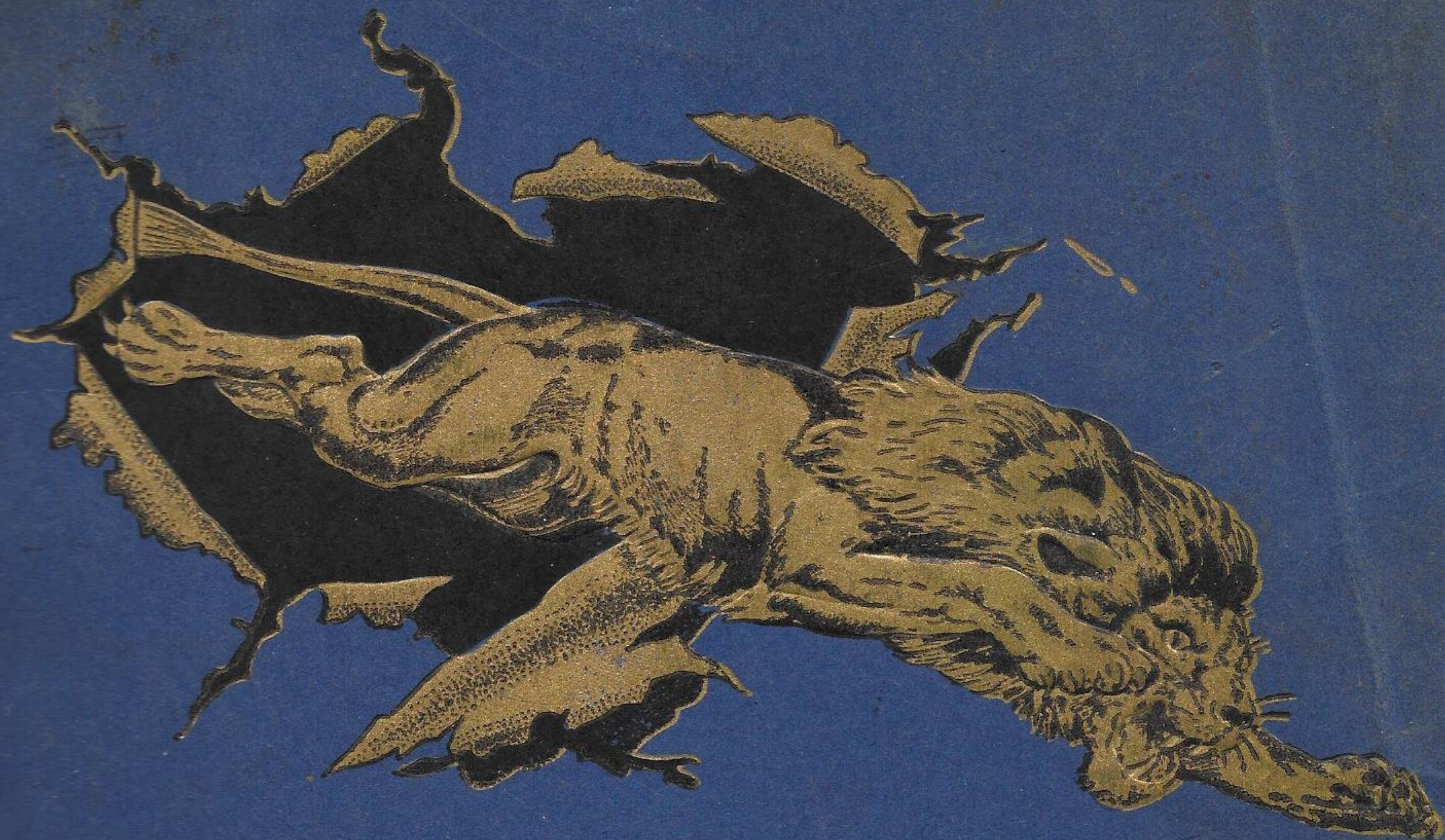


Catalogue No. 45. 1952.

Pages that apply to motor cycles only; 1930 - 1952



A PERFECT SPRING

HERBERT TERRY & SONS LTD.,

REDDITCH



ENGLAND.



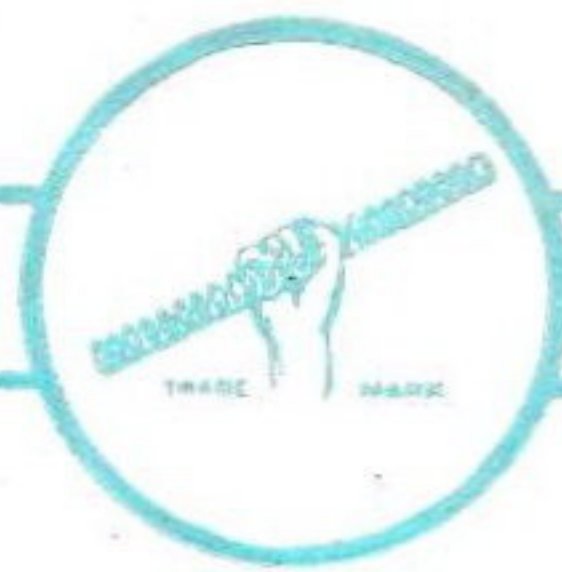
MOTOR CYCLE VALVE SPRINGS.

