VSEBINA

OPOZORILA

Pred uporabo vozila pazljivo preberite Navodilo za uporabo, da bi se seznanili z njegovimi značilnostmi in ga pravilno in varno uporabljali.

1. Gorivo je zelo vnetljivo in eksplozivno, zato bodite še posebej pazljivi:
   - pred polnjenjem goriva ugasnite motor
   - rezervoar polnite na prostem, ne kadite in se mu nikoli ne približujte z odprtim ognjem ali iskro
   - morebitno razlito gorivo temeljito osušite z brisanjem.
2. Motor ne sme delovati v zaprtem prostoru ali blizu odprtih nižje ležečih (kletnih) prostorov. Izpušni plini so strupeni in težji od zraka.
3. Med zaganjanjem in delovanjem motorja se ne dotikajte vžigalne tuljave, visokonapetostnega kabla, kapice svečke in ostalih delov elektronapeljave.
4. V času obratovanja motorja in tudi še nekaj časa po ustavitvi, se ne dotikajte vročih delov: valja, glave valja, izpušnega lonca in zavor.
5. V času obratovanja pazite na vrtljive dele motorja.

Predelava vozila, odstranitev ali uporaba neoriginalnih delov ni dovoljena. Lastnike opozarjamo, da vsaka predelava izpušnega sistema lahko samo poslabša delovanje in ne povečuje zmogljivosti motorja.

NASVETI ZA VARNO VOŽNJO

Vožnja dvokolesnega vozila je enostavna, zahteva pa nekaj znana in izkušenj, ki jih mora voznik pridobivati postopoma. Pred vsako vožnjo pa naj upošteva sledeča pravila:

1. Preverite delovanje posameznih sklopov vozila.
2. Vozite oblečeni v svetla, po možnosti odsevna oblačila in s prižgano lučjo ter se izogibajte vožnje v "mrtvih kotoh", da vas voznik drugih vozil ne "spregledajo".
3. Upoštevajte vse cestno-prometne predpise, predvsem pa prilagodite hitrost razmeram na cestišču in svojemu znanju.
4. Ne prepuščajte vozila neizkušenim voznikom.
5. Pred spremembo smeri se vedno prepričajte, če to lahko storite varno in svojo namero pravočasno nakažite. Posebno pozorni bodite na križiščih in pri vožnji mimo drugih (tudi parkiranih) vozil.
6. Med vožnjo imejte vedno na glavi čelado ter bodite primerno obuti in oblečeni.
7. Pozorno spremljajte dogajanja pred in za seboj (vzvratno ogledalo) ter skušajte dogodke predvideti.
8. Pri zaviranju se spremeni obremenitev koles: poveča se učinek zaviranja s prednjo zavoro, zaviranje samo z zadnjo pa podaljšuje zavorno pot; predvsem pazmanjšuje stabilnost vozila, zato zadnjo zavoro uporabljajte z občutkom.

TEHNIČNI PODATKI

Model	FLEXER – A24DAA (25 km/h)	
Motor	Tip	enovaljni, dvotaktni, neposredno zračno hlajen
	Delovna prostornina	49 cm^3
	Premer valja	38 mm
	Hod bata	43 mm
	Kompresijsko razmerje	6 : 1
	Moč motorja	1,0 kW pri 3500 min^{-1}
	Navor	3,3 Nm pri 2250 min^{-1}
	Največja hitrost	25 km/h
	Največji vzpon pri obremen. 80 kg	20%
Gorivo	Rezervoar	3,4 l (0,5l rezerve)
	Poraba goriva	2,5 l/100 km
Vzmetenje	Hod prednjih vilic	70 mm
	Hod zadnjih blažilcev	40 mm
Kolesa	Dimenzije plaščev	2¼-16
	Tlak v prednji zračnici	1,5 bar
	Tlak v zadnji zračnici	2,2 bar (2,5 bar pri polni obremenitvi)
Električna oprema	Magnetni vžigalnik	12V 80W
	Predvžig	1,5 mm pred GMT
	Svečka	Bosna F75
	Razdalja med elektrodama svečke	0,8 mm
	Žaromet	12V 25W/25W
	Zadnia luč	12V 5W
	zavorna luč	12V/10W
Dolžine in teže	Medosna razdalja	1115 mm
	Celotna dolžina vozila	1675 mm
	Masa vozila brez goriva	50 kg
	Dovoljena skupna masa	145 kg

Tomos si pridržuje pravico do sprememb.

TEHNIČNI PODATKI

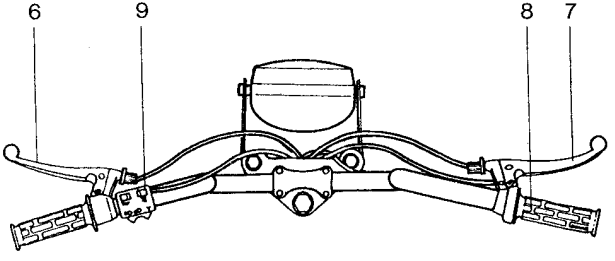
Model	FLEXER – A24BAA (45 km/h)	
Motor	Tip	enovaljni, dvotaktni, neposredno zračno hlajen
	Delovna prostornina	49 cm^3
	Premer valja	38 mm
	Hod bata	43 mm
	Kompresijsko razmerje	10 : 1
	Moč motorja	1,7 kW pri 4800 min^{-1}
	Navor	3,6 Nm pri 3300 min^{-1}
	Največja hitrost	45 km/h
	Največji vzpon pri obremen. 80 kg	20%
Gorivo	Rezervoar	3,4 l (0,5l rezerve)
	Poraba goriva	1,8 l/100 km
Vzmetenje	Hod prednjih vilic	70 mm
	Hod zadnjih blažilcev	40 mm
Kolesa	Dimenzije plaščev	2¼-16
	Tlak v prednji zračnici	1,5 bar
	Tlak v zadnji zračnici	2,2 bar (2,5 bar pri polni obremenitvi)

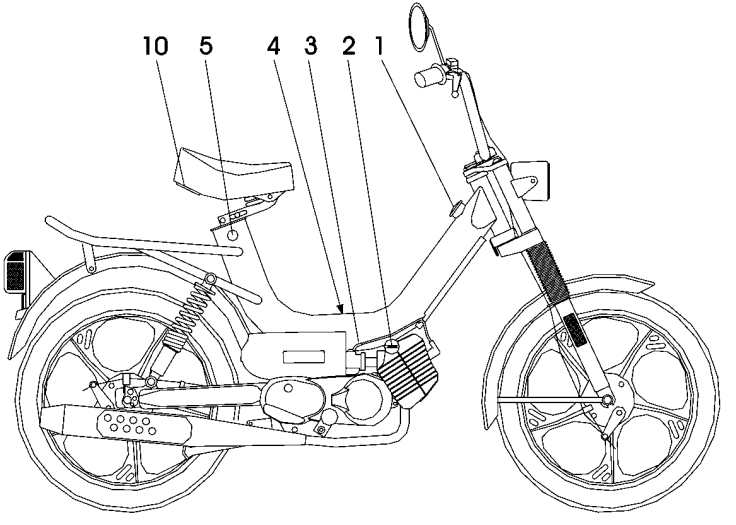
Električna oprema	Magnetni vžigalnik	12V 80W
	Predvžig	1,5 mm pred GMT
	Svečka	Bosna F75
	Razdalja med elektrodama svečke	0,5 mm
	Žaromet	12V 25W/25W + 12V/4W
	Zadnia luč	12V 5W
	zavorna luč	12V/10W
	Osvetlitev merilnika	12V/1,5W
	Smerne svetilke	12V/10W
Dolžine in teže	Medosna razdalja	1115 mm
	Celotna dolžina vozila	1675 mm
	Masa vozila brez goriva	50 kg
	Dovoljena skupna masa	145 kg

Tomos si pridržuje pravico do sprememb.

