

LIST No. 22.

SPARE AND  
REPLACEMENT PARTS

*for*

**VILLIERS**

TWO-STROKE

**ENGINES**

*including*

FLYWHEEL MAGNETOS . ELECTRIC  
LIGHTING SETS AND AUTOMATIC  
LUBRICATORS.

*(Prices subject to alteration.)*

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The VILLIERS ENGINEERING Co. Ltd.  
WOLVERHAMPTON - - - ENGLAND

ESTABLISHED 1898.

Telegrams:

Code:

Telephone:

"VILLIERS, WOLVERHAMPTON." BENTLEY'S. 21666-7-8 WOLVERHAMPTON  
(3 lines).

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# PARTICULARS OF VILLIERS ENGINE MODELS.

Model.	Capacity.	Approximate Year of Manufacture.	Prefixed Letters.
Mark I ... ..	269 c.c.	1913-16	O } Replacement A } parts for these B } engines are given C } in separate D } Spares List No. 7
Mark II ... ..	269 c.c.	1916-20	
Mark III ... ..	269 c.c.	1920-1	
Mark IV ... ..	269 c.c.	1921	
Mark V ... ..	269 c.c.	1922	
MIDGET ... ..	98 c.c.	1931-34	CY
Mark VI C ... ..	147 c.c.	1922-3	H
Mark VII C ... ..	147 c.c.	1923-4	L
Mark VIII C ... ..	147 c.c.	1924/1934	W
Mark XII C ... ..	148 c.c.	1931-34	GY
Sports Engine ... ..	172 c.c.	1924-32	T
Sports Engine ... ..	172 c.c.	1924-32	TL
T.T. Super-sports ... ..	172 c.c.	1926-32	BZ
"BROOKLANDS" ... ..	172 c.c.	1925-34	Y
Mark I E ... ..	196 c.c.	1928-34	IE
Mark II E ... ..	196 c.c.	1930-34	XZ
Super-sports ... ..	196 c.c.	1929-34	KZ and KZS
Mark VI A ... ..	247 c.c.	1922-3	J
Mark VII A ... ..	247 c.c.	1924-5	S
Mark VIII A ... ..	247 c.c.	1925-6	X
Mark IX A ... ..	247 c.c.	1926-9	DZ
Mark X A ... ..	247 c.c.	1930-2	JZ
Mark XIV A ... ..	249 c.c.	1932-34	BY
Mark XIV A ... ..	249 c.c.	1932-34	BYP
Mark XIV A } Water Cooled }	249 c.c.	1932-34	RY
Mark VI B ... ..	342 c.c.	1922-3	K
Mark VII B ... ..	342 c.c.	1924-5	M
Mark VIII B ... ..	342 c.c.	1925-6	AZ
Mark IX B ... ..	342 c.c.	1926-9	CZ
Mark IX BA ... ..	342 c.c.	1929-32	CZA
Mark X B ... ..	342 c.c.	1928-32	HZ
Mark XIV B ... ..	346 c.c.	1931-34	YZ
Automatic Lubrication Mark XIV B ... ..	346 c.c.	1931-34	YZP
Petroil Lubrication Mark XVII B ... ..	346 c.c.	1932-34	WY

# VILLIERS

## SPARE PARTS BOOK No. 22.

### TO ORDER SPARE PARTS.

In this Edition the ordering of spare parts has been considerably simplified, and it is now only necessary to **quote the Part Number** of any article required.

All Villiers engines have a number and prefixed letter, or letters, stamped on the crankcase immediately below the cylinder base.

It is necessary for the prefixed letter to be known so that the correct part can be ordered from this list, but only the Number given in the column headed "Part No." need be quoted when ordering spares. No engine number or type, no date, no illustration number nor engine capacity need be quoted.

To simplify the selection of the exact part required, illustrations are given on opposite pages, with the corresponding part numbers under each illustration.

When ordering, give the number from the column headed "Part No." and **NOT** from the number which may appear under the illustration of the part.

One illustration may be used for several parts which are not interchangeable, but which are similar in external appearance, and in such cases several part numbers are given under each illustration.

In the illustration, a stroke (/) should be interpreted as "and" (thus, 123/131, meaning part numbers 123 and 131). A dash (-) should be interpreted to read "to" (thus 123-125, meaning part numbers 123 to 125 inclusive).

In this Spare Parts Book, a separate line is devoted to every individual engine part, and in the various columns reading down, each model of engine is dealt with separately.

The capital letters given in the various columns are the prefixed letters stamped with the engine number on every engine, and as will be seen, these letters differ for each model.

Reading along the line of any engine part, the capital letter in one or more columns will indicate that that engine part is suitable for the engines in which columns the capital letters appear. When capital letters appear in more than one column on any single line, it indicates that that part is interchangeable in those engines. A capital letter in one column only on any one line shows that that particular engine part is special for the one engine alone.

For Lubricator, Flywheel Magneto and Lighting Set parts, a similar system is employed, but crosses (X) are printed in the columns, instead of letters, to denote the various types for which the different parts are suitable.

# IMPORTANT,

1.—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. In no circumstances should instructions be enclosed with the parts, as they are liable to be lost or damaged in unpacking.

2.—If an engine is sent for repair, it should be well packed in a strong box. Cardboard or a sack is insufficient, and engines so packed are liable to get seriously damaged in transit.

3.—All goods must be consigned to us carriage paid. Parts sent carriage forward are liable to be refused, and so lead to unnecessary expense to the sender. Goods returned by rail are consigned carriage forward.

4.—In correspondence, always quote the engine number and prefixed letter (s) stamped on the crankcase below the cylinder base.

5.—As we are not manufacturers of complete motor cycles, only the engine should be sent to us. If machines are forwarded, extra expense will be charged for dismantling the engine from the frame and refitting same.

6.—We prefer to bench test every repaired engine before returning it to its owner. It is therefore, always advisable to send the engine complete with its magneto, sparking plug, and carburetter.

7.—When forwarding a flywheel magneto for overhaul, send the armature plate and the flywheel complete. These parts should in no circumstances be separated, as certain magnetic flux is lost thereby.

8.—Always quote the magneto number and letter (s) (if any) which is stamped on the face of the flywheel, when corresponding about your flywheel magneto.

9.—Old or worn-out parts sent as patterns, which we consider obsolete, are not returned unless specially asked for by the owner at the time of sending them to us.

10.—Any engines or parts sent to our Works for repair not paid for within six months from the date of our estimate, will be offered for sale by us elsewhere to defray expenses.

11.—When lighting coils are required to be fitted to a flywheel magneto, it is necessary for the magneto complete to be returned to us, as the coils have to be wound on to the cheeks.

## TERMS OF BUSINESS.

Repairs and spares must always be treated on a cash basis. Ledger accounts will be opened for items of £5 (five pounds) and upwards upon receipt of approved references.

An extra amount must always be included in remittances to cover the cost of postage or carriage on spare parts. Stamps cannot be accepted for items over 1s. (one shilling) in value.

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.

We are always prepared to send goods by C.O.D. method when requested.

## OVERSIZE CYLINDERS.

We have facilities at our Works for regrinding all types of VILLIERS Cylinders promptly and at very low cost. Such work should always be sent to us, because VILLIERS Cylinders reground elsewhere cannot be machined to our correct limits, and are therefore unsuitable for use with a standard VILLIERS Oversize piston. Furthermore, our guarantee becomes void in its application to any engine fitted with pistons or other parts not manufactured by us, or with oversize cylinders which have not been reground by us. Every cylinder is reground by us to standard oversize limit, and no variation from this standard is permitted. The cylinder can only be reground provided it is not worn or scored too badly, and this operation can only be carried out once with any cylinder. Should a cylinder once reground, be damaged again, it will require replacing. Specially reduced charges for regrinding VILLIERS Cylinders and supplying oversize pistons complete, are now in operation as follows:—

Regrinding cylinder and supplying oversize piston complete with rings and gudgeon pin—

For 98 c.c., 147 c.c., and 148 c.c. Engines with Cast Iron Pistons	22/6
For 172 c.c., and 196 c.c. Engines with Cast Iron Pistons ...	25/-
For 147 c.c., 172 c.c., and 196 c.c. Engines with Aluminium Pistons ... ..	27/6
For 247 c.c., and 342 c.c. Engines with Cast Iron Pistons ...	27/6
For 247 c.c., 249 c.c., 342 c.c., and 346 c.c. Engines with Aluminium Pistons ... ..	30/-

Oversize pistons are supplied at the same price as standard parts quoted in this list. Oversize cylinders are stamped with the word "Oversize" across one corner of the base flange on the underneath side. Oversize pistons are stamped "O.S." on the top or head.

## ESTIMATES.

If required, we are always prepared to give an estimate before proceeding with any repair. This entails a certain amount of labour in dismantling to ascertain what new parts will be required, and therefore, in the case of any estimate not being accepted for special reasons, a small charge is made for our mechanics' time in taking down the parts for report.

Estimates must be treated as approximate only. We reserve the right to include additional parts should these be found, on further examination or on bench test, to be necessary, to make the repair satisfactory.

We do not undertake to fit to engines sent to us for overhaul, any parts specified by the customer when we consider that other parts are necessary to make an efficient repair. In such cases, we are prepared to supply the customers' requirements in spares, but we do not undertake to fit them.

## NOTES.

The prices in this list do not include postage or carriage, which is always charged extra, and a suitable amount to cover this must always be included with remittances for replacement parts.

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To avoid overheating and many other troubles, never use cheap or unknown fuels. Use only the best grade of PETROL and avoid substitutes.

