

**CYC·AUTO**

**INSTRUCTIONS**

**CYC·AUTO LIMITED**

# IMPORTANT

---

ALL CORRESPONDENCE RELATING TO CUSTOMERS' MACHINES MUST GIVE DATE OF PURCHASE, AGENT'S NAME AND ADDRESS, ENGINE AND FRAME NUMBER.

---

OUR SERVICE AND SPARES DEPARTMENT WILL BE UNABLE TO ATTEND TO ANY CORRESPONDENCE NOT GIVING THE ABOVE PARTICULARS.

---

ALL ENQUIRIES RE SERVICE OR SPARES TO BE ADDRESSED TO—

**CYC·AUTO LTD.**

SERVICE DEPT.

Scott Motors (Saltare) Ltd

381 Uxbridge Rd

London



# INSTRUCTIONS

## PETROL.

Shell, Esso or National Benzol Mixture are more suitable than cheap or Commercial grades of petrol.

## LUBRICATING OILS.

Inferior Lubricating Oils will assuredly cause trouble. The best results will be obtained by using

## CYC·AUTO LUBRICANTS:

Heavy Grade.	For Gear Box.	Price 1/6 per tin
Medium Grade.	For Engine.	Price 2/- „ „
Light Grade.	For Hubs.	Price 6d. „

CYC·AUTO Lubricants are obtainable at any of our Authorised Agents.

## ENGINE LUBRICATION.

The lubrication of the engine is effected by mixing oil with the petrol. Incorporated in the Petrol Tank Filler Cap is an oil measure, and this measure full of CYC·AUTO "Medium" Lubricant must be added to every half-gallon of petrol put into the tank. With new engines—say for the first 300 miles—use  $1\frac{1}{2}$  measures of oil.

It is essential that the oil and petrol should be properly mixed—otherwise starting may be difficult or the engine may seize.

We recommend CYC·AUTO riders to purchase a two-gallon can of petrol and to add to it half-pint of CYC·AUTO "Medium" Lubricant. (Four Filler Cap measures of oil = half-pint.)

Always shake the can before replenishing the petrol tank to ensure a proper mixture of the fuel. Lubricating oil being of greater specific gravity than petrol may settle at the bottom of the can if left undisturbed for any length of time. It is advisable to use a gauze strainer when filling the tank.

## GEAR BOX LUBRICATION.

The vital importance of adequately and regularly lubricating the Gear Box cannot be too strongly emphasized.

To ensure that Gear Box contains sufficient lubricant (CYC-AUTO " Heavy "), see that level of oil is not allowed to fall below the notch on dip rod.

To fill—remove dip rod and pour oil through orifice until correct level obtained.

## WHEEL BEARINGS.

FRONT WHEEL.—Lubricate at lubricator on hub with few drops light oil every 200 miles.

REAR WHEEL.—Lubricate at lubricator on hub with few drops light oil every 200 miles.

FREEWHEEL.—Lay cycle on left-hand side, and lubricate through oil hole provided.

BRAKE LEVERS.—Oil all moving parts after rain to prevent rust.

## CHAINS.

The chains are interchangeable. As one chain is likely to stretch more than the other, change them over occasionally to equalise the wear. Keep both chains free from mud and properly adjusted. Graphite compound is a useful rust preventative, and will make the chains run sweeter.

## STARTING INSTRUCTIONS.

Turn on petrol.

Pull up strangler rod.

Open throttle lever about quarter way.

Lift decompressor lever.

Push CYC·AUTO forward smartly.

Drop decompressor lever.

In very cold weather flood carburettor.

## REASONS FOR YOUR CYC·AUTO FAILING TO START INSTANTLY.

1. No fuel in the tank.
2. Petrol tap not in open position (pull to open).
3. Retaining grip on decompressor lever too long, resulting in petrol in crankcase. Remove plug from base of crankcase, and drain.
4. Throttle lever too widely open.
5. Pushing off too slowly.
6. Oily Sparking Plug. Take out and clean.

## RIDING INSTRUCTIONS.

A low saddle position is the most comfortable. Always use engine to assist braking, i.e., fully close throttle. Never apply either brake whilst throttle open.

A very slow speed can be maintained in traffic by pedalling with throttle closed.

