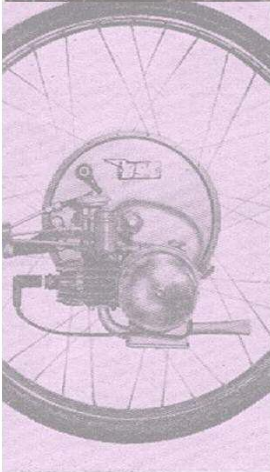


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THOMAS M. CLARKE  
WESTFIELD SCHOOL HOUSE  
HATFIELD  
HERTS. 1910

# THE "CYCLOTRACTEUR"

Can be readily fitted to any Bicycle.



SOLE CONCESSIONAIRE FOR THE BRITISH EMPIRE  
THE BRITISH MOTOR CAB COMPANY, LIMITED,

**T**HE "CYCLOTRACTEUR" is a motor-attachment weighing about 23 lbs., which, mounted on an ordinary bicycle, provides sufficient power to propel the machine at a speed of 20 miles per hour. When fixed, the motor does not in any way prevent the normal use of the bicycle, and the power can be applied while the bicycle is in use.

THE TRANSMISSION OF POWER.—The transmission of power to the front wheel is by means of a pulley engaging with the tyre. Contrary to what might be supposed, the latter does not suffer from effect of friction, but as a matter of fact it is the pulley which wears sooner than the tyre, and when worn the pulley can be replaced at a very small cost.

A single cylinder motor is used, having a bore of 50 m/m., and a stroke of 55 m/m., and develops  $1\frac{1}{4}$  H.P. at 2,500 revolutions per minute. In actual test the motor has attained a speed of 3,600 revolutions per minute, and is exceptionally flexible, thanks to the proportions of the internal flywheels which take the place of an ordinary crankshaft.

LUBRICATION.—All bearings of the engine are lubricated by the combined pressure and splash system. The whole of the oil supply being perfectly automatic, relieves the cyclist from any anxiety in this respect.

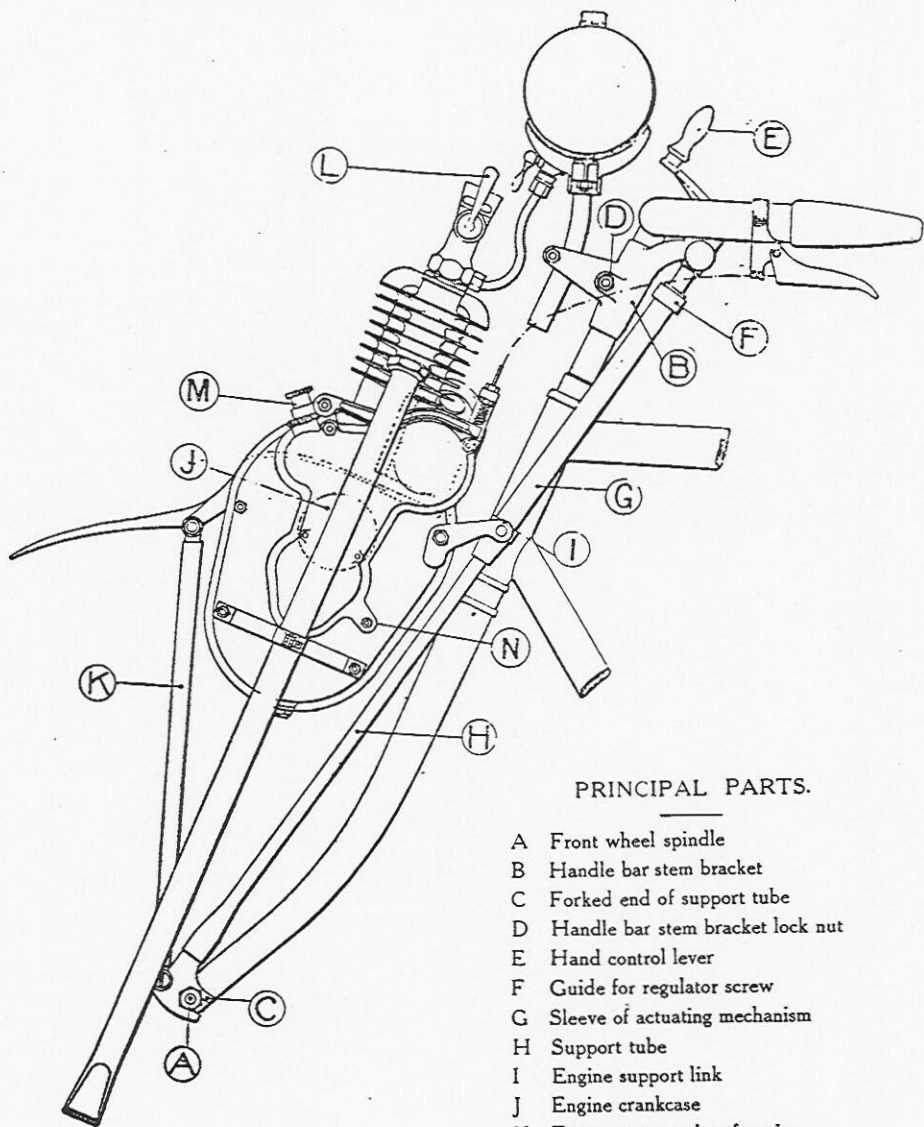
IGNITION.—A high-tension magneto with fixed control provides the spark for igniting the charge in the cylinder, and the sparking plug is arranged in a position which ensures of the maximum engine efficiency.

