

The main crankshaft itself is doubled ended, relatively short in length and carried in a split main bearing. This arrangement of splitting up the crankshaft obviates the difficulties associated with producing split con-rod big end bearings in model sizes.

The front cylinder unit is of conventional single-cylinder form, in light alloy die casting with shrunk-in liner and screwed in head. The second cylinder is a similar unit, but faced off square at each (crankcase) end. These units bolt together, sandwiching the main bearing unit (incorporating the choke tube and spray bar assembly) between them, plus the addition of a conventional crankcase backplate on the rear cylinder unit. All parts were extremely well made, the pistons being exceptionally well finished (although not particularly

well matching the cylinder bores) and utilising a captive gudgeon pin fastening enclosed completely within the piston. Allyn long reach plug were fitted as standard but performance appeared similar on K.L.G. plugs.

Summing up: A motor for the collector and connoisseur who has a liking for noisy exhaust notes!

SPECIFICATION

Bore: .485 in.

Stroke: .405 in.

Displacement: 2.456 c.c. (.150 cu. in.).

Bare weight: 2 3/4 oz.

Price: \$ 11.95 (U.S.A. only) equivalent £4/10/0.

Manufacturers: K & B Allyn Co.,
5732 Duarte St., Los Angeles 58,
U.S.A.

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