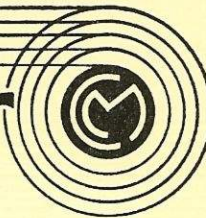


Cyclemaster
LIMITED



Telegrams :
Cymast · Sowest · S.W.1
Cables :
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**38a, ST. GEORGE'S DRIVE,
LONDON, S.W.1.
Adjoining Victoria Station
Telephone: VICtoria 6312/3/4/5**

16th May, 1951.

Mr. J. Parr,
West Bank,
Hoyland,
Near Barnsley,
Yorks.

Dear Sir,

We thank you for your letter of 15th May,
and are glad to know you are so pleased with your Cycle-
master.

We enclose herewith our 150 miles service and
decarbonising instructions.

If we can be of assistance to you at any time,
please do not hesitate to write to us.

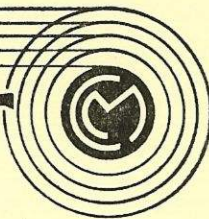
Yours faithfully,
CYCLEMASTER LIMITED

ELRm.

Encl.

R.4.

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DECARBONISING.

The decarbonising of the Cyclomaster engine is a straightforward operation, but it cannot be done without removing the engine from the wheel, as both head and cylinder barrel foul the wheel drum.

The wheel must be removed from the Cycle and details may be found on page 8 of your Instruction Book.

Remove the Filter Choke, Front Engine Cover and Rear Cover Assembly.

Remove Power Unit from Drum as follows:-

With the petrol tap in the "off" position, disconnect flexible petrol pipe from carburettor. Remove petrol tank by removing three screws and three spring washers and replace screws and washers in tapped holes in suspension bracket.

Unscrew large hexagon nut (5/8") and remove plain washer from hub spindle, and shims behind suspension bracket if fitted.

Turn square end of hub spindle until spindle is at lowest point of eccentric (this slackens chain from clutch shaft to drum). Withdraw engine, lifting it clear of chain.

Lift Cylinder Head by removing three nuts and washers (O B.A. Box Spanner). (NOTE: There is no Cylinder Head gasket). Scrape carbon away from head and lightly polish with fine emery cloth dipped in paraffin. Scrape carbon from top of cylinder barrel and from inside top of cylinder beyond limit of piston travel. To clean exhaust port, remove exhaust pipe, turn crankshaft to bring piston to its lowest position and scrape out exhaust port. Apply airline (or cycle pump) to blow fragments of carbon away, and lightly polish as with cylinder head.

CONTINUED.

(2).

If necessary to remove the cylinder barrel, this should be done as follows. Using two nuts on each stud (for locking purposes) remove studs with spanner and lift off barrel. IMPORTANT: Lift barrel straight up; do not attempt to twist it or there will be a serious risk of breaking the piston rings. NOTE: There is a paper gasket between barrel and crankcase.

The crankcase should be packed with rag while cleaning the piston grooves, to keep out carbon.

Clean away carbon from the three ports by using a curved scraper. Inlet ports may be relatively clean, but exhaust port tends to become badly clogged after prolonged running. Clean all carbon out of piston ring grooves.

When refitting rings, make sure that they are correctly located, with the gap of each fitting over the small projection in each groove. A special clip will be required to squeeze rings in position.

When all is clean, fit new gasket between crankcase and cylinder barrel; refit barrel; fit head with hermatite and replace engine in wheel by reversing the above procedure. The large hexagon nut should be left slack until chain is adjusted.

Clean out exhaust system. Clean carburettor.

Be careful when refitting flexible petrol pipe that it is not kinked and is well clear of drum. Banjo union must be at right angles to drum.

Adjust Chain from Clutch to Drum as follows:-

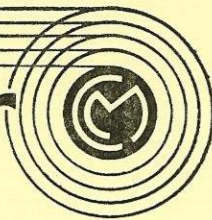
Place spanner on square end of hub and spindle and adjust to allow not more than $\frac{1}{2}$ " total up and down slack in chain. This measurement can be observed through large hole in drum. Hold hub spindle firm and tighten large hexagon nut. Re-check adjustment. NOTE: The $\frac{1}{2}$ " measurement must be made when this large nut is tight.

Refit Wheel in Cycle (see Instruction Book - page 6).

