



Installation Instructions for Cycle Pro Street 50, Street 60 and Street 80 Bicycle Engine Kits



Please take time to read these instructions before starting your project.

Some mechanical knowledge and ability is a great help to install your engine correctly. Some may complete installation in 2 hours whilst others may take 2 days. Don't worry how long it takes – your time is well spent taking a little longer and getting the job done right the first time and having a top performing engine. Have fun.

The easiest installation is performed on a standard V frame, 26" bike with 25mm frame tubes. It can also be mounted into frames with oversized tubing using the large frame adaptor included. If time and care is taken with the initial installation and routine maintenance, you should have many hundreds of kilometers of trouble free riding.



Installed Engine

Installing Rear Sprocket

Step 1

There are two rear sprocket rubber packers. Cut one of them and only one. Cut only between the drilled holes.



Step 2

Place the cut rubber packer inside the spokes.



Step 3

Place the other rubber packer on the outside of the spokes.



Step 4

Thread the nine bolts through the sprocket and use the half moon backing plates on the inside. Tighten all nine bolts moving across in a star fashion and a little at a time to allow for an even pull down. Once the sprocket is tight, spin the wheel and check that the sprocket runs true.

Deviation can be no more than 1.5mm both ways. Any side-to-side excess deviation can be corrected by spinning the wheel and then tightening the sprocket where needed in order to get correct alignment. Make sure all bolts are tight. Notice that concavity of the teeth or the rear sprocket is inward towards the spokes. This helps keep the chain closer to the inside of the wheel and spokes and allows for better clearance of the rear stays of the bike frame.



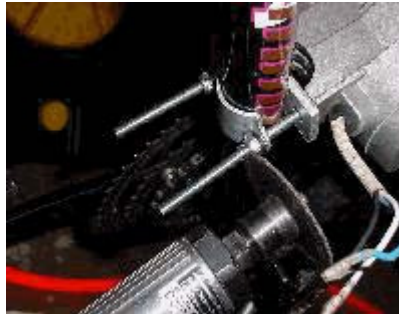
Here is how it looks when completed. Bolts tight and running true.



Mounting Engine to Frame

Step 5

Mounting the engine to the frame. This is the front engine mount. Some bike have a large diameter lower tube which requires the use of the adaptor plate and wide 'U' bolt supplied with the kit. Use this adaptor if your tube is too large to fit between the mounting studs.

