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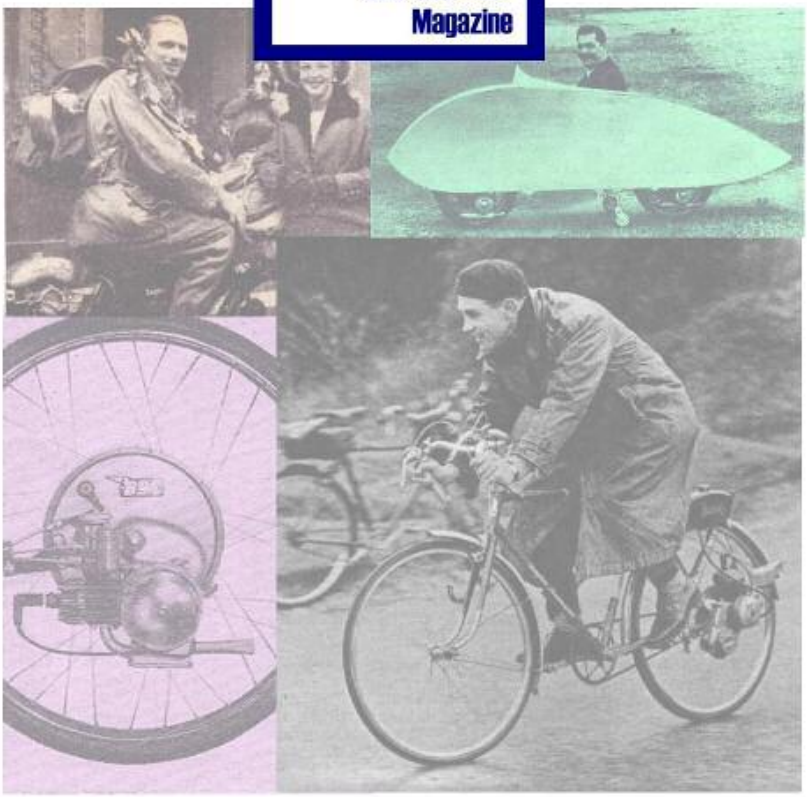

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OPERATING INSTRUCTIONS

AND

SPARE PARTS LIST FOR THE

Villiers

MOTOR-CYCLE ENGINES

Mk. 10D 125 cc AND Mk. 6E 197 cc

6D.

APRIL, 1949.

The Villiers Engineering Co Ltd

WOLVERHAMPTON . ENGLAND.

TELEPHONE NOS. 21666.
SERVICE DEPT. 20851.

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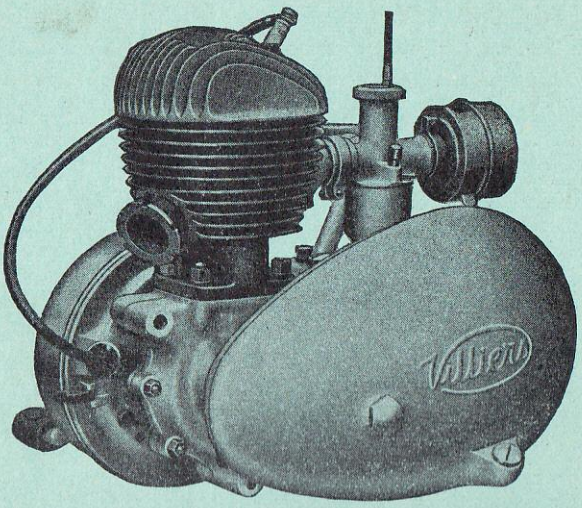
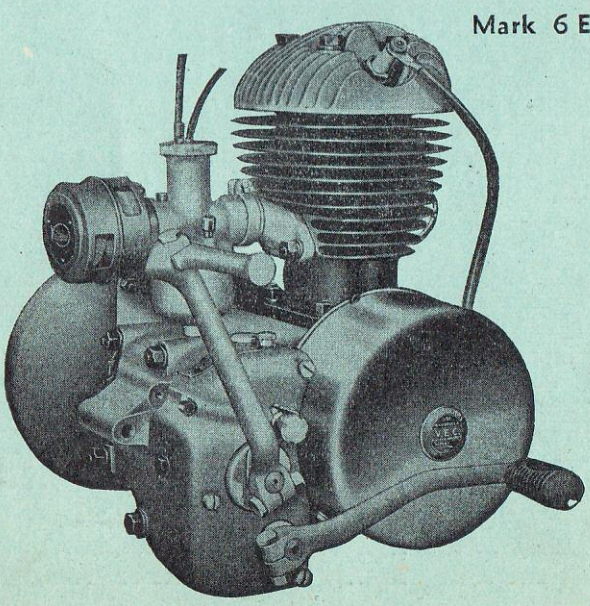
Villiers



Mark 10 D.

Mark 6 E.



MK. 10D & 6E.

ERRATA

PAGE 19.	SLIDING PINION,	Illus. 7.	Part No. D6525
	FOOT RUBBER.	Illus. 20.	Price 1/6.
PAGE 21.	CON. BOX ASSBLY.	Illus. 2.	Part No. M2013
PAGE 23.	FLOAT.	Illus. 25.	Part No. V107 × 1

USE THE LODGE H14 SPARK PLUG IN THE "AMBASSADOR" 196cc. MOTOR CYCLE.

SPECIFICATION.

	MARK 10 D.	MARK 6 E.
Bore - - -	50 mm.	59 mm.
Stroke - - -	62 mm.	72 mm.
Capacity - -	122 cc. = 7.44 cu. ins.	197 cc. = 11.71 cu. ins.
Engine Sprocket	18 Teeth, $\frac{3}{8}$" Pitch.	19 Teeth, $\frac{1}{2}$" Pitch.
Clutch Sprocket	51 ,, ,, ,,	38 ,, ,, ,,
Gearbox Ratios	1-1, 1.7-1, 3.25-1.	1-1, 1.7-1, 3.25-1.
Final Drive Sprocket -	15 Teeth—$\frac{1}{2}$" Pitch. For Renold Chain No. 110044.	15 Teeth—$\frac{1}{2}$" Pitch. For Renold Chain No. 110044.
Sparking Plug -	Lodge H14, 14 mm.	Lodge HHN, 14 mm.
,, ,, Gap	.018"/.025".	.018"/.025".
Spark Timing -	$\frac{5}{32}$" before T.D.C.	$\frac{5}{32}$" before T.D.C.
Carburetter -	Type 3/4 Single Lever.	Type 4/5 Two Lever.
Lubrication, Engine - -	Petroil Mixture, 1 part Castrol XL Oil (SAE 30) to 16 parts Petrol.	
Lubrication, Chaincase and Gearbox	Castrol 'D' Oil (SAE 140) filled to Level Plugs.	

INSTRUCTIONS FOR USING
THE MARK 10D & MARK 6E UNITS

IMPORTANT. **When the Rectifier Lighting Set is used, the Rectifier and Battery must be connected up before starting the Engine. If the Battery has been removed, the Rectifier must be disconnected from Magneto.**

FUEL TANK.

Fill up Tank with a mixture of half a pint of Castrol XL Oil (S.A.E.30) to one gallon of Petrol, the mixture to be made and well stirred before putting into Tank. Pour in through a fine gauze if possible.

GEARBOX.

Remove the oil level dipstick, situated alongside the oil filler plug on top of gearbox and check oil level. The " full " position is indicated by the groove about $\frac{3}{8}$ in. in from end of dipstick. If level is found to be below end of dipstick remove filler plug, top up with Castrol ' D ' oil (S.A.E.140). Examine every 1000 miles approximately, and drain every 5000 miles by removing plug in bottom of box.

CHAINCASE.

Remove filler plug situated near bottom of chaincase, and with the cycle standing vertically, insert as much Castrol ' D ' oil as will enter, the plug hole is so placed as to act as a level. Top up every 1000 miles and drain by removing front cover every 5000 miles.

STARTING.

Mark 10 D Unit.

WHEN COLD.

Turn petrol tap to the ' ON ' position. Flood carburetter float chamber by depressing tickler.

The carburetter fitted to this engine has a single lever controlling the throttle position, and to obtain a rich mixture for starting it is necessary to turn the air filter shutter to the closed position. Having flooded the carburetter, place gear control lever in the " NEUTRAL " or free engine position, open throttle lever, or twist grip where fitted, about one third open and give kickstart lever two or three sharp kicks. Having started the engine, the air filter can gradually be returned to the fully open position as the engine warms up.

Mark 6 E Unit.

WHEN COLD.

The carburetter fitted to this engine has separate controls to the throttle and to the taper needle, and after flooding by depressing the tickler the taper needle should be raised as far as possible by moving the short control lever to the " RICH " position indicated on the top cover so as to give a rich mixture for starting. Open the throttle lever or twist grip about one third and after kickstarting the engine return the needle control lever to about the midway position between " RICH " and " WEAK."

WHEN HOT.

Do not flood the carburetter, or raise the needle to " RICH," and in the case of the Mark 10D Engine do not close the strangler shutter fitted to air cleaner.

FAILURE TO START.

If repeated kicks fail to start after flooding (when cold), turn off fuel supply, open throttle wide, and clear cylinder of excessive mixture by giving a number of kicks to starter lever. Now turn on fuel supply, and after opening throttle a little try again. If not successful, the sparking plug will probably be found to be wet, if so, remove and dry out, and turn over engine quickly after having removed the drain plug situated at bottom of crankcase, so that accumulated mixture can be blown out. If still not successful after having replaced drain plug the trouble must be found elsewhere, and reference should be made to the " Fault Finding Chart."

