

ITALJET

OWNERS MANUAL

MODELS JC5C • M5C • MM5B

FOREWORD

The Italjet covered in this Owners Manual are the automatic, clutch models MM5B, M5C and JC5C.

These Junior Motorcycles are the world's smallest, most complete machines designed exclusively for youngsters from ages three to ten.

The procedures contained in this manual have been carefully prepared to acquaint you with all the proper handling and service techniques necessary to provide safe and reliable operation of your new machine.

If you have any question about your motorcycle at any time, your local Italjet Dealer will be happy to assist you.

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FEATURES OF THE ITALJET JUNIOR MOTORCYCLES

MM5B



M5C



JC5C



- (1) **48 cc Two-Stroke Engine** Dependable 1.3 hp single cylinder 48 cc engine with compression ratio of 6.5 :1 and 12 mm Dell Orto carburetor. Detuned for safety to go 10 miles per hour.
- (2) **50 cc Two-Stroke Engine** Dependable 1 hp single cylinder 50 cc engine with compression ratio of 9.5 :1 and 9 mm Dell Orto carburetor. Detuned for safety to go 10 miles per hour.
- (3) **50 cc Two-Stroke Engine** Dependable 3.5 hp single cylinder 50 cc engine with compression ratio of 11.5 :1 and 19 mm Dell Orto carburetor. Detuned for safety to go 10 miles per hour.

FEATURES OF THE ITALJET JUNIOR MOTORCYCLES

- (1) **Automatic Transmission** Centrifugal force automatic transmission for ease of operation. Single speed action that blends smoothly with the 48 cc engine.
- (2) **Telescopic Front Suspension** Front telescopic spring dampened forks to reduce road shocks and for improved control and handling.
- (3) **Tire size**
MM5B 250 x 8 inch trials, front and rear.
M5C 250 x 10 inch knobby, front and rear.
J5C5 Front 250 x 14 Knobby; Rear 300 x x 12 Knobby.
Miniature high quality wheels designed for superior handling and maximum rider safety.
- (4) **Internal Expanding Front and Rear Brakes.** Hand controlled front and rear internal expanding brakes to make sure and fast stops. Rarely found on motorcycles of this size.
- (5) **Rear Swing Arm Suspension With Shock Absorber.** Rear swing arm suspension with shock absorber. Nothing less than Big Bike Quality for the beginner.
- (6) **Light Weight Frame.** Strong light weight frame design making your machine easier to ride, transport and store.

SPECIFICATIONS - MM5B

ENGINE - Model S5K

Type	Single cylinder, two strokes
Bore & Stroke38 mm x 42 mm
Displacement	47.6 cc
Compression Ratio	6.5 : 1
Brake Horse Power	1.3 hp 5000 rpm
Carburation	Dell Orto - 12 mm
Ignition	Flywheel magneto, 18 W - 6 V
Starting System	Kick starting
Recommended Fuel	Premix 20 : 1, regular gas and SAE 30, 2-strokes oil
Fuel Tank Capacity	l. 1 3/4
Transmission	Single speed
Clutch	Automatic centrifugal force in oilbath (1/2" x 3/16")
Transmission Oil Capacity	8 ounces
Gear Ratios	1 : 3.467
Countershaft Sprocket	11 tooth

Rear Wheel Sprocket	32 tooth
Engine Weight	18 pounds

DIMENSIONS

Wheelbase	30 1/2"
Seat Height	18"
Seat Width	6 1/2"
Handlebar Width	22"
Footpeg Height	6 1/2"
Ground Clearance	5 1/2"
Dry Weight	57 pounds
Overall Length	43 1/2"

SUSPENSION

Front	Telescopic, spring dampened
Rear	Swing arm with shock absorber

WHEELS AND BRAKES

Front Tire	2 1/2 x 8"
Rear Tire	2 1/2 x 8"
Front Brake	Hand operated internal expanding
Rear Brake	Hand operated internal expanding
Wheels	Spoke

Delete AVAILABLE COLORS	Red, blue
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SPECIFICATIONS - M5C