TEHNIČNI OPIS A24DAA

1. Pokrov rezervoarja
2. Pipica za gorivo (na desni strani)
3. Ročica za zagon hladnega motorja
4. Kick zagon (na levi strani)
5. Oddušnik (na levi strani)
6. Ročica zadnje zavore
7. Ročica prednje zavore
8. Vrtljivi ročaj plina
9. Stikalo za sireno, luč, kratki stik
10. Torba za orodje





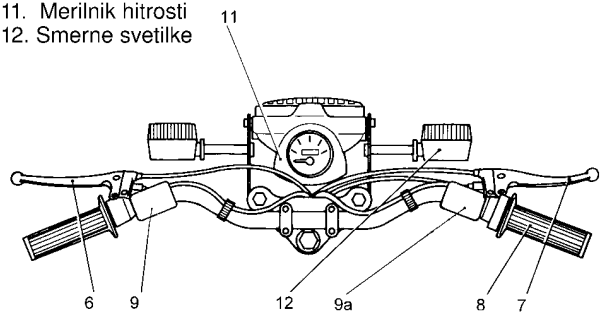
Slika 1

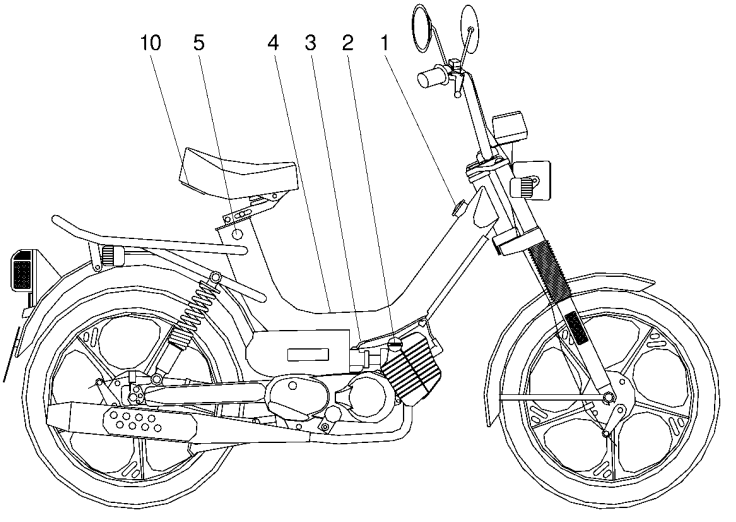
TEHNIČNI OPIS A24BAA

1. Pokrov rezervoarja
2. Pipica za gorivo (na desni strani)
3. Ročica za zagon hladnega motorja
4. Kick zagon (na levi strani)
5. Oddušnik (na levi strani)
6. Ročica zadnje zavore
7. Ročica prednje zavore
8. Vrtljivi ročaj plina
9. Stkalo za sireno, luč, smernikov

9a. Stikalo za vklop izklop motorja

10. Torbe za orodje
11. Merilnik hitrosti
12. Smerne svetilke





Slika 1

UPORABA

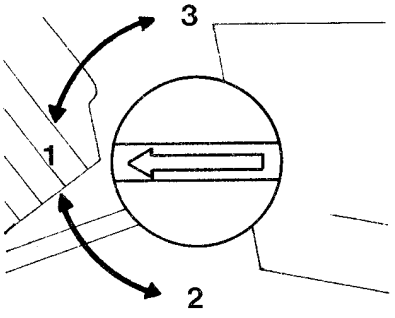
Gorivo
Gorivo je mešanica olja za dvotaktne motorje dvotaktol in bencina EUROSUPER 95 v razmerju 1:50 (2%), tudi v času utekanja. Pri nalivanju goriva v rezervoar pritisnite na oddušnik (5, sl. 1).

Zaganjanje motorja
Odprite pipico za gorivo (sl. 2).
Če je motor mrzel, pritisnite na ročico za zagon hladnega motorja (3, slika 3)
Vklopite stikalo za vklop-izklop motorja na položaju za vklop.
S pritiskom na nožni vzvod (4, sl. 1) zaženete motor (brez dodajanja plina).
Pri uporabi ročice za hladen zagon pustite, da motor deluje 10 do 20 sekund brez dodajanja plina. Ročica za mrzlo zaganjanje se pri dodajanju polnega plina samodejno izključi.
Če je motor vroč, ne uporabljajte ročice za zagon hladnega motorja.

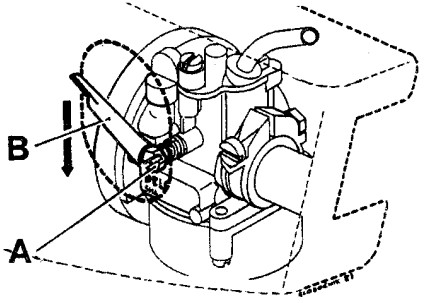
Vožnja
Hitrost uravnavamo z ročico za plin (8, sl. 1).
Pretikanje v prvo ali drugo prestavo se izvaja z dodajanjem ali odvzemanjem plina. Zelo pogosto preklapljanje v višjo ali nižjo prestavo ni priporočljivo. Pri taki vožnji raje zmanjšajte plin in vozite v nižji prestavi.
Pri vožnji navzdol večkrat dodajte plin zaradi boljšega mazanja in izboljšane osvetlitve. Vozilo ustavite tako, da odvzamete plin in stisnete gumb za kratki stik. Nato zaprite pipico za gorivo!
Pred daljšo neuporabo vozila (npr. zimski čas) priporočamo, da se iz lončka uplinjača izprazni gorivo in sicer tako, da zapremo pipico goriva ter z dodajanjem plina pustimo, da motor samodejno ugasne.

Utekanje motorja
Do prevoženih prvih 100 km ne obremenjujte motorja s polnim plinom. Kasneje obremenitev postopno povečujte.

1 - zaprto
2 - odprto
3 - rezerva



Slika 2



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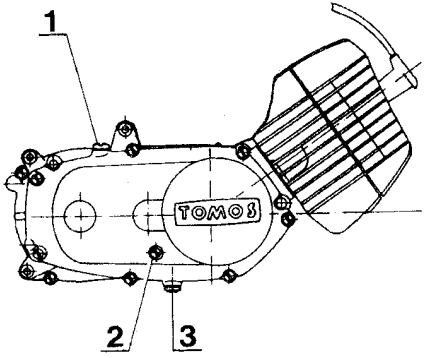


Slika 4

VZDRŽEVANJE

Vzdrževalna dela

Vzdrževanje vozila je preprosto, vendar nujno potrebno za brezhibno delovanje. Pomembno je zlasti mazanje posameznih zglobov, menjava olja v menjalniku, čiščenje delov, ki vplivajo na delovanje motorja (svečka, izpušni sistem, sistem za dovod goriva) in kontrole elementov, od katerih je odvisna varnost vožnje (tlak v zračnicah, delovanje luči in zavor, zategnjenost vijakov in matic).
Tabela vzdrževanja predpisuje vzdrževalna dela v določenih časovnih razmakih ob povprečno prevoženih 6000 km na leto.

