



Sales division  
Technical network leadership

# WORKSHOP MANUAL



**Jet  
Tech**



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**CHARACTERISTICS****■ Engine.**

	<b>Jet C-Tech</b>	<b>307 WRC</b>
<b>Type.</b>	2-stroke single-cylinder.	
<b>Cooling.</b>	Liquid.	
<b>Bore x stroke.</b>	39.9 x 39.8 mm.	
<b>Cubic capacity.</b>	49.9 cc.	
<b>Max. power output.</b>	3.6 kW at 7300 rpm.	
<b>Max. torque rating.</b>	7000 rpm.	
<b>Fuel supply.</b>	Carburettor Gurtner PY15.	
<b>Lubrication.</b>	Electric oil pump.	
<b>Transmission.</b>	By 2 variable pulleys and V-type belt.	
<b>Clutch.</b>	Centrifugal automatic.	
<b>Spark plug.</b>	NGK CR7EB.	
<b>Exhaust.</b>	Catalytic.	

**■ Capacities.**

<b>Fuel tank.</b>	7.8 l 95 or 98 lead-free.
<b>Oil tank.</b>	1.2 l. Semi synthetic for 2 stroke engines with separate oiling.
<b>Relay box.</b>	0.12 l SAE 80W90 life lubricated.
<b>Coolant.</b>	1.4 l. Peugeot coolant part number 754614.
<b>Fork.</b>	0.12 l per tube (Esso Univis 46 or Agip H Lift 46).

■ Chassis.

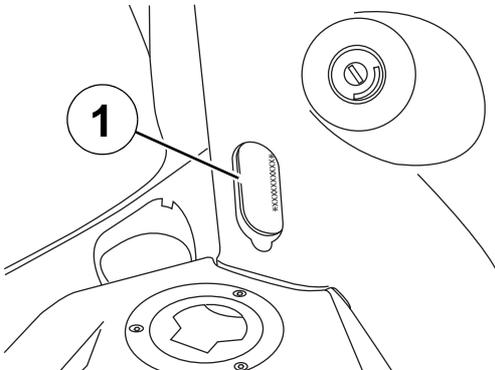
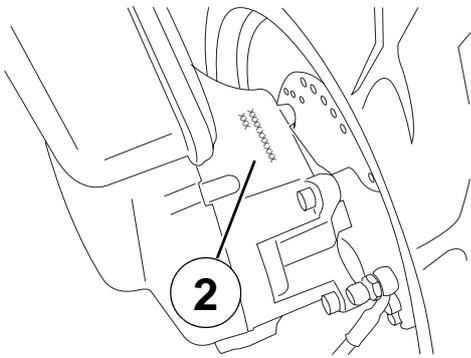
	Jet C-Tech	307 WRC
<b>Chassis.</b>	Steel wrap-round frame (Direct Perimetric Frame)	
<b>Front suspension.</b>	Ø32 mm telescopic fork.	
<b>Travel.</b>	85 mm.	
<b>Rear suspension.</b>	Central shock absorber.	
<b>Travel.</b>	95 mm.	

■ Dimensions and weight.

<b>Overall length.</b>	1915 mm.	
<b>Width at handlebar.</b>	720 mm.	
<b>Height (without rear-view mirrors)</b>	1165 mm.	
<b>Wheelbase.</b>	1340 mm.	
<b>Saddle height.</b>	820 mm.	810 mm.
<b>Unladen weight.</b>	114 kg.	

■ Tyres.

<b>Front wheel rim.</b>	12 inch aluminium alloy.	13 inch aluminium alloy.
<b>Front tyre.</b>	120/70 - 12.	130/60 - 13.
<b>Front tyre pressure.</b>	1.6 bars.	2.2 bars.
<b>Rear wheel rim.</b>	12 inch aluminium alloy.	13 inch aluminium alloy.
<b>Rear tyre.</b>	130/70 - 12.	130/60 - 13.
<b>Rear tyre pressure.</b>	1.8 bars.	2.2 bars.

■ Chassis markings.	■ Engine marking.
 <p>1. VIN number. - Manufacturer's plate located under the saddle.</p>	 <p>2. Engine number.</p>

**SERVICE SCHEDULE AND COMMISSIONING**

Heavy duty servicing is for vehicles used under "harsh" conditions: door-to-door deliveries, intensive urban use (courier), short journeys with engine cold, dusty areas, ambient temperature over 30°C.

Service operations.	500 kms or 1 months.	Every 5000 kms or 12 months.	Every 10000 kms.
Heavy duty servicing.	500 kms.	Every 2500 kms.	Every 5000 kms.

**■ Check.**

Idle setting.	X	X	X
Throttle cable play.	X	X	X
Steering column play.	X	X	X
Operation of electrical equipment.	X	X	X
Condition of front and rear brake hydraulic controls *.	X	X	X
Condition of petrol pipes.	X	X	X
Condition of oil pipes.	X	X	X
Tyre pressures.	X		
Tyre condition, pressure and wear.		X	X
Brake fluid level.	X	X	X
Battery electrolyte level.	X	X	X
Coolant level.	X	X	X
Tightness of nuts and bolts.	X	X	X

**■ Change.**

Spark plug.		X	X
Intake silencer.			X
Front brake pads #.		X	X
Rear brake pads #.		X	X
Drive pulley bearings and guides #.		X	X
Transmission belt.			X
Brake fluid and coolant.	Once every 2 years		
Petrol filter.			X

\* Depending on equipment.

# Change if necessary.



Service operations.	500 kms or 1 months.	Every 5000 kms or 12 months.	Every 10000 kms.
Heavy duty servicing.	500 kms.	Every 2500 kms.	Every 5000 kms.
<b>■ Check and lubricate.</b>			
Driven pulley: Moving flange and needle bush.			X
Kick lever boss/Kick starter control shaft.		X	X
<b>■ Clean and adjust</b>			
Carburettor			X
<b>■ Test machine.</b>			
On road.	X	X	X

\* Depending on equipment.

# Change if necessary.

**■ Battery preparation (Except battery without maintenance)\*.**

Remove the battery.

Remove the 6 filler caps and the vent plug.

Fill with electrolyte to the level marked "UPPER LEVEL".

Electrolyte: (35% sulfuric acid = 1.28 g/cm<sup>3</sup>)

1 litre can P/N 752740.

5 litre can P/N 752741.

Leave the battery to stand for around half an hour.

Top up if necessary.

Charge the battery for at least 2 hours with a current of 0.4A.

Refit the battery and connect the vapour vent pipe.