Check Magneto points.

NOTE: If a suitably thin spanner is available, the above operation of chain adjustment may be carried out with the wheel fitted to the Cycle.

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150 MILES SERVICE.

After a Cyclemaster has covered approximately 150 miles, it must be given initial servicing.

This service is as follows:-

Remove the Filter Choke, Front Engine Cover and Rear Cover Assembly.

Clutch Chamber Oil.

Remove oil Filler Plug and inspect level of oil in clutch chamber. The chain should be just dipping in oil. If you drain the clutch chamber, replace with one filler cap full (55 c.c.) of CASTROL "D", or equivalent grade of S.A.E.140.

Clutch Cable Adjustment.

The free travel at the handle-bar control should be $\frac{1}{4}$ " and primary adjustment is provided where the control cable enters the casting. Slacken locknut and screw adjuster downwards to increase free travel, upwards to reduce it. When sufficient adjustment can no longer be obtained, proceed as follows:-

Clutch Adjustment.

Hold adjuster with screwdriver while slackening locknut with spanner. To obtain greater disengagement, turn adjuster to RIGHT (screw up). To obtain less disengagement, turn adjuster to LEFT (unscrew). Hold adjuster with screwdriver and tighten locknut.

Check Wheel for Alignment.

If it is necessary to adjust spokes, proceed after the next operation, as spokes must not be tightened without first removing cover, tube and tape (or the tube may be damaged). If any spoke end is proud of the nut after tightening, it must be filed level.

If necessary to remove Wheel from Cycle.

A detailed description of this operation may be found in the "Owner's Instruction Book" or the "Just in Case" publication.

To remove Power Unit from Drum.

With the petrol tap in the "off" position, disconnect flexible petrol pipe from carburettor. Remove petrol tank by removing three screws and three spring washers and replace screws and washers in tapped holes in suspension bracket.

Unscrow large hexagon nut ($5/8$ ") and remove plain washer from hub spindle.

CONTINUED...

(2).

Turn square end of hub spindle until spindle is at lowest point of eccentric (this slackens chain from clutch shaft to drum).

Withdraw engine, lifting it clear of chain.

Thoroughly clean inside of Drum.

Check Cylinder Head Bolts.

Tighten if necessary with O. BA Box Spanner.

Check Contact Breaker Points.

Clean and adjust if necessary to .018".

General.

Tighten all nuts and bolts where necessary.

Replace Power Unit.

By reversing the above procedure.

At this stage the large hexagon nut should be left slack.

Adjust Chain from Clutch to Drum.

Place spanner on square end of hub spindle and adjust to allow not more than $\frac{1}{2}$ " total slack in chain. This measurement can be observed through large hole in drum. Hold hub spindle firm and tighten large hexagon nut. Re-check adjustment. Note: the $\frac{1}{2}$ " measurement must be made when this large nut is tight.

Refit Wheel in Cycle.

Note: If a suitably thin spanner is available the above operation of chain adjustment may be carried out with the wheel fitted to the cycle.

Inspect Sparking Plug.

Clean and adjust points if necessary to .018/.020". Examine all surfaces of plug which are exposed in combustion chamber. They should be light brown in colour.

If dark, mixture is too rich or too oily.

If surfaces are covered with pearl-like formations, engine is running too hot, and spark is probably too far retarded. Correct timing - if this is beyond the capabilities of the owner, it is advisable to seek the advice of the Dealer.

Carburettor.

The Carburettor should be cleaned and details of this operation can be found in the "CM Instruction Book".

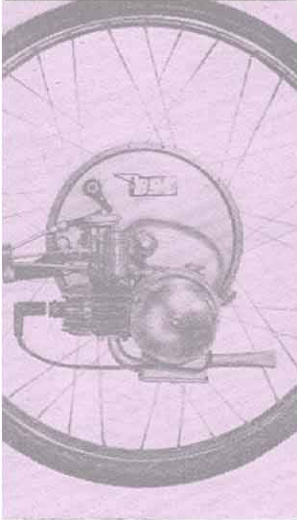
Choke.

To clean filter wash in petrol then dip in oil.

Exhaust.

Make sure the exhaust system is clear of carbon and poke out the fish tail with a piece of wire.

IceniCAM Information Service



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