

Francis-Barnett

HINTS & SPARES

FOR

1933 MODELS

Ensure Prompt Service

by following the simple suggestions
made on page 14

MANUFACTURERS :

FRANCIS & BARNETT, Ltd.,
LOWER FORD STREET,
COVENTRY.

Telephone : 3054.

Telegrams : "Franbar, Coventry."

PRICE, - - 6d.

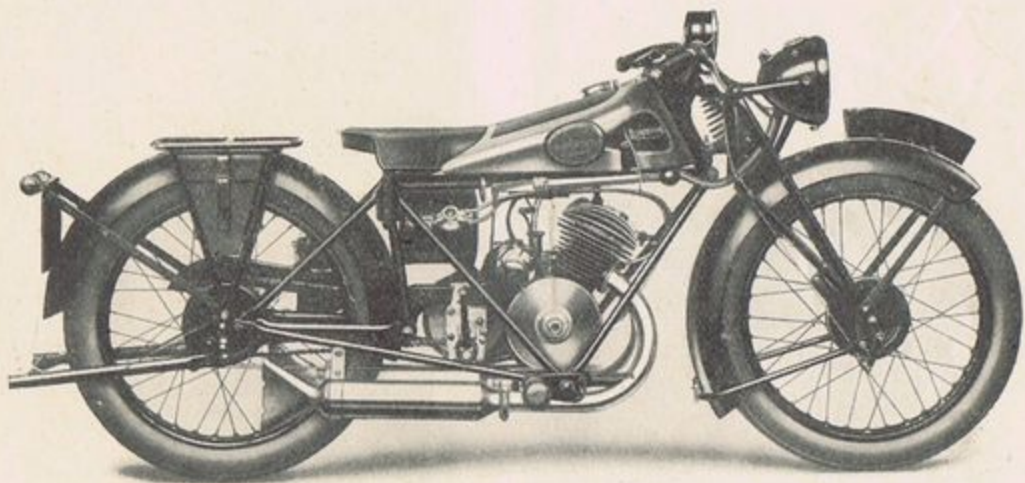
barnstoppers.co.nz

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RECOMMENDED OILS.

For all models we recommend the use of any of the following brands of oil :—

"CASTROL XL" made by C. C. Wakefield & Co. Ltd.

"MOBILOIL D" " " Vacuum Oil Co. Ltd.

"AEROSHELL" " " Shell-Mex & B.P. Ltd.

FRANCIS & BARNETT LTD.

1933 MODELS.

- " LAPWING 27 " ... 148 c.c. Engine ; Flywheel Magneto Ignition ; Direct Electric Lighting Set ; Petroil Lubrication ; 4 in. Brakes.
- " LAPWING 28 " ... 148 c.c. Engine ; Coil Ignition ; 6v. Dynamo Lighting Set ; Petroil Lubrication ; 4 in. Brakes.
- " BLACK HAWK 29 " 196 c.c. Engine ; Flywheel Magneto Ignition ; Direct Electric Lighting Set ; Petroil Lubrication ; 5 in. Brakes.
- " BLACK HAWK 30 " 196 c.c. Engine ; Coil Ignition ; 6v. Dynamo Lighting Set ; Petroil Lubrication ; 5 in. Brakes.
- " FALCON 31 " ... 196 c.c. Super Sports Engine ; Coil Ignition ; 6v. Dynamo Lighting Set (36 watt) ; Automatic Lubrication ; 5 in. Brakes.

All references to the various Models in this book are by means of their numbers, i.e., Model 27, Model 28, etc.

CONTROLS.

CARBURETTER.—The Villiers Automatic Carburetter is fitted to all models. The throttle is controlled by the twist grip (opening inwards) and the small lever mounted on the handlebar controls the variable jet needle. For starting from cold a rich mixture is advantageous, and the required setting is obtained by moving the small lever to the position marked " Rich." Refer to paragraphs dealing with the carburetter under " General Hints " for further information on the use of the jet control lever.

RELEASE VALVE.—Operated by lifting the small trigger lever on the left of the handlebar.

BRAKES.—The rear brake is applied by means of the foot pedal beside the right footrest, and the front brake by lifting the lever on the right of the handlebar.

GEAR CONTROL.—Low gear is engaged with the gear lever in the bottom position, middle gear midway, and high gear with the lever in the uppermost position. Neutral is between low and middle gear positions.

CLUTCH.—The clutch is disengaged by lifting the longer lever on the left of the handlebar. When this lever is raised, the clutch, which is normally kept in engagement by strong springs, is released. This allows the engine to run free while the gears are engaged. The clutch lever must always be returned to its normal position gradually.

RUNNING HINTS.

PETROIL MIXTURE : Models 27, 28, 29 and 30.—When the machine first comes into the rider's hands, it will be ready for the road. Fill up the tank with a mixture of 1 part of oil to 16 parts of petrol (i.e., half-a-pint to one gallon). For convenience on some occasions, a measure is attached to the filler cap—four measures to one gallon. Preferably see that the oil and petrol are well mixed before putting it into the tank. If this is not convenient, put the petrol into the tank first, and take care to turn off the petrol tap before pouring in the oil. This precaution prevents any oil getting into the petrol pipe and choking it. Give the machine a shake from side to side, two or three times to mix the petrol and oil when filling in this manner. We recommend the use of Wakefield's Castrol XL. Oil.

STARTING.—Turn on petrol, and flood carburetter by depressing small plunger on top of float chamber ; open throttle lever or twist grip about a quarter way. Push machine off stand and make certain that gear lever is in neutral position. On Models 28, 30 and 31, which have coil ignition, switch on ignition. Stand over machine, and with the release valve lever raised, sharply depress the kick-starter the full length of its travel, dropping the release valve lever towards the end of the stroke. If engine does not fire, repeat the process. Note carefully, if the machine does not start after the first half-dozen kicks or so, it is advisable to close the throttle and turn the engine over several times, with the release valve lifted. This will clear the engine of too rich a mixture, which is very probably the reason it will not start. Such circumstances arise very often until the novice has acquired the knack of starting, and he does not realise that the more he kicks, the less chance there is of the engine starting, as it has been choked, and eventually the crank-case will be partially filled with neat petrol. **Care must be taken not to make the mixture too rich. One flooding is generally sufficient.** With engine running, raise the clutch lever to full extent of its travel, push the gear lever into low position, moving the machine slowly forward until the gears are felt to engage, gradually release the clutch lever and the engine will take up the drive. Should the clutch be let in too quickly the engine will stop. A little practice may be required to start the engine from rest without jerks.

GEARS.—Novices are recommended to drive the machine slowly in bottom gear (for short distances only, of course) whilst making themselves familiar with the clutch and throttle levers and brakes. This is best done by bringing the machine to rest and re-starting, by a gradual engagement of the clutch, several times. When this can be performed without stopping or racing the engine, speed should be increased slightly and a change to the next gear made. Raise the clutch lever and move the gear lever to the required position. The

clutch lever must then be gently released while the throttle lever may require to be opened slightly to take up the drive on the higher gear.

The change from a high to a lower gear is made in a similar manner. The novice will probably require a little practice before being able to change gear with ease and certainty, but the control is very light and simple and will be found to present little difficulty.

To stop the machine, close the throttle, lift the clutch, apply brakes, and place gear lever in neutral position.

On Models 28, 30 and 31, **switch off ignition immediately the engine is stopped** or battery will be run down.

In traffic it is always advantageous to engage the lower gears ; this will permit sweeter running of the machine and better acceleration when circumstances permit. Transmission snatch means needless wear ; judicious use of gears and clutch will prevent it. Do not climb gradients of undue severity in top gear ; use your lower gears and save your engine.

LUBRICATION : MODEL 31.—The lubrication on the Model 31 is automatic, variations in the crankcase pressure being utilised to supply the engine with oil according to its requirements and crankcase suction to distribute the oil to the piston and bearings.