STOPPING THE ENGINE.

If the engine is stopped by turning off the fuel supply instead of closing throttle, an easier start will be made if the machine has to stand a long time before again being required.

RUNNING IN.

The useful life of a motor-cycle engine depends to a great extent upon how it is treated during the first 500 miles, and during this period the machine should not be driven at more than 30 miles per hour in top gear, 20 in middle, and 10 in bottom gear. Do not allow the engine to labour in top gear, change to a lower gear and ease back the throttle control.

GEARBOX.

The gear ratios are selected by the foot operated lever having a positive stop for each gear position, " neutral " or free engine position being obtained by pressing lever downwards from the first or low gear position.

When starting off, with gears in " neutral," lift control lever up against the stop to give first, or low gear, then when under way, press lever DOWN to next stop to obtain the second, or middle gear. Press DOWN again to next stop to obtain third, or top gear. The lever returns under spring pressure to its normal position after each change. When changing down from top to middle, and middle to bottom gear, LIFT the lever against its stop for each position. The lever is adjustable for position to suit the individual rider, and by releasing the clamp bolt, can be removed from the splined spindle and refitted in an alternative position.

CLUTCH.

The drive from the engine to clutch is taken by a pre-stretched endless roller chain running in the oil bath chaincase. No attention is necessary beyond that of lubrication, and correct adjustment of push rod to give the necessary clearance to prevent clutch slip. Whilst the clutch is engaged, i.e. driving, there must be clearance between end of pushrod and the clutch lever fitted to gearbox, and a special adjuster having a knurled and slotted head is provided so that adjustment can be made by the hand without having to use tools. There should be about $\frac{1}{16}$ inch movement at end of gearbox clutch lever before commencing to depress the clutch springs.

MAGNETO.

The magneto fitted to both engines is the latest 6-pole pattern providing current for ignition and lighting, the same magneto being used for both the " DIRECT " and " RECTIFIER " lighting sets available with each type of engine. The wiring connections differ, however, and reference should be made to the wiring diagrams Figs. 2 and 3. The flywheel should not be removed unless absolutely necessary, and then it is advisable to use a Villiers " Hammer-tight " spanner on the centre nut which is exposed after removal of flywheel cover. The centre nut is imprisoned in the flywheel and acts as an extractor when turned anti-clockwise.

The armature plate which carries the ignition coil, lighting coils and contact breaker mechanism is secured to the engine crankcase by four screws. The H.T. Lead from ignition coil to sparking plug is detachable by unscrewing from armature plate, and when refitting it is important to make sure that the brass pad carried by the spring and secured to the terminal makes contact with the soldered disc on the outside of the ignition coil.

CONTACT BREAKER ASSEMBLY.

This is of the latest improved type requiring a screwdriver only to adjust the contact points. To adjust the contact points proceed as follows:—

Turn flywheel until rocker pad is on top of cam profile of flywheel boss. Release the screw " A," see illustration Fig. 1.

Position Bracket " B " with .015" feeler gauge between contact points, tighten screw, taking care not to use too much force. It is not necessary to disturb screw " C " when adjusting point gap.

A felt pad is used to keep the cam in a slightly oily condition, and is impregnated when new with grease. This can if visibly dry, be oiled with a small amount of the heaviest oil available. It is better, however, to soak the pad in a molten high temperature grease if it is convenient to detach the box itself for this operation. If too much oil is put on the felt pad it may creep along the Rocker Arm, get on the contact points and so cause ignition trouble.

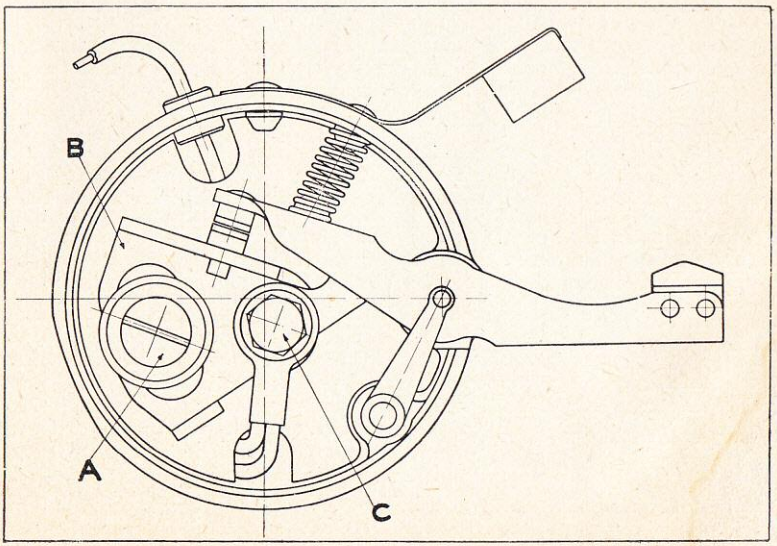


Fig. 1.
CONTACT BREAKER ASSEMBLY.

TIMING OF THE MAGNETO.

The contact breaker points must commence to open before the piston reaches top of stroke, in the case of the Mark 10 D and Mark 6 E Engines this dimension is 5/32 inch. Timing marks are provided on the armature plate and flywheel rim. In the armature plate a slot is cut in line with the H.T. terminal, and the mark stamped on flywheel rim coincides with the slot when the piston is at TOP of stroke, the necessary amount of advance having been allowed for. When timing ignition, necessary because of flywheel removal, loosely fit flywheel to shaft, and, having set piston at correct distance BEFORE top dead centre, rotate flywheel without turning the crankshaft until the points commence to open. Tighten up flywheel centre nut sufficiently to turn crankshaft, rotate until piston is at top of stroke, then timing marks should be opposite one another. Finally, tighten up centre nut with the hammer-tight spanner, and refit flywheel cover.

CARBURETTERS.

OPERATION OF CARBURETTER.

The function of the carburetter is to supply a mixture of fuel and air in correct proportion under all conditions. In the Villiers carburetter the float chamber surrounds the centrepiece with jet, and inside the chamber the annular float rises as the fuel enters, until reaching the correct level. The fuel supply is then cut off by the conical ended needle operated by a forked lever resting on top of float. Fuel enters the jet body through a side hole and passes into the centrepiece through a small calibrated hole.

The throttle operated by the cable opens up the air supply to the inlet port and is fitted with a long taper needle which extends below the throttle and into the centrepiece. The combination of suitable jet size, degree of taper and position of taper needle gives a correct mixture strength at all throttle openings.

The carburetter fitted to the Mark 6E Engine is a middleweight pattern type 4/5, and the position of the taper needle relative to the throttle can be altered whilst riding by means of the control cable, previously described.

In the case of the Mark 10 D Engine, the lightweight pattern carburetter type 3/4 having a single lever control to throttle is fitted. The position of needle in throttle is adjustable by means of a special screw situated in centre and at top of throttle. This adjustment is provided to suit individual engines and it should not be necessary to alter the makers' setting except after considerable mileage.

To dismantle Carburetter—Mark 10 D Engine.

TO CHANGE THE TAPER NEEDLE.

Remove throttle from body after unscrewing the top ring, and in the centre at top of throttle will be found a small slotted screw. This is the adjuster referred to in the previous paragraph, and when this is removed by unscrewing, the needle with spring can be pushed up from underneath. When replacing the needle make sure that the small end coil on spring is up against the head of the needle.

TO REMOVE THE CENTREPIECE.

It is necessary first to remove the throttle, then the bottom nut and fibre washer holding the float chamber in position. The float will now come away, but before the centrepiece can be removed it will be necessary to remove the two compensating tubes which stand through at the bottom of the throttle chamber. Having removed the compensating tubes the centrepiece with fibre washer under the head can then be pushed up from the underside of the carburetter.

Having removed the centrepiece, the forked lever on the underside of the body can be swung on one side to allow the fuel needle to drop out. Do not alter the shape of the fuel needle lever as this component governs the height of the petrol in the float chamber. Should, however, the lever be damaged, it should be reset to give a distance of 7/32 inch between the top of float and underside of body when the fuel needle is fully raised.

TO REASSEMBLE CARBURETTER.

Clean the various components and make sure that the vent hole in the tickler cap is clear. Insert the centrepiece with fibre washer in position under head and make sure that the forked fuel needle lever and fuel needle are in position.

Replace the two compensating tubes, in no circumstances should the holes in the head of centrepiece be plugged. Clean out the float chamber and replace with large fibre washer at top making sure that the float is in position, now replace bottom nut and fibre washer and tighten, but do not use too much force otherwise there is the danger of stripping the thread of centrepiece. Replace throttle in carburetter body, at the same time guiding the taper needle into the hole in top of centrepiece. Locate top disc in top of body and screw on top ring.

If the carburetter has been removed from the Engine, make sure when refitting that the body is pushed on to the manifold as far as possible. There are four narrow slots in the body to allow the securing clip to function, and if the manifold stub does not extend past the end of the slots, air will be sucked in causing hard starting and erratic running.

To dismantle Carburetter—Mark 6 E Engine.

TO CHANGE THE TAPER NEEDLE.

Unscrew the top ring on body and pull throttle out complete with the two cables attached. The control cable screwed into centre of throttle and which controls the position of the taper needle has first to be removed. Do this by means of a small spanner on the hexagon extension which is screwed into the throttle. When this has been removed the needle with spring can be pushed up from underneath.

TO REMOVE CENTREPIECE.

