

ALL PRICES ADVANCED ⁶⁵50%

SPARE PARTS FOR ALBION GEARS

H.J. & H.J.R. Models

The Albion Engineering Co. Ltd.

TOWER WORKS
SAMPSON ROAD NORTH
BIRMINGHAM, 11
ENGLAND

Telephone :
VICtoris 4064-5-6

Telegrams :
Eastart," Birmingham"

PLEASE NOTE NEW ADDRESS:
TOWER WORKS,
SAMPSON ROAD NORTH
BIRMINGHAM, 11
ENGLAND
TELEPHONE, VICTORIA 4064

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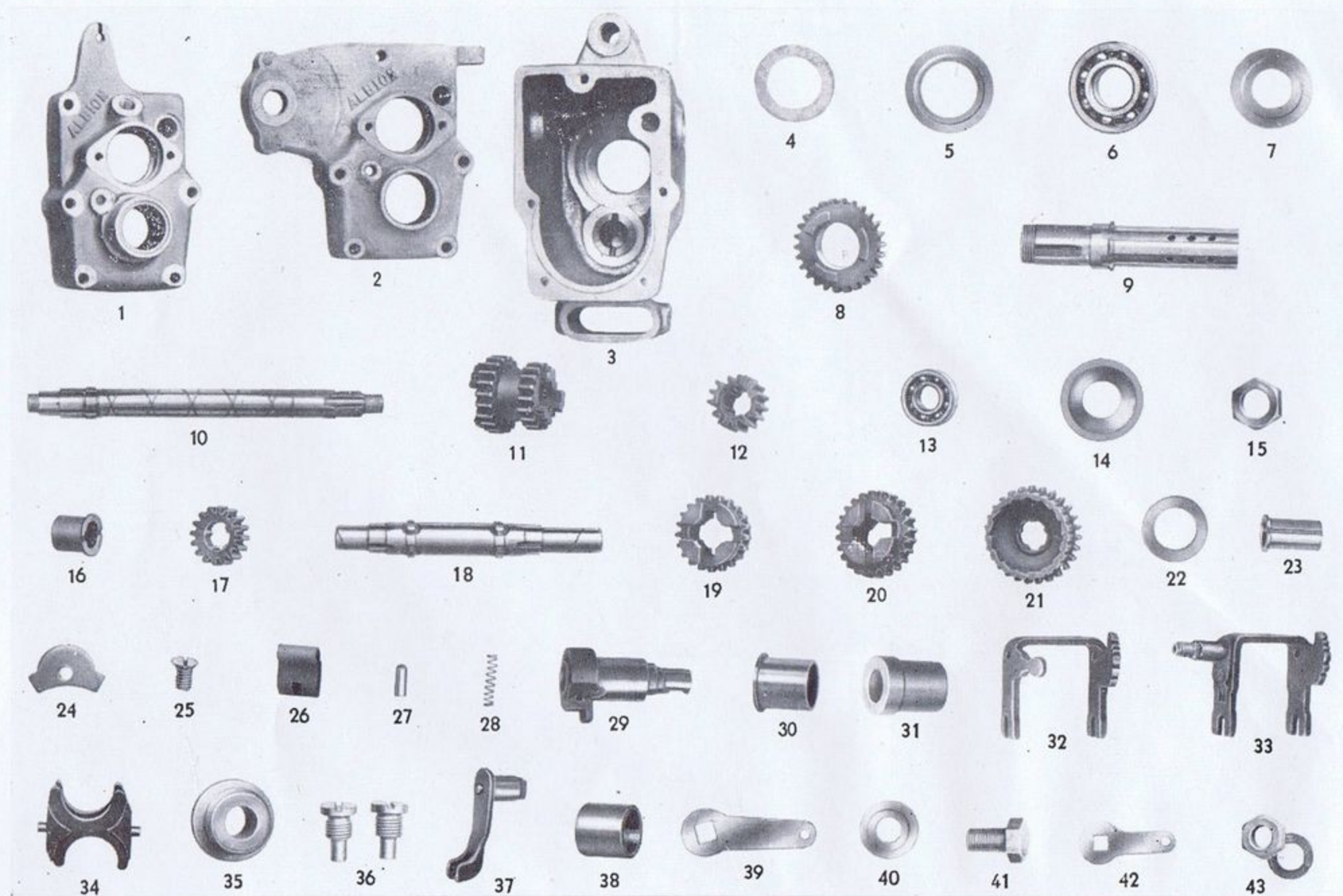
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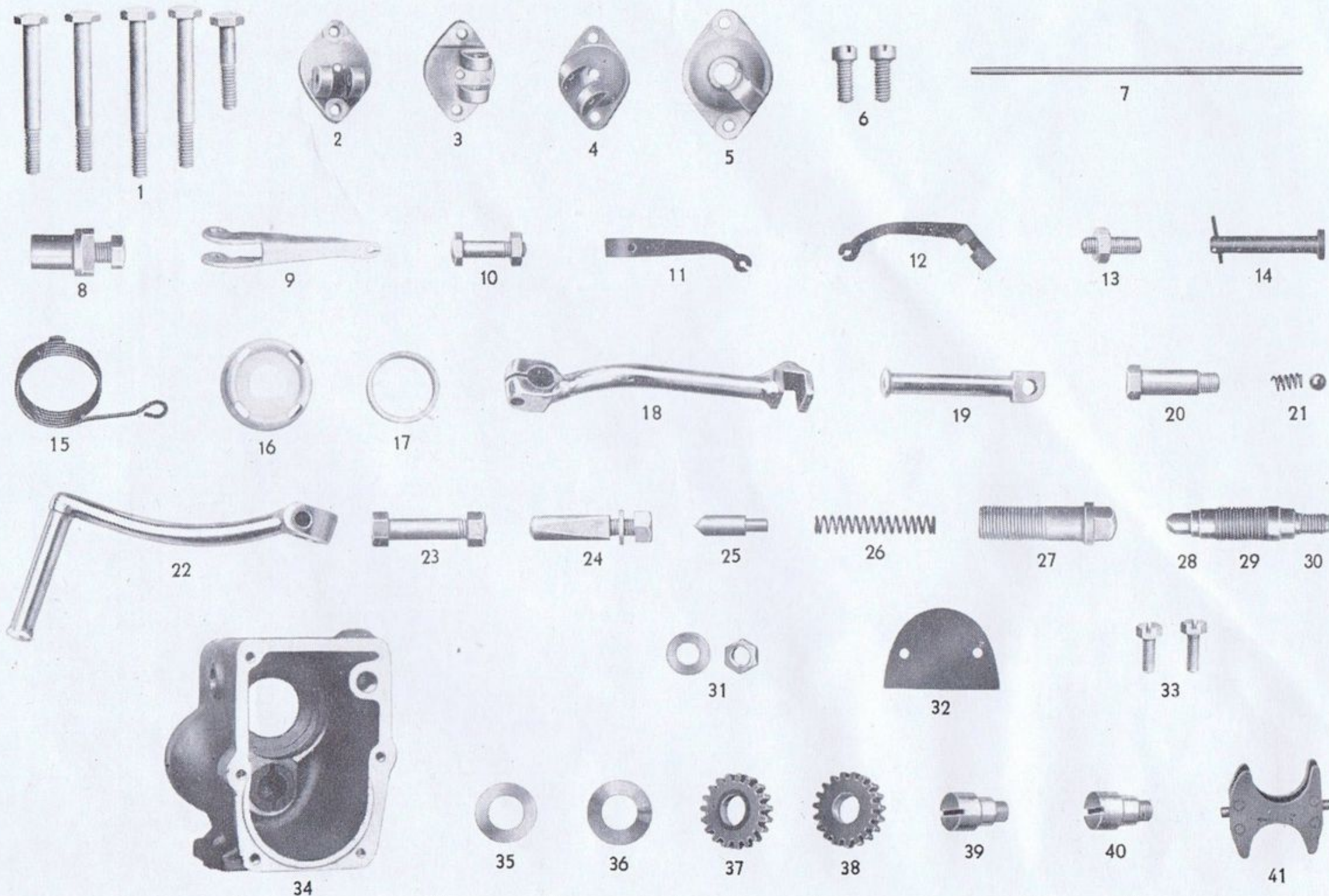
Telegrams :
Eastart, " Birmingham "

