

Dear customer,

We are sorry but at the present time it is not possible to print a new catalogue. Only the date has been changed, therefore prices within were only current in 1997, so should only be used as a guide. Please always phone, fax, write or email for correct quote. Please do not send any payment before doing so. We are currently working on the next catalogue and have included some of the new pages, hence then small price increase to cover postage. Please also remember that all prices are based on availability and manufacturing costs. Should you find that you already have this catalogue, please keep new extra pages and return catalogue, we will then issue you with a credit note. Unfortunately due to no complete new catalogue being brought out this year mistakes may be made.

Verehrte Kundschaft,

weil es uns zur Zeit nicht möglich ist, Ihnen einen neuen Katalog mit unserer erweiterten Produktpalette mit aktuellen Preisen anzubieten, haben wir den Geltungsbereich des bisherigen Kataloges bis ins Jahr 2007 verlängert - daher auch die vielen Aufkleber und Flyer.

Die Katalogpreise waren bis 1997 gültig. Sehen Sie also die angegebenen Preise nur als groben Richtwert an.

Unsere Preise können variieren, je nachdem, ob es sich um ein Originalteil mit u.U. begrenzter Verfügbarkeit handelt (z.B. new stock) oder um ein Replica-Teil, das in jeweils unterschiedlicher Stückzahl oder Materialgüte (z.B. stainless) reproduziert wird.

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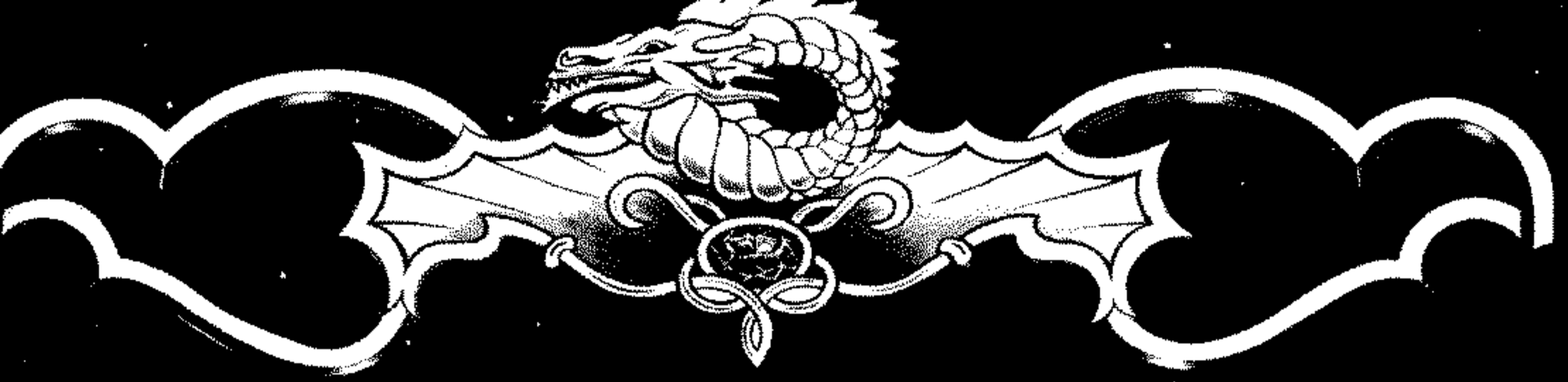
Peter Long


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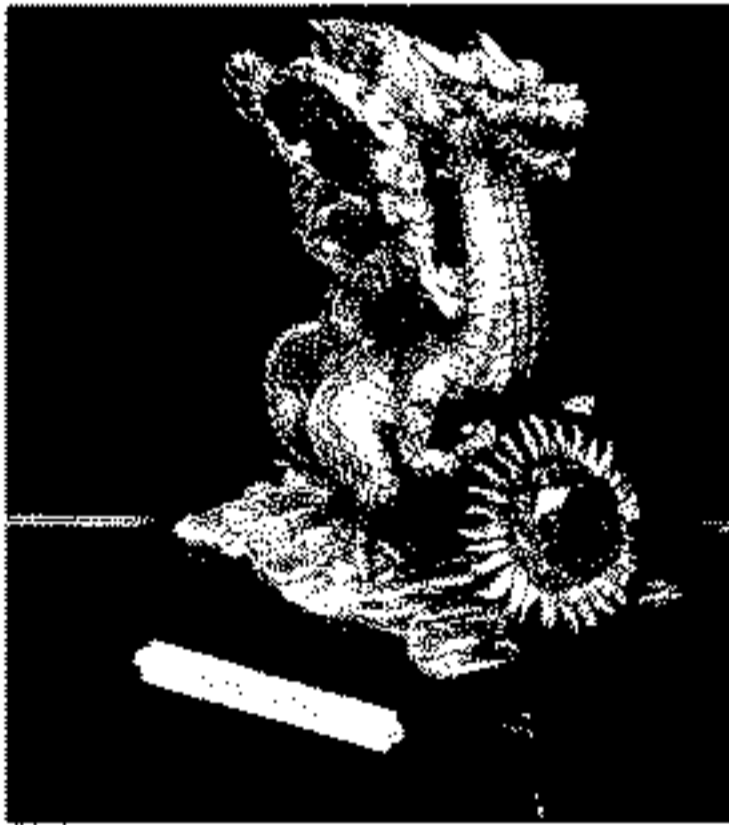
Myth and Magic



3115
The Summoner
of Light
Height 3½" / 9 cm



3063
The Moon Wizzard
Heigh 3½" / 7,5cm



3326
The Great Sun Dragon
Height incl Base 5½" / 14cm



3325
The Great Earth Dragon
Height incl. Base 4¼" / 12cm



3085
The Dragon of Light
Height 3½" / 8cm



3095
The Defender of the Crystal
Height 3" / 7cm



Myth and Magic



3109
The Mystical Travellers
Height 3 1/4" / 8cm



3075
The Unicorn of Light
Height 3 1/2" / 9cm



3077
The Unicorn Rider
Height 3 1/4" / 8cm



3154
The Magical World
Height 3 1/4" / 8cm



3148
The Nursery
Height 3 1/2" / 9cm



1062
The Crystal Dragon
Eggs are approx 3" / 7cm



Myth and Magic



3332
King of the Road
 Height incl. Base 4½" / 11,5cm
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Go Faster Dad!
 Height 3¾" / 9,5 cm
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WHITE-METAL SHELLS

When ordering, please state oversize required. Prices are per set. Many other bearings in stock, please ask.

BSA

- 1075** Original Ref. No. B2024 LC
A7, Shooting Star, Star Twin 500, 1950-55, 66 x 72.6
A10, Gldn Flash, Super Rckt 650, 1950-55, 70 x 84
Standard, -0.010, 0.020, 0.030, 0.040in. **£16.00**
- 1076** Original Ref. No. B2033 LC
A10 Road Rocket 650, 1956-58 up to eng.
no.CA10/R6077, 70 x 84,
Gold Flash 650, 1956-58, eng. no. DA10/101 to
DA10/1167, 70 x 84
Standard, -0.010, 0.020, 0.030, 0.040in. **£16.00**
- 1077** Original Ref. No. B2046 M
A10, A50, A65, Road Rocket after eng.no. CA10/
R6078. Gold Flash eng. no. DA10/1168 Super
Road Rocket 650, 1958-on, 70 x 84
Standard, -0.010, 0.020, 0.030, 0.040in. **£16.00**

Norton

- 1078** Original Ref. No. B2025M
Jubilee, Navigator 1959-on, Dominator 77, 88, 99
1953-on
250cc, 60 x 44
350cc, 63 x 66
500cc, 66 x 72.6
600cc, 68 x 82
Standard, -0.010, 0.020, 0.030, 0.040in. **£15.00**
- 1079** Original Ref. No. B2095 or B2101 LC
Manxman, Atlas, Commando, 77 x 89
Standard, -0.010, 0.020, 0.030, 0.040in. **£16.00**

Triumph

- 1080** Original Ref. No. B1071 M
TR25W 250cc 1968 on, also fits BSA C25 250cc
1967-on, and Starfire B25 250cc 1968-on, 67 x 70
Standard, -0.010, +0.020, +0.030in. **£9.00**
- 1081** Original Ref. No. B2047M
3TA 350cc 1957 on, 58.25 x 65.5
Standard, -0.010, 0.020, 0.030, 0.040in. **£11.00**
- 1082** Original Ref. No. B2026M
T100, 5T 500 1956 on, 63 x 80.
6T, T110, T120, TR6 1956 on, 71 x 82
Standard, -0.010, 0.020, 0.030, 0.040in. **£11.00**
- 1083** Original Ref. No. B3053 LC
T150 Trident 750 1969 on, 67 x 70
T160 750 1974 on, 67 x 70
Standard, -0.010, 0.020, 0.030, 0.040in. **£24.00**
- 1084** Original Ref. No. M2098 LC
Inner Main Shells Trident 750, T150 1969 on,
T160 1974 on, 67 x 70
Standard, -0.010, 0.020, 0.030, 0.040in. **£23.00**
- 1085** BSA, Triumph timing-side crank-shaft bearings,
A7, A10, A50, A65, *Size?*
Standard, -0.010, 0.020, 0.030, 0.040in. **£45.00**

You can find other engine parts on:

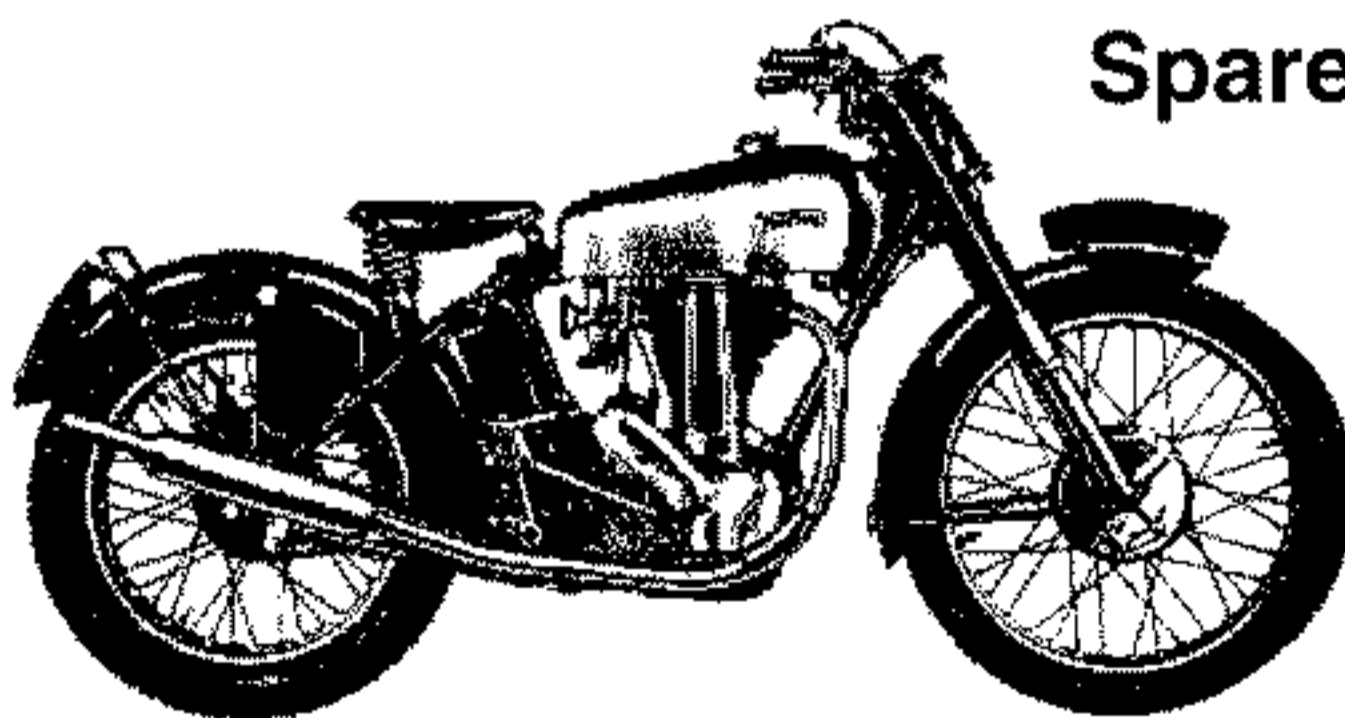
Page 57 for pistons

Page 65 for valve spring sets

Page 70 for oil seals

Page 71 for valve guides

Page 76 for valves



Spares (replica) for Norton 500T

Engine - 490cc (79 x 100) with light alloy cylinder head and barrel. Compression ratio 6:1. Totally enclosed and automatically lubricated valve mechanism. BTH magneto. Amal carburettor, KLG waterproof sparking plug.

Transmission - Wide ratio, four-speed positive-stop foot-operated gearbox, giving ratios of 5:5, 8:1, 13:15 and 18:1, with 20-tooth engine sprocket and 15-tooth gearbox axle sprocket. Multi-plate Ferodo-lined clutch with vane-type shock absorbers. Primary chain housed in hermetically sealed oil-bath chaincase. Folding kick-starter.

Frame - Light triangulated construction, with crankcase shield. Side prop and rearstands, narrow light-alloy mudguards and small-type Dunlop saddle. Roadholder telescopic forks giving 100% total lock.

Wheels - Front 2.75 x 21 (WM1-21), rear 4.00 x 19 (WM3-19) high tensile rims, 7-inch diameter brakes with light alloy plates and finger adjustment.

Tanks - Petrol 2 1/2 gallons capacity. Three point rubber mounting with single bolt fixing, finished in dull chrome plating, suitably lined. Separate narrow-type oil tank of 3 1/2 pints capacity.

Rear mudguard stay,
complete with lifting handle **£40.00**

Rear chainguard **£38.00**

Sump guard **£45.00**

Tool box (as illustrated) **£110.00**

All parts manufactured in steel, unpainted

Tool box knob, stainless steel **£16.00**

POSTERS

We maintain a vast range of transport-orientated posters – of British and Continental origin.

Examples are as shown, and include:

- Ariel 1932 S4 600cc, full colour
- BSA 1932 Sloper 500cc, black/red
- BSA 1932 (3 bikes), black/red
- BSA A7, full colour
- BSA B31, full colour
- BSA 'One in every four' – 1935
- Norton Atlas, full colour
- Rex Acme, late 20s racing machine, full colour
- Triumph Thunderbird, full colour
- Champion, showing Harley Davidson – 1925
- 'Champion spark plugs are winners' – 1920s

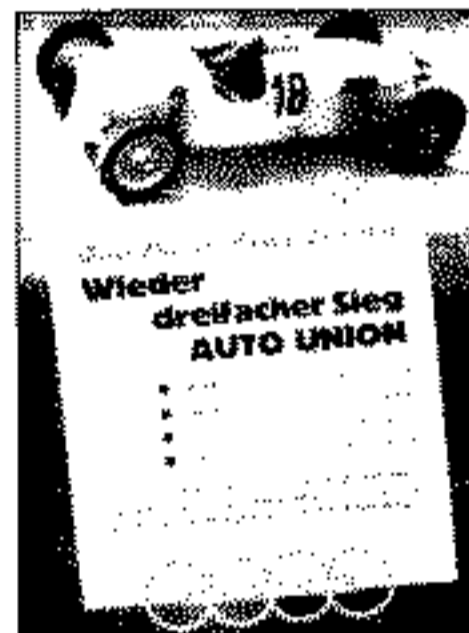
- Harley Davidson, full colour
- NSU
- DKW
- Messerschmitt
- Auto Union
- Vespa
- Horex SB35
- Steib
- Zundapp
- Castrol Racing, sidecar, full colour
- Monaco GP, 1930s, full colour

