

VeloCruz Parts List

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Effective April 1, 2002 – may change without notice

Ref. No.	Cat.	NO.	Accessories / Parts	Retail Price
	SPC	93125	Wire Basket (fits over rear carrier)	30.40
6	SPC	90145	Engine guard (chrome bumper)	44.16
	SPC	93130	Solex Saddle Bag (Black)	49.28
	SPC	93142	Solex Saddle bag (Burgandy)	49.28
	SPC	93143	Saddle bag (Blue)	49.28
	NSL	400	SOLEX NEWSLETTER Yearly Subscription	10.95
	SPC	93145	Solex hat	12.48
	SPC	93146	Speedometer	39.52
	SUG	100	Solex User's Guide / Repair Manual	15.00
	FWP	200	Flywheel-Puller (especially for Solex)	20.00
	FJA	300	Fuel Jet Adapter(for cleaning jet with air pump)	5.00
SPC CATEGORY (Parts for Frame)				
	SPC	90000	Nut M6	0.36
	SPC	90019	Washer D 6.5	0.49
1	SPC	90052	Front wheel dust protector	0.49
	SPC	90053	Hexahedral Nut M 8x1	0.49
251	SPC	90054	Washer D8, 1x14x2	0.36
246	SPC	90056	Bolt D 6x100x10	0.61
2	SPC	90058	Front wheel hub with bolts	39.36
3	SPC	90061	Pedal wedge	0.91
4	SPC	90070	Brake lining	0.61
5	SPC	90076	Hexahedral nut M6	0.36
262	SPC	90077	Square nut - M8x1-13	0.61
6	SPC	90145	Engine guard (chrome bumper)	44.16
7	SPC	90190	Framework	25.54
8	SPC	90191	Handlebars	33.44
9	SPC	90192	Stem bow bolt	17.02
10	SPC	90206	Bow bolt with nut	5.47
11	SPC	90214	Assembled handlebars	38.00
12	SPC	90423	Flange brake key mounting	5.84
13	SPC	90453	Toolbox	6.02
14	SPC	90465	Bottom bracket axle	5.65
15	SPC	90469	Luggage-carrier upholder	2.61
255	SPC	90473	Hexahedral nut 10x1	0.79
16	SPC	90476	Space holder ring to pedal axle	0.91
17	SPC	90481	Flange brake contract spring	0.91
18	SPC	90485	Bottom bracket axle washer	0.30
253	SPC	90490	Hexahedral head screw M10x1-110	4.99
19	SPC	90502	Brake shoe holder	0.91
20	SPC	90508	Flange brake cover	2.25
268	SPC	90512	Bridge for brakes	1.88
266	SPC	90513	Brake arm right	0.61
267	SPC	90514	Brake arm left	0.61
21	SPC	90528	Front mudguard arm right	1.64

Ref.				Retail
No.	Cat.	NO.	Accessories / Parts	Price
22	SPC	90534	Front mudguard arm left	1.64
	SPC	90540	Protective plate (engine cover)	4.50
23	SPC	90549	Engine lift out fixing plate	1.70
264	SPC	90551	Screw M6x12	0.49
24	SPC	90569	Cable packet front & rear	10.70
25	SPC	90751	Tire - 1.75x19"	31.36
26	SPC	90755	Cable cross leading to framework	2.68
27	SPC	90799	Inner tube	10.83
265	SPC	90803	Screw M8x1-14	1.09
28	SPC	90806	Support fork pin & bolt	2.92
29	SPC	90850	Toolbox sponge	0.90
30	SPC	90872	Main support - rear fork- right	6.57
31	SPC	90875	Main support - rear fork- left	6.57
32	SPC	90880	Rack (luggage carrier)	13.38
33	SPC	90883	Saddle support space holder	9.41
34	SPC	90885	Seat upholder right	6.44
35	SPC	90888	Seat upholder left	6.44
36	SPC	90891	Drive chain protective cover	3.89
37	SPC	90893	Decorative chrome strip	5.88
38	SPC	90894	Stand fork	12.04
213	SPC	90897	Black plaque for pedal house cover	3.65
254	SPC	90901	Brace D14x18x24	0.73
249	SPC	90903	Hexahedral bolt M8x1-109	4.62
40	SPC	90905	Driver arm left	27.65
41	SPC	90907	Saddle	60.48
42	SPC	90909	Saddle cover	17.92
43	SPC	90910	Saddle spring black	8.76
250	SPC	90936	Brace D14x18x24	1.52
44	SPC	90939	Cable packet front	7.54
45	SPC	90943	Rear wheel without tire and tube	125.76
47	SPC	90965	Driver arm right	41.44
260	SPC	90968	Washer D 6.5x17.3x1. 5	0.36
48	SPC	90974	Rear brake cable	5.47
49	SPC	90991	Rear mudguard (Fender)	22.06
50	SPC	90996	Rear mudguard arm	1.22
51	SPC	90999	Stand spring	1.28
52	SPC	91004	Premounted fork	44.24
53	SPC	91008	Front mudguard (Fender)	15.96
261	SPC	91209	Screw M8x1-13	1.09
256	SPC	91235	Screw D9.5x14 - L:55 mm	2.07
257	SPC	91236	Nut D9.5x1	0.61
	SPC	91294	Head of fork	23.71
54	SPC	91296	Brake shoe	1.88
55	SPC	91298	Front wheel without tire and tube	94.08
56	SPC	91307	Pedal house with bearing	13.07
57	SPC	91358	Front spoke with nut	0.91
58	SPC	91359	Rear spoke with nut	0.85
59	SPC	91371	Rear brake cable cross leading	2.43
263	SPC	91386	Nut Thi-Bloc D6x100	1.46
	SPC	91389	Hexahedral head bolt M5x8	0.55
61	SPC	91390	Screw bolt	1.64
62	SPC	91395	Rear wheel hub with bolts	81.54
63	SPC	91405	Brake shoe - complete	34.94
64	SPC	91446	Decompressing cable sleeve	0.85

Ref. No.	Cat.	NO.	Accessories / Parts	Retail Price
258	SPC	91900	Brace D14x18x24	1.09
65	SPC	92169	Flange brake nut M6	0.61
66	SPC	92174	Front brake cable	4.86
193	SPC	92177	Nut for fixing decompression cable	0.73
67	SPC	93058	Front brake	20.83
68	SPC	93065	Framework fixings set	21.95
69	SPC	93066	Fork bearing	12.43
70	SPC	93067	Rubber mudguard set (mud flap)	4.38
	SPC	93069	Light Switch Kit	10.75
71	SPC	93070	Label for framework	3.28
72	SPC	93071	Fork fixings set	16.78
73	SPC	93073	Tool set	9.12
74	SPC	93075	Ringing (Bell)	4.56
76	SPC	93079	Reflector	3.34
77	SPC	93080	Drive chain link	1.40
78	SPC	93083	Rear light w/o stop	15.68
79	SPC	93091	Mirror	13.62
80	SPC	93092	Fixing element for cable to rear brake	1.46
81	SPC	93094	Wheel nut	1.22
82	SPC	93095	Protective band	1.95
83	SPC	93098	Brake shoes	17.81
84	SPC	93100	Frankly runner (free-wheel sprocket)	8.82
85	SPC	93103	Rim	41.44
86	SPC	93109	Drive chain	8.51
87	SPC	93110	Pedal pair	11.55
88	SPC	93111	Pump	11.55
273	SPC	93114	Rear lamp with stop (USA)	22.74
274	SPC	93115	bulb for stop lamp	2.43
75	SPC	93122	Electric horn	29.12
275	SPC	93123	Circle reflector (Belgium)	6.69
	SPC	93124	Rear Light (GB)	42.56
	SPC	93127	Button for electric horn	7.30
	SPC	93128	Yellow plate (Belgium)	4.92
	SPC	93133	Counterdie SOLEX white (2 pcs)	2.19
	SPC	93134	Counterdie SOLEX black (2 pcs)	2.19
	spc	93136	Cursor (3) for gas spindle	2.07
	SPC	93140	Rear light (Japan)	51.07
	SPC	93141	Mirror binder (clamp for handlebars)	3.04
269	SPC	93202	Screw for front brake	1.82
277	SPC	93203	Plaque for protection of hands	2.13
			SPM CATEGORY (Parts for engine)	
	SPM	90000	Nut M6	0.36
220	SPM	90015	Bolt for cylinder	0.73
89	SPM	90016	Cylinder base-gasket	1.09
219	SPM	90019	Washer M6	0.36
	SPM	90022	Friction Washer D 8.5x20x1.5	0.30
90	SPM	90023	Membrane of fuel pump	2.24
91	SPM	90024	Space holder ring for crank-shaft	0.73
239	SPM	90026	Washer D 8.5	0.30
245	SPM	90027	Washer D 6.3	0.24
238	SPM	90030	Motor axle L 91	1.58
240	SPM	90031	Silent block	1.09
92	SPM	90041	Gasket to inlet pipe	0.97
244	SPM	90053	Nut M8x1	0.61