A sight feed indicator is fitted in the top of the oil tank, and a regulating screw is provided for varying the supply of oil. When the machine leaves the works this is correctly set. **The correct setting has been obtained when a faint blue haze of smoke issues from the exhaust pipe**, as the machine is running normally in top gear on a level road. The sight feed is provided to ascertain if oil is flowing and not to gauge the quantity.

The lubricators on new machines are adjusted so as to provide a liberal supply of oil, which is essential during the "running-in" period. The supply should not be reduced during the first 500 miles. Afterwards it may be reduced, but by not more than about half a turn of the regulating screw. Always err on the side of liberality. An insufficient supply of oil means a cylinder and piston ruined as a result of piston seizure, if nothing worse. It is a good plan to add a small quantity of engine oil to the petrol while the engine is new, say half a teacupful to a gallon.

Remember that if the machine is being driven in exceptionally hilly country, necessitating the continual use of the lower gears, the engine will require more oil. The same applies when the machine is being driven for any distance at high speed. Unscrew the regulator a half turn or so when such conditions exist. Do not forget that extreme climatic conditions cause variations in the viscosity of the oil. In

cold weather it is occasionally necessary to unscrew the regulator an extra half turn to enable the usual supply of oil to be fed to the engine. Alternatively, the regulator may have to be screwed down slightly in hot weather, the oil flowing more freely.

It is important there should be no leaks at the filler cap and oil pipe unions. **The oil tank must be airtight** to enable pressure to be maintained, and upon this depends the correct functioning of the automatic lubrication. See that the filler cap is screwed tight after refilling.

We recommend the use of Wakefield's Castrol XL. Grade Oil for all models. Castrol XXL. Oil can be used with advantage during the summer for the Model 31.

Do not fill above the bottom of filler spout, or oil will syphon through the indicator. It is advisable to have the machine on its stand when filling oil tank, as if it is leaning to the right—as might be the case when propped on foot-rest against a kerbstone—it is easy to overfill.

GENERAL HINTS.

IMPORTANT.—It is advisable occasionally, and particularly after the machine has covered its first 200 miles on the road, to see that all nuts are secure. Go over the machine and ensure this.

TYRES.—These are Dunlop 25"×3.00", mounted on well base rims. It is important that the tyres be kept at the correct pressure. For a rider of normal weight—say 10 to 12 stones—the correct pressures for front and rear tyres are 16 and 21 pounds per square inch respectively.

It is advisable to check these pressures frequently by means of a Schrader Valve Gauge.

CARBURETTER.—The carburetter will require very little attention, an occasional clean-out of the float chamber being all that is necessary. If the carburetter suddenly starts flooding it is probably caused by dirt on the needle valve seating, which can be cleaned by detaching the float chamber and petrol pipe. If the float chamber will not fill with petrol immediately the petrol tap is turned on, detach petrol pipe and examine the gauze in the carburetter inlet passage. This may have become choked by dirt. Also see that the petrol pipe is clear by blowing through it.

Starting : Close the top lever to position marked "rich." Enriching the mixture in this manner is only necessary when the engine is cold. After engine has warmed up, the mixture should be weakened as much as is consistent with good running by opening top control

lever towards position marked "weak." The best position for even running will quickly be found by a little use. The carburetter should **not** be flooded when restarting a warm engine.

Dismantling : The carburetter should be detached from the engine for dismantling. Remove throttle, turn carburetter upside down and unscrew bottom nut. Take off fibre washer, lift cup (or float chamber) and float, lift out fuel needle ; remove large fibre washer and unscrew compensating tubes from outside of carburetter at side. The centre with jet piece will now drop out. **Do not unscrew jet from centrepiece.**

Assembling : First see that every part is clean. Place centre in position with fibre washer under the head and screw compensating tubes in gently. Replace large fibre washer. Place in position fuel needle, float, cup and fibre washer. Then screw on bottom nut, and tighten same with spanner, but do not use too much force.

Loss of Power : Too rich a mixture will easily cause this. At speeds over 10 m.p.h. (under load) the engine should two-stroke evenly. If it does not, the mixture should be weakened by adjustment of the jet needle control. Further adjustment is effected by screwing in the adjuster provided on the handlebar control.

If further information or hints on tuning carburetter are required, a leaflet issued by the makers can be obtained on application.

CHAINS.—Chains will probably require adjusting before the completion of the first 250 miles, owing to the initial stretching which takes place in new chains. To adjust chains proceed as follows :—

Front Chain : Slacken the two main gearbox nuts. Move the gearbox back by means of gearbox adjuster until the chain is correctly tensioned, and retighten nuts.

Rear Chain : Adjustment is effected by means of adjusters on the rear fork ends. Slacken bolt holding brake anchor plate, both nuts on wheel spindle, and adjust by turning the nuts on the adjusters. The adjuster nuts must be rotated the same number of turns each in the same direction of rotation (to keep rear wheel in alignment) until the chain has correct tension.

Dynamo Chain : Working from flywheel side, slacken the bolt in the clip (on the top of dynamo) and rotate dynamo clockwise to tighten chain, keeping dynamo pressed towards chain side.

Ignition timing should be checked after adjusting dynamo chain. Rotating dynamo body to adjust driving chain will make small alteration in ignition timing. Remove contact breaker cover and a small

screw will be seen in a slot, fixing contact breaker back-plate into position, loosen screw and move plate in a clockwise direction. Remove sparking plug and turn crankshaft to top of stroke and then move it **backwards** until piston is $\frac{5}{16}$ " before top dead centre. Rotate back plate anti-clockwise until contact breaker points are just opening and then tighten locking screws.

Important : The chains must not be taut. On front and rear chains allow about half an inch of vertical movement midway between the sprockets. On dynamo chain allow three-eighths of an inch movement. Test the chain at various positions of the sprockets when adjusting.

Front Chain Guard : If it is necessary to remove the front chain guard on the Model 31, the carburetter and induction pipe must be first taken off.

Chain Lubricator : When the exhaust pipes are removed (for decarbonisation of engine) it is a good plan to push a piece of wire through the chain lubricator pipe to clear any obstruction due to the formation of carbon in the exhaust pipe.

WHEELS.—To remove **front wheel**, place the machine on the front stand, uncouple brake cable by removing the cotter and pin, and remove bolt holding brake anchor plate. Slacken main spindle nut, when the wheel can be withdrawn from the slotted fork end. To remove **rear wheel** first, take off chain by means of spring link provided, unscrew brake rod adjusting nut, remove anchor plate bolt, and slacken main spindle nut. Pull wheel back until it leaves the fork ends. It can then easily be withdrawn from the left hand side.

Periodic use of the grease gun is all the attention wheel bearings require, with the exception of adjustment when necessary. This is achieved by first unlocking the lock nut which secures the adjusting cone, and turning the cone to the right until the wheel rotates freely but has no lateral play. **Great care must be taken to see that the bearings are not adjusted too tightly.**

If the bearings are removed from the hub, they **must** be replaced with the adjusting cone on the near side.

CONTROLS.—Lubricate all controls, wires, brake connections, etc., with engine oil by means of an oilcan every 1,000 miles, in order to ensure at all times complete control of the machine. Any small pieces of control cable that are exposed should be smeared with grease. All control levers should be lubricated from time to time, but excessive use of oil on levers should be avoided as it will run down them, making them unpleasant to hold.

FORK.—To tighten **Top Link Rear Pin**, slacken nut and screw the bolt clockwise. Re-lock nut.

To adjust **Shock Absorbers**, slacken both small nuts on the **near side**, and tighten or slacken larger nuts outside plates (on same side). Re-lock both nuts.

To adjust **Bottom Links**, slacken both lock nuts on Link Pin : turn small square **anti-clockwise to tighten** or **clockwise to Slacken**. Tighten lock nuts.

Attention to fork bearings is important, and periodical use of the grease gun should not be overlooked.

