

INSTRUCTIONS

MECCANO AERO CLOCKWORK MOTOR No. 1

The Meccano Aero Clockwork Motor No. 1 is designed to fit into the Fuselage of Meccano Aeroplane models, and to drive the Propeller at high speed. The Motor, which is illustrated in Fig. 1, is supplied complete with the special propeller Control Rod. The Collar 2 and Propeller 3, used to complete the assembly, are contained in the standard Meccano Aeroplane Constructor Outfit.

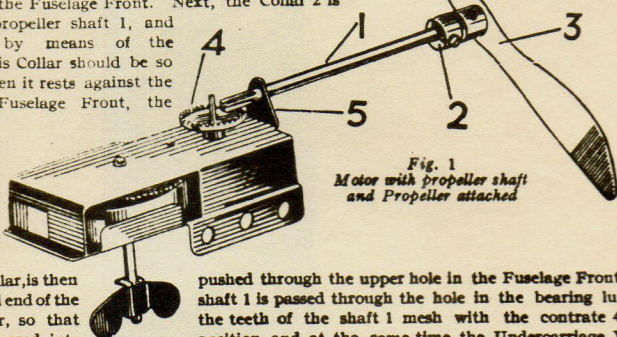
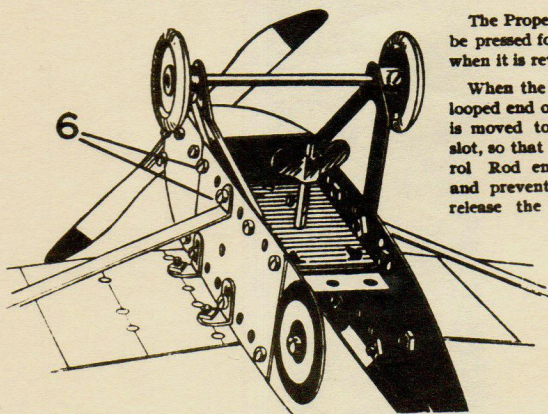
The assembly of the Motor is commenced by fitting the Propeller Fuselage Top Front and Fuselage Front. The plain end of Rod is pushed down through the slot in the Fuselage Top Front and the small hole in the Fuselage Front. Next, the Collar 2 is placed on the propeller shaft 1, and secured firmly by means of the Grub-screw. This Collar should be so adjusted that when it rests against the inside of the Fuselage Front, the toothed end of the propeller shaft meshes correctly with the contrate wheel 4 of the Motor.

The end of the propeller shaft 1, complete with Collar, is then pushed through the upper hole in the Fuselage Front. Next, the toothed end of the shaft 1 is passed through the hole in the bearing lug the teeth of the shaft 1 mesh with the contrate 4. The Motor is lowered into Struts are placed on each side of the fuselage. The Motor is held in place by means of four 7/32" Bolts 6, two placed at each side (see Fig 2). The Propeller 3 may now be placed on the end of the shaft 1 that projects through the Fuselage Front, and locked in position by means of the Grub-screw in the boss. Care should be taken to see that the shaft 1 is free to turn in its bearings and that the contrate 4 engages correctly with the toothed end of the shaft 1. A drop of oil applied to the teeth of the contrate 4 will improve the running.

The Propeller Control Rod must NOT be pressed forward to stop the propeller when it is revolving.

When the Motor is being wound, the looped end of the Propeller Control Rod is moved to the forward end of the slot, so that the plain end of the Control Rod engages with the Propeller and prevents it from rotating. To release the Propeller, the Control is moved to the rear of the slot.

Fig. 2
Underside view of a Meccano model aeroplane showing Motor in position



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