Maziva

V menjalniku uporabljajte olje za avtomatske menjalnike: ATF A ali ATF B2 (INA).
Za mazanje drugih delov vozila (glej tabelo vzdrževanja) priporočamo uporabo motornega olja SAE 30 in masti LIS 2.

Menjava olja v menjalniku

Olje vedno menjajte pri segretem motorju. Odstranite desni ščitnik, odvijte vse tri vijačne čepe (1, 2, 3, sl. 4) na desnem ohišju motorja in pustite, da olje popolnoma izteče. Privijte vijak za izpust olja (3, sl. 4) in nalijte skozi odprtino za nalivanje (1, sl. 4) ca. 300 cm^3 olja oz. do roba kontrolne odprtine (2, sl 4). Zatem z vijačnim čepom zaprite odprtini za nalivanje olja in kontrolo.

ČIŠČENJE

Čiščenje sistema za dovod goriva (sl. 5)

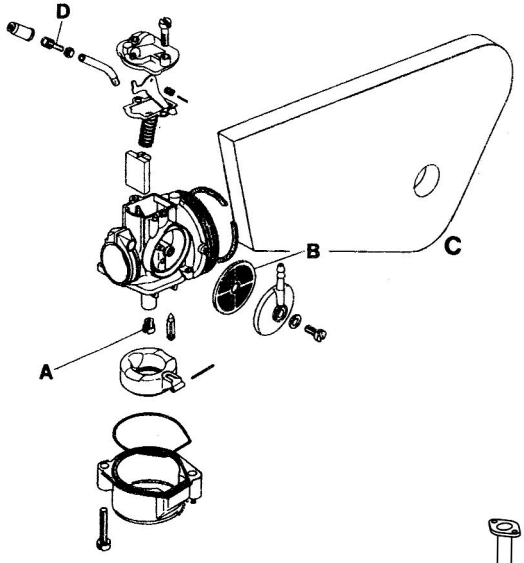
V sistemu za dovod goriva je potrebno občasno očistiti glavno šobo, sito pod dovodnim priključkom uplinjača, filter za zrak in sito v pipici za gorivo. Za čiščenje glavne šobe ne uporabljajte kovinski predmet, temveč jo le izpihajte.
Filter - gobico C dobro operemo v bencinu. Po spiranju bencin iztisnemo iz gobice (brez ščetkanja) in jo spihamo s suhim zrakom. Gobico nato dobro naoljimo z oljem SAE 20-50. Nato olje iztisnemo (brez ščetkanja), le toliko, da ga ostane v njej še tanek sloj.

Čiščenje izpušnega sistema (sl. 6)

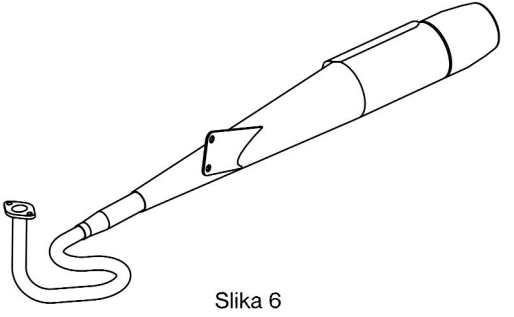
V izpušnem sistemu se nabirajo saje, ki zavirajo pretok izpušnih plinov in s tem zmanjšujejo moč motorja.
Občasno očistite tudi izpušni kanal v valju, vstopno odprtino izpušne cevi, čelo bata in kompresijski prostor v glavi valja (sl. 7).

Čiščenje vozila

Tudi čiščenje zunanjih površin vozila je del rednega vzdrževanja. Po pranju vozilo obrišite. Lakirane dele negujte s sredstvi za zaščito laka. Po končanem čiščenju preizkusite delovanje motorja, luči in zavor.



Slika 5



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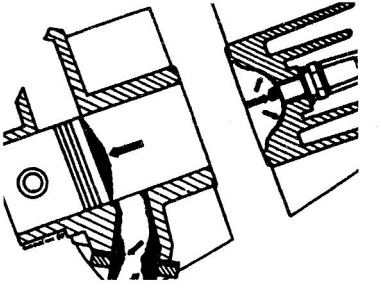


Slika 7

KONTROLE IN NASTAVITVE

Nastavitev bovdnov

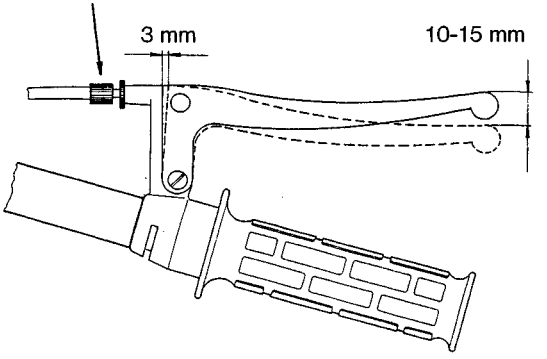
Bovdna zavor nastavite z dvema vijakoma, ki sta pri ročajih (sl. 8). Bovdna sta pravilno naravnana takrat, ko imata ročici na krmilu 10 - 15 mm prostega hoda in je med objemko in ročico reža širine približno 3 mm (sl. 8). Po nastavitvi je treba priviti še varovalno matico.

Nastavitev pogonske verige

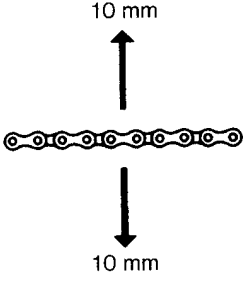
Veriga mora biti napeta toliko, da jo lahko potisnete za 10 mm navzdol ali navzgor (sl. 9). Pravilno napetost nastavite z obračanjem natezalcev verige okrog osi zadnjega kolesa (sl. 10, A). Po nastavitvi spet privijte matici na osi kolesa, ki ste ju pred nastavljanjem delno odvili.

Zategnjenost vijakov in matic

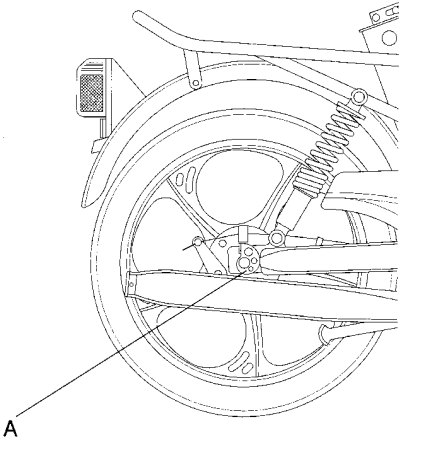
Večkrat je potrebno kontrolirati in po potrebi priviti vijake in matice na važnejših delih (kolesa, krmilo, zadnji blažilci, os zadnjih vilic, vpetje motorja v okvir, izpustni vijak za olje pod menjalnikom).