List No.	Cylinder	Engine C.C.	A.J.S.	No. of Springs per Set.	Price per Set.
VS. 1.	Single	248 O.H.V.	Model 12. 1930-6	..	
	Single	349 O.H.V.	Model 6. 1930-6	..	2 pairs 4/6
	Single	498 O.H.V.	Model 8. 1930-6	..	
VS. 3.	Single	349 S.V.	Model 5. 1930-6	..	2 singles 3/9
	Single	246 O.H.V.	Models 12, 12M and 22. 1937-9	..	
VS. 82	Single	347 O.H.V.	Models 16, 16M and 26. 1937-47	..	2 pairs 3/6
	Single	498 O.H.V.	Models 8 and 18. 1937-47	..	
VS. 84.	V Twin	990 S.V.	Models 2 and 2A. 1933-9	4 singles	5/-
VS. 276.	Single	347 O.H.V.	Model 16M 1948	..	2 pairs 4/6
	Single	498 O.H.V.	Model 18. 1948	..	
VS. 362.	Single	347 O.H.V.	Models 16M and 16MS. (Hairpin Type). 1949-	..	2 pairs 36/-
	Single	498 O.H.V.	Models 18 and 18S. (Hairpin Type). 1949-	..	
VS. 423.	Twin	498 O.H.V.	Model 20 "Springtwin" 1949-	4 pairs	7/6
ARIEL					
VS. 10.	Single	249 O.H.V.	Model L.F. 1930-5	..	2 pairs 4/6
	Single	348 O.H.V.	Model N.F. 1930-5	..	
VS. 11.	Single	249 O.H.V.	Red Hunter Models. 1933-5.	..	2 pairs 5/-
	Single	348 O.H.V.		..	
	Single	497 O.H.V.		..	
VS. 14.	Single	497 O.H.V.	Model V.F. 1930-5	..	2 pairs 5/-
VS. 17.	Single	598 S.V.	Model V.B. de Luxe. 1936-	2 singles	3/-
VS. 19.	Single	249 O.H.V.	Models L.G., O.G., L.H., O.H., "Red Hunter" 1935-40	..	2 pairs 4/6
	Single	347 O.H.V.	Models N.G., N.H., "Red Hunter." 1935-	..	
VS. 20.	Single	497 O.H.V.	Model V.H. "Red Hunter." 1935-	..	2 pairs 6/6
VS. 16.	Single	497 O.H.V.	4 valve Sloper. Up to and including 1934	..	4 pairs 8/6
VS. 264.	Four	997 O.H.V.	Model 4.G. "Square Four." 1937-	..	8 pairs 10/6
VS. 381.	Twin	498 O.H.V.	Models K.G. & K.H. "Red Hunter" 1949-	..	4 pairs 7/6
VS. 422.	Single	497 O.H.V.	Model V.G. de Luxe. 1936-50	2 pairs	5/-
B.S.A.					
VS. 21.	Single	249 S.V.	Model B.1. 1933-6	..	2 singles 2/6
VS. 22.	Single	249 O.H.V.	Model B.2. 1933-6	..	2 pairs 3/3
VS. 23.	Single	249 O.H.V.	Model Blue Star. 1933-4	..	2 pairs 3/6
	Single	349 O.H.V.	Model Blue Star. 1931-2	..	
VS. 31.	Single	499 O.H.V.	Models W.7. and W.8. 1933-5	..	2 pairs 4/-
	Single	595 O.H.V.	Model M.11. 1933-5	..	
VS. 37.	Single	249 O.H.V.	Models B.21, B.22. 1937-9	..	2 pairs 3/6
	Single	249 O.H.V.	Model C.11. 1940-	..	
	Single	348 O.H.V.	Models B.24, B.25, B.26. 1937-9	..	
	Twin	495 O.H.V.	Model A.7. 1947-	..	4 pairs 7/-
	Twin	646 O.H.V.	Model A.10. Golden Flash. 1950-	..	
	Twin	748 O.H.V.	Model Y.13. 1936-8	..	
VS. 38.	Single	348 O.H.V.	Model Blue Star. R5., 1933-6	..	2 pairs 4/6
	Single	496 O.H.V.	Model Empire Star. 1936	..	
	Single	499 O.H.V.	Model Blue Star. 1933-6	..	

Pairs indicate Inners and Outers.

When ordering it is necessary to quote List number and cylinder details, i.e., Single or Twin.