Barnstormers Co. Nz



Illustrations are not to scale, small parts having been enlarged to show up more clearly

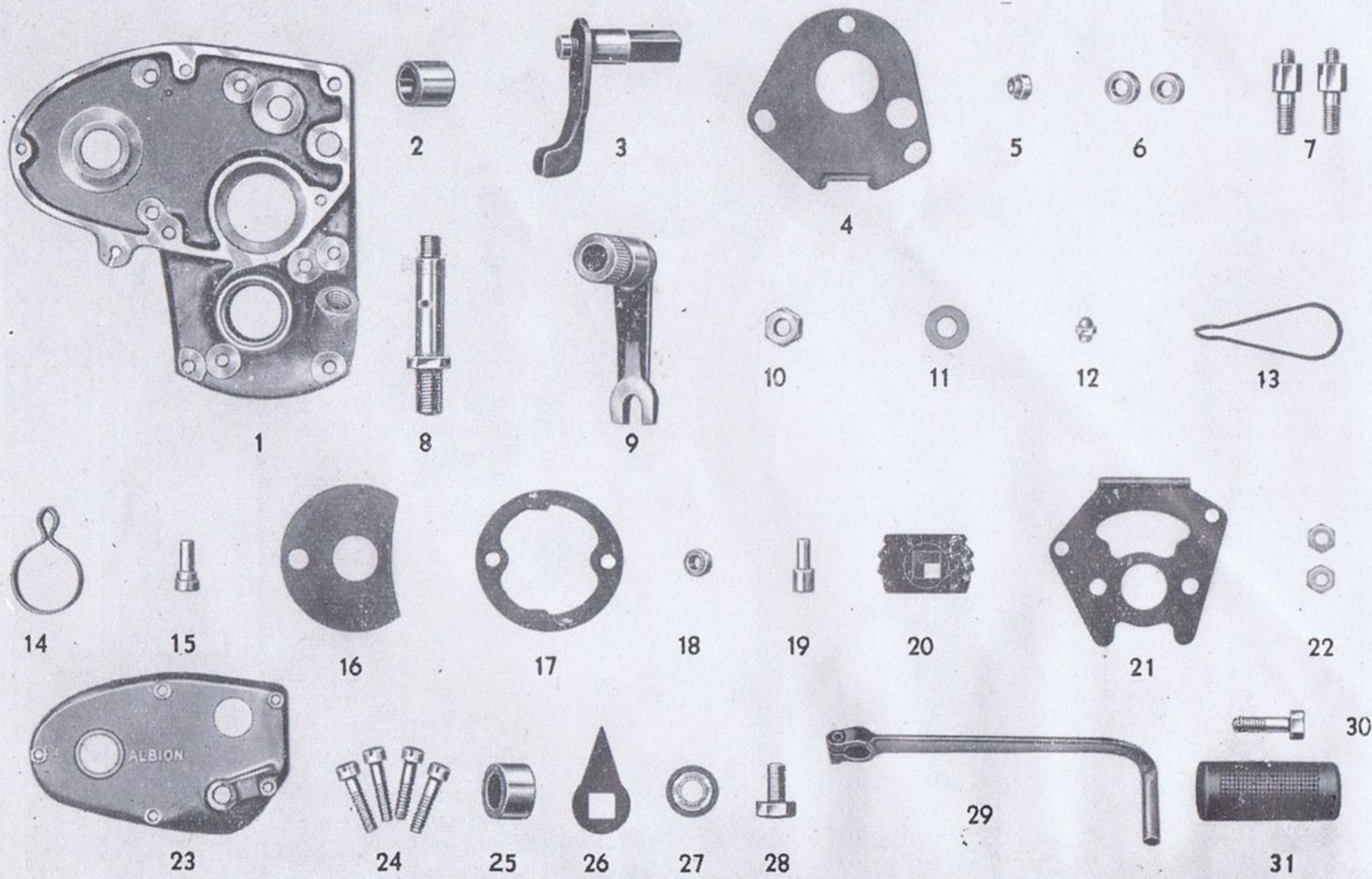
Illustration No.	Part No.												Price each	
1	HJ 1	Gear Box Cover	...	...	...	...	...	...	...	...	...	...	17	6
2	HJ 1A	Gear Box Cover	...	...	...	...	...	...	...	...	...	...	17	6
3	HJ 2	Gear Box Case (state whether top, bottom, pivot or bolt-on fixing)	...	...	...	...	...	...	...	...	...	...	24	0
4	HJ 3	Rubber Oil Seal	...	...	...	...	...	...	...	...	...	...	1	6
5	HJ 4	Rubber Oil Seal Retainer	...	...	...	...	...	...	...	...	...	...		4
6	F1 5	Ball Race (Large)	...	...	...	...	...	...	...	...	...	...	10	9
7	F1 4A	Tin Washer	...	...	...	...	...	...	...	...	...	...		3
8	HJ 12	Mainshaft low gear pinion	...	...	...	...	...	...	...	...	...	...	10	6
9	HJ 8	Mainshaft Sleeve	...	...	...	...	...	...	...	...	...	...	17	6
10	HJ 7	Mainshaft	...	...	...	...	...	...	...	...	...	...	22	0
11	HJ 11	Mainshaft Sliding Gear 21T & 18T	...	...	...	...	...	...	...	...	...	...	19	9
12	HJ 9	Mainshaft High Gear Pinion 15T	...	...	...	...	...	...	...	...	...	...	7	0
13	F1 6	Ball Race (Small)	...	...	...	...	...	...	...	...	...	...	7	9
14	HJ 71	Oil Thrower	...	...	...	...	...	...	...	...	...	...	1	0
15	HJ 56	Mainshaft Nut, Left Hand Thread	...	...	...	...	...	...	...	...	...	...		4
16	HJ 14	Layshaft Bush (Box)	...	...	...	...	...	...	...	...	...	...	2	0
17	HJ 17	Layshaft Low Gear Pinion 16T	...	...	...	...	...	...	...	...	...	...	7	0
18	HJ 13	Layshaft	...	...	...	...	...	...	...	...	...	...	14	9
19	HJ 18	Layshaft 2nd Gear Pinion 21T	...	...	...	...	...	...	...	...	...	...	14	9
20	HJ 19	Layshaft 3rd Gear Pinion 24T	...	...	...	...	...	...	...	...	...	...	16	0