ENGINE - Model G1-KS

Type	Single cylinder, two stroke
Bore & Stroke	38.8 mm x 42 mm
Displacement	49.6 cc
Compression Ratio	9.5 : 1
Brake Horse Power	1.2 hp 4000 rpm
Carburation	Dell Orto - 9 mm
Ignition	Flywheel magneto, 18 W - 6 V
Starting System	Kick starting
Recommended Fuel	Premix 3%, regular gas and SAE 30, 2-strokes oil
Fuel Tank Capacity	l. 2
Transmission	Single speed
Clutch	Automatic centrifugal force in oilbath (1/2" x 3/16")
Transmission Oil Capacity	Kg. 0.500
Gear Rations	1 : 3.53
Countershaft Sprocket	9 tooth

Rear Wheel Sprocket	35 tooth
Engine Weight	Kg. 10.300

DIMENSIONS

Wheelbase	mm 770
Seat Height	mm 500
Seat Width	mm 120
Handlebar Width	mm 570
Footpeg Height	mm 160
Ground Clearance	mm 740
Dry Weight	Kg. 30
Overall Length	mm 1150

SUSPENSION

Front	Telescopic, spring dampened
Rear	Swing arm with shock absorber

WHEELS AND BRAKES

Front Tire	Knobby 2.50 x 10"
Rear Tire	Knobby 2.50 x 10"
Front Brake	Hand operated internal expanding
Rear Brake	Hand operated internal expanding
Wheels	Spoke

Delete AVAILABLE COLORS	Red, blue
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SPECIFICATIONS - JC5C

ENGINE - Model G1 R-KS

Type	Single cylinder, two strokes
Bore & Stroke	38.8 mm x 42 mm
Displacement	49.6 cc
Compression Ratio	11.5 : 1
Brake Horse Power	3.5 hp 7500 rpm
Carburation	Dell Orto - 19 mm
Ignition	Flywheel magneto, 18 W - 6 V
Starting System	Kick starting
Recommended Fuel	Premix 20 : 1, regular gas and SAE 30, 2-strokes oil
Fuel Tank Capacity	l. 3,50
Transmission	Single speed
Clutch	Automatic centrifugal force in oilbath (1/2" x 3/16")
Transmission Oil Capacity	Kg. 0.500
Gear Rations	1 : 3.53
Countershaft Sprocket	11 tooth

Rear Wheel Sprocket	48 tooth
Engine Weight	Kg. 11

DIMENSIONS

Wheelbase	mm 990
Seat Height	mm 620
Seat Width	mm 150
Handlebar Width	mm 655
Footpeg Height	mm 200
Ground Clearance	mm 920
Dry Weight	Kg. 38
Overall Length	mm 1450

SUSPENSION

Front	Telescopic, spring dampened leading axle fork
Rear	Cantilever

WHEELS AND BRAKES

Front Tire	Knobby 2.50 x 14"
Rear Tire	Knobby 3.00 x 12"
Front Brake	Hand operated internal expanding
Rear Brake	Hand operated internal expanding
Wheels	Spoke

Delete AVAILABLE COLORS	Red, blue
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OPERATING TIPS

Junior Motorcycle owners should make both daily and periodic inspections to prolong the life of their cycles and to prevent accident caused from mechanical neglect.

Engine Warm-Up. Always warm up the engine at a low speed for two minutes before riding. This will allow oil to begin proper circulation and the carburetor time to function properly when the engine is cold.

Racing the Engine. Do not race the engine at high speed without a load. The engine if raced under these conditions will be sometimes seriously harmed.

Starting the Motorcycle. Start the motorcycle gently in accordance with instructions in this manual. Excessive high light load speed upon starting is also harmful to your engine. No gear shifting is necessary for the easy-to-operate Junior Motorcycle.

Never operate your Italjet Junior Motorcycle without the air cleaned installed. Serious damage and wear will occur immediately. For extreme dust and sand environment, a wet foam or surgical gauze replacement filter is highly recommended.

