

4

Bianchi

TONALE

MOTORCYCLE

De Luxe Model

USE AND MAINTENANCE MANUAL

Bianchi

MILAN (Italy)

TONALE 175 cc - 4 stroke Motorcycle

De Luxe Model

USE AND MAINTENANCE MANUAL



P R E F A C E

This booklet contains descriptions of the type of machine illustrated. The principal object of this booklet is to enable the owner of a Bianchi « TONALE » to use the motorcycle in the best way, to obtain economy and efficiency.

There are simple rules and advice for use and essential technical data, so that anyone, with no mechanical knowledge may preserve his motorcycle in a perfect condition.

The principal rules which are necessary for the motorcycle have been foreseen, but the machine should be sent back to the Bianchi Agents who adequately provide the special equipment for Tuning.

Regarding the perfect function of the motorcycle, in the case of spare parts, you must remember that they must be genuine Bianchi ones; all substitutes not bearing that name must be rejected.

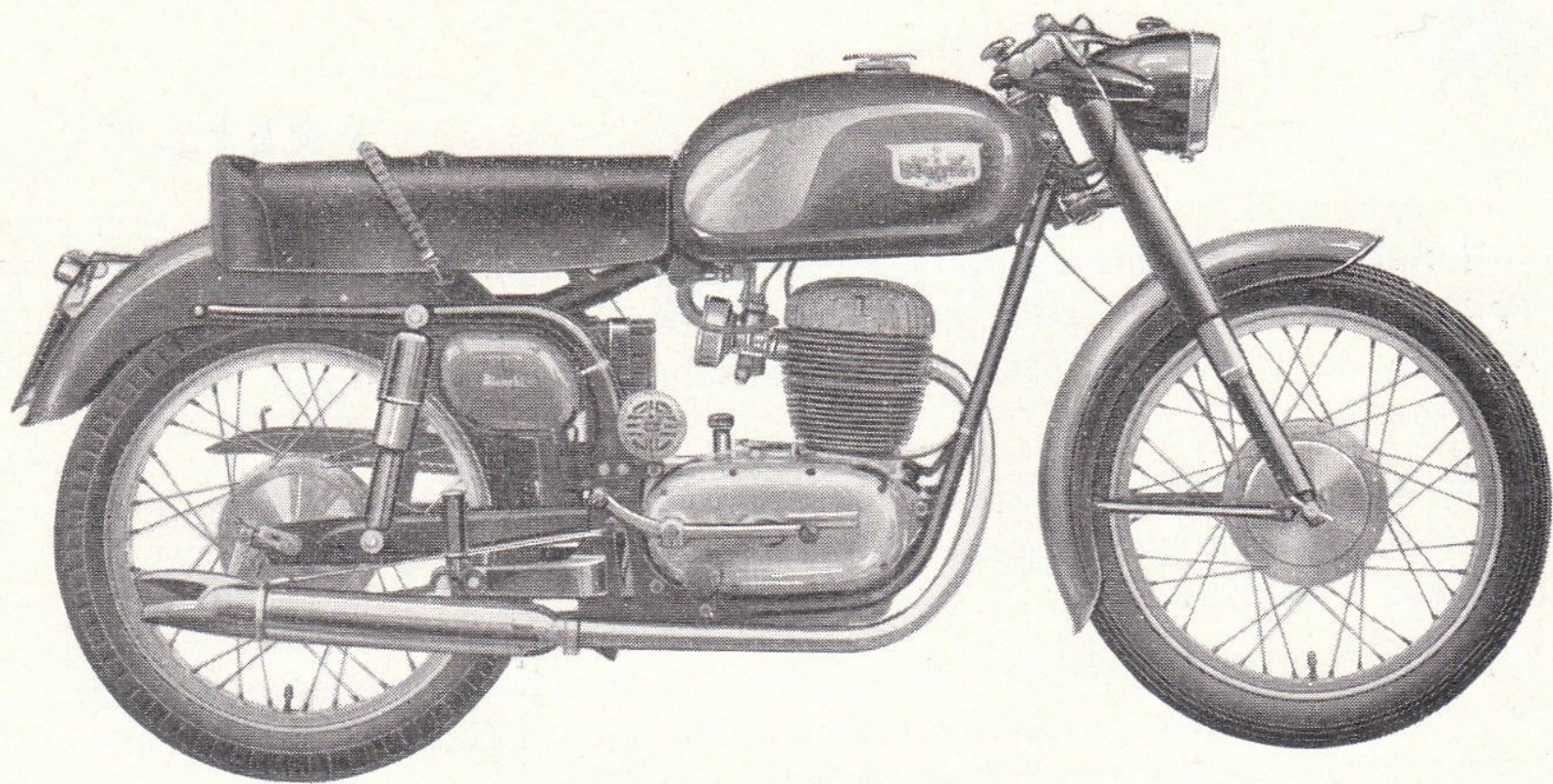


Fig. 1 A - Bianchi « Tonale » motorcycle 175 cc. 4 stroke de Luxe.



BIANCHI « TONALE » 175 cc. 4 STROKE MOTORCYCLE

TECHNICAL FEATURES

The following are the principal features of the **Bianchi « Tonale »**.

Engine

Vertical single cylinder	4 stroke
Stroke	60
Bore	61.8 mm
Compression ratio	6.5 : 1
Valve is suspended in alloy head and is operated by a chain driven overhead camshaft	« in head »
Max. Revs.	6,000 r.p.m.
B.H.P.	8.3
Lubrication	oil pump
Ignition	dynamo-coil
Starting the motor	kick/start
Cooling	by air

Transmission

Clutch Mulity plate wet
Primary transmission by chain
Secondary transmission by chain
Gearbox 4 speed gearbox in unit with the engine
Gear change ratio 2.85 - 1.94 - 1.38 - 1.1
Final Transmission ratio 19.945 - 13.603 - 9.678 - .008 : 1
Change control by foot pedal

Brakes

Front brake by hand
Rear brake by foot pedal
Brake unit internal expanding

Frame

Front suspension telescopic
Rear suspension swinging arm
Rear shock absorbers hydraulic
Tyres 2.75-19
Wheel rims 2.25-19
Maximum height 1.970 mm
Maximum width 620 mm

Pitch 1,310 mm
 Saddle height 750 mm
 Maximum height 930 mm
 Minimum height from the ground 120 mm

Weight

Net weight 337.5 lbs.

Performances

Maximum speed approx. 70 miles per hour
 Consumes approx. 60 miles per gallon
 Tank capacity (Touring model) 3 gallons
 Tank capacity (Great touring and de Luxe models) 3½ gallons



IDENTIFICATION OF THE MOTORCYCLE

The engine number is marked on the right of the crankcase
 The frame number is marked underneath the saddle



INSTRUCTIONS FOR USE

GENERAL RULES

The life of the motorcycle, the regular functioning of the engine, and the minimum fuel consumption, mainly depend on how intelligently the motorcycle is used and maintained.

The following hints will enable you to obtain the best results:

Before starting your machine,

- a) **make sure** that there is sufficient fuel to cover the journey.
- b) **make sure** that both brakes are efficient.
- c) **make sure** that the tyres are in good condition.
- d) **make sure** that the battery is sufficiently charged.

Moreover, bear in mind during the run,

- a) **the minimum fuel economy** is obtained when avoiding unnecessary stops, and subsequent starts of the motor.
- b) **that the unnecessary use** of the gear change, and of the brakes increases the consumption of the fuel and wear of the tyres.
- c) **that the unnecessary use** of the clutch can be the cause of slips and of the quick wear of same.
- d) **that you must not descend** slopes in neutral gear or with a disengaged clutch.
- e) **that when climbing a hill**, select a suitable gear to avoid unnecessary strain on the engine.
- f) **when descending a long hill close** the throttle and change down in order to use the engine as a brake. (Simply engage the same gear as would be required to climb the gear in question).
- g) **that you should never treat** the brakes harshly especially if the road is slippery or wet.
- h) **that when driving at high speed**, you should not stop the motor suddenly; but let it run at reduced speed for a few minutes first.

- i) **that when driving on long journeys**, it is advisable to reduce the speed periodically.

Laying the machine up for the winter,

- a) **empty** the fuel tank.
- b) **clean** the carburettor well.
- c) **inject** in the cylinder, through the spark plug hole, a few drops of motor oil and turn the engine a few minutes so that the oil is distributed evenly in the internal parts.
- d) **disconnect** the battery and protect it from possible frost and recharge it at least once a month.
- e) **lift** the motorcycle so that the tyres are free from the ground.
- f) **clean** all the motorcycle and oil well, all the controls.
- g) **smear** vaseline or anti-rust grease on all the chrome parts.
- h) **cover** the motorcycle with an adequate screen; wash the tyres and dry them carefully.

