

Spryt

MULTI-PURPOSE 2-STROKE ENGINES

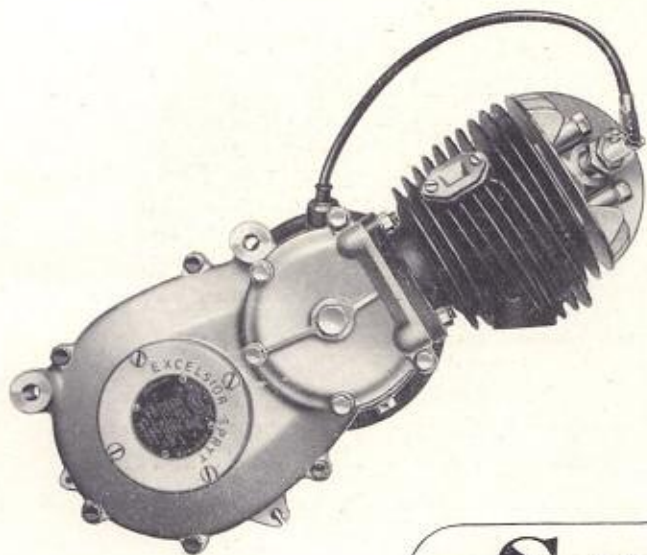
These are high efficiency engines of latest design, made in two capacities and in differing versions for light motor cycle and industrial uses. Engines of repute, which will give trouble-free service over long periods.

A
BROCKHOUSE
PRODUCT

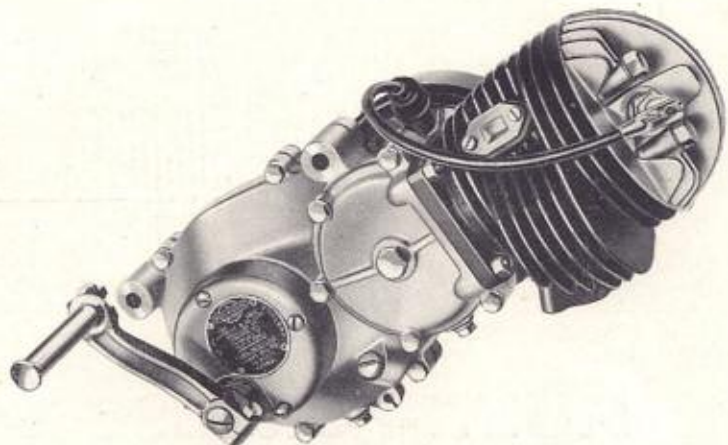
Manufactured by :

**BROCKHOUSE ENGINEERING
(SOUTHPORT) LTD.**

CROSSENS, SOUTHPORT, ENGLAND



MARK I



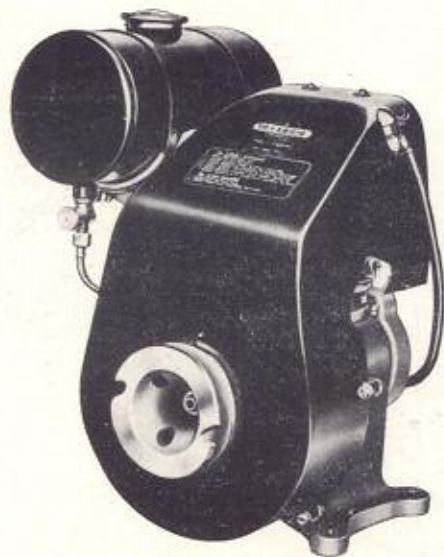
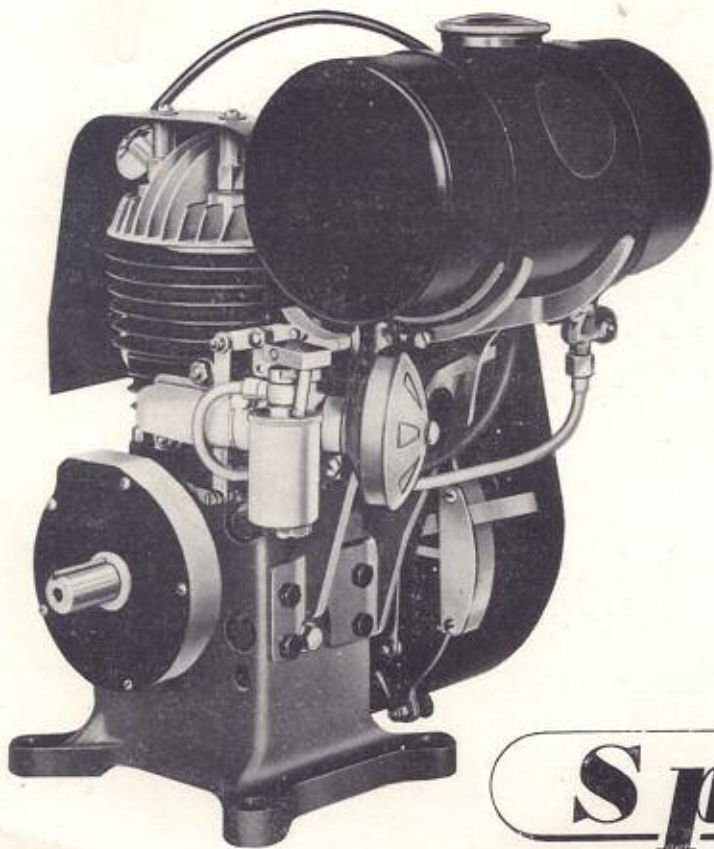
MARK II