List No.	Cylinder	Engine C.C.	B.S.A.	No. of Springs per Set.	Price per Set.
VS. 39.	Single	499 S.V.	Model W.6. 1932-6	..	2 singles 3/-
	Single	595 S.V.	Model M.10 and M.12. 1933-6	..	2 singles 3/-
VS. 40.	Twin	986 S.V.	Model G.14. 1930-40	..	4 singles 6/-
	Single	493 O.H.V.	Model Standard and de Luxe. 1930-2	..	2 pairs 4/-
VS. 265.	Single	496 O.H.V.	Model M.23 Empire Star (Exhaust). 1937-40	..	1 pair 5/-
	Single	496 O.H.V.	Model M.23 Empire Star (Inlet) 1937-40	..	1 pair 5/-
VS. 268.	Single	249 S.V.	Model B.20 1937-8	..	2 singles 2/6
	Single	249 S.V.	Model C.10. 1939-	..	
VS. 345.	Single	348 S.V.	Model B.23. 1937-9	..	2 pairs 4/-
	Single	496 S.V.	Model M.20. 1937-	..	
	Single	591 S.V.	Model M21 1937-	..	
	Single	348 O.H.V.	Models B.31 & B.32. Gold Star, 1946-	..	2 pairs 4/-
	Single	499 O.H.V.	Models B.33 & B.34 Gold Star, M.33. 1946-	..	2 pairs 4/-
VS. 409.	Single	348 O.H.V.	Model B.32 Competition. 1948-	..	2 pairs 4/-
	Single	499 O.H.V.	Model B.34 Competition 1948-	..	2 pairs 4/-
DOUGLAS					
VS. 376.	Twin	348 O.H.V.	Models Mark III 1946-50	4 pairs	6/6
VS. 413.	Twin	348 O.H.V.	Model Mark V & Sports. 1948-	..	4 pairs 7/6
	Twin	348 O.H.V.	Models 80 Plus & 90 Plus. 1950-	..	4 triples 10/6
ENFIELD					
VS. 57.	Single	248 S.V.	Model B. 1933-9	..	2 singles 1/9
VS. 60.	Single	346 S.V.	Model C. 1936-46	..	2 singles 2/6
VS. 61.	Single	346 O.H.V.	Models G. & C.O. 1936-	..	2 pairs 4/-
	Single	499 O.H.V.	Models J. & J.2. 1936-	..	
VS. 62.	Single	488 O.H.V.	Model 4 Valve, 1932-7	..	4 pairs 6/6
VS. 63.	Single	499 O.H.V.	Model J. 2 Valve 1934-6	..	2 pairs 5/-
	Single	570 S.V.	Models H. & L. 1935-9	..	2 singles 3/-
VS. 64.	Twin	976 S.V.	Model K. 1932-6	..	4 singles 6/-
	Twin	1140 S.V.	Models K. & KX. 1937-9	..	4 singles 6/-
VS. 392.	Single	248 O.H.V.	Models S. & S.2. 1935-9	..	2 pairs 4/-
	Twin	496 O.H.V.	Model "500 Twin." 1949-	..	4 pairs 8/-
VS. 420.	Single	346 O.H.V.	Model G.2. "Bullet." 1948-	..	2 pairs 4/6
EXCELSIOR					
VS. 66.	Single	350 O.H.C.	Model "Manxman." 1935-40	2 pairs	4/-
J.A.P.					
VS. 71.	Single	250/350 O.H.V.	Model. 1930-6	..	2 pairs 4/-
VS. 72.	Single	500/600 O.H.V.	Model 1930-4	..	2 pairs 5/-
VS. 73.	Single	500/600 O.H.V.	Model. 1935-6. (barrel).	2 pairs	5/-
VS. 74.	Single	1,100 O.H.V.	Model 1931-6	..	(4 Triple) 12/6
VS. 77.	Single	—	Model "Dirt Track"	..	2 pairs 4/-
VS. 443.	Single	500 C.C.	O.H.V. Type 4 Speedway. 1949-	2 pairs	6/-



MOTOR CYCLE VALVE SPRINGS

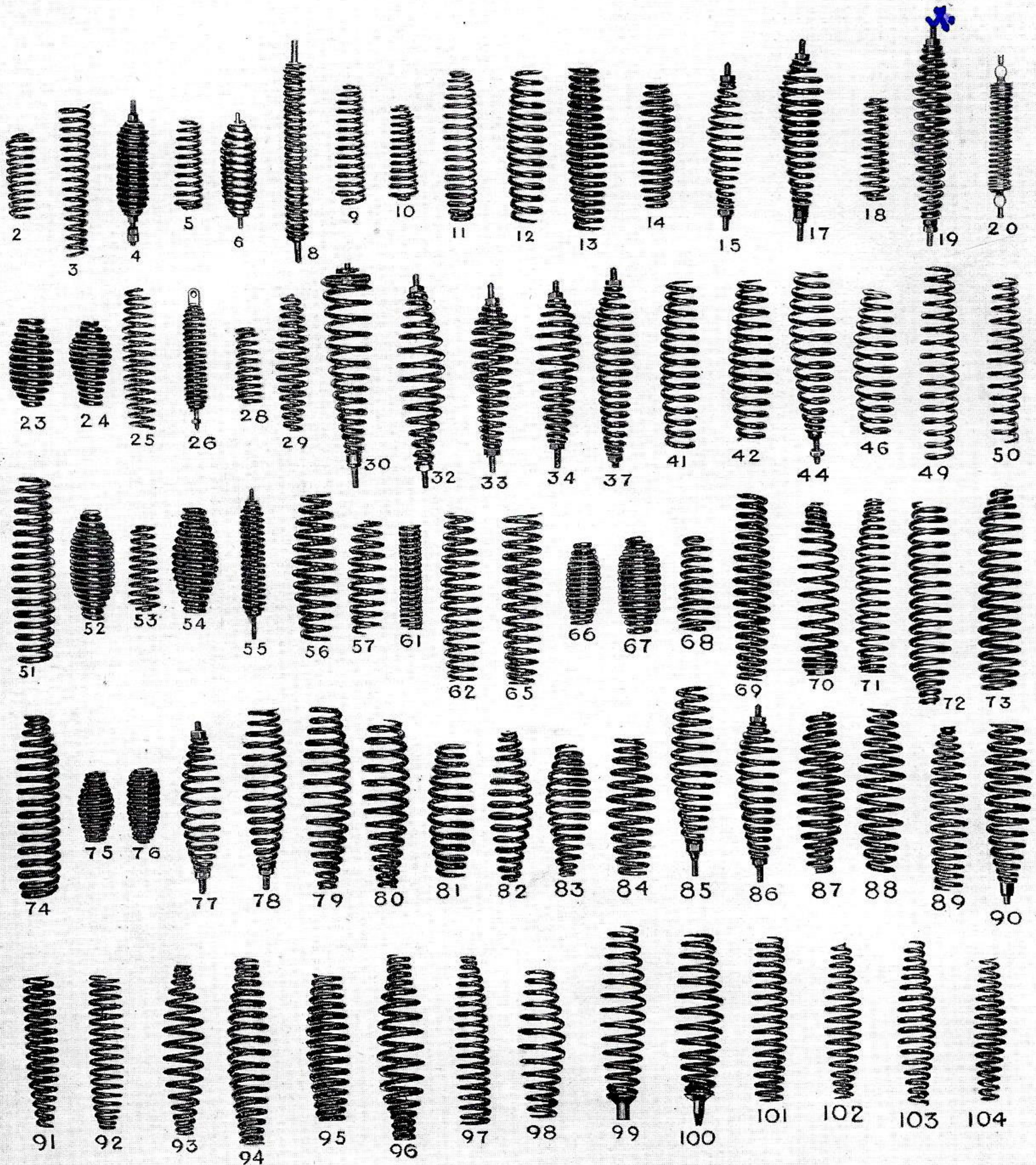
List No.	Cylinder	Engine C.C.	No. of Springs per Set.	Price per Set.
MATCHLESS				
VS. 82.	Single	246 o.h.v. Model D.2. 1933-5 ..	2 pairs	3/6
		1936-9		
VS. 84.	Single	347 o.h.v. Model WD. 1940-47 ..	2 singles	2/6
		498 s.v. Model D.3. 1932-5 ..		
VS. 85.	Single	498 s.v. Model WD. 1940-47 ..	2 pairs	4/-
		586 s.v. Model D.5. & G.5. 1932-9 ..		
VS. 276.	Single	347 o.h.v. Model C. 1931-5.. ..	4 singles	5/-
		1948 only		
VS. 325.	Single	498 o.h.v. Models X.3., X.4. & X. 1931-9	2 pairs	4/6
		347 o.h.v. Model D.80. 1934-5 ..		
VS. 362.	Single	498 o.h.v. Model G3 "Clubman" 1948 only	2 pairs	26/-
		498 o.h.v. Model 80 "Clubman" 1948 only		
VS. 423.	Twin	498 o.h.v. Model G.3. "Clubman." 1936-38. (Hairpin) ..	2 pairs	36/-
		498 o.h.v. Model G.80. "Clubman." 1936-38		
VS. 106.	Single	498 o.h.v. Models G.3.L.S. & G.3.L. "Clubman." 1949- ..	4 pairs	7/6
		498 o.h.v. Models G.80. & G.80.S. "Clubman." (Hairpin). 1939 only & 1949 onwards		
NORTON				
VS. 343.	Single	498 o.h.v. Model G.9. "Super Clubman." 1949- ..	2 singles	2/6
		490 s.v. Model 16H. 1935- ..		
VS. 421.	Single	633 s.v. Model 1. "Big Four." 1935-47	2 pairs	5/6
		596 s.v. Model 1. "Big Four." 1948-		
VS. 424.	Single	490 o.h.v. Models 18 & E.S.2. 1936-47	2 pairs	5/-
		348 o.h.v. Models 50 & 55. 1936-40		
VS. 425.	Single	490 o.h.v. Models C.S.1. & 20. 1936-40	2 pairs	5/-
		348 o.h.v. Model C.J. 1936-9 ..		
VS. 426.	Single	490 o.h.v. Models 18 & E.S.2. 1948-	4 pairs	7/6
		497 o.h.v. Model 7. "Dominant." 1949-		
VS. 119.	Single	348 o.h.v. Model 40. "International." 1935- (Hairpin) ..	4 singles	26/-
		490 o.h.v. Model 30. "International." 1935- (Hairpin) ..		
VS. 120.	Single	348 o.h.v. Model 40. "Manx." 1949- (Hairpin)	4 singles	26/-
		499 o.h.v. Model 30. "Manx." 1949- (Hairpin)		
P. & M. PANTHER				
VS. 128.	Single	248 o.h.v. Model 20. 1934-40 ..	2 pairs	4/6
		348 o.h.v. Model 30. 1934-40 ..		
VS. 129.	Single	248 o.h.v. Model 65. 1946- ..	2 pairs	4/6
		348 o.h.v. Model 75. 1946- ..		
VS. 130.	Single	248 o.h.v. Model 70. "Redwing." 1934-40	2 pairs	4/6
		348 o.h.v. Models 80 & 85. 1934-40		
VS. 131.	Single	490 o.h.v. Model 90. "Redwing." 1934-40	2 pairs	4/6
		598 o.h.v. Model 100. 1936- ..		

