

MANUEL POUR STATION SERVICE
WORKSHOP MANUAL

GILERA {
50 TOURING
50 TRIAL
50 TOURING RS
50 TRIAL RS



AZIENDA GILERA



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FOREWORD

In order to undertake repairs quickly and efficiently, it is essential that the mechanic is properly acquainted with the machine to be repaired, in addition to having that technical knowledge which qualifies him as a mechanic.

This Manual has been prepared as a guide for mechanics dealing with the repair of "50 Touring - 50 Trial - 50 Touring RS - 50 Trial RS" motorcycles, by describing their features in detail, by indicating the most efficient methods to be adopted for the various operations as well as permissible wear limits.

The Manual has been divided into several sections for easy reference purposes.

Should modifications be introduced to the motorcycles in the future, which would necessitate the use of new equipment not shown in this Manual, amendments will be circulated.

I N D E X

SECTION 1 — Specific data	Page 1- 1
General instructions for maintenance and lubrication	» 1-11
SECTION 2 — Electrical equipment	» 2- 1
SECTION 3 — Fault Finding	» 3- 1
SECTION 4 — Special Tools	» 4- 1
SECTION 5 — Dismantling	» 5- 1
SECTION 6 — Assembly clearances	» 6- 1
Overhauling engine	» 6- 5
Overhauling frame	» 6- 7
Electrical equipment check	» 6-11
SECTION 7 — Torque values	» 7- 4
Reassembly	» 7- 5
Preparing the machine for the road	» 7-14

SECTION 1 - Specific data

General rules for maintenance and lubrication

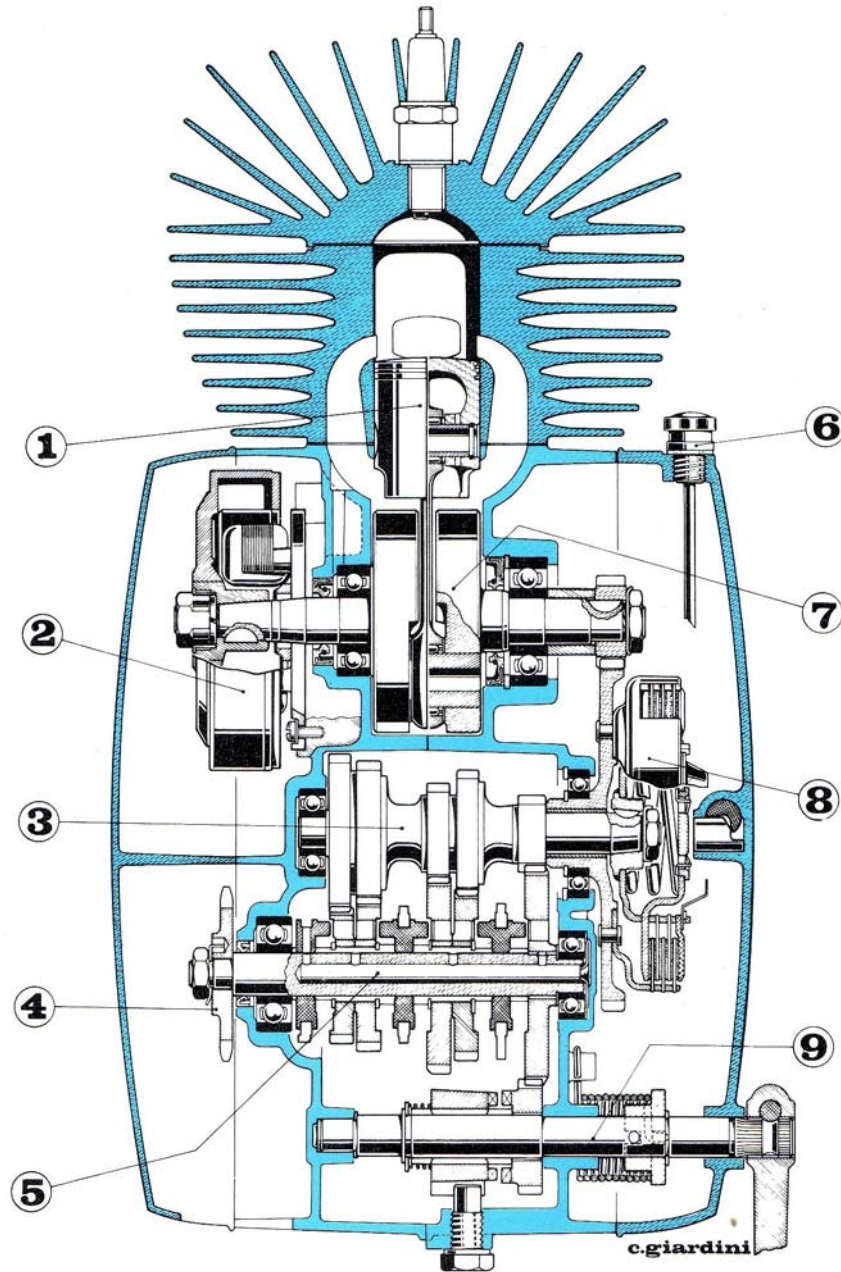
Specific data Gilera 50 motorcycle	1- 3
General rules for maintenance and lubrication	1-11

