UNPRICED EDITION
(Prices on Application)

Francis-Barnett

HINTS & SPARES

for

"MERLIN"

MODELS

ENSURE PROMPT SERVICE

by following the simple suggestions made on page 18

Manufactured by

FRANCIS & BARNETT, LTD.

LOWER FORD STREET

COVENTRY

ENGLAND

Telephone: 3054 Telegrams: "Franbar, Coventry"

PRICE - - 1/-

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Cuando se piden piezas de recambio basta mencionar el nùmero completo del motor y los nùmeros de las piezas de repuesta que se necesitan.

Naar reservedele ordres er det tilstrae kkeligt at anføre det kømplette nummer af motoren og antallet af de onskede reservedale.

Lors d'une commande de pièces detachées, il suffit de mentionner le numéro complet du moteur et les numèros des pièces detachées requises.

Bij de bestelling van motoronderdeelen behoort de nummer van de motor en onderdeelnummer aantegeven.

Bei der Bestellung von Ersatzteilen genügt es Motornummer und Nummern der gewünschten Ersatzteile anzugeben.

FOREWORD

This booklet has been prepared to cover the " MERLIN " ; it can however, be used as a rough guide for " SNIPE " models providing that when spares are ordered, the full frame number with (prefix and suffix if any) is quoted. . This is stamped on the left hand side of the steering head.

The importance of this is particularly emphasized as, owing to shortages of certain materials, changes in specification have to be made from time to time. All such changes are of course carefully recorded at the Works, and correct parts can always be supplied if the foregoing is noted carefully.

IMPORTANT.

To ensure the very best results and long life of the engine, it is essential that the machine while new under-goes a period of careful running in, and in this respect it is as well to remember that it is the actual loading of the engine rather than speed which really needs to be taken into consideration. For some guidance we would suggest that not more than half throttle be used during the first 400 miles or so On the other hand it will be readily understood that when climbing, less load is imposed on the engine when it is turning over easily in second gear, than when labouring in top gear.

RECOMMENDED OILS. For intermixing with the petrol we advise the use of Wakefield's Castrol X.L. If this is unobtainable the following grades may be used ; Mobiloil D., Motorine B de Luxe., Essolube Racer or Triple Shell. For the gearbox and chaincase we recommend Wakefield's Castrol D., or alternatively the equivalent in the four other grades mentioned above.

CONTROLS

CARBURETTER.—The throttle is controlled by twist grip on the right hand of the handlebar and opens inwards (towards the rider).

BRAKES.—The rear brake is applied by means of the pedal beside the left footrest. The handbrake is operated by lifting the lever fitted to the handlebar on the right hand side.

RELEASE VALVE.—The release valve is operated by lifting the small trigger on the left side of the handlebar.

GEAR CONTROL.—The gear lever positions are as follows :—

BOTTOM GEAR	...	right back.
NEUTRAL ...	...	next notch forward.
MIDDLE GEAR	...	next notch forward.
TOP GEAR ...	...	right forward.

RUNNING HINTS

PETROL TAP.—(With Reserve Lever). The tap is turned on by pushing the hexagon end. The main supply is being drawn when the small lever immediately above the push control is in its extended anticlock position. Access to the reserve supply from the low level is obtained by moving the lever to its fully extended clockwise position.

PETROIL MIXTURE.—When the machine first comes into the rider's hands, it will be ready for the road. Fill up the tank with a mixture of 1 part of oil to 16 parts of petrol (i.e. half a pint to one gallon). For convenience a measure is attached to the filler cap—four measures to one gallon. Put the petrol into the tank first, and take care to turn off the petrol tap before putting in the oil. Now shake the machine from side to side two or three times in order to mix the contents of the tank.

OIL STORAGE TANK.—The tank fitted to the left hand side of the machine enables the rider to carry oil for intermixing with the petrol instead of purchasing in very small quantities. The tap is on when the lever is in the horizontal position. As explained, four measures (attached to the petrol filler cap) of oil should be intermixed with each gallon of petrol.

TO START.—Close the strangler by means of the spring loaded hand lever. The position of the strangler can be verified by the position of the slot in the end of the strangler spindle. When the slot is horizontal, the strangler is open and when vertical it is shut. Press the tickler until petrol appears, open twist grip about a quarter of its travel and, standing over machine with the release valve lever

raised, sharply depress the kick starter, dropping the release lever towards the end of the stroke. There is no need to use excessive force in this respect ; starting will be made easier by sharp short kicks in preference to lusty single strokes. If the engine does not start after five or six attempts, the throttle should be closed and the engine rotated several times with the release valve open. By this means the engine will be cleared of an over rich mixture, which is probably the cause of the difficulty. Such circumstances arise occasionally until the knack of starting has been acquired.

It will be found after the engine has run only a short time, that the strangler can be fully opened and it will then not be necessary to close it again except when starting from cold. In exceptionally cold weather it may not be possible to open the strangler immediately after starting in which case it should be opened partly until the engine is warm.

GEARS.—Novices are recommended to drive the machine slowly in bottom gear (for short distances only of course) whilst making themselves familiar with the clutch, throttle and brakes. This is best done by bringing the machine to rest and then restarting by a gradual engagement of the clutch several times. When this can be done without stopping or racing the engine, speed should be increased slightly and a change to the next gear made. Raise the clutch lever and move the gear lever to the required position after which, the clutch lever must be gently released while the throttle may require to be opened slightly to take up the drive on the higher gear.

The change from a high to a lower gear is made in a similar manner. The novice will probably require a little practice before being able to change gear with ease and certainty, but the control is very light and simple and will be found to present little difficulty.

To stop the machine, close the throttle, lift the clutch apply the brakes, and place the gear lever in neutral position.

In traffic it is always advantageous to engage the lower gears ; this permits sweeter running of the machine and better acceleration when circumstances will allow.

Transmission snatch means needless wear ; judicious use of the gears and clutch will prevent it. Do not climb gradients of undue severity in top gear ; use the lower gears and save your engine.

GENERAL HINTS

IMPORTANT.—It is advisable occasionally, and particularly after the machine has covered its first 300 miles on the road, to see that all nuts are secure. Go over the machine and ensure this.

TYRES.—It is most important that correct tyre pressure be maintained. For the rider of normal weight—say 10 to 12 stones—we recommend FRONT : 16 lbs. per sq. in. REAR : 21lbs. per sq. in.