Break-in Tips. Do not ride at full speed,

carry heavier than normal loads, or operate your Cycle for long period of time for the first 500 miles. Half throttle operation is recommended for the break-in period. This will allow the rings in your engine to properly seat.

Gasoline Recommendations

Use premium gasoline. Do not use low lead. Use only 2-stroke motorcycle oil.

Premix a gas-to-oil mixture 5% or 3%. This mixture can be used in your Cycle from time of break-in through normal operation.

Assure that dirt, dust or water does not become mixed with the fuel.

Fill gas tank only to 3/4 capacity to prevent running over in parked position.

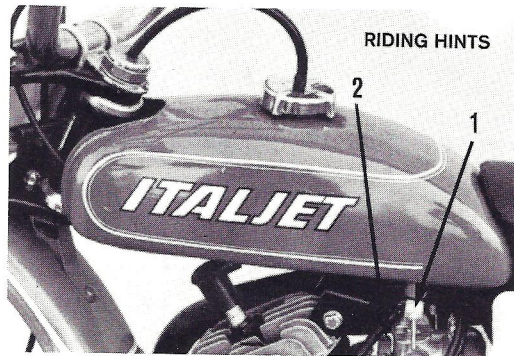
Transmission Oil Recommendations

Use only SAE 30 weight non-detergent oil in your Cycle.

Always drain used oil before refilling.

After filling, double check the oil filler plug and drain plug for tightness.

Washing Your Junior Motorcycle. A clean machine is a matter of pride and it is also wise to keep your motorcycle in tip-top condition. Wipe dirt off the surface with a wet cloth or a cloth soaked in warm soapy water. If oil spots have to be removed wipe with cloth soaked in gasoline.



STARTING

1. Assure that throttle is fully closed.
2. Turn fuel cock lever to the « ON » position (Figure 1).
3. Push down automatic choke lever on carburetor to engage choke (Pull up and rotate one half turn on JC5C).
4. Kick engine over with kick starter by depressing lever forward. Take up « slack » in mechanism before applying full kicking pressure.
5. Hold the left brake lever in and idle the engine.
6. Models MM5B and M5C: After about 60 seconds and while still holding the front brake, turn the throttle slowly until a click is heard (automatic choke disengaging).
7. Model JC5C only: Rotate plastic choke lever one half turn, allowing the choke to lower and disengage.

OPERATION

Your Junior Motorcycle has an automatic centrifugal clutch, which disengages when the throttle grip is turned clockwise.

RIDING ON HILLS

Hill Climbing

The automatic clutch in your Junior Motorcycle will enable you to climb hills of approximately 10 degrees grade.

When climbing hills with your automatic, do not throttle down at any time. This will prevent the motorcycle from losing its momentum.

Riding Down Hill

Always close the throttle and apply front and rear brakes at the same time to reduce speed while descending. Also:

Close the throttle for using the engine as a brake.

Always apply the front and rear brakes at the same time with the same pressure.

STOPPING AND PARKING

Stopping your Junior Motorcycle

1. Apply front and rear brake at the same time or the motorcycle may skid or slide. Both front and rear brakes are hand-operated.
2. Fully close the throttle when applying the brakes on your cycles.

Parking

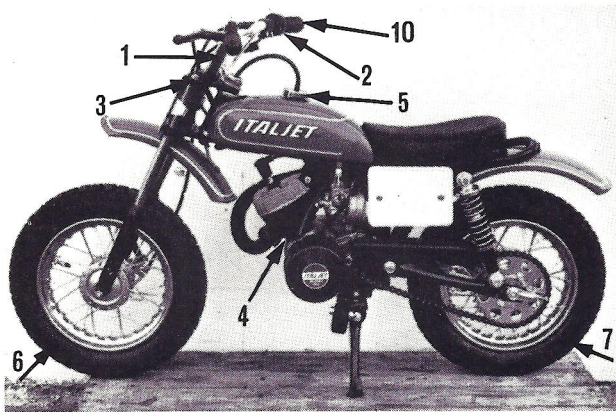
1. Depress the « Kill » button with your left thumb.
2. Close the fuel cock lever.
3. Push the footstand down with your left foot and lean motorcycle to left until it rests on stand.

