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**100/EM1**

Book No. 100/EM1

**Driver's Handbook**  
**for**  
**EXCELSIOR**  
**“WELBIKE”**

## DRIVER'S HANDBOOK.

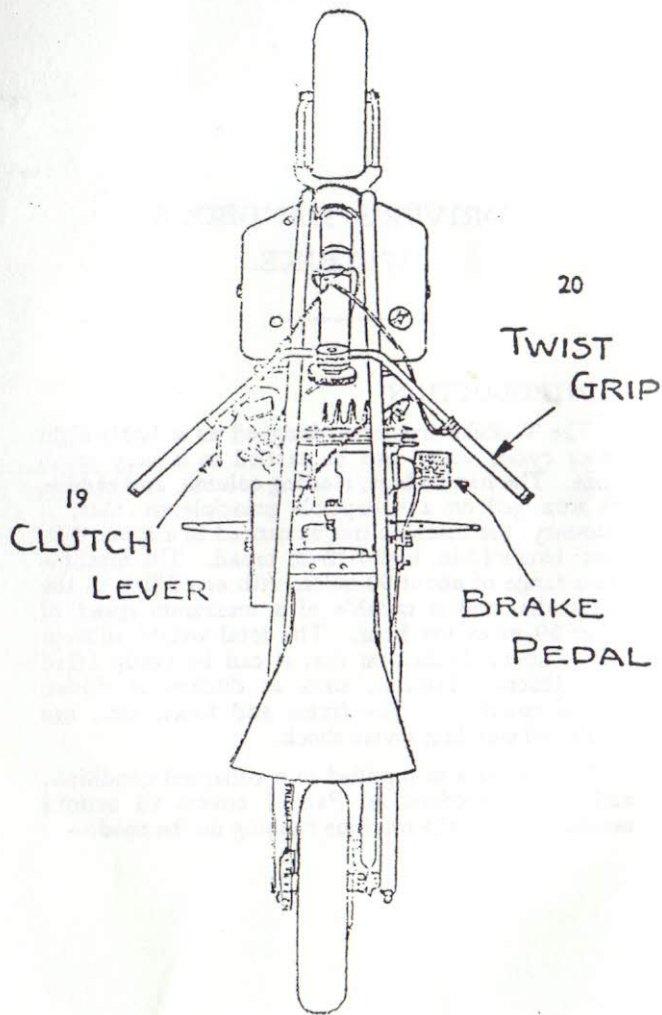
### WELBIKE.

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#### I. INTRODUCTION

The Welbike has been designed as a lightweight motor cycle, which can be carried in a very small space. The handle-bars, steering column, and saddle, are arranged on a collapsible principle, so that, if necessary, the machine can be carried in a space 4-ft. 3-ins. long  $\times$  15-in. high  $\times$  12-in. broad. The machine has a range of about 90 miles, with one filling of the fuel tanks, and is capable of a maximum speed of about 30 miles per hour. The total weight without fuel is about 70-lbs., so that it can be easily lifted over difficult obstacles, such as ditches, if ridden "cross country." The frame and forks, etc., are capable of standing severe shock.

The machine is supplied in a collapsed condition, and the instructions on Page 7 covers all actions necessary to get the machine running on the road:—



## CAPACITIES.

Fuel Tanks.—Total capacity  $6\frac{1}{2}$  pints.

Transmission Case.— $\frac{1}{4}$  pint (Lubricant M.160).

## THE CONTROLS.

Handle-bar Control.

Throttle Control.—The right hand twist grip which controls the engine speed, also used for stopping engine.

To increase engine speed twist control inwards towards rider. The full movement is approximately  $\frac{1}{4}$  turn.

To stop engine, close throttle by twisting control outwards away from the rider.

Hand Controls.

Combined air pressure pump and "Petroil" Tank Cap.

This is a small air pressure pump, screwed into the tank and forming a pressure tight joint by means of screwed cap at top; and is used for raising the pressure in fuel tank.

To operate pump; UNSCREW handle portion from filler cap.

