

# Matchless

IN NAME & REPUTATION

## INSTRUCTION BOOK AND SPARE PARTS LIST

MODEL  
R



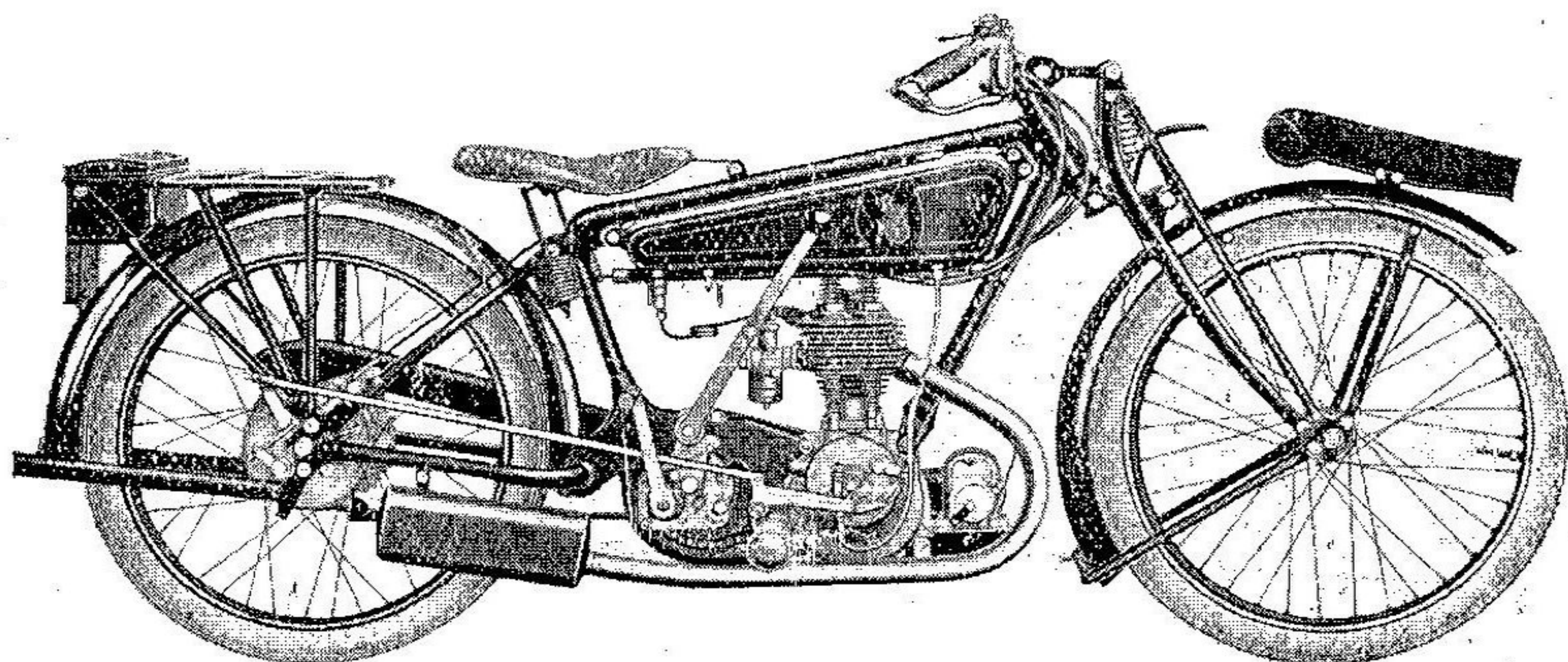




# DRIVING AND ADJUSTMENT INSTRUCTIONS

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*“Matchless” Model “R.”*

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## **H. COLLIER & SONS, LIMITED,** *Manufacturers,*

Registered Offices:

44-45, Plumstead Road, Plumstead,  
London, S.E.18, England.

Nearest Station:  
WOOLWICH ARSENAL S.E.C.R.

Factories:  
BURRAGE GROVE & MAXEY ROAD,  
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*& Private Code.*

All correspondence to:—

Offices: 44-45, PLUMSTEAD ROAD, LONDON, S.E.18.



## INTRODUCTION

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Following our previous practice of endeavouring to obtain good service by making every purchaser thoroughly acquainted with the working of his mount, we issue herewith detailed description and adjustment advice on all important units, together with useful illustrations. A careful study of the contents will enable the possessor of a Model " R " to carry out any small adjustments that may be necessary from time to time, and so obtain the best service from his mount, which result is our earnest desire.

The Spares Section has been compiled to enable customers to correctly specify their requirements when renewals of any part are necessary (See Pages 16 and 17) for Instructions *re* Ordering Parts and particulars of Deposit Account System.

H. COLLIER & SONS, LIMITED.



# General Description

## STARTING

Before describing the actual method of starting, it is perhaps advisable to describe the various lever positions which shall all be mastered before taking machine on the road. Neutral or free engine position of the gear is the first position forward from the rearmost position and is indicated by the figure N with which the small pointer on gear lever will coincide. The engine must always be started with the gear lever in this neutral or free position.

Ignition is advanced or retarded by means of a lever on the left side of handlebar. To advance spark this lever should be drawn inwards; for starting it should be about three-quarters advanced.

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The throttle and air levers for carburettor both open inwards, the top lever operating the air and the lower and longer one the throttle. For starting, throttle should be about one-sixth open, and air completely closed. A small milled edge screw needle valve at the bottom of carburettor mixing chamber controls the petrol supply to the pilot jet and governs slow running only. Screwing inwards weakens the mixture, and vice versa unscrewing, enriches the mixture for small throttle openings only. This screw is carefully set at the works, but on account of variation in fuel or temperature it may be found desirable to slightly alter the adjustment occasionally. Owners are, however, advised to refrain from making any adjustments without good cause, the foregoing being intended only to roughly convey some idea of the carburettor working.

The petrol is turned on when the lever on the tap to which the petrol pipe is attached is parallel to the body of the tap. Assuming that the tank has been filled with petrol and oil of the brand recommended elsewhere, and that all levers and taps have been set as above, to start engine first flood the carburettor by depressing the button on the float chamber until the petrol overflows then raise the valve by lifting the left side handlebar lever, and at the same time, with the right foot give the kickstarter pedal a sharp and vigorous push downwards, releasing the valve lifter lever when the starter crank is about half-way down. This operation should not require at the most more than three or four attempts.

When the engine is started close the throttle slightly to check the engine speed, and seated on the cycle, disengage clutch by drawing inward the lever which is situated on the left side of handlebar. Then shift gear lever backward into first gear position, after which gently engage the clutch by releasing slowly the lever which has already been drawn inward.



**Starting—contd.**

When fairly under way, smartly declutch and simultaneously shift gear lever forward into second gear position, which is in middle of lever travel, at the same time releasing clutch lever gently, but smartly as engine takes up the drive, after which repeat the operation to obtain top gear. In all changes of gear it is advisable to make certain that the gear lever is fairly in engagement with the notches in gear selector.

NOTE.—Any difficulty in starting will most probably be caused either by insufficient flooding, too liberal throttle opening, or ignition not sufficiently advanced.

**DRIVING**

In general driving it is always advisable to advance the ignition as far as possible without causing knocking. When ascending a steep hill as the engine slows, care should be taken to retard the ignition just sufficiently to prevent knocking, and if a change of gear then be made the ignition should be again advanced as the speed of the engine is increased by the use of the lower gear. For descending exceptionally steep and dangerous inclines the middle gear should be engaged enabling the frictional resistance of the engine to assist in retarding the descent. We do not, however, under any circumstances recommend using the bottom gear for this purpose, as by so doing an abnormal and unfair strain would be imposed upon the rear driving chain under certain circumstances.

It is advisable to ease clutch slightly when rounding acute corners or when travelling slowly on top gear. If this practice is adopted from the first much unnecessary gear changing will be avoided.

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**“DON'TS” IN DRIVING**

- DO NOT allow engine to labour on high gear on a steep gradient and remember that an easier, faster and better ascent can be made on the next lower gear.
- DO NOT make a practice of starting on second speed.
- DO NOT under any circumstances allow the chains to run very slack or very dry. Either will soon cause trouble, and adjustments are easy. Slack chains will inevitably cause harshness of transmission.
- DO NOT force engine or drive above a maximum speed of 25 m.p.h. for the first 500 miles. Mention is made of this warning on account of the natural desire of a new owner to ascertain his mount's maximum capabilities. However, until all bearings are well run in, etc., it is advisable to refrain from speed bursts and the accompanying possibility of seized bearing, piston rings, etc. The first 500 miles of an engine's existence is far more important than the next 5,000.
- DO NOT ignore these instructions or think them too elaborate. They have been compiled at a great amount of trouble, and are the outcome of practical experience extending over many thousand miles riding.



# LUBRICATION

## ENGINE

The mechanical oil pump is very carefully set to deliver the correct quantity of oil to the engine and unless the owner has good cause we do not advise attempting to alter the delivery. At all times when starting up from cold a thin film of oily smoke should be apparent in the exhaust, and if at any time this should not be observed although the tell tale indicates that oil is passing, the two screws holding down the top plate on oil pump should be loosened and the centre barrel (the part with handle extension) turned one division of the indicator in a left hand or contra clockwise direction. The tell tale referred to above consists of a small plunger extension to the oil pump on the delivery side which must lift before oil can pass. Therefore, when oil is passing, this small plunger must necessarily be somewhat extended and at low speeds it will be seen to fluctuate with the action of the plunger of oil pump. It may be explained that at high engine speeds the deliveries of oil from the pump may perhaps be too rapid to allow the tell tale plunger returning to its normal position between each impulse, and it may therefore, remain consequently in a constantly extended position. The movement of this tell tale must be noticed before and occasionally during each run as this is the only means by which driver can readily observe that the pump is functioning properly. At night time the position of the plunger can be felt quite easily, even though gloves are worn, and it must always be remembered that oil cannot pass into the engine until this tell tale plunger is extended thereby uncovering the oil passage. ~~thereby uncovering the oil passage.~~ and it must always be remembered that oil cannot pass into the engine until this tell tale plunger is extended thereby uncovering the oil passage.

IMPORTANT NOTE.—Oil specially recommended :—

For first 500 to 1000 miles	...	WAKEFIELD CASTROL XL.
Subsequently to above	...	WAKEFIELD CASTROL C. or XL.

Clients are requested in their own interest to report at once any difficulty experienced in obtaining the above-mentioned brands of oil.

Of equal importance to the engine is the lubrication of such parts as chains, fork spindles, hub bearings, etc., which should be dealt with systematically as follows :—

## CHAINS

It will probably be found that the front chain and also magneto chain will receive sufficient lubrication from the engine air-release valve, but however, this should be inspected periodically and oil injected at rear of chain guard if necessary. The rear chain should be removed occasionally and well soaked in paraffin especially in bad weather, and after carefully wiping should then be soaked in molten tallow. A good soaking in engine oil will serve as a poorer substitute.

## FORK SPINDLES.

Every 200 miles grease should be forced through each fork spindle by means of the grease gun provided, until it can be seen exuding from either end of the bearing (Graphite grease recommended).



## GEAR BOX

Every 500 miles the gear box filling plug should be removed, and the gear box filled to overflowing when the machine is standing level with (preferably) Wakefield Castrolase which is specially recommended. If this is temporarily unobtainable. Mobiloil C. Gear Oil may be used.

## HUBS.

Every 500 miles (or more frequently in continuous bad weather) the lubricators in the centre of both front and rear hubs should have small quantity of grease forced through them. (Wakefield Castrolase suitable).

In addition to the foregoing all parts such as brake rod, joints, etc., should receive a few drops of oil occasionally, particularly in bad weather. Bicycle lubricating oil or engine oil.

