
MSS SX - RX 50

B043138



SX - RX 50

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BE CANCELLED IF THE VEHICLE IDENTIFICATION NUMBER (VIN) HAS BEEN MODIFIED OR CANNOT BE QUICKLY DETERMINED.

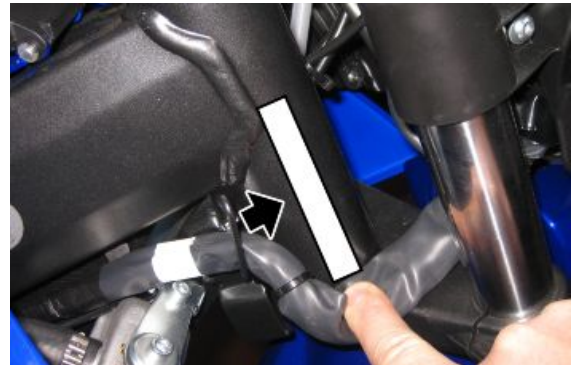
Chassis number

The chassis number is stamped on the right side of the headstock.

This number consists of numbers and letters, as in the example shown below:

ZD4PVG01XXXXXX (SX 50)

ZD4PVH01XXXXXX (RX 50)



Engine number

The engine number is stamped on the rear side, close to the transmission oil filler cap.



Dimensions and mass

WEIGHT AND DIMENSIONS

Specification	Desc./Quantity
Maximum length SX-RX	2045 mm (80.52 in)
Maximum length SX - RX	835 mm (32.87 in)
Maximum height to SX saddle	830 mm (32.68 in)
Maximum height to RX saddle	900 mm (35.43 in)
Centre to centre distance SX-RX	1400 mm (55.12 in)
Dry weight	90 kg (198 lb)
Kerb weight	98 kg (216 lb)
Full loaded weight (rider only)	173 kg (381 lb)

Engine

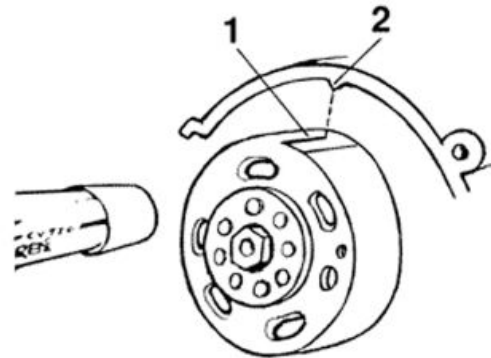
TECHNICAL DATA-ENGINE

Specification	Desc./Quantity
Engine type	Single cylinder 2 stroke
Bore per stroke	39.88 x 40 mm
Technical data-Engine capacity	50 cm ³ (3.05 cu.in)
Compression ratio	(11.5 +/- 0.5) : 1
Cooling	With coolant
Lubrication	Thermal group: With oil for two stroke engines through variable pump capacity Transmission: gear reduction units in oil bath for transmissions
Fuel	Unleaded petrol
Carburettor	Dell'Orto PHVA-17.5 with manual starter
Clutch	Multiplate wet clutch

Specific tooling

020330Y Stroboscopic light for timing checking

- With the engine at 3000 rpm, check that the reference line (1) on the magneto flywheel is aligned with the notch on the crankcase (2).



SPECIFICATIONS

Specification	Desc./Quantity
Timing	22° at 3000 rpm
Advance	1.2 mm (0.047 in) at 3000 rpm

Gearbox Oil

Inspection

NOTE

PARK THE MOTORCYCLE ON SAFE AND LEVEL GROUND.

- Carefully unscrew the level inspection screw (1) on the right hand engine cover.
- Check that the oil level reaches the threaded hole.



TOP-UP

If necessary, top up:

- Unscrew and remove the filler plug (2).
- Add a small quantity of the specified oil and wait approximately one minute for the oil to distribute evenly throughout the casing.
- Check that the oil level reaches the threaded hole (1).



