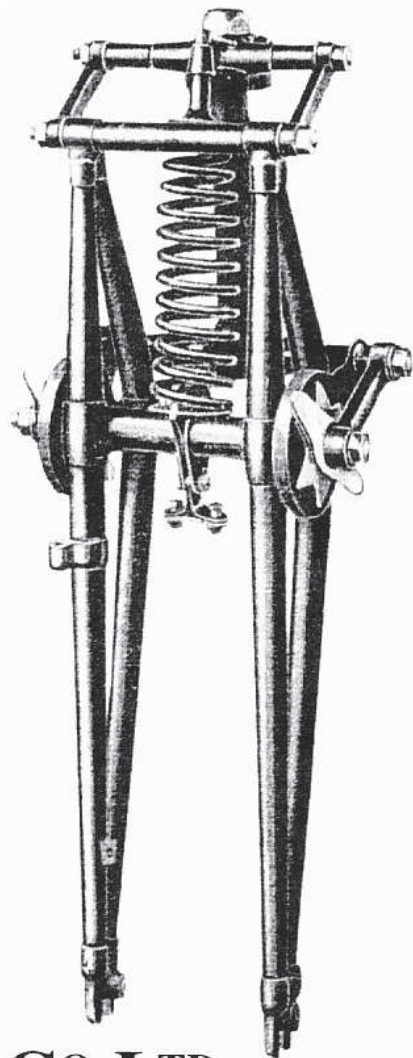
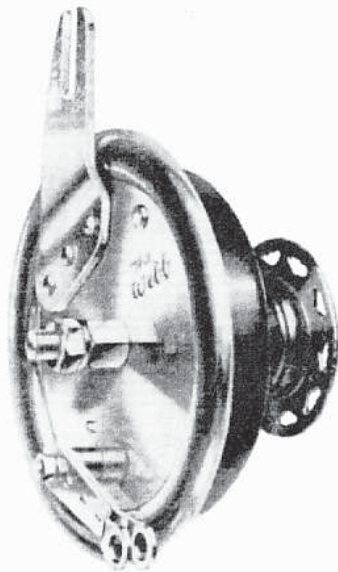


Webb's

SUPER SHOCK
ABSORBER
SPRING FORKS
&
INTERNAL EXPANDING
HUB BRAKES



H.C. WEBB & CO LTD

TAME ROAD, WITTON,
BIRMINGHAM.

Phone : East 1434, 1435 P.B.X.

Wire Mailing. 'Phone B'Ham

Webb's

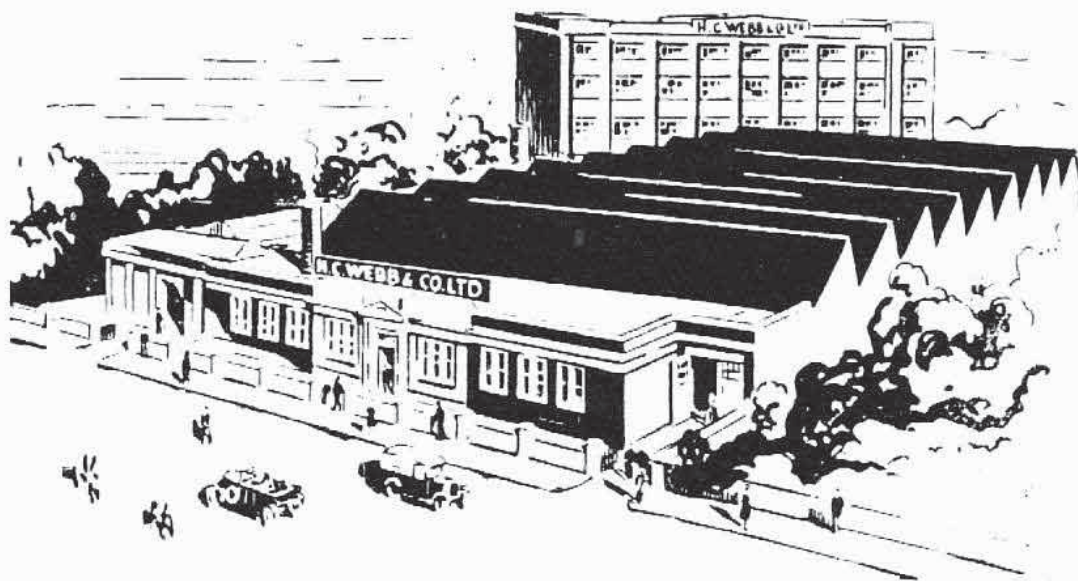
SUPER SHOCK ABSORBER SPRING FORKS

THE ONLY ONE OF ITS
KIND. PERFECTLY
CONTROLLED.

DAMPERS, ADJUSTED
BY HAND ADJUSTER,
TO SUIT ALL ROAD
CONDITIONS AT ALL
SPEEDS.

INTERNAL EXPANDING HUB BRAKES

POWERFUL, YET
SMOOTH IN ACTION.
SIMPLE AND SIGHTLY.
WELL MADE, LIGHT
IN WEIGHT. GUARAN-
TEED FULLY.



Sole Manufacturers:

H. C. WEBB & CO., LTD.,

Tame Road, Witton, Birmingham.

Phone : East 1434, 1435, P.B.X.

Wire—Mailing. Phone B'ham

Webb's

Super Shock Absorber Spring Forks.

The "WEBB" Fork was the first to be manufactured incorporating a Friction Damper as part of the construction to control its movement. Only on a "WEBB" can the amount of Friction be controlled by a separate hand adjustment to an extremely fine degree independent entirely of the link adjustment (See Drawing on Page 6).

Since its inception many imitations have appeared on the market, all of which are rendered ineffective by the fact that they have no adjustment independent of the fork links, this being a strong "WEBB B. & D. PATENTED FEATURE."

**There are many spring Forks available, but the
"WEBB" Spring Fork is "Something
Different" — "Something Superior."**

To obtain superlative comfort a spring with means of controlling is needed. This is perfectly provided in the "WEBB" Fork incorporating the Bentley and Draper Stabiliser (designated B. & D.) as part of its construction. This Stabiliser possesses exclusive features valuable to the rider which no other Friction device can give, and can only be fitted to the "WEBB" Fork. *Look, therefore, that you have the "WEBB" Damping Device and not the poor imitation,* of which there are many and which are not independent, and cannot therefore be altered to suit variable stabilised conditions.