Connect the red wire lug to the battery's + terminal, and the green wire lug to the battery's - terminal.

Then, the battery level should be topped up if necessary, after fully charging, using distilled water only.

**■ Checks before handing over to the customer.**

Check the wheel nuts are tight.

Check nuts and bolts are tight.

Check brake adjustment and efficiency.

Check the tyre pressures cold.

Check operation of the lights, flashers, horn, and brake light.

Check the different warning lights work.

Carry out a road test with the machine.

\* Depending on equipment.

## **SPECIAL IMPORTANT POINTS.**

### ■ Oil and fuel.

- 
-  This engine is designed to run on 95 or 98 unleaded fuel only.  
The oil to use for the separate lubrication system is "Esso 2T Special" or "Esso 2T Special low-smoke" oil approved by the manufacturer.
- 



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- The fuel pipes must be changed if they show signs of wear, cracks, etc.  
The air pipe between the air pump and the exhaust is specific owing to its heat resistance properties.  
Should it be changed, replace it with a genuine pipe.
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- Petrol is highly inflammable, do not smoke in the working area and avoid proximity to flames or sparks. Work in a clear and well-ventilated area.  
Before carrying out any work, leave the engine to cool for at least 2 hours.
- 

### ■ Starting up after overhauling the engine.

The oil pump must be drained in accordance with the recommended procedures.

When switching on the ignition, the "STOP" warning light on the instrument cluster goes on and then goes off when the engine is alive. This indicates that the warning light and the electric system of the lubricating system are operational.

When starting the engine hot or cold do not accelerate.

Check the coolant level in the header tank.

**TIGHTENING TORQUES****■ Body panels.**

Front mudguard.	1 m.daN.
Handlebar cover.	0.1 m.daN.
Front shield panels.	0.1 m.daN.
Rear shield.	0.1 m.daN.
Bottom panel.	0.1 m.daN.
Footboard.	1 m.daN.
Saddle storage compartment.	1 m.daN.
Rear cover.	0.4 m.daN.
Grab handle.	2.2 m.daN.
Rear mudguard.	1 m.daN.

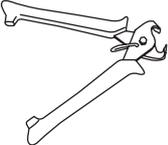
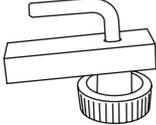
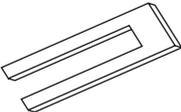
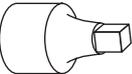
**■ Cycle part.**

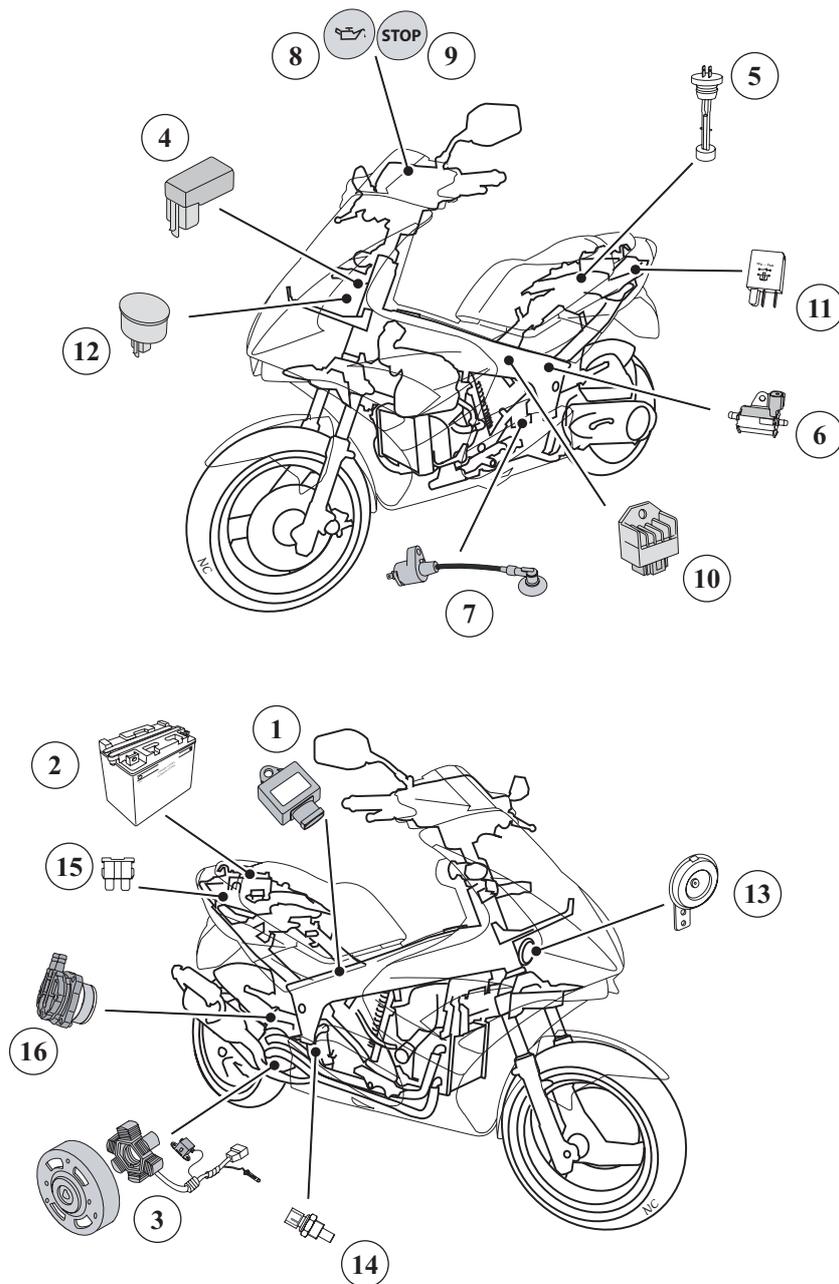
Front wheel spindle.	6.5 m.daN.
Rear wheel bolt.	9 m.daN.
Rear wheel spindle nut.	11 m.daN.
Linkrod to engine pivot.	4.5 m.daN.
Linkrod to swingarm.	4.5 m.daN.
Engine-upper linkrod pivot.	4.5 m.daN.
Shock absorber top mount.	2.5 m.daN.
Shock absorber bottom mount.	2.5 m.daN.
Front and rear frame mounting nut.	2.2 m.daN.
Exhaust to cylinder mounting nut.	1.5 m.daN.
Exhaust to casing mounting bolt.	2.2 m.daN.
Upper cone (in 2 operations).	3.8/2.3 m.daN.
Upper cone locknut.	Hand tightened.
Steering locknut.	7.5 m.daN.
Front brake caliper.	3 m.daN.
Rear brake caliper.	2.2 m.daN.
Front brake disc.	1 m.daN.
Rear brake disc.	1 m.daN.
Handle bar.	3 m.daN.