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Do not use Benzol either alone or mixed with other fuel.

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Many engines are damaged by using unsuitable or insufficient oil. We recommend Castrol XL., which should always be used in the quantity advised.

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The Makers *really* know which is the best type of sparking plug to suit each VILLIERS engine, and it is advisable never to experiment with cheap plugs. If a new sparking plug is required, the replacement should be of the same make and pattern as the original.

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When decarbonising or overhauling your engine, do not forget that the exhaust pipe and silencer also require cleaning internally. If a heavy deposit of carbon is allowed to accumulate in the exhaust pipe or silencer, back pressure and overheating will result. To avoid this, keep the exhaust pipes and silencers quite clean.

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A copy of the guarantee covering every VILLIERS engine is printed in the current catalogue issued by the VILLIERS ENGINEERING COMPANY, LTD.

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The guarantee becomes void if any parts not made or supplied by the VILLIERS ENGINEERING COMPANY, LTD., are fitted to a VILLIERS engine. To safeguard his own interests, the owner should always insist upon genuine VILLIERS parts.

Particulars of spares and replacements for VILLIERS carburetters are given in separate lists, copies of which can be obtained from the Manufacturers on request.

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This Spare Parts Book No. 22 cancels all previous editions of replacement parts lists for VILLIERS engines, from the Mark VI. type upwards.

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The VILLIERS ENGINEERING COMPANY, LTD., cannot accept responsibility, nor be held in any way liable, for damage to, or loss of, complete motor-cycles, engines, or any parts thereof, through fire or any other cause when in their possession. If complete motor-cycles are sent for repair or adjustment, they can only be ridden and tested on the road at the owner's risk, and without responsibility on the part of the VILLIERS ENGINEERING COMPANY, LTD.

#### NOTE

It is sufficient to quote only the "Part No." when ordering spares.

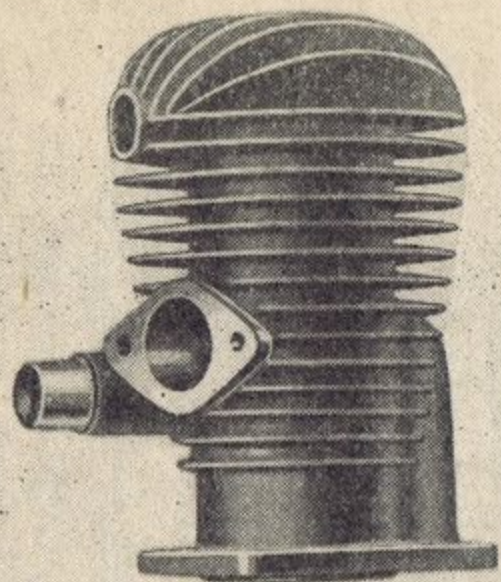
The prices given do NOT include postage or carriage, a suitable amount for which should be added when remitting.

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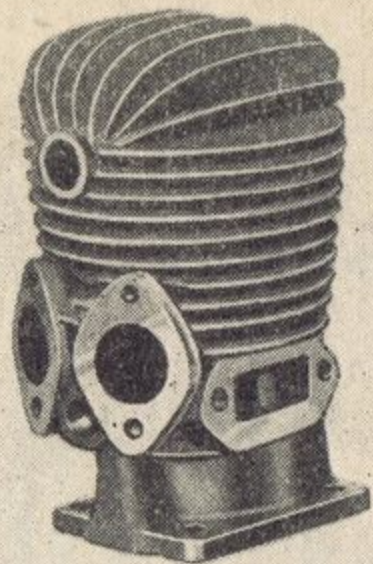
Official Villiers Stockists are appointed in most important centres. The address of your nearest Stockist will be supplied upon application.

**IMPORTANT.**—It is false economy to fit cheap imitation Spare Parts—they usually cost more in the long run. Insist always upon genuine parts obtained from the VILLIERS ENGINEERING COMPANY, LTD.

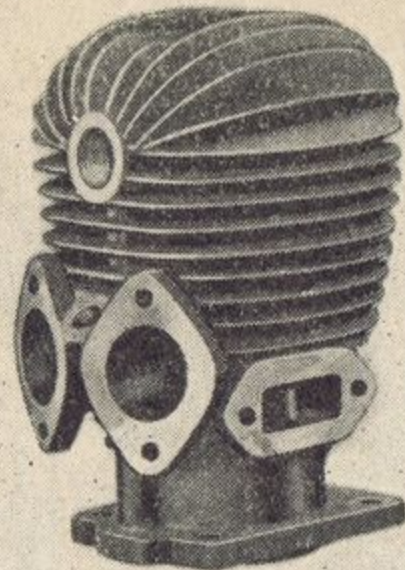




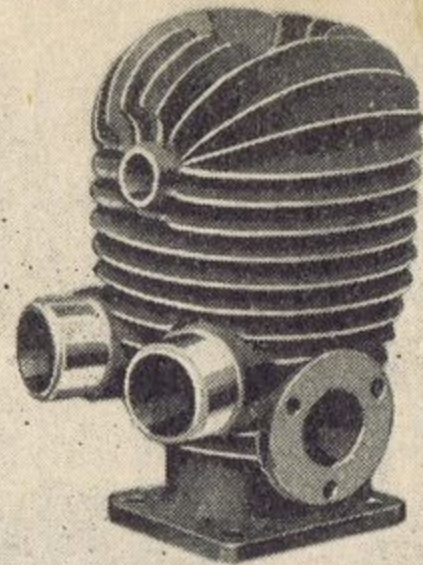
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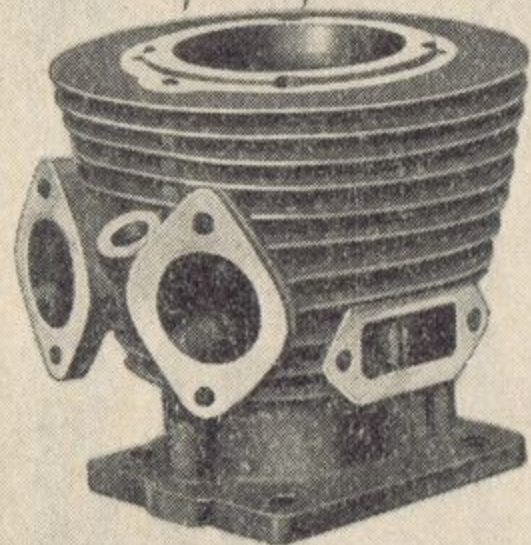
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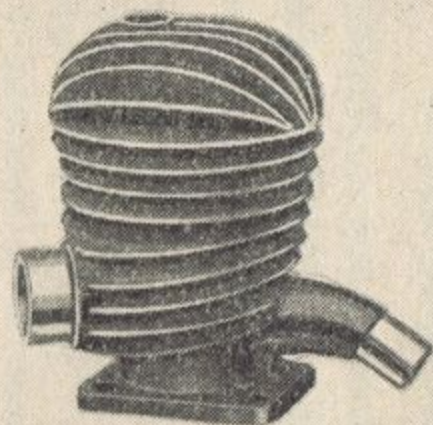
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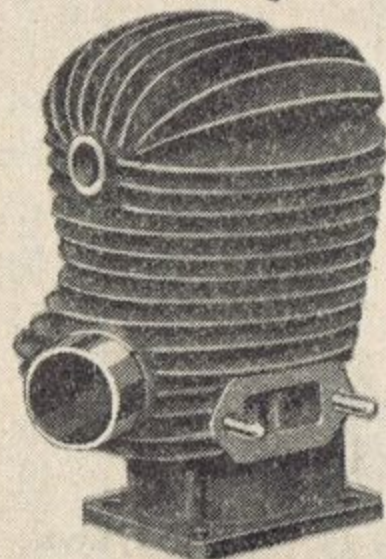
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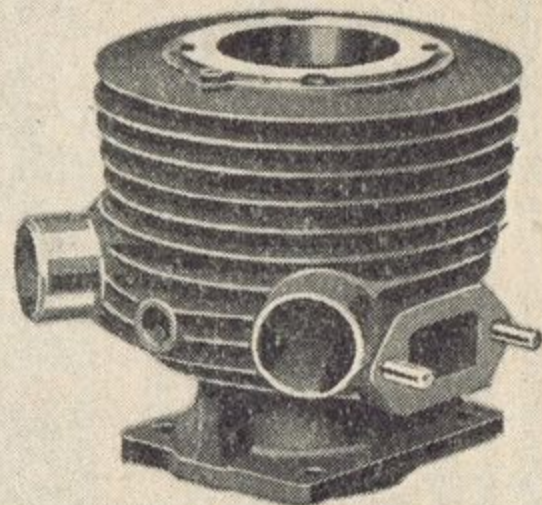
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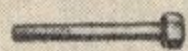
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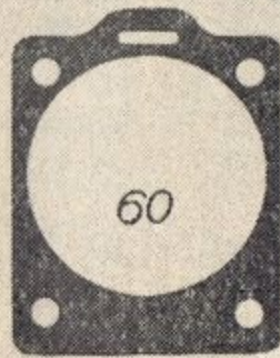
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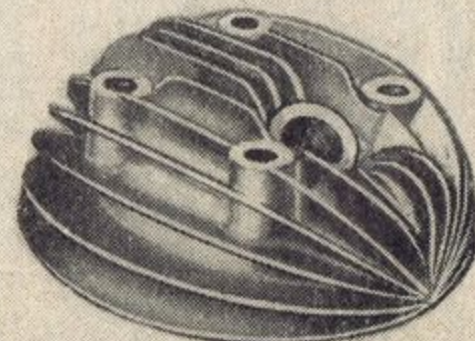
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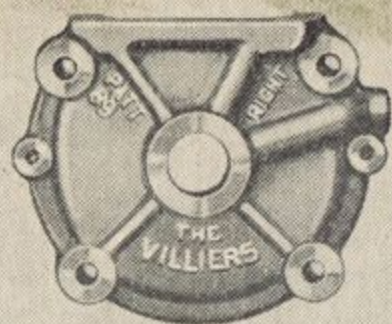
DESCRIPTION.	Part No.	Price Each.	98 c.c.		147 c.c.		148 c.c.	172 c.c.				196 c.c.				247 c.c.			249 c.c.			342 c.c.					346 c.c.			
			Midget	VI C	VII C	VIII C	XII C	Sp'ts Petroil	Sports Auto. Lub.	Super Sports T.T.	Brooklands	I E Petroil	I E Auto. Lub.	2 E	196 Super Sports	VI A	VII A	VIII A	IX A	X A	XIV A Auto. Lub.	XIV A Petroil	Water Cooled	VI B	VII B	VIII B	IX B	IX BA	X B	XIV B Auto. Lub.
Bye Pass Tube .. .. .	53	3d.	—	—	—	—	—	—	—	—	—	—	—	J	S	X	DZ	JZ	—	—	—	K	M	AZ	CZ	CZA	HZ	—	—	—
" " " " .. .. .	49	3d.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	BY	BYP	—	—	—	—	—	—	—	—	—	—
" " " Plug .. .. .	387	3d.	—	—	—	—	—	—	—	—	—	—	—	J	S	—	—	—	—	—	—	K	M	—	—	—	—	—	—	—
" " " " .. .. .	54	4d.	—	—	—	—	—	—	—	—	—	—	—	J	S	—	—	—	—	—	—	K	M	—	—	—	—	—	—	—
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Water Inlet Flange .. .. .	24A	3/6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " " Washer .. .. .	24B	9d.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	RY	—	—	—	—	—	—	—	—	—
" " " Outlet Flange .. .. .	24C	3/6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	RY	—	—	—	—	—	—	—	—	—
" " " (Angular) .. .. .	24D	4/-	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	RY	—	—	—	—	—	—	—	—	—
" " " Washer .. .. .	24E	9d.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	RY	—	—	—	—	—	—	—	—	—
Cylinder Base Washer .. .. .	56	4d.	—	H	L	W	GY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " " " .. .. .	57	4d.	—	—	—	—	—	T	TL	BZ	Y	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " " " .. .. .	58	4d.	—	—	—	—	—	—	—	—	—	IE	IE	XZ	KZ	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " " " .. .. .	59	6d.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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" " " " .. .. .	62	9d.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	AZ	CZ	CZA	HZ	YZ	YZP	WY
" " " " .. .. .	63	4d.	CY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	K	M	—	—	—	—	—	—	—