Webb's

**SUPER SHOCK ABSORBER
SPRING FORKS.**



On the B. & D. Stabiliser the Friction Plate floats freely against the friction material, which therefore presses flat and evenly upon it. Spring Star Washers hold these plates up to their work and these are controlled by special hand adjusters, thus giving a perfectly controlled feature to the damper according to the rider's desires. **These Friction Plates are entirely separate from the necessary sideward adjustment of the fork links ;** they cannot move from the desired position, as they have serrated faces to lock them into the adjusted place. These adjusters enable the exact pressure to be applied to not only correctly damp the front forks movement, but also to control back wheel bounce as well.

Our design therefore allows only of a damper pressure in exact accordance with that applied by these adjusters, and the pressure is not affected by any side-thrusts applied to the forks in service, nor is it affected by any slack in the bearings, etc., and at the same time it allows the eventual wear inevitable upon any rubbing surfaces being taken up and reset for a new period of life.

The "WEBB" Fork has an unequalled record in the racing world, and the experience thereby gained is embodied in its construction.

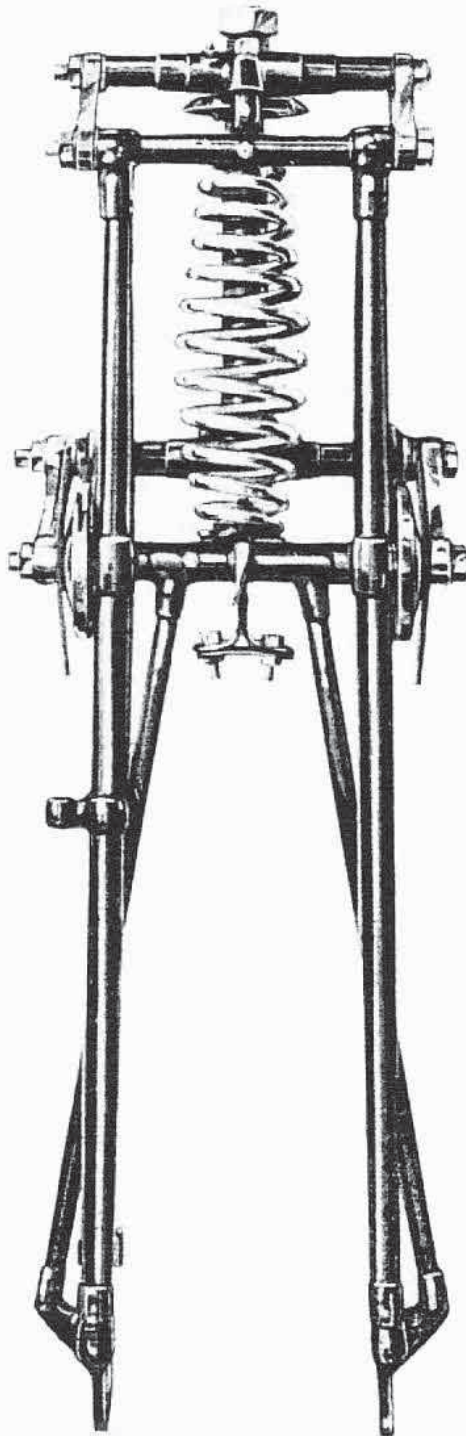
**IMITATED BY ALL.
EQUALLED BY NONE.**

Webb's

SUPER SHOCK ABSORBER
SPRING FORKS.



DUAL PURPOSE FORK.

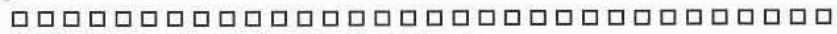


Patent No. 315585.

Reg'd Design 739495.

Webb's

**SUPER SHOCK ABSORBER
SPRING FORKS.**



“ ALWAYS IN FRONT ”

Our Latest for 1930.

Webb's

Dual Purpose Fork.

**IDEAL FOR SOLO, SIDECAR
AND DIRT TRACK RACING.**

**The FIRST TIME OUT this Fork secured the
following World's records :**

**HICKS, ON A VELOCETTE, BROOKLANDS
CHAMPIONSHIPS.**

350 c.c. Solo	..	..	..	96.90	m.p.h
500 c.c. Solo	..	..	..	100.41	m.p.h
350 c.c. Sidecar	..	..	..	78.31	m.p.h
All Comers' Sidecar	..	..	..	81.37	m.p.h

The same Fork was used in each race, proving that the
“ WEBB “ is a *real dual purpose Fork.*

**Second time out 56 World's records secured
by a machine fitted with this new type fork.**

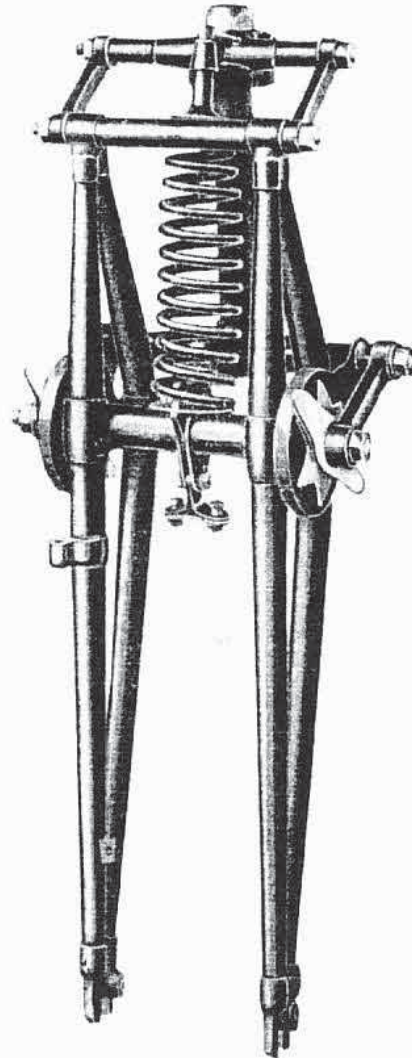
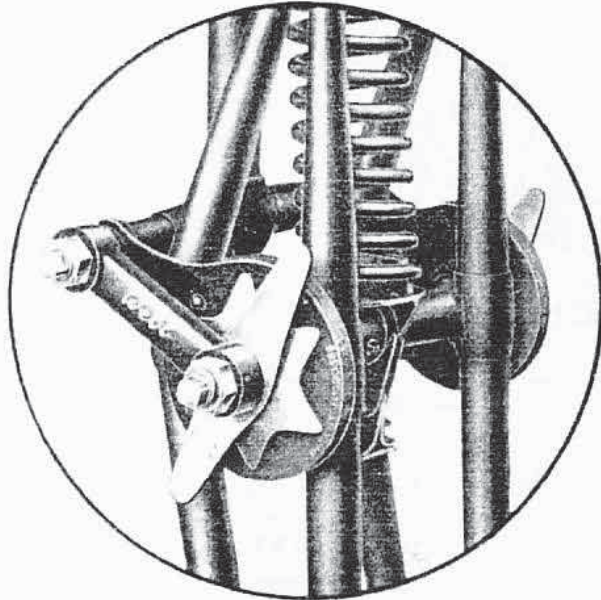
**DON'T LET THE OTHER MAN
HAVE THE ADVANTAGE—
COME AND GET IT !**