**■ Standard.**

Nut and bolt 5 mm diameter.	0.5 m.daN.
Nut and bolt 6 mm diameter.	1 m.daN.
Nut and bolt 8 mm diameter.	2.2 m.daN.
Nut and bolt 10 mm diameter.	3.5 m.daN.
Nut and bolt 12 mm diameter.	5.5 m.daN.

**SPECIAL TOOLS**

	Tool N°.	Designation.	Used with.		Tool N°.	Designation.	Used with.
	068994	Torque wrench 8 N.m to 54 N.m.	752235 752236		753977	Torque wrench 30 N.m to 150 N.m.	752235 752236
	750539	Tie-wrap pliers.			755996	Hose clamp.	
	752235	1/2 extension	68994 or 753977		756575	Piston locking fork	
	752236	1/2-3/8 adapter.	68994 or 753977		757860	Steering tool	

**LOCATION OF COMPONENTS**

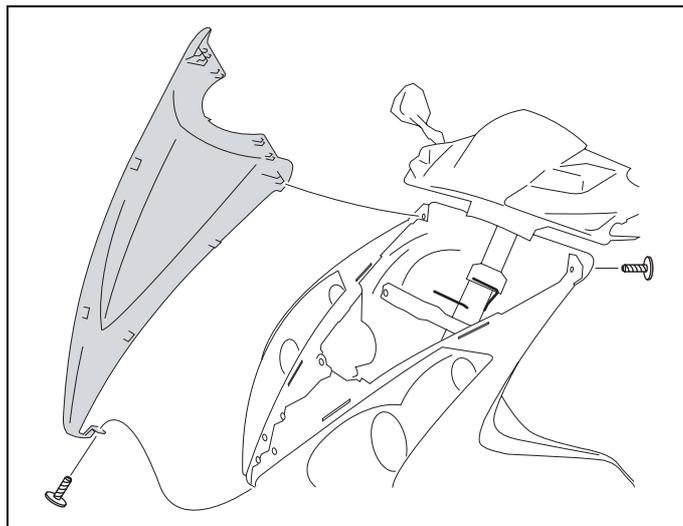
- |                                 |                                |
|---------------------------------|--------------------------------|
| 1. Oil pump control unit.       | 10. Regulator.                 |
| 2. Battery.                     | 11. Starter motor relay.       |
| 3. Ignition sensor.             | 12. Flasher unit.              |
| 4. CDI unit.                    | 13. Horn.                      |
| 5. Oil level indicator.         | 14. Engine temperature sensor. |
| 6. Oil pump.                    | 15. 7.5 A fuse.                |
| 7. HT coil.                     | 16. Air pump.                  |
| 8. Low oil level warning light. |                                |
| 9. STOP light.                  |                                |

**BODY PANELS**

■ **Removal of the front shield panel.**

**Procedure 1.**

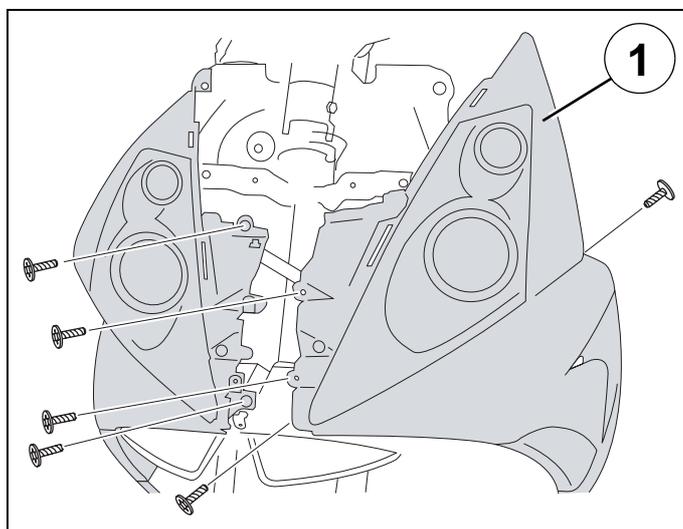
- Remove the front upper shield panel (3 screw).



■ **Removal of front lower shield panels.**

**Procedure 2.**

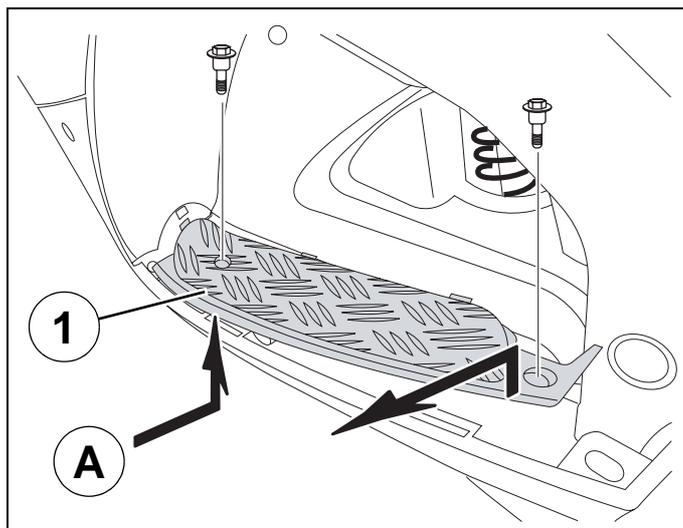
- Remove the front lower left shield panel (1) (3 screws), including the 2 fixing it to the RH shield panel
- Remove the front lower RH shield panel (3 screw).



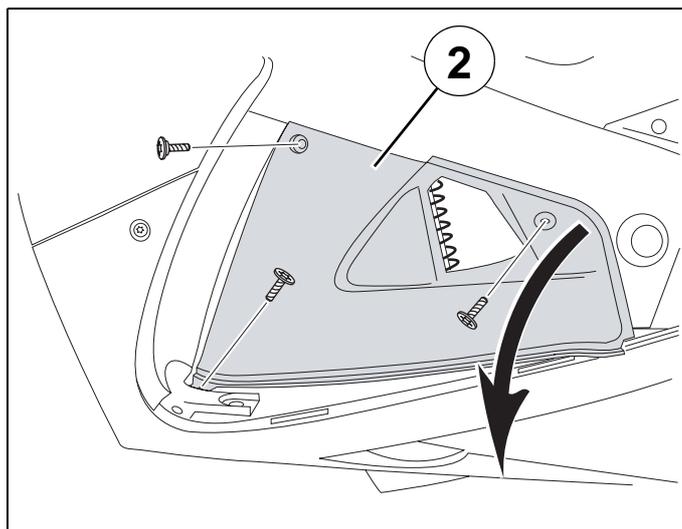
■ **Removing the footboard and the LH tunnel.**

**Procedure 3.**

- Remove the 2 screws that hold the LH footboard (1).
- Unclip the outer part of the footboard starting at the rear.
- Unclip the footboard from the frame bottom.
- Raise the footboard by levering on the front end (A) to release it from the rear shield panel.