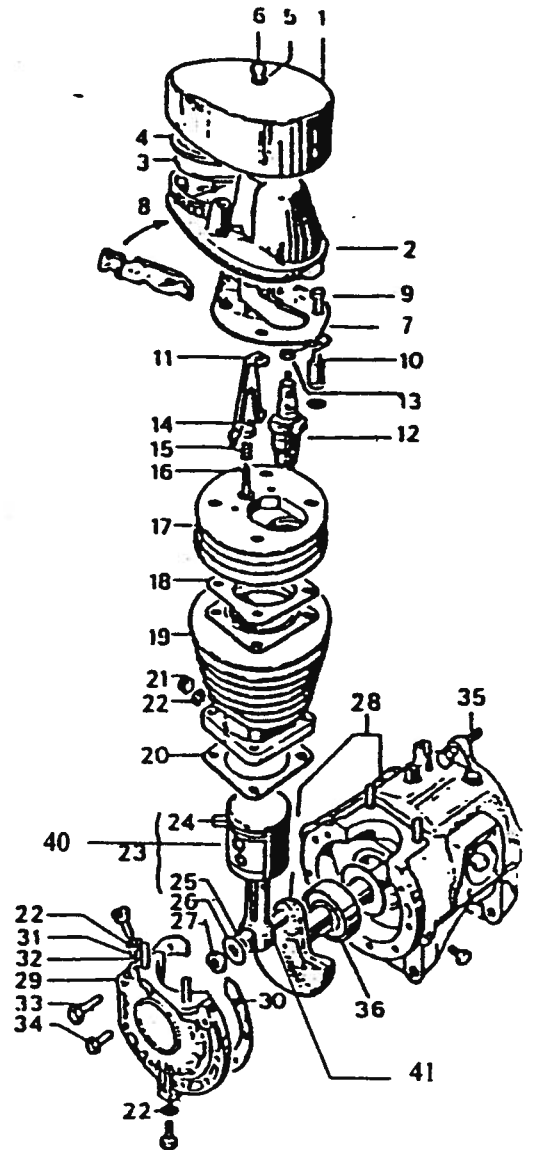
Ref. No.	Cat.	NO.	Accessories / Parts	Retail Price
93	SPM	90055	Fixing ring to piston pin	0.85
94	SPM	90073	Bearing 6203 RS1	24.08
95	SPM	90074	Bearing 6202 2RS/QE6	25.76
96	SPM	90183	Fuel jet	6.83
97	SPM	90185	Piston pin	3.77
98	SPM	90193	Right gas hilt	28.16
276	SPM	90194	Fixation of right arm	12.16
99	SPM	90196	Cursor to gas cable	2.80
100	SPM	90197	Cursor to front brake cable	4.01
101	SPM	90199	Left hilt	21.84
102	SPM	90202	Engine lift lever	4.86
103	SPM	90204	Engine cover	26.62
104	SPM	90205	Headlight with bulb	26.43
105	SPM	90407	Air jet	8.82
106	SPM	90413	Crankcase cover with drop bolt	21.50
107	SPM	90414	Gasket to crankcase	0.61
221	SPM	90415	Screw M6x20 for cylinder	0.49
216	SPM	90421	Cover fixing screw M6x45	1.09
108	SPM	90434	Seat of membrane to fuel pump	1.34
109	SPM	90437	Cylinder head gasket	1.09
110	SPM	90440	Starter valve	1.52
111	SPM	90442	Carburetor and inlet pipe gasket ring	0.36
112	SPM	90445	Inlet pipe connecting bolt	1.58
113	SPM	90474	Threaded pin	1.09
114	SPM	90484	Flywheel cover connectors (rubber)	1.09
115	SPM	90491	Piston nut M17x1.25	1.09
116	SPM	90496	Cylinder	89.04
117	SPM	90497	Piston crank rod with crank pin bush	50.89
118	SPM	90501	Starter valve lever	0.55
119	SPM	90540	Protective plate (Engine CO.)	4.50
120	SPM	90557	Tank cup gasket ring	1.28
121	SPM	90558	Engine supports right and left	11.55
122	SPM	90568	Engine complete with headlight	521.47
123	SPM	90571	Lighting roll 1 out	15.79
124	SPM	90574	Bulb 6V 15W	4.32
222	SPM	90679	Screw M6x15 for cylinder	0.49
125	SPM	90753	Exhaust pipe & muffler	21.28
126	SPM	90758	Air filter	2.80
127	SPM	90759	Air filter fixing ring	1.16
128	SPM	90763	Hexahedral head bolt M4x20	0.49
271	SPM	90767	Switch contact button	0.36
129	SPM	90770	Flywheel cover	12.16
130	SPM	90772	Spark roll	34.56
131	SPM	90775	Contact breaker	29.28
	SPM	90778	Engine sliding plate	1.03
132	SPM	90779	Dust protective plastic plate	1.16
234	SPM	90780	Plaque binding cable	0.24
133	SPM	90785	Inlet pipe	14.59
134	SPM	90786	Space holder for cylinder head	0.91
247	SPM	90792	Decompression valve spring	0.91
135	SPM	90793	Hexahedral head bolt M6x12	0.49
	SPM	90800	Friction plate nut M6	1.22
136	SPM	90802	Condenser 0.2 uF	5.96
137	SPM	90815	Clutch spring	0.79

Ref.			Accessories / Parts	Retail Price
No.	Cat.	NO.		
138	SPM	90816	Clutch structure	3.40
139	SPM	90817	Piston ring 39.5x1.7 (3 are needed)	3.98
140	SPM	90820	Air filter base	5.78
141	SPM	90821	Cylinder head	21.84
142	SPM	90824	Washer D 8.2	0.30
143	SPM	90827	Engine mudguard	3.89
	SPM	90831	Headlight switch spring	0.73
145	SPM	90832	Stator contact bolt	1.34
146	SPM	90833	Stator insulating facing	0.55
147	SPM	90834	Lever arm for lamp	3.77
148	SPM	90837	Air filter cover	5.59
215	SPM	90841	Screw M6x12	0.49
232	SPM	90843	Cable end for spark plug	0.49
149	SPM	90845	Flywheel	95.04
150	SPM	90848	Ignition cable fixing nut M4	0.30
151	SPM	90849	Crank pin bush	4.26
152	SPM	90851	Regulating valve with blank	1.34
153	SPM	90853	Carburetor closing disc	0.36
154	SPM	90854	Carburetor fitting strip	2.31
155	SPM	90856	Regulating lever threaded pin M6	1.09
272	SPM	90858	Decompression valve	3.04
223	SPM	90859	Nut for decompression valve	2.01
156	SPM	90867	Crank pin nut M10x1	0.36
157	SPM	90869	Regulating lever spring	0.85
158	SPM	90917	Tank support fixing set	3.95
159	SPM	90918	Fuel tank set	33.12
160	SPM	90920	Regulating lever disc	1.46
151	SPM	90921	Carburator	33.28
162	SPM	90924	Regulating valve lever	1.16
163	SPM	90932	Fuel pump	13.94
164	SPM	90934	Ignition cable	7.17
242	SPM	90935	Lock screw	1.09
165	SPM	90964	Fuel pipe	4.59
230	SPM	90969	Wadding plaque	0.85
229	SPM	90970	Gasket for rotor	0.67
228	SPM	90971	Flywheel nut	1.57
231	SPM	90972	Nut for plaque (low nut M10x1.25)	0.61
166	SPM	90976	Fuel intake pipe	3.77
167	SPM	90977	Cap washer	3.53
168	SPM	90978	Clutch	35.33
169	SPM	90980	Air filter house suspension bridle	1.88
170	SPM	90987	Engine lift spring	1.70
241	SPM	90988	Nut lockplate	0.49
171	SPM	91013	Gasket set (complete set)	8.40
172	SPM	91014	Contact breaker anvil hammer (2pc)	11.09
173	SPM	91215	Hexahedral head bolt M6x45	0.61
174	SPM	91263	Decompression lever	0.73
175	SPM	91287	Complete friction 42mm	47.33
224	SPM	91297	Piston (Simple)	16.63
233	SPM	91299	Bome HT	3.16
176	SPM	91303	Hexahedral head bolt M4x8	0.49
177	SPM	91342	Crank case with crank shaft	86.88
178	SPM	91345	Tank fuel filter	0.85
179	SPM	91346	Carburetor fuel filter	1.09