Webb's

SUPER SHOCK ABSORBER SPRING FORKS.



DE LUXE MODEL.



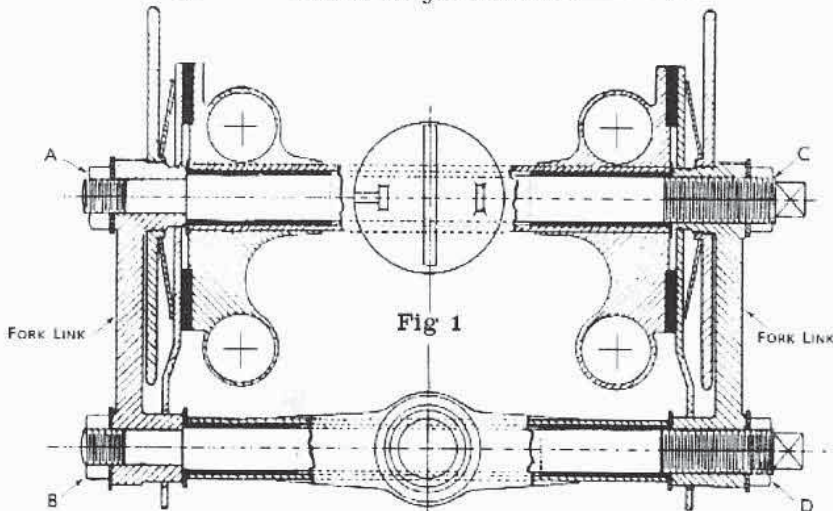
List of De Luxe Models.

Model No.	Suitable for (approx.).
250	250 c.c. machine.
275	350 c.c. "
425	500 c.c. "
650	600 c.c. "
750	700/1,000 c.c. "

Dimensions form on page 23.

Section through Adjustable Damper.

← Hand Adjusters E. →



Webb's

SUPER SHOCK ABSORBER SPRING FORKS.



EXCLUSIVE FEATURES of the "Webb" FORK.

An exclusive feature of the "WEBB" Fork is its adjustable Damper ; it is entirely a self-contained and an independent adjustable Damper suspended on the link mechanism but entirely separate from Link adjustment, see cross-section of Damper. Fig. 1.

A Damper without means of separate adjustment will not function as a Damper under all conditions.

The "WEBB" hand adjustable Damper can be varied to suit different road conditions in a few seconds. Some riders can do this from the saddle without dismounting.

The Fork, which being in front of the machine, receives all the shocks of uneven road surfaces with varying degrees of bumps, has to rely upon its spring to help to smooth out some of these bumps, but remembering that a spring gives out in rebound nearly all the energy absorbed in compressing it, the harder the bumps, the greater will be the rebound of the spring. The necessity of a means of controlling spring rebound is, therefore, advantageous and necessary where comfort and safety at speed is required. These very special features are attained on the "WEBB" Forks through the medium of the B. & D. adjustable stabilisers, of which "WEBBS" only, of all proprietary Fork Makers, have sole rights to manufacture.

HOW TO ADJUST THE "Webb" DAMPER.

(See Fig. 1). **De Luxe Model.**

It is always policy before adjusting the Damper, to be sure that the Fork Links are nicely adjusted, so that practically all end play between the inner fork link faces with the girder cross members is eliminated.

Care has to be taken that they are not tightened up too tightly, as these faces only have to be in slight contact with each other, and not gripped.

Whilst this has been tested, the hand adjusters "E" (Fig. 1) for the damper should be slacked right off. To adjust the links, undo nuts "A" and "B" (left hand side of girder) about half a turn, slack off nuts "C" and "D" (right hand side of girder) a few turns, turn spindle either to the right or left according to whether the links have to be advanced inwards or outwards, by applying a spanner to the square end. This is best accomplished by using another spanner on nut "A" or "B" and allow nut to move with, and at the same rate, as spindle is being rotated. Then apply upward and downward pressure to the handlebar. to be sure that the link faces are not tightened too tightly.

Spindle nuts "A" and "B" should then be tightened up and the fork tried again for easy movement. If satisfactory, nuts "C" and "D" can then be finally tightened up and the same test given for freedom of spring action.

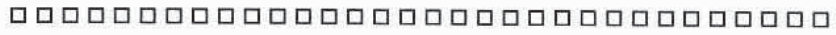
It is now a simple matter to adjust the Damper by tightening up hand adjusters "E" until the necessary conditions of damping are arrived at.

If the above procedure is followed the best conditions will be attained, but it should be noted that this apparent complicated procedure only refers to complete adjustment of the fork mechanism when it is considered that the fork is not functioning perfectly. Of course, where ordinary damper adjustment is required (when the links are known to be already correctly adjusted), it is only necessary to turn hand adjusters in whichever direction may be necessary.