- Remove the LH tunnel (2) by releasing it from the rear upper part.

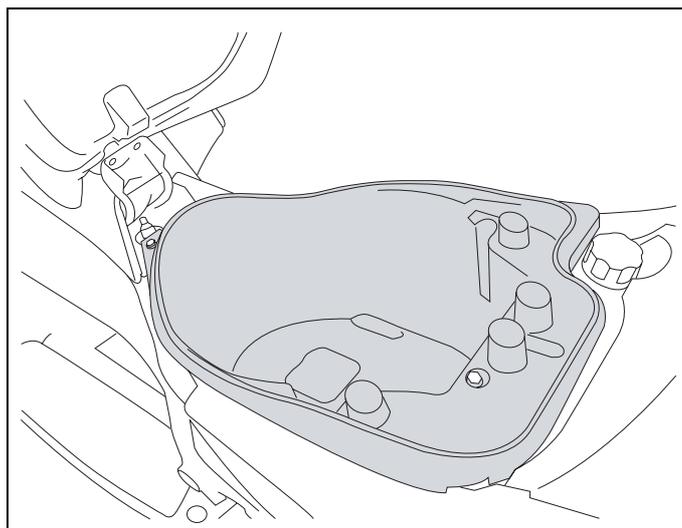


✓ Carry out the same operation for the RH side.

#### ■ Removal of the storage compartment.

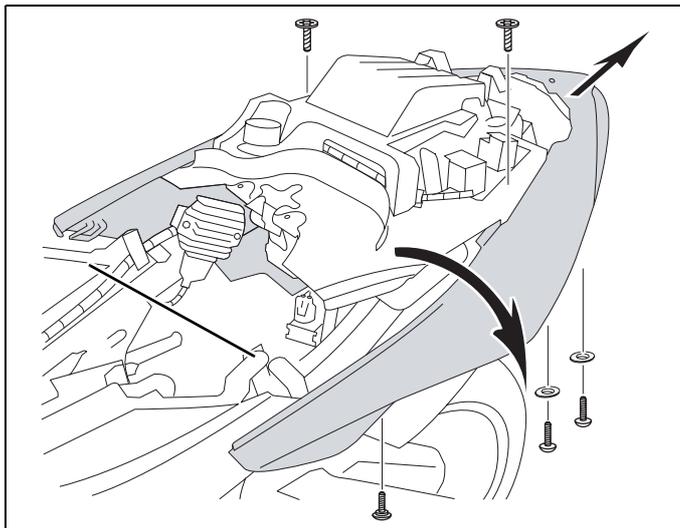
##### Procedure 4.

- Lift the saddle.
- Remove the storage compartment (6 nuts).



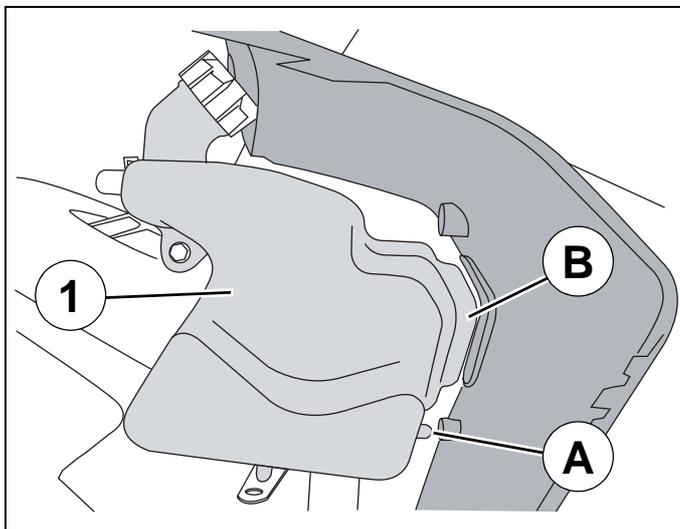
■ **Removal of the rear cover assembly and mudflap.**

- Remove the storage compartment (see procedure 4).
- Remove the passenger seat (2 screw).
- Remove the rear handle (3 nuts).
- Disconnect from the locking plate the cable that controls the opening of the seat.
- Remove the rear cover 8 fixing screws.
- Disconnect the tail light and the turnsignal lights.
- Remove the rear cover assembly (unclip the rear cover from the storage compartment trim, fed one side of the panel under the battery bracket, pull the cover clear by turning it on the same side).



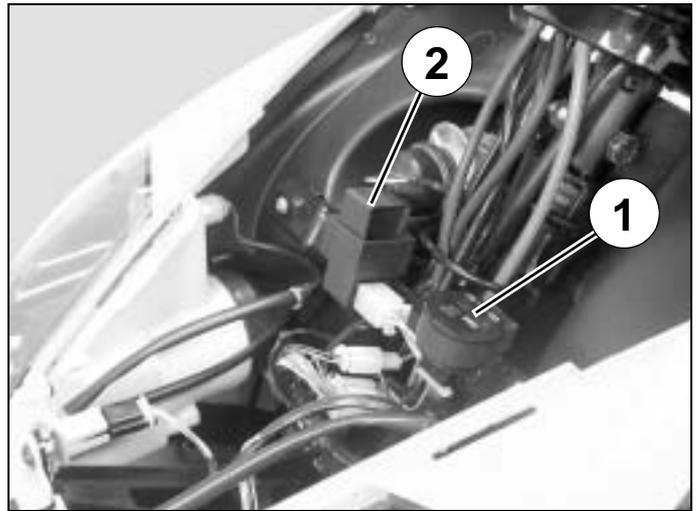
■ **Removal of the header tank.**

- Remove the front upper shield panel (see procedure 1).
- Removal of front lower shield panels (see procedure 2).
- Empty the header tank.
- Disconnect the header tank pipes.
- Remove the upper fixing bolts.
- Clear the header tank (1) from the bracket guides and rear shield.
- Remove the header tank.