CARBURETTOR.—An automatic carburettor provides the mixture, and by means of varying the position of the throttle lever, the speed of the machine can be regulated between 5 and 20 miles an hour. The reservoir which is mounted upon the handle bars contains  $\frac{1}{3}$  of a gallon of petrol, which is sufficient for a distance of 50 miles.

By an ingenious control device, the whole engine can be moved relatively to the front wheel, and by operating a hand lever, conveniently mounted near the handle bars, the pulley of the engine is brought into contact with the tyre. When it is desired to disengage the engine, the hand lever is moved in the opposite direction, thus disconnecting the pulley with the tyre, so that the cycle can be pedalled without the assistance of the engine.

"CYCLOTRACTEUR" CAN BE READILY AFFIXED TO ANY BICYCLE

GENERAL VIEW OF "CYCLOTRACTEUR UNIT.



PRINCIPAL PARTS.

- A Front wheel spindle
- B Handle bar stem bracket
- C Forked end of support tube
- D Handle bar stem bracket lock nut
- E Hand control lever
- F Guide for regulator screw
- G Sleeve of actuating mechanism
- H Support tube
- I Engine support link
- J Engine crankcase
- K Front support tube of engine
- L Carburettor
- M Oil filler cap
- N Oil level plug

## DIRECTIONS FOR FITTING "CYCLOTRACTEUR."

THE operation of fitting the "Cyclotracteur" to a standard pattern of bicycle is extremely simple, as the power unit is attached at two points only, viz, the spindle of the front wheel A and the handle bar stem B. After the latter B has been removed and the nuts of the spindle A have been slackened, the "Cyclotracteur" is placed in position, and held by the forked ends C. The stem of the handlebar is now passed through the bracket of the engine, and on being adjusted to the required height is secured by the headclip in the usual manner.

The final adjustment is made by tightening the wheel spindle nuts, thus securing the power unit firmly into place.

An exhaust valve lifter, operated by a Bowden wire, regulates the speed of the engine, and the hand control is easily fixed to the handlebar in a convenient position on the opposite to the rear brake-lever, so as not to interfere with the control of the machine.

The whole work of fitting the "Cyclotracteur" can be done with the aid of an ordinary bicycle tool kit, and involves no mechanical skill whatever; neither is there any need for a specially constructed machine to carry the power unit, which feature provides inestimable advantages.

NOTE *re* MAINTENANCE.

As the whole of the mechanism is designed on very simple lines, the engine will develop its full power for long periods with practically no attention. Users who have an elementary knowledge of internal combustion engines will find no difficulty in effecting those minor attentions which may be required from time to time.

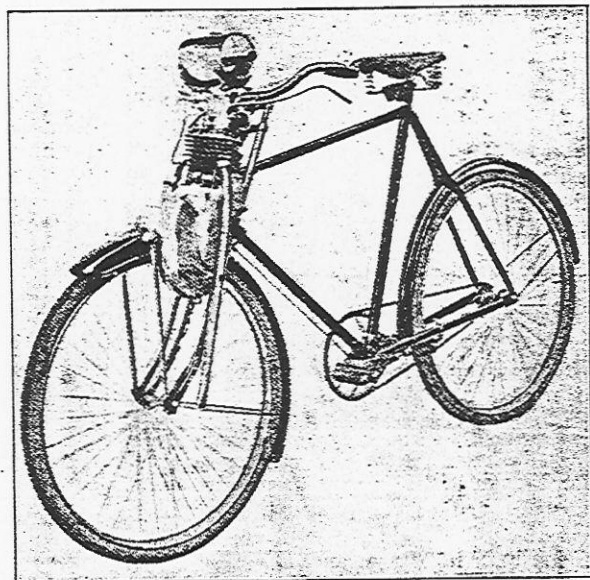
Provided the oil level in the crank case is maintained at the correct height, no trouble will be experienced with soot on the sparking plug, and the only other point to be mentioned is the need for cleaning the engine from time to time in order to prevent dust and mud from interfering with the action of the mechanism. The crank-case holds  $\frac{3}{4}$  of a pint of oil.

Before leaving the works every engine is submitted to exhaustive brake tests which ensure a degree of reliability equal to that possessed by the highest grade of automobile engine. All the results obtained by means of lengthy experiments have been incorporated in the design thus rendering the engine capable of working in an efficient manner even in adverse conditions.

