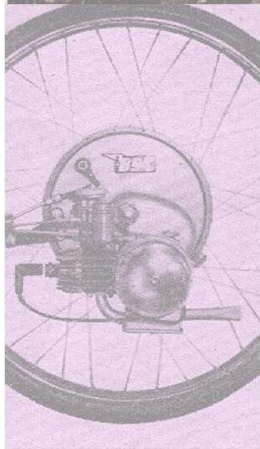
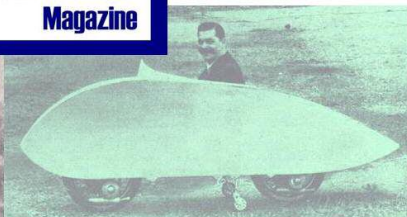


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INSTRUCTIONS
FOR THE USE OF
THE CYCLAID



BRITISH SALMSON (AERO ENGINES) LTD.,
RAYNES PARK, LONDON, S.W.20.

— Telephones: WIMBLEDON 0182-5. —

INSTRUCTIONS FOR THE USE OF THE CYCLAID.

Instructions for the fitting of the Cyclaid engine are contained in a separate folder. Also in separate folders will be found "Hints and Tips" concerning the AMAL carburettor and service lubrications for the "Wico Bantamag" as fitted to the Cyclaid.

FILLING UP.

The Cyclaid runs on a mixture of Petrol (Gasoline) and oil. The petrol and oil should be thoroughly mixed, preferably in a separate container and freshly before filling the tank in the proportion of 30 parts of petrol to 1 part of oil. The fuel tank capacity is approximately 3 pints.

Use only one of the following oils :

U.K.	{	Price's Energol SAE.20, Single Shell, Castrolite, Mobiloil Arctic, Essolube 20.
Overseas	{	Energol Auto 125, Shell X100, SAE.20, Castrolite, Mobiloil Arctic, or Essolube 20.

If the petrol and oil cannot be mixed in a separate container before filling the tank, proceed as follows. Turn off petrol tap, add oil first then pour in the petrol. Shake the bicycle vigorously to mix the oil thoroughly before turning on the Petrol tap.

TO START FROM COLD.

Having turned on the petrol tap, allow a few seconds for the float chamber to fill. Close the air strangler on the air filter, open and close the throttle a few times and then set the throttle (Twist-grip control) to about $\frac{1}{4}$ open. Now open the decompressor valve fully and pedal away. As soon as speed has been gathered close the decompressor valve and the unit should start. Now open the air strangler slightly and as the unit warms up open fully.

All speed control of the unit and stopping is controlled by the Twist Grip Throttle.

RUNNING IN.

During the first 300 miles do not exceed about 12 M.P.H. and avoid over running the engine on down hill gradients.

On long down hill gradients, whenever possible open the throttle now and again for short bursts to allow a certain quantity of petrol/oil mixture to lubricate the piston. This precaution should be observed even after the running in period.

HINTS & TIPS.

1. When fitting the Cyclaid unit check that the rear wheel is in good condition, that it runs fairly true, and that the spokes are sound.
2. Check over the machine for loose nuts, etc., and see that the brakes are in good working order.
3. See that the small air vent hole in the petrol tank filler cap is not blocked.

GENERAL.

Do not run with the air strangler closed longer than is necessary, as this will cause the engine to run unevenly with loss of power, and eventually to oil up the sparking plug. If this should occur, remove the sparking plug and clean thoroughly with petrol. Turn the engine over a few times and replace the plug and its H.T. lead. Pedal the cycle with the air strangler fully open. Adjust throttle till the engine starts and runs evenly.

After the running in period, check over all bolts and nuts, and tighten where necessary. Check particularly the cylinder head nuts, inlet and exhaust flange nuts, and the screws holding the driving rim to the wheel spokes.

CARE OF DRIVING BELT.

Every 200/300 miles check the driving belt and adjust if necessary.

The method of adjustment is as follows—

To take up slack. Unscrew the clamping bolts situated either side of rear engine bracket. Pull the Unit upwards away from the wheel and tighten the clamp bolts.

When the driving belt is correctly adjusted the tension should be such that on pressing together the front and rear portion of the belt below the driving pulley, the whole unit will move downwards against the spring pressure.

CARE OF IGNITION SYSTEM.

Every 300 miles check Magneto and plug points. If necessary reset the gaps to:—

Magneto — .025 on Engines up to No. 700.

— .018 on all subsequent engines.

Plugs — .020 (K.L.G. F.50).

If faulty ignition is suspected, check as follows. Disconnect the H.T. lead from the sparking plug. Unscrew the sparking plug and reconnect the H.T. lead. Ease the driving belt off the driving pulley. Place the sparking plug against the cylinder. Remove the flywheel magneto cover, and turn the flywheel sharply in an anti-clockwise direction. When doing this a spark should jump the plug points. If no spark occurs clean the plug and try again. If there is still no spark try with a new plug. If this fails to give a spark, then the fault is with the magneto or H.T. lead. Check the lead for cracked or worn insulation and if the fault cannot be found, and the magneto is faulty, get in touch with your nearest Cyclaid dealer.

AFTER 1,000 MILES — DECARBONISING.

Decarbonising the Cyclaid Unit is quite a simple process, but care is required and it should only be tackled by an experienced mechanic. The unit is quickly detachable from the machine, so proceed as follows.:

Remove both Clamping Screws from the rear engine bracket and remove the driving belt.

Disconnect the decompressor cable at the engine end, having first set the control lever to the fully shut position. Take care not to lose the small ferrule which fits on the cable end.

Remove saddle pillar clamp bolt and washers.

The Unit may now be lifted from the cycle.

Drain the petrol tank, and remove front engine plates, exhaust system and carburettor.

Remove sparking plug and unscrew the 4 cylinder head nuts.

Pull off the cylinder head and the cylinder. Carefully scrape away all traces of carbon from the head and from the piston top.

Clean out the ports in the cylinder, and wipe perfectly clean.

Examine the piston rings for score marks or brown patches, and clean out the grooves.

Lap the decompressor valve lightly on its seating.

When reassembling, soak paper joints in oil, and check that the piston rings are in their correct position. There are small pegs to locate them.

Reassemble in the reverse order to dismantling, and after running the engine for a little and while still hot, re-tighten the cylinder head nuts.