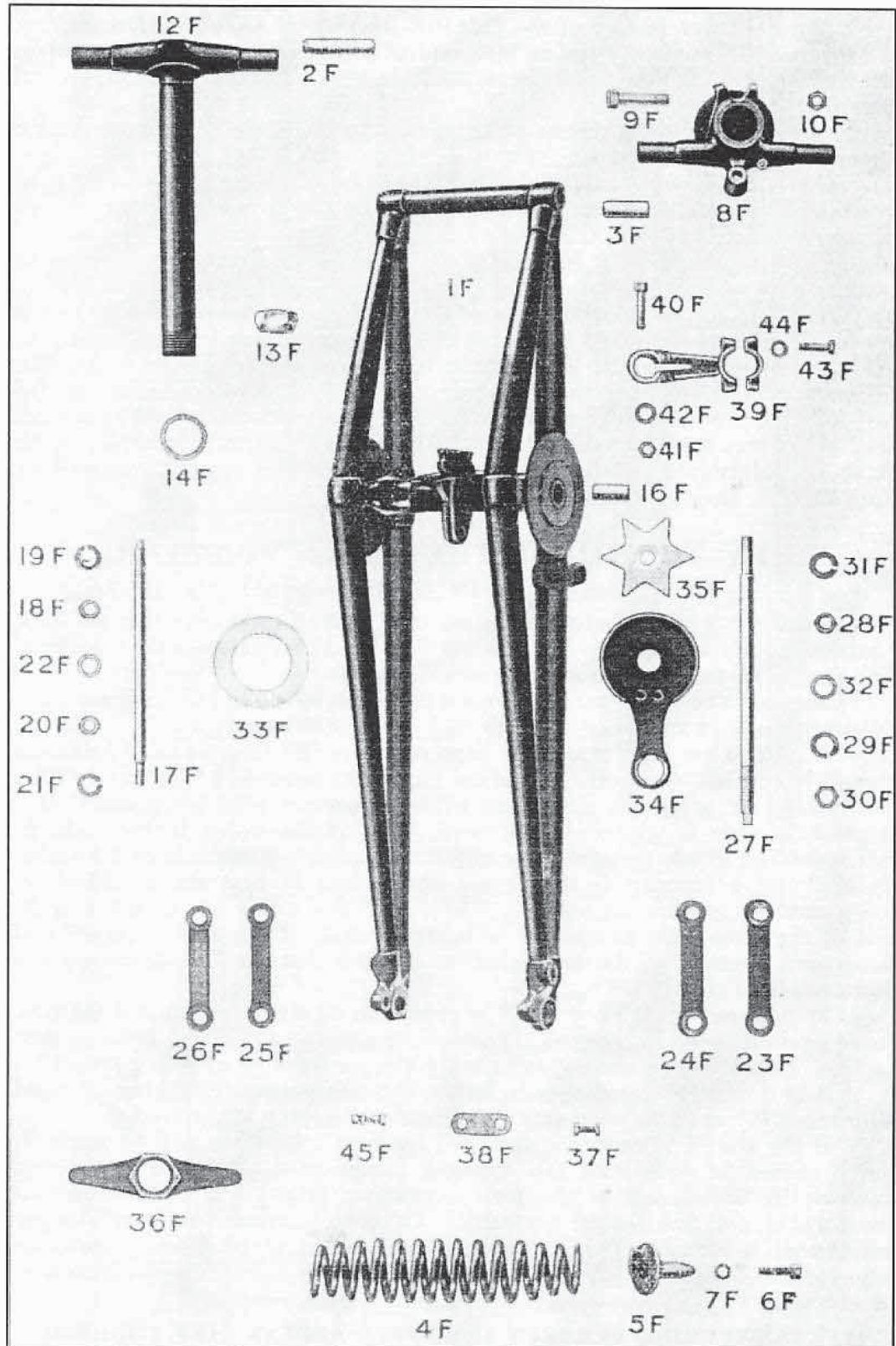
MAKES STEERING PERFECT AND SPEED APPEAR LIKE TOURING

Webb's

SUPER SHOCK ABSORBER SPRING FORKS.



DE LUXE MODEL SPARE PARTS.





SUPER SHOCK ABSORBER SPRING FORKS.



DE LUXE MODEL.

List of Spare Parts.

- 1.F. Fork Girder.
- 2.F. Steering Column Bearing Bush.
- 3.F. Girder Bush-top.
- 4.F. Fork Spring.
- 5.F. Spring Lug Top.
- 6.F. Spring Lug Pin.
- 7.F. Spring Lug Pin Washer.
- 8.F. Head Clip.
- 9.F. Head Clip Pin.
- 10.F. Head Clip Pin Nut.
- 12.F. Steering Column.
- 13.F. Steering Column Head Nut.
- 14.F. Steering Column Washer.
- 16.F. Girder Bush Bottom.
- 17.F. Top Spindle.
- 18.F. Top Spindle Nut, R/H Side.
- 19.F. Top Spindle Spring Washer, R/H Side.
- 20.F. Top Spindle Nut, L/H Side.
- 21.F. Top Spindle Spring Washer, L/H Side.
- 22.F. Top Spindle Plain Washer.
- 23.F. Bottom Link, R/H Side (Screwed).
- 24.F. Bottom Link, L/H Side.
- 25.F. Top Link, R/H Side (Screwed).
- 26.F. Top Link, L/H Side (Plain).
- 27.F. Bottom Spindle.
- 28.F. Bottom Spindle Nut, R/H Side.
- 29.F. Bottom Spindle Spring Washer, R/H Side.
- 30.F. Bottom Spindle Nut, L/H Side.
- 31.F. Bottom Spindle Spring Washer L/H Side.
- 32.F. Bottom Spindle Washer, Plain.
- 33.F. Friction Washer for Damper.
- 34.F. Pressure Plate.
- 35.F. Pressure Plate Star Spring.
- 36.F. Hand Adjuster to Damper.
- 37.F. Mudguard Fixing Pin and Nut.
- 38.F. Mudguard Fixing Pad Plate.
- 39.F. Adjustable Handlebar Lugs.
- 40.F. Adjustable Handlebar Lug Fixing Bolt.
- 41.F. Adjustable Handlebar Lug Fixing Bolt Nut.
- 42.F. Adjustable Handlebar Lug Fixing Bolt Washer.
- 43.F. Handlebar Fixing Bolt to Adjustable Lug.
- 44.F. Handlebar Fixing Bolt to Adjustable Washer.
- 45.F. Anchor Pin, Nuts and Washer.

