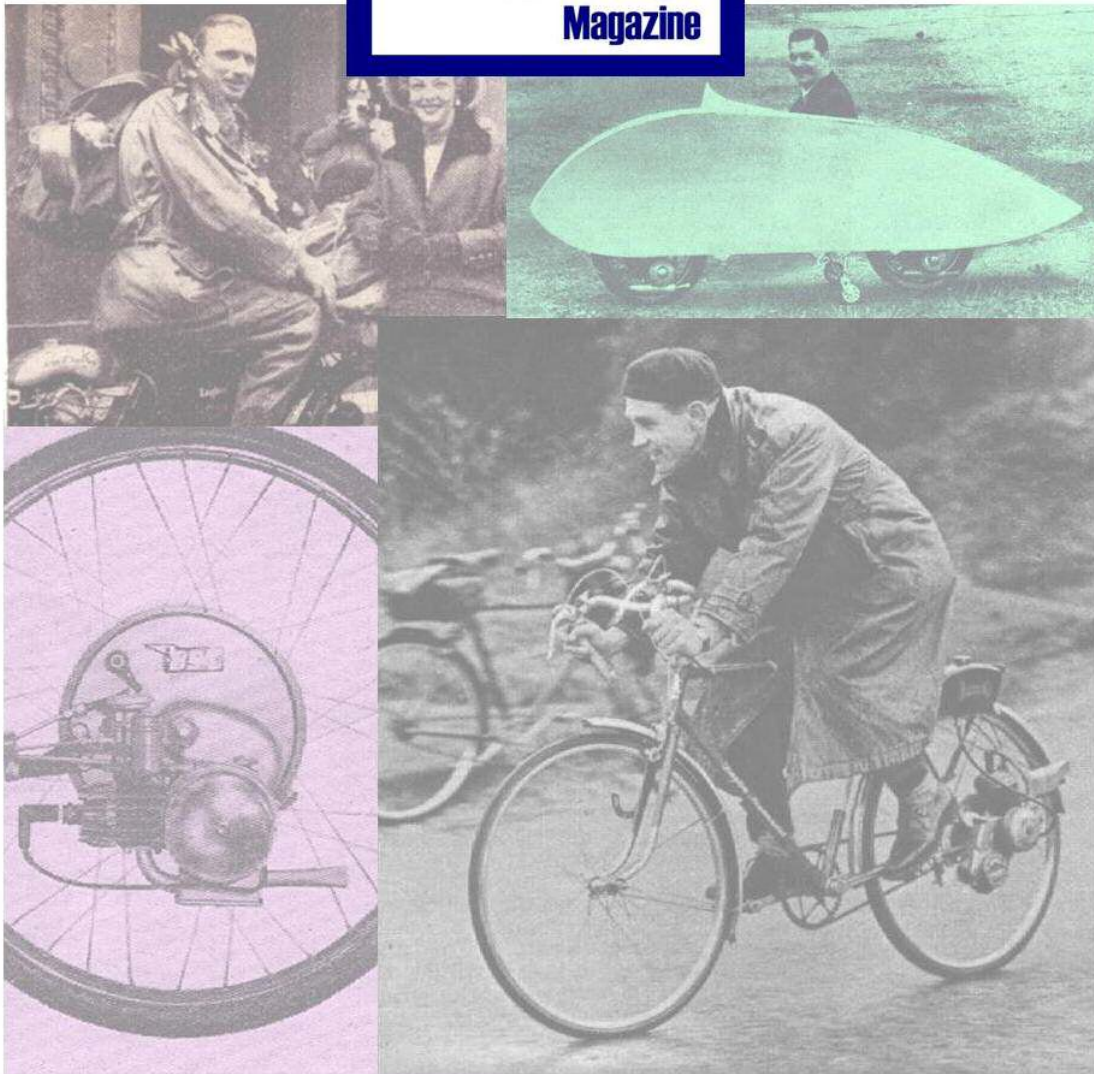
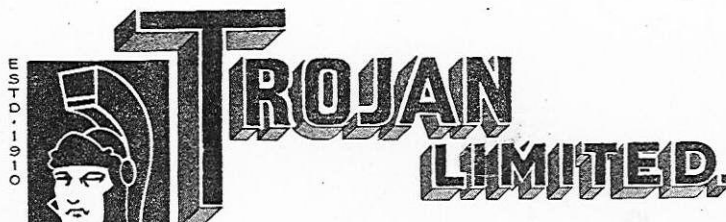


# IceniCAM Information Service



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



*Manufacturers of* MOTOR VEHICLES.

**PURLEY WAY • CROYDON**

CONTRACTORS TO H.M. ADMIRALTY, WAR OFFICE, AIR MINISTRY.

TELEGRAMS:  
TROJAN CROYDON

WTC/VC/M.

