

MODELS

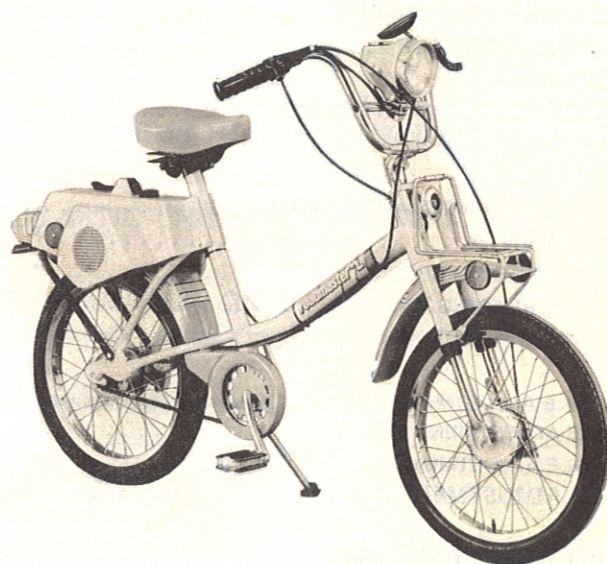
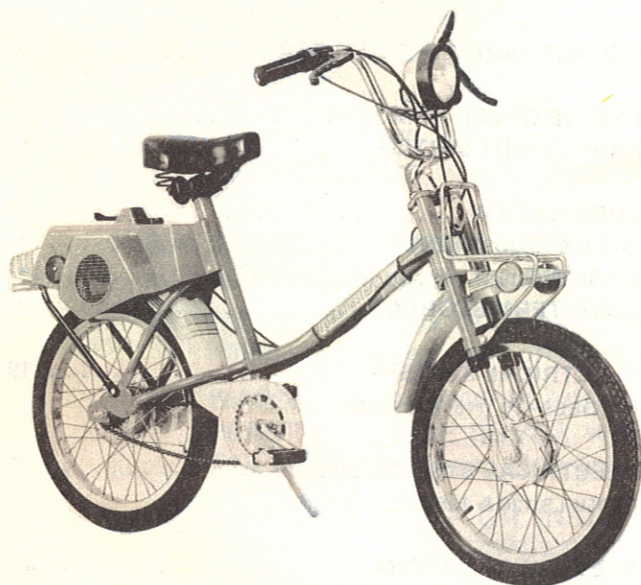
110 (57387-20)

115 (57387-19)

115KM

120 (57063)

125



AMF
Roadmaster Moped

Owner's Manual

CONGRATULATIONS. You have selected a fine moped. Your moped has been carefully designed and fabricated to provide you with many years of satisfaction. Your Owner's Manual contains assembly, operation, maintenance and safety information. Most maintenance adjustments are minor and can be made by following the instructions in this owner's manual. **This moped meets or exceeds industry standards. It is NOT designed for off-road use, jumping, stunts and other types of abusive riding. Ride this moped with the same care and safe riding practices used with any bicycle. ALL MAJOR REPAIRS SHOULD BE MADE AT AN AUTHORIZED SERVICE CENTER. (See service center listings).**

(Refer to your McCulloch Engine Owners Manual for information relating to the Engine.)

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IMPORTANT NOTICE

Do not attempt to make engine idle adjustments before the engine has been broken-in.

The engine has been adjusted at the factory. Smooth engine performance and proper idling may not occur until proper break-in period has been completed.

Refer to your McCulloch Engine Owner's Manual for proper break-in period and procedures.




SAFETY WARNINGS

1. AGE, LICENSING, AND LOCAL TRAFFIC REGULATIONS VARY FROM STATE TO STATE. Check existing local laws.
2. NEVER ALLOW A CHILD TO OPERATE THIS MOPED. The manufacturer recommends that anyone operating this moped should be at least 14 years of age. Any licensing necessary to comply with existing state or local laws in any given area is the sole responsibility of the purchaser.
3. BEFORE RIDING THE FIRST TIME, ACTIVATE BOTH BRAKES A MINIMUM OF TWENTY TIMES. This provides initial cable stretch. CHECK FOR PROPER BRAKE ADJUSTMENT. See brake adjustment section.
4. WET WEATHER WILL REQUIRE A GREATER STOPPING DISTANCE. Apply the brakes accordingly.
5. WHEN TIRES NEED REPLACEMENT, DO NOT USE BICYCLE TIRES. Use only (DOT) approved AMF moped tires.
6. IF YOU MUST ADD FUEL TO THE FUEL TANK WHILE THE ENGINE IS HOT, USE EXTREME CAUTION. Avoid spilling any fuel. Be certain any fuel spillage has dried or has been cleaned up before starting the engine.
7. REPLACE BURNED OUT BULBS PROMPTLY. The lights enable other motorists to see you.
8. NEVER LEAVE YOUR MOPED UNATTENDED WHILE THE ENGINE IS RUNNING.
9. TRANSPORT YOUR MOPED IN AN UPRIGHT POSITION. If leaned onto its side, fuel will escape from the carburetor and fuel tank.
10. LOOSE FITTING CLOTHING PRESENTS A HAZARD. When servicing or riding your moped, take precautions to avoid entanglement.
11. **WARNING: DO NOT PLACE YOUR HANDS NEAR THE BOTTOM OF THE PLASTIC ENGINE COVER WHILE THE ENGINE IS HOT OR RUNNING.** This warning applies to everyone, especially children.
12. DO NOT REMOVE OR INSTALL THE PLASTIC ENGINE COVER WHILE THE ENGINE IS RUNNING.
13. THIS MOPED IS DESIGNED FOR THE OPERATOR ONLY. Do not carry passengers. Never carry a child on the front rack, as steering instability or foot entanglement in the spokes may result.
14. **WARNING: Never run the engine in a poorly ventilated area.**

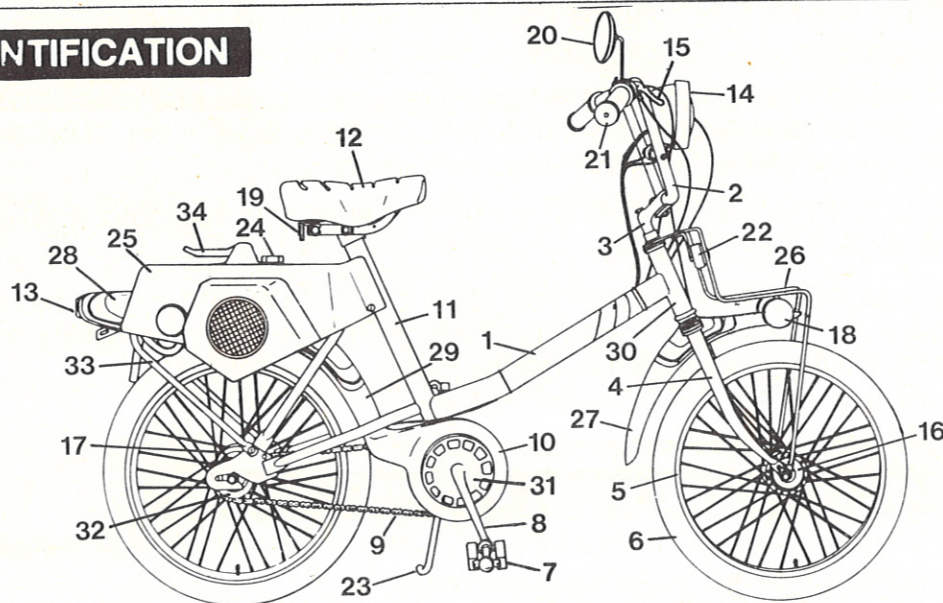
IMPORTANT SAFETY TIPS TO KNOW BEFORE YOU RIDE

Be completely familiar with your moped's riding and handling characteristics before attempting to ride in heavy or congested traffic.

1. LOOSE GRAVEL, WET ROADS, AND NIGHT RIDING require extra caution. Brake carefully, avoid skidding the tires, allow more distance for stopping, and be sure headlight and taillight are working at all times.
2. WEAR APPROPRIATE EQUIPMENT.
 - a. Helmet and eye protection are strongly recommended.
 - b. Shoes - for foot protection.
 - c. Bright clothing - to be more visible.
 - d. Long pants of heavy material - for protection from abrasions.
3. MAINTAIN CONSTANT ALERTNESS:
 - a. Pedestrians have the right of way. People or animals may dart in front of you.

- b. Alcohol and certain medicines adversely affect your judgment. Avoid using either before riding.
 - c. Be on the alert for people sitting in parked cars. (They may open the car door in front of you.)
 - d. Use extra caution and be alert at intersections. Most moped accidents occur there. Be sure other motorists see you.
 - e. Avoid roadway hazards - ice, mud, drain gratings or grills, glass and debris, loose gravel, railroad tracks.
4. OBEY ALL TRAFFIC SIGNS AND SIGNALS - MOPED RIDERS MUST OBSERVE THE SAME TRAFFIC LAWS AS AUTOMOBILES.
- a. Ride in the right-hand lane following the flow of traffic.
 - b. Do not carry passengers. This moped is designed for the operator only.
- CAUTION:** While making a hand signal the only brake available to you is the front brake. **USE EXTREME CAUTION** when activating the front brake only. It is very hazardous to activate the front brake while making a turn.
- c. Use hand signals - always let other motorists and pedestrians know what you are going to do.
- Left turn  Right turn  Stop or slow down 
- d. Keep both hands on the handlebars (except when signaling).
5. PRACTICE SENSIBLE JUDGMENT.
- a. When riding with others, ride in single file, keep a sensible distance between riders. Do not tailgate.
 - b. Do not ride off-road. This moped is designed and manufactured for on-road use only. Excessive dust will increase engine wear.
 - c. Do not carry packages or objects which obstruct vision or affect steering.
 - d. Try to match your riding to existing conditions - don't ride where fast-moving or congested traffic limits safe operation.

PARTS IDENTIFICATION



- | | | | |
|---------------|-----------------------------|--------------------------|-------------------------|
| 1. Frame | 10. Chainguard | 19. Red Reflector (rear) | 27. Front Fender |
| 2. Handlebar | 11. Seat Mast | 20. Rear View Mirror | 28. Rear Fender (upper) |
| 3. Stem | 12. Seat | 21. Throttle Twist Grip | 29. Rear Fender (lower) |
| 4. Front Fork | 13. Tail/Brakelight | 22. Horn | 30. Head of Frame |
| 5. Rim | 14. Headlight | 23. Kickstand | 31. Front Sprocket |
| 6. Tire | 15. Brake lever (front) | 24. Gas Cap | 32. Rear Sprocket |
| 7. Pedal | 16. Front Brake Drum | 25. Plastic Engine Cover | 33. Support Arm |
| 8. Crank | 17. Rear Brake Drum | 26. Front Carrier | 34. Engine Lift Lever |
| 9. Chain | 18. Amber Reflector (front) | | |

CONSUMER INFORMATION

PHYSICAL CHARACTERISTICS

Weight—Approximately 70 lbs. (32 kg.)
 Wheel Base—42 inches (1067 mm)
 Seat Height—32 inches (813 mm)
 Overall Height—Approximately 40 inches (1016 mm)
 Handlebar Width—30 inches (762 mm)
 Tire—2 x 16 inches (outside diameter 20 inches
 (Dot) approved AMF moped)
 Rim—1.350 x 16 inch (34 x 406 mm) tubular
 Brakes—Internal expanding drum
 Headlight—6 volt sealed beam GE-4667-1 — Westinghouse 4186
 (or the equivalent)
 Brake/Taillight—6 volt GE-No. 1154 (or the equivalent)
 Crank—5 1/2 inch (140 mm)
 Sprocket Ratio—1.9 to 1
 Fuel Capacity— Models 110 115 & 115KM = 1 qt. (0.9 liters)
 Models 120 & 125 1 1/2 qt. (1.4 liters)
 Frame—Tubular Steel
 Front Carrier—Standard
 Spark Plug—Champion DJ-8J (or the equivalent) Set gap to .025"
 NOTE: Specifications subject to change without notice.

NOTE: Most bolts and screws (excluding the engine) are of American Standard dimension.

STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: All Models listed on the front cover.

A. <u>Fully Operational Service Brake</u>		■	15.4 ft.	Rider Weight 150 lbs.			
	<u>Load</u> <u>Light</u>						
	Maximum	■	19.3 ft.	Rider Weight 205 lbs.			
B. <u>Emergency Service Brakes (with Partial Service Brake System Failure)</u>		NOT APPLICABLE					
C. <u>Brake Power Unit Failure</u>		NOT APPLICABLE					
	Maximum Load						
		0	100	200	300	400	500
		Stopping Distance in Feet from 20 mph.*					

*The maximum speed attainable by accelerating at a maximum rate from a standing start for one mile.

PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

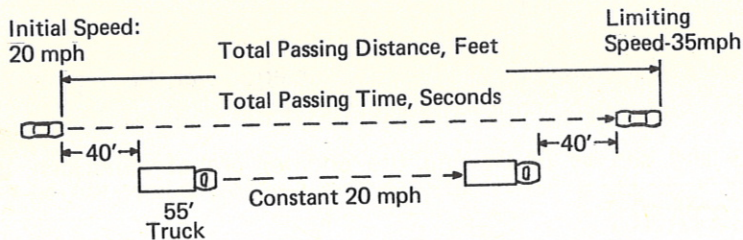
Notice: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions and the information may not be correct under other conditions.

Description of vehicles to which this table applies: All Models listed on the front cover.

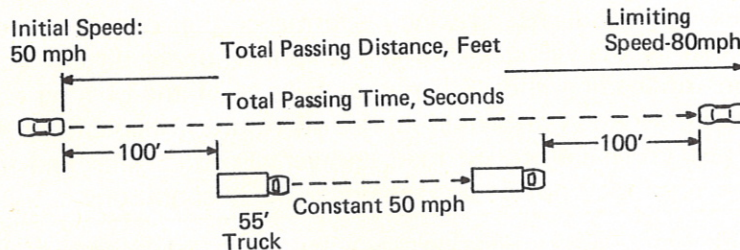
Summary Table:

Low-Speed Pass....	Feet: _____	Seconds _____	Not capable
High-Speed Pass....	Feet: _____	Seconds _____	Not capable

Low-Speed



High-Speed



TIRE INFLATION

This table lists the tire size designations recommended by the manufacturer for use on the vehicles to which it applies, with the recommended inflation pressure for maximum loading and the tire reserve load percentage for each of the tires listed. The tire reserve load percentage indicated is met or exceeded by each vehicle to which the table applies.

Description of vehicles to which this table applies: All Models listed on the front cover.

Recommended tire size designations		2 x 16			
Recommended cold inflation pressure for maximum loaded vehicle weight	Front	40 psi.			
	Rear	40 psi.			
Tire reserve load percentage		Not Applicable			

TOOLS FOR ASSEMBLY

A 6" adjustable wrench should be made available for initial assembly. Other tools are required for maintenance and adjustments. They are a 10" adjustable wrench, a medium size standard screwdriver, a Phillips screwdriver, a pair of pliers. NOTE: A pair of pliers is not a substitute for the proper size wrench.

YOU WILL NEED

You must use regular leaded gasoline and Boating Industry Association (BIA) certified 2-cycle oil rated for service TC-W. Use of oil not carrying the BIA certification may cause permanent engine damage and void the engine warranty.

BIA oils are specifically formulated for cool running low rpm

engines, such as mopeds and outboard motors. This oil must be mixed at a 40:1 (gas to oil) ratio. See McCulloch Engine Owner's Manual for proper mixing procedures.

Non-BIA certified oil may be used only in an emergency, but must be mixed at a 16:1 (gas to oil) ratio. At the 16:1 ratio, spark plug fouling could occur.

STEP 1 UNPACKING

After all parts have been removed from the carton, place the kickstand in the down position to support the moped during assembly.

IMPORTANT: READ THE ASSEMBLY INSTRUCTIONS THOROUGHLY and familiarize yourself with the drawings before beginning. You will note that the

instructions are a STEP-BY-STEP procedure.

WARNING: If your moped was obtained completely assembled, we recommend that you review the complete assembly instructions in this manual before riding.

IDENTIFICATION

Record all identification numbers. Look for the Frame Number

stamped on the right side of the head of frame, the Vehicle Identification Number (VIN) found on the decal on head of frame and the Engine Number found at the rear of the engine near the spark-plug area. These should be registered with local authorities. In the event of theft, all numbers and any other peculiar features of your moped will help identify it.

STEP 2 STEM ASSEMBLY

TOOL REQUIRED

• 6" ADJUSTABLE WRENCH

STEM BOLT

Recommended torque 250 in. lbs. (2.9 m/kg.)

CLAMP NUT

Recommended torque 198 in. lbs. (3.2 m/kg.)

1. Loosen the stem bolt, if necessary, so wedge plug nut is in line with the stem body.

2. Insert stem into the head of frame.

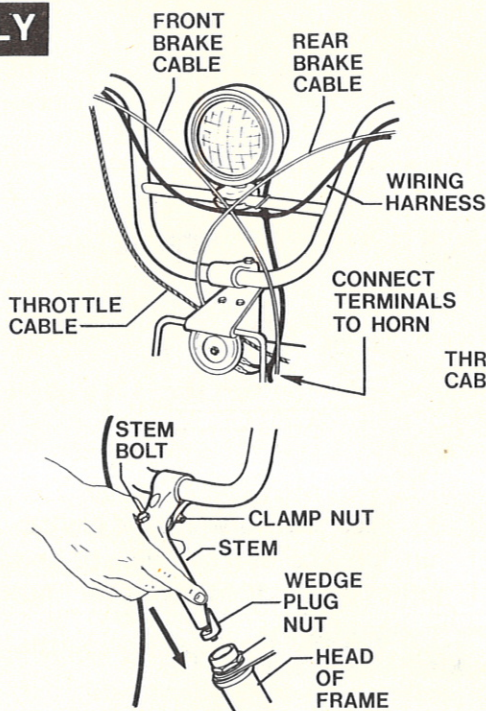
NOTICE: Be sure front and rear brake cables cross under the light and in front of the stem.