GEARBOX.—The gearbox will require lubricating approximately every 500 miles with a small quantity of thick oil. Engine oil can be used for this purpose.

CLUTCH.—If unable to declutch with hand lever, the Bowden wire has probably stretched, and will require adjustment. Adjustment is provided by the screw at the gearbox end of the clutch cable casing. Care should be taken to leave a little idle play in the clutch control lever, or the clutch will not transmit the power. On the other hand the clutch must be fully released or the gears may easily be damaged when changing.

STEERING HEAD.—The head is adjusted in the same way as the wheel bearings. Slack off locking nut at top of head and adjust cone with spanner provided.

DECARBONIZING.—Decarbonize the engine approximately every 2,000 miles, or before, if it develops a tendency to knock. Before removing the cylinder, thoroughly clean the engine, taking particular care round the cylinder base. Remove the sparking plug, exhaust pipe, release valve, carburetter and oil pipes. Remove the four holding-down nuts. The cylinder now being free should be raised clear of the studs, and leaned towards the front down tubes, keeping the piston at its lowest position. Gently twist the cylinder backwards and forwards, lifting at the same time until it leaves the piston. Clean the cylinder head and exhaust port of carbon deposit. Remove the piston and clean underside as well as top. Piston rings should be examined to see they are free. If found to be sticking in the grooves they should be removed and both rings and grooves carefully scraped free of carbon deposit. Great care should be taken when removing rings, as they are liable to break if over-strained. **Replace piston with deflector to rear.** Before replacing the cylinder see that the rings are positioned correctly by the pegs. Cover piston

and cylinder walls with a thin film of oil after thoroughly cleaning off all dirt. See that the cylinder and crankcase faces are clean, the packing washer not torn, then gently ease cylinder over the piston, closing each ring with the fingers as it enters the cylinder. If the washer is broken a new one will be required. When fitting a new washer on the Model 31, see that oil holes are made in correct position. Makers' washers have these holes ready punched. Press cylinder on to base and tighten up cylinder nuts a little at a time. It is important that the nuts be evenly tightened, or the cylinder may be strained. **See that the silencers are clean and not choked with carbon internally—this is of vital importance.**

COMPRESSION.—The Compression should be sufficient to skid the rear wheel, with the gear lever in high position and release valve not raised. Loss of compression means loss of power, and should be corrected without delay. The points to suspect are piston rings (sticking), sparking plug and release valve washers, and cylinder head joint on the Model 31. Loss of compression will make starting and slow running difficult.

OVERHEATING.—May be due to defective, or unsuitable sparking plug, weak mixture, incorrect magneto timing, contact breaker points adjusted too close or carbonised engine, or choked silencer baffle.

FLYWHEEL MAGNETO—Models 27 and 29.—The magneto will require very little attention. See that the contact breaker mechanism is kept clean, and that the platinum points open approximately the thickness of a visiting card for a quarter of a revolution of the flywheel. Dirty or closed points cause difficult starting and jerky running of engine. The contact breaker can be examined by removal of the front of the flywheel cover.

If it is necessary to remove the flywheel, great care must be taken not to separate it from the armature plate. Both must be removed together and should be returned thus to the makers if any serious defect in the magneto is suspected.

While it is desirable that the flywheel and armature plate be not separated, if for some special reason, it is found necessary to take them apart, a piece of soft iron must be placed across the flywheel joining the two pole-shoes ; otherwise a certain amount of magnetic flux is lost, seriously weakening the magneto.

TIMING FLYWHEEL MAGNETO.—See that the taper hole of the flywheel and the taper of the engine shaft are perfectly clean and dry. With the armature plate in its correct position on the bush, push on

flywheel and secure with centre nut, which should be tightly locked. A large wrench should be used for this purpose, or preferably the special spanner, Part No. 1043 in Spares List, and a few sharp blows with a hammer should make the flywheel absolutely tight. The arrow on the flywheel must be in line with, and on the same side as the mark on the end of the engine shaft. The flywheel is withdrawn by unscrewing the double-purpose nut. It will be found that when these instructions are carried out, with the arrow on the flywheel vertical, and the piston at the top of its stroke, the contact breaker points are just open. Then revolving the flywheel clockwise until the contact breaker is behind the next opening of the flywheel, the points should be fully open ($\frac{1}{8}$ in.)

The points should be kept perfectly clean. This is best ensured by rubbing them with a piece of chamois leather.

TIMING COIL IGNITION CONTACT BREAKER : Models 28, 30, 31.—Remove chain cover, sparking plug and contact breaker cover. Loosen nut on dynamo shaft and draw sprocket from taper. Do not use unnecessary force or shaft may be damaged or carbon brushes cracked. Turn crankshaft until piston is at top of stroke, then move it **backwards** until piston is $\frac{5}{16}$ " before top dead centre. This can be measured through the sparking plug hole. Rotate dynamo shaft forward until contact breaker points are just opening. With chain in position, return sprocket to taper and tap lightly into place, taking care not to move either dynamo or engine shaft. Tighten lock nut and check timing.

ALTERNATIVE METHOD.—Remove chain cover and sparking plug. Loosen nut on dynamo shaft and draw sprocket from taper. Do not use unnecessary force or shaft may be damaged or carbon brushes cracked. Turn crankshaft until piston is at top of stroke, then move it **backwards** until piston is $\frac{5}{16}$ " before top dead centre. This can be measured through the sparking plug hole. Switch on ignition and rotate dynamo shaft forward until light in warning lamp just goes out. With chain in position return sprocket to taper and tap lightly into place, taking care not to move either dynamo or engine shaft. Tighten lock-nut and check timing.

SPARKING PLUG.—A little regular attention to the sparking plug will help to ensure that the maximum efficiency is obtained from your engine. During the early part of the engine's life, due to the necessity of liberal lubrication, a fair amount of oil is likely to reach the combustion chamber and the interior of the plug. This will result in the plug becoming fouled up, and it must be taken to pieces and thoroughly cleaned. The insulation should be wiped with a rag soaked in petrol, but should not be scraped unless the carbon is

caked hard, and then only with great care to avoid damaging the insulator. Metal parts can either be wiped with a rag or soaked in petrol, washed in paraffin or scraped.

When taking the plug to pieces it is important that the metal case should not be distorted. If the hexagon of the metal body of the plug is held in a vice, the vice must not be screwed up so as to clamp it, but just sufficiently tight to prevent it from turning. After cleaning, and before screwing the plug together again, the surface of the points should be rubbed over with a piece of smooth emery paper, and it is also advisable to see that there is no grit in the joint between the insulator and the metal body, as otherwise it will be difficult to make the plug gas-tight. After assembling, the spark gaps should be adjusted to .018" if the model is fitted with magneto ignition and .025" if fitted with coil ignition. (A gauge may be obtained free of charge on application to the makers of the plugs fitted to our machines, Messrs. Lodge Plugs, Ltd., Rugby, enclosing 1½d. to cover postage).

When the engine is thoroughly "run in" it is unlikely that the plug will require frequent cleaning, but the spark gaps will get gradually wider, and this throws an unnecessary strain on the magneto. It is therefore advisable occasionally to adjust the spark gaps by bending the earth or side electrodes towards the centre pin.

The most suitable type of plug is fitted to your engine as a result of careful tests, and it is advisable when renewing your plugs to see that the same model is obtained. In the case of sports machines, it is possible that they may be used under conditions for which the sparking plug fitted as standard equipment is hardly suitable; in this case special plugs may be obtained.

ELECTRIC LIGHTING SYSTEM—MODELS 27 and 29.

This system of direct lighting is very simple, and apart from the occasional replacement of the dry battery used in conjunction with the parking lights, should require no attention. For details of wiring and bulbs, reference should be made to the Villiers booklet supplied. It is **imperative** that the correct type of bulbs be used in both lamps.

ELECTRIC LIGHTING SYSTEM—MODELS 28, 30 and 31.