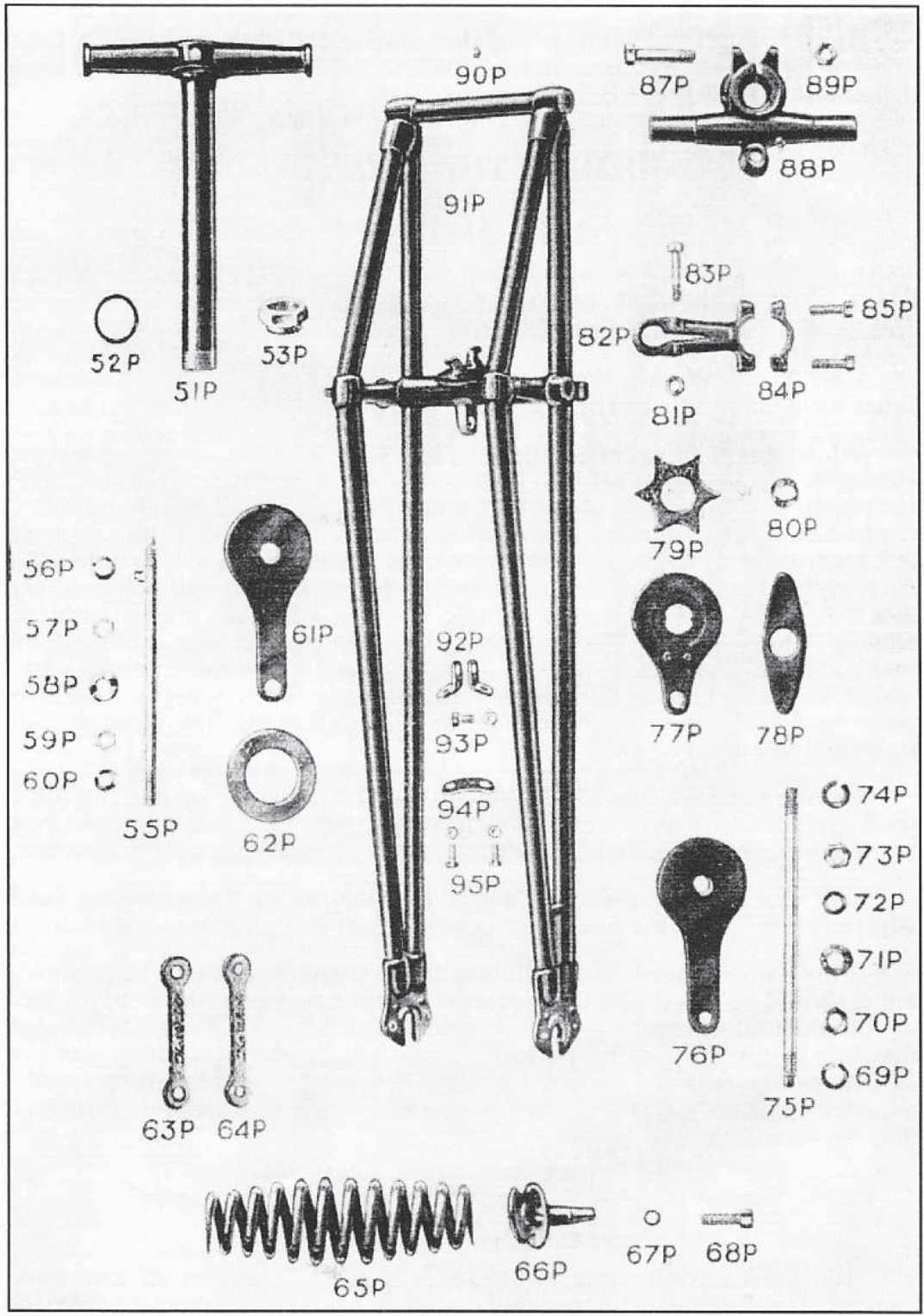
For **Retail Prices**, see loose Leaf (List No. 2).

Webb's

SUPER SHOCK ABSORBER SPRING FORKS.



POPULAR MODEL SPARE PARTS.





SUPER SHOCK ABSORBER SPRING FORKS.



POPULAR MODEL.

List of Spare Parts.

- 51.P. Steering Column.
- 52.P. Steering Column Washer.
- 53.P. Steering Column Head Nut.
- 55.P. Top Spindle.
- 56.P. Top Spindle Spring Washer, R/H Side.
- 57.P. Top Spindle Nut R/H Side.
- 58.P. Top Spindle Plain Washer.
- 59.P. Top Spindle Nut, L/H Side..
- 60.P. Top Spindle Spring Washer, L/H Side.
- 61.P. Bottom Link with Plain Holes.
- 62.P. Friction Washer for Damper.
- 63.P. Top Link with Plain Holes.
- 64.P. Top Link with Tapped Holes.
- 65.P. Fork Spring (state length).
- 66.P. Spring Lug.
- 67.P. Spring Lug Spring Washer.
- 68.P. Spring Lug Bolt.
- 69.P. Bottom Spindle Spring Washer, L/H Side.
- 70.P. Bottom Spindle Nut, L/H Side.
- 71.P. Bottom Spindle Plain Washer, Rear.
- 72.P. Bottom Spindle Plain Washer, Front.
- 73.P. Bottom Spindle Nut, R/H Side.
- 74.P. Bottom Spindle Spring Washer, R/H Side.
- 75.P. Bottom Spindle.
- 76.P. Bottom Link with Screwed Holes.
- 77.P. Pressure Plate.
- 78.P. Head Adjuster for Damper.
- 79.P. Pressure Plate Star Spring.
- 80.P. Threaded Sleeve for Hand Adjuster.
- 81.P. Handlebar Bolt Nut.
- 82.P. Handlebar Lug (state whether for 7/8" or 1" handlebar.
- 83.P. Handlebar Lug Bolts.
- 84.P. Handlebar Lug Top.
- 85.P. Handlebar Lug Top Bolt.
- 87.P. Head Clip Bolt.
- 88.P. Head Clip.
- 89.P. Head Clip Bolt Nut.
- 90.P. Greaser.
- 91.P. Fork Girder.
- 92.P. Mudguard Bracket Plate.
- 93.P. Mudguard Bracket Plate Bolts and Nuts.
- 94.P. Mudguard Bracket Bottom Plate.
- 95.P. Mudguard Bracket Bottom Plate Bolts and Nuts.

For **Retail Prices**, see loose Leaf (List No. 3).

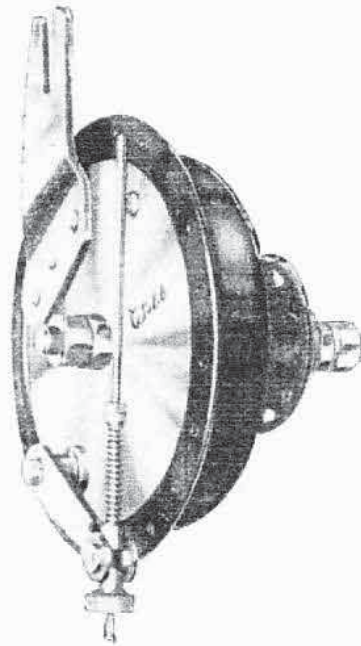
Webb's

HUB BRAKES.