Slika 8



Slika 9



Slika 10

TABELA VZDRŽEVANJA	km	300	1500	3000	6000
	na mesecev	2	3	6	12
Mazanje z oljem					
1. Menjava olja v menjalniku		●	●	●	●
2. Bovdni (notranji kabel)		●	●	●	●
3. Veriga		●	●	●	●
Mazanje z mastjo					
4. Drsne cevi prednjih vilic				●	●
5. Ležajne puše zadnjih vilic				●	●
6. Ležaji krmila					●
Čiščenje					
7. Svečica				po potrebi	
8. Čistilnik za zrak (naoljiti)		●		●	●
9. Glava valja, teme bata in izpušni kanal				●	●
10. Izpušni glušnik				●	●
11. Valj in izpušna cev				●	●
Kontrole in nastavitve					
12. Nivo olja v menjalniku		●	●	●	●
13. Sirena in luči		●	●	●	●
14. Predvžig		●	●	●	●
15. Razdalja med elektrodama svečice		●	●	●	●

	km na mesecev	300 2	1500 3	3000 6	6000 12
16. Delovanje zavor in nastavitev		●	●	●	●
17. Zračnost ležajev krmila		●	●	●	●
18. Zračnost ležajev koles		●	●	●	●
19. Sled koles				●	●
20. Tlak v zračnicah		●	●	●	●
21. Napetost verige		●	●	●	●
22. Prosti tek in plin		●	●	●	●
23. Zategnjenost vijakov in matic		●	●	●	●

MOTNJE IN NJIH ODPRAVLJANJE

Motnje v sistemu za dovod goriva
Če motor ne steče ali se ustavlja med vožnjo, je vzrok lahko naslednji:
- Gorivo ne doteka v uplinjač:
  kontrolirajte, če je v rezervoarju dovolj goriva in če je pipica odprta.
- Zamašeni siti za gorivo:
  prepihajte.
- Glavna šoba v uplinjaču zamašena:
  odvijte in prepihajte.
- Nepravilna uporaba gumba "čok":
  z gumbom ravnajte po navodilih za zaganjanje motorja.
- Prenizka nastavitev prostega teka:
  z nastavnim vijakom A (sl. 3) zvišajte število vrtljajev; nepravilno delovanje lamelnega ventila - napako naj odpravi servisna delavnica.

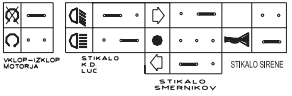
Motnje v sistemu za vžig
Preverite iskrenje. Če iskre na svečici ni, je lahko vzrok naslednji:
- Mokra svečka ali premaščeni elektrodi:
  svečico očistite.
- Elektrodi svečice pogosto premoščeni:
  očistite saje glave valja in s čela bata.
- Elektrodi svečice izrabljeni:
  nastavite predpisani zev ali zamenjajte svečico z novo.
- Kapica za svečico nepravilno nameščena ali prebija na maso:
  kapico dobro nataknite na svečico ali jo zamenjajte z novo.
- Kondenzator ali vžigalna tuljava niso brezhibni:
  napako naj ugotovi in popravi servisna delavnica.

Motnje, ki zmanjšujejo moč motorja
Če motor nima dovolj moči in slabo vleče, je vzrok lahko naslednji:
- Svečica ali glava ne tesnita:
  privijte svečico ali matice na glavi valja.
- Čistilnik za zrak na uplinjaču zamašen;
  očistite v bencinu, izpihajte in rahlo naoljite.
- Izpušni sistem zamašen:
  očistite ga.
- Zavore koles se ne vračajo (drsajo):
  naoljite bovdne zavor in jih nastavite.
- Nepravilno nastavljen predvžig:
  nastavi naj ga servisna delavnica.
- Izrabljeni ali zlomljeni batni obročki:
  zamenja naj jih servisna delavnica.

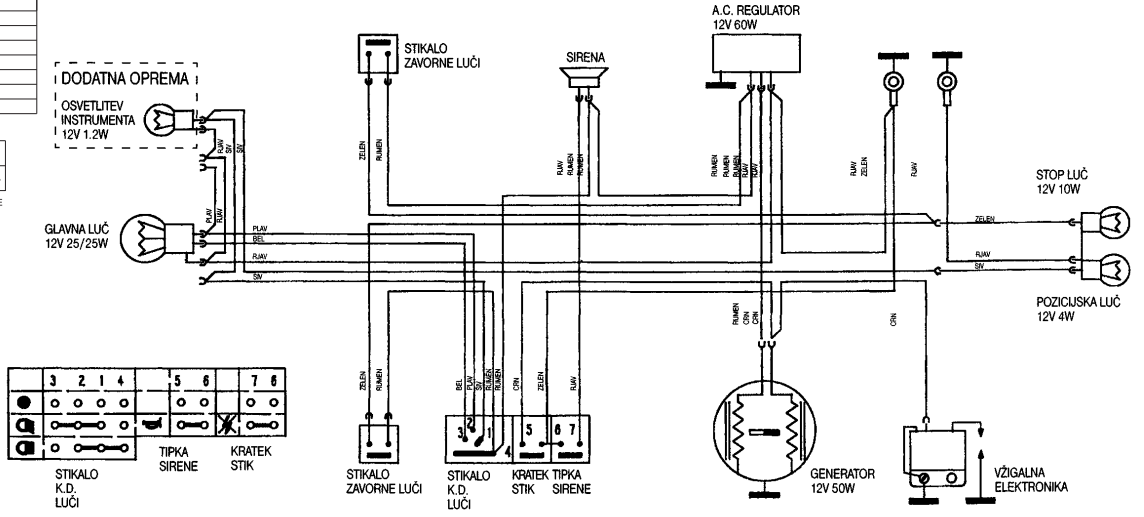
Motnje v menjalniku

- Po zagonu se motor vrti v prostem teku. Če z dodajanjem plina sklopka ne vklopi:
  odvzemite plin in skušajte ponovno speljati (olje je še hladno in gostejše). Pri vožnji dodajte plin postopno, da zmanjšate sunke. V primeru pogostejših motenj naj okvaro odpravi servisna delavnica.
- Sklopka drsi (posebno v hladnem vremenu):
  nepravilno olje v menjalniku - zamenjajte ga s predpisanim.
- Sklopka dolgo ne vklopi v drugo prestavo ali sploh ne vklopi:
  motor preslab - očistiti izpušni glušnik;
  sklopka zaskočena - poskušati aktivirati sklopko na višjih vrtljajih z vozilom na stojalu;
  v menjalniku preveč olja - kontrolirati nivo.
- Zavore ne vračajo - namazati bovdne.
- Pri vklopu v drugo prestavo sklopka zatrese:
  veriga je popuščena - nategnite verigo;
  premalo olja v menjalniku - dolijte do predpisanega nivoja.
- Pri ugasnjenem motorju se vozilo težko premika naprej-nazaj:
  okvaro naj razišče servisna delavnica.