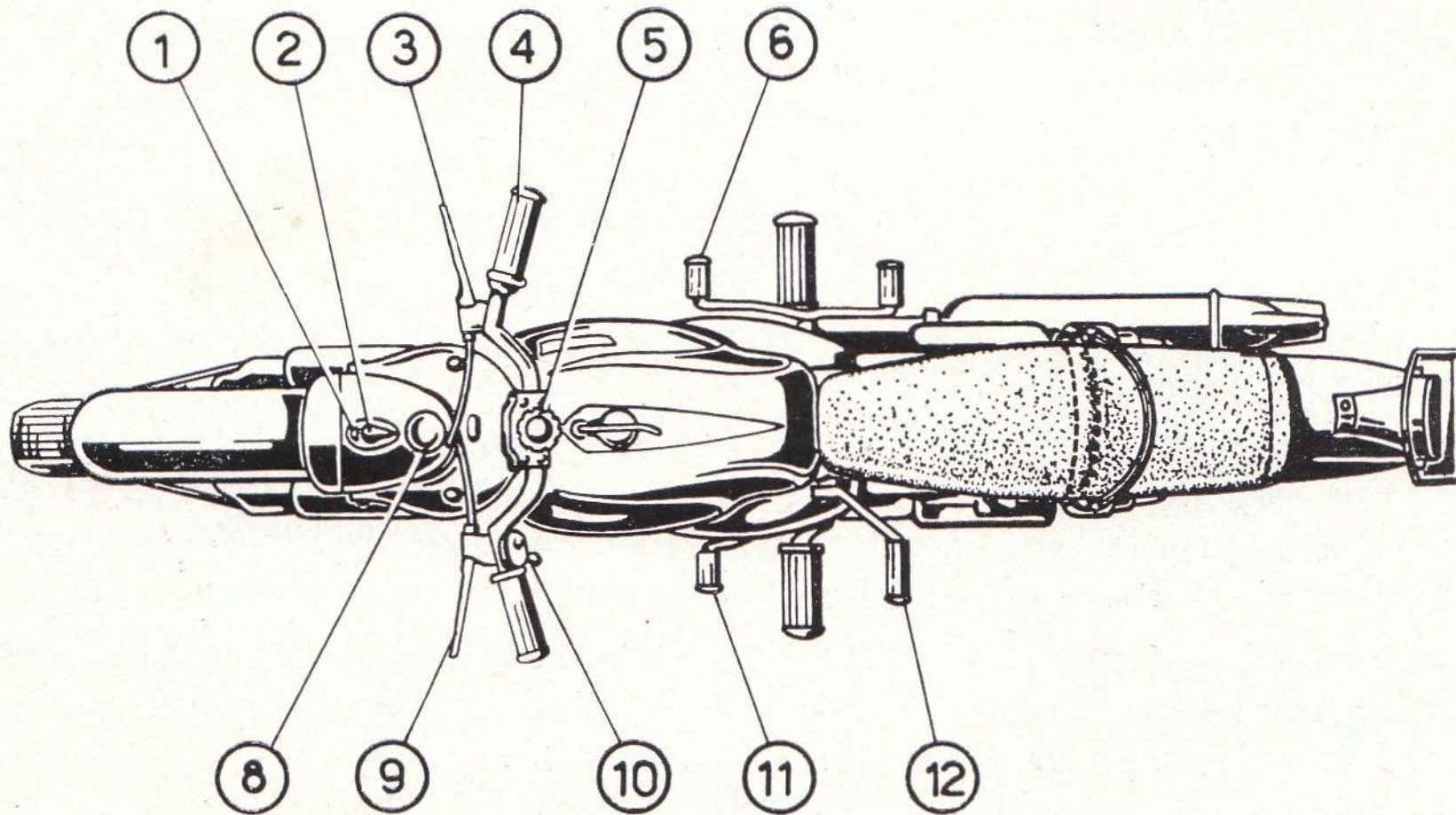


Fig. 2 - Control System.

(1) Indicator of dynamo charge - (2) Ignition key - (3) Hand lever front brake - (4) Throttle twist grip - (5) Steering damper - (6) Foot gear change lever - (8) Speedometer - (9) Clutch lever - (10) Horn button & dip switch - (11) Foot brake lever - (12) Kick start lever.

CONTROL SYSTEM

The controls of the « Tonale », 175 cc. 4 stroke, are arranged in the same way as all the other vehicles and respond to all the requirements of modern technique. The right hand twist grip of the handlebar (see fig. 2) is connected to the throttle control: twisting it forward, the throttle is closed, twisting it backwards, the throttle is open.

The front brake lever is mounted on the right side of the handlebar. In the centre, is mounted the adjuster for the steering damper and on the left of the handlebar is mounted the clutch control lever; the pushbutton of the electric horn and the dipper switch.

The kick/start and rear foot brake lever is mounted on the left of the engine, and the gearchange lever on the right. The ignition and lighting switch and the ignition warning light are mounted on the headlamp.

The lighting switch functions in the following way:

Position 1: For headlight, turn key to the right.

12 Position 2: For parking light turn the key to the left.

The fuel taps are mounted under the fuel tank (See fig. 1). For the main feed, use the one mounted on the left, and for reserve use, the one on the right.

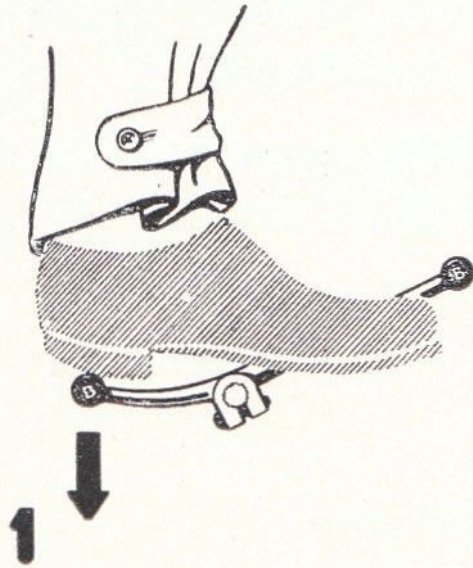


Fig. 3 - 1st Gear.

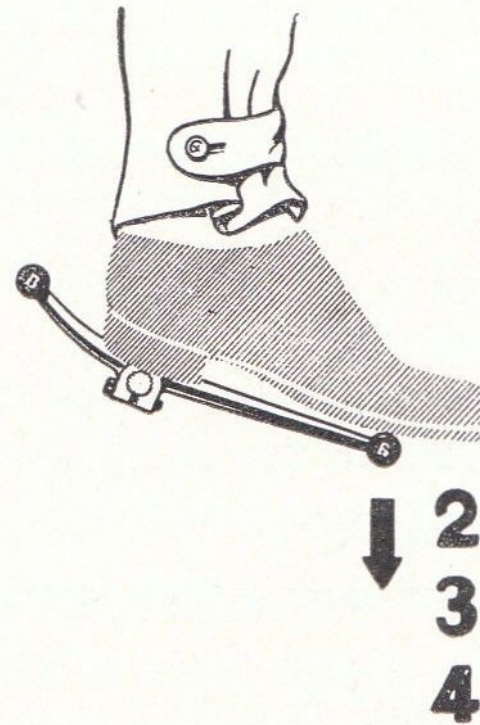


Fig. 4 - 2nd, 3rd & 4th Gears.

USE OF THE CONTROLS

Gear change

The four wide ratios are designed to give the maximum power developed from the engine. The handling of the pedal control is most simple.

To pass on from a slow speed to a high one, always operate in the following way:

Close nearly all the throttle.

Disengage the clutch.

Move the pedal gear in the position required.

Gently release the clutch lever at the same time.

Accelerate the engine by opening the throttle twist grip.

To pass on from a high speed to a low one, operate in the following way:

Leave the throttle open to allow the engine to gather speed so that the change can be made without a jerk.

Disengage the clutch.

Move the pedal gear in position required.

14 Engage the clutch, at the same time, adjust the throttle to the speed required.

Getting Away:

To engage 1st gear, lift the front of the lever (see fig. 3), with the tip of your toe, or press with your heel, the rear end.

To engage the 2nd gear, push downwards, the extreme front end of the lever which when freed, from the foot's pressure, will return to its normal position.

To engage the 3rd gear & 4th gear, follow the directions in the previous paragraph.

To return to neutral position (from top gear), lift three times, consecutively, the extreme front end of the gear lever, limiting the movement to half stroke.



USE OF THE GEARS

A good motorcyclist must use the gears intelligently:

Do not use the machine unless all its parts are in perfect condition. When climbing, when the engine tends to slacken, engage a lower speed immediately.

During the running in period, for the first 600 miles, do not allow the engine to labour. Use the following chart as a guidance for your speeds.