INTERNAL
EXPANDING

HUB BRAKES



FIT "WEBB'S BRAKES" and avoid "Cheap Imitations."

Webb's

HUB BRAKES.



**THE FORWARD OF
"Webb" HUB BRAKES .**

"WEBB'S" were one of the first to bring before the Motor Cycle Public the value and superiority of an expanding hub brake over that of the rim and other kinds of brakes in use some years ago. We therefore claim that our experience in hub brake design has been thoroughly tested.

The advance made since the first brakes made by "WEBB'S" has been keenly watched by other brake makers who came into business much later, but who never failed to follow the lines commenced in the first place by "WEBB'S."

The enormous advance made in motorcycle construction and the power and speed which is increasing yearly, makes the necessity of experience in brake design of the first moment.

"WEBB'S" can claim to have had all these problems before them, the result being at the present time that brakes made by "WEBB'S" comprise the latest practice accumulated from our experience of the past few years.

Whenever an advance in the motor cycle requirement for braking has come before our notice, we have brought our opinion to bear on the necessity of subjecting brake mechanisms to stand up to the excessive stresses required.

Our models illustrated are the result of this experience, and we have no fear in saying that they are the best possible construction, suitable for the service with which they have to contend.

Cones are made of specially prepared alloy steel for direct hardening, ground on their ball races concentric with the centre hole, to ensure an even running ball track.

Hub Cups cannot get out of line, as they are both contained in one portion of the hub, directly opposite each other, on a line concentric with the axis of the wheel spindle.

We have no hesitation in saying that the "WEBB" Brake is the best. Tests have shown that a "WEBB" Brake of a certain diameter will sometimes be more efficient on a motor cycle of a given power and weight than other brakes of a much larger diameter will give in the same machine.

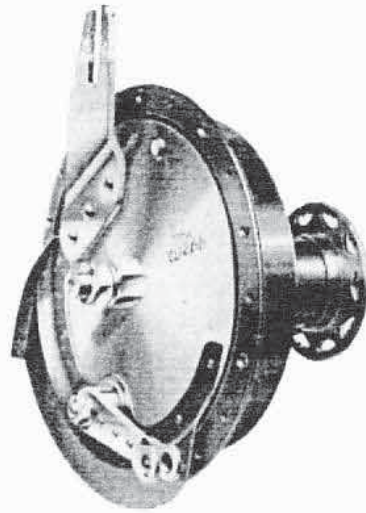
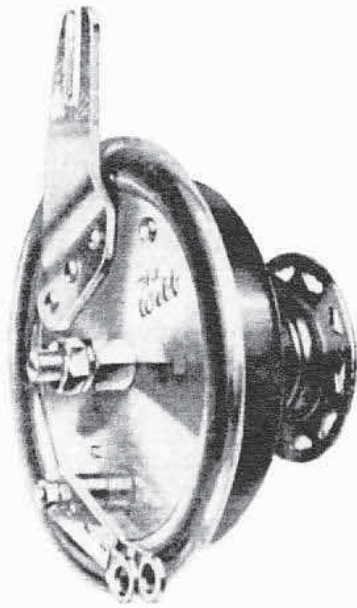
FIT "WEBB'S BRAKES" and avoid "Cheap Imitations."

Webb's

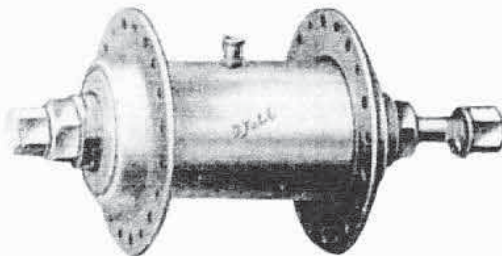
HUB BRAKES.



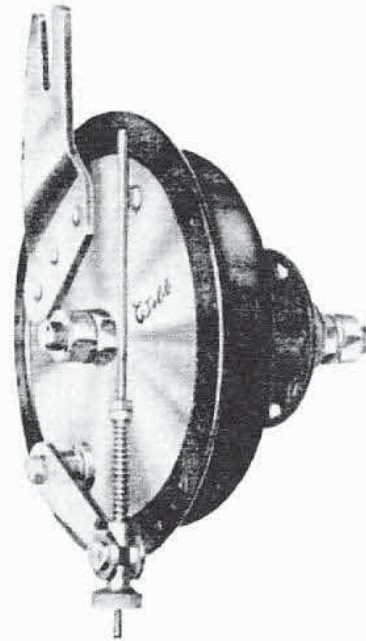
TYPES OF FRONT BRAKES.



Plain Front Hub



For Dirt Track Racing Machines.



Webb's

HUB BRAKES.

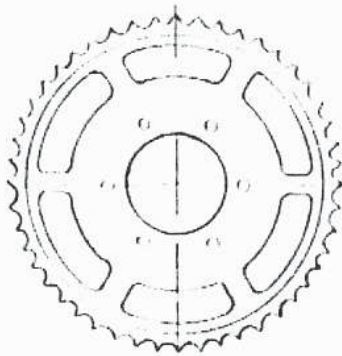


TYPES OF REAR BRAKES.

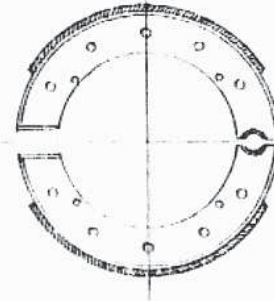


Webb's

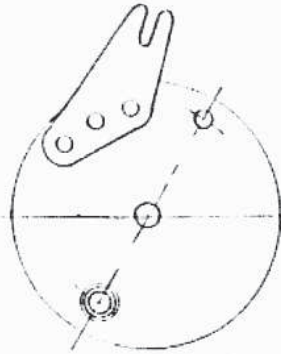
HUB BRAKES.



