The prices in this Tier are such at to 10% increase



HAND LOOK

THE EXCELSION FOTOR CO. LTD.

KINGS HOT IN TYSELEY

BIRMING FAM III

Maker E Walnes v. S. W. H. Jones E. M. Kerr.

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IMPORTANT

ALL CORRESPONDENCE RELATING TO CUSTOMERS' MACHINES MUST GIVE DATE OF PURCHASE DEALERS NAME AND ADDRESS ENGINE AND FRAME NUMBER.

OUR SERVICE AND SPACES DEPARTMENT
WILL BE UNABLE TO ATTEND TO ANY
CORRESPONDENCE NOT GIVING THE
ABOVE PARTICULARS

ALL ENQUIRIES RE SERVICE OF SPARES TO BE ADDRESSED TO

excession motor co. Led.

SERVICE DEPT.

EXCELSIOR AUTOBYK RUNNING INSTRUCTIONS

TO START THE MACHINE.

(1) Fill the tank with petrol (new use any fuel containing benzol; use straight petrol at all times) using two measurefuls of oil to half gallon of fuel, which must be thoroughly shaken up and mixed with the oil before being allowed to pass to the carburetter.

(2) Turn on the petrol tap to MAIN supply.

(3) Pull up the strangler wire if engine is cold or initial start is being made.

(4) Open throttle lever on handlebar R.H.S. (right-hand side) to about one-third open.

(5) Lift decompressor lever on handlebar L.H.S. using thumb only.

(6) Lift clutch lever on handlebat L.H.S. and having sat on the saddle pedal off the machine, releasing first the clutch lever (as soon as the machine is moving at walking pace) and then the decompressor, when the engine will start. Continue to pedal till machine gets under way and then open the strangler immediately, or partially if weather is very cold. Note: It is, of course, possible to make a push start with this machine by following the above directions as to 1, 2, 3, 4, 5 and 6; then push the machine smartly at walking pace, allowing the clutch to engage first, and finally the decompressor, when engine will start BUT the clutch lever must immediately be lifted when engine will continue to run with machine standing still, and rider may sit on saddle and glide away by means of releasing the clutch gradually.

(7) It is important that as soon as engine is warm, the strangler

be kept completely open at all times.

(8) In very cold weather, and when making the initial start for the day, it is advisable to flood the carburetter slightly (but do not over-flood or starting may be very difficult due

to too rich a mixture).

(9) If engine is very stiff when making the initial start, due to cold weather, it will be found that this may be freed considerably by opening the throttle half-way, flooding the carburetter slightly, and pushing the machine for a few yards with decompressor open and clutch engaged.

DRIVING THE AUTOBYK.

(10) The speed of the machine is governed entirely by the throttle, and will run from 8/25 m.p.h. according to throttle opening and the condition of the road or gradient, a larger throttle opening being necessary when ascending hills.

Note: On new machines the speed should not be allowed

to exceed 20 m.p.h. for the first 500 miles.

STOPPING.

(11) When it is necessary to slow down, close the throttle first and use the engine as a brake, but if a complete stop is necessary—say at traffic lights—nearly close the throttle and use the clutch and brakes; finally put down one foot to balance until ready to start again. This can be accomplished quite easily on the Autobyk as the clutch on this type of machine is a feature not always found on motor assisted pedal cycles, and as there are no gears to engage or disengage, an easy start can be made again, there being no reason to stop the engine even if the machine is standing still at the traffic stop.

(12) If it is necessary to stop the machine quickly due to traffic jam or danger ahead, close throttle immediately and apply both brakes. The machine will then stop in a very few yards, but the engine will also stop, and it will be necessary

to start the engine again—see 6.

CLUTCH START-With Engine Running.

(13) To accomplish an easy clutch start from the stationary position, open the throttle to at least half way, and as the engine revs. increase, allow the clutch lever slowly to return to its normal position; the machine will then glide off; pedals may be used to assist this start if the machine is on a steep gradient, and to relieve the clutch of some of its work,

but good riders will rarely find this necessary.

(14) All recent models are fitted with a ratchet clutch lever, which enables the clutch to be kept in the withdrawn position when required, without it being necessary to keep the hand upon the lever. When the large lever is pulled up, the ratchet automatically comes into operation. To release, pull up the small trigger lever with the finger, and allow both to resume their normal position, when the clutch will re-engage.

SPECIAL NOTE.

