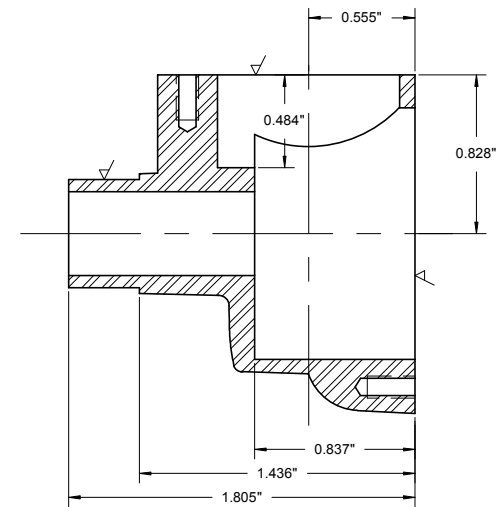
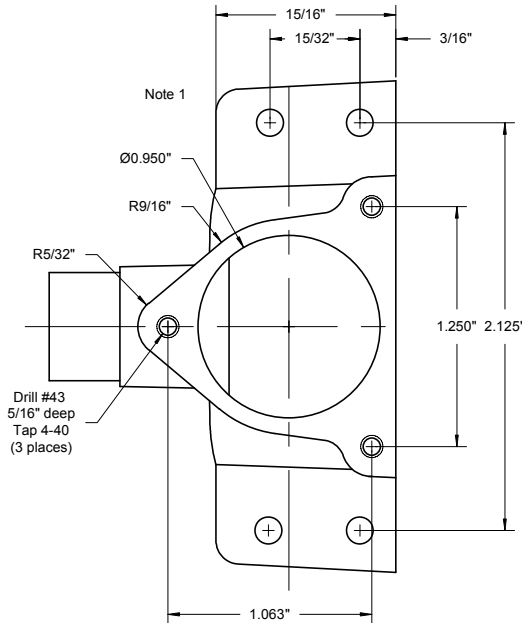



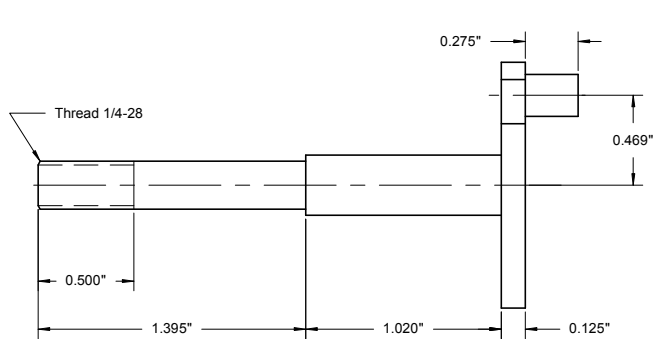
- Notes:
- 1 Dimensions shown give maximum external dimensions. Crankcase was cast as a plug with no separation lines so all draft angles reduce dimensions towards the front.
  - 2 Note engine lugs are symmetrical around crankcase center line. These were un-machined on the original resulting in a natural two degrees of downthrust when mounted flat.
  - 3 Front face of case lightly domed approx 1/32".



**-1 CRANKCASE**  
Aluminum Casting

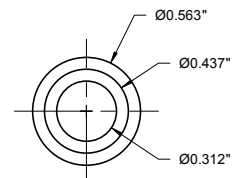
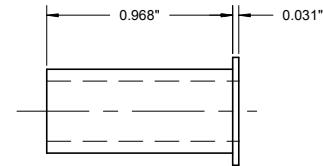
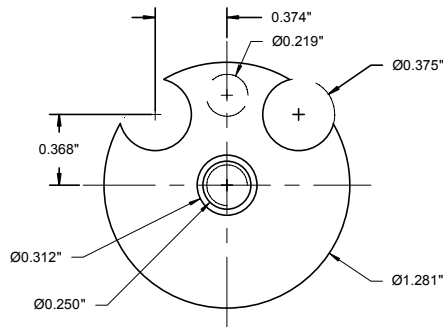
Machine

			MAT'L		<b>DO NOT SCALE DRAWING</b>	 <b>MOTOR BOYS</b> (INTERNATIONAL)	NAME
			SCALE	<b>FULL SIZE</b>	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		Belmont G9
			DRAWN	RC	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	2011-11-18			Sheet 1 - Crankcase