Proceed exactly as for the carburetter fitted to the Mark 10 D Engine except that before the compensating tube can be unscrewed it will be necessary to remove the air cleaner. One compensating tube only is used and this is situated in the air intake of the carburetter. A retaining spring for the compensating tube is fitted, but it should not be necessary to remove this from the tube.

Having removed the compensating tube the centrepiece can be pushed up from underneath.

TO REASSEMBLE CARBURETTER.

This is carried out exactly as for the Mark 10 D Engine, but in place of the needle adjuster in the centre of the throttle, the hexagon throttle extension is fitted.

Both types of carburetters have a banjo petrol pipe fitting inside of which is a fine mesh filter gauze. This filter should be periodically cleaned by dipping in petrol, and when replacing make sure that the fibre washers make a petrol-tight joint.

AIR CLEANERS.

The Air Cleaner should be removed for cleaning approximately every 2000 miles. Remove by releasing clip bolt, dip the cleaner in petrol and after drying, immerse in thin oil and hang up to drain before refitting to carburetter.

LIGHTING SETS.

Two types of lighting sets are supplied for use with the Mark 10 D and Mark 6 E Engines, and although the magnetos are identical for both engines, and lighting sets, there is a difference to be noted when making the connections.

" DIRECT " LIGHTING SET.

In this set the alternating current is taken direct from magneto to lamps via the head lamp switch, and it will be seen on reference to wiring diagram Fig. 2 that the ends of the twin cable from magneto are joined together before connecting to the head lamp cable. The single lead coming from back of armature plate is EARTHED by attachment to frame of cycle.

LIGHTING BULBS FOR " DIRECT " SET.

Head Lamp	...	6 Volt—30/30 Watt Double Filament	S.B.C.
Pilot Lamp	...	3.5 Volt—.15 amp.	M.E.S.
Tail Lamp	...	6 Volt—3 Watt	S.B.C.
Speedo	...	6 Volt—.17 amp. Miniature B.C.	

" RECTIFIER " LIGHTING SET.

In this set the current from the lighting coils is converted to D.C. by passing through a Selenium type rectifier and then used for charging a 6 Volt 10 AMP/HR battery. When connecting up to lamp cables, one of the twin leads is joined to either of the rectifier leads, the other twin lead being connected to the head lamp cable marked with a yellow band and which is connected to lamp switch as shown in diagram Fig. 3. The remaining lead at back of armature plate is connected to the negative side of battery, via the switch and ammeter. The positive side of battery is EARTHED.

LIGHTING BULBS FOR " RECTIFIER " SET.

Head Lamp	...	6 Volt—24/24 Watt Double Filament S.B.C.
Pilot Bulb	...	6 Volt—3 Watt.
Tail Bulb	...	6 Volt—3 Watt.
Tail Bulb. Stop Light	...	6 V.—3W/18W Double Filament.
Speedo	...	6 Volt—.17 amp. Miniature B.C.

RECTIFIER.

The casing of rectifier is earthed by contact with cycle frame and needs no attention, but it is essential that the lead to magneto is disconnected should it be necessary to use the motor cycle whilst the battery is removed.

CARE OF BATTERY.

Once a month unscrew filler caps of each cell and pour in a small quantity of distilled water to bring the acid level with the tops of the separators. Do not use tap water as it contains impurities detrimental to the battery. Acid should not be added unless this is accidentally spilled out of the battery. This should be replaced by diluted sulphuric acid of the same specific gravity as in the cells. Keep the battery terminals clean.

Many lighting troubles can be traced to unseen corrosion between the surfaces of a perfectly tight joint, and in the case of the battery this corrosion takes place much more frequently than at other electrical contacts. The positive is earthed to reduce this effect to a minmium.

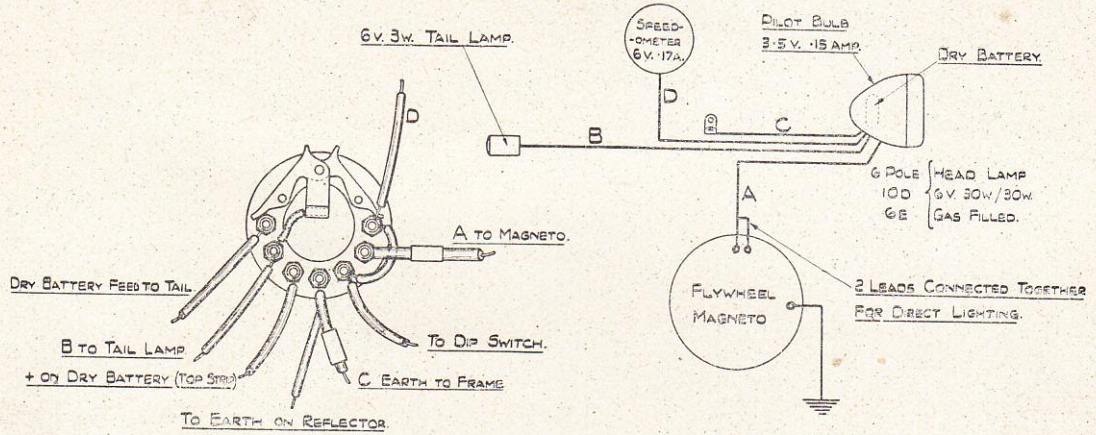


Fig. 2.

WIRING DIAGRAM. "DIRECT" LIGHTING SET.

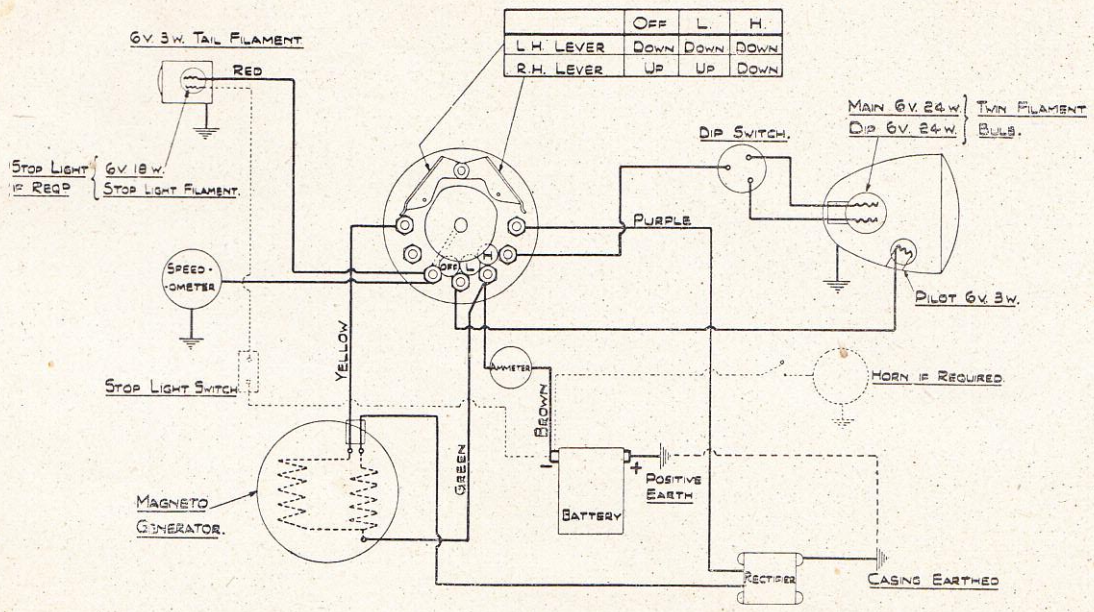


Fig. 3.

WIRING DIAGRAM. "RECTIFIER" LIGHTING SET.

TRACING TROUBLES.

For the satisfactory running of any Villiers Engine it is essential that three main conditions are fulfilled, and by making a systematic and intelligent investigation the faults can usually be located and rectified. Usually when the engine stops, symptoms give a clue to the cause, but where this is not the case, the trouble can be more easily diagnosed by following a definite method of investigation.

The three conditions mentioned above are as follows:—

1. The required quantity of combustible mixture (petrol and air) must enter the engine, which means that a sufficient supply of fuel must be available at the carburetter and that the throttle should open and close freely.

2. There must be a good spark at the plug points, when under compression, and at the correct time in relation to the position of piston on its upward stroke.

3. The engine must be in good mechanical condition, there must be good compression in cylinder and crankcase, and no air leaks at the various joints.

When cause of the trouble is not evident carry out a preliminary examination covering the following points, but if this fails to trace the cause reference should be made to the Fault Finding Charts.