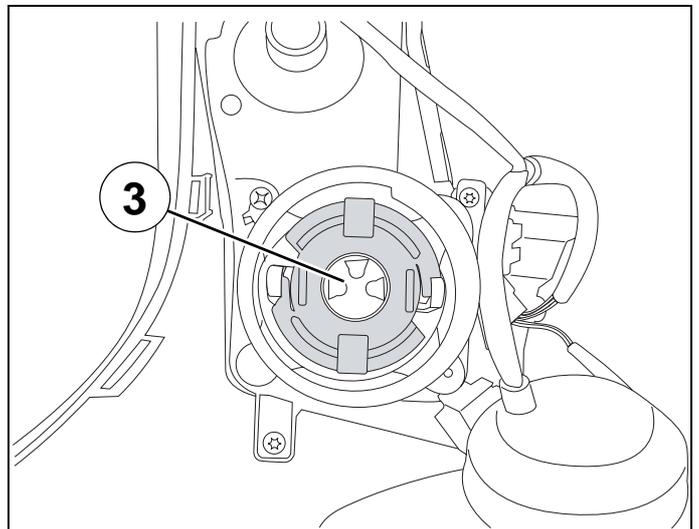


**ELECTRIC COMPONENTS****■ Removal of the blinker unit.****■ Removal of the ignition module.**

- Remove the front upper shield panel (see procedure 1)
- Disconnect and remove the blinker unit (1).
- Disconnect and remove the ignition module (2).

**■ Removal of the headlight bulbs.**

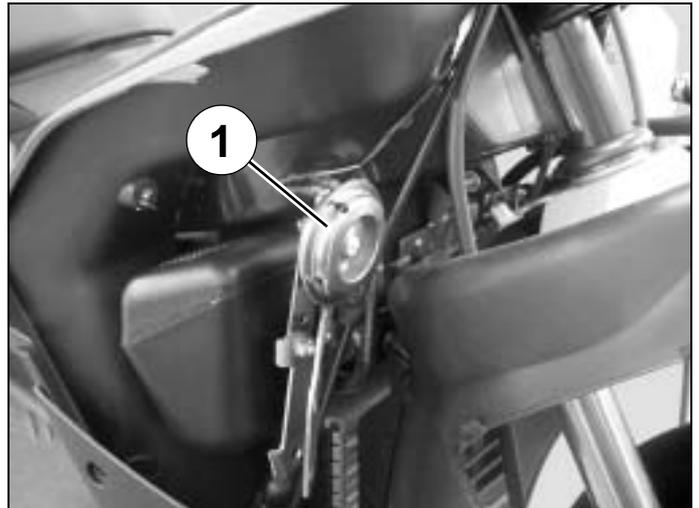
- Remove the bulbs (3).



The bulbs are held in the headlight by means of a plate which is locked by turning it to the right.

■ **Removal of the horn.**

- Remove the front upper shield panel (see procedure 1).
- Removal of front lower shield panels (see procedure 2).
- Remove the horn (1).



When refitting, locate the header tank positioning pins (A) and the window (B) in the rear shield and in the radiator bracket.

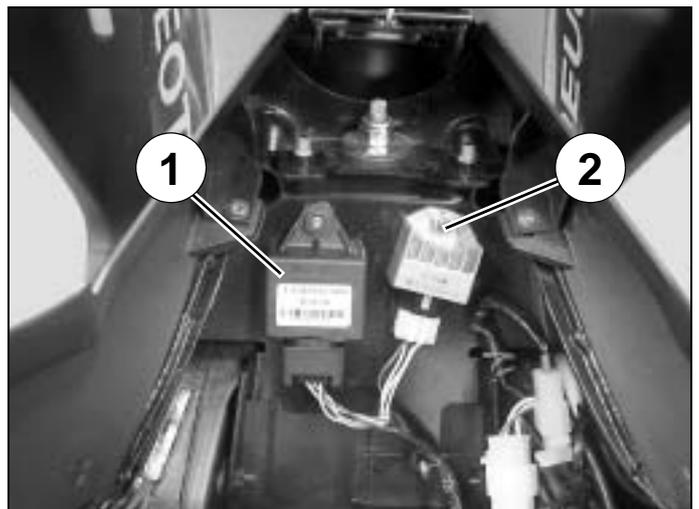
■ **Removal of the oil pump control unit.**

■ **Removal of the regulator.**

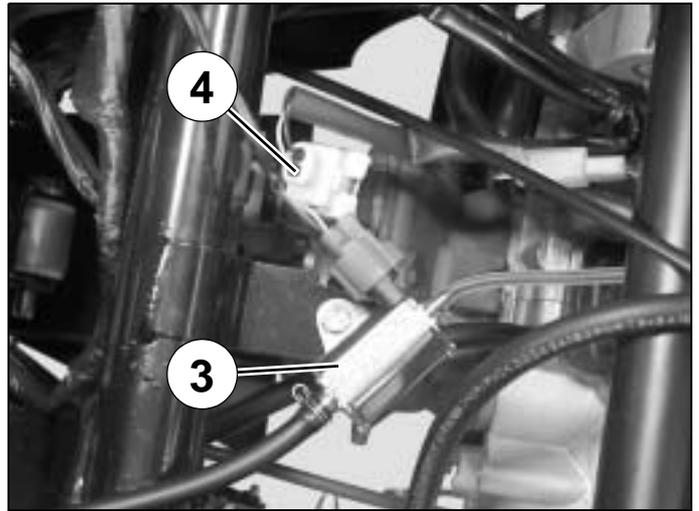
■ **Removal of the engine temperature sensor.**

■ **Removal of the oil pump.**

- Remove the storage compartment (see procedure 4).
- Remove.
  - Control unit (1).
  - Regulator (2).



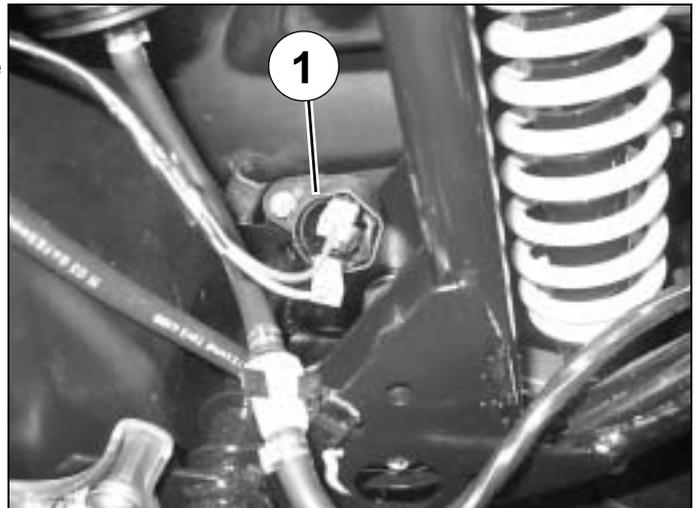
- Oil pump (3).
- The temperature sensor (4).