1st speed	.	.	.	.	.	.	.	.	.	10 m.p.h.
2nd speed	.	.	.	.	.	.	.	.	.	17 m.p.h.
3rd speed	.	.	.	.	.	.	.	.	.	27 m.p.h.
4th speed	.	.	.	.	.	.	.	.	.	40 m.p.h.

After the first 600 miles, gradually increase your speed until you have covered approximately 2,000 miles, then you can use full throttle.

Only after a long period of use, proceed with the overhauling and cleaning of the gears: the dismounting, the overhauling, and the mounting must be effected by expert personnel. Also, regarding lubrication, observe the rules on pag 35, and in no case should you use any oil other than the one mentioned.

When stopping at intersections or other obstacles, do not hold the clutch all the time, but engage neutral gear and afterwards restart from the 1st gear.

To stop the machine, close throttle completely, and if necessary, apply the brakes. When the machine is stopping, disengage the clutch, and when the machine has stopped, move the gear lever to neutral.

Except in unforeseen circumstances, you should never apply the brakes at the very last moment: close throttle and slow down gradually for a distance from the stopping place.

Never apply the brakes when coming out of a bend, but when going into one. You must remember that insufficiently inflated tyres will lessen the brakes' efficiency.

The use of the steering damper depends on the speed and on the state of the roads. There are no exact rules for its use but initially, it is advisable to loosen it completely and gradually adapt it to its use.

TO START THE MOTOR

Having carried out the instructions given on Page 8, to start the motor, operate as follows:

- a) **make** sure that the gear lever is in a neutral position.
- b) **open** the fuel tap mounted on the left under the fuel tank.
- c) **press** the tickler 13 (see fig. 5), until the float chamber is refilled.
- d) **move** the air lever downwards, only when the motor is cold.
- e) **press** the ignition down to the end.
- f) **open** the throttle for about a quarter of its stroke.
- g) **use** the starting pedal 12 (see fig. 2-5).
- h) **when** the motor has started, check the throttle twist grip so that the motor can maintain a moderate speed, but sufficient enough to heat the oil for lubrication.

The motor can be started with ease even in the lowest temperature, provided that the functioning conditions of the motor are normal and the starting operations are effected in the above mentioned way.

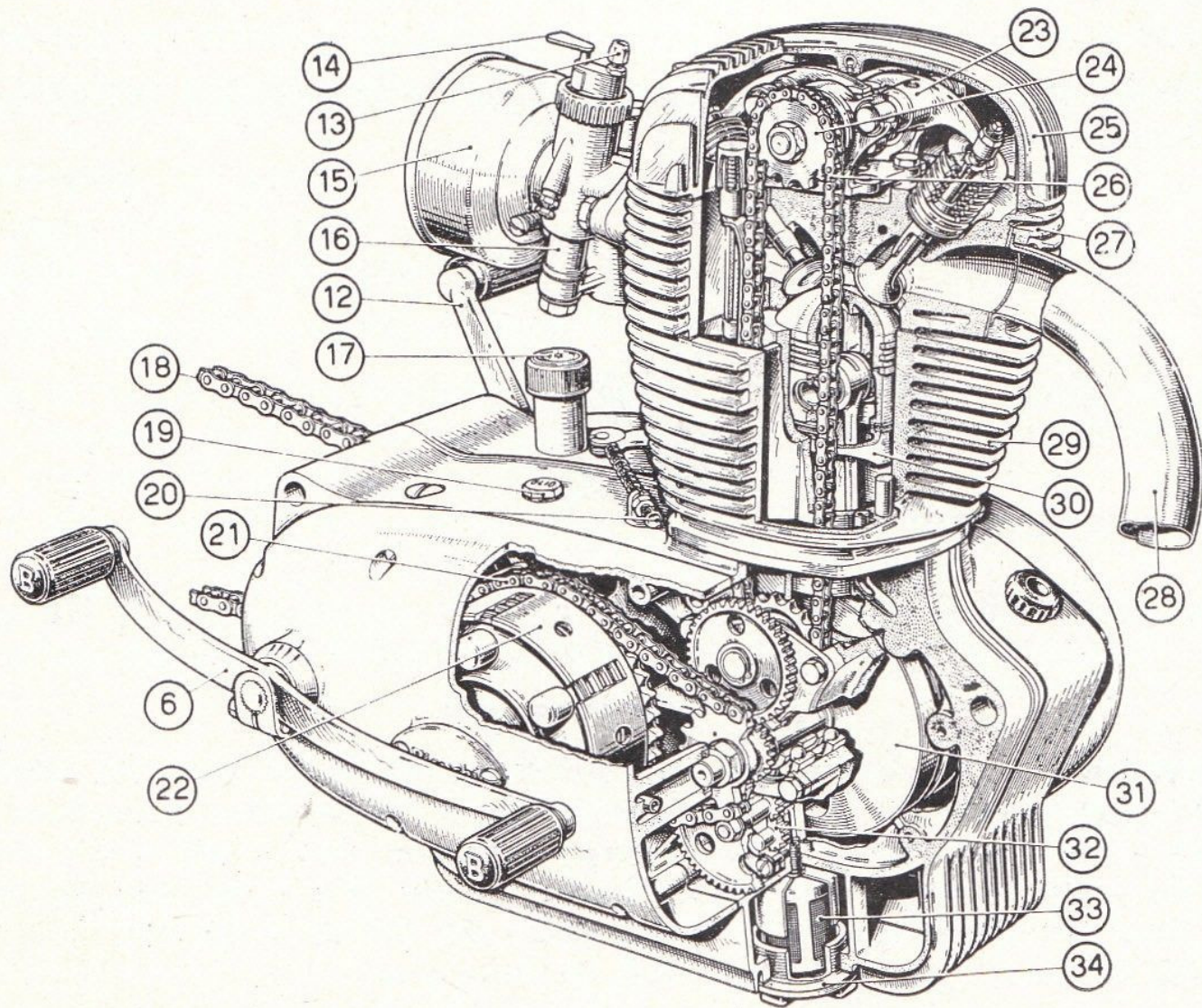


Fig. 5 → 19

If the engine does not start promptly, repeat the instructions without refilling the carburettor with more petrol. But if the engine persists in not starting, re-check the battery, carburettor and fuel tap, and eliminate the possible causes that may hinder the regular function.



Fig. 5 - Gear change unit.

(6) Gear change lever - (12) Kick/start lever - (13) Tickler for refilling the float - (14) Choke lever - (15) Air filter - (16) Carburettor - (17) Oil breather Deflector - (18) Secondary transmission chain - (19) Dip stick - (20) Clutch control - (21) Primary transmission chain - (22) Clutch assembly - (23) Rocker arm - (24) Crankshaft drive - (25) Cover of cylinder head - (26) Chain for crankshaft drive - (27) Cover for cylinder head - (28) Exhaust pipe - (29) Cylinder - (30) Piston - (31) Engine flywheel - (32) Oil pump - (33) Oil filter - (34) Oil drain plug.

TO START THE MOTORCYCLE

Having started the engine, to start the motorcycle, operate as follows:

- a) **disengage** the clutch
- b) **engage** the first gear
- c) **lightly** open the throttle
- d) **at the same** time, lightly engage the clutch.

Having accelerated the machine, close almost all the throttle, disengage the clutch, engage the second gear, and having opened the throttle twist grip again, engage the clutch.

Repeat this operation to pass on from the 2nd gear to the 3rd, and from 3rd to 4th.

During the run, periodically check the indicator of dynamo charge which must light when the engine functions at less than 1,000 ÷ 1,200 r.p.m.



GENERAL MAINTENANCE

The causes which determine the wear of the parts of the motorcycle depend on the way it is used, in regards to the services it is destined for, and on the conditions of the roads it is being driven on. The wear of the various parts is strictly connected with the maintenance of the mechanical complex and with the exact combination. It is necessary to observe carefully, the rules for use and maintenance which, are referred to for normal use of the motorcycle.

Motor

One of the most frequent causes for the loss of power from the motor is due to carbon forming on the head and in the exhaust pipe. Therefore, it is advisable after every 2,000/3,000 miles, to clean the head, the piston, the exhaust pipe, and the silencer.