Having made sure that there is "petroil" in the tank, and tap is in the ON position, depress tickler to check if

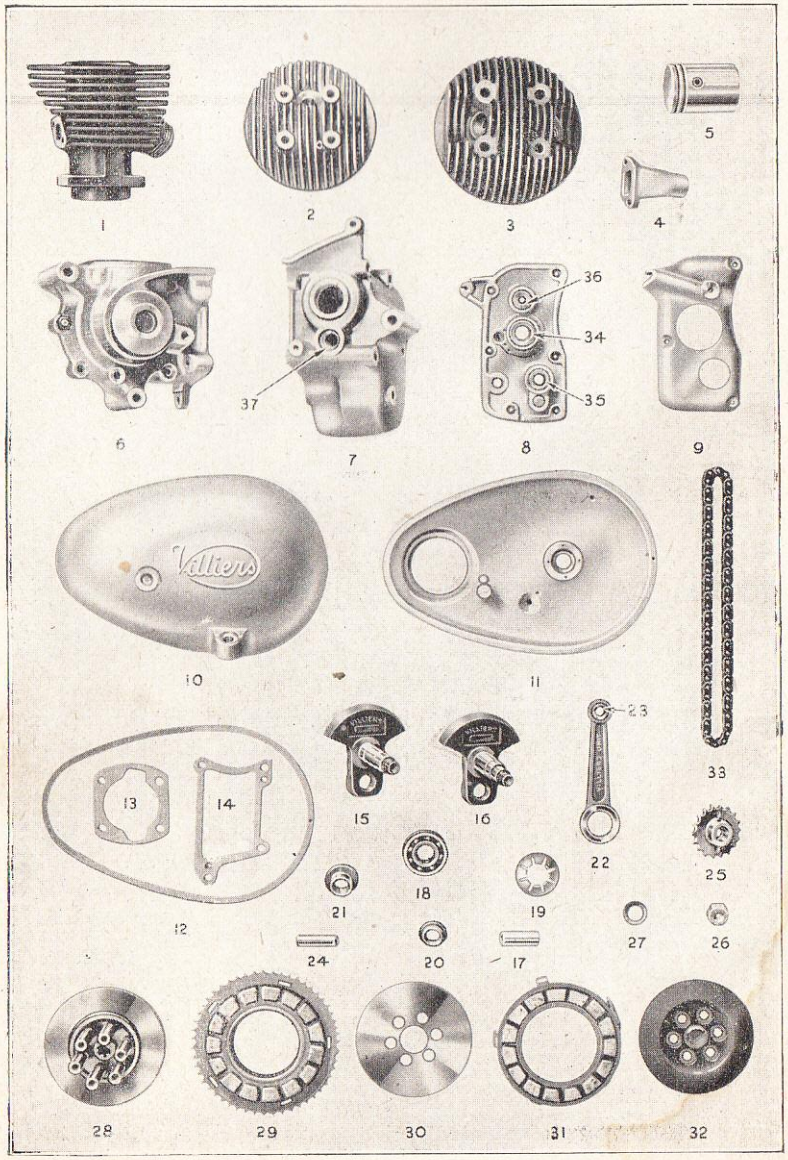
there is any stoppage or obstruction in the fuel supply either in the tap, fuel pipe, banjo union or fuel needle seating. Being satisfied that fuel is reaching the carburetter, next unscrew sparking plug and with high tension lead attached lay on cylinder head. Test by turning engine by means provided, and if the spark is satisfactory it is possible that the timing is incorrect. Finally examine the carburetter controls to make certain the throttle is actually opening when the control lever is moved.

FAULT FINDING CHART.

Sequence of Testing.	Possible Trouble.	Remedy.
ENGINE WILL NOT START. Depress tickler on carburetter to check whether fuel is reaching carburetter.	No fuel reaching carburetter. Air lock in petrol pipe.	Turn tap to ON, refill tank, clear air vent in filler cap. Turn on reserve tap where fitted.
If no fuel, even when tap is on and fuel is in tank.	Choked petrol pipe, filter on tap, filter in banjo. Fuel needle sticking in seating.	Remove and clean out. Dismantle carburetter and fit new needle.
Test for spark by holding sparking plug body on cylinder head.	Leak along insulation of plug or high tension lead.	Try a new plug of the type recommended and/or new H.T. Lead.
If still no spark: Test for spark at end of H.T. Lead held $\frac{1}{8}$ inch from cylinder fins.	Plug points may be oily or sooted up. If no spark at end of H.T. Lead, contact breaker point gap may be too narrow or points pitted or dirty, or oily.	Clean plug or fit new one. Adjust point gap to .015 inches. Clean.
	Moisture on insulation of Condenser box.	Clean and dry out.
	High tension pickup not making good contact on ignition coil due to corrosion or misplacement.	Clean and correct.
	Cracked insulation of adjustable contact breaker point.	Renew.
	Damaged insulating sleeving on wires connecting contact breaker to coil or condenser.	Replace with new sleeving.
	Faulty connection to low tension wire of ignition coil.	Correct.
	Faulty condenser.	Replace.
	Faulty ignition coil.	Replace.
If above tests are OK but engine will not start.	Mixture may be too rich due to use of Strangler, or raising of taper needle when engine is warm, or incorrect setting of taper needle.	Open throttle wide and depress kickstarter several times to clear engine of petroil mixture. Adjust taper needle, drain crankcase.
	Air leaks at carburetter stub or manifold joint, causing weak mixture.	Correct.
	Incorrect ignition timing due to flywheel having slipped on driving shaft taper.	Check, following instructions given for respective type of engine.

ENGINE FOUR OR EIGHT STROKES.		
Strangler may not be fully open or taper needle control in the "RICH" position. Air filter where fitted may need cleaning.	Mixture too rich.	Lower taper needle by moving to "WEAK" position. Lower needle by adjuster where fitted in throttle.
Check by watching for excessive smoke from exhaust pipe or silencers.	Engine may four stroke for a little while after standing due to accumulation of oil in crankcase.	Usually ceases when engine has been running for a few minutes unless too much oil has been mixed with the petrol.
	Flooding of carburetter.	Persistent flooding is usually due to dirt under fuel needle seating, or sticking fuel needle, or damaged seating or punctured float.
ENGINE LACKS POWER.	Engine out of tune, bearings worn. Unsuitable sparking plug.	Overhaul. Replace with recommended type.
	Loss of compression.	Tighten cylinder head bolts. Worn piston rings.
	Incorrect "Petroil" mixture.	Correct mixture is 1 part Oil—16 parts Petrol.
	Excessive carbon deposit on piston crown, and cylinder head.	Decarbonise.
	Exhaust system choked with carbon.	Clean out Silencer and Exhaust Pipes.
	Incorrect carburetter setting.	Check with Setting Chart.
	Air cleaner choked.	Wash in petrol, drain and dip in thin oil.
	Obstruction in fuel supply.	Clean out tap, fuel pipe and filters.
	Incorrect ignition timing.	Check against Timing Chart.
	Brakes binding.	Adjust.
	Driving chains too tight.	Adjust.
ENGINE WILL NOT RUN SLOWLY.	Weak mixture due to air leaks at carburetter stub or manifold joint, crankcase and cylinder base joints.	Tighten all joints.
	Crankcase drain screw loose or missing.	Tighten or replace.
	Worn crankshaft bearings or leaking compression gland.	Replace.
	Ignition timing too far advanced.	Correct.
ENGINE SUDDENLY STOPS FIRING.	Sparking plug lead detached.	Replace and tighten nut.
	Plug points bridged by oil, carbon, or deposit caused by use of leaded petrol.	Clean or replace.
	Short circuit of high tension current by water on H.T. Lead.	Dry out.

MARK 10 D and 6 E UNITS.



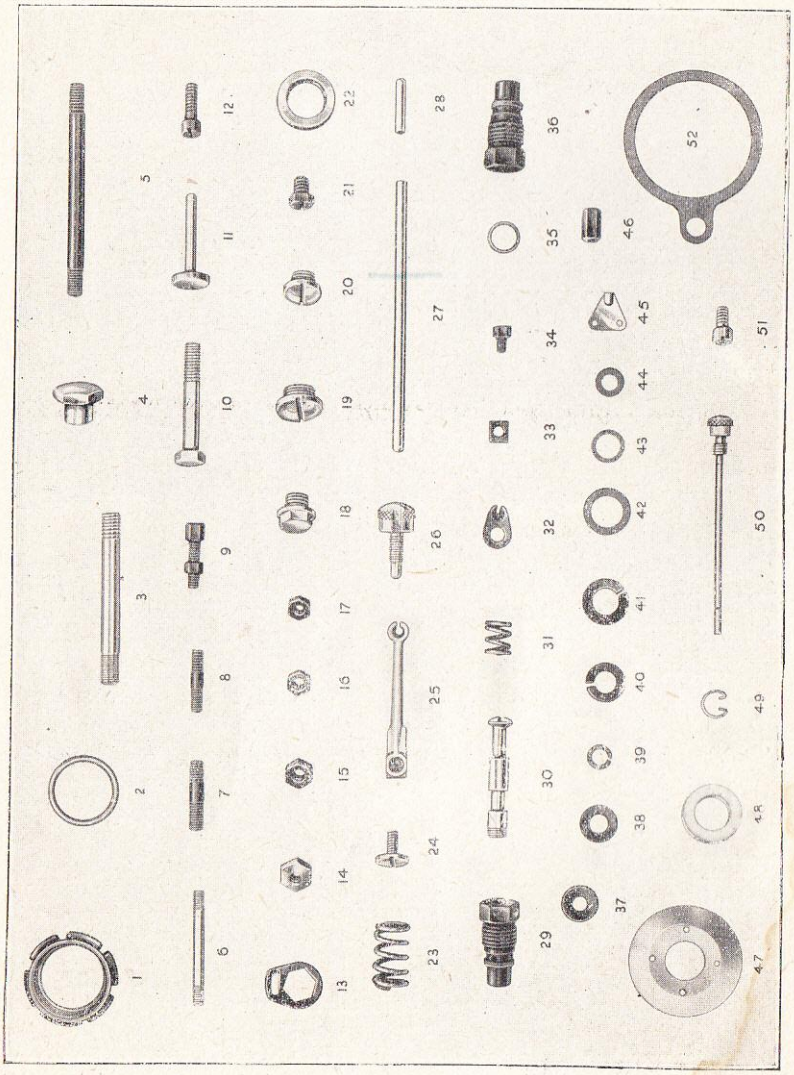
Always quote Engine Number when ordering Spares.