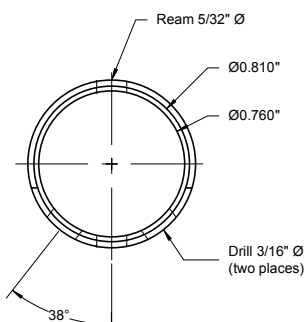
**-2 CRANKSHAFT**

Steel



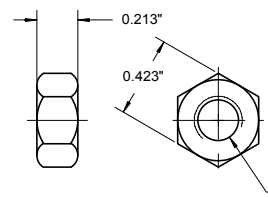
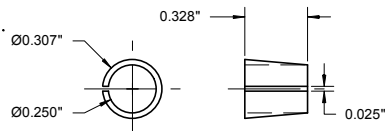
**-1 BEARING**

Bronze



**-3 SPLIT CONE**

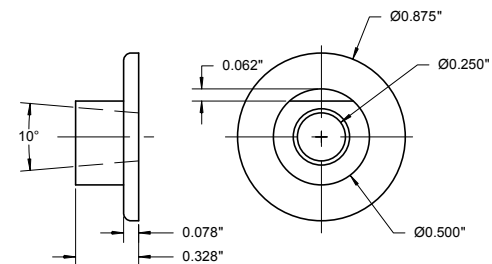
Brass



**-9 PROP NUT**

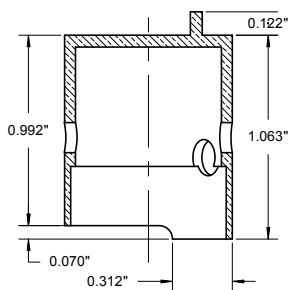
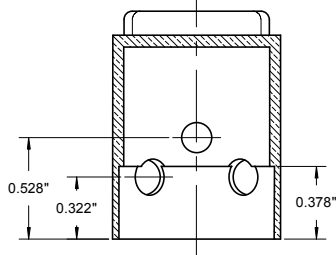
7/16" AF Hex Steel

Drill #3  
Tap 1/4-28



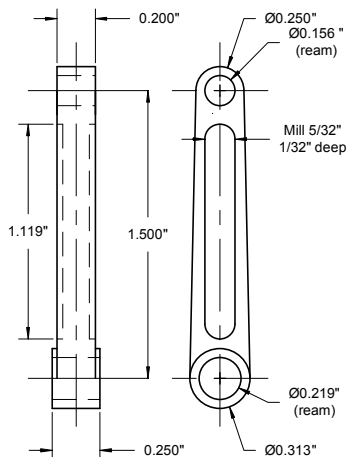
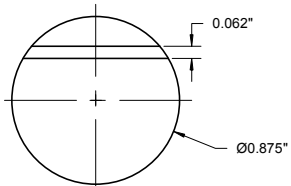
**-4 DRIVE WASHER/CAM**

Steel (case harden)