## SWILLING OUT CRANKCASE

We do not consider this occasional swilling out and draining of crankcase to be necessary, and have in consequence not provided any special means of introducing fresh oil after this draining off. To those owners who have been accustomed to occasionally doing this, we would state that there is no possible harm likely to result. After the draining off of old oil has been completed, the cycle should be leaned well over, and two egg-cup's full of clean engine oil pumped into the crankcase via the drain plug hole after which the plug may be replaced and engine can then be immediately run.

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# ADJUSTMENTS

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# ADJUSTMENTS

## ENGINE

**To Adjust Inlet or Exhaust Tappets.** Hold tappet head (bottom large hexagon) with spanner provided, and slack off lock nut securing tappet head. Then screw head down or up, as required, until correct clearance is obtained, after which securely lock in position with lock nut.

NOTE.—Correct clearance between tappet head and exhaust valve stem when valve is down on its seating is .006 while that for the inlet is .004. To obtain the best results as regards silence of valve gear these clearances should be accurately maintained and a cheap set of engineers feeler gauges will be found very useful for checking purposes.

## TO ADJUST VALVE LIFTER WIRE

Slack off locking nut on cable adjuster stop and screw the adjuster in or out as desired. Care must be exercised when adjusting to observe that the exhaust tappet is quite clear, i.e., with slight up and down shake when valve is down.

## TO REMOVE CYLINDER FOR DECARBONIZING, Etc.

After 1,500 miles or so have been covered it may become necessary to remove carbon deposit from piston top and cylinder head. The need for this will be indicated by a tendency to pink or knock when climbing hills, particularly when engine is hot. To remove cylinder proceed as follows.



### **To Remove Cylinder for Decarbonizing, etc.—*contd.***

First remove sparking plug, petrol pipe and both aluminium valve caps. Next remove the silencer fixing bolt and also the nut on bolt supporting exhaust pipe. The exhaust pipe and silencer may now be removed entirely. Next unscrew carburettor mixing chamber cap and withdraw valves and cables intact. Then remove all cylinder base nuts and with piston at the lowest position gently draw off the cylinder.

The re-assembling should be carried out in the reverse order. Before refitting cylinder, the interior, together with the piston, should be carefully wiped with a clean calico rag, and afterwards smeared with perfectly clean engine oil. Too much care cannot be exercised to prevent the admission of any dust or foreign matter, and while on this subject we particularly warn owners against the usual practice of using the top of the tank as a resting place for nuts and pins, etc., which can at the least jar fall into crankcase interior while cylinder is removed.

The base of cylinder, just prior to refitting, should be smeared with a little seccotine or quick drying gold size.

After the whole job has been completed and tappets adjusted if necessary (see Instructions), it is advisable to go over all nuts, particularly cylinder holding down nuts.

### **TO EXPOSE VALVE TIMING GEAR**

First detach at tank end the oil pipe to pump and to prevent leakage of oil force into the oil pipe union on the under side of tank, a taper wooden plug. Then detach oil pipe from oil pump. Next remove the two small split pins securing valve lifter casing stop and lever and all timing cover screws, when the cover may be gently forced off.

### **TO REMOVE CAM WHEEL**

After removing timing gear cover as described, turn engine slowly

### **TO REMOVE CAM WHEEL**

After removing timing gear cover as described, turn engine slowly until marks on cam wheel and small pinion coincide, when cam wheel may be withdrawn.

### **TO REPLACE CAM WHEEL AND TIMING COVER, Etc.**

First see that the marked tooth on small timing pinion is vertical, then holding both cam levers up with the fingers, gently insert the cam wheel with the mark on same coinciding with that on the small pinion. Then holding valve lifter lever in the correct position, gently press the cover home after which the fixing screws should be firmly tightened down with a good stout screwdriver.

NOTE.—It is advisable to smear the edge of timing gear cover with seccotine or quick drying gold size just before fitting.

### **TO REMOVE MAGNETO**

First withdraw footrest rubber on left side footrest. This rubber is merely a push-on fit. Next remove the two nuts and washers securing outer half of chain cover and remove cover. Then disconnect the joint link of magneto chain and remove the carbon brush holder intact with cable. Now upon removing the two small nuts and cupped washers on the underneath side of magneto platform the magneto may be lifted clear.



## TO RE-TIME MAGNETO

With sprocket on magneto shaft loose, revolve engine carefully until the piston is exactly at the top of the firing stroke. (This is the topmost position of the piston at which both valves are closed). Now fully retard the magneto and taking care not to move the engine from the top of stroke position, gently turn the magneto armature in a clockwise direction (i.e. the direction of normal rotation) until the contact points are just about to break in which position the sprocket fixing bolt should be carefully tightened. It is advisable to check the setting once and this may best be done by again setting the piston to the top dead centre of explosion stroke and moving the ignition lever on handlebar to and from fully retard to say about  $1/3$  advanced position. During this small movement the contact points should be observed to definitely part.

## TO DISMANTLE HUB BEARINGS

After wheels have been removed (see removing wheels), unscrew locking nut securing adjusting side cone and after unscrew adjusting cone, when spindle may be withdrawn. Upon assembling, coat each roller bearing with a small quantity of best quality transmission grease, and after securing lock nut for adjusting cone, make quite certain that a very slight amount of shake can be felt in the bearings. It must be understood that taper roller bearings do not require to be adjusted tightly and unless a trifling amount of slackness is observed, it is possible quite unknowingly to impose an enormous crushing strain on the slightly tapered rollers without same being made apparent by undue friction. and unless a trifling amount of slackness is observed, it is possible quite unknowingly to impose an enormous crushing strain on the slightly tapered rollers without same being made apparent by undue friction. This slight slackness must therefore always be maintained.

## TO ADJUST MAGNETO CHAIN

It will be observed that magneto chain adjustment is obtained by varying the position of the magneto upon its platform, slotted bolt holes being provided to allow of this. Correct chain adjustment is such that when the top of chain is lightly pressed up and down a movement or whip of  $\frac{1}{4}$  inch is obtained. To adjust chain slack off the two nuts only on the underneath side of magneto platform and slide the magneto back or forward as the case may be afterwards securely tightening the nuts securing the magneto in position.

## TO INSPECT GEAR BOX INTERIOR

To remove gear box end plate for examination of gears, first remove foot brake pedal. Next disconnect the clutch control wire by slackening off the adjustment when the nipple can be slipped out of the slotted end of the small operating lever. Next remove clutch wire from the lug on gear box end plate. Next place gear lever in top gear position and after removing the four gear box end plate fixing nuts, gently draw off the plate intact with gear lever and kickstarter gear.

NOTE.—While the end plate is being removed, a pan or some receptacle must be placed underneath to catch the oil, the bulk of which will of course run out.

To re-assemble, after thinly coating with seccotine or quick drying gold size, offer up the end plate, taking care to keep the gear lever in top position, and to engage gear striker shoe into both pinions, and shafts in their respective housings, when gently tap end plate home, after which carefully tighten nuts and replace oil, etc.



## CLUTCH ADJUSTMENT

In the event of clutch slip being experienced, the adjustment of the clutch operating cable should be first suspected. When correctly adjusted it should be possible to move the clutch operating arm (part to which lower end of cable is attached) to and fro with the fingers slightly, and if this free movement cannot be felt the cable stop should be adjusted accordingly. Alternatively, the screw at the bottom of the clutch operating arm may be screwed out slightly to give the same effect. The lock nut securing this small screw must be carefully tightened if adjustment is made here.

## TO ADJUST FRONT CHAIN

First remove the snap on cover over the gear box fixing bolts (this may easily be prised out of position) then slack off both of the long fixing nuts. Now turn the special double headed adjuster nut in right hand direction to tighten or vice versa to slacken. After the correct adjustment has been obtained the fixing nuts should be firmly tightened down.

NOTE.—The adjustment of chain should be tried in various places, and the correct adjustment (which should allow a whip of about  $\frac{3}{8}$  in. when chain is pressed lightly up and down) should be obtained for the tightest place.

NOTE.—It is advisable to remove the outer half of front chain case to enable the correct adjustment to be readily verified.

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## TO ADJUST REAR CHAIN

Put down rear stand. Then slacken off rear wheel spindle nuts and screw in each side chain adjuster bolt an equal amount until a whip of  $\frac{3}{8}$  to  $\frac{1}{2}$  is obtained upon pressing chain lightly up and down after which carefully retighten axle nuts.

NOTE.—Care is necessary upon tightening rear chain to leave the wheel in the correct alignment. When correct the distance between right side or brake side chain stay should be  $\frac{5}{32}$  less than between left side chain stay and rim edge, that is to say the wheel is intended to lie out of centre to the above extent. This is very important as incorrect alignment will cause rapid tyre and chain wear.

## TO REMOVE REAR WHEEL

Put down rear stand. Then disconnect hand brake cable by loosening the securing screw on operating arm. Next pull out the rod attached to cable and draw whole away from cover plate. Then disconnect foot brake rod and rear chain connecting link and remove the bolt securing brake cover plate. The wheel is then ready for removal, and can be drawn backward in the slotted fork ends until clear, after of course slacking off axle nuts.

## TO REMOVE FRONT WHEEL

Put down front and rear stands. (Front stand only does not provide a safe balance). Then slack off both axle nuts and with a stout screw-driver or suitable lever, gently spring out each side fork in turn, pressing wheel down at the same time.



### TO ADJUST FRONT FORKS

Adjustment to the front fork spindles for side wear. The need for adjustment at this part will be apparent by a creaking noise when steering head is turned abruptly with machine stationary.

First ascertain which spindle or spindles require adjustment, and slack off both lock nuts. Then by means of the squared end, turn the spindle anti-clockwise to take up slack, or clockwise to give more freedom after which tighten up the lock nuts securely.

Care is necessary in this operation to guard against over-tightening when the fork will be stiff in action, and will most likely refuse to function.

### TO ADJUST STEERING HEAD

The steering head should be occasionally tested for adjustment by exerting pressure upwards from the extreme tips of the handlebars. Should any shake be apparent, the cap nut on top of fork stem must be slacked off and the underneath nut tightened down until all shake has disappeared, when carefully lock with the cap lock nut.

IMPORTANT.—To guard against unconsciously overtightening the head bearings, the effect of which is extremely difficult steering, it is advisable to jack up the front of machine (a box of suitable height under crankcase will serve) in order that all shake may be taken up satisfactorily and the steering head left perfectly free.

### TO ADJUST WHEEL BEARINGS

To adjust either rear or front wheel bearings, slack off the left side spindle nut and the steering head for perfectly free.

### TO ADJUST WHEEL BEARINGS

To adjust either rear or front wheel bearings, slack off the left side spindle nut and with the thin cone spanner provided slack off the thin adjusting cone lock nut after which with the same spanner turn the adjusting cone in the required direction, i.e. clockwise to tighten or vice versa after which lock the adjusting cone in position with the lock nut provided, and lastly carefully re-tighten the axle nut.

IMPORTANT NOTE.—It must be understood that taper roller bearings must not be adjusted tightly and unless a trifling amount of slackness is observed it is possible quite unknowingly to impose an enormous crushing strain on the slightly tapered rollers without same being made apparent by undue friction. This slight slackness must therefore always be maintained.

### PERIODICAL INSPECTION OF NUTS, Etc.

Satisfactory service depends largely upon the necessary immediate attention to details. The old adage "A stitch in time saves nine" applies with particular force to motor cycle maintenance. Make a point of testing the security of all nuts occasionally with a spanner. There is possibly more dissatisfaction and damage caused through neglecting details than for any other reason. It must be always remembered that a motor cycle is a highly specialised piece of engineering, and that while it does not call for great engineering skill in driving, the exercise of a little mechanical sense and the occasional use of a spanner, cleaning cloth, etc., is very necessary if the maximum of service is to be obtained with the requisite degree of satisfaction. Therefore do not wait until to-morrow, but adjust it now.