SPECIFIC DATA OF MODELS GILERA 50				
Description	Touring	Trial	Touring RS	Trial RS
Bore Stroke Displacement	mm. 38.4 mm. 43 cc. 49.8			
Mixture	Oil-gasoline i. e. 4% Pure Mineral Oil SAE 30. The following oils can be used (Agip Speedy Mix; Esso 2-T Motor Oil; Shell Golden Motor Oil; Shell X-100 2-T; Total 2-T Castrol XL, Mobiloil A, B.P. Energol Two-stroke Oil): i. e. about 1/4 pint of oil per 1.5 gals of gasoline.			
Dell'Orto Carburettor	SHA 14/9		SHB 18/18 B	
Ignition (toler $\pm 1^\circ$)	15° ($\pm 1^\circ$) B.T.D.C.			
Spark plug	Bosch W 240 T 2 Marelli CW 260 L			
Tyre pressures front: solo pillion	25 lbs — 2.1/4-19" ribbed	21.5 lbs — 2.50-19" standard	21.5 lbs 24 lbs 2.1/2-17" ribbed	21.5 lbs 24 lbs 2.50-19" standard
rear: solo pillion	32 lbs — 2.1/4-19" standard	28.5 lbs — 3.00-17" cross	28.5 lbs 35.5 lbs 2.75-17" standard	28.5 lbs 35.5 lbs 3.00-17" cross

SPECIFIC DATA OF MODELS GILERA 50

Description	Touring	Trial	Touring RS	Trial RS																									
Primary transmission ratio	1 : 4.235 (Z=17/72)																												
Gear ratios (see fig. 7)	<table border="0" style="width:100%; border:none;"> <tr> <td style="width:20%; border:none;">1st. speed</td> <td style="width:20%; border:none;">1 : 3.250 (Z=12/39)</td> <td style="width:20%; border:none;"></td> <td style="width:20%; border:none;">1 : 3.250 (Z=12/39)</td> <td style="width:20%; border:none;"></td> </tr> <tr> <td style="border:none;">2nd. speed</td> <td style="border:none;">1 : 1.888 (Z=18/34)</td> <td style="border:none;"></td> <td style="border:none;">1 : 2.058 (Z=17/35)</td> <td style="border:none;"></td> </tr> <tr> <td style="border:none;">3rd. speed</td> <td style="border:none;">1 : 1.363 (Z=22/30)</td> <td style="border:none;"></td> <td style="border:none;">1 : 1.430 (Z=21/30)</td> <td style="border:none;"></td> </tr> <tr> <td style="border:none;">4th. speed</td> <td style="border:none;">1 : 1.080 (Z=25/27)</td> <td style="border:none;"></td> <td style="border:none;">1 : 1.080 (Z=25/27)</td> <td style="border:none;"></td> </tr> <tr> <td style="border:none;">5th. speed</td> <td style="border:none;">—</td> <td style="border:none;"></td> <td style="border:none;">1 : 0.857 (Z=28/24)</td> <td style="border:none;"></td> </tr> </table>				1st. speed	1 : 3.250 (Z=12/39)		1 : 3.250 (Z=12/39)		2nd. speed	1 : 1.888 (Z=18/34)		1 : 2.058 (Z=17/35)		3rd. speed	1 : 1.363 (Z=22/30)		1 : 1.430 (Z=21/30)		4th. speed	1 : 1.080 (Z=25/27)		1 : 1.080 (Z=25/27)		5th. speed	—		1 : 0.857 (Z=28/24)	
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5th. speed	—		1 : 0.857 (Z=28/24)																										
Secondary transmission ratio	1 : 3.333 (Z=12/40)	1 : 4.000 (Z=12/48)	1 : 2.92 (Z=14/41)	1 : 3.42 (Z=14/48)																									
Engine to wheel total ratios	<table border="0" style="width:100%; border:none;"> <tr> <td style="width:20%; border:none;">1st. speed</td> <td style="width:20%; border:none;">1 : 45.874</td> <td style="width:20%; border:none;">1 : 55.05</td> <td style="width:20%; border:none;">1 : 40.14</td> <td style="width:20%; border:none;">1 : 47.02</td> </tr> <tr> <td style="border:none;">2nd. speed</td> <td style="border:none;">1 : 26.649</td> <td style="border:none;">1 : 34.86</td> <td style="border:none;">1 : 25.42</td> <td style="border:none;">1 : 29.77</td> </tr> <tr> <td style="border:none;">3rd. speed</td> <td style="border:none;">1 : 19.239</td> <td style="border:none;">1 : 24.22</td> <td style="border:none;">1 : 17.66</td> <td style="border:none;">1 : 20.69</td> </tr> <tr> <td style="border:none;">4th. speed</td> <td style="border:none;">1 : 15.244</td> <td style="border:none;">1 : 18.29</td> <td style="border:none;">1 : 13.34</td> <td style="border:none;">1 : 15.62</td> </tr> <tr> <td style="border:none;">5th. speed</td> <td style="border:none;">—</td> <td style="border:none;">1 : 14.51</td> <td style="border:none;">1 : 10.58</td> <td style="border:none;">1 : 12.40</td> </tr> </table>				1st. speed	1 : 45.874	1 : 55.05	1 : 40.14	1 : 47.02	2nd. speed	1 : 26.649	1 : 34.86	1 : 25.42	1 : 29.77	3rd. speed	1 : 19.239	1 : 24.22	1 : 17.66	1 : 20.69	4th. speed	1 : 15.244	1 : 18.29	1 : 13.34	1 : 15.62	5th. speed	—	1 : 14.51	1 : 10.58	1 : 12.40
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SCHEMA MOTEUR A 5 VITESSES
VIEW OF 5 SPEED ENGINE