## LIST OF SPARE PARTS.

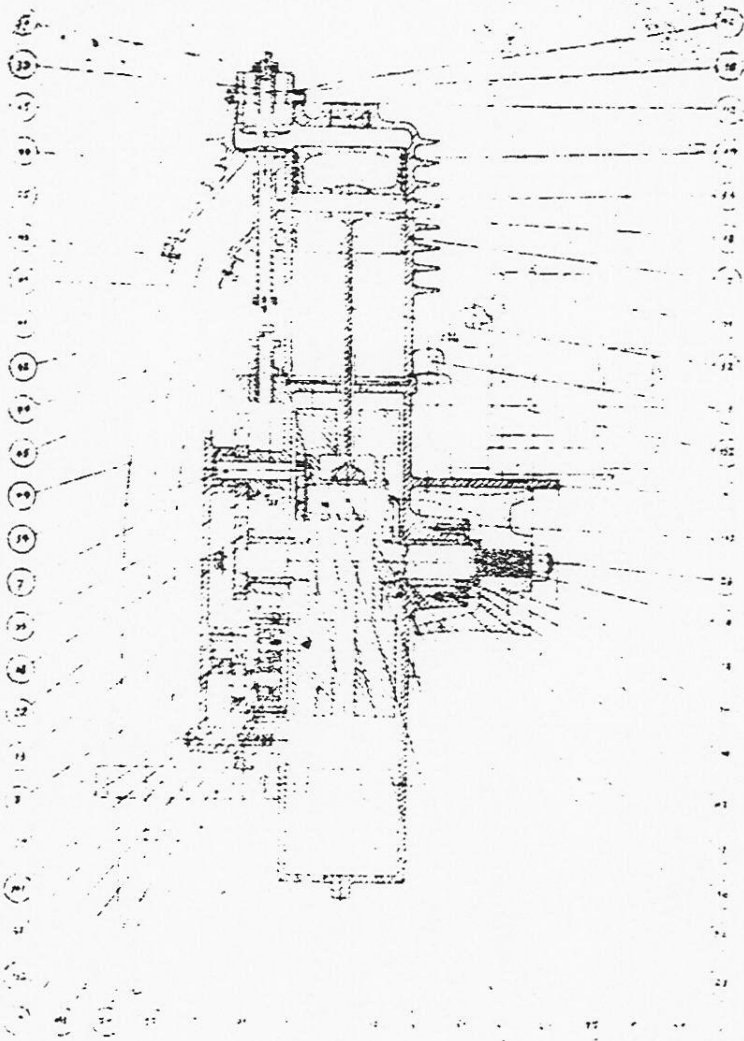
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- |    |                 |    |                     |
|----|-----------------|----|---------------------|
| 1  | Valve (Inlet)   | 13 | Crankshaft Pinion   |
| 2  | Valve (Exhaust) | 14 | Camshaft Spindle    |
| 3  | Cylinder        | 15 | Camshaft Pinion     |
| 4  | Piston          | 16 | Tappet              |
| 5  | Rings           | 17 | Tappet Guide        |
| 6  | Gudgeon Pin     | 18 | Valve Spring        |
| 7  | Connecting Rod  | 19 | Valve Spring Cup    |
| 8  | Crankshaft      | 20 | Valve Spring Cotter |
| 8a | Crank Pin       | 21 | Exhaust Pipe        |
| 9  | Flywheel        | 22 | Crankcase           |
| 10 | Driving Pulley  | 23 | Timing Wheel Cover  |
| 11 | Oil Pump        | 24 | Magneto             |
| 12 | Oil Pump Pinion | 25 | Magneto Strap       |

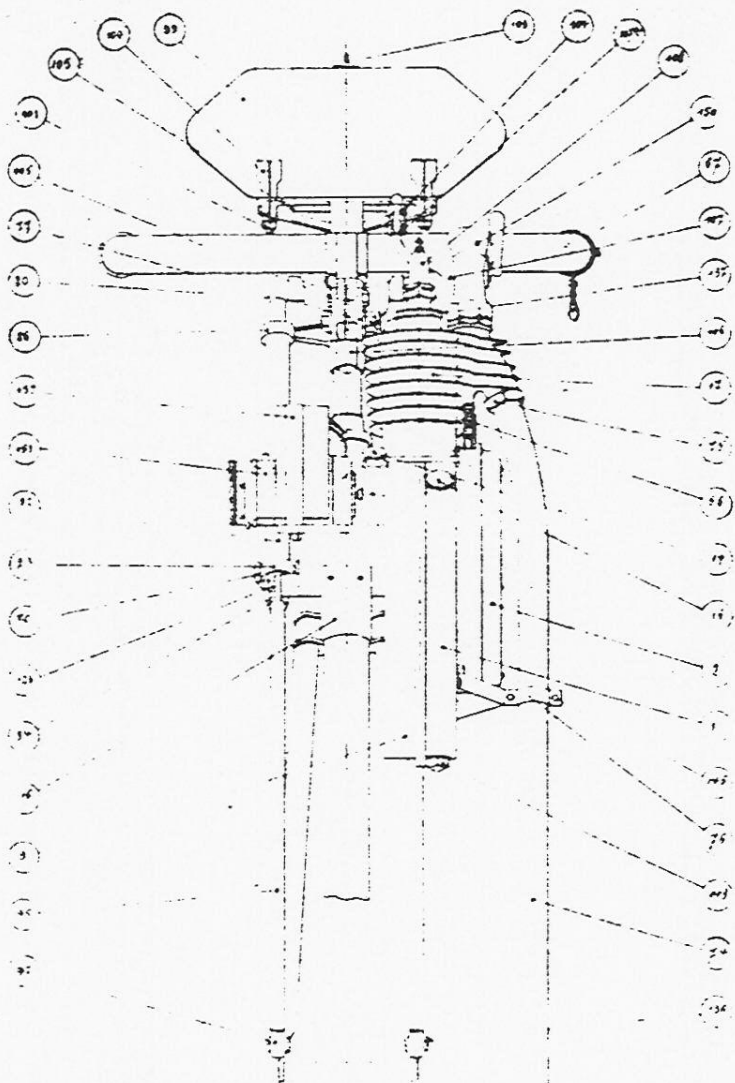


“Cyclotracteur” fitted to Gent’s Roadster.