21	HJ 20	Layshaft High Gear and K.S. Pinion 27T	...	...	...	...	...	...	...	...	...	...	14	9
22	HJ 15A	Layshaft Bush, Penn Steel Washer	...	...	...	...	...	...	...	...	...	...		3
23	HJ 15	Layshaft Bush (K.S. End)	...	...	...	...	...	...	...	...	...	...	2	0
24	HJ 25	K.S. Stop Plate	...	...	...	...	...	...	...	...	...	...	1	0
25	HJ 26	K.S. Stop Plate Pin	...	...	...	...	...	...	...	...	...	...		2
26	HJ 22	K.S. Pawl	...	...	...	...	...	...	...	...	...	...	2	0
27	HJ 22A	K.S. Pawl Plunger	...	...	...	...	...	...	...	...	...	...		4
28	HJ 23	K.S. Pawl Plunger Spring	...	...	...	...	...	...	...	...	...	...		3
29	HJ 21	K.S. Shaft (state whether serrated or cotter type)	...	...	...	...	...	...	...	...	...	...	14	6
30	HJ 27	K.S. Shaft Bush	...	...	...	...	...	...	...	...	...	...	3	6
31	HJ 10	Gear Box Cover Collar (No Kick Start)	...	...	...	...	...	...	...	...	...	...	7	6
32	HJ 33A	Inside Operator	...	...	...	...	...	...	...	...	...	...	4	9
33	HJ 33	Inside Operator and Shaft	...	...	...	...	...	...	...	...	...	...	4	9
34	HJ 34	Operator Fork	...	...	...	...	...	...	...	...	...	...	3	9
35	EJ 14	Inside Operator Bush	...	...	...	...	...	...	...	...	...	...	2	0
36	HJ 36	Inside Operator Anchor Pins (2 off)	...	...	...	...	...	...	...	...	...	...		4
37	H 37	Operating Lever	...	...	...	...	...	...	...	...	...	...	4	0
38	H 38	Operating Lever Bush	...	...	...	...	...	...	...	...	...	...	1	9
39	G 94	Control Lever (State Centres)	...	...	...	...	...	...	...	...	...	...	1	0
40	FC 7	Dished Washer	...	...	...	...	...	...	...	...	...	...		6
41	FC 24	Operating Lever Securing Pin	...	...	...	...	...	...	...	...	...	...		6
42	EJ 47	Outside Operator Lever	1	0
43	EJ 47A	Outside Operator Lever Nut and Washer		6