(15) When putting the machine away for a short time, or at the end of the day, it is advisable to turn off the petrol at least 200 to 300 yards before stopping so as to use up any fuel in the float chamber. Thus the carburetter will be filled with fresh fuel before making the initial start the following morning, or after standing for a period. This is important.

LUBRICATION

ENGINE.

The engine is lubricated by the petroil system—i.e., lubricating oil mixed with petrol and known as the "Petroil" system, and the oil should at all times be thoroughly mixed with the petrol, if possible, before filling the tank. It is advisable, while the engine is new, that the proportion of oil to petrol should be a little more than recommended for general use when engine is run in, although this must never be more than 16 to 1 and never less than 20 to 1.

The following oils are recommended for use with the Autobyk: Castrol XL, Mobiloil D, Shell, "Golden Extra Heavy," Essolube Racer," and Price's Motorine 'B' de luxe.

CLUTCH.

The clutch requires lubrication and the ordinary oil used for engine may be used for this also. It is necessary to unscrew the plug on the near side of the housing and fill the case with oil, with the machine leaning slightly on its side, until no more oil can be filled into the case, the positioning of the plug giving the correct oil level.

WHEELS.

The hubs should be lubricated with oil or grease in the same way as the modern bicycle hub is lubricated.

FREEWHEEL.

Owing to the fact that the freewheel is at work more than 90% of its life, it is necessary to lean the machine on its left-hand side and insert a few drops of good quality light cycle oil occasionally through the hole provided.

CHAINS.

The chains should be lubricated occasionally with a little oil or one of the graphite compounds sold for this purpose.

ADJUSTMENTS

CYCLE BALL HEAD.

This is ball bearing and requires very little attention other than to keep the adjustment close and with no play whatever in the column. There should be no up and down movement when the handlebars are lifted. Adjustment is provided by means of a locking nut above the lamp bracket, but it is necessary to slack off the expander bolt at top of handlebars before making this adjustment.

CHAINS.

Each chain has its own separate adjustment, the one from the engine countershaft to rear wheel being adjusted by ordinary cycle adjusters fitted to the spindle of the rear wheel. The pedalling chain is fitted with an adjustment at the bottom bracket of the cycle, there being an eccentric bottom bracket adjustable by means of the Cee spanner provided, in exactly the same way as the chain on a tandem.

Keep chains always reasonably tight—about $\frac{1}{2}$ " up and down

movement is allowable.

TYRES.

Always keep the tyres inflated hard. This is important or the rear tyre will have a tendency to creep.

CLUTCH.

Adjustment is provided for the clutch in a convenient position on the near side of the machine, near the top of the clutch operating lever, and it is necessary to keep this adjusted so that there is always about \(\frac{1}{16}'' \) of play in the clutch operating lever on handlebar. A spot of oil between the clutch operating pin and the push rod itself is advisable.

HUBS.

These will not require very considerable attention, but it is necessary to keep the hubs reasonably adjusted in the same way as a cycle hub is adjusted.

IGNITION.

To check ignition take off the lead and remove plug. Replace the lead on the plug and lay same on cylinder head so that no part of the terminal touches the cylinder. Wheel the Autobyk forward briskly and a spark should be seen at the plug points. Two things may prevent the spark occurring normally: (1) Too much oil may have been used in the fuel, causing an oily plug; this can be cleaned by washing in petrol thoroughly and with the use of an old toothbrush.

(2) The contact breaker points on the magneto may not be opening due to wear on the heel of the contact breaker arm. Contact breakers tend to close the points in wear, and will require slight adjustment with the special magneto spanner supplied. With the plug removed and cover of magneto removed, when flywheel is revolved by hand the gap between contact breaker points should be equal to the gauge supplied on the spanner. If the gauge cannot be inserted between the points at the open (or broken) position, slacken the locknut and adjust the contact breaker adjusting screw till gauge can be inserted, then tighten lock nut. No other adjustments are necessary.

The ignition timing is set at Works, and should not be

interfered with, altered, advanced or retarded.

REASONS FOR AUTOBYK ENGINE FAILING TO START

- (1) No fuel in petrol tank, or the main supply has become exhausted and it is necessary to turn the petrol tap the opposite direction to that normally used on MAIN, which brings in the RESERVE SUPPLY.
- (2) If machine is pedalled with decompressor open for any length of time, it is likely that too much fuel has been drawn into the engine and crankcase will have pure petroil in it. It is necessary to remove plug and drain crankcase.
- (3) Throttle too wide open for effective starting.
- (4) Pushing or pedalling the machine too slowly.
- (5) Magneto points too close or contact breaker not even breaking.
- (6) Plug oiled up or insulation cracked, due to blow or faulty use of spanner.
- (7) Fuel supply blocked up due to dirt from fuel in lower portion of tank, the petrol tap, the petrol pipe, or the point where the petrol pipe joins carburetter.
- (8) Plug terminal missing and wire not attached to plug.

