Matchless

IN NAME & REPUTATION

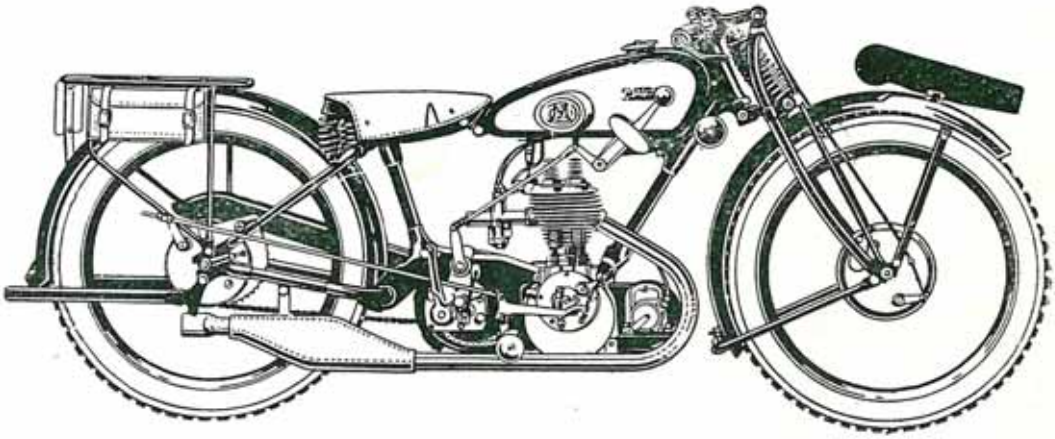
INSTRUCTION BOOK

AND

SPARE PARTS LIST

MODEL R/S.

DRIVING AND ADJUSTMENT INSTRUCTIONS



"Matchless" Model "R/S."

H. COLLIER & SONS, LIMITED,

Manufacturers,

Registered Offices:

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

Nearest Station:
WOOLWICH ARSENAL S.R.

Factories:
BURRAGE GROVE & MAXEY ROAD
PLUMSTEAD, S.E.,
and Mast Pond Wharf, WOOLWICH

Telegrams & Cables — "Matchless, Woolwich."

Telephone — Woolwich 1010 (4 lines)

Code — A.B.C. 5th Edition, Bentley's, & Private Code.

ALL CORRESPONDENCE TO:
Offices:—44-45, PLUMSTEAD ROAD, LONDON, S.E.18.

INTRODUCTION

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/S " 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 15 & 16) 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 should 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 letter N with which 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.

The throttle and air levers for carburetter 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 at the bottom of mixing chamber controls the air supply to pilot jet. This screw is accurately set at the works, but on account of variation in fuel or temperature, it may be found desirable to alter the adjustment occasionally. It should be explained therefore, that by unscrewing, more air is admitted thereby weakening the mixture, or vice versa, screwing in enriches the mixture by decreasing the air supply. This adjustment only affects carburation on very small throttle openings and dead slow running. Owners are advised to refrain from making any adjustment without good cause, the foregoing being intended merely to convey a rough idea of the functioning of the carburetter.

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 carburetter 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.

When fairly under way, smartly declutch and simultaneously shift gear lever forward into second gear position, at the same 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 quadrant.

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 pratice is adopted from the first much unnecessary gear changing will be avoided.

"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 set, while machines are undergoing road test, on the liberal side, and unless this somewhat excessive supply causes troubles such as oiled up sparking plug, etc., it should not be reduced until about 500 miles have been covered, by which time all bearings, etc., will have settled down. 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 athough 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 unless this tell tale plunger is extended, thereby uncovering the oil passage. It must also be remembered that when in doubt it is safer to err on the generous side. Use only Wakefield Castrol X.L. or Castrol C, the former for preference. Refuse all others and accept only sealed tins. Above all avoid the just as good sort from bulk.

NOTE.—Wakefield Castrol X.L., or Castrol C. specially recommended.

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, they 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 special grease gun provided, until it can be seen exuding from either end of the bearing (Tecalemit Grease or Wakefield Castrolease 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 Castrolease, 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 a small quantity of grease forced through them. (Wakefield Castrolease 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.

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 :—

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 carburetter 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 underside 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 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 RETIME 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 fro 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. 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, also disconnect the lower end of the gear operating rod. 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 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.

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 crefully 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 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 rear end of foot brake rod and rear chain connecting link. Next slack off both axle nuts and remove the bolt securing brake cover plate when the wheel may be drawn back in slotted fork ends until clear.

TO REMOVE FRONT WHEEL

Put down both stands (front stand only is not sufficient to provide a safe balance). Then disconnect front brake cable rod extension by slacking off the pinch bolt nut on the toggle and draw the whole cable and rod away from cover plate. Then slack off well each side axle nut and with a stout screwdriver 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 Hexagonal 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.

To Adjust Steering Head—*continued.*

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 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 always be 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.
Air leakage (due to carburetter 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 :

Insufficient flooding.
Valve stuck up.
Water on plug, or oiled up plug.
Choked jet.
Valve or valves not seating properly.
Too liberal throttle opening.
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.

To comply with the law relating to motorcycles, the owner of a " Matchless " Model " R/S " 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.

Legal Matter—*contd.*

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 (with equipment required by Law)	198 lbs.
Type or Model	Matchless Model " R "
Manufacturers' horse-power	2.46

NOTE—The Above Weight applies only to Machines without Electric Equipment.

Guarantee.

We give the following guarantee with our motorcycles, motorcycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition, or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging varying or overriding this guarantee. In the case of machines which have been used for " hiring out " purposes, or racing, or from which the trade mark name 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 the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motorcycle, motorcycle combination, or sidecar, which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motorcycle. motorcycle combination or sidecar. We undertake subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles, motorcycle combinations, and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects causes by wear and tear, misuse or neglect.

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

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

Guarantee—*contd.*

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

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

Any motorcycle, motorcycle 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 or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, 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 OF GUARANTEE

If a defective part should be found in our motorcycles, motorcycle combinations, or sidecars, or in any part supplied by way of exchange before referred to, 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 purchase, or the date which the alleged defective part 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, warrantee or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specification supplied with our motorcycles, motorcycle combinations, sidecars or otherwise.

MACHINE NUMBERS

The frame number will be found stamped on the right-hand side of lug under saddle.

The engine number is stamped on the aluminium crankcase, transmission side, immediately beneath cylinder base.

H. COLLIER & SONS, LIMITED.

INTRODUCTION

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

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 part number.

Read carefully rules on Pages 15 & 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.

TERM 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 net cash before delivery.

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

Goods to the value of 5/- and over only are sent upon request per C.O.D.

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 will be 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.

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 net 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.
8. Goods to the value of 5/- and over only can be sent upon request per C.O.D.