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Barnstormers Co. Nz

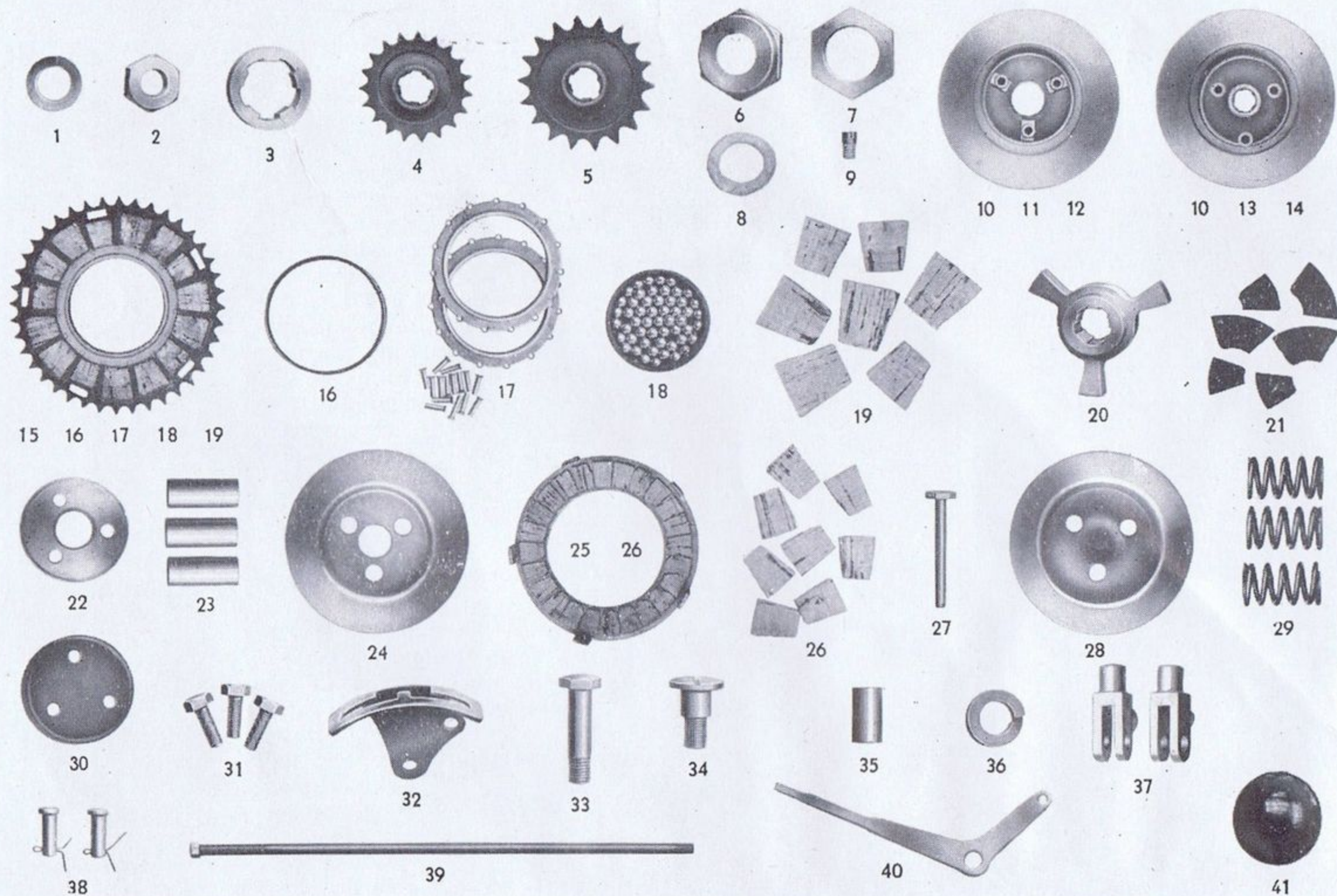
Illustration No.	Part No.												Price each	
1	HJ 54A & B	Cover Pins (6 off—state length)	3	3
2	HJ 40	Bearing Cap (Top or Bottom Fixing)	...	...	...	...	...	...	...	...	...	...	3	6
3	HJ 40P	Bearing Cap (Pivot Fixing)	...	...	...	...	...	...	...	...	...	...	3	6
4	HJ 40A	Bearing Cap (Special)	...	...	...	...	...	...	...	...	...	...	3	6
5	HJ 40/3	Bearing Cap (for pressed lever)	...	...	...	...	...	...	...	...	...	...	3	6
6	HJ 41	Bearing Cap Pins (2 off)	...	...	...	...	...	...	...	...	...	...		3
7	HJ 66	Push Rod (State Length)	...	...	...	...	...	...	...	...	...	...	1	3
8	J 37	Clutch Lever Adjusting Pin, Sleeve and Ball	...	...	...	...	...	...	...	...	...	...	2	6
9	H 30	Clutch Lever	...	...	...	...	...	...	...	...	...	...	3	6
10	H 32	Clutch Lever Pin and Nut	...	...	...	...	...	...	...	...	...	...		4
11	BJ 21C	Clutch Lever	...	...	...	...	...	...	...	...	...	...	2	6
12	E1 41	Clutch Lever	...	...	...	...	...	...	...	...	...	...	2	6
13	E1 42	Clutch Lever Adjusting Screw and Nut	...	...	...	...	...	...	...	...	...	...		6
14	E1 43	Clutch Lever Cotter	...	...	...	...	...	...	...	...	...	...		4
15	E1 37	Kick Start Return Spring	...	...	...	...	...	...	...	...	...	...	1	0
16	E1 38	Kick Start Return Spring Cover	...	...	...	...	...	...	...	...	...	...	2	0
17	HJ 21A	Kick Start Distance Tube	...	...	...	...	...	...	...	...	...	...		4
18	HJ 42	Kick Start Crank (Serrated or Cotter)	...	...	...	...	...	...	...	...	...	...	6	0
19	HJ 42A	Kick Start Crank Pedal	...	...	...	...	...	...	...	...	...	...	1	6
20	HJ 42B	Kick Start Crank Pedal Bolt	...	...	...	...	...	...	...	...	...	...		6
21	H 42C & D	Kick Start Crank Pedal Spring and Ball	...	...	...	...	...	...	...	...	...	...		3
22	G 42	Kick Start Crank (Serrated or Cotter)	...	...	...	...	...	...	...	...	...	...	6	0
23	G 43S	Kick Start Crank Pinch Pin, Nut and Washer	...	...	...	...	...	...	...	...	...	...		6
24	G 43	Kick Start Crank Cotter Pin, Nut and Washer	...	...	...	...	...	...	...	...	...	...		6
25	H 62	Selector Plunger	...	...	...	...	...	...	...	...	...	...		6
26	H 63	Selector Plunger Spring	...	...	...	...	...	...	...	...	...	...		3
27	H 61	Selector Plunger Box	...	...	...	...	...	...	...	...	...	...	1	0
28	H 67A	Selector Plunger	} Assembled	...	...	...	...	...	...	...	...	...		6
29	H 67	Selector Plunger Box		...	...	...	...	...	...	...	...	...	1	0
30	H 67D	Selector Plunger Spring		...	...	...	...	...	...	...	...	...		3
31	H 67B & C	Selector Plunger Box Washer and Nut	...	...	...	...	...	...	...	...	...	...		3
32	HJ 59	Cover Plate	...	...	...	...	...	...	...	...	...	...		6
33	H 60	Cover Plate Pin (2 off)	...	...	...	...	...	...	...	...	...	...		1
Additional Parts for HJR Box														
34	HJR 2	Gear Box Case	...	...	...	...	...	...	...	...	...	...	24	0
35	HJR 82V	Steel Washer	...	...	...	...	...	...	...	...	...	...		3
36	HJR 82	Brass Washer	...	...	...	...	...	...	...	...	...	...		9
37	HJR 83V	Idler Pinion (with Recess)	...	...	...	...	...	...	...	...	...	...	5	6
38	HJR 83	Idler Pinion	...	...	...	...	...	...	...	...	...	...	5	6
39	HJR 80	Idler Pinion Shaft	4	6
40	HJR 80V	Idler Pinion Shaft	4	6
41	HJR 34	Operator Fork	3	9



