SLIP THIS INTO YOUR WALLET OR HANDBAG

JUST IN CASE

You are no more likely to get trouble with your Cyclemaster than you would with a modern car. But—even a puncture can be a nuisance, and there is nothing like being prepared.

The instruction book tells you, simply and concisely, how to look after your engine. You will want to keep that book at home. This is a quick-reference leaflet which you can carry about with you "just in case."

Cyclemaster

CYCLEMASTER LIMITED
38a ST. GEORGE'S DRIVE, VICTORIA
LONDON S.W.1

JUST IN CASE

YOU GET A PUNCTURE

If you get a puncture, and can locate it, you can mend it in the ordinary way—by resting the machine on its side—provided you stop up the vent hole in the petrol filler cap. If the wheel must be removed, proceed as below; items marked with an asterisk would have to be done on an ordinary machine anyway.

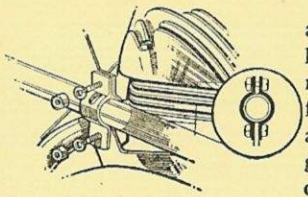
*1. Remove brake blocks.

*2. See that flex to rear light (if you have a dynamo set) will not be fouled as wheel comes out.

*3. Free mudguard stays.

4. Free clutch cable by unscrewing the clamp from the handlebar.

5. Free throttle cable by pulling out free end from the slot in the handlebar throttle lever.



6. Disconnect lug and bracket that locate the Cyclemaster engine to frame. Nuts, bolts and washers *must* go back in the same order.

7. Disconnect spark plug lead at plug terminal.

*8. Slacken or remove the adjusting nuts on each side of the wheel.

*9. Ease chain off wheel sprocket.

*10. Ease wheel free of slots and remove it.

IMPORTANT: Great care must be taken not to rotate the spindle when removing or replacing the wheel.

REPLACING THE WHEEL

*1. Fit wheel into slots, and ease chain on to sprocket.

2. Connect up lug and bracket that holds engine to frame (replacing washers exactly as they were). Leave nuts only finger-tight.

*3. Adjust chain so that it moves ⅜" up and down and tighten up the two wheel nuts. Check wheel for alignment.

4. Tighten nuts that you left finger-tight in "2." They should now be as tight as you can get them.

5. Reconnect mudguard stays (if you have not already done so when tightening the wheel nuts), plug lead, throttle and clutch cables, and, if necessary, rear lamp lead.

JUST IN CASE

THE ENGINE DOES NOT FIRE

FIRST OF ALL

1. Make sure there is fuel in the tank.

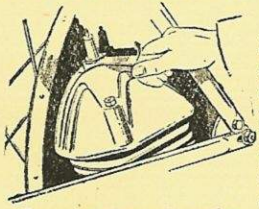
2. Check that the fuel is " on " (i.e., the tap is pulled out).

3. If the choke is open, close it (or alternatively, if it is closed, open it) and try starting the engine again.

4. If the engine still does not fire, it is either not getting fuel or there is no spark.

CHECKING THE IGNITION

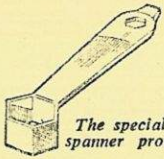
It is a good idea—especially for ladies—to carry a spare sparking plug, because should the one in the engine become sooted, damp or oily, it can be changed for a new one so much more easily than the old one can be cleaned.



Removing the sparking plug.

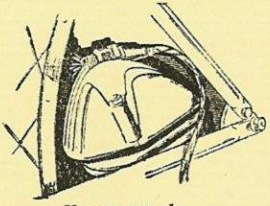
1. Take off plug lead, remove plug with spanner provided, and examine points. If clean proceed as in " 2 " below. If dirty or oily, put in your spare, or clean the old one and check the gap. This should be about the thickness of a postcard or visiting card (.018"). To adjust it, move the *side* electrode only.

The engine should fire when the plug is replaced.



The special spanner provided

2. If it is still reluctant, remove the plug again and, with the lead connected, place it on the cylinder-head as illustrated, making sure that the terminal is not touching metal. Push cycle (with the clutch engaged) a few yards and watch the plug.



How to test plug on cylinder head.

3. If there is no spark, skilled attention is required.

Trouble here is no more likely than with a modern car, but you have the great advantage that instead of having to wait for assistance, you can *pedal* the cycle to the nearest Dealer, who will very quickly put everything right.

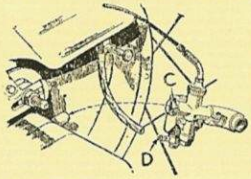
If, on the other hand, you see sparks, the next thing to do is to replace the plug and turn your attention to the fuel system.

JUST IN CASE

IT IS A FUEL OR CLUTCH FAULT

1. Turn off petrol. Unscrew the choke and remove carburettor cover plate (one screw only).

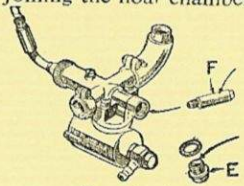
2. Loosen clamp " C " holding carburettor to engine, and remove carburettor.



Removing carburettor

3. Disconnect flexible feed pipe from the nipple " D " ; turn on petrol tap, and fuel should flow. If it does not, blow through end of tube to clear stoppage.

4. If petrol *does* flow, turn off tap and (using special Cyclemaster tool) undo the plated nut " E " at the bottom of the vertical cylinder adjoining the float chamber.