A.C. REGULATOR	A.C. REGULATOR
GENERATOR	GENERATOR
GLAVNA LUČ	HEAD LIGHT
LUČ SMERNIKA-D	TRAFFICATOR LAMP-RH
LUČ SMERNIKA-L	TRAFFICATOR LAMP-LH
OSVETLITEV INSTRUMENTA	INSTRUMENT LAMP
POZICIJSKA LUČ	POSITION LAMP
RELE SMERNIKOV	TRAFFICATOR REALAY
SIRENA	HORN
STIKALO K.D. LUČ	LIGHTING DIMMER SWITCH
STIKALO LUČI	LIGHT SWITCH
STIKALO SIRENE	LIGHT SWITCH
STIKALO SMERNIKOV	TRAFFICATOR SWITCH
STIKALO ZAVORNE LUČI	BRAKE LAMP SWITCH
STOP LUČ	STOP LAMP
VKLOP-IZKLOP MOTORJA	ON-OFF ENGINE
VŽIGALNA ELEKTRONIKA	ELECTRONIC BOX



	colour of electric wire	barva električnih vodov
BE	white	bela
CR	black	črna
MO	blue	modra
RD	red	rdeča
RJ	brown	rjava
RU	yellow	rumena
SI	gray	siva
VI	violet	vijola
ZE	green	zelena



A.C. REGULATOR	A.C. REGULATOR
GENERATOR	GENERATOR
GLAVNA LUČ	HEAD LIGHT
LUČ SMERNIKA-D	TRAFFICATOR LAMP-RH
LUČ SMERNIKA-L	TRAFFICATOR LAMP-LH
OSVETLITEV INSTRUMENTA	INSTRUMENT LAMP
POZICIJSKA LUČ	POSITION LAMP
RELE SMERNIKOV	TRAFFICATOR REALAY
SIRENA	HORN
STIKALO K.D. LUČ	LIGHTING DIMMER SWITCH
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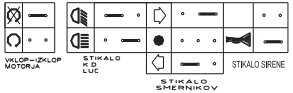
VKLOP-IZKLOP MOTORJA	ON-OFF ENGINE
VŽIGALNA ELEKTRONIKA	ELECTRONIC BOX



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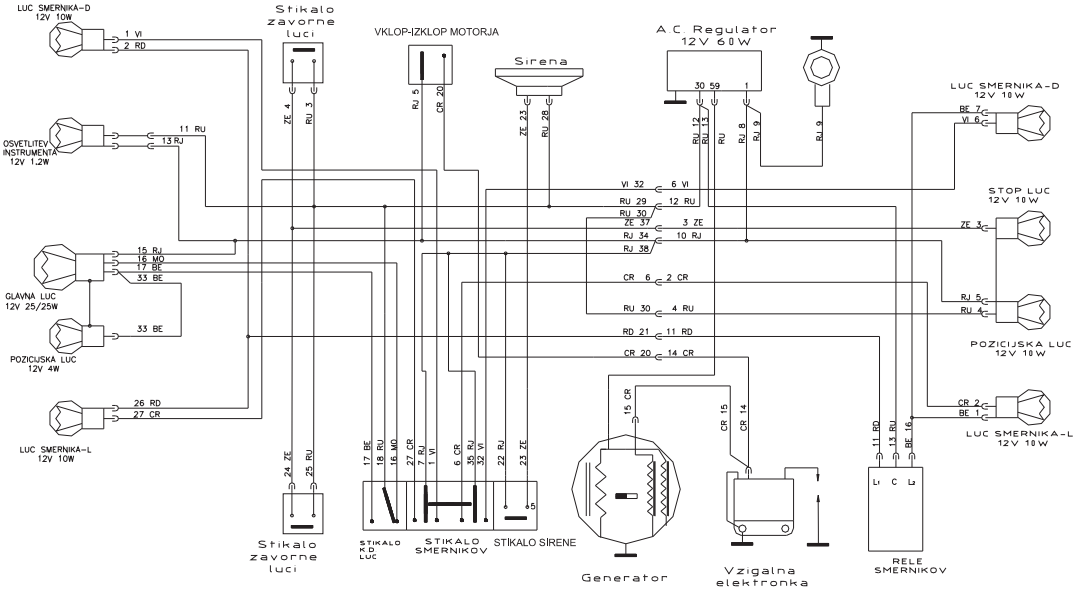


TOMOS d.o.o.
Proizvodnja dvokoles in komponent
Twowheelers & components production
Šmarska c. 4, KOPER
jamči kupcu:

- da bo izdelek brezhibno deloval v garancijskem roku, če bo uporabnik ravnal po danih tehničnih navodilih
- da ima izdelek predpisane kakovostne značilnosti, ki so navedene v navodilu
- da bodo poravnani stroški popravila, ki so nastali zaradi napake v materialu ali zaradi montažne napake
- da se garancijski rok podaljša za toliko časa, kolikor traja popravilo izdelka
- servisne storitve in nadomestne dele še 7 let po nakupu izdelka

Garancijski rok znaša **12 mesecev** od dneva prodaje.

Garancija se ne prizna:
- za okvare, ki so nastale po krivdi lastnika, zaradi nepravilnega vzdrževanja in neupoštevanja navodil za uporabo
- za dele in sredstva, ki so predmet normalnega vzdrževanja izdelka (nastavitve, filtri, svečke, maziva, bovdni, žarnice itd.)
- če se popravilo izvrši v nepooblaščeni delavnici
- če je vgrajen neoriginalni rezervni del ali dodatna oprema. Proizvajalec priporoča dosledno uporabo originalnih nadomestnih delov TOMOS. Uporaba drugačnih delov ne zagotavlja kvalitetnega vzdrževanja in s tem bistveno vpliva na kvaliteto vozila, njegovo uporabnost in trajnost
- **če niso opravljeni evidenčni servisni pregledi**
- če se izdelek uporabi v športne namene ali kakorkoli preobremeni
- če je izdelek fizično poškodovan
- če se kupec ne izkaže z veljavnim in pravilno izpolnjenim garancijskim listom in računom o nakupu izdelka.

Garancijski postopek:
V primeru okvare na vozilu se obrnite na najbližjo pooblaščeno servisno delavnico, oziroma Tehnično servisno službo

- izdelek, na katerem se pojavi okvara ali motnja, naj se dostavi v najbližjo servisno delavnico hkrati z garancijskim listom
- izdelek mora biti čist in pripravljen za popravilo.

Flexer

USER'S MANUAL

CONTENTS

WARNING

Dear Customer,
Prior to using your vehicle, carefully read the Owner's manual. You will this avoid troubles in operation and maintenance.

1. The fuel is higly evaporable and inflammable, so special caution is recommended while handling it.
- Stop the engine before fuelling.
- Fill the fuel tank in the open air, do not smoke and make sure there is no naked flame close by.
- Wipe away any split fuel.

2. The engine should not be operated indoors. Exhaust gases are poisonous and heavier than air.

3. During the engine starting and running, the ignition coil and the spark plug cable are under high voltage, so do not touch them.

4. During and after the operation, keep clear of the hot elements.

INSTRUCTIONS FOR SAFE RIDE

Riding two-wheelers is simple but requires some knowledge and experience that can be gained after a certain period of time.
Each time you use your machine, keep to the following rules:

1. Check the separate components for proper functioning.
2. Wear light-colored or, if possible, light-reflecting clothes, and have the lights turned on.
3. Follow the traffic regulations and above all, adjust speed to the road conditions and your abilities.
4. Never let an inexperienced rider use your machine.