Refit a sensor quickly to prevent loss of coolant.

#### ■ Removal of the high tension coil.

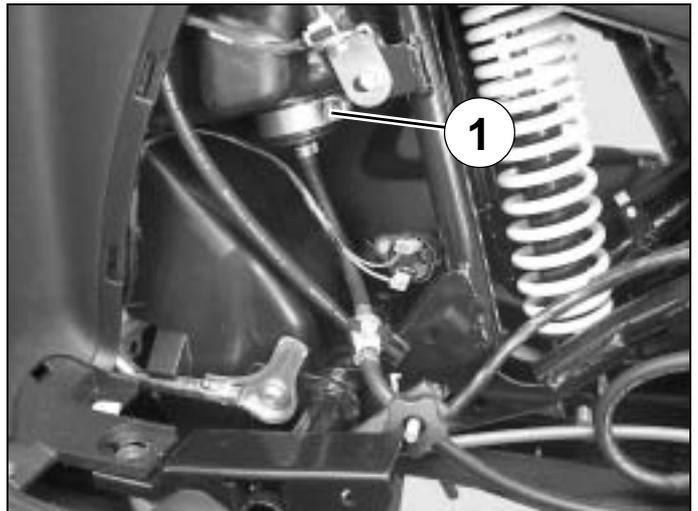
- Remove the footboard and the left tunnel (see procedure 3)
- Disconnect the coil (1) and the spark plug lead.
- Remove the high tension coil.



**PETROL CIRCUITS**

■ **Removal of the fuel tank filter.**

- Remove the footboard and the left tunnel (see procedure 3).
- Empty the fuel tank by disconnecting a hose.
- Loosen the fuel filter collar (1).

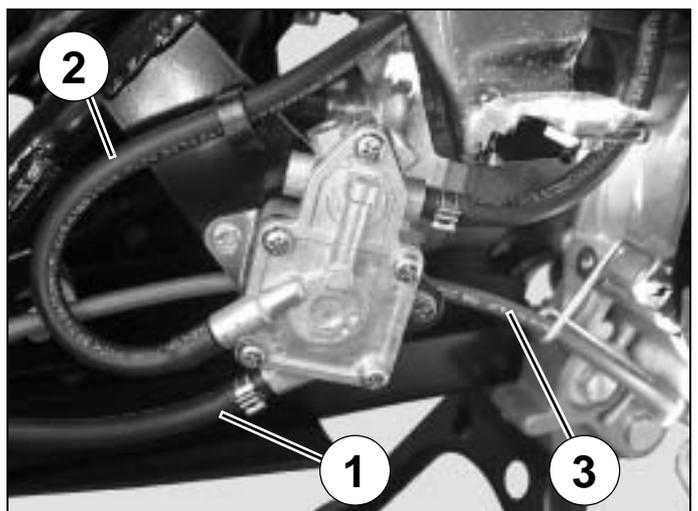


- Remove the fuel filter.
- Clean or change the filter according to the maintenance recommendations.



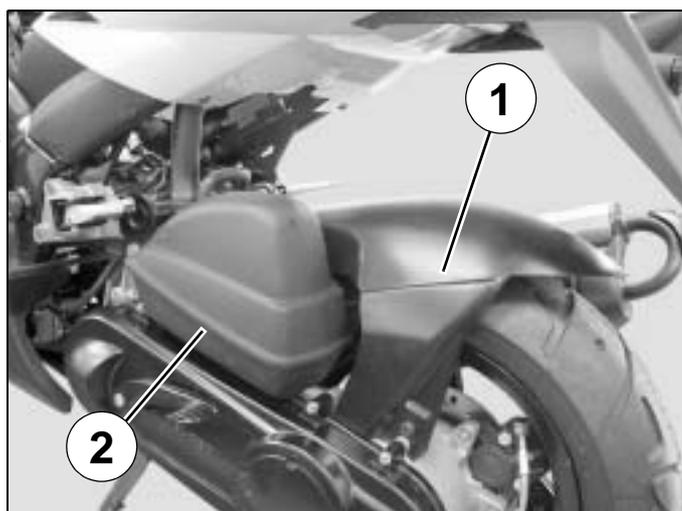
■ **Removal of the fuel pump.**

- Remove the footboard and the left tunnel (see procedure 3).
- Put a hose clamp P/N 755996 on the fuel inlet hose (1)
- Disconnect the 2 fuel hoses (1 and 3).
- Disconnect the vacuum hose (2).
- Remove the fuel pump (2 screw).

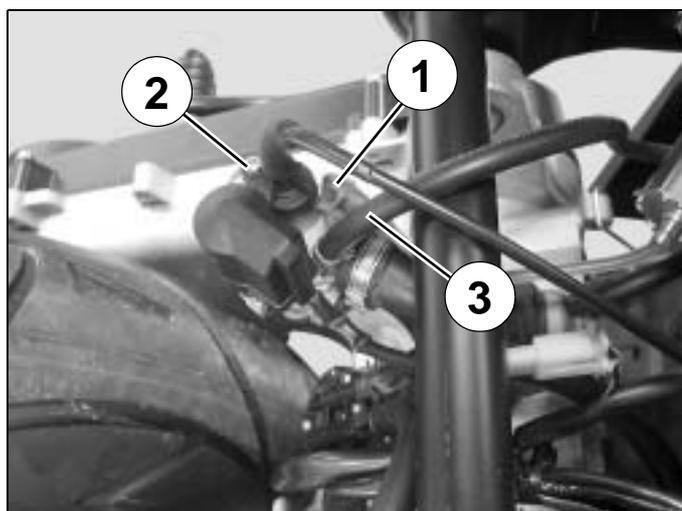


### ■ Removal of the carburettor.

- Remove the storage compartment (see procedure 4).
- Remove the rear mudguard (1) 3 screws, 1 of which is also used for the air filter).
- Disconnect the air pipe from the air filter housing (2).
- Remove the air filter (1 "click" collar).