DECARBONISING

The engine may be decarbonised without removal from the frame, it only being necessary to remove the four cylinder bolts, the two bolts passing through the aluminium silencer into the exhaust port, the decompressor and the carburetter, when the cylinder can be withdrawn from the crankcase and the whole engine can be decarbonised.

This should be necessary with new engines after the first 2,000 miles, and subsequently every 2/3,000 miles, according to the care of the user in mixing the correct amount of fuel and the type and quality of fuel used—i.e., cheap petrols produce more carbon.

IMPORTANT. It is essential that the Rear silencer is cleared of carbon regularly, otherwise back-pressure will cause heavy petrol consumption, over-heating, and possibly even a seizure. The 1938 pattern silencer has an easily detachable spiral baffle, which is best cleaned by burning off the carbon in a fire. On the latest silencer, it is only necessary to withdraw the tail pipe baffle tube and clear the slots with an old knife, or

burning out as above.

SPARE PARTS LIST FOR AUTOBYK

1938, 1939, and 1940 (Series I. and II.)

FORKS (Solid).								
Pair of forks with column		****	****	****	****		15	6
Balls for steering head	****	****	****	****		per set		8
Ball race—fork crown	****	****	****	1419				9
" ., —top adjusting	****	****	****	****	****		1	2
pacing rings	****	****		****	****			4
amp bracket	****	****		****	****			9
op Locking Nut	****	****	****	****	****		1	0
SPRING FORKS.								
					C	ode No.		
pring fork complete	AUTO IX					1	15	0
ain fork crown with co	olumn	(bushed	1)	****		AT1	18	6
Right hand fork blade wi						AT2	7	6
eft hand fork blade with				nchor		AT3	8	0
op bridge casting	****	****	****	****		AT4	4	6
ompression spring-long		****	****	****		AT5	1	1
Rebound spring—short	37-	****	****			AT6	1	1
op spring cover—large	dia.	****	11	****		AT7	1	6
Bottom spring cover with		er—sma		å	****	AT8	1	6
pring bolt		****	****	****	****	AT9	1	00 4
pring adjusting nut (to		néme l	****	****		AT10 AT11		13
spring bolt shouldered n			****	****	****	AT12		3
corn nut for fork blade			****	****	****	AT13	1	9
Phosphor bronze bush for			****	****	****	AT14	1	3
		casting		****		AT15	-	2
Grease nipple	****		****	****		AT16		5
rease inppie		****		****	****	MILO		0
FRAME.								
Frame complete, black e	namell	ed	****	****		3	15	(
Cop steering head race-	-cone	****	****	****	****		1	(
Bottom steering head rac	e-fran	me cup		****	****			5
Transfer for ball head	****	****	****	****	2494			1
Seat pillar	****	****	****		****		3	(
,, ,, bolt	****		****	****	5555			- 6
Bottom bracket eccentric		****	****	****	****		6	(
	lockin	g bolts	and	nuts	*344	each		4
" spindle	****		****	****	****	100	3	(
A STATE OF THE REAL PROPERTY AND ADDRESS OF THE PARTY OF	bre wa	THE RESIDENCE OF THE PROPERTY.	****	****		each		5
	pring y		****	****	****	110000000000000000000000000000000000000		5
Fork end adjuster bolt a	nd nut		****	****		each		- 6