Before you attempt to ride this moped please note the following points:
Ensure that you have read and understood the fuelling instructions contained in this handbook.
Ensure that you have your machine serviced regularly by an authorized TOMOS dealer.
Follow the starting procedure as described in this booklet.
Ensure you read this customers handbook and warranty fully.
If you have any problems contact your local dealer.

TECHNICAL DATA

Model	FLEXER - A24DAA (25 km/h)	
Engine	Engine	single cylinder, two stroke air cooled
	Piston displacement	49 cm^3
	Bore x stroke	38 mm x 43 mm
	Compression ratio	6 : 1
	Horse power	1,0 kW at 3500 rpm.
	Torque	3,3 Nm at 2250 rpm.
	Max. speed	25 km/h
	Max. climbing ability with 80 kg load	20%
Fuel	Fuel tank	3,4 l (0,5 l reserve)
	Fuel consumption	2,5 l/100 km
Suspensions	Front: telescopic	fork play 70 mm
	Rear: swinging arm with two shock absorbers	fork play 40 mm
Wheels	Tyre dimensions	front, rear 2 1/4 x 16
	Tyre pressure front	1.5 bar
	Tyre pressure rear	2.2 bar (2.5 bar)

Electrical equipment	Ignition - electronic	flywheel magneto 12V 80W
	Ignition advance	1,5 mm BTDC
	Spark plug	Bosna F75 or equivalent
	Spark plug gap	0,8 mm
	Head light lamp	12V 25W/25W + 12V/4W
	Rear light lamp	12V 5W + 12V/10W (stop light lamp)
	Light for speedometer	12V 1,5W
	Trafficator bulb	12V 10W
	Control lamp	12V 1,5 W
Weight and dimensions	Wheel base	1115 mm
	Overal lenght	1675 mm
	Dry weight	50 kg
	Maximum permited total weight	145 kg

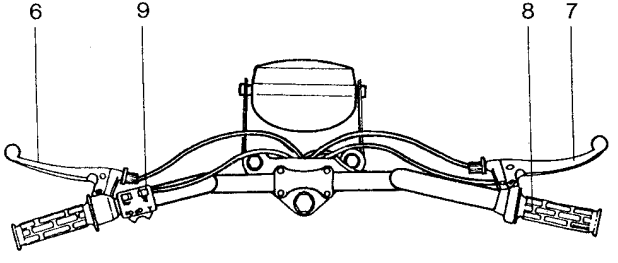
TECHNICAL DATA

Model	FLEXER - A24BAA (45 km/h)	
Engine	Engine	single cylinder, two stroke air cooled
	Piston displacement	49 cm^3
	Bore x stroke	38 mm x 43 mm
	Compression ratio	10 : 1
	Horse power	1,7 kW at 4800 rpm.
	Torque	3,6 Nm at 3300 rpm.
	Max. speed	45 km/h
	Max. climbing ability with 80 kg load	20%
Fuel	Fuel tank	3,4 l (0,5 l reserve)
	Fuel consumption	1,8 l/100 km
Suspensions	Front: telescopic	fork play 70 mm
	Rear: swinging arm with two shock absorbers	fork play 40 mm
Wheels	Tyre dimensions	front, rear 2 1/4 x 16
	Tyre pressure front	1.5 bar
	Tyre pressure rear	2.2 bar (2.5 bar)

Electrical equipment	Ignition - electronic	flywheel magneto 12V 80W
	Ignition advance	1,5 mm BTDC
	Spark plug	Bosna F75 or equivalent
	Spark plug gap	0,5 mm
	Head light lamp	12V 25W/25W + 12V/4W
	Rear light lamp	12V 5W + 12V/10W (stop light lamp)
	Light for speedometer	12V 1,5W
	Trafficator bulb	12V 10W
	Control lamp	12V 1,5 W
Weight and dimensions	Wheel base	1115 mm
	Overal lenght	1675 mm
	Dry weight	50 kg
	Maximum permited total weight	145 kg

TECHNICAL DESCRIPTION A24DAA

1. Fuel cap
2. Fuel valve
3. Choke lever
4. Kick lever
5. Fuel fillingwent
6. Rear brake lever
7. Front brake lever
8. Throttle control grip
9. Swich for trafficators, horn, lights - long, short
10. Tool bag



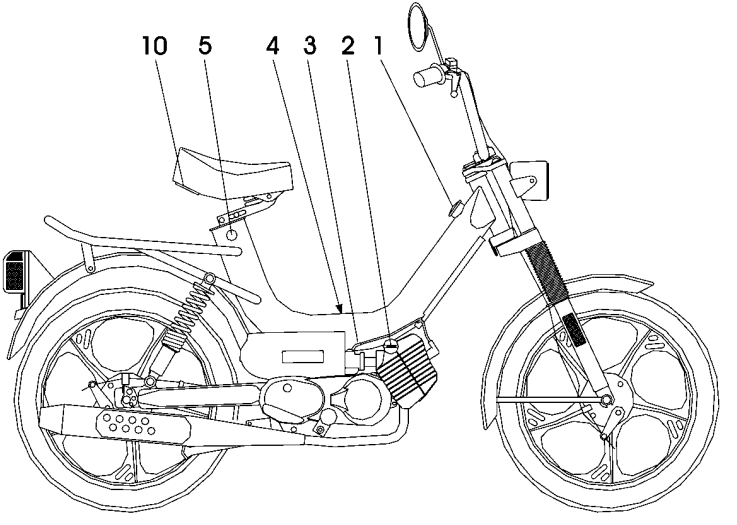


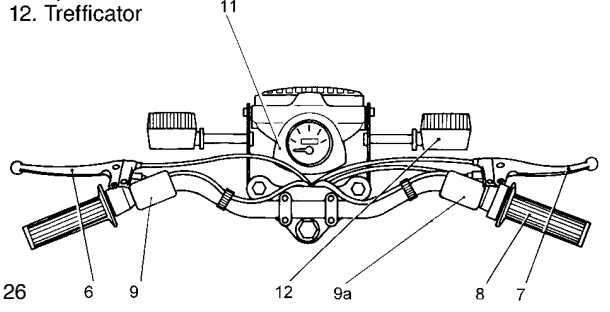
Fig. 1

TECHNICAL DESCRIPTION A24BAA

1. Fuel cap
2. Fuel valve
3. Choke lever
4. Kick lever
5. Fuel fillingwent
6. Rear brake lever
7. Front brake lever
8. Throttle control grip
9. Swich for trafficators, horn, lights - long, short

9a Swich for engine stop

10. Tool bag
11. Speedometer
12. Trefficator



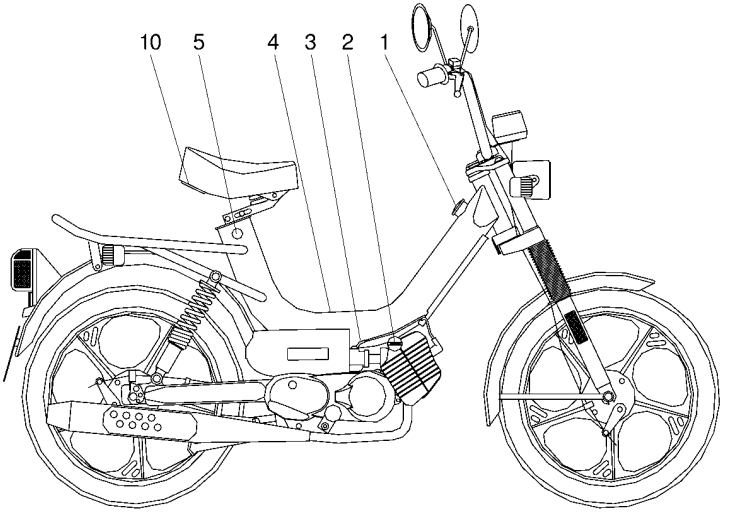


Fig. 1

OPERATING INSTRUCTIONS

Fuel

Pre-mix regular gas EURO-SUPER 95 and oil for two stroke engine in the ratio 50:1 (2%) also during running-in.