List No.	Cylinder	Engine C.C.	No. of Springs per Set.	Price per Set.
RUDGE				
VS. 128.	Single	249 o.h.v. Model 4 Valve 1931/5 ..	4 pairs	4/6
VS. 129.	Single	349 o.h.v. Model 4 Valve 1931/3 ..	4 pairs	4/6
VS. 130.	Single	499 o.h.v. Model 4 Valve 80 lbs. ..	4 pairs	6/-
		245 o.h.v. Model "Rapid" 1936-9 ..	2 pairs	3/-
VS. 131.	Single	499 o.h.v. Model 4 Valve 100 lbs. ..	4 pairs	6/6
VS. 267.	Single	499 o.h.v. Model 4 Valve 60 lbs. ..	4 pairs	5/6
SUNBEAM				
VS. 132.	Single	250 o.h.v. Model 1936-8	2 pairs	4/6
		350 o.h.v. Model 8. 1933-8 ..		
VS. 134.	Single	493 o.h.v. Model 9 Sports 1933-8 ..	2 pairs	6/-
VS. 135.	Single	500 s.v. Model "Lion." 1932-9 ..	2 singles	3/-
		600 s.v. Model "Lion." 1932-9 ..		
VS. 327.	Single	493 o.h.v. Models 16 & 95. 1935 .. (Hairpin)	2 pairs	26/-
VS. 418.	Twin	487 o.h.v. Models S.7. & S.8. 1947-	4 pairs	8/-
TRIUMPH				
VS. 139.	Single	343 s.v. Model 3/1. 1934-6 ..	2 singles	2/3
VS. 145.	Single	249 o.h.v. Models "Tiger" 70 & 2H. 1937-45	2 pairs	5/6
		349 o.h.v. Models "Tiger" 80 & 3H. 1937-45		
VS. 258.	Single	343 o.h.v. Models 3/2 & 3/5. 1934-6	2 pairs	6/6
		493 o.h.v. Models 5/2, 5/4 & 5/5. 1934-6		
VS. 279.	Twin	498 o.h.v. Model "Speed Twin" & "Tiger 100." 1938- ..	4 pairs	6/6
		498 o.h.v. Models "Grand Prix" & "Trophy." 1949-		
VS. 283.	Single	649 o.h.v. Model "Thunderbird." 1949-	2 pairs	5/-
		597 s.v. Model 6.S. 1937-40 ..		
VS. 315.	Single	349 s.v. Models 3.S. & 3.S.E. 1937-45	2 pairs	3/-
VS. 323.	Single	497 o.h.v. Models "Tiger" 90 & 5.H. 1936-40	2 pairs	6/6
VS. 341.	Twin	349 o.h.v. Model 3.T. 1946-	4 pairs	6/6
VELOCETTE				
VS. 147.	Single	348 o.h.v. Models K.T.P., K.S.S. & K.T.S. 1930-6	2 pairs	4/6
VS. 147A.	Single	348 o.h.v. Models K.T.S. & K.S.S. 1937-48	2 pairs	5/-
		248 o.h.v. Model M.O.V. 1937-48 ..		
VS. 328.	Single	349 o.h.v. Model M.A.C. 1937- ..	4 singles	26/-
		495 o.h.v. Model M.S.S. 1937-48 .. (Tight Inners).		
VS. 328.	Single	348 o.h.v. Model K.T.T. (Hairpin). 1936-	4 singles	26/-
VS. 417.	Twin	149 s.v. Model L.E. 1949-50 ..	4 singles	3/-
		192 s.v. Model L.E. 1951-		
VINCENT H.R.D.				
VS. 432.	Single	499 o.h.v. Model "Grey Flash" 1950-	2 triples	6/-
		998 o.h.v. Models "Black Shadow," Series B. & C., & "Black Lightning." 1950- ..		
VS. 433.	Single	499 o.h.v. Models "Meteor" & "Comet." 1949-	4 triples	12/-
		998 o.h.v. Model "Rapide." Series B. & C. 1946-		
VS. 433.	Twin	499 o.h.v. Models "Meteor" & "Comet." 1949-	2 pairs	5/3
		998 o.h.v. Model "Rapide." Series B. & C. 1946-		