1 - Piston; 2 - Volant magnétique; 3 - Arbre principal; 4 - Pignon de la chaîne; 5 - Arbre secondaire du changement de vitesses avec engrenages et fourchettes d'enclenchement des vitesses; 6 - Jauge d'huile pour la boîte de vitesses; 7 - Vilebrequin; 8 - Embrayage; 9 - Arbre de démarrage.

1 - Piston; 2 - Flywheel Magneto; 3 - Gearbox Layshaft; 4 - Chain Sprocket; 5 - Mainshaft with sliding pinions; 6 - Dipstick; 7 - Crankshaft; 8 - Clutch; 9 - Kickstart Shaft.

Fig. 5

**SCHEMA DU CHANGEMENT DE VITESSES
VIEW OF GEARBOX**

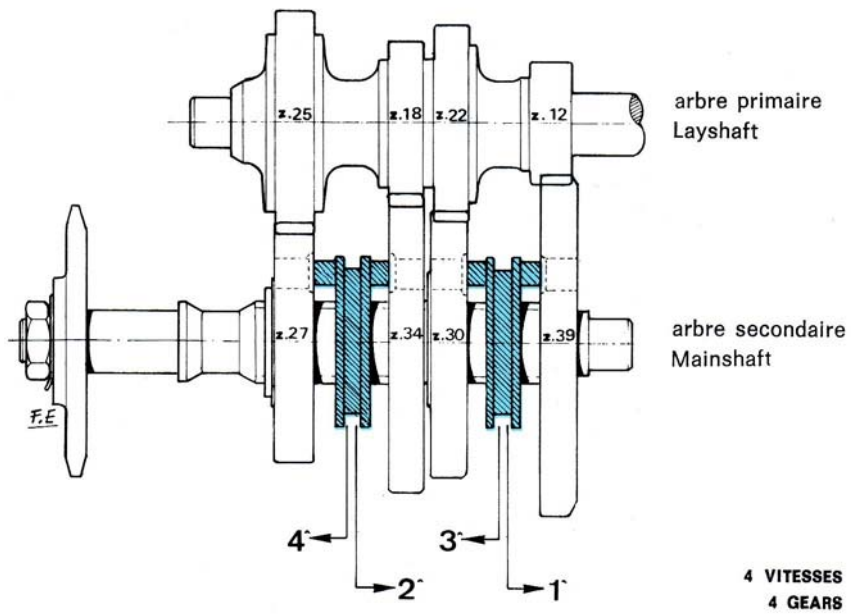
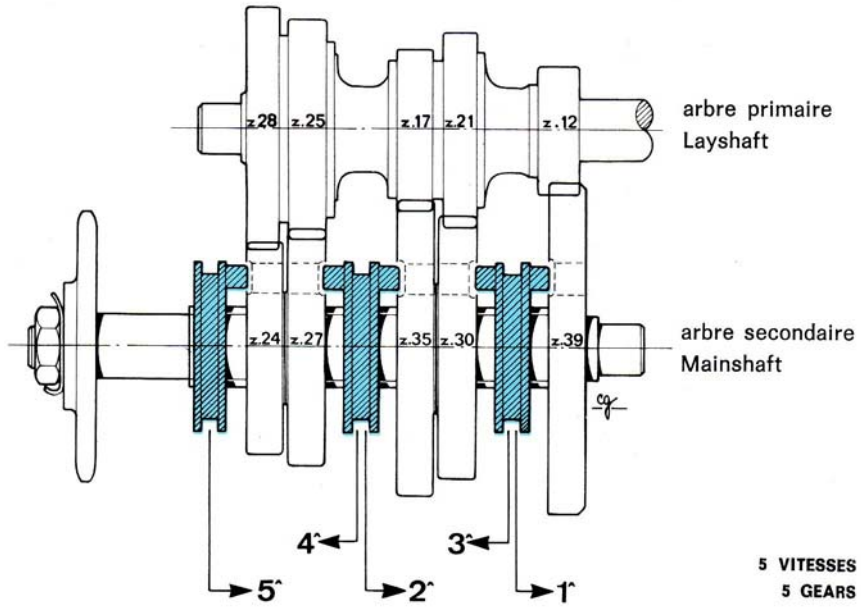


Fig. 6