INSPECTION AND ADJUSTMENT

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DAILY INSPECTION

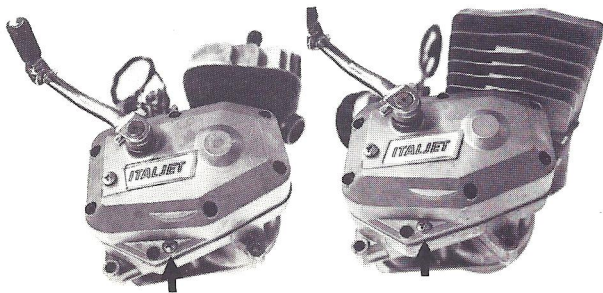
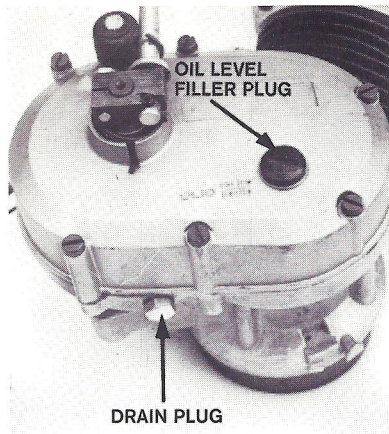
INSPECT THE MOTORCYCLE DAILY BEFORE RIDING



1. Does steering feel right?
2. Is front brake lever play correct?
3. Is there too much rear brake travel?
4. Is engine oil at proper level?
5. Do you have enough fuel to get you there?
6. Is front tire O.K.?
7. Is rear tire O.K.?
8. Do you notice any loose hardware?
9. Is the drive chain properly adjusted and lubricated?
10. Does throttle operate correctly?

PERIODIC INSPECTION

Ref Letter	Item	Mileage 500 New Machine	Mileage 200 New Machine	Regular Maintenance Intervals After Break-In
A	Change gear box oil	x	x	Every 500 miles
B	Check and Adjust Throttle	x	x	Every 1000 miles
C	Check and Adjust Hand Brake Levers	x	x	Every 1000 miles
D	Check and Adjust Foot Brake Travel	x	x	Every 1000 miles
E	Check and Adjust Carburetor	x	x	Every 2500 miles
F	Check and Clean Air Cleaner		x	Every 1000 miles or sooner if used in dirt conditions
G	Clean Carbon from Muffler and Inner Pipe			Every 2500 miles
H	Clean, Adjust, and Oil Chain		x	Every 1000 miles
I	Inspect and Tighten Spokes			Every 1000 miles
J	Check for and Tighten Loose Hardware	x	x	Daily and Every 1000 miles
K	Clean Spark Plug			Every 1000 miles
L, M	Inspect Tires	x	x	Daily and Every 300 miles



CHANGING OIL

- a. Locate oil level filler plug and remove to check for the presence of oil.
- b. Locate and remove drain plug. Drain oil from motorcycle.
- c. Replace drain plug and tighten.
- d. Lean motorcycle to left from riding position to prepare for oil filling procedure.
- e. Assuring that oil level filler plug has been removed, perform oil filling procedure as follows:
 - (1) Insert small funnel into oil fill hole located on right side of engine.
 - (2) Using SAE 30 weight carefully fill clutch box with 8 ounces of oil.
- f. After completing oil filling procedure, replace and tighten oil level filler plug.
- g. As a preventive measure, check drain plug and tighten as necessary.

Helpful Hints

1. Drain oil when oil in engine is warm.
2. Do not operate with dirty oil. Check periodically and change as required. Frequent oil changes result in excellent operation.