Remove the following parts, carefully removing with a beveled scraper or a wire brush, all the carbon formed on the head, on top of the piston and on the cylinder. After this, use an air gun to blow away all the dust formed in the cylinder head. When reassembling the head, be careful to tighten the nuts

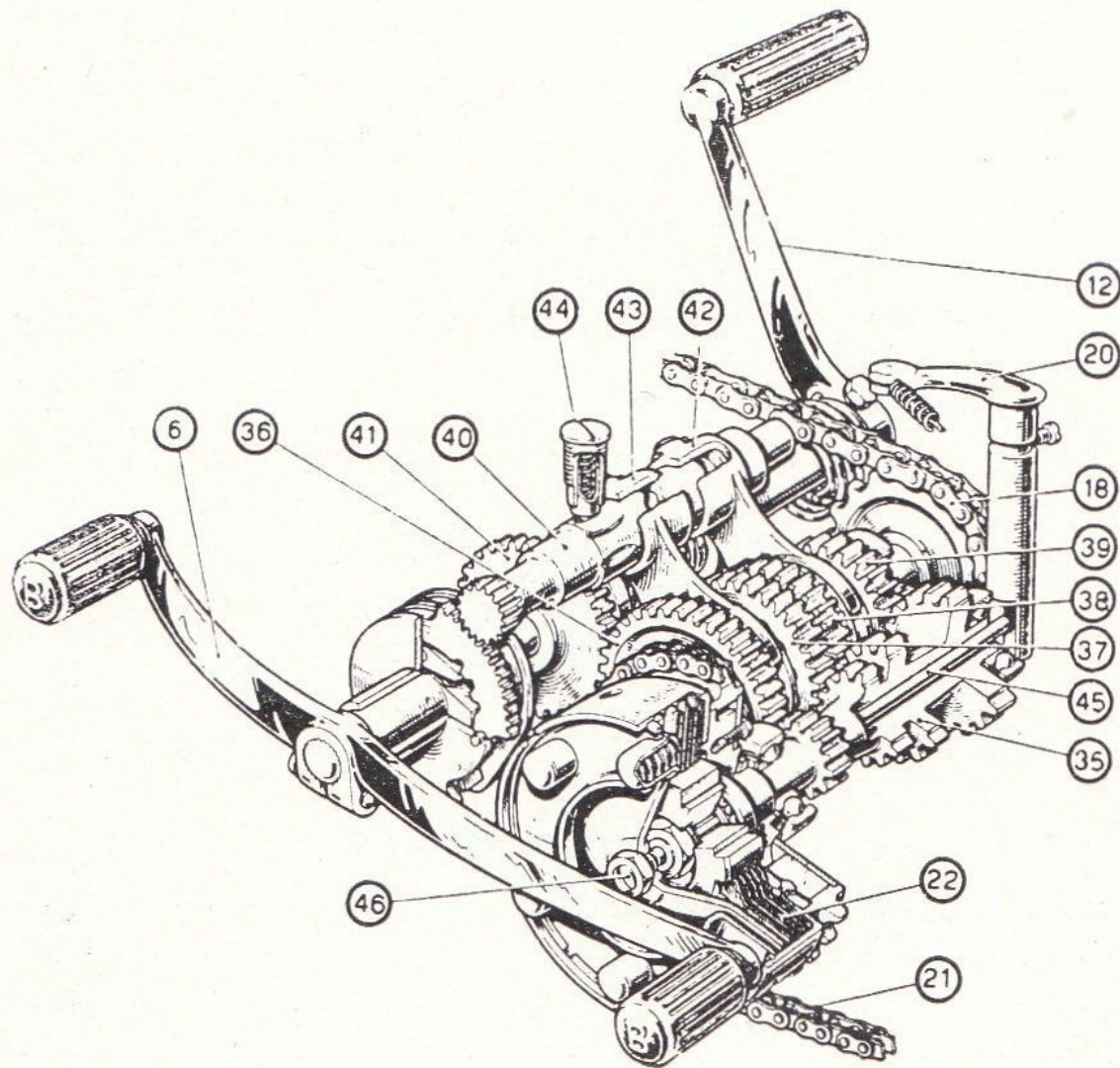


Fig. 6 →

in alternative order (and similar to fig. 7) so as not to damage the surface contact point. Assembly completed, start the engine and allow to warm. Tighten the cylinder head nuts again in the order indicated in fig. 7.

Rearinding the valves

The regrinding of the valves is always carried out when the compression is insufficient. After having removed the valve springs, smear the seats with appropriate emery, and accurately reface the surface of the contact point. If the valve seats are worn or burnt, it is advisable to replace them with new ones.



Fig. 6 - Gearbox assembly.

(6) Gear change lever - (12) Kick/start lever - (18) Secondary transmission chain - (20) Clutch transmission control - (21) Primary transmission chain - (22) Clutch assembly - (35) Main pinion shaft - (36) First gear - (37) Second gear - (38) Third gear - (39) Fourth gear - (40) Selecting gear - (41) Starting gear - (42) Fork 3 - 4 gears - (43) Fork 1 - 2 gears - (44) Selecting shaft latch - (45) Clutch push rod - (46) Clutch adjusting screw.

Replace the seats on the head, and after making a perfect seating, wash all the parts well. Cover all the parts excluding the contact seats, with a thin veil of oil.

Reassemble them and finally adjust the play between valves and the rockers.

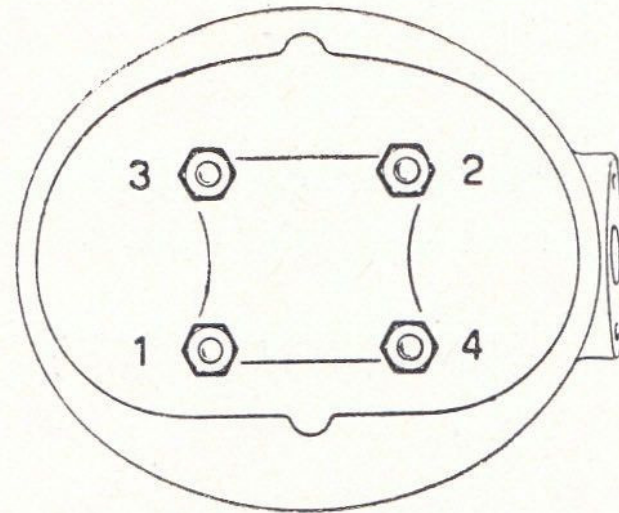


Fig. 7 - Arrangement of tightening cylinder head nuts adjustment of valve clearance.

Adjustment of valve clearance

The adjustment of the valve play must be carried out when the motor is hot:

the adjustment is made by means of the screw 47, and locked in position by the locking nut 48 (see fig. 8) mounted on the rocker arm.

The valve play, when the motor is hot, is as follows:

Inlet	0.10 mm
Exhaust	0.15 mm

If the play is greater or less than that indicated, the adjustment should be set to the above clearance, otherwise the valves and their seats will deteriorate.

The adjustment of the valve play is effected as described herewith:

- a) **unscrew** the screw nut 48
- b) **turn** (to the right or to the left, as necessary), the screw nut 47, and inserting the feeler gauge between the taker and the face of the valve stem, adjust the play. The feeler gauge must slide to adjust the play to the prescribed dimension.
- c) **screw** the nut 43, preventing it to undergo dragging over during the operation itself.

