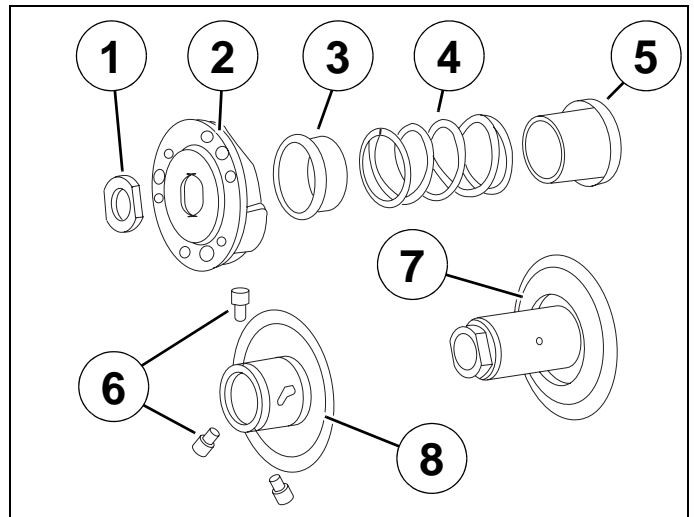


■ **Removal of the clutch lining assembly**

50 cc	125/151 cc
<ul style="list-style-type: none"> <li>- Compress the clutch drive pulley and driven pulley assembly with the tool P/N 752127.</li> <li>- Remove nut (1) using spanner P/N 752361.</li> <li>- Slacken tool P/N 752127.</li> </ul>	<ul style="list-style-type: none"> <li>- Compress the clutch and driven pulley assembly using tool 758008 equipped with the protection spacer P/N 801682.</li> <li>- Remove nut (1) using spanner P/N 752361.</li> <li>- Slacken tool P/N 758008.</li> </ul>

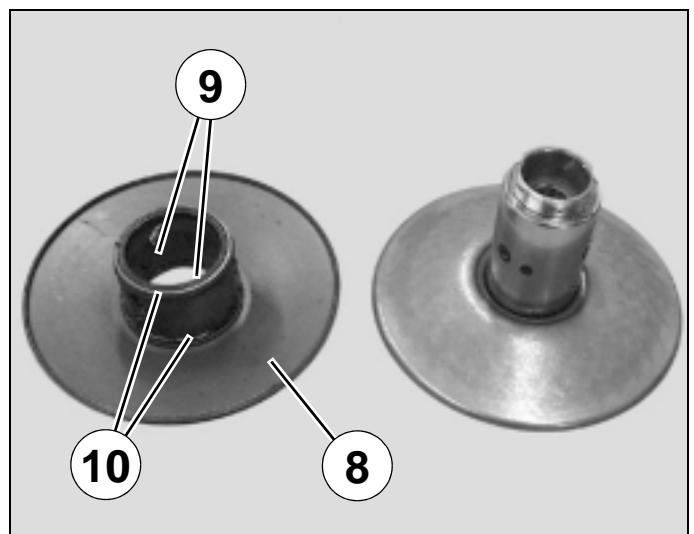



- Remove the clutch linings (2), the upper centring sleeve (3), the spring (4), and the lower centring sleeve (5).
- Remove the 3 pins (6) from the variable speed drive seat.
- Separate the fixed (7) and rotating (8) flanges.
- Make sure surface of the plates in contact with the belt does not show any cracks or signs of abnormal wear.



■ Refitting the clutch lining assembly

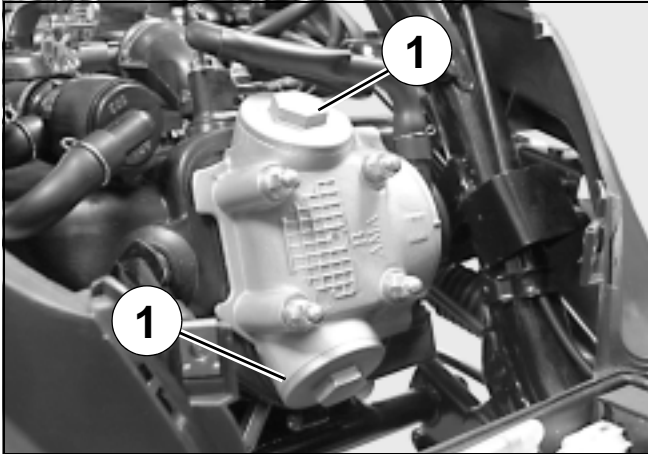
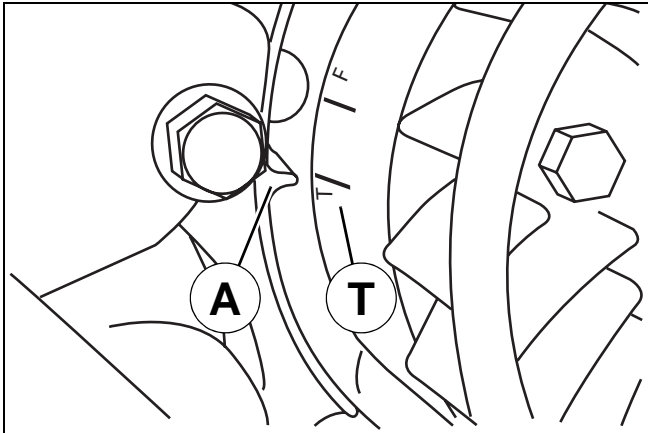
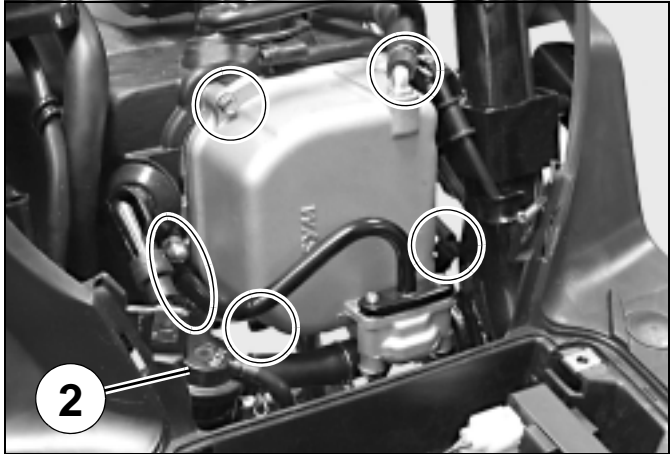
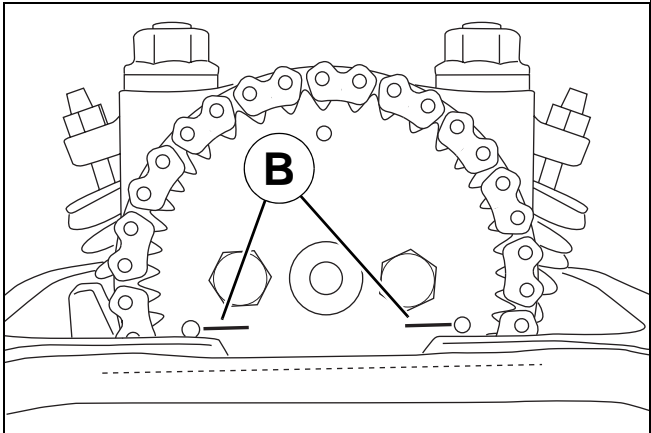
- After checking the 2 lip seals (9) and the 2 O-rings (10) of the rotating flange (8) are in good condition, grease the governor seat 3 pins (6) (high temperature grease) and assemble the parts in reverse order to removal.


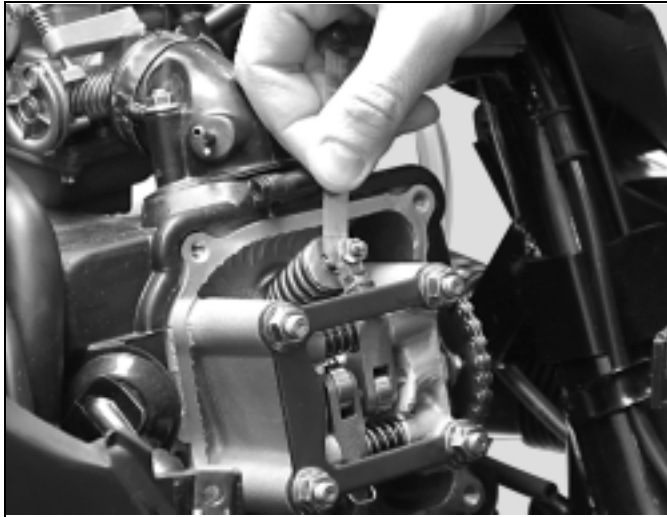
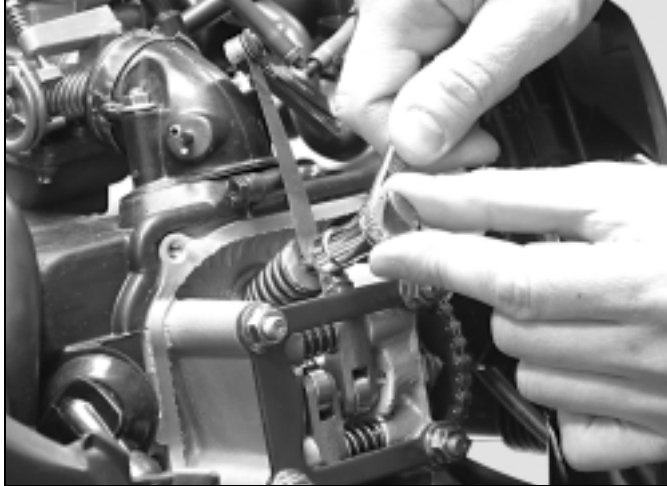


50 cc	125/151 cc
<ul style="list-style-type: none"> <li>- Compress the clutch drive pulley and driven pulley assembly with the tool P/N 752127.</li> </ul>	<ul style="list-style-type: none"> <li>- Compress the clutch and driven pulley assembly using tool 758008 equipped with the protection spacer P/N 801682.</li> </ul>
<ul style="list-style-type: none"> <li>- Tighten the nut (1).</li> </ul> <p><b>Tightening torque: 55 Nm.</b></p> <ul style="list-style-type: none"> <li>- Fit the clutch drive pulley and driven pulley assembly.</li> <li>- Fit the clutch cover.</li> <li>- Fit washer.</li> <li>- Fit and tighten the nut.</li> <li>- <b>Tightening torque: 55 Nm.</b></li> </ul>	
	<p><b>Before fitting the clutch drive pulley and driven pulley to the input shaft, fit the belt into the pulley bottom by opening the flanges by hand.</b></p>

■ **Installing the valve clearance**

- Remove the storage compartment. See: Range 1. page 20.
- Remove the battery access door.
- Remove the RH and LH under body panel.
- Remove the under-footboard fairing (4 screw).
- Remove the battery.