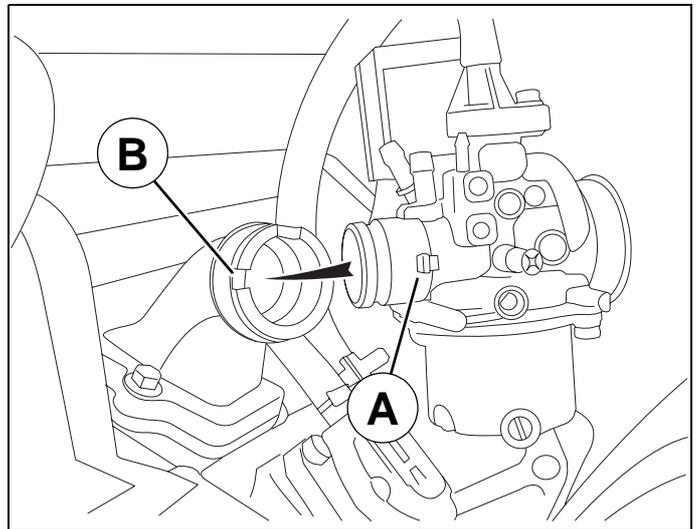
- Disconnect the electric choke.
- Disconnect the separate lubrication hose (1).
- Remove the screw that secures the carburettor chamber cap (2).
- Remove the carburettor and its cap and needle valve.
- Disconnect the fuel supply hose (3) (1 "click" collar).



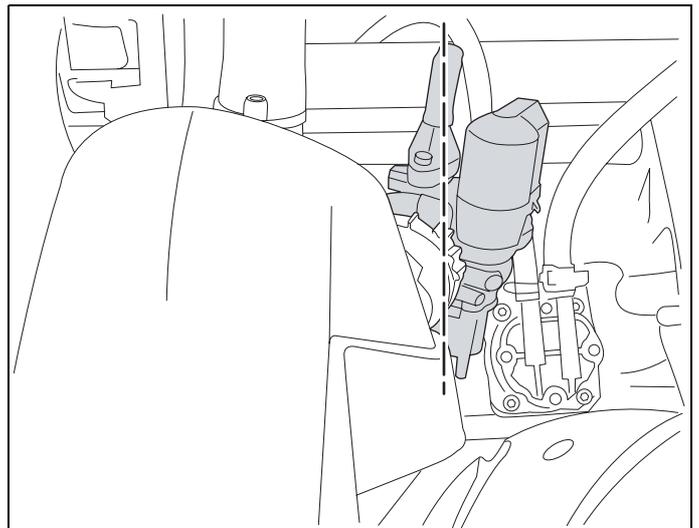
■ **Procedure to position the carburettor.**

✓ To make sure the carburettor is correctly positioned, it is recommended that you follow the following procedure.

- Fit the carburettor by making sure its pin is correctly positioned (A) in the recess (B) provided in the intake pipe.
- Click the collar.

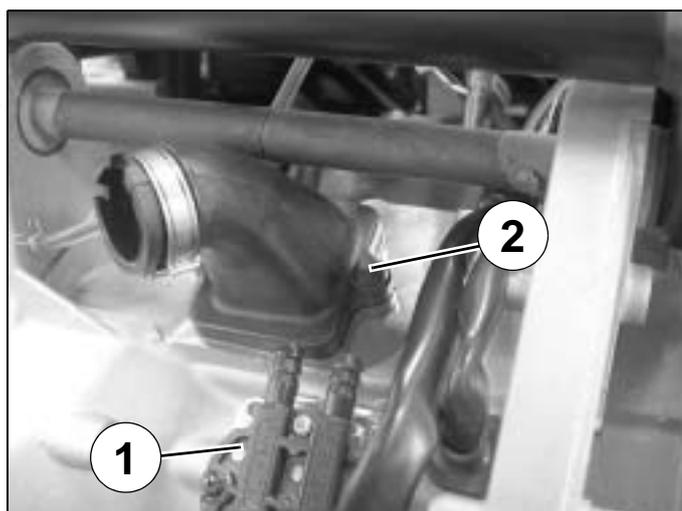


- Fit the air filter on the carburettor.
- Fit and tighten the screw that secures the air filter to make sure it is positioned.
- Clip the click collar by making sure the carburettor is level.
- Remove the air filter attachment screw.
  
- Connect the lubrication and fuel supply hose.
- Fit the slide valve and the chamber cap.
- Fit the rear mudguard.
- Fit the compartment.



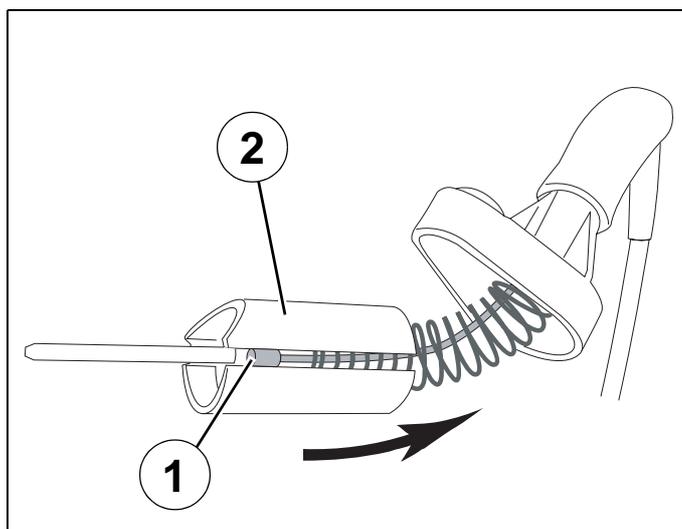
■ **Removal of the inlet coupling and valves.**

- Disconnect the 2 air supply hoses from the air pump (1).
- Using a cutter, make a mark in the tamper proof screw (2).
- Remove the 2 bolts.
- Remove the inlet coupling.
- Remove the reed valves and its gasket of composite materials.

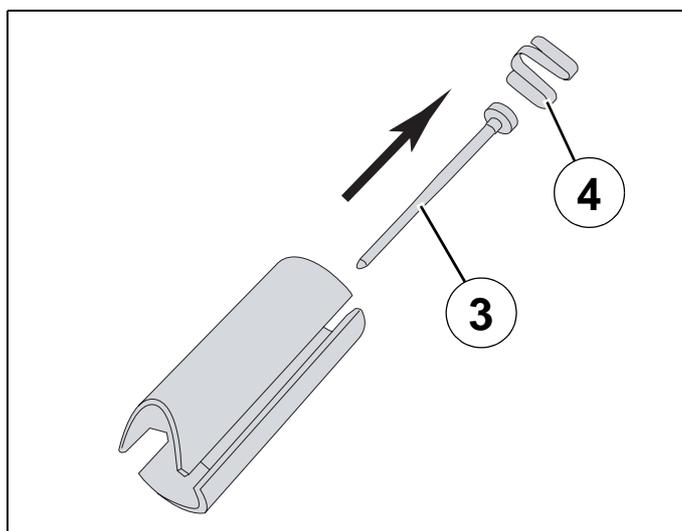


■ **Removal of the throttle valve.**

- Take out the throttle control cable (1) by compressing the spring using the throttle valve (2).
- Dismantle the valve equipped with its needle, spring and carburettor chamber cap.