## CLEANING

If the machine is used to any extent in bad weather, for mud removing a small hose is almost indispensable, but when using same care should be exercised not to direct water on to the engine and magneto or other such parts. If a hose is not available, soak dirt with paraffin before removing. Do not attempt to rub or brush mud off an enamel surface when dry, or the polish will soon be destroyed. For engine, magneto, etc., a good stiff paint brush and a pot of petrol is preferable.

## STOPPAGES AND THE LIKELY CAUSES

ENGINE SUDDENLY STOPS. Probable cause :—

Petrol low in tank, allowing air to enter petrol pipe.

Dirt in petrol pipe.

Choked jet.

Water in float chamber.

Choked petrol pipe or tap.

Air lock in tank.

Oiled up sparking plug.

ENGINE RUNS BADLY. Probable cause :—

Magneto contact breaker sticking.

Valve sticking.

Weak valve spring.

Plug points too close.

Water on plug.

Plug oily or sooted.

Plug points too close.

Water on plug.

Plug oily or sooted.

Air leakage (due to carburettor being disturbed).

Paraffin in petrol, or bad petrol.

Valve seating burnt.

Faulty or badly adjusted magneto contacts.

Defective sparking plug cable.

ENGINE WILL NOT START. Probable cause :—

Too liberal throttle opening.

Valve stuck up.

Water on plug, or oiled up plug.

Choked jet.

Valve or valves not seating properly.

Insufficient flooding.

Defective sparking plug cable.

Magneto contact breaker stuck up.

## LEGAL MATTER.

NOTE.—In view of the growing public objection to noisy motorcycles, a word of warning on this subject may not be out of place here. Firstly it has been noted and freely commented upon that much of the noise complained of is unnecessary, being due to injudicious driving as for instance violently accelerating from a standstill, racing the engine when stationary, driving on full throttle when ascending hills in residential districts, etc. Any motorcycle, or for that matter, any motor vehicle driven in this manner creates abnormal noise, and in the interests of all, we earnestly implore every "Matchless" owner to studiously refrain from any of the practices enumerated.



**Legal Matter—contd.**

To comply with the law relating to motorcycles, the owner of a "Matchless" Model "R" must:—

1. Hold a driver's licence, which can be obtained from the Chief Constable or Corporation of a County Borough, or from the County Council. The charge for this licence is 5s. yearly, and must be renewed annually from the date of issue. A motor-car driver's licence covers the driving of a motorcycle.
2. Apply to the Taxation Department of the Local Authority of the district in which the vehicle is to be ordinarily kept, for Inland Revenue Licence and Registration Form RF 1/2 (Motorcycles only). The address of the above Taxation Department can be obtained by enquiry at a Post Office.
3. The form RF 1/2 when obtained must be filled in and returned accompanied by a remittance of 30s. (bicycle unladen not exceeding 200 lbs). In some districts evidence that the vehicle to be licenced is new and has not previously been registered may be demanded. Manufacturers' or Agents Invoice will serve.
4. See that his front plate is illuminated at night on both sides.
5. Never drive at a speed which is dangerous to the public.
6. Wherever necessary, give audible and sufficient warning by horn or other instrument of the approach of his motorcycle.

For registration purposes the following particulars will be required:—

Weight of cycle unladen	...	...	...	180 lbs.
Type or Model	...	...	...	Matchless Model "R"
Manufacturers' horse power	...	...	...	2.46.
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Type or Model	...	...	...	2.46.
Manufacturers' horse power	...	...	...	2.46.
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## Guarantee Terms and Conditions

We give the following Guarantee with our motorcycles instead of the Guarantee implied by statute or otherwise as to the quality of fitness of such machines for the purpose of motorcycling and such machines which have been used for "Hiring Out" or racing purposes or in respect of which our trade mark or manufacturing number has been removed, no Guarantee of any kind is given or is to be implied.

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 date of purchase, and the damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective.

WE UNDERTAKE, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles are easily liable to derangements by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.



## REPAIRS

Any motorcycle sent to us to be plated, enamelled or repaired will be repaired upon same conditions, i.e., we Guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, and this Guarantee is in lieu and in exclusion of any common law or statute warranty, 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.

## CONDITIONS.

If a defective part should be found in our motorcycles, it must be sent to us, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our Guarantee and he must also furnish us at the same time with the number of the machine, the name of the Agent from whom he purchased and the date of purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this Guarantee or any implied Guarantee shall not be enforceable.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

We do not guarantee the specialities of other firms such as tyres, saddles, chains, lamps, magnetos, etc., or any component part supplied to the order of the purchaser differing from our standard specification supplied with our motorcycles or otherwise.

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## THE TERM "AGENT"

is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts or transact any business whatsoever on our account other than the sale of goods which they may have purchased from us; nor are they authorised to give warranty, or make any representation on our behalf other than those contained in the above Guarantee.

H. COLLIER & SONS, LIMITED.



## INTRODUCTION

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We have pleasure in presenting this Spares List for the "Matchless" Model "R."

Every part likely to be required can readily be found by reference to illustrations contained therein.

Every part has a distinctive number, and care should be taken to order correct part, calling same by the name specified, and giving the

Every part has a distinctive number, and care should be taken to order correct part, calling same by the name specified, and giving the part number.

Read carefully rules on pages 15 and 16.

We are at all times willing to give estimates for parts or repairs and also give to all customers the benefit of our advice regarding any query.

H. COLLIER & SONS, LIMITED.



## TERMS OF BUSINESS

Our invariable rule in this department is net cash with order. Remittance to £1 in value may be sent by Postal Order, but over this amount it is advisable to remit by cheque. Cheques to be made payable to H. Collier & Sons, Ltd., and crossed. When making remittance by Telegraph Money Order, the name and address of sender should be included, as, unless this is done, the Post Office do not give this information in the telegram. We frequently receive Telegraph Money Orders without sender's name, with the result that we cannot trace by whom the amount is sent, and we have to wait until customer writes complaining about delay before the matter can receive any attention. If remittance is not sufficient to pay for postage or carriage, goods will be sent "carriage forward" (Goods Train).

All repairs accounts are strictly cash before delivery.

The prices in this list are subject to alteration without notice.

## DEPOSIT ACCOUNT

We strongly advise all owners of "Matchless" motorcycles to take advantage of our "Deposit System." It often occurs that parts are required by return, but customers not having a current account, there is the inevitable delay of "pro forma" invoice being sent, and we have to wait receipt of his remittance before the goods can be despatched. This delay causes considerable inconvenience to the party concerned, and can be avoided by opening a Deposit Account.

A remittance of not less than £2 entitles a customer to this form of account, and when goods are ordered by 'phone, telegram or letter they will be despatched at the earliest possible moment by the quickest route. Invoices will be sent for all goods supplied and a statement rendered showing amount of deposit in hand when required, and customers will be notified immediately their deposit becomes exhausted so that they may renew same. We are at all times prepared to return balance of deposit upon request.

Kindly note when ordering to mention "Deposit" or quote reference as shown on monthly statements.

## REPAIRS

In case of extensive structural repairs, being required, we strongly advise all owners to send machines to our works for attention. It is obvious that manufacturers can do this kind of work better than any repairer.

## OVERHAULING

When sending us a complete motorcycle, engine, gear box or other part with the request that we overhaul same, we understand by the term "overhaul" that it is to be entirely dismantled, thoroughly renovated, any worn part renewed and put in perfect working order. In case a customer desires only certain parts attended to, explicit instructions should be given us to that effect, otherwise cost may be far in excess of what is anticipated.



## ESTIMATES

It is becoming a general practice for customers when sending their engines or complete motorcycles to us for repairs, to request a detailed estimate for the necessary repairs before proceeding with the work.

We are always pleased to furnish these estimates, but it must be distinctly understood that only approximate quotations can be given, as when re-erecting, it is often found that other repairs or new parts are necessary, which it was impossible to locate when dismantling.

In some instances, when an estimate has been submitted several of the items quoted for are questioned as being unnecessary or not required. We may say that we only include in our quotation new parts and repairs that we consider essential to make the machine suitable and satisfactory for the road.

We much prefer not to undertake a repair (neither do we accept any responsibility) when the estimate for same has been curtailed by the owner, as the parts he may delete are probably the most important to obtain good results.

If an estimate is not accepted, i.e., the parts returned to the owner in their original condition, a nominal charge is made for taking down and re-assembling.

All repair accounts are strictly cash before delivery.

### RULES TO BE OBSERVED

in their original condition, a nominal charge is made for taking down and re-assembling.

All repair accounts are strictly cash before delivery.

### RULES TO BE OBSERVED

1. Parts sent to us for repair, replacement or as pattern must bear distinctly sender's full name and address. Instructions regarding same must be sent under separate cover, otherwise goods may lie at our works and not be unpacked until instructions regarding same are received.

2. All goods must be consigned to us carriage paid.

3. Do not enclose cash (whether in the form of coin or paper) with goods. Remittance should be sent by letter post for your own protection.

4. Customers having no account with us should not fail to remit at the time of order, and also to include postage.

5. When customer has no account, a Telegraph Money Order will ensure immediate attention.

6. When making enquiries respecting any part on order or repair it is advisable to quote date of order.

7. In case of doubt regarding correct names of parts required it is advisable to send old part as pattern.

### DAMAGE IN TRANSIT

Our responsibility ceases when goods leave our works, and claims must be made on carriers in the event of damage occurring in transit. Any such damage should be immediately reported.

NOTE.—By Railway Companies special regulations, unless damage in transit is reported within three days from receipt of goods, no claim can be entertained.



# ENGINE PARTS

			A.	£	s.	d.
R.E.	20	Axle for flywheel (transmission side)	...	4	9	
R.E.	26	Axle for flywheel (timing gear side)	...	4	6	
L/3 E.	317	Axle for flywheel (crankpin)	...	4	6	
			See flywheels for other parts.			
			B.			
R.E.	27	Bush for flywheel axle (timing side)	...	2	6	
L/3 E.	234	Bush for camshaft (crankcase side)	...	1	3	
L/3 E.	234	Bush for camshaft (cover side)	...	1	3	
R.E.	45	Bush for gudgeon pin	...	2	6	
R.E.	21	Bush (hardened steel) for roller bearing transmission side of crankcase	...	3	6	
			Breather for crankcase (see release valve).			
			C.			
R.E.	1	Cylinder only	...	3	0	0
R.E.	2	Cylinder holding down stud (each)	...			2
S.T.D.	4	Cylinder holding down stud nut	...			2
R.E.	3	Cylinder base paper washer	...			1
R.E.	58	Carburettor lock nut (see also Carburettor)	...			6
R.E.	4	Cylinder aluminium valve cap (inlet or ex- haust)	...	3	0	6
R.E.	1	Cylinder only	...			
R.E.	2	Cylinder holding down stud (each)	...			2
S.T.D.	4	Cylinder holding down stud nut	...			2
R.E.	3	Cylinder base paper washer	...			1
R.E.	58	Carburettor lock nut (see also Carburettor)	...			6
R.E.	4	Cylinder aluminium valve cap (inlet or ex- haust)	...	2	6	
R.E.	133	Crankcase with studs and bushes (supplied complete only)	...	3	5	0
R.E.	50	Crankcase bolt (short) $\frac{3}{8}$ in. diam.	...			3
R.C.	24	Crankcase bolt (long) $\frac{5}{16}$ in. for front chain cover support	...			3
R.C.	28	Short spacer tube for above (rear of chain cover)	...			3
L.M.	16	Long spacer tube for above (inside chain- cover)	...			4
S.T.D.	3	Nut for $\frac{3}{8}$ in. crankcase bolt	...			3
S.T.D.	10	Washer for $\frac{3}{8}$ in. crankcase bolt	...			1
H.E.	18	Crankcase bolt short $\frac{5}{16}$ in. diam.	...			6
R.E.	52	Crankcase bolt medium $\frac{5}{16}$ in. diam. for magneto platform	...			3
R.E.	73	Crankcase bolt long $\frac{5}{16}$ in. diam. for ex- haust pipe support	...			7
R.E.	91	Short spacer tube for above	...			4
L/3 C.	53	Long spacer tube for above	...			5
S.T.D.	4	Nut for crankcase bolt $\frac{5}{16}$ in. diam.	...			2
S.T.D.	11	Washer for crankcase bolt $\frac{5}{16}$ in. diam.	...			1
R.C.	29	Chain cover support stud (screws in crank- case) late 1927 Model	...			7
R.C.	26	Chain cover support bracket (early 1927 Model)	...	1	3	