Starting

Turn fuel valve Fig.2 to OPEN (ON) position, if engine is cold press the choke lever down (Fig.3/B) and simultaneously add one third of throttle opening, operate kick starter lever. When engine starts, close throttle and wait 10 to 20 seconds before quickly opening and shutting throttle twistgrip, this will automatically turn choke off.
When engine is warm, do not operate choke.

Riding

Speed is regulated by opening and closing the throttle twistgrip. Gear changing is automatic, when your moped reaches the correct speed it will automatically change into second gear, and as you slow down it will return to first gear. When riding up a steep hill it is better to reduce speed slightly to help the gears change down sooner and so keep speed up, when riding down a long hill, open the throttle intermittently so that your moped engine is still being lubricated with gas/oil mixture.
To stop the moped engine, close throttle, press the stop button, and finally turn the fuel tap to the off position.

If the vehicle will not be in use for longer period of time (winter time), it is recommended to drain mixture from the carburettor float chamber / proceeding as follows:
- set the fuel tap lever to the "OFF" position
- acting on throttle lever, leave the engine stop by itself.

Break in period

Engine life depends on the manner it has been broken in. Do not use full throttle too often before first 100 km have been covered.

MAINTENANCE

Routine maintenance

Maintenance of your vehicle is simple but vital to its perfect operation and durability. Routine maintenance includes adjusting and lubing chain, lubrication of joints,

1 - off
2 - open
3 - reserve

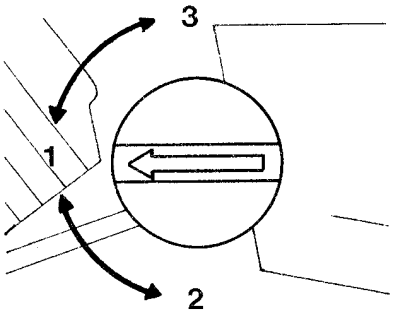


Fig. 2

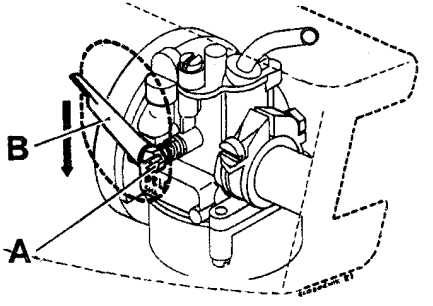


Fig. 3

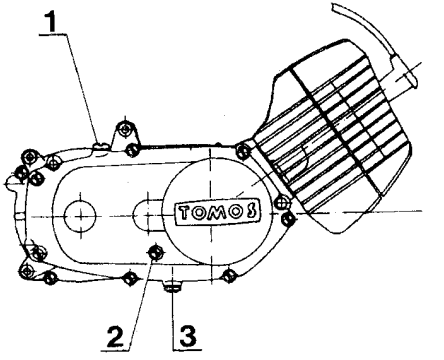


Fig. 4

change of oil in the gearbox, cleaning of parts influencing undisturbed operation of engine (spark plug, exhaust system, fuel supply system) and occasional check of parts on which driving safety depends (tire pressure, operation of lights and brakes, tightness of screws and nuts).
The maintenance chart provides various jobs performed on motorized bicycle after 500, 1500, 3000, 6000 km.
The first service check is at approx. 500 km.

Lubricants
For gearbox use oil for automatic gearbox ATF type A Suffix A. For lubricating other parts than gearbox (see Maintenance chart), we suggest you apply standard motor oil SAE 30 and grease of good quality.

Change of oil in the gearbox
Change oil when engine is warm. Remove R.H. cover, unscrew all three plugs, (Fig. 4 ; 1, 2, 3), crankcase and let all oil drain. Screw on oil drain plug, and pour through filling plug, approx. 300 ccm of fresh oil up to the rim of checking bore hole. Screw on also screw for checking and filling oil. Once a year it is recommended to run the engine with the motorized bicycle on its center stand for 5 to 10 minutes. Then flush the gearbox with oil cleaner prior to pouring in fresh oil.

CLEANING

Cleaning fuel supply system (Fig. 5)
The following parts in the fuel supply system may occasionally need cleaning: main jet A, C and strainer B. Main jet (on L.H. of carburettor) should never be cleaned with wire but only blown through. Fuel strainers should also be only air cleaned. Strainer is accessible by unscrewing inlet coupling on fuel tank.
Air filter is located in rubber coupling on carburettor port. Dismount coupling, wash filter in gasoline, blow through it and then slightly oil it, with SAE 20-50 oil.

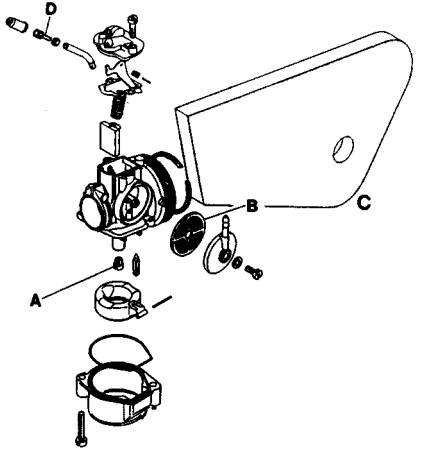


Fig. 5

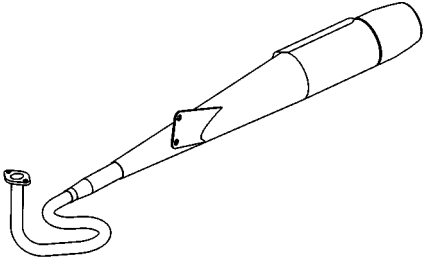


Fig. 6

Cleaning exhaust system (Fig. 6)
Carbon deposits in exhaust system obstruct passage of exhaust gases and reduce engine output.
From time to time, clean cylinder exhaust pipe port. Remove exhaust pipe and clean passages of carbon deposits (Fig. 7)

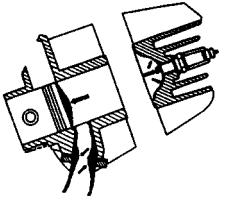


Fig. 7

Cleaning the motorized bicycle

Cleaning of outer surfaces of motorized bicycle is also part of routine maintenance. Avoid washing these surfaces with a strong jet of water or else, water may enter brakes, carburettor and electrical installation.

Upon having washed the motorized bicycle wipe it dry. To protect painted surface apply any type of protective agent.

After cleaning has been completed, make sure engine, lights and brakes which may have been soaked, operate properly. Wet brakes are dried by riding the motorized bicycle for a few minutes and applying brakes several times so that brake linings warm and dry.