All posters, British and Continental, are £4.50 each

Postage (UK) £0.90, and Europe £1.50



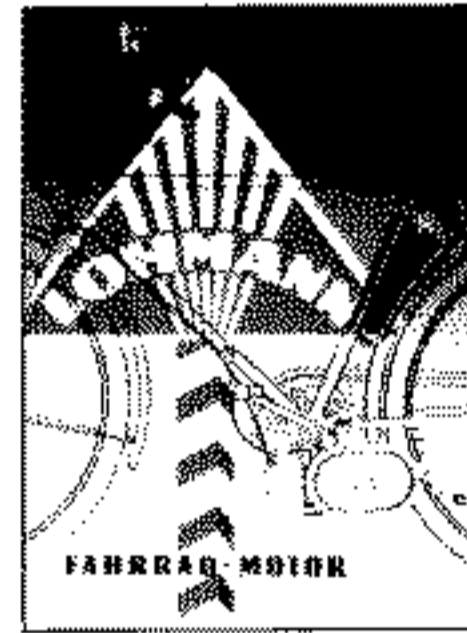
Steib-Seitenwagen-



Auto-Union-Rennposter



Zündapp DB 201



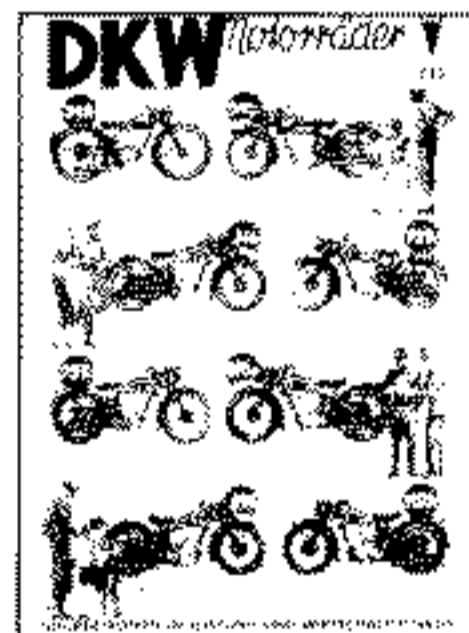
Lohmann Fahrrad-Motor



D-Rad Jugendstil



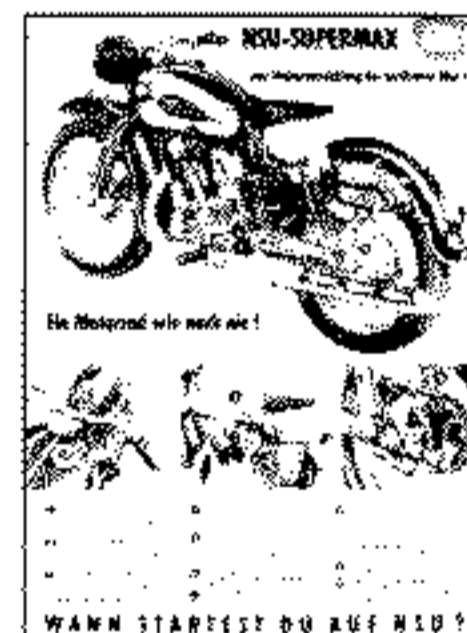
Auto-Union-Rennposter



DKW-Typentafel Motor-



Messerschmitt KR



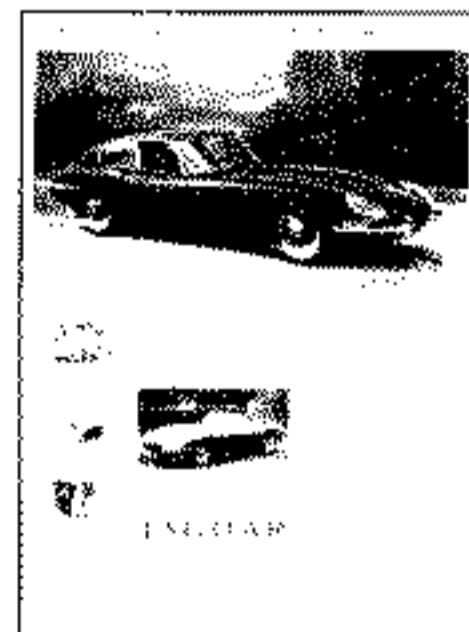
NSU-Supermax



Vespa-Roller-



Zündapp KS 500



Jaguar E-Type 1965 4far-



Horex-Rennposter



NSU-Lux



NSU-Rennposter

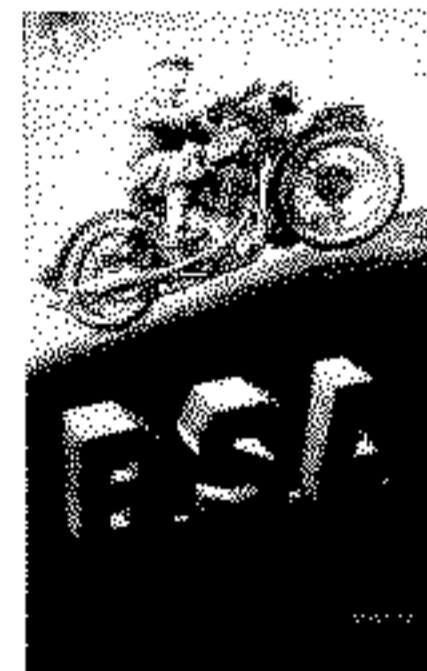
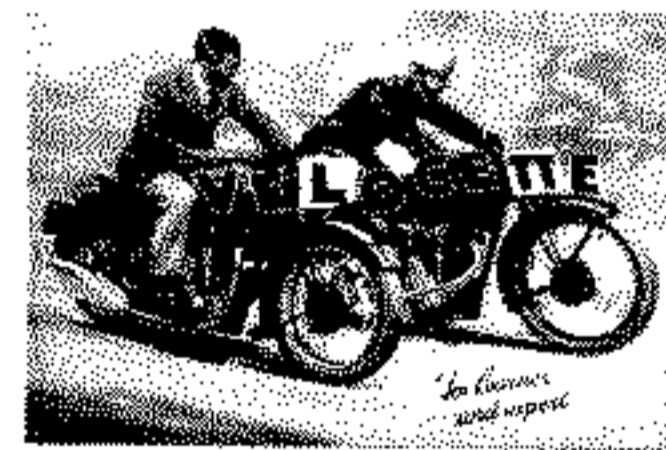
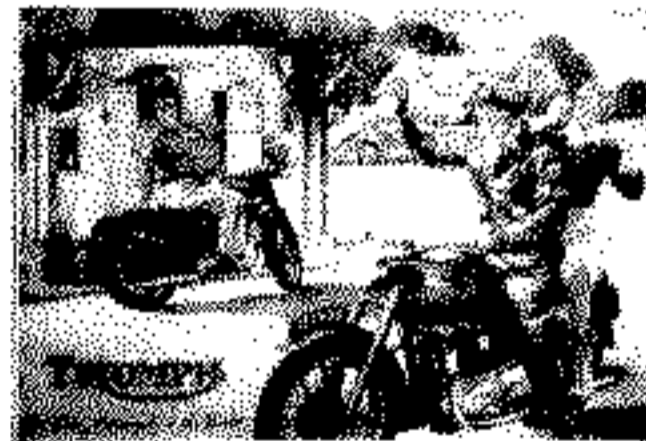
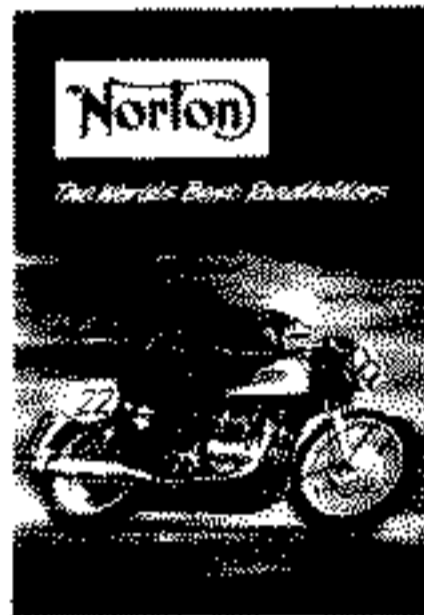
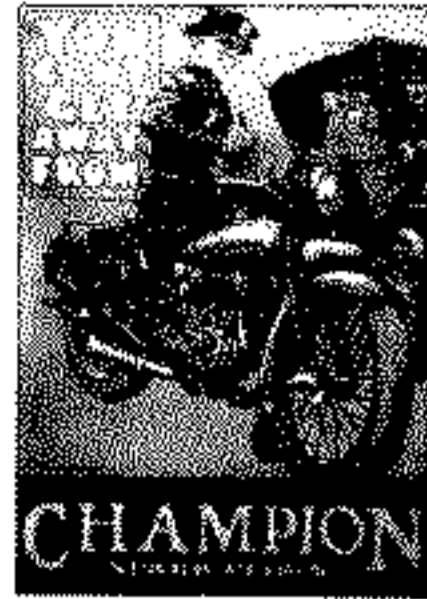


Horex SB 35-Werbeposter



NSU-Standardmax-Werbeposter

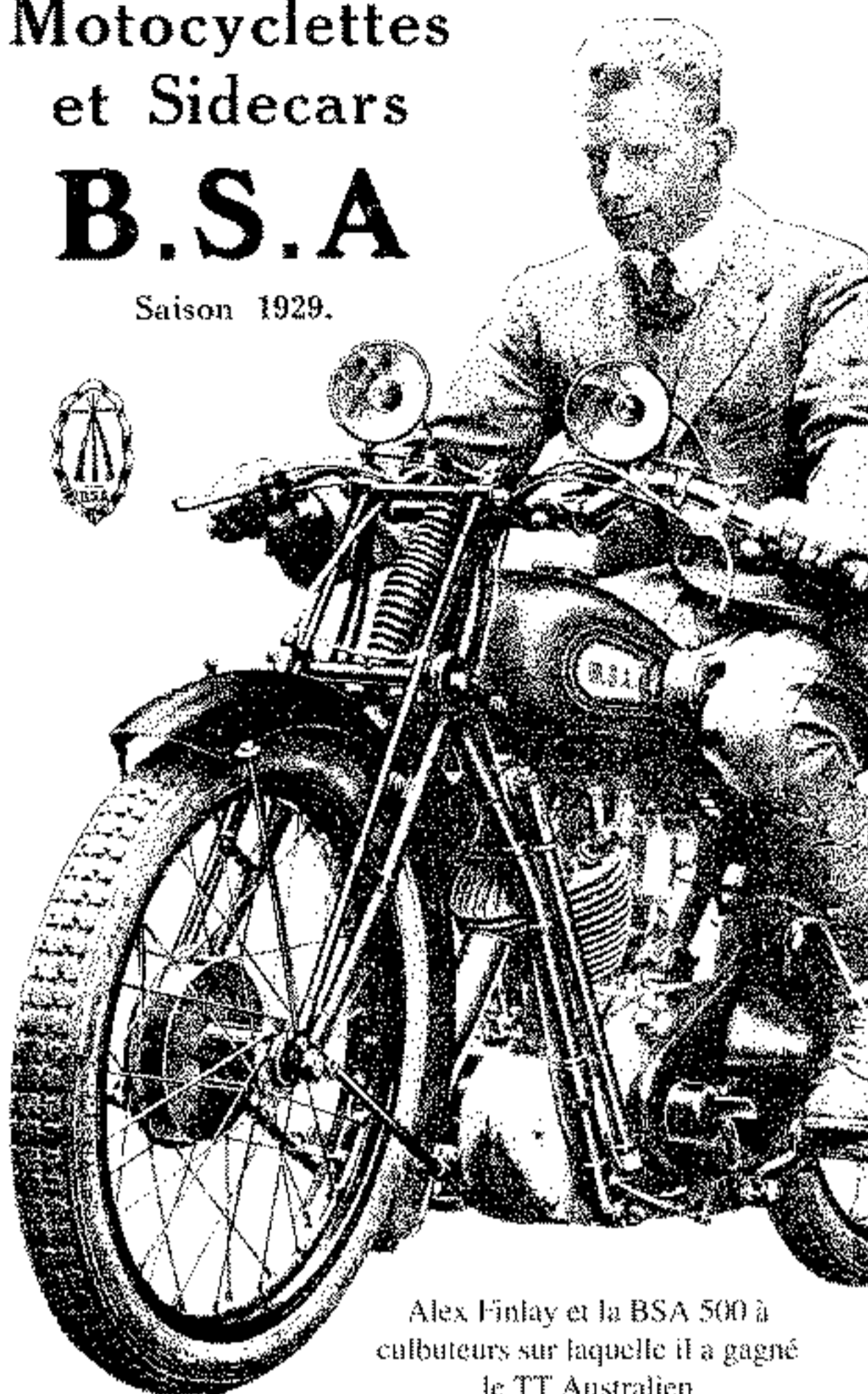
POSTERS



Motocyclettes
et Sidecars

B.S.A

Saison 1929.



Alex Finlay et la BSA 500 à culbuteurs sur laquelle il a gagné le TT Australien

**BSA headlamp brackets
to fit Lucas lamps**

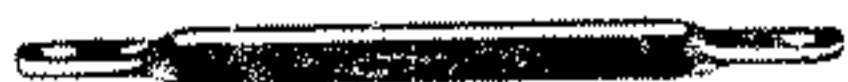
8-inch lamps



15-9001
15-9002
27-9021

- 1935 8 in., fits R35-5-17, 350cc OHV, all 500/600cc SV and OHV, and J35-12
Top 15-9001 (two), bottom 15-9002 (two)
- 1936 8 in., fits R17, R20, R5 (350cc OHV), W6 (4.99hp SV), Q7, Q8, Q21 (500cc), J12 V-twin
Top 15-9001 (two), bottom 15-9002 (two)
- 1937 8 in., top bracket ,15-9001 (two), fits all models
8 in., bottom bracket ,15-9002 (two), fits M19 (350cc) M20, 21, 22, 23
- 1938 8 in., top bracket ,15-9001 (two), fits all models
8 in., bottom bracket ,15-9002 (two), fits M19 (350cc) M20, 21, 22, 23
8 in., top and bottom bracket, 27-9021 (four), fits M24
- 1939 8 in., top bracket ,15-9001 (two), fits all models except C10 (250cc)
- 1940 8 in., top bracket ,15-9001 (two), fits B29, M20, 21, 23, G14 V-twin
- 1946 6 in., top bracket ,66-9077 (two)
6 in., bottom bracket ,16-9076 (two)

6-inch lamps, bottom



66-9076

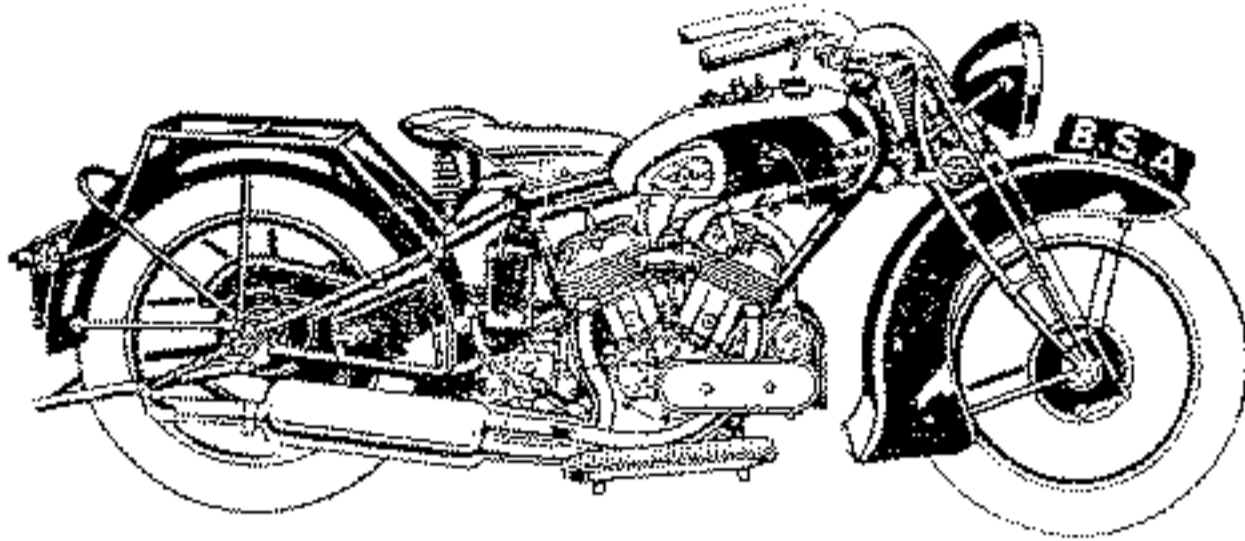
6-inch lamps, top



66-9077

- Set of four brackets for 8-inch lamps **£18.00**
- Set of four brackets for 6-inch lamps **£16.00**
- Individual brackets (6 or 8-inch) **£4.50**

Parts unpainted (base coat only)



The B·S·A

9.86 hp WT, G14 V-twin

Mod 33-13 10 hp, modèle 'Tour du Monde'. Très confortable, véritable Pullman sur 2 roues. Spécielement étudié pour voyages lointains

G14, V-twin, rear mudguard lifting stay

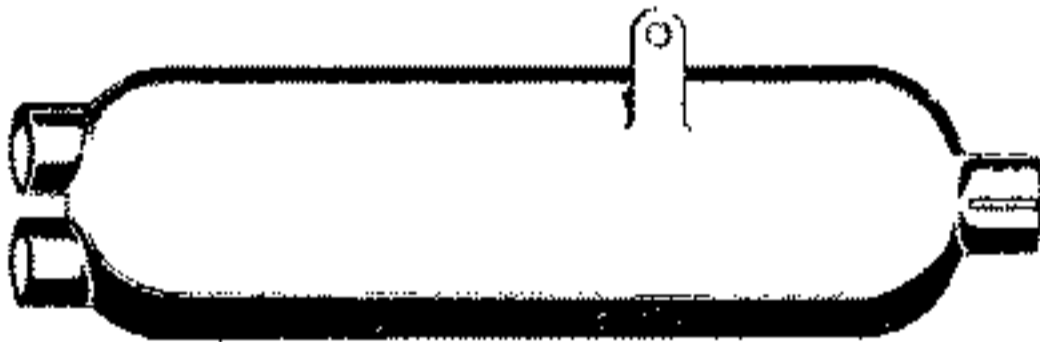


26-7450

1930	Fits 9.86 hp WT G30-16
1931	Fits 9.86 hp SV G31-12
1932	Fits 9.86 hp SV G32-10
1933	Fits 9.86 hp SV G33-13
1934	Fits 9.86 hp SV G34-14
1935	Fits 9.86 hp SV G35-14