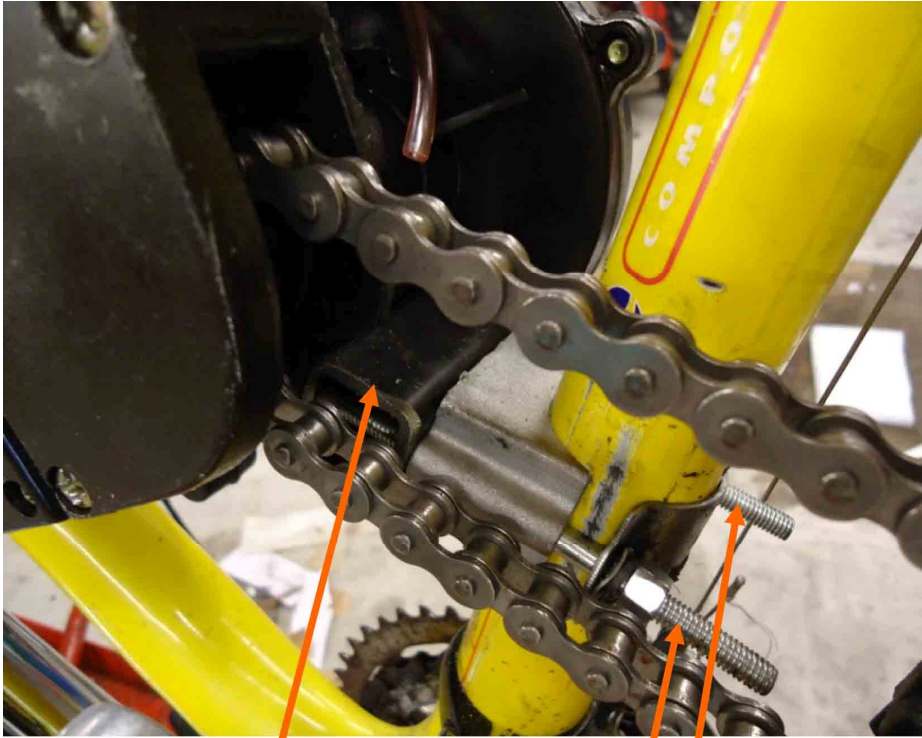


Ensure your engine is rigid and mounted securely in the frame and properly bolted and the front and rear mounts. Failure to do this right will result in the engine moving in the frame while under load and causing the chain come off, not run true, and wear excessively.

Here is step 5 completed with the studs nipped off and looking good. Notice how the carburetor and air filter in clear. **Always** mount the air filter with the inlet hole facing down.



Sometimes, when using the high performance CNS carburetor, the air filter hits the seat post tube of the bike frame. In this situation, please use the spacer block and longer studs that are supplied in the kit. Please see the picture below for reference.



Engine Mount Spacer Block

Longer Engine Mount Studs

Fitting Controls

Step 6

Lightly grease the right side handle bar end. Slide throttle control on all the way and then back off slightly and then tighten in down evenly. Don not over torque the screws. When using the CNS carburetor, you will need to mount the choke lever, which you can see below.



Step 7

Mount the clutch lever. Do not over tighten the lever fixing screw.



Here is what the clutch cable connection should look like at the engine end.



Step 7 Completed!

Step 8

Screw the fuel control tap into the bottom of the fuel tank and then mount the fuel tank to the top tube of your bike frame using the clamps and nuts provided. It's a good idea to wrap some insulation tape around the tube where the clamps are. Also, apply some thread tape to the fuel tap threads if it's leaking at all.



Step 9

Mount the ignition coil using the clamps and screws provided. Be careful not to break the ears off the coil mounts. You can also mount the coil using a couple of good cable zip ties going up and over the coil and around the frame. Take the blue wire to the blue wire, black to black, tie kill switch to the blue. The white wire is a generator and has a max output of 0.50 amp / 7.5 volt. Anything that draws more current connected to the whit wire will kill the engine.



Testing resistance on Magneto Coil should read:
blue to black = 323ohms, black to blue = 2.3 ohms

Note: If your spark plug has a screw on crown, unscrew and remove it so that you can put the spark plug cap on properly. Failure to remove it can damage or ruin the spark plug cap.



Here is what the idle pulley looks like once installed. Notice the pulley wheel is at the most down position so as the chain gets slack, you simply move the wheel up to take up any slack.



Step 10

Remove the three screws from the sprocket cover and remove spark plug. Remove the joining link from the chain and thread the chain up and over the sprocket by rotating the sprocket. Having the spark plug out allows the engine to be turned over easily to help thread the chain.



Step 11

Apply some grease on the shaft and in the hole.



Step 12

Cut the chain to length and use the joining link to put together. Do not cut the chain too short! Install idler pulley. Don't over tighten your chain. Install chain guard.



Step 13

Install exhaust pipe. If you need to bend the pipe so it will not hit the frame, clamp to pipe into wooden block and bend. Do not bend the pipe while mounted on the engine. If you try, you won't bend the pipe, you'll break the engine! Never bend the pipe while on the engine.



Step 14

Mount the carburetor. Check the other screws including the brass fuel inlet screw for tightness. They often need some slight turning. Once the carburetor is on and secure connect the fuel line from the tank to the fuel inlet.



Installation Complete!

Important! This is a two stroke engine and only proper two stroke fuel is to be used. We recommend using high octane (95 or higher) and the two stroke oil must have an API rating of TC. Mix fuel at a ratio of 25:1 (4 %, 40 ml of oil per 1 liter of fuel) NEVER use outboard oil, automotive oil, multi grades, or 4 stroke oil of any kind.

Thank you for taking the time to read these installation instructions. Please take card and ride your Cycle Pro powered bicycle responsibly.

Please feel free to contact the team at Cycle Pro Motors if you would like any further help or assistance.

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