50 cc	125/151 cc
<p data-bbox="172 497 724 564">- Remove the valve clearance adjustment covers (1).</p> <p data-bbox="140 600 481 633"><b>Tightening torque: 15 N.</b></p> <div data-bbox="185 680 277 770" style="border: 1px solid black; padding: 2px; display: inline-block; width: 30px; height: 30px; text-align: center; line-height: 30px;">N</div> <p data-bbox="309 667 791 734"><b>When re-installing, use a new gasket.</b></p>  <p data-bbox="172 1384 724 1518">- Remove the turbine on the the flywheel magneto side (4 screw). - Turn the magnetic wheel to line up the "T" mark with the the crankcase boss (A).</p> 	<p data-bbox="871 497 1471 667">- Disconnect the oil vapour return hose to the rocker cover. - Remove the pneumatic valve (2). - Remove the rocker cover. (4 screws and 2 nuts).</p> <p data-bbox="839 703 1206 736"><b>Tightening torque: 10 Nm.</b></p> <div data-bbox="887 784 979 873" style="border: 1px solid black; padding: 2px; display: inline-block; width: 30px; height: 30px; text-align: center; line-height: 30px;">N</div> <p data-bbox="1008 775 1490 842"><b>When re-installing, use a new gasket.</b></p>  <p data-bbox="871 1384 1423 1518">- Using wrench, turn the crankshaft in the direction of operation to as to line up the marks on the camshaft gear (B) with the cylinder head gasket face.</p> 

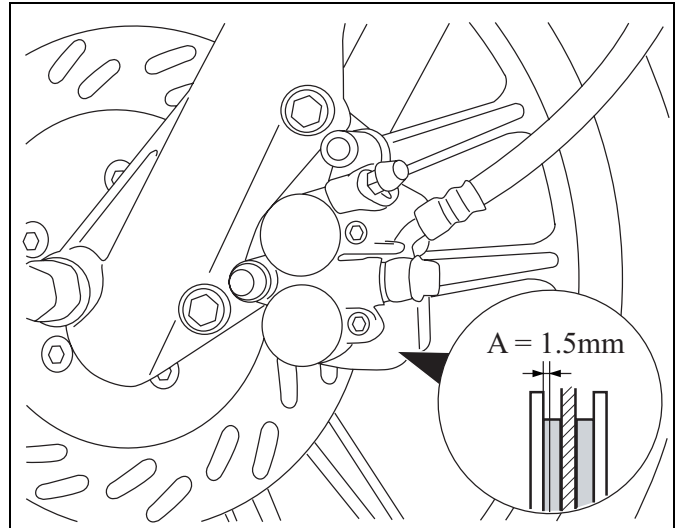
50 cc	125/151 cc
- Using the set of feeler gauges, measure the clearance of each valve.	
 <p><b>Clearances:</b></p> <ul style="list-style-type: none"> <li>• <math>0.05^{\pm 0.02}</math> mm at the intake.</li> <li>• <math>0.10^{0.02}</math> mm at the exhaust.</li> </ul>	 <p><b>Clearances:</b></p> <ul style="list-style-type: none"> <li>• <math>0.12^{\pm 0.02}</math> mm at the intake.</li> <li>• <math>0.12^{\pm 0.02}</math> mm at the exhaust.</li> </ul>
<ul style="list-style-type: none"> <li>- If the clearance is not correct, adjust by means of the cam follower screw.</li> <li>- Use a wrench to adjust the valve clearance: Type: Marolotest, P/N 500140.</li> </ul>	
<p>■ <b>Checking the valve clearance</b></p>	
<ul style="list-style-type: none"> <li>- At the intake a 0.10 mm feeler gauge shouldn't go.</li> <li>- At the exhaust a 0.15 mm feeler gauge shouldn't go.</li> <li>- On the contrary, if the feeler gauge goes, reset the clearances.</li> </ul>	<ul style="list-style-type: none"> <li>- At the intake a 0.15 mm feeler gauge shouldn't go.</li> <li>- At the exhaust a 0.15 mm feeler gauge shouldn't go.</li> <li>- On the contrary, if the feeler gauge goes, reset the clearances.</li> </ul>

■ **Brake pad wear**

Front brake

- If one of the 2 brake pads is worn down to the minimum dimensions (A), the 2 brake pads must be changed.

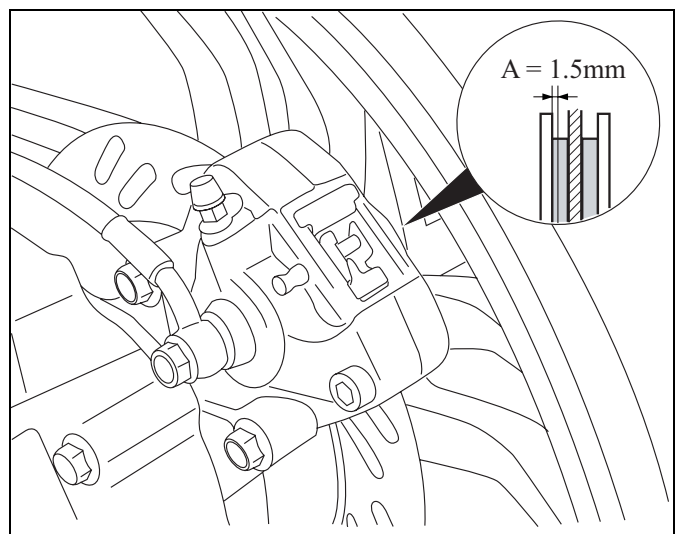
**A. Mini. thickness: 1.5 mm.**



Rear brake

- Remove the plastic cover.
- If one of the 2 brake pads is worn down to the minimum dimensions (A), the 2 brake pads must be changed.

**A. Mini. thickness: 1.5 mm.**

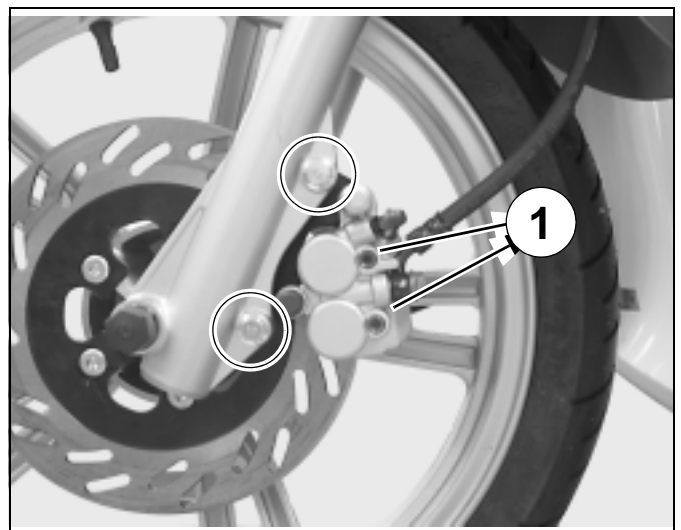


■ **Replacing the brake pads**


Front brake

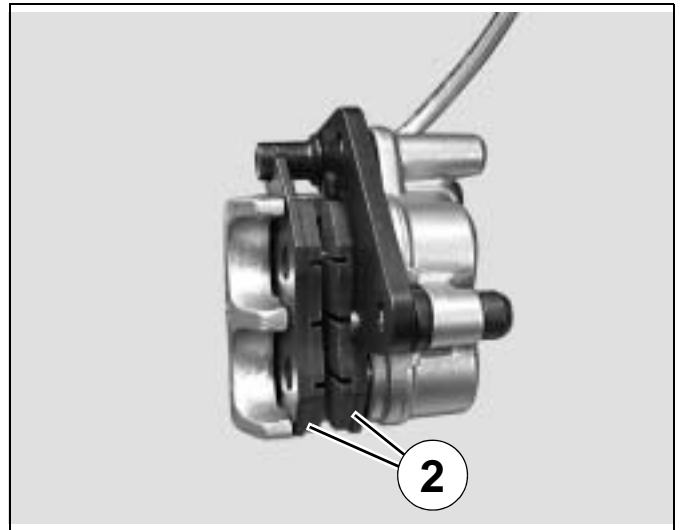
- Loosen the brake pad pin first (1).
- Remove the calliper (2 screw).

**Tightening torque: 30 Nm.**



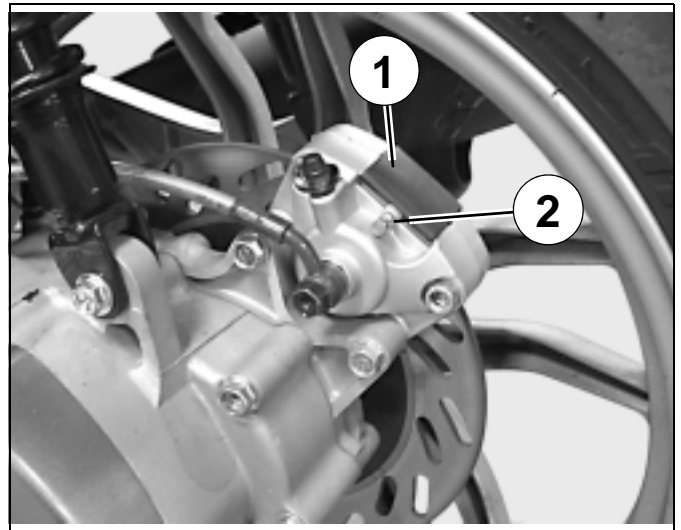
- Remove the 2 pins (1).
- Remove the brake pads (2).

✓	<b>When refitting the brake pads, push the pistons all the way into their housing.</b>
	<b>After refitting, actuate the brake levers several times to bring the brake pads against the brake disc.</b>




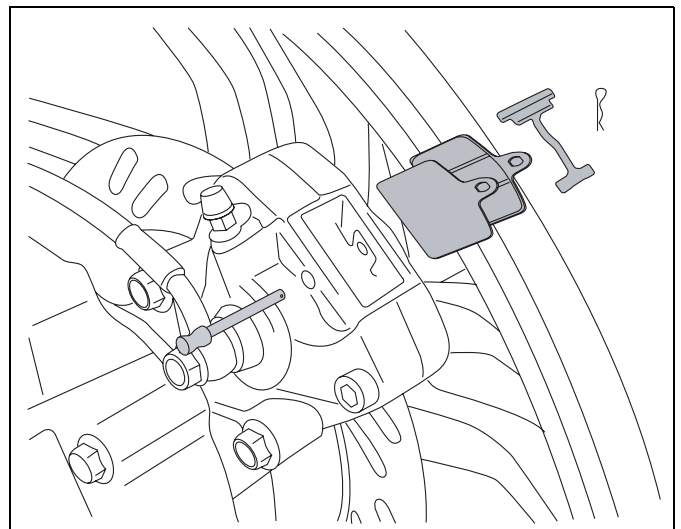
Rear brake 125/151 cc

- Remove the plastic cover (1).
- Remove the brake pad stop pin (2).



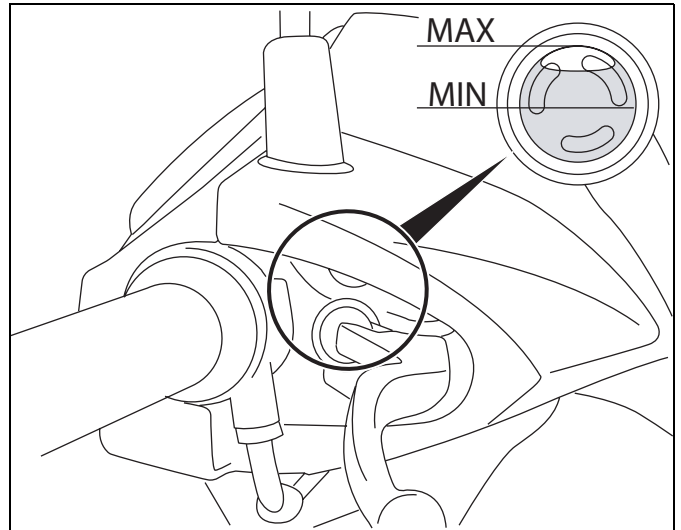
- Remove the brake pads.

✓	<b>When refitting the brake pads, push the pistons all the way into their housing.</b>
	<b>After refitting, actuate the brake levers several times to bring the brake pads against the brake disc.</b>



■ **Checking the brake fluid level**

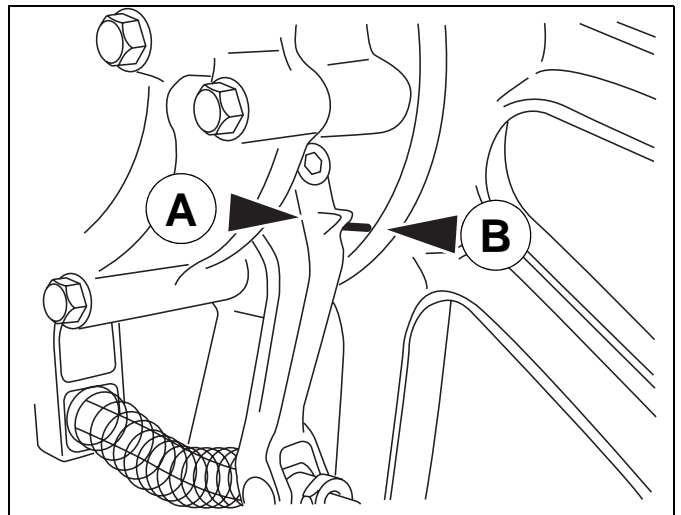
- Position the handlebars so that the master cylinder will be horizontal.
- Check the brake fluid level and if necessary top up in the master cylinder.
  
- Remove the rearview mirrors.
- Remove the handlebar front cover.
- Remove the cover and the diaphragm from the master cylinder (2 screw).



**Add brake fluid until it reaches the maximum level.**

■ **Rear brake linings 50 cc**

- Actuate the brake control lever and check the position of the wear mark on the cam tierod (A) compared to the mark (B) on the engine housing.
- If the cam tierod mark is lined up with or passes the wear mark on the engine housing, the brake lining must be replaced.