Ref.				Retail
No.	Cat.	NO.	Accessories / Parts	Price
180	SPM	91348	Flat washer D 17.1	0.36
218	SPM	91361	Grower M6	0.24
181	SPM	91376	Tank cup with gasket	4.48
182	SPM	91389	Hexahedral head bolt M5x8	0.36
183	SPM	91400	Stator	25.76
	SPM	91449	Clamp for crash tube	9.52
184	SPM	91456	Lipped washer	2.07
214	SPM	91525	Internal gear washer M6	0.49
243	SPM	92167	Collar nut D6	0.55
185	SPM	92178	Decompression cable	4.99
186	SPM	93059	Decompression valve set	5.53
187	SPM	93060	Gasket set for cylinder only	3.22
188	SPM	93061	Engine fixing set	13.10
189	SPM	93062	Piston- complete	27.44
190	SPM	93063	Clutch bell	7.17
191	SPM	93064	Engine support set	8.82
192	SPM	93068	Flywheel fixing set	4.38
194	SPM	93072	Friction cover structure	29.12
195	SPM	93074	Overflow pipe	1.28
196	SPM	93077	Engine cover fixing set	0.61
198	SPM	93084	Brake lever- right	2.92
199	SPM	93085	Rubber hilt- right	4.07
200	SPM	93086	Brake lever pin & nut	1.22
201	SPM	93087	Rubber hilt - left	4.07
202	SPM	93088	Brake lever - left	2.92
203	SPM	93089	Decompression lever (on handlebars)	1.70
204	SPM	93090	Decompression lever fixing ring	0.36
205	SPM	93102	Cable fixing roller	1.46
206	SPM	93104	Gas cable	4.13
	SPM	93105	Sticker for filter cover	2.80
208	SPM	93106	Spark plug	4.06
209	SPM	93107	Air filter house gasket ring	0.55
210	SPM	93108	Connecting plug	0.36
211	SPM	93112	Bulb- rear lamp- 12V-4W	2.24
213	SPM	93113	Service set (tools)	115.20
236	SPM	93116	Stator (full)	112.80
227	SPM	93117	Lighting roll 2 out	22.51
235	SPM	93118	Spark roll (Spanish)	32.01
278	SPM	93120	Switch for rear lamp	3.26
	SPM	93126	Cables for stop switch	6.99
	SPM	93132	Seat of valve for fuel pump	0.36
	SPM	93137	Friction 45 (steel)	43.78
	SPM	93138	Exhaust pipe for Solex 5000	25.90
	SPM	93139	Electronic Ignition	45.44
225	SPM	93200	Crank-rod with crank-pin bushing	33.22
270	SPM	94133	Screw M4x8	0.30



N°	SP	N° cat	Ref	Denomination
148	SPM	90837	1	Air filter cover
140	SPM	90820	2	Air filter base
126	SPM	90758	3	Air filter
127	SPM	90759	4	Air filter fixing ring
214	SPM	91525	5	Washer M6
215	SPM	90841	6	Screw M6x45
174	SPM	91263	8	Decompressing lever
216	SPM	90421	9	cover fixing screw M6x45
134	SPM	90786	10	Space holder
169	SPM	90980	11	Air filter house suspension bridle
208	SPM	93106	12	Sparking plug
150	SPM	90848	13	Ignition cable fixing nut M4
223	SPM	90859	14	nut for valve
247	SPM	90792	15	nut for spring
272	SPM	90858	16	valve
141	SPM	90821	17	Cylinder head
109	SPM	90437	18	Cylinder head gasket
116	SPM	90496	19	Cylinder
89	SPM	90016	20	Cylinder base-gasket
217	SPM	90000	21	Cylinder fixing nut M6
218	SPM	91361	22	Grower M6
117	SPM	90497	23	Piston crank-rod with crank-pin bush
139	SPM	90817	24	Piston ring 39,5x1,7
151	SPM	90849	25	Crank-pin bush
91	SPM	90024	26	Space holder ring to crank-shaft
156	SPM	90867	27	Crank-pin nut M10x1
177	SPM	91342	28	Crank case with crank-shaft
106	SPM	90413	29	Crunkcase cover with drop-bolt
107	SPM	90414	30	Gasket to crunkcase
219	SPM	90019	31	Washer M6
220	SPM	90015	32	bolt for cylinder
221	SPM	90415	33	Screw M6x20 for cylinder
222	SPM	90679	34	Screw M6x15 for cylinder
223	SPM	90421	35	Screw M6x45
94	SPM	90073	36	Bearing 6203 RS1
186	SPM	93059	14-16	Decompressing valve set
188	SPM	93061	5,6,9, 10,21, 22,31- 35	Engine fixing set
93	SPM	90055	NR	Fiixing ring to piston-pin
97	SPM	90185	NR	Piston-pin
122	SPM	90568	NR	Standard engine
171	SPM	91013	NR	Gasket set
184	SPM	91456	NR	Lipped washer
224	SPM	91297	40	piston (simply)
225	SPM	93200	41	piston fixing arm, with ring
189	SPM	93062	NR	Piston complet
187	SPM	93060	NR	Cylinder gasket set
197	SPM	93105	NR	Cylinder gasket set

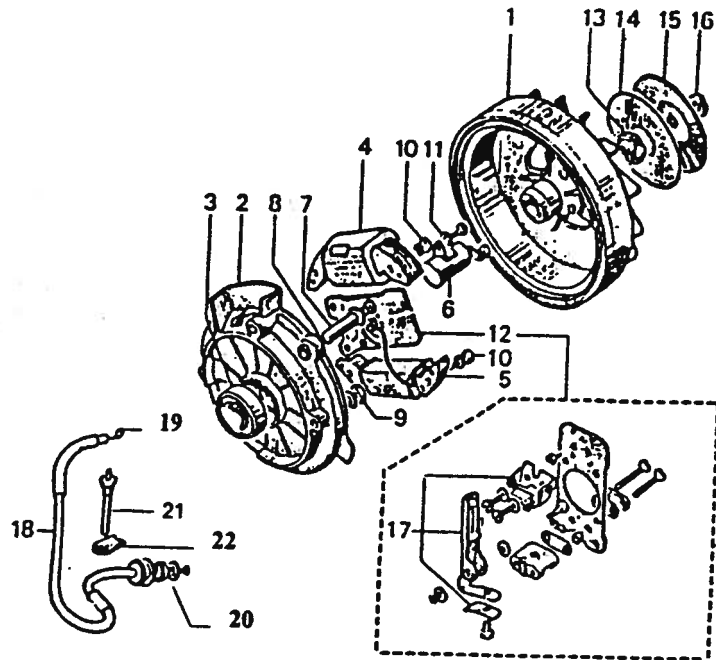


LABEL FOR ENGINE



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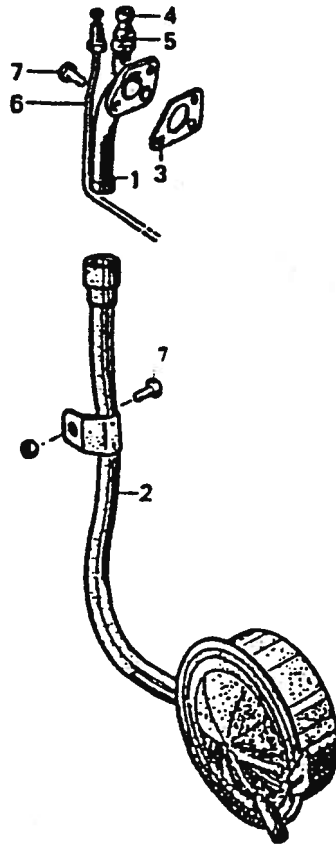
HUNGARIA