Part no. 26-7450 unpainted (base coat only) £24.00 each

G14, V-twin silencer, complete with tail pipe



Silencer – 25-1371 or 26-1386



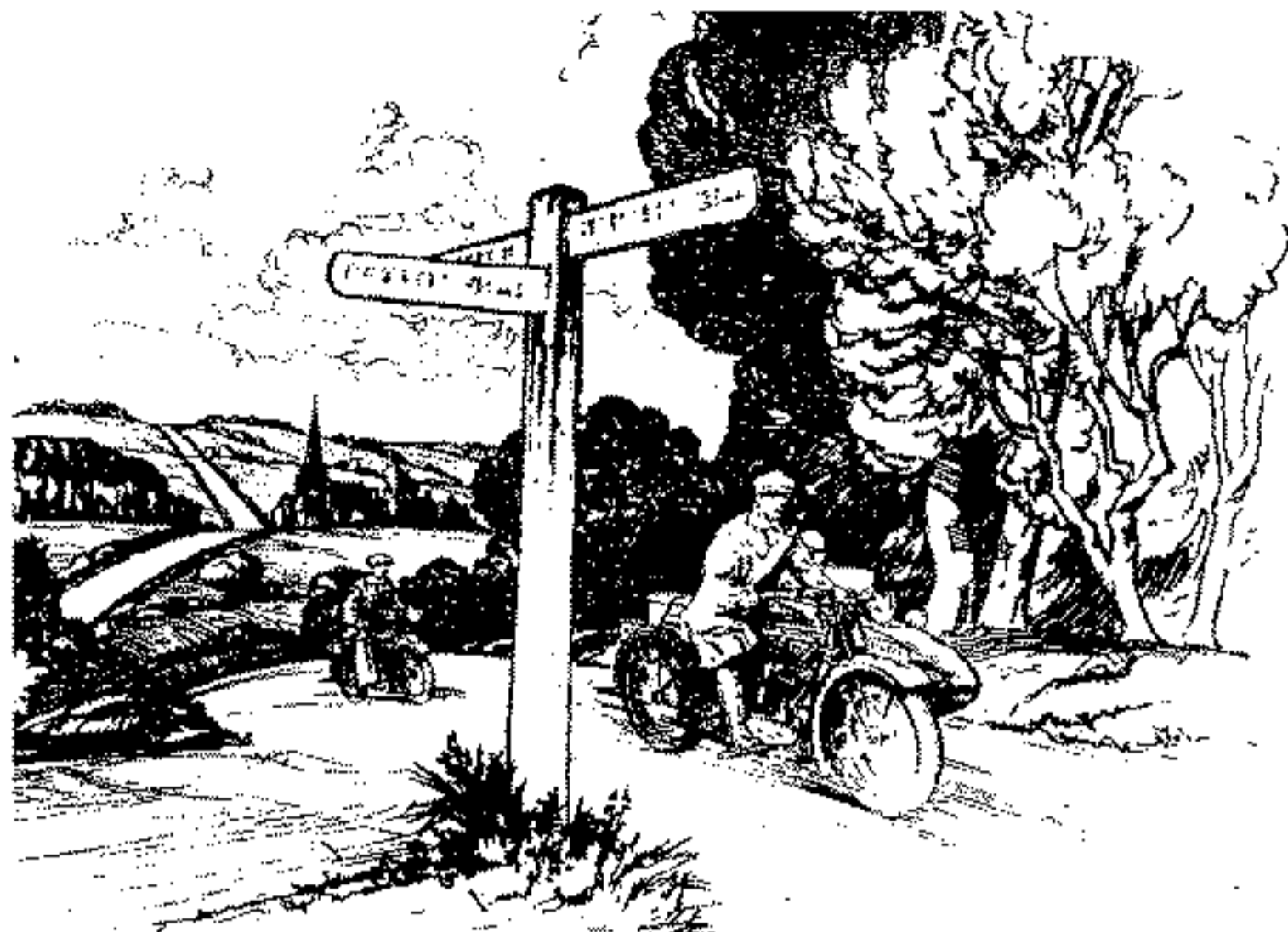
Tail pipe – 15-1342 or 26-1391 or 26-1396

		Silencer	Tail pipe
1927/28	9.86 hp V-twin Colonial	25-1371	15-1342
1929	9.86 hp World Tour	25-1371	
1930	9.86 hp WT G30-16	25-1371	26-1391
1931	9.86 hp SV G31-12	26-1386	26-1396
1932	9.86 hp SV G32-10	26-1386	26-1396
1933	9.86 hp SV G33-13	26-1386	26-1391
1934	9.86 hp SV G34-14	26-1386	26-1391
1935	9.86 hp SV G35-14	26-1386	26-1391

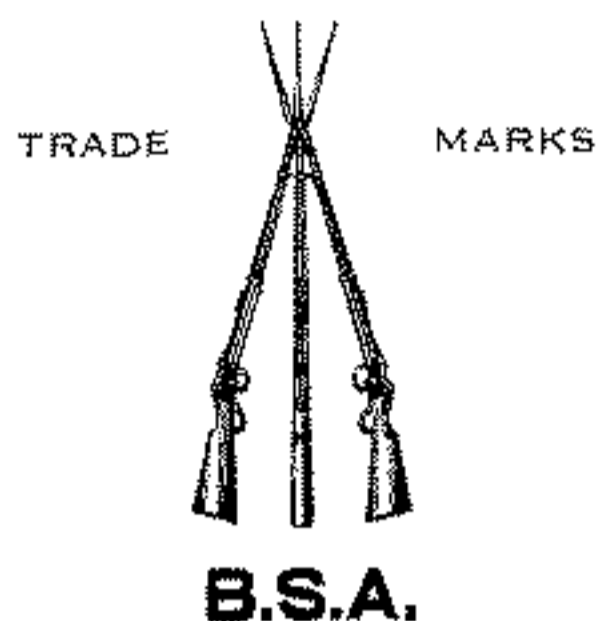
Silencer and tail pipe unchromed

Tail pipes differ in shape (curved or straight)

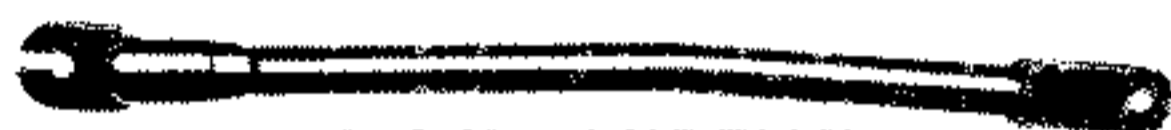
**To order only (three months delivery) £160.00 (silencer and tail pipe)
£60.00 deposit required**



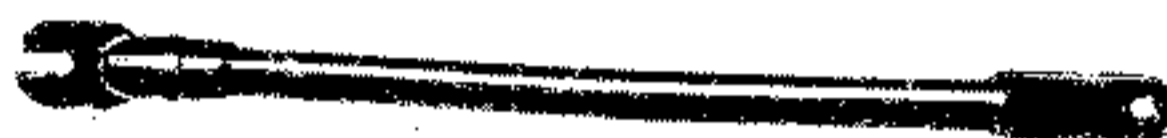
BSA 1930s mudguard stays



Rear mudguard bottom stays



Left Hand (15-7363)



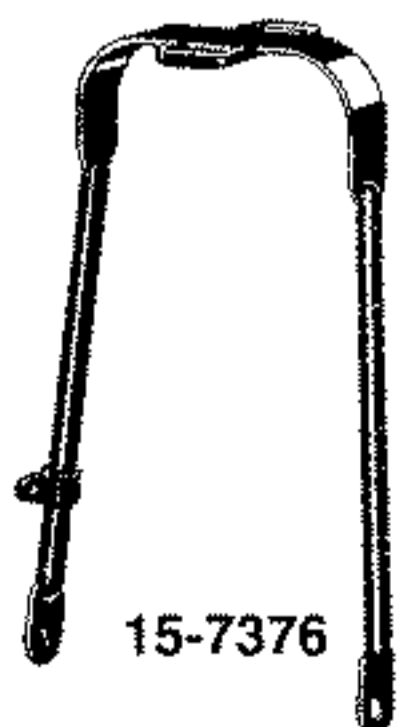
Right Hand (15-7361)

- 1930** Fits B30-4 (2.49hp OHV), L30-5, -6 (3.49hp SV)
- 1931** Fits B31-3 (2.49hp OHV), L31-5, -6 (3.49hp OHV)
- 1932** Fits L32-4 (3.49hp SV), L32-5, DL and BS (3.49hp OHV), W32-6 (4.99hp SV), W32-7 (4.99hp OHV)
- 1933** Fits B33-3 Blue Star Junior (2.49hp OHV), R33-4, R33-5 Blue Star (3.48hp OHV), W33-8 Blue Star (4.99hp OHV), W33-9 Special (4.99hp OHV)
- 1934** Fits B34-3, -17 (2.49hp OHV), R34-4, -5, -6 (3.48hp OHV), W34-7 (4.99hp SV), W-34-8, -9, -10 (4.99hp OHV), J34-16 (4.99hp OHV)
- 1935** Fits B35-3 (2.49hp OHV), R35-4 DL (3.48hp OHV), R35-5, -17 (3.48hp OHV), W35-6 (4.99hp SV), W35-7, -8, -9 (4.99hp OHV), J35-12 V-twin (4.98hp OHV)
- 1936** Fits B3 (2.49hp OHV), R4 DL (3.48hp OHV), R19 (3.48hp OHV), W6 (4.99hp SV), Q7, Q21, Q8 ES (4.96hp OHV), J12 V-twin (4.98hp OHV)

Bottom stays (part no. 15-7363 and 15-7361) **£9.00 each**

Parts unpainted (base coat only)

Rear mudguard upright stay



15-7376

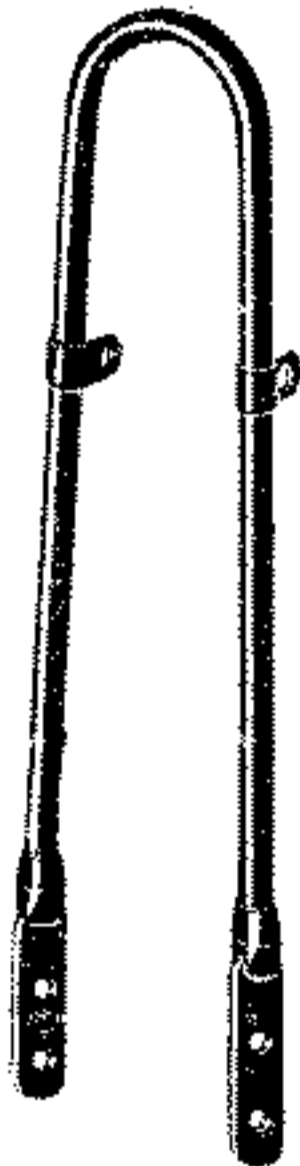
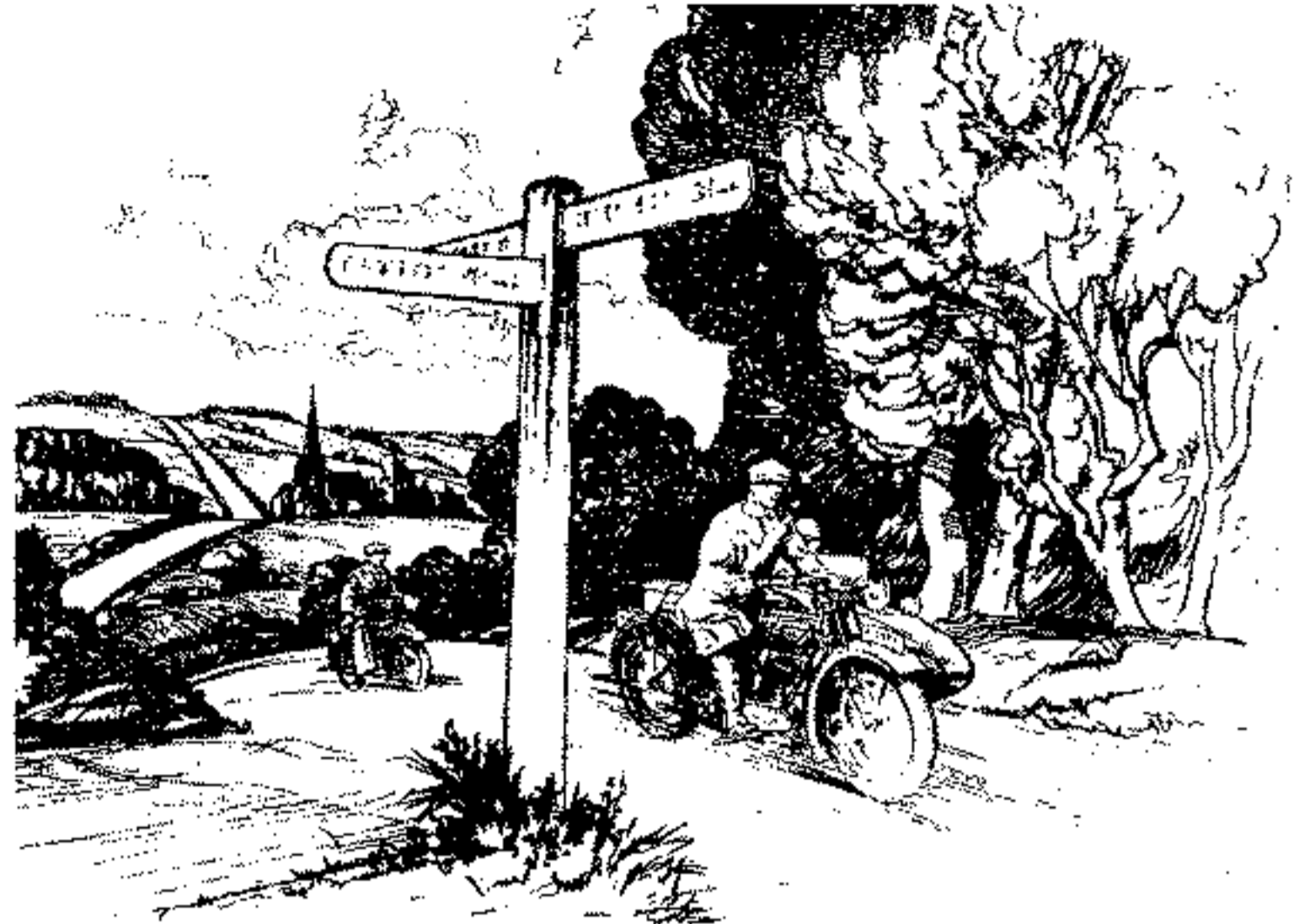
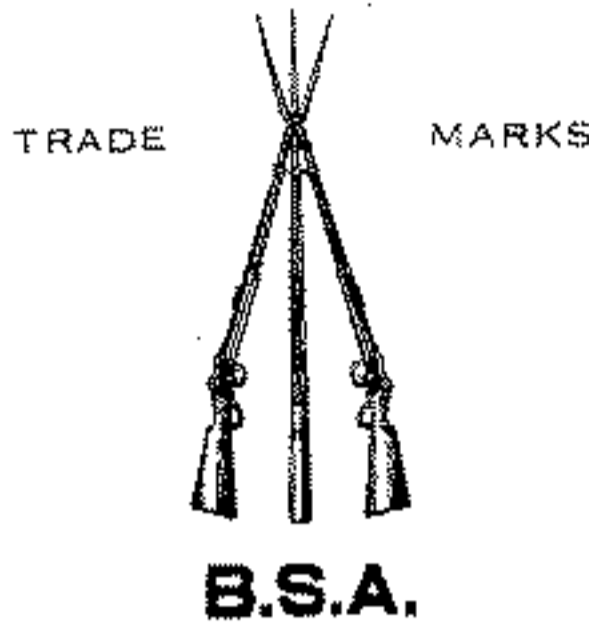
- 1934** Fits W34-8, -8, -9, -10 (4.99hp OHV)
- 1935** Fits R35-5, -17 Blue Star (3.48hp OHV), W35-7, -8, -9 (4.99hp OHV)
- 1936** Fits R17 SP (2.49hp OHV), R20 Blue Star DL (3.48hp OHV), R5 ES (3.48hp OHV), W6 (4.99hp SV), Q7, Q21, Q8 ES (4.96hp OHV)

Upright stay (part no. 15-7378)

£22.00 each

Parts unpainted (base coat only)

BSA 1930s mudguard stays



15-7378

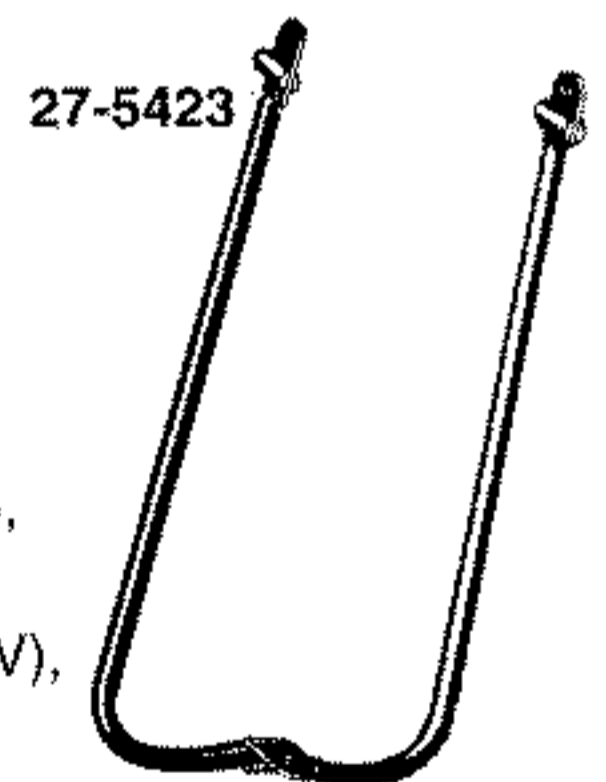
Rear mudguard lifting stay

- 1934** Fits R34-4, -5, -6, -10 (3.48hp OHV)
- 1935** Fits R35-4, B35-3 (2.49hp OHV), R35-5, -17 (3.49hp OHV), W35-6 (4.99hp SV), W35-7, -8, -9 (4.99hp OHV)

Rear mudguard lifting stay (part no. 15-7378) £24.00 each
Parts unpainted (base coat only)