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 Barnstormers Co. Nz

FOOT CHANGE MECHANISM, H MODEL

[illegible]



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Illustration No.	Part No.												Price each	
1	HJ 57	Mainshaft Spring Washer	2	
2	HJ 55	Mainshaft Nut, Right Hand Thread	4	
3	HJ 53	Sprocket Distance Collar	...	...	...	...	...	...	...	...	...	...	1	0
4	E1 33	Sprocket $\frac{1}{2}" \times .305$ 19T	...	...	...	...	...	...	...	...	...	...	7	6
5	E1 45	Sprocket $\frac{5}{8}" \times \frac{3}{8}"$ 18T	...	...	...	...	...	...	...	...	...	...	8	6
6	HJ 120	Sprocket Gland Nut	...	...	...	...	...	...	...	...	...	...	1	2
7	F1 46	Sprocket Locking Nut	...	...	...	...	...	...	...	...	...	...	1	2
8	HJ 121	Sprocket Gland Nut Felt Washer	...	...	...	...	...	...	...	...	...	...	3	
9	H 51	Sprocket Locking Screw	...	...	...	...	...	...	...	...	...	...	1	
10	F1 68	Clutch Back Plate	...	...	...	...	...	...	...	...	...	...	16	0
11	F1 50	Clutch Centre Drum (Shock Absorber)	} Assembled with back plate											
12	F1 68 BD	Clutch Back Plate Studs												
13	E1 50	Clutch Centre Drum (Solid Centre)	} Assembled with back plate										16	0
14	F168CD	Clutch Back Plate Studs												
15	E1 53	Clutch Sprocket Assembly	...	...	...	...	...	...	...	...	...	...	14	0
16	E1 52	Hardened Ring	...	...	...	...	...	...	...	...	...	...	2	6
17	E1 54	Ball Cage and Rivets	...	...	...	...	...	...	...	...	...	...	2	0
18	E1 58	Balls (set of 58)	...	...	...	...	...	...	...	...	...	...	1	0
19	E1 80	Corks (set—5 medium 10 large)	...	...	...	...	...	...	...	...	...	...	1	3
20	F1 69	Clutch Centre (Shock Absorber Only)	...	...	...	...	...	...	...	...	...	...	10	0
21	F1 70	Rubber Segments (Shock Absorber Only)	...	...	...	...	...	...	...	...	...	...	2	0
22	G 71	Rubber Retaining Washer (Shock Absorber Only)	...	...	...	...	...	...	...	...	...	...	2	6
23	E1 56	Distance Tubes (Shock Absorber Only)	...	...	...	...	...	...	...	...	...	...	1	0
24	F1 75	Intermediate Plate	...	...	...	...	...	...	...	...	...	...	4	0
25	E1 59	Cork Insert Plate	...	...	...	...	...	...	...	...	...	...	4	6
26	Ex-E1 59	Cork Inserts (Set—24)	...	...	...	...	...	...	...	...	...	...	1	3
27	HJ 66B	Push Rod End Piece	...	...	...	...	...	...	...	...	...	...	6	
28	F1 77	Front Plate	...	...	...	...	...	...	...	...	...	...	5	0
29	F1 78	Clutch Springs (3 off)	...	...	...	...	...	...	...	...	...	...	4	
30	G 79	Clutch Cap (now replaced by 3 spring retaining washers, 1d. each)	...	...	...	...	...	...	...	...	...	...	3	0
31	F1 80	Screws for Clutch Springs (3 off)	...	...	...	...	...	...	...	...	...	...	3	
		Clutch Complete	...	...	...	...	...	...	...	...	...	...	50	0
32	G 87	Quadrant	...	...	...	...	...	...	...	...	...	...	4	0
33	G 88A	Quadrant Bolt, Long	...	...	...	...	...	...	...	...	...	...	6	
34	G 88B	Quadrant Bolt, Short	...	...	...	...	...	...	...	...	...	...	3	
35	G 89	Quadrant Distance Piece	...	...	...	...	...	...	...	...	...	...	3	
36	G 90	Quadrant Spring Washer	...	...	...	...	...	...	...	...	...	...	3	
37	G 93	Yoke Ends for Control Rod (2 off)	...	...	...	...	...	...	...	...	...	...	9	
38	G 96	Cotter and Split Pin (2 off)	...	...	...	...	...	...	...	...	...	...	3	
39	G 92	Control Rod and Nuts	...	...	...	...	...	...	...	...	...	...	1	6
40	G 91	Change Speed Lever	...	...	...	...	...	...	...	...	...	...	3	0
41	G 91A	Change Speed Lever Knob	...	...	...	...	...	...	...	...	...	...	1	0
	E153/DP/80	Clutch Sprocket 80T $\frac{3}{8}" \times \frac{7}{32}"$ Two Plate	...	...	...	...	...	...	...	...	...	...	1	1
	E153/DP/B	Clutch Sprocket Blank, Two Plate	...	...	...	...	...	...	...	...	...	...	12	0
	E153/SP/B	Clutch Sprocket Blank, Single Plate	...	...	...	...	...	...	...	...	...	...	12	0

Hints to Users of Albion Gear Boxes.