MARK 10 D and 6 E UNITS.

ENGINE AND GEARBOX.

COMPONENT.	Illus. No.	MARK 10 D. Part No.	No. per Set.	List Price Each £ s. d.	MARK 6.E. Part No.	No. per Set.	List Price Each £ s. d.
Cylinder, less Fittings	1	B.7138	1	3 3 0	B.7095	1	3 10 0
Cylinder Head	2	C.7279	1	1 5 0	—		
,, ,,	3	—			B.7336	1	1 15 0
Inlet Manifold, Straight	4	D.7351	1	8 3	D.7096	1	8 3
,, ,, Bent	—	D.7442	1	8 3	D.7448	1	8 3
Joint Washer, Inlet Manifold	—	E.7308	1	5	E.7341	1	5
Piston, less Rings	5	C.7303	1	1 0 0	C.7337	1	1 5 0
Piston Ring	—	E.1725	2	1 9	E.6622	2	2 3
Crankcase, Right and Left Hand, less Fittings	6	B.6507/8	1	3 0 0	A.7093/4	1	3 0 0
Gearbox, Bushed	7	B.7310/1	1	2 0 0	B.7310/1	1	2 0 0
,, End Plate, Bushed	8	B.6505	1	1 10 0	B.6505	1	1 10 0
,, Dust Cover	9	C.6506	1	10 0	C.6506	1	10 0
Chaincase, Outer	10	B.7297/1	1	15 0	B.7297/1	1	15 0
,, Inner	11	B.7298	1	1 5 0	B.7298	1	1 5 0
,, Joint Washer	12	C.7304	1	1 0	C.7304	1	1 0
Cylinder Base Joint Washer	13	E.7306	1	7	E.7340	1	7
Joint Washer, Crankcase and Gearbox	14	D.7461	1	3	D.7461	1	3
Driving Shaft Assembly with Con. Rod	—	D.7548	1	3 14 0	D.7551	1	4 5 0
Driving Shaft, Left Hand	15	D.6514	1	1 0 0	D.7118	1	1 0 0
,, ,, Right ,,	16	D.6515	1	1 0 0	D.7119	1	1 0 0
Crankpin, Oversize .001"	17	E.7534	1	6 0	E.7505	1	7 6
,, Plug	—	E.7229	2	3	E.5593	2	3
,, Roller, Steel	—	¼" x ¼"	12	Set 3 0	¼" x ¼"	26	Set 6 6
,, ,, Bronze	—	¼" x ½"	6	Set 1 3	—		
Ball Bearing Drive Shaft. Left Hand	18	6204	2	9 0	6204	2	9 0
Right ,,	18	6204	1	9 0	6304	1	10 9
Gland Spring, Left Hand	19	E.4656	1	10	E.4656	1	10
,, ,, Right ,,	19	E.4656	1	10	E.7013	1	10
,, Bush, Left Hand	20	E.4602	1	2 6	E.4602	1	2 6
,, ,, Right ,,	21	E.5109	1	2 6	E.5109	1	2 6
Connecting Rod, Oversize .001"	22	D.7533	1	18 0	D.7506	1	18 0
Con. Rod Bush	23	E.1729	1	2 6	E.1547	1	2 6
Gudgeon Pin	24	E.3903	1	2 3	E.5457	1	3 0
Engine Sprocket	25	E.7301	1	5 0	E.7321	1	7 6
,, ,, Key	—	E.4873	1	3	E.5581	1	3
,, ,, Nut	26	E.3931	1	6	E.3931	1	6
,, ,, Shim	27	E.4150	—	3	E.4150	—	3
Clutch Centre Assembly	28	D.7329	1	16 0	D.7329	1	16 0
,, Chain Wheel Assembly	29	D.7328	1	18 0	D.7542	1	18 0
Sprocket Ball Retainer	29	D.4462	2	1 0	D.4462	2	1 0
Rivet, ,, ,,	29	E.5574	15	Set 1 0	E.5574	15	Set 1 0
Set of Balls	29	3/16" dia.	50	,, 1 0	3/16" dia.	50	,, 1 0
Clutch Corks	29, 31	E.4464	30	1	E.4464	30	1
Clutch Centre Plate	30	D.7293	1	6 0	D.7293	1	6 0
Clutch Plate, Corked	31	D.7292	1	6 0	D.7292	1	6 0
Front Clutch Plate	32	D.7294	1	8 0	D.7294	1	8 0
Primary Chain, 64 Pitches	33	110038	1	13 9	—		
,, ,, 50 ,,	33	—			110044	1	17 6
Bush, K.S. Shaft, End Plate	34	E.6259	1	2 6	E.6259	1	2 6
Bush, OP Spindle ,, ,,	35	E.6537	1	3 0	E.6537	1	3 0
Bush, Mainshaft ,, ,,	36	E.6527	1	4 0	E.6527	1	4 0
Bush, Layshaft, Gearbox	37	E.6528	1	1 9	E.6528	1	1 9
Bush, OP Spindle ,,	—	E.6595	1	9	E.6595	1	9

MARK 10 D and 6 E UNITS.

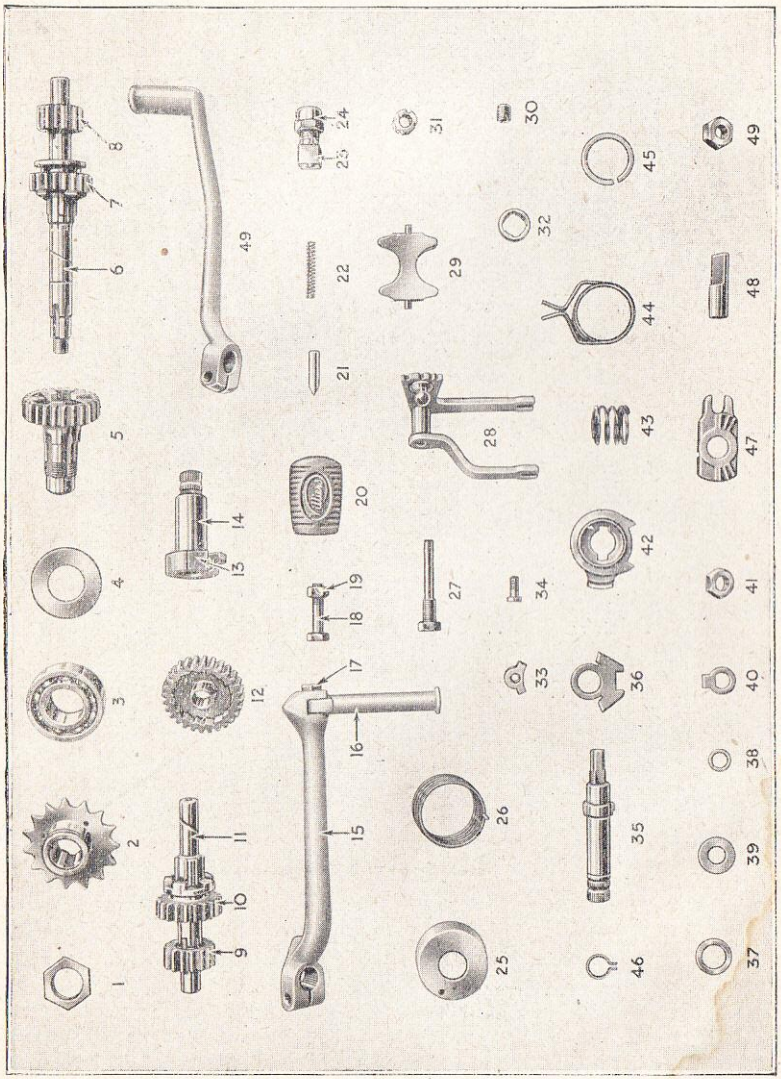


Always quote Engine Number when ordering Spares.

ENGINE AND GEARBOX—contd.