The wiring harness must be to left side of stem or steering restrictions will result.

WARNING: The stem must be inserted into the head tube to at least the minimum insertion line indicated on the stem. If not, it is possible to over tighten the stem bolt. This could damage the stem body and cause an unsafe condition.

3. Face stem forward in line with the front wheel and securely tighten the stem bolt.

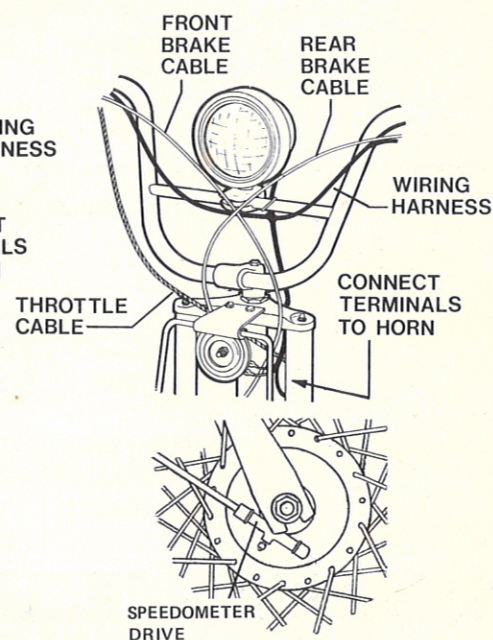
4. If desired, loosen clamp nut



and adjust angle of handlebar.

WARNING: Any time angle of handlebar is changed, re-adjust the headlight accordingly. (See Headlight Adjustment Section.)

If your model is equipped with a speedometer, perform parts 5 -



6 and 7. If not, begin part 8 on the next page.

5. Push up on the inner cable to be sure it is seated in the speedometer.

6. Insert inner cable into the speedometer drive.

7. Securely tighten the barrel nut on the cable.

CONTINUED NEXT PAGE ►

8. Secure front brake cable to the fork leg using a short cable tie. (See Fig. A) (Serrated side of tie against fork leg.) Insert flat end of tie thru the self-locking end. Hold flat end of tie while pushing on self-locking end.

9. Fasten front and rear brake cables together using a short cable tie just below the headlight. (See Fig. B.)

10. Fasten all cables to frame using a long plastic tie. (See Fig. C.) Cut off excess end of all ties. NOTE: End of ties may be sharp. Rotate end of ties away from the

Fig. A

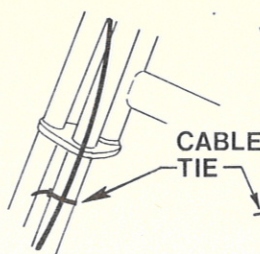


Fig. B

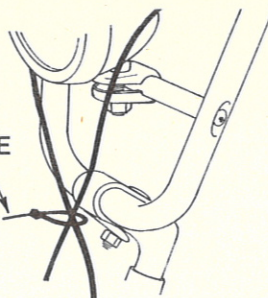
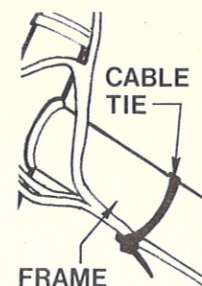


Fig. C



rider area.

11. CONNECT TWO TERMINALS ONTO THE HORN TO MAXIMUM DEPTH. (See illustration on page 6.)

tion on page 6.)

12. The headlight now needs adjusting. (See Headlight Adjustment Section.)

STEP 3 PEDAL ASSEMBLY

TOOL REQUIRED

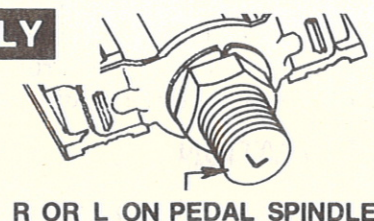
- 6" ADJUSTABLE WRENCH

PEDAL SPINDLE

Recommended torque 276 in. lbs. (3.1 m/kg.)

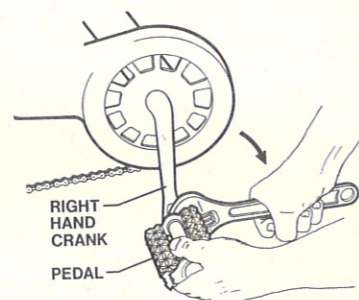
WARNING: For safe operation you must secure pedal spindle tightly against crank arm.

1. Look for the letters "R" or "L" stamped on the pedal spindle.
2. Start pedal marked "R" by hand into pedal eye of right hand



R OR L ON PEDAL SPINDLE

crank located on sprocket side of bicycle. Turn spindle in a clockwise direction and tighten securely against crank.



3. Start pedal marked "L" into pedal eye of left hand crank. Turn spindle in a counter clockwise direction and tighten securely.

STEP 4 SEAT ASSEMBLY

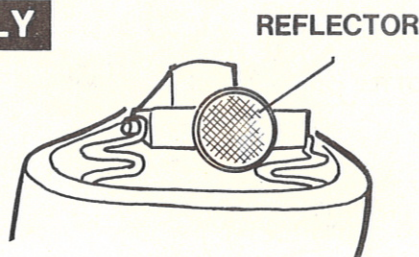
TOOL REQUIRED

- 6" ADJUSTABLE WRENCH

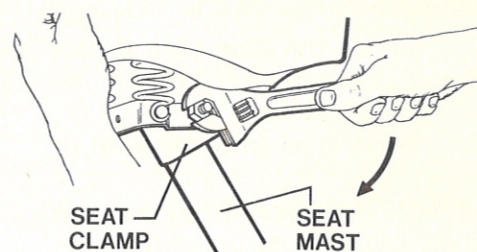
SEAT CLAMP BOLT

Recommended torque 250 in. lbs. (2.9 m/kg.)

1. Turn seat upside down. Securely fasten red reflector to rear of seat using fastener provided.
2. Position seat clamp onto seat mast to maximum depth.



3. Face seat forward and tighten nut on the seat clamp. If bolt turns while tightening the nut



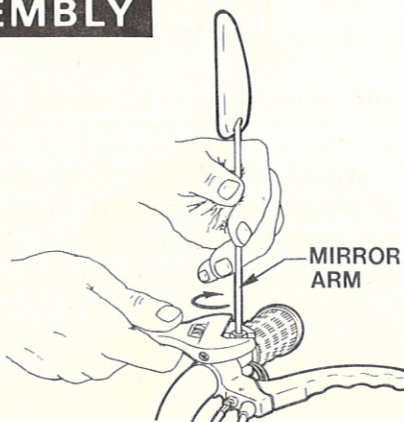
use another wrench to hold the bolt while tightening the nut.

STEP 5 MIRROR ASSEMBLY

TOOL REQUIRED

- 6" ADJUSTABLE WRENCH

1. Place hex nut on mirror arm as far up on the threads as possible.
2. Thread mirror arm clockwise into horn bracket to maximum depth then turn it back 1/2 turn and adjust mirror to desired angle.
3. Securely tighten hex nut against the horn bracket.



NOTE: Mirror arm should extend up from horn bracket then out to the left of moped when you are sitting on the seat.

PREPARATION TO OPERATE

Before riding check each of the following:

1. Fuel - Make sure there is enough fuel in the tank for the distance to be traveled. (See McCulloch Engine Owner's Manual for proper fuel mixture.)
2. Tire Pressure - Proper tire pressure: 40 psi (2.8 Kg/sq. cm).
3. Lights - Check for broken or burned out light bulbs.

4. Brakes - Check operation of front and rear brakes to be sure they are working properly.

If one of the above is not operating properly, refer to the appropriate maintenance and/or adjustment section.

NOTE: Always remove the gas cap slowly. This will release any built-up pressure.

WARNING: Never mix fuel or re-fuel the tank near an open flame. When mixing fuel or refueling the tank, be sure you are in a well ventilated area. Always wipe up any spillage.

5. Always mix fuel in a clean container. Do Not mix fuel in your fuel tank.

CAUTION: Using too little oil could result in engine damage. Too much oil could result in poor engine performance.

OPERATION

See McCulloch Engine Owner's Manual for:

1. Breaking-in a new engine.
2. Proper fuel mixture.
3. Safety instructions.

NOTICE

To utilize reserve fuel lean the moped onto its left side, then return it upright immediately. The reserve fuel is now in the main tank. Reserve fuel capacity 1-2 miles.

STARTING THE ENGINE

1. Place lift lever into the forward position.
2. Push the decompression control down then all the way forward to "start" position.
3. Start pedalling as on a bicycle.

NOTICE: For initial starting of the engine your moped may need to be pedalled at least 100 yards (91.4M) because the fuel system is completely dry.

4. While pedalling, open the throttle by twisting the twist grip back toward you until decompression control is somewhat past the "start" position. **NOTE:** If engine is cold do not open throttle completely, this will release the choke. After engine is warmed up, open the throttle to "run" position then return it to desired position.

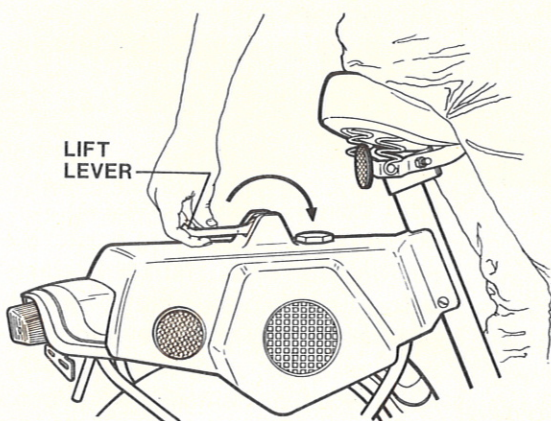
NOTE: Pedaling while the engine is engaged will help accelerate from standing starts or in climbing steep hills.

5. If engine fails to start, continue pedalling and repeat steps 2 thru 4 above.

6. If engine is flooded, open throttle to "run" position and maintain until engine starts.

7. If engine will not start, refer to McCulloch engine Owner's Manual.

The above notice DOES NOT APPLY for models 120 or 125.

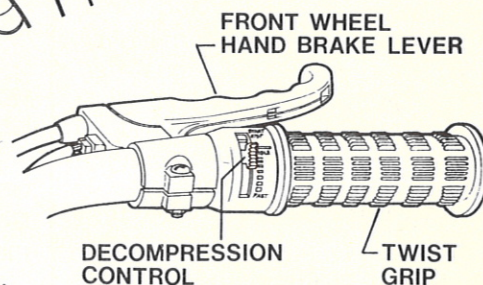


BRINGING THE MOPED TO A STOP

NOTE: Definition of Right Side: The riders right hand side while sitting on the seat.

1. Compress the rear wheel hand brake lever (left hand side).
2. To HELP in stopping, slightly compress the front wheel hand brake lever (right hand side). Use this lever **ONLY AFTER** the left hand brake lever has been applied.

CAUTION: While making a hand signal the only brake available to you is the front brake. USE EXTREME CAUTION when act-



ivating the front brake only. It is very hazardous to activate the front brake while making a turn.

STOPPING THE ENGINE

1. Close the throttle by twisting the twist grip forward away from you then push decompression control down and forward to 'engine' position.
2. After coming to a complete stop, place lift lever into the rear position.

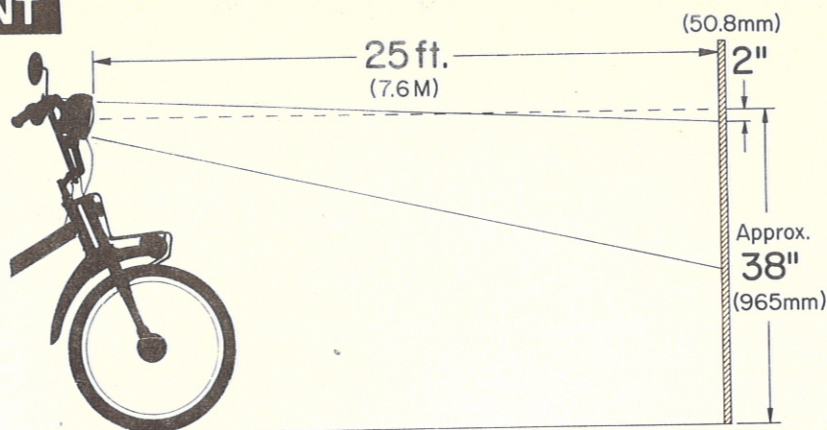
HEADLIGHT ADJUSTMENT

TOOL REQUIRED

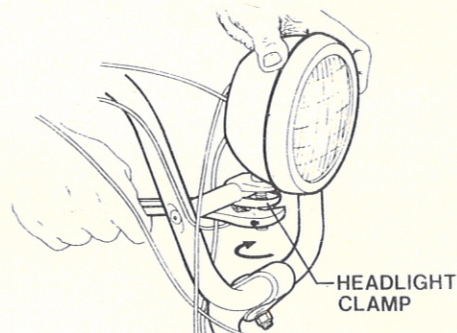
- 6" ADJUSTABLE WRENCH

WARNING: Before riding the first time the headlight **MUST BE** properly adjusted.

1. Draw a line or put a piece of tape on a wall 38 inches from the ground.
2. Tires should be properly inflated and moped should be on a level surface. For ease in adjusting the headlight two people are required.
3. The engine must be running for the headlight to operate. Start the engine following starting procedure. (See Operation Section.)
4. With brakes applied, hold the moped in an upright position 25 feet (7.6 M) away from the wall facing the line or tape.



5. Loosen the hex nut on headlight clamp just enough to allow the headlight to be adjusted.
6. The top edge of headlight beam at this distance should be adjusted 2 inches (50.8 mm) below the line or tape.
7. Securely re-tighten the hex nut on headlight clamp. Make sure headlight stays facing directly forward.



MAINTENANCE

Although maintenance is simple in most cases, there are times when the repairs and adjustments take special knowledge and tools. We recommend that when service is required you have a qualified serviceman do it for you.

CLEANING

Before beginning any repair work it is advisable to clean not

only the part/s to be disassembled, but also any connecting parts. By making this a standard procedure before servicing; faults which otherwise might be overlooked, such as loose or missing bolts or nuts, worn or damaged parts etc., can sometimes be found and corrected without any unnecessary labor.

When disassembling and/or re-assembling any part, follow the step-by-step procedure in this manual.

Never try to use similar parts belonging to other models.

RECOMMENDED MAINTENANCE SCHEDULE

To maintain the original brilliant painted and chrome finish, keep your moped clean and dry. Wipe off dirt, moisture, and oil with a clean soft cloth. Periodically, polish with a clear coat of wax. Due to wear of new parts, we recommend that you inspect your moped regularly. The frequency of inspection will depend on how much and how hard you ride. Any component that does not function properly should be corrected immediately.

The following safety check list should be performed daily. These daily checks may prevent trouble or possibly a severe accident.

1. Fuel - Be sure that there is enough fuel in tank for the distance to be traveled. Inspect for fuel leaks.
2. Tires - Inspect for cuts, damage and wear. Check air pressure.
3. Brakes - Inspect cables for wear and test for adjustment.
4. Lights - Check for broken headlight or taillight. Be sure they both operate.
5. Horn - Be sure horn operates.

PERIODIC MAINTENANCE CHART

OPERATION \ FREQUENCY +	After initial hours of operation	Every hours of operation
Adjust brakes	5	50
Adjust chain	5	50
Re-tighten bolts and nuts	5	25
*Perform general lubrication	50	50
Check brake wear	25	50
Check head bearings	25	50
Check crank bearings	25	50
Check & retighten spokes	50	50

+ Hours of operation based on a 15 mph average speed.

* After every use in wet operating conditions.

Periodically check tread depth on tires. Rotate the tires when the rear tire tread depth measures 1/16 of an inch (1.5 mm).

Tire wear depends upon many things some of which are:

1. Road conditions.
2. How hard you ride.
3. Braking
4. Rider's weight
5. Terrain

For engine related maintenance refer to McCulloch Engine Owner's Manual.

ADJUSTMENTS

TOOL REQUIRED

- 10" ADJUSTABLE WRENCH

HEAD BEARING CHECK

To check this area, lift up on the handlebars at the hand grip area. There should not be any play of the handlebar stem and fork within the frame's head. The handlebars must be able to turn easily.

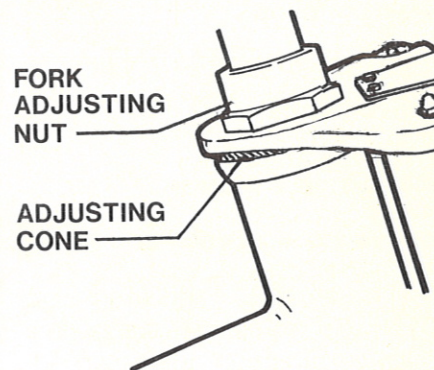
NOTE: Steering tension adjustments can be made by loosening or tightening the adjusting cone.

If there is play, adjust as follows:

1. Loosen the fork adjusting nut.
2. Turn the adjusting cone by hand to proper tension.

WARNING: Do Not over-tighten adjusting cone.