4. Check timer
5. Ignition Key
6. Front right turn indicator - Rear left
7. Front left turn indicator - Rear right
8. Voltage regulator
9. Taillight assembly
10. Stop switch
11. Stop switch
12. Engine Stop switch - Lights - Horn
13. Horn
14. 7.5 Amp fuse
15. Water Temperature Sensor
16. Fuel Level Sensor
17. Low oil sensor
18. Battery
19. Flywheel
20. Coil
21. Spark plug boot
22. Spark plug
23. Resistance

Colour key:

Ar Orange

Az Sky blue

B Blue

Bi White

G Yellow

Gr Grey

M Brown

N Black

R Red

Ro Pink

V Green

Vi Purple

Checks and inspections

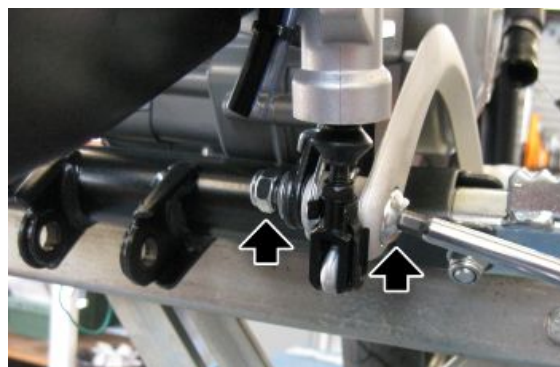
- Detach carburettor clamp.



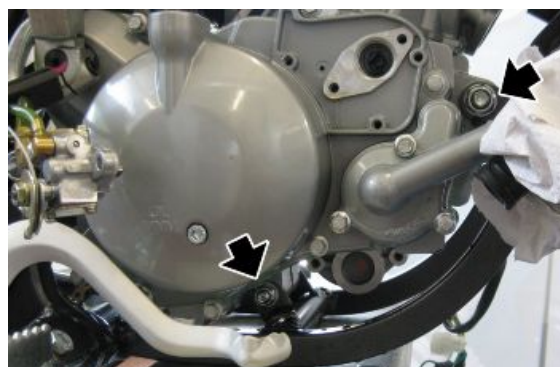
- Detach clamp retaining carburettor heating pipe.

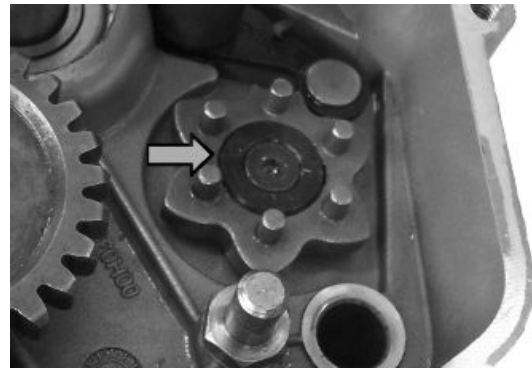


- Undo and remove the nut and remove the brake lever screw.
- Remove the lever.



- Working on the right side, unscrew and remove the two nuts.



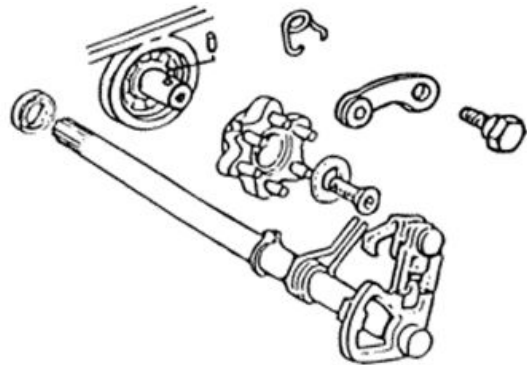


See also

[Disassembling the clutch](#)

Checking the gear selector

- Check that the selector shaft is not worn or damaged
- Mount the components following the removal procedure but in reverse order
- Apply one drop of Loctite 270 on the thread of the screw of the drum control head
- Make sure that the selector shaft springs and the gear selector lever spring have been correctly fitted



Starter motor

Removing the starter motor

- Remove the transmission gear collecting the shimming
- Unload the spring and remove the start-up mechanism



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- Repeat this procedure also with the oil pump transmission gear, use a screwdriver to turn the oil pump shaft
- Push the clutch cover until it stops on the engine crankcase
- Tighten the screws on the crankcase cover in two or three stages, first screw in on screw and then the one that is diametrically opposite

Locking torques (N*m)

Clutch cover 9 Nm (6.64 lbf ft)