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	Carburetter lock nut (see also Carburetter)			6
R.E.	4	Cylinder aluminium valve cap (inlet or exhaust)		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) 5/16in. 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 5/16in. diam. ...			6
R.E.	52	Crankcase bolt medium 5/16in. diam. for magneto platform			3
R.E.	73	Crankcase bolt long 5/16in. diam. for exhaust 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 5/16in. diam. ...			2
S.T.D.	11	Washer for crankcase bolt 5/16in. diam. ...			1
R.C.	29	Chain cover support stud (screws in crankcase)			7
S.T.D.	4	Nut for support stud 5/16in.			2

C.—*contd.*

			£	s.	d.
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

E.

Engine bolts (see engine section)
Exhaust valves (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)			6
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			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
R.E.	26	Flywheel axle (timing gear side)		4	6
L/3 E.	70	Nut for same (inside)			6
S.T.D.	15	Lock screw			2

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	6
R.E.	83	Guide for tappet (inlet or exhaust) ...		1	6
R.E.	11	Guide for valve (inlet or exhaust) ...		2	3

I.

			£	s.	d.
		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 pages 36 & 37)

O.

L/3 E.	239	Oil drain plug for crankcase			3
R/2 E.	201	Oil feed pipe (tank to pump)		5	3
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 carburetter)			

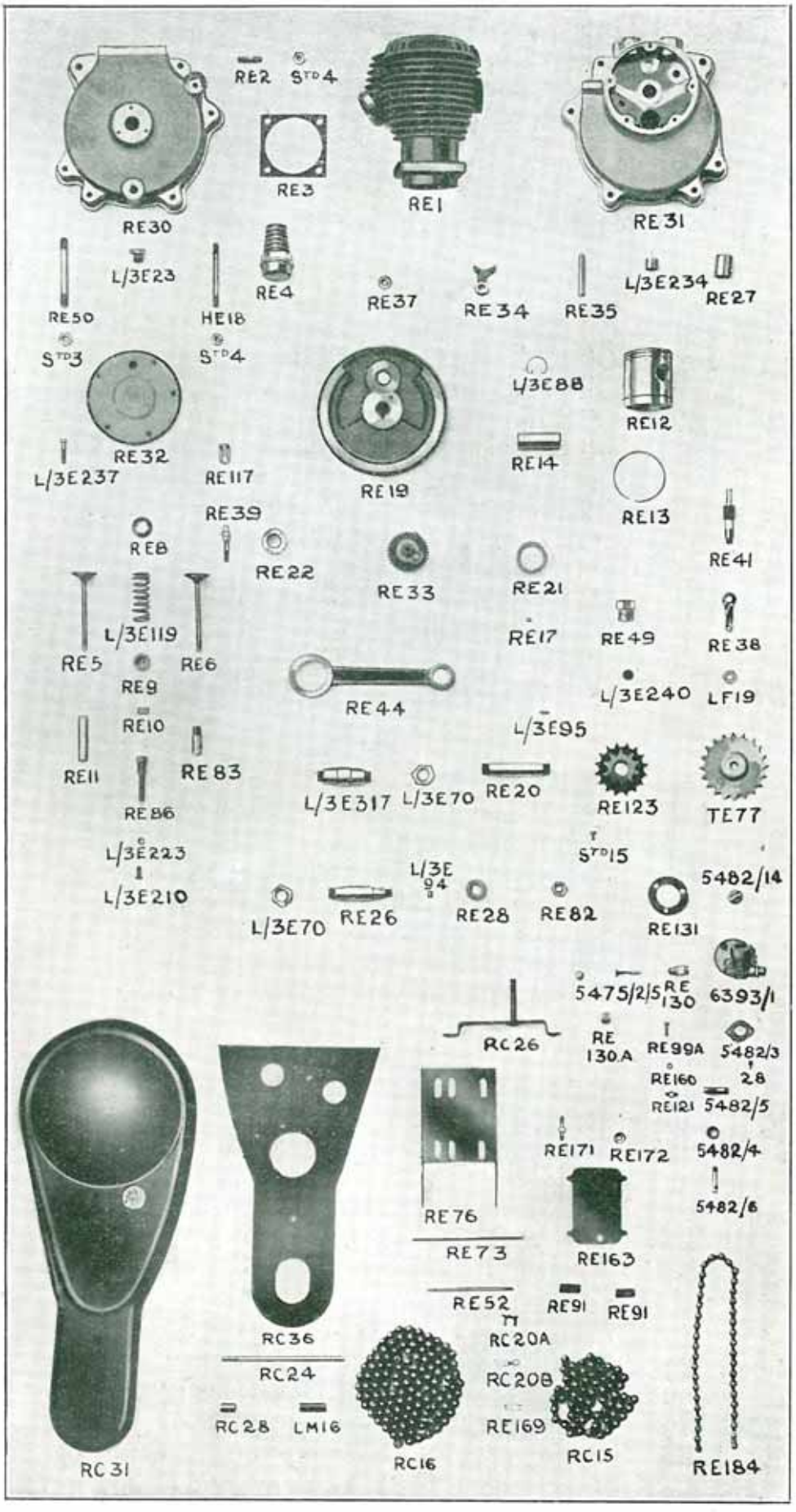
R.

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

ENGINE PARTS



S.—*contd.*

			£	s.	d.
R.E.	114	Spring for valve lifter cable			2
R.E.	123	Sprocket for engine shaft (transmission and magneto)		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/2 E.	261	Silencer and pipe	1	1	0
L.F.	32	Silencer support bolt			2
S.T.D.	4	Nut for above			2

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

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
R.E.	11	Valve guide (inlet or exhaust)		2	6

V.—*contd.*

			£	s.	d.
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
		Valve lifter lever (see handlebars)			
R.E.	116	Valve lifter cable adjuster and lock nut ...			9
H.E.	36A	Valve lifter cable outer armouring or sheath			3