Full maintenance instructions, wiring diagrams, etc., are given in the Miller booklet supplied. It is recommended that the hints given be read carefully, as it is essential that the lighting set should receive the periodic attention required.

GENERAL.—Lubrication of the various bearings—wheels, fork, etc.—should not be forgotten. Periodic use of the grease gun on the fork

bearings is very necessary. A little oil worked into the brake cam bearings, at frequent intervals, will ensure smoother application and more progressive braking. Undue wear is caused by neglect of this important matter. Keep the wheel and head bearings properly adjusted.

We would emphasise the necessity for the maintenance of proper adjustment and lubrication of all the cycle bearings. We find from experience in repairs that neglect of these points is only too common and needless wear results.

Check all nuts occasionally for tightness.

Disconnect earth lead from battery before removing any electric horn or dynamo connections (Models 28, 30 and 31).

On the Model 31 do not reduce oil supply on account of any apparent excess immediately after starting. When the machine has been standing a certain amount of oil drains into the crankcase from the oil pipes. This is quickly dispersed when the engine has run for a minute or so.

The front brake yoke end is provided with two holes, so as to allow of a further adjustment additional to that provided by the adjuster.

A two-level petrol tap is fitted on all Models. To turn on to reserve petrol supply, move the small lever which projects from the side of the tap to position marked "R."



SPARE PARTS ORDERS.

NOTE.—When ordering spare parts it is always necessary to state the frame number, which will be found stamped on near side of the head of the machine. This should always be quoted in correspondence. State also Model and year of manufacture.

If gearbox parts are required, state the letters and number which will be found stamped on the gearbox cover. When ordering gear case or cover, it is essential that the old part is returned as pattern.

If engine parts are required, state also the letter and number stamped on the crankcase, below the cylinder joint.

If possible, the old parts should be sent as pattern, or if this is impossible, full specification of the machine should be given.

Repairs and spares must always be treated on a cash basis.

When spares are required, sufficient extra should be included in the remittance to cover the cost of postage. Stamps cannot be accepted for items over 1s. in value.

Unless otherwise instructed, spares will be sent by C.O.D. post when remittance does not accompany order. If too heavy or bulky for post, a pro-forma invoice will be submitted.

When making remittances by telegraph money order, the name and address of the sender **MUST** be included in the space provided on the Post Office requisition form for a private message from remitter to payee ; unless this is done, the Post Office does not give this information upon the telegram.

When sending parts for replacement, repair, or as pattern, the name and address of the sender should always be securely attached, and full instructions explaining what is required should be sent separately by post.

Old or worn-out parts sent as patterns are not returned unless specially asked for by the owner at the time of sending them to us.

Never forget to quote our invoice number in correspondence relating to Spares or Repairs.

The following Prices refer to Great Britain only.

The Prices for Overseas Countries vary in accordance with the Cost of Importation.

SPARE PARTS PRICE LIST.

(Subject to variation).

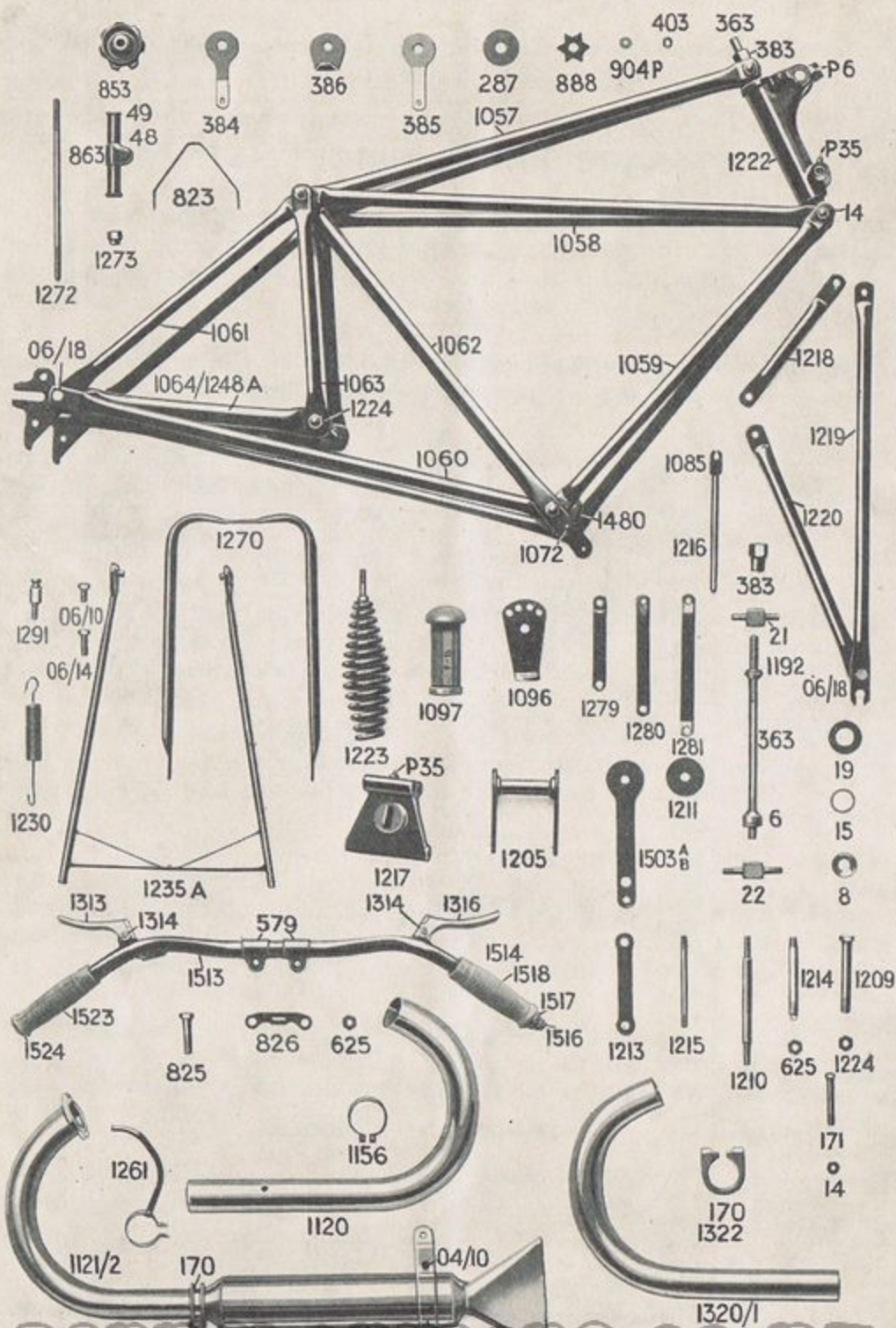
(An amount for approximate cost of carriage should be added).

For Engine, Magneto, Carburetter, and Electric Lighting Equipment,
See separate Makers' Spares Lists.

FRAME.

Models.	Part No.	Description.	Price.	
			£	s. d.
All Models	1057	Top Tubes (Marked A)	each	4 0
	1058	Tank " (" B)	"	4 0
	1059	Front Down Tubes (Marked C)	"	4 0
	1060	Bottom Stay Tubes (" D)	"	4 0
	1061	Rear Stay Tubes (" E)	"	3 6
	1062	Seat Tubes (" F)	"	4 0
	1063	Gearbox Stay Tubes (" L)	"	3 6
	1064/	Chain Stay, complete with Fork End		
	1248A	(Marked M)	"	6 6
	06/18	Rear Fork End Bolts	"	0 3
	14	" " " Nuts $\frac{3}{8}$ "	"	1
	48	Saddle Distance Tube	"	6
	49	" " " Cap	"	2
	1272	" Stud	"	6
	1273	" Sleeve Nut	"	6
	14	" Stud Nuts $\frac{3}{8}$ "	"	1
	905	" " Washer $\frac{3}{8}$ "	"	1
	1481	Engine Base Stud	"	1 6
	1224	" " " Nuts $\frac{1}{2}$ "	"	1
	907	" " " Washer $\frac{1}{2}$ "	"	1
31	1480	" " Lug	"	1 9
	1492	" Plate Studs	"	2
	14	" " " Nuts	"	1
	1096	Footrest Plates	"	1 6
	1097	" Rubbers	"	1 6
	1072	" Adjusting Peg	"	1
	All Models	STANDS AND CARRIERS.		
1235A		Rear Stand	each	8 6
1230		" " Spring	"	9
1490		" " Hinge Pins	"	3
1015		" " " " Nut $\frac{1}{16}$ "	"	1
1493		" " " " Washer	"	1

NOTE. Word your orders clearly, exactly as detailed above, and quote Frame Number of your machine.