N°	SP	N° cat	Ref	Denomination
149	SPM 90845		1	Flywheel
183	SPM 91400		2	Stator
95	SPM 90074		3	Bearing 6202 2RS/QE6
130	SPM 90772		4	Spark roll
123	SPM 90571		5	Lighting roll 1 out
227	SPM 93117		5	Lighting roll 2 out
136	SPM 90802		6	Condenser 0,2 µF
146	SPM 90833		7	Stator insulating facing
145	SPM 90832		8	Stator contact bolt
173	SPM 91215		9	Hexahedral head bolt M6x45
128	SPM 90763		10	Hexahedral head bolt M4x20
176	SPM 91303		11	Hexahedral head bolt M4x8
131	SPM 90775		12	Contact breaker
192	SPM 93068	13-16		rotor fixing
228	SPM 90971		13	nut for handle bar
229	SPM 90970		14	caouthouc gasket for rotor
230	SPM 90969		15	wadding plaquette
231	SPM 90972		16	nut for plaquette
172	SPM 91014		17	Contact breaker anvil hammer (2 pcs)
164	SPM 90934		18	Ignition cable
232	SPM 90843		19	end of cable of sparking plug
233	SPM 91299		20	Borne HT
61	SPC 91390		21	Threaded pin
234	SPM 90780		22	plaquette binding cable
235	SPM 93118	NR		Spark roll (Spanish)
236	SPM 93116	NR		Stator (full)
212	SPM 93113	NR		Service set

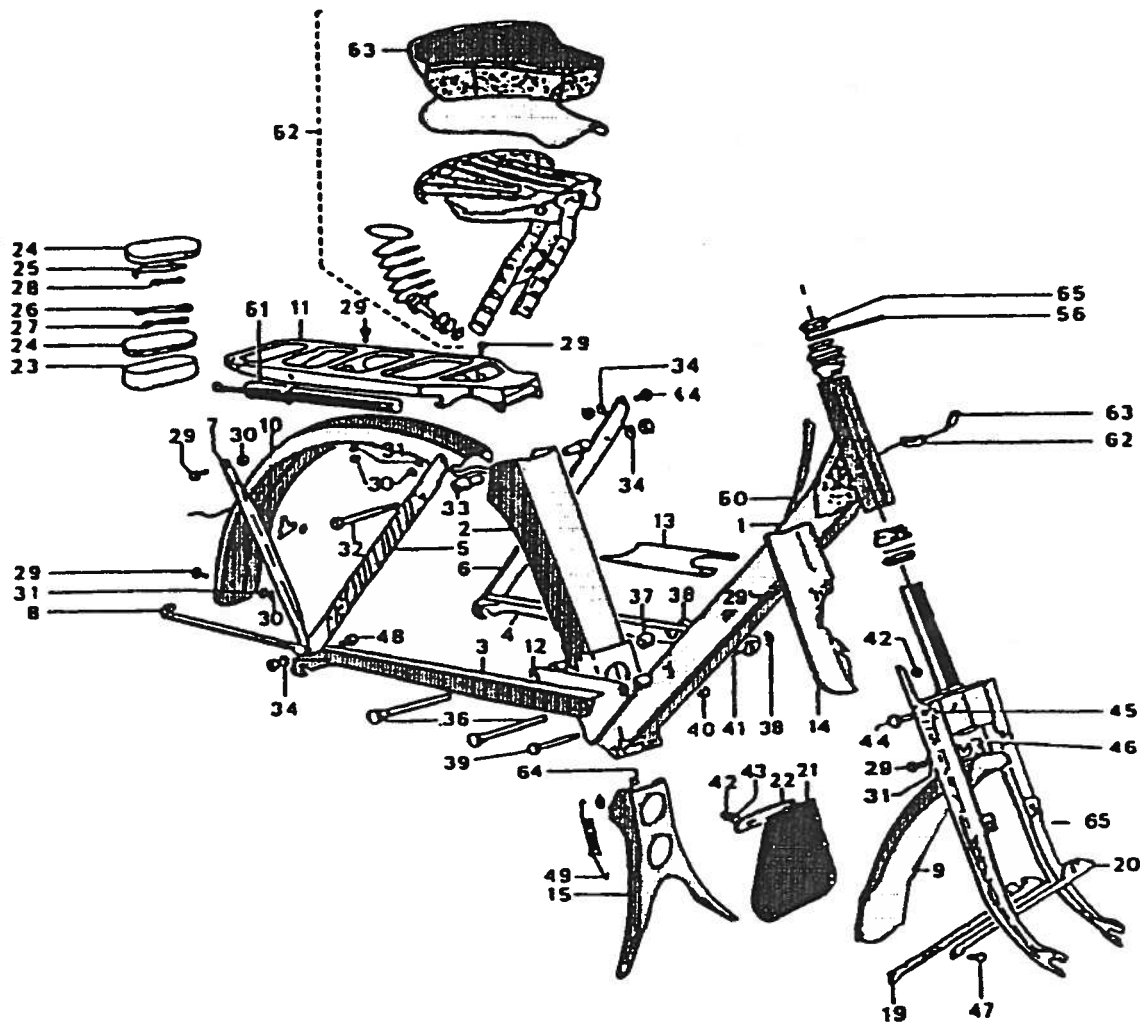
Solex





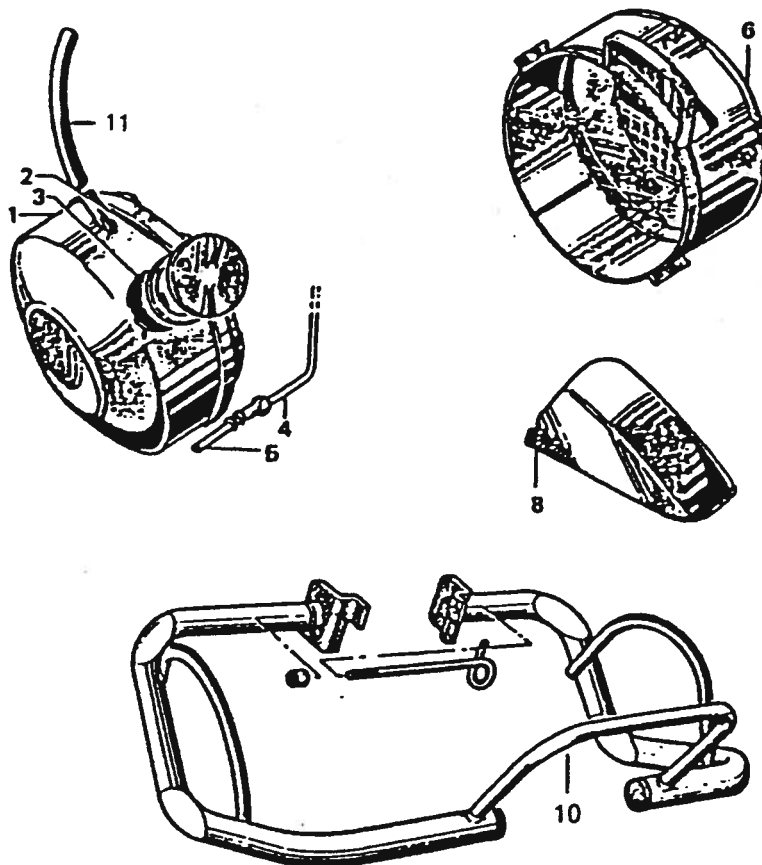
N°	SP	N° cat	Ref	Denomination
133	SPM 90785		1	Inlet pipe
125	SPM 90753		2	Exhaust pipe
92	SPM 90041		3	Gasket to inlet pipe
111	SPM 90442		4	Carburator and inlet pipe gasket ring
112	SPM 90445		5	Inlet pipe connecting bolt
165	SPM 90964		6	Fuel pipe
135	SPM 90793		7	Hexahedral head bolt M6x12