## CLUTCH ENGAGEMENT.

Standing on left side of CYC·AUTO, hold it by handlebar and saddle, lean it well away from you and press the pedal spindle firmly with foot, moving the machine backward and forward a distance of 10/15 inches. TO DISENGAGE: Give the right end of pedal spindle a sharp tap with your heel.



On the left side of the petrol tank is a compartment for carrying a reserve supply of CYC·AUTO engine oil.

Petrol tank reserve is brought into operation by inclining the CYC·AUTO sharply to the right.

## ADJUSTMENTS.

### If CYC·AUTO is hard to push :

1. Verify oil level in Gear Box.
2. Examine decompressor and see that valve in cylinder head opens.

To adjust, slacken decompressor stop on handlebar stem and slide downward to take up slackness in cable.

### If CYC·AUTO does not respond to Throttle Lever :

1. Adjust Carburettor control wire.

Close throttle lever on handlebar completely. Rotate hexagon nipple on top of carburettor until slackness in outer cable disappears. Correct adjustment is reached when the throttle plunger just touches the bottom of throttle chamber.

### If CYC·AUTO uses too much Petrol :

After the CYC·AUTO has run for about 300 miles, improved results can be obtained by re-setting the carburettor needle.

Loosen outer cable of carburettor control from lever on right handlebar by pulling nipple from fitment. Unscrew throttle cover on carburettor and remove throttle plunger from chamber. Compress coil spring and withdraw needle. Place spring washer in a higher groove to weaken mixture and replace. Check adjustment of control wire as described above.

NOTE.—The cut-away portion of the throttle plunger **must** face forward.

## TO CHECK IGNITION.

Take off lead and remove plug. Replace lead. Lay plug on the cylinder head so that no part of the terminal touches the engine.

Wheel the CYC·AUTO forward briskly and a spark should be seen at the plug points.

There are two things which can prevent a spark being visible. One, the plug may be oily—in which case please clean. Two, the breaker points on the magneto may not be opening. To check this, remove the contact breaker cover on the magneto and move CYC·AUTO whilst in gear, until the flat portion of the cam has just moved off the breaker arm, in this position the breaker should be set to the thickness of gauge provided on magneto spanner.

If this gauge cannot be inserted between the points, slacken locking nut and adjust the upper point until the correct gap is obtained. Be careful to tighten the locking nut. **This is the only adjustment necessary to the magneto.**

## DECARBONISING.

The engine runs most efficiently when free from carbon, which will eventually form on the piston head and exhaust port. This should be removed by a competent person. New engines usually require decarbonising after 2,000 miles, subsequently after every 3,000 miles.

NOTE.—Cheap and inferior lubricating oils will cause excessive carbon deposit and undue cylinder wear.

**Before being offered to the public the CYC·AUTO was subjected to exhaustive tests.**

Years of experimental work costing many thousands of pounds were spent in attaining the present state of perfection.

If the machine is reasonably treated, and the instructions herein are observed, you cannot fail to obtain satisfaction.