- Dismantle the needle (3) by pushing it out in order to remove the clips (4).

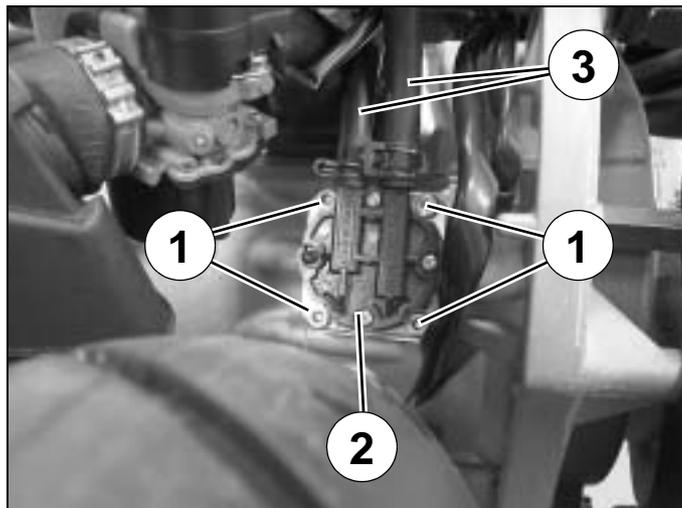


✓ **The height of the needle is factory set and cannot be modified.**

**WORKING ON THE ENGINE WITHOUT REMOVING THE ENGINE**

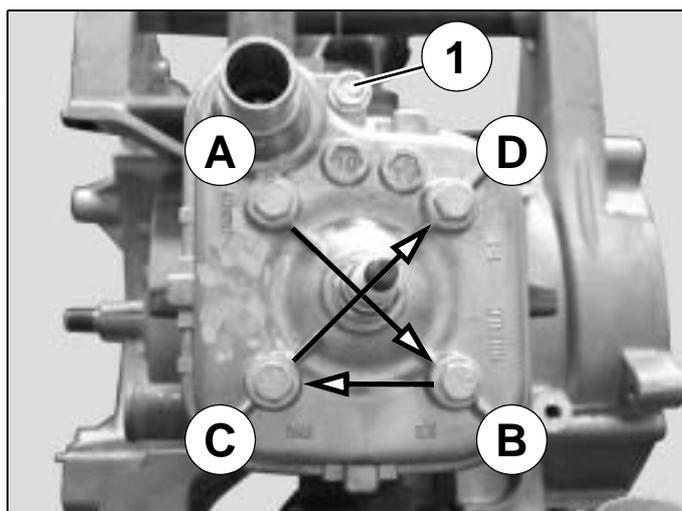
■ **Removal of the air pump.**

- Remove the rear mudguard.
- Remove the 4 screws (1) that secure the air pump (2).
- Disconnect the 2 air hoses (3).
  
- Note: When re-installing, install the air pump with its 2 guiding bushes and a new O-ring slightly lubricated.

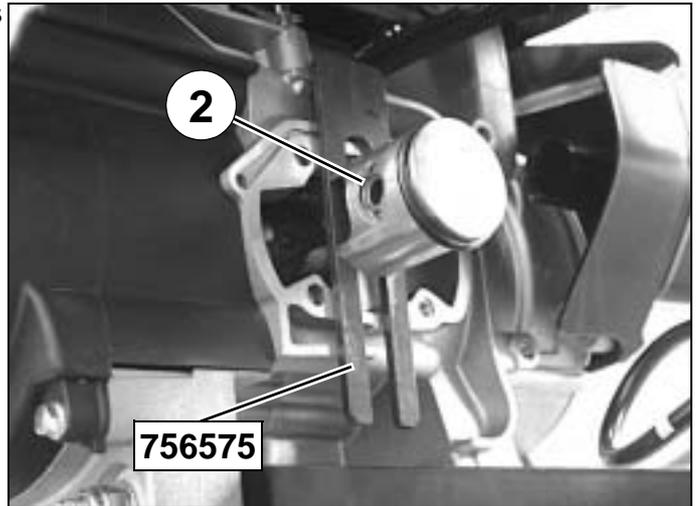


■ **Removal of the cylinder / piston.**

- Remove the storage compartment (see procedure 4).
- Remove the footboard and the left tunnel (see procedure 3).
- Remove the bottom panel.
- Disconnect the lower pump from the coolant pump to drain the cooling system.
- Disconnect the coolant pipes from the cylinder head and cylinder.
- Disconnect the temperature sensor.
- Disconnect the suppressor.
- Remove the spark plug.
- Remove the exhaust.
  
- Loosen the attachment screw (1).
- Slacken off the cylinder head/cylinder 4 mounting bolts in the order shown, in 2 or 3 stages.
- Remove the 5 bolts.
- Remove the cylinder head and its gasket.
- Remove the cylinder and its bottom seal.



- Remove one of the spring clips (2) using pliers P/N 752000.
- Remove the gudgeon pin.
- Remove the piston.
- Remove the needle bearing race from the connecting rod end.



**When refitting the cylinder, we recommend locking the piston using the fork part number 756575 in order to facilitate assembly.**

**■ Removal of the water pump.**

- Remove the exhaust.
- Disconnect the lower pump from the coolant pump to drain the cooling system.
- Disconnect the upper hose.
- Remove the water pump.



## **MISCELLANEOUS OPERATIONS**

### ■ **Removal of the rear brake pad.**

- Remove the 3 lug studs of the rear wheel.
- Remove the caliper 2 fixing bolts.
- Remove the caliper from the brake disc.
- Remove the pins.
- Remove the brake pads.







 **UTAC**  
CERTIFICATION  
SYSTEMES QUALITE  
ISO 9001  
Certificat n° SQ/0766-2

P/N 758073

*In our permanent concern to make improvements PEUGEOT MOTOCYCLES reserves the right to suppress, modify, or add any reference mentioned.*

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