INSPECTION AND ADJUSTING BRAKES



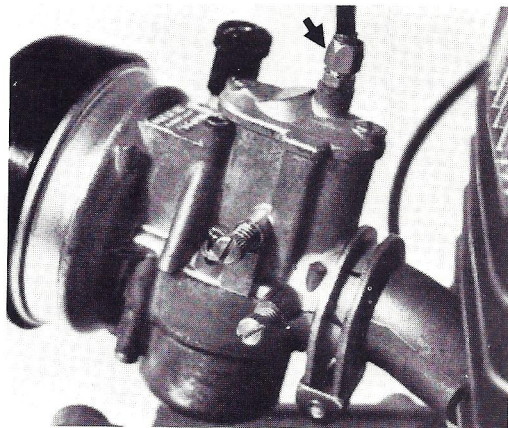
The front and rear brake levers of your Cycle should have only 1/4" of play between tip of lever and tip of handlebar. Check the amount of play as follows:

- Sit on motorcycle in riding position.
- Check lever play of each brake lever by squeezing levers and measuring play.
- To assure that levers engage brakes properly, squeeze levers tightly and using feet try to push motorcycle forward.
- If brake lever play is more than 1/12" or brakes do not engage properly, simply adjust the handlebar lever screw of the adjuster on the wheel.

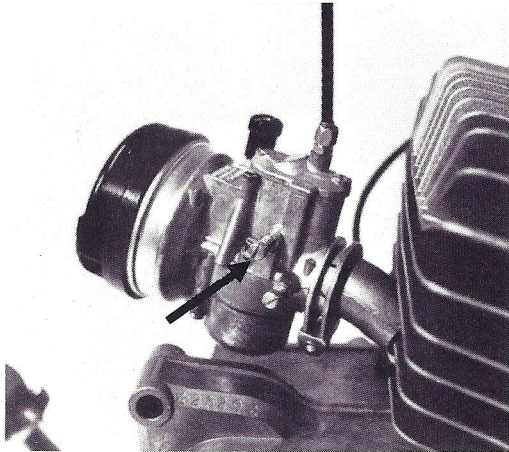
The brakes are your « Life line ». Be sure to check them every time you ride your motorcycle.

ADJUSTING THROTTLE

- a. Visually inspect twist grip assembly to assure that rubber grip has $1/8''$ clearance at handlebar tip to prevent drag.
- b. Sitting in riding position, slowly twist grip assembly and assure that engagement of throttle is felt after $1/8''$ movement of grip.
- c. Adjust throttle wire adjustment screw on engine.



ADJUSTING CARBURETOR



Start engine. If engine does not run smoothly, adjust engine idle for 2,000 rpm operation with throttle stop screw.

- (1) Turn throttle stop screw in to increase RPM.
- (2) Turn throttle stop screw out to decrease RPM.

Helpful Hints:

1. Adjust carburetor when the engine is warm.
2. Defective operation of the engine during acceleration or at high speeds is sometimes a sign of a defective ignition system. Determine the cause before adjusting the carburetor.

CLEANING AND ADJUSTING SPARK PLUGS

1. To clean spark plug:

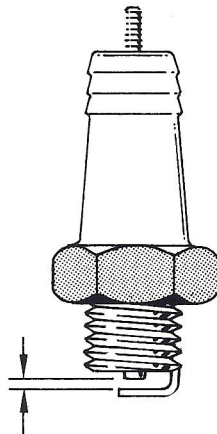
- Remove spark plug from engine.
- Clean with approved cleaning solvent or gasoline using a wire brush.
- Wipe dry with a clean shop rag.

2. To adjust the spark plug:

- Check spark plug gap.
- If gap is not within 0.022" to 0.025", set as required.

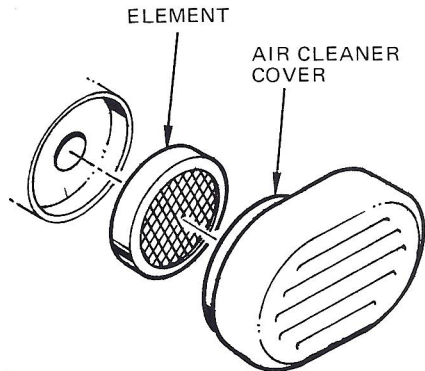
Helpful Hints:

- When installing spark plug, first screw plug in by hand and then tighten securely with spark plug wrench.
- Do not attempt to clean plugs by burning the electrode.