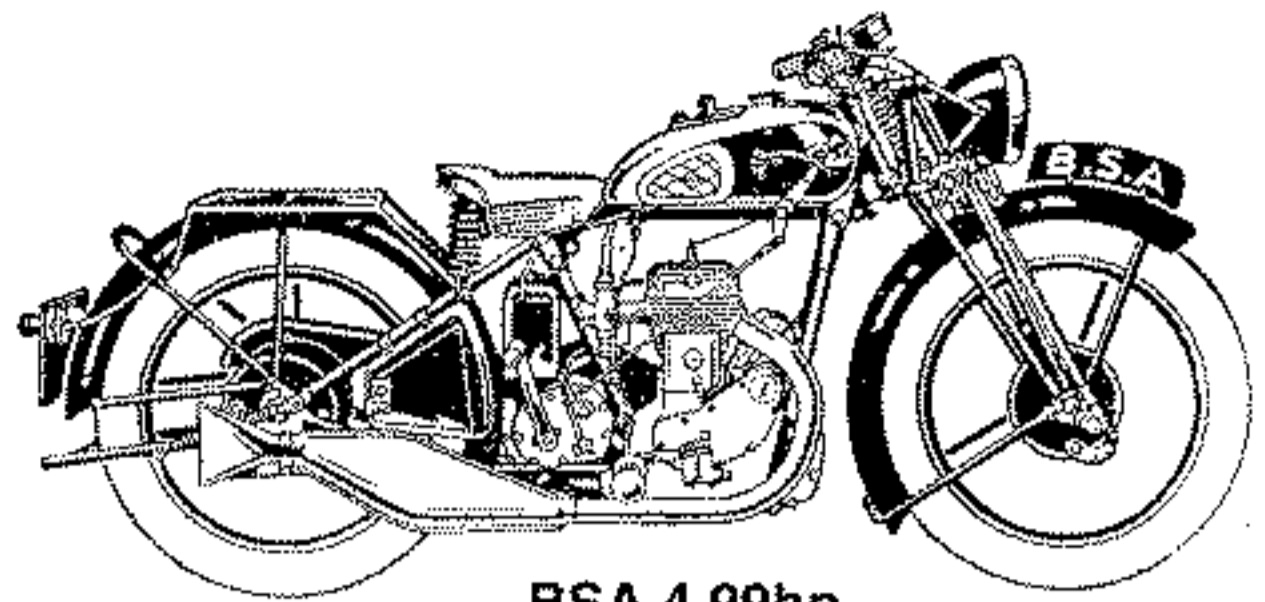
Front mudguard stand

- 1930** Fits all models except 7.70hp and 9.86hp V-twin
- 1931** Fits B31-1, -2, -3 (2.49hp OHV), L31-4, -5, -6 (3.49hp OHV)
- 1932** Fits all models except S32-8 (4.93hp OHV), H32-9 De Luxe (5.57hp) and 9.86hp SV V-twin
- 1933** Fits B33-3 Blue Star Junior (2.49hp OHV), R33-4, -5 Blue Star (3.48hp OHV), W33-6 (4.99hp SV), W33-7, -8 (4.99hp OHV)
- 1934** Fits B34-3, -17 (2.49hp OHV), R34-4, -5, -6 (3.48hp OHV), W34-7 (4.99hp SV), W34-8, -9, -10 (4.99hp OHV), J34-11 V-twin (4.98hp OHV)
- 1935** Fits B35-3 DL (2.49hp OHV), R35-4 DL (3.48hp OHV), R35-5, -17 (3.48hp OHV), W35-6 (4.99hp SV), W35-6 (4.99hp SV), W35-7, -8, -9 (4.9hp OHV)
- 1936** Fits B3 DL (2.49hp OHV), R4 DL (3.48hp OHV), R19 Comp. (3.48hp OHV), R17 SP, R20 BS, R5 ES (3.48hp OHV), W6 (4.99hp SV), Q7, Q8 ES, Q21 BS (4.96hp OHV), J12 V-twin (4.98hp OHV)



Front mudguard stand (part no. 27-5423) £22.00 each
Parts unpainted (base coat only)

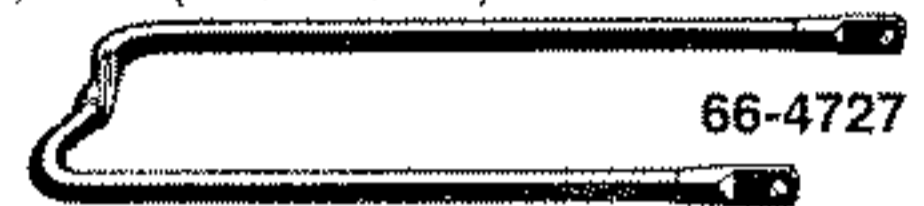
B.S.A. MOTOR CYCLES



BSA 4.99hp

Front mudguard stand

- 1937 Fits M19 (350cc OHV), M20 (500cc SV), M21 (600cc SV), M22, M23 (500cc OHV)
- 1938 Fits M19 (350cc OHV), M20 (500cc SV), M21 (600cc SV), M22, M23 (500cc OHV), M24 Gold Star (500cc OHV)
- 1939 Fits M20 (500cc SV), M21 (600cc SV), M22, M23 Silver Star (500cc OHV), M24 Gold Star (500cc OHV)
- 1940 Fits M20 (500cc SV), M21 (600cc SV), M23 Silver Star (500cc OHV)
- 1946 Fits M20 (500cc SV), M21 (600cc SV)



66-4727

Front mudguard stand (part no. 66-4727) £20.00 each

Parts unpainted (base coat only)

Rear carrier

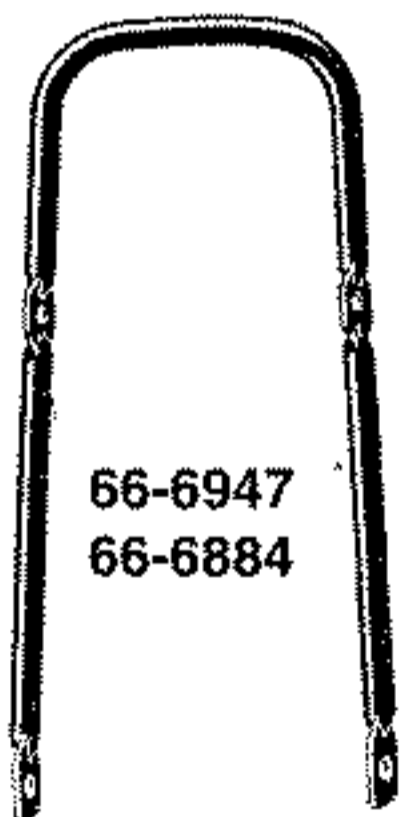
- 1937 Fits M19, M20, M21, M22, M23
- 1938 Fits M19, M20, M21, M22, M23, M24 Gold Star
- 1939 Fits M20, M21, M22, M23 Silver Star, M24 Gold Star
- 1940 Fits M20, M21, M23 Silver Star
- 1946 Fits M20, M21



66-6979

Rear carrier (part no. 66-6979) £36.00 each

Parts unpainted (base coat only)



66-6947
66-6884

Rear mudguard lifting stay

- 1937 Fits M19, M20, M21, M22, M23
- 1938 Fits M19, M20, M21, M22, M23
- 1939 Fits M20, M21, M22, M23 Silver Star, M24 Gold Star
- 1940 Fits M20, M21, M23 Silver Star
- 1946 Fits M20, M21

Rear mudguard lifting stay (1937, 38, 39, 40) (part no. 66-6884) £18.00 each

Rear mudguard lifting stay (1946) (part no. 66-6947) £18.00 each

Parts unpainted (base coat only)

Rear mudguard bottom stay

- 1937 Fits M19, M20, M21, M22, M23
- 1938 Fits M19, M20, M21, M22, M23, M24 Gold Star
- 1939 Fits M20, M21, M22, M23 Silver Star, M24 Gold Star
- 1940 Fits M20, M21, M23 Silver Star
- 1946 Fits M20, M21



66-6891 (needs two)
11⁵/₁₆ in. long

Rear mudguard bottom stay
(part no. 66-6891) £9.00 each

Parts unpainted (base coat only)

Rear mudguard top clip

- 1937 Fits all models
- 1938 Fits B25, M19, M20, M21, M22, M23, M24, Y13, G14
- 1939 Fits M22, M23, M24, G14
- 1940 Fits M20, M21, M23, G14
- 1946 Fits M20, M21



M-80

Part no. M-80
£2.25 each

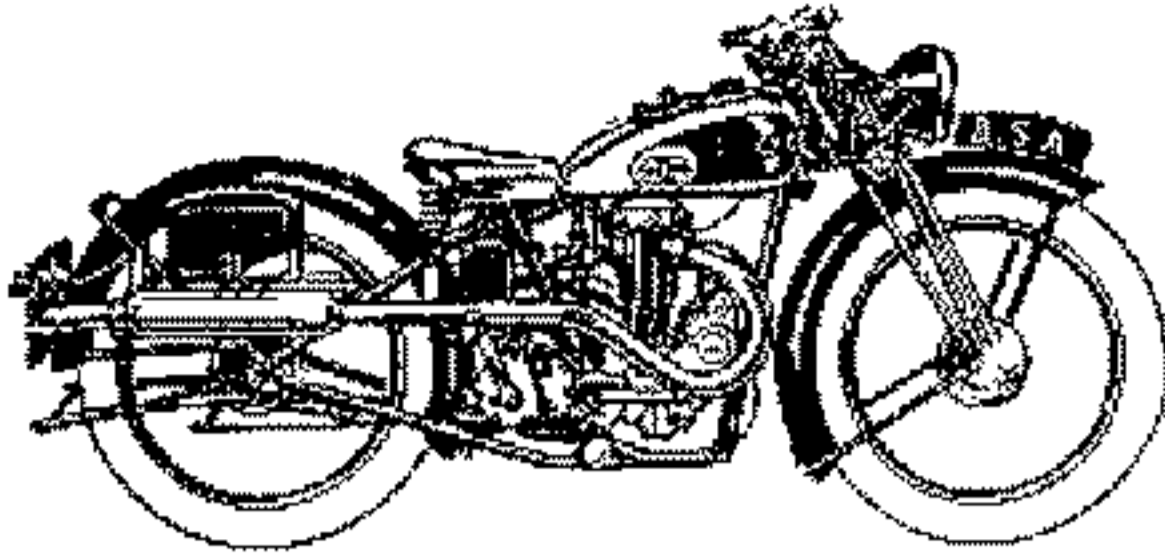
Rear mudguard bottom clip

- 1937 Fits M19, M20, M21, M22, M23
- 1938 Fits M19, M20, M21, M22, M23, M24 Gold Star
- 1939 Fits M22, M23, M24 Gold Star
- 1940 Fits M20, M21, M23
- 1946 Fits M20, M21



24-7385

Part no. 24-7385
£2.25 each



BSA 2.49hp OHV Blue Star Junior

BSA

MOTOR BICYCLES

Clutch springs



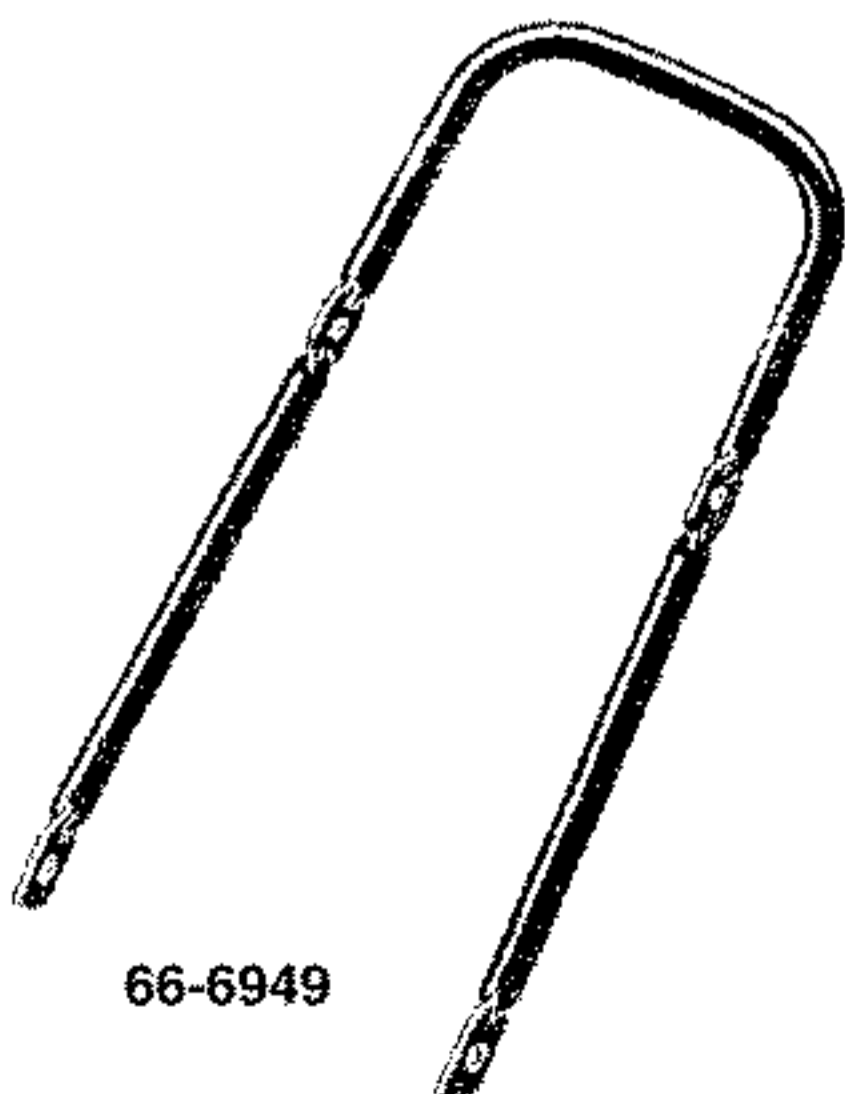
M129 (26-4172)

- 1920-21 Fits 6/7 hp
- 1921-23 Fits 4¼ hp
- 1922-23 Fits 6 hp and 8 hp
- 1927-28 Fits 4.93hp De Luxe and OHV, 5.57hp, 7.70hp Light De Luxe, 9.86hp De Luxe
- 1929 Fits 4.93hp De Luxe and OHV, 4.93hp OHV Light 2-port, 5.57hp, 7.70hp Light De Luxe, 9.86hp De Luxe
- 1930 Fits S30-9, H30-10, S30-12, S30-18, 19, E30-14, G30-15, 16
- 1931 Fits 5.57hp SV (H31-8), 4.93hp OHV (S31-9, 10), 770cc SV V-twin (E31-11)
- 1932 Fits 4.93hp OHV (S32-8), 5.57hp SV (H32-9)
- 1933 Fits 5.95hp SV De Luxe (M33-10)
- 1934 Fits 5.95hp SV (M34-12.13)
- 1935 Fits 5.95hp SV (M35-10), 5.95hp OHV (M35-11)
- 1936 Fits 5.95hp SV (M10), 7.48hp OHV V-twin (Y13), 9.86hp SV V-twin (G14)
- 1937 Fits 750cc V-twin (Y13), 1000cc V-twin (G14)
- 1938 Fits 750cc V-twin (Y13), 1000cc V-twin (G14)
- 1939 Fits 1000cc V-twin (G14)

Clutch springs (part no. M129)) £6.50 per set of six

Rear mudguard stay lifting handle

Fits late BSA M21 AA models only (after 1955)



66-6949

Mudguard stay (part no. 66.6949) £20.00 unpainted

BSA 1930s exhaust pipes

(Empire Star, Blue Star, Silver Star and Gold Star)



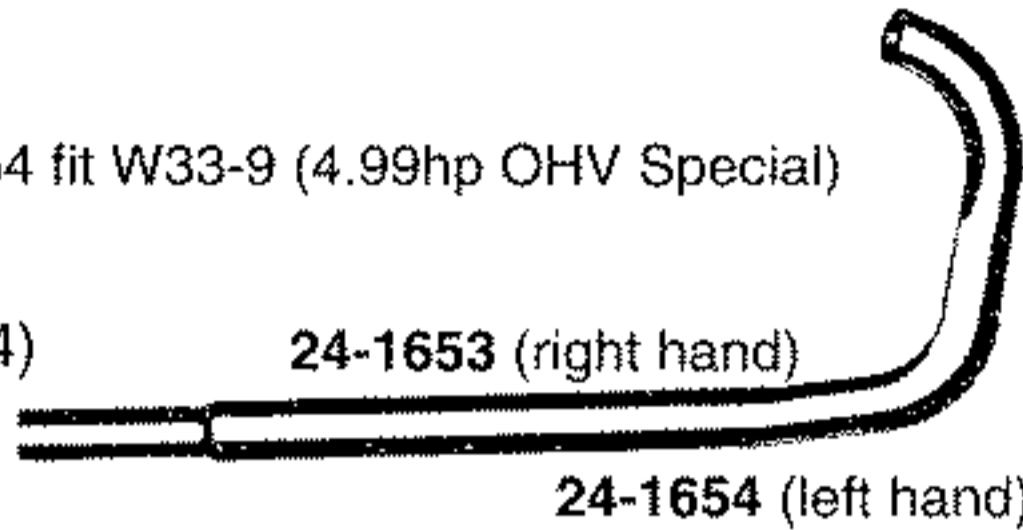
1933 24-1653 and 14-1654 fit W33-9 (4.99hp OHV Special)

Exhaust pipe pairs

(part no. 24-1653, 24-1654)

£50.00 unchromed

£78.00 chromed



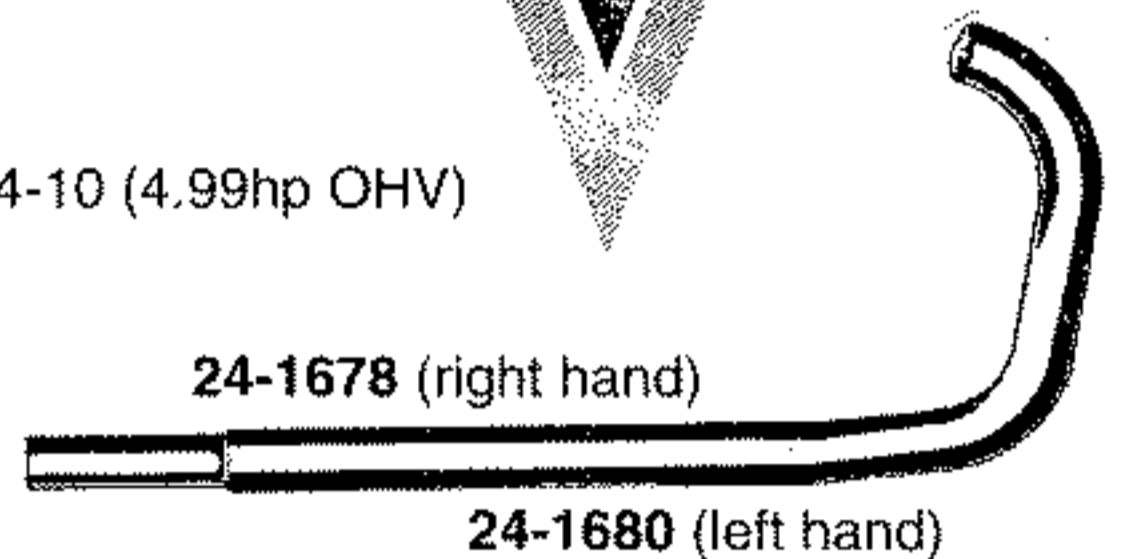
1934 24-1678 and 14-1680 fit W34-6 (3.48hp OHV) and W34-10 (4.99hp OHV)