3. Re-tighten the fork adjusting nut.



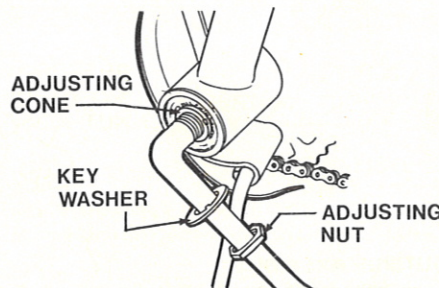
CRANK BEARING CHECK

TOOLS REQUIRED

- 10" ADJUSTABLE WRENCH

Hold one end of the crank arm and try moving it from side to side. Just a trace of side movement should be felt. The crank should turn very freely. If crank is tight or has excessive play, it should be adjusted as follows:

1. Remove the adjusting nut clockwise.
2. Remove the key washer.
3. Turn the adjusting cone to



proper tension.

4. Replace the key washer and adjusting nut. Securely tighten the adjusting nut counter-clockwise.

BRAKE SHOE CHECK

Remove each rubber cover from port holes in hub and inspect the brake shoes.

If any portion of brake shoe is 1/32" (0.7 mm) or less, brake shoes need replacing. This should be done at an authorized service center.

BRAKE ADJUSTMENT CHECK

When brakes are properly adjusted the wheel will spin freely without "brake drag". If brakes are too tight brake drag may cause the brakes to over-heat. This will result in brake damage, brake fade, loss of power, and poor fuel economy. If brakes are too loose: (A) The rider will not have maximum braking action in case of an emergency. (B) Brake lever will not completely close causing the stoplight to remain on.

Squeeze brake lever against the handlebar grip a minimum of twenty times. This provides initial cable stretch.

1. Place engine lift lever into the rear position if rear brake cable needs adjusting.
2. Raise wheel off the ground and spin it by hand.

If wheel spins freely thru a complete revolution the brakes **MAY** be properly adjusted **OR** may be too loose. Adjust the brakes as follows:

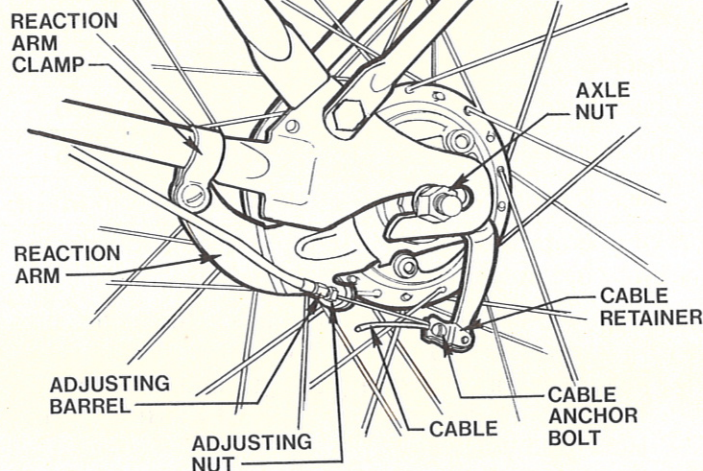
FINE ADJUSTMENT

(Front or Rear)

TOOLS REQUIRED

- 6" ADJUSTABLE WRENCH
- PLIERS
- MEDIUM-SIZE SCREWDRIVER

1. Loosen the adjusting nut.
NOTE: Turn adjusting barrel in a clockwise direction to loosen adjustment and counter clockwise to tighten the adjustment.



2. Tighten adjusting barrel until drag is present.

3. When drag is present, loosen adjusting barrel by 1/2 turn increments until wheel spins freely.

When wheel spins freely without noticeable brake drag, the brake is properly adjusted.

4. Tighten adjusting nut, but do not change position of the adjusting barrel. NOTE: If there are insufficient threads for proper fine adjustment, a cable adjustment is necessary.

CABLE ADJUSTMENT

(Front or Rear)

1. Turn adjusting barrel clockwise against the adjusting nut.
2. Loosen cable anchor bolt.
3. Pull end of cable tight with a pair of pliers while tightening the cable anchor bolt.

WARNING: Cable **MUST** stay between tabs on the retainer. (See detail.)

4. Perform a fine adjustment.

CHAIN ADJUSTMENT

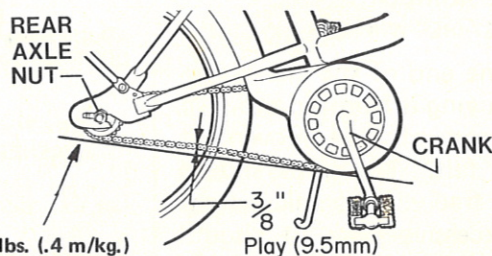
TOOL REQUIREMENTS

- 6" ADJUSTABLE WRENCH

The chain should have approximately 3/8" play at the center point between the front and rear sprockets. Adjust as follows:

1. Place engine lift lever into the rear position.
2. Loosen both outside axle nuts and the bolt on reaction arm clamp.

OUTSIDE AXLE NUTS
Recommended torque 25-30 ft. lbs. (.4 m/kg.)



3. Pull wheel to the rear keeping it aligned with the engine until proper chain tension is reached.
4. Hold wheel in position and

tighten each outside axle nut alternating from one to the other.
5. Re-tighten the bolt on reaction arm clamp.

FRONT WHEEL REMOVAL

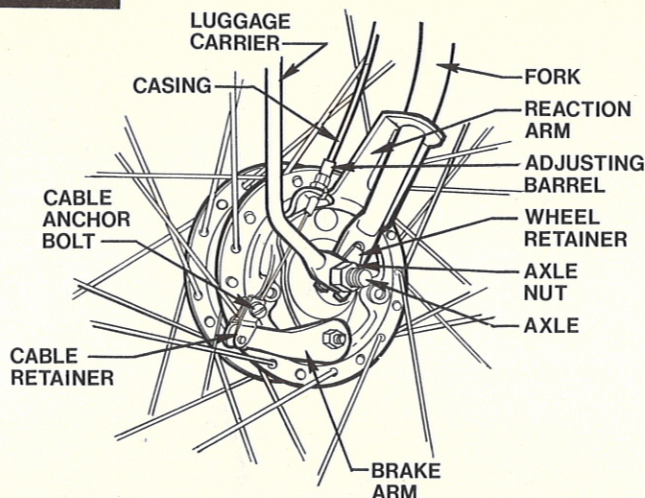
FOR MODELS 110 - 115 - 115KM

TOOL REQUIRED

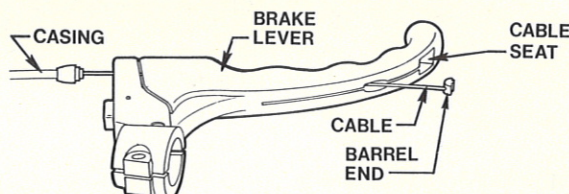
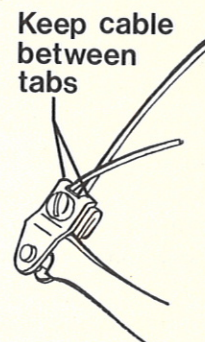
•10" ADJUSTABLE WRENCH

NOTE: Moped should be on a stand or supported off the ground by some other means.

1. Loosen the cable anchor bolt.
2. Remove cable from around the cable anchor bolt.
3. Remove cable from the adjusting barrel by pulling up on the casing.
4. Remove both outside axle nuts.
5. Remove ends of luggage carrier off the axle. Remove the wheel retainers.
6. Pull the wheel out of the fork.



DETAIL



FRONT WHEEL INSTALLATION

TOOL REQUIRED

•10" ADJUSTABLE WRENCH

OUTSIDE AXLE NUTS

Recommended torque 25-30 ft. lbs. (.4 m/kg.)

1. Insert axle into slots on fork to maximum depth. Reaction arm must be around fork leg.
2. Locate ends of luggage carrier legs onto axle. Thread an

axle nut onto each end of axle. Keep wheel centered in the fork legs while tightening axle nuts.

3. Insert cable down thru adjusting barrel. Be sure barrel end of cable snaps into the cable seat in brake lever.
4. Place cable retainer into position on brake arm. Thread end of

cable around the cable anchor bolt.

5. Pull end of cable tight with a pair of pliers while tightening the cable anchor bolt.

WARNING: Cable **MUST** stay between tabs on the retainer. (See detail.)

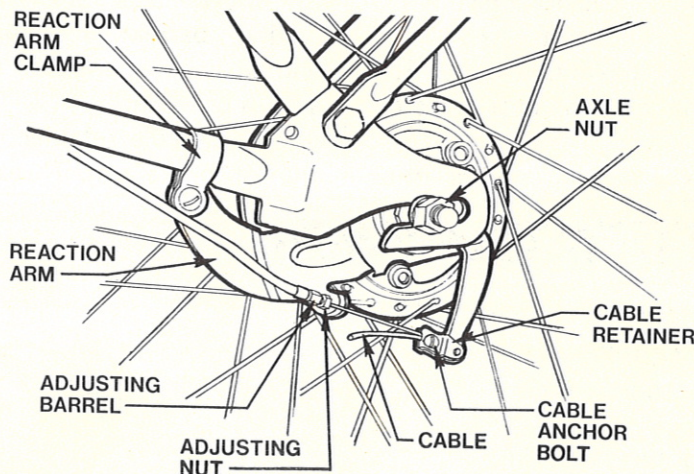
6. Adjust brakes. (See Brake Adjustment Section.)

REAR WHEEL REMOVAL

TOOL REQUIRED

•10" ADJUSTABLE WRENCH

1. Place lift lever into the rear position.
2. Remove bolt from the reaction arm clamp.
3. Loosen the cable anchor bolt.
4. Remove cable from around the cable anchor bolt.
5. Remove cable from the adjusting barrel.
6. Loosen both outside axle nuts.
7. Pull wheel forward. When wheel is free of frame, remove chain from the sprocket.



OUTSIDE AXLE NUTS

Recommended torque 25-30 ft. lbs. (.4 m/kg.)

1. Place lift lever into the rear position.
2. Place chain around the sprocket and insert axle into slots on frame. Position flatwashers outside of frame.

3. Pull wheel to the rear keeping it aligned with the engine until proper chain tension is reached. (See Chain Adjustment Section.)
4. Hold wheel in position and tighten each outside axle nut alternating from one to the other.

REAR WHEEL INSTALLATION

TOOL REQUIRED

•10" ADJUSTABLE WRENCH

5. Securely fasten reaction arm clamp.
6. Insert cable down thru the adjusting barrel.
7. Place cable retainer into posi-

tion on brake arm.

8. Thread end of cable around the cable anchor bolt. Be sure cable stays in proper position around the cable anchor bolt. (See detail for proper positioning of

cable.)

9. Be sure barrel end of cable snaps into the barrel seat in brake lever.

10. Adjust brakes. (See brake adjustment section.)

FRONT WHEEL REMOVAL

TOOL REQUIRED

- 10" ADJUSTABLE WRENCH

NOTE: Moped should be on a stand or supported off the ground by some other means.

1. Loosen the cable anchor bolt.
2. Remove cable from around the cable anchor bolt.
3. Remove cable from the adjusting barrel by pulling up on the casing.
4. Remove both outside axle nuts.
5. Remove both locking washers off the axle.
6. Pull the wheel out of the shock.

FRONT WHEEL INSTALLATION

TOOL REQUIRED:

- 10" ADJUSTABLE WRENCH

OUTSIDE AXLE NUTS

Recommended torque 25-30 ft. lbs. (.4 m/kg.)

1. Position speedometer drive unit onto axle. Insert axle into shocks to maximum dept. Reaction arm must be over the stop on shock leg.
2. Insert a locking washer onto

each end of axle. Thread an axle nut onto each end of axle. Keep wheel centered in the shock legs while tightening axle nuts.

3. Insert cable down thru adjusting barrel. Be sure barrel end of cable snaps into the cable seat in brake lever.
4. Place cable retainer into position on brake arm. Thread end of

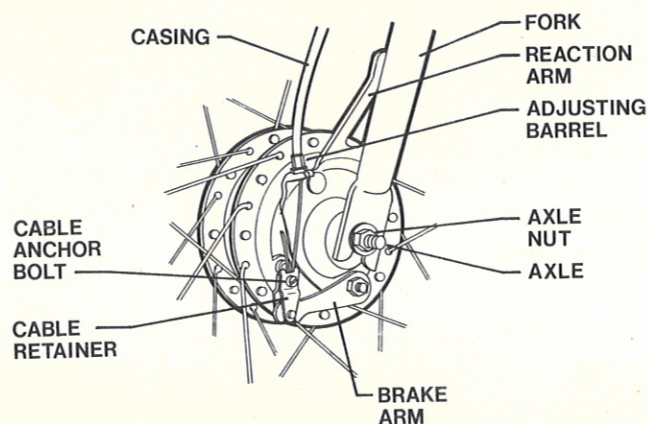
cable around the cable anchor bolt.

5. Pull end of cable tight with a pair of pliers while tightening the cable anchor bolt.

WARNING: Cable **MUST** stay between tabs on the retainer. (See detail.)

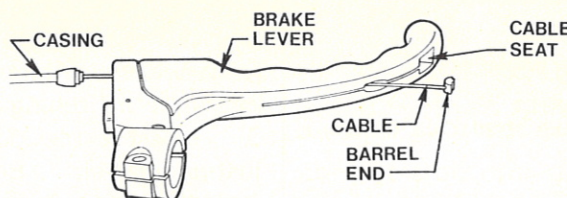
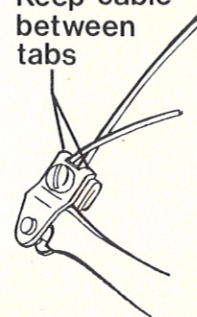
6. Adjust brakes. (See Brake Adjustment Section.)

FOR MODELS 120 - 125



DETAIL

Keep cable between tabs



HEADLIGHT REMOVAL

REMOVAL—INSTALLATION

TOOL REQUIRED

- PHILLIPS SCREWDRIVER

1. Remove the small screw at bottom of headlight rim.
2. Remove the rim from the plastic housing by prying out on bottom of rim.
4. Disconnect the two terminals at rear of headlight.
5. CAUTION: Keeping the wire retainer covered with one hand; carefully pry each retainer out from under lip of rim. Remove

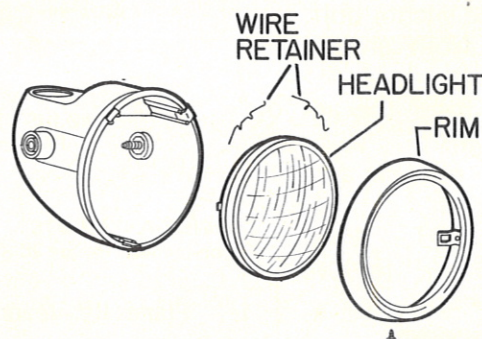
the headlight from rim.

6. Reverse above procedure to replace the headlight.

The headlight is a GE-4667-1. It is

a 6 volt 17.7 watt sealed beam.

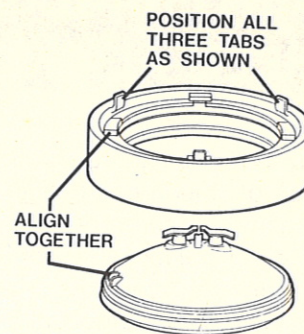
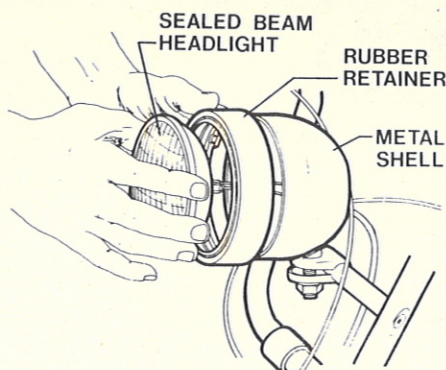
Use a GE-4667-1, Westinghouse 4186 (or the equivalent) if bulb ever needs replacing.



HEADLIGHT REMOVAL

FOR MODELS 110 - 115 - 115KM - 125

1. Pull up on back edge of rubber retainer at each area where tabs are located.
2. Slide rubber retainer with sealed beam headlight forward off the metal shell.
3. Disconnect the two terminals from the sealed beam headlight.
4. Remove sealed beam headlight from the front of rubber retainer.



Be sure sealed beam headlight and rubber retainer are both in positions shown before reassembly.

ing. Align tabs on rubber retainer with slots on metal shell. Be sure headlight is right side up.

The headlight is a GE-4667-1. It is

a 6 volt 17.7 watt sealed beam.

Use a GE-4667-1, Westinghouse 4186 (or the equivalent) if bulb ever needs replacing.

TIRES

TIRE REMOVAL

1. Remove valve stem cap.
2. Release air from tire by pressing valve in stem. Tire should now be loose in the rim.
3. Lift tire and slide to one side. Peel tire off the rim by hand.
4. Remove tube from the tire.

TIRE INSTALLATION

Make certain rim strip is centered on rim.

1. Replace tube in position inside the tire casing and insert valve stem thru hole in rim.

2. Roll tire onto the rim by hand. Be careful not to pinch the tube, and be sure tube is not twisted in the tire.

3. Hold valve stem while inflating tire to proper tire pressure.
4. Replace valve stem cap.

TIRE INFLATION

It is normal for tires to loose air due to the porosity of the materials. Maintain proper tire pressure. Under-inflated tires could cause rim cuts and excessive tire wear. Over-inflated tires increase the chance for blowouts. The

correct tire pressure is marked on the side of the tire. "DO NOT OVER-INFLATE." Proper tire pressure: 40 psi (2.8 Kg./sq.cm).

TIRE AND TUBE DAMAGE

To prevent tire and/or rim damage, avoid rough streets and alleys having glass and other debris. Crooked wheels cause chafing of tires as well as uneven treadwear. Skidding decreases the life of the tire. To prevent distorted tire casings, when storing the moped for long periods of time, maintain proper tire pressure.