0.022" TO
0.025" GAP

CLEANING AIR CLEANER



- a. Remove the air cleaner from the carburetor.
- b. Remove the air cleaner cover and then remove the cleaning element.
- c. Clean in solvent.
- d. Lightly oil element with 30 weight oil.
- e. Replace the air cleaner in the reverse order of removal.

Helpful Hints:

If the air cleaner is soiled with dirt or water, clean air will not be supplied to your engine. Assure that air cleaner is free of dirt or water at all times.

ADJUSTING DRIVE CHAIN

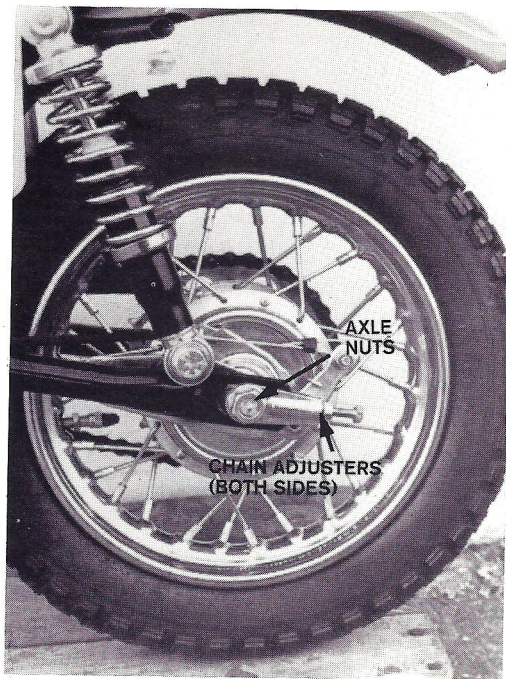
To adjust drive chain:

- a. Loosen rear axle nuts and inspect the drive chain.
- b. There should be 0.4" to 0.8" of slack in the drive chain midway between the sprockets.
- c. Adjuster tabs downward to tighten chain or upward to loosen chain.

NOTE

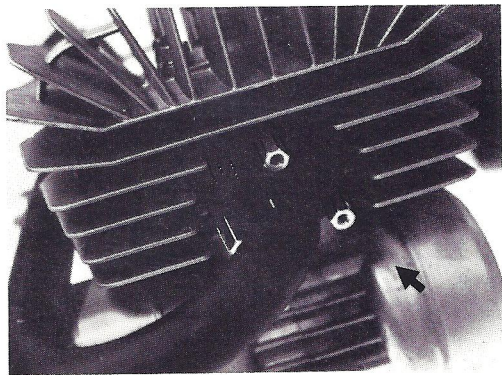
Tabs must be adjusted evenly for proper adjustment.

- d. Tighten the rear axle nuts.
- e. Wash the chain with gasoline and lubricate it with oil or chain grease periodically. Lack of proper lubrication can cause stiff chain links and will result in unusual sprocket wear.





HEADER
RING



CLEANING THE MUFFLER MM5B AND M5C

Periodically the muffler assembly should be removed and cleaned as follows:

- a. Unscrew the header ring or bolt and remove muffler from the motorcycle.
- b. Lightly tap the muffler pipe assembly with a rubber hammer to loosen carbon deposits within the muffler.
- c. Soak the muffler assembly in solvent.
- d. Allow the muffler assembly time to dry thoroughly and then blow compressed air through the assembly.
- e. Replace the muffler assembly on the motorcycle in the reverse order of removal and tighten.

Mod. JC5C

For JC5C

- a. Unscrew 3 fixing stud bolts and the nut under the seat, and remove the muffler from the motorcycle.

IGNITION POINT INSPECTION AND ADJUSTMENT

a. Ignition point inspection — cleaning.