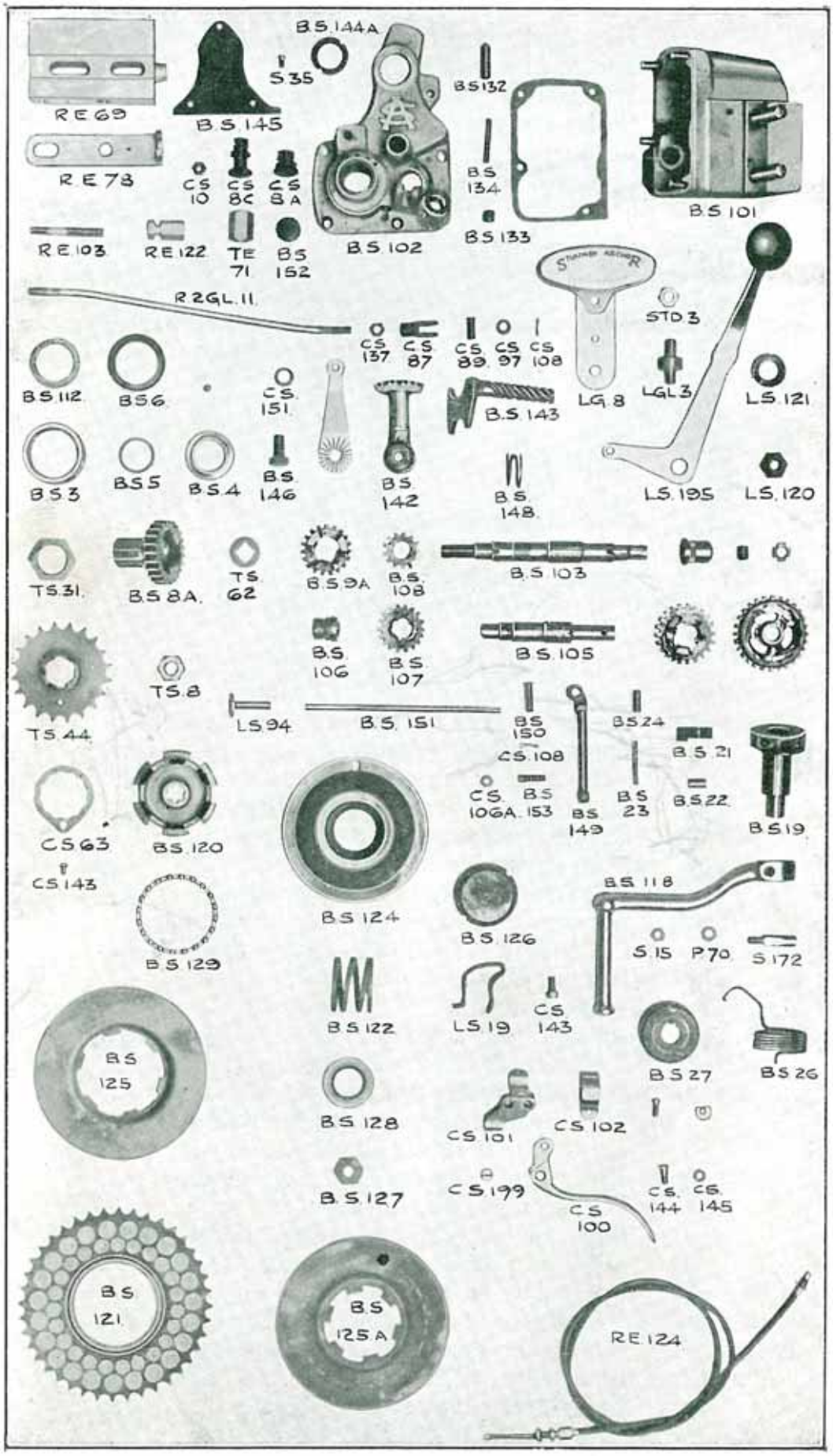
GEAR BOX AND PARTS

B.S.	101	Gear box shell only	1	5	0
B.S.	102A	Gear box end plate		16	0
C.S.	10	Gear box end plate fixing nnts (each) ...			2
C.S.	11	Spring washer for above (set of 4) ...			6
B.S.	103	Gear box main axle or shaft		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
B.S.	26	Kickstarter return spring		1	0

Gear Box and Parts—*contd.*

			£	s.	d.
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.	142A	Gear actuating quadrant (gears in above)		6	0
B.S.	144A	Gear quadrant bush (fits in end plate) ...		1	0
B.S.	147	Gear control indicator finger			6
B.S.	131A	Gear lever (fits on BS 142A)		2	0
B.S.	146	Bolt securing above			3
C.S.	151	Washer for above			1
B.S.	148	Spring washer for above (fits behind lever)			3
B.S.	145	Gear quadrant cover plate			3
S.	35	Screws securing above (each)			1
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)			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.	103	Adjuster screw for gear box			4
R.E.	78	Adjuster plate for gear box			8
R.E.	122	Special adjuster nut for gear box			9
B.S.	5	Packing shims or washers for B.S. 4 (each)			1
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.F.	28	Pressed steel cover for rear engine cradle plates		1	6
R/2 G.L.	8	Gear lever gate with back plate		6	6
L.S.	195/R2	Gear lever with knob		5	0
L.G.L.	3	Gear lever pivot stud or bolt			6

GEAR BOX PARTS



		Gear Box and Parts—*contd.*	£	s.	d.
S.T.D.	3	Nut securing above to lever gate back plate			3
L.S.	121	Spring washer for pivot bolt			4
L.S.	120	Special shouldered nut for pivot bolt ...			5
V/2 T.	27	Support bracket for gate (see also Frame)...		3	0
R/2 G.L.	11	Gear rod only		1	0
C.S.	87	Gear rod yoke end			10
C.S.	89	Gear rod yoke end pin			2
C.S.	108	Gear rod yoke end pin split pin (per dozen)			6
C.S.	97	Washer for yoke end pin (each)			1