Pairs indicate Inners and Outers. When ordering it is necessary to quote List Number and cylinder details, i.e. Single or Twin.



MOTOR CYCLE FORK SPRINGS





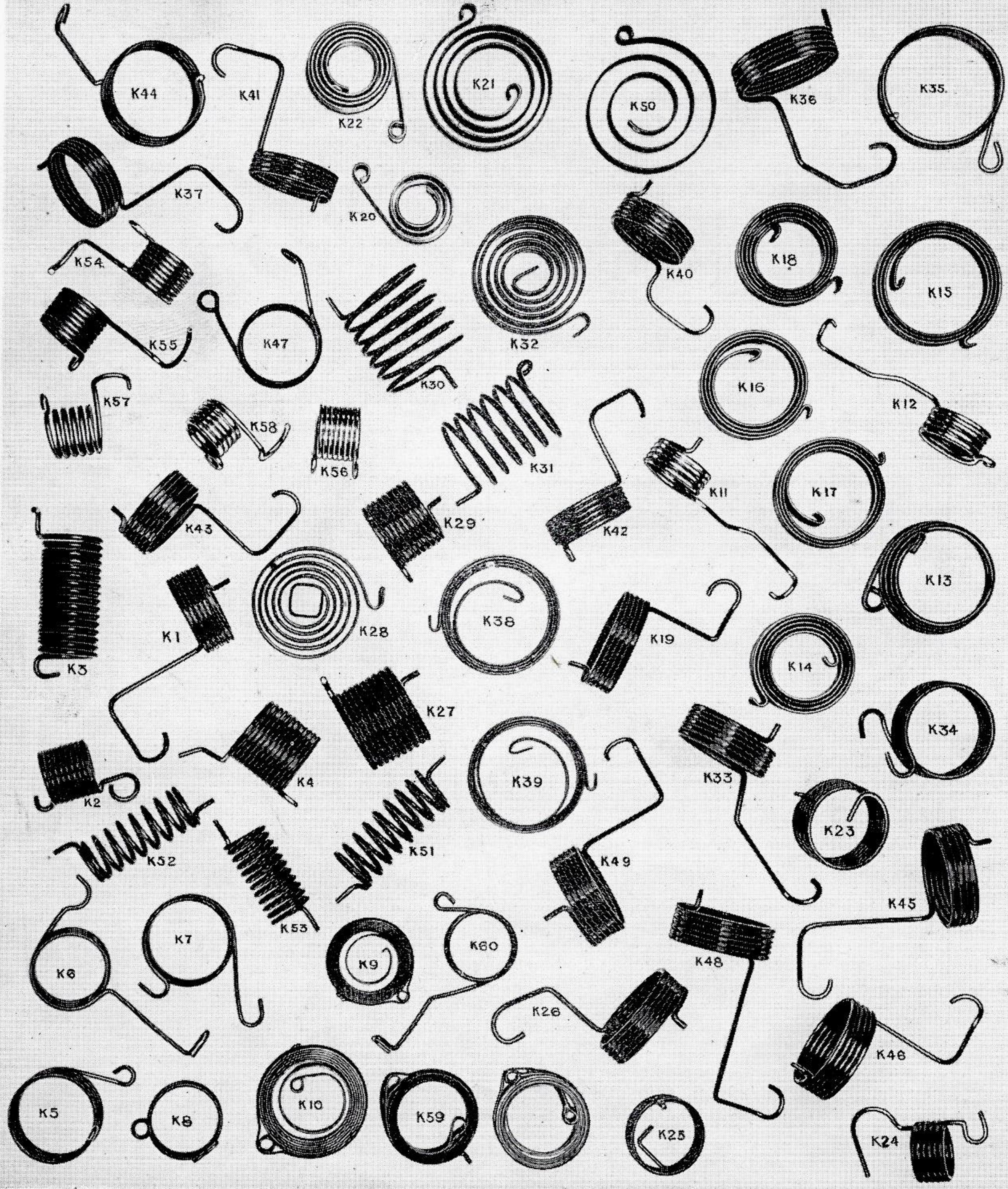
FORK SPRINGS.