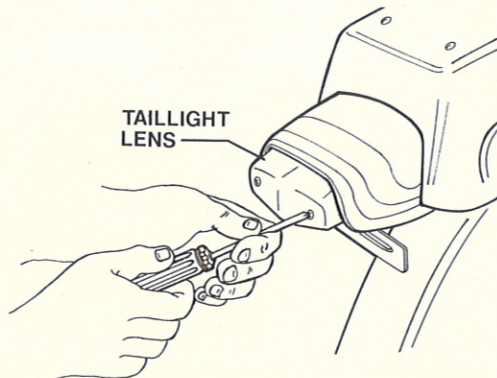
TAIL/BRAKELIGHT

TOOL REQUIRED

- PHILLIPS SCREWDRIVER

The taillight contains a GE-No. 1154 bulb. Replace the bulb as follows:

1. Remove taillight lens by removing the two screws in rear of lens.
2. Use caution and press in on bulb while turning it in a counter-clockwise direction.



3. Reverse the procedure to replace the bulb and lens.

MAINTENANCE OF REAR WHEEL ALIGNMENT

The rear wheel can sometimes get out of alignment if the carton is mishandled, the moped is driven over rough surfaces, or strikes an object on the roadway or a curb. If this happens, some interference may occur between the rear tire sidewall and the engine casting.

Since low tire pressure can also cause this situation, check for correct tire pressure before checking rear wheel alignment. The correct tire pressure is marked on the side of the tire. Proper tire pressure: 40 PSI. Do not overinflate.

To check alignment, place engine in the down position. Push the moped forward until wheel has made one complete revolution. If the tire rubs the engine housing, realignment is necessary. See Figure 1.

ALIGN WHEEL IN THE FRAME

Measure the clearance from the outer edge of the rim to the inside of the lower rear bar. The clearance should be equal on both the left and right sides of the wheel. See Figure 2. If realignment is required:

1. Loosen outside axle nuts.
2. Pull wheel to the rear keeping it aligned with the frame until proper chain tension is reached.
3. Hold wheel in position and tighten each outside axle nut alternating from one to the other.
4. Confirm centering by again measuring clearance from rim to lower rear bars.
5. Repeat checking procedure. If rubbing still occurs, proceed as follows:

ALIGN ENGINE DRIVE ROLLER TO TIRE

1. Remove the bolt and hex nut from the support arm at the lower frame plate on the side where the engine is in contact with the wheel. See Figure 3.

2. Move the support arm to the higher hole in the frame plate. This will pull the engine away from the wheel.

3. If the tire still contacts the engine, place the support arm on the other side of the moped into the lower hole position. This should correct the condition.

FIGURE 1

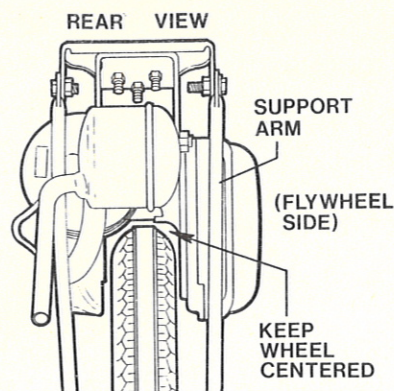


FIGURE 2

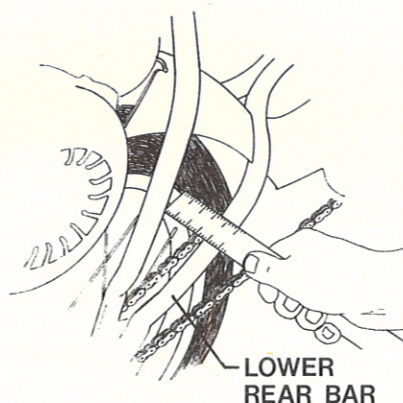
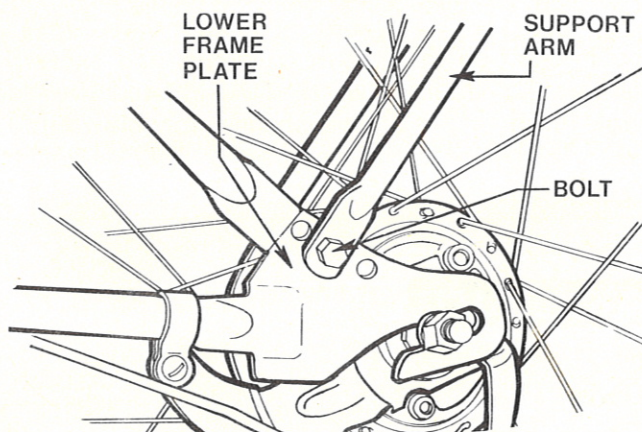


FIGURE 3



REPOSITIONING THE FUEL FILTER

This section pertains to models 120 & 125 only.

The fuel filter may become improperly positioned inside the fuel tank after the moped has left the manufacturing plant due to improper shipping and handling. If this occurs, you will run out of fuel even though there is still gas in the tank.

If you suspect that you have this problem, use a clean stiff wire about 300mm (12 inches) long and feel for the presence of the filter in the bottom of the tank.

CAUTION: When servicing your moped, do it in a well ventilated area. **DO NOT** service your moped (1) anywhere near an open flame, (2) anywhere that sparks could occur, (3) while smoking.

If the filter is not in the proper position, it must be withdrawn from the tank (fig. B) and reinstalled in the correct position (fig. A).

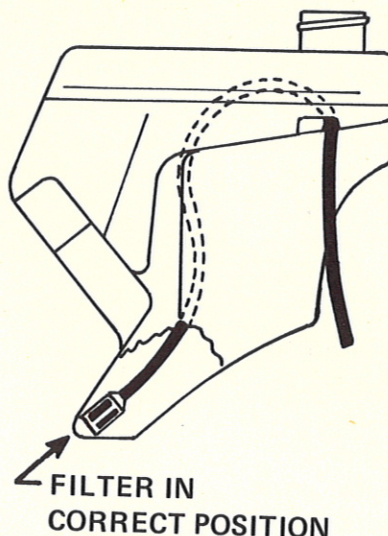
NOTICE: Do not change the length of fuel line inside the tank.

Changing the length of fuel line inside the tank also changes the length of fuel line outside the tank between the carburetor and fuel tank. This may result in pinching the fuel line or the fuel line could be pulled off the carburetor when the engine is raised and lowered.

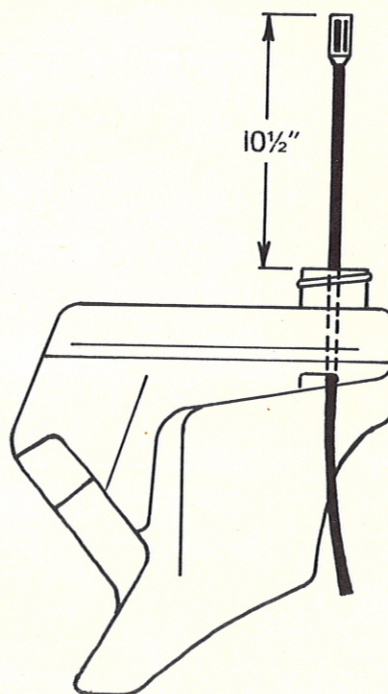
A pinched fuel line will cut off the engine fuel supply.

If the fuel line is pulled off, gasoline will be spilled causing a fire hazard.

(fig. A)



(fig. B)



If necessary, readjust the fuel line so that approximately 266mm (10½ inches) extends out of the gas tank. (See fig. B).

ENGINE COVER REMOVAL

TOOL REQUIRED

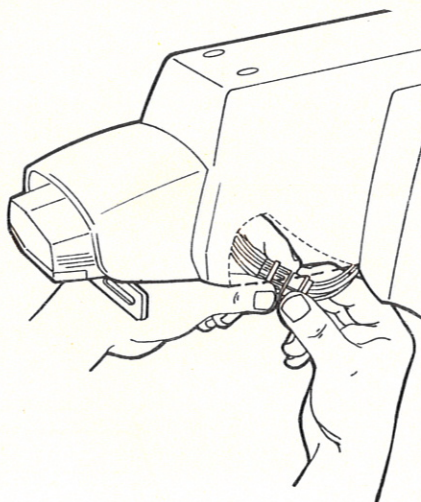
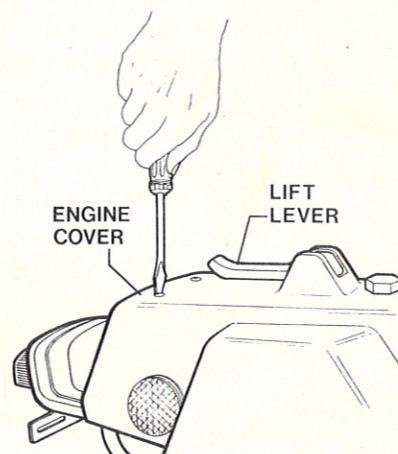
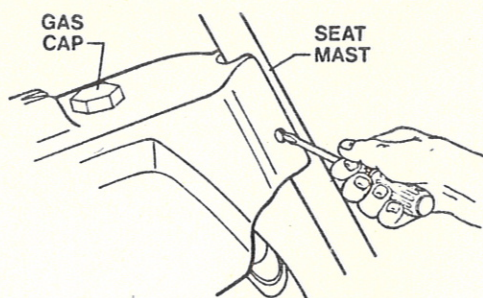
- MEDIUM-SIZE SCREWDRIVER

WARNING: If engine is hot when the cover is to be removed, keep your hands away from the engine and muffler area.

1. Remove the seat.
2. Place a wedge between the top of tire and friction roller on bottom of engine so lift lever handle runs parallel with the seat mast.
3. Remove the gas cap.
4. Remove two screws from the top of rear of plastic engine cover.
5. Remove two screws from the front sides of plastic engine cover.
6. Lift up plastic engine cover slowly until you can disconnect the taillight wires.
7. Remove plastic engine cover by pulling it up and back in the in the same movement.

Reverse above procedure to replace the engine cover.

CAUTION: Make certain taillight wires are connected to the wiring harness when replacing the plastic engine cover. The taillight and brakelight will not function unless this assembly is connected.

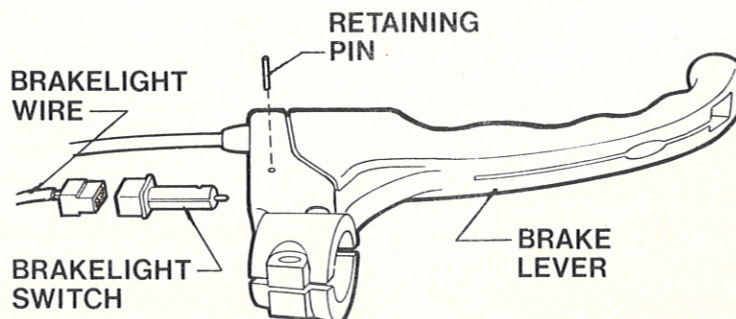


BRAKELIGHT SWITCH

TOOLS REQUIRED

- SMALL PUNCH
- HAMMER

1. Disconnect brake light wires from the brake lever.
2. Using a small punch, carefully drive retaining pin out of the brake lever.
3. Brake light switch can now be removed.
4. Reverse the procedure to replace brake light switch.



LUBRICATION

Periodic lubrication will increase service life.

Chain: Keep well lubricated with SAE 30 weight oil. Wipe off any excess oil with a rag.

Pedals: Lubricate pedal spindles. Keep pedal spindles tightened securely against the crank arm.

DO NOT oil plastic parts or throttle and brake cables.

If moped is to be turned onto its side or upside down make sure to **DRAIN THE FUEL TANK.**

After riding in the rain, or after washing the moped, lubricate the following areas:

The front sprocket, rear sprocket and chain. Wipe off the seat and plastic parts with a damp cloth.

WASHING

NEVER SPRAY THE ENGINE.

BEFORE WASHING your moped, certain areas should be protected.

1. Muffler and tailpipe - Cover with a plastic bag and secure with a rubber band.
2. Hand brake levers and throttle control - Cover with plastic bags.

WHILE WASHING be careful in the following areas:

1. Avoid spraying the complete engine with solvents, detergents or

water. A direct spray could possibly cause a malfunction or damage to the engine.

AFTER WASHING do the following:

1. Remove the plastic bags.
2. Start the engine and let it run to dry off.
3. Check operation of the brakes before riding.
4. Lubricate immediately to prevent rust.

WARNING: Do Not use gasoline to clean the engine or any other parts of your moped.

LONG TERM STORAGE

1. Thoroughly clean the entire unit. (See washing section.)

2. Be sure engine lift lever is in the rear position.

3. Heavily lubricate the chain.

4. Maintain proper tire pressure.

5. Store in a safe dry place.

6. Store in an upright position.

7. Leaning the moped onto its side could cause gas leakage.

8. If moped is to be stored inactive for over thirty (30) days without performing these procedures:

1. Drain the fuel tank in a safe area.

2. Start the engine and run at idle speed until it stops. This will remove most of the fuel from the fuel system.

3. Remove the sparkplug with a 16mm (5/8") wrench and put through the sparkplug hole into approximately a teaspoon of oil the combustion chamber. Rotate the flywheel to distribute the oil throughout the engine. Firmly re-install the sparkplug.

4. Wipe the outside surfaces of the engine.

5. Cover the moped with a protective cloth or plastic and store in

a dry place. Always store away from possible sources of ignition such as furnaces, heaters, etc.

Ideally, the engine should be operated for a short period of time five (5) minutes every thirty (30) days.

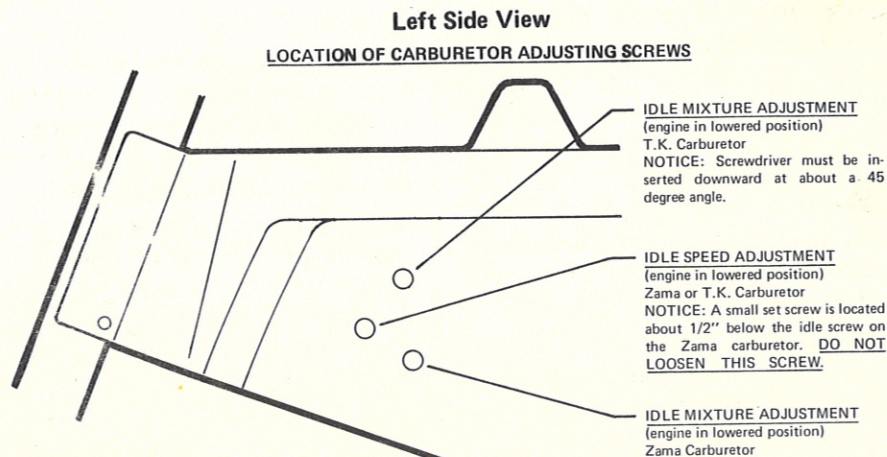
REMOVAL FROM STORAGE

Remove the sparkplug with a 16mm (5/8") wrench. Rotate the roller briskly to clear the cylinder of excess oil. Clean and gap the sparkplug or install a new one. Fill the fuel tank with the **correct** fuel mixture.

REFER TO YOUR McCULLOCH ENGINE OWNER'S MANUAL FOR PROPER CARBURETOR ADJUSTMENT PROCEDURE.

The holes in the plastic engine cover provide easy access to the idle speed and idle mixture screw on your carburetor.

Refer to the illustration for locating the proper adjustment screw on your style carburetor.

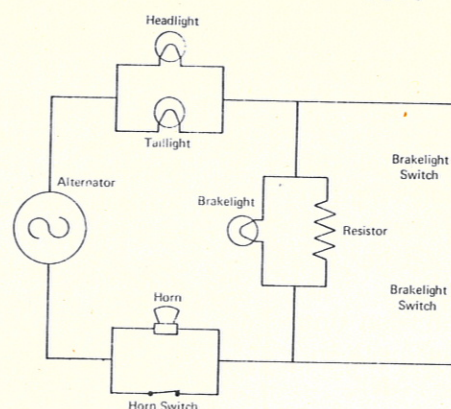


ELECTRICAL SYSTEM

FOR MODELS 110 - 115 - 115KM

Important: The AMF electrical system differs from conventional electrical circuits and should be studied carefully prior to problem diagnosis or attempted repairs. The AMF system (headlight & taillight, horn and brakelight) is connected in series across a constant current alternator. The wiring diagram and circuit are both shown —

ELECTRICAL CIRCUIT



ALTERNATOR

The alternator on the McCulloch engine is designed to supply constant current in order to provide full power to the headlight and taillight at all speeds. The alternator supplies AC power to the lights and horn through ten of its twelve poles.

HEADLIGHT and TAILLIGHT

The headlight and taillight are always on when the engine is operating. They are connected in parallel with each other and in series with the brakelight and horn as shown in the circuit. If either of these two bulbs is removed or or burns out, the total system current will be routed through the other bulb. Therefore, when the headlight burns out, the taillight will also burn out. When the taillight burns out, life of the headlight will be significantly reduced if the taillight is not replaced.

BRAKELIGHT

The brakelight is connected in series with the other lights and the horn. Under normal operating conditions, the brakelight switches are closed allowing the electrical current to bypass the brakelight. When either the front or rear brake lever is compressed, a brakelight switch is opened and current passes through the brakelight and resistor.