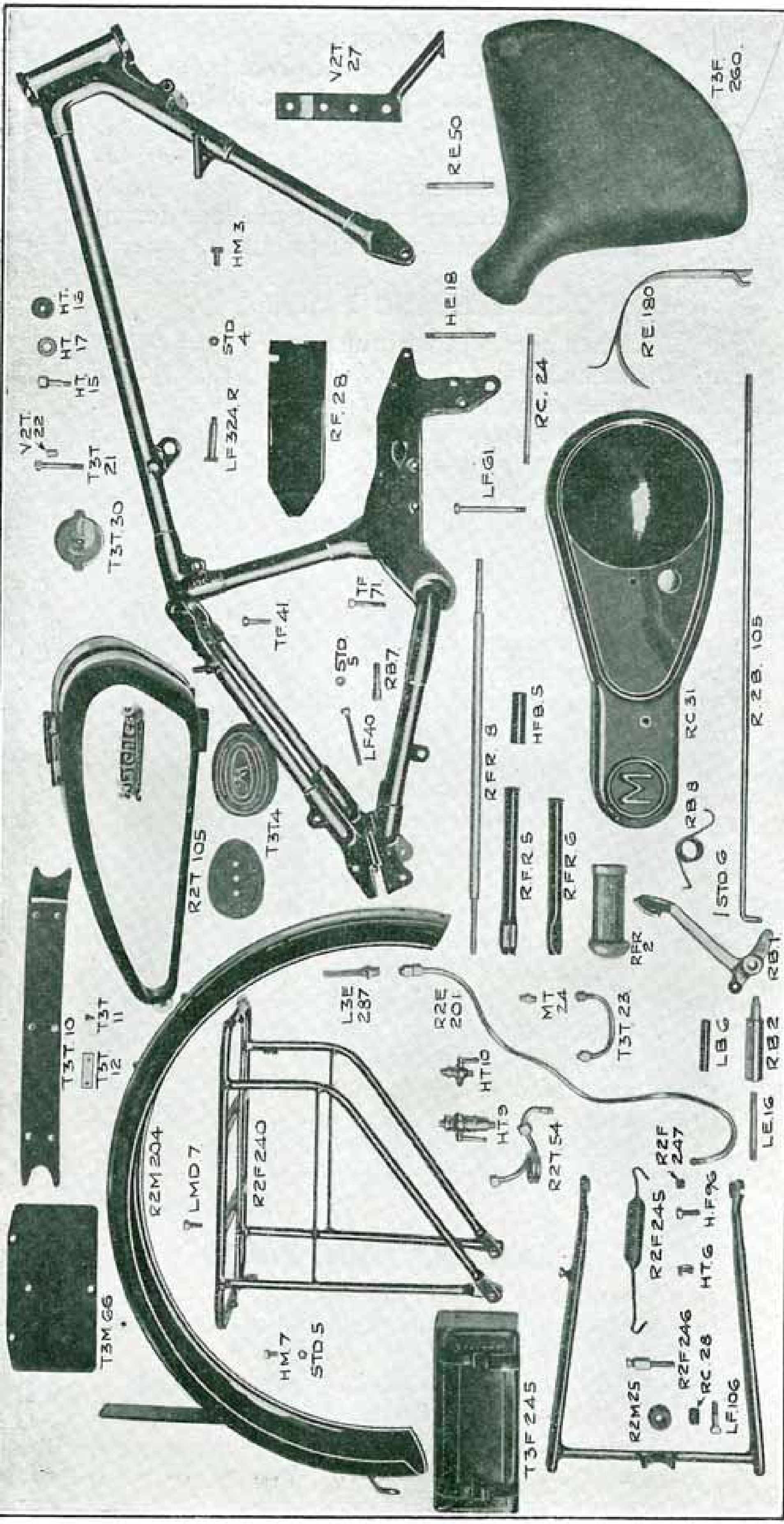
CLUTCH AND PARTS

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
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
C.S.	199	Roller Adaptor for Cable Nipple (Handlebar end)			4

FRAME AND FORK PARTS

R/2 F.	223	Complete frame only	4	2	6
L/4 FF.	51	Steering head ball race (fits also handlebar clip lug)		1	4
R.F.	123	Seat lug bolt			6
S.T.D.	4	Nuts for above (each)			2
L.F.	40	Rear chain adjuster screw (each)			9
S.T.D.	5	Nut for above (each)...			2

FRAME PARTS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HE 18
HT 16
HT 17
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RC 24
T3T 30
LF 61
TF 71
TF 41
STD 5
RB 7
HFB 5
RC 31
R 2B 105
LF 40
RFR 8
T3T 4
R2T 105
RB 8
RFR 5
RFR 6
STD 6
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RB 2
HT 10
HT 9
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R2M 204
LMD 7
R2F 240
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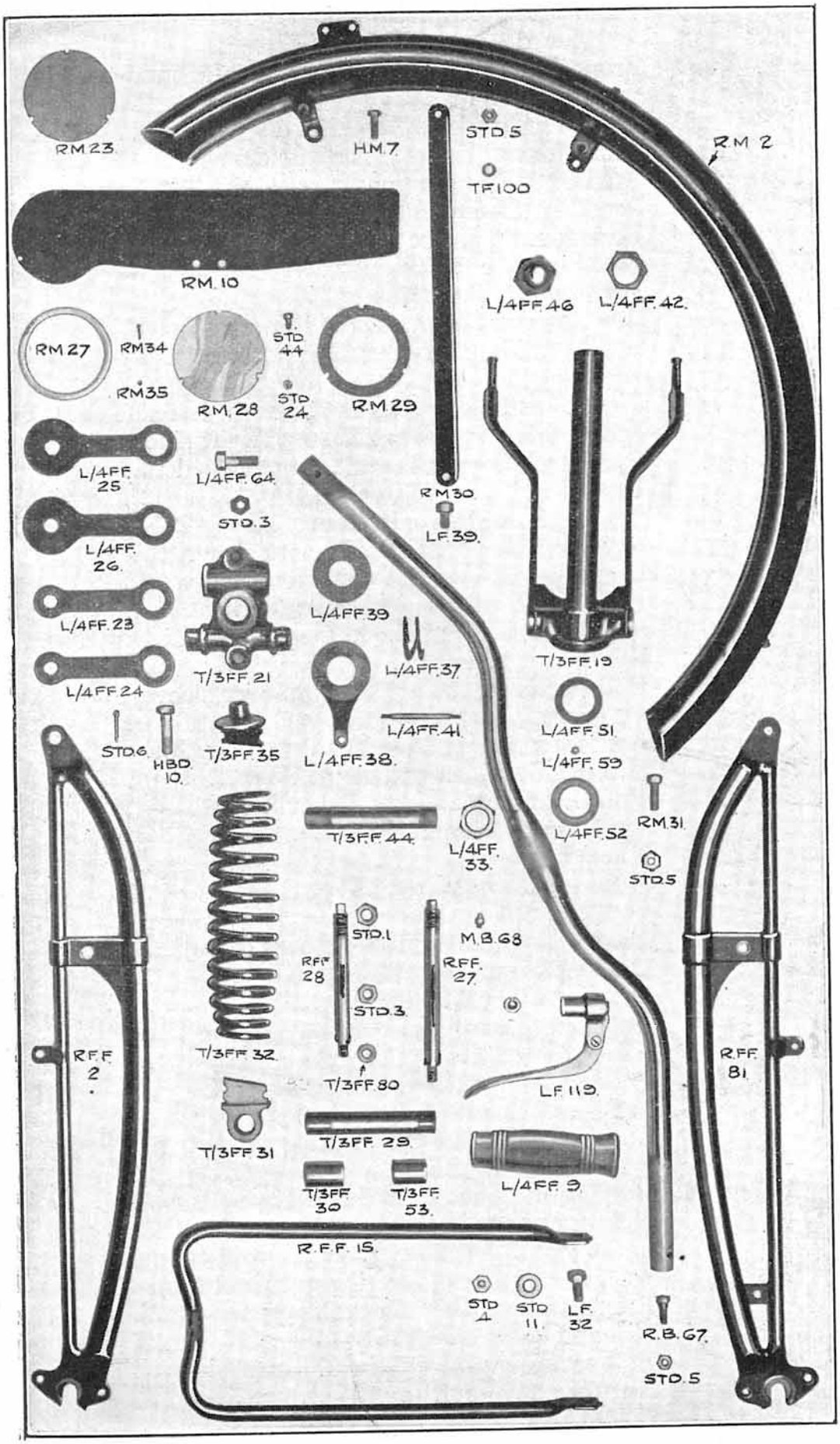
LF 106
T3F 245

FORK PARTS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RM 29
L/4FF 25
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STD 3
RM 30
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T/3FF 21
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L/4FF 41
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L/4FF 52
RM 31
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L/4FF 33
STD 5
STD 1
M.B. 68
RFF 28
RFF 27
STD 3
T/3FF 32
T/3FF 80
LF 119
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RFF 81
T/3FF 31
T/3FF 29
L/4FF 9
T/3FF 30
T/3FF 53
R.F.F. 15
STD 1
STD 11
LF 32
R.B. 67
STD 5