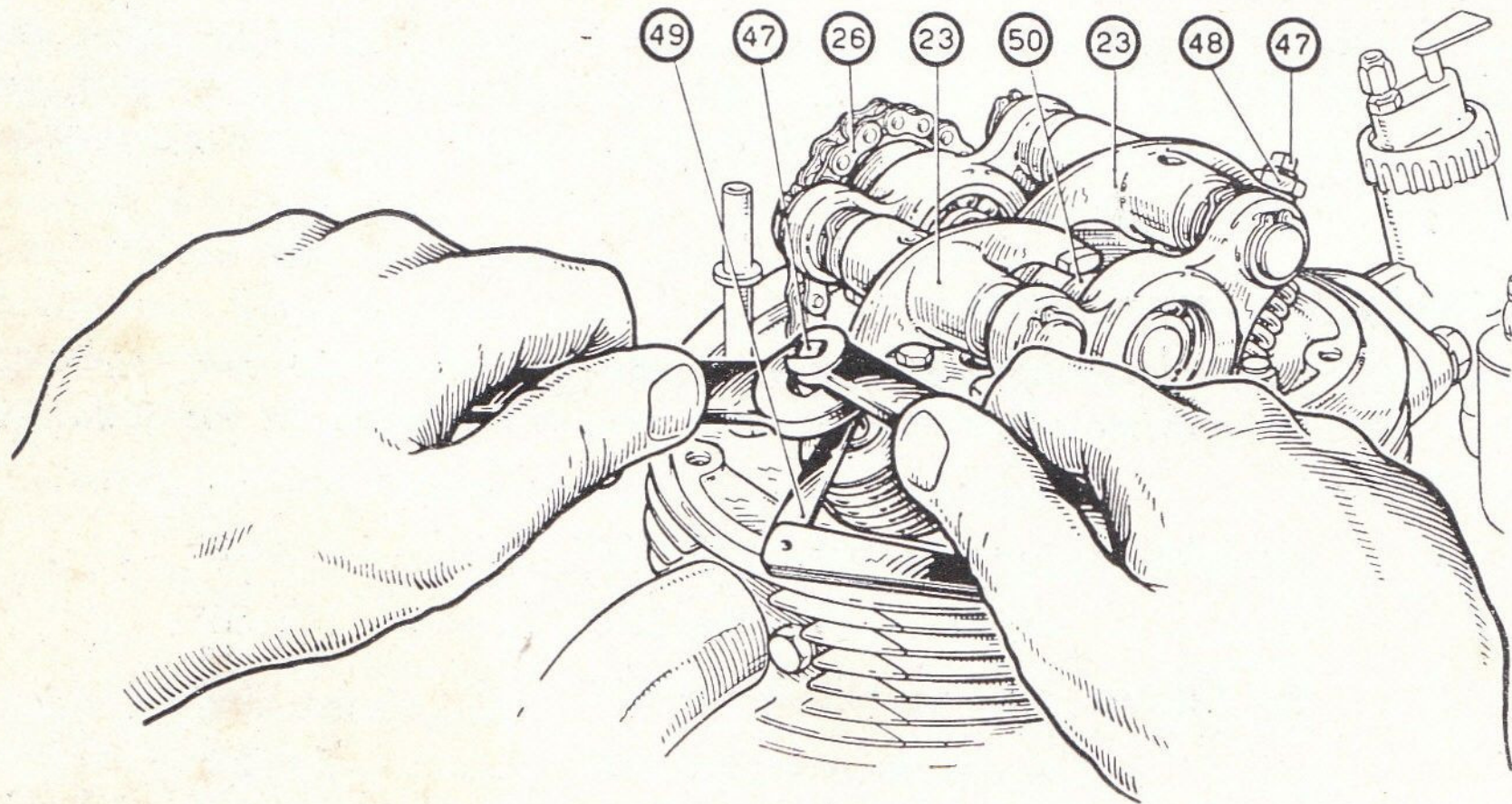


Fig. 8 - Adjustment of the valve play.

(23) Rocker arm - (26) Camshaft drive chain - (47) Adjusting screw - (48) Locking nut - (50) Camshaft.

Inspection of the compression

In the case of insufficient compression in the cylinder, inspect the valve seal and polish with emery if necessary. Inspect the play between the valve and rocker (when motor is hot) and the spark plug. Finally, inspect the piston rings and that of the cylinder head.

Setting of the timing system.

The setting of the timing system, with play of valve 0.10 mm. for inlet 0.15 mm. for exhaust when the motor is hot, is described in the following points.

for Inlet	opening before the TDC	28°
	enclosure after the BDC	56°
for Exhaust	opening before the BDC	60°
	enclosure after the TDC	24°

Inspect the play of the valve of 0.25, for that of the inlet and exhaust. The play of 0.10 mm for the first, and 0.15 for the second.

28 The play function must be reset everytime you proceed with the adjustment.

Carburettor

The carburettor does not require particular maintenance. After every 2,000-3,000 miles, it is advisable to dismantle the carburettor and remove any harmful matter which may have been formed in the float chamber and the filter. When cleaning the carburettor wash the intake pipes of the carburettor and of the tank. The air filter too needs cleaning which can be done periodically, individually from the carburettor. Loosen the screw which fixes it to the carburettor, remove and dismantle it, rinse the filtering parts in petrol, and so, freeing it from all dust etc. Allow to dry for some time and then replace.

The following are the characteristics of the carburettor:

Type	Orto UBF 20 BS
Diffuser	20
Main jet	88/100
Slow running jet	35/100
Valve	60
Conical pin	2a
Atomizer	260/B

The adjustment for slow running must always be effected when the motor is hot: a screw 63 mounted laterally and leaning towards the internal part of the

cylinder where the valve slides, controls the enclosure of the latter in a way to voluntarily change the flow of the necessary mixture for the function of the motor when it runs at the minimum. Another lateral screw 62, controls the mixture strength which forms at the exit of the slow running jet; screwing or unscrewing the screw in its seat, the mixture is either enriched or empoverished, thus regulating the exact mixture strength.



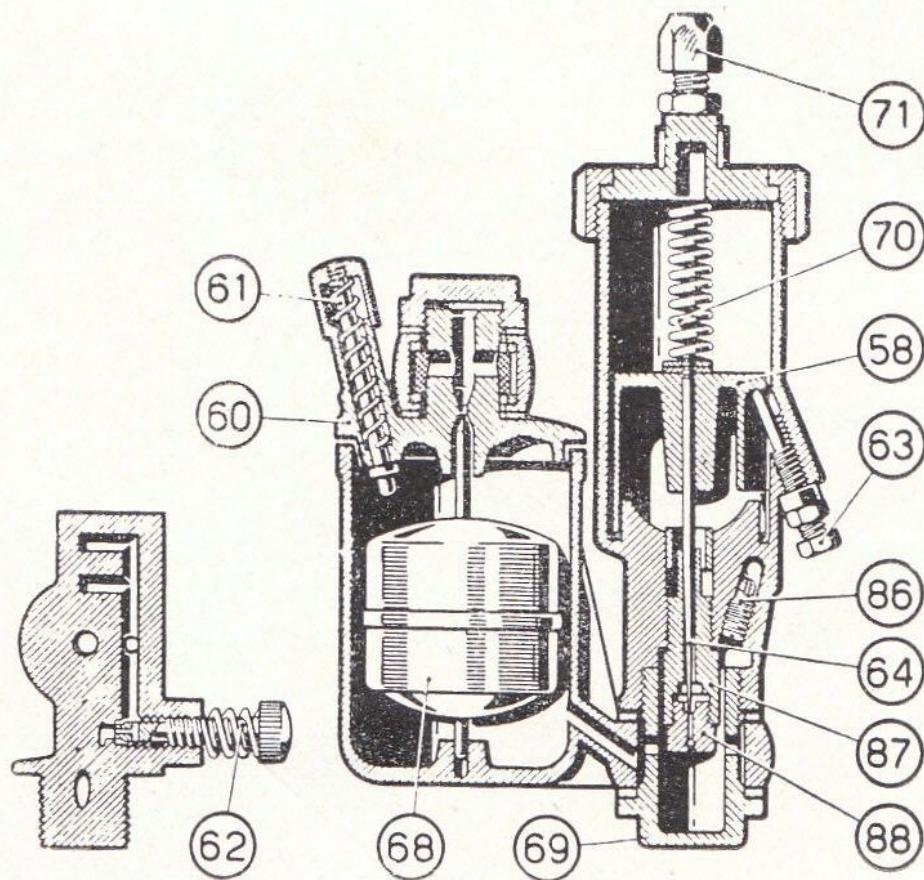
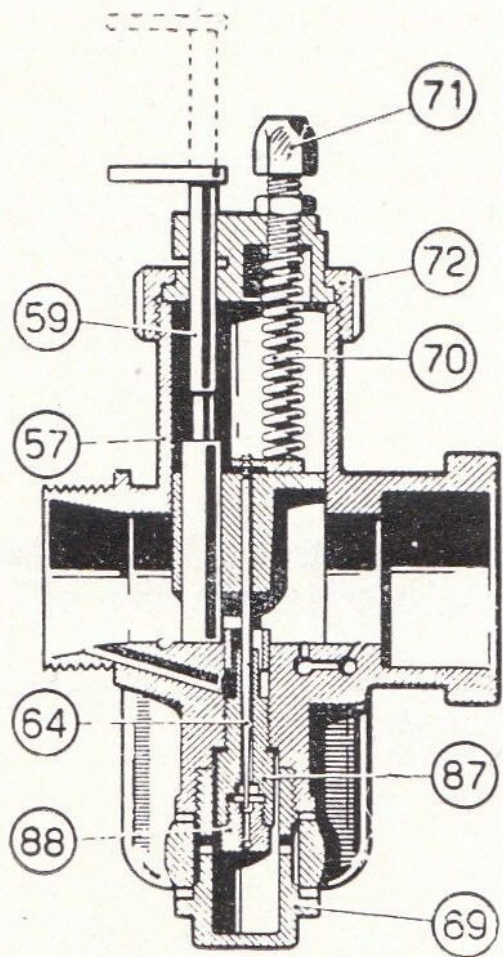


Fig. 9 →

In order to effect the following, see fig. 9, close completely the throttle, adjust the screw 62 so that the motor runs at the minimum and then, adjust the air regulation screw 63 to obtain the best minimum.

If when adjusted at the minimum, the motor stops when the throttle control is open, the mixture is too weak. You should therefore screw in the air regulator 62. If vice versa, the motor tends to hunt when functioning at the minimum, the mixture is too rich and you should therefore open the air screw slightly. The adjustment is effected with the choke, 59, see fig. 9, in open position (up).

Lubrication

The lubrication system of the Bianchi motor 175/4 c.c. stroke, is a standard pressure system. A gear pump, driven by the motor shaft, passes the oil under pressure to bearings, big end, valve camshafts. An oil filter, mounted in the sump filters the oil before the pump.

Fig. 9 - Sections of the carburettor.