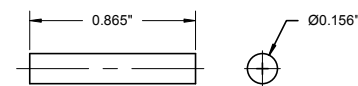
**-8 PISTON**

Steel



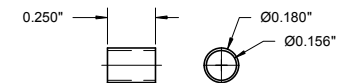
**-5 CON ROD**

Aluminum




**-7 WRIST PIN**

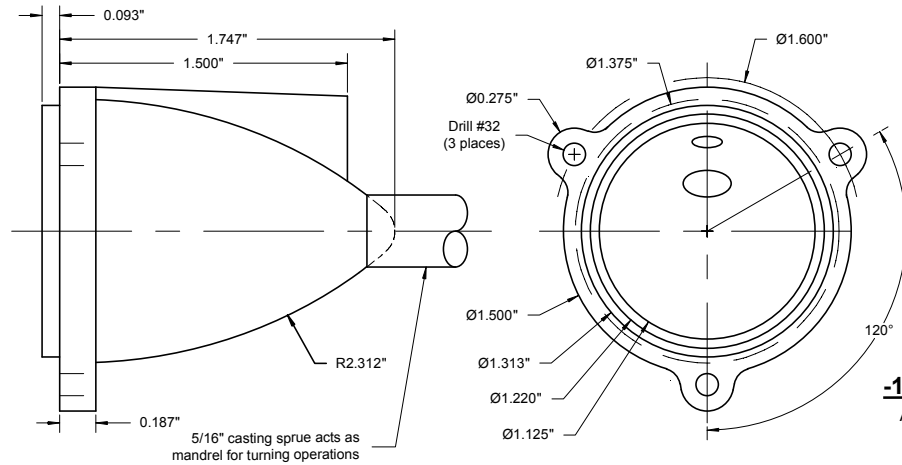
Drill Rod



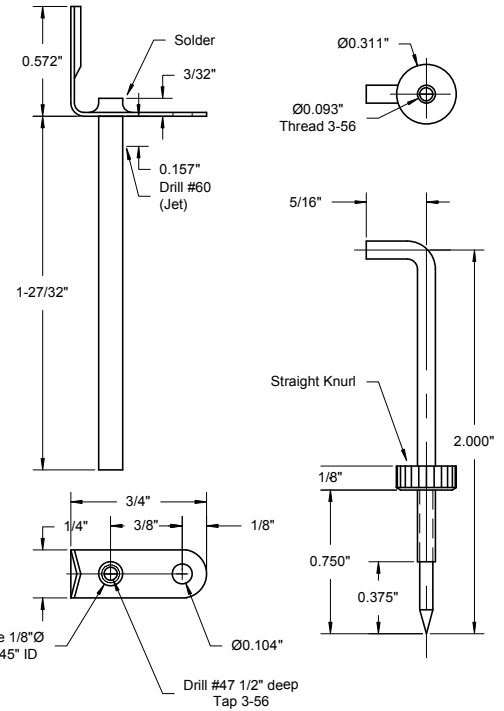
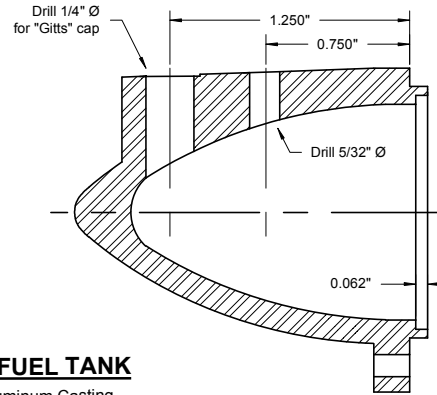
**-6 SPACER**

Brass (2 reqd.)

			MAT'L		<b>DO NOT SCALE DRAWING</b>	 <b>MOTOR BOYS</b> (INTERNATIONAL)	NAME
			SCALE	<b>FULL SIZE</b>	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		Belmont G9
			DRAWN	RC	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	2011-11-18			Sheet 2 - Moving Parts