		Frame and Fork Parts—*contd.*	£	s.	d.
R/2 F.F.	58D	Front forks complete with stand and mudguard	4	12	0
R/2 F.F.	59D	Front forks complete less stand and mudguard	3	9	6
R.F.F.	2	Front fork girder only, left side		14	0
R.F.F.	81	Front fork girder only, right side		14	6
R.F.F.	28	Front fork spindle (long)		1	5
R.F.F.	27	Front fork spindle (short)		1	1
M.B.	68	Fork spindle grease nipple			2
S.T.D.	1	Left side spindle lock nut			5
S.T.D.	3	Right side spindle nut			3
T/3 F.F.	80	Fibre washers for fork spindles (each) ...			2
L/4 F.F	23	Front fork link or shackle, bottom, right side		1	3
L/4 F.F.	24	Front fork link or shackle, bottom, left side		1	4
L/4 F.F.	25	Front fork link or shackle, top, right side		1	3
L/4 F.F.	26	Front fork link or shackle, top, left side ...		1	8
T/3 F.F.	44	Fork spindle sleeve, top		1	5
T/3 F.F.	29	Fork spindle sleeve, bottom		2	6
T/3 F.F.	30	Long distance collar for bottom sleeve ...			5
T/3 F.F.	53	Short distance collar for bottom sleeve ...			4
L/4 F.F.	33	Fork spindle sleeve lock nuts (each) ...			4
S.T.D.	6	Split pins securing above (per doz.) ...			6
T/3 F.F.	32	Front fork spring		3	0
T/3 F.F.	31	Bottom spring anchor lug (fits over sleeve)		1	6
T/3 F.F.	35	Top spring anchor lug		1	3
H.B.D.	10	Bolt securing above to handlebar clip lug			6
T/3 F.F.	19	Front fork crown and stem...		15	0
T/3 F.F.	21	Fork head clip and handlebar lug ...		8	0
L/4 F.F.	64	Pinch bolt for handlebar			6
S.T.D.	3	Nut for above			3
L/4 F.F.	42	Head adjusting nut			8
L/4 F.F.	46	Cap lock nut for above		1	6
L/4 F.F.	39	Damper leather friction washers (each) ...			2
L/4 F.F.	37	Damper spring washers (each)			3
L/4 F.F.	38	Damper side plate (each)			6
L/4 F.F.	41	Bolt (long) securing above			3
S.T.D.	24	Nut for bolt (each)			2
L/4 F.F.	52	Fork crown nickelled ball race		1	9
L/4 F.F.	59	Set of steering head balls (42)			7
T/3 F.	315	Large discs or washers forming steering head lock (each)			9
M/3 F.F.	120/S	Bolt securing above to frame lug			3
S.T.D.	2	Nuts for above bolt (each)			4
R.F.	28	Sheet metal guard or cover for rear engine cradle plates (covering gear box top)		1	6
V/2 T.	27	Front support plate for tank (supports tank and gear quadrant)—see also Tank		3	0
H.M.	3	Bolt securing above to head lug (each) ...			3
S.T.D.	4	Nut for above bolt (each)			2

LUGGAGE CARRIER, TOOLBOX, ETC.

			£	s.	d.
R/2 F.	240	Luggage carrier only		15	0
L.M.D.	7	Bolt securing to rear mudguard			4
S.T.D.	5	Nut for above			2
H.M.	3	Bottom fixing bolts (each)			4
S.T.D.	4	Nut for above			2
T/3 F.	245	Toolbox, left or right (each)		3	9
H.M.	7	Toolbox fixing bolt (each)			3
S.T.D.	5	Nut for above			2
T/3 M.	66	Rear number plate (acetylene) unlettered		1	1
T/3 M.	70	Rear number plate (electric) unlettered ...		1	3
H.M.	7	Bolts securing above (each)...			3
S.T.D.	5	Nut for above			2

MUDGUARDS AND MUDSHIELDS

R.M.	2	Front mudguard only		10	0
R.M.	30	Front mudguard stay (left or right) ...			6
L.M.D.	7	Fixing bolt for side of mudguard ...			4
H.M.	7	Fixing bolt for top end of stays			3
S.T.D.	5	Nuts for above			2
L.F.	39	Bottom fixing bolt for stays (each) ...			2
R.M.	31	Front stand clip bolt or stud			3
S.T.D.	5	Nuts for same (each)			2
S.T.D.	12	Washer only			1
R/2 M.	204	Rear mudguard		13	0
T.F.	71	Fixing bolt for chain stay bridge			2
T.F.	41	Fixing bolt for top stay bridge			6
L.M.D.	7	Bolt fixing to luggage carrier			4
S.T.D.	5	Nuts for above bolts (each)			2
R/2 M.	25	Rear stand clip rubber buffer			6
R.C.	28	Tubular sleeve for above			3
L.F.	106	Fixing bolt for rubber buffer			4
S.T.D.	4	Nut for above			2
R/2 M.	46/48/A	Mudshields with all fittings (per set) ...		15	0
R/2 M.	48	Left side shield only		6	0
R/2 M.	46	Right side shield only		6	0
L/4 M.	123	Mudshield top rod (long)			10
L/4 M.	126	Distance tubes for above (left or right) ...			5
S.T.D.	4	Mudshield rod end nuts (each)			2
S.T.D.	11	Washer for above (each)			1
R.E.	73	Mudshield special bottom fixing bolt ...			4
R.E.	91	Distance tube for same, right side only ...			3
S.T.D.	4	Nut for bottom mudshield bolt			2
S.T.D.	11	Washer for above			1
R.M.	10	Front number plate only		1	1
R.M.	9	Front number plate and license holder complete		3	0
S.T.D.	44	Fixing screws (each)			1
S.T.D.	24	Nut for above			1
R.M.	27	License holder rim			4

Mudguards and Mudshields—*contd.*

			£	s.	d.
R.M.	34 & 35	Screws and nuts fixing above (each pair)			2
R.M.	28	License holder transparent panel			3
R.M.	29	Rubber ring for above			3
		Rear number plate (see carrier and toolbox)			
R.E.	180	Magneto mudshield		3	6
R/2 E.	280	Magdyno Mudshield		4	3