- (1) Remove left engine cover to expose the flywheel.
- (2) Locate the points looking through the flywheel slot.
- (3) Manually rotate the flywheel counterclockwise until the points are fully open.
- (4) Obtain a clean white piece of bond paper (or a thin business card) and carefully insert between the points.
- (5) Manually rotate the flywheel counterclockwise until the points close and carefully draw the paper out.
- (6) Inspect the paper for signs of dirt or oils.
- (7) If paper is clean proceed to step (b). If paper is dirty, repeat steps (3) through (6) until all dirt and oil is removed from points.

b. Ignition point gap inspection

- (1) Manually rotate flywheel until the piston is at T.D.C.
- (2) Using feeler gauge check that the point gap is between 0.012 and 0.015.

c. Ignition point gap adjustment(if necessary).

- (1) Manually rotate flywheel until the piston is at T.D.C.
- (2) Insert feeler gauge between points and loosen the back plate lock screw of points.
- (3) Carefully insert screwdriver head into convenience slot and move back plate in the direction necessary to obtain correct feel gauge reading between 0.012" and 0.015".
- (4) Holding the back plate in the proper position, carefully tighten the back plate lock screw.

d. Replace the left engine cover.

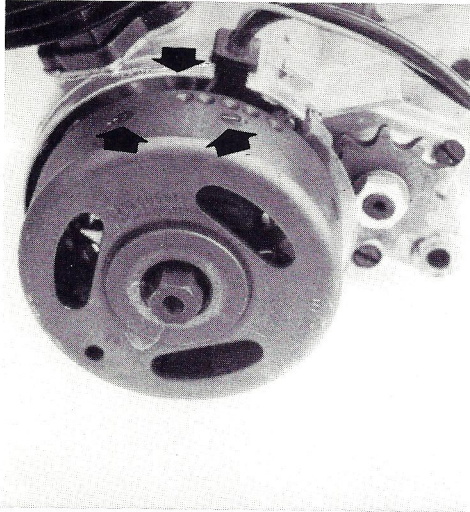
TIMING INSPECTION AND ADJUSTMENT (V. pag. 27)

Ignition timing is very critical and should be performed by a qualified mechanic. The step-by-step ignition timing procedure should be performed as follows:

- a. Remove the left engine cover to expose the flywheel.
- b. Contact breaker point gap adjustment.
 - (1) Locate the contacts through the flywheel slot.
 - (2) Using a dial indicator or very thin strip of cellophane paper between the contacts and stretched slightly, manually rotate the flywheel slowly in the counterclockwise direction.
 - (3) Continue rotating the flywheel slowly until the dial indicator reads 2.8 mm before top dead center (BTDS) or until the cellophane is seen coming out of the contact. Stop rotation of flywheel at this point.
 - (4) Locate one mark on top of flywheel and one mark on the case. The mark « O » on the case represents top Dead Center (TDC) and the mark « A » on the flywheel represents BTDC.
 - (5) While observing the marks on the flywheel and the mark on the case, continue to slowly rotate the flywheel counterclockwise observing that the contacts open just as the mark « A » on the flywheel crosses the mark « O » on the case.
 - (6) Contacts begin to open just as the piston reaches 2.8 mm BTDC.
 - (7) If contact breaker gap is not within limits, adjust gap for 0.012 to 0.015 and repeat steps (1) through (6).
- c. Replace the left engine cover.

Helpful Hints:

Dirty contact points will cause defective ignition — Keep them clean at all times.

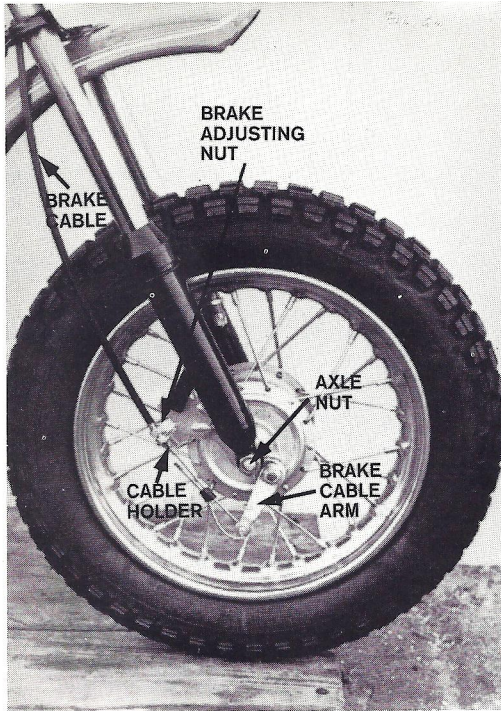


INSPECTION TIGHTNESS OF NUTS AND BOLTS

Checking these nuts and bolts should be part of your daily and weekly inspections.

