## 121 Mobed-Motorrad-Roller-Mobed-Motorrad-Roller-Mobed-Motorrad-Roller-M 57 KD/KO/BR



### KUNDENDIENSTMITTEILUNG

M 125 Hints for carburettor tuning BETRIFFT:

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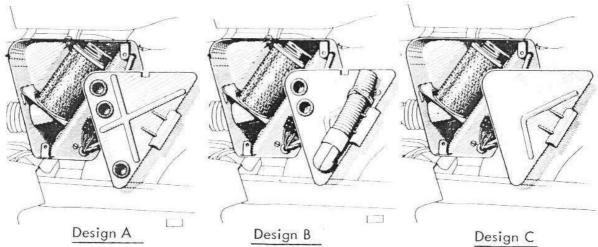
The praxis has shown that the performance of the modell M 125 can be improved considerably, by modifying the carburettor regulation.

All motorcycles below engine-number 3,606.043 should a new carburettor setting be given.

### 1. Carburettor turning

Right carburettor setting is depending first of all on air intake box which is mounted to the frame of bike.

The air intake boc of the M 125 is mounted in three different designs according to the different traffic laus in the countries of destination. To accomplish a new carburettor tune up, it is necessary to take off the leftside cover of air intake box, to find out what kind of dividing-wall has been build in.



With the air intake box following carburettors have been installed with following setting. Bing 2/26/59 Bing 2/26/60 Bing 2/26/59

Fit with the following quoted adjustment:

	A	В	С
Main jet	105	105	105
Position of needle secon from top	nd	third groove from top	second groove from
Needlejet	1308	2,73	1308
ldling air- mixtures screw	1 3/4 turns	1 3/4 turns	1 1/2 turns
ldling jet	30	30	30

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11. To improve performance set carburettor as shown below:

A 115 C 115

Position of needle

BETRIFFT:

second groove from top

third groove from top

B

third groove from top

Needle jet

Main jet

1208

115

1208

1208

Idling-airmixture

1 3/4 turns screw

1 3/4 turns

1 1/2 turns

Assumption to the new carburettor tuning is with all three designs the use of the new cylinder head gasket, made up from five alu fails.

Cylinder head gasket(set consisting of each five) spare parts No. 366.0.10.004.1.

By this means, the engine declines to pinking and results in better performance charac-

After changing the jets of carburettor a new serial number should be stamped into carburettor!

B

C

2/26/51

2/26/65

2/26/62

The Puch-spare part numbers of carburettor jets are

Main jet

110

175.3.15.009.1/18

115

175.3.15.009.1/19

120

175.3.15.009.1/82

Needle jet

1208

175.3.15.008.1/13

III. Cylinder Piston and cylinder head of the new series:

From vehicle serieal number 3,606.048 on, piston and cylinder have been changed.

Old cylinder compl. (with piston) spare part no. 366.1.10.005.0/20

New cylinder compl. (with piston) spare part no. 366.2.10.005.0/20

The new cylinder having 10 mm Ø ductile bolts, instead of the older type 8 mm Ø studs to secure cylinder head.

These bigger size ductile bolts need of course larger holes in the cylinder head.

To make this possible, the thicknesse of the cylinder head walls had to be altered too.

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Therefore, the old cylinder head spare part no. 366.1.10.001.1 can not be used with a new cylinder. The new cylinder head with enlarged holes has the spare part no. 366.2.10.001.1. When assembling the new cylinder head, put first the washer (DIN 125 part no. 24797) on, after that distance sleeve (part no. 366.1.10.051.1) and follow with nut, tie nut with tourque wrench at 1,8 mkp. Further more has the securing nut of cylinder flange been changed too, it has become flat, instead having a cone as it was in use before.

Old nut part no. 366.1.10.003.1

New nut part no.366.2.10.003.1

Never use old nuts with new cylinder as it will damage cylinder flange.

Moreover, to alter compression ratio and for better sealing between cylinder and cylinder head the new 5 Alu-gaskets are used from the vehicle no. on as mentioned at the beginning.

These gaskets have, bigger holes to take the new thicker ductile bolts.

Cylinder head gasket (set of five)

Part no. 366.2.10.004.1

The carburettor adjustments with exception of the design "C" are the same as under II. "Improved performance".

	Α	В	C
Carburettor	2/26/61	2/26/65	2/26/24
Main jet			120
Needles setting			3rd groove from to p
Needle jet			1208
Idling mixture screw			1 1/2 turns
Idling jet			30

## IV. Piston and cylinder for repairs

By using the new ductile bolts and therefore necessary alteration of the cylinder head, the new cylinder Part no. 366.2.10.005.0/20 can be fitted to cehicles with engine numbers up to 3,606.042 only in relation with the parts mentioned in capter III.

Nevertheless, to simplify and lower the costs of repair we will in future stocke a new cylinder complete including all alterations of the new cylinder. It will be supplied per old spare part number but separate design number.



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But this repair cylinder will still have the 8 mm studs, known from the old cylinder instead of the ductile bolts.

Therefore the old cylinder gluder head can be used.

Due to the design of the intake silencer this above cylinder requires equal carburetter setting as quoted under item II resp. as for design "C" III.

For further simplifying of repairing, will this cylinder complete come on the market as repair kit together with the five alu-gaskets, as well with all jets needed for proper carburettor adjustment, including a setting up instruction.

The number of this repair kit is:

Cylinder compl. part no. 366.1.10.005.0/49.

The correct torque for cylinder flange nut is equel 1, 4 - 1, 5 mkg for both the old and new cylinder.

Torque for cylinder head nuts is 2,5 mkg with 8 mm studs, and 1,8 mkg with tuctile bolts.

When assembling connecting rod small end pin and needle bearing, follow KD instruction 53, page 107 - 111.

We recommend not to use new pistons with cylinders which are in use for quite a time already and probably worn, but to exchange always cylinders and pistons complete in case of piston trouble (seizing, excessive wear etc.)