TELEPHONE:  
CROYDON 0066 (3 LINES)

9th May, 1949.

R. J. Wakefield, Esq.,  
136, Merlin Grove,  
Eden Park,  
Beckenham, KENT.

Dear Sir,

In reply to your letter of the 7th May,  
we enclose some informative literature on the Mini  
Motor Attachment for bicycles, the price of which  
is £21.

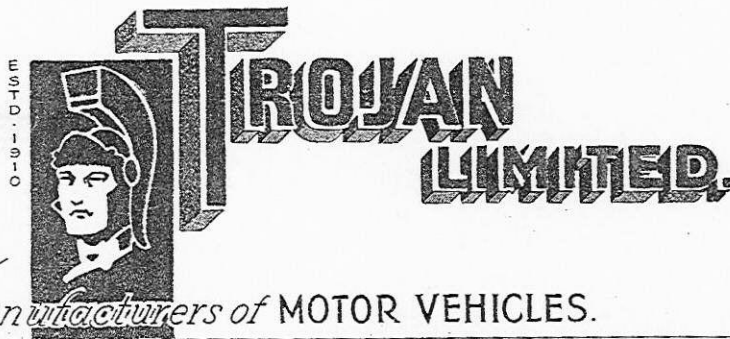
We regret that we are not able to accept  
orders for these cycle motors, due to the fact that  
the final arrangements for distribution are not yet  
settled.

Provided the Mini Motor is fitted  
correctly there should be no difficulty with this  
Unit in wet weather. Several of these Mini Motors  
are being used for travelling to London, and so far  
are proving satisfactory.

Yours faithfully,  
For Trojan Limited.

W.T. Charles.  
Sales Manager.

Enclos.



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8th. April 1949.

THE CYCLE AUXILIARY POWER UNIT.

The power unit package is complete ready to fit a bicycle. We recommend that it be fitted by a cycle dealer or mechanic, but if the following simple instructions are followed the work may be accomplished by anyone with ordinary mechanical aptitude.

TO FIT AN AUXILIARY POWER UNIT TO ANY ORDINARY BICYCLE-

- (1) Make a mark on the back mudguard of the bicycle in line with the back wheel spindle. Measure two inches forward along the mudguard and scratch a line across it. Note! If there is a carrier or other fitment over the back wheel, this must first be removed.
- (2) Cut completely through the back mudguard along the scratched line, dividing the mudguard into two pieces
- (3) Now take the 'U' shaped stay and place it over the rear portion of the back mudguard. Using the stay as a guide, mark off the holes in it and drill through the mudguard.
- (4) Undo the nuts at the ends of the back wheel spindle and spring the 'U' shaped stay into position. Replace the nuts but do not tighten them yet. Fasten the mudguard to the stay by passing bolts through the holes you have made and securing with nuts. The correct bolts and nuts will be found attached to the stay.
- (5) Next place the power unit in position over the back wheel of the bicycle, with the driving roller resting on the tyre. Fasten the elbow lug on to the saddle pillar but leave the clamp bolt loose for the moment. Now swing the 'U' shaped stay round until the guide spindle is between the guide rollers. Attach the tension spring to the stay by passing the hooked end through



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- 2 -

the hole in the stay. The back wheel spindle nuts can now be tightened and the steady clips be fitted. Next slide the clamp down the elbow lug as far as it will go and tighten it.

(6) Remove the blanking plate "H" from the exhaust port of the engine (Fig. ) and fit the exhaust silencer.

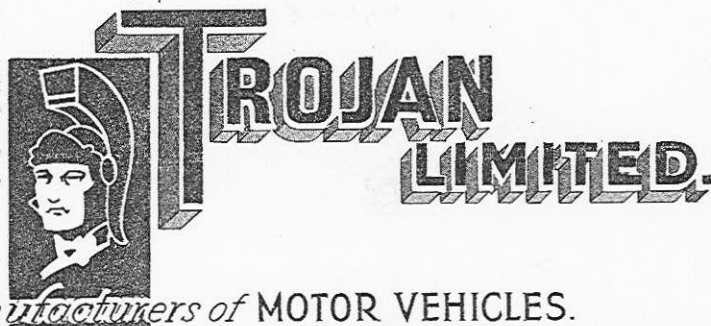
(7) The controls should now be mounted on the handlebars of the cycle. The speed control (throttle) on the right hand side and the driving roller control on the left hand side. Set the position of the controls to be convenient but make sure that the cables have easy sweeping bends and are not led round sharp corners, or are kinked. The speed control lever is already coupled up to the carburettor and needs no further adjustment. To couple up the driving roller control, remove the clamp from the free end of the cable, pass this end through the adjusting screw on the engine and the guide lug on the 'U' shaped stay. Refit the clamp on the end of the inner cable and tighten the screw. While tightening the screw pull hard on the end of the cable, meantime pressing the clamp down on to the guide lug. This will ensure a minimum of slack cable. Now turn the screw of the adjuster until with the handlebar control held back by the trigger lever, the driving roller is just clear of the tyre on the back wheel.