	List No.	Price each.
A.J.S. 4.98 O.H.V. Druid 4 gauge	F.S. 2	2/6
A.J.S. 2½ h.p. " 4 "	" 2	2/6
A.J.S. 2.48 " 6 "	" 2	2/-
A.J.S. 2½ 1929 (Webb)	" 49	8/6
A.J.S. 2½ Colonial (Webb)	" 50	5/9
A.J.S. Standard 9.96 Colonial (Webb)	" 51	15/-
A.J.S. 7 h.p. K2	" 68	3/6
A.J.S. 2½ h.p. Model G.2. 1938	" 124	6/9
Ariel 1928	" 65	8/6
Ariel 250/350 Red Hunter de Luxe	" 128	8/6
Ariel 1929/30 250 c.c.	" 66	5/6
Ariel 1929/30 2½ & 3½ h.p.	" 67	10/-
Ariel Sloper Model	" 87	11/-
Ariel Square 4 and Red Hunter, all models 497 c.c. to 597 c.c.	" 88	10/6
Brampton 500 c.c. Long Type "L" O.K. 1929	" 30	15/6
Brampton Junior Excelsior 350 c.c.	" 34	9/-
B.S.A. 2½ h.p.	" 3	4/6
B.S.A. 6 & 8 h.p.	" 13	10/6
B.S.A. 2½ h.p. 1928 to 1931	" 29	4/-
B.S.A. 3½ h.p. and 595 S.V. 24/5211	" 69	8/6
B.S.A. 2½ h.p. 1931	" 103	6/-
B.S.A. 2½ h.p. 1931	" 102	4/6
B.S.A. Blue Star 4.99 and 595 S.V. 1934-5	" 101	7/-
B.S.A. 2½ h.p. 1932-5 & 1932-40 C.10 & C.11	" 104	4/6
B.S.A. 1937/8 Empire Star, 250 c.c. and 350 c.c. Models 20, 21, 23B	" 114	6/6
B.S.A. 1937/8 Empire Star, 250 c.c. Models 26 and B26	" 117	7/-
B.S.A. 24/5211	" 130	7/-
B.S.A. 498 c.c. Twin } 1936-7		
348 c.c. Blue Star O.H.V. }	" 118	5/3
499 c.c. S.V. }		
B.S.A. 1937/8 Empire Star, 500 c.c.	" 115	9/-
B.S.A. 65/5192 1939-40 } 1936-7		
250 O.H.V. Sports }		
B.21 De Luxe }		
350 S.V. B.23 De Luxe }	" 131	8/6
350 O.H.V. B.24 Silver Star }		
350 O.H.V. B.25 Competition }		
350 O.H.V. B.26 }		
Calthorpe G.1	" 11	4/6
Calthorpe D.5	" 58	4/3
Coventry Eagle	" 37	10/6
Cotton 150 O.H.V.	" 92	5/-
Douglas (special end fittings)	" 20	8/6
Douglas (without end fittings)	" 61	4/6
Douglas 1934 250 c.c., Model "Y"	" 91	7/6
Druid Gauge 2	" 2	4/-
Druid " 3	" 2	3/3
Druid " 4	" 2	2/6
Druid " 5	" 2	2/4
Druid " 6	" 2	2/-
Druid " 7	" 2	1/9
Dunelt Model "K"	" 14	5/6
Excelsior 2½ Brampton	" 33	9/-
Enfield 2½ h.p.	" 6	10/6
Enfield 2½ h.p.	" 55	7/6
Enfield 5.70 h.p. 1933, Enfield Bullet	" 89	7/6
Enfield "B.O." and "C." 34	" 109	5/6
Enfield Model "A." 34, Model "T." 1935, 1.48 h.p.	" 110	7/-
Enfield Model "G," "H," "J" and "J.F." 36	" 111	9/6
Enfield 250 and 350 Bullet	" 112	9/6
Enfield Model 11.40 h.p., MC. and KX., 36	" 113	9/6
Francis Barnett Cruiser	" 82	7/6
Francis Barnett Black Hawk	" 83	7/-
Francis Barnett Light	" 25	7/6
James 125 c.c.	" 133	8/6
James	" 28	2/6
James 2-stroke	" 86	8/6
Matchless, suitable for M.3, M., M.3S., M.4 & V.	" 23	8/3