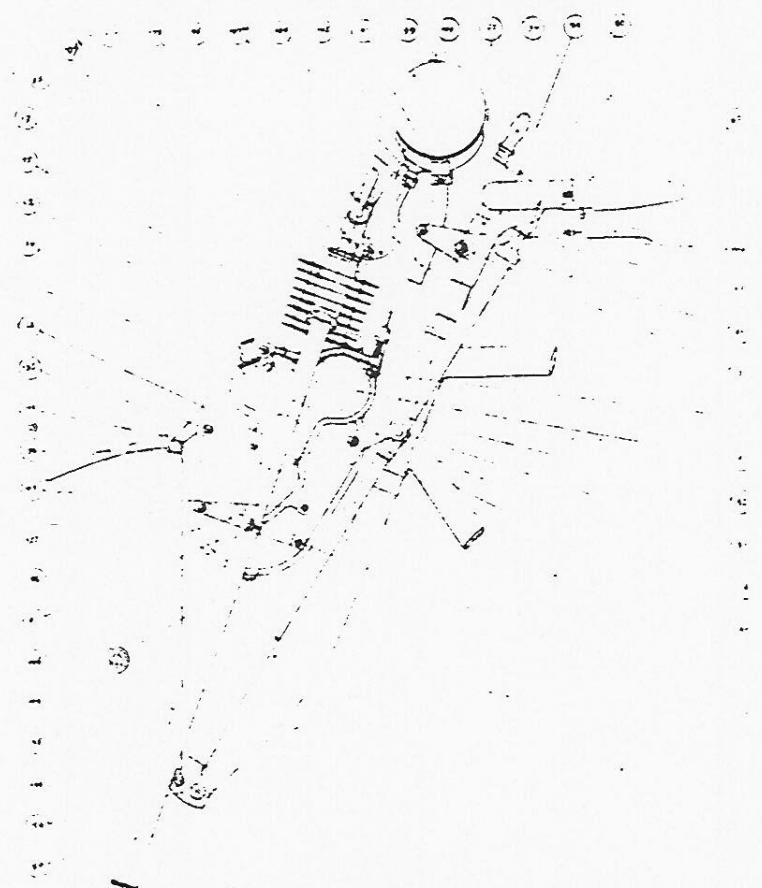
1. Demi carter, côté distribution. - 2. Couverture, côté distribution. - 3. Tuyau d'aspiration d'huile. - 4. Fourrure d'axe de came. - 5. Fourrure d'axe de pompe à huile. - 6. Demi carter, côté magneto. - 7. Coussinet moteur gâlet. - 8. Tube renfort. - 9. Disque de serrage pour feutre. - 10. Cylindre. - 11. Piston. - 12. Segment. - 13. Volant droit. - 14. Volant gauche. - 15. Ecrin pour le motif de distribution. - 16. Levier gauche pour axe au car gâlet. - 17. Bague de butée. - 18. Collecteur d'huile avec tubulure. - 19. Gâlet d'entraînement. - 20. Maneton. - 21. Ecrin de Maneton. - 22. Bielle. - 23. Axe de pied de bielle. - 24. Coussinet de tête de bielle. - 25. Siège de soupape d'admission. - 26. Soupape d'admission. - 27. Ecrin de soupape d'admission. - 28. Ressort de soupape d'admission. - 29. Ressort de soupape d'échappement. - 30. Couverture de soupape d'échappement. - 31. Pignon d'attaque. - 32. Engrenage de commande de pompe à huile. - 33. Came. - 34. Axe d'engrenage came. - 35. Pignon secondaire de pompe à huile. - 36. Couverture de corps de pompe. - 37. Tuyau d'échappement. - 38. Ecrin joint de tuyau d'échappement. - 39. Bride en deux parties du tuyau d'échappement. - 40. Boulon de fixation du réservoir. - 41. Joint de soupape d'admission. - 42. Joint de tuyau d'échappement. - 43. Joint feutre de coussinet côté gâlet. - 44. Vis fixant couvercle de pompe à huile. - 45. Gouton de couvercle de distribution. - 46. Magneto. - 47. Ceinture d'attache pour magneto. - 48. Joint de carter papier 2 10". - 49. Joint de cylindre papier. - 50. Joint de pompe à huile papier.



1. Demi carter, côté distribution. - 2. Couverteil, côté distribution. - 3. Demi carter, côté magneto. - 4. Couvercle du reniflard. - 5. Bouchon de remplissage. - 6. Cylindre. - 7. Ressort de décompression. - 8. Commande de Bowden. - 9. Pattes symétriques de carter. - 10. Tuyau d'échappement. - 11. Ecran joint de tuyau d'échappement. - 12. Bride en deux parties du tuyau d'échappement. - 13. Support de guides. - 14. Têtes de guides. - 15. Coulisseau de 16-18. - 16. Coulisseau support de carter. - 17. Fourrures intérieures de coulisseau. - 18. Traverse de commande. - 19. Haubans de 12-14. - 20. Pieds de haubans. - 21. Réservoir. - 22. Renfort de réservoir. - 23. Boulon de fixation du réservoir. - 24. Bouchon chicane. - 25. Robinet d'alimentation. - 26. Support de réservoir. - 27. Tube support de réservoir. - 28. Tuyau d'arrivée d'essence. - 29. bis. Raccord au tuyau d'arrivée d'essence. - 30. Bougie. - 31. Pare-bouge. - 32. Boulons d'articulation de carter et haubans. - 33. Boulon de pied de hauban. - 34. Boulon de serrage sur guidon. - 35. Vis niveau ou vidange d'huile. - 36. Boulon de serrage du tube de réservoir. - 37. Boulon supérieur de bride de tuyau d'échappement. - 38. Carburateur. - 39. Magneto. - 40. Ceinture d'attache pour magneto.