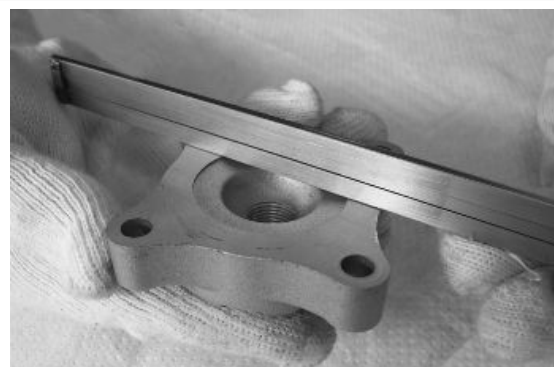
Head and timing

Removing the cylinder head

- Remove the coolant rubber pipes connecting the pump and the radiator and collect the coolant
- Remove the rubber pipes connecting the head and the radiator
- Disconnect the electrical connector of the temperature sensor
- Remove the spark plug
- Undo the five fixing screws to remove the head cover
- Undo the four stud bolt nuts to remove the head and its gasket



- Remove any carbon deposits present on the head being careful not to scratch the coupling surfaces
- Use a trued bar to check the head coupling surface is not distorted.



Characteristic

Maximum allowable run-out

0.05 mm (0.002 in)

Inspection

- Remove the pump
- Make sure that the pump drive rotates freely
- Check the sealing rings are in good conditions. Replace them if they are damaged or deformed
- The oil pump is an essential safety element for proper engine operation. Replace, not repair, them in case of faults

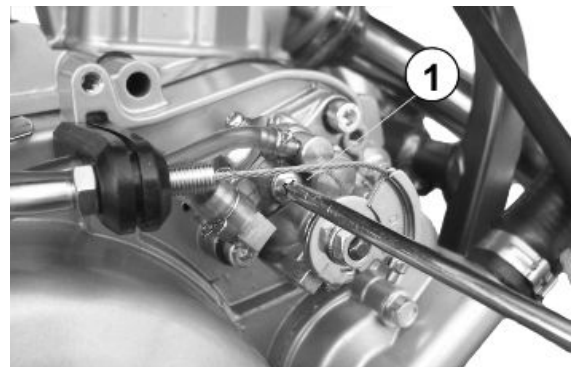


See also

[Removing](#)

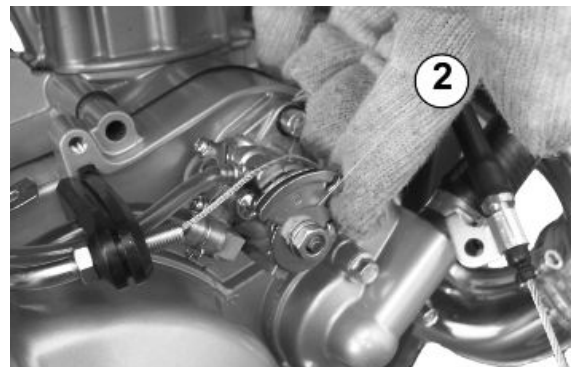
Oil pump purging

- Check oil in the reservoir for correct level; top up with recommended oil if necessary
- Place a suitable container under the pump to collect the oil purged from the pump
- Loosen the oil pump bleed screw (1), located at the front of the pump between the inlet and the delivery pipes, to facilitate drainage until the oil flow is constant and no air bubbles are formed. Tighten the bleed screw (1)



Pipe purging

- Fill up the fuel tank with a mixture of oil and petrol at 2.5%, use the recommended oil specific for this type of engine
- Start the engine and let it run for about 10 minutes with the oil pump control lever (2) fully open in order to send out all the air in the pipes together with the oil
- NEVER fully rev up the engine while purging
- Carry out this operation in a well-ventilated area



-
- Replace the tapered pin if it shows signs of early wear as shown in the photograph



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- Check that idle set screw shows no signs of abnormal wear. This is detrimental to a correct idle speed adjustment



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- Check that the throttle valve shows scratches comprising 25% of its overall surface. Otherwise, replace it.