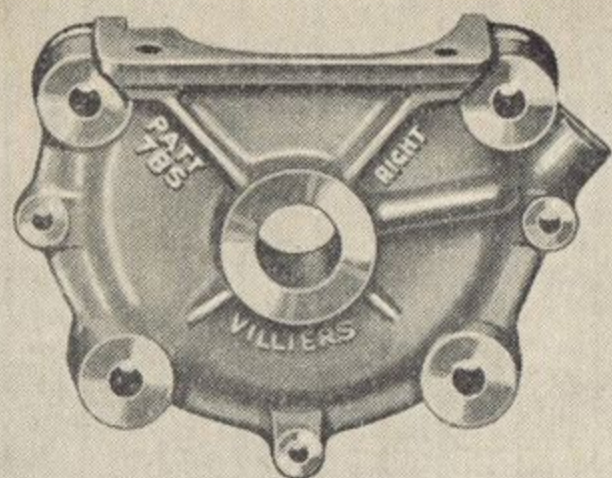




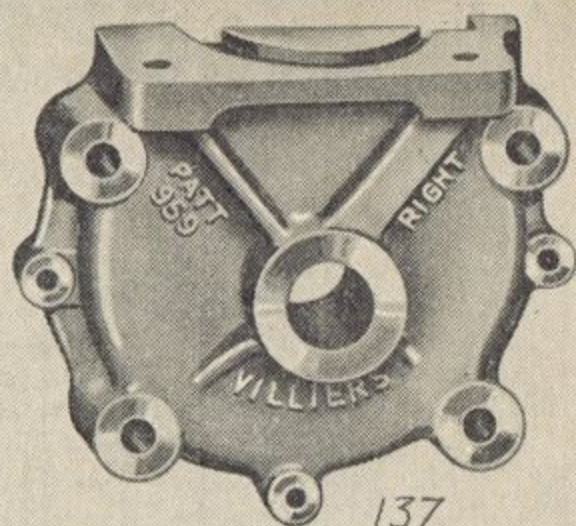
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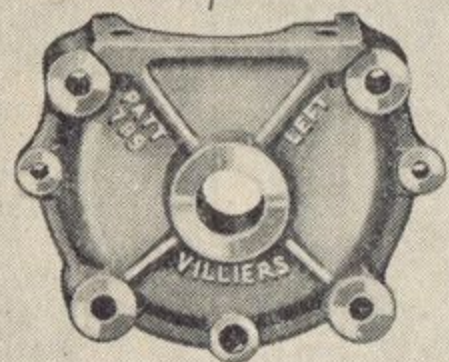
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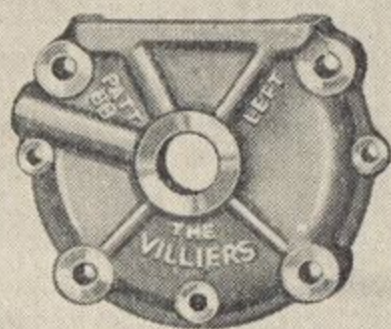
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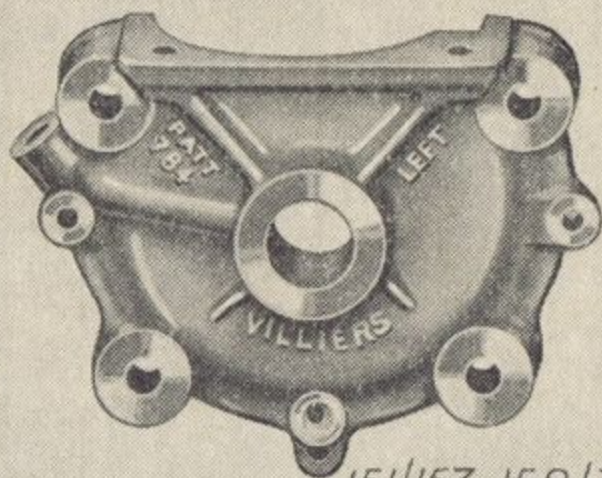
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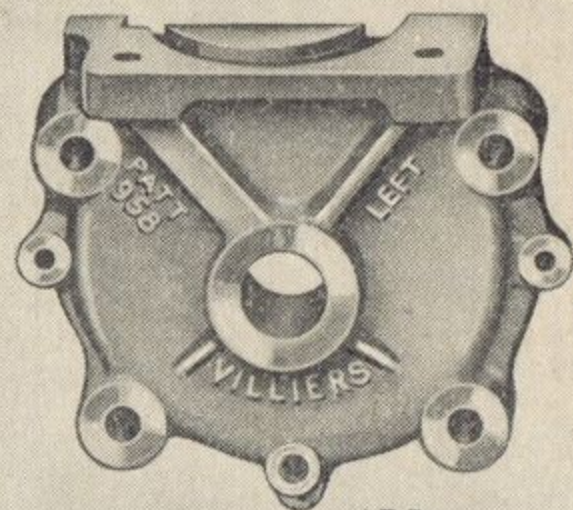
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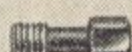
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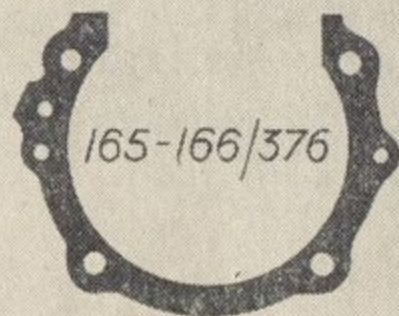
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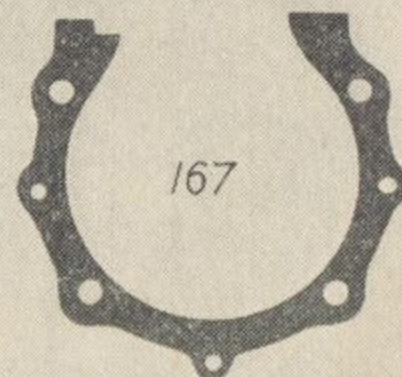
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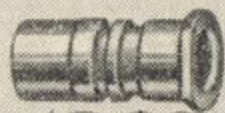
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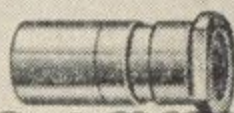
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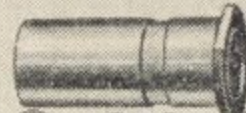
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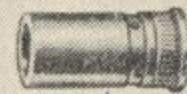
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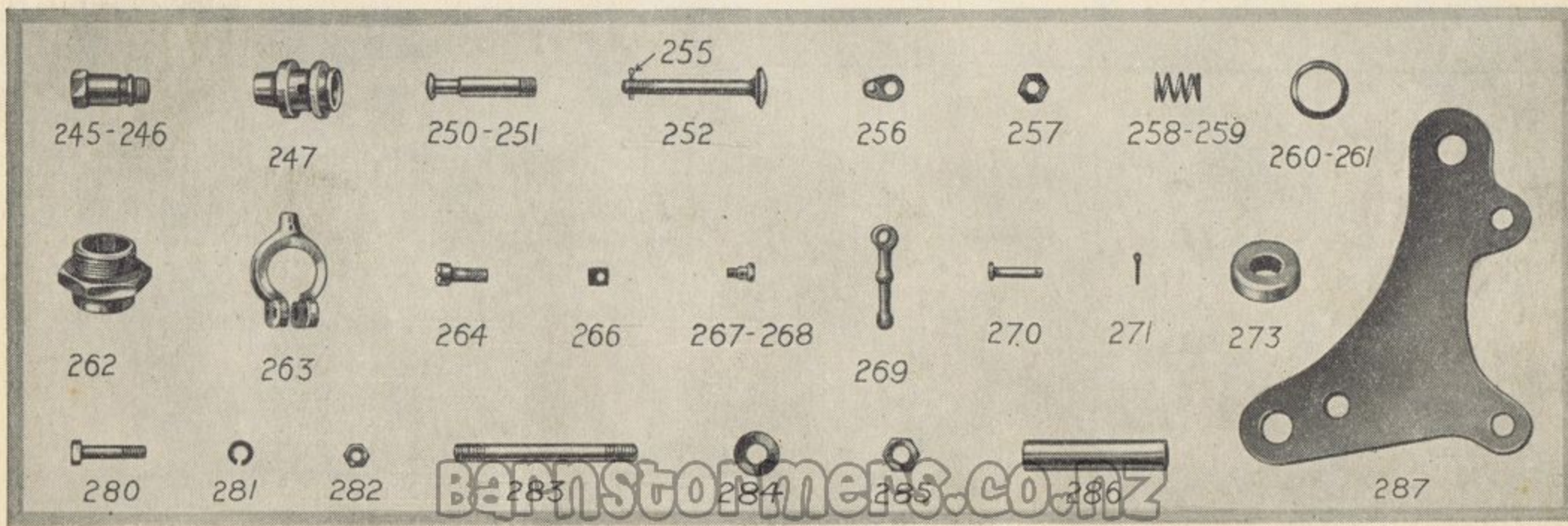