# NOMENCLATURE DES PIÈCES DÉTACHÉES DU CYCLOTRACTEUR



1. Dem. Carter, tête distribution. - 16. Bouchon de remplissage. - 17. Cylindre. - 28. Casset  
d'évacuation. - 35. Siège de soupape d'admission. - 62. Levier décompresseur. - 67. Carbone  
Bouillon. - 68. Partie droite gauche de Carter. - 74. Tuyau d'échappement. - 75. Ecroû pour le tuyau  
d'échappement. - 76. Bride en deux parties du tuyau d'échappement. - 77. Support de guidage  
Tuyaux guides de 12 14. - 79. Pieds de guides. - 80. Têtes de guides. - 82. Couilles de guidage  
83. Coulisseau support de Carter. - 84. Fourrures inférieures de coulisseau. - 85. Fourrures  
commande. - 87. Croisillon support de vis. - 88. Manivelle. - 89. Pignon  
Haubans 12 14. - 90. Têtes de haubans. - 99. Réservoir. - 100. Machine à essence  
103. Bouchon chicane. - 104. Robinet d'alimentation. - 105. Support de réservoir  
de réservoir. - 107. Tuyau d'arrivée d'essence. - 107 bis. Tuyau de tuyau d'échappement  
Pare-boue. - 125. Boulons fixant pattes de Carter avec distribution. - 127. Boulons de fixation  
Carter sans magneto. - 130. Boulon d'articulation du décompresseur. - 131. Boulon de fixation  
de décompresseur. - 136. Boulon de pied de hauban. - 137. Boulon de serrage du tuyau de  
niveau ou vidange d'huile. - 145. Boulon de serrage du tube de réservoir. - 146. Bride  
bride de tuyau d'échappement. - 150. Carburateur. - 151. Magnéto.

## CYCLOTRACTEUR DRIVING INSTRUCTIONS

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Having satisfactorily completed the fitting of the set, the next item is the method of control.

1st.—Road License must be obtained from the local Licensing Authority, usually at the County Hall at the County Town. License amounts to 30/- yearly, or 8/3 quarterly. When applying for this, one also obtains Registration Log Book, Registration Numbers, and License Disc; this latter must be displayed on vehicle in a license holder of approved type (Price 2/-). Machine must not be used on the road until the numbers are fixed, and License correctly displayed.

2nd.—Fill up with good petrol (No. 1 or aviation), also fill up Crank Case with good oil to oil level. Turn on petrol, set Carburetter lever at 45 deg., mount cycle and pedal off. Next lower engine on to tyre, meanwhile holding exhaust lifter up. Having attained sufficient speed, about 8 m.p.h., drop exhaust lift and continue to pedal until engine fires, this it should do in a few yards. To increase speed to maximum, alter setting of Carburetter lever until it is vertical. Engine should not be overworked until it has been carefully run in. This will be after about 75 miles has been accomplished. Oil will last about 50 miles on one charge, but level should be watched. Excess of oil cannot do much harm, but lack of it can ruin the Engine.

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**GRIFFIN & SON, Cyclotracteur Specialists,**

BRIDGE GARAGE, HINTON ROAD, HERNE HILL, S.E.24.

## INSTRUCTIONS FOR FITTING CYCLOTRACTEURS.

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1. Remove unit complete from forks by withdrawing front engine bolt and removing two nuts from back engine bearers. Telescopic action of long tubes should be present, if not, gently free, and oil same until they function easily.
2. Offer up the forks to Cycle to be fitted. The lower extremity should be slipped on to wheel spindle. The aluminium head clasp should now be flush on the Cycle head locking ring. If forks are found to be too long, remove handle and head of forks by extracting the two taper pins. Cut off equal parts of both tubes, so that the aluminium head just clears locking nut, refix head of forks by reinstating taper pins in holes provided.
3. Remove handlebars from Cycle, insert stem of handlebars through aluminium head of Cyclotracteur forks, refix cycle bars, taking care not to strain aluminium head, as although same is strong, it is brittle by nature, and liable to snap if undue strain is thrown upon it. Tighten up all nuts securely.
4. Refit engine unit. Extend forks to their limit in an upward direction by turning handle. If the driving pulley should be touching the tyre when the telescopic forks are extended fully, remedy this by slackening off back engine bearer brackets on forks, and tap same upwards equally until engine roller is free of tyre, i.e., cycle wheel should now be revolved without touching roller. In the event of the engine being too high off tyre when forks fully extended, the reverse operation will be necessary to ensure sufficient pressure on tyre when handle is lowered. In the case of the long tubes being shortened, it sometimes happens that the engine crankcase fouls the short front tubes (when the engine is free of the tyre). If this occurs it will be necessary to shorten the front tubes by the extent of one hole.

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Fill up with B.B. air-cooled oil of good quality (Vacuum or Price's) through the smaller of the two aluminium caps on the top of crank case, until oil commences to run from brass plug hole (remove plug while filling). Maintain this level as much as possible. Use No. 1 Petrol, and with careful use, several years of satisfactory motoring should be enjoyed.

The larger of the two aluminium caps is the crank case compression release valve, and should not be touched.

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**GRIFFIN & SON, Cyclotracteur Specialists,**

BRIDGE GARAGE, HINTON ROAD, HERNE HILL, S.E.24.

# Cyclotracteur Spares Price List.

Subject to Revision without notice.