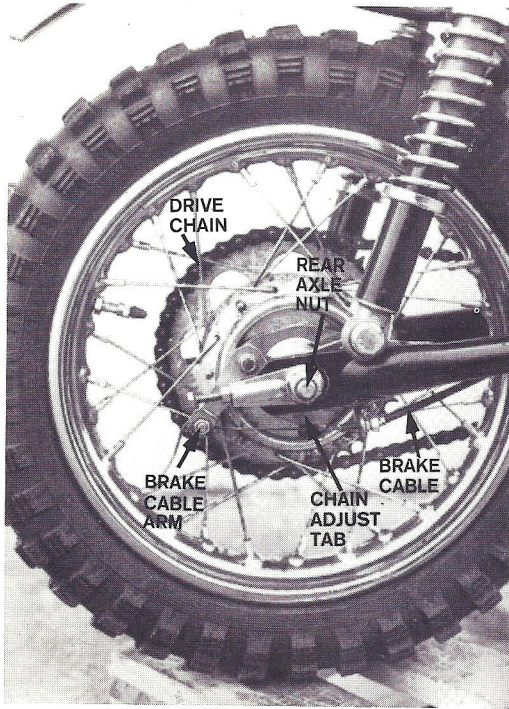
1. Front and rear axle nuts.
2. Upper and lower suspension nuts (front and rear).
3. Front and rear wheel spokes.
4. All engine cover bolts.
5. Drain plug.
6. Oil filter plug.
7. Fork crown bolts.
8. Foot peg assembly bolts.
9. Rear swing arm suspension bolts (top and bottom).
10. Foot stand bolt and nut.

REMOVING THE FRONT WHEEL



- a. Elevate the motorcycle front wheel by placing a block under engine.
- b. Remove the brake adjusting nut and remove brake cable from brake arm and holder.
- c. Remove the axle nut and pull out the axle.
- d. Remove the front wheel.
- e. Important - Every time the front wheel is removed, rotate each lower fork tube clockwise until it bottoms, to insure that the retaining spring is fully seated on the lock pin. Before installing the front wheel pull down on the lower tubes to make sure they are locked in position. Separation is possible if not installed correctly.

REMOVING THE REAR WHEEL

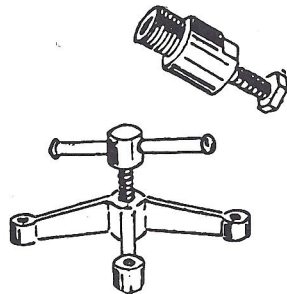
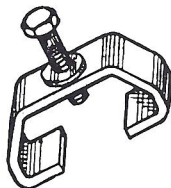
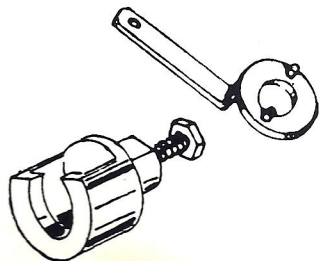


- a. Remove the rear axle nuts and washers.
- b. Remove the chain adjustment tabs.
- c. Remove the brake cable from brake cable arm.
- d. Slide wheel as far forward as possible.
- e. Remove the drive chain.
- f. Remove the rear wheel.

SPECIAL TOOLS

The special service tools required to maintain your Junior Motorcycles are as follows:

Part No.	Used On	Application
--	Engine	Extractor for the crank shaft
--	Transmission	Extractor for the gear box sprocket
--	Engine	Extractor for the flywheel magneto
--	Engine	Extractor for the engine sprocket
--	Engine	Holding wrench for the flywheel magneto



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