REAR STAND.									
							£	S.	0.000
Rear stand complete		****	****	****	****	each		6	6
., fixing bolts spring clip com		****	****	****		cacn		. 1	6
	proce			****			1	*	U
HANDLEBAR.									
Handlebar complete		****	****		****		1	1	3
,, bend only	**	****	****	****	****			6	3
., expander comple		****	****	****	****			2	3
,, bolt	**	****	****	****	****	nair		1	6
rubber grips Brake lever (R.H. or L.H.)	**	****	****	****		pair		3	6
Ratchet clutch lever			****			CHULL		4	3
Carburetter control lever as								5	3
Decompressor lever								3	3
Front brake cable complete	e with	h ad	juster		****			1	9
Rear brake cable complete	with	adju	ster		****			1	9
		****	****		****			1	9
Decompressor cable comple		****		****	****			1	6
Bolts for clutch or brake	lever	****		****		each			4
TANK.									
Tank complete with fittings							1	7	6
,, only, less fittings		****	****	****			dio	18	0
,, oil measure and filler	cap		****					2	3
Gillam ann			****	****	****			1	3
petrol tap	***	****		****	****			3	0
., ,, pipe complete	***	****	****	****	1111			2	6
,, ,, tap washer	***	****	****	****	****	on oh			9
,, transfer	***	****	****	****	****	each		1	3
,, oil drain tap	***	****	****	****	****	each		-	4
		****	****		10.00				
TANK (1940—Series II									100
Tank complete with fittings	5	1914	1789	****	****			10	6
,, only, less fittings	***	****	****	****	****		1	4	0
SADDLE.									
Saddle complete								10	6
MUDGUARDS (Front)									
Mudguard blade only		****	****	116169	****			3	9
,, stays only—each		****	1999	****	****	anah			10
pins and nuts for		-	****	****	****	each		1	
Front number plate pins a	and n	nts	****			each			1
Front mudguard flap	THU L		****	****		Cucii		1	_
		-						100	157
MUDGUARDS (Rear).									
		****	****	****	****			3	9
**		****	****	****	****	00-1			10
P , pins and	nuts	****	****	****	****	each		1	9
Rear number plate	d and		****	****	****			1	1
Carrier assembly complete			****	****	****			4	
	****	***	****	****	****				5
TOOLBOX.		1							9
Toolbox complete			****	****	****			3	
clip		****	****		****				6
,, chp						each			

PEDALS.							-39				
LUNIO.							actions.		£	S.	d.
Pedals comp Rubbers onl					****			pair		6	9
CHAIN W		LS AN	ID C	RANK	S.						
Chain wheel	and c	rank					****			6	3
L.H. bent o			****	****		****	****			2	3
Cotters for	cranks	****	****	****	****	****	****	pair			9
EXHAUS	T SYS	TEM.									
Rear Silence	r and T	Tail Pit	oe com	plete						6	6
., .,			****		****	****	****			4	-
		Pipe B				****	****			2	0
Clip for	**		**	****		****	****				6
Silencer sup	port st	rip			****	****	****				8
Primary alu	minium	exhau	st sile	ncer	****	****	****			12	6
WHEELS	(Fron	t and	Rear	.).							
							From	nt.	1	Rea	r.
							130	d.	-	S.	
Wheel comp		ss tyre		****	****	****	1 3				
Hub comple	te	****	****	****	****	****	19	-	1	1	10
	****		****	****	****	****	1	-		,	8
Cones	****	****	****	****	****	- mark	1	4		1	9
Balls Nuts	****	****	****	****		r set		9			4
Spindle	****	****		****	****	****	1	6		1	6
Brake plate	comple	ete	****	****		****	5	2		- 2	-
Spindle com			nes, ni	uts and	washe	ers	5	0		- 2	0
Spoke and 1		****		****		each					3
Rim-chron			****	****	****	**	6	3		6	3
Rear wheel			****	****				-		7	6
Free wheel	****	2222	****	****	****			-		9	100
Brake linin	gs	****	****	****	per	pair	1	6		1	6
CHAINS.											
Replacemen	t cycle	chain			****	****				4	6
_ ''		ng cha	in	****	****	****	****			5	
Rear chain	guard	****	****	****	****	****	****			2	6
EQUIPM	ENT.				UP 20						
Headlamp o	omplet	e				****	****			13	6
Rear lamp			****	****		****	****		4	3	6
	****	****	****	****		****	****			2	75
Inflator		****	****	****	****	****	****			3	115
Bulb horn		****	****	****	****	****	****			1	0
Bulb horn Licence hol			2.86	****	****	****	****			4	-
Bulb horn Licence hol Grease gun	and tin						****			4	
Bulb horn Licence hol Grease gun Tool kit con	and tin			****	****					7	- 0
Bulb horn Licence hol Grease gun Tool kit con Cee spanner	and tin	with ro	oll	****	****		****			1	
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Bulb horn Licence hol Grease gun Tool kit con Cee spanner Screw drive	and tin mplete r er set of sp er	with ro	011	 tyre 1	ever		••••			1	6 9

FOR ENGINE PARTS, SEE SEPARATE LIST.