RESISTOR

Although the resistor is located in the headlight shell, its purpose

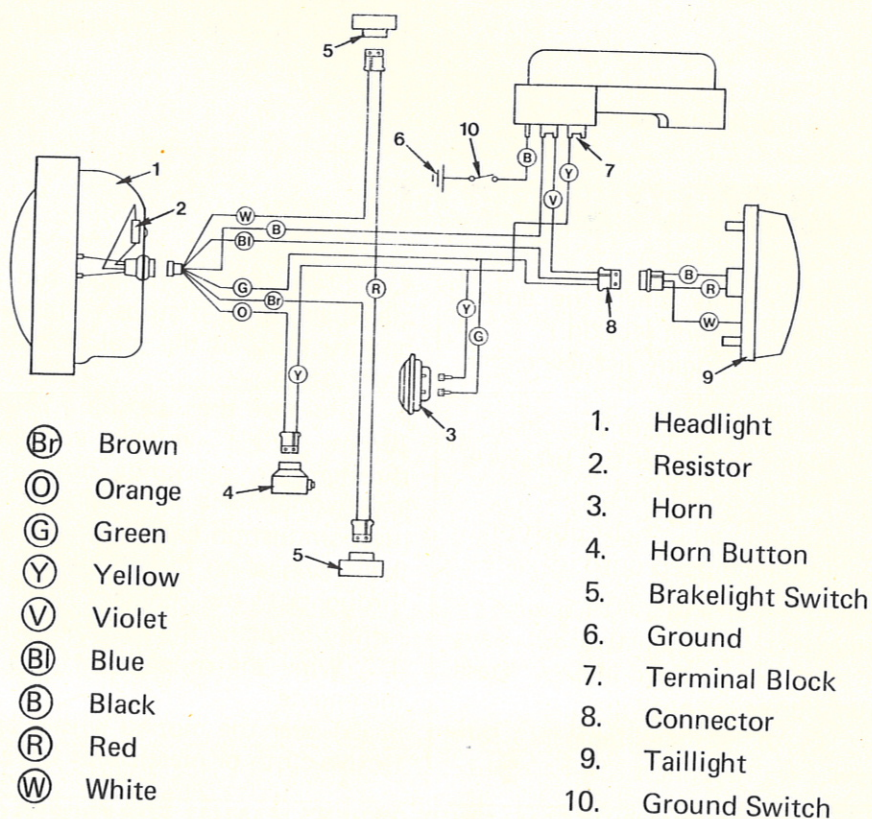
is to protect the brakelight. The resistor is connected in parallel with the brakelight and shares the total system current with the brakelight when one of the brakelight switches are opened. Do not remove the resistor or operate the moped with it disconnected. If the resistor is disconnected all the system current will be forced through the brakelight and it will burn out.

HORN

The horn is connected in series with the remainder of the system. Under normal operating conditions, the horn switch is closed allowing current to bypass the horn. When the horn button is actuated, the system current is forced through the horn.

CAUTION: Continuous operation of the horn will result in damage to the horn.

WIRING DIAGRAM



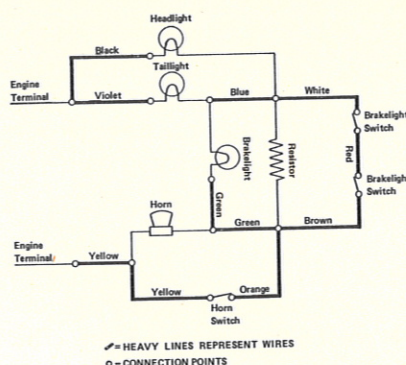
- (Br) Brown
- (O) Orange
- (G) Green
- (Y) Yellow
- (V) Violet
- (Bl) Blue
- (B) Black
- (R) Red
- (W) White

ELECTRICAL SYSTEM

MODELS 120 - 125

Important: The AMF electrical system differs from conventional electrical circuits and should be studied carefully prior to problem diagnosis or attempted repairs. The AMF system (headlight & taillight, horn and brakelight) is connected in series across a constant current alternator. The wiring diagram and circuit are both shown —

ELECTRICAL CIRCUIT



ALTERNATOR

The alternator on the McCulloch engine is designed to supply constant current in order to provide full power to the headlight and taillight at all speeds. The alternator supplies AC power to the lights and horn through ten of its twelve poles.

HEADLIGHT and TAILLIGHT

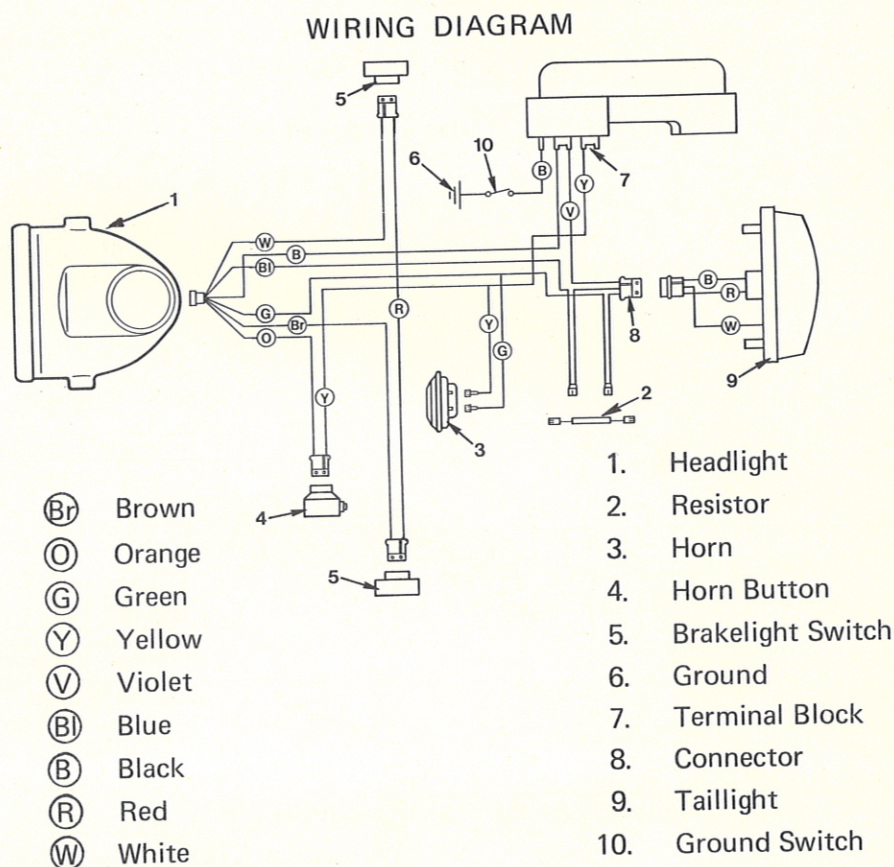
The headlight and taillight are always on when the engine is operating. They are connected in parallel with each other and in series with the brakelight and horn as shown in the circuit. If either of these two bulbs is removed or burns out, the total system current will be routed through the other bulb. Therefore, when the headlight burns out, the taillight will also burn out. When the taillight burns out, life of the headlight will be significantly reduced if the taillight is not replaced.

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The brakelight is connected in series with the other lights and the horn. Under normal operating conditions, the brakelight switches are closed allowing the electrical current to bypass the brakelight. When either the front or rear brake lever is compressed, a brakelight switch is opened and current passes through the brakelight and resistor.

RESISTOR

The purpose of the resistor is to protect the brakelight and



allow the remainder of the system to function if the brakelight is burned out. The resistor is connected in parallel with the brakelight when one of the brakelight switches are opened. Do not remove the resistor or operate the moped with it disconnected. If the resistor is disconnected all the system current will be forced through the brakelight and significantly reduce the brakelight life.

HORN

The horn is connected in series with the remainder of the system. Under normal operating conditions, the horn switch is closed allowing current to bypass the horn. When the horn button is actuated, the system current is forced through the horn.

CAUTION: Continuous operation of the horn will result in damage to the horn.

ELECTRICAL SYSTEM TROUBLESHOOTING

The simplest solution to each problem is listed first and should be checked in that order. By doing this, a problem can be corrected without any unnecessary cost or labor. When checking the wiring, always look for broken wires and/or loose terminals. To check a connection, unplug the terminal and inspect the position of all connector pins. Look for loose or damaged wires.

Problem 1: Total Electrical Failure

The headlight, tail/brakelight and horn will not operate.

- A. The headlight connector is disconnected or loose. (The taillight also needs replacing.)
- B. The yellow wire connection on the engine terminal block is disconnected. (See wiring diagram.)
- C. The violet wire connection on the engine terminal block is disconnected. (The taillight bulbs also needs replacing).
- D. The headlight and taillight bulbs are burned out.

Problem 2: Taillight Will Not Operate

- A. The violet wire connection on the engine terminal block is disconnected.
- B. The taillight bulb is burned out.

Problem 3: Taillight And Brakelight Will Not Operate

- A. The taillight connector is disconnected from the wiring harness. (See wiring diagram.)

Problem 4: Brakelight Remains On All The Time

- A. The connector at one of the brakelight switches is disconnected.
- B. A brake lever is not returning to the closed position. The brakes may need adjusting a brake cable may be kinked or there may be excessive friction in the brake arm. If necessary, adjust the brakes, replace damaged cables or lubricate the pivot area on the reaction arm with a few drops of oil.
- C. A brakelight switch is defective. To determine which one;
1-Disconnect a connector from one brakelight switch.
2-Connect the two pins in the connector on the wiring harness using a piece of wire.

Start the engine. If the brakelight goes out, the disconnected switch is defective. If the brakelight remains on, reconnect the connector and repeat the above procedure using the other switch.

Problem 5: Brakelight Will Not Operate

- A. The taillight assembly is disconnected.
- B. If the brakelight operates when one brake is applied but not the other, the brakelight switch is defective.
- C. The brakelight element in the taillight bulb is burned out.

Problem 6: Horn Will Not Operate

- A. One of the connectors on the horn is disconnected.
- B. The switch inside the clamp on the horn button is defective. To check this, disconnect one connector from the horn. If the lights go out when the horn button is depressed, the switch is operating properly. If not, the switch is defective. Note: The lights should be on when the button is not depressed.

Problem 7: Horn Will Not Shut Off

- A. The connector at the horn button is disconnected.
- B. The switch inside the clamp on the horn button is defective. Check this same as Part B of problem 6.

Problem 8: Headlight And Taillight Go Out When Brake Is Activated

- Combination of two problems.
- A. Brakelight is disconnected or burned out
 - B. Resistor is disconnected or burned out.

Problem 9: Horn Sounds When Brake Is Activated

- A. Horn switch & Brakelight switch connections are reversed.

Problem 10: Engine Continues To Operate When Lift Lever Is In Rear Position

- A. A wire connection is disconnected from the engine terminal block.
- B. The wire is disconnected from the ground switch.
- C. The engine surface is covered with debris where the ground switch contacts the engine.

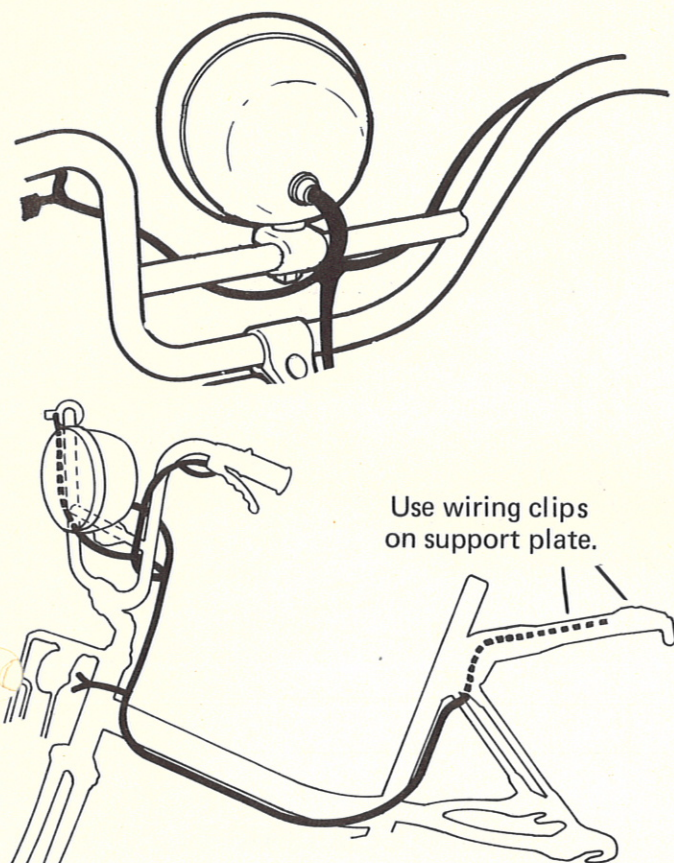
For engine related problems refer to McCulloch Engine Owner's Manual.

CABLE ROUTING

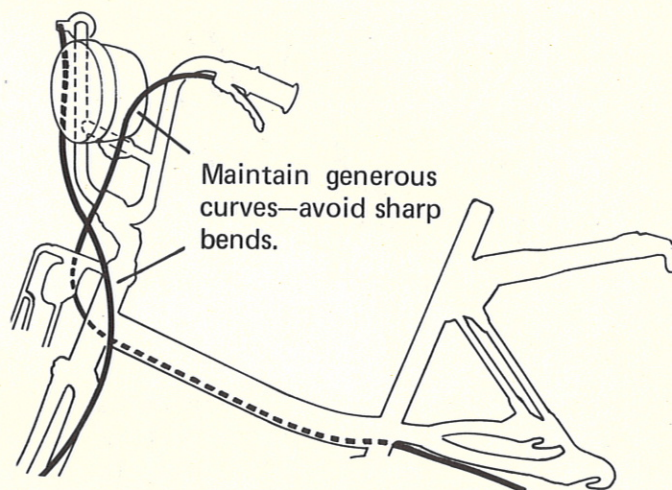
FOR MODELS 110 - 115 - 115KM

CAUTION: Follow the routing instructions shown. Improper cable or harness routing can result in steering restrictions causing impaired control or interference with moving parts causing wear.

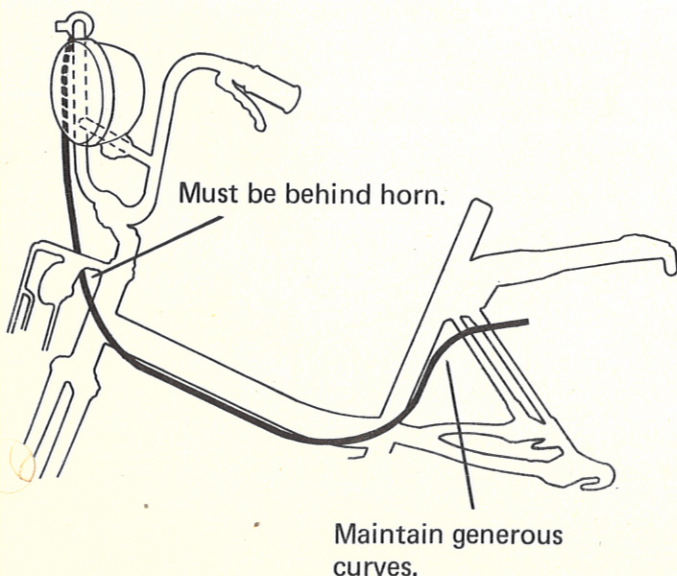
WIRING HARNESS



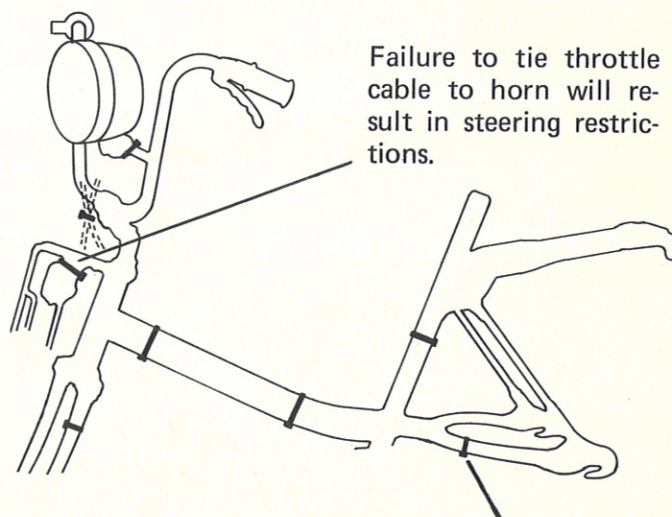
BRAKE CABLES



THROTTLE CABLE



CABLE TIE LOCATIONS



Failure to tie brake cable to lower bar will result in the cable being worn by the tire.

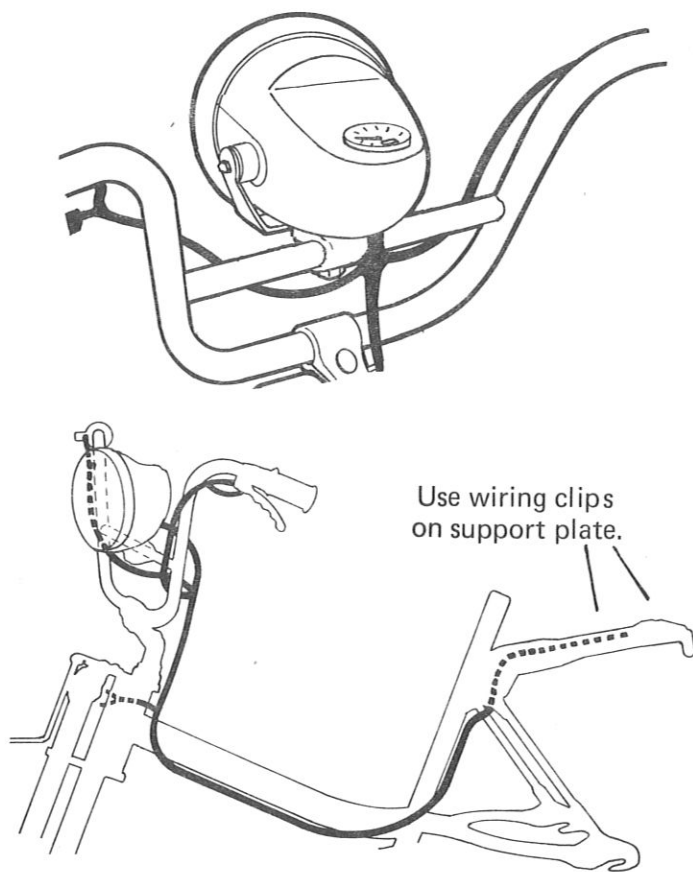
Note: Ends of cable ties may be sharp. Turn ends of ties away from the rider.