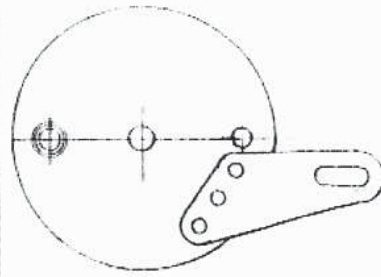
CHAIN
WHEEL



BRAKE
SHOES

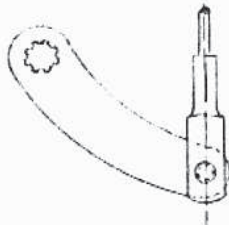


FRONT
ANCHOR
PLATE

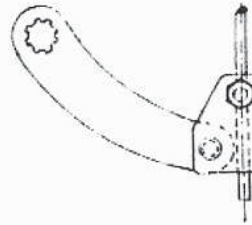


REAR
ANCHOR
PLATE

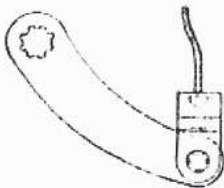
Types of Operating Mechanism



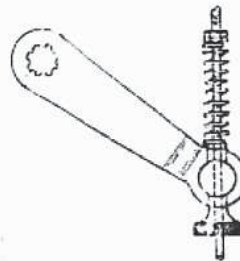
FLAT CAM LEVER
WITH SLOTTED
YOKE END FOR
OPERATING ROD



FLAT CAM LEVER
WITH HINGED
LUG FOR QUICK
RELEASE OF
OPERATING ROD



FLAT CAM LEVER
WITH CABLE
SHACKLE



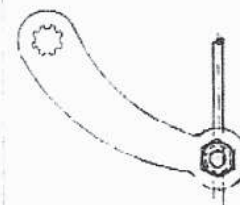
FORK TYPE CAM
LEVER WITH QUICK
RELEASE & HAND
ADJUSTMENT OF
OPERATING ROD



ANCHOR PIN
NUT & WASHER



SPRING
BOX,
SPRING &
PLUNGER

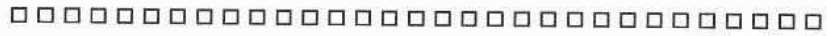


FLAT CAM LEVER
WITH LOOSE BUSH
& PIN FOR QUICK
RELEASE OF
OPERATING ROD

For **Retail Prices**, see loose Leaf (List No. 1).

Webb's

HUB BRAKES.



 BALL BEARINGS

 HUB CUP

 ADJUSTING CONE

 FIXED CONE

 SPINDLE END NUT

 SPINDLE WASHER



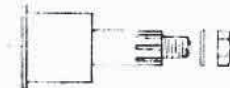
STANDARD
HUB SPINDLE



OPERATING ROD
FOR FRONT BRAKE



BRAKE LININGS & RIVETS

 EXPANDER
CAM, NUT
& WASHER

 PACKING NUT

 CROSS SPRING

 FELT WASHER
FOR DUST CAP

 DUST CAP ASSEMBLY

 CHAIN WHEEL
BOLT, NUT &
SPRING WASHER



HUB BRAKES.



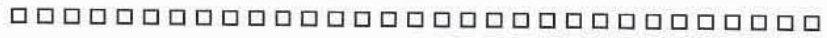
Scale of Recommended Models of Hub Brakes.

MODELS	250 c 2 stroke or SV 4 stroke	350 cc SV 4 stroke 250 cc with sidecar	350 cc OHV solo or SV with sidecar	500 cc OHV solo or 350 cc SV with sidecar	500 cc OHV solo or 500 cc SV with sidecar	750 cc solo or 500 cc OHV with sidecar	1000 cc solo or 750 cc with sidecar	1000 cc sidecar
F.1. 4"	*	—	—	—	—	—	—	—
F.1. 5" standard or L.	*	*	—	—	—	—	—	—
F.2. 5" standard or L.	—	*	—	—	—	—	—	—
F.1. 6" standard or L.	—	—	*	—	—	—	—	—
F.2. 6" standard or L.	—	—	*	*	—	—	—	—
F.2. 7" standard or L.	—	—	—	*	*	*	*	*
G.1. 5" standard or L.	*	—	—	—	—	—	—	—
G.1. 6" standard or L.	*	*	—	—	—	—	—	—
G.2. 6" standard or L.	—	*	*	*	—	—	—	—
G.2. 7" standard or L.	—	—	*	*	*	*	—	—
G.3. 7" standard or L.	—	—	—	—	*	*	*	—
G.2. 8" standard or L.	—	—	—	—	—	—	*	—
G.3. 8" standard or L.	—	—	—	—	—	—	*	*

The above recommendations (marked *) are those for normal use. For heavy, rough or fast use, the higher recommendations should always be used ; for light use the lower one will suffice.



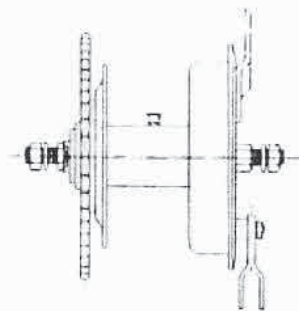
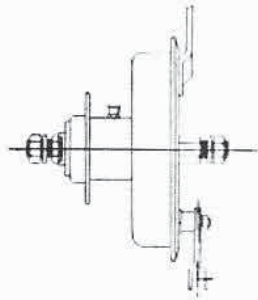
HUB BRAKES.



SPECIFICATION DETAILS.

Hub with one piece drum having a lip for spokes.

F—Front Brake. **G**—Rear Brake. **L**—Single Lip type of drum.
The size of the brake drum is indicated by the figure given in inches.



FRONT BRAKES.

- F.1. Series** are fitted with light weight bearings and can only be supplied with spindles as below:
F.1-5" L. Spindles up to 1/2" dia.
F.1-6" L. " " "
F.2. Series are fitted with medium weight bearings and can only be supplied with spindles as below.
F.2-5" L. Spindles up to 9/16" dia.
F.2-6" L. " " "
F.2-7" L. " " "
F.3. Series are fitted with heavy weight bearings and can only be supplied with spindles as below.
F.3-7" L. Spindles up to 3/4" dia.

REAR BRAKES.

- G.1. Series** are fitted with light weight bearings and can only be supplied with spindles as below:
G.1-5" L. Spindles up to 1/2" dia.
G.1-6" L. " " "
G.2. Series are fitted with medium weight bearings and can only be supplied with spindles as below.
G.2-5" L. Spindles up to 9/16" dia.
G.2-6" L. " " "
G.2-7" L. " " "
G.3. Series are fitted with heavy weight bearings and can only be supplied with spindles as below.
G.3-7" L. Spindles up to 3/4" dia.