BARNSTORNER'S.CO.NZ

Models.	Part No.	Description.	Price.	
			£	s. d.
	1249	Carrier	12	6
	06/14	" Bolts		3
	1291	Stand Spring Anchorage Bolt		3
	14	Carrier Bolt Nuts $\frac{3}{8}$ "		1
	1270	Front Stand	4	0
	06/10	" " Hinge Pins		3
	14	" " " Nuts $\frac{3}{8}$ "		1
	818	" " Wing Nut		6

STEERING HEAD AND FORKS.

	1222	Steering Head with Cups	12	6
	363	" " Spindle	2	0
	6	Fixed Cone	1	3
	1192	Adjusting Cone	1	3
	8	Ball Cups	1	0
	909	$\frac{1}{2}$ " dia. Balls		6
	21	Top Anchorage	1	9
	22	Bottom Anchorage	1	9
	14	Anchorage Nuts $\frac{3}{8}$ "		1
	19	Dust Washers, Top		4
	15	" " Bottom		4
All Models	1205	Fork Link, top (Assembly)	7	6
	1213	" " bottom	1	0
	1223	Fork Spring	6	6
	1217	" " Plate	4	6
	1215	" " " Pin		6
	1221	Fork Spring Plate Nuts		1
	14	" " " Pin Nuts $\frac{3}{8}$ "		1
	1212A	Fork Side Plate R.H.	1	3
	1212B	" " " L.H.	1	3
	1209	Top Link Bolt		6
	1224	" " " Nuts $\frac{1}{2}$ "		1
	1210	Fork Link Pin top		9
	1214	" " " bottom		6
	14	" " " Nuts $\frac{3}{8}$ "		1
	1224	" " " " $\frac{1}{2}$ "		1
383	Head Sleeve Nut		6	
1211	Fork Washers (Fibre)		3	
1219	" Tubes Front (Marked W)	4	0	
1220	" " Rear (" V)	4	0	
1218	" " Girder (" U)	2	0	
06/18	" " Bolts		3	
1216	" Spring Plate Stud		4	
1085	" " " " Head	1	0	
14	" " " " Nuts		1	
826	" Stop Plate		3	
— 28 — 30 31	1280	Headlamp Bracket top		3
— 28 — 30 31	1281	" " bottom		3
27 — 29 — —	1279	" " top		3
27 — 29 — —	1280	" " bottom		3
All Models	911	Transfers (Patent)		1
	P6	Grease Gun Nipples		3
	P35	Cranked Grease Gun Nipples		8

NOTE.—Word your orders clearly, exactly as detailed above, and quote Frame Number of your machine.

STEERING DAMPER PARTS.

Models.	Part No.	Description.	Price.		
			£	s.	d.
	384	Steering Damper Plate top	each	1	6
	385	" " " bottom	"	1	6
	386	" " " moving	"	1	6
	287	" " Friction Discs	"	4	
	888	" " Star Washer	"	3	
	853	" " Knob	"	2	0
	403	" " Dome Nut	"	4	
	904P	Flat Washer ($\frac{1}{4}$ " Plated)	"	1	

HANDLEBAR AND CONTROLS.

	1513	Handlebar complete with Lever Saddles, and Twist Grip Adapter	each	10	0
	579	Handlebar Clips	"	8	
	825	" Clip Bolts	"	9	
	625	" " " Nuts $\frac{7}{16}$ "	"	1	
	1310	Compression Release Trigger Lever	"	1	0
	1311	" " Lever Fulcrum Pin and Nut	"	3	
	1312	" " Lever Cable Stop	"	1	
	1298	" " " Outer Casing	"	2	0
	1299	" " " Inner Cable	"	9	
All Models	1313	Clutch Lever	"	1	0
	1314	" " Fulcrum Pin and Nut	"	3	
	1315	" " Cable Stop	"	1	
	1300	" " Outer Casing	"	3	0
	1301	" " Inner Cable	"	1	0
	1142	" Cable Adjuster and Nut	"	6	
	1316	Front Brake Lever	"	1	0
	1314	" " " Fulcrum Pin and Nut	"	3	
	1315	" " " Cable Stop	"	1	
	1304	" " " Outer Casing	"	2	0
	1305	" " " Inner Cable	"	1	6
	1092	" " Adjuster	"	9	
	1093	" " Yoke End	"	2	
	1094	" " " Pin	"	2	
	1514	Twist Grip complete	"	11	0
	1522	Dummy Grip	"	1	6
1515	Twist Grip Spiral	"	3	6	
1516	" " End Cap	"	1	3	
1517	" " Lock Nut	"	9		
1518	" " Rubber only	"	1	3	
1519	" " Rubber on Operating Tube	"	4	6	
1520	" " Spring Washer	"	6		
1521	" " Revolving Pin and Roller	"	1	0	
1523	Dummy Grip Rubber	"	1	3	
1524	" " End Cap	"	3		

TANKS.

27	28	29	30	—	1525	Petrol Tank less fittings	each	3	5	6
—	—	—	—	31	1148	" " " "	"	3	5	6
27	28	29	30	31	1149	" Tap two level, cork seated with filter	"	4	0	
27	28	29	30	31	1008	" " Washer	"	1		

NOTE.—Word your orders clearly, exactly as detailed above, and quote Frame Number of your machine.