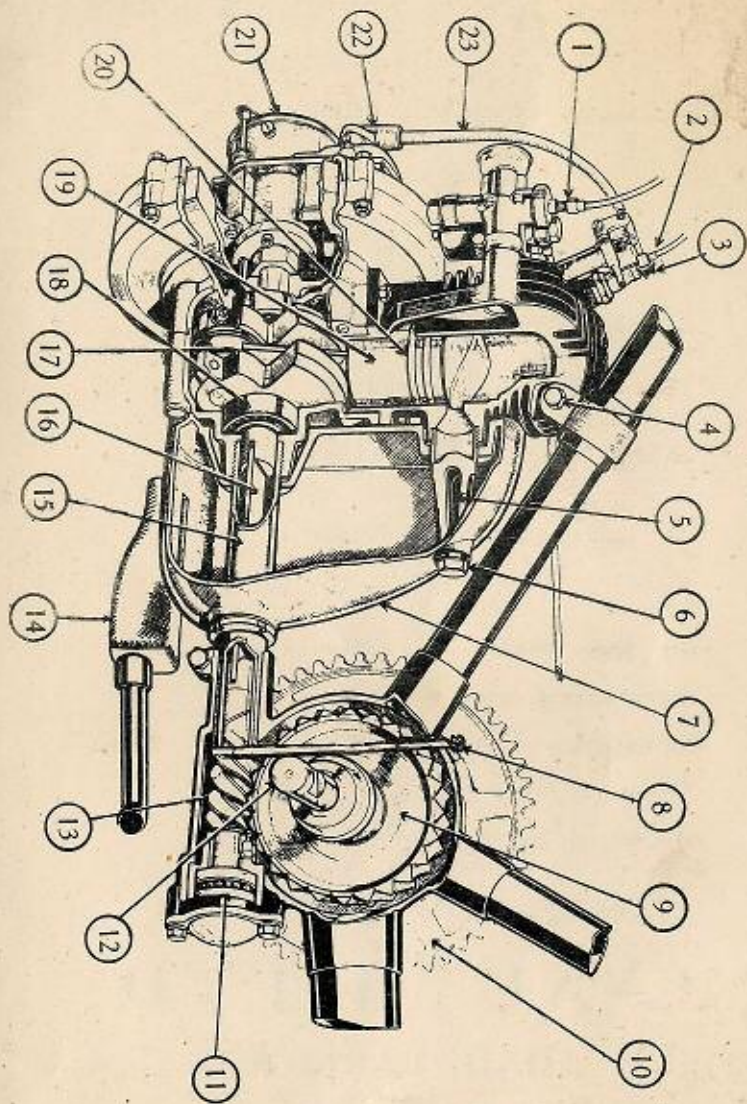


1. THROTTLE CABLE ADJUSTING NIPPLE.
2. DECOMPRESSOR LEVER.
3. SPARK PLUG.
4. ENGINE SUPPORTING BOLT.
5. EXHAUST PIPE.
6. EXHAUST PIPE NUT.
7. SILENCER.
8. DIP STICK.
9. WORM WHEEL.
10. PEDAL CHAIN WHEEL.
11. THRUST RACE.
12. PEDAL SPINDLE.
13. WORM SHAFT.
14. EXHAUST OUTLET PIPE.
15. SUPPORTING TUBE.
16. DRIVING STRIP.
17. CONNECTING ROD.
18. CRANKSHAFT BEARINGS.
19. PISTON.
20. PISTON RINGS.
21. MAGNETO COVER.
22. TERMINAL INSULATING BLOCK.
23. LEAD WIRE.



# DIAGRAM OF CYC-AUTO ENGINE UNIT AND GEAR BOX.

Construction of the engine unit and transmission, showing the built-up crankshaft, the worm and worm wheel, and the spring-steel coupling between the crankshaft and worm.



# CYC·AUTO LIMITED

are desirous that  
every  
CYC·AUTO RIDER  
should obtain  
100% satisfaction  
with the CYC·AUTO.

