

INSTRUCTIONS

FOR AERO CLOCKWORK MOTOR No. 1

Aero Clockwork Motor No. 1 is designed to fit into the Fuselage of Aeroplane Constructor models, and to drive the Propeller at high speed. It should not be wound up until it is fitted into a model with the propeller control rod in the "Forward" or "Stop" position, as described below. The Motor, which is supplied complete with the special propeller shaft 1, and the propeller control rod, is illustrated in Fig. 1, is complete the assembly, are contained in the standard and special Aeroplane Constructor Outfits.

The assembly of the Motor is commenced by fitting the propeller control rod to the Fuselage Top Front and Fuselage Front. The plain end of the propeller control rod is pushed down through the slot in the Fuselage Top Front and continued through the small hole in the Fuselage Front. The extension piece is then assembled to the looped end of the propeller control rod by means of nuts from the Aeroplane Set—one nut in front and one at rear of screwed portion. This is manipulated quite easily, and secured firmly by adjusted that when it rests 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 5 on the Motor, so that the teeth of the shaft 1 mesh with the contrate 4. The Motor is lowered into position, and at the same time the Undercarriage V 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.

For Special Aeroplane Outfit models in which the Radial Engine is used, the Motor should be Mounted one hole nearer the front than is shown in Fig. 2. The fuselage Underside Middle section must be omitted from all Special models in which the Motor is fitted.

Before the Motor is wound the looped end of the propeller control rod should be 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.

The propeller control rod must not be pressed forward to stop the Propeller when it is revolving.

Manufactured by:

MECCANO LTD., BINNS RD., LIVERPOOL 13

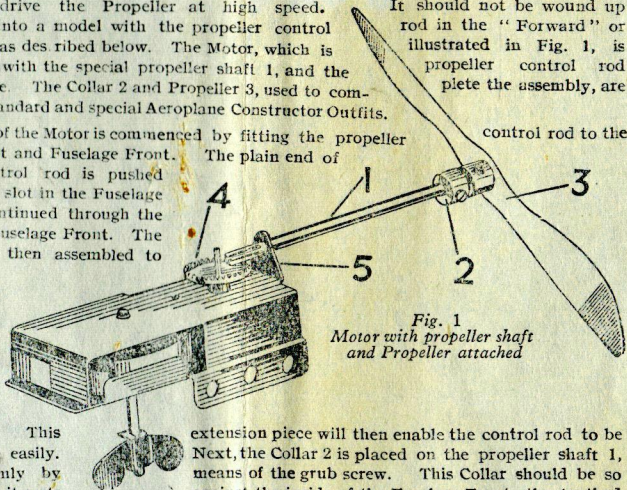


Fig. 1
Motor with propeller shaft
and Propeller attached

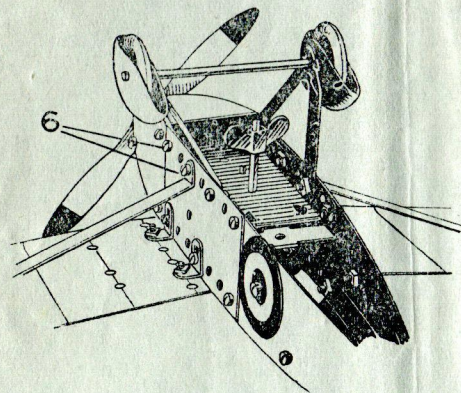


Fig. 2

Underside view of a model aeroplane
showing Motor in position.