1935 24-1678 and 14-1680 fit W35-9 (4.99hp OHV)

Exhaust pipe pairs (part no. 24-1678, 24-1680)

£50.00 unchromed

£78.00 chromed



1937 66-2814 (high level) fits M22 (500cc OHV), M23 (500cc Empire Star)

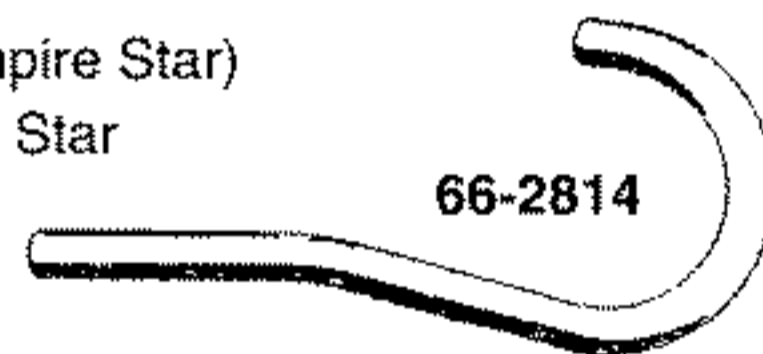
1938 66-2814 (high level) fits M22, M23 (500cc OHV), M24 Gold Star

1939 66-2814 (high level) fits M22 (500cc OHV)

Exhaust pipe (part no. 66-2814)

£25.00 unchromed

£39.00 chromed



1937 66-2804 fits M22 (500cc OHV), M23 (500cc Empire Star)

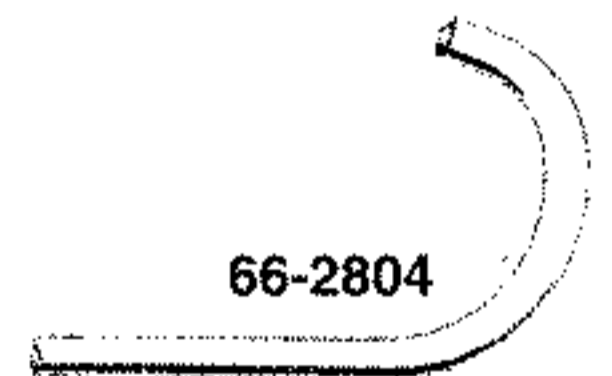
1938 66-2804 fits M23 (500cc OHV), M24 Gold Star

1939 66-2804 fits M22 (500cc OHV)

Exhaust pipe (part no. 66-2814)

£25.00 unchromed

£39.00 chromed



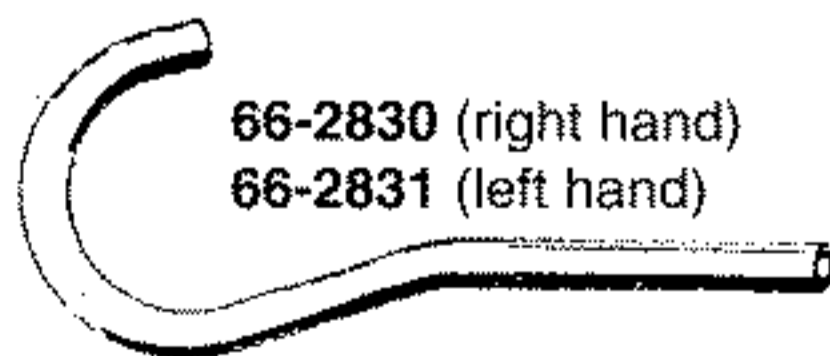
1939 66-2830 and 66-2831 fit M22 (500cc OHV)

Exhaust pipe pairs

(part no. 66-2830, 2831)

£50.00 unchromed

£76.00 chromed

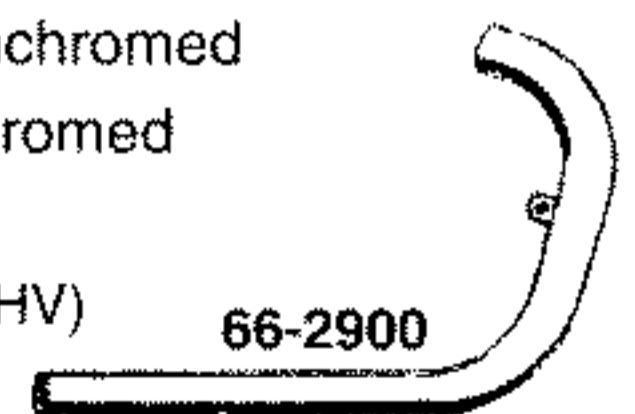


Exhaust pipe (part no. 66-2900)

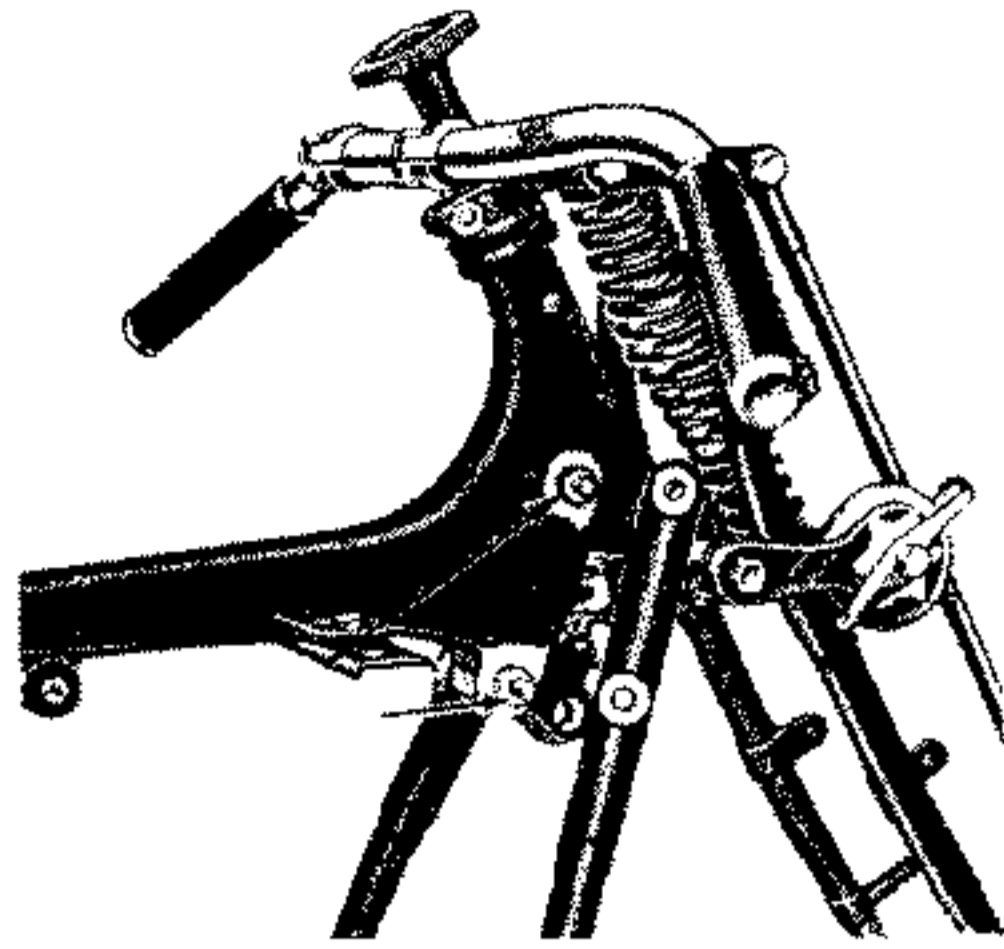
£25.00 unchromed

£39.00 chromed

1939 66-2900 fits M23 Silver Star, M24 Gold Star (500cc OHV)



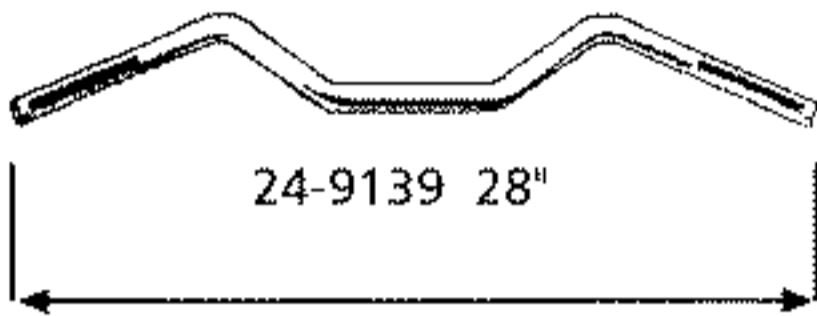
Exhaust pipes made to order only (three months delivery)
(If possible, please forward sample with order)



B·S·A MOTOR CYCLES

Replica B.S.A. Handle Bars (unchromed)
(War Dept.) M20 $\frac{7}{8}$ " DIA (see Page 98)
29 inch (Code BI) Raised £ 20.00

Same as above but slotted for AMAL Type
Twist Grips add £ 8.00 per Slot



1933 Sloper Bars 24.9139
28" long, 1" DIA
slotted both Ends £ 29.00 (Code X)

Same as above, not machined £ 20.00 (Code XX)

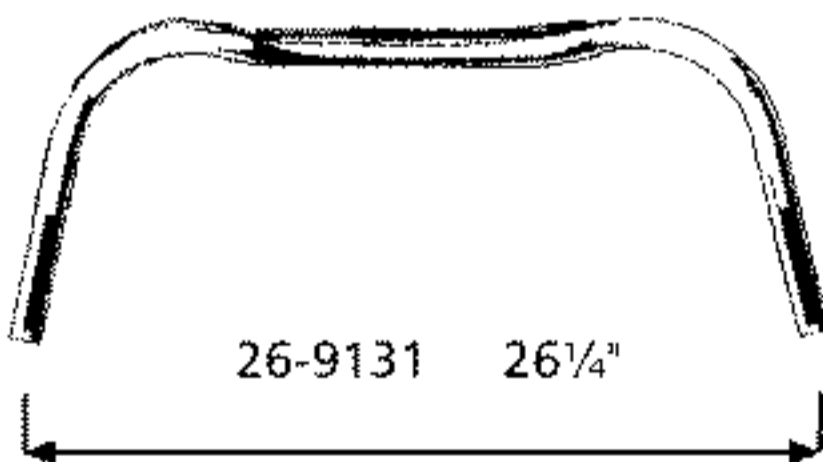


B.S.A. Civilian H.Bars, fits various Models
66.4990, 65.4955, 31.4961, 29.4875, 65.4939
 $\frac{7}{8}$ Dia, not machined, 28 inch long
£ 20.00 (Code BII)



Same as above, slotted (right Hand) £ 28.00 (Code BZ)
slotted both ends £ 30.00 (Code BZZ)

B.S.A. G14 V-Twin, 1" DIA H.Bars
slotted both ends £ 40.00 (Code BX)
not machined £ 24.00 (Code BXX)



B.S.A. 1927, Sloper 24.9125
(also suitable for pre War NORTON)
approx 31 inch long, with 8 inch inside width, 1" DIA
£ 20.00 (Code N3)



B.S.A. 1924, 2 $\frac{3}{4}$ H.P. H.-Bars
32 inch long, inside width 6 inch, 1" DIA
£ 20.00 (Code NN3)

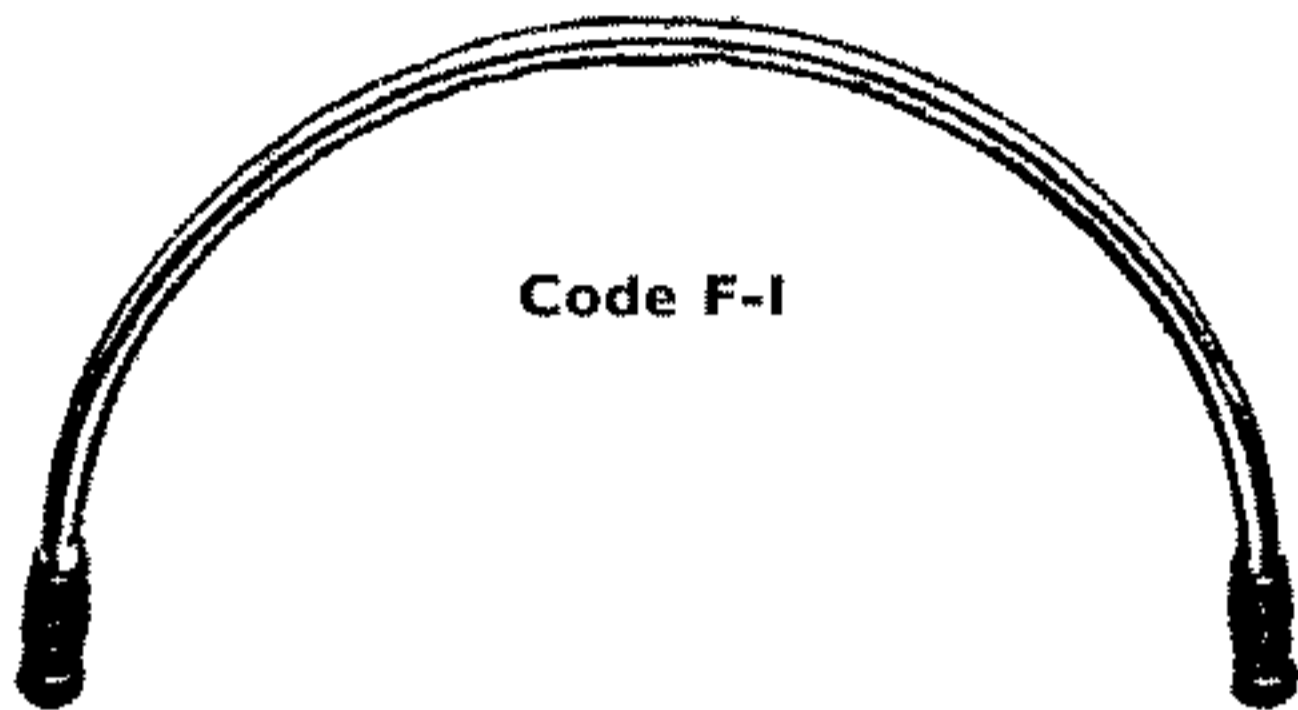
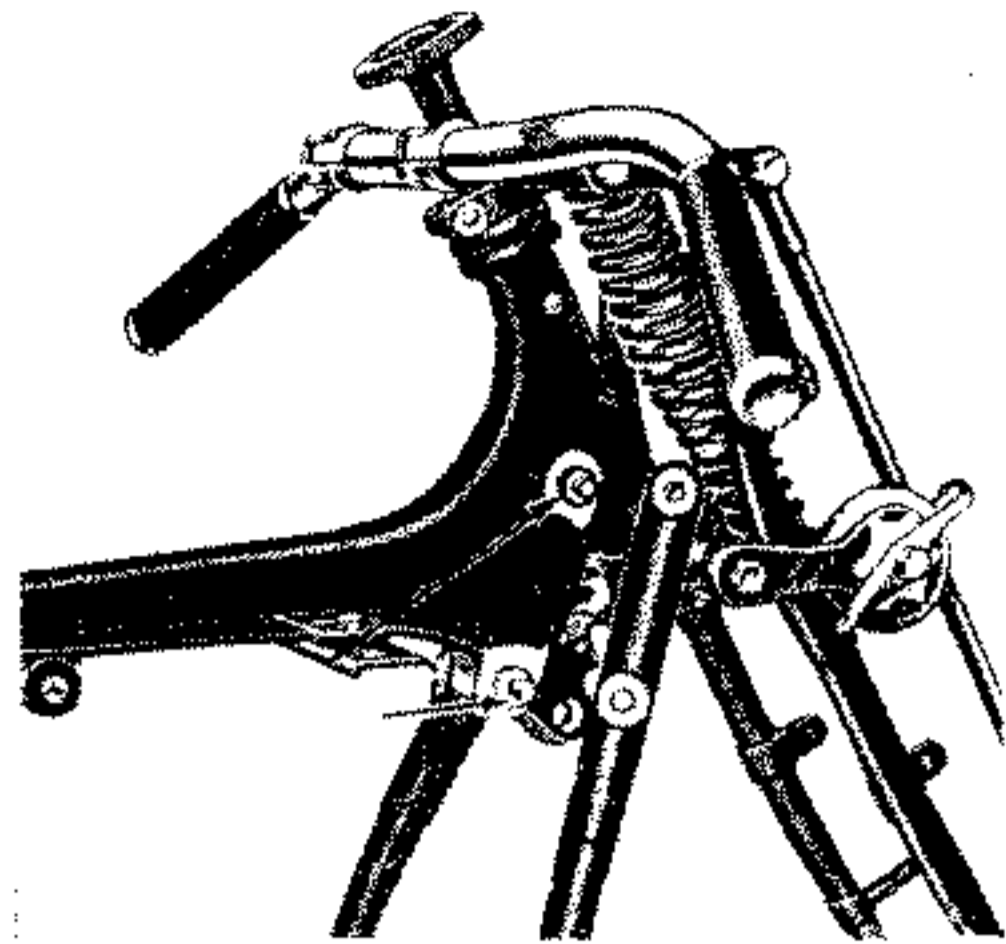
**Standard Shape H.-Bars
supplied chromed
add £ 10.00**

TRIUMPH

Replica H.Bars (unchromed)

236 Triumph nacelle 'bars (5T, 6T, T1 10, 3TA, 5TA)
1950-1963, 1 in. reduced at throttle-end to $\frac{7}{8}$ in.
for twist-grip (item 307) £ 20.00 Chrome

PLEASE STATE YEAR AND TYPE OF HORN BUTTON



Code F-I

1925 H. S.D. Models (24 inch Wide),
 $\frac{7}{8}$ or 1" DIA can be used as
universal H.-Bars, without Pillar and Grips

£ 26.00 (Code F-I)



Code F-X

1912 etc. Tourist Trophy Racer (TT),
without Pillar and Grips
(27 inch Wide) $\frac{7}{8}$ DIA