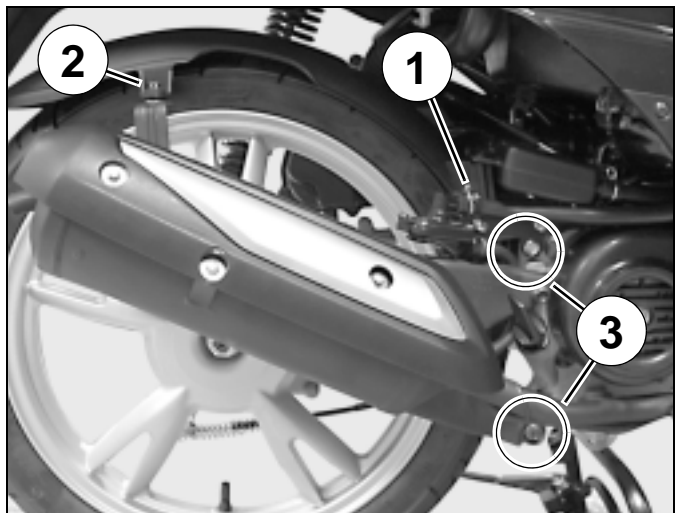
Disassembly

- Disconnect the air hose from the exhaust (1) (50cc).
- Remove the screw fastening the rear mudguard on right (2).

**Tightening torque: 10 Nm.**

- Remove the 2 screws from the exhaust (3).

**Tightening torque: 30 Nm.**



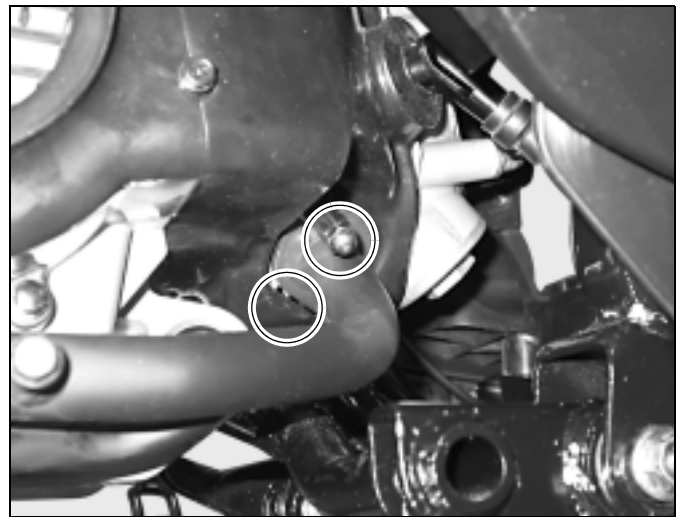
- Remove the 2 screws that secure the muffler.

**Tightening torque: 15 Nm.**

- Remove the complete exhaust system.



**Use a new exhaust gasket.**

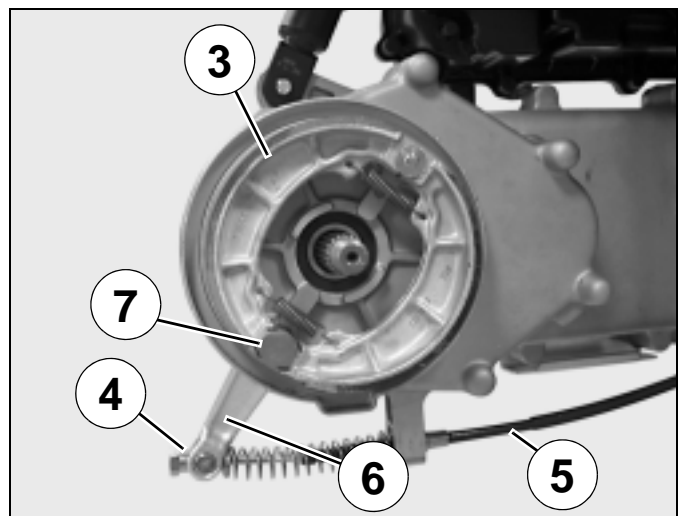


- Remove the wheel spindle nut and washer.
- Remove the rear wheel.



**When re-installing, use a new nut.**

- Remove the brake linings (3).
- Remove the adjusting nut, the barrel (4) and the brake control cable (5).
- Remove the brake arm (6), the brake cam (7) and the spring.



### Reassembly.

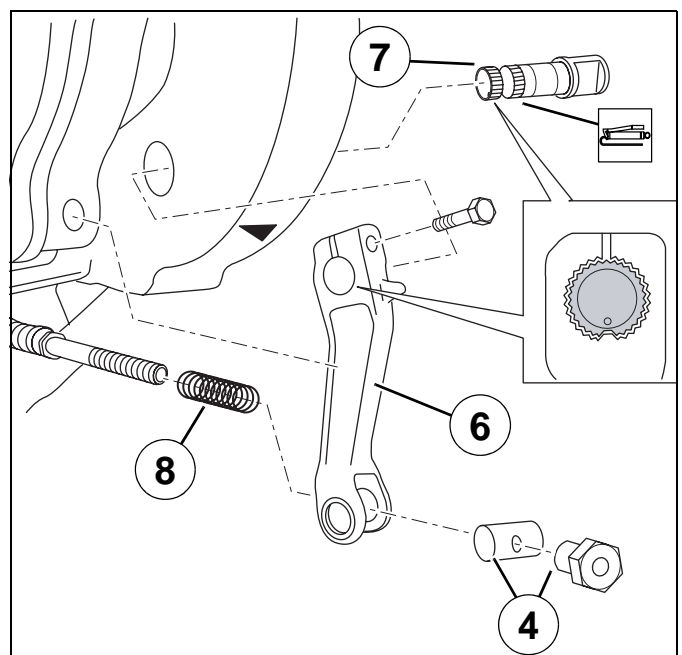


**Lubricate the brake cam spindle and fit it into the casing.**

- Fit the brake arm (6) by aligning it with the brake cam axis (7).

**Tightening torque: 6 Nm.**

- Slightly lubricate the brake cam and pin.
- Install the brake linings.
- Install the spring (8).
- Install the brake control cable, the barrel and the adjusting nut (4).
- Install the wheel.

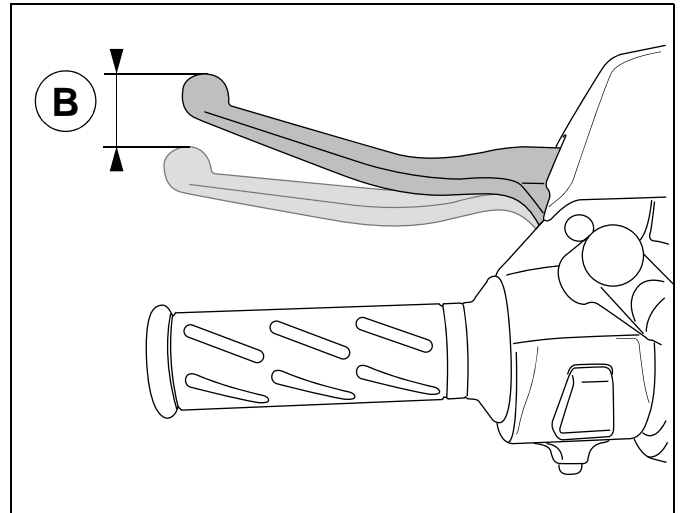


**Tightening torque: 110 Nm.**

- Measure the free travel of the rear brake control lever.
- Adjust the lever free travel using the adjusting nut.

**B. Brake control free travel: 10 to 20 mm.**

- Refit the other items in the reverse order to disassembly.

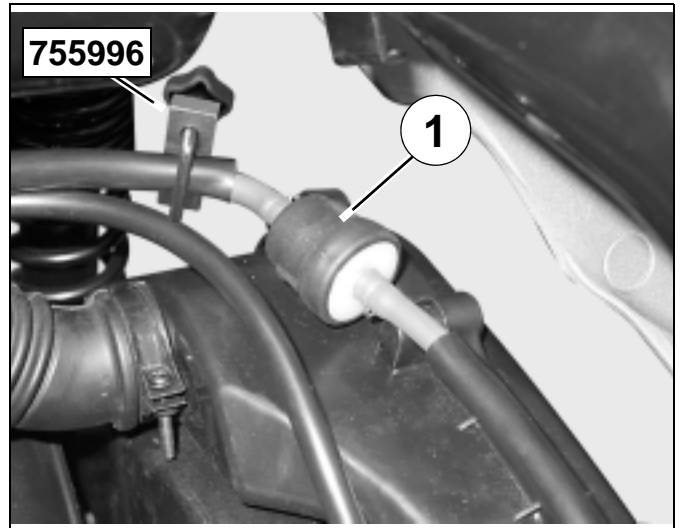


■ **Removal of the fuel filter**

- Remove the storage compartment. See: Range 1. page 20.
- Clamp the end of the fuel inlet pipe using a clip ref. 755996.



- Disconnect the fuel supply hose.
- Remove the fuel filter (1).

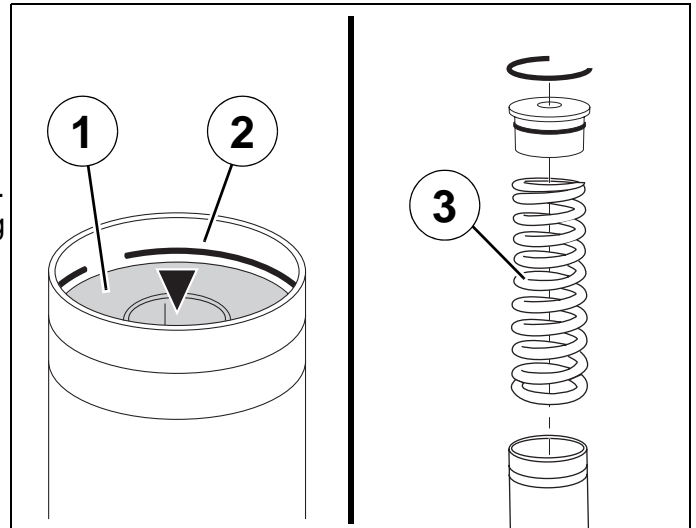


✓	<p><b>When re-installing, respect the direction of installation of the filter shown by the arrow which indicates in which direction the fuel flows.</b></p>
---	---

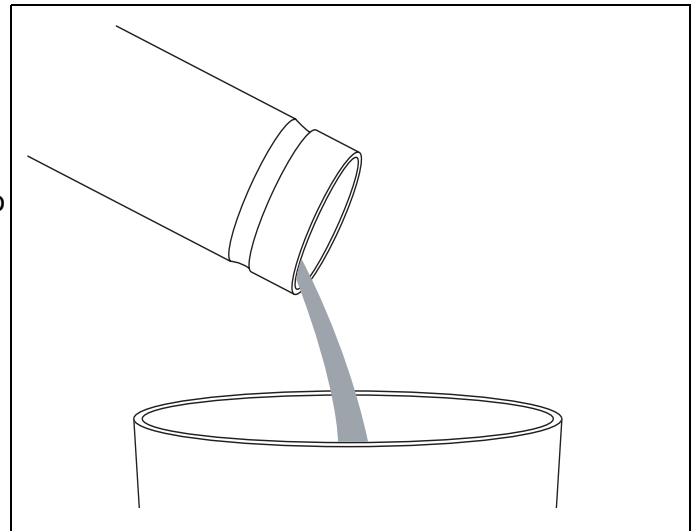


### ■ Draining the front fork

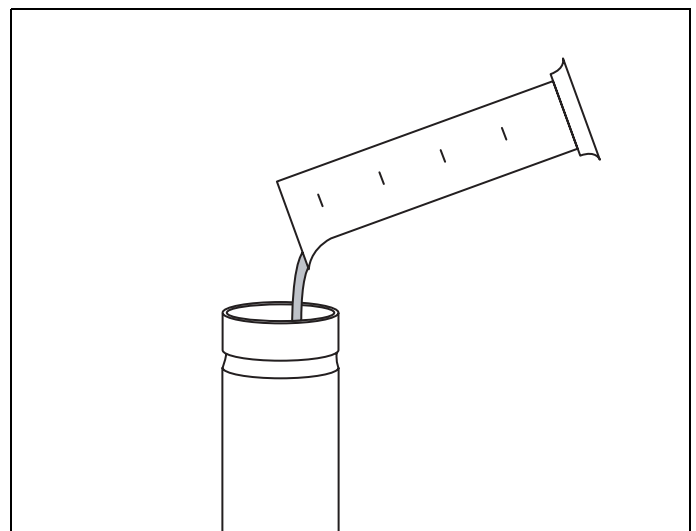
- Remove the fork tubes. See chapter: Changing the front fork seals, page 41.
- Immobilise the tube in a vice fitted with protection.
- Push the fork tube cap (B) to remove the retaining spring clip (2).
- Remove the fork tube cap (1).
- Remove the spring (3).