CABLE ROUTING

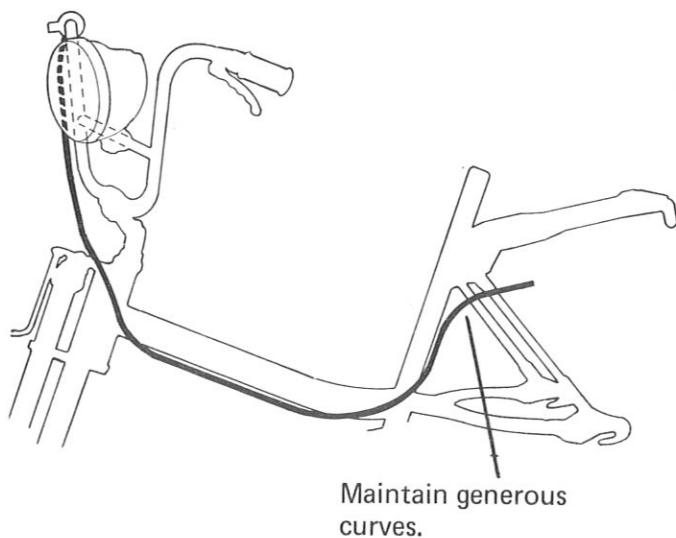
FOR MODELS 120 - 125

CAUTION: Follow the routing instructions shown. Improper cable or harness routing can result in steering restrictions causing impaired control or interference with moving parts causing wear.

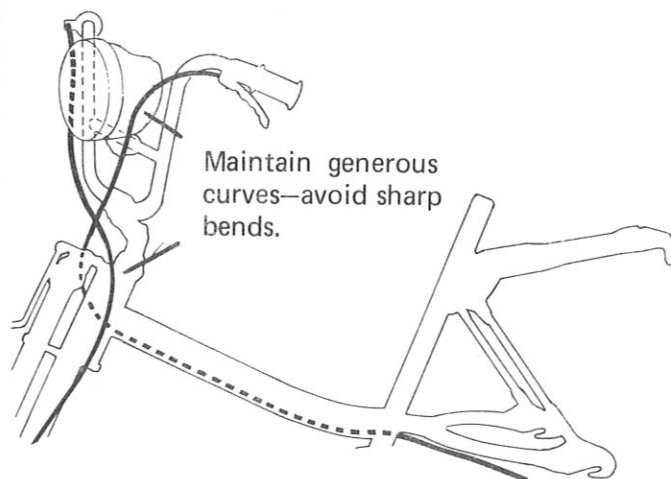
WIRING HARNESS



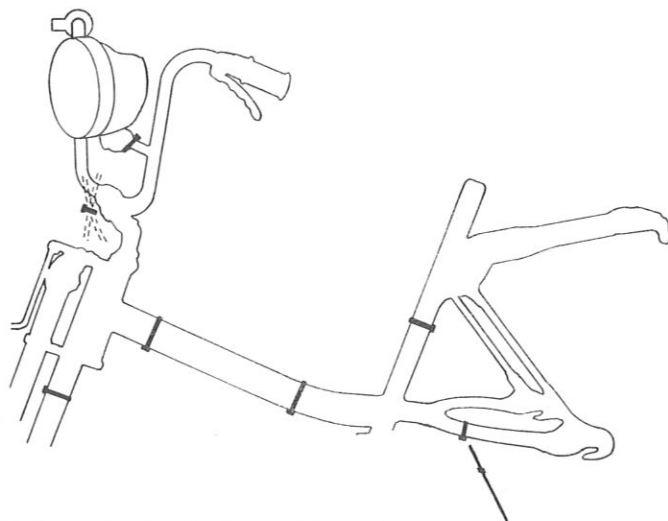
THROTTLE CABLE



BRAKE CABLES



CABLE TIE LOCATIONS



Failure to tie brake cable to lower bar will result in the cable being worn by the tire.

Note: Ends of cable ties may be sharp. Turn ends of ties away from the rider.

PARTS LISTING

AMF MOPED parts should be ordered through your local authorized service center. If there is not an authorized service center near you, parts can be ordered direct by following the steps below.

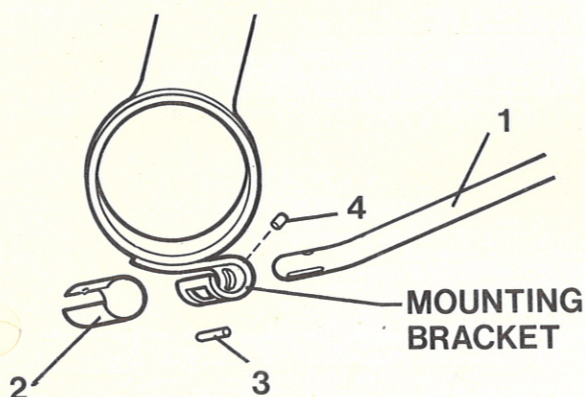
HOW TO ORDER

To eliminate error and speed delivery of replacement parts, always include the following information on your order.

1. Ordering Number of the Part.
2. Part Name or Description.
3. Quantity
4. Color (if painted or a plastic part).
5. Vehicle Identification Number (VIN)
6. Frame Number

AMF Wheel Goods
Moped Service Department
Olney, Illinois 62450
Telephone (618) 393-2991

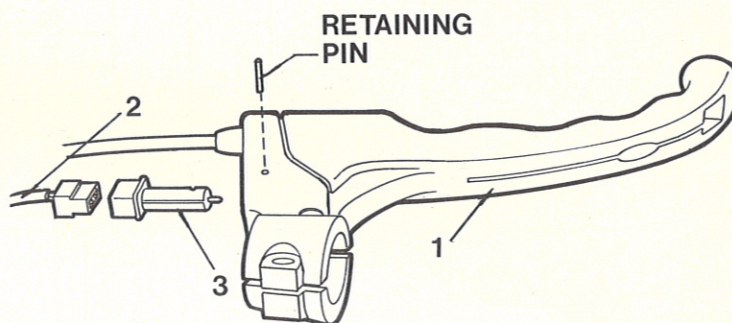
Parts orders amounting to less than \$20.00 will be shipped accompanied by an invoice. For orders exceeding \$20.00, a letter will be sent to you stating the cost of the part/s and any additional information necessary to complete the purchase.



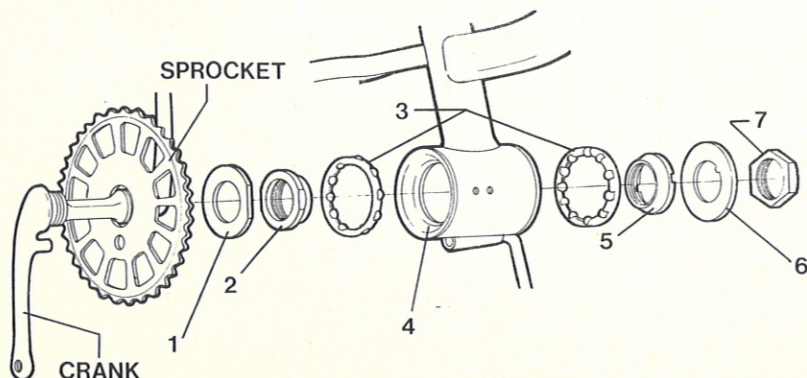
LEFT SIDE VIEW

KICKSTAND (complete)
Ordering No. MP-0016

Ref. No.	Part Name
1	Kickstand Arm
2	Spring Retainer
3	Roller Pin Stop
4	Pin Lock

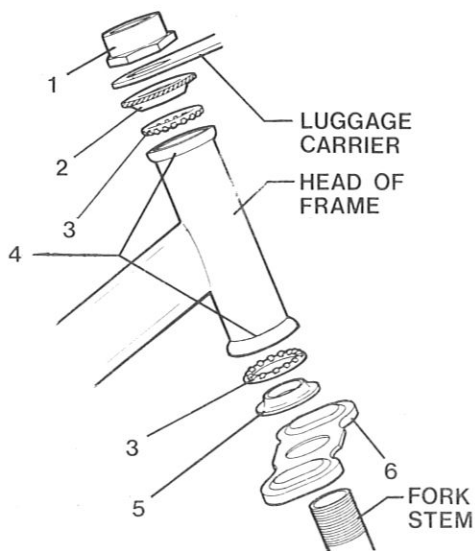


Ref. No.	Part Name	Ordering No.
1	Brake Lever Handle w/switch	MP-0056
2	Cable Casing (front)	MP-0055
	Cable Casing (rear)	MP-0054
3	Brake Switch w/pin	MP-0007



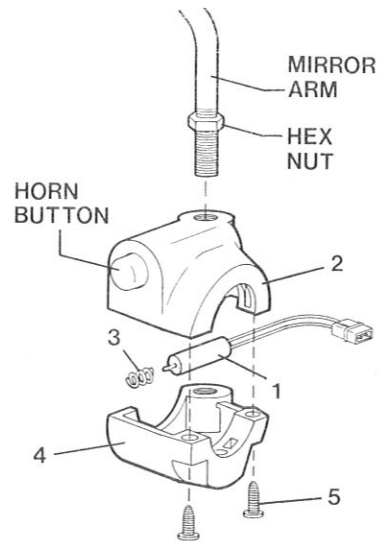
CRANK FITTINGS (complete)
Ordering No. MP-0011

Ref. No.	Part Name
1	Washer
2	Stationary Cone
3	Bearing & Retainer
4	Crank Cup
5	Adjusting Cone
6	Keyed Washer
7	Adjusting Nut



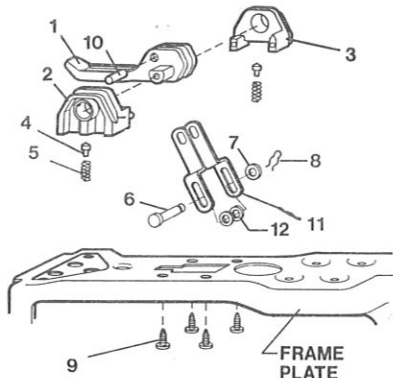
HEAD FITTINGS (complete)
Ordering No. MP-0014

Ref. No.	Part Name
1	Fork Adjusting Nut
2	Fork Adjusting Cone
3	Bearing & Retainer
4	Head Cup
5	Stationary Cone
6	Fork Cover Cap



HORN SWITCH ASSEMBLY (complete)
Ordering No. MP-0063

Ref. No.	Part Name	Ordering No.
1	Switch	MP-0048
2	Clamp w/button (upper)	
3	Spring	
4	Clamp (lower)	
5	Mounting Screw	

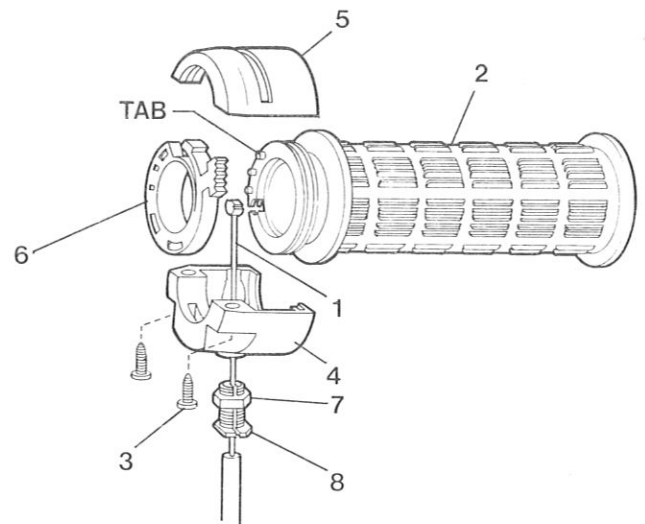


LIFT LEVER ASSEMBLY (includes Ref. Nos. 1-4)
Ordering No. MP-0036

Ref. No.	Part Name
1	Lift Handle
2	Lift Rest (right)
3	Lift Rest (left)
4	Plastic Lock Pin

Ordering No. MP-0012 (includes Ref. Nos. 5-12)

Ref. No.	Part Name
5	Lift Spring
6	Lift Pin
7	Flatwasher
8	Spring Pin
9	Mounting Screw
10	Lift Pin (upper)
11	Lift Bracket
12	Plastic Spacer

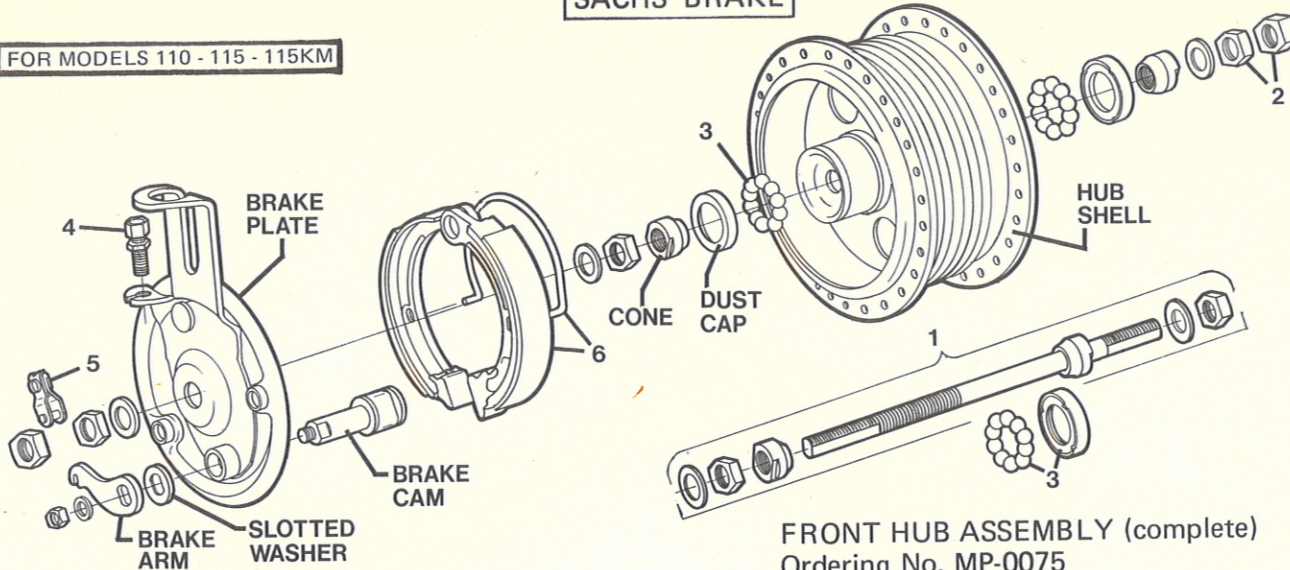


TWIST GRIP CONTROL (complete)
Ordering No. MP-0072

Ref. No.	Part Name
1	Cable & Casing
2	Twist Grip
3	Mounting Screw
4	Lower Clamp
5	Upper Clamp
6	Decompression Control
7	Adjusting Nut
8	Adjusting Screw

FOR MODELS 110 - 115 - 115KM

SACHS BRAKE



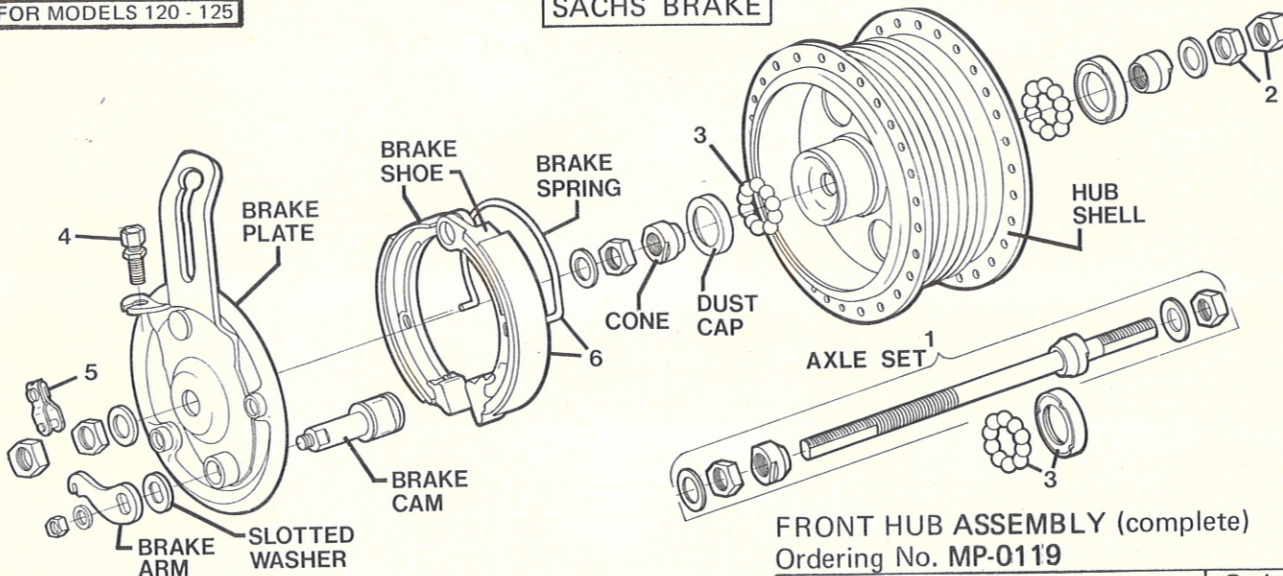
NOTICE: If a complete hub or any internal parts of either hub ever need replacing, have a qualified serviceman do it for you.