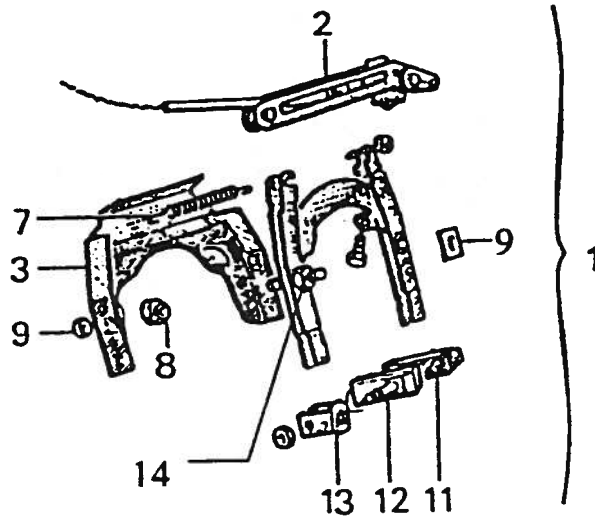
N°	SP	N° cat	Ref	Denomination	N°	SP	N° cat	Ref	Denomination
7	SPC	90190	1	Framework	13	SPC	90453	23	Toolbox
33	SPC	90883	2	Saddle suttort space holder	29	SPC	90850	24	Tool box sponge
30	SPC	90872	3	Main support (rear fork) R	73	SPC	93073	25-28	Tool set
31	SPC	90875	4	Main support (rear fork) L	72	SPC	93071	NR	Fork fixings set
34	SPC	90885	5	Seat stay right	51	SPC	90999	49	Stand spring
35	SPC	90888	6	Seat stay left	37	SPC	90893	50	Decoration lath
15	SPC	90469	7	Carrier stay	88	SPC	93111	51	Pump
50	SPC	90996	8	Rear mudguard arm	41	SPC	90907	52	Saddle
53	SPC	91008	9	Front mudguard	42	SPC	90909	53	Saddle case (slip)
49	SPC	90991	10	Rear mudguard	69	SPC	93066	55	Fork bearing
32	SPC	90880	11	Rack	23	SPC	90549	56	Engine lift out fixing plate
36	SPC	90891	12	Drive chain protective cover	26	SPC	90755	62	Cable cross leading to framework
213	SPC	90897	13	black plaquette	44	SPC	90939	63	Cable packet front
119	SPM	90540	14	Protective plate (engine co.)	28	SPC	90806	64	Support fork pin + bolt
38	SPC	90894	15	Stand fork	52	SPC	91004	65	Premounted fork
21	SPC	90528	19	Front mudguard arm right	68	SPC	93065	36-48	Framework fixings set
22	SPC	90534	20	Front mudguard arm left	43	SPC	90910	NR	Saddle spring
70	SPC	93067	21,22	Rubber mudgarde set	71	SPC	93070	NR	Label to framework





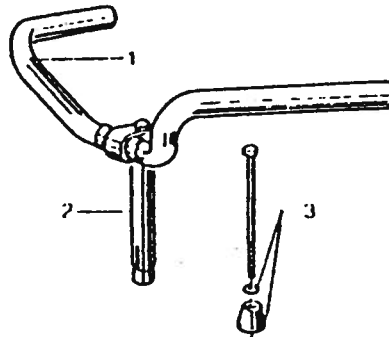
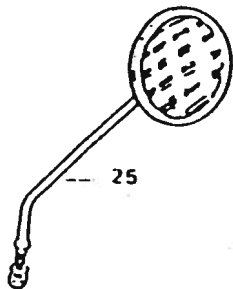
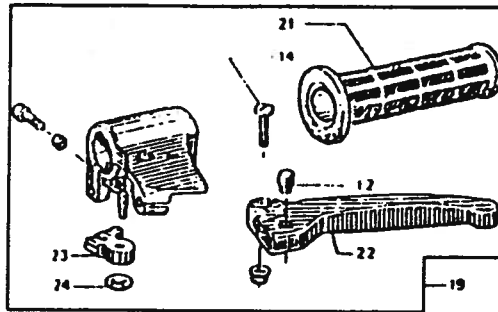
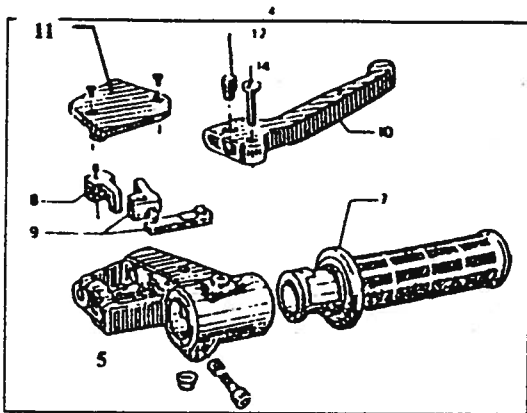
N°	SP	N° cat	Ref	Denomination
159	SPM 90918	1		Fuel tank set
181	SPM 91376	2		Tank cup with gasket
120	SPM 90557	3		Tank cup gasket ring
166	SPM 90976	4		Fuel suction pipe
178	SPM 91345	5		Tank fuel filter
129	SPM 90770	6		Flywheel cover
143	SPM 90827	8		Engine mudguard
6	SPC 90145	10		Crash-tube, clouiding over protective framework
195	SPM 93074	11		Owerflow pipe
158	SPM 90917	NR		Tank support fixing set
207	SPM 93105	NR		Engine label





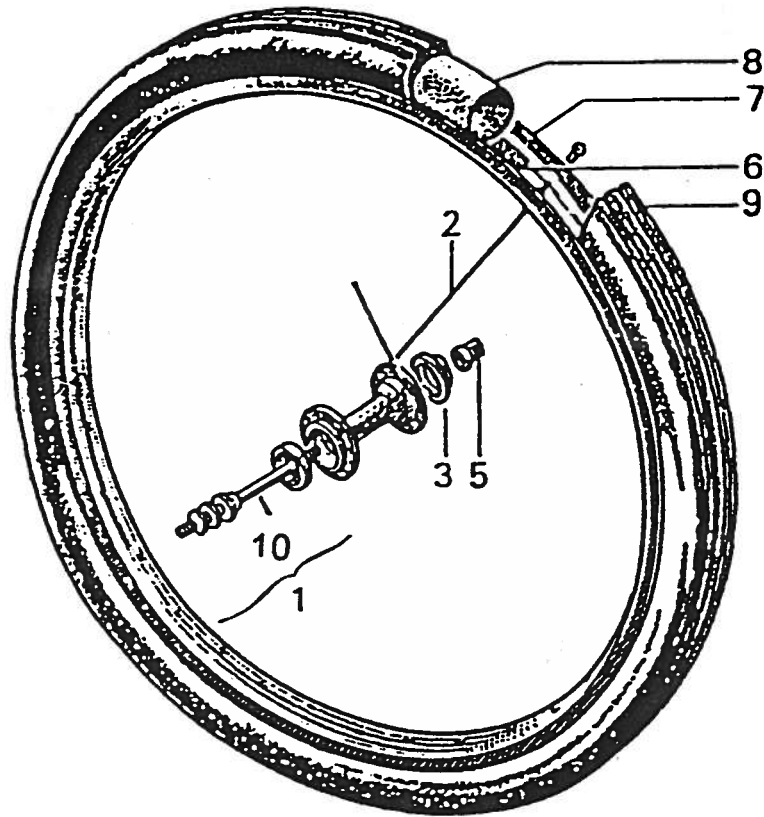
N°	SP	N° cat	Ref	Denomination
67	SPC 93058	1	1	Front breake
12	SPC 90423	2	2	Flange brake key mounting
20	SPC 90508	3	3	Flange breake cover
266	SPC 90513	4	4	Break Arm Right
267	SPC 90514	5	5	Break Arm Left
268	SPC 90512	6	6	Bridge for breaks
17	SPC 90481	7	7	Flange breake contract spring
65	SPC 92169	8	8	Flange breake nut
5	SPC 90076	9	9	Hexahedral nut M6
4	SPC 90070	11	11	Brake lining
54	SPC 91296	12	12	Breake shoe
19	SPC 90502	13	13	Breake shoe holder
269	SPC 93202	14	14	Screw for front break