£ 30.00 (Code F-X)



Code F-E

1921-1927 S.D. LS (35 inch Wide),
 $\frac{7}{8}$ DIA, without Pillar and Grips

£ 27.00 (Code F-E)

Early Veteran C-Shape Bars (as F-I) 19 inch Wide $\frac{7}{8}$ DIA
Suit smaller Models
£ 26.00 without Pillar

(Code F-H)

Early Veteran V-Shape Bars, 19 inch Wide $\frac{7}{8}$ DIA
£ 26.00 without Pillar

(Code F-R)



Code F-F

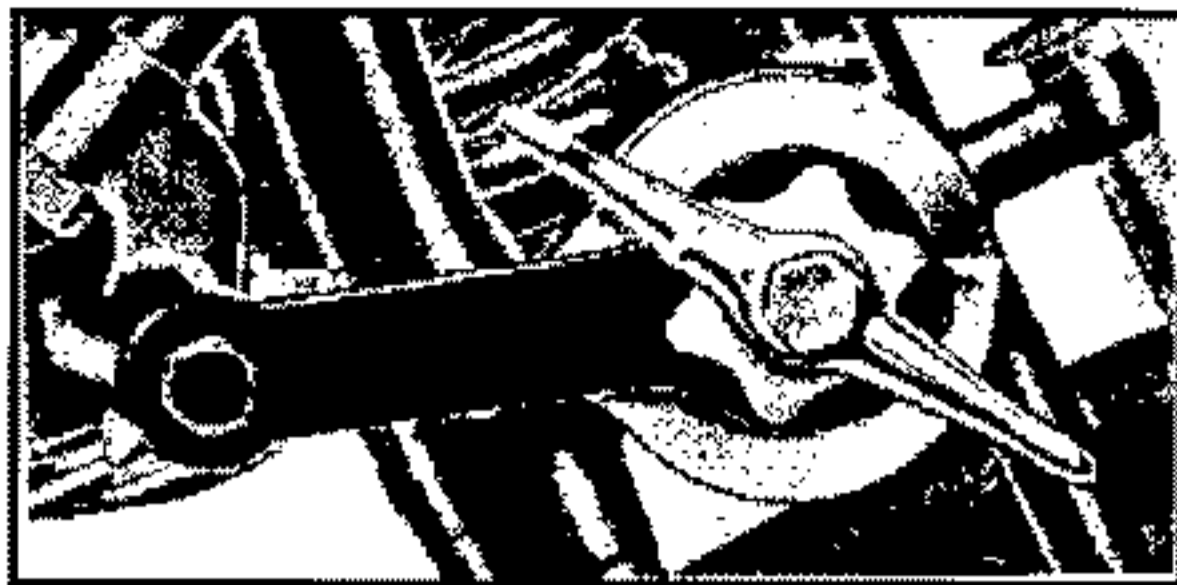
Chromed add £ 10.00 (Code F-F)

Others Phone for Prices

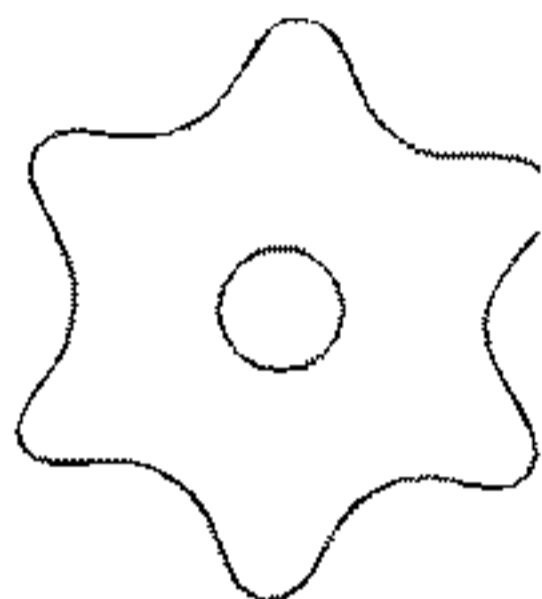
Triumph Models P. and Ricardo (Standard S-Shape)
32 inch Wide, Centre 7 inch Wide, $\frac{7}{8}$ DIA

£ 18.00 Code (F-F)

BSA MOTOR BICYCLES

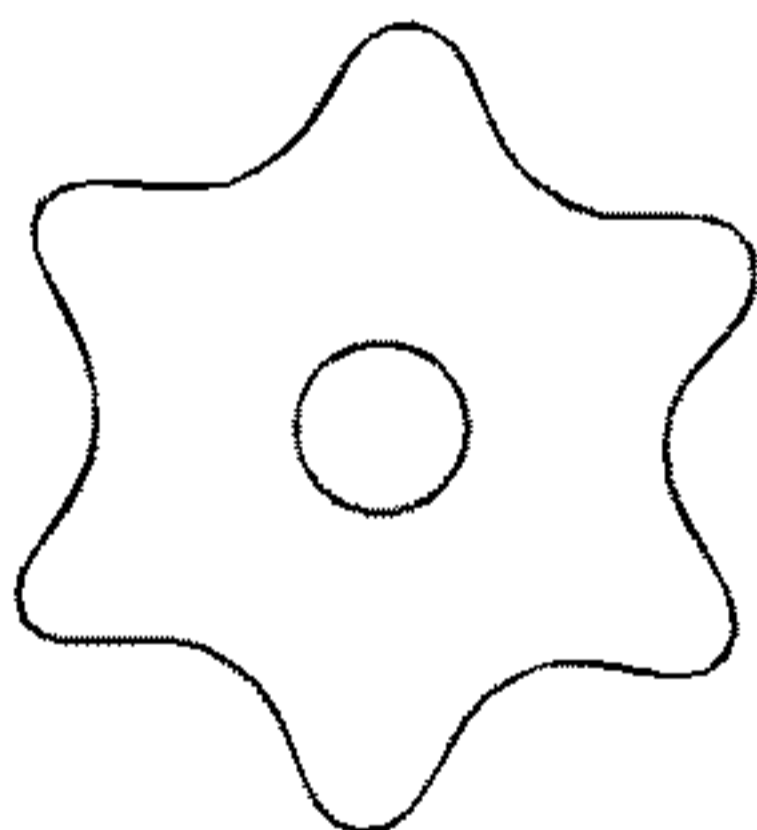


FORK-LINK STAR WASHERS (see pages 86 and 157 for other Star Washers)



Actual Size

15.5045 **15.5046**
Chromed each **£5.50**



Actual Size

15.5045 **15.5046**
Chromed each **£5.50**

Star washers 15.5045 and 15.5046

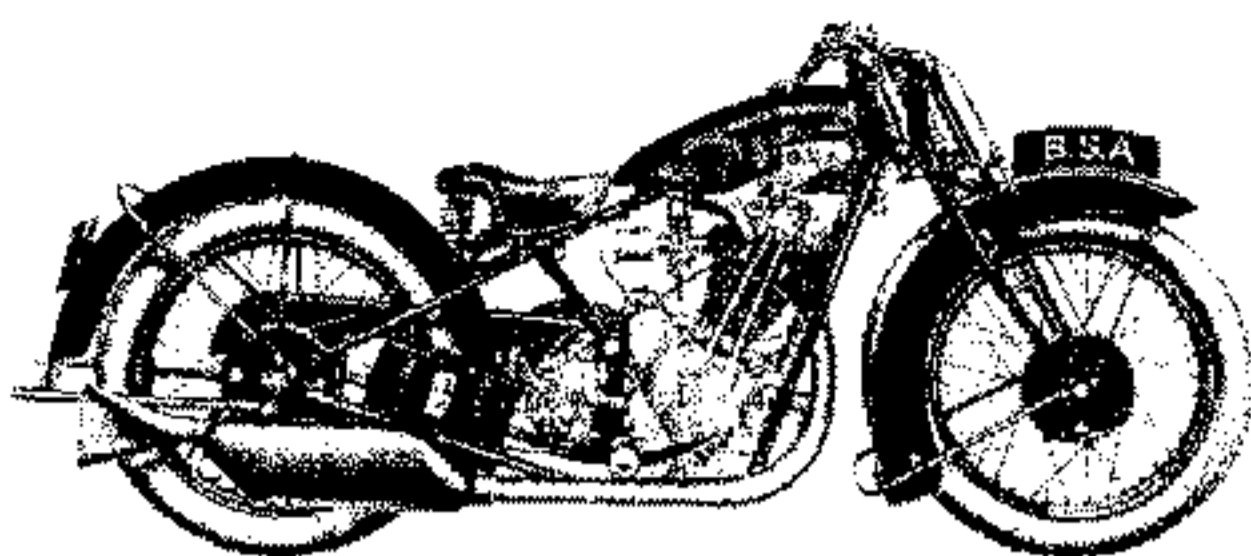
- 1927** Fits all models except 2.49hp, 3.49hp SV and OHV
- 1928** Fits all models except 2.49hp, 3.49hp SV and OHV
- 1929** Fits models 2.49hp, 3.49hp SV and OHV, and 4.93hp OHV
- 1930** Fits B30.3 (3.49hp SV), L30.5 (3.49hp SV), L30.6 (3.49hp OHV), S30.7 (4.93hp SV), H30.8 (5.57hp SV), S30.12 (4.93hp OHV), S30.18 (4.93hp SV light), S30.19 (4.93hp OHV light)
- 1931** Fits all models except H31.8 (5.57hp SV), S31.10 and V-twins
- 1932** Fits all models except S32.8, H32.9, G32.10
- 1933** Fits all models except M33.10, M33.11, G33.13
- 1934** Fits all models except M34.12, M34.13, G34.14
- 1935** Fits all models except M35.10, M35.11, G35.14
- 1936** Fits models XO, B1, B2, B3, B18, R4, R19
- 1939** Fits models C10, C11

Star washers 25.5195 and 25.5196

- 1930** Fits S30.9 (4.93hp SV), H30.10 (5.57hp SV De luxe), E30.14 (7.70hp SV), G30.15 (9.86hp SV), G30.16
- 1931** Fits H31.8 (5.57hp SV), S31.10 (7.70hp SV), E31.11, G31.12
- 1932** Fits W32.7 (4.99hp OHV), H32.9 (5.57hp SV)
- 1933** Fits M33.10 (5.95hp SV), M33.11, G33.13
- 1934** Fits M34.12 (5.95hp SV), M34.13 (5.95hp OHV), G34.14

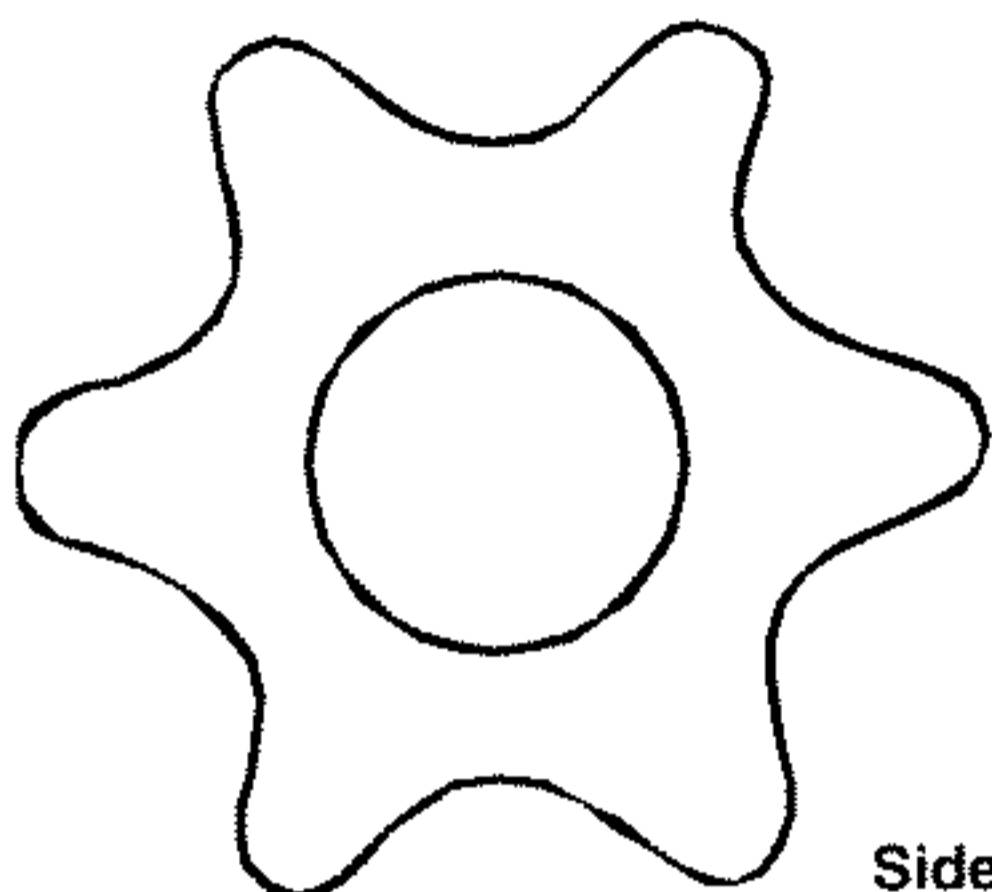
Please note that we have large stocks of used spares for BSA girder-fork machines – engines, gearboxes, frames, tanks etc. *Not just replica parts.*
Thirty years of collecting means that we have most parts for most machines from 1930 to 1975.

We would appreciate a stamped-addressed envelope with your enquiries.



BSA

Side damper knob, star washer



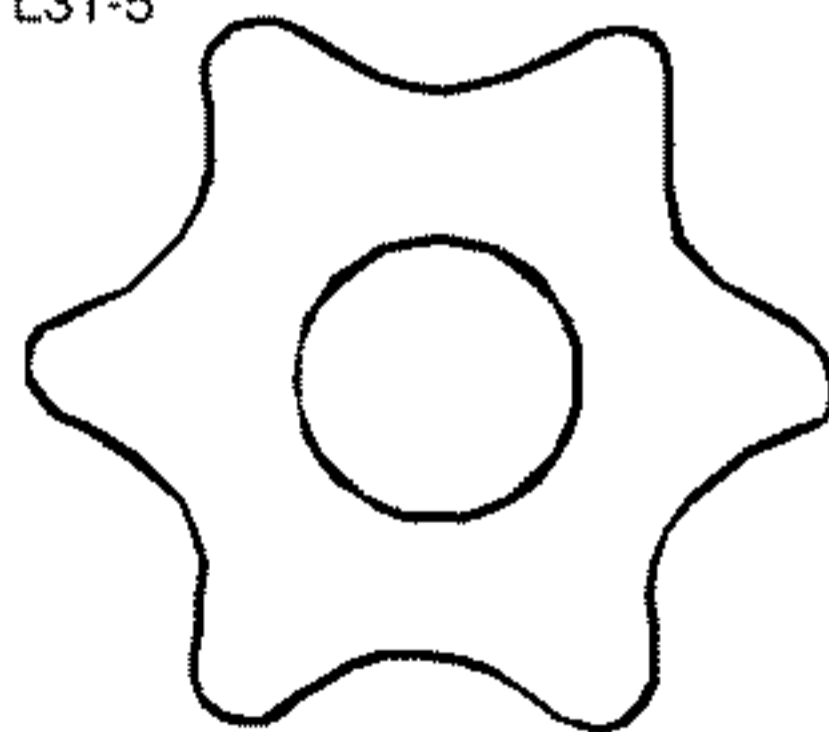
15-5260 (actual size)

- 1935** Fits R35-5 TP, R35-17, W35-6, -7, -8, -9, J35-12
- 1936** Fits R17 SP, R30 FS, R5, W6, Q7, Q8, Q21, J12, M10, Y13, G14 V-twin
- 1937** Fits M19, M20, M21, M22, M23, Y13, G14 V-twin
- 1938** Fits M19, M20, M21, M22, M23, M24, Y13, G14 V-twin
- 1939** Fits M20, M21, M22, M23 Silver Star, G14 V-twin

Side damper knob, star washer (part no. 15-5260) £8.00 each
Parts unpainted (base coat only)

Steering damper, star washer

- 1927** Fits all models except 2.49hp, 3.49hp (SV and OHV)
- 1928** Fits all models except 2.49hp, 3.49hp (SV and OHV)
- 1929** Fits all models except 2.49hp, 3.49hp (SV and OHV), 4.93hp, 5.57hp
- 1930** Fits all models except B30-3, -4 (2.49hp), L30-5, -6 (3.49hp)
- 1931** Fits all models except 2.49hp SV, B31-1, -2 (OHV), 3.49hp SV, L31-5
- 1932** Fits all models except B32-1, L32-2, -3
- 1933** Fits all models except 250cc models
- 1934** Fits all models except X34-0, B34-1, -2
- 1935** Fits all models except X35-0, B35-1, -2
- 1936** Fits all models except X0, B1, B2
- 1937** Fits M19, M20, M21, M22, M23, M24, Y13, G14 V-twin
- 1938** Fits M19, M20, M21, M22, M23, M24, Y13, G14 V-twin
- 1939** Fits M20, M22, M23, M24 Gold Star, G14 V-twin
- 1946** Fits B31, B32, M20, M21
- 1947-on** Fits most models (up to 1963)



25-5247 (actual size)

Steering damper, star washer (part no. 25-5247) £4.50 each
Chrome plated

Christmas v Birthday v Greetings Cards

Interessenten melden sich bitte bei:
Mr. Stephen P. Long
Tyucha Fuel Fawr
LLanfair Caereinion Nr. Welsh Pool
Powys, Wales
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Phone 01938-810731