Cylinder ... ..	1 15 0	Rubber Pipe ... ..	0 1 3
Piston ... ..	0 7 6	Unions ... ..	0 0 6
Rings ... ..	0 1 3	Filler Cap ... ..	0 0 9
Gudgeon Pin ... ..	0 2 6	Inlet Valve, complete in casing	0 10 0
Connecting Rod ... ..	0 5 0	Casing only ... ..	0 7 6
Flywheels, each ... ..	0 10 0	Valve only ... ..	0 3 0
Crank Pin ... ..	0 3 6	Inlet Valve Spring ... ..	0 0 3
Carburetter, complete ... ..	0 12 6	Valve Nut ... ..	0 0 2
Jets ... ..	0 0 9	Exhaust Valve... ..	0 3 0
Float Pin ... ..	0 0 6	Spring ... ..	0 0 3
Float Chamber Cap ... ..	0 0 6	Collar ... ..	0 0 3
Split Pin ... ..	0 0 1	Tappit ... ..	0 1 0
Carburetter Slide ... ..	0 3 0	Exhaust Cam Lever ... ..	0 1 0
"    Body ... ..	0 9 0	Timing Wheels, each ... ..	0 4 0
C & A Washer ... ..	0 0 1	Crank Case, timing side ... ..	0 15 0
Slide Spring ... ..	0 0 3	"    "    Driving side ... ..	0 10 0
Magneto, complete... ..	1 10 0	Crankcase Breather Cap ... ..	0 2 6
Contact Breaker, complete	0 7 6	Oil Filler Cap ... ..	0 0 9
Breaker Spring, with Contact		Drain Plug ... ..	0 0 6
Screw, etc. ... ..	0 3 6	Oil Level Plug ... ..	0 0 6
Armature, complete ... ..	0 12 6	Driving Roller ... ..	0 3 0
Roller Bearings ... ..	0 2 0	Roller Nut ... ..	0 0 2
High Tension Lead ... ..	0 0 6	Exhaust Lift, complete ... ..	0 2 6
Carbon Brush and Holder	0 2 6	Lever only ... ..	0 1 6
Carbon Brush ... ..	0 0 9	Tappit Lift ... ..	0 2 0
Magneto Cover ... ..	0 0 6	Return Spring Support ... ..	0 0 9
Magneto Coupling Dog ... ..	0 0 9	Bowden, inner and outer ... ..	0 1 0
Magneto Strap... ..	0 1 0	Telescopic Forks, complete	0 12 6
Tank, complete with bracket	0 12 0	Aluminium Handlebar Clasp	0 7 6
Tank only ... ..	0 5 0	Long Tubes, each ... ..	0 4 0
Tank Support ... ..	0 4 6	Short Ditto, each ... ..	0 1 6
Tap ... ..	0 1 9	Sparking Plugs ... ..	2/6 & 5/-
Filters ... ..	0 2 0		

**GRIFFIN & SON, Cyclotracteur Specialists,**  
**Bridge Garage, Hinton Road, Herne Hill, S.E.24**

Near Loughborough Junction.

## CYCLOTRACTEUR FAULTS.

### How to Trace and Remedy them.

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In the event of the engine failing to function properly, the following points may be at fault :

- 1st. **MAGNETO.** To ascertain if same is in order take hold of high tension lead in the fingers, if upon rotating engine a sharp electric shock is felt, the magneto is in order. Presuming no shock is felt, the following items should be checked : Contact points should be adjusted so that the thickness of a visiting card can be passed between them. Next see that carbon brush is clean and making contact with collector ring. Note that the contact breaker springs are not broken or adrift.
- 2nd. Sparking Plug should be tested by placing same on top of cylinder, rotating engine, and spark should occur. If it does not, try another plug (thin central electrode preferable).
- 3rd. Engine compression must be present. If not see that exhaust valve is free in guide, and working easily. Inject a little paraffin to assist if it is sluggish in movement. Also make sure that exhaust valve is seating. Sometimes a stretch takes place, in which case the tappit will need adjustment to allow valve to seat.
- 4th. See that petrol flows freely (1) from petrol pipe, (2) to the jet. Jet stoppage may frequently cause trouble, owing to the extremely small hole in same. This should not under any circumstances be enlarged. Remove jet and clean.
- 5th. Don't forget to turn Petrol on. See that petrol tank filler cap has small hole in it, and keep same free. Don't forget to oil engine occasionally, otherwise seizure will result. Don't adjust friction wheel on to tyre TOO much, or too little. In wet weather slipping will take place, unless speed is reduced, and serrations in driving wheel kept free of mud.

Avoid cheap oils and cheap petrol. Do not allow any air leaks by carburetter, sparking plug, or inlet valve casing. When tightening up carburetter do not put on too great a pressure, otherwise the inlet valve casing will break, or possibly the lower portion of the carburetter. It is not advisable to inject petrol to ensure easy start, as there is a possibility of the cylinder blowing off.

Do not make engine labour up hills. It is advisable to assist by pedalling. Even slight assistance will ensure longer life for engine, and extended satisfactory results.

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**GRIFFIN & SON, Cyclotracteur Specialists,**

BRIDGE GARAGE, HINTON ROAD, HERNE HILL, S.E.24.

**Griffin & Son,**

**Automobile Specialists,**

**BRIDGE GARAGE,**

**HINTON ROAD,**

**LOUGHBOROUGH JUNCTION**

Telephone : Brixton 3880.

Business Hours : Daily 9 a.m. to 9 p.m.