CHAINS.—The rear chain will probably need adjusting before completion of the first 250 miles owing to initial stretch which takes place in all new chains. To take up the play loosen both nuts on the wheel axle and also the bolt fixing the brake anchorage plate to the torque tube. The adjusters must be rotated the same number of turns each in the same direction (to keep the wheel in alignment) until there is approximately half an inch up and down movement in the middle of the bottom run of the chain. Check adjustment in various positions by slowly turning rear wheel so that any slight eccentricity in sprockets can be taken into consideration. After adjusting do not forget to tighten wheel axle nuts and BRAKE ANCHORAGE CLIP BOLT.

The front chain is fully enclosed in an oil bath and is initially stretched before being fitted. In consequence wear will be negligible over a long period. When the chain becomes too slack obtain a replacement direct from us. To fit new chain remove both engine and clutch sprockets. The engine sprocket has two tapped holes into which can be screwed set screws, to act as an extractor with a plate across the hexagon nut. The six springs must be removed, when the clutch sprocket will come away complete with ball race. The chain should then be placed on the sprockets which should be refitted together. When replacing the cover take care to fit the gasket flat and intact.

WHEELS.—To remove the front wheel, place the machine on the stand, uncouple brake cable from yoke on operating lever and then slacken off the axle nuts.

To facilitate removal of rear wheel should the need arise, the rear mudguard is hinged. The thumb bolts above the rear axle will have to be removed. Now, by disconnecting the chain, brake rod adjuster and torque arm and loosening the wheel axle nuts, it only remains for the hinged mudguard to be lifted towards the saddle to enable the wheel complete to be withdrawn along the slots in the frame. **The importance of tightening the brake plate to the torque arm upon re-assembling must be emphasized.**

It is seldom necessary to grease the hubs. These are packed with sufficient lubricant when new for ten to fifteen thousand miles, after which period it is wise to generally dismantle the hubs for attention to the bearings.

To adjust the wheel bearings loosen the nut next to the adjusting cone and then turn the cone itself in a clockwise direction until the wheel rotates freely but has no lateral play. GREAT CARE MUST BE TAKEN TO SEE THAT THE BEARINGS ARE NOT ADJUSTED TOO TIGHTLY.

After adjusting the rear wheel bearings ensure that the lock nut is really tightened against the face of the adjusting cone.

CONTROLS.—Lubricate all controls, wires, brake connections, etc. with engine oil by means of an oilcan every 1,000 miles, in order to ensure at all times complete control of machine. Any small lengths of control cable that are exposed should be smeared with grease. All control levers should be lubricated from time to time, but excessive use of oil on levers should be avoided as it will run down them, making them unpleasant to hold.

FORK.—To tighten **Top Links,** slacken nut of rear bolt and screw it clockwise. Re-lock nut.

To adjust **Shock Absorbers,** slacken both small nuts on the **off side,** and tighten or slacken larger nut outside plate (on same side). Re-lock both nuts.

To adjust **Bottom Links,** slacken both lock nuts on Link Pin : turn small square **anti-clockwise to tighten or clockwise to slacken.** Tighten lock nuts.

Attention to fork bearings is important, and periodic use of the grease gun should not be overlooked. USE OIL TO LUBRICATE FORK BEARINGS. THIS IS VERY IMPORTANT.

STEERING HEAD.—The head bearing is adjusted in the following manner. Loosen head stem top clip bolt and then screw down the head stem top hexagon nut until any excessive play has been taken up. The adjusting cone has no thread and moves upon the plain part of the head stem, hence tightening of the nut will eliminate any excessive play. DO NOT FORGET TO TIGHTEN HEAD STEM CLIP BOLT AFTER ADJUSTING.

GENERAL.—Lubrication of the cycle parts should not be forgotten. A little oil worked into the brake cam bearings at frequent intervals will ensure smoother application and more progressive braking.

CHECK ALL NUTS OCCASIONALLY FOR TIGHTNESS.

BRIEF NOTES ON MAINTENANCE

GEARBOX.—The filler plug is on the magneto side of the crankcase midway between the cylinder and gear lever. It will not be necessary to insert oil in a new machine but after 1,200 miles a quarter of a pint of gear oil should be added.

CHAIN CASE.—The plug hole here is so positioned as to act as a level with the machine standing vertically. See that this level is constantly maintained.

FAILURE TO START.—If repeated kicks meet with no success after flooding well, (when cold) open the throttle wide and turn off petrol and resume kicking, when the engine will probably go after several half-hearted starts. The throttle should then be closed and the petrol turned on again. If this fails, clean the sparking plug, and if the plug is wet with petrol remove drain plug at the bottom of the crankcase. The engine should then be kicked round several times with the drain plug and sparking plug out, petrol turned off and throttle wide open : this will blow out any surplus petroil mixture. Reference to VILLIERS general instruction booklet should be made if engine still refuses to start.

ENGINE UNIT.—The gudgeon pin is parallel and held in position by circlips which can be removed with a pair of thin nosed pliers. The nuts holding the cylinder to crankcase cannot be removed without lifting the cylinder the last few threads. Forcing the nuts will result in stripped threads.

The position of gear lever can be altered by releasing dome nut and as the centre is not keyed but fitted on a taper only, this will come off by giving a sharp tap on end of nut. When the required position is obtained, lock up nut securely.

Play between end of push rod in mainshaft and clutch operating lever is taken up by screwing in operating pin after slacking lock nut. Slackness in clutch cable is taken up by means of adjuster at the top and back of gearbox.

The cover of the oil bath chain case is removable for clutch and chain inspection by unscrewing the nut in centre of cover. No chain adjustment is provided, as the chain runs in an oil bath and wear is negligible. If after long running the chain becomes too slack obtain a replacement from us. This chain is endless and has no spring link to avoid any possibility of the chain coming off sprockets.

MAGNETO.—The flywheel should not be removed unless absolutely necessary and then it is advisable to use a "Hammer-Tight spanner" for the centre nut. The centre nut has a right hand thread, and

will unscrew a small distance and then tighten again as the flywheel is extracted. When replacing flywheel the correct timing, which is 5/16" before t.d.c. is obtained by placing mark on flywheel rim opposite mark on armature plate (this will be found near the h.t. terminal) with the piston at dead top of the stroke. After checking this lock up the centre nut. Access to contact breaker points etc., is obtained by removing the cover from front of magneto. This is held in place by three small screws, which MUST BE TIGHT WHEN REPLACED.

Two connections are provided in the lighting cable a short distance from the magneto ; unscrew these when removing engine from frame. Do not attempt to remove cable from inside of magneto ; keep in position the rubber sleeves over the connections otherwise a short circuit may occur.