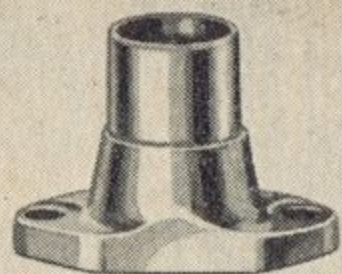




DESCRIPTION.	Part No.	Price Each.	98	147	148	172 c.c.				196 c.c.				247 c.c.				249 c.c.			342 c.c.				346 c.c.															
			c.c.	c.c.	c.c.	Midget	VI C	VII C	VIII C	XII C	Sp'ts Petroil	Sports Auto. Lub.	Super Sports T.T.	Brooklands	I E Petroil	I E Auto. Lub.	2 E	196 Super Sports	VI A	VII A	VIII A	IX A	X A	XIV A Auto. Lub.	XIV A Petroil	Water Cooled	VI B	VII B	VIII B	IX B	IX BA	X B	XIV B Auto. Lub.	XIV B Petroil	XVII B					
Ball Journal Bearings ..	184	7/-																																						
Connecting Rod (with Bush) ..	185	9/-		H	L	W	GY	T	TL																															
..	187	10/6								BZ			IE	IE	XZ	KZ																								
..	188	12/6									Y																													
..	189	10/6																J	S																					
..	190	10/6																	X	DZ	JZ																			
..	186	10/6																				BY	BYP	RY																
..	383	10/6																																						
Connecting Rod only ..	191	6/-	CY																																					
Small End Bush ..	197	1/6									Y																													
..	198	1/6		H	L	W	GY	T	TL	BZ		IE	IE	XZ	KZ							BY	BYP	RY																
..	199	1/6																	X	DZ	JZ																			
Crankpin... ..	205	6/-									Y																													
..	206	4/6		H	L	W	GY	T	TL	BZ		IE	IE	XZ	KZ							J	S	X	DZ	JZ														
..	208	3/-	CY																																					



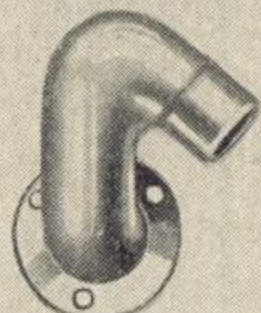




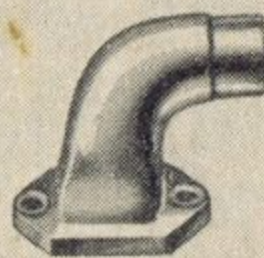
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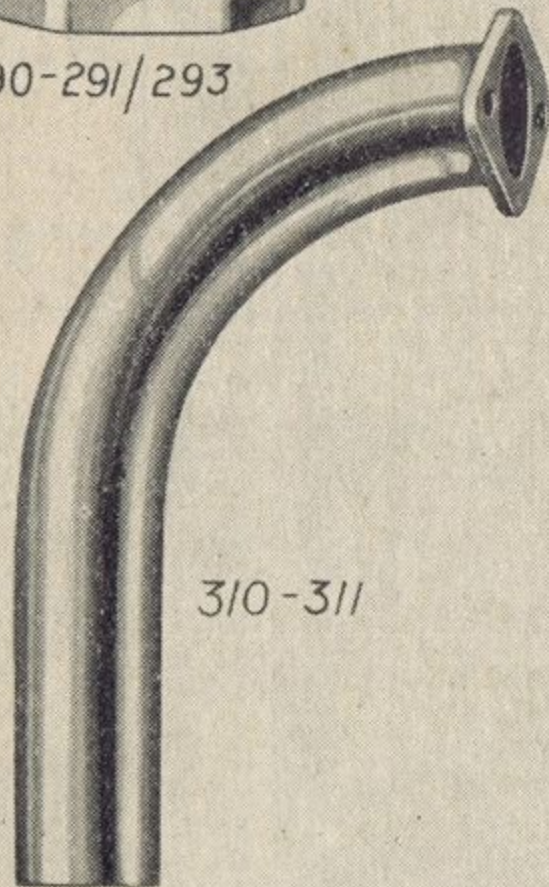
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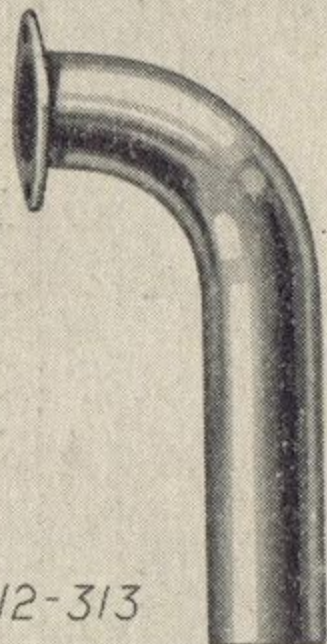
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386



305-307



310-311



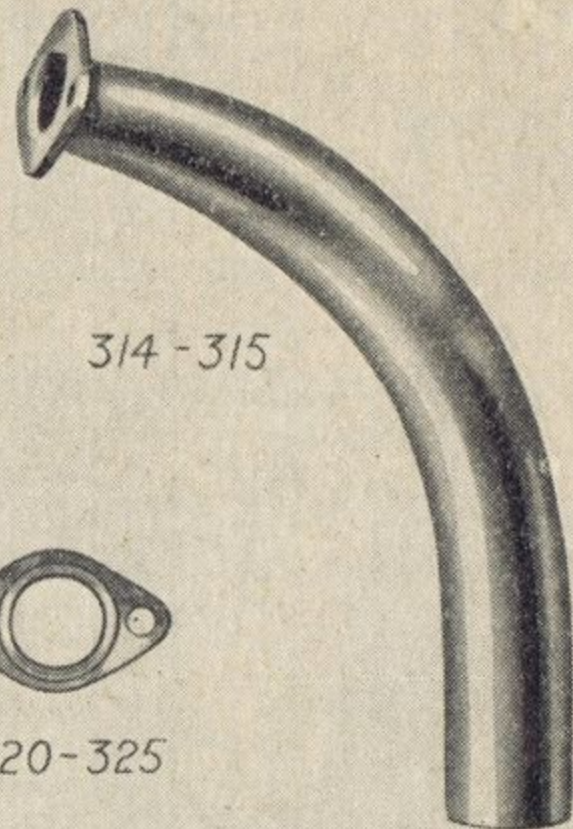
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314-315