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**The Cyclotracteur Motor Attachment is of French Manufacture throughout, and is priced by the makers at £21. Owing to the magnitude of our purchase for spot cash, the present low rate of exchange, and the fact that the contract was completed whilst the McKenna Duties were raised, enable us to offer the attachment at the really bargain price of Five Guineas. Such an opportunity cannot occur again, as the present Custom Duty is Three Guineas per set. A few shop-soiled sets available at £4 10s., Cash only.**

**The Cyclotracteur comprises :**

One-and-a-half h.p. 4-stroke Engine, single lever automatic Carburetter, high tension Magneto, Petrol Tank, special forks for adapting to any cycle (any size Frame, ladies' or gent.'s). No alteration whatever is necessary to the Cycle, and no undue strain is thrown upon any part of the cycle. The oiling system is by internal automatic pump, a refinement of particular note.

We have an ample supply of spare parts at reasonable prices. This is positively the cheapest form of Motor Cycling, petrol consumption being 200 miles per gallon, and oil about 1,000 miles per gallon. Maximum speed 25 miles per hour.


The enclosed Photograph illustrates the simplicity of fitting, which can be done by any amateur in one hour.

A Clutch and free engine is incorporated in the design. The engine can be instantly raised from the wheel, enabling the cycle to be pedalled independently. Weight 32-lbs., easily lifted up stairways. No garage expenses.

**Goods are sent on approval against Cash, plus 7/6 Passenger Carriage, or 5/- London area ; Ireland 10/- ; Overseas 20/-**

**DEFERRED PAYMENTS.—£2 secures instant delivery, balance by four monthly payments of 20/-. No guarantors or insurance required. Strictly confidential deals.**

Our price includes free fitting (if desired), free petrol and oil, tools, license holder, number plates, spare Sparking Plug and leather wallet.

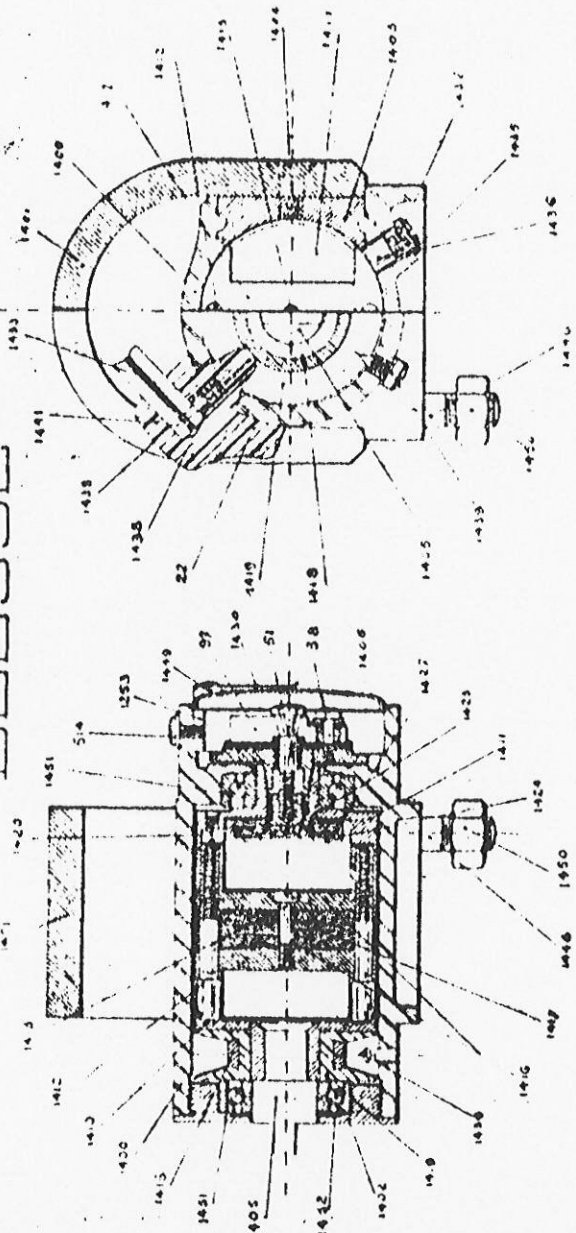
 The Motoring Season is here. Purchase now and enjoy the delights of the open road. You can not appreciate the countryside whilst exerting yourself by pedalling. Cyclotraceurs level all hills, and longer distances can be successfully attempted. Return runs to the coast are well within your reach. Order now.