(57) Body of carburettor - (58) Slide - (59) Choke - (60) Cover of float chamber - (61) Tickler - (62) Pilot Air Screw - (63) Throttle Slide - (64) Float Needle - (68) Float - (69) Main Jet Cover - (70) Slide Spring - (71) Adjusting Screw - (72) Locking Ring for Carburettor Top - (86) Slow Running Jet - (87) Needle Jet - (88) Main Jet.

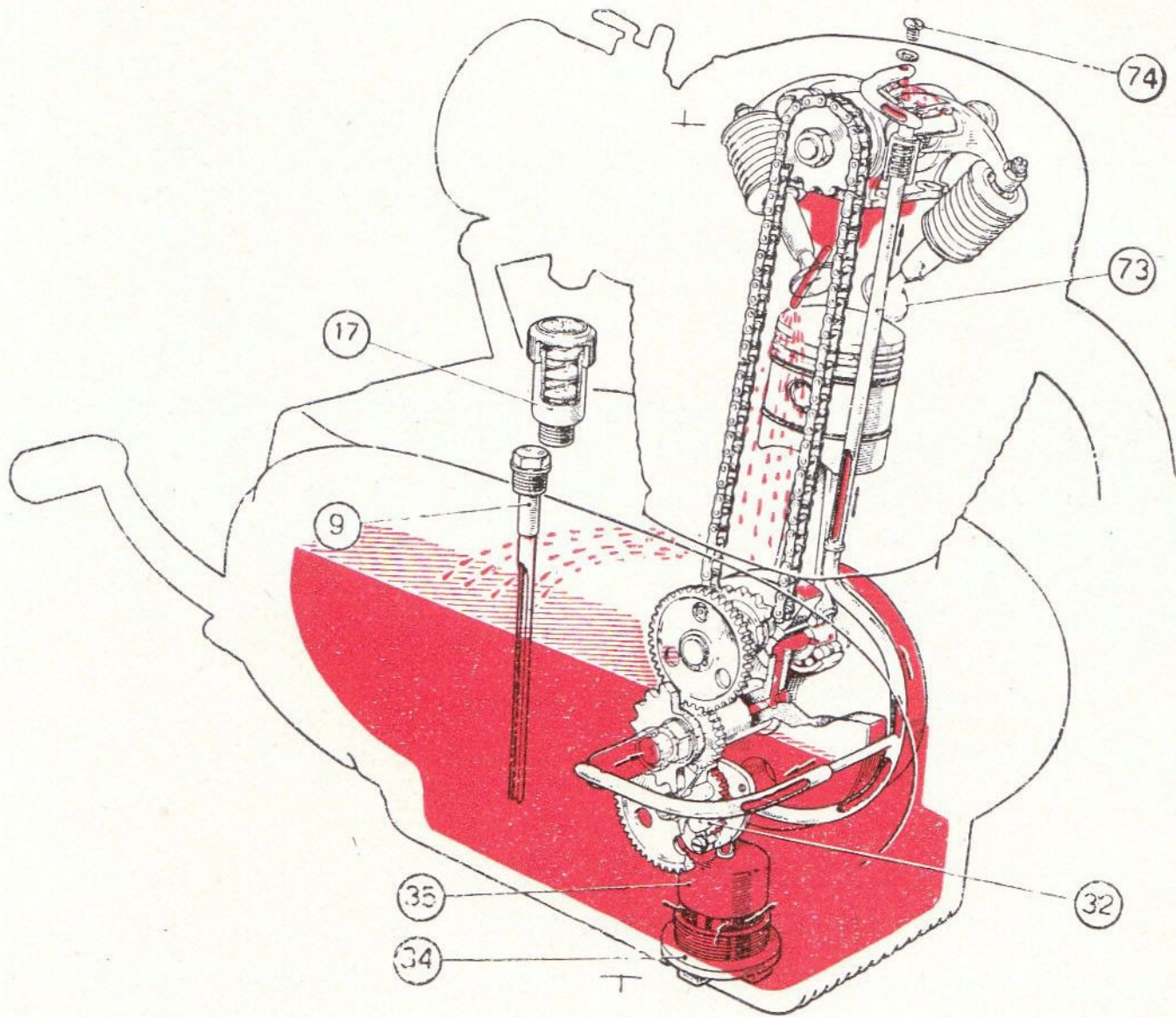


Fig. 10 →

The figure 10 clearly illustrates its system. Remove the sump nut 34, extract the filter 33 and wash it in petrol; leave it to dry and then assemble it. The oil filter must be removed and cleaned at each oil change after the following mileage has been completed, 300 miles, the second time after 600 miles, and a third time after 1,000 miles, and finally at 2,000 miles. After this mileage change the oil every 2,000 miles.

Transmission

The engine and gearbox being one unit are lubricated by the same oil. The dipstick in the gearbox (19) is provided with two notches which indicate the maximum and minimum oil levels. After every 1,000 miles check the level by means of the dipstick. The secondary chain transmission does not require particular treatment: only periodically or when driving over muddy or dusty roads, clean and grease the chain.

Fig. 10 - **Lubrication scheme**

34

(17) Oil breather deflector - (19) Dip stick - (32) Oil pump - (33) Oil filter - (34) Drain plug -
(73) Oil channel - (74) Plug of cover for head cylinder.

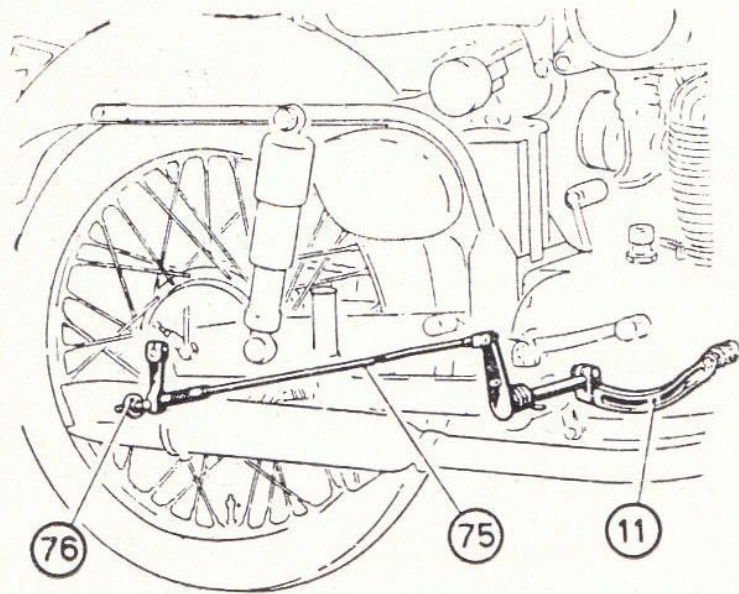


Fig. 11 - Adjustment of rear brake

(11) Rear brake pedal - (75) Rear brake rod - (76) Adjusting screw.

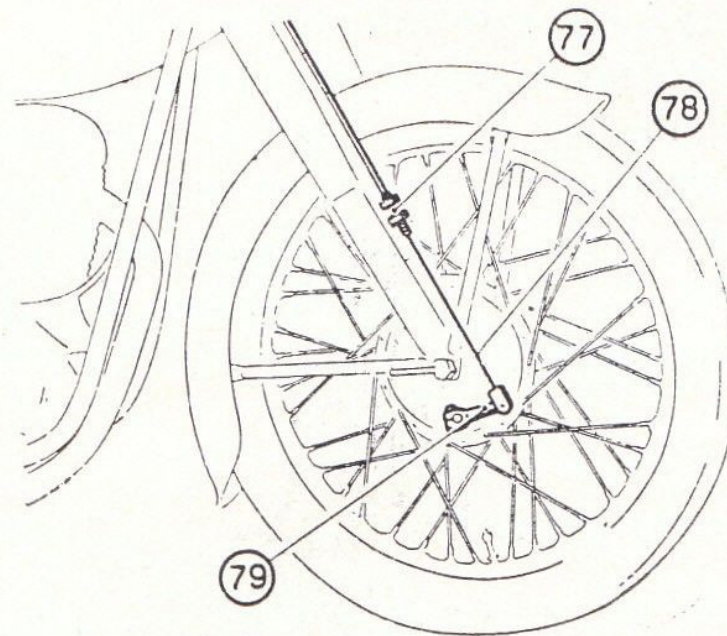


Fig. 12 - Adjustment of front brake.

(77) Front brake adjuster - (78) Front brake cable.

Brakes

Lubricate with oil all the joints of the cables and the levers and, (only when the brakes are disassembled), lubricate the facing parts of the control cam. If because of the wear of the linings themselves, you require to make adjustments to the brakes it can be carried out in the following manner. For the rear brake readjust the knurled nut at the rear of the brake traction rod 76 (Fig. 11). For the front brake, the adjustment is made on the adjusting screw 77 (see fig. 12). on the right of the fork.