CLUTCH. This may be of cork inserts or of fabric. In either case there should be $\frac{1}{32}$ " to $\frac{1}{16}$ " play between the push pin in the clutch lever and the end of the push rod. In no circumstances should the clutch be regarded as an infinitely variable gear.

**DO NOT SLIP YOUR CLUTCH TO GET UP
THAT HILL IN TOP. CHANGE DOWN.
THAT IS WHY THE GEAR BOX IS THERE.**

The clutch will settle down a bit when new or after recorking, therefore watch the clutch adjustment especially during this period. At all times maintain the clearance between push pin and push rod. If the ends are allowed to come into contact they will hold the clutch partially out of engagement, this is progressive, and in a very short time the corks will be burnt out or the fabric glazed.

When new inserts are required, the plates should be returned to the works, as the faces have to be ground flat and true.

ADJUSTMENTS. Do not run the chains too tight. Tight chains mean heavily stressed bearings. There should be about $\frac{3}{8}$ " up and down play in the middle of the run at the tightest spot. Wheels should be turned and the movement tried in several places. Always check for tightness after locking down all bolts and nuts.

After adjusting the chains (this only applies to side tank control models when the gear box has been moved) check over the positions of the gear lever in the quadrant for the various gears. Adjust the gear rod up or down, as is necessary, by disconnecting the yoke end and screwing or unscrewing until the hole in the yoke end lines up exactly with the hole in the lever when in one of the middle gears.

If difficulty is found in changing gear, make sure that the clutch is freeing and that there is no drag. Clutch drag is the chief cause of "sticky" gear changing. Clutch drag is usually due to unequal spring pressure.

With the three spring type no adjustment is provided, and inequalities are balanced by changing over the springs for others.

After considerable wear clutch drag may be caused through a worn drum or worn tongues on the friction plates, these should be replaced.

No attempt should be made to force a gear into engagement when the machine is stationery, as damage in some form is almost sure to result. The machine should be moved backwards and forwards until the gear moves in easily.

LUBRICATION.—We specially recommend the following :

	WAKE-FIELD	VACUUM	SHELL	B.P.	ESSO
Home ...	Castrol XXL	Mobiloil "BB"	X100-40-	Energol SAE 40	Essolube 50
Overseas	Castrol XXL	Mobiloil "BB"	X-100-40	Energol SAE 40	Essolube 50

All outside connections, yoke ends, etc., should be oiled at least monthly, and a dab of grease should be put on the end of the push rod where the push pin in the clutch lever makes contact. A Tecalet nipple is fitted in the end of the foot change lever fulcrum pin for regular greasing.

The gearbox is charged with oil and light grease on leaving the works. Too much grease tends to block the oil ways cut in the shafts and gears, and therefore oil is recommended for topping up. If, however, the box has been completely dismantled and washed out, a mixture of 50% light grease and 50% oil is recommended.

The foot change mechanism is packed with grease before leaving the works, and need not be touched for at least 12 months.

To pack more grease in proceed in the following order: (1) Remove lever by unscrewing pinch pin and drawing off the splines, (2) disconnect clutch cable, (3) remove gear indicator by unscrewing the bolt holding it, (4) unscrew round-headed screwdriver slotted pins and lift off the cover. Put on the grease and re-assemble.

The clutch sprocket runs on ball bearings when free, and a little oil should be run in occasionally.

Hard clutch operation is usually due to sharp bends in the cable, these should be smoothed out, and also a little oil injected into the cable.

DISMANTLING. The clutch must first be taken off. The three bolts (F1 80) are removed, and the clutch cap (F1 79) lifted clear; springs (F1 78), distance tubes (E1 56), clutch plates (F1 75, E1 59) rubber retaining washer (E1 55), and sprocket assembly (E1 53) can now be removed in turn. The mainshaft holding-on nut (HJ 55) is now exposed, and this should be unscrewed a few turns (RH thread) and the end tapped with a mallet; this loosens the clutch centre (F1 69) on the splines, and allows the clutch back plate assembly (F1 68) to be drawn off after the removal of the nut

Turning to the cover end of the gear box (for the hand change box) take out the two bolts (HJ 41) holding the bearing cap (HJ 40) in position, and remove complete with clutch lever (E1 41).

The mainshaft nut (HJ 56) is LEFT HAND, and must therefore be unscrewed in a clockwise direction, followed by the oil thrower, (HJ 71). The cover bolts (HJ 54) should now be withdrawn, together with the selector plunger box (H 64) and the cover (HJ 1) lifted off. Do not prize the cover off by means of a screwdriver or similar tool, as this will destroy the joint and cause oil leaks. A gentle tap on the clutch end of the mainshaft will free it. The kick starter mechanism comes away with the cover. The mainshaft (HJ 7) can now be withdrawn, followed by the layshaft (HJ 13) layshaft gears (HJ 17-20) mainshaft sliding gears (HJ 11) and fork (HJ 34) in one block.

The final drive sprocket (E1 33) is fixed on the mainshaft sleeve (HJ 8) by splines, and locked down with a nut (HJ 120) with a grub screw (H 51) preventing the latter from unscrewing.

With the removal of the final drive sprocket, the mainshaft sleeve can be taken out, and with it the mainshaft low gear pinion (HJ 12) and the tin washer (F1 4a).

To remove the reverse pinion (HJR 83) in the model HJR box, unscrew the reverse pinion shaft (HJR 80)—left hand thread.

