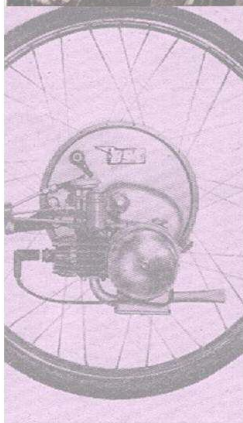


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# MINI-MOTOR

## INSTRUCTION

FOR FITTING  
AND USE OF

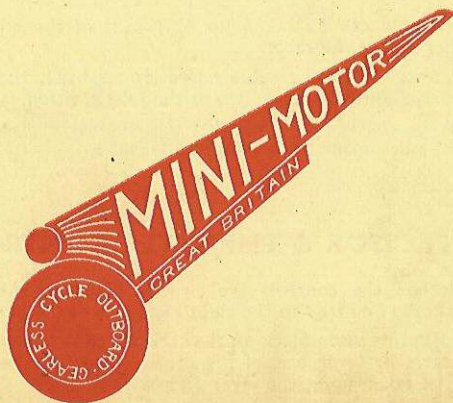
1951 Type of Drive Control  
and Decompressor

R. G. SINCLAIR,

Date 12th MARCH, 1973.....

No. ....

J. BEE.



## INSTRUCTION BOOK SUPPLEMENT

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### FITTING OF DRIVE CONTROL MECHANISM

This is supplied completely assembled with Guide Rod, Cable and Control Lever.

**Note:** Do not remove binding wire until the drive control has been fitted to the bicycle.

Remove long pivot pin "I" and locate drive control mechanism between the arms of bracket "Y". Align holes in bracket and toggle arms "L". Insert pivot pin "I" and secure with split pin. At this point observe that the control has been assembled with the cable towards the Rear. Now slacken clamping bolt "O", and pull guide rod "R" through adjustable pivot block "N" until the holes in the lower end of the guide rod align with the holes in the quadrant plate "J". Making sure that there is about  $\frac{1}{16}$ " clearance between the guide rod and the bracket "Y". See Fig. 9. Slide adjustable pivot block up or down as required to obtain  $\frac{1}{8}$ " clearance between the tyre and roller with the drive control in the free position.

Tighten up clamping bolt "O".

Fit lever to left hand side of handlebar.

### ADJUSTMENT OF MECHANISM

Slack in cable can be taken up by means of the screwed adjuster "M" at either end of the cable.

**Important.** With the cable correctly adjusted, the spring should return the drive control mechanism to the free position.

This can be checked by observing that the three pivot points of the drive control mechanism are in line. See Fig. 9.

### DECOMPRESSOR & THROTTLE CONTROL LEVER

As despatched the controls are already fitted to the engine. The hand lever should be fitted to the right hand side of the handlebar.

**Cable Adjustments.** Slack on the throttle control can be taken up at either the carb. or lever end of the cable. Slack on the decompressor control can be taken up at the lever end only.



## TO START

Having turned on the petrol tap, depress the primer plunger "U" on the carb.—Fig. 7; 4 or 5 times, place the mixture control in the "Rich" position, (if this is the first time you have started the unit). Grasp and pull into the ratchet stop the drive control lever (Long lever on the left hand side of the handlebar) bringing the roller into contact with the tyre. Move the throttle lever (Small lever on right hand side of handlebar) to the right thus opening the decompressor valve, mount the bicycle and pedal away. The engine will now be revolved but will not commence firing; When speed has been gathered, move the throttle lever smartly towards the left, thereby closing the decompressor valve and opening the throttle about halfway. The engine should now commence firing, continue to pedal briskly until the engine is running smoothly. Speed may now be controlled entirely by this lever.

If you wish to use the vehicle as an ordinary bicycle, lift the engine from the tyre by operating the drive control lever on the left hand side of the handlebar. **BUT REMEMBER TO STOP ENGINE BY SHUTTING DOWN THE SPEED CONTROL LEVER.**

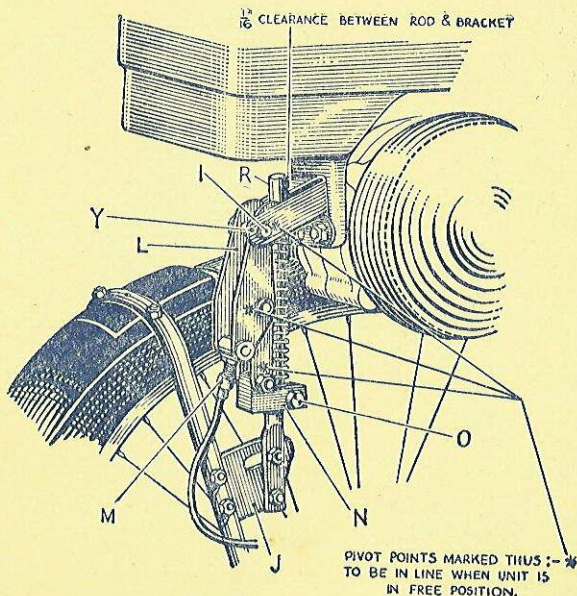


FIG 9