The power unit is now ready to run but before starting up, check the tightness of all the nuts and bolts you have been working on.  
TO START, RUN AND STOP THE CYCLE AUXILIARY POWER UNIT.

The unit runs on a mixture of petrol and oil. The proportions of the mixture are as follows:-

16 parts of petrol to 1 part of oil equal to  
1/2 gallon of petrol to 1/4 pint of oil equal to  
1 Tank full of petrol to 4 measures  
( in tank filler cap ) of oil.

ESTD. 1910



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- 3 -

It is better to mix the petrol with the oil before pouring into the fuel tank, but when this cannot be done it is important to pour the oil in first. Then pour the petrol in on top of the oil.

Now look at the air intake of the carburettor.

On it will be seen "Rich - Weak". Turn the ring with this printing on until the word "Rich" is uppermost. Turn on the petrol cap, depress the primer plunger four or five times. Move the speed control lever (right side of handlebars) to about half open, mount the bicycle and pedal away. When speed has been gathered release the driving roller control (left side of handlebars) sharply, bringing the roller into contact with the rear tyre. The engine will now be revolved and should commence running. Continue to pedal briskly until the engine is running smoothly. Pedalling may now cease and it will be found that speed can be entirely controlled by the lever on the right handlebar. When it is wished to stop, shut down this lever and raise the driving roller from contact with the back tyre by operating the lever on the left handlebar.

When the engine has been running a few minutes it will be found that by adjusting the "Rich-Weak" control on the carburettor, a "best" position for power and smooth running can be obtained. The control should usually be left in this position, moving it a few notches towards "rich" in colder weather and a few notches towards "weak" in hotter weather.

IMPORTANT - PLEASE NOTE.

Before riding a bicycle to which an auxiliary power unit is attached, make sure that the brakes are good working order.

Never let the engine "race" with the driving roller in contact with the tyre.

Always operate the speed control lever carefully, to avoid slip taking place between the driving roller and the tyre.

ESTD. 1900



# TROJAN LIMITED.



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- 4 -

Observation of these two points will prevent premature wear of the rear tyre.

If when climbing a steep hill the bicycle slows down, Close the speed control slightly and assist the engine with the pedals.

A freewheel must be fitted to any bicycle to which a power unit is attached. A three speed gear is unnecessary, but if already fitted need not be removed, it will have no effect on your power unit. A power unit does not interfere with the fitting or ~~functioning~~ of a hub or other type of lighting dynamo.

### LIST OF SUITABLE ENGINE OILS.

Castrol XL.

Essolube 30

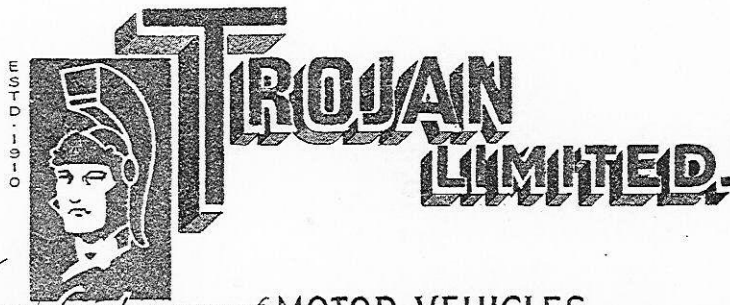
Double Shell

Mobiloil A.

Motorine C.

We recommend the use of a "tandem" type of tyre on the back wheel.

PATENTS APPLIED FOR.



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TELEGRAMS:  
TROJAN CROYDON

TELEPHONE:  
CROYDON 006613 LINES  
8th April 1949.

AUXILIARY CYCLE UNIT.  
(Information.)

After your unit is fitted to your cycle and before you actually put it on the road, the following points should be observed:-

- (1) It is necessary to hold a current driving licence to use this attachment on the road.
- (2) If no current driving licence is held, provisional driving licence and 'L' Plates must be obtained and, in due course, a driving test passed.
- (3) The bicycle must be registered with your local Borough or County Council and carry front and rear number plates (properly illuminated at night), licence in a suitable holder, and horn.
- (4) The cost of the licence is 17/6d. per year. If basic petrol only is used, cost of this licence is reduced by 50%.
- (5) Basic petrol allowance for the unit is 9 gallons for six months. This should be sufficient to allow approximately 300 miles month riding.
- (6) Third Party Insurance is available at approximately £1.10s.0d. per annum; some Companies allow this premium to be paid quarterly.

We trust this information will be helpful to you.