TANKS AND FITTINGS

R/2 T.	105/A	Petrol tank with all fittings	3	7	6
R/2 T.	105	Petrol tank less all fittings	3	2	6
H.T.	9	Petrol tap and filter		4	2
H.T.	9/A	Filter only			6
H.T.	10	Petrol drain tap		1	9
M.T.	24	Union for U pipe (screws into tank) ...			3
T/3 T.	23	U pipe complete		2	4
T/3 T.	54	Petrol pipe		3	6
R.T.	28	Nipples for U pipe and petrol pipe, tank end			3
R.T.	28/A	Nipple for petrol pipe, carburetter end ...			3
R.T.	27	Union nut for U pipe and petrol pipe, tank end			4
R.T.	29	Union nut for petrol pipe, carburetter end			4
T/3 T.	30/A	Petrol or oil compartment filler cap only		3	6
T/3 T.	30/B	Split hinge pin for above			2
H.T.	15	Tank fixing bolt, front end (each)			6
H.T.	16	Rubber buffer for front end (each) ...			5
T/3 T.	21	Tank fixing bolt, rear end			5
V/2 T.	22	Tubular distance piece for above ...			3
R/2 M.	25	Rubber washers for rear end (each) ...			5
S.T.D.	4	Nut for rear end fixing bolt			2
L/3 E.	287	Screwed union and filter for oil pipe ...		2	3
R/2 E.	201	Oil pipe, tank to pump		5	3
R.E.	53	Oil pipe union nut			4
R.E.	54	Oil pipe nipple			3
T/3 T.	10	Nickelled tank strip		2	6
T/3 T.	12	Fixing plates for above			4
T/3 T.	11	Fixing plate screws			2
T/3 T.	4/L	Knee Grip (left side)...		2	6
T/3 T.	4/R	Knee grip (right side)		2	6
T/3 T.	4/A	Knee grip fixing plate			6
H.M.	7	Knee Grip fixing bolt			3

STANDS

R/2 F.	244	Rear stand only		11	9
J.F.	150	Rear stand fixing bolts (each)			3
H.T.	6	Rear stand bolt spring washer			2
R/2 F.	250	Rear stand bolt plain washer			1
H.F.F.	63	Rear stand bolt nut			2

Stands.—*contd.*

			£	s.	d.
R/2 F.	245	Rear stand pull up spring			6
R/2 F.	249	Special anchor bolt for spring			3
S.T.D.	4	Nut for above			2
R.M.	25	Rubber buffer for rear stand (see mudguards)			6
R.F.F.	15	Front stand only		4	0
L.F.	32	Front stand fixing bolts (each)			2
H.F.F.	63	Front stand fixing bolt lock nut			2
S.T.D.	5	Front stand clip nut (see also mudguard)...			2

REAR WHEEL AND BRAKE PARTS

R.H.	48	Rear wheel complete with tyre 25 × 2.75 Palmer Flexicord	5	1	2
R.H.	46	Rear wheel complete less tyre 25 × 2.75 ...	2	15	0
R.H.	53	Rear wheel less all hub and brake fittings	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 fixing bolt (each)			2
R/2 B.	170/A	Rear wheel brake cover plate complete with shoes expander, etc.		15	0
R/2 B.	170	Rear wheel brake cover plate only ...		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.H.	4	Rear wheel axle (Vibrac Steel)		2	9
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

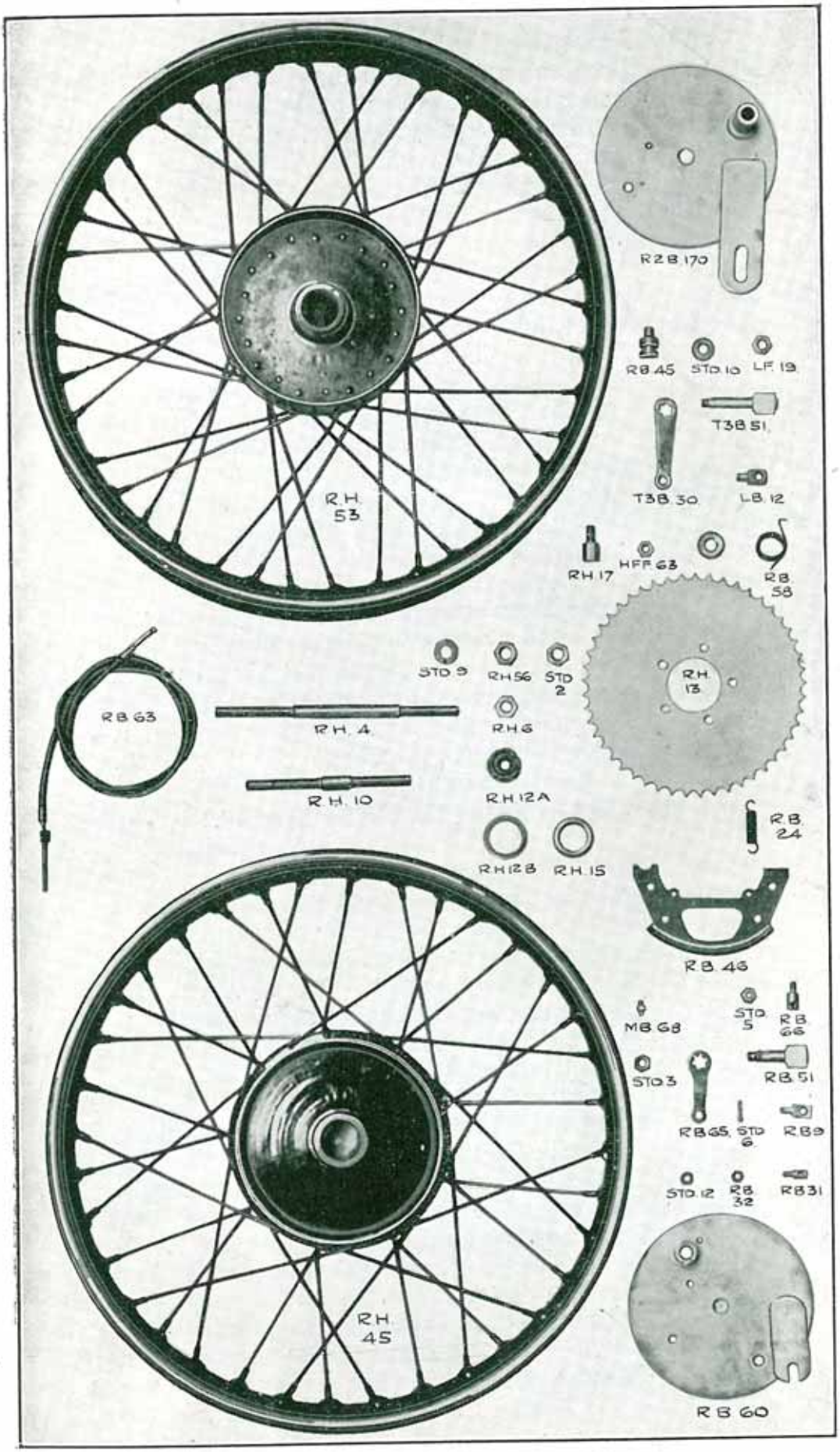
Rear Wheel and Brake Parts—*contd.*

			£	s.	d.
R.H.	6	Inside lock nut for brake side cone Outside lock nut for chain side cone Lock nut for brake cover plate ... } each			2
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
L/4 F.	253	Rear wheel spoke (left side) (each) ...			1
L/4 F.	261	Rear wheel spoke (right side) (each) ...			1
R.H.	33	Spoke nipples (each)			2
R.H.	62	Rear hub complete	1	12	6
R.H.	18	Rear hub only		8	6
R.H.	61	Rear wheel rim (drilled and enamelled) ...		8	0
R.H.	64	Rear wheel tyre 25 × 2.75 Palmer Flexicord	2	6	2
R.H.	49	Cover only, 25 × 2.75 Palmer Flexicord ...	1	18	6
R.H.	50	Inner tube only, 25 × 2.75 Palmer Flexicord		7	8

