



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

PEUGEOT 1914 5HP 662CC 2 CYL AIV



SOLD





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PRODUCT DESCRIPTION

Peugeot 1914 "Motocyclette Deux Cylindres 5 Chevaux" 663cc aiv 45o V-twin engine # 20593

The Peugeot family of Valentigney, Doubs, France, began in the manufacturing business in the 18th century.

In 1842, they added production of coffee, pepper, and salt grinders.

The company's entry into the vehicle market was by means of crinoline dresses, which used steel rods, leading to umbrella frames, saw blades, wire wheels, and ultimately bicycles, motorcycles and cars.

In 1910 Peugeot brought out a light V- twin motorcycle that was to become an enormous success.

The "Moto Légère MD" was equipped with a 333 cc 45 degree V-twin engine with automatic inlet valves, direct belt transmission, Bosch magneto, single lever Claudel carburetter and Truffault front forks.

The little machine proved easy to start, easy to handle and was very reliable.

For model year 1913 the bore was enlarged from 70 to 80 mm which resulted in a capacity of 380 cc and a speed of 70 km/h.

For model year 1914 the little V-twin was modernised by lowering the top tube to get a more convenient saddle position and the cylindrical tank was changed for one with a more modern look.

The engine got mechanically operated inlet valves.

There were three more models in the 1914 range, a 3 ½ HP (499 cc) single and two V-twins designated 5 HP and 7 HP.

The bore and stroke of this 5 HP model is 75mm x 75mm.

Many features of the successful small capacity twins of 1910-1913 are retained in this model: The 45 degree V-twin engine with automatic inlet valves, direct belt transmission, Bosch magneto, single lever Claudel carburetter and Truffault front forks.

Weight is 68 kg and the top speed is 90 km/h or 58mph, or so claimed the manufacturer.

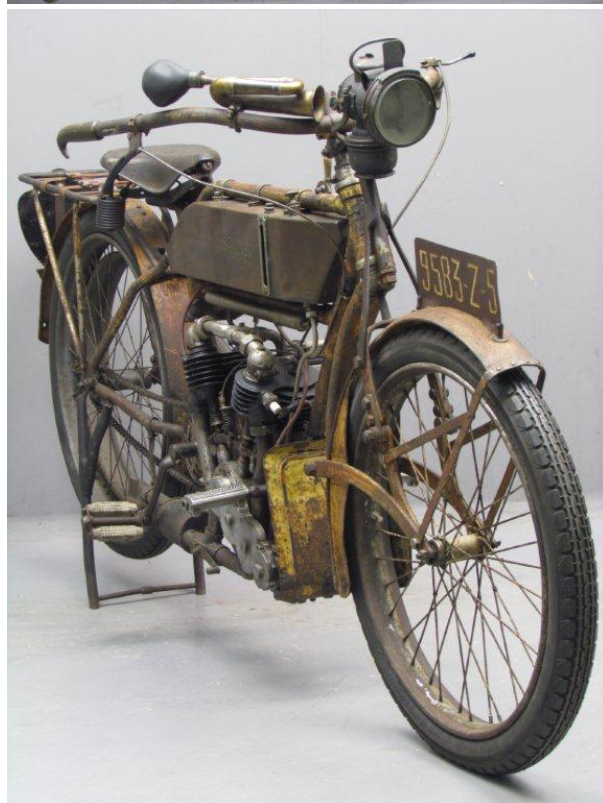
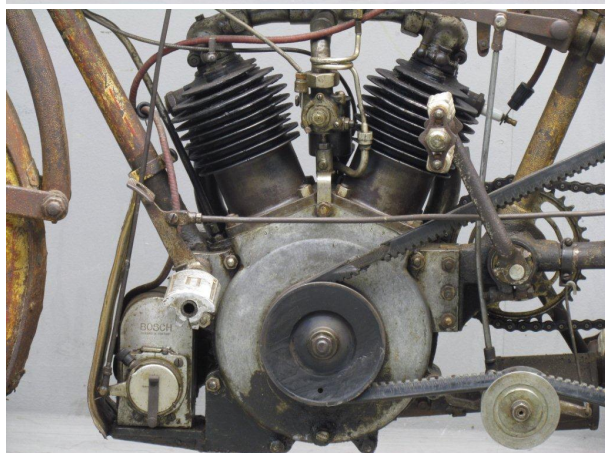
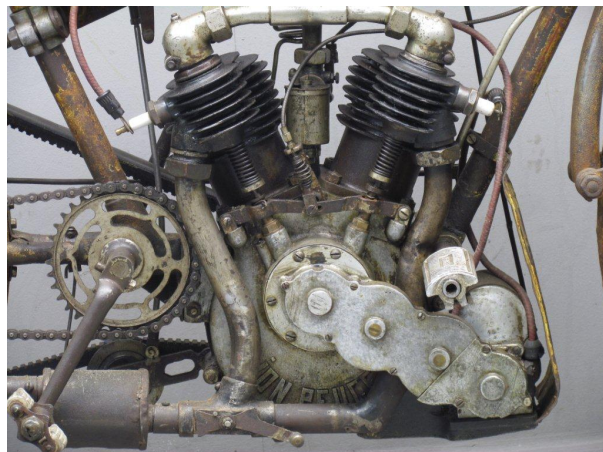
The 5HP was well-received and between 1913 and 1915 numerous machines were produced.

This practical and sturdy French veteran is unrestored but has great potential to be preserved in this condition; a growing number of enthusiasts prefers their veterans to be unrestored.

Note the exhaust cut-out and belt tensioner, items which are frequently missing on these old machines.



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