Spryt

**ENGINE SUITABLE FOR LIGHTWEIGHT MOTOR CYCLES,
MOWING MACHINES, INVALID POWER CARRIAGES, ETC.**
(Available in 98 cc. or 123 cc. capacities)

BRIEF SPECIFICATION

Bore & Stroke :	Mk. I & Mk. II :	98 cc. ; 50 mm. (1.968 ins.) × 50 mm. (1.968 ins.) 123 cc. ; 56 mm. (2.204 ins.) × 50 mm. (1.968 ins.)												
Capacities :	Mk. I & Mk. II :	98.18 cc. (5.98 cu. ins.) or 123.15 cc. (7.5 cu. ins.)												
Cylinder Head :	Mk. I & Mk. II :	Aluminium, detachable, with 14 mm. sparking plug. Deeply finned for air cooling.												
Piston :	Mk. I & Mk. II :	Aluminium, domed top, ported skirt, with two compression rings.												
Bearings :	Mk. I & Mk. II :	Two large ball journals to crankshaft. Two ball journals to clutchshaft. Single row steel and bronze rollers to crankpin.												
Carburettor :	Mk. I & Mk. II :	AMAL, with air filter gauze on 98 cc., air cleaner on 123 cc. and choke for starting.												
Ignition & Lighting :	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td>Mk. I :</td> <td>Flywheel magneto giving 9 watts A.C. lighting output.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td>Mk. II :</td> <td>Totally enclosed flywheel magneto giving 9 watts A.C. lighting output. Alternative 27 watts A.C. set available.</td> </tr> </table>	{	Mk. I :	Flywheel magneto giving 9 watts A.C. lighting output.	{	Mk. II :	Totally enclosed flywheel magneto giving 9 watts A.C. lighting output. Alternative 27 watts A.C. set available.							
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Starting :	Mk. II :	Kick starter with folding pedal.												
Primary Reduction Drive:		Roller chain to two plate, cork insert clutch, running in oil bath, giving reduction of 2.58 : 1.												
	Mk. I & Mk. II :													
Final Drive :	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td>Mk. I :</td> <td>12 tooth sprocket for Renold $\frac{1}{8}$ in. pitch chain, No. 110044.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td>Mk. II :</td> <td>12 tooth sprocket for Renold $\frac{1}{8}$ in. pitch chain, No. 110044. "Free engine" device on roller bearings to give a "neutral."</td> </tr> </table>	{	Mk. I :	12 tooth sprocket for Renold $\frac{1}{8}$ in. pitch chain, No. 110044.	{	Mk. II :	12 tooth sprocket for Renold $\frac{1}{8}$ in. pitch chain, No. 110044. "Free engine" device on roller bearings to give a "neutral."							
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Lubrication :	Mk. I & Mk. II :	1 part Castrol XXL to 20 parts petrol.												
Weights :	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td>Mk. I :</td> <td>98 cc. : 29½ lbs. complete.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td></td> <td>123 cc. : 30 lbs. complete.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td>Mk. II :</td> <td>98 cc. : 34½ lbs. complete.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td></td> <td>123 cc. : 35 lbs. complete.</td> </tr> </table>	{	Mk. I :	98 cc. : 29½ lbs. complete.	{		123 cc. : 30 lbs. complete.	{	Mk. II :	98 cc. : 34½ lbs. complete.	{		123 cc. : 35 lbs. complete.	
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Spryt