FRONT WHEEL AND BRAKE PARTS

R.H.	47	Front wheel complete with tyre	5	1	2
R.H.	35	Front wheel complete less tyre	2	15	0
R.H.	45	Front wheel less all hub and brake fittings	1	5	0
R.B.	60/A	Front brake cover plate assembled with shoes, expander, etc.		15	0
R.B.	60	Front brake cover plate only		4	3
R.B.	46 & 47	Front brake shoes only (per pair) ...		5	6
R.B.	50	Front brake shoe linings with rivets ...		1	3
R.B.	24	Internal springs for brake shoes (each) ...			2
R.B.	51	Front brake shoe expander		2	6
R.B.	65	Front brake shoe expander lever			9
L.F.	19	Nut fixing above			3
S.T.D.	10	Washer for nut			2
R.B.	58	Front brake pull off spring			4
R.B.	63	Front brake cable (inner & outer) assembled		4	6
R.B.	63A	Front brake cable (inner only)		1	3
R.B.	63B	Front brake cable (outer only)		2	9
R.B.	66	Front brake cable slotted stop			7
S.T.D.	5	Nut fixing above			2
R.B.	10	Rod extension for inner cable			6
L/4 B.	66	Nipple for handlebar end of inner cable			3
R.B.	31/A	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 pins securing cross head (per doz.) ...			6
S.T.D.	12	Washer (fits behind split pin)			1
M.B.	68	Front hub grease nipple			2

WHEELS AND PARTS



Front Wheel and Brake Parts—*contd.*

			£	s.	d.
R.H.	10	Front wheel axle (Vibrac Steel)		2	6
R.H.	12	Front wheel taper bearing complete .		5	0
R.H.	12/A	Taper cone with rollers and cage only ...		3	9
R.H.	12/B	Hardened outer race only		1	3
R.H.	6	Thin lock nut for left side cone			2
R.H.	6	Lock nut for right side cone (inside hub) ...			2
R.H.	56	Lock nut for brake cover plate			2
S.T.D.	2	Axle end nuts (each)			5
S.T.D.	9	Axle end washer (each)			1
R.H.	15	Metal dust cap for hub end			3
R.H.	64	Front hub complete with brake, etc. ...	1	16	0
R.H.	59	Front hub shell only...		9	6
R.H.	60	Front wheel rim, drilled and enamelled ...		8	0
R.H.	54	Front wheel spoke, left side			1
R.H.	52	Front wheel spoke, right side			1
R.H.	34	Spoke nipples (each)			2
R.H.	49/50	Front wheel tyre and tube (26× 3.25 Palmer Flexicord)	2	6	2
R.H.	50	Inner tube only		7	8
R.H.	49	Cover only	1	18	6
R.B.	45	Front brake shoe fulcrum stud		1	10
L.F.	19	Nut securing above to cover plate ...			3
S.T.D.	10	Washer for nut			1
R.B.	67	Anchoring stud for cover plate			5
S.T.D.	5	Nut securing above to fork girder ...			2
S.T.D.	12	Washer for nut			1

CHAIN GUARDS AND CHAINS.

R.C.	10	Rear chain guard		6	6
R/2 F.	249	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.	36	Back portion front chain guard		6	6
R.C.	29	Stud for chain guard back			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 ½in. × .205 × 60 pitches		7	10

Chain Guards and Chains.—*contd.*

			£	s.	d.
R.C.	16	Rear driving chain ½in. × .205 × 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 ½in. link			6
R.E.	184	Magneto driving chain ½in. × 3/16 × 39 pitches		2	6
T.E.	81/A	Connecting link complete			2
T.E.	81/B	Spring clip only for above			1
R.E.	170	Chain rivet extractor		5	0

FOOTRESTS AND PARTS

R.F.R.	6	Footrest tube only (left side)		1	0
R.F.R.	5	Footrest tube only (right side)		1	0
R.F.R.	8	Footrest rod		1	3
S.T.D.	4	Footrest rod end nuts (each)			2
R.F.R.	2	Footrest rubber pads (each)		1	6
R.F.R.	1	Footrest rod ½in. diam. for above ...			8
R.F.R.	16	Pillion footrests (per pair) complete ...		10	0
R.F.R.	13	Pillion footrest side plate		1	0
V/2 F.R.	10	Pillion footrest pad spindle		1	0
S.T.D.	1	End nut for spindle			5
R.F.R.	2	Pillion footrest rubber pad		1	2

FOOTBOARDS—(Export Model)

T/3 F.R.	64	Footboard only with mat fitted L. or R. ...		6	0
T/3 F.R.	62	Footboard mat only		1	3
L/4 F.R.	64	Footboard distance tube rear L. or R. ...			7
H.F.B.	7	Footboard distance tube front L. or R. ...			7
H.F.B.	4	Centre distance tube front			5
H.F.B.	5	Centre distance tube rear			5
T/3 F.R.	60	Footboard rod front or rear		1	3
S.T.D.	1	Footboard rod end nuts (plain) (each) ...			5
T/3 F.R.	58	Footboard rod end nut (with extension for brake pedal stop)			7
T/3 B.	101	Footboard brake pedal		3	6
T/3 B.	102	Footboard brake pedal fulcrum stud ...			10
S.T.D.	3	Footboard brake pedal fulcrum stud fixing nut			3
S.T.D.	10	Washer for above			1
T/3 B.	108	Pull off spring for brake pedal			3
R/2 B.	205	Rear brake rod (special for footboards) ...		2	0
R/2 F.R.	51	Footboard side rail L. or R.		1	0
T/3 F.R.	53	Footboard side rail front link piece L. ...			7
R/2 F.R.	52	Footboard vertical support strap			4
H.B.D.	36	Footboard vertical support strap fixing bolt, long			4

Footboards—(Export Model)—*contd.*

			£	s.	d.
L.F.	39	Footboard vertical support strap fixing bolt, short			2
S.T.D.	4	Nut for above (each)...			2
R.F.R.	9	Link piece for front footboard rod L. or R.			3
M.E.	54	Bolt securing above to engine crankcase			8
T/3 F.R.	54	Footboard hinge stud (each)			6
S.T.D.	3	Footboard hinge stud fixing nut			3
T/3 F.R.	55	Footboard hinge pin			4
S.T.D.	14	Footboard hinge pin split pin (per dozen)			6
R.E.	91	Footboard vertical support strap distance piece, left			4
R/2 F.R.	50	Footboard vertical support strap distance piece, right			5
R/2 F.R.	49	Footboard vertical support strap distance piece, bolt bottom.			6