LIGHTING SET.—The importance of fitting replacement bulbs of the correct type cannot be over emphasized—substitutes may be responsible for unnecessary trouble.

REFER SPECIAL NOTE ON PAGE 28.

VILLIERS SET

Headlamp main bulb	6v. 4/4amp. bayonet fixing. (twin filament)
Parking bulb	4v. .3amp. MES. cap.
Rearlamp bulb	6v. 1 amp. } bayonet fixing. 3.5v. .3amp. } (twin filament)
Speedometer bulb	6v. .17amp. bayonet fixing.

MILLER SET.

Headlamp bulb	6v. 4/4amp. bayonet fixing.
Parking bulb	2.5v. .2amp. MES. cap.
Rearlamp bulb	6v. 3watt. bayonet fixing.
Speedometer bulb	6v. .17amp. bayonet fixing.

VILLIERS SINGLE LEVER CARBURETTER

(Fitted with internal needle adjustment and separate strangler)

The lightweight single lever carburetter is fitted which has no external control to the position of the tapered needle. For starting purposes, a vane type strangler is interposed between the carburetter and air cleaner, and it is possible to adjust the position of the taper needle in relation to the throttle to suit individual engines.

Unscrew the knurled ring on the top of the throttle barrel and pull out the throttle assembly. In the centre of the throttle at the top will be found a small screw having a slotted head. Screwing this in clockwise lowers the needle position and therefore weakens the mixture. Unscrewing anti-clockwise raises the needle and enriches the mixture. This adjustment is carried out at the Works on each individual engine during its test, but after the running-in period it will probably be found necessary to slightly weaken the mixture. It is very necessary that the compensating tubes are clear, and on no account should screws be used instead.

TO REMOVE FUEL NEEDLE.—Remove the float chamber and float and unscrew the compensating tubes from the centre piece. This permits the centrepiece to be withdrawn from the carburetter, having of course, first of all removed the throttle. The small brass lever interposed between the needle and the float can then be swung round and the fuel needle lifted out. In no circumstances must the screw attaching the lever to the carburetter body be removed. This lever should always have $\frac{1}{16}$ in. movement on the screw.

TO ASSEMBLE.—First see that every part is clean. Push centre piece through the hole in the body with the prongs of the brass lever on the outside of centrepiece, screw compensating tubes in gently, place large fibre washer in position on underside of body.

Place float in position on centrepiece, replace float cup, then small fibre washer and bottom nut, but do not use too much force when tightening.

SPARKING PLUG.—A little regular attention here will help to ensure that the maximum efficiency is obtained from your engine. An occasional clean will improve starting. Take the plug to pieces and clean the insulator with a rag soaked in petrol ; metal parts can be wiped in the same manner, or washed in paraffin or if necessary scraped. After cleaning and before re-assembling, the surface of the points should be rubbed over with a piece of smooth emery cloth, and it is advisable to see that there is no grit between the insulator and the body, or it will be difficult to make the plug gas tight. The correct gap at the points is .025" and the type of plug recommended is the Lodge H.3.

Never experiment with sparking plugs of a type other than the type standardized—you have our assurance that the plug recommended is the most suitable.

REPAIRS SERVICE

It will be the wish of the owner to have all repairs and adjustments on his machine carried out efficiently to ensure the utmost reliability. Machines sent to us are attended to by experts who specialize in repair work. All repairs are carried out under the terms of our Guarantee set out at the end of this booklet—see concluding paragraph headed " Repairs."

There is no economy in fitting cheap imitation parts ; we accept no responsibility whatever for breakage or consequential damage resulting from the use of spare parts other than those manufactured or supplied by us. ALWAYS OBTAIN YOUR SPARES from the appointed Francis-Barnett dealer in your district, or from us.

OVERSIZE CYLINDERS.—Cylinders for re-grinding should always be sent to us, because Villiers cylinders reground elsewhere may not be machined to our correct limits, and are therefore unsuitable for use with a standard Villiers oversize piston. Furthermore, our guarantee becomes void in its application to any engine fitted with pistons or other parts not manufactured by us, or with oversize cylinders which have not been reground by us. Every cylinder is reground by us to standard oversize limits and no variation from this standard is permitted. The cylinder can only be reground provided it is not worn or scored too badly. Specially reduced charges for regrinding Villiers cylinders and supplying oversize pistons complete, are now in operation as follows :—

Regrinding cylinder and supplying oversize piston complete with rings and gudgeon pin—

For 98 c.c. and 125 c.c. Unit Engines with Aluminium Pistons :

Oversize pistons are supplied at the same price as standard parts quoted in this list. Oversize cylinders are stamped with the word " Oversize " across one corner of the base flange on the underneath side. Oversize pistons are stamped "O.S." on the top or head, if to our first limit of .015", and "O.S.30" for our maximum limit of .030".

SPARE PARTS ORDERS

ALL SPARES for the " MERLIN " including engine parts can be sent against receipt of remittance or under the C.O.D. system.

NOTE—When ordering spare parts it is always necessary to state the frame number of your machine which is stamped on the left hand side of the steering head.

If engine parts are required, state also the letters and number stamped on the right-hand side of the crankcase immediately behind the cylinder base or on gearbox cover front.

If possible the old parts should be sent as pattern, or if this is impossible, full specification of the machine should be given.

Repairs and spares must always be treated on a cash basis.

All invoices will be surcharged by 5% to cover postage or carriage and packing (subject to a minimum of 6d.)

Unless otherwise instructed, spares will be sent by C.O.D. post, weight permitting, when remittance does not accompany order.

When making remittances by telegraph money order, the name and address of the sender MUST be included in the space provided on the Post Office requisition form for a private message from remitter to payee ; unless this is done, the Post Office does not give this information upon a telegram.

When sending parts for replacement, repair, or as pattern, the name and address of the sender should always be securely attached and full instructions explaining what is required should be sent separately by post.

Old or worn out parts sent as pattern are not returned unless specially asked for by the owner at the time of sending them to us.

Never forget to quote our invoice numbers in correspondence relating to Spares or Repairs.

DEPOSIT ACCOUNT.—Where it is preferred, we are prepared to open a Deposit Account if an amount of not less than £2 is sent to us. This arrangement will ensure prompt service and will of course dispense with the C.O.D. system. In such circumstances, " DEPOSIT ACCOUNT " should be mentioned every time spares are ordered.

SPARE PARTS PRICE LIST

(SUBJECT TO VARIATION)

5% should be added to total cost of spares order to cover postage and packing. (Minimum 6d.)

