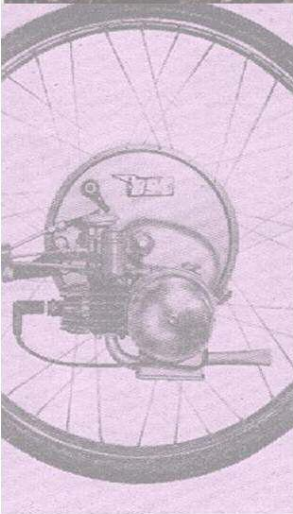


# IceniCAM Information Service



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# CYCLAID



with **NON-SLIP** Belt Drive

... is the **Sturdiest and Liveliest,**  
**most Reliable little Power-Unit**  
you can fit to your cycle

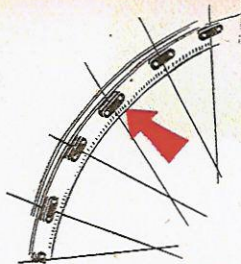


**£24-0-0**  
No Tax

Gives you the greatest value from your cycling, for work or recreation and saves fares. Levelling out the hills, it runs you happily to work, to the station or shops, cinema or club, without fuss or effort, making it easy going all the way.

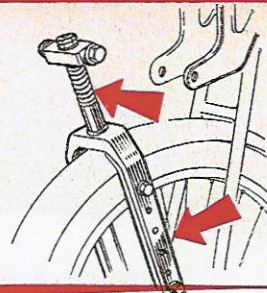
Most important is the positive Belt Drive, which does not slip, even in the wet, and there is no more tyre wear than usual pedal operation and full use can still be made of existing three or four-speed gears.

# INSTRUCTIONS FOR FITTING THE BRITISH SALMSON 'CYCLAID' MOTOR



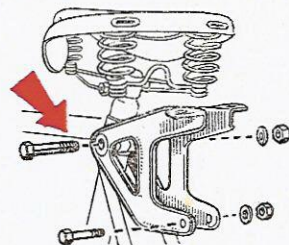
Remove the rear wheel from the Bicycle and attach the driving rim to the spokes on the side of the wheel opposite to the chain sprocket, and lightly clamp in position.

Fit the rear motor support to the hub extension bolts. This support is offset so that the top support pillar is farthest from the belt drive side. It is also marked "Belt Side." Screw up the two hub nuts provided. The support is adjustable to suit various wheel diameters.



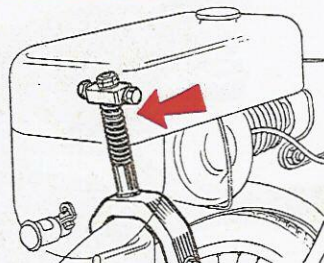
Remove the existing rear spindle nuts which will not be required. Fit the extension bolts supplied with the motor. These are hollow to accommodate a 3-speed control if one is fitted.

Remove the seat pillar clamp bolt and fit the motor unit to the pillar clamp, using the special bolt provided. Fit the rear support to the motor unit, but do not as yet tighten the two screws.



Place the driving belt round the rim, and refit the rear wheel; adjust the chain tension in the usual way. Tighten the extension bolts. The driving rim must now be trued up in position before tightening the clamping screws. This can best be done by making a chalk mark on the bottom stay tube about 7 1/2 inches from the hub spindle. Rotate the wheel and gently tap the rim until it runs true in relation to the chalk mark, tighten up the clamp screws all round the rim.

Loop the driving belt round the motor pulley and the wheel rim and adjust for tension. There are two slots provided in the rear motor bracket for this purpose, and the two screws must be tightened when all slackness in the belt has been taken up, and a small amount of spring pressure will keep it taut.

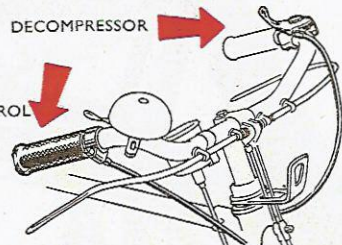


## SPECIFICATION

Motor—Single cylinder, two-stroke. Piston displacement—31 c.c. Compression ratio—1:5.6. Cylinder—Aluminium cylinder with inserted metal liner. Cylinder head—Aluminium, detachable. Ignition—Special rotating magnet with sparking plug. Carburettor—Amal. Total reduction ratio—1:18.5. Power transmission—Belt drive by endless rubber texture V belt. Fuel tank—Capacity about 3 pints. Fuel—Normal oil-petrol two-stroke mixture. 1 part oil to 25/30 parts petrol. Continuous output—0.7 H.P. at 3,500 R.P.M. Maximum speed—18-20 M.P.H. Fuel consumption—250 M.P.G. (approx.). Weight of the total installation—18/20 lb. complete with tank and all accessories.

The CYCLAID power unit is British designed, and built throughout to precision limits.

Fit the handle bar controls. The twist-grip throttle control must be adjusted so that the engine stops when the control is turned to the shut position.



Fitting is simplicity itself for men's or ladies' cycles, and the results are amazing! The sturdy, economical little engine develops lots of power, and there is nothing to go wrong. With Cyclaid behind you, years of care-free running lie ahead!

Ask your Cyclaid Agent to give you a demonstration

**BRITISH SALMSON AERO ENGINES LTD.**

76 Victoria Street, London, S.W.1.

Telephone: TAT 9138/9