ENCLOSED TYPE FOOT CHANGE. Remove the cap (HJ 1a-35) as for greasing. This discloses two nuts (H 113) holding down the stop plate and spring retainer (FC 42). Remove these and lift the plate clear. The centre ratchet (HJ FC 4-35) can now be drawn off the squared operator shaft (HJ FC 47). The male control ratchet (FC 1-35) control plate (FC 53) and pawl plate spring (FC 51) are now taken out. Remove the nut (FC49a) on the end of the fulcrum pin, (FC 49) and take off the short control lever (FC48) with the lever return spring (FC52). Under the lever will be found a hexagon headed screw; this is one of the cover bolts, and must be removed before the cover can be taken off. The adjuster plate (FC41) should not be touched, as this is set in position before leaving the works, and any alteration here will cause difficulty in selecting the gears. Dismantle the remainder of the box as above.

RE-ASSEMBLING. Place the felt washer (F1 3) and dished washer (F1 4) in the main bearing housing with the dish away from the ball race, then press the large ball race (F1 5) into position. Place the mainshaft sleeve pinion (HJ 12) and the thin washer (F1 4a) on the sleeve (HJ8) with the dish of the tin washer towards the ball race. Put the screwed end of the sleeve through the ball race and place the final drive sprocket on the splines from the outside of the gearbox. Secure with the locknut and the locking screw.

Fit the inside operator (HJ 33) into the case with either an anchor pin (HJ 36) and an inside operator bush (EJ 14) or, in the

case of the foot change and front control, two anchor pins. Make sure that the operator is quite free and the vee-slots move central to the plunger box hole.

Assemble the layshaft and see that the mainshaft sliding gear (HJ 11) is free to slide on the sleeve, then fit the assembled layshaft with the operator fork (HJ 34) in position between the mainshaft sliding gear and the layshaft sliding gears (HJ 18 and 19). Locate the pegs of the selector fork in the slots of the inside operator and ease the assembly into the box. Now make sure that all these parts are operating easily with no undue friction. Fit the mainshaft high gear pinion (HJ 9) on the mainshaft and insert in the mainshaft sleeve, giving a liberal coating of oil, then fit the end cover carrying the small ball race (F1 6), the kick starter shaft assembly and the operator shaft. Place the recessed oil return washer (HJ 71) (recess away from ball race) on the end of the mainshaft and screw on the left hand nut (HJ 56). Lightly tighten down the plunger box (H 61) first, with the plunger (H 62) and spring (H 63) in position; the plain portion above the thread serves as a locating dowel. Make sure that the plunger engages in the vee-slots on the inside operator and doesn't twist and ride over them. The ball end of the inside operator arm should be located in the spoon attached to the operating lever. The latter applies only to the foot change and front control boxes.

It should now be possible to revolve the shafts and gears in all gear positions and neutral.

The clutch can now be fitted after the push rod end piece (HJ 66b) has been inserted, also the push rod, bearing cap and clutch lever, followed by the kick starter spring (E1 37) and spring cover (E1 38). The spring tension should be between $\frac{1}{4}$ and $\frac{1}{2}$ turn when the K S. Crank (G 42) is up against the stop. The desired tension may be obtained by locating the 'tail' of the spring in one of the slots in the spring cap. The kick start distance tube (HJ 21a) and kick start crank can then be fitted.

RE-ASSEMBLY OF FOOT CHANGE. The adjuster plate should be fitted first if this has been removed. Do not tighten the adjuster plate pins (FC 43) which hold this plate in position. Next fit the fulcrum pin, short control lever and spring; the ends of the spring should fit round the 'lip' on the adjuster plate. Fit the control plate with the male control ratchet assembled in position, followed by the female control ratchet, which fits on the square operator shaft. Rotate the adjuster plate slightly until the teeth on the male ratchet engage the slots on both sides of the female ratchet when the short control lever (FC 49) is moved for changing up or down in 2nd and 3rd gear. Tighten up the adjuster plate pins. The stop plate and spring retainer can now be placed on and fastened down with the two $\frac{1}{4}$ nuts. It may be necessary to file the stop plate slightly, if a new

one is being fitted, in order to engage the gear before the control plate bush comes into contact with the stops. Care should be taken not to file away too much as this would allow the gears to be taken past the correct gear.

If all has been made to operate up to this point, grease the foot change mechanism and fit the cap (HJ FC 1a.35) outer bush for operator (FC 50) gear indicator (FC 56) recessed washer (FC 7) and operator shaft securing pin (FC 24). Lastly fit the gear change foot lever to the desired position.

In all correspondence please state the prefixed letter and number stamped on the gearbox cover.

When ordering gears and sprockets state the number of teeth required, and in the case of sprockets, state chain size. The following final drive sprockets are available.

$\frac{1}{2}" \times .205"$	15T	17T	18T	19T		
$\frac{1}{2}" \times .305"$	12T	13T	15T	17T	18T	19T
$\frac{5}{8}" \times \frac{3}{8}"$	15T	16T	18T			

A gear ratio chart may be obtained on application.

The firms mentioned below are our Official Stockists.
and carry a range of Spares for Albion Gear Boxes