CHECKING

Checking, lubricating and adjusting front and rear brake cables

Brake control cables are correctly adjusted, when the lever (Fig. 8) has 10 - 15 mm free play at the end of the lever and there is a gap of approx. 3 mm between shackle and lever.

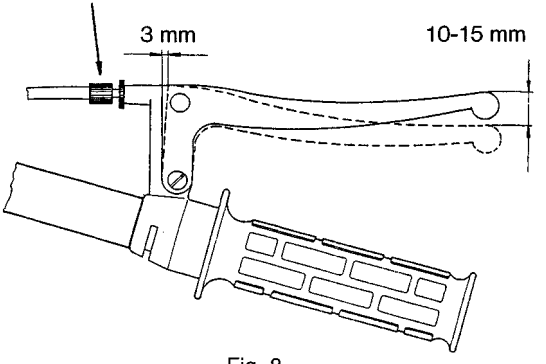


Fig. 8

Lubricate cables with Shell Retinax A or LX grease.

Checking lubrication and adjustment of drive chain

It is very important to keep the drive chain on your moped correctly adjusted. To adjust, slacken the rear wheel spindle nuts and move each snail cam adjuster (Fig. 10 /A) by an equal amount until you have approximately 10 mm up movement and 10 mm down movement (Fig. 9) check wheel alignment and tighten wheel spindle nuts and re-check adjustment. Lubricate chain with good quality chainlube. Failure to do this will result in excessive wear to chain and sprockets.

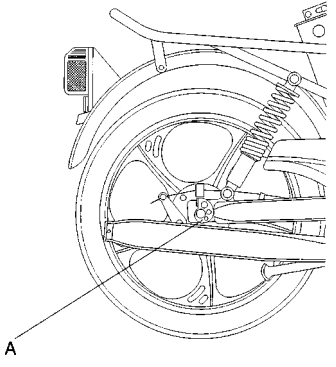


Fig. 10

Checking tightness of all screws and nuts

When you carry out your weekly routine maintenance checks, always check tightness of screws and fittings paying particular attention to side panel screws, footrests, wheelnuts, etc. Don't let things rattle!

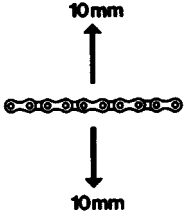


Fig. 9

MAINTENANCE CHART

km / at months	300 / 2	1500 / 3	3000 / 6	6000 / 12
Oil lubrication				
1. Change of oil in the gearbox	●	●	●	●
2. Control cables	●	●	●	●
3. Chain (see routine maintenance)	●	●	●	●
Grease lubrication				
4. Front fork sliding tubes			●	●
5. Swinging arm bearing bushes			●	●
6. Steering head bearing				●
Cleaning				
7. Spark plug			as required	
8. Air filter	●		●	●
9. Cylinder head, piston crown, exhaust port and exhaust system			●	●
10. Baffle tube			●	●
11. Cylinder and exhaust tube			●	●

km / at months	300 / 2	1500 / 3	3000 / 6	6000 / 12
Controls and fittings				
12. Oil level in gearbox	●	●	●	●
13. Horn and lights	●	●	●	●
14. Ignition timing	●	●	●	●
15. Spark plug gap	●	●	●	●
16. Operation of brakes and adjustment	●	●	●	●
17. Steering head bearing adjustment	●	●	●	●
18. Check wheelbearing tolerance	●	●	●	●
19. Check wheel alignment			●	●
20. Tire pressures	●	●	●	●
21. Chain adjustment (10 mm up and 10 mm down)	●	●	●	●
22. Check idling	●	●	●	●
23. Check tightness of all bolts and nuts	●	●	●	●

TROUBLES

Tracing troubles and removing troubles in fuel supply system

If engine fails to start of falters it may be due to:

- Choked fuel supply:
  Check if there is enough fuel in the fuel tank and if feed tap is open.
- Choked fuel strainer:
  Blow through fuel strainer on fuel feed tap.
- Main jet in carburettor choked:
  Unscrew and blow through main jet.
- Incorrect use of choke lever:
  Follow instructions for cold starting.
- Incorrect mixture:
  Drain off fuel tank and fill it with standard mixture.
- Incorrect idle setting:
  Increase number of engine R.P.M. by help of carburettor adjusting screw.
- Defective reed valve:
  Have the fault examined by a service workshop.

Troubles in ignition system

If engine fails to operate and this is not due to damage in fuel supply system, fault should be traced in ignition system. Check spark. If there is no spark on plug:

- Wet spark plug or bridged points:
  clean spark plug.
- Spark plug points worn:
  set correct gar or replace plug.
- Incorrectly fitted cable plug:
  attach cable plug or replace it.
- Incorrect contact breaker point gap and incorrect spark plug gap:
  set correct gap.
- Condenser, ignition coil or contact breaker are not perfect:
  have them checked and repaired by a service workshop.

Troubles causing loss of engine power

Loss of engine power may be due to:

- Spark plug or cylinder head not tightened:
  screw spark plug and nuts on cylinder head.
- Air filter on carburettor clogged:
  rinse it in gasoline, blow through it and slightly oil it.
- Exhaust system clogged:
  clean it by following instructions.
- Wheel brakes sliding:
  oil brake control cables and adjust them by following instructions.
- Incorrectly set ignition advance (timing):
  have it set by service workshop.
- Worn out or broken piston rings:
  have them replaced by service workshop.

Troubles in gearbox

- When starting, engine runs in neutral gear and also with higher number of revs clutch does not engage:
  Throttle down and restart engine (oil is still cool and dense). When driving off, throttle up gradually to reduce jerks. In case of frequent troubles, have the fault checked by service workshop.
- Clutch skidding (especially in cool weather):
  incorrect oil in gearbox-replace oil with standard.

- Clutch not shifting from the 1st into 2nd or not engaging at all:
  Engine not powerfull enough-clean exhaust and air cleaner.
  Clutch seized-try to operate clutch at higher number of revs with motorized bicycle supported by stand.
  Excessive oil in gearbox-check level.
  Brakes not disengaging-grease control cables.
- When shifting to 2nd gear, clutch shakes:
  Chain sagged-tighten chain or rear wheel.
  Not enough oil in the gearbox-fill up to the required level.
- With engine disengaged, the motorized bicycle is difficult to move forward-backward.
  Have the fault examined by a service workshop.

TOMOS d.o.o. warrants to the buyer

- perfect operation of product within the warranty period, provided user follows given instructions;
- settlement of repair costs incurred in consequence of defect in materials or workmanship under normal use of product;
- service jobs and spare parts;

The warranty period is **12 months** from the day of sale.

Warranty is rejected:
- for damages due to owner's fault, to improper maintenance and failure to keep to maintenance instruction;
- when repair is effected by nonauthorized service workshop;
- when any part has been incorporated part;
- when owner fails to submit a valid warranty card;
- when product is overloaded or used for sports purposes;
- when product is mechanically damaged
- **when not have recommended service inspections.**

The warranty process
In case of damage or technical problems immediately contact an Authorized Service (Dealer)
The damaged product shall be submitted to the neares authorized service workshop, along with the warranty card. In a foreign country owner shall turn to TOMOS importe listed in this booklet. In the claim is justified, the service workshop shall effect repair on TOMOS charge.