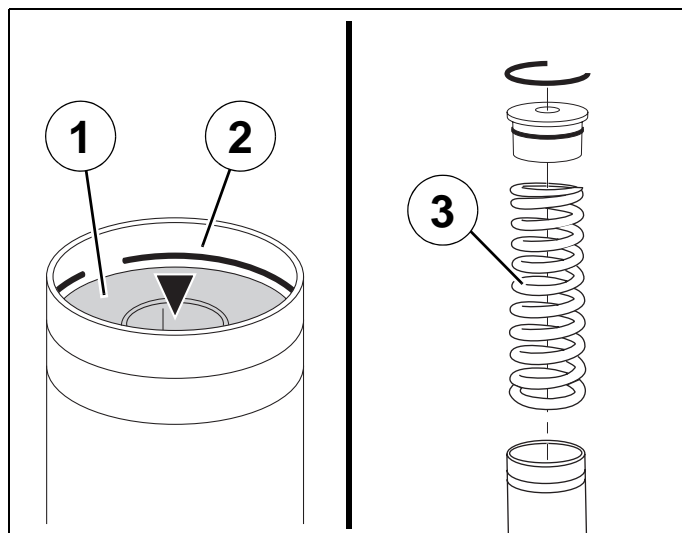
- Turn the fork tube upside down to drain the oil into a recipient.



- Pour 0.1 l SAE10W hydraulic oil into the fork tube.

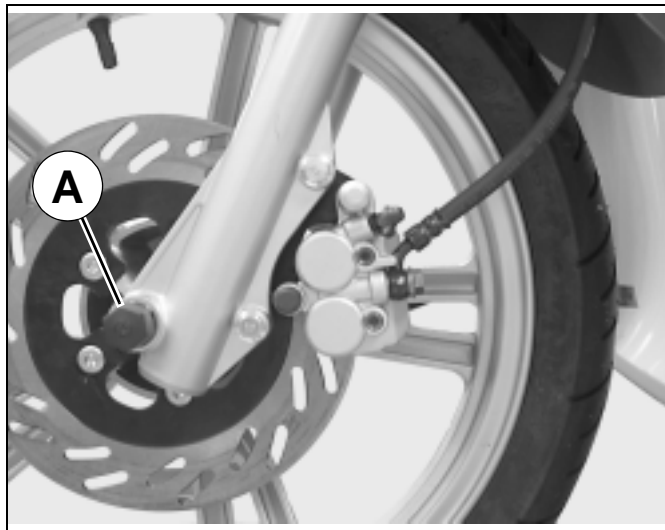


- Install the spring (3).
- Install the cap.
- Push the fork tube cap to install the retaining spring clip.

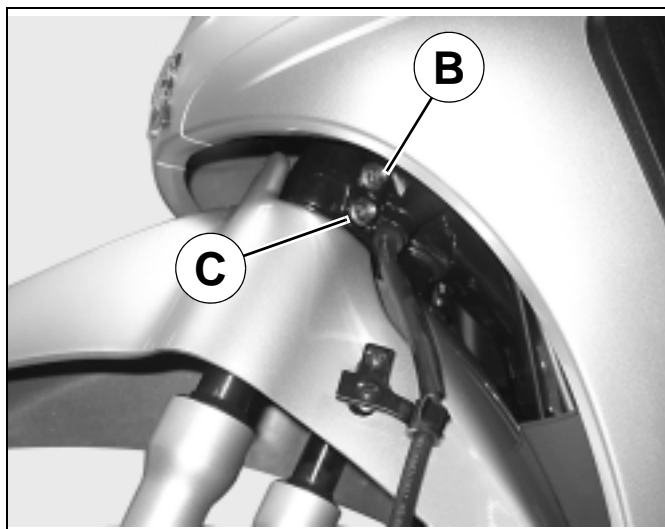


**STEERING/FORK****■ Changing the front fork seals**

- Suspend or immobilize the machine securely.
- Remove the front brake caliper from the fork tube (2 screw).
- Remove the wheel spindle (A).
- Remove the front wheel.

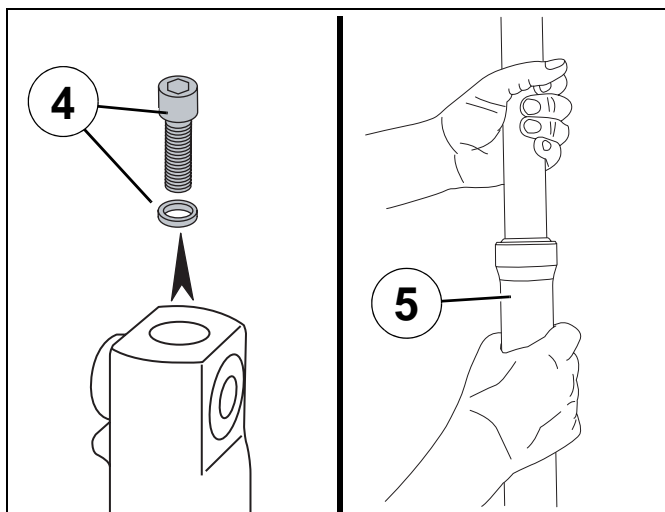


- Unscrew and remove the 2 upper screws (B) from the fork Tee.
- Unscrew the 2 lower screws (C) from the fork Tee.
- Remove the fork tubes.

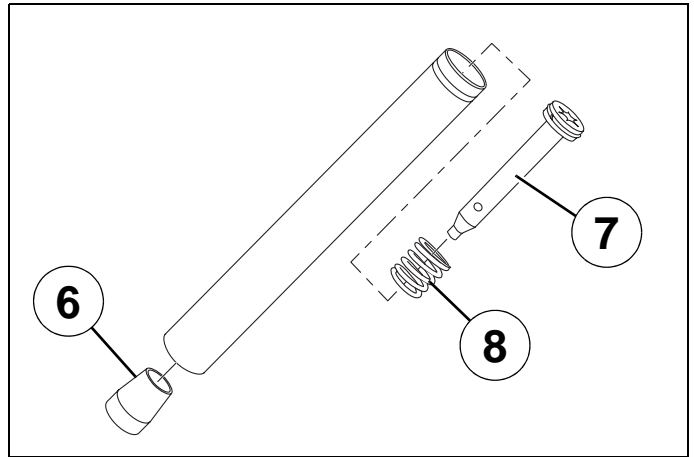


- Drain the front fork. See chapter: Draining the front fork page 39.

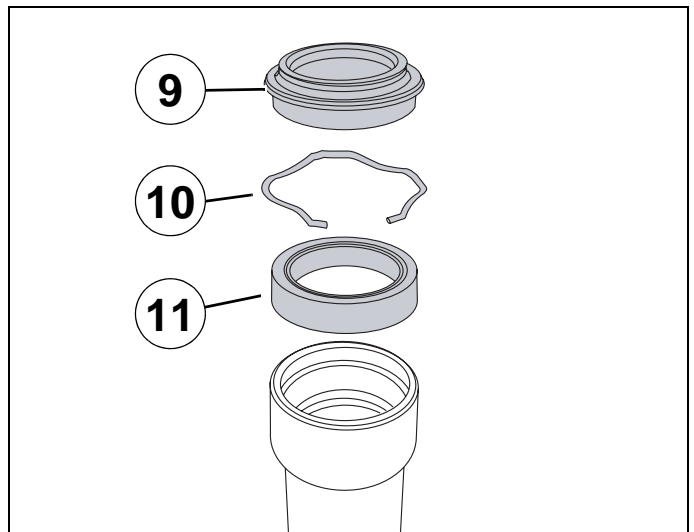
- Remove the tightening screw from the internal tube and its seal (4).
- If necessary use a mallet to dislodge the screws.
- Separate the fork tube from the fork stanchion (5).



- Remove the compression stop cone (6).
- Remove the calibrated hydraulic tube (7).
- Remove the expansion stop spring (8).

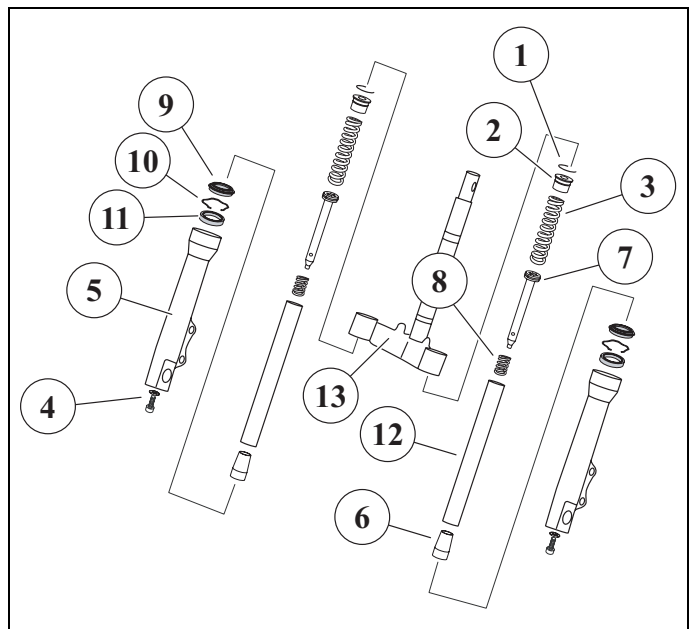


- Remove from the fork sleeve:
  - The dust cover (9).
  - The retaining clip (10).
  - The seal (11).



The fork and its components

1. Retaining spring clip.
2. Fork tube cap.
3. Spring.
4. Screw and copper seal.
5. Hollow shaft.
6. End of compression cone.
7. Calibrated hydraulic tube.
8. Expansion spring.
9. Dust cover.
10. Circlip.
11. Tightness seal.
12. Fork upper tube.
13. Fork triple clamp

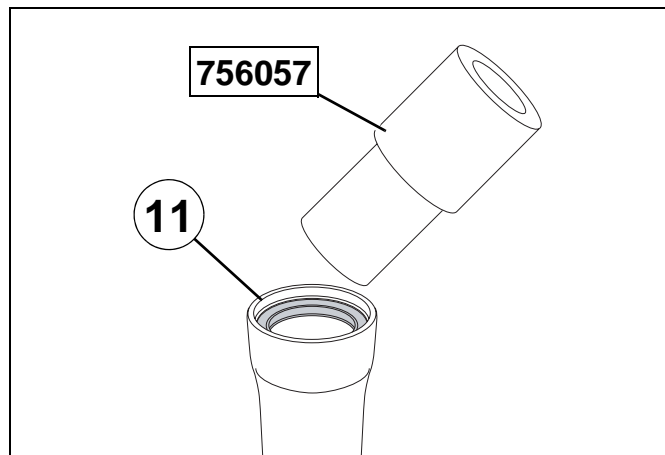


**Pre-assembly checks**

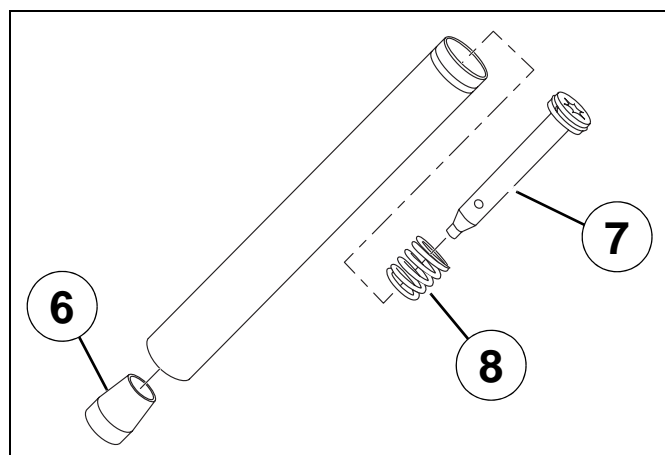
- Clean all the parts with a degreasing agent:
  - Biosane type ref. 754748.
  - Or use an ultrasonic cleaning tank.
- Check the condition of the fork tube, there shall be no corrosion or impact marks, and the tube shall be perfectly straight and clean.

**Reassembly**

- Fit the plain washer.
- Fit a new lightly greased lip seal using push tool P/N 756057 (11).
- Install the retaining ring.
- Install the dust cover.

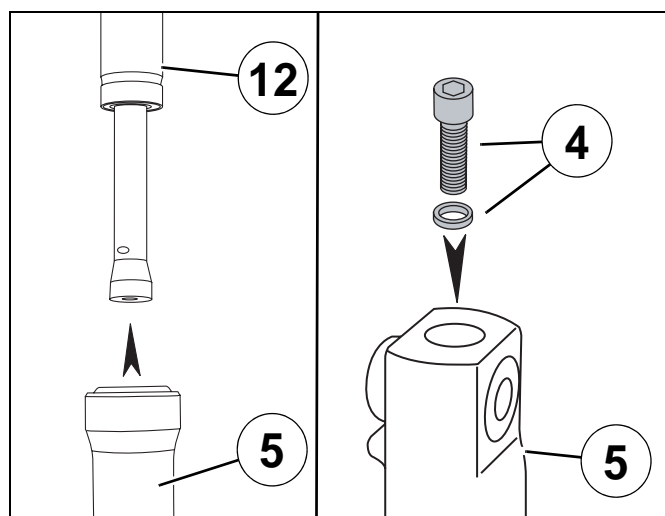


- Install the expansion stop spring (8).
- Install the calibrated hydraulic tube (7).
- Install the compression stop cone (6) on the calibrated hydraulic tube.