FRAME

Part No.	Description	£ s. d.
3525	Frame assembly	each
1645	Steering head cups	,,
3533	Footrest stud	,,
1224	,, ,, nuts	,,
907	,, ,, washer	,,
3558	Footrest plate R.H.	,,
3559	,, ,, L.H.	,,
1097	,, rubbers	,,
3560	,, distance tubes	,,
3250	,, cotter with nut and washer	,,
3511	Brake cross shaft tube end plugs	,,
3507	Engine plate assembly—lower	,,
1972	,, ,, ,, bolt	,,
905	,, ,, ,, ,, washer	,,
1492	,, ,, ,, stud	,,
14	,, ,, ,, nut	,,
06/20	,, fixing bolt—front or rear	,,
905	,, ,, ,, washer	,,
14	,, ,, ,, nut	,,
1597	Rear chain adjuster	,,
128	,, ,, ,, lock nut	,,

STANDS AND CARRIER

3600	Rear stand	each
1881	Rear stand hinge pin	,,
14	,, ,, ,, ,, nut	,,
1897	,, ,, ,, ,, spring washer	,,
2963	,, ,, ,, ,, split pin	,,
3602	,, ,, spring anchorage	,,
14	,, ,, ,, ,, nut	,,
1512	,, ,, spring	,,
3604	Front stand	,,
06/10	,, ,, bolt	,,
14	,, ,, ,, nut	,,
905	,, ,, ,, washer	,,
818	,, ,, wing nut	,,
3572	Carrier assembly	,,
3042	,, hinge bolts	,,
127	,, ,, ,, nut	,,
3160	,, ,, ,, spring washers	,,
2963	,, ,, ,, split pin	,,
1644	,, attachment wing bolt	,,

NOTE.—Always quote frame number of your machine.

FRONT FORK

Part No.	Description	£ s. d.
2484	Front fork assembly with all parts	each
2500/7	Steering head stem with bottom lug	,,
2501	,, ,, ,, top lug	,,
2413	,, ,, ,, ,, ,, bolt	,,
14	,, ,, ,, ,, ,, ,, nut	,,
1797	,, ,, ,, top nut	,,
3520	,, ,, ,, ,, ,, blank	,,
2521	Steering head stem top cone	,,
1646	,, ,, ,, bottom cone	,,
1645	,, ,, cup	,,
909	,, ,, balls (38 per set)	,,
1648	,, ,, top dust cap	,,
2003	Top fork link assembly	,,
1209	,, ,, ,, bolt—rear	,,
1224	,, ,, ,, ,, nut	,,
1210	,, ,, ,, stud—front	,,
1224	,, ,, ,, ,, inner nuts $\frac{1}{2}$"	,,
14	,, ,, ,, ,, outer nuts $\frac{3}{8}$"	,,
287	Fork link friction discs	,,
3597	Fork side plate assembly R.H.	,,
3598	,, ,, ,, ,, L.H.	,,
1981	Bottom fork links	,,
1214	,, ,, ,, spindle	,,
1224	,, ,, ,, ,, nut $\frac{7}{16}$"	,,
625	,, ,, ,, ,, ,, $\frac{7}{16}$"	,,
1906	Fork spring plate	,,
1215	,, ,, ,, stud Front	,,
1221	,, ,, ,, ,, nut	,,
1216	,, ,, ,, ,, rear	,,
1085	,, ,, ,, ,, head (for handbrake cable adjuster)	,,
3618	Front fork spring	,,
3855	,, ,, springbolt	,,
14	,, ,, ,, nut	,,
1982	Front fork tubes LONG	,,
3603	,, ,, ,, SHORT	,,
2002	,, ,, ,, girders	,,
P.6	Grease gun nipple Straight	,,
P.35	,, ,, ,, Angular	,,
1280	Headlamp brackets	,,
1281	,, ,,	,,

HANDLEBARS AND CONTROLS

3630	Handlebar bend only	each
2414	,, fixing brackets only	,,
2121	,, ,, ,, half clip	,,
2416	,, ,, ,, bolts	,,
2415	,, ,, ,, clip bolts	,,
1310	Compression release trigger	,,
1311	,, ,, ,, fulcrum pin and nut	,,
1312	,, ,, cable stop	,,
2926	,, ,, inner cable	,,
2927	,, ,, outer cable	,,
2400	Clutch lever	,,
2401	Clutch lever fulcrum pin and nut	,,
2928	Clutch cable stop	,,

NOTE.—Always quote frame number of your machine.

Part No.	Description	£ s. d.
2929	Clutch inner cable	each
2930	,, outer cable	,,
1142	,, cable adjuster and nut	,,
2400	Handbrake lever	,,
2401	,, ,, fulcrum pin and nut	,,
2928	,, cable stop	,,
2934	,, inner cable	,,
2935	,, outer cable	,,
1092	,, cable adjuster	,,
625	,, ,, ,, lock nut	,,
1093	,, ,, yoke end	,,
1094	,, ,, ,, ,, pin	,,
2456	Twist grip complete	,,
2432	,, ,, rubber	,,
2435	,, ,, friction spring	,,
2436	,, ,, ,, ,, screw	,,
2437	,, ,, ,, ,, ,, nut	,,
2438	,, ,, cable stop	,,
2439	,, ,, body screw	,,
3829	Throttle cable complete	,,
2442	Handlebar dummy grip rubber	,,

PETROL TANK and OIL STORAGE TANK

3605	Petrol tank	each
1896	Petrol tank transfers	,,
914	Monogram transfer	,,
1149	Petrol tap—two level with filter	,,
1008	Petrol tap fibre washer	,,
3111	Petrol filler cap with oil measure	,,
2890	,, ,, ,, leather washer	,,
3534	,, tank fixing bolt—front or rear	,,
3872	,, ,, ,, ,, plain washer	,,
902	,, ,, ,, ,, spring washer	,,
1015	,, ,, ,, ,, nut	,,
3555	Oil storage tank	,,
3834	Oil tank tap	,,
3834A	,, ,, ,, fibre washer	,,
P.44	,, ,, filler cap	,,

EXHAUST SYSTEM

3538	Exhaust pipe and silencer R.H.	each
3539	,, ,, ,, ,, L.H.	,,
125/35	Exhaust pipe nut	,,
125/36	,, ,, ,, C/A washer	,,

WHEELS

2940	Front wheel complete less tyre and brake control	each
1358	Front wheel rim	,,
2941	,, ,, spokes	per set
960	,, ,, ,, nipples	,, ,,
1327	Front wheel axle	each
1346	,, adjusting cone	,,
1350	,, fixed cone	,,
1356	,, hub cup	,,
1357	,, ,, ,, dust washer	,,
910	,, ,, balls	per set

NOTE.—Always quote frame number of your machine.