**CYCLE HERE.**

**MOTOR-CYCLE AWAY.**

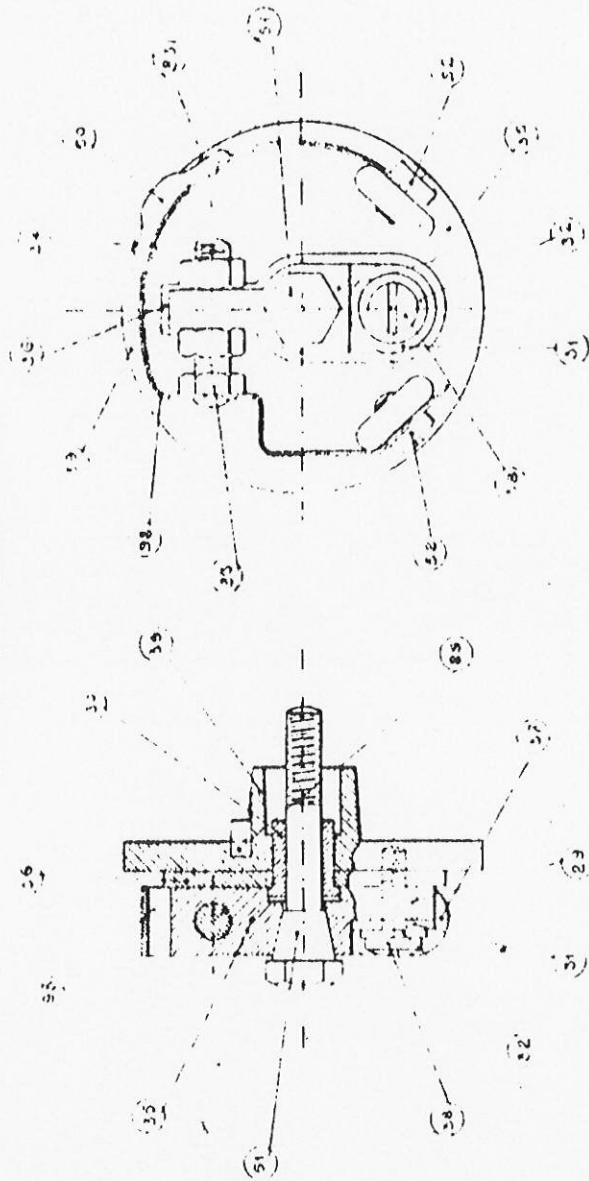


# MAGNETO — TYPE NO 1 "DÉESSE"



85. Vis de fixation du bloc et sa rondelle. - 51. Vis de fixation (nez) du rupteur. - 97. Rupteur complet. - 514. Vis de fixation des cames. - 1104. Vis de fixation d'aimant. - 1406. Couvercle de rupteur. - 1410. Collecteur. - 1425. Douille pour charbon de masse. - 1430. Charbon de masse et son ressort. - 1439. Charbon de collecteur avec son ressort. - 1439. Vis parafoudre avec sa rondelle. - 1441.2 Porte charbon avec vis pointeau. - 1449. Colonnnette et ressort de fixation du couvercle de rupteur. - 1450. Ecrrou fixation de socle. - 1451. Roulement complet 15 x 32 x 8.

# RUPTEUR "DÉESSE" TYPE "Z"



29. Isolant de la vis du bloc rupteur. - 30. Isolant du plat de la vis de fixation du rupteur. - 31. Isolant du bloc rupteur et sa rondelle. - 30. Isolant du bloc plaque decoupee. - 35. Vis de fixation du bloc et sa rondelle. - 51. Vis de fixation (nez) du rupteur. - 52. Vis du ressort de rupteur. - 85. Ergot clavetage de rupteur. - 90. Ressort de rupteur avec deux contacts.

# Cyclotracteur Spares Price List.

Subject to Revision without notice.

Cylinder ... ..	1 15 0	Rubber Pipe ... ..	0 1 3
Piston ... ..	0 7 6	Unions ... ..	0 0 6
Rings ... ..	0 1 3	Filler Cap ... ..	0 0 9
Codgers Pin ... ..	0 2 6	Inlet Valve, complete in casing	0 10 0
Connecting Rod ... ..	0 3 0	Casing only ... ..	0 7 6
Vlywheels, each ... ..	0 10 0	Valve only ... ..	0 3 0
Crank Pin ... ..	0 3 6	Inlet Valve Spring ... ..	0 0 3
Carburettor, complete ... ..	0 12 6	Valve Nut ... ..	0 0 2
Jets ... ..	0 0 9	Exhaust Valve... ..	0 3 0
Float Pin ... ..	0 0 6	Spring ... ..	0 0 3
Float Chamber Cap ... ..	0 0 6	Collar ... ..	0 0 3
Split Pin ... ..	0 0 1	Tappit ... ..	0 1 0
Carburettor Slide ... ..	0 3 0	Exhaust Cam Lever ... ..	0 1 0
Body ... ..	0 9 0	Timing Wheel, each ... ..	0 6 0
O & A Washer ... ..	0 0 1	Crank Case, timing side ... ..	0 13 0
Slide Spring ... ..	0 0 2	"    Driving side ... ..	0 10 0
Magneto, complete... ..	1 10 0	Crankcase Breather Cap ... ..	0 2 6
Contact Breaker, complete	0 7 6	Oil Filler Cap ... ..	0 0 9
Breaker Spring, with Contact	0 3 6	Drain Plug ... ..	0 0 6
Screw, etc. ... ..	0 3 6	Oil Level Plug ... ..	0 0 6
Armature, complete ... ..	0 12 6	Driving Roller ... ..	0 3 0
Roller Bearings ... ..	0 2 0	Roller Nut ... ..	0 0 2
High Tension Lead ... ..	0 0 8	Exhaust Lift, complete ... ..	0 2 6
Carbon Brush and Holder	0 2 6	Lever only ... ..	0 1 6
Carbon Brush ... ..	0 0 9	Tappit Lift ... ..	0 2 0
Magneto Cover ... ..	0 0 6	Return Spring Support ... ..	0 0 9
Magneto Coupling Dog ... ..	0 0 9	Bowden, inner and outer ... ..	0 1 0
Magneto Strap... ..	0 1 0	Tele-copic Forks, complete	0 12 6
Tank, complete with bracket	0 12 0	Aluminium Handlebar Clamp	0 7 6
Tank only ... ..	0 5 0	Long Tubes, each ... ..	0 4 0
Tank Support ... ..	0 4 6	Short Dite, each ... ..	0 1 6
Tap ... ..	0 1 9	Sparking Plugs ... ..	3/8 & 5/8
Filters ... ..	0 2 0		

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