Removing jet

5. With the " screwdriver " end of the special tool, remove the jet chamber " F." Blow through it *both* ways.

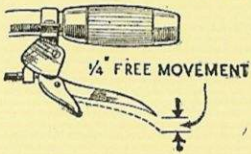
6. Replace jet ; clean out hollow inside of nut " E " and screw it back.

7. Reconnect flexible pipe to carburettor and carburettor to engine, making sure flexible pipe is well clear of wheel drum. Refit cover plate and air cleaner. Turn on fuel tap.

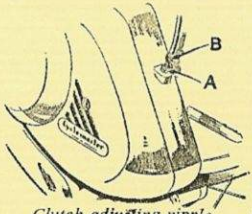
8. Provided the plug is sparking and there is fuel in the tank the engine should now fire.

IF THE DRIVE DOES NOT ENGAGE

You should be able to lift the clutch lever for ¼" (measured at the tip of the lever) before you feel the resistance of the springs. This free movement ensures that the clutch is operating to its maximum efficiency.



If your clutch seems to be slipping, check this free travel. To correct it, there is an adjusting nipple where the cable enters the engine casting. Slacken the lock nut " A " with a spanner, and screw the nipple " B " *up* (or " out ") to reduce the clearance, *down* (or " in ") to increase it.

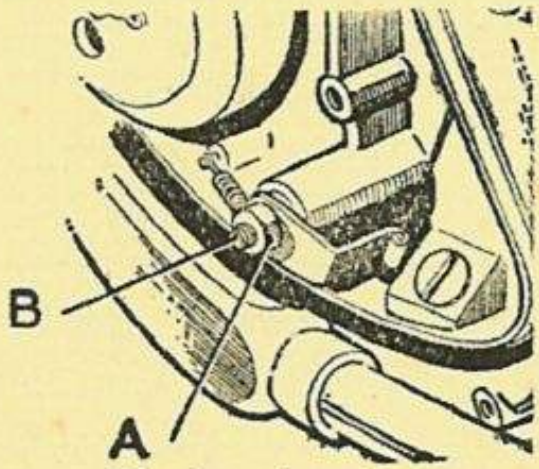


Clutch adjusting nipple

Should you not be able to obtain sufficient adjustment in this way,

JUST IN CASE

you will have to remove the " CM " cover plate (by undoing one screw only) to get at the main adjuster. There is a lock nut, A, and an adjusting screw B. Slacken the lock nut, and turn the adjusting screw to the left (unscrewing) to increase clearance, or to the *right* (screwing up) to reduce it. When you are satisfied that all is correct, hold the adjusting screw in position with a screwdriver while you tighten the lock nut.



Clutch main adjuster.

Just in case you want to make sure that you will never need to use these tips:

Carry out your daily, weekly and quarterly checks described in the instruction book regularly and carefully, and make a point of letting your dealer check your Cyclemaster at *regular* intervals as well.

CYCLEMASTER LIMITED
38a ST. GEORGE'S DRIVE, VICTORIA, LONDON, S.W.I
VICtoria 6312 **Cables: Cymast, London**

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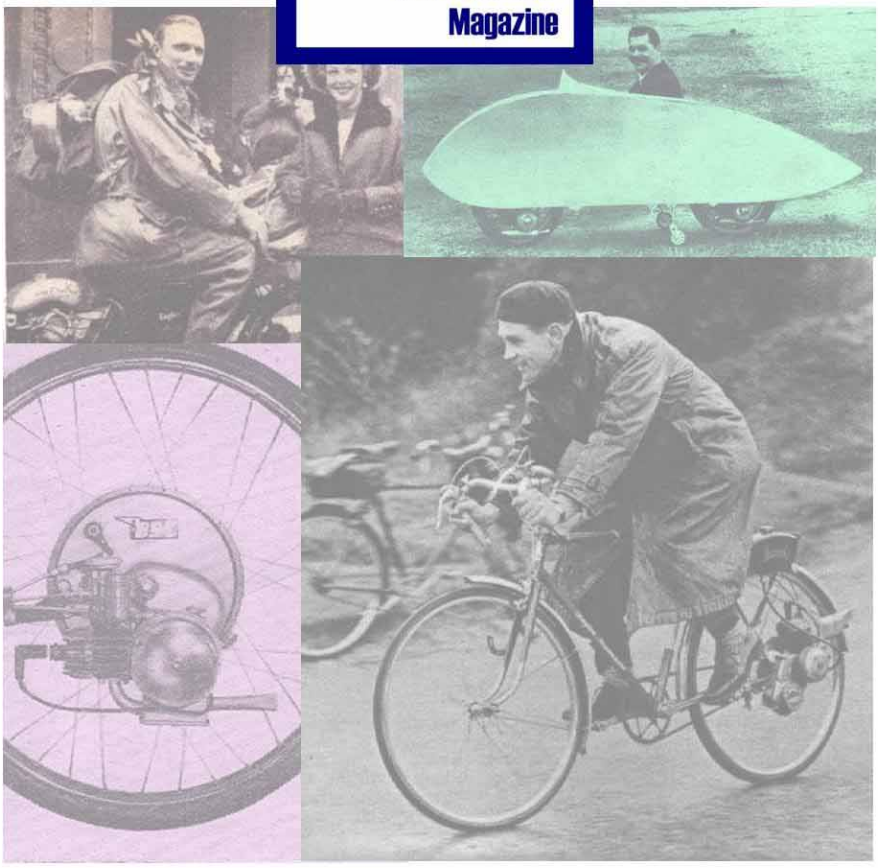

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