Part No.	Description	£ s. d.
1347	Adjusting cone lock washer	each
1348	,, ,, lock nut	,,
1351	Distance piece (inside cover plate)	,,
1352	,, ,, (outside cover plate)	,,
1354	Cover plate lock nut	,,
1355	Wheel axle nut	,,
1251	Front wheel axle sleeve	,,
3608	Front hub complete with all brake parts	,,
1329	Front hubshell with cups and dust washers only	,,
P.35	Grease gun nipple for hub	,,

REAR

3873	Rear wheel complete less tyre and Brake control ...	each
1358	Wheel rim	,,
2478	,, Spokes	per set
960	,, ,, nipples	,,
2480	Rear wheel axle	each
2097	,, adjusting cone	,,
2098	,, fixed cone	,,
1356	,, hub cup	,,
1357	,, ,, ,, dust washers	,,
910	Balls	per set
2103	Adjusting cone lock washer	each
2104	,, ,, ,, nut	,,
2105	Distance piece (inside cover plate)	,,
2106	,, ,, (outside cover plate)	,,
3612	Wheel axle nuts	,,
3609	Rear wheel hub complete with all brake parts	,,
2481	,, ,, ,, shell with cups and dust washers	,,
3637	,, ,, Sprocket 42T.	,,
1345	,, ,, ,, bolt complete with nut and washer	,,
P.35	Grease gun nipple for hub	,,
1597	Rear chain adjuster	,,
128	,, ,, ,, lock nut	,,
1596	,, ,, ,, anchorage	,,
14	,, ,, ,, ,, nut	,,

BRAKES—FRONT

1330	Front brake plate and anchorage arm	each
1331	Anchorage plate and rivets only	,,
1332	Front brake cam bolt with nut and washer	,,
1333	,, ,, operating lever	,,
1090	,, ,, anchorage arm clip	,,
04/10	,, ,, ,, ,, ,, bolt	,,
127	,, ,, ,, ,, ,, ,, nut	,,
1359	,, ,, cam bush	,,
1360	,, ,, shoe fulcrum pin	,,
1361	,, ,, shoes and liners	per pair
1362	,, ,, liners and rivets	,,
1363	,, ,, shoe springs	,,
	Brake liners fitted to service shoes	,,
	OLD SHOES MUST FIRST BE RETURNED	

NOTE.—Always quote frame number of your machine.

REAR

Part No.	Description	£ s. d.
3874	Rear brake plate and anchorage arm	each
3875	,, ,, anchor plate and rivets	,,
1341	,, ,, cam bolt with nut and washer	,,
1342	,, ,, operating lever	,,
1343	,, ,, ,, ,, roller	,,
2473	,, ,, rod adjuster wing nut	,,
04/8	,, ,, ,, ,, ,, bolt	,,
127	,, ,, ,, ,, ,, ,, nut	,,
1359	Brake cam bush...	,,
1360	,, shoe fulcrum pin	,,
1361	,, shoes and liners	per pair
1362	,, liner and rivets	,,
1363	,, shoe springs	,,
	Brake liners fitted to service shoes	,,
	OLD SHOES MUST FIRST BE RETURNED	
3623	Rear brake rod	each
1094	Rear brake rod hinge pin	,,
2963	,, ,, ,, ,, ,, split pin	,,
3556	Brake pedal	,,
3548	,, ,, cross shaft	,,
14	,, ,, ,, ,, nut	,,
905	,, ,, ,, ,, washer	,,
803	,, ,, ,, ,, lever	,,
2661	,, ,, adjuster	,,
128	,, ,, ,, nut	,,
3528	Rear brake torque tube	,,
04/8	,, ,, ,, ,, bolt	,,
127	,, ,, ,, ,, nut	,,
901	,, ,, ,, ,, washer	,,

TRANSMISSION

125/45	Front chain	each
	This is an endless initially stretched chain for which spares are not supplied separately	
2801	Rear chain Renold Mark 110044 110P.	,,
1838	,, ,, single connecting link	,,
1840	,, ,, double cranked link	,,
1841	,, ,, spring clip	,,
1039	Chain rivet extractor	,,

MUDGUARDS. CHAINGUARD.

3656	Front mudguard	each
3610	,, ,, stay ... ...R.H....	,,
3611	,, ,, ,, L.H.	,,
04/8	,, ,, ,, bolt	,,
127	,, ,, ,, ,, nut	,,
904	,, ,, ,, ,, washer	,,
1958	Front number plate	,,
817	,, ,, ,, clips	,,
1296	,, ,, ,, ,, screws	,,
1199	,, ,, ,, ,, ,, nuts	,,
900	,, ,, ,, ,, ,, ,, washers	,,
1263	Front mudguard hanger bracket and rivets	,,
816	,, ,, stand pin	,,
818	,, ,, ,, ,, wing nut	,,
3653	Rear mudguard—detachable	,,

NOTE.—Always quote frame number of your machine.

Part No.	Description	£ s. d.
3654	,, ,, bridge	each
04/8	,, ,, ,, bolt	,,
127	,, ,, ,, ,, nut	,,
904	,, ,, ,, ,, washer	,,
3627	Rear mudguard cable clips	,,
3655	Rear mudguard—fixed...	,,
04/8	,, ,, fixing bolt—bottom	,,
127	,, ,, ,, ,, nut	,,
904	,, ,, ,, ,, washer	,,
3583	Rear number plate	,,
3614	,, ,, ,, bracket	,,
04/8	,, ,, ,, bolt	,,
127	,, ,, ,, ,, nut	,,
904	,, ,, ,, ,, washer	,,
3616	Rear chain guard	,,
04/8	,, ,, ,, front fixing bolt	,,
901	,, ,, ,, ,, ,, ,, spring washer	,,