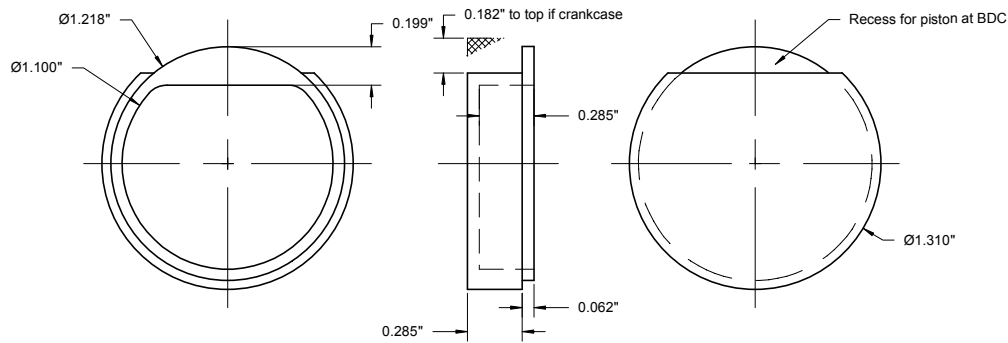


**-1 FUEL TANK**  
Aluminum Casting

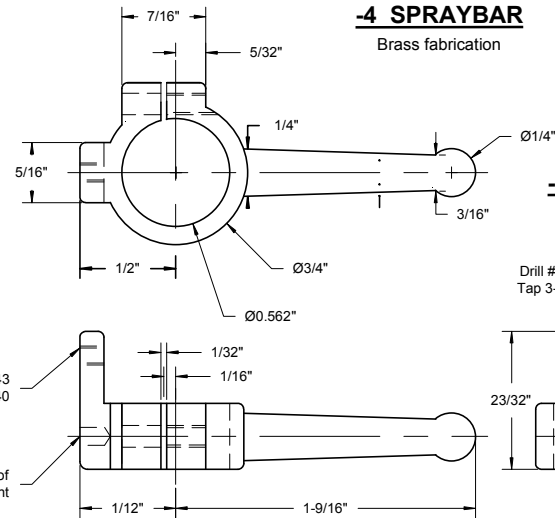


**-4 SPRAYBAR**  
Brass fabrication

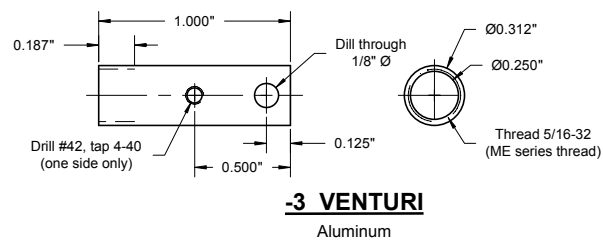
**-5 NEEDLE VALVE**  
Steel Fabrication




**-2 CASE STUFFER PLATE**  
Aluminum Casting



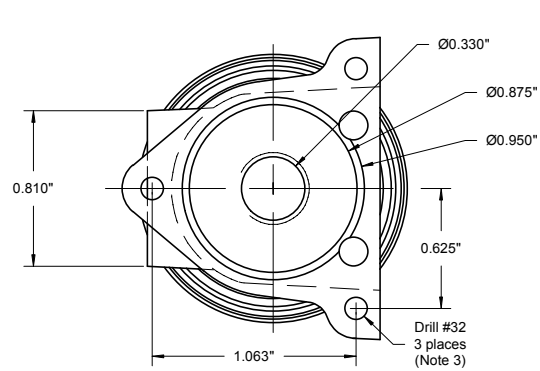