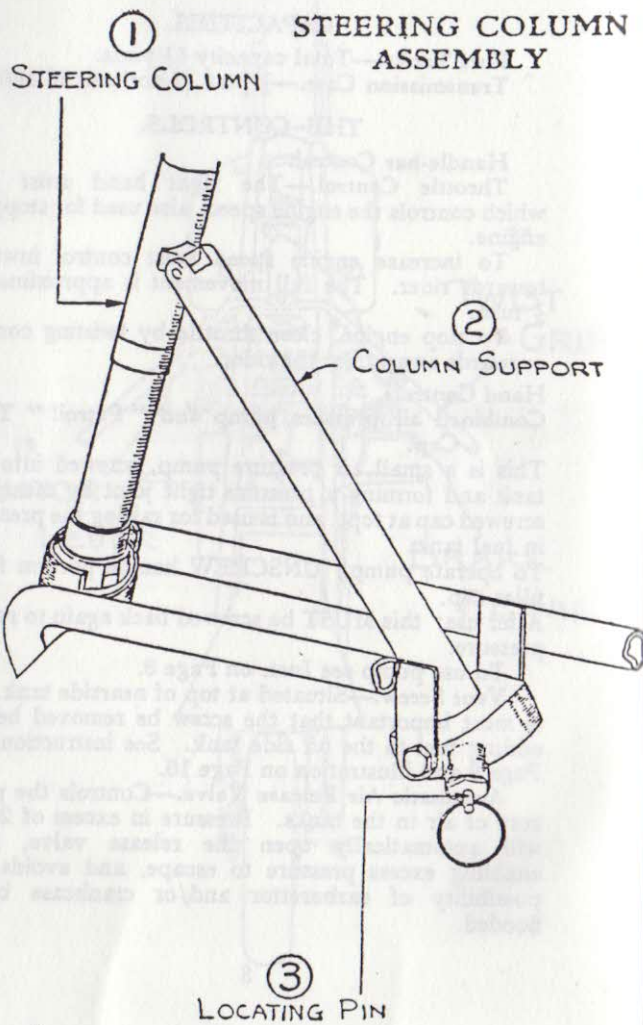
After use; this MUST be screwed back again to retain pressure.

To use pump see Inst. on Page 8.

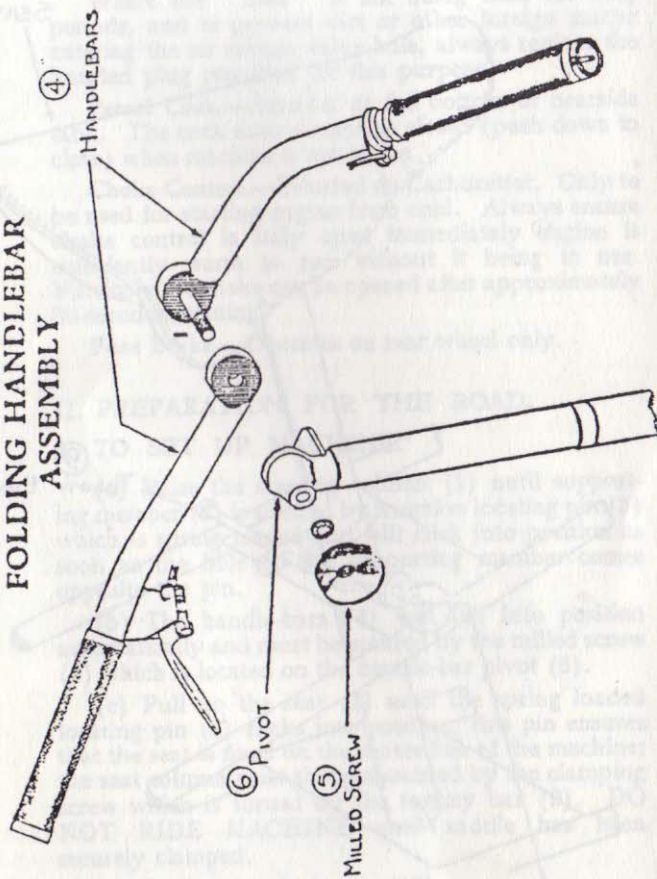
Vent Screw.—Situating at top of nearside tank. It is most important that the screw be removed before adding fuel to the off side tank. See instructions on Page 8 and illustration on Page 16.

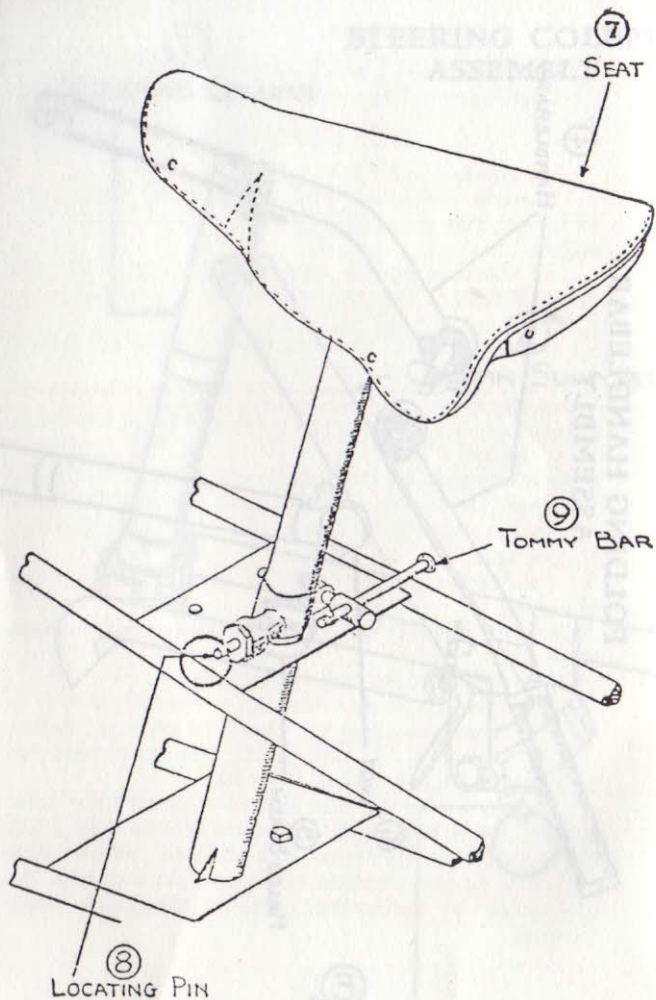
Automatic Air Release Valve.—Controls the pressure of air in the tanks. Pressure in excess of 2-lbs. will automatically open the release valve, thus enabling excess pressure to escape, and avoids the possibility of carburettor and/or crankcase being flooded.