CHAIN WHEELS FOR REAR BRAKES.

38- 9/16"- .235"	46- 5/8"- .235"	48- 1/2"- .190"	54- 1/2"- .190"	58- 1/2"- .190"
38- 5/8"- .360"	46- 5/8"- .360"	48- 1/2"- .290"	54- 1/2"- .290"	58- 1/2"- .290"

Anchorage centres on the Rear Brakes, 4 11/16" measured radially from the centre of the spindle.
 The spokes are threaded through key slots in the small flange to facilitate wheel building.

De Luxe additions of the above models up to 8" diameter are available if ordered specially, incorporating malleable drums with cooling fins ; special weather proofing cover on anchor plate and all black finish etc.

GENERAL NOTE.

With all the above brakes, anchorage can be arranged to suit any pattern of Forks in the case of front brakes, or any pattern of chain stays in the case of the back brakes, if details are given.

For **Retail Prices**, see loose Leaf (List No. D5).



HUB BRAKES.



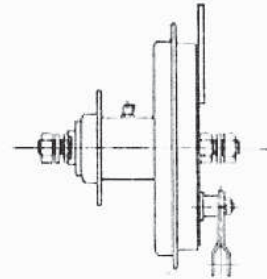
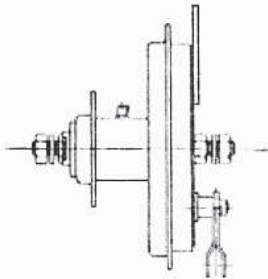
SPECIFICATION DETAILS.

Hub with double construction of Brake drum fixed to spoke flange (Standard Series.).

F—Front Brake.

G—Rear Brake

The size of the brake drum is indicated by the figure given in inches.



FRONT BRAKES.

F.1. Series are fitted with light weight bearings and can only be supplied with spindles as below:

- F.1-4" L.** Spindles up to 1/2" dia.
- F.1-5" L.** " " "
- F.1-6" L.** " " "

F.2. Series are fitted with medium weight bearings and can only be supplied with spindles as below.

- F.2-5" L.** Spindles up to 9/16" dia.
- F.2-6" L.** " " "
- F.2-7" L.** " " "

F.3. Series are fitted with heavy weight bearings and can only be supplied with spindles as below.

- F.3-7" L.** Spindles up to 3/4" dia.

REAR BRAKES.

G.1. Series are fitted with light weight bearings and can only be supplied with spindles as below:

- G.1-5" L.** Spindles up to 1/2" dia.
- G.1-5" L.** " " "

G.2. Series are fitted with medium weight bearings and can only be supplied with spindles as below.

- G.2-5" L.** " " "
- G.2-6" L.** " " "
- G.2-7" L.** " " "

G.3. Series are fitted with heavy weight bearings and can only be supplied with spindles as below.

- G.3-7" L.** Spindles up to 3/4".

De Luxe additions of the above models up to 8" diameter are available if ordered specially, incorporating malleable drums with cooling fins ; special weather proofing cover on anchor plate and all black finish etc.

GENERAL NOTE.

With all the above brakes, anchorage can be arranged to suit any pattern of Forks in the case of front brakes, or any pattern of chain stays in the case of the back brakes, if details are given.

For **Retail Prices**, see loose Leaf (List No. D5).

Webb's

FORK & HUB BRAKES.



PARTICULARS REQUIRED WHEN ORDERING.

FORKS.

- Make of Motor Cycle, stating model and year of make, if possible.....
- C.c. or H.P. of Engine.....
- Overall length of Ball Race Head, see " A. " in Fig. 1. below.....
- Outside diameter of Steering Column.....
- Outside diameter of Handlebar.....
- Diameter of Wheel Hub Spindle.....
- Size of Wheel.....
- Distance between inner Faces of Fork Ends for Hub.....
-
- Type and make of Brake.....
- Distance of Brake Anchor Arm Fixing, measured from centre of hub spindle...
- Total weight of Machine.....

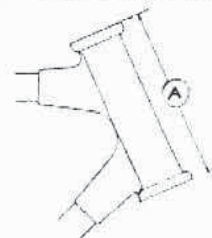


Fig. 1.

RIGHT-HAND FRONT HUB BRAKE.

- Make of Motor Cycle.....
- C.c. or H.P. of Engine.....
- Diameter of Front Spindle.....
- Distance between Inner Faces of Fork
- Number of Spokes.....
- Gauge of Spokes.....
- Make of Forks.....
- When Fork has no Anchorage Lug, give sectional shape and size of bottom end of front tube, on right hand fork blade.....

RIGHT-HAND BACK HUB BRAKE.

- Make of Motor Cycle.....
- C.c. or H.P. of Engine.....
- Diameter of back Spindle.....
- Distance between Inner Faces of Fork Ends.....
- Number of Spokes.....
- Gauge of Spokes.....
- Make of Forks.....
- When Back Stays have no Anchorage Lug, give sectional shape and size of bottom or horizontal wheel stay on brake side. (We would prefer a drawing of the back forks if possible).....
- Chain Line (from centre line of machine to centre of chain wheel).....
- Pitch of Chain.....
- Width of Chain.....
- Number of teeth in Chain Wheel.....

Webb's



TERMS OF BUSINESS.

Our Components are only sold upon the following conditions : (1) That they shall not be re-sold or listed at or upon terms other than we indicate. (2) That they shall not be illustrated or described other than as manufactured by us. Terms, cash with order, C.O.D. or against P.F.I. Ledger accounts opened against approved references only.

FREIGHTS.—Single consignments value of £10 or over carriage free per goods train within the United Kingdom. If required per passenger train, the difference in rates will be charged. Full carriage extra upon smaller consignments.

PACKING.—Cases charged at cost, but credited if returned in good condition, within one month.

DELIVERY.—Every effort is made to keep to keep delivery dates, but we are not liable for loss caused through delay. We reserve the right to suspend delivery while payment for goods previously invoiced is in arrear.

GUARANTEE.

Our Components are guaranteed for 12 months against defective workmanship and material, and any part so proving defective will be replaced, but shall not form the subject of a claim for labour, carriage, injury or other expenditure, nor shall we be liable for any direct or consequential damage arising from such defect.