320-325

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330-331



332



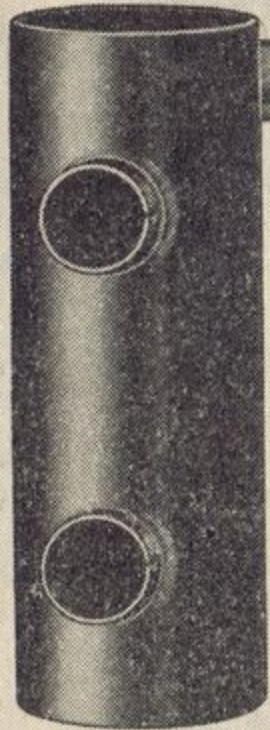
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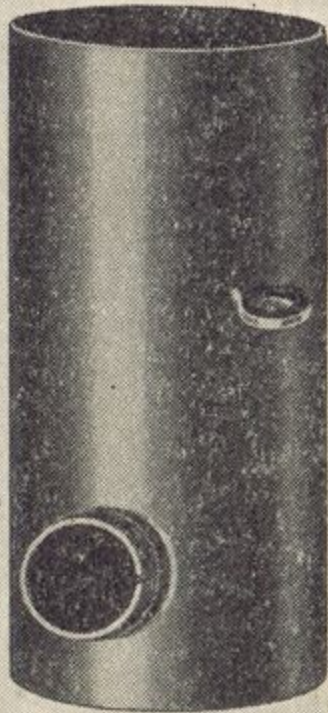
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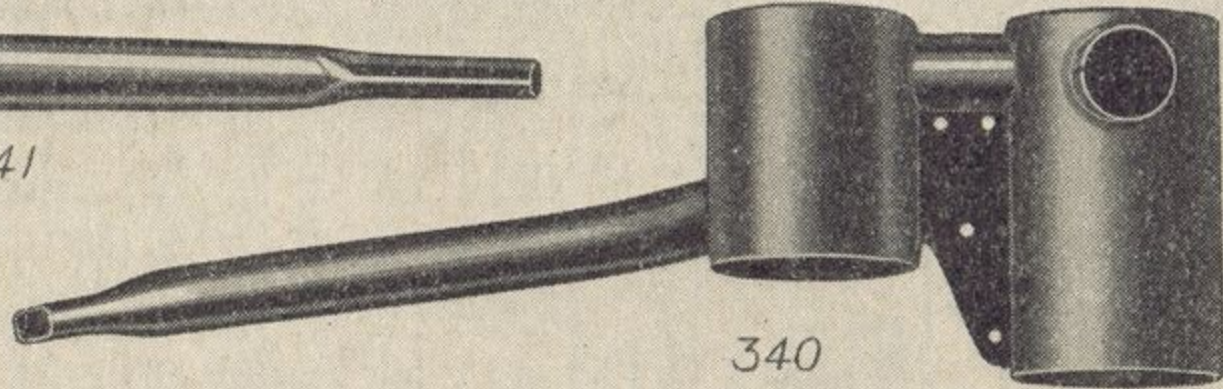
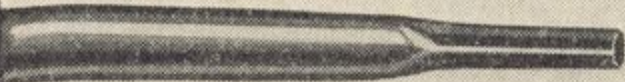
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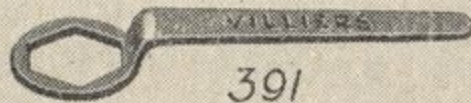
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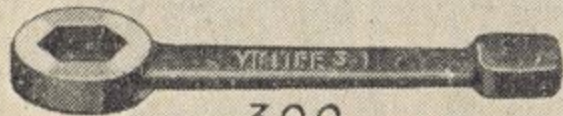
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391



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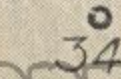
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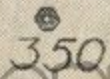
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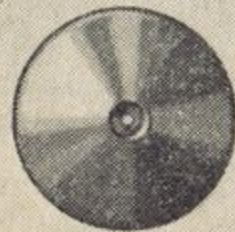
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351-352



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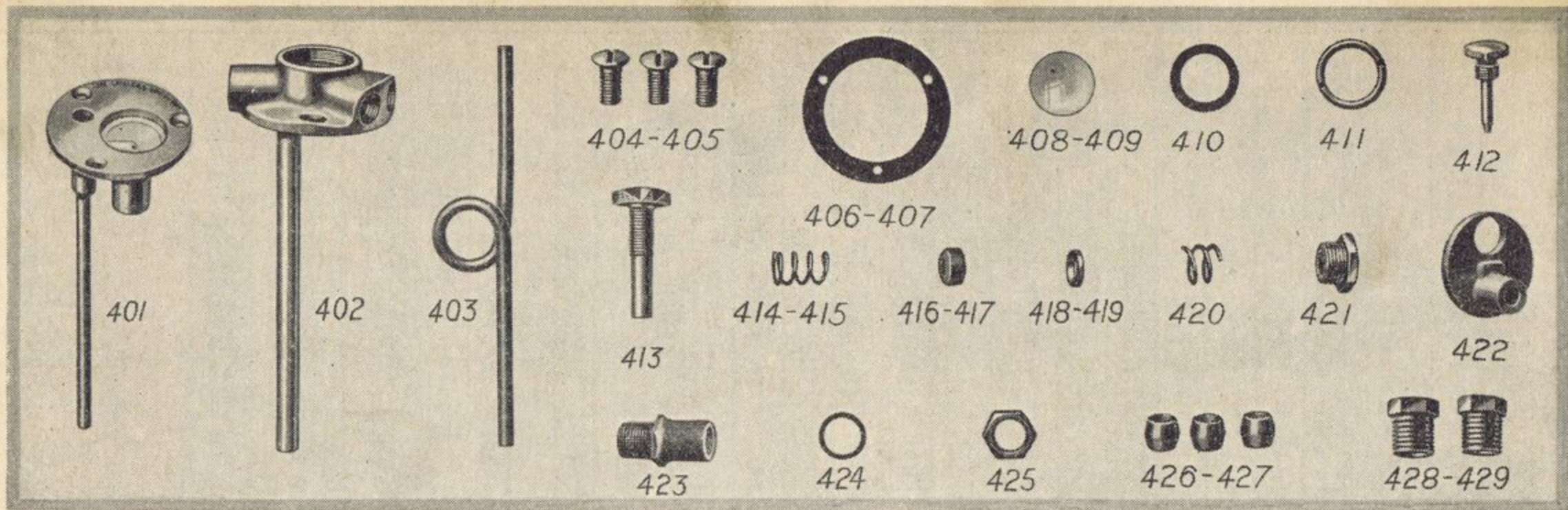
DESCRIPTION.	Part No	Price Each.	98	147		148	172 c.c.				196 c.c.				247 c.c.				249 c.c.			342 c.c.					346 c.c.					
			c.c.	c.c.	c.c.	Sp'ts	Sports	Super	Brooklands	I E	I E	2 E	196 Super	VI A	VII A	VIII A	IX A	X A	XIV A	XIV A	Water	VI B	VII B	VIII B	IX B	IX BA	X B	XIV B	XIV B	XVII B		
			Midget	VI C	VII C	VIII C	XII C	Sp'ts	Auto. Lub.	Sports T.T.	Brooklands	I E	I E	2 E	196 Super	VI A	VII A	VIII A	IX A	X A	XIV A	XIV A	Water	VI B	VII B	VIII B	IX B	IX BA	X B	XIV B	XIV B	XVII B
Release Valve Stem .. ..	251	1/3	-	-	-	-	-	-	-	-	-	-	-	KZ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " " Split Pin .. ..	252	1/-	-	-	-	-	-	-	-	-	-	-	-	-	J	S	X	DZ	JZ	-	-	-	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY	
" " Nut .. ..	256	2d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	
" " " Spring .. ..	258	3d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	
" " " Washer .. ..	259	3d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	
" " " .. ..	260	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
" " " .. ..	261	1d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
" " Cover .. ..	262	1/6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	
" " Clip .. ..	263	2/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
" " " Screw .. ..	264	1d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " Wire Clamp Plate .. ..	266	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	
" " " Screw .. ..	267	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	
" " " .. ..	268	1d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " Lever .. ..	269	6d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " Pivot Pin .. ..	270	2d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " Split Pin .. ..	271	1d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " Plated Cap .. ..	273	3d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Crankcase Stud .. ..	279	2d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY
" " Spring Washer .. ..	281	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY
" " Nut .. ..	282	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY
Engine Stud .. ..	283	3d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY
" " Washer .. ..	284	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY
" " Nut .. ..	285	1d.	CY	H	L	W	GY	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	YZ	YZP	WY
" " Distance Piece .. ..	286	2d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BY	BYP	RY	K	M	AZ	CZ	CZA	HZ	-	-	-
" " Plates (per pair) .. ..	287	6/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inlet Pipe (Straight) .. ..	290	6/-	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " ( " ) (148-196c.c.) .. ..	291	5/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " (Angular) ( " ) .. ..	292	5/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " (Straight) (247-346c.c.) .. ..	293	6/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " (Angular) ( " ) .. ..	294	6/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " (Curved) (148-196c.c.) .. ..	296	6/6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " ( " ) (247-346c.c.) .. ..	297	7/6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inlet Pipe Washer .. ..	304	4d.	-	-	-	-	GY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " " .. ..	305	3d.	-	-	-	-	-	T	TL	BZ	Y	IE	IE	XZ	KZ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" " " .. ..	306	4d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	DZ	JZ	-	-	-	-	-	AZ	CZ	CZA	HZ	-	-	-
" " " .. ..	308	4d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BY	BYP	RY	-	-	-	-	-	-	-	-	-
" " " .. ..	307	4d.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	YZ	YZP	WY	-

Owing to the many different patterns of Induction Pipes, it is impossible to list these individually. The prices of Induction Pipes for various Engines are shown, and when ordering, full details of the type of Engine and make and Model of Motor Cycle should be given to ensure the correct pattern replacement Induction Pipe being supplied.