	List No.	Price each.
Matchless, suitable for R.L/4, L/5, T/2, T & L/R	F.S. 24	7/6
Matchless, suitable for R/S, T/3, T/4, T/S	" 62	10/-
Matchless, Model F. not illustrated	" 105	10/6
Matchless, F.F.F., 32 Model 34.F	" 108	7/6
New Hudson de Luxe Model	" 9	4/-
New Hudson 1930 500 c.c.	" 56	7/6
New Hudson 1930 250 c.c.	" 57	4/9
New Hudson Popular Model	" 18	3/-
New Imperial 350 c.c. O.H.V.	" 41	6/9
New Imperial 150 c.c. Druid Type, 1932 O.H.V.	" 98	7/6
New Imperial 500 c.c. Druid Type	" 99	10/6
New Imperial 150 c.c. Webb Type, 1932	" 97	6/-
New Imperial 500 c.c.	" 100	12/-
New Imperial 250 c.c. O.H.V. 1936	" 120	6/-
Norton, Webb Type	" 42	9/-
O.K. Supreme 350 c.c.	" 4	9/-
O.K. Supreme 500 c.c.	" 17	10/6
O.K. Supreme 2½ h.p. S.V., Webb Type, 1933/4	" 84	7/-
P. & M.	" 26	5/-
Panther 2½, Brampton Type, Red Wing	" 85	10/6
Panther 1926 Webb	" 90	10/6
Panther 250 c.c., Model 20	" 129	9/-
Panther 500 c.c.	" 32	12/6
Raleigh Light	" 15	6/6
Raleigh Heavy	" 19	12/6
Raleigh M.O.	" 77	6/6
Raleigh S.K.	" 78	10/6
Raleigh M.X.	" 79	10/-
Raleigh S.T.	" 80	10/-
Raleigh 3-wheeler Van	" 116	15/6
Rudge	" 8	10/6
Rudge 250 c.c. 1931	" 81	9/6
Rudge Special 1930, 3½ h.p.	" 132	12/-
Rudge Ulster 1938 500 c.c.	" 127	12/6
Scott Squirrel 1934	" 44	10/6
Sunbeam	" 10	2/9
Sunbeam Model 9 1933, Lion 1935	" 95	9/-
Sunbeam 1932 3½ h.p. S.V.	" 94	10/-
Sunbeam 350 1939	" 105	10/6
Sunbeam Model 90	" 96	10/-
Sunbeam 1932 2½ O.H.V.	" 93	6/6
Sunbeam Series 2, 250 c.c. O.H.V., 1937	" 119	8/6
Triumph Model P.	" 5	2/6
Triumph Model S.D.	" 52	12/-
Triumph Model W.	" 53	2/6
Triumph Model N.	" 54	12/-
Triumph Model Silent Scout	" 70	12/-
Triumph Model X.	" 75	5/6
Triumph Model XO	" 76	6/6
Triumph Tiger No. 70 & 80 1938	" 122	8/6
Triumph Tiger No. 100 1938	" 123	10/-
Triumph Model H.34, suitable for Models L.2/1, 2/1 and 2/5	" 71	7/6
Triumph Model S.85, suitable for Models 3/1, 3/2, 3/5	" 72	10/-
Triumph Model S.30, suitable for Models 5/1, 5/2, 5/3, 5/4, 5/5	" 73	13/6
Triumph Model S.31, suitable for Model 6/1	" 74	14/6
Triumph Tiger, Model 70 (not illustrated)	" 106	7/6
Triumph Tiger, Model 90 (not illustrated)	" 107	12/6
Velocette, K.S.S., K.T.T.	" 121	8/6
Velocette 8.M, MOV. 250 O.H.V. MAC. 350 O.H.V.	" 125	7/-
Velocette Model O.H.C. Webb	" 45	7/6
Velocette Model U Webb, Model 65.P. all G.T.P. 1930-39	" 46	7/6
Velocette 4.F, all 350 O.H.C. Models since 1928, K.T.S. and K.S.S. and M.S.S., all years solo, 500 c.c.	" 126	7/6
Webb	" 12	8/-



KICK STARTER SPRINGS





KICK STARTER SPRINGS.