**-6 TIMER FRAME**  
Aluminum Casting



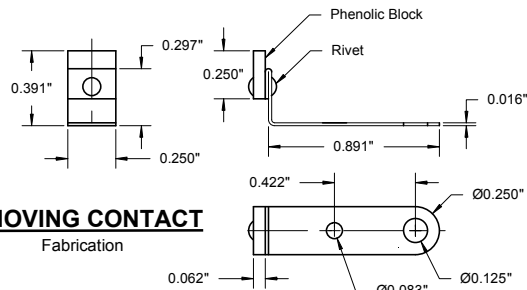
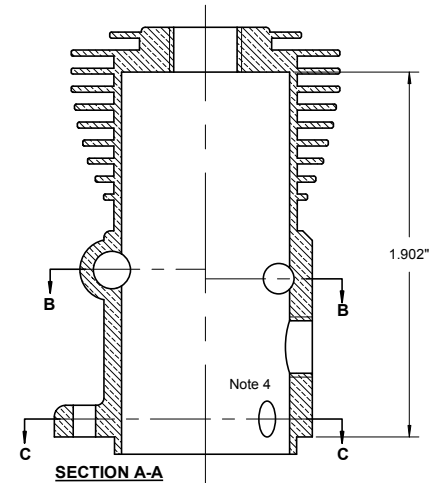
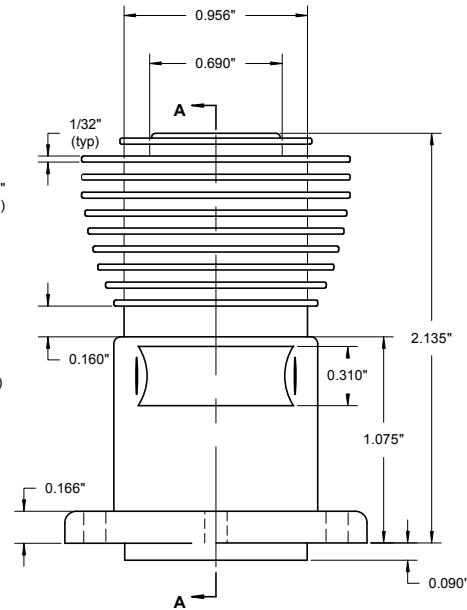
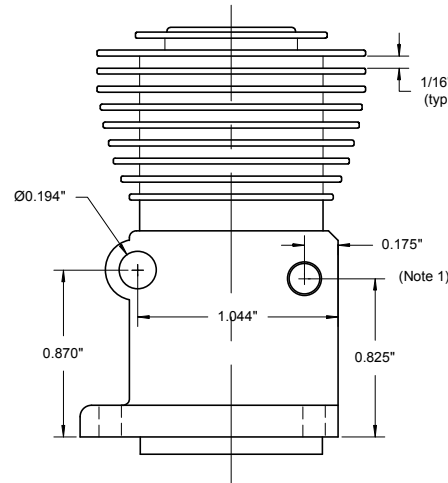
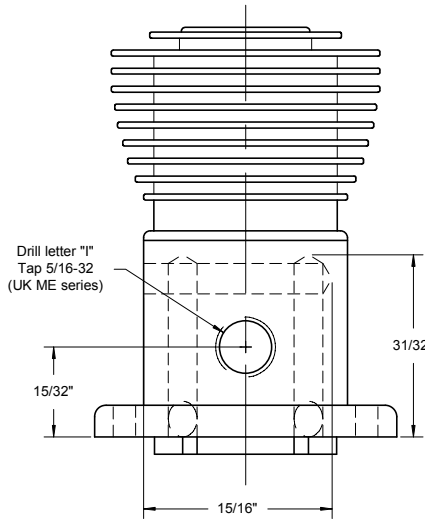
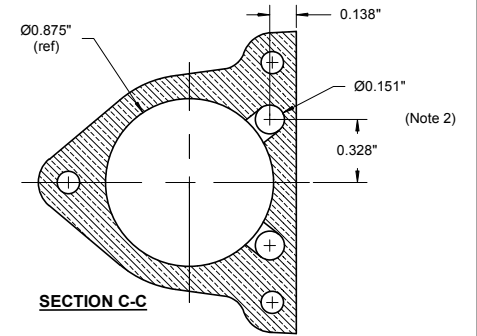
**-3 VENTURI**  
Aluminum