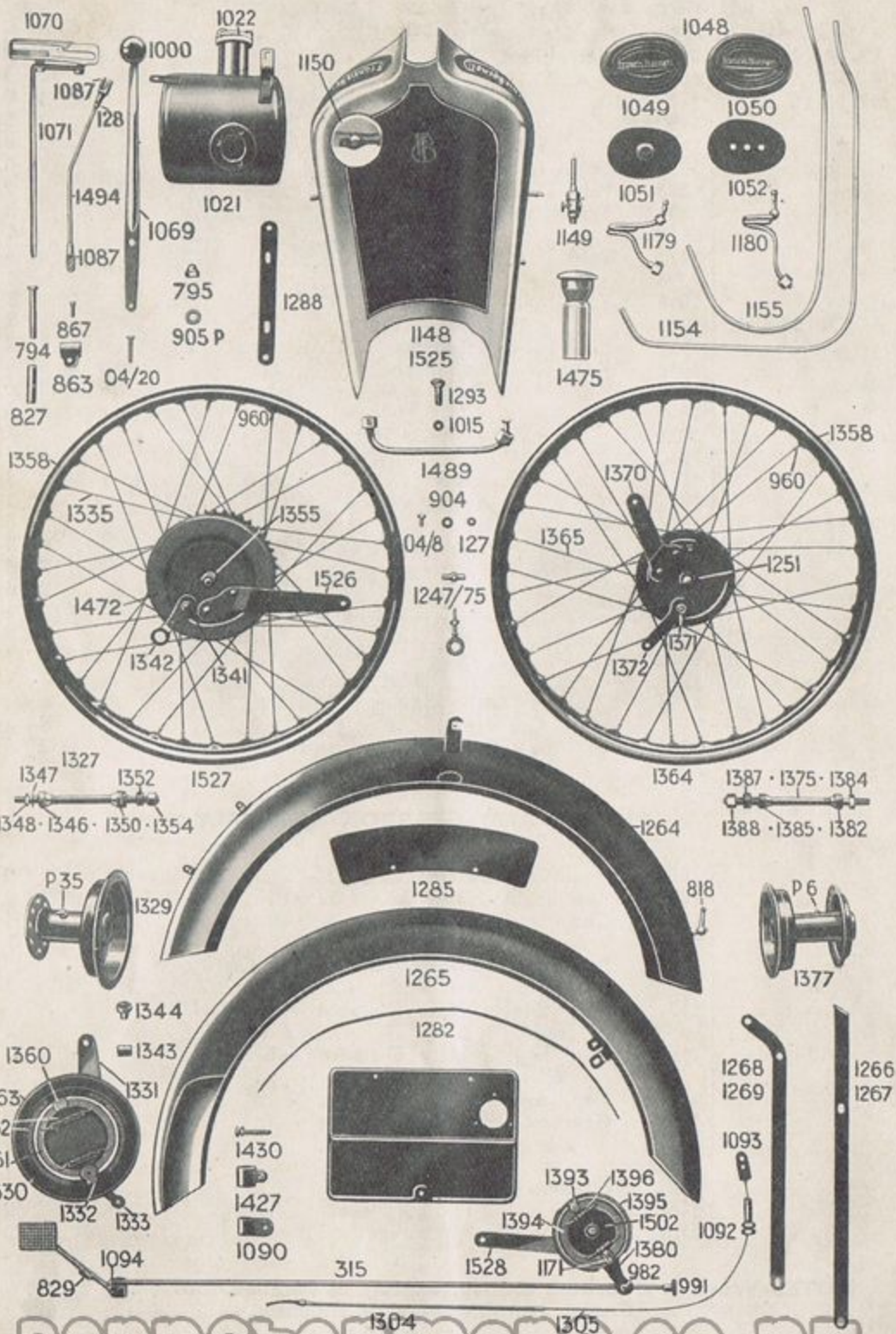
Models.		Part No.	Description	Price						
				£ s. d.						
27	28	29	30	—	1179	Petrol Pipe	each	1	9	
—	—	—	—	31	1180	" " " " " "	"	1	9	
27	28	29	30	—	1475	" Filler Cap with Oil Measure	"	3	0	
—	—	—	—	31	1150	" Filler Cap	"	2	6	
All Models		1489	" U " Pipe	"	1	9				
		1071	Front Tank Plate	"	1	0				
		1288	Rear Tank Plate	"		9				
		863	Tank Plate Clips	"		8				
		04/20	" " Bolts	"		1				
		127	Tank Plate Clips Bolts Nuts $\frac{1}{4}$ "	"		6				
		1293	" Bolts	"		1				
		1015	Tank Bolt Nuts $\frac{5}{16}$ "	"		1				
		902	" " Spring Washer	"		1				
		1151	" Packing Rubbers	"		2				
		1048	Knee Grips, complete	per pair	6	6				
		1049	" " R.H. only	each	3	0				
		1050	" " L.H. "	"	2	6				
		1051	" " Plates, R.H. only	"		6				
		1052	" " " L.H. "	"		6				
127	" " Nuts	"		1						
901	" " Spring Washer	"		1						
27	28	29	30	31	1546	Tank Transfers	"		6	
27	28	29	30	31	914	" Monogram Transfers " F.B."	"		3	
—	—	—	—	31	1021	Oil Tank less Fittings	"	8	6	
—	—	—	—	31	1022	" " Filler Cap	"	2	6	
—	—	—	—	31	1023	" " " Washer	"		1	
—	—	—	—	31	863	" " Clip $\frac{3}{8}$ "	"		8	
—	—	—	—	31	04/20	" " " Bolt $\frac{1}{4}$ " \times $1\frac{1}{4}$ "	"		1	
—	—	—	—	31	127	" " " Nut	"		1	
—	—	—	—	31	1154	" Pipe with Unions (Pressure from Crankcase)	"		2	6
—	—	—	—	31	1155	" Pipe with Unions (Suction to Cylinder)	"		2	6

ENGINE AND GEARBOX ASSEMBLY.

All Models		1482	Front Engine Plate	each	1	0
		1483	Rear Engine Plate	"	2	0
		1258	Chain Stay Frame Bolt	"		8
		1224	" " " Nuts	"		1
		1271	Rear Engine Plate Distance Tube, Centre	"		2
		217	Rear Engine Plate Distance Tube, L.H.	"		2
		218	Rear Engine Plate Distance Tube, R.H.	"		2
		1306	Top Gearbox Plate	"	1	3
		254	Gearbox Adjuster Anchorage	"		9
		337	" " Eye	"		9
		127	" " " Nuts $\frac{1}{4}$ "	"		1
		1105	Dynamo Clip	"		6
		1106	" " Packing Piece	"		2
		1107	Dynamo Clip Anchorage	"		2

NOTE.—Word your orders clearly, exactly as detailed above, and quote Frame Number of your machine.

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GEAR CHANGE PARTS.

Models.	Part No.	Description.	Price		
			£	s.	d.
All Models	1069	Gear Lever with Knob	each	2	6
	1070	" " Quadrant	"	2	0
	04/10	" " " Bolts	"		1
	127	" " " " Nuts $\frac{1}{4}$ "	"		1
	794	" " Spindle	"		6
	827	" " " Sleeve	"		3
	795	" " " Dome Nut	"		6
	14	" " " Nut $\frac{3}{8}$ "	"		1
	1000	" " Knob	"		6
	1494	Gear Control Rod only	"		6
	1087	" " " Yoke Ends	"		6
	867	" " " " Pins	"		2
	128	" " " " Lock Nut	"		1

EXHAUST SYSTEM.

— — 29 30 —	1120	Exhaust Pipe	each	17	6
— — — — 31	1121	" " R.H.	"	17	6
— — — — 31	1122	" " L.H.	"	17	6
27 28 — — —	1320	" " R.H.	"	17	6
27 28 — — —	1321	" " L.H.	"	17	6
— — 29 30 —	1079	Silencer	"	1	0
27 28 — — 31	828	" " " " "	"	1	0
— — 29 30 —	1156A	" " Clip Front	"		6
— — 29 30 —	04/18	" " Bolt	"		1
— — 29 30 —	127	" " " Nut $\frac{1}{4}$ "	"		1
27 28 — — 31	170	" " Front	"	1	3
27 28 — — 31	171	" " Bolt	"		4
27 28 — — 31	14	" " " Nut $\frac{3}{8}$ "	"		1
All Models	1157	" Circlip Plated	"	1	3
	04/10	" " Bolt	"		1
	127	" " " Nut $\frac{1}{4}$ "	"		1
	863	" Support Clip	"		8
	04/20	" " Bolt	"		1
— — 29 30 —	170	Exhaust Pipe Clip	"	1	3
— — 29 30 —	171	" " " Bolt	"		4
— — 29 30 —	14	" " " " Nut $\frac{3}{8}$ "	"		1
27 28 — — —	1322	" " " Bolt	"	1	3
27 28 — — —	171	" " " Bolt	"		4
27 28 — — —	14	" " " " Nut	"		1

MAGNETO COVER.

27 — 29 — —	389	Magneto Cover Complete	each	7	0
27 — 29 — —	389A	" " Body only	"	4	6
27 — 29 — —	389B	" " Front only	"	2	0
27 — 29 — —	389C	" " Spring only	"		6
27 — 29 — —	914	Monogram Transfer "F.B."	"		3

NOTE.—Word your orders clearly, exactly as detailed above, and quote Frame Number of your machine.

WHEELS AND BRAKES.