SUNDRIES

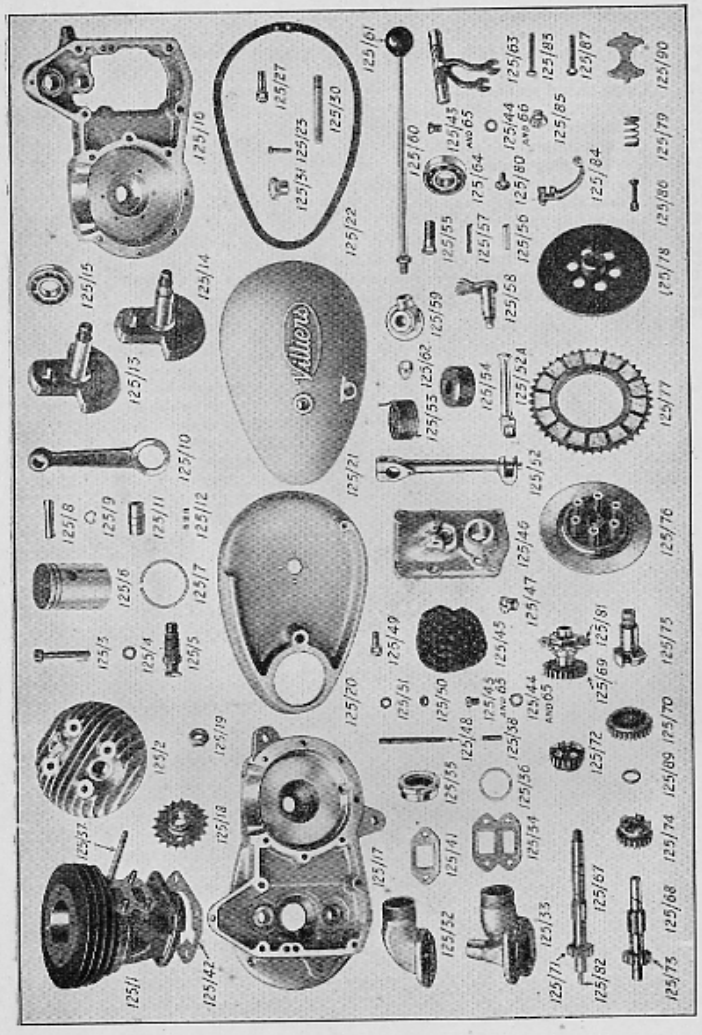
3661	Smith's chronometric lightweight non trip speedometer...	each
2945	Speedometer ring for hub	,,
2946	Speedometer pinion for hub	,,
3661/A	Flexible drive complete	,,
2840	Speedometer bulb	,,
J/3159/3	Speedometer bulb holder complete	,,
2459	Handlebar windscreen	,,
2485	Pillion footrests—rigid pattern	,,
2487	Pillion footrest rubber...	,,
2486	Pillion footrest stud	,,
14	Pillion footrest stud nut	,,
3842	Pillion seat—carrier fitting	,,
2458	K.S. Crank rubber	,,
3554	Toolbox complete	,,
818	,, lid wing nut	,,
04/8	,, bottom fixing bolt	,,
127	,, ,, ,, ,, nut	,,
904	,, ,, ,, ,, washer	,,
3835	Saddle complete	,,
3836	Saddle coil springs	,,
3837	Saddle angle bracket	,,
3838	,, ,, ,, fixing bolt	,,
3839	,, ,, ,, ,, ,, nut...	,,
3685	Saddle front fixing bolt	,,
3739	,, ,, ,, ,, nut	,,
2126	Saddle seat springs	,,
	State length required when ordering.	
3675/6	Legshields complete with brackets	per pair
3675	Legshield, R.H....	each
3676	,, L.H.	,,
3678	,, top bracket R.H. or L.H.	,,
3674	,, bottom bracket	,,
3677	,, bottom bracket clip	,,
04/8	,, blade bolts	,,
127	,, ,, ,, nut	,,
904	,, ,, ,, ,, washer	,,
1053	Licence holder complete	,,
2109	,, ,, glass	,,
1405	Bulb horn	,,
3847	Lodge H.3. Plug...	,,

NOTE.—Always quote frame number of your machine.

TOOLS

Part No.	Description	£ s. d.
3840	Toolroll complete	each
3841	Toolroll pouches	,,
1759	Tube spanner and tommy bar $\frac{3}{8}$" × $\frac{7}{16}$" Whit.	,,
1034	Pliers	,,
1037	Open ended spanner $\frac{1}{4}$" × $\frac{5}{16}$"	,,
1036	,, ,, ,, $\frac{1}{8}$" × $\frac{3}{16}$"	,,
1035	Screwdriver	,,
1307	Cone spanners	,,
834	Sparking plug spanner	,,
1038	Magneto spanner (Contact breaker)	,,
7MC	Grease gun	,,
3843	Square/ring spanner $\frac{5}{16}$"	,,
3844	Tyre lever	,,
1039	Chain rivet extractor (not included in toolroll)	,,
125/1043	Hammer tight spanner (for magneto) not included in toolroll	,,
3845	Schrader tyre pressure gauge. (not included in toolroll) ...	,,
1040	Tyre inflator	,,

NOTE.—Always quote frame number of your machine.



NOTE.—Two modifications affect the above illustrations. Manifold 125/33 is superseded by Part No. D.5342 ; Kickstarter Crank 125/52 is superseded by Part No. D.6978.

LIST OF REPLACEMENT PARTS FOR VILLIERS 98 c.c. AND 125 c.c. UNIT ENGINES.

(The majority of spare parts are interchangeable in both 98 c.c. and 125 c.c. Models, but where they differ a separate Part Number is quoted in the list below.)

Part No.	Description	£ s. d.
125/1	Cylinder barrel, 125 c.c.	each
98/1	,, ,, 98 c.c.	,,
125/2	,, head, 125 c.c.	,,
98/2	,, ,, 98 c.c.	,,
125/3	,, ,, bolt	,,
125/4	,, ,, ,, washer	,,
125/5	Release valve complete	,,
125/6	Piston only, bushed, 125 c.c.	,,
98/6	,, ,, ,, 98 c.c.	,,
125/7	Piston ring	,,
125/8	Gudgeon pin	,,
125/9	,, ,, circlip	,,
125/10W	Connecting rod with bush, 9D, wide	,,
125/11W	Crankpin, 9D, wide	,,
211	,, rollers, set, steel and bronze	,,
98/13	Driving shaft, right hand half, 98 c.c.	,,
98/14	,, ,, left hand half, 98 c.c.	,,
125/13	Driving shaft, right hand half...	,,
125/14	,, ,, left hand half	,,
125/15	Crankshaft journal bearing	,,
125/16	Crankcase half, mag. side	,,
125/17	,, ,, drive side	,,
125/18	Engine drive sprocket	,,
125/19	,, ,, ,, nut	,,
D.5309	Chaincase, inner half (125/20)	,,
125/21	,, outer ,, ...	,,
125/22	Chaincase joint washer	,,
125/23	,, screw	,,
125/24	Crankcase stud	,,
125/25	,, ,, nut	,,
125/26	,, ,, washer	,,
125/27	Cylinder stud	,,
125/28	,, ,, nut	,,
125/29	,, ,, ,, washer	,,
125/30	Chain cover stud	,,
125/31	Nut, chain cover stud	,,
125/32	Exhaust manifold	,,
125/41	,, ,, gasket	,,
D.5342	Inlet manifold, for lightweight carburetter, swan neck pattern	,,
D.5418	Inlet manifold, for midget type carburetter, swan neck pattern	,,
125/34	Gasket, combined inlet and exhaust	,,
123/25	Exhaust pipe nut	,,
125/36	,, ,, ,, washer	,,
125/37	Stud, exhaust manifold, long	,,
125/38	,, exhaust and inlet manifold, short	,,
125/39	Nut for stud	,,
125/40	Washer for stud	,,
125/42	Cylinder base washer	,,

NOTE.—Always quote frame number of your machine.