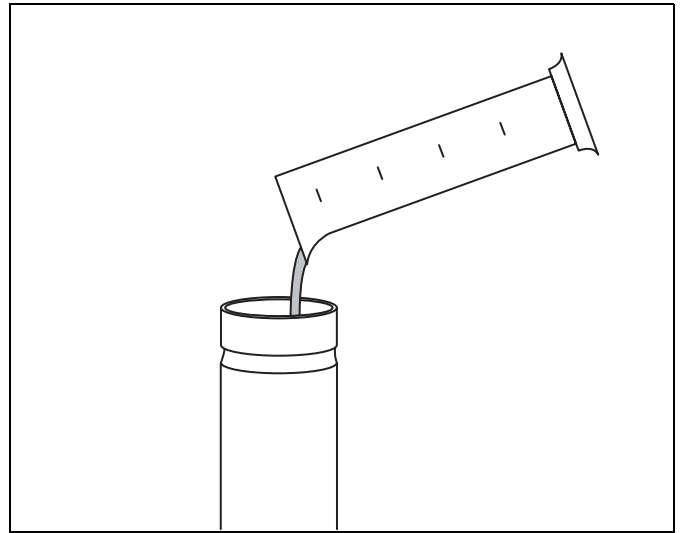


- Fit the fork sleeve (5) to the slightly oiled fork tube (12).
- Install the stanchion assembly screw (4) and its seal.

**Tightening torque: 25 Nm.**

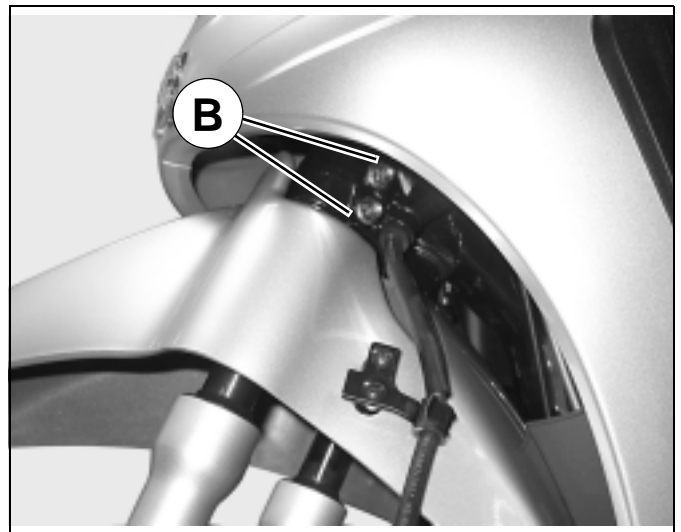


- Pour 0.1 l SAE10W hydraulic oil into the fork tube.
- Refit the other items in the reverse order to disassembly. See chapter: Draining the front fork page 39
- Install the spring (3).
- Install the cap.
- Install the retaining spring clip.

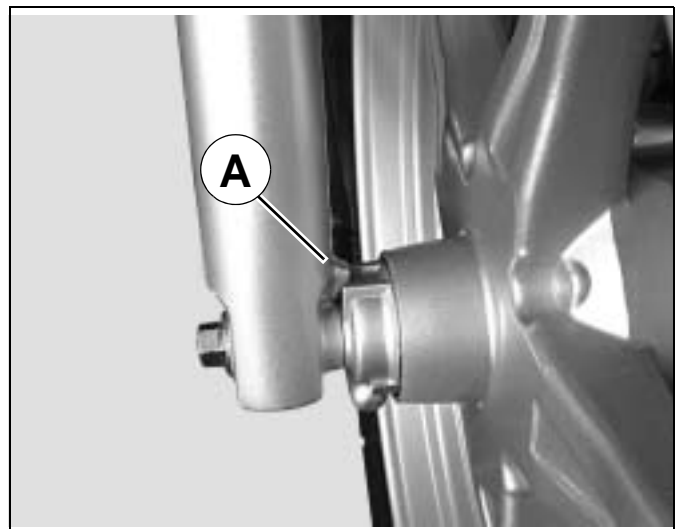


- Fit the fork tubes into the fork triple clamps.
- Fit and tighten the 4 fixing bolts (B).

**Tightening torque: 28 Nm.**



- Fit the front mudguard.
- Fit the speedometer drive gear assembly to the wheel drive pins.
- Fit the wheel, matching the speedometer drive gear assembly to the pin (A) on the fork stanchion.
- Fit the wheel spindle and tighten.



**When re-installing, use a new nut.**

**Tightening torque: 60 Nm.**

- Refit the other items in the reverse order to disassembly.

### ■ Removal of the fork

- Remove the rear shield panel. See: Range 5. page 22
- Suspend or immobilize the machine securely.
- Remove the front brake caliper from the fork tube.

**Tightening torque: 30 Nm.**

- Remove the front wheel.

**Tightening torque: 60 Nm.**



**When re-installing, use a new nut.**

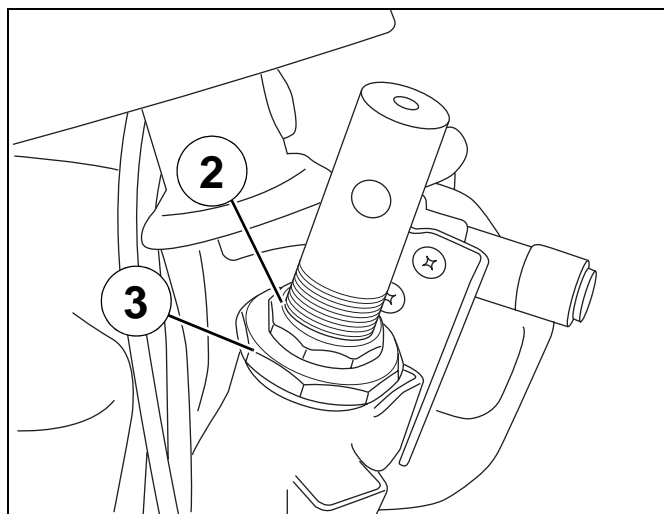
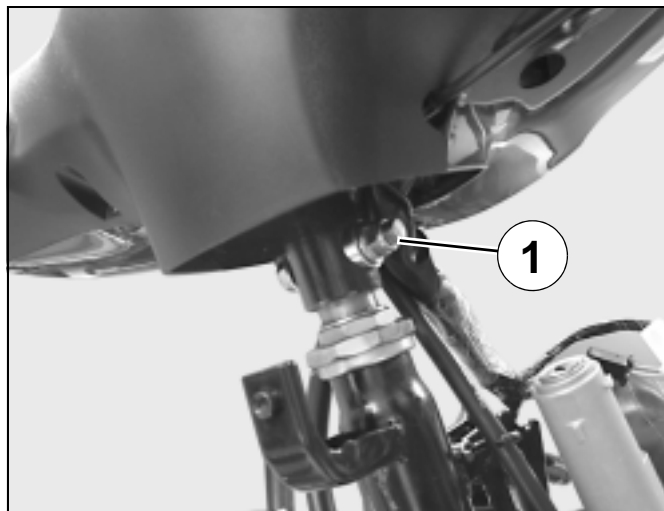
- Remove the handlebars from the fork tube (1 screw and 1 nut) (1).

**Tightening torque: 45 Nm.**



**When re-installing, use a new nut.**

- Remove the steering locknut (1) (2).
- Remove the adjustment cone (3).
- Remove the fork.
- Remove the balls.



■ Replacing the bearings of the steering system

Steering headset cups



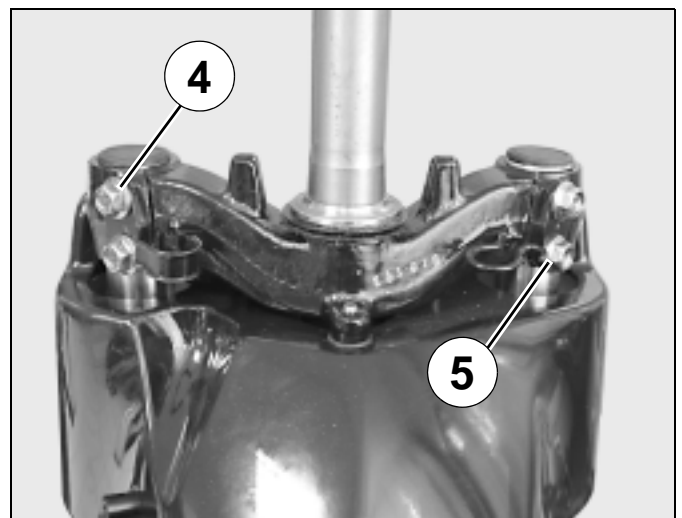
If the steering head cups are changed, the cones and ball bearings must also be changed.

- Using a drift, remove the steering head cups.
- Using push tool P/N 756039, fit a new upper cup into the steering tube.
- Using push tool P/N 759788, fit a lower cup into the steering tube.



Fork cone

- Unscrew and remove the 2 upper screws (4) from the fork Tee.
- Unscrew the 2 lower screws (5) from the fork Tee.
- Remove the fork tubes.
- Remove the front mudguard (3 screw).

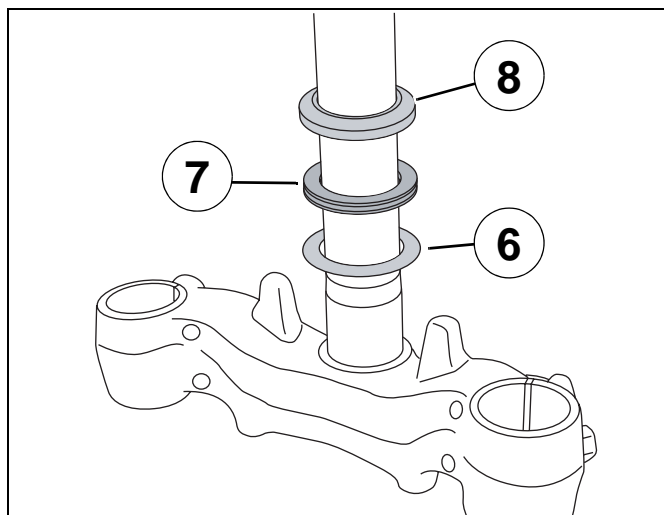


- Using a drift, remove the steering headset cone.
- Remove the dust cover.
- Remove the washer.





- Install the following new parts:
  - The washer . (6)
  - The dust cover (7).
  - The fork cone (8).



### ■ Installing the fork

- Grease the cup bearing races.
- Install 26 balls (9) for the upper cup and 19 balls for the lower cup.
- Fit the fork into the steering column.



- Install the adjustment cone.

### ■ Steering system tightening method

- Screw the adjustment cone until it comes into contact with the balls.
- Tighten the adjustment cone by  $2/8$  to  $3/8$  of a turn.

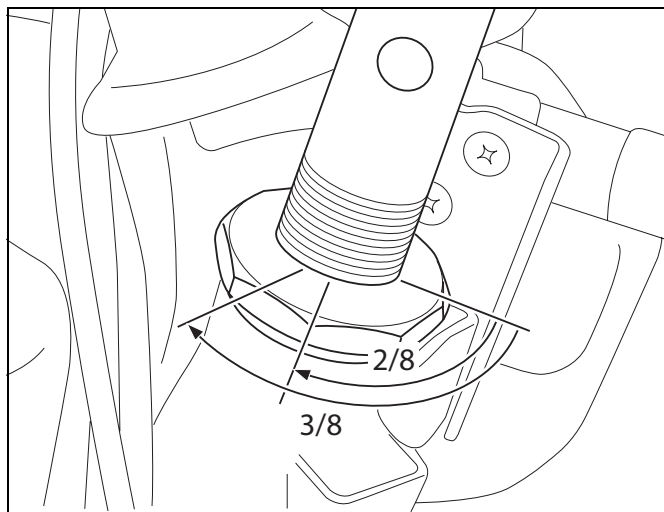


**Do not tighten the adjustment cone beyond the recommended value to avoid damaging the steering bearings.**

- Install and tighten the locknut without altering the adjustment.

