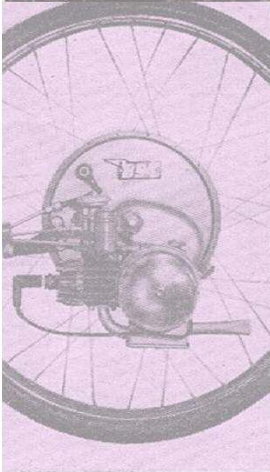


# IceniCAM Information Service



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"CYCLOTRACTEUR"

1. Ensure exhaust valves closes at T.D.C.
2. Inlet valve spring 12 ozs. (6 ozs. too light, 20 ozs. too heavy.)
3. Carburettor :-
  - a) Jet Size .014 for 28" wheel (approx.) 80 - .0135  
.018 for 26" wheel (approx.) 79 - .0145  
(very critical) 1/64 - .0156  
78 - .016  
77 - .018
  - b) Very fine filter required on fuel line.
  - c)  $\frac{3}{8}$ " W. Cap Screw makes a good jet key.
  - d) If machine cuts in & out going up hill or is very difficult to start when warm - carburettor is too hot. Use clear plastic petrol pipe and observe bubbles when petrol boils. Remedy - raise carb. from engine, ( $\frac{3}{4}$ " B.S.P.)
  - e) Too rich :- Does not require 'choking' to start cold. Runs 'fluffy' immediately. Picks up for a short time when petrol is switched off.  
  
Too weak :- "Knocks"  
Overheats (especially carburettor)  
Plug white.
4. Timing critical but about 3/16" B.T.D.C.
5. Do not overfill with oil - level plug not reliable.
6. If oil blows out of breather fit new piston rings. "stack-up" L.E.Velocett. ( 50 mm.)
7. Add 'Redex' to petrol to avoid valve sticking.
8. Turn-off petrol immediately on stopping (even at traffic lights.)  
Pedal off on full throttle, turn petrol on in motion.
9. Emery-faced roller is required in wet weather.

10. Later - The Carburettor Spacer was converted to an "extra air valve" by putting a  $\frac{3}{4}$ " B.S.P. nipple inside - operating through 90° via a slot & lever with saw-cut apparatus to admit air.  
Valve close for starting "Choke"  
" ~~close~~ open for normal running.  
Very Sats.

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