**INDUSTRIAL
ENGINES**

Wherever there is need of a dependable 'static' engine of this capacity, for industrial, agricultural or domestic purposes, these compact power units are the ideal choice. They have a wide range of application and are characterised by their smooth, willing delivery of power on such diverse jobs as pumping, lighting sets, light tractors, saws, compressors, etc.

BRIEF SPECIFICATION

Bore & Stroke :	56 mm. (2.204 ins.) × 50 mm. (1.968 ins.)
Capacity :	123 cc. (7.5 cu. ins.)
Cylinder Head :	Aluminium, detachable, with 14 mm. sparking plug. Deeply finned for air cooling.
Piston :	Aluminium, domed top, ported skirt with two compression rings.
Cooling :	Air cooled by fan on flywheel, ducted by cowl.
Bearings :	Four large ball journals to crankshaft. Single row steel and bronze rollers to crankpin. Ball journal to governor cam.
Carburettor :	AMAL, Type 261/054D, with air cleaner and choke for starting.
Ignition :	WICO-PACY flywheel magneto.
Governor :	Centrifugal type linked to carburettor. Speed ranges 2,200—2,600 r.p.m.
Drive Shaft :	$\frac{3}{8}$ in. dia. × 1 $\frac{1}{4}$ in. long with $\frac{3}{16}$ in. square key.
Starting :	Rope pulley on crankshaft.
Fuel Tank :	Gravity feed from 4 pint tank.
Lubrication :	1 part Castrol XXL to 30 parts petrol.
Weight :	40 $\frac{3}{4}$ lbs. complete, dry.

Spryt

MULTI-PURPOSE 2-STROKE ENGINES

**Export
Sales**

J. BROCKHOUSE & Co. Ltd.
EXPORT DIVISION
VICTORIA WORKS,
WEST BROMWICH, ENGLAND

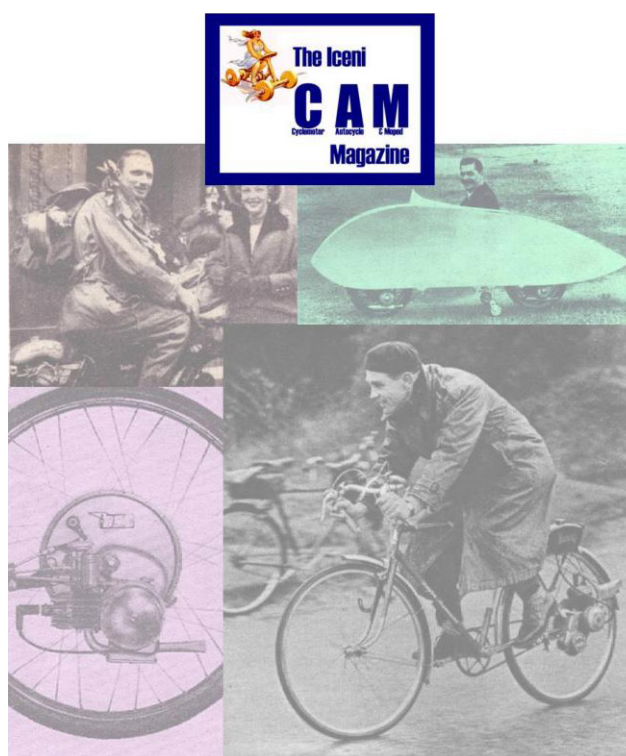
**Home
Sales**

BROCKHOUSE ENGINEERING
(SOUTHPORT) LTD.,
CROSSENS,
SOUTHPORT, ENGLAND

London Office : J. BROCKHOUSE & CO. LTD., 25, HANOVER SQUARE, W.1.
Telephone : MAYFAIR 8783

Telegrams : BROCKHUSCO, WESDO, LONDON

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