DESCRIPTION.	Part No.	Price. Each	98 c.c.				147 c.c.				172 c.c.				196 c.c.				247 c.c.				249 c.c.				342 c.c.				346 c.c.		
			Midget	VI C	VII C	VIII C	XII C	SptsPetroil	Sports Auto. Lub.	Super Sports T.T.	Brooklands	I E Petroil	I E Auto. Lub.	2 E	196 Super Sports	VI A	VII A	VIII A	IX A	X A	XIV A Auto. Lub.	XIV A Petroil	Water Cooled	VI B	VII B	VIII B	IX B	IX BA	X B	XIV B Auto. Lub.	XIV B Petroil	XVII B	
Exhaust Pipe	310	5/-		H	L	W																											
"	311	5/-			L	W																											
"	312	5/-							T	TL																							
"	313	7/6									BZ																						
"	314	7/6																															
"	315	7/6																															
"	316	7/6																															
"	320	6d.		H					T	TL						X	DZ	JZ							AZ	CZ	CZA	HZ					
"	321	6d.			L	W																											
"	322	6d.									BZ	Y																					
"	323	6d.																															
"	324	6d.													J	S																	
"	325	6d.																															
"	330	1/6		H					T	TL						X	DZ	JZ								AZ	CZ	CZA	HZ				
"	331	1/6			L	W																											
"	332	1/6													J	S																	
"	333	6d.		H	L	W			T	TL	BZ					X	DZ	JZ								AZ	CZ	CZA	HZ				
"	334	1d.		H	L	W			T	TL	BZ					X	DZ	JZ								AZ	CZ	CZA	HZ				
"	336	7/6		H	L	W			T	TL	BZ					X	DZ	JZ								AZ	CZ	CZA	HZ				
Silencer Body	337	7/6			L	W																											
"	338	10/6							T	TL																							
"	339	10/6									BZ																						
"	340	10/6																															
"	341	10/6													J	S																	
"	342	10/6														X	DZ	JZ									AZ	CZ	CZA	HZ			
"	345	1/-		H																													
"	346	1/-			L	W																											
"	347	1/-							T	TL																							
"	348	1/-														X	DZ	JZ															
"	349	1d.		H	L	W			T	TL	BZ					X	DZ	JZ															
"	350	1d.		H	L	W			T	TL	BZ					X	DZ	JZ															
"	351	8d.		H	L	W			T	TL						X	DZ	JZ															
"	352	1/-									BZ																						
"	353	1/-														X	DZ	JZ															
"	354	1/-													J																		
Hammertight Spanner	390	3/6																															
Spark-Plug Spanner	391	8d.																															
Contact Breaker Point Spanner	392	3d.																															

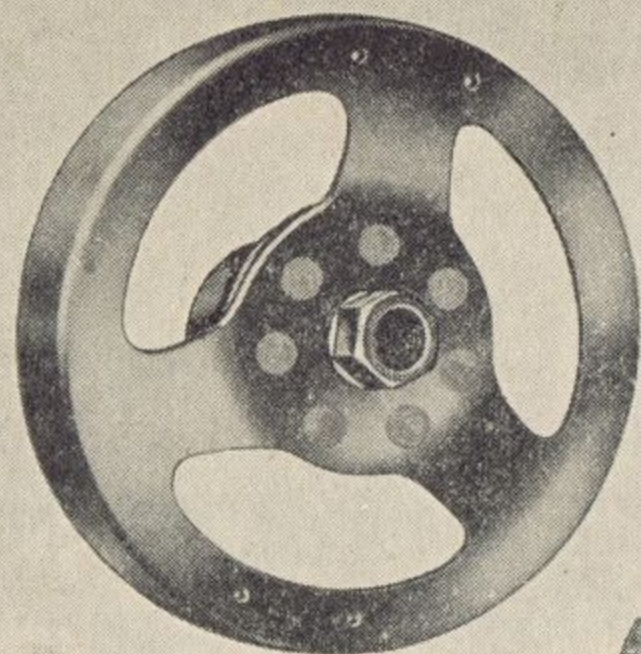
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DESCRIPTION.	Part No.	Price Each.	MARK I	MARK II	MARK III
			LUBRICATOR. (Usually fitted to Oil Com- partment in Petrol Tank.)	LUBRICATOR. (Usually fitted to separate Oil Tank.)	LUBRICATOR. (without sight feed).
Lubricator Body ..	<b>401</b>	6/-	X	—	—
..	<b>430</b>	5/-	—	—	X
..	<b>402</b>	8/6	—	X	—
Delivery Pipe ..	<b>403</b>	6d.	X	—	—
.. with Filter ..	<b>431</b>	1/-	—	—	X
Lubricator Body Top Screw (each) ..	<b>404</b>	2d.	X	—	—
..	<b>405</b>	3d.	—	X	—
..	<b>432</b>	1/-	—	—	X
.. Leather Washer ..	<b>406</b>	3d.	X	—	—
.. Washer ..	<b>407</b>	3d.	—	X	—
.. Washer ..	<b>433</b>	3d.	—	—	X
.. Glass ..	<b>408</b>	2d.	X	—	—
..	<b>409</b>	2d.	—	X	—
.. Leather Washer ..	<b>410</b>	1d.	X	X	—
.. Top Ring ..	<b>411</b>	6d.	X	X	—
Bottom Plate ..	<b>434</b>	6d.	—	—	X

DESCRIPTION	Part No.	Price Each.	MARK I LUBRICATOR. (Usually fitted to Oil Compartment in Petrol Tank.)	MARK II LUBRICATOR. (Usually fitted to separate Oil Tank.)	MARK III LUBRICATOR. (without sight feed.)
Adjusting Screw .. .. .	412	1/-	X	—	—
.. .. .	413	1/6	—	X	X
.. .. . Spring .. .. .	414	2d.	X	—	—
.. .. .	415	3d.	—	X	X
.. .. . Cork Gland .. .. .	416	1d.	X	—	—
.. .. .	417	1d.	—	X	X
.. .. . Gland Washer .. .. .	418	1d.	X	—	—
.. .. .	419	1d.	—	X	X
.. .. . " " " " (Bottom) .. .. .	435	1d.	—	—	X
.. .. . Spring .. .. .	420	2d.	—	X	X
.. .. . Nut .. .. .	421	6d.	—	X	X
Vent Hole Wire .. .. .	436	1d.	—	—	X
.. .. .	437	1d.	—	X	—
Bottom Tank Plate .. .. .	422	1/6	X	—	—
.. .. . Union .. .. .	423	1/6	X	—	—
.. .. . Washer .. .. .	424	1d.	X	—	—
.. .. . Nut .. .. .	425	2d.	X	—	—
Solderless Nipples 1/4" (set of 6) .. .. .	426	9d.	X	—	X
.. .. . 5/16" (set of 4) .. .. .	427	6d.	—	X	—
Union Nut 1/4" .. .. .	428	3d.	X	—	X
.. .. . 5/16" .. .. .	429	4d.	—	X	—



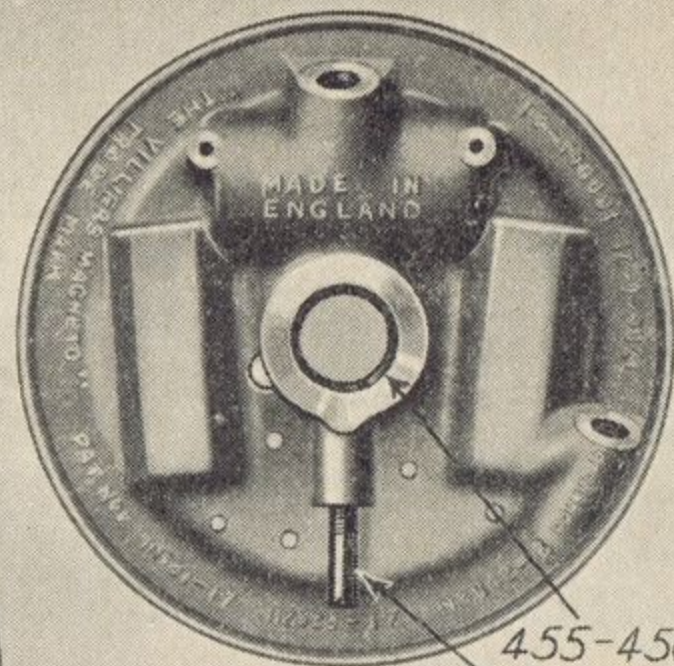


440-442



443-446 447-448 449-450

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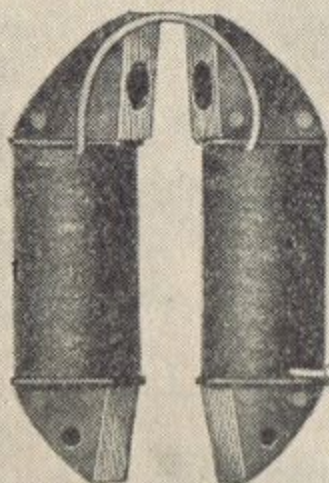