COMPONENT.	Illus. No.	MARK 10 D. Part No.	No. per Set.	List Price Each. £ s. d.	MARK 6.E. Part No.	No. per Set.	List Price Each. £ s. d.
Nut, Exhaust Pipe	1	E.3934	1	1 3	E.5577	1	1 9
C. and A. Washer for Nut	2	E.4453	1	3	E.5578	1	4
Chaincase Stud, $\frac{3}{8}$" x $3\frac{3}{8}$"	3	E.4093	1	6	E.4093	1	6
,, Fixing Nut	4	E.4097	1	8	E.4097	1	8
Gearbox Stud, $\frac{5}{16}$" x $4\frac{5}{8}$"	5	E.6558	1	9	E.6558	1	9
,, ,, $\frac{5}{16}$" x $4\frac{1}{4}$"	5	E.6559	2	9	E.6559	2	9
Crankcase Stud, $\frac{1}{4}$" x $2\frac{5}{16}$"	6	E.4008	2	3	—		
,, Dowel Stud, $\frac{1}{4}$" x $2\frac{5}{16}$"	6	E.7307	1	3	—		
,, ,, $\frac{1}{4}$" x $2\frac{7}{8}$"	6	—			E.7210	3	4
Stud, Cyl. Base. $\frac{5}{16}$" x $1\frac{5}{16}$"	7	E.4160	4	3	E.4160	4	3
,, Gearbox, $\frac{5}{16}$" x $1\frac{3}{8}$"	7	E.2152	1	3	E.2152	1	3
,, Inlet Manifold, $\frac{1}{4}$" x 1"	8	E.6902	2	3	—		
,, ,, ,, $\frac{5}{16}$" x $1\frac{1}{4}$"	7	—			E.363	2	3
Crankcase Stud, $\frac{1}{4}$" x $1\frac{7}{16}$"	8	E.3392	2	3	E.3392	2	3
Chaincase Stud, $\frac{1}{4}$" x $1\frac{9}{32}$"	8	E.5107	2	3	E.5107	2	3
End Plate Stud, $\frac{1}{4}$" x $1\frac{1}{16}$"	8	E.4011	3	3	E.4011	3	3
Clutch Cable Adjuster Screw	9	E.4900	1	7	E.4900	1	7
Locknut for Screw	9	E.2935	1	2	E.2985	1	2
Cyl. Head Bolt	10	E.7339	4	9	E.1897	4	10
Clutch Push Rod, Headed	11	E.7439	1	9	E.7439	1	9
Screw, Gearbox End Plate	12	E.6561	3	4	E.6561	3	4
Chaincase Lockwasher	13	E.5599	1	6	E.5599	1	6
Screw for Lockwasher, 4 BA	—	E.5561	2	2	E.5561	2	2
Cone Nut, Chaincase	14	E.5354	1	3	E.5354	1	3
Nut, $\frac{5}{16}$", Large Hexagon	15	E.364	4	2	E.364	4	2
Nut, $\frac{5}{16}$", Cyl. Base	16	E.3961	4	2	E.3961	4	2
Nut, $\frac{1}{4}$", Large Hexagon	17	E.401	1	2	E.401	1	2
Nut, $\frac{1}{4}$", Small ,,	—	E.2539	12	2	E.2539	12	2
Oil Drain Plug, Gearbox	18	E.6292	1	1 3	E.6292	1	1 3
Oil Filler Plug, ,,	19	E.6592	1	1 3	E.6592	1	1 3
,, ,, ,, Chaincase	20	E.4104	1	10	E.4104	1	10
Oil Level and Drain Plug	21	E.1962	2	4	E.1962	2	4
Distance Piece, Ball Bearing	22	E.6517	1	9	E.6517	1	9
Clutch Spring	23	E.4466	6	5	E.7541	6	5
,, ,, Screw	24	E.4208	6	5	E.4208	6	5
Clutch Lever	25	D.6546	1	2 6	D.6546	1	2 6
,, ,, Adjusting Screw	26	E.7034/1	1	1 6	E.7034/1	1	1 6
,, Push Rod, Long	27	E.7372	1	8	E.7372	1	8
,, ,, ,, Short	28	E.5263	1	4	E.5263	1	4
Felt Washer for Push Rod	—	E.6564	1	3	E.6564	1	3
Steel ,, ,, ,, ,,	—	E.5257	2	2	E.5257	2	2
Release Valve Body	29	—			E.3064	1	3 0
,, ,, Stem	30	—			E.1280	1	1 9
,, ,, Spring	31	—			E.1163	1	5
,, ,, Cable Nut	32	—			E.1276	1	3
,, ,, ,, Clamp	33	—			E.1545	1	2
,, ,, Clamp Screw	34	—			E.6737	1	2
,, ,, Joint Washer	35	—			E.3318	1	2
,, ,, Plug	36	—			E.7496	1	10
Washer, Cyl. Head Bolt	37	E.5808	4	2	—		
,, ,, $\frac{5}{16}$" ,,	38	—			E.1898	4	2
Spring Washer, $\frac{5}{16}$"	39	E.1050	4	2	E.1050	4	2
,, ,, $\frac{7}{16}$"	40	E.4915	1	2	E.4915	1	2
,, ,, $\frac{1}{2}$"	41	E.5706	1	2	E.5706	1	2
,, ,, 4 BA	—	E.7529	1	1	E.7529	1	1
Plain Washer, $\frac{1}{4}$"	—	E.2924	13	1	E.2924	13	1
,, ,, $\frac{1}{4}$", Dust Cover	—	V.157x2	3	1	V.157x2	3	1
,, ,, $\frac{5}{16}$"	37	E.2667	4	1	E.2667	6	1
,, ,, $\frac{3}{8}$"	38	E.373	1	1	E.373	1	1
Filler Plug Washer	42	E.6593	1	2	E.6593	1	2
Filler and Drain Plug Washer	43	V.107x3	2	2	V.107x3	2	2
Oil Level and ,, ,, ,,	44	E.1905	2	2	E.1905	2	2
Spring, Clutch Adjuster Screw	45	E.6829	1	3	E.6829	1	3
Fixing Screw for Spring	—	No. 4x$\frac{1}{4}$"	2	1	No. 4x$\frac{1}{4}$"	2	1
Nut, Long Hex., End Plate Screw	46	E.6547	3	3	E.6547	3	3
Chaincase Gland Plate	47	E.5547	1	8	E.5547	1	8
Rivet for ,, ,,	—	E.4083	4	3	E.4083	4	3
Felt Washer ,, ,,	48	E.5715	1	4	E.5715	1	4
Circlip, Gudgeon Pin	49	E.4047	2	4	E.4047	2	4
Dipstick	50	E.7471	1	1 6	E.7471	1	1 6
,, Washer, Fibre	—	V.476	1	2	V.476	1	2
Screw, Gearbox Dust Cover	51	E.6562	3	3	E.6562	3	3
Joint Washer, C'case and C'nCase	52	E.7305	1	3	E.7305	1	3
Chaincase Dowel, $\frac{3}{32}$" dia. x $\frac{5}{16}$"	—	W.174	1	2	W.174	1	2

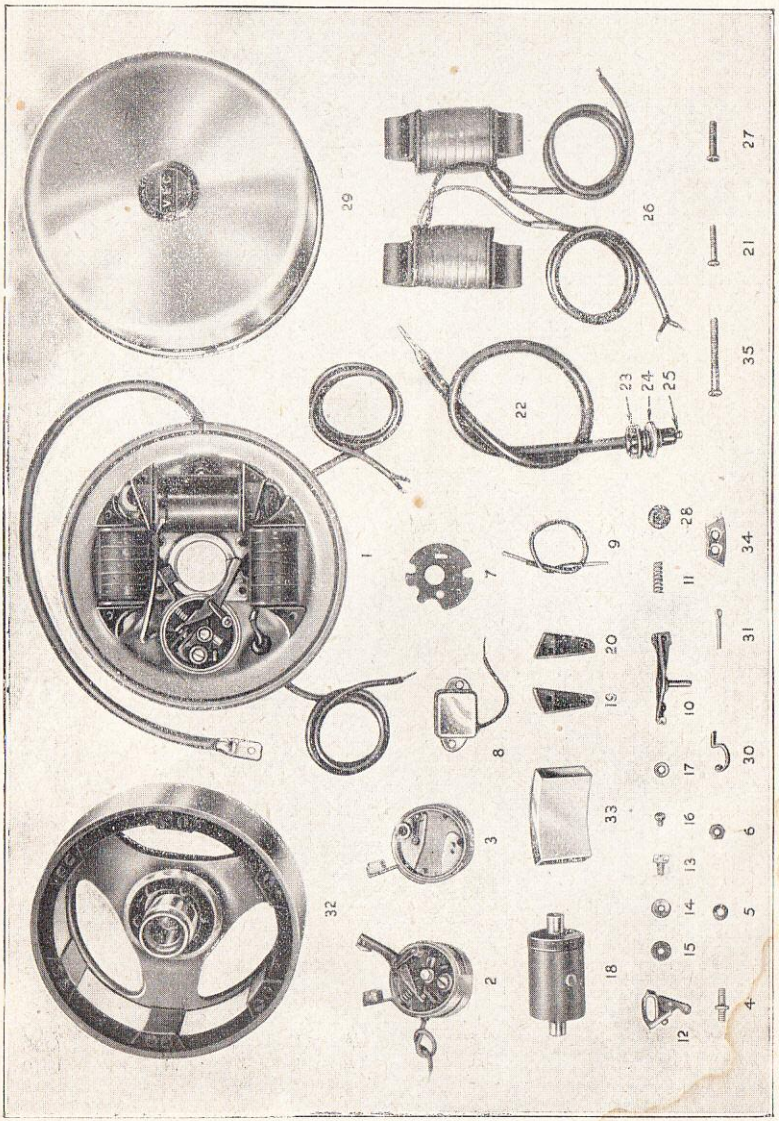
MARK 10 D and 6 E UNITS.



Always quote Engine Number when ordering Spares.