Part No.	Description	£ s. d.
125/43	Crankcase drain plug	each
125/44	,, ,, ,, washer	,,
125/45	Primary drive chain	,,
E.4015	Bush, driving shaft, mag. side	,,
E.4104	Filler plug, chaincase	,,

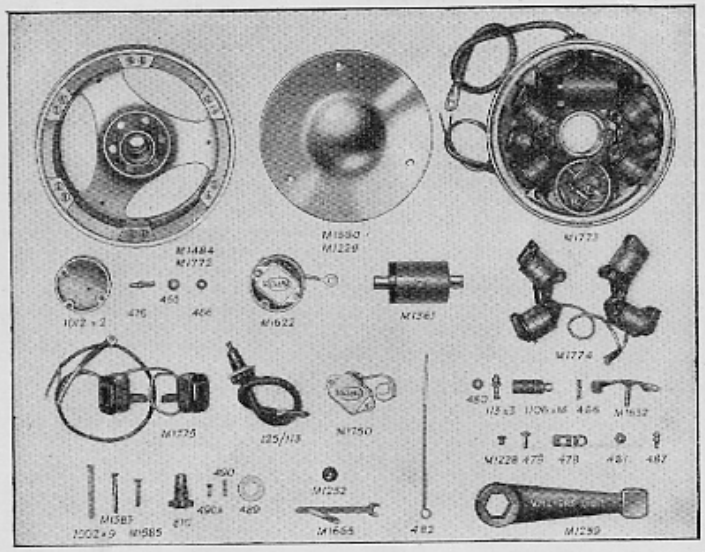
GEARBOX

125/46	Gearbox end cover, bushed	each
125/47	,, filler plug	,,
125/48	,, stud, long	,,
125/49	,, ,, short	,,
125/50	,, ,, nut	,,
125/51	,, ,, washer	,,
D.6978	Kickstarter crank	,,
125/52D	Clamp bolt for K.S. lever	,,
125/52E	Nut for clamp bolt	,,
125/53	Kickstarter return spring	,,
125/54	Return spring cap	,,
125/55	Plunger box	,,
125/56	Plunger	,,
125/57	,, spring	,,
125/58	Quadrant and spindle	,,
125/59	Gear lever centre	,,
125/60	Gear lever with knob, standard, long, straight type... ...	,,
125/61	Gear lever knob only	,,
125/62	Dome nut	,,
125/63	Gear selector	,,
125/64	Gearbox ball bearing...	,,
125/65	,, drain plug	,,
125/66	,, ,, ,, washer	,,
125/67	,, mainshaft	,,
125/68	,, layshaft	,,
125/69	High gear pinion	,,
E.5252	Felt washer for pinion	,,
E.5154	Steel ,, ,, ,, ...	,,
125/70	Kickstarter pinion	,,
125/71	Main shaft pinion	,,
125/72	,, ,, slider	,,
125/73	Layshaft pinion	,,
125/74	,, slider	,,
125/75	Kick starter shaft	,,
125/75A	,, ,, pawl	,,
125/75B	,, ,, ,, spring	,,
125/76	Back clutch plate with studs	,,
125/76A	,, ,, ,, stud	,,
125/77	Clutch sprockets with inserts	,,
125/77A	Corks, set of 15...	,,
125/78	Front clutch plate	,,
125/79	Clutch spring	,,
125/80	Clutch pin	,,
E.4781	Final drive sprocket, 12T .335" dia. roller (125/81) ...	,,
125/81A	Sprocket nut	,,
125/82	Clutch operating push rod	,,
125/83A	Push rod adjuster and nut	,,
125/83	Push rod end	,,
E.5256	,, ,, felt washer	,,
E.5257	,, ,, steel ,, ...	,,
125/84	Clutch lever	,,

NOTE.—Always quote frame number of your machine.

Part No.	Description	£ s. d.
125/85	Barrel adjuster and nut	each
125/86	Cable ,, ,, ,, ...	,,
125/87	Clutch lever cotter and nut	,,
125/89	Thrust washer	,,
125/90	Sliding gear operator	,,
E.4110	Bush, Mainshaft, in end cover	,,
E.4075	,, quadrant and spindle	,,
E.3996	,, layshaft, drive side	,,
E.3197	,, K.S. shaft, in end cover	,,
E.5550	,, K.S. shaft, internal	,,
E.5253	,, gear selector	,,

NOTE.—Always quote frame number of your machine.



MAGNETO. 6 Pole

Part No.	Description	£ s. d.
3877	Magneto complete	each
M.1484	Less cover and screws, ditto, 24 watt	,,
M.1772	Flywheel, 18 watt., complete	,,
M.1773	Armature plate, complete assembly with lighting coils	,,
M.1361	Ignition coil	,,
M.1774	Lighting coils, pair, head	,,
M.1775	,, ,, ,, tail	,,
1106×14	Lightweight cable connector and rubber sleeve	,,
125/110	Flywheel cover, flat	,,
M.1580	,, ,, domed	,,
M.1228	,, ,, screw	,,
1012×2	Condenser box only	,,
M.1622	,, ,, complete assembly	,,
476	,, ,, stud	,,
466	,, ,, ,, nut	,,
465	,, ,, ,, washer	,,
M.1776	,, ,, with condenser and studs	,,
125/112	Condenser only	,,
478	Point clamp	,,
479	,, ,, screw and washer	,,
480	,, ,, top bush	,,
481	,, ,, bottom bush	,,
487	Screwed point with locknut	,,
484	Rocker arm with point and pad	,,
486	,, ,, spring	,,

NOTE.—Always quote frame number of your machine.