---

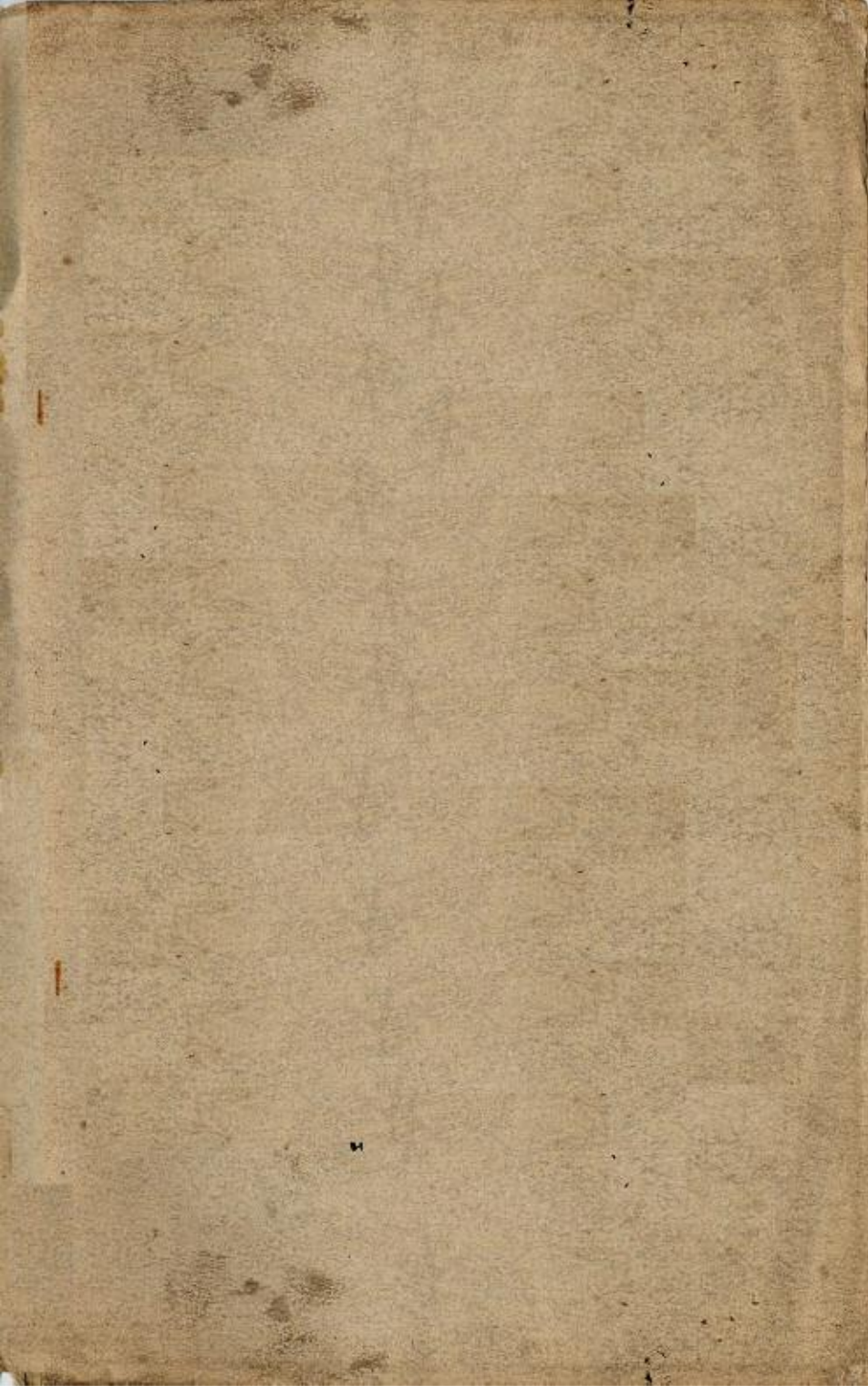
In the event of your experiencing any difficulty in obtaining satisfactory service from your local dealer, please communicate direct with:—

*SERVICE DEPARTMENT.*

**CYC·AUTO LTD**  
BASHLEY ROAD, PARK ROYAL,  
N.W.10.

*Telephone: WILLESDEN 4806-7.*





## Warranty

Fine materials, scientific research and design, and painstaking workmanship go into every CYC·AUTO product to ensure the maximum satisfaction in the user's hands. Conscious of the inherent quality in its products, and confident of the service that they render, and as tangible evidence thereof, each machine manufactured by CYC·AUTO, Limited, is covered by this warranty.

Should any defect in material or workmanship develop within six months from the date of purchase, a part to replace that which is defective will be delivered at our dealer's establishment without cost, provided the defective part is returned carriage paid and properly labelled with sender's name and address, giving engine and frame number of machine and date of purchase.

This express warranty excludes all conditions, warranties, and liabilities whatsoever, whether statutory or otherwise, which might exist but for this provision.

This warranty is not transferable without our consent, and does not cover:—(A) An unregistered CYC·AUTO owner; (B) a machine that has been altered from our standard construction or specification, unless our written consent has previously been obtained; (C) a machine on which parts not manufactured or supplied by us have been used as replacements; (D) tyres, inasmuch as they are guaranteed by their respective makers.

The judgment of CYC·AUTO, Limited, in all cases of claims shall be final and conclusive and the purchaser agrees to accept its decision on all questions as to defects and to the exchanges of part or parts.

Further, to ensure the utmost satisfaction, we earnestly recommend that wherever possible owners utilise the services of our authorised dealers for repairs and adjustments.

Models C and D are unsuitable for sidecar attachments, and any such attachment invalidates our guarantee.



# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)