Telescopic fork

The telescopic fork does not generally require particular maintenance. You should make sure that there are no oil leaks occurring at the oils seals. If this should happen it is necessary to change the oil seal. Normally, the fork must contain (50 cm³) approximately (14 fl. dr.) of Mobiloil Artic Oil in the arms.

It is advisable to change the oil contained in the fork, after the first 2,000 miles, and after every 3,000 miles. (see fig. 14), Remove the two drain plugs mounted on the bottom of the forks, also the two filling plugs. Then press on the

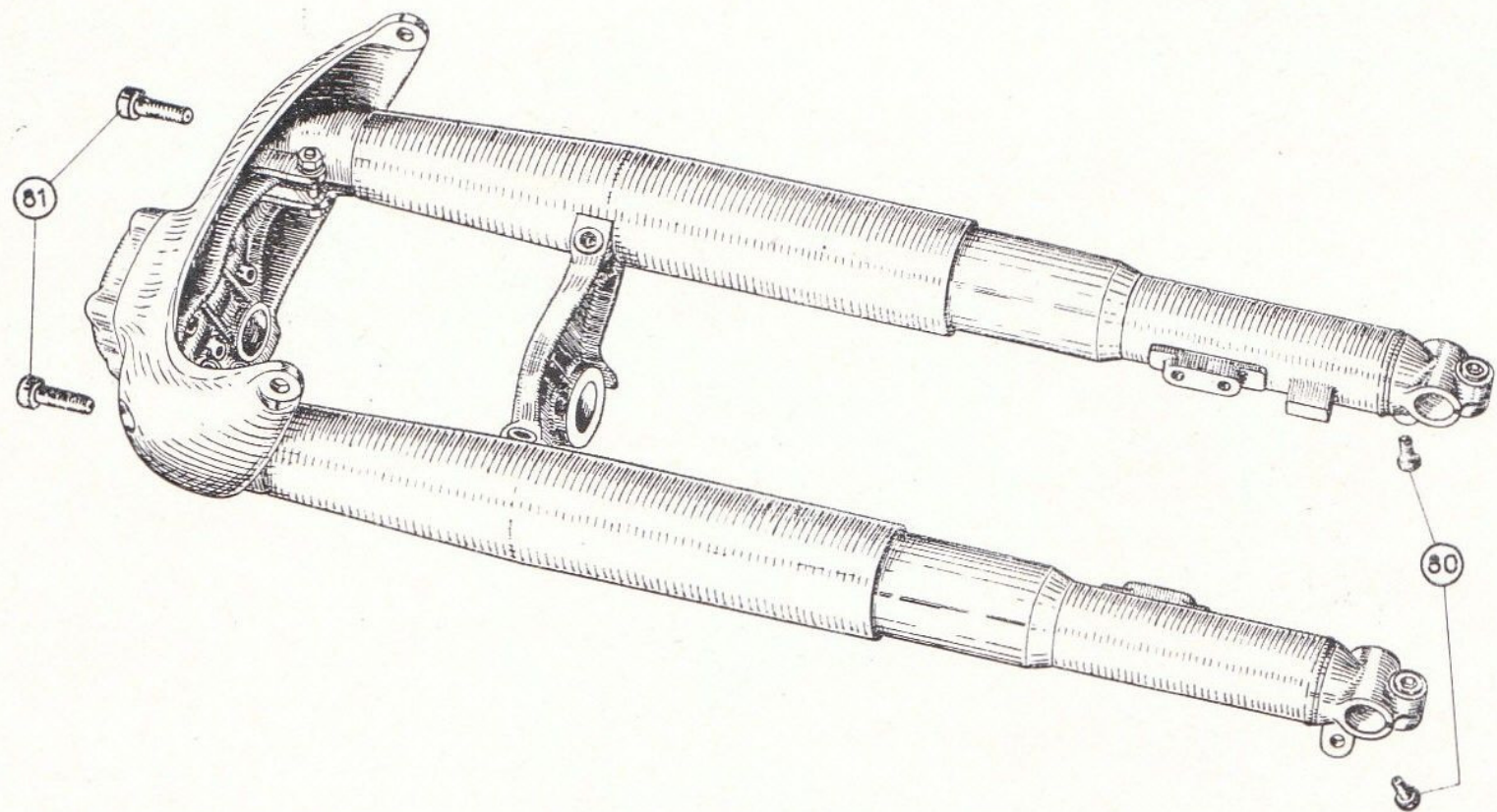


Fig. 13 - Telescopic fork.
(80) Drain plug - (81) Charge plug.

handlebar, and so, exercising a pumping action. When the fork is completely empty, replace the two drain plugs 80 and fill through the filling plugs 81, the quality and quantity of oil prescribed. (see Fig. 13).



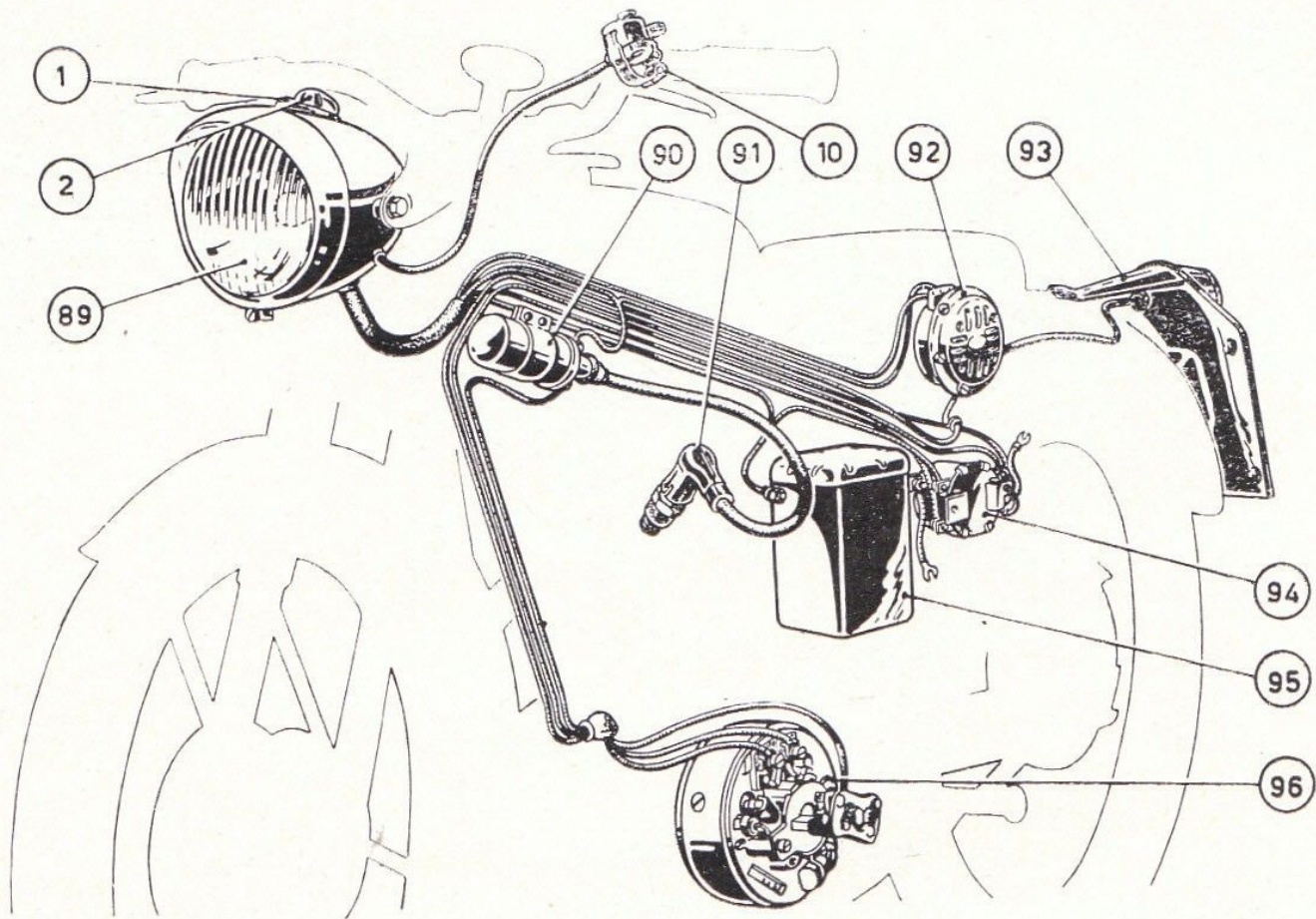


Fig. 14 → 39

Electrical installation

Smooth running of the motor depends largely on the efficiency of the ignition system and on the spark plug. If the motor does not start or stops suddenly, check the spark plug which may have excessive petrol or oil. Check it and wash it in petrol and after a few minutes clean it with a wire brush. Check the electrode gap, which should be set at 0.4 mm. Check the H.T. lead as it may be broken or disconnected. The life of the generator depends mainly on the cleanliness of it; after every 3,000 miles check the condition of the points, (see fig. 15), and if it is more, or less, than 0.4 mm, reset it by following the directions on Page 41.