## C.—contd.

			£	s.	d.
S.T.D.	4	Nut for support stud 5/16in. ... ..			2
L.M.	16	Spacer tube for support stud ... ..			4
S.T.D.	11	Washer for support stud ... ..			1
R.E.	32	Timing gear cover ... ..	6	0	
		Timing gear cover fixing screw (see Timing gear)			
R.E.	16	Connecting rod bare... ..	8	6	
R.E.	44	Connecting rod with small end bush ... ..	11	0	
R.E.	44/A	Connecting rod complete with bush and big end assembly (crankpin rollers, etc.)	1	1	6
R.E.	33	Camshaft (see also timing gear) ... ..	18	6	
R.E.	34	Cam lever (inlet or exhaust) ... ..	4	0	
L/3 E.	317	Crankpin only ... ..	4	6	
R.E.	17	Crankpin rollers (per set) ... ..	5	0	
L/3 E.	70	Crankpin nuts (each) ... ..			6

## D.

L/3 E.	239	Drain plug for crankcase ... ..			3
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## E.

Engine bolts (see engine section)  
 Exhaust valve (see valves)  
 Engine bolts (see engine section)  
 Exhaust valve (see valves)  
 Exhaust pipe (see silencer)  
 Exhaust tappet (see timing gear)

## F.

R.E.	25	Flywheel (timing gear side) ... ..	10	0	
R.E.	19	Flywheel (transmission side) ... ..	10	0	
L/3 E.	317	Flywheel crankpin ... ..	4	6	
L/3 E.	70	Nuts for fixing above (each) ... ..			2
S.T.D.	15	Lock screw for nuts (each) ... ..			2
R.E.	20	Flywheel axle (transmission side) ... ..	4	9	
L/3 E.	70	Nut for same (each) ... ..			2
S.T.D.	15	Lock screw ... ..			2
R.E.	26	Flywheel axle (timing gear side) ... ..	4	6	
L/3 E.	70	Nut for same (inside) ... ..			2
S.T.D.	15	Lock screw ... ..			2
R.E.	82	Nut for securing small timing pinion ... ..			2
L/3 E.	95	Keys for flywheel axle (each) ... ..			3
L/3 E.	94	Pin for locating small timing pinion ... ..			1

## G.

R.E.	14	Gudgeon pin only ... ..	3	0	
L/3 E.	88	Gudgeon pin securing spring ring (each) ... ..			1
R.E.	45	Gudgeon pin bush (see also bushes) ... ..	2	0	
R.E.	83	Guide for tappet (inlet or exhaust) ... ..	1	6	
R.E.	11	Guide for valve (inlet or exhaust) ... ..	2	3	



**I.**

		Inlet valve (see valves)		
		Inlet valve guide (see valves)		
R.E.	4	Inlet valve cylinder cap (aluminium) ...	2	6
		Inlet tappet (see tappets)		

**M.**

Magneto and parts (see page — )

**O.**

L/3 E.	239	Oil drain plug for crankcase ...		3
R.E.	101	Oil feed pipe (tank to pump) ...	3	9
6393		Oil pump complete ...	16	0
6393/1		Oil pump body only ...	5	0
5482/14		Oil pump regulating block (with handle extension) ...	2	0
5482/3		Index locking plate for above ...	1	0
28		Screws for plate (per doz.) ...		6
5482/6		Oil pump steel plunger ...	1	6
5482/5		Oil pump centre spindle or worm shaft ...	1	6
5482/4		Oil pump worm wheel ...	1	6
5475		Oil pump tell tale complete... ..	2	0
5475/2/5		Oil pump tell tale plunger and cap only ...		9

**P.**

R.E.	12	Piston (bare) ...	8	6
R.E.	134	Piston complete with rings and gudgeon pin	13	8
R.E.	13	Piston ring (each) ...	1	0
L/3 E.	88	Spring ring for gudgeon pin ...		1
R.E.	28	Pinion (small timing) ...	3	9
R.E.	82	Nut for fixing above ...		2
R.E.	35	Pin or axle for cam levers ...	1	3
		Petrol pipe (see carburettor)		

**R.**

R.E.	49	Release valve screwed body ...	1	0
L/3 E.	240	Release valve diaphragm ...		2
R.E.	22	Rollers and cage for crankcase (transmission side) ...	5	0
R.E.	21	Hardened steel outer race for above ...	3	6
R.E.	17	Rollers for big end (per set of 30) ...	5	0
R.E.	34	Rocker or cam lever (inlet or exhaust) ...	4	0

**S.**

R.E.	89	Sparking plug with C. & A. washer ...	5	0
R.E.	90	Sparking plug C. & A. washer only ...		2
L/3 E.	119	Spring for valves (inlet or exhaust) ...		6
L/3 E.	88	Spring ring for gudgeon pin ...		1
R.E.	114	Spring for valve lifter cable ...		2
R.E.	57	Sprocket for engine shaft (transmission and magneto) 1926 type ...	6	6







## S.—contd.

£ s. d.

R.E.	123	Sprocket for engine shaft (transmission and magneto) 1927 type	6	0
L/3 E.	237	Screw for timing gear cover (cheese head)...		2
R.E.	39	Stud screw for timing gear cover and valve lifter cable		9
R.E.	61	Silencer and pipe	1	0
L.F.	32	Silencer support bolt		2
S.T.D.	4	Nut for above		2
R.E.	57/E	Sprocket for engine shaft (transmission and magdyno) 1927 type-electric	6	6

## T.

R.E.	83	Tappet guide (inlet or exhaust)	1	6
R.E.	135	Tappet complete (inlet or exhaust)	2	5
R.E.	86	Tappet body only	1	9
L/3 E.	210	Tappet head or adjusting screw		4
L/3 E.	223	Lock nut for above		4
R.E.	60	Timing gear cover with camshaft bush	7	6
		Timing gear cover bush (see bushes)		
R.E.	28	Timing gear small pinion	3	9
R.E.	82	Nut for fixing above to flywheel axle		2
R.E.	33	Timing gear camshaft	18	6
R.E.	34	Timing gear cam lever (inlet or exhaust)	3	6
R.E.	35	Timing gear cam lever axle	1	3
R.E.	37	Spacing collar for above		7
L/3 E.	237	Timing gear cover screw (cheese head)		2
R.E.	39	Timing gear cover stud screw for valve lifter cable anchorage		9
R.E.	35	Timing gear cam lever axle	1	3
R.E.	37	Spacing collar for above		7
L/3 E.	237	Timing gear cover screw (cheese head)		2
R.E.	39	Timing gear cover stud screw for valve lifter cable anchorage		9

## U.

R.E.	53	Union nut for oil pipe (each)		4
L/3 E.	287	Union for oil pipe with filter (screws into tank)	2	3
R.E.	136	Union for oil pipe (screws into pump)		3
R.E.	54	Nipple for oil pipe		3

## V.

R.E.	5	Valve stem only (inlet)	4	6
R.E.	6	Valve stem only (exhaust)	5	6
R.E.	137	Valve complete with spring, cap and cotter (inlet)	5	6
R.E.	138	Valve complete with spring, cap and cotter (exhaust)	6	6
L/3 E.	119	Valve spring (each)		6
R.E.	9	Valve spring cap (bottom or tappet end)		4
R.E.	8	Valve spring cap (top or cylinder end)		4
R.E.	4	Valve cap for cylinder (aluminium)	2	6
R.E.	10	Valve cotter		2



## V.—contd.

			£	s.	d.
R.E.	11	Valve guide (inlet or exhaust) ... ..	2	6	
R.E.	41	Valve lifter cam block and shaft ... ..	4	3	
R.E.	38	Valve lifter lever (fits on splined end of above) ... ..	1	0	
L.F.	19	Nut securing above lever ... ..		2	
S.T.D.	10	Washer for nut ... ..		1	
R.E.	42	Valve lifter cable cross head or toggle for adjuster ... ..		6	
S.T.D.	6	Split pin securing above to R.E. 38... ..		1	
S.T.D.	11	Washer behind split pin ... ..		1	
R.E.	117	Anchoring bracket for valve lifter cable nipple ... ..		6	
R.E.	39	Timing gear cover screw for above... ..		9	
S.T.D.	6	Split pin for same ... ..		1	
R.E.	114	Valve lifter cable spring ... ..		2	
R.E.	120	Valve lifter cable, inner and outer ... ..	2	10	
R.E.	118	Valve lifter cable (inner only) ... ..		9	
R.E.	119	Valve lifter cable (outer only) ... ..	2	1	
R.E.	139	Valve lifter cable nipples (each) ... ..		3	
R.E.	116	Valve lifter cable adjuster and lock nut ... ..		9	
H.E.	36A	Valve lifter cable outer armouring or sheath ... ..		3	

## GEAR BOX AND PARTS

B.S.	101	Gear box shell only ... ..	1	5	0
B.S.	102	Gear box end plate, 1926 type ... ..		16	0
B.S.	102A	Gear box end plate, 1927 type ... ..		16	0
C.S.	10	Gear box end plate fixing nuts (each) ... ..			2
C.S.	11	Spring washer for above (set of 4) ... ..			6
B.S.	101	Gear box shaft or axle... ..	1	15	0
B.S.	102	Gear box end plate, 1926 type ... ..		16	0
B.S.	102A	Gear box end plate, 1927 type ... ..		16	0
C.S.	10	Gear box end plate fixing nuts (each) ... ..			2
C.S.	11	Spring washer for above (set of 4) ... ..			6
B.S.	103	Gear box main shaft or axle ... ..		11	0
T.S.	8	End nut for above (fixing clutch hub) ... ..			5
C.S.	118	Washer for above nut ... ..			1
B.S.	105	Gear box layshaft or axle ... ..		9	0
B.S.	8	Main shaft high speed or sleeve pinion (less races) ... ..		12	6
B.S.	4	Ball race or cone for above (each) ... ..		1	9
B.S.	3	Ball cup for sleeve pinion ... ..		4	6
B.S.	13	Middle gear sliding pinion for layshaft ... ..		7	6
B.S.	9	Middle gear sliding pinion for mainshaft ... ..		7	0
B.S.	107	Layshaft small pinion ... ..		5	0
B.S.	108	Mainshaft small pinion ... ..		3	9
B.S.	14	Low gear and kickstarter pinion ... ..		8	6
B.S.	19	Kickstarter axle with bush ... ..		11	6
B.S.	20	Kickstarter axle bush ... ..		2	0
B.S.	21	Kickstarter pawl ... ..		1	3
B.S.	22	Kickstarter pawl pin ... ..			3
B.S.	23	Kickstarter pawl spring ... ..			1
B.S.	24	Kickstarter pawl spring plunger ... ..			3
B.S.	25	Kickstarter cam (fixed to end plate) ... ..			3