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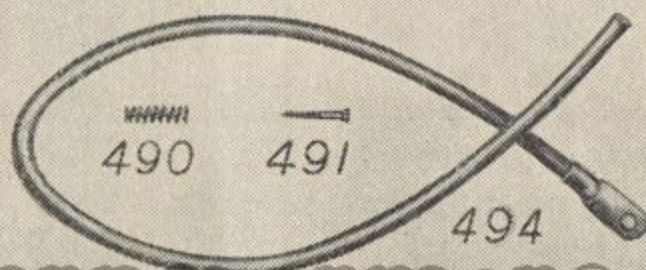
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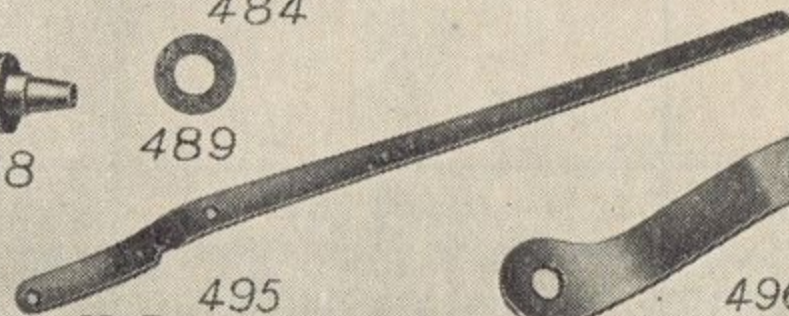
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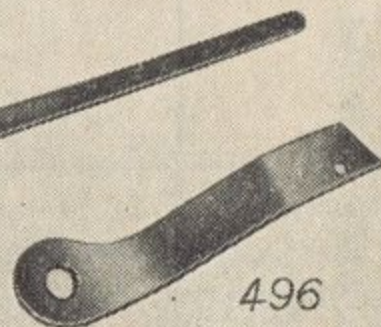
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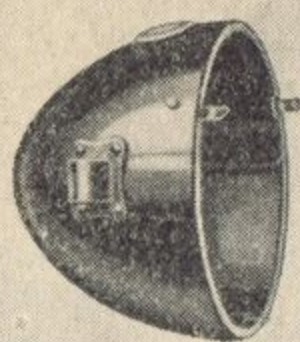
496

DESCRIPTION.	Part No.	Price Each.	SMALL 2-POLE FLY-WHEEL MAGNETO		4-POLE MAGNETO.	LARGE FLY-WHEEL MAGNETO fitted to Engines J/S/X/K/M/AZ.
			Plain, with Direct Lighting, Parking Sets, or Rectifier Charging Set.	Magnetos with 1928-9 Charging Set.		
Flywheel with Cam and Nut (Brass) .. ..	<b>440</b>	19/-	X	—	—	—
.. .. (Aluminium) .. ..	<b>440A</b>	15/-	X	—	—	—
.. .. .. ..	<b>441</b>	19/-	—	X	—	—
.. .. .. ..	<b>800</b>	15/-	—	—	X	—
.. .. .. ..	<b>442</b>	25/-	—	—	—	X
Magnets (no lighting) (per pair) .. ..	<b>443</b>	15/-	X	—	—	—
.. (for direct lighting) (per pair) .. ..	<b>444</b>	15/-	X	—	—	—
.. (for charging set) (per pair) .. ..	<b>445</b>	25/-	X	X	—	—
.. (per pair) .. ..	<b>446</b>	18/-	—	—	—	X
.. (set of 4) .. ..	<b>801</b>	20/-	—	—	X	—
Pole Shoes (per pair) .. ..	<b>447</b>	2/6	X	X	—	—
.. (set of four) .. ..	<b>802</b>	2/-	—	—	X	—
.. (per pair) .. ..	<b>448</b>	4/6	—	—	—	X
Pole Shoe Top Plates (per pair) .. ..	<b>449</b>	3d.	X	X	—	—
.. (set of four) .. ..	<b>803</b>	6d.	—	—	X	—
.. (per pair) .. ..	<b>450</b>	4d.	—	—	—	X
Pole Shoe Screw .. ..	<b>451</b>	1d.	X	X	X	X
Armature Plate .. ..	<b>452</b>	7/6	X	—	—	—
.. ..	<b>453</b>	10/-	—	X	—	—
.. ..	<b>805</b>	8/-	—	—	X	—
.. ..	<b>454</b>	10/6	—	—	—	X
.. (for Rectifier Set) .. ..	<b>452A</b>	7/6	X	—	—	—
.. Steel Bush .. ..	<b>455</b>	9d.	X	X	X	—
.. " " " " .. ..	<b>456</b>	1/-	—	—	—	X
.. Lock Screw .. ..	<b>457</b>	2d.	X	X	X	X
Lighting Coil (complete) .. ..	<b>809</b>	9/-	—	—	X	—
Laminated Cheek Ends .. ..	<b>812</b>	1/-	—	—	X	—
Lighting Coils (per pair) .. ..	<b>497</b>	15/-	X	X	—	—
.. Terminal Bush .. ..	<b>498</b>	6d.	X	X	X	—
.. " " " Washer .. ..	<b>499</b>	2d.	X	X	X	—

DESCRIPTION.	Part No.	Price Each.	SMALL 2-POLE FLY-WHEEL MAGNETO		4-POLE MAGNETO.	LARGE FLY-WHEEL MAGNETO fitted to Engines J/S/X/K/M/AZ.
			Plain, with Direct Lighting, Parking Sets, or Rectifier Charging Set.	Magnetos with 1928-9 Charging Set.		
Lighting Terminal Bush Plug .. .. .	500	3d.	X	X	X	—
Split Terminal .. .. .	501	3d.	X	X	X	X
Ignition Coil .. .. .	459	15/-	X	X	X	—
Ignition Coil .. .. .	460	22/6	—	—	—	X
Laminated Cheeks (per pair) .. .. .	461	2/9	X	X	—	—
.. .. .	462	4/6	—	—	—	X
Armature Plate Screw (short) .. .. .	463	1d.	X	X	X	X
.. .. . (long) .. .. .	464	1d.	X	X	—	—
.. .. . Washer .. .. .	465	1d.	X	X	X	X
.. .. . Nut .. .. .	466	1d.	X	X	X	X
Magneto Cover .. .. .	467	4/-	X	—	X	—
.. .. .	468	5/6	—	X	—	—
.. .. .	469	5/-	—	—	—	X
.. .. . Clip (flat) .. .. .	470	2d.	X	—	—	—
.. .. . (curved) .. .. .	471	2d.	X	—	—	—
.. .. .	472	3d.	—	X	—	—
.. .. .	473	2d.	—	—	—	X
.. .. . (new type) .. .. .	473A	2d.	X	—	X	—
Condenser Box with Condenser .. .. .	474	8/-	X	X	X	X
.. .. . Lid .. .. .	475	3d.	X	X	X	X
.. .. . Stud .. .. .	476	1d.	X	X	X	X
.. .. . Washer .. .. .	465	1d.	X	X	X	X
.. .. . Nut .. .. .	466	1d.	X	X	X	X
.. .. . Pillar Washer .. .. .	465	1d.	X	X	X	X
.. .. . Nut .. .. .	466	1d.	X	X	X	X
.. .. . Clip and Pillar .. .. .	477	6d.	X	X	X	X
Point Clamp .. .. .	478	6d.	X	X	X	X
.. .. . Screw .. .. .	479	1d.	X	X	X	X
.. .. . Top Bush .. .. .	480	1d.	X	X	X	X
.. .. . Bottom Bush .. .. .	481	1d.	X	X	X	X

DESCRIPTION.	Part No.	Price Each.	SMALL 2-POLE FLY-WHEEL MAGNETO		4-POLE MAGNETO.	LARGE FLY-WHEEL MAGNETO fitted to Engines J/S/X/K/M/AZ.
			Plain, with Direct Lighting, Parking Sets, or Rectifier Charging Set.	Magnetos with 1928-9 Charging Set.		
Low Tension Lead .. .. .	482	6d.	X	X	X	X
"  "  "  Plug .. .. .	483	1d.	X	X	X	X
Rocker Arm with Point and Pad .. .. .	484	3/-	X	X	X	X
"  "  Clip .. .. .	485	1d.	X	X	X	X
"  "  Spring .. .. .	486	3d.	X	X	X	X
Screwed Point with Locknut .. .. .	487	2/-	X	X	X	X
High Tension Terminal .. .. .	488	9d.	X	X	—	X
"  "  "  " .. .. .	810	9d.	—	—	X	—
"  "  "  Washer .. .. .	489	2d.	X	X	X	X
"  "  "  Spring .. .. .	490	2d.	X	X	X	X
"  "  "  "  Pad .. .. .	490a	1d.	X	X	X	X
"  "  "  Screw .. .. .	491	1d.	X	X	X	X
"  "  "  Fastener .. .. .	492	3d.	X	X	—	—
"  "  "  "  " .. .. .	493	3d.	—	—	—	X
High Tension Lead .. .. .	494	1/6	X	X	X	X
Variable Ignition Control Lever .. .. .	495	9d.	X	X	X	X
Fixed Ignition Strap .. .. .	496	6d.	X	—	—	—
"  "  "  "  " .. .. .	811	6d.	—	—	X	—

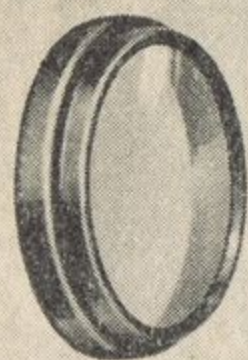
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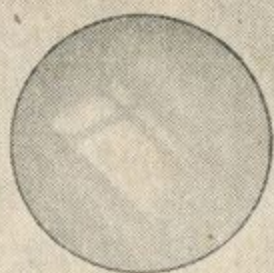
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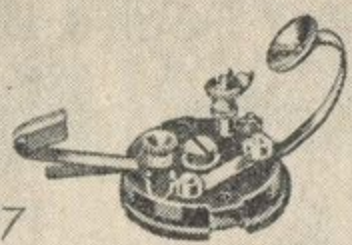
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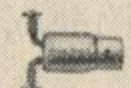
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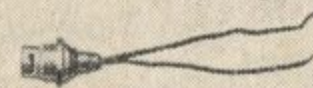
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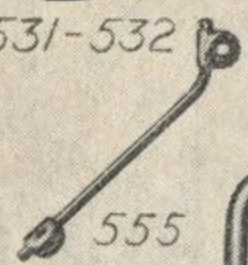
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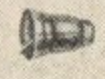
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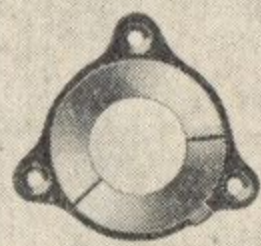
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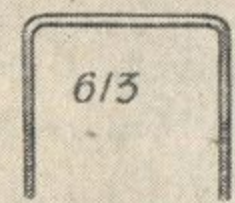
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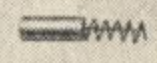
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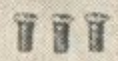
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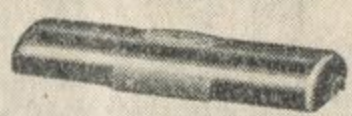
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BARNSTORMERS.CO.NZ