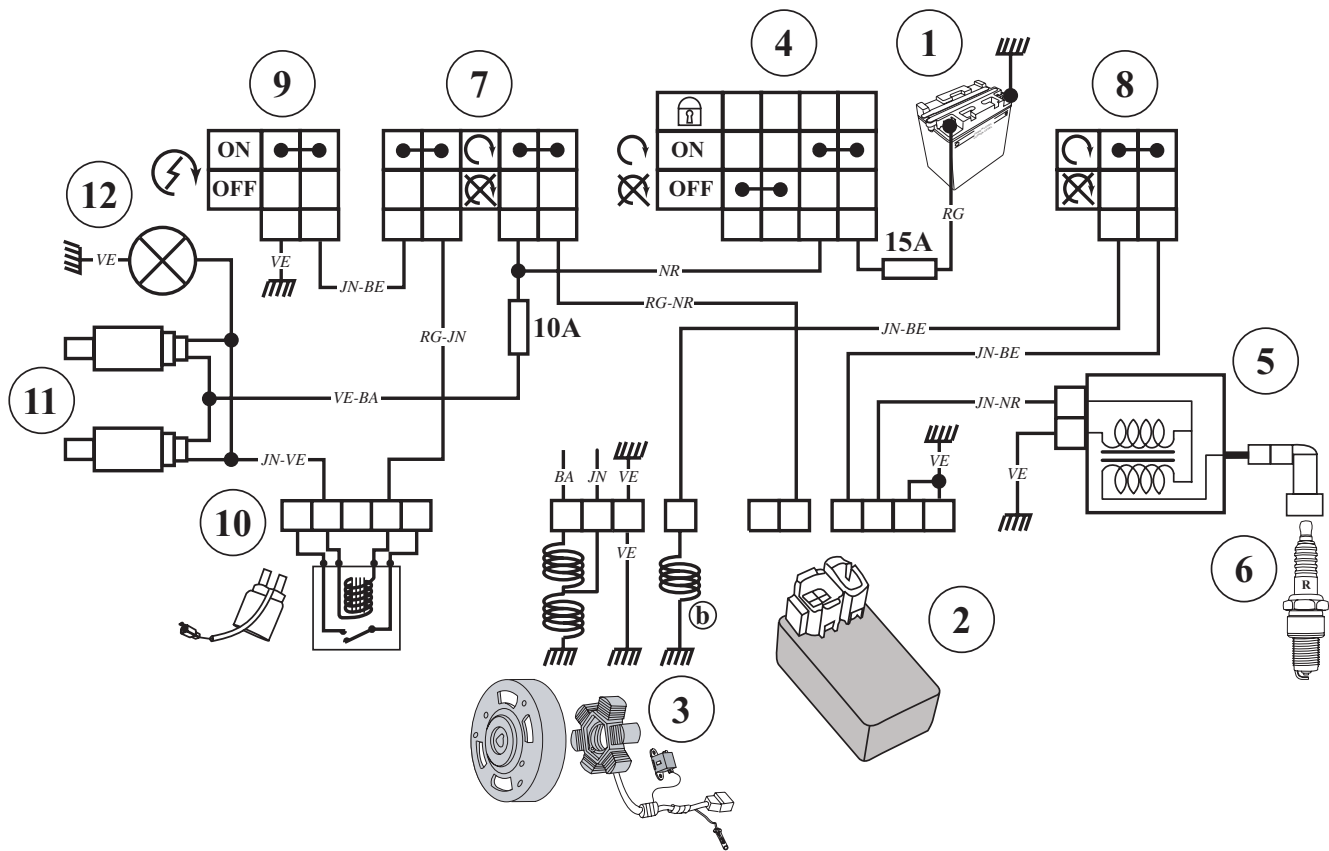
#### **Tightening torque: 20 Nm.**

- Check that there is no play in the fork.
- Turn the fork from left to right to check that there are no tight spots.
- Refit the other items in the reverse order to disassembly.



**ELECTRICITY**

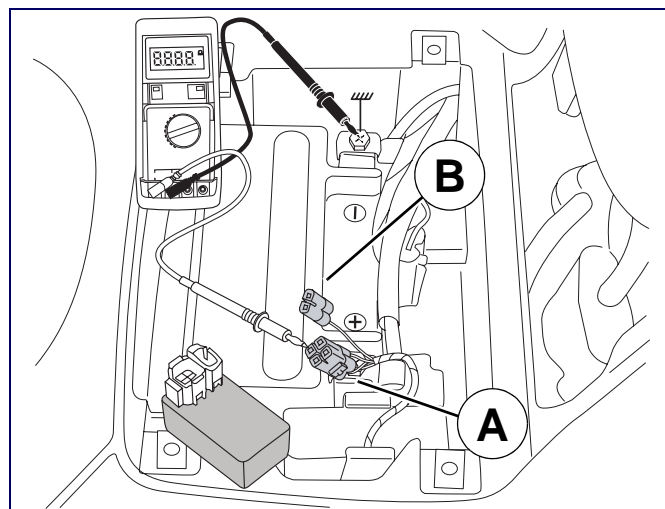
## ■ Ignition principle schematic/Starting off (50 cc)



- |   |  |
|---|--|
| 1. Battery                                | 7. Emergency stop switch                 |
| 2. CDI unit                               | 8. Circuit breaker (Storage compartment) |
| 3. Magneto flywheel<br>b. Ignition sensor | 9. Starter motor switch                  |
| 4. Ignition switch                        | 10. Starter motor relay                  |
| 5. HT coil                                | 11. Stop light switch                    |
| 6. Resistive spark plug and suppressor    | 12. Stop/tail bulb                       |

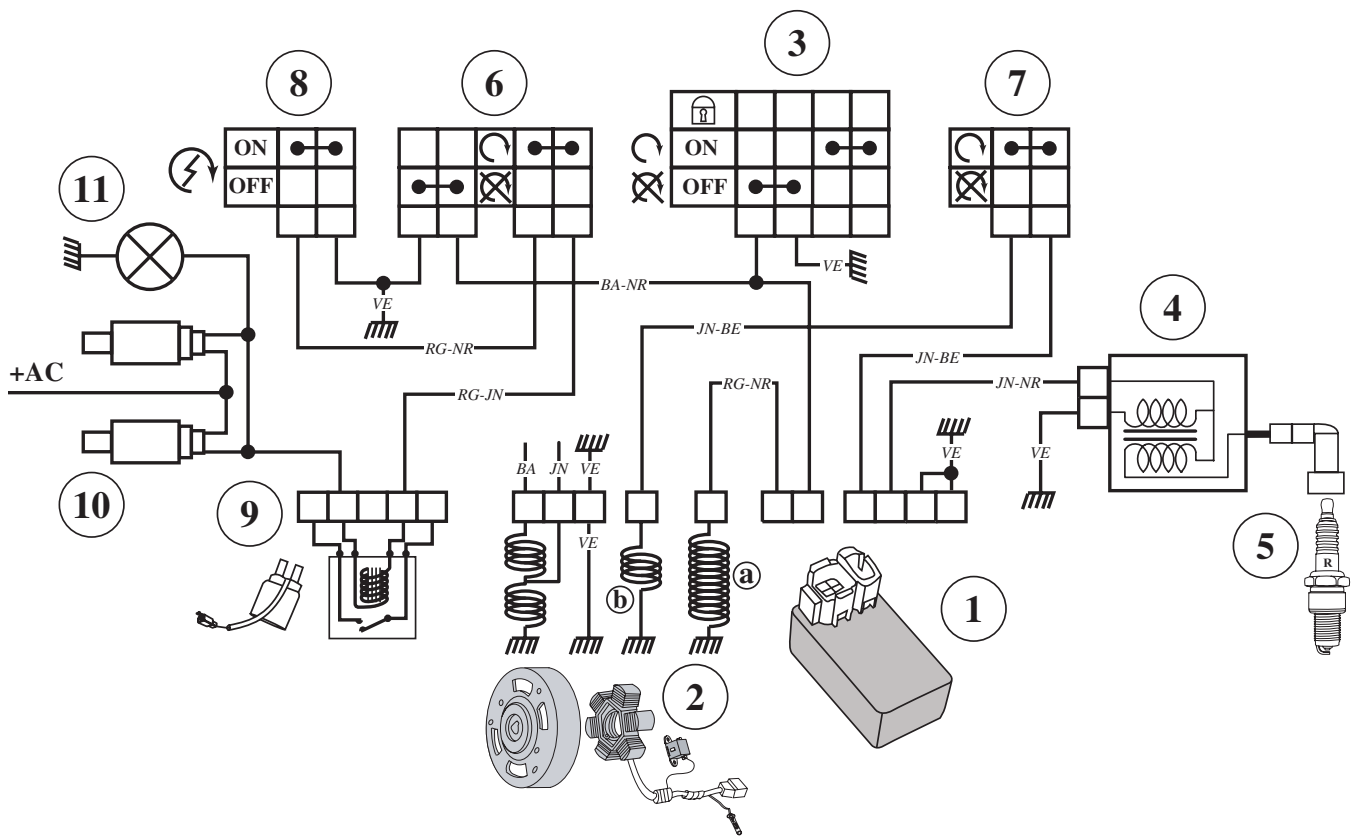
## ■ Checking the ignition system

Disconnect the ignition unit and take the measurements on the harness side.



Component	Condition	Connector	Wire colours	Standard values
Ground		A	Green To the ground	$R=0\Omega$
High voltage primary coil		A	Yellow/black To the ground	$R=0.2\ \Omega\pm 20\%$
Ignition sensor	Circuit breaker: ON position	A	Yellow/blue To the ground	$R=115\ \Omega\pm 20\%$
Battery positive power	Ignition switch ON position Emergency stop switch ON position	B	Red/black To the ground	$U=12V$ (Battery voltage)
Battery positive power	Ignition switch OFF position Emergency stop switch OFF position	B	Red/black To the ground	$U=0V$

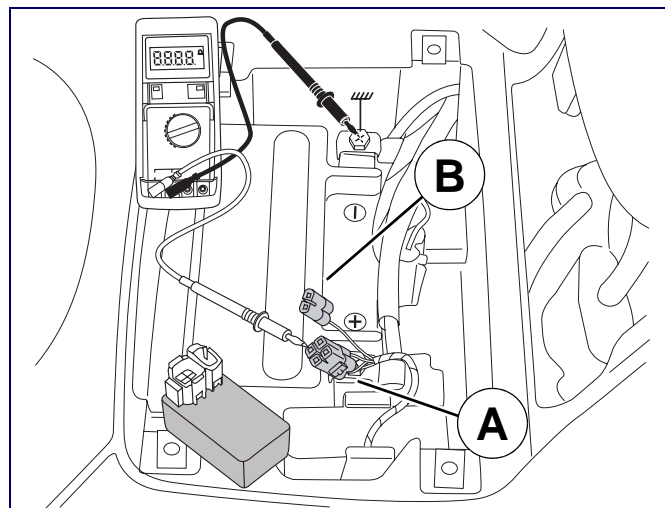
■ Ignition principle schematic/Starting off (125/151 cc)



- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. CDI unit</li> <li>2. Magneto flywheel             <ul style="list-style-type: none"> <li>a. Ignition</li> <li>b. Ignition sensor</li> </ul> </li> <li>3. Ignition switch</li> <li>4. HT coil</li> <li>5. Resistive spark plug and suppressor</li> </ul> | <ul style="list-style-type: none"> <li>6. Emergency stop switch</li> <li>7. Circuit breaker (Storage compartment)</li> <li>8. Starter motor switch</li> <li>9. Starter motor relay</li> <li>10. Stop light switch</li> <li>11. Stop/tail bulb</li> </ul> |
|---|--|

## ■ Checking the ignition system

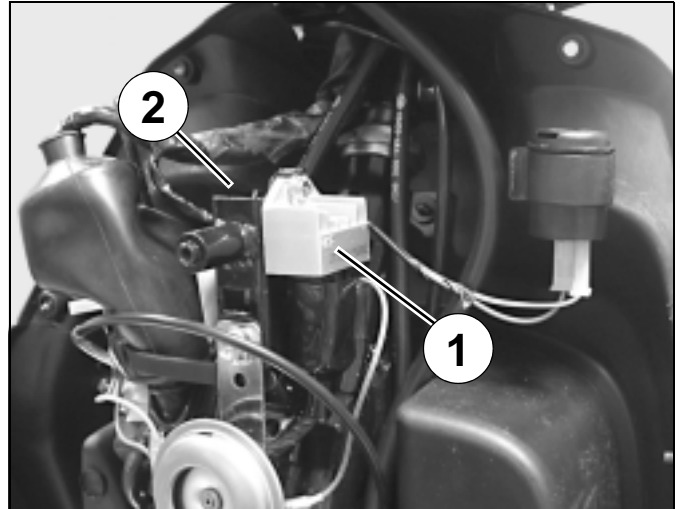
Disconnect the ignition unit and take the measurements on the harness side.