Gear Box and Parts—*contd.*

			£	s.	d.
B.S.	26	Kickstarter return spring ... ..		1	0
B.S.	27	Kickstarter return spring cap ... ..		1	0
B.S.	118	Kickstarter crank ... ..	10	0	
S.	172	Kickstarter crank cotter pin only ... ..			2
S.	15	Cotter pin nut ... ..			1
P.	70	Cotter pin washer ... ..			1
T.S.	44	Sprocket for rear chain ... ..	7	6	
T.S.	31	Sprocket fixing nut ... ..			9
C.S.	63	Sprocket fixing nut locking plate ... ..			5
S.	35	Screw for same ... ..			1
B.S.	143	Gear operating rack or selector ... ..	6	0	
B.S.	142	Gear actuating quadrant (gears in above)			
		1926 ... ..	6	0	
B.S.	142A	Gear actuating quadrant (gears in above)			
		1927 ... ..	6	0	
B.S.	147	Gear control indicator finger ... ..			6
B.S.	131	Long gear lever with knob ... ..	5	0	
B.S.	144	Gear quadrant bush (fits in end plate) 1926	1	0	
B.S.	144A	Gear quadrant bush (fits in end plate) 1927	1	0	
R.F.	28	Pressed steel cover for rear engine cradle			
		plates ... ..	1	6	
B.S.	145	Gear quadrant cover plate ... ..			3
S.	35	Screws securing above (each) ... ..			1
B.S.	146	Bolt securing gear lever to quadrant ... ..			3
B.S.	145	Gear quadrant cover plate ... ..			3
S.	35	Screws securing above (each) ... ..			1
B.S.	146	Bolt securing gear lever to quadrant ... ..			3
C.S.	151	Washer for above ... ..			1
B.S.	148	Spring washer (fits behind gear lever) ... ..			3
B.S.	109	Bronze bush for main gear box shaft ... ..	2	0	
B.S.	110	Adjuster screw for main gear box shaft ... ..			3
B.S.	111	Adjuster screw lock nut ... ..			1
B.S.	112	Oil retaining washer for main bearing ... ..			2
B.S.	117	Gear box fixing stud... ..			5
T.E.	71	Extended nuts for above (each) 1927 patt.			5
C.S.	6	Spring washer for stud ... ..			2
S.T.D.	9	Plain washer for stud ... ..			1
B.S.	132	Locating plunger for gear control rack ... ..			4
B.S.	134	Spring for above ... ..			4
B.S.	133	Stud for spring ... ..			1
T.S.	62	Main gear box axle thrust washer ... ..			8
R.E.	69	Aluminium pad for gear box attachment	5	0	
L.F.	61	Bolts securing above to engine cradle plates			4
S.T.D.	4	Nut for above ... ..			2
S.T.D.	11	Washer for nut ... ..			1
R.E.	70	Adjuster screw for gear box (screws in			
		R.E. 69) 1926 type ... ..			3
R.E.	103	Adjuster screw for gear box, 1927 type ... ..			4
R.E.	78	Adjuster plate for gear box, 1927 type ... ..			8
R.E.	122	Special adjuster nut for gear box, 1927			
		type ... ..			9
B.S.	5	Packing shims or washers for B.S. 4 (each)			1



Gear Box and Parts—*contd.*

			£	s.	d.
B.S.	6	Dust cap for B.S. 4			3
L.S.	19	Kickstarter stop spring			7
C.S.	143	Bolt securing above			3
B.S.	152	Cover or cap for boss on end plate			1
C.S.	8A	Oil filling plug			9
R.E.	71	Extended nuts for gear box fixing stud, 1926 pattern			5

## CLUTCH AND PARTS

B.S.	121	Clutch sprocket with inserts	16	0	
B.S.	122	Clutch spring	1	0	
B.S.	124	Clutch spring cup	2	0	
B.S.	126	Clutch spring cup cap	1	0	
B.S.	125	Clutch plate (plain)	1	6	
B.S.	120	Clutch centre hub	6	6	
B.S.	129	Clutch sprocket bearing ring	1	6	
B.S.	151	Clutch thrust rod			9
L.S.	94	Clutch thrust pin			10
B.S.	149	Clutch operating lever (fixed to end plate)	3	6	
B.S.	150	Clutch operating lever fulcrum pin			3
C.S.	108	Split pin for above			1
B.S.	153	Adjuster screw for lever B.S. 149			1
C.S.	106A	Lock nut for above			1
C.S.	108	Split pin for above			1
B.S.	153	Adjuster screw for lever B.S. 149			1
C.S.	106A	Lock nut for above			1
T.S.	56	Cork inserts, $\frac{5}{8}$ in. (per dozen)			5
T.S.	67	Cork inserts, $\frac{1}{2}$ in. (per dozen)			5
R.E.	124	Clutch cable complete inner and outer	5	6	
R.E.	96	Clutch cable inner only	1	6	
R.E.	97	Clutch cable outer only	3	6	
R.E.	140	Clutch cable adjuster and lock nut			9
C.S.	94A	Clutch cable nipples (pair)			1
R.E.	141	Clutch lever for handlebar (complete)	12	0	
R.E.	142	Clutch lever portion only	4	0	
R.E.	143	Clutch lever body portion only with screws	2	6	
R.E.	144	Clutch lever fulcrum screw			3
R.E.	145	Lock nut for above			1
B.S.	127	Clutch spring adjuster nut			6
B.S.	128	Clutch spring adjuster nut washer			1

## FRAME AND FORK PARTS

R.F.	23	Complete frame	4	0	0
L/4 F.F.	51	Steering head ball race (also fits handlebar clip lug)	1	4	
L.F.	123	Seat lug bolt and saddle spring support (standard)			8
R.F.	123	Seat lug bolt (de luxe model)			6
S.T.D.	4	Nuts for above			2
S.T.D.	11	Washer (each)			1



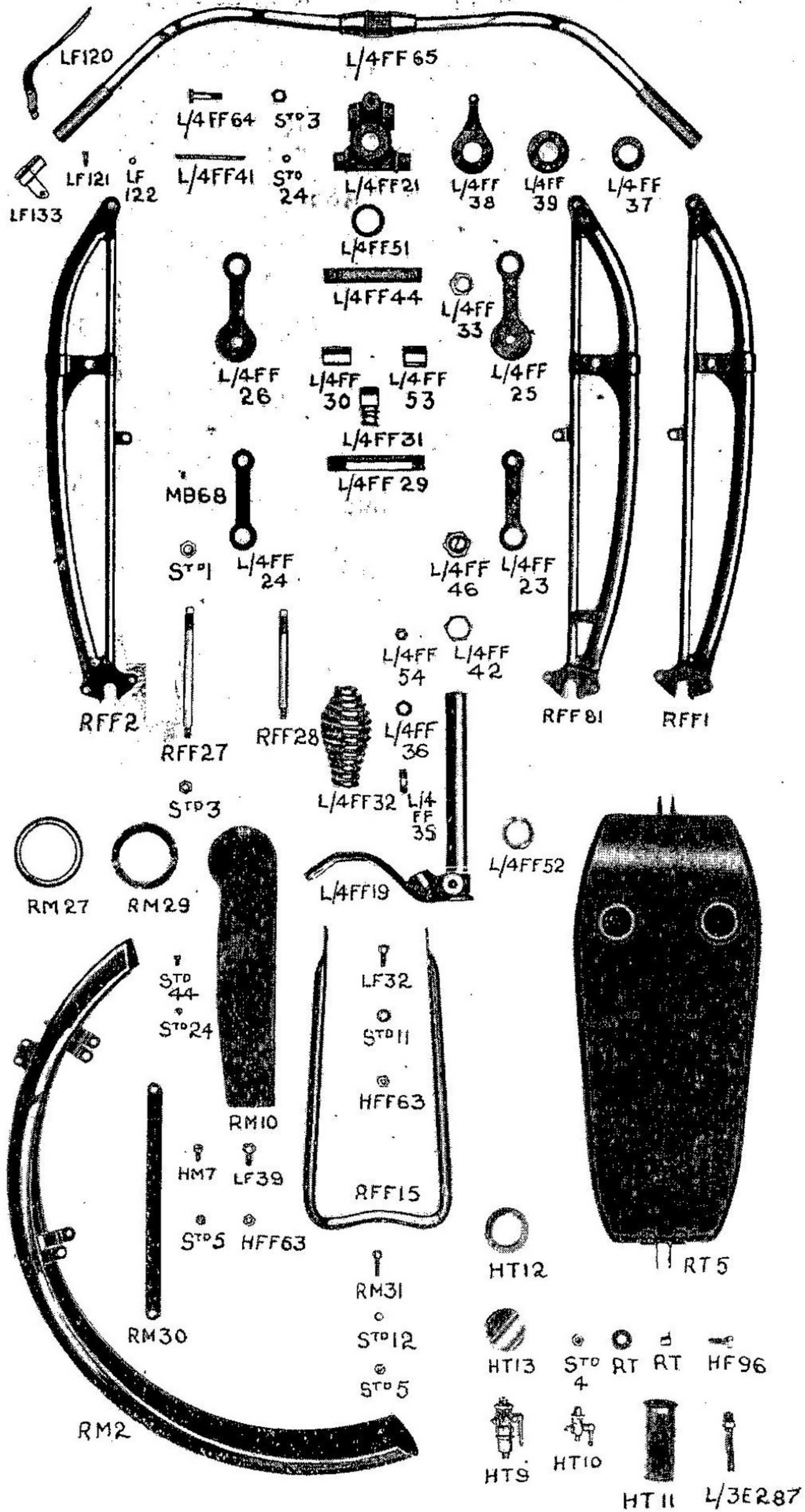
Frame and Fork Parts— <i>contd.</i>			£	s.	d.
L.F.	40	Rear chain adjuster screw (each) see also chains ... ..			5
R.F.F.	58	Front forks complete with stand and mud-guard standard type ... ..	4	11	0
R.F.F.	58D	Front forks complete with stand and mud-guard (de luxe type) ... ..	4	12	0
R.F.F.	59	Front forks complete less stand and mud-guard (standard type) ... ..	3	8	6
R.F.F.	59D	Front forks complete less stand and mud-guard (de luxe type) ... ..	3	9	6
R.F.F.	2	Front fork girder, left side (standard or de luxe) ... ..	14	0	
R.F.F.	1	Front fork girder, right side (standard) ...	13	6	
R.F.F.	81	Front fork girder, right side (de luxe) ...	14	6	
R.F.F.	28	Front fork spindle (short) ... ..	1	1	
R.F.F.	27	Front fork spindle (long) ... ..	1	2	
S.T.D.	1	Front fork spindle left side lock nut ...		5	
S.T.D.	3	Front fork spindle lock nut right side ...		3	
M.B.	68	Front fork spindle grease nipple ... ..		2	
L/4 F.F.	61	Front fork spindle greaser complete, 1926 pattern ... ..		9	
L/4 F.F.	56	Front fork spindle greaser body only, 1926 pattern ... ..		4	
L/4 F.F.	57	Front fork spindle greaser cap only, 1926 pattern ... ..		5	
L/4 F.F.	24	Front fork bottom link or shackle (left side)	1	4	
L/4 F.F.	23	Front fork bottom link or shackle (right side) ... ..	1	3	
L/4 F.F.	26	Front fork top link or shackle (left side) ...	1	8	
L/4 F.F.	27	Front fork top link or shackle (right side) ...	1	3	
L/4 F.F.	29	Front fork link sleeve (bottom) ... ..	2	6	
L/4 F.F.	44	Front fork link sleeve (top) ... ..	1	5	
L/4 F.F.	30	Distance collar for top sleeve (long) ...		5	
L/4 F.F.	53	Distance collar for top sleeve (short) ...		4	
L/4 F.F.	31	Anchor lug for spring (fits over top sleeve)	1	3	
L/4 F.F.	33	Locking nuts for link sleeves (each) ...		4	
S.T.D.	47	Split pin securing above (each) ... ..		1	
L/4 F.F.	32	Front fork spring ... ..	2	6	
L/4 F.F.	19	Fork crown and stem ... ..	13	6	
L/4 F.F.	52	Crown ball race for above ... ..	1	9	
L/4 F.F.	21	Fork head and handlebar clip ... ..	8	0	
L/4 F.F.	64	Pinch bolt for above ... ..		6	
S.T.D.	3	Nut for bolt ... ..		8	
L/4 F.F.	42	Head adjusting nut ... ..		3	
L/4 F.F.	46	Cap locking nut for above ... ..	1	6	
L/4 F.F.	39	Damper leather friction ring ... ..		2	
L/4 F.F.	38	Damper side plates ... ..		6	
L/4 F.F.	41	Long bolt securing above ... ..		3	
S.T.D.	24	Nuts for same (each) ... ..		2	