Part No.	Models 29, 30 and 31. Description.		Price			
			£	s. d.		
1325	Front Wheel complete, less tyre and Brake Control	...	each	2	0	0
1326	Front Wheel Spokes	per set	2	6	
1327	Axle only, front	each	2	0	
1251	Axle Sleeve, front	"			3
1328	Front Wheel Hub, complete with all Brake Parts	"	1	10	0
1329	Front Wheel Hub Shell, complete with cups and dust caps	"	15	0	
1330	Front Brake Cover Plate with Fulcrum Pin, Cam Bush and Anchor Arm	"			6
1331	Front Anchor Plate and Rivets	"	1	6	
1332	" Brake Operating Cam with Nut and Washer	"	1	9	
1333	" " " Lever	"			9
1090	Front Brake Anchor Arm Clip	"			3
04/10	" " " " " Bolt	"			1
127	" " " " " Nut	"			1
1527	Rear Wheel complete, less Tyre and Brake Control	"	2	0	0
1335	Rear Wheel Spokes	per set	2	6	
1336	Axle only, Rear	each	2	0	
1337	Rear Wheel Hub, complete with all Brake parts	"	1	12	6
1338	Rear Wheel Hub Shell, complete with Cups and Dust Caps	"	15	0	
1472	Rear Brake Cover Plate with Fulcrum Pin, Cam Bush and Anchor Arm	"			6
1526	Rear Anchor Plate and Rivets	"	1	6	
1341	Rear Brake Operating Cam, with Nut and Washer	"	1	9	
1342	" " " Lever	"	1	3	
1343	" " " " Roller	"			6
1344	" " " " Adjusting Nut	"			6
1294	Rear Wheel Sprocket 40T.	"	5	6	
1345	Sprocket Bolts (with Nuts and Washers)	"	5		
1427	Rear Brake Anchor Arm Clip	"			4
1430	" " " " " Bolt	"			1
127	" " " " " Nut	"			1
960	Wheel Spoke Nipples	per set (36)	2	6	
1346	Adjusting Cone, Front or Rear	each	1	6	
1347	" " Lock Washer, Front or Rear	"			1
1348	" " " Nut, Front	"			6
1349	" " " " Rear	"			6
1350	Fixed Cone, Front or Rear	"	1	6	
1351	Distance Piece (Inside Cover Plate) Front or Rear	"			3
1352	" " (Outside C.P.) Front	"			3
1353	" " " " Rear	"			3
1354	Cover Plate Lock Nut	Front or Rear			6
1355	Wheel Nuts	" "			3
1356	Cups	" "	1	0	
1357	Dust Caps	" "			3
910	$\frac{3}{16}$ " dia. Balls	per set			6
1358	Wheel Rim	Front or Rear	8	6	
P.35	Grease Nipples	" "			8
1247/75	Rear Wheel Adjuster complete with Anchorage and Nut	" "			3
1359	Brake Cam Bush	Front or Rear			6
1360	Fulcrum Pin	" "			6
1361	Brake Shoes, fitted with linings	per pair	6	0	
1362	Linings, with Rivets	" "	2	0	
1363	Shoe Springs	" "			9
829	Brake Pedal	each	3	6	
1495	Brake Pedal Distance Tube	" "			4
1094	" " Hinge Pin	" "			3
315	" " Rod	" "	2	0	

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WHEELS AND BRAKES.

Part No.	Models 27 and 28. Description		Price			
			£	s.	d.	
1364	Front Wheel complete, less Tyre and Brake Control	...	each	1	15	0
1365	Front Wheel Spokes	per set	2	6	
1366	Axle only, Front	each	1	6	
1251	" Sleeve, "	"			3
1367	Front Wheel Hub complete with all Brake Parts	"	1	5	0
1368	" " " Shell, complete with Cups and Dust Caps	"	14	6	
1431	Front Brake Cover Plate complete with Fulcrum Pin Cam Bush and Anchor Arm	"			5 0
1370	Front Anchor Plate and Rivets	"	1	6	
1371	" Brake Operating Cam, with Nut and Washer	"	1	6	
1372	" " " Lever	"	1	0	
1090	" " Anchor Arm Clip	"			3
04/10	" " " " " Bolt	"			1
127	" " " " " Nut	"			1
1373	Rear Wheel complete, less Tyre and Brake Control	"	1	15	0
1374	Rear Wheel Spokes	per set	2	6	
1375	Axle only, rear	each	1	9	
1376	Rear Wheel Hub complete with all Brake Parts	"	1	7	6
1377	" " " Shell, complete with Cups and Dust Caps	"	14	6	
1502	Rear Brake Cover Plate with Fulcrum Pin, Cam Bush and Anchor Arm	"			5 0
1528	Rear Anchor Plate and Rivets	"	1	6	
1371	Rear Brake Operating Cam with Nut and Washer	"	1	6	
1380	Rear Brake Operating Lever	"	1	0	
982	" " " " Roller	"			6
991	" " " " Adjusting Nut	"			4
1428	Rear Wheel Sprocket 44T.,	"	6	0	
1381	" " " Bolts (with Nuts and Washers)	"			5
1427	Rear Brake Anchor Arm Clip	"			4
1430	" " " " " Bolt	"			1
127	" " " " " Nut	"			1
960	Wheel Spoke Nipples	per set (36)	2	6	
1382	Adjusting Cone, Front or Rear	each	1	0	
1383	" " Lock Nut, Front	"			6
1384	" " " " Rear	"			6
1385	Fixed Cone, Front or Rear	"	1	0	
1386	Distance Piece (outside cover plate) Front	"			3
1387	" " " " Rear	"			3
1388	Cover Plate Lock Nut	Front or Rear			6
1389	Wheel Nuts	" "			3
1390	Cups	" "			9
1391	Dust Caps	" "			3
909	$\frac{1}{8}$ " Balls	per set	6		
1358	Wheel Rims	Front or Rear	8	6	
P6	Grease Nipples	"			3
1247/75	Rear Wheel Adjuster, complete with Anchorage and Nuts	"			3
1392	Brake Cam Bush	Front or Rear			6
1393	Fulcrum Pin	" "			6
1394	Brake Shoes with Lining	" "	per pr.	6	0
1395	" Linings with Rivets	" "	"	1	5
1396	" Shoe Springs	" "	"		9
829	Brake Pedal	each	3	6	
1495	" " Distance Tube	"			4
1094	" " Hinge Pin	"			3
315	Brake Rod	"			2 0

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TRANSMISSION.

Models.	Part No.	Description.	Price. £ s. d.
27 28 29 30 31	1529	Front Driving Chain $\frac{3}{8}$ " Pitch x .230" wide Appleby No. 10664—76 pitches ...	each 7 0
— — 29 30 31	1530	Rear Driving Chain $\frac{1}{2}$ " Pitch x .205" wide Appleby No. 10344—104 pitches ...	" 12 0
27 28 — — —	1531	Rear Driving Chain $\frac{1}{2}$ " pitch x .205" wide, Appleby No. 10844—106 pitches ...	" 12 6
All Models	1532	Single Connecting Link $\frac{1}{2}$ " P. No. 10844	" 4
	1533	Double Connecting Link $\frac{1}{2}$ " P. No. 10844	" 5
	1534	Double Cranked Link $\frac{1}{2}$ " P. No. 10844 ...	" 5
	1535	Spring Clip $\frac{1}{2}$ " P. No. 10844 ...	" 1
	1536	Single Connecting Link $\frac{3}{8}$ " P. No. 10664	" 3
	1537	Double Connecting Link $\frac{3}{8}$ " P. No. 10664	" 4
	1538	Double Cranked Link $\frac{3}{8}$ " P. No. 10664 ...	" 4
— 28 — 30 31	1539	Spring Clip $\frac{3}{8}$ " P. No. 10664 ...	" 1
— 28 — 30 31	1540	Dynamo Driving Chain $\frac{3}{8}$ " P. x .155" wide Appleby No. 10644—46 pitches ...	" 4 3
— 28 — 30 31	1541	Single Connecting Link $\frac{3}{8}$ " P. No. 10644 ...	" 3
— 28 — 30 31	1542	Double Connecting Link $\frac{3}{8}$ " P. No. 10644	" 4
— 28 — 30 31	1543	Double Cranked Link $\frac{3}{8}$ " P. No. 10644 ...	" 4
— 28 — 30 31	1544	Spring Clip $\frac{1}{2}$ " P. No. 10644 ...	" 1
27 28 29 30 31	1261	Primary Chain Oiler ...	1 6
27 28 — — 31	04/10	" " " Bolt ...	" 1
— — 29 30 —	04/20	" " " " ...	" 1
27 28 29 30 31	127	" " " " Nut $\frac{1}{4}$ " ...	" 1

CHAIN GUARDS.