EXCELSIOR GUARANTEE

given to EXCELSIOR DEALERS Covering MOTOR CYCLES & MOTOR ASSISTED CYCLES

NOTICE

When the control of the selection of the

Error person purchasts reason or relative Cycles with adolests with adolests for the Compage to seed a control of the Compage to see

CONDITIONS OF SALE AND GUARANTEE

We give the following garraness with not motor cycle. The control combinations and a territories including all acceptance and component percepture and types and printing ped electrical acultyment, and other their acceptances. and component personapplied to the order of the Purchaser and differing from those comprised in the standard specifications top pland which our motor cycles, poten cycle combinations and side ents; but lockeding accessories and bacts supplied by way of exchange in hereinafter populded. I bit guarances if gives in place of any implied conguarance is given libeles of any involved con-ditions of warranties of my libelities whaten-eyes statisticy or otherwise; no justantee except that her shatter contained and so condi-tion of warrancy whateness receivery or other-vise is given or is to be implied, nor access to see under any libelity whateness accessorable the justances marginalize consumes. Any sections of destination for containing the representation con-tained in any catalogue, affections and allies or other publication shall not be consumed as enderight, varying to one riding anything herein contained in the case of machines (a) which have been used for "biring out" purposes or (b) any motor cycle and or sideous used for any dist track, cinder track or grass track energy oversing authors (or any compactions of any compactions of any cinder with a nericours for which a tracking in making for a mission to take pair in or view the compaction of or (a) machines from a licht the track mark manufacturing monopacturing has been altered or removed set at the machine in which pare have been used an applies have been used an applies have a growed by the motor space manufacturing for the motor space manufacturing for the motor space manufacturing for the motor space of the fluid for the motor space of the fluid for the space of the motor of the manufacturing for the motor space of the motor of the motor of the manufacturing for the motor of the mo track, cinder tracking grass track eating or one

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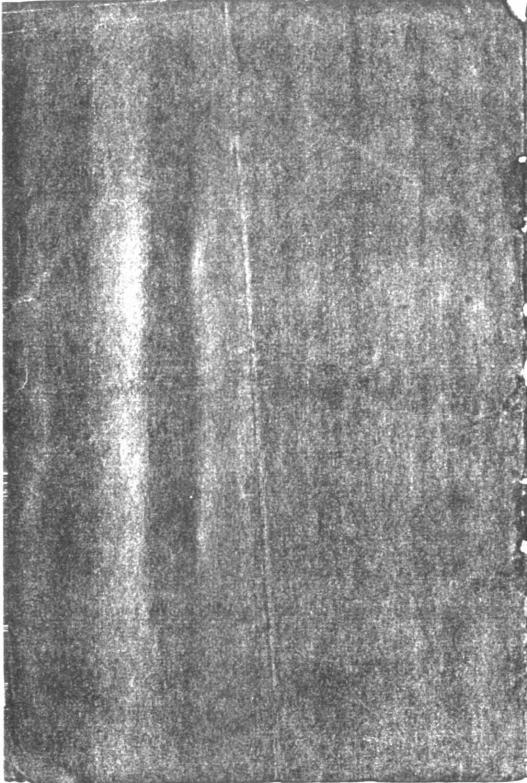
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- The attacking of a midecar to a motor cycle a any form of attachment or motor cycle by supplied or approved by the manufacturary or to a motorsyste which is not designed for such use.

We do not guessias tyres, sadding thans or lighting and electrical equipment, or key appearent or composite parts supplied to the drafts of the Purchased effecting from those comprised is the standard specifications supplied with our loots cycles, making cycle combinations or side-dart. As regarded all such tyres, sadding, theirs, lighting and securious equipment, accusables and composites match, no guarantee, conditioner warranty of any tipe transcript or derwies is given or is so be implied, and we are to be under a liability whetherever in respect thereof.

CONDITIONS OF GUARANTEE

if a defective pure or accessory should be tound in dur more redissimotor cycle temblications of sidecars or in say part or accessory applied by way of exchairfa as before provided, it must be sent to us CARMAGE PAID and accompanied by sent to us CARMAGE PAID and accompanied by all intimation from the owner that he disease the have it requires on exchanged free of the pended out generates, and he must glo furnish at the same time, with the number of the reaching, the date of the perchance of che start whine, the date of the perchance of che sate when the alligned describe per of accompanies with the perchance of the recting of the perchance of the rest in the perchance of the rest in the perchance of the sate when the alligned describe per of accompanies are falled to the perchance of the per

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