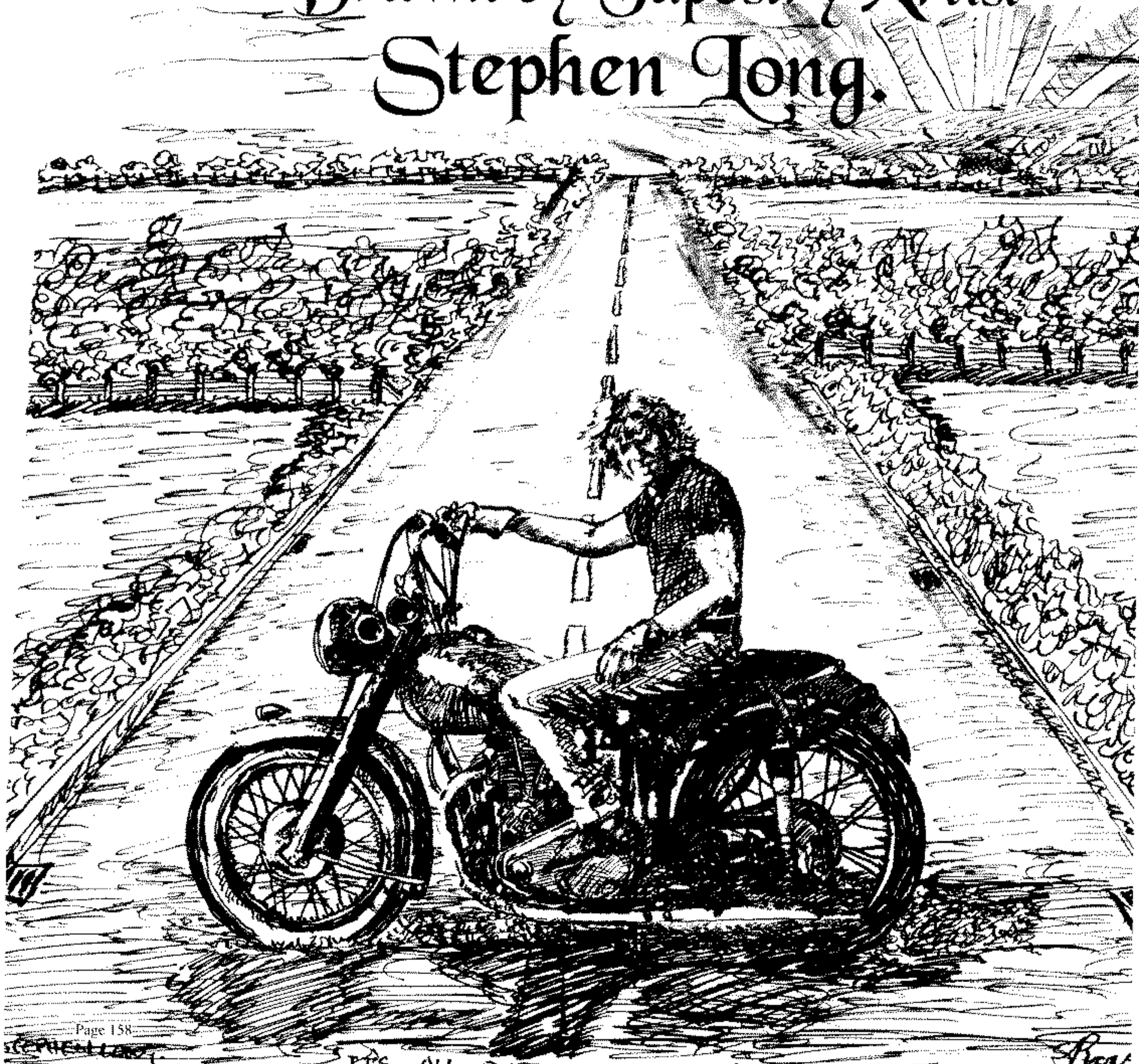
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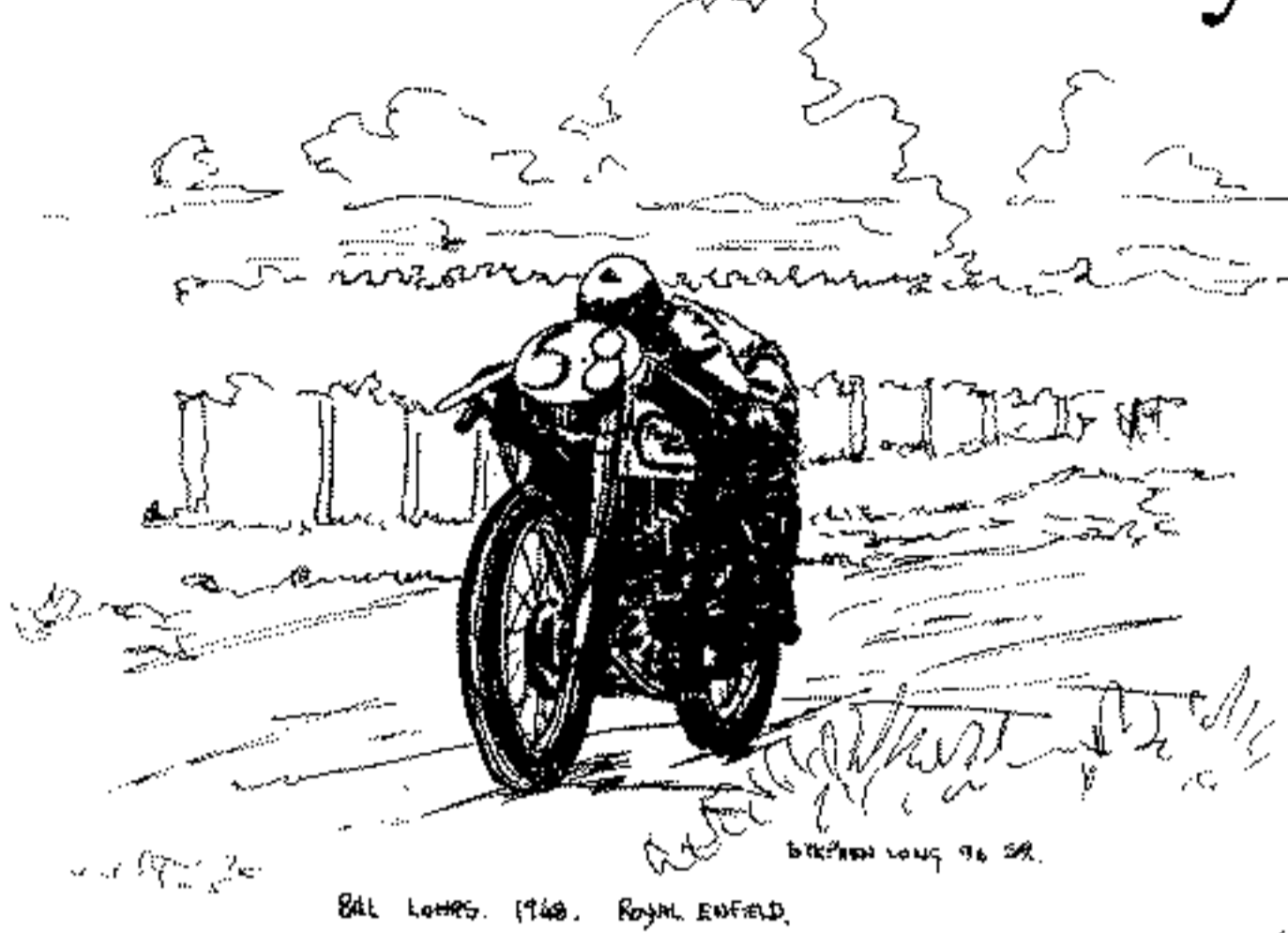
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Drawn by Tapestry Artist Stephen Long.

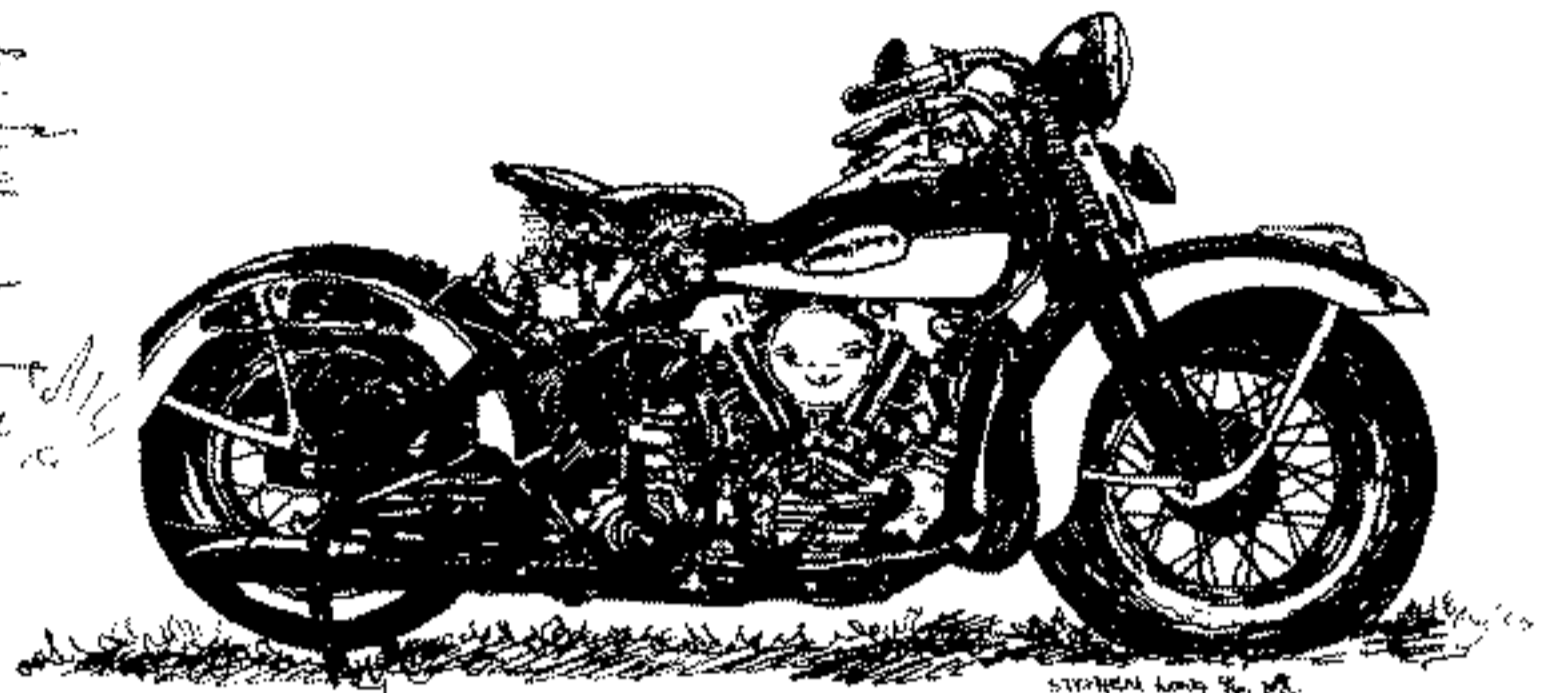


Christmas v Birthday v Greetings Cards

Drawn by famous Tapestry Artist *Stephen Long*.



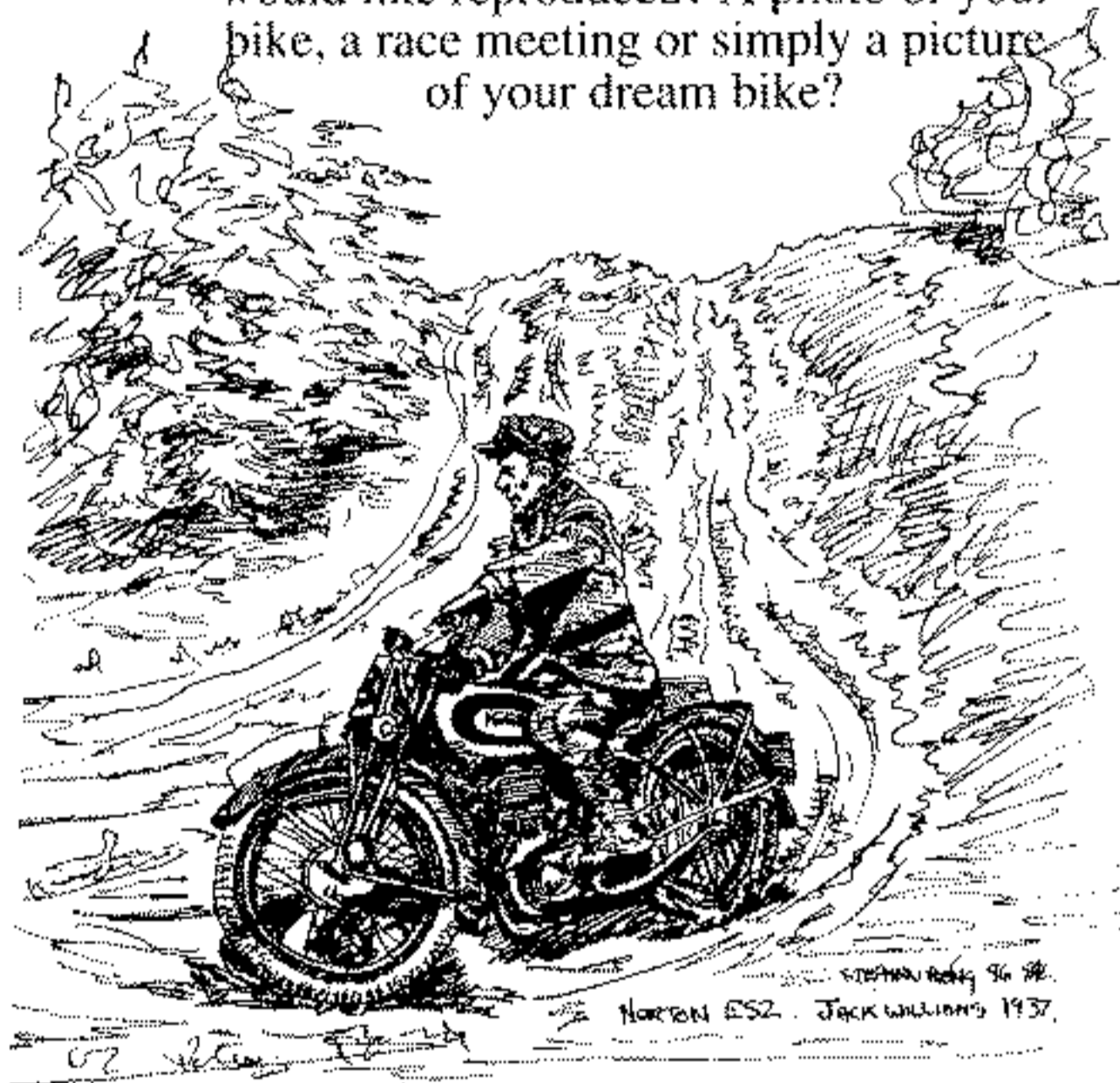
BILL LOMES. 1968. ROYAL ENFIELD.



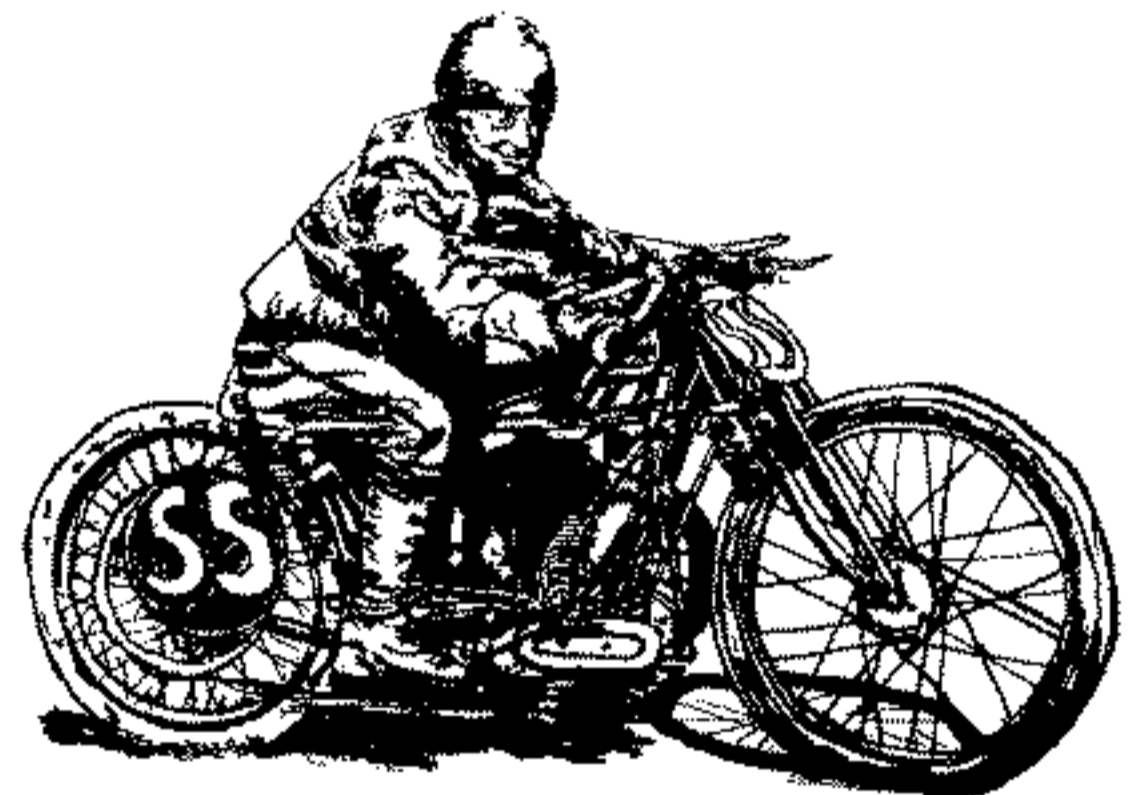
1961 HARLEY-DAVIDSON EL KNOXHEAD.