- LONDON—Messrs. TURNERS STORES,
85 Goldhawk Road, Shepherds Bush, W.12
Messrs. KAYS of Ealing Ltd.,
8-10 Bond Street, Ealing, W.5.
Messrs. JAMES GROSE Ltd.,
379-381 Euston Road, N.W.1.
Messrs. F. H. BRACKPOOL,
228 Stanstead Road, Forest Hill, S.E.23.
Messrs. GLANFIELD LAWRENCE (London), Ltd.,
230 Tottenham Court Road, W.1.
Messrs. PUTNEY AUTOS Ltd.,
263 Putney Bridge Road, Putney, S.W.15
Messrs. E. E. ATKINSON,
415-417 Barking Rd., East Ham.
Messrs. GODFREYS Ltd.,
366-368 Euston Road, N.W.1.
234 London Road, West Croydon
Messrs. ERIC KENNARD & Co.,
Dollis Mews, Dollis Park, Church End, N.
Messrs. MARBLE ARCH MOTOR SUPPLIES Ltd.,
286 Camberwell Road, S.E.5
Messrs. PRIDE AND CLARKE Ltd.,
Stockwell Road, S.W.9
Messrs. CLAUDE RYE Ltd.,
897-921 Fulham Road, S.W.16.
Messrs. CROSSLAND MOTORS,
833 High Road, Tottenham, N.17
Messrs. O'NEILL BROS.,
190 West Hendon Broadway, N.W.
Messrs. E. S. MOTORS,
323 High Street, Chiswick, W.4.
- BELFAST—Messrs. JAMES OWENS, 206 Albert Bridge Road
- BIRMINGHAM—Messrs. PERCIVAL BROS. & WEBB Ltd
71 Snow Hill.
Messrs. PREMIER MOTOR Co. Ltd.
Aston Road, 6.
Messrs. CHAS. E. COPE AND SONS, Ltd
193 High Street, Dudley.
15 Upper Hagley Road, 17.
- BRADFORD—Messrs. D. & B. Motors, 230 Manningham Lane
- BRIGHTON—Messrs. REDHILL MOTORS Ltd., 104 North Road.
- BRISTOL—Messrs. WAYCOTT BROS., 14 Old King Street. 1
- CARDIFF—Messrs. R. BEVAN, 31 Castle Street.
Messrs. CAR DISTRIBUTORS LTD.,
155 City Road.
- CHESTER—Messrs. MARSTONS (Chester) Ltd.,
26, 31 and 33 Bridge Street.
- CHELTENHAM—Messrs. A. WILLIAMS & Co.,
111 Portland Street
- COLCHESTER—Messrs. F. MEDCALFE & Co. Ltd., 6a-6b, Maidenburgh Street.
- COVENTRY—Messrs. A. HOLLAND, Hearsall Lane Corner
- DERBY—Messrs. W. H. JONES, Lower Dale Road,
- DONCASTER—Messrs. MILLNS & Co. Ltd., 9 High Street.
- EDINBURGH—Messrs. ALEXANDER & Co. Ltd., 77 Morrison Street.
- ENFIELD—Messrs. D. J. SHEPHERD & Co. Ltd., 436 Hertford Road.
- GLASGOW—Messrs. ALEXANDER & Co. Ltd., 264 Great Western Road C.4
- GRIMSBY—Messrs. J. R. COOK, 9 Old Market Place.
- GUILDFORD—Mr. E. PASCALL, 11 and 12 Woodbridge Rd., near G.P.O.
- HEADINGLEY—Messrs. W. MARSDEN (Leeds) Ltd.,
St. Michael's Lane. 6
- HULL—Messrs. JORDAN & Co. (Hull) Ltd., 93 Prospect Street.
Messrs. MILLS MOTOR SPARES SERVICE, 353 Anlaby Road
- HINCKLEY—Messrs. BRUCE LEWIN Ltd., 16 Stockwell Head.
- LEICESTER—Messrs. HAROLD PETTY & Co., 22 Halford Street.
- LUTON—Messrs. B. G. ENGLAND, 39 Dunstable Road.

MANCHESTER—Messrs. KEMPS VULCANISING Co. Ltd.,
50-52 Hardman Street, Deansgate.
Messrs. E. E. HORNER & SON,
150 Princess Road, Moss Side.
Messrs. ALEXANDERS' MOTOR STORES LTD.
42 City Road, Hulme.

MAIDSTONE—Messrs. REDHILL MOTORS. The Broadway

MIDDLESBROUGH—Messrs. A. S. GIBSON, 296 Lindthorpe Road

NEWCASTLE-ON-TYNE—Messrs. DENE MOTOR Co. Ltd.,
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NOTTINGHAM—Messrs. GAGG & SONS. 117 Alfreton Road

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NORWICH—Messrs R. O. CLARK, 2a Upper King Street.

PLYMOUTH—Messrs. P. PIKE & Co., Ltd., 46 Union Street, Stonehouse.

PULBOROUGH, Sussex—Messrs. GRAY & ROWSELL, Bury Gate.

READING—Messrs. FORTESQUE BROTHERS Ltd., 1 and 2 West Street.

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SALISBURY—Messrs. E. J. LONGMAN, 97 Fisherton Street

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SPALDING—Messrs. R. V. BURROWS, Powel Lane, Barton Seagrave, Kettering.

SOUTHPORT—Messrs. H. F. BROCKBANK, 62 King Street

STAINES—Messrs. GOLD STAR GARAGE. Drakes Meadow Estate, Gresham Road

STOKE-ON-TRENT—Messrs. BROADWAY MOTORS, Liverpool Road.

STROUD—Messrs. H. & L. MOTORS Ltd., Caincross.

TUNBRIDGE WELLS—Messrs. READ BROS.,
2, 4 & 6 Goods Station Road.

TWICKENHAM—Messrs. C. A. BLAY, 192 Heath Road

WOLVERHAMPTON—Messrs. MOTORITIES Ltd., Vane Street
Messrs. CHAS. E. COPE & SONS Ltd., 168 Stratford Road

OVERSEAS AGENTS (from whom spares may be obtained).

AUSTRALIA—Messrs. CASHMORE & RUSSELL,
Melbourne House, 360 Post Office Place West, Melbourne
Also—352 Kent Street, Sydney.

NEW ZEALAND—Messrs. GEORGE STOCK Ltd.,
C.M.L. Buildings, Customhouse Quay, Wellington, C.I.

SOUTH AFRICA—Messrs. H. E. A. SMITH, & SEALS (Pty) Ltd.
207-8-9 Zygmarsh House, 27 Kruis Street, Johannesburg.

BELGIUM—Messrs. J. MONGE, 26 Rue des Combattants, La Hulpe

AUSTRIA—Messrs. KARL BASCH, Schottenring, Vienna.

DENMARK—Messrs. STEVNS & Co., Krystalgade. 3, Kobenhavn

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