# FORK AND PARTS





<b>Frame and Fork Parts—contd.</b>			£	s.	d.
L/4 F.F.	37	Damper spring washer (each) ... ..			3
L/4 F.F.	59	Set of steering head balls (42 in No.) ...			7
L/4 F.F.	35	Screwed stud for spring (screws in L/4 F.F. 19)			3
L/4 F.F.	36	Taper Collar for Above ... ..			3
L/4 F.F.	54	Nut for above ... ..			2

### LUGGAGE CARRIER AND TOOL BOX

R.F.	40	Luggage carrier (complete) ... ..	10		6
S.T.D.	5	Nut fixing to mudguard ... ..			2
H.M.	3	Bolt for stays (bottom end) ... ..			2
H.F.F.	63	Nut for above ... ..			2
R.F.	45	Tool box for luggage carrier ... ..	15		0
H.M.	7	Bolts securing above (8 in No.) each ...			2
S.T.D.	5	Nut for bolt (each) ... ..			2
R.F.	77	Rear stay for tool box (left side) ... ..	1		3
R.F.	79	Rear stay for tool box (right side) ... ..	1		3
R.M.	14	Rear number plate (see also mudguards) (acetylene) ... ..		1	2
L.F.	150	Tool box lock only ... ..	1		2

### MUDGUARDS AND MUDSHIELDS

R.M.	2	Front mudguard only ... ..	10		0
H.M.	7	Front mudguard side fixing bolts (each) ...			2
S.T.D.	5	Nut for above ... ..			2
R.M.	30	Front mudguard stay left or right ... ..			6
H.M.	7	Top fixing bolt ... ..			2
S.T.D.	5	Nut for same ... ..			2
L.F.	39	Bottom fixing bolt ... ..			2
R.M.	31	Front stand clip bolt ... ..			3
S.T.D.	5	Locking nut for above ... ..			2
S.T.D.	5	Nut for fixing stand ... ..			2
S.T.D.	12	Washer for nut ... ..			1
R.M.	4	Rear mudguard only, standard type ... ..	10		6
R.M.	4D	Rear mudguard only, de luxe type ... ..	10		9
R.F.	71	Bottom fixing bolt ... ..			2
S.T.D.	5	Nut for above ... ..			2
L.F.	41	Top fixing bolt ... ..			2
S.T.D.	5	Nut for above ... ..			2
R.M.	31	Rear stand clip bolt ... ..			3
S.T.D.	5	Lock nut for above ... ..			2
H.B.D.	28	Flynut for fixing stand ... ..		1	0
L.F.	166	Rear number plate (acetylene) ... ..		1	2
L.F.	70	Rear number plate (Electric type) ... ..		1	4
H.M.	7	Bolt securing above (see also tool box) ...			3
S.T.D.	5	Nut for bolt ... ..			2
R.M.	12	Mudshields complete with all fittings (1926 type) ... ..		12	6



<b>Mudguards and Mudshields—<i>contd.</i></b>			£	s.	d.
R.M.	15	Left side shield only (1926 type) ... ..		4	9
R.M.	16	Right side shield only (1926 type) ... ..		4	9
L/4 M.	123	Mudshield rod (top) (1926 type) ... ..			6
L/4 M.	124	Mudshield rod (bottom) (1926 type) ... ..			6
M.M.	27	Top rod left side distance tube (1926 type)			4
R.C.	9	Top rod right side distance tube (1926 type)			4
R.M.	37	Bottom rod left side distance tube (1926 type) ... ..			5
L/3 C.	53	Bottom rod right side distance tube (1926 type) ... ..			3
R.M.	42	Mudshields complete with all fittings (1927 type) ... ..	12	6	
R.M.	45	Left side shield only (1927 type) ... ..	4	9	
R.M.	46	Right side shield only (1927 type) ... ..	4	9	
L/4 M.	123	Top mudshield rod (1927 type) ... ..			6
L/4 M.	126	Top mudshield rod distance pieces L. or R. (1927 type) ... ..			4
J.F.	103	Bottom mudshield rod or bolt (replaces L/4 M. 124) (1927 type) ... ..			6
R.E.	91	Extra left side distance piece for above (1927 type) ... ..			4
S.T.D.	4	Mudshield rod nuts (each) ... ..			2
S.T.D.	11	Mudshield rod washers (each) ... ..			1
R.M.	9	Front number plate with license holder ... ..	3	0	
R.M.	10	Front number plate less license holder ... ..	1	6	
S.T.D.	44	Fixing bolt for number plate (each) ... ..			2
S.T.D.	24	Nut for above ... ..			2
R.M.	27	License holder rim ... ..			4
R.M.	34 & 35	Screw and nut for securing above (each)			2
R.M.	28	License holder transparent panel ... ..			3
R.M.	29	Rubber packing ring for license holder ... ..			3
R.E.	180	Magneto mudshield ... ..	3	6	

### TANK AND FITTINGS

R.T.	6	Tank complete with all fittings ... ..	2	14	6
R.T.	5	Tank less all fittings ... ..	2	3	0
H.T.	9	Petrol tap and filter ... ..	4	2	
H.T.	9/A	Filter only for above ... ..			6
H.T.	10	Petrol drain tap ... ..	1	9	
R.T.	24	Petrol pipe (see also carburettor) ... ..	3	6	
H.T.	12	Petrol tank filler cap (glass top) ... ..	2	0	
H.T.	13	Oil tank filler cap ... ..	1	7	
H.T.	11	Gauze strainer for petrol tank ... ..	1	9	
H.F.	96	Tank fixing bolts (each) ... ..			2
S.T.D.	4	Nuts for above (each) ... ..			2
R.T.	20	Tank fixing bolt rubber washers (each) ... ..			3
L/3 E.	287	Oil pipe connection and filter (screws in tank) ... ..		2	3



## STANDS

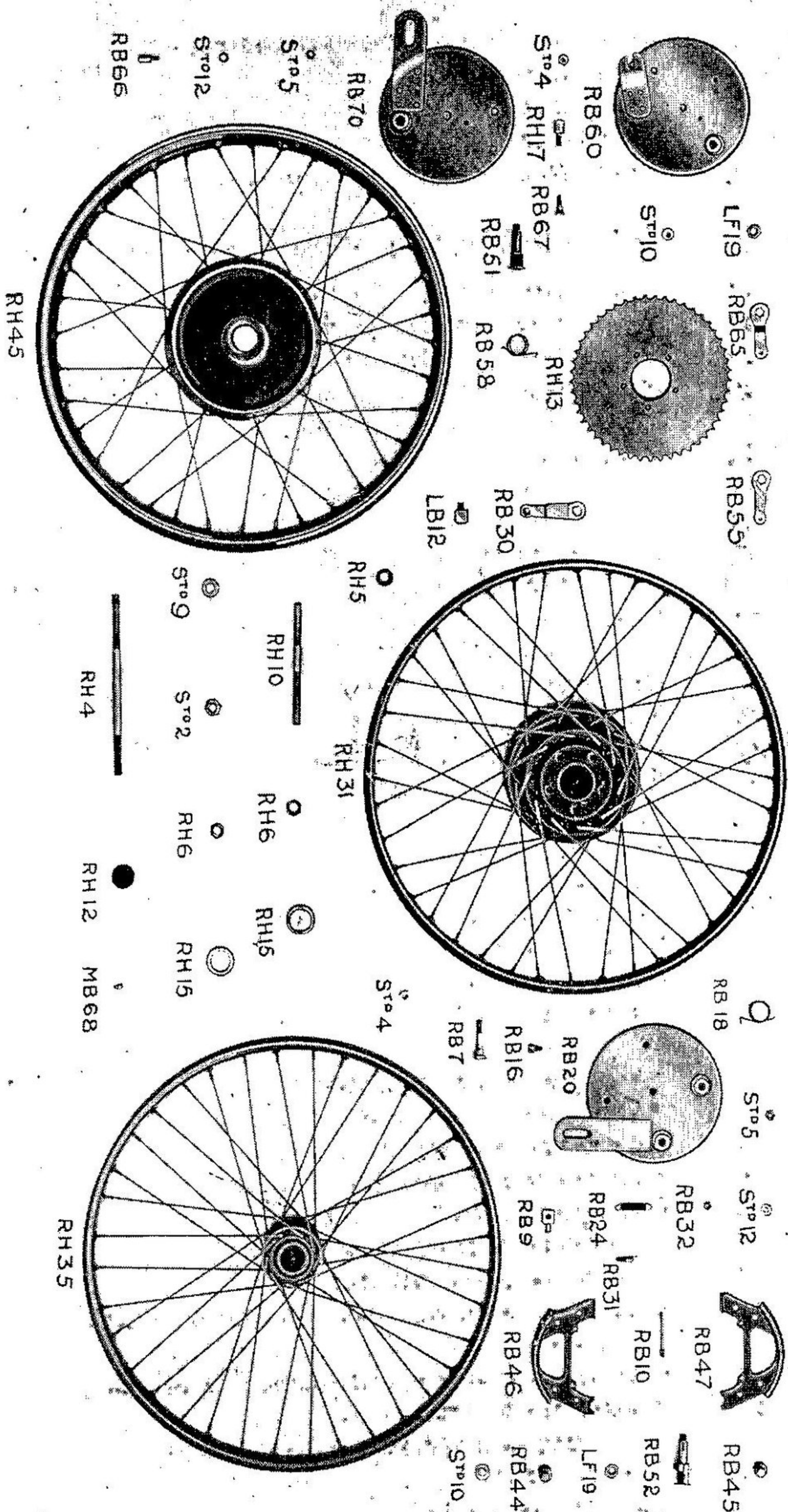
			£	s.	d.
R.F.	44	Rear stand only		9	6
L.F.	32	Rear stand fixing bolt			2
H.F.F.	63	Rear stand fixing bolt nut			2
		Rear stand clip fly nut (see mudguards)			
R.F.F.	15	Front stand only	4	0	
L.F.	32	Front stand fixing bolt			2
H.F.F.	63	Front stand fixing bolt nut			2
S.T.D.	5	Front stand clip nut (see mudguards)			2