DESCRIPTION.	Part No.	Price Each.	4½" Direct Set.	6" Direct Set.	6" Charging Set	Rectifier Set	5" Parking Set.	5½" Parking Set.	7" Parking Set.
Head Lamp Body .. .. .	700	15/-	—	—	—	X	—	—	X
" " " and Battery Clip .. .	730	12/-	—	—	—	—	X	—	—
Reflector .. .. .	775	14/-	—	—	—	—	—	X	—
" " only .. .. .	701	9/6	—	—	—	X	—	—	X
Lamp Front and Glass .. .. .	731	5/6	—	—	—	—	X	—	—
" " " " .. .. .	776	4/6	—	—	—	—	—	X	—
" " " " .. .. .	732	5/-	—	—	—	—	X	—	—
Front Glass only .. .. .	702	7/6	—	—	—	X	—	—	X
" " " " .. .. .	777	5/-	—	—	—	—	—	X	—
Glass Retainer Spring .. .. .	733	9d.	—	—	—	—	X	—	—
" " " " .. .. .	703	2/-	—	—	—	X	—	—	X
" " " " .. .. .	778	1/-	—	—	—	—	—	X	—
Rubber Washer for Glass .. .. .	734	3d.	—	—	—	—	X	—	—
Front Rim Latch Bolt .. .. .	705	3d.	—	—	—	X	—	—	X
" " " " Spring .. .. .	779	3d.	—	—	—	—	—	X	—
" " " " Fly Nut .. .. .	780	6d.	—	—	—	—	—	X	—
Lamp Front Clip .. .. .	706	6d.	—	—	—	X	X	—	X
Switch with Contacts .. .. .	707	2d.	—	—	—	X	X	—	X
" " " " .. .. .	708	8d.	—	—	—	X	X	—	X
" " " " .. .. .	781	9d.	—	—	—	—	—	X	—
" " " " .. .. .	782	3d.	—	—	—	—	—	X	—
Switch Top Plate .. .. .	735	6/-	—	—	—	—	X	—	—
" " " " .. .. .	540	7/6	OBSOLETE	OBSOLETE	OBSOLETE	X	—	—	—
" " " " .. .. .	710	7/6	—	—	—	—	—	—	X
" " " " .. .. .	784	9/-	—	—	—	—	—	X	—
Switch Contact Wiper .. .. .	713	2/-	—	—	—	—	—	—	X
Switch Barrel and Spindle .. .. .	541	2/-	—	—	—	X	—	—	—
" " " " .. .. .	542	6d.	—	—	—	X	—	—	—
Switch Top Plate Washer .. .. .	714	2/-	—	—	—	—	—	—	X
Switch Lever .. .. .	784A	1/8	—	—	—	—	—	X	—
" " " " .. .. .	543	4d.	—	—	—	X	—	—	X
" " " " .. .. .	544	1/3	—	—	—	X	X	—	X
" " " " .. .. .	786	1/-	—	—	—	—	—	X	—
" " " " .. .. .	545	3d.	—	—	—	X	X	—	X
Switch Spindle .. .. .	788	3d.	—	—	—	—	—	X	—
" " " " Washer .. .. .	538	1/6	—	—	—	X	—	—	—
" " " " Screw .. .. .	539	3d.	—	—	—	X	X	—	X
" " " " .. .. .	546	6d.	—	—	—	X	—	—	—
Tongued Washer .. .. .	547	3d.	—	—	—	X	—	—	—
Spring Washer for Top Plate Studs .. .. .	548	1d.	—	—	—	X	—	—	X
Finger Nut for Top Plate Studs .. .. .	549	3d.	—	—	—	X	—	—	X
Switch Fastener Spring Clip .. .. .	784B	3d.	—	—	—	—	—	X	—
" " " " .. .. .	784C	1/-	—	—	—	—	—	X	—
" " " " .. .. .	784D	1/-	—	—	—	—	—	X	—
" " " " .. .. .	784E	3d.	—	—	—	—	—	X	—
" " " " Spring .. .. .	784F	1d.	—	—	—	—	—	X	—
" " " " Roller .. .. .	784G	1d.	—	—	—	—	—	X	—



DESCRIPTION.	Part No.	Price Each.	4½" Direct Set.	6" Direct Set.	6" Charging Set	Rectifier Set	5" Parking Set.	5½" Parking Set.	7" Parking Set.
<b>TAIL LAMP (small)—(Continued).</b>									
Lamp Body with Ruby Glass .. .. .	<b>720</b>	2/6	—	—	—	—	<b>X</b>	—	<b>X</b>
Adaptor Nut .. .. .	<b>721</b>	1/6	—	—	—	—	<b>X</b>	—	<b>X</b>
Enamelled Spring .. .. .	<b>722</b>	2d.	—	—	—	—	<b>X</b>	—	<b>X</b>
Large Hexagon Nut .. .. .	<b>723</b>	8d.	—	—	—	—	<b>X</b>	—	<b>X</b>
Cable Guide and Nut .. .. .	<b>724</b>	9d.	—	—	—	—	<b>X</b>	—	<b>X</b>
Lamp Body .. .. .	<b>789</b>	1/6	—	—	—	—	—	<b>X</b>	—
Bulb Holder Complete .. .. .	<b>790</b>	2/6	—	—	—	—	—	<b>X</b>	—
Dry Battery .. .. .	<b>716</b>	2/-	—	—	—	—	<b>X</b>	—	<b>X</b>
" " " " " " " " " " " " .. .. .	<b>794</b>	8d.	—	—	—	—	—	<b>X</b>	—
Battery Container with Clips.. .. .	<b>717</b>	4/6	—	—	—	—	<b>X</b>	—	<b>X</b>
Battery Container Top Cover .. .. .	<b>718</b>	1/-	—	—	—	—	<b>X</b>	—	<b>X</b>
Accumulator Carrier complete .. .. .	<b>611</b>	8/6	—	—	<b>X</b>	<b>X</b>	—	—	—
"U" Clip .. .. .	<b>613</b>	1/9	—	—	<b>X</b>	<b>X</b>	—	—	—
"U" Clip Nut .. .. .	<b>615</b>	2d.	—	—	<b>X</b>	<b>X</b>	—	—	—
Carbon Brush .. .. .	<b>621</b>	2/-	—	—	<b>X</b>	—	—	—	—
" " Holder .. .. .	<b>622</b>	1/6	—	—	<b>X</b>	—	—	—	—
" " " Bush .. .. .	<b>623</b>	3d.	—	—	<b>X</b>	—	—	—	—
" " " Nut .. .. .	<b>624</b>	3d.	—	—	<b>X</b>	—	—	—	—
Commutator Ring .. .. .	<b>625</b>	3/6	—	—	<b>X</b>	—	—	—	—
" " " Screw (each) .. .. .	<b>626</b>	1d.	—	—	<b>X</b>	—	—	—	—
Cut Out Arm .. .. .	<b>627</b>	1/-	—	—	<b>X</b>	—	—	—	—
" " " Pivot .. .. .	<b>628</b>	2d.	—	—	<b>X</b>	—	—	—	—
" " " Spring .. .. .	<b>629</b>	3d.	—	—	<b>X</b>	—	—	—	—
Cover Cable and Contact .. .. .	<b>630</b>	2/-	—	—	<b>X</b>	—	—	—	—
" " Clamp .. .. .	<b>631</b>	1d.	—	—	<b>X</b>	—	—	—	—
Locating Peg .. .. .	<b>632</b>	3d.	—	—	<b>X</b>	—	—	—	—
<b>Nife</b> Accumulator complete .. .. .	<b>633</b>	40/-	—	—	<b>X</b>	—	—	—	—
" " " Lid .. .. .	<b>634</b>	3/-	—	—	<b>X</b>	—	—	—	—
<b>Exide</b> Accumulator complete .. .. .	<b>635</b>	23/-	—	—	<b>X</b>	<b>X</b>	—	—	—
" " " Lid .. .. .	<b>636</b>	3/-	—	—	<b>X</b>	<b>X</b>	—	—	—
Rectifier complete .. .. .	<b>640</b>	40/-	—	—	—	<b>X</b>	—	—	—
" " Case .. .. .	<b>641</b>	4/-	—	—	—	<b>X</b>	—	—	—
" " " End Plate (each) .. .. .	<b>642</b>	1/-	—	—	—	<b>X</b>	—	—	—
" " Bracket .. .. .	<b>643</b>	6d.	—	—	—	<b>X</b>	—	—	—
" " Rubber Guide .. .. .	<b>644</b>	6d.	—	—	—	<b>X</b>	—	—	—

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