HANDLEBAR

T.F.F.	165/S	Handlebar bare (Sports type)		13	6
T/3 F.F.	65	Handlebar bare (Touring type)		13	6
T/3 F.F.	265	Handlebar bare (Export type—for Footboards)		15	0
L/4 F.F.	9	Handlebar grips (per pair)		2	0
L/4 F.F.	64	Handlebar clip pinch bolt			6
S.T.D.	3	Nut for above			3
L.F.	119	Inverted handlebar lever complete ...		7	6
L.F.	120	Lever portion only		3	9
L.F.	121	Fulcrum screw for lever			4
L.F.	122	Nut for fulcrum screw			2
S.T.D.	20	Screw securing lever body to handlebar ...			2

SADDLE AND PARTS

T/3 F.	260	Saddle top only (special Lycett Aero) ...	1	0	10
M/3 F.	155/S	Saddle springs (each)			6
S.T.D.	3	Nut securing spring to saddle and frame ...			3
S.T.D.	10	Washer for nut			2
L.F.	324/R	Shouldered bolt for saddle nose			8
S.T.D.	4	Nut for above			2

MAGNETO AND PARTS

L.M.D.	12	Complete magneto only	3	15	0
L.M.D.	41/B	Contact breaker only complete	1	2	6
L.M.D.	4152/4122	Contact screws (per pair) with rocker arm		14	0
L.M.D.	7/P	High tension pickup complete		3	6
L.M.D.	1052	Carbon brush only for pickup, with spring		1	0
		Chain sprocket for magneto			

Magneto and Parts—*contd.*

			£	s.	d.
L.M.D.	175	Chain sprocket fixing bolt			2
L.M.D.	175/A	Washer for above			1
		Chain sprocket for engine shaft (see also Engine)			
R.E.	171	Magneto fixing bolts (special)			9
R.E.	172	Cupped washer for magneto fixing bolt ...			4
S.T.D.	12	Standard washer for above			1
S.T.D.	5	Nuts for above (each)			2
R.E.	163	Magneto base locking plate			4
		Magneto platform			
L.F.	123	Long bolt securing above			8
R.E.	52	Short bolt securing above			6
R.E.	91	Distance tube for platform fixing bolt ...			3
S.T.D.	4	End nuts for platform fixing bolt (each) ...			2
L.M.D.	27	Magneto advance and retard lever for handlebar	6	9	
L.M.D.	27/A	Lever portion only of above	3	0	
		Magneto advance and retard cable (outer)			9
		Magneto advance and retard cable (inner)	2	0	
R.E.	180	Magneto shield	3	6	
M.M.D.	1	Base bolts for fixing magdyno			4
T.E.	177	Chain sprocket for magdyno	2	6	
L.M.D.	175	Nut securing chain sprocket			2
L.M.D.	175/A	Washer for nut			1
R/2 E.	276	Magdyno platform	2	0	
R/2 E.	280	Magdyno shield	4	3	

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/2 E.	201	Oil pipe, pump to tank	5	3	
R.E.	54	Oil pipe nipple only			3
R.E.	53	Oil pipe union nut only			4
L/3 E.	287	Oil pipe connection and filter (screws into tank)	2	3	
R.E.	131	Oil pump seating paper washer			1

CARBURETTER

			£	s.	d.
A.C.	30	Carburetter complete	2	0	0
A.C.	66	Carburetter float chamber only		8	6
A.C.	249	Perforated sleeve nut securing float chamber		1	9
A.C.	248	Fibre washer for float chamber			2
A.C.	61—64	Float chamber cap with tickler		4	3
A.C.	35	Float only		2	6
A.C.	65	Float needle			11
A.C.	240	Carburetter mixing chamber		8	6
A.C.	251	Lock nut securing above to cylinder ...		1	6
A.C.	243	Sprayer base (fits in mixing chamber) ...		5	0
A.C.	251	Cap nut securing sprayer base		1	6
A.C.	250	Fibre washer (fits inside above)			2
A.C.	246	Jet carrier (screws in sprayer base) ...		1	9
A.C.	15	Jet only			5
A.C.	245	Pilot air adjusting screw (screws inside of body)			6
A.C.	244	Lock spring for air screw			2
A.C.	234	Throttle valve only		3	10
A.C.	241	Taper needle (attached to above)		1	3
A.C.	242	Locking cotter for needle valve			4
A.C.	233	Throttle valve spring			3
A.C.	238	Air valve		1	0
A.C.	237	Air valve spring			3
A.C.	231	Mixing chamber cap		1	9
A.C.	232	Screwed lock nut (knurled edge) for above		1	9
A.C.	236	Screwed adaptor for air cable adjuster ...			7
A.C.	230	Cable adjusters (air or throttle)			4
A.C.	144	Control cable complete (air or throttle) ...		6	6
A.C.	164	Control levers complete		6	0
A.C.	115	Throttle lever only		2	6
A.C.	113	Air lever only		2	6
A.C.	108	Centre bolt for control levers			3
A.C.	109	Cap washer for control levers			5
A.C.	111	Friction adjustment nut for control levers			6
A.C.	112	Spring washer (fits under above)			2
A.C.	110	Lock washer for friction nut			3
A.C.	95	Clip screw for handlebar clamp			3
A.C.	247	Venturi air intake		2	6

EQUIPMENT

			£	s.	d.
R.E.Q.	2	Special type acetylene head lamp and generator, with all fittings for attachment (P. & H.)	1	6	0
R.E.Q.	4	Head lamp only (P. & H.)	1	0	0
R.E.Q.	6	Generator only (P. & H.)		11	0
R.E.Q.	8	Generator bracket (P. & H.)		2	6
R.E.Q.	10	Tail lamp (P. & H.) No. 135		3	0

Equipment.—*contd.*

			£	s.	d.
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)	2	11	0
R.E.Q.	19	Electric head lamp bulb (double filament)...		3	6
R.E.Q.	20	Accumulator only	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	Bonniksen speedometer with all fittings (Trip 10/- extra)	4	0	0
R.E.Q.	26	Bonniksen speedometer gear box only ...		16	0
R.E.Q.	27	Bonniksen speedometer drive wheel and axle		2	6
R.E.Q.	28	Bonniksen speedometer flexible drive complete		6	3
R.E.Q.	29	Bonniksen speedometer flexible drive inner cable		2	2
R.E.Q.	30	Bonniksen speedometer flexible drive outer cable		4	1
R.E.Q.	31	Bonniksen speedometer driving wheel complete		4	0
R.E.Q.	32	Bonniksen speedometer driving wheel screw and clamp pr.			2½

TOOLS

R/2 T.K.	7	Tool rolls complete with all tools (pair) ...		17	6
T/3 T.K.	17	Tool roll only (each)		4	0
T/3 F.	245	Tool Box only (each) (see also luggage carrier)		3	9
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 carburetter 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 ¼ × 5/16 nuts		1	3
L/3 T.K.	11	Double open end forged spanner for ⅜ × ½ in. nuts		1	6
L.T.K.	13	Screwdriver			9
L.T.K.	14	Tyre lever			3
L.T.K.	15	6in. pliers		1	6
L.T.K.	20	Tecalemit grease gun		2	6

J. R. COX & CO.,
Book Printers,
3, Longley St., London, S.E.1.

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