			MAT'L	DO NOT SCALE DRAWING	 <b>MOTOR BOYS</b> (INTERNATIONAL)	NAME <b>Belmont G9</b>
			SCALE <b>FULL SIZE</b>	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		NUMBER
			DRAWN RC	NEXT ASSEMBLY		<b>Sheet 3 - Tank and Timer</b>
DATE	CHANGE	BY	CAD	2011-11-18		

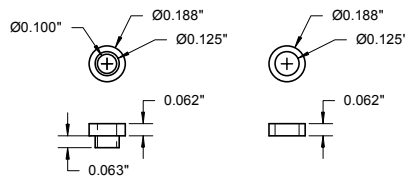
Fin	Diameter
1	1.000"
2	1.400"
3	1.365"
4	1.335"
5	1.280"
6	1.063"



- Notes:
- Hole drilled #20 15/16" deep, then counterbored #16, 3/32" deep and plugged with a .177 cal BB.
  - Drill transfer passages #24, 31/32" deep.
  - Mounting hole pattern and flange dimension to correspond with 1-1 CRANKCASE.
  - Transfer engress ports milled through wall into blind drilled passages should correspond with holes in piston skirt at BDC. This operation apparently done by hand on original engine.

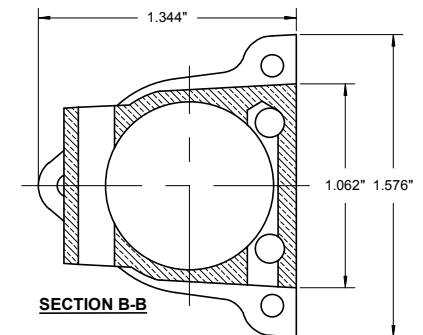


**-2 MOVING CONTACT**  
Fabrication




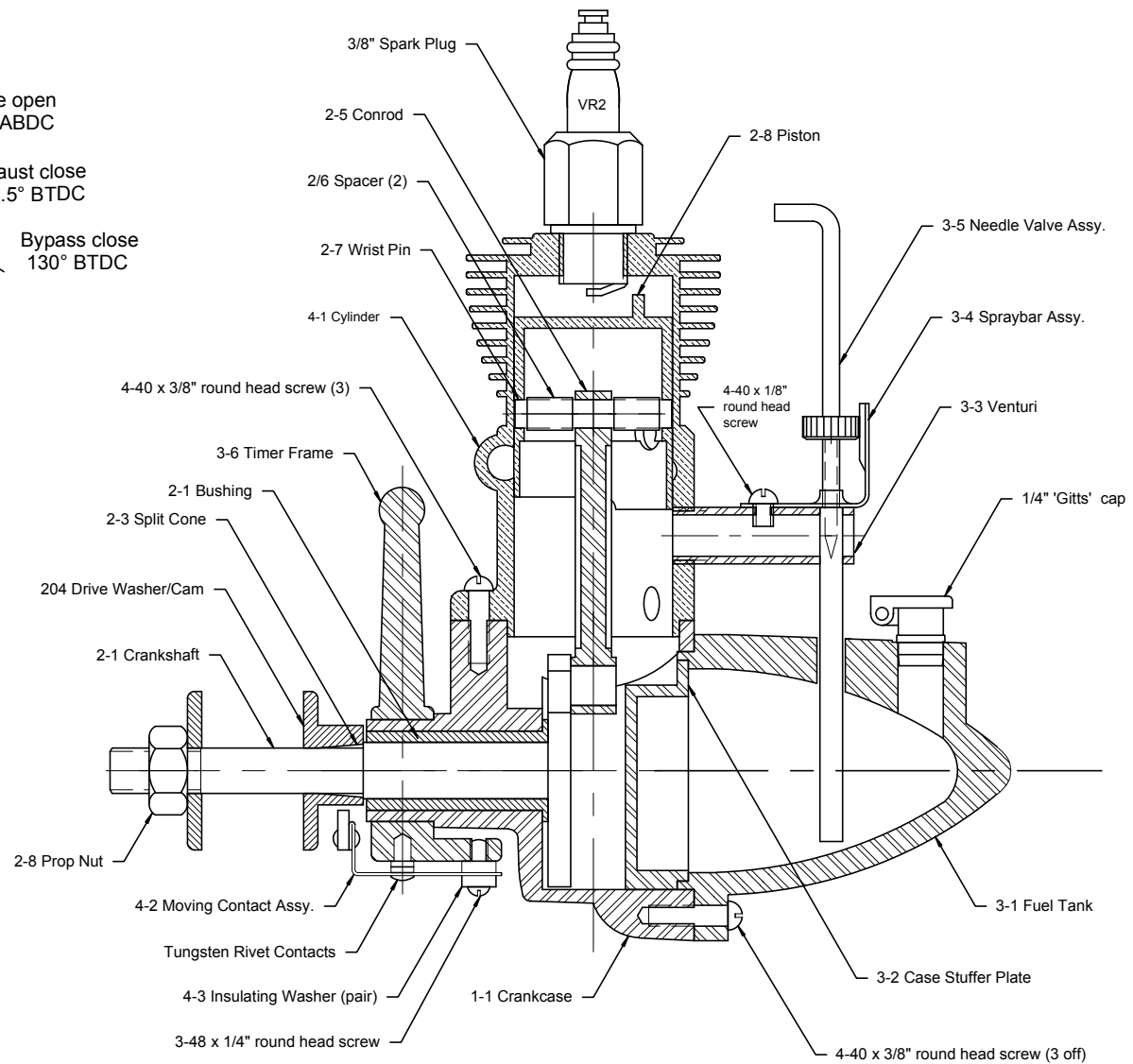
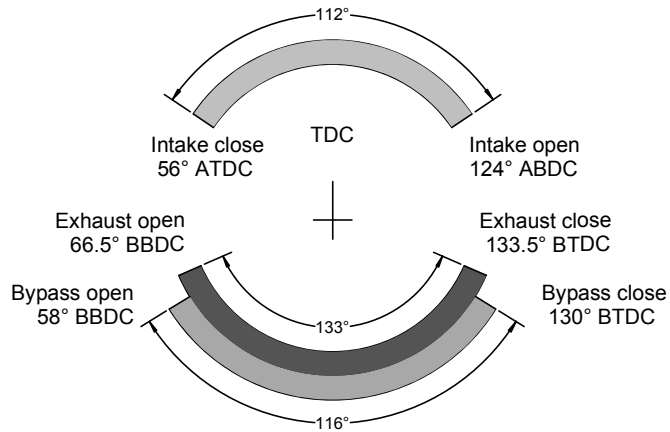
**-3 INSULATING WASHER**  
Phenolic (1 each)

**-1 CYLINDER**  
Iron Casting




**SECTION B-B**

			MAT'L	DO NOT SCALE DRAWING	 <b>MOTOR BOYS</b> (INTERNATIONAL)	NAME <b>Belmont G9</b>
			SCALE <b>FULL SIZE</b>	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		NUMBER Sheet 4 - Cylinder
			DRAWN RC	NEXT ASSEMBLY		
DATE	CHANGE	BY	CAD	2011-11-18		



### Belmont "G9"

Bore: 0.875"  
 Stroke: 0.938"  
 Capacity: 0.564cuin (9.247cc)

			MAT'L		<b>DO NOT SCALE DRAWING</b>	 <b>MOTOR BOYS</b> (INTERNATIONAL)	NAME
			SCALE	<b>FULL SIZE</b>	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		Belmont G9
			DRAWN	RC	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	2011-11-18			Sheet 5 - General Arrangement