FRONT HUB ASSEMBLY (complete)
Ordering No. MP-0075

Ref. No.	Part Name	Ordering No.
1	Axle Assembly	MP-0001
2	Axle Nuts (4)	MP-0003
3	Hub Bearings (1 set)	MP-0004
4	Brake Adjusting Barrel w/nut	MP-0005
5	Brake Cable Link	MP-0006
6	Brake Shoes w/spring	MP-0008

FOR MODELS 120 - 125

SACHS BRAKE

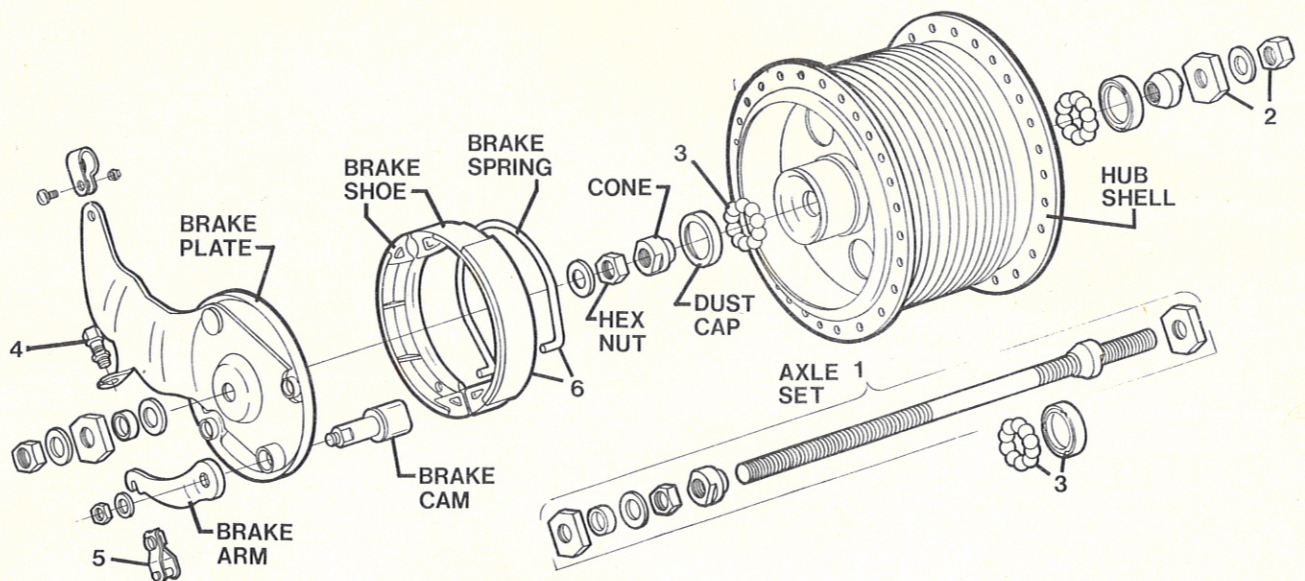


NOTICE: If a complete hub or any internal parts of either hub ever need replacing, have a qualified serviceman do it for you.

FRONT HUB ASSEMBLY (complete)
Ordering No. MP-0119

Ref. No.	Part Name	Ordering No.
1	Axle Assembly	MP-0001
2	Axle Nuts (4)	MP-0003
3	Hub Bearings (1 set)	MP-0004
4	Brake Adjusting Barrel w/nut	MP-0005
5	Brake Cable Link	MP-0006
6	Brake Shoes w/spring	MP-0008

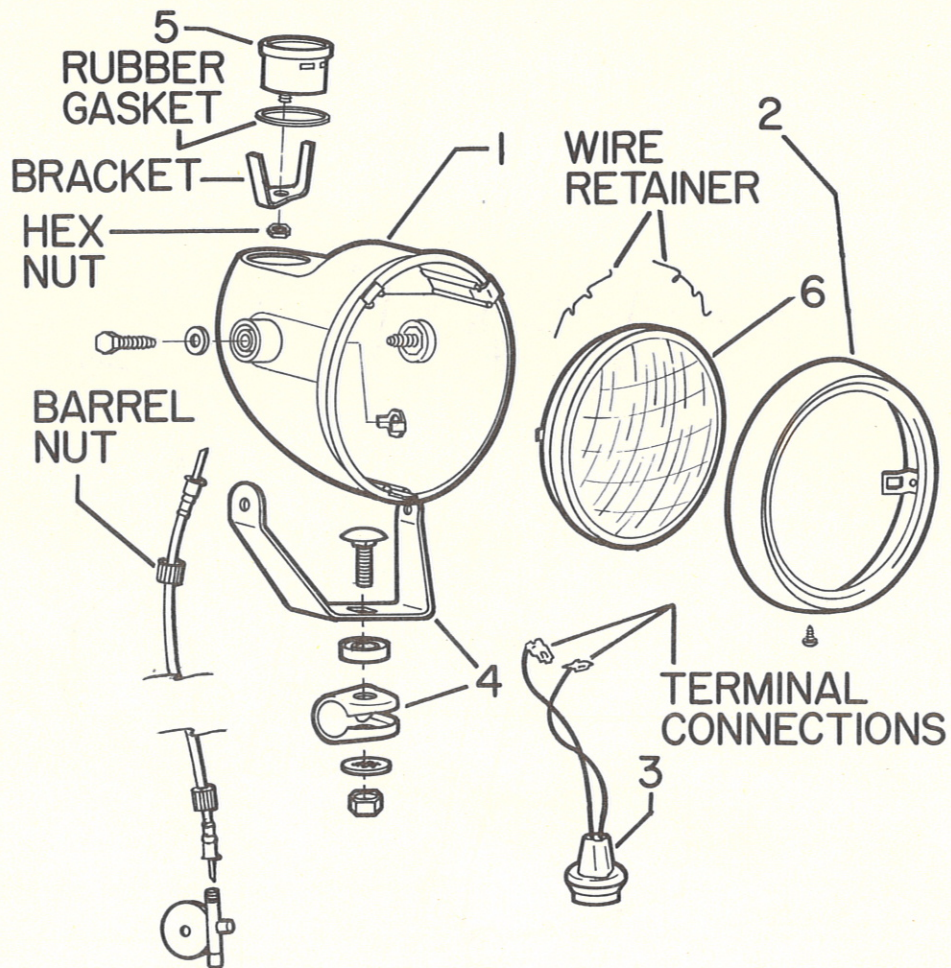
SACHS BRAKE



REAR HUB ASSEMBLY (complete
less free wheeling sprocket)
Ordering No. MP-0076

Ref. No.	Part Name	Ordering No.
1	Axle Assembly	MP-0002
2	Axle Nuts (4)	MP-0003
3	Hub Bearings (1 set)	MP-0004
4	Brake Adjusting Barrel w/nut	MP-0005
5	Brake Cable Link	MP-0006
6	Brake Shoes w/spring	MP-0008

FOR MODEL 120

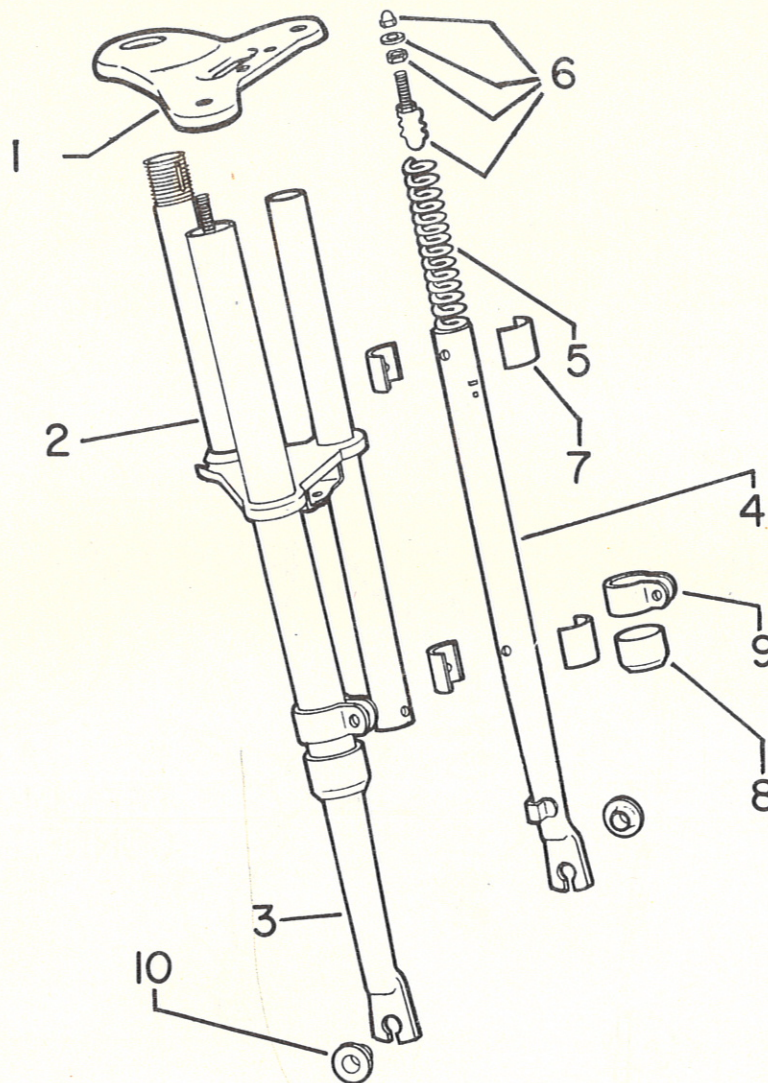


HEADLIGHT (complete less speedometer & bracket
w/clamp)

Ordering No. MP-0122

Ref. No.	Part Name	Ordering No.
1	Plastic Housing w/Fasteners	MP-0115
2	Bezel w/Retainer clip & Screw	MP-0112
3	Connector & Lead Assembly	MP-0113
4	Bracket w/Clamp & Fasteners	MP-0114
5	Speedometer complete w/Cable & Drive Unit	MP-0116
6	Headlight Bulb	MP-0009

FOR MODELS 120 - 125

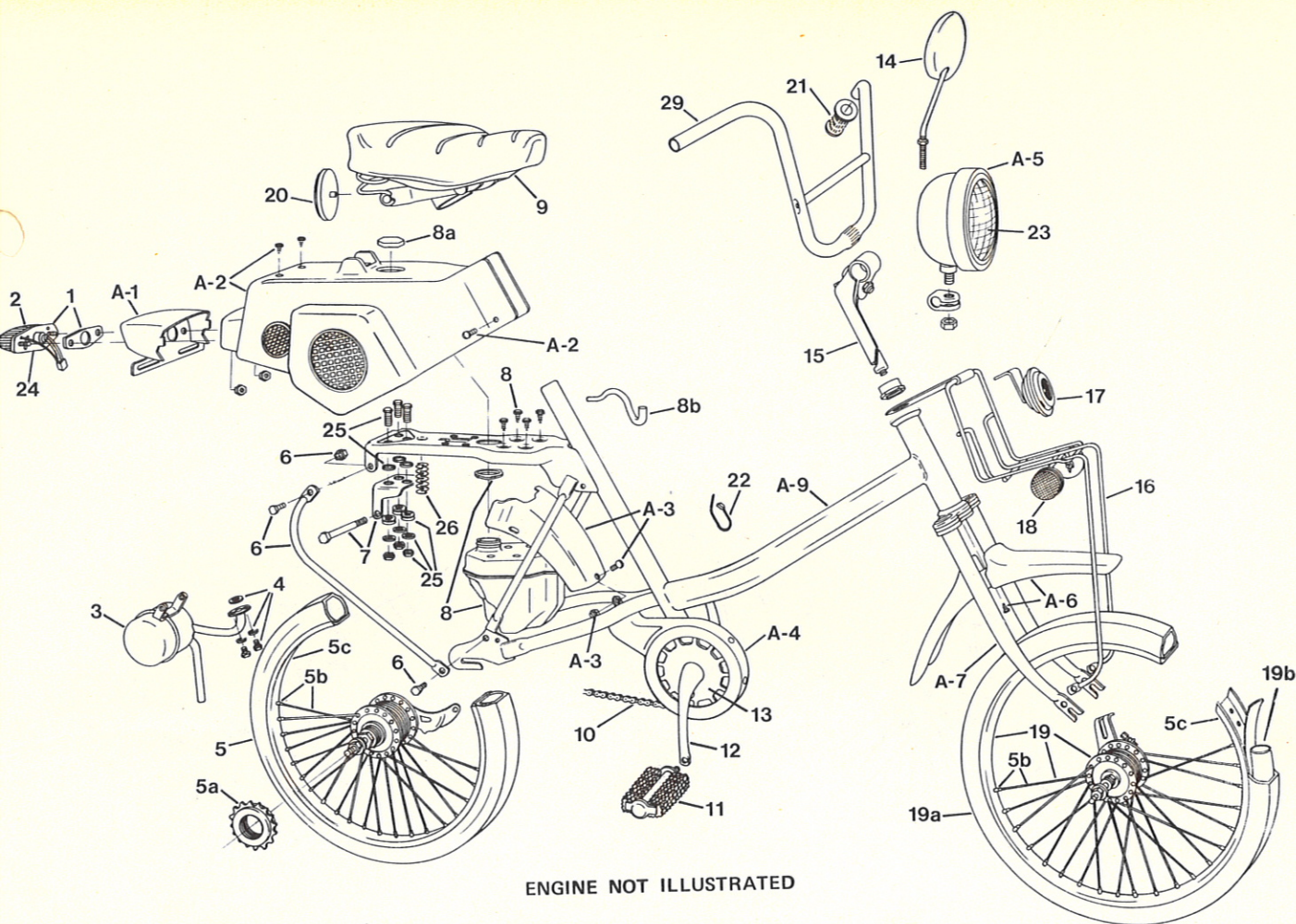


FRONT FORK (complete-less rack mounting bracket)

Ordering No. MP-0123 Model 120

Ordering No. MP-0140 Model 125

Ref. No.	Part Name	Model No.	Ordering No.
1	Fork Upper Plate	120	MP-0141
		125	MP-0102
2	Fork Assembly	120	MP-0142
		125	MP-0103
3	Lower Tube (right side)		MP-0104
4	Lower Tube (left side)		MP-0105
5	Compression Spring		MP-0106
6	Compression Spring Fasteners		MP-0107
7	Split Bushing (8)		MP-0108
8	Rubber Boot (2)		MP-0109
9	Rack Mounting Bracket		MP-0110
10	Axle Locking Washer (2)		MP-0111



ENGINE NOT ILLUSTRATED

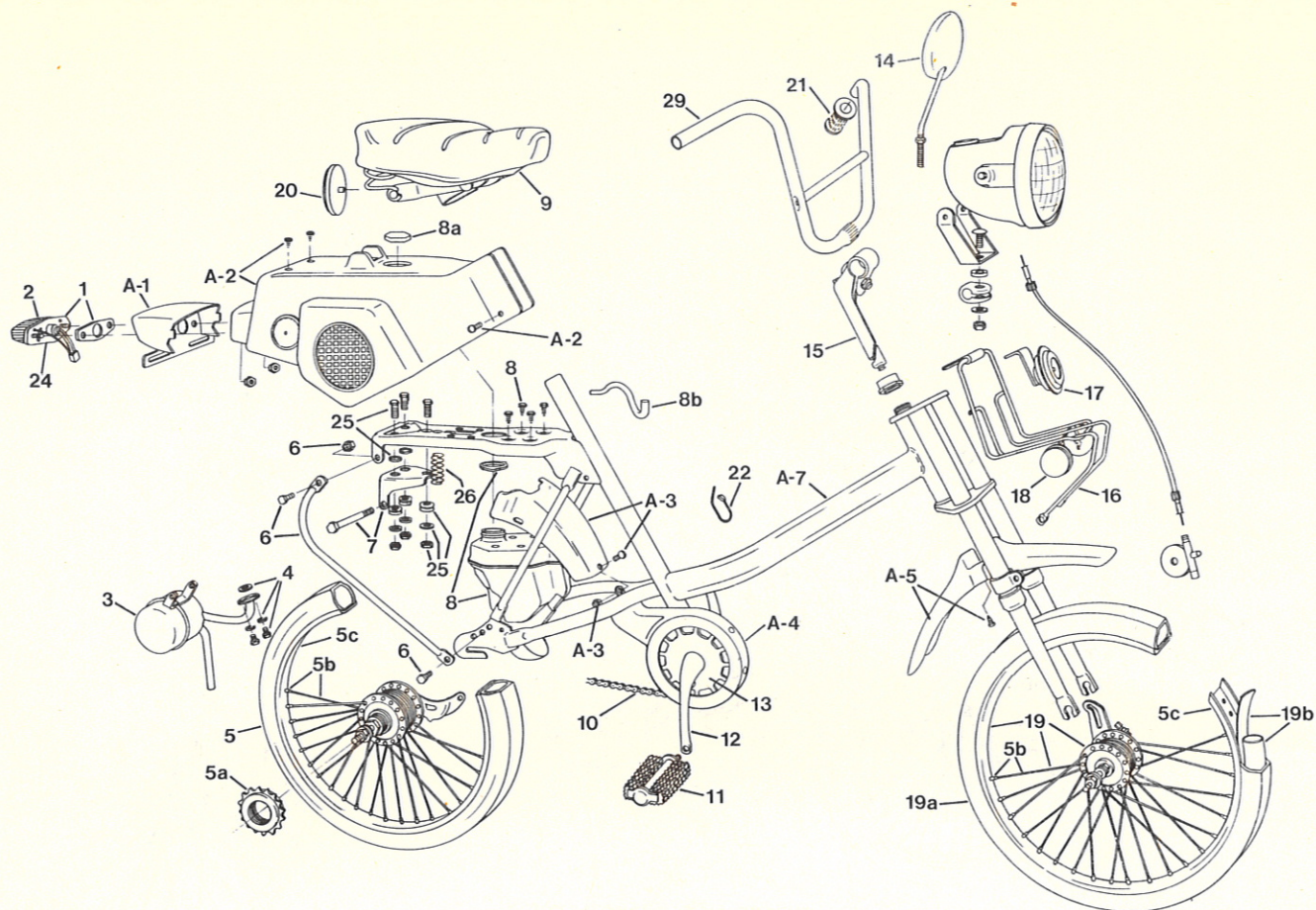
PARTS LIST FOR MODELS 110, 115 and 115 KM