Component	Condition	Connector	Wire colours	Standard values
Ground		A	Green To the ground	$R=0\Omega$
High voltage primary coil		A	Yellow/black To the ground	$R=0.2\ \Omega\pm 20\%$
Ignition sensor	Circuit breaker: ON position	A	Yellow/blue To the ground	$R=145\ \Omega\pm 20\%$
Low voltage coil		B	Red/black To the ground	$R=600\ \Omega\pm 20\%$
Ignition switch	Ignition switch OFF position Emergency stop switch ON position	B	White/black To the ground	$R=0\Omega$
	Ignition switch ON position Emergency stop switch ON position	B		$R=\infty\Omega$
Emergency stop switch	Emergency stop switch OFF position Ignition switch ON position	B	White/black To the ground	$R=0\Omega$
	Emergency stop switch ON position Ignition switch ON position	B		$R=\infty\Omega$

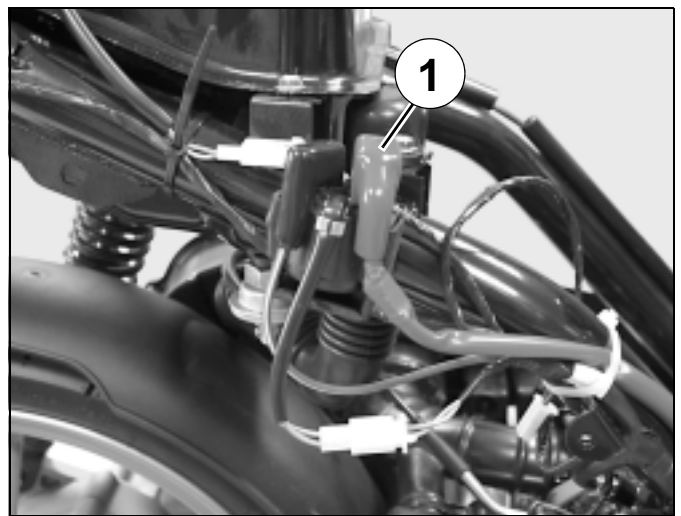
### ■ Removal of the regulator/Starter resistor

- Remove the front lower shield panel. See: Range 4. page 21.
- Disconnect the battery.
  
- Remove:
  - Regulator (1).
  - The starter resistor (2).



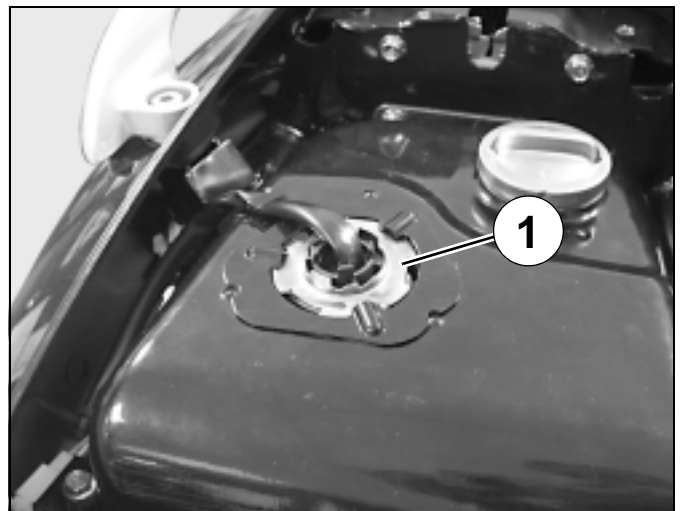
### ■ Removal of the starter motor relay

- Remove the rear cover assembly. See: Range 2. page 20.
  
- Disconnect the battery.
- Disconnect and remove the starter motor relay (1).



### ■ Removal of the fuel gauge

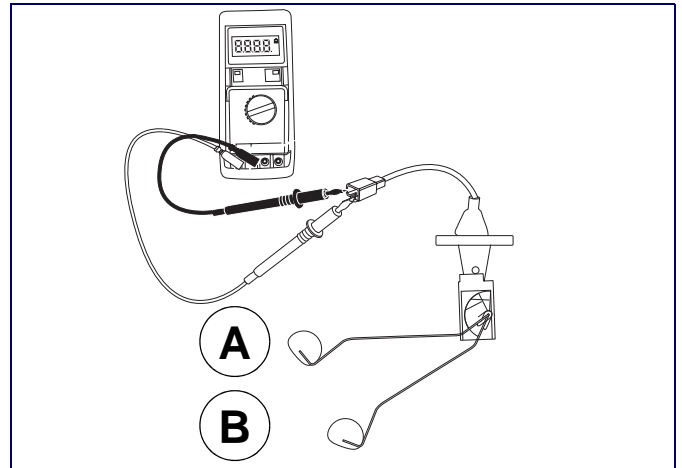
- Remove the storage compartment. See: Range 1. page 20.
  
- Disconnect the fuel gauge.
- Unscrew the fuel gauge locking plate (1).
- Remove the fuel gauge.
- Remove the rubber gasket.



**When re-installing, use a new gasket.**

**Check:**

- A. Full fuel tank:  $8 \Omega \pm 20\%$ .
- B. Empty fuel tank:  $95 \Omega \pm 20\%$ .



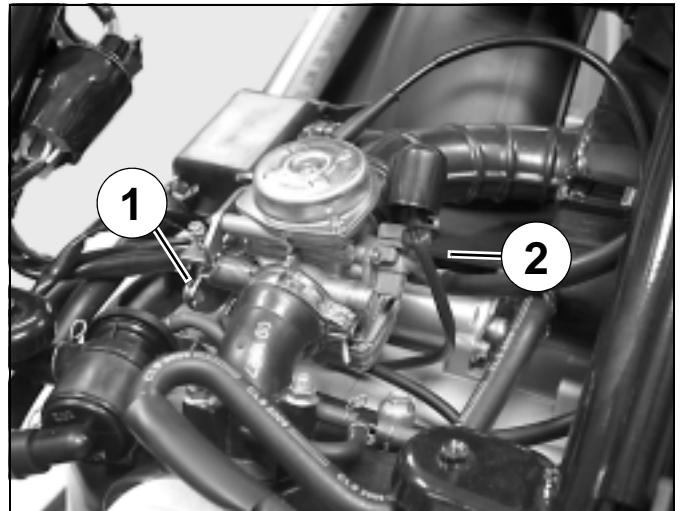
**FUEL SYSTEM**

■ **Removal of the carburettor**

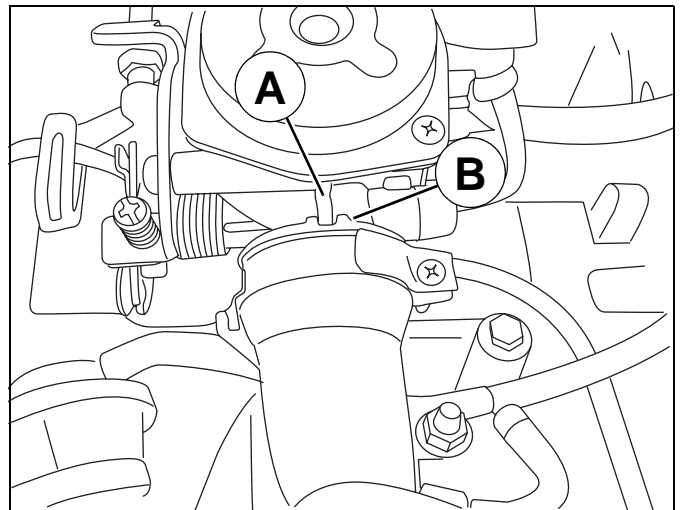
To overhaul the carburettor, consult the workshop documentation:

- 50 cc engine. 2 valves. SYM.
- 125/151 cc engine. 2 valves. SYM.

- Remove the storage compartment. See: Range 1. page 20.
- Disconnect:
  - The throttle control (1).
  - The fuel inlet pipe (2).
- Disconnect the electric choke.
- Loosen the collars.
- Remove the carburettor.



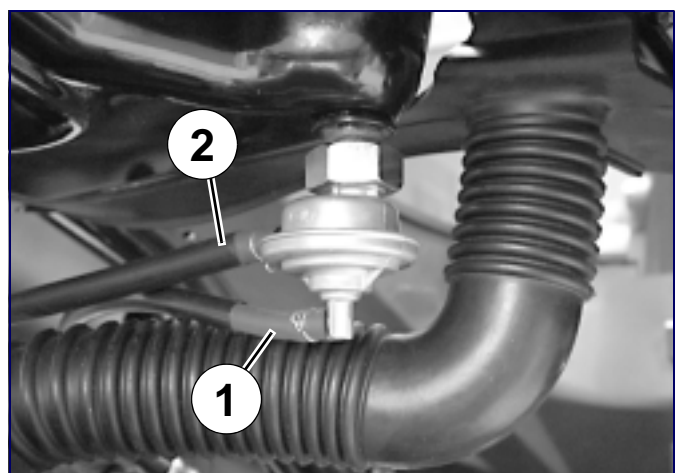
✓	<p><b>Reassembly: Fit the carburettor by making sure its pin is correctly positioned (A) in the recess (B) provided in the intake pipe.</b></p>
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■ **Vacuum-operated cock**

- Drain the fuel tank.
- Disconnect the vacuum hose, taking note of its location (1).
- Disconnect the fuel supply hose .
- Remove the vacuum-operated cock.

N	<p><b>When re-installing, use a new gasket.</b></p>
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**POWER UNIT**

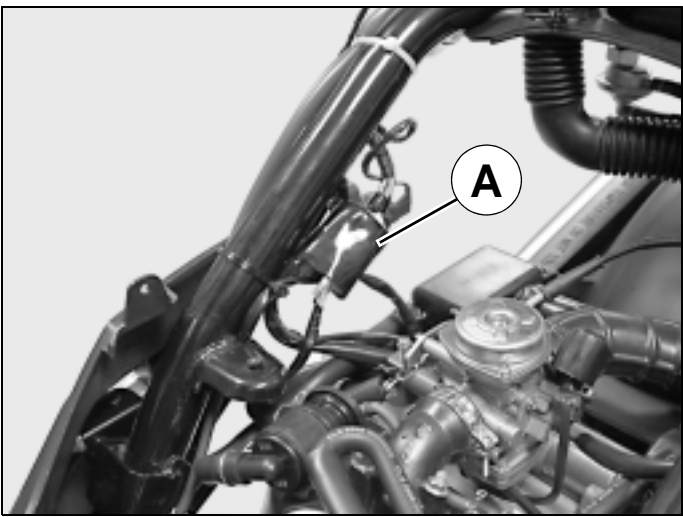
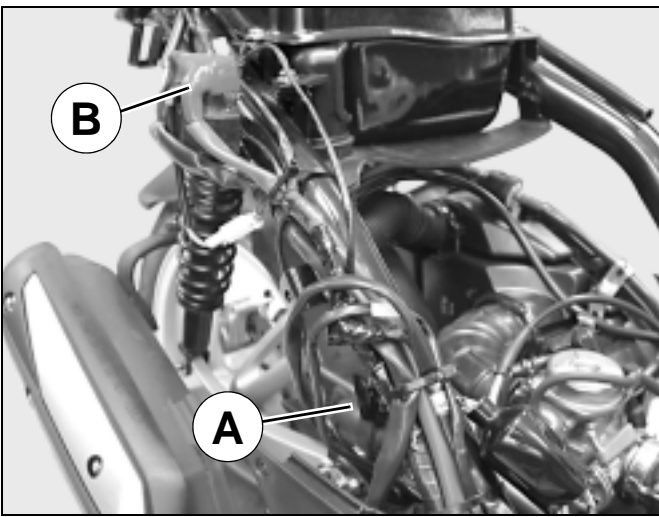
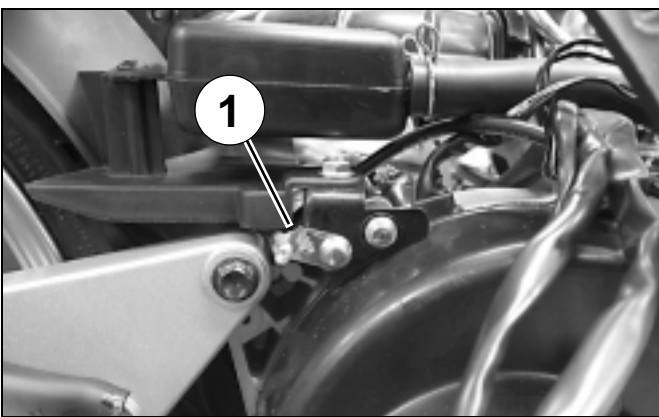
## ■ Removal of the power unit