## REAR WHEEL AND BRAKE PARTS

R.H.	28	Rear wheel complete with tyre (Standard)	5	2	4
R.H.	48	Rear wheel complete with tyre (De Luxe)	5	1	2
R.H.	26	Rear wheel complete less tyre (Standard)	3	5	0
R.H.	46	Rear wheel complete less tyre (De Luxe)	2	15	0
		Rear wheel bare standard or de luxe	1	5	0
R.H.	13	Rear wheel chain sprocket		5	0
R.H.	17	Rear wheel chain sprocket fixing bolts (each)			2
S.T.D.	4	Nut for above (each)			2
R.B.	36	Rear wheel brake cover plate with shoes, expanders, etc. (standard type)	1	5	0
R.B.	62	Rear wheel brake cover plate with shoes, expander, etc. (de luxe)		15	0
R.B.	20	Rear wheel brake cover plate only (standard)		4	3
R.B.	70	Rear wheel brake cover plate only (de luxe)		4	3
R.B.	46, 47	Brake shoes per pair with linings		5	6
R.B.	50	Brake shoe linings only with rivets per pair		1	3
R.B.	24	Internal springs for shoes (each)			2
R.B.	51	Foot brake shoe expander		2	6
R.B.	30	Foot brake shoe expander lever			9
L.F.	19	Nut securing above to expander			3
S.T.D.	3	Washer for nut			1
R.B.	5	Foot brake rod		1	9
L.B.	12	Foot brake rod cross head (fits in expander lever)			6
S.T.D.	14	Split pin securing above			1
S.T.D.	11	Washer for cross head			1
S.T.D.	4	Foot brake rod end nuts (each)			2
S.T.D.	6	Foot brake rod split pin			1
R.B.	1	Foot brake pedal		3	6
R.B.	8	Foot brake pedal pull off spring			4
R.B.	2	Foot brake pedal fulcrum stud		1	10
L.E.	16	Long bolt securing above to engine cradle plates			6
S.T.D.	3	End nuts for above and fulcrum stud (each)			3
S.T.D.	10	Washer for fulcrum stud			1
R.B.	7	Anchoring bolt for rear brake cover plate			3
S.T.D.	4	Nut for above			2
S.T.D.	14	Split pin for above			1
R.B.	46, 47	Hand brake shoes per pair		5	6



WHEELS AND PARTS





		<b>Rear Wheel and Brake Parts—<i>contd.</i></b>	£	s.	d.
R.B.	50	Linings only with rivets (per pair) ...	1	3	
R.B.	24	Internal springs for shoes (each) ...		2	
R.B.	48	Hand brake shoe expander ...	2	3	
R.B.	55	Hand brake shoe expander lever (standard)		9	
R.B.	65	Hand brake shoe expander lever (de luxe)		10	
L.F.	19	Nut securing lever to expander ...		3	
S.T.D.	10	Washer for nut ...		1	
R.B.	18	Hand brake expander pull off spring (standard) ...		2	
R.B.	58	Hand brake expander pull off spring (de luxe) ...		2	
R.B.	9	Hand brake expander lever cross head ...		6	
S.T.D.	14	Split pin securing above ...		1	
S.T.D.	12	Washer (fits behind split pin) ...		1	
R.B.	31, 32	Eye bolt or pinch bolt for rod with nut and washer ...		9	
R.B.	39	Hand brake cable assembled (inner and (outer) (standard) ...	6	0	
R.B.	63	Hand brake cable assembled (inner and outer) (de luxe) ...	4	6	
R.B.	13	Hand brake cable outer only (standard) ...	3	9	
R.B.	71	Hand brake cable outer only (de luxe) ...	2	9	
R.B.	12	Hand brake cable inner only (standard) ...	1	9	
R.B.	64	Hand brake cable inner only (de luxe) ...	1	3	
R.B.	16	Slotted anchor bolt for hand brake cable (standard) ...		6	
R.B.	66	Slotted anchor bolt for hand brake cable (de luxe) ...		7	
S.T.D.	5	Nut securing above to cover plate ...		2	
R.B.	10	Short rod extension for inner cable ...		6	
R.E.	146	Nipple for cable, handlebar end ...		3	
R.H.	4	Rear wheel axle ...	2	0	
R.H.	12	Rear wheel taper roller bearing complete	5	0	
R.H.	37	Taper cone with rollers and cage only ...	3	9	
R.H.	38	Outer hardened steel race only ...	1	3	
R.H.	6	{ Inside lock nut for brake side cone } { Outside lock nut for chain side cone } each		2	
R.H.		{ Lock nut for brake cover plate }			
S.T.D.	2	Axle end nuts ...		5	
S.T.D.	9	Axle end nut washer ...		2	
R.H.	15	Metal dust cap for hub end ...		3	
M.B.	68	Hub grease nipple ...		2	
R.H.	5	Distance collar (fits outside cover plate) ...		2	
R.H.	24	Rear wheel spoke (left side) (each) (standard) ...		1	
R.H.	23	Rear wheel spoke right side (each) (stan- dard) ...		1	
R.H.	33	Spoke nipples (each) ...		2	



<b>Rear Wheel and Brake Parts—contd.</b>			£	s.	d.
R.H.	21	Rear wheel rim (drilled and enamelled) (standard) ... ..		7	6
R.H.	40	Rear hub complete (standard type) ...	2	2	6
R.H.	62	Rear hub complete (de luxe type) ...	1	12	6
R.H.	18	Rear hub only ... ..		8	6
R.H.	61	Rear wheel rim drilled and enamelled (de luxe) ... ..		8	0
L/4 F.	253	Rear wheel spokes left side (de luxe) ...			1
L/4 F.	261	Rear wheel spokes right side (de luxe) ...			1
R.H.	39	Rear wheel tyre (cover and tube) Dunlop 24 × 2½ ... ..	1	17	4
R.H.	29	Cover only, Dunlop 24 × 2½ ... ..	1	9	0
R.H.	30	Inner tube only, Dunlop 24 × 2½ ... ..		8	4
R.H.	64	Rear wheel tyre 25 × 2.75 Dunlop ...	2	6	2
R.H.	49	Cover only, 25 × 2.75 Dunlop ... ..	1	18	6
R.H.	50	Inner tube only, 25 × 2.75 Dunlop ...		7	8
		Hand brake lever (see handlebars)			

### FRONT WHEEL AND BRAKE PARTS

R.H.	27	Front wheel complete with tyre (standard)	3	12	4
R.H.	55	Front wheel complete with brake and tyre (de luxe) ... ..	5	1	2
R.H.	41	Front wheel complete less tyre, (standard)	1	15	0
R.H.	45	Front wheel complete with brake but less tyre (de luxe) ... ..	2	15	0
R.H.	35	Front wheel bare (standard) ... ..	1	0	0
R.H.	47	Front wheel bare (de luxe) ... ..	1	5	0
R.H.	10	Front wheel axle ... ..		1	3
R.H.	12	Front wheel taper bearing complete ...		5	0
R.H.	37	Taper cone rollers and cage only ... ..		3	9
R.H.	38	Hardened steel outer race only ... ..		1	3
R.H.	6	Locking nuts for cones (standard) ...			2
R.H.	56	Locking nut for right side cone (de luxe)			5
R.H.	6	Locking nut for left side cone (de luxe) ...			2
S.T.D.	2	Outer spindle nuts ... ..			5
S.T.D.	9	Washer for above ... ..			2
R.H.	15	Metal dust cap for hub (fits over cone) ...			3
M.B.	68	Front hub grease nipple ... ..			2
R.H.	42	Front hub complete standard ... ..		16	0
R.H.	19	Front hub shell only, standard ... ..		4	6
R.H.	64	Front hub complete with brake (de luxe)	1	16	0
R.H.	65	Front hub complete less brake (de luxe) ...	1	1	6
R.H.	59	Front hub shell only (de luxe) ... ..		9	6
R.B.	61	Front brake cover plate with shoes, etc. (de luxe) ... ..		15	0
R.B.	60	Front brake cover plate only (de luxe) ...		4	3
R.B.	46, 47	Front brake shoes with linings (pair) (de luxe) ... ..		5	6



		<b>Front Wheel and Brake Parts—<i>contd.</i></b>	£	s.	d.
R.B.	50	Front brake shoe linings only with rivets ...	1	3	
R.B.	24	Front brake shoe internal spring ...		2	
R.B.	48	Front brake shoe expander ...	2	3	
R.B.	65	Front brake shoe expander lever ...		9	
L.F.	19	Nut securing above to expander ...		3	
S.T.D.	10	Washer for nut ...		1	
R.B.	58	Front brake expander pull off spring ...		2	
R.B.	63	Front brake cable (inner and outer) assembled ...	4	6	
R.B.	64	Front brake cable inner only ...	1	3	
R.B.	71	Front brake cable outer only ...	2	9	
R.B.	66	Front brake cable slotted stop ...		7	
S.T.D.	5	Nut for above ...		2	
R.B.	10	Rod extension for inner cable ...		6	
R.E.	146	Nipple for handlebar end of inner cable ...		3	
R.B.	31, 32	Pinch bolt or eye bolt for rod extension with nut and washer ...		9	
R.B.	9	Cross head for expander lever ...		6	
S.T.D.	14	Split pin securing above ...		1	
S.T.D.	12	Washer (fits behind split pin) ...		1	
R.H.	20	Front wheel rim drilled and enamelled (standard) ...	7	6	
R.H.	60	Front wheel rim drilled and enamelled (de luxe) ...	8	0	
R.H.	22	Front wheel spokes each (standard) ...		1	
L/4 F	253	Front wheel spokes L/S (de luxe) ...		1	
L/4 F	261	Front wheel spokes R/S (de luxe) ...		1	
R.H.	33	Spoke nipples (each) ...		2	
R.H.	39	Front wheel tyre (Dunlop 24 × 2½) (stan- dard) ...	1	17	4
R.H.	29	Cover only (Dunlop 24 × 2½) (standard) ...	1	9	0
R.H.	30	Inner tube only (Dunlop 24 × 2½) (stan- dard) ...		8	4
R.H.	63	Front wheel tyre Dunlop 25 × 2.75 (de luxe) ...	2	6	2
R.H.	49	Cover only 25 × 2.75 Dunlop (de luxe) ...	1	18	6
R.H.	50	Inner tube only, Dunlop 25 × 2.75 (de luxe) ...		7	8

### CHAIN GUARDS AND CHAINS

R.C.	10	Rear chain guard ...	6	6	
L.F.	106	Bolt for fixing same (rear end) ...		3	
S.T.D.	4	Nut for above ...		2	
L.F.	61	Bolt securing front end (see also gear box) ...		4	
S.T.D.	4	Nuts for above (each) ...		2	
R.C.	31	Front chain guard (1926 type) ...	15	0	
R.C.	24	Bolt for centre (1926 type) ...		3	
L.M.	14	Distance tube for above (1926 type) ...		4	
S.T.D.	4	Nut securing rear end (1926 type) ...		2	



		<b>Chain Guards and Chains—contd.</b>	f	d.
S.T.D.	11	Washer for above ... ..		1
R.C.	36	Back portion front chain guard (1927 type)	6	6
R.C.	26	Bracket for above (early 1927) ... ..	1	3
R.C.	29	Stud for chain guard back (late 1927) ...		7
L.M.	16	Distance tube fits on above ... ..		5
S.T.D.	4	Nut fixing above* ... ..		2
R.C.	24	Long bolt fixing rear end of chain guard back (passes through crankcase) ...		4
R.C.	28	Distance tube rear (fits over above) short		3
L.M.	16	Distance tube front, long ... ..		4
S.T.D.	4	Nuts for long fixing bolt (each) ... ..		2
R.C.	31	Outer portion of front chain guard ...	15	0
S.T.D.	4	Fixing nuts for above (each) ... ..		2
S.T.D.	11	Washer for nut (each) ... ..		1
R.F.	28	Guard or cover for rear engine cradle plates	1	6
R.C.	15	Front driving chain $\frac{1}{2}$ " $\times$ .205 $\times$ 60 pitches	7	10
R.C.	16	Rear driving chain $\frac{1}{2}$ " $\times$ .205 $\times$ 116 pitches	15	6
R.C.	20	Connecting link complete ... ..		5
R.E.	169	Spring clip only for connecting link ...		1
R.C.	21	Cranked link or $\frac{1}{2}$ " link ... ..		6
R.E.	184	Magneto driving chain $\frac{1}{2}$ " $\times$ $\frac{3}{16}$ " $\times$ 39 pitches (1927 type) ... ..	2	6
T.E.	81A	Connecting link complete ... ..		2
T.E.	81B	Spring clip only for above ... ..		1
R.E.	170	Chain rivet extractor ... ..	5	0
R.E.	81	Magneto chain $\frac{1}{2}$ " $\times$ $\frac{1}{8}$ " $\times$ 36 pitches (1926 type) ... ..	2	0