# STEERING COLUMN ASSEMBLY



# FOLDING HANDLEBAR ASSEMBLY





Where the "bike" is not being used for long periods, and to prevent dirt or other foreign matter entering the air release valve hole, always replace the knurled plug provided for this purpose.

**Petrol Cock.**—Situating at the bottom of nearside tank. The cock must always be closed (push down to close) when machine is not in use.

**Choke Control.**—Situating on Carburettor. Only to be used for starting engine from cold. Always ensure choke control is fully open immediately engine is sufficiently warm to run without it being in use. Normally the choke can be opened after approximately 30 seconds running.

**Foot Brake.**—Operates on rear wheel only.

## II. PREPARATION FOR THE ROAD.

### A. TO SET UP MACHINE.

(a) Raise the steering column (1) until supporting member (2) is secured by trunnion locating pin (3) which is spring loaded and will click into position as soon as the hole on the supporting member comes opposite the pin.

(b) The handle-bars (4) will fall into position automatically and must be secured by the milled screw (5) which is located on the handle-bar pivot (6).

(c) Pull up the seat (7) until the spring loaded locating pin (8) clicks into position, this pin ensures that the seat is fixed on the centre line of the machine; the seat column must then be secured by the clamping screw which is turned by the tommy bar (9). **DO NOT RIDE MACHINE** until saddle has been securely clamped.

(d) Push down foot rests (10).

## B. TO FILL TANK.

(a) Unscrew filler cap (11) on the off side tank with the special tool provided. This cap carries the pump for raising the pressure in the tanks. On later models special filler cap is provided on nearside tank in place of vent screw, and it is not necessary to remove the pump when filling tank—see illustration on Page 16.

(b) Remove vent screw (12) on the near side tank, a screwdriver blade will be found combined with the special tool provided for removing the filler cap. The purpose of this vent is to let the air escape from the near side tank while fuel is being poured into the off side tank (on off side tank in later models).

(c) Pour the fuel mixture slowly into the off side tank. The tanks will hold about  $6\frac{1}{2}$  pints and the fuel should be a mixture of half a pint of best quality engine oil mixed with 1 gallon of petrol. The mixture should be well shaken before use and this also applies if the machine has been standing for some hours with the tanks filled, in which case the whole machine should be given a good shaking. ALWAYS mix the oil and petrol BEFORE putting into tanks.

(d) Replace vent (12) and screw tight.

(e) Replace filler cap (11) and screw tight.

(f) Unscrew pump plunger (13) which is located in the centre of the filler cap (11) and give about 6 sharp downward strokes to raise the air pressure in the tanks.

## C. TO PREPARE FOR STARTING UP.

(a) Remove screw top (14) of automatic pressure valve on the near side tank and keep safe in pocket. The pressure in the tanks will now adjust itself automatically to the correct figure.

(b) Open stop valve (15) in the feed pipe coming from the near side tank, by lifting tap.

(c) Flood carburettor (16) by pushing down the spring loaded knob (17) until fuel is seen to drip down.

(d) Close the choke slide (18) which restricts the flow of air through the carburettor.

## D. TO START UP.

i. (a) Press clutch lever (19) with the left hand, until it touches the handle bar.

(b) Open throttle a little, which is controlled by the twist grip on the right handle-bar (20).

ii. (c) Push the machine a few steps, throw the weight on the seat and release the clutch, when the engine will start. The clutch may now be lifted again to keep the engine running while the machine itself is brought to rest, or riding may continue.

(d) Open the choke slide (18), after engine has been running 30 seconds. There is only one fixed gear, the speed of the machine being controlled entirely by the throttle.

## TO STOP THE MACHINE.

iii. (a) Close throttle by means of the twist grip (20).

(b) Press clutch lever (19) when the engine will stop.

(c) Push down petrol cock (15) in the feed pipe.

(d) Replace screw in top of the automatic air release valve (14).