30	Crossmember Screws(2)	MP-0101
31	Screws for Plastic Engine Cover (4)	MP-0099
32	Engine(complete)	MP-0100

Ref. No.	Part Name	Ordering No.
1	Taillight Assembly (w/wiring & fasteners)	MP-0049
2	Taillight Lens (only)	MP-0050
3	Muffler (only)	MP-0065
4	Muffler Gasket & Bolts	MP-0019
5	Rear Wheel Assembly (complete-less tire & tube)	MP-0074
5a	Rear Free Wheeling Sprocket - 16 tooth	MP-0070
5b	Spoke & Nipple Set 12 (front or rear)	MP-0022
5c	Rim - Front or Rear	MP-0067
6	Engine Support Arm w/fasteners	MP-0037
7	Engine Bracket Pivot w/bolt & nut	MP-0033
8	Gas Tank w/felt pad & fasteners	MP-0046
8a	Gas Cap	MP-0080
8b	Gas Line	MP-0077
9	Seat (complete)	MP-0068
10	Chain w/master link-47"	MP-0030
11	Pedal (1 pair)	MP-0066
12	Crank	MP-0058
13	Sprocket-Front	MP-0069
14	Mirror w/nut	MP-0064
15	Stem Assembly	MP-0071

Ref. No.	Part Name	Ordering No.
16	Luggage Carrier	MP-0057
17	Horn w/mounting bracket	MP-0062
18	Front Reflectors w/fasteners	MP-0020
19	Front Wheel Assembly (complete-less tire & tube)	MP-0073
19a	Tire - Front or Rear	MP-0026
19b	Tube & Rim Strip	MP-0027
20	Rear Reflector Kit (3 reflectors w/fastener)	MP-0021
21	Grip - Left Hand	MP-0061
22	Cable Ties (set of 10)	MP-0029
23	Headlight Bulb	MP-0009
24	Taillight Bulb (pkg. of 2) (not shown)	MP-0010
25	Engine Shock Mounts w/fasteners (3)	MP-0013
26	Engine Compression Spring w/Damper	MP-0078
27	Wiring Harness (not shown)	MP-0081
28	Kill Switch Assembly w/fasteners & wire (not shown)	MP-0017
29	Handlebar w/crossmember, clamp & fastener	MP-0053

Ref. No.	Part Name	Model No.	Ordering No.
A-1	Rear Fender (upper) w/decals	110 115 115KM	MP-0042 MP-0043 MP-0091
A-2	Plastic Engine Cover w/fasteners	110 115 115KM	MP-0034 MP-0035 MP-0035
A-3	Rear Fender (lower) w/decals & fasteners	110 115 115KM	MP-0040 MP-0041 MP-0092
A-4	Chainguard Assy w/fasteners	110 115 115KM	MP-0031 MP-0032 MP-0093
A-5	Headlight Assy (complete)	110 115 115KM	MP-0015 MP-0047 MP-0047
A-6	Front Fender w/decals & fastener	110 115 115KM	MP-0038 MP-0039 MP-0094
A-7	Front Fork w/cover cap & lower cone	110 115 115KM	MP-0044 MP-0045 MP-0045
A-8	Decal Sheet - Fenders (not shown)	110 115 115KM	MP-0059 MP-0060 MP-0095
A-9	Frame w/decals & I.D. tag	110 115 115KM	MP-0051 MP-0052 MP-0096



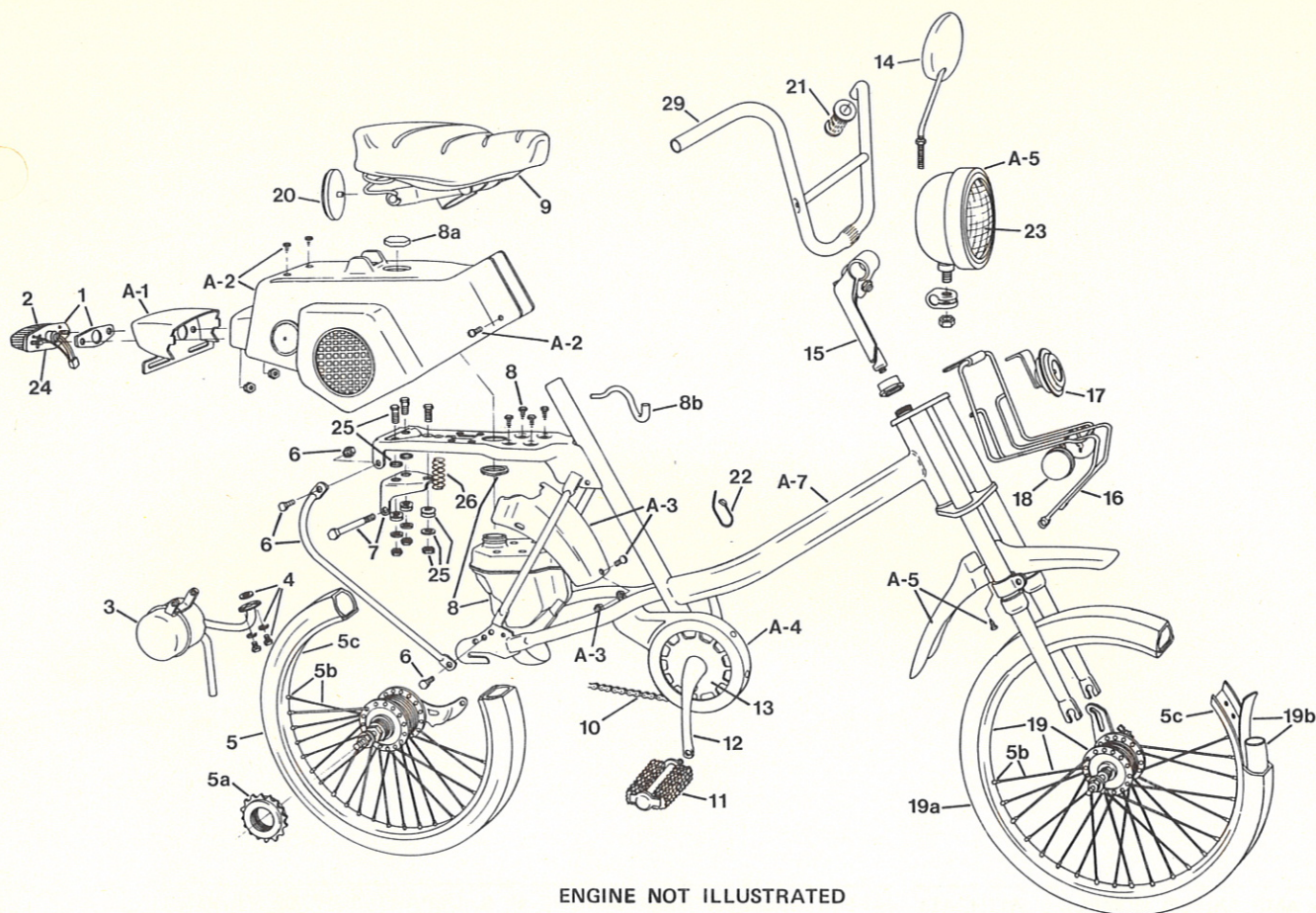
ENGINE NOT ILLUSTRATED

PARTS LIST FOR MODEL 120

Ref. No.	Part Name	Ordering No.
1	Taillight Assembly (w/wiring & fasteners)	MP-0049
2	Taillight Lens (only)	MP-0050
3	Muffler (only)	MP-0065
4	Muffler Gasket & Bolts	MP-0019
5	Rear Wheel Assembly (complete-less tire & tube)	MP-0074
5a	Rear Free Wheeling Sprocket - 16 tooth	MP-0070
5b	Spoke & Nipple Set 12 (front or rear)	MP-0022
5c	Rim - Front or Rear	MP-0067
6	Engine Support Arm w/fasteners	MP-0037
7	Engine Bracket Pivot w/bolt & nut	MP-0033
8	Gas Tank w/felt pad & fasteners	MP-0117
8a	Gas Cap	MP-0080
9	Seat (complete)	MP-0138
10	Chain w/master link- 47"	MP-0030
11	Pedal (1 pair)	MP-0066
12	Crank	MP-0058
13	Sprocket-Front	MP-0069
14	Mirror w/nut	MP-0064
15	Stem Assembly	MP-0071

Ref. No.	Part Name	Ordering No.
16	Luggage Rack	MP-0118
17	Horn w/mounting bracket	MP-0062
18	Front Reflectors w/fasteners	MP-0020
19	Front Wheel Assembly (complete-less tire & tube)	MP-0120
19a	Tire - Front or Rear	MP-0026
19b	Tube & Rim Strip	MP-0027
20	Rear Reflector Kit (3 reflectors w/fastener)	MP-0021
21	Grip - Left Hand	MP-0061
22	Cable Ties (set of 10)	MP-0029
23	Headlight Bulb	MP-0009
24	Taillight Bulb (pkg. of 2) (not shown)	MP-0010
25	Engine Shock Mounts w/fasteners (3)	MP-0013
26	Engine Compression Spring	MP-0078
27	Wiring Harness w/resistor (not shown)	MP-0121
28	Kill Switch Assembly w/fasteners & wire (not shown)	MP-0017
29	Handlebar w/crossmember, clamp & fastener	MP-0053

Ref. No.	Part Name	Ordering No.
30	Crossmember Screws(2)	MP-0101
31	Screws for Plastic Engine Cover (4)	MP-0099
32	Engine(complete)	MP-0100
A-1	Rear Fender (upper) w/decals	MP-0124
A-2	Plastic Engine Cover w/fasteners	MP-0125
A-3	Rear Fender (lower) w/decals & fasteners	MP-0126
A-4	Chainguard Assy. w/fasteners	MP-0127
A-5	Front Fender w/decals & fastener	MP-0128
A-6	Decal Sheet-Fenders (not shown)	MP-0129
A-7	Frame w/decals & I.D. tag	MP-0130



PARTS LIST FOR MODEL 125

Ref. No.	Part Name	Ordering No.
1	Taillight Assembly (w/wiring & fasteners)	MP-0049
2	Taillight Lens (only)	MP-0050
3	Muffler (only)	MP-0065
4	Muffler Gasket & Bolts	MP-0019
5	Rear Wheel Assembly (complete-less tire & tube)	MP-0074
5a	Rear Free Wheeling Sprocket - 16 tooth	MP-0070
5b	Spoke & Nipple Set 12 (front or rear)	MP-0022
5c	Rim - Front or Rear	MP-0067
6	Engine Support Arm w/fasteners	MP-0037
7	Engine Bracket Pivot w/bolt & nut	MP-0033
8	Gas Tank w/felt pad & fasteners	MP-0117
8a	Gas Cap	MP-0080
9	Seat (complete)	MP-0068
10	Chain w/master link-47"	MP-0030
11	Pedal (1 pair)	MP-0066
12	Crank	MP-0058
13	Sprocket-Front	MP-0069
14	Mirror w/nut	MP-0064
15	Stem Assembly	MP-0071

Ref. No.	Part Name	Ordering No.
16	Luggage Rack	MP-0118
17	Horn w/mounting bracket	MP-0062
18	Front Reflectors w/fasteners	MP-0020
19	Front Wheel Assembly (complete-less tire & tube)	MP-0120
19a	Tire - Front or Rear	MP-0026
19b	Tube & Rim Strip	MP-0027
20	Rear Reflector Kit (3 reflectors w/fastener)	MP-0021
21	Grip - Left Hand	MP-0061
22	Cable Ties (set of 10)	MP-0029
23	Headlight Bulb	MP-0009
24	Taillight Bulb (pkg. of 2) (not shown)	MP-0010
25	Engine Shock Mounts w/fasteners (3)	MP-0013
26	Engine Compression Spring	MP-0078
27	Wiring Harness w/resistor (not shown)	MP-0121
28	Kill Switch Assembly w/fasteners & wire (not shown)	MP-0017
29	Handlebar w/crossmember, clamp & fastener	MP-0053

Ref. No.	Part Name	Ordering No.
30	Crossmember Screws(2)	MP-0101
31	Screws for Plastic Engine Cover (4)	MP-0099
32	Engine(complete)	MP-0100
A-1	Rear Fender (upper) w/decals	MP-0131
A-2	Plastic Engine Cover w/fasteners	MP-0132
A-3	Rear Fender (lower) w/decals & fasteners	MP-0133
A-4	Chainguard Assy. w/fasteners	MP-0134
A-5	Front Fender w/decals & fastener	MP-0135
A-6	Decal Sheet-Fenders (not shown)	MP-0136
A-7	Frame w/decals & I.D.tag	MP-0137

THIS AMF MOPED COMPLIES WITH ALL SAFETY REGULATIONS OF THE U. S. DEPARTMENT OF TRANSPORTATION (symbol DOT) FOR MOTOR-DRIVEN CYCLES IN EFFECT AS OF THE DATE OF MANUFACTURE.

NOTES

ONE YEAR LIMITED WARRANTY

AMF WHEEL GOODS DIVISION (hereinafter "AMF Wheel Goods") warrants to the original retail purchaser-consumer of its mopeds that such products and parts thereof are free from defects in workmanship and materials.

This Warranty, together with any and all warranties implied by law, shall be limited to the following durations from the date of purchase by the original retail purchaser-consumer: (a) Moped frames are warranted for a period of one (1) year from date of purchase; (b) Tires, tubes, cables and light bulbs are warranted for a period of thirty (30) days from date of purchase; (c) All other parts are warranted for a period of 180 days from date of purchase.

This Warranty does not cover items or services that are normally required to maintain the moped, namely, sparkplugs; filters; lubricants; brakes; tire inflation; tightening of screws, nuts and bolts; periodic tune-ups; and normal adjustments as set forth in the owner's Manual. Further, this Warranty does not apply to defects resulting from improper assembly or maintenance, unauthorized alterations, abuse, use of the product for commercial purposes, or use of the product on surfaces other than public roads, public access ways or driveways.

Any defect, malfunction, or other failure of the moped to conform to this Warranty will be remedied by AMF Wheel Goods in the manner provided below;

RESPONSIBILITY OF AMF WHEEL GOODS

AMF Wheel Goods' responsibility under this Warranty shall be to replace or repair, at its discretion and without charge to the purchaser-consumer, any moped or part thereof which is found by AMF Wheel Goods or any of its authorized service dealers to be actually defective, malfunctioning, or otherwise to constitute a violation of this Warranty. AMF Wheel Goods' obligations of replacement or repair are conditioned upon the consumer's return of the defective moped or part to AMF Wheel Goods or one of its authorized service dealers. Any expenses for packing, shipping and/or mailing a defective moped or part to AMF Wheel Goods shall be borne by the purchaser-consumer.

It is AMF's policy to make technical improvements continuously, therefore, the right is reserved to make changes at any time during the model year without notice. To the best knowledge of AMF the material contained herein is accurate as of the date this publication was approved for printing.■

RESPONSIBILITY OF THE PURCHASER-CONSUMER

The purchaser-consumer's sole responsibility under this Warranty shall be, in the instance of a Warranty claim, to notify AMF Wheel Goods of the defect, malfunction or other manner in which the terms of the Warranty are violated. You may secure performance of Warranty obligations hereunder by, in writing:

1. Specifying the product or part involved, where, when and from whom the moped was purchased;
2. Describing the nature of the defect, malfunction, or other violation of the Warranty;
3. Forwarding this written notification, together with the defective part, to AMF Wheel Goods or any of its authorized service dealers. For the nearest authorized service dealer in your area, write to or call:

AMF Wheel Goods
Moped Service Department
Olney, Illinois 62450
Telephone (618) 393-2991

NOTE: When notifying AMF Wheel Goods of a warranty claim, return the defective part only. Do not return the entire product to us unless, after first receiving your claim, we then notify you that this is necessary.

THIS WARRANTY DOES NOT COVER, AND IS INTENDED TO EXCLUDE, ANY LIABILITY ON THE PART OF AMF WHEEL GOODS, WHETHER UNDER THIS WARRANTY OR UNDER ANY WARRANTY IMPLIED BY LAW, FOR ANY INDIRECT OR CONSEQUENTIAL DAMAGES FOR BREACH HEREOF OR THEREOF.

NOTE: Some states do not allow limitations on how long an implied warranty lasts or on the exclusion of indirect or consequential damages, so the above limitation on duration of implied warranties and the above exclusion of incidental and consequential damages may not apply to you.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.