N°	SP	N° cat	Ref	Denomination
8	SPC 90191	1	Handlebars	
9	SPC 90192	2	Stem bow bolt	
10	SPC 90206	3	Bow bolt with nut	
98	SPM 90193	4	Right (gas) hilt	
276	SPM 90194	5	Fixation of right arm	
199	SPM 93085	7	Rubber hilt right	
100	SPM 90197	8	Cursor to front brake cable	
99	SPM 90196	9	Cursor to gas cable (gas cursor)	
198	SPM 93084	10	Brake lever right	
277	SPC 93203	11	Plaquette for protection of hands	
205	SPM 93102	12	Cable fixing roller	
200	SPM 93086	14	Brake lever pin + nut	
101	SPM 90199	19	Left hilt	
201	SPM 93087	21	Rubber hilt left	
202	SPM 93088	22	Brake lever left	
203	SPM 93089	23	Decompressing lever (on handlebars)	
204	SPM 93090	24	Decompressing lever fixing ring	
79	SPC 93091	25	Mirror	
11	SPC 90214	NR	Assembled handlebars	
74	SPC 93075	NR	Ringing	
278	SPM 93120	NR	Switch for rear lamp	
279	SPC 93121	NR	Button for electric horn	
75	SPC 93122	NR	electric horn	





N°	SP	N° cat	Ref	Denomination
2	SPC 90058	1	1	Front wheel hub with bolts
57	SPC 91358	2	2	Front spoke with nut
1	SPC 90052	3	3	Front wheel dust protective
81	SPC 93094	5	5	Wheel nut
82	SPC 93095	6	6	Protective band
85	SPC 93103	7	7	Rim
27	SPC 90799	8	8	Inner tube
25	SPC 90751	9	9	Tyre 19"
55	SPC 91298	NR		Front wheel without tyre and inner tube



My 35 years with a Solex

By Tommie G. Matthews – March 24, 2002

I originally became acquainted with Solex while I was living on the island of Upolu in Western Samoa. The year was 1967. My wife and I (along with our young children) were sent there to teach in the Church College of Western Samoa. It was there on the island that I first rode a Solex. I purchased 1 and it became our transportation for the next 3 years.

We loved it. In fact, we made certain that we brought it to America when we returned in late 1969. I would correspond with the factory in Paris and order a few parts from time to time. I also inquired about becoming a distributor but learned that one already existed here in the states. It was in Michigan. Therefore, I contacted them and ordered 6. I kept 2 and sold 4 to friends. **I still have those same 2 – and they still run!**

We have raised 8 children. Each has learned to ride the Solexes and each has loved that experience. The bikes have had their share of “tipping over”, long and hard riding, etc. – but they have kept running. About 4 years ago I decided to contact the distributor in Michigan to order a few parts, but learned to my dismay that the company was no longer in business.

Therefore I tried to contact the factory in Paris and learned that it had moved to somewhere in Hungary. So I contacted the Hungarian Business Affairs Office and asked if they would provide me with the address of the Solex Factory in that country. They answered my letter and gave me the address of IMPEX HUNGARIA KFT in Budapest. With delight, I began to correspond with Mr. George Safar (the managing director) and exchanged letters and faxes over a 2 year period. Then, just 2 years, my wife (and 3 of our children) made a flight to Budapest to meet Mr. Safar and his family, to visit the factory, and to become the official and exclusive U.S. distributors. (You will see on our website, www.solexus.com, the pictures of our meeting in Budapest – and also the letter from Mr. Safar giving us the exclusive distributorship of all 50 states). We are highly respected for obtaining the distributorship from IMPEX, and have a wonderful relationship with the factory and with the fine gentleman, George Safar.

We have been expanding carefully and slowly. I have included my family members in the management of our company. We have been successful in obtaining the classification of the Solex as a “power-assisted bicycle” with the US Department of Transportation -- and thus it does not require the title and registration that a motorcycle requires. (However, we do suggest that every owner check with his/her state requirements)

We chose the name of “VeloCruz” – because “velo” means “bicycle”, and “cruz” means “in the “breeze”. Thus, “VeloCruz” means “bicycle in the breeze”. It is exciting to see the enthusiasm of our customers. They are thrilled to have a safe and quiet motorized bicycle – and it is so very simple to maintain and repair. The 200 miles per gallon is also very enticing!

Our warehouse is conveniently located in North Salt Lake. From there we distribute our bikes and parts. They weigh only 62 lbs and are easy to place on bicycle racks or in trailers or in pick-up trucks. The cost to ship a Solex to various states is quite reasonable. Interesting enough, the cost to ship 2 to the same address is about the same as the price to ship only 1.

You will love the “Solex Experience”. It is like having a brand new 1970 VW Bug. It carries a magnetism and charisma about it. They are great for going on errands to the store or the post office, or going for a family ride. The Solex can be operated exclusively as a bicycle – and thus you get your exercise if you so desire – but then, you can always use the motor to get you home if you become too-o tired. (Humor)

I share my story with you. I hope it has been helpful. ***We would love to hear back from you and would be happy to supply you with a Solex.*** We have FREE Solex brochures and literature. (Also, we have a one-in-a-million “Solex Song” that has been written and sung by members of our family.) Refer to our website: www.solexus.com for other interesting information, a live video of us riding a Solex, and the Solex Song.

Solex

BACK AFTER 20 YEARS THE SOLEX RETURNS TO THE UNITED STATES

The Solex motor bicycle, not sold in the United States since the late 1970s, is available once again to American consumers. To those familiar with the iconic French bicycle, its return will come as welcome news, while those yet unfamiliar with the Solex are sure to become fans of this economical, reliable and fun form of transportation.

THE HISTORY BEHIND A LEGEND

The Solex motor bicycle was created as the result of two French engineers endeavoring to build a better bicycle. Maurice Goudard and Marcel Mennesson—graduates of the State School of Engineering in France—formed a company named Solex in 1905 to produce small engine parts. Their interest in building "bicycles with emergency engines," began to grow, and in 1916 Mennesson received a patent for an auxiliary engine to be placed in the center of the rear wheel of a bicycle. By 1940 Mennesson had unveiled his prototype 49cc engine, this time located above the front tire.

After World War II the first Solex cyclomoteurs were sold to a receptive public. Production of the Solex continued for 40 years, with constant product improvement and the introduction of derivative products such as the Micron motorscooter, the three-wheeled cyclomoteur and the Veloto, a mini-car. Over those 40 years many companies owned and produced the Solex motor bicycle with varying degrees of success. Among these were Renault, Motobécane, Yamaha and Cyklon. But in 1996, a French import company headed by Hungarian entrepreneur Georges Safar bought 60% of the company and moved all administrative and production operations to Hungary, with a headquarters in Budapest and a factory in Berettyoujfalu. Once the factory was up and producing bicycles, Safar began setting up successful distributorships all over Europe, Australia and South Africa. But while the motor-assisted bicycle had been a consistent seller in Europe and South Africa, Safar took his time to find the right company to re-introduce the Solex to the untapped U.S. market.

THE RETURN

After receiving several offers from interested parties, Safar settled on a family-owned business in Utah to re-launch Solex sales in the United States. He selected Velocruz of Fruit Heights as its exclusive U.S. distributor; the contract was signed by representatives from both parties at the Solex manufacturing plant in Hungary on 24 March 1998. "We are happy and proud to announce the appointment of Velocruz," said Safar. "We have had great success with the Solex bicycle in Europe, and we expect the same in the United States."