Part No.	Description	£ s. d.
125/107	Lighting terminal screw with nuts and washers	each
482	Low tension lead with sleeve	,,
125/113	High tension lead complete	,,
810	,, ,, ,, terminal	,,
489	,, ,, ,, ,, washer	,,
491	,, ,, ,, screw	,,
490	,, ,, ,, spring	,,
490A	,, ,, ,, pad	,,
125/1043	Hammer tight spanner	,,
1038	Contact point ,, ...	,,
834	Spark plug ,, ...	,,
M.1232	Rubber grommet, lighting lead	,,
1137×4	Arm. plate fixing screw	,,
M.1383	,, ,, cheek ,, ...	,,
M.1585	Screw for tail coils	,,

SPECIAL LIGHTWEIGHT SINGLE LEVER CARBURETTER (No. 3).

3846	Carburetter complete	each
V.577	Body	,,
V.107×5	Top ring	,,
V.603	Top disc and guide peg	,,
3829	Cable, inner and outer, with nipples, adjuster and nut ...	,,
V.105×1	Cable adjuster	,,
V.105×2	,, ,, nut	,,
V.580	Throttle	,,
V.586	,, spring	,,
V.137×4	Taper needle	,,
V.107×7	,, ,, spring	,,
V.413	Needle adjuster	,,
V.595	Centre piece and jet	,,
V.107×3	,, ,, ,, ,, washer	,,
V.105×10	Compensating tube	,,
V.107×15	Body clip, inlet manifold	,,
V.107×16	,, ,, screw	,,
V.207	Tickler	,,
V.211	,, spring	,,
V111×2	,, Split pin	,,
V.355	Fuel needle	,,
V.257	,, ,, lever	,,
V.381	Banjo Union	,,
V.382	,, ,, bolt	,,
V.404	,, ,, gauze	,,
V.383	,, ,, fibre washer	,,
H.104×8	,, ,, ,, ,, ...	,,
V.146×6	Float cup	,,
V.107×2	,, ,, fibre washer	,,
V.107×1	Float	,,
V.581	Bottom nut	,,
V.107×4	,, ,, fibre washer	,,
V.605	Air strangler assembly	,,
V.584	,, ,, body only	,,
V.113×14	,, ,, ,, clip	,,
V.107×16	Body clip screw...	,,
V.548	Strangler valve	,,
V.574	,, spindle	,,
V.562	,, valve screw	,,
V.585	,, Lever...	,,

NOTE.—Always quote frame number of your machine

Part No.	Description	£ s. d.
V.561	Strangler lever screw	each
	,, ,, ball, $\frac{3}{16}$" dia.	,,
V.588	,, ,, spring	,,
V.496	Air cleaner	,,
V.599	,, ,, clip	,,
V.597	,, ,, ,, screw	,,
V.598	,, ,, ,, nut	,,
V.117×1	Control body	,,
V.117×3	,, ,, clip	,,
V.107×16	,, ,, screw	,,
V.117×2	Control lever	,,
V.117×4	,, ,, top plate	,,
V.117×5	,, ,, ,, ,, screw	,,
V.117×8	,, spring washer	,,
V.117×6	,, friction washer	,,
V.117×7	,, fibre washer	,,

SPECIAL NOTE REGARDING LIGHTING EQUIPMENT.

To maintain output at the highest possible level, both Villiers and Miller sets have had to be specified. Villiers equipment is fitted to machines where there is no suffix to the frame number (stamped on the left hand side of the steering head). Miller sets are fitted to machines where the suffix "M" is added.

VILLIERS LIGHTING

M.35C	Complete $5\frac{1}{2}$" headlamp, tail lamp, bulbs, switch and cables	each

HEAD LAMP. Pat. M.35.

M.35	Headlamp only complete	each
612170	Rim assembly	,,
612103	Glass	,,
5C-M.34	Glass fixing wire	,,
612172	Reflector assembly	,,
612171	Bulb holder—main	,,
351577	Switch U.39—L3	,,
380407	Switch No. 9 dip	,,
69	Main bulb, 18/18 watt.	,,
70	,, ,, 24/24	,,
975	Pilot bulb	,,

TAIL LAMP

530.41A.	Tail lamp complete with bulb	each
L.R.145	Rim and glass assembly	,,
521907	Body assembly	,,
525762	Bulb holder interior	,,
571388	Coupling nut	,,
180404	Fixing nut	,,
571387	Cable cover shell	,,
571389	,, ,, ,, washer	,,
999	Bulb	,,

NOTE.—Always quote frame number of your machine.

CABLES.

Part No.	Description	£ s. d.
851837	Cable set	each
612153	Cable for speedometer	,,
612154	,, head to tail	,,
612155	,, to magneto	,,
21/M.34	,, head to earth	,,
612167	Battery lead and battery connection assembled	,,

MILLER LIGHTING

(See special note on page 28 before ordering).

HEADLAMP—type 62 E.D.

62E.D.	Headlamp complete—less battery	each
62/1	Headlamp body	,,
62/2	Headlamp front rim	,,
62/3	Headlamp glass	,,
62/4	,, ,, "Kautex" washer	,,
62/5	,, ,, fixing wires (set of four)	,,
62/6	Reflector	each
62/7	Bulb holder housing complete	,,
62/9	Main contact switch complete	,,
62/10	,, ,, ,, cover	,,
62/11	,, ,, ,, lever	,,
62/12	Side bracket fixed screws and washers	set of 2
62/13	Head bulb—24/24 watt.	each
62/14	Pilot bulb	,,
62/15	Lighting cables complete	per set
157	Diplite switch	each
157/1	Diplite switch cable	,,

REARLAMP—type 36E.

36E.	Rearlamp complete	each
36/1	Rear body with contact terminal and bulb holder ...	,,
36/2	Celluloid window	,,
36/3	Rearlamp ruby lens	,,
36/4	Lens mount	,,
36/5	,, ,, retaining wire	,,
36/6	Rearlamp bulb	,,

NOTE.—Always quote frame number of your machine.

NOTICE

We do not appoint agents for the sale on or behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

CONDITIONS OF SALE AND GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars including all accessories and component parts other than tyres, saddles, chains, and lighting and electrical equipment and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging varying or over-riding anything herein contained. In the case of machines (*a*) which have been used for "hiring out" purposes or (*b*) any motor cycles and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (*c*) machines from which the trade mark, name or manufacturing number has been altered or removed or (*d*) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer, or (*e*) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from the date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make in good manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part or accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts :—

1—The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.

2—The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

3—The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the purchaser, differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE

If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part of accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

North View Press Ltd., North St., Coventry