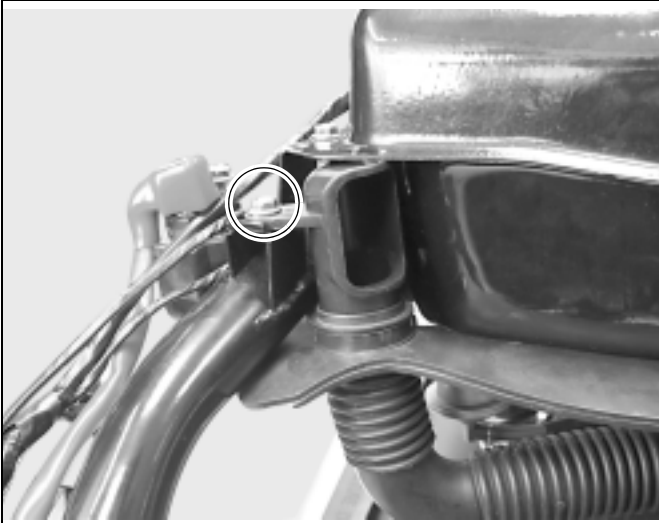
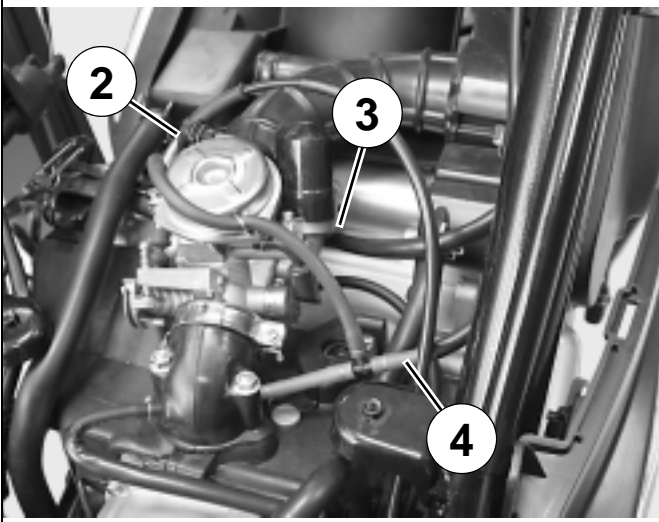
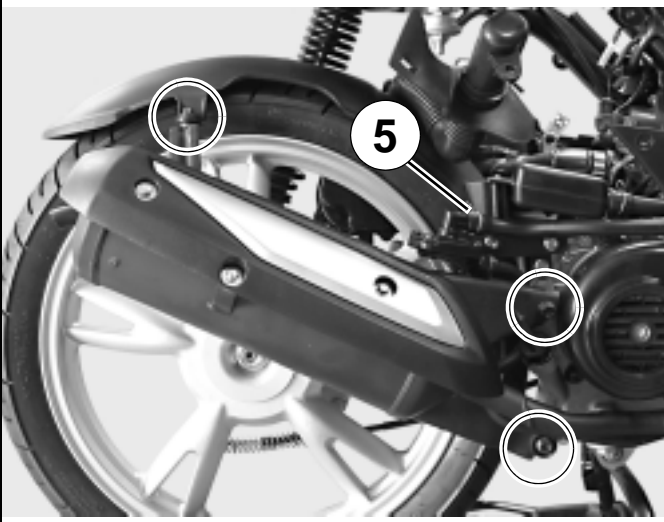

**Note:** To remove the cylinder head, remove the power propulsion unit.

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

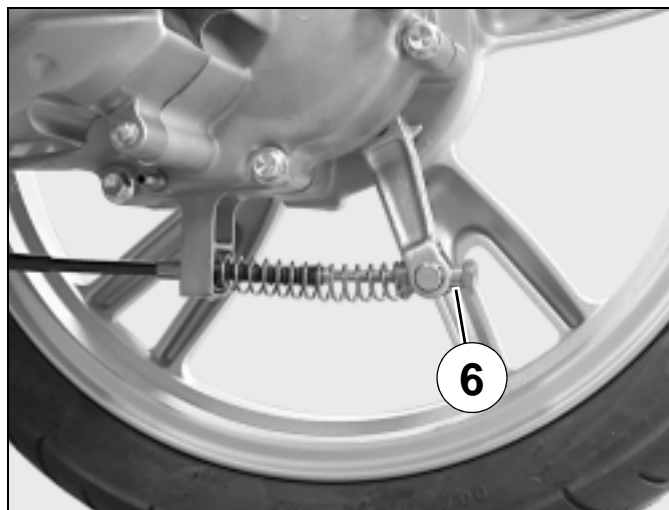
- 50 cc engine. 2 valves. SYM.
- 125/151 cc engine. 2 valves. SYM.

- Remove the rear cover assembly. See: Range 2. page 20
- Disconnect and remove the battery.

50 cc	125/151 cc
	
<ul style="list-style-type: none"> <li>- Disconnect:           <ul style="list-style-type: none"> <li>• The magneto (A).</li> <li>• The choke (A).</li> <li>• The starter motor (A).</li> <li>• The suppressor.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Disconnect:           <ul style="list-style-type: none"> <li>• The magneto (A).</li> <li>• The choke (A).</li> <li>• The power supply wire from the starter to the relay (B).</li> <li>• The suppressor.</li> </ul> </li> </ul>
	 <ul style="list-style-type: none"> <li>- Disconnect:           <ul style="list-style-type: none"> <li>- The engine ground (1).</li> </ul> </li> </ul>

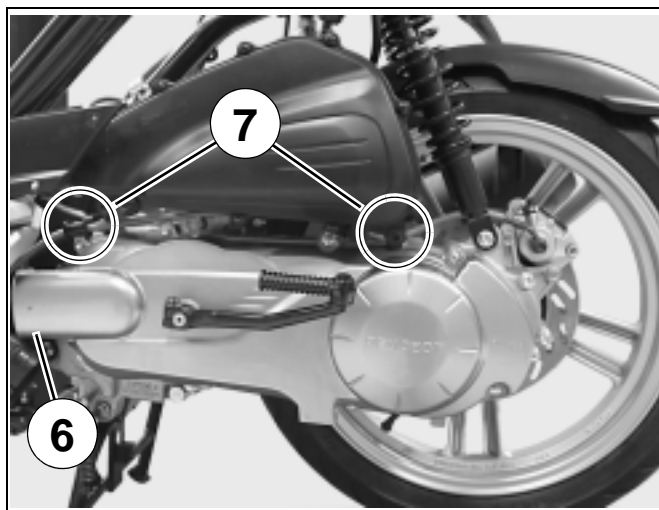
50 cc	125/151 cc
<p>- Remove the air inlet (1 screw).</p>	
<p>- Disconnect:</p> <ul style="list-style-type: none"> <li>• The throttle control (2).</li> <li>• The fuel inlet pipe (3).</li> <li>• The vacuum pressure hose (4).</li> </ul>	
 <p>- Disconnect the pipe from the pulsair reed valve (5). - Remove the exhaust assembly (3 screws and 2 nuts).</p>	 <p>- Remove the exhaust assembly (4 screws and 2 nuts).</p>

50 cc



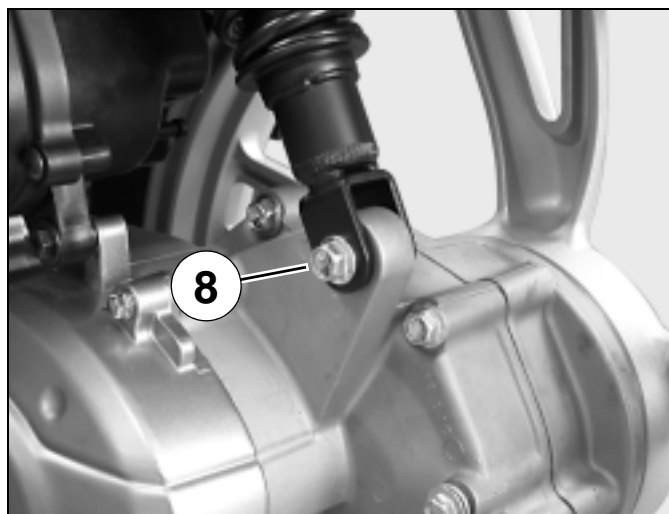
- Disconnect the rear brake control cable (6).

125/151 cc



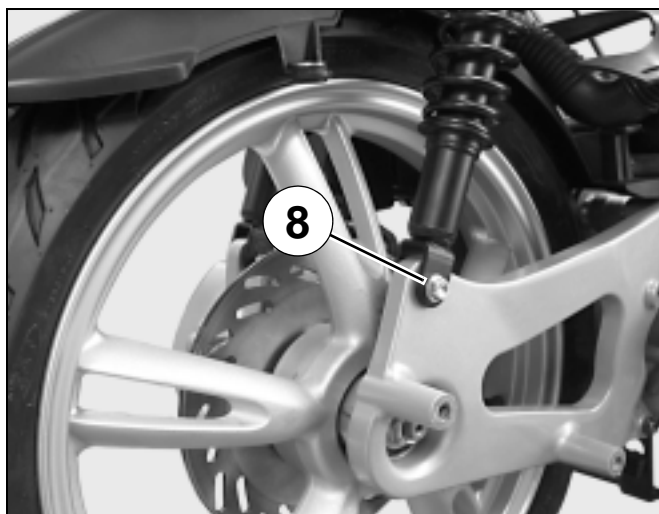
- Disconnect the transmission cooling air intake (6).
- Remove the 2 air filter box fixing bolts (7).
- Remove the rear brake caliper (2 screw).

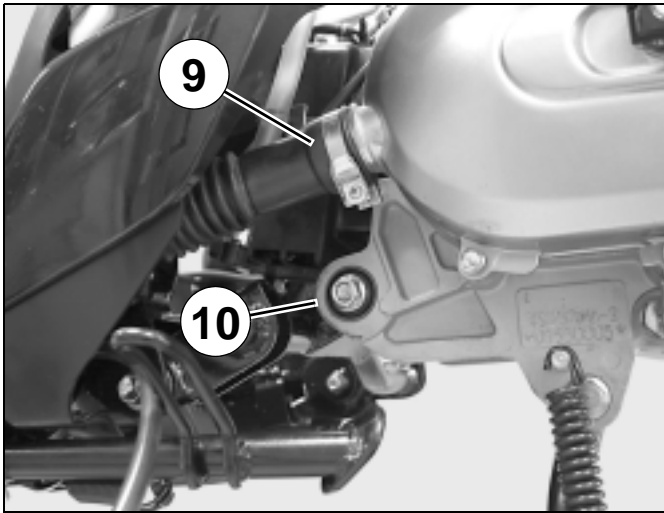
**Tightening torque: 30 Nm.**



- Suspend the rear of the machine.
- Remove the shock absorber lower mounts (8).

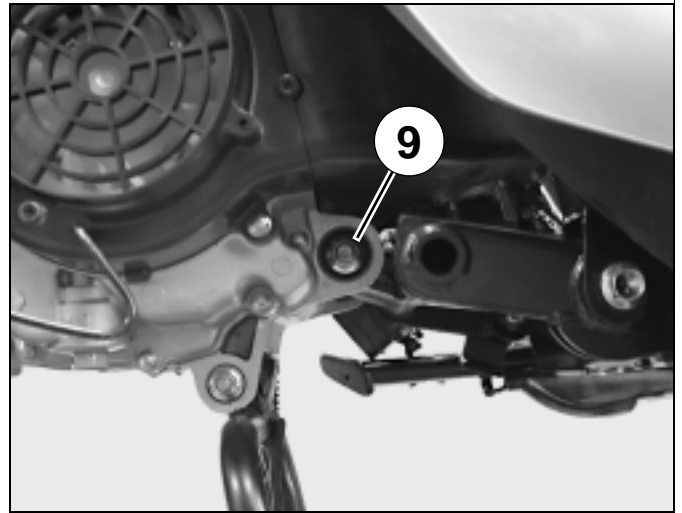
**Tightening torque: 28 Nm.**





- Disconnect the transmission cooling air intake (9).
- Remove the linkrod-to-engine connecting pin (10).

**Tightening torque: 60 Nm.**



- Remove the linkrod-to-engine connecting pin (9).

**Tightening torque; 60 Nm.**



**When re-installing, use a new nut.**

- Lift the rear of the machine.
- Remove the power propulsion unit from the frame.
- Remove the covers from the power unit.







P/N. MA0019GB

*Peugeot Motocycles is constantly improving its vehicles. It therefore reserves the right to remove, modify or add any reference mentioned in this manual.*

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