COMPONENT.	Illus. No.	Part No.	No. per Set.	List Price Each. £ s. d
ENGINE AND GEARBOX—contd.				
Locknut, C'Shaft Sprocket	1	E.6930	1	1 2
C'Shaft Sprocket, 15 Teeth	2	E.7284/1	1	7 0
Ball Bearing High Gear Pinion	3	6205	1	10 6
,, ,, Sealing Washer	4	E.7347	1	4
High Gear Pinion, 26 Teeth	5	D.7283	1	19 0
Mainshaft	6	C.7281	1	17 0
Sliding Pinion, 21 Teeth	7	D.6526	1	9 6
Fixed ,, 14 ,,	8	E.7286	1	6 9
,, Pinion Layshaft, 16 Teeth	9	E.7287	1	6 9
Sliding ,, ,, 22 ,,	10	D.6524	1	9 6
Layshaft	11	C.7282	1	14 0
Ratchet Pinion, 28 Teeth	12	D.6523	1	13 9
Kickstart Pawl	13	E.6882	1	9
,, ,, Plunger	—	E.4908	1	4
,, ,, ,, Spring	—	E.4907	1	2
,, Shaft, Bushed	14	D.6526	1	16 0
,, Lever	15	D.6555	1	10 0
,, ,, Pedal	16	E.4096	1	4 6
,, Pedal Pivot Pin	17	E.4098	1	6
Ball for Pivot Pin	—	¼" Dia.	1	2
Spring for Ball	—	E.4270	1	2
Bolt for K.S. and Foot Levers	18	E.4251	2	7
Nut for Bolt	19	E.4252	2	3
Rubber, Foot Lever	20	D.6861	1	6
Plunger for Quadrant	21	E.7209	1	9
Spring for Plunger	22	U.118 x 12	1	4
Plunger Box	23	E.6534	1	1 6
Nut for Box	24	E.6535	1	1 0
Cap, K.S. Return Spring	25	E.4014	1	1 3
Return Spring	26	E.7511	1	10
Bearing Pin for Quadrant	27	E.6533	1	1 9
Selector Quadrant Assembly	28	D.6532	1	19 0
Operator, Sliding Pinions	29	E.6531	1	2 0
Adjuster Bush, Mainshaft	30	E.4906	1	6
,, ,, Locknut	31	E.4905	1	3
Pressure Washer, Mainshaft	32	E.6566	1	9
K. Start Stop Piece	33	E.4899	1	6
Screw for ,, ,,	34	E.6655	1	4
Operating Spindle	35	D.6536	1	12 0
,, ,, Plate	36	E.6541	1	2 6
,, ,, Distance Washer	37	E.6542	1	4
Shim, Operating Spindle	38	E.7228	—	2
Washer ,, ,,	39	E.6573	1	3
Lockwasher ,, ,,	40	E.6544	1	2
Nut ,, ,,	41	E.6627	1	3
Operating Pawl	42	D.6539	1	7 6
,, ,, Spring	44	E.7437	1	1 0
Ratchet Spring	43	E.6543	1	6
Pawl Spring Retainer	45	E.6742	1	4
Circlip, Operating Spindle	46	E.6552	1	3
Operating Lever	47	D.6538	1	4 6
,, Stop Pin	48	E.6545	1	1 0
,, Foot Lever	49	D.6996	1	9 6

MARK 10 D and 6 E UNITS.



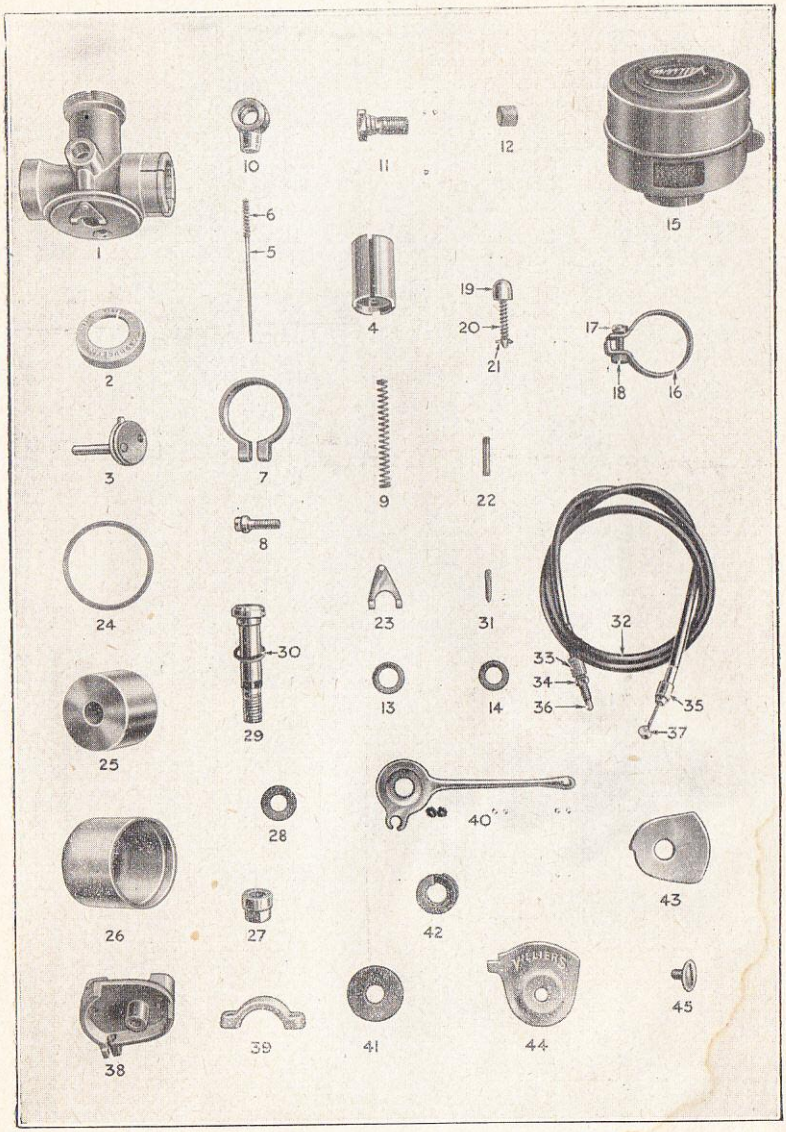
Always quote Engine Number when ordering Spares.

6 POLE MAGNETO.

MARK 10 D and 6 E UNITS.

COMPONENT.	Illus. No.	Part No.	No. per Set.	List Price Each. £ s. d.
Armature Plate Assembly complete with Ignition and Lighting Coils	1	A.108M	1	4 12 0
Condenser Box Assembly	2	M.1834	1	18 6
Con. Box only with Oil Pad	3	M.1872	1	5 0
Ditto, but including Condenser, Fixing Studs, Nuts and L.T. Lead	—	M.1884	1	11 0
Con. Box Fixing Stud	4	1053 x 1	2	3
,, ,, ,, ,, Washer ..	5	1002 x 13	2	2
,, ,, ,, ,, Nut	6	1002 x 15	2	1
,, ,, Insulating Pad	7	M.1803	1	3
Condenser only	8	M.1750	1	4 6
L.T. Lead, Coil to Point Bracket ..	9	482	1	6
Rocker Arm with Point and Pad ..	10	M.1632	1	4 6
,, ,, Spring	11	1047 x 3	1	3
Point Bracket	12	M.1873	1	2 3
,, ,, Lockscrew	13	M.1801	1	4
Brass Washer for ,, ...	14	M.1802	1	2
Insulating Washer ,, ...	15	M.1805	1	2
Connection Screw, L.T. Lead	16	1006 x 3	1	2
Brass Washer for Screw	17	1113 x 5	1	1
High Tension Coil	18	M.1361	1	1 0 0
H.T. Coil End, Left Hand	19	M.1855	1	2 6
,, ,, ,, Right ,, ...	20	M.1856	1	2 6
Screw for Coil End	21	M.1383	4	3
High Tension Lead Complete	22	494	1	4 6
,, ,, Terminal	23	1124 x 8	1	1 0
,, ,, ,, Felt Washer ..	24	E.869	1	3
,, ,, ,, Spring ..	—	1010 x 11	1	2
,, ,, ,, Screw ..	—	$\frac{5}{8}$" x No. 2	1	2
,, ,, ,, Pad	25	1046 x 13	1	2
Light Coils with Cheeks	26	M.1936	1 Pr.	Pr. 1 4 0
,, ,, Fixing Screws	27	1140 x 1	4	3
Armature Plate Grommet	28	M.1232	3	2
,, ,, Fixing Screws ..	27	1140 x 1	4	3
Flywheel Cover	29	M.1493	1	6 6
,, ,, Clip	30	M.1297	3	4
,, ,, ,, Cotter	31	M.1535	3	1
,, Assembly Complete	32	R.111	1	4 18 0
Magnet	33	M.1468	6	9 0
Pole Shoe Top Plate, Brass	34	M.1411	1	3
,, ,, ,, ,, Iron	34	M.1822	5	3
,, ,, Fixing Screw	35	M.1797	12	3

MARK 10 D UNIT CARBURETTER.