Fig. 14 - Electrical installation.

(1) Indicator of dynamo charge - (2) Ignition and Pilot light key - (10) Horn button and dipper switch - (89) Headlamp - (90) Ignition coil - (91) Spark plug - (92) Electric horn - (93) Rear light - (94) Voltage control - (95) Battery - (96) Generator.

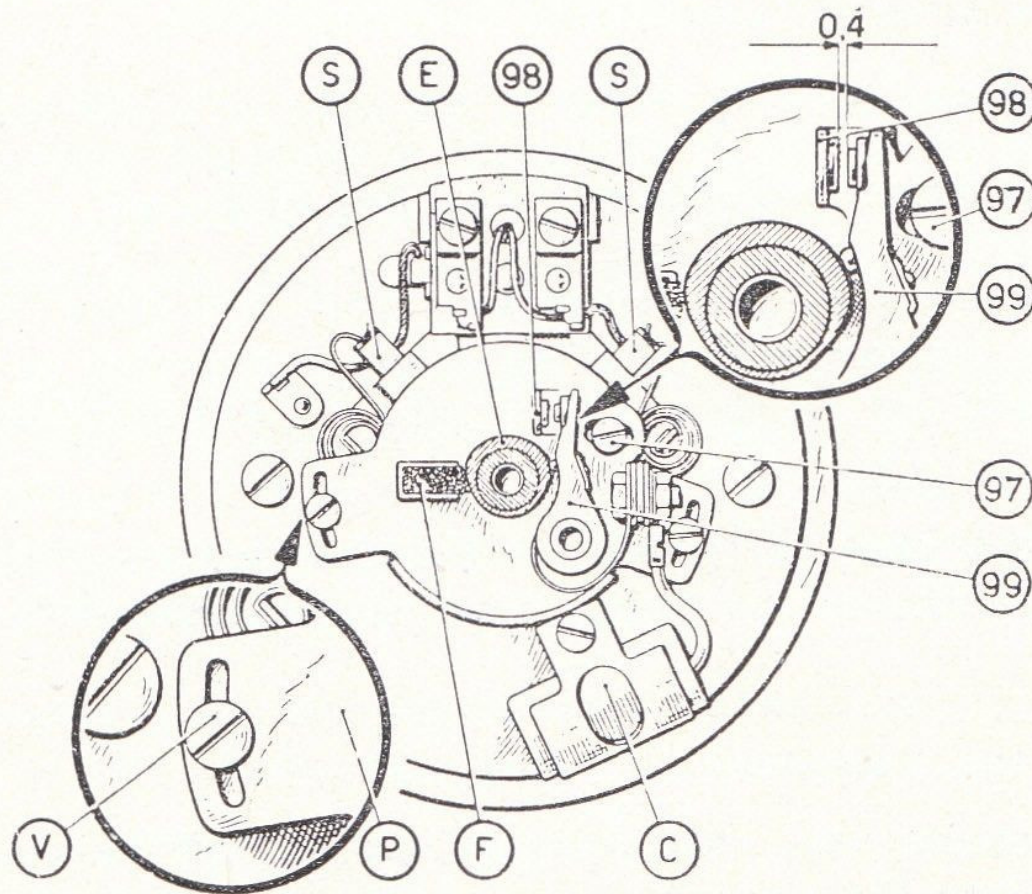


Fig. 15 - Contact breaker coil ignition dynamo.

(97) Fixing screw - (98) Contact plate - (99) Rocker arm - (C.) Condensator - (E.) Cam - (F.) Lubri-
 cation felt - (P.) Adjusting plate - (S.) Brush - (V.) Fixing screw.

- a) Slacken the screw 97 which holds the contact plate.
- b) Turn the contact plate 98, either to the right or to the left.
- c) Tighten the screw which holds the contact plate.

Before proceeding with the adjustment, check and clean the face of the contacts. Clean the cam and add a few drops of motor oil on the felt. The bobbin must not be cleaned with used oil, but with petrol and with a clean cloth.

The dynamo too, does not require a specific maintenance: periodically check the state of the brushes and change them when necessary.

Batteries

The battery requires very little attention and you can be assured of its full efficiency and long life. Keep it clean and dry, and protect the terminals with anti-acid grease.

Periodically check the acid level and keep it (1 cm), approximately 0.3937 in, above the plates.

Sulphuric acid with $1.26 = 30^\circ$ BE dense, for filling the battery use sulphuric acid.

In warm weather, where the water in the battery is most likely to evaporate, check the level more and add distilled water if necessary; In the case of warm weather, when changing the acid, employ sulphuric acid $1.283 = 27^\circ$ BE dense.

Do not leave the battery to discharge completely to avoid sulphation. If you know beforehand, that the battery will remain inactive for a long period, discharge it and reload it at least once a month. The grading of loading the battery is recognisable through the density of the electrolyte which should be measured to the level prescribed.

The battery is loaded when the density adds up to $1.26 = 30^\circ$ BE. If the density is below $1.10 = 18^\circ$ BE, the battery is discharged and should be reloaded as soon as possible.

In every case you must remember that whether in use or not, the battery is the most important part of the electrical installation and needs more attention; a discharged battery will hinder the rest of the installation.

Bulb lamps

When changing the bulbs lamps, (those in the projector or those of the rear light) make sure that the new ones are identically the same to the ones substituted: different types can lessen the lightening power, or can waste superior energy.



FAULTS AND REMEDIES

If after having followed the operations in the paragraph on how to start the motor on Page 18, the motor will not start, or it suddenly stops, or functions irregularly, the causes may generally be the following:

The motor will not start or it suddenly stops

H. T. Lead is disconnected or broken: connect it. Spark plug is faulty or dirty: clean it, and reset the points and change it if necessary.

Contact breakers are dirty: clean them and adjust the gap. - Fuel pipe pipeline is choked: clean it. - Petrol filter is dirty: clean it. - Carburetor nozzle is clogged: clean it - Faults among the coil ignition dynamo: leave a specialist to deal with this matter.

The motor does not respond

Carburettor is dirty: clean it. - Air lever is closed: open it. - Lack of compression: see the following paragraph on that subject. - Exhaust pipe jammed: clean it.

Faulty motor compression

Faulty cylinder head gasket: change the gasket. - Tappet adjustment or worn valve which does not close perfectly check the springs, change them if necessary should they be broken or weakened: grind in the valves or change them if necessary.

The motor overheats

Mixture excessively poor blocking the carburettor jets: clean them. - Petrol filter is dirty: dismantle and clean it. - Combustion chamber encrusted with carbonized deposits: dismantle and clean it. - Exhaust pipe is choked: dismantle and clean. - Cylinder finning very dirty: clean it.

The motor misfires.

Spark plug is dirty or the points are disconnected: clean it or reset the points. Contact breakers are dirty or the distance is badly adjusted: clean them or adjust them. - Jointing of the H.T. lead is loose: tighten it. - Carburettor is dirty: clean it. - Carburettor filter is dirty and clogged: dismantle and clean it.

The motor knocks

Excessive load: engage a lower speed. - Combustion chamber encrusted with carbonized deposits: dismantle the head and clean it.

The motor at the lowest is irregular

The spark plug points are worn or burned: reset them. - Slow running: jet is dirty reset it. - Contact breakers are dirty, deteriorated or disjoined: clean them or adjust them. - Valves badly adjusted: check and adjust the clearance, change the springs if they are broken or weakened, grind in the valves or change them if worn out.



I N D E X

Preface	Page	3
Bianchi « Tonale » 175 cc 4 Stroke Motorcycle		
Technical features	»	5
Engine	»	5
Transmission	»	6
Brakes	»	6
Frame	»	6
Wheight	»	7
Performances	»	7
Identifcation of Motorcycle	»	7
Instructions for use		
General rules	»	8
Control System	»	12
Use of the Controls		
Gear Change	»	14
Getting away	»	15
Use of the gears	»	16
To start the Motor	»	18
To start the Motorcycle	»	21

GENERAL MAINTENANCE

Motor	page 22
Regrinding the valves	» 24
Adjustment of valve clearance	» 25
Inspection of the compression	» 28
Setting of the timing system	» 28
Carburettor	» 29
Lubrication	» 32
Transmission	» 34
Brakes	» 36
Telescopic fork	» 36
Electric installation	» 40
Batteries	» 42
Bulb lamps	» 44

FAULTS AND REMEDIES

The motor will not start or it suddenly stops	page 45
The motor does not respond	» 45
Faulty motor compression	» 46
The motor overheats	» 46
The motor misfires	» 46
The motor knocks	» 46
The motor at the lowest is irregular	» 47
INDEX	» 48