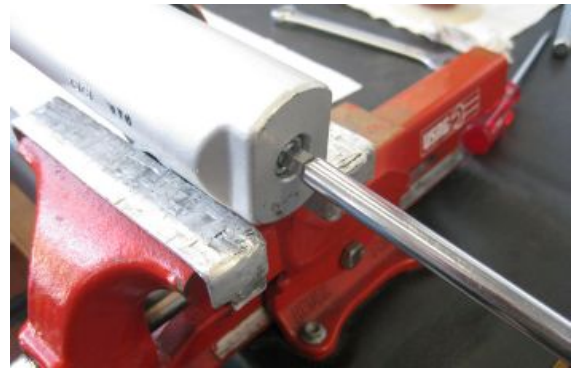


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- If the throttle valve is replaced, fit another with the standard settings indicated on the top surface as shown in the photograph
 - Re-assemble the whole carburettor
 - Refit the carburettor to the engine, connect the fuel pipes again, the mixer oil intake pipes and the vacuum pipe for the fuel cock control



Adjusting the idle speed

- Tighten the flow set screw slowly until it stops and then unscrew it as many turns as specified for this type of engine (1+1/4)



- Lubricate the dust gaiter and oil seal with a thin film of oil.
- Fit the following on the holder tube: the oil seal, the retainer ring and the dust gaiter.
- Ensure that the dust gaiter and oil seal are installed the right way around.



- Install the oil seal in the sleeve.
- Insert the retainer ring in its position.



- Fit the dust guard.



INDEX OF TOPICS

CHASSIS

CHAS

Rear

Any air trapped in the hydraulic circuit acts as a cushion, absorbing much of the pressure applied by the brake pump and minimising the braking power of the calliper.

The presence of air is signalled by the "sponginess" of the brake control and poor braking efficiency.

CAUTION

CONSIDERING THE DANGER FOR VEHICLE AND RIDER, IT IS STRICTLY NECESSARY, AFTER REFITTING BRAKES AND RESTORING THE BRAKING SYSTEM TO THE REGULAR USE CONDITIONS, THAT THE HYDRAULIC CIRCUIT BE AIR PURGED. THE VEHICLE MUST BE ON LEVEL GROUND TO BE PURGED. WHILE PURGING THE HYDRAULIC SYSTEM, FILL THE RESERVOIR WITH THE NECESSARY QUANTITY OF BRAKE FLUID. CHECK THAT, DURING THE OPERATION, THERE IS ALWAYS BRAKE FLUID IN THE RESERVOIR.

- Remove the rubber protection cover from the bleed valve.
- Insert the transparent plastic pipe in the rear brake calliper bleed valve and insert the other end of this pipe into a container to collect the fluid.
- Remove the rear brake fluid reservoir cap.
- Quickly press and release the rear brake lever several times and then keep it fully pressed.
- Loosen the bleed valve 1/4 of a turn so that the brake fluid flows into the container. This will release the tension on the brake lever and will make it reach the end of stroke.
- Close the bleed valve before the lever reaches its end of stroke.
- Repeat the operation until the fluid draining into the container is air-bubble free.



NOTE

WHILE PURGING THE HYDRAULIC SYSTEM, FILL THE RESERVOIR WITH THE NECESSARY QUANTITY OF BRAKE FLUID CHECK THAT, DURING THE OPERATION, THERE IS ALWAYS BRAKE FLUID IN THE RESERVOIR.

- Screw the bleed valve and remove the pipe.
- Top-up the reservoir until the right brake fluid level is obtained.
- Refit and lock the rear brake oil reservoir cap.
- Refit the rubber protection cover.

Seat

To dismantle the saddle, insert the key in the tank cover lock «1» and, lift the cover while turning the key to the right. After that, remove the two retaining knobs from the saddle «2».

The oil tank, the battery and the tool compartment are under the saddle.

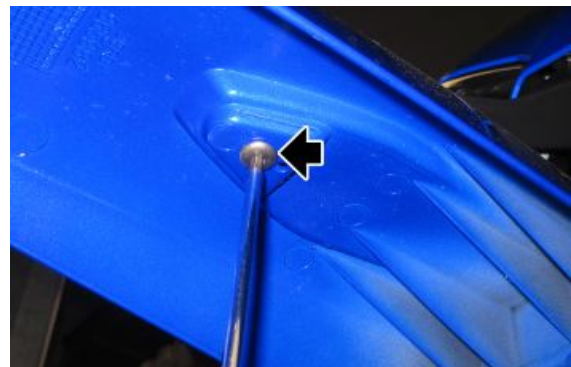


Headlight assy.

- Working from both sides, undo and remove the two screws.



- Undo and remove the screw of the mudguard.



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