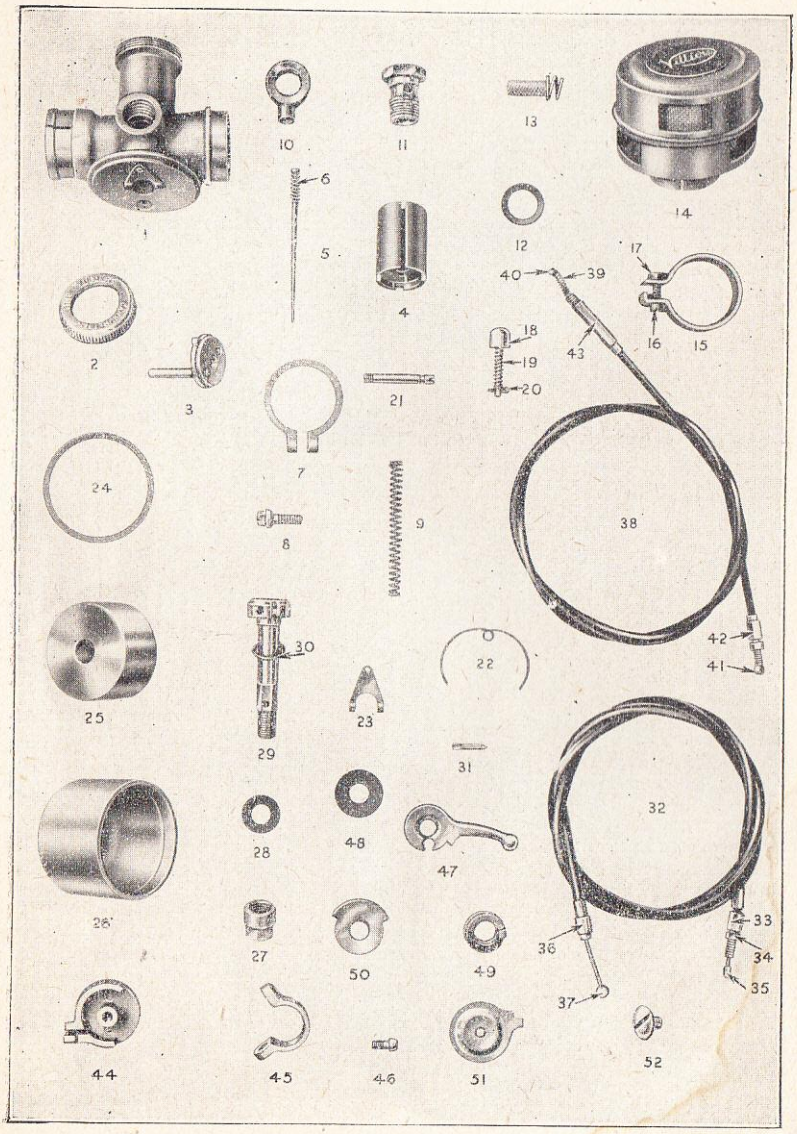
Always quote Engine Number when ordering Spares.

CARBURETTER.

MARK 10 D. TYPE 3/4.

COMPONENT.	Illus. No.	Part No.	No. per Set.	List Price Each. £ s. d.
Carburetter complete with Control and Air Cleaner	—	Type 3/4	—	2 19 6
Body with Fuel Bush, Needle Lever	1	V.648C	1	13 3
Top Ring	2	V.107 x 5	1	1 3
Top Disc with Guide Peg	3	V.603E	1	1 9
Throttle	4	V.580E	1	4 3
Taper Needle No. 3	5	V.625E	1	9
,, ,, Spring	6	V.107 x 7	1	3
Body Clip	7	V.107 x 15	1	2 0
Body and Control Clip Screw	8	V.107 x 16	3	6
Throttle Spring	9	V.586E	1	6
Banjo Union	10	V.381E	1	1 9
,, ,, Bolt	11	V.382E	1	1 0
,, Filter Gauze	12	V.404E	1	6
,, Washer, Large Hole	13	H.104 x 8	1	3
,, ,, Small Hole	14	V.383E	1	3
Air Filter with Strangler	15	EM.693	1	10 0
,, ,, Clip	16	EM.618	1	1 6
,, ,, ,, Screw	17	E.5102	1	3
,, ,, ,, Nut	18	1002 x 15	1	2
Tickler	19	V.207E	1	5
,, Spring	20	V.369E	1	3
,, Split Pin	21	V.111 x 2	1	1
Compensating Tube	22	V.105 x 10	2	6
Fuel Needle Lever	23	V.257E	1	9
Fibre Washer, Float Cup	24	V.107 x 2	1	6
Float	25	V.105 x 1	1	3 6
Float Cup	26	V.146 x 6	1	3 3
Bottom Nut	27	V.581E	1	1 0
,, ,, Washer	28	V.107 x 4	1	2
Centrepiece and Jet	29	V.595	1	5 0
,, Fibre Washer	30	V.107 x 3	1	2
Fuel Needle	31	V.355E	1	9
Control Cable Assembly	32	V.234B/H	1	5 0
,, ,, Adjuster	33	V.105 x 1	1	7
,, ,, ,, Locknut	34	V.104 x 2	1	2
,, ,, Sleeve	35	V.108 x 4	1	4
Cable Nipple, Throttle End	36	V.108 x 15	1	2
,, ,, Control ,,	37	V.123 x 4	1	2
Control Body	38	V.117 x 1	1	3 6
,, ,, Clip	39	V.117 x 3	1	1 9
,, Lever	40	V.117 x 2	1	3 0
,, ,, Fibre Washer	41	V.117 x 7	2	3
,, ,, Spring ,,	42	V.117 x 8	1	2
,, ,, Friction Plate	43	V.117 x 6	1	6
,, ,, Top Cover	44	V.117 x 4	1	1 3
,, ,, ,, ,, Screw	45	V.117 x 5	1	6

MARK 6 E UNIT CARBURETTER.



Always quote Engine Number when ordering Spares.

CARBURETTER.

MARK 6 E. TYPE 4/5.

COMPONENT.	Illus. No.	Part No.	No. per Set.	List Price Each. £ s. d.
Carburetter complete with Controls, Air Cleaner	—	Type 4/5	—	3 15 0
Body with Fuel Bush, Needle Lever	1	V.661C	1	1 0 9
Top Ring	2	V.108 x 7	1	2 0
Top Disc with Guide Peg	3	V.122 x 4	1	2 6
Throttle	4	V.122 x 3	1	5 0
Taper Needle No. 4½	5	V.137 x 9	1	9
,, ,, Spring	6	V.107 x 7	1	3
Body Clip	7	V.113 x 14	1	2 0
,, ,, Screw	8	V.107 x 16	1	6
Throttle Spring	9	V.107 x 8	1	6
Banjo Union	10	V.458E	1	1 9
,, ,, Bolt	11	V.459E	1	2 0
,, ,, Fibre Washer	12	V.440E	2	3
,, ,, Filter	13	V.457E	1	2 0
Air Filter with Clip	14	V.660E	1	10 0
,, ,, Clip	15	EM.616	1	1 6
,, ,, ,, Screw	16	E.5102	1	3
,, ,, ,, ,, Nut	17	1002 x 15	1	2
Tickler	18	V.207E	1	5
,, Spring	19	V.369E	1	3
,, Split Pin	20	V.111 x 2	1	1
Centrepiece Compensating Tube	21	V.436E	1	6
Spring for ,, ,,	22	V.545E	1	2
Fuel Needle Lever	23	V.257E	1	9
Float Cup Fibre Washer	24	V.125 x 8	1	6
Float	25	V.132 x 5	1	5 0
Float Cup	26	V.151 x 3	1	5 0
Bottom Nut	27	V.172E	1	1 0
,, ,, Washer	28	V.107 x 4	1	2
Centrepiece with Jet (V.461/V.434)	29	V.676E	1	5 0
,, Fibre Washer	30	V.107 x 3	1	2
Fuel Needle	31	V.355	1	9
Throttle Cable Assembly, 3 ft., Outer	32	V.234B/F	1	6 9
,, ,, Adjuster	33	V.105 x 1	1	6
,, ,, ,, Locknut	34	V.105 x 2	1	3
,, ,, Nipple, Throttle End	35	V.108 x 15	1	2
,, ,, Sleeve	36	V.108 x 4	1	4
,, ,, Nipple, Twist Grip	37	Give Engine No.	1	2
Jet Cable Assembly, 3 ft., Outer	38	V.151 x 1/T	1	6 9
,, ,, Spring	39	V.122 x 14	1	6
,, ,, Nipple, Throttle End	40	V.122 x 16	1	2
,, ,, Disc, Control End	41	V.123 x 15	1	2
,, ,, Adjuster	42	V.120 x 5	1	6
Throttle Extension	43	V.120 x 2	1	1 3
Jet Control Body	44	V.142 x 1	1	3 6
,, ,, ,, Clip	45	V.142 x 7	1	1 6
,, ,, ,, ,, Screw	46	V.142 x 5	1	2
,, ,, Lever	47	V.142 x 3	1	3 0
,, ,, Fibre Washer	48	V.142 x 10	2	3
,, ,, Spring ,,	49	V.142 x 11	1	3
,, ,, Friction Plate	50	V.142 x 9	1	6
,, ,, Top Cover	51	V.142 x 6	1	1 3
,, ,, ,, ,, Screw	52	V.117 x 5	1	6

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.

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 for approved accounts.

An extra amount must always be included in remittances to cover the cost of postage or carriage and packing on spare parts. This is 5% extra up to £5 value. Minimum extra is 6d. Stamps cannot be accepted for items over 1/- (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.

GUARANTEE.

We give the following guarantee with VILLIERS Engines and Accessories in place of any implied guarantee by statute or otherwise, all such guarantees being in all cases excluded. No statement or representation contained in this catalogue shall be construed as enlarging or varying this guarantee. In the case of engines and accessories which have been used for " hiring out " purposes, or from which our trade mark, name, or manufacturing number has been removed, no guarantee 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 to be in force for six months only from the date the engines or accessories are despatched by us, and the damages for which we make ourselves responsible under this guarantee are limited to the replacement of a part manufactured by us which may have proved defective.

We do not undertake to refit or bear the cost of replacement or refitting such new part. We guarantee, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As VILLIERS Engines and Accessories are liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse and neglect.

CONDITIONS OF GUARANTEE.

If a defective part should be found in our engines or accessories, it must be sent to us carriage paid and accompanied by an intimation from the sender that he desires to have it repaired free of charge, under our guarantee, and he must also furnish us at the same time with the number of the engine, and full particulars of the purchase. Failing compliance with the above, no notice will be taken of anything that may arrive, but such articles will lie here at the risk of the sender, and this guarantee or any implied guarantee shall not be enforceable.

THE TERM " AGENT " is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us, nor are they authorised to give any warranty or make any representations on our behalf or sell subject to or with any conditions other than those contained in the above guarantee.

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.

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