— 28 — 30 31	1496	Front Chain Guard ...	each 10 6
27 — 29 — —	1497	" " " ...	" 8 6
	1081	Rear Chain Guard ...	" 5 0

MUDGUARDS.

All Models	1264	Front Mudguard only ...	each 12 6
	1269	" " Stay R.H. ...	" 9
	1268	" " " L.H. ...	" 9
	04/8	" " " Bolts ...	" 1
	904	" " " Washers (Plain) ...	" 1
	901	" " " " (Spring) ...	" 1
	127	" " " Nuts $\frac{1}{4}$ " ...	" 1
	1263	" " Hanger Bracket and Rivets ...	" 9
	1285	" " Number Plate ...	" 1 0
	817	" " " Clips ...	" 3
	1296	" " " Screws ...	" 1
	1199	" " " Nuts $\frac{3}{16}$ " ...	" 1
	900	" " " Spring Washers $\frac{3}{16}$ " ...	" 1
	1265	Rear Mudguard only ...	12 6
	1267	" " Stay R.H. ...	" 9
	1266	" " " L.H. ...	" 9
	04/8	" " " Bolts ...	" 1
127	" " " " Nuts $\frac{1}{4}$ " ...	" 1	
1282	Carrier Strap (inside guard) ...	" 6	
823	Rear Mudguard Support Strap ...	" 8	

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Models.	Part No.	Description.	Price	
			£ s. d.	
All Models	04/10	Rear Mudguard Support Strap Bolt ...	each 1	
	127	" " " " Nut $\frac{1}{4}$ "	" 1	
	901	" " " " Spring Washer ...	" 1	
	366	Rear Mudguard Clip ...	" 4	
	04/18	" " " Bolt ...	" 1	
	127	" " " " Nut $\frac{1}{4}$ "	" 1	
	27 — 29 —	1501	Rear Number Plate ...	1 0
	— 28 — 30 —	1498	" " " " ...	1 0
	— — — — 31	1500	" " " " ...	1 0
		1296	" " " Bolts $\frac{3}{16}$ "	" 1
	1199	" " " Nuts $\frac{3}{16}$ "	" 1	
	900	" " " Spring Washer $\frac{3}{16}$ "	" 1	
	04/8	" " " Bolt $\frac{1}{4}$ "	" 1	
	127	" " " " Nut $\frac{1}{4}$ "	" 1	
All Models.	904	Rear Number Plate Bolt Plain Washer $\frac{1}{4}$ "	"	
	901	" " " Spring Washer $\frac{1}{4}$ "	1	
SUNDRIES.				
	899	Toolbox complete ...	each 5 0	
	897	" Lid ...	" 1 0	
	898	" Strap ...	" 9	
	863	" Clip ...	" 8	
	04/20	" " Bolt ...	" 1	
	127	" " " Nut $\frac{1}{4}$ "	" 1	
Can be fitted to All Models	31 1292	Pannier Bag ...	7 6	
	31 366	" " Clips ...	" 4	
	31 04/18	" " " Bolts ...	" 1	
	31 127	" " " " Nuts $\frac{1}{4}$ "	" 1	
	31 904	" " " Plain Washers	" 1	
	1403	Terry Saddle ...	1 19 0	
	1404	" " Springs ...	per pr. 3 6	
	863	Saddle Clips ...	each 8	
	04/20	" " Bolts ...	" 1	
	127	" " " Nuts $\frac{1}{4}$ "	" 1	
	1114/5	Legshields ...	per pr. 15 0	
	1114	" R.H. ...	each 7 6	
	1115	" L.H. ...	" 7 6	
	1116	" Strap ...	" 6	
	863	" " Clip ...	" 8	
	04/20	" " " Bolt ...	" 1	
	127	" " " " Nut $\frac{1}{4}$ "	" 1	
All Models	04/10	" " Bolt ...	" 1	
	127	" " " Nut ...	" 1	
	901	" " " Spring Washer ...	" 1	
	754	" Bottom Bracket ...	" 6	
	04/10	" " " Bolt ...	" 1	
	127	" " " " Nut ...	" 1	
	901	Legshields Bottom Bracket Bolt Spring Washer ...	" 1	
	904	Legshields Bottom Bracket Bolt Plain Washer ...	" 1	
	1053	Licence Holder ...	2 0	
	1178	Spring Cable Clips ...	" 1	
1045	Lighting Cable Clips (for Rear Lamp Cable)	" 1		

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Models.	Part No.	Description.	Price £ s. d.
27 — 29 — —	1405	Bulb Horn	5 0
— 28 — 30 31	1406	Clear-Hooter 6v. High Frequency Horn complete with Switch and Cables ...	10 6
— 28 — 30 31	1407	Horn Switch with cables only	1 9
— 28 — 30 —	1459	Battery Carrier only	3 0
— — — — 31	1506	" " " " " " " " " " " "	3 0
— 28 — 30 31	1462	" " " " " " " " " " " "	3 3
— 28 — 30 31	1460	" " Nut	2
— 28 — 30 31	1545	" " Lid	9

TOOLS.

All Models	1408	Toolroll complete with all tools	each	10 0
	1409	Toolroll only	"	1 6
	1410	4½" Girder Adjustable Spanner	"	2 6
	1429	¾" Whit. Tube Spanner with Tommy Bar	"	1 3
	1034	Pliers	"	2 0
	1037	1" × 5/16" Whit. Open-ended Spanner	"	1 3
	1036	1" × 3/16" " " " " " " " " " "	"	1 6
	1035	Screw Driver	"	6
	1307	Cone Spanner	"	9
	834	Sparking Plug Spanner	"	1 0
	1038	Magneto Spanner	"	3
	7M.C	Grease Gun	"	6 0
	1039	Chain Rivet Extractor	"	5 0
1040	Inflator	"	4 0	
1183	Inflator Clips	"	1 0	
1043	" Hammer-tight " Spanner for Magneto	"	3 6	

BULBS—MILLER LIGHTING SET.

— — — — 31	6 volt 18/18 watt double filament Head Lamp Bulb (fitted standard)	each	4 3
— — — — 31	6 volt 24/24 watt double filament Head Lamp Bulb	"	4 0
— — — — 31	6 volt 3 watt Bulb (Pilot or Rear Lamp)	"	1 3
— 28 — 30 —	6 volt 9/3 watt double filament Headlamp Bulb	"	3 6
— 28 — 30 —	6 volt 3 watt Tail Lamp Bulb	"	1 3

NOTE.—Word your orders clearly, exactly as detailed above and quote
Frame Number of your machine.

BARNSCORPERS.CO.NZ

GUARANTEE.

WE give the following guarantee with our motor cycles, 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 (a) which have been used for "hiring out" purposes or (b) any motor cycle used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty of any kind is given or is to be implied.

We guarantee subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and 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 motor cycle 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 motor cycle. We undertake, subject to the conditions mentioned below, to make good at any time within six months, any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

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

1. The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

Any motor cycle 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 motor cycles 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 the purchase or the date when 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, warranty 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 specifications supplied with our motor cycles.

DON'T FORGET

To give the necessary particulars when ordering your
_____ spares. _____



ENSURE PROMPT SERVICE

By following the suggestions
made on page 14.