"Anyone who sees the Solex becomes an instant fan," says

Velocruz President and CEO Tommie G. Matthews. "And those fans will become our customers." Tommie became a fan of the Solex in 1967, when he and his family were living in Western Samoa. In the absence of a car, the pedal-assisted bicycle provided the family with reliable transportation. "I would ride with one child on the front, and two behind me," he says, "and we would ride all the way around the island." Upon returning to the United States, Tommie continued to enjoy the Solex, and it became a fixture at each family get-together. Over the years, Tommie's interest in the French bicycle with the "emergency engine" led him to correspond with the different companies that produced it. Finally when Safar mentioned the company's interest in setting up a U.S. distributorship, Tommie knew he was the man for the job.

After personally touring the Solex manufacturing facility, Tommie, and the rest of the Velocruz family, are positive that supply will be able to keep up with demand. With that confidence, he has begun setting up a dealer network that will stretch from coast to coast, allowing the company to reach markets—such as recreational vehicle, vacation and resort—that cry out for a product like this motorized bicycle.

THE RIGHT PRODUCT AT THE RIGHT TIME

The timing of the Solex's return to the United States could not be better. Its look and feel is on the cutting edge of today's retro culture. Like the Volkswagen Beetle and other products that have been revived from a bygone era, the Solex is poised to become a household name in the United States. Besides the obvious marketability, the following selling points have helped to make the Solex one of the best selling motor bicycles in the world:

- Incredible gas mileage. The Solex travels 200 miles on one gallon of fuel.
- No-hassle ownership. The Solex is classified in the United States as a bicycle. In many states, an owner need not have a license or title to own and operate one.
- It is lightweight, weighing just 62 pounds.
- Its low impact on the environment, operating at 65 decibels.
- Its Classic French styling. Though it is now manufactured in Hungary, there is still something unmistakably French about the Solex. Impex owns the complete original plans, and conforms religiously to the specifications that have made the Solex a legend.

And so begins another chapter in the story of Solex. You are invited to join with the Matthews and Impex as they introduce their pedal-assisted bicycle to a whole new generation of Solex lovers.

inductive timing light.

To clean and adjust your ignition points, remove the flywheel (consult your dealer for a flywheel puller and manual for proper instructions). NEVER use a claw style puller or attempt to pry off your flywheel using lever tools like screwdrivers!!! I have repaired several engines with damaged crankshafts and flywheels due to careless attempts at removing flywheels. After your flywheel is off you will need a 5x7 white index card, carb cleaner or rubbing alcohol. Then cut a few 1/4" wide strips of index card, take one of these strips and wet it in cleaner/alcohol. Insert the strip between the ignition points and let it sit for a few seconds. Remove the strip, and insert its opposite dry end. Carefully pull the strip from the points. If the strip is discolored on both ends, repeat the procedure until the strip(s) are clean (points are now clean). It's important to use sharp scissors when cutting index card strips.... tearing these strips will produce paper filaments that will remain between the ignition point contacts!!!

Next, on the right side of the stator, you will see two nuts securing wires (top one is for the ignition coil [spark roll] and bottom one is for condenser lead). Loosen the top nut, slide the ignition coil lead out and position it out of the way for now, attach a 2 to 3 foot long wire test lead (use a light gauge insulated wire for this purpose) to this terminal and tighten the nut. The test lead ends must be bare with one of them attached to the terminal as mentioned above, pass the other end of the test lead thru one of the 3 openings in the flywheel and carefully place the flywheel back onto the crankshaft (you must align the flywheel's key with the key way in the crankshaft) end. At this point, rotate the flywheel clockwise to where its scribed line is in position under the "Rupture" mark on the stator. Attach an Ohmmeter to the loose end of the test lead and the engine case (Ohm meters typically have two leads, one black and one red for this purpose, and it does not matter which one goes to the test lead or case), so you have created a "circuit" with the ignition points being the "switch" in the circuit. When the points are closed, the Ohm meter will indicate low resistance (1 to 2 ohms, with a clean set of points) and when the points are open, the Ohm meter will indicate an open circuit, or infinite resistance. It is beyond the scope of this guide to discuss Ohmmeters, consult your dealer or email me for additional technical information. You now can rotate the flywheel counter-clockwise past when the above-mentioned marks align, then clockwise noting where the points open (as flywheel is rotated clockwise, the points will (or should) open where the marks align). Adjust the points by loosening the two screws (holding the points stationary anvil to the stator) and rotating the adjustment cam to reposition the point's anvil. After adjusting the anvil, rotate the flywheel clockwise and recheck your settings. Once you have the setting correct, gently tighten the two screws and recheck the settings. If you push too hard against the screws when tightening, you will bend the point's backup plate and ruin your day. Remove your flywheel, test lead and put the ignition coil wire back under the top nut.... tighten nut. Install flywheel and tighten nut per instructions in manual; your engine is now "statically timed".

To time a Solex engine using an inductive timing light, you will need a quality timing light, 12-volt source, drill motor with attachment to turn the engine over manually. The adapter can be fabricated as follows: purchase a 3/8" x 1-1/2 socket head cap screw (uses a 5/16" Allen wrench in the head), 3/8 nut and 3/8 lock washer at your local hardware store. Purchase a deep 6 point 14 mm or 9/16" socket (3/8" drive); pass the socket head cap screw down through the socket until the head of the screw is hidden inside the socket. Slide the lock washer over the threads and screw the nut down until the lock washer is being pinched. Tighten the nut securely while holding the screw stationary. File three small flats on the protruding end of the screw approx. 120° out from each other; these flats will keep the adapter from spinning in the 3 jaw chuck of the drill motor. Next, remove the engine's spark plug and reattach the high-tension lead, ground

cylinder)... You may need to use a flashlight to see up into the cylinder exhaust port. You should be able to rotate the ignition flywheel with your hand while looking into the port and clearly see the piston going up and down. The top of the port lines up with the cooling fin on the outside of the cylinder. You should be able to see the piston up to this point in the port.

If you can't... you need to remove the head and cylinder and thoroughly scrape out the exhaust port with a screwdriver similar tool... scratches in the port won't hurt anything; but try not to scratch the cylinder where the piston rides up and down. A "crescent moon" shaped dark spot at the top of the port in the cylinder is a sure sign of carbon build up. Give it a tap with your decarbonizing tool, and when it pops out of the port, you will see how big the opening should have been.

Before replacing the muffler, check the tightness of the two manifold bolts and the aluminum nut at the bottom of the carburetor

When a Solex engine is "carboned up", two things happen, low end torque is reduced, thus reducing power, and additional heat is generated. To reduce carbon build up, use high quality premix engine oil mixed at 40 to 1. I prefer using synthetic two stroke oil, but still run it at 40 to 1 mixture; there is no economical advantage to running less oil in a Solex engine as they burn so little fuel in the first place. In addition, do not let you engine idle for long periods of time as this increases carbon buildup and heat damage to your piston and rings.

WORN OUT RINGS and CYLINDER and PISTON

.....(test for compression).....

A Solex engine, by design, does not require much compression to run. I believe the engine is rated at 8.2 to 1 compression, but this is uncorrected and is closer to 6 to 1. The advantage to lower compression is less heat generated while running, lower octane fuel can be used, and it takes less horsepower to overcome the compression while running which increases engine torque on the lower end of rpm range. Increasing compression moves the torque band to where it is not practical for Solex running. With this in mind, I test for compression by simply rotating the engine over by hand, with the spark plug in place. You will feel engine compression (resistance as the piston moves upward). If you don't feel any resistance, look at where the cylinder head mounts to the cylinder and see if there is oil oozing from this area (indicates a loose cylinder head/blown head gasket).... the head will have to come off for service. Remove the cylinder head per instructions in the owner's manual. Inspect the head gasket for dark scorched areas radiating from the cylinder to the outside, or to a bolt hole. This will locate the leak if present. Check for scuffing and scoring to the cylinder wall. If you feel the cylinder is damaged, consult your dealer/manual for replacement parts. One thing to remember should you have to remove the cylinder is to rotate the piston rings so their ends do not stack up in line vertically. Because the cylinder has ports its advisable to rotate each ring to where its end point does not ride up and down over one of the ports. With this in mind, the ring end gaps will locate approx. 120° from each other. *(Jim's note: My manual says top and bottom rings at 12:00 o'clock, middle ring at 11:00)*

If the head was loose, de-carbon the piston top and cylinder head. One trick I use when cleaning up a piston (still in motor) is to lower the piston slightly, smear some light grease on the cylinder wall, move piston to TDC (highest position), and then scrap carbon. Once the piston is clean, lower the piston and wipe off the grease....any carbon that would have fallen down between the piston and cylinder is now trapped in the grease and easily cleaned up. Install the head using a

Run the required spark plug detailed out in your owners manual; consult your dealer for additional data.