	List No.	O.d.	Per doz. subject		List No.	O.d.	Per doz. subject		
A.J.S. 2 $\frac{3}{4}$ and 3 $\frac{1}{2}$	K42	1 $\frac{7}{8}$ "	1 $\frac{5}{8}$ " arm	10/6	Enfield 125 R.E. Model,	K78	1 $\frac{23}{32}$ "	6 $\frac{1}{2}$ coils	9/-
A.J.S. R6 and R7, S.A.B.S. 26B					350 c.c. 1934				
A.J.S. 1938-9	K74	2 $\frac{1}{16}$ "	8 $\frac{1}{2}$ coils	21/-	"Bullet" and Model H	K5	1 $\frac{5}{16}$ "	6 coils	9/-
A.J.S. (Burman) up to and including 1948	K9	1 $\frac{27}{32}$ "	9 coils	15/-	1933/4/5	K71	2 $\frac{1}{8}$ "	5 $\frac{1}{2}$ coils	10/6
A.J.S. (Burman) 1949-	K86	1 $\frac{27}{32}$ "	9 coils	18/-	Enfield 500 c.c. L. & L.F. 1932	K80	1 $\frac{11}{16}$ "	4 $\frac{1}{2}$ coils	10/6
Albion 3 speed	K5	1 $\frac{15}{16}$ "	6 coils	9/-	Enfield Lawn Mower			2 arms	
Albion	K6	1 $\frac{3}{4}$ "	2 $\frac{1}{4}$ " arm	9/-	Francis Barnett Cruiser	K5	1 $\frac{15}{16}$ "	6 coils	9/-
Albion Heavyweight	K61	2"	1" arm	9/-	1938/9				
Albion 1935	K66	1 $\frac{9}{16}$ "	6 coils	9/-	Indian Chief, N. plated	K30	2 $\frac{1}{8}$ "	6 coils	10/6
Albion Gearbox	K84	2 $\frac{5}{32}$ "	5 $\frac{1}{4}$ " coils	10/6	James S.A., L.S.3.	K46	2 $\frac{1}{8}$ "	2" arm	10/6
Albion 2-speed	K8	1 $\frac{5}{8}$ "	6 coils	9/-	James 125 c.c.	K83	1 $\frac{3}{4}$ "	6 $\frac{1}{2}$ coils	15/-
Ariel S.A., L.S.3	K46	2 $\frac{3}{8}$ "	2" arm	10/6	Matchless (Burman) up to and including 1948	K9	1 $\frac{27}{32}$ "	9 coils	15/-
Ariel (Burman) 1949-	K86	1 $\frac{27}{32}$ "	9 coils	18/-	Matchless (Burman) 1949-	K86	1 $\frac{27}{32}$ "	9 coils	18/-
Atco Lawn Mower	K81	1 $\frac{5}{16}$ "	5 coils	10/6					
			2 arms		New Imperial, late 1937 and 1938	K72	2"	6 coils	10/6
Burman Light 4-speed, up to and including 1948	K9	1 $\frac{27}{32}$ "	9 coils	15/-	Norton 20, 500 c.c. 1936/40	K44	2 $\frac{1}{8}$ "	$\frac{3}{4}$ " arm	10/6
Burman Light 4-speed Model M130XM2. 1949-	K86	1 $\frac{27}{32}$ "	9 coils	18/-	Norton, Model 18, 500 c.c. 1936/47	K64	1 $\frac{7}{16}$ "	5 $\frac{1}{4}$ coils	9/-
Burman Heavy 3-speed	K10	2 $\frac{3}{8}$ "	8 coils	24/-	P. M. 4-speed. N.-plated	K35	2 $\frac{5}{8}$ "	4 coils	10/6
Burman 1938, 4-speed heavy	K74	—	—	21/-	Panther (Burman), 1949	K86	1 $\frac{27}{32}$ "	9 coils	18/-
B.S.A. Blue Star	K13	—	—	10/6	Rudge 499 c.c. since 1931	K38	2 $\frac{5}{8}$ "	$\frac{9}{16}$ " wide	30/-
B.S.A. 8 h.p. before 1931	K14	2 $\frac{1}{4}$ "	$\frac{3}{8}$ " wide	21/-	Rudge 250 c.c. 1931/4	K65	2 $\frac{3}{8}$ "	$\frac{7}{16}$ " wide	21/-
B.S.A. 2 $\frac{3}{4}$ h.p. before 1931	K15	2 $\frac{3}{4}$ "	$\frac{3}{8}$ " wide	18/-	S.A., B.S.26B	K42	1 $\frac{7}{8}$ "	1 $\frac{5}{8}$ " arm	10/6
B.S.A. 2 $\frac{3}{4}$ h.p. since 1931	K62	2 $\frac{3}{4}$ "	$\frac{7}{16}$ " wide	21/-	S.A., L.S.1.	K44	2 $\frac{1}{8}$ "	$\frac{3}{4}$ " arm	10/6
B.S.A. 2 $\frac{1}{4}$ h.p. before 1931	K16	2 $\frac{3}{8}$ "	$\frac{3}{8}$ " wide	21/-	S.A., L.S.3.	K46	2 $\frac{1}{8}$ "	2" arm	10/6
B.S.A. 2 $\frac{1}{4}$ h.p. 1931	K17	2 $\frac{3}{8}$ "	$\frac{7}{16}$ " wide	21/-	Scott Squirrel	K50	2 $\frac{3}{4}$ "	$\frac{3}{8}$ " wide	18/-
B.S.A. 6/8 h.p. 1931	K18	2 $\frac{1}{4}$ "	$\frac{7}{16}$ " wide	21/-	Sunbeam 1932/3	K51	1 $\frac{1}{8}$ "	9 coils	10/6
B.S.A. B20, B21, B22, 250 c.c. 1937/39. B23, B24, B25, B26, 350c.c. 1937/39, B31, B32, B33, B34. 350 c.c. 1946-	K70	2 $\frac{9}{16}$ "	4 coils	10/-	Sunbeam 1928/31	K52	1"	9 coils	10/6
B.S.A. C.10 and C.11 1939-250 c.c.	K75	2 $\frac{1}{4}$ "	5 coils	10/6	Sunbeam 1927	K53	1"	11 coils	10/6
B.S.A. M.20. 500 c.c. 1937-	K76	2 $\frac{7}{16}$ "	6 coils	15/-	Triumph 1929 CO, C.N.W., C.S.D., all Models 1930 except 2 $\frac{1}{4}$ W, all 1931-2-3 Models except 2 $\frac{1}{4}$	K56	1 $\frac{1}{4}$ "	8 coils	12/-
B.S.A. M.20 600 c.c. 1937-					Triumph	K58	1 $\frac{1}{8}$ "	6 coils	12/-
B.S.A. M.23 and M.24. 500 c.c. 1937/40					Triumph Loop, S.A.C.S.	K47	1 $\frac{1}{8}$ "	6 coils	9/-
B.S.A. Model A7, 500 c.c. Twin. 1947-	K82	3 $\frac{1}{2}$ "	5 $\frac{1}{2}$ coils	15/-	Triumph L2/1, 2/1, 5/1, 1934-5-6, 4-speed	K69	3 $\frac{7}{16}$ "	5 $\frac{1}{2}$ coils	21/-
B.S.A. 125 c.c. Model D1, 1950	K87	2 $\frac{1}{2}$ "	6 $\frac{3}{4}$ coils (approx.)	12/-	Velocette B.19 and M.A.C. 1937-	K60	1 $\frac{5}{8}$ "	3 coils	9/-
Corgi 98c.c. Model "Spryt."	K88	1 $\frac{1}{2}$ "	4 coils	15/-	Velocette 149 c.c. S.V. L.E. 1949-	K85	1 $\frac{5}{16}$ "	10 coils	10/6
Douglas 600 c.c. 1938/9	K77	—	—	18/-	Velocette K.S.S. 1935	K67	1 $\frac{15}{16}$ "	5 $\frac{1}{4}$ coils	9/-
Enfield S.A., L.S.3.	K46	2 $\frac{1}{8}$ "	2" arm	10/6	Villiers 125 c.c.	K83	1 $\frac{3}{4}$ "	6 $\frac{1}{2}$ coils	15/-
Enfield H.31, 8 h.p.; Enfield H.A.31, 2 $\frac{3}{4}$ h.p., S.A.	K48	2 $\frac{3}{16}$ "	3" arm	10/6					
Enfield 350 c.c. Model C 1935	K5	1 $\frac{15}{16}$ "	6 coils	9/-					

NOTE.—All Triumph springs chromium-plated. O.d. means "outside diameter of barrel." Coils are the number of coils in the barrel.

LENGTH OF ARM is given from barrel to first crank.