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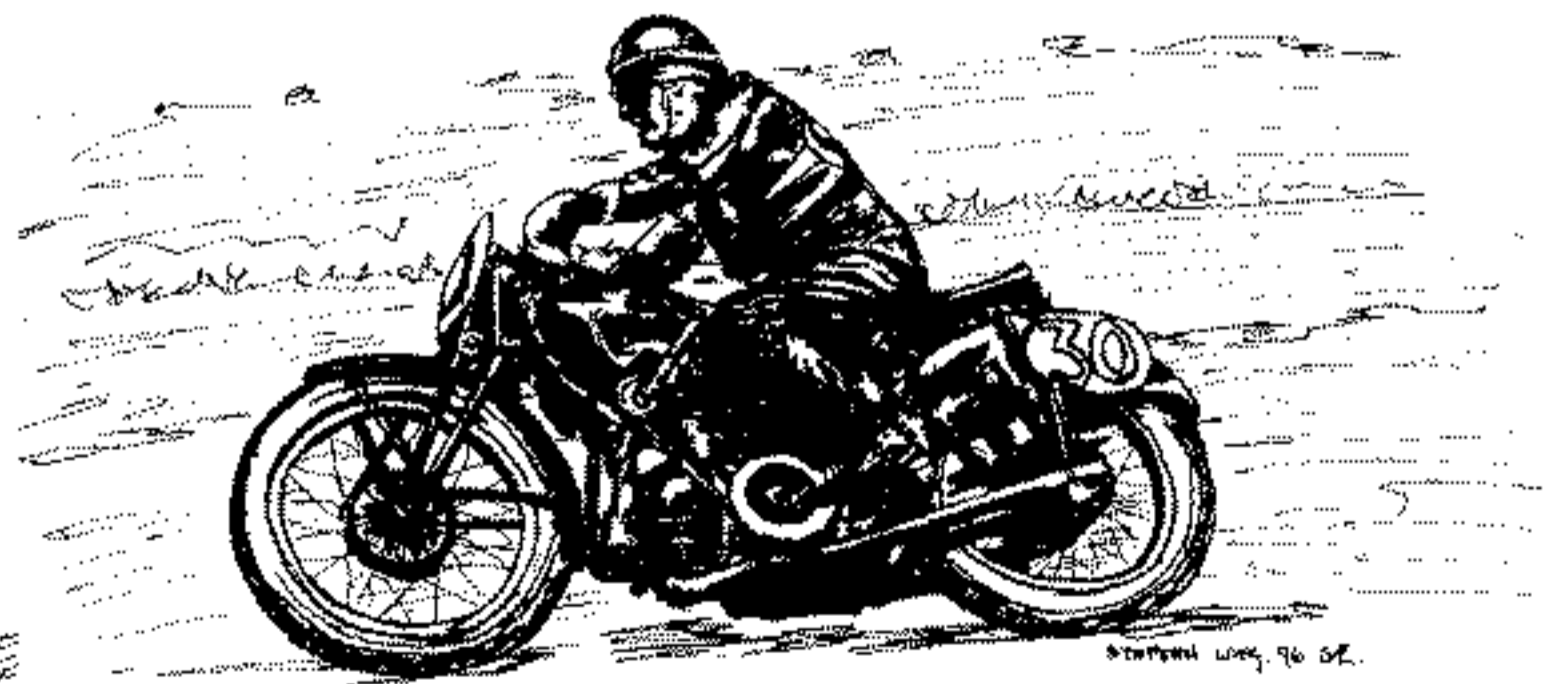


NORTON SS2. JACK WILLIAMS 1937.

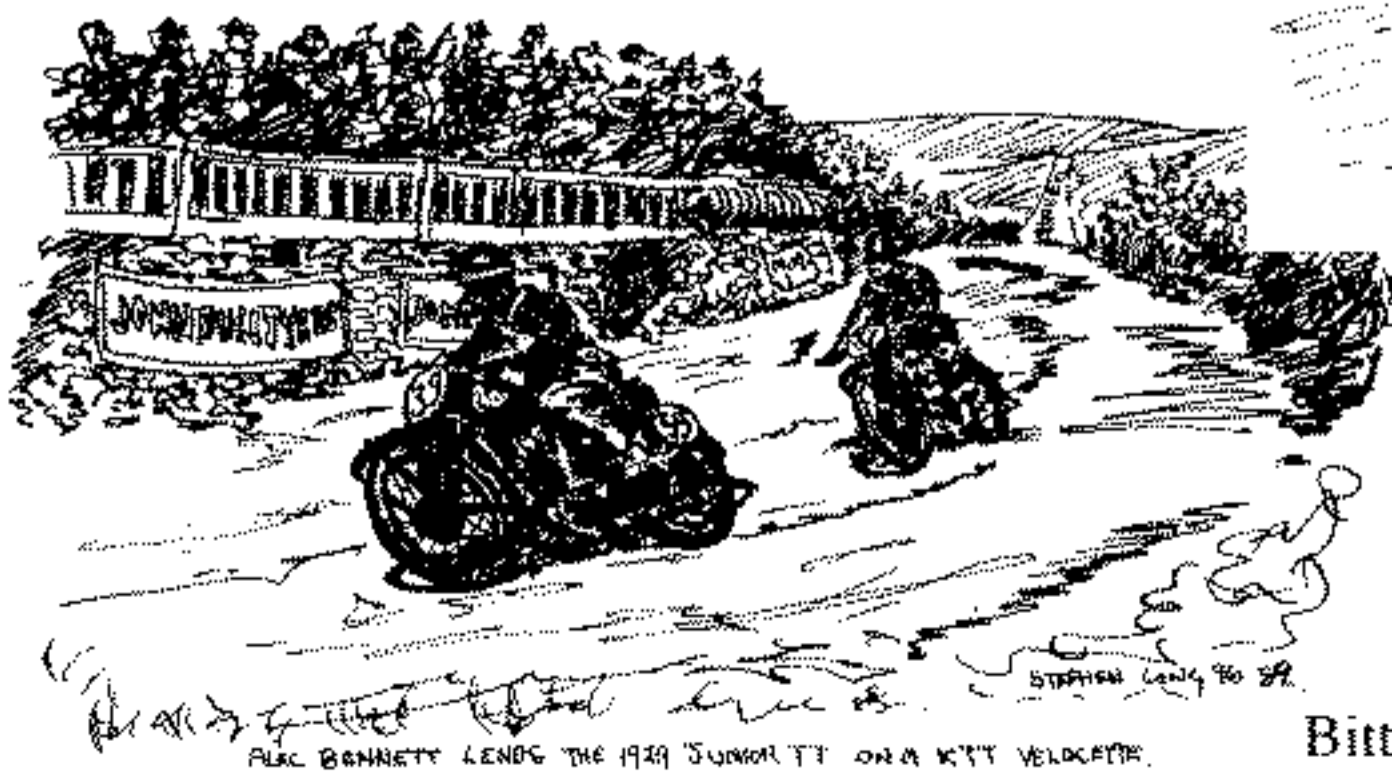


ALBERT DENLEY AFTER WINNING THE 1923 200 MILE RACE AT BROOKLANDS. NORTON 09V MODEL 18.

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STANLEY WOODS WINNING 1935 SENIOR. 1450 CUBES SPRING FRAMES 120 DEGREE OHV V-TWIN.



ALEX BENNETT LEADS THE 1939 JUNIOR TT ON A KITT VELOCETTE.

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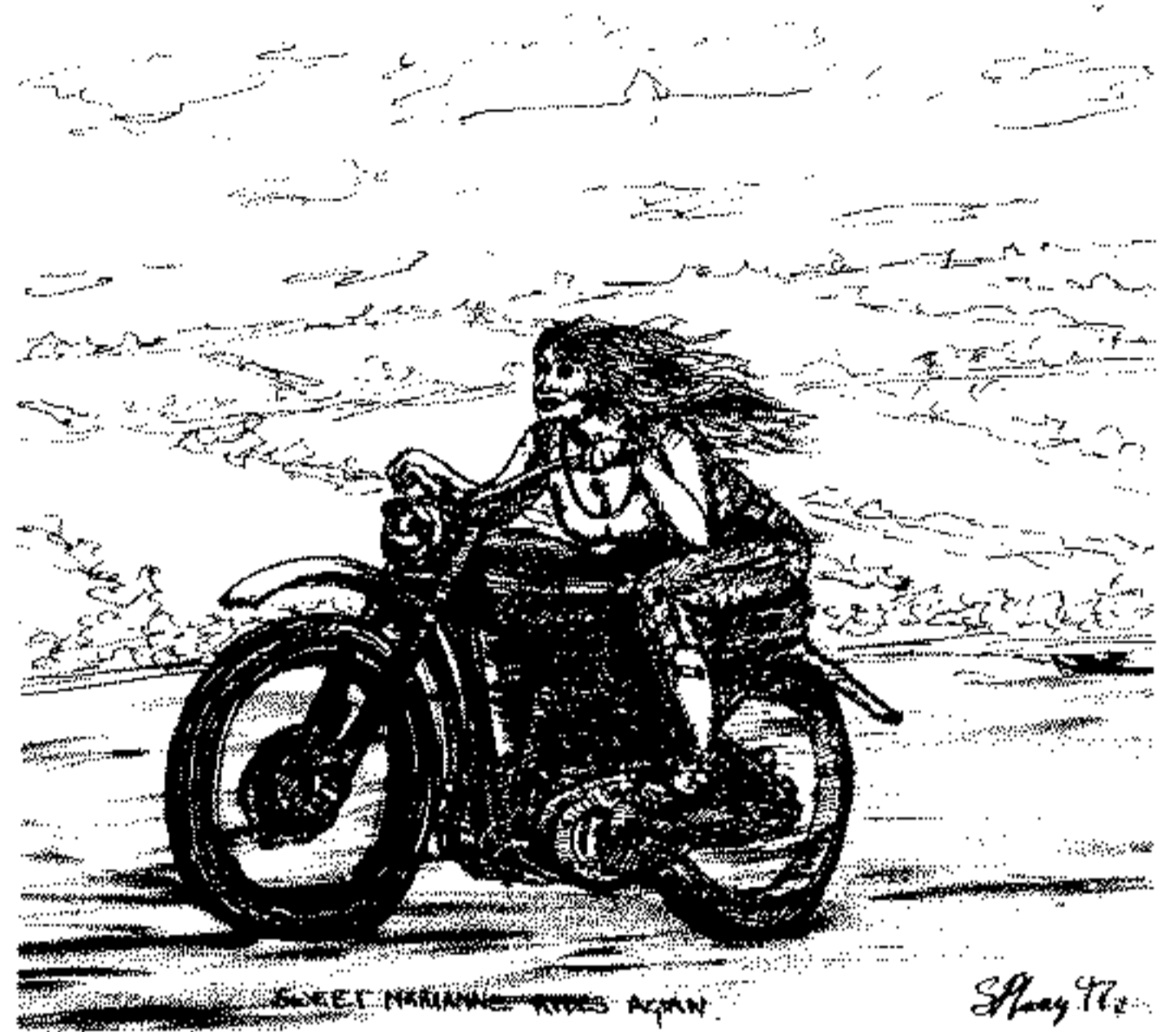
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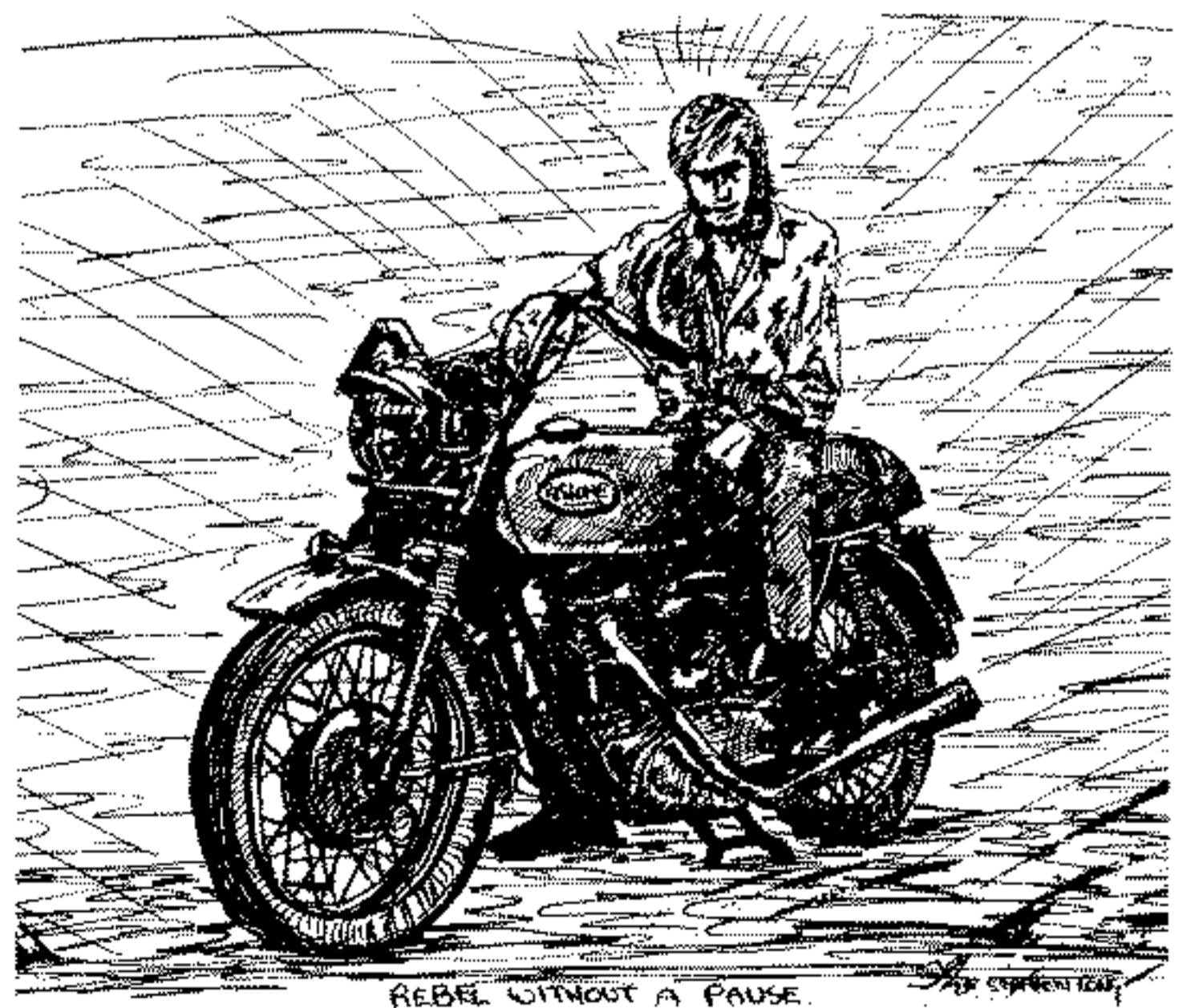
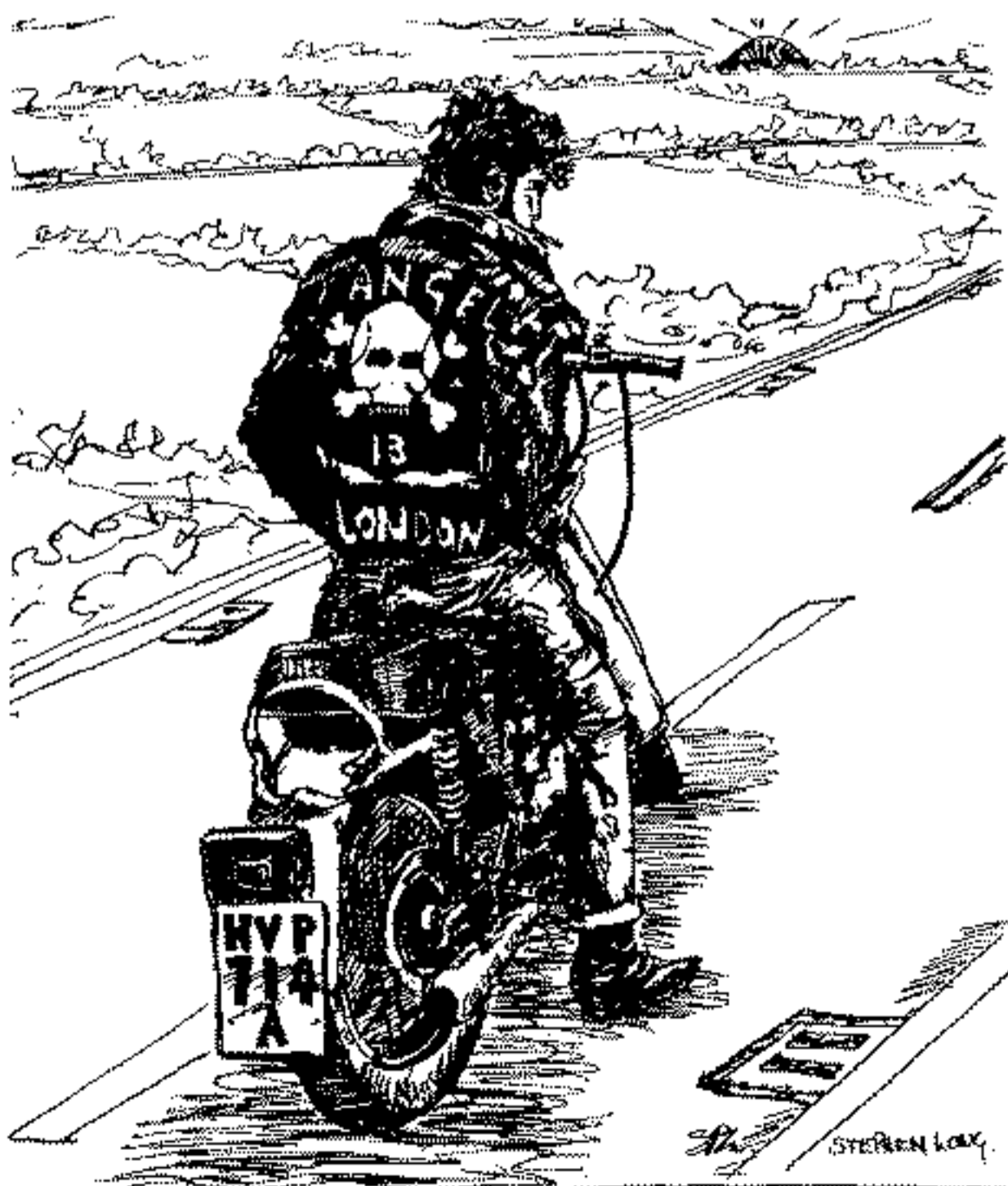
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