SPARK PLUG FOULING

You should never foul a plug.... not if you have been following your owner's manual and what I have written above!!! If you find yourself having to replace spark plugs, you should look at what you are doing to contribute to this problem. If your Solex is of particularly high mileage or unknown history, the engine may need a top end overhaul.

PARTS FALLING OFF

Keep an eye on your Solex.... become familiar with its appearance and operation, watch for loosening fasteners and if you are concerned, apply "Loctite" brand adhesive to fasteners that keep coming loose. I recommend the "blue" Loctite as opposed to the "red" variety. Check fasteners weekly

CONCLUSION

Your Solex is the end result of brilliant engineering and design. Solex bike have sold since 1946 and will continue to do so... Never the less as in any mechanical device, problems can arise and be dealt with as required. I suggest you become very familiar with your bike and look for problems before they arise. If you are going on a long trip, tighten all fasteners and clean your Solex so you can touch all parts and find anything out of order. Carry a spare inner tube, tire pump and proper tools for fixing flat tires....

Carry extra fuel should you be out in the wild where you cannot find a gasoline station, but be careful when carrying fuel, as it is a combustible!!! **Giving your Solex a little attention now and then will greatly decrease the eventuality of a problem when you least expect it. Your Solex will reflect the quality of care given it!**

Good luck.... email me for additional information or questions....

Balboa_71@yahoo.com

Cml 4/10/02

MAX KNUDSON, BUSINESS EDITOR

DESERET NEWS, MON. P.M./TUES. A.M., JUNE 15-16, 1998

Family has high hopes Solex will take off in Utah

By Max B. Knudson
Deseret News business editor

Spencer Matthews comes to work in a T-shirt that proclaims, "This hog gets 200 miles per gallon."

The "hog" in question is not a Harley-Davidson: it's a Solex, a moped-like cross between a bicycle and a motor scooter that is standard transportation in Europe, South Africa, some Pacific islands and other parts of the globe. Matthews and his family have high hopes that the United States will join the party.

Matthews, who grew up riding a Solex, is managing director of SolexUS, which became this year the exclusive U.S. distributor for the Hungarian-made "motor bicycle." It's based in North Salt Lake, 640 N. Main, Suite 1534.

Spencer's folks, Tommie G. (he's CEO of SolexUS) and Jan Matthews, first fell for the Solex back in 1967 when Tommie was on a teaching assignment for the LDS Church in Western Samoa.

"We were looking for some transportation around the island, because cars were hard to get," Jan recalls. The Solex, then made in France, proved to be just the ticket. Tommie says he would take all three of their children with him around the island, one on the front and two on the back. They ended up buying two of the machines and brought them back to the states. (They now live in Fruit Heights.)

The family founded an import company in 1986, Matthews & Associates, working with companies such as Bosch and Rotel. Invariably, when people would visit the Matthews, they would want to ride the Solex and then would ask where they could get one. Tommie Matthews decided to look into it.

Solex tried, with marginal success, to crack the U.S. market back in the '70s but then pulled out. In production since the end of World War II, Solex has been owned by several firms, including Renault, Motobecane, Yamaha and Cyklon. In 1996, a French import company headed by Hungarian businessman Georges Saffar bought Solex and moved its manufacturing plant to Budapest. Impex Hungaria is now setting up a worldwide distribution network and expects to sell 15,000 bikes this year.

Solex is not new technology. The tiny 49cc motor was patented in 1916, and the first prototype bike was unveiled in 1940 in France at the onset of the German occupation.

As a bicycle it's heavy (62 pounds), but as a



Tommie Matthews and sons Spencer and Christian show off bikes at their SolexUS shop.

motorcycle it's light as an inner tube. It has no gears (centrifugal clutch), and riding it as a bike is reminiscent of two-wheelers of the 1940s and '50s.

Ah, but they didn't have motors. The Solex motor sits in front of the handlebars and is called into action by lowering it onto the front tire where friction goes to work. It's fairly quiet as two-cycle engines go (65db at full throttle) and will move the bike along between 20-25 mph.

Although it gets the aforementioned 200 mpg, the tiny fuel tank holds only 1.4 liters, about a quarter gallon.

It's a quirky machine and takes a bit of getting used to, but it's charming and a lot of fun. During a 10-minute spin around the SolexUS neighborhood, I suddenly realized I was grinning like crazy. "Hey, mister, what's that,"

some kids called from their front yard.

According to Spencer, part of Solex's appeal is that many states require no license to ride one since it's classified as a bicycle (at 50cc it would become a moped). "We're working with the Department of Motor Vehicles in Utah to get that same kind of classification for Solex," he said.

The company's also working to set up retailers, including bike dealers, moped dealers, even RV dealers for people who want to hang one on the back of their motor home.

SolexUS also has been selling the bikes over the Internet (www.solexus.com).

The machines come in black, white, yellow, silver and green.

For more information, SolexUS's phone number is 801-736-8333. Its fax number is 801-294-3322.



FOUR THINGS YOU OUGHT TO KNOW

Regarding your Solex

(Comments by Jim, Janos, Frank, Cris, Kenny – and many other Solex experts)

You really only need four things to have a running engine: **fuel, air, compression, and spark** at the right time.

Compression is easy enough to check--try to push the bike from a stop without the compression released. If it turns over fairly easily, compression is shot and its ring time. If the engine bucks and resists turning over, the compression is probably OK.

My experience with solexes has been that 9 times out of 10 its the fuel that is lacking. The easiest way to check for fuel blockage is to disconnect the fuel return line from the carb and blow into the line (your mouth will work, if your'e not too picky about having gasoline-breath!) Air pressure should fill the tank and push fuel past the fuel pump and check valve, and come dribbling out of the carb from the return line nipple (this is also the best way to prime the fuel system if it has run dry). If you get no fuel, you have a blockage in the tank filter, tank line, fuel pump, check valve, or carb filter. just work your way back from the carb disconnecting things until you can blow gas out the end of the line. If this tests OK, leave the return line disconnected from the carb and turn over the engine (pedalpower is easiest). If gas dribbles out of the return nipple, the fuel supply system is OK. If not, your fuel pump or check valve is faulty.

An easy way to **check spark** is to remove the spark plug, reconnect the spark plug lead to the spark plug and ground the body of the plug to unpainted metal on the outside of the engine somewhere. Then rotate the engine (turning the front wheel forward by hand– with the engine resting upon the tire – while the weight of the bike is resting upon the kick stand and the back tire) and look for spark (nighttime is best). Usually if you have spark, the timing will be close enough to run the engine, and that's not the primary problem. (**Big Help:** Do you want to try the “modern way” to turn over the motor? OK? First pull the engine back and “hook it” so it is **not** resting upon the front wheel. Now remove the cover to the fly wheel by removing the 2 rubber fasteners. Then place a 14mm socket on the nut that is in the center of the flywheel. Now hook your electric drill to the nut and carefully let the drill turn the nut (which will thereby turn the fly wheel) in a “**clockwise**” manner. **CAUTION:** As soon as the engine begins to “sputter”, quickly pull back on the drill.

Air supply is pretty basic--check for obstructions in the carb throat. While you are there, screw out the main jet of the carb and see if it is blocked If you are not comfortable with removing the main jet, sometimes you can unblock the main jet by turning over the engine and placing your thumb over the air intake throat. This puts the entire intake vacuum on the jet and can pop it clear.

IF all of these things are OK and the engine still won't start, it could be:

- fouled plug
- leaking crankcase seals
- loose intake/exhaust manifold (air leak)
- plugged exhaust system
- or the Gods just didn't want you on the street today!

The Bicycle of the Masses



Solex