### FOOTREST AND PARTS

R.F.R.	6	Footrest tube only (left side) (straight type)	1	0
R.F.R.	5	Footrest tube only (right side) straight type ... ..	1	0
R.F.R.	8	Footrest rod (straight type) ... ..	1	3
S.T.D.	4	Footrest rod end nuts (each) (straight type)		2
R.F.R.	2	Footrest rubber pads (each) ... ..	1	6
R.F.R.	4	Footrest tube L. type 1926 (left side) ...	1	2
R.F.R.	3	Footrest tube L. type 1926 (right side) ...	1	2
R.F.R.	1	Footrest rod $\frac{1}{2}$ " diam. for above ... ..		8
R.C.	8	Bolt securing L. type footrest tubes, 1926		3
S.T.D.	4	Nuts for above (each) ... ..		2

### HANDLEBAR

L/4 F.F.	63	Handlebar with rubber grips ... ..	16	9
L/4 F.F.	65	Handlebar-bare ... ..	13	6
L/4 F.F.	64	Handlebar clip pinch bolt ... ..		6
S.T.D.	3	Nut for above ... ..		3
L.F.	119	Handlebar inverted lever complete (brake or valve lifter) ... ..	7	6



**Handlebars—contd.**

			£	s.	d.
L.F.	120	Lever portion only		3	9
L.F.	133	Body portion only		3	0
S.T.D.	20	Fixing screw for above			3
L.F.	121	Lever fulcrum screw			4
L.F.	122	Lock nut for above			2
C.S.	100	Handlebar clutch lever (complete)	12		0
C.S.	100D	Handlebar clutch lever portion only	4		0
C.S.	101/102	Handlebar clutch body portion with screw	2		6
C.S.	104	Fulcrum screw for lever			1
C.S.	106A	Lock nut for above			1
L.M.D.	27	Handlebar ignition lever complete	6		9
L.M.D.	27A	Handlebar ignition lever portion only	3		0

**SADDLE AND PARTS**

L.F.	60	Saddle complete with springs (standard type)	18		6
H.F.	134	Saddle nose bush (standard or de luxe)			9
H.F.	135	Saddle nose bolt (standard or de luxe)			6
S.T.D.	4	Nut for above			2
L.F.	60A	Saddle spring only standard type	2		6
L.F.	123	Long bolt supporting above			9
S.T.D.	4	Nuts for above (each)			2
S.T.D.	11	Washer for above (each)			1
L.F.	60/B	Nut for saddle spring post (standard type)			3
L.F.	60/C	Saddle frame only with springs (standard type)	8		3
M.F.	108/A	Saddle complete with springs (de luxe)	1	15	0
M/3 F.	155/S	Saddle spring only L. or R. (de luxe)		1	9
T.F.	85	Saddle spring arch piece (de luxe)		5	0
H.F.	96	Bolt securing bottom ends (each)			3
H.F.F.	63	Nut for above			2
L.F.	39	Bolt securing arch to rear mudguard			3
S.T.D.	4	Nut for above			2
S.T.D.	3	Nut for saddle spring studs (each)			3

**MAGNETO AND PARTS**

R.E.	75	Magneto complete (Lucas)	3	15	0
R.E.	148	Contact breaker only complete	1	2	6
R.E.	149	Contact screws per pair with rocker arm	14		0
R.E.	150	High tension pick up complete	2		6
R.E.	151	Carbon brush and spring only			6
R.E.	152	Sparking plug cable with terminal end	1		0
T.E.	77	Magneto chain sprocket (1927 type)	2		6
R.E.	125	Fixing bolt for above			3
R.E.	126	Washer for bolt			1
R.E.	179	Magdyno junior chain sprocket (1927 type)	2		0
		Nut securing above			3
		Washer for nut			1



<b>Magneto and Parts—contd.</b>			£	s.	d.
R.E.	163	Magneto locking plate ... ..			4
R.E.	178	Magdyno junior locking plate ... ..			6
R.E.	171	Fixing bolts or studs for magneto (each) ...			9
R.E.	172	Special cupped washer for above ... ..			4
S.T.D.	12	Standard washer for above ... ..			1
S.T.D.	5	Nuts for fixing bolts (each) ... ..			2
R.E.	76	Magneto platform ... ..	1		3
R.E.	73	Long magneto platform fixing bolt ... ..			7
R.E.	52	Short magneto platform fixing bolt ... ..			3
R.E.	91	Outside distance tube for long bolt ... ..			4
R.E.	91	Inside distance tube for long and short bolts ... ..			4
S.T.D.	4	End nuts for long and short bolts (each) ...			2
S.T.D.	11	Washer for above (each) ... ..			1
		Magneto driving chain (see chains) ... ..			
		Magneto shield (see mudshields) ... ..			
R.E.	77	Magneto chain sprocket (1926 type) ... ..	1		9
R.E.	80	Magdynette chain sprocket (1926 type) ...	2		0

#### MECHANICAL OIL PUMP AND PARTS

6393		Oil pump complete ... ..	16		0
6393/1		Oil pump body only ... ..	5		0
5475		Tell tale complete ... ..	2		0
5475/2/5		Tell tale plunger and cap only ... ..			9
5482/14		Oil pump regulator (with finger extension)	2		0
5482/6		Oil pump steel plunger ... ..	1		6
5482/5		Oil pump steel worm shaft ... ..	1		6
5482/4		Oil pump worm wheel ... ..	1		6
5482/3		Locking plate for regulator ... ..	1		0
28		Screw for fixing above (per pair) ... ..			1
S/138		Spring washer for screw (per pair) ... ..			1
R.E.	101	Oil pipe pump to tank ... ..	4		6
R.E.	161	Oil pipe nipple only ... ..			3
R.E.	162	Oil pipe union nut only ... ..			4
R.E.	163	Oil pipe connection and filter (screws into tank ... ..)	2		3
R.E.	132	Oil pump seating paper washer ... ..			1

#### CARBURETTOR (A.M.A.C.) SPECIAL TYPE

A.C.	30	Carburettor complete ... ..	2	11	0
A.C.	66	Float chamber body only ... ..	8		6
A.C.	61/63	Float chamber cap with tickler ... ..	4		3
A.C.	35	Float only ... ..	4		3
A.C.	65	Float needle ... ..	1		1
A.C.	125	Cap nut securing float chamber body ... ..			3
A.C.	123	Fibre washer for float chamber ... ..			2
A.C.	15	Carburettor jet ... ..			5
A.C.	124	Carburettor jet carrier ... ..	1		9



Carburettor (A.M.A.C.) Special Type— <i>contd.</i>			£	s.	d.
A.C.	51	Mixing chamber only		8	6
R.E.	58	Locking nut securing above to cylinder			6
A.C.	77	Pilot jet needle valve		1	0
A.C.	76	Spring for above			2
A.C.	119	Stop screws opposite pilot jet needle valve			2
A.C.	118	Stop screw locating sprayer base			2
A.C.	120	Sprayer base only		3	0
A.C.	122	Screw (hollow) securing above			2
A.C.	121	Fibre washer for sprayer base			2
A.C.	6	Throttle valve only		3	0
A.C.	5	Air valve only		3	0
A.C.	7	Valve springs (throttle or air)			3
A.C.	144	Carburettor cable (assembled only) each		2	11
A.C.	164	Carburettor control levers complete		11	11
A.C.	165	Throttle lever only		3	5
A.C.	166	Air lever only		3	5
A.C.	88	Centre bolt for control levers			3
A.C.	89	Cap washer for above			5
A.C.	114	Friction adjusting nut for control levers			5
A.C.	112	Spring washer (fits under above)			2
A.C.	110	Lock washer for friction nut			2
A.C.	96	Clip screw and nut for handlebar control			4
A.C.	8	Cap nut for mixing chamber (knurled edge)		1	9
A.C.	9	Mixing chamber top cap		1	9

### EQUIPMENT

R.E.Q.	2	Special type Acetylene head lamp and generator, with all fittings for attachment (P. & H.)		1	10	0
R.E.Q.	4	Head lamp only (P. & H.)		1	2	0
R.E.Q.	6	Generator only (P. & H.)		11		0
R.E.Q.	8	Generator bracket (P. & H.)		3		3
R.E.Q.	10	Tail lamp (P. & H.) No. 135		4		0
R.E.Q.	11	Y piece connector for above				9
R.E.Q.	12	Generator tubing for head lamp (per yard)				8
R.E.Q.	13	Generator tubing for tail lamp (per yard)				8
R.E.Q.	15	Head lamp burner only (P. & H.)		2		5
R.E.Q.	17	Tail lamp burner only (P. & H.)				5
R.E.Q.	18	Electric head lamp (for electrically equipped machines only)		1	15	0
R.E.Q.	19	Electric head lamp bulb (double filament)			3	6
R.E.Q.	20	Accumulator		1	5	0
R.E.Q.	21	Accumulator carrier			5	0
R.E.Q.	22	Cable per foot (5 M/M)				2
R.E.Q.	23	Electric tail lamp			8	6
R.E.Q.	24	Electric tail lamp bulb			1	6
R.E.Q.	25	Bonnixsen speedometer with all fittings (Trip 10/- extra)		4		0



<b>Equipment—contd.</b>			£	s.	d.
R.E.Q.	26	Bonnixsen speedometer gear box only ...	16	0	
R.E.Q.	27	„ speedometer drive wheel and axle	2	6	
R.E.Q.	28	„ speedometer flexible drive complete ... ..	6	3	
R.E.Q.	29	„ speedometer flexible drive inner cable ... ..	2	2	
R.E.Q.	30	„ speedometer flexible drive outer cable ... ..	4	1	
R.E.Q.	31	„ speedometer driving wheel complete ... ..	4	0	
R.E.Q.	32	„ speedometer driving wheel screw and clamp pr. ... ..			2½

**TOOLS**

R.T.K.	7	Tool roll complete with all tools ... ..	16	6	
R.T.K.	17	Tool roll only ... ..	4	0	
R.F.	45	Toolbox only (see also luggage carrier) ...	15	0	
R.T.K.	1	Thin spanner for wheel cones ... ..			6
L/3 T.K.	21	Tyre pump ... ..	3	9	
R.T.K.	3	Flat open end spanner, 3 sizes ... ..	1	0	
R.T.K.	4	Valve cap and carburettor lock nut spanner	1	3	
R.T.K.	5	Magneto spanner ... ..			4
L/3 T.K.	9	Tappet adjusting spanner ... ..			9
L/3 T.K.	10	Double open end forged spanner for $\frac{1}{4} \times$ 5/16 nuts ... ..	1	3	
L/3 T.K.	11	Double open end forged spanner for $\frac{3}{8} \times \frac{1}{2}$ in. nuts ... ..	1	6	
L.T.K.	13	Screwdriver ... ..			9
L.T.K.	14	Tyre lever ... ..			3
L.T.K.	15	6" pliers ... ..	1	6	
L.T.K.	16	Oil can ... ..	1	0	
L.T.K.	20	Tecalemit grease gun ... ..	2	6	







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