COSITA

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CYCLEMATE

Cyclemaster

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CYCLEMATE - SECONDARY CHAIN ALIGNMENT.

The drawing alongside illustrates the relative position of the secondary chain sprockets. It also shows that the Cyclemate rear forks and hub are offset 1" to the right to provide clearance for the secondary chain and pedal chain. From this it will be seen that the clearance between the rim and the chain stays will be slightly greater than on the right side.

The tool illustrated is the Cyclemate Chain Alignment Gauge (Part No. CA23, retail price 12/6d.) which will shortly be available. We recommend that the tool should be used each time a Cyclemate is brought to your Workshops. If the points of the four pins of the gauge do not make contact with the faces of the sprockets, the position of the wheel or engine must be adjusted accordingly. The engine suspension block is accurately and securely fitted to the frame when the Cyclemate is built, and it is not normally necessary to move it. To remove the engine, the main engine suspension bolt should be withdrawn and the engine suspension block bolts should not be disturbed.

Any misalignment of the clutchshaft sprocket should be rectified by slackening the three suspension block bolts slightly and rotating the block relative to the frame tube until the sprocket is correctly aligned. The main engine suspension bolt must be parallel with the bottom bracket axle, and the distance between their centres must be $6\frac{1}{8}$. This dimension should be checked before tightening the suspension block bolts.

Misalignment of the wheel sprocket should be corrected by slackening the spindle nuts and tightening or slackening the chain adjusters as necessary.

If the alignment of either sprocket has been reset, it will be necessary to readjust the tension of the two chains in accordance with the instructions in the Owner's Instruction Book. Chain alignment should be rechecked after the chain tensions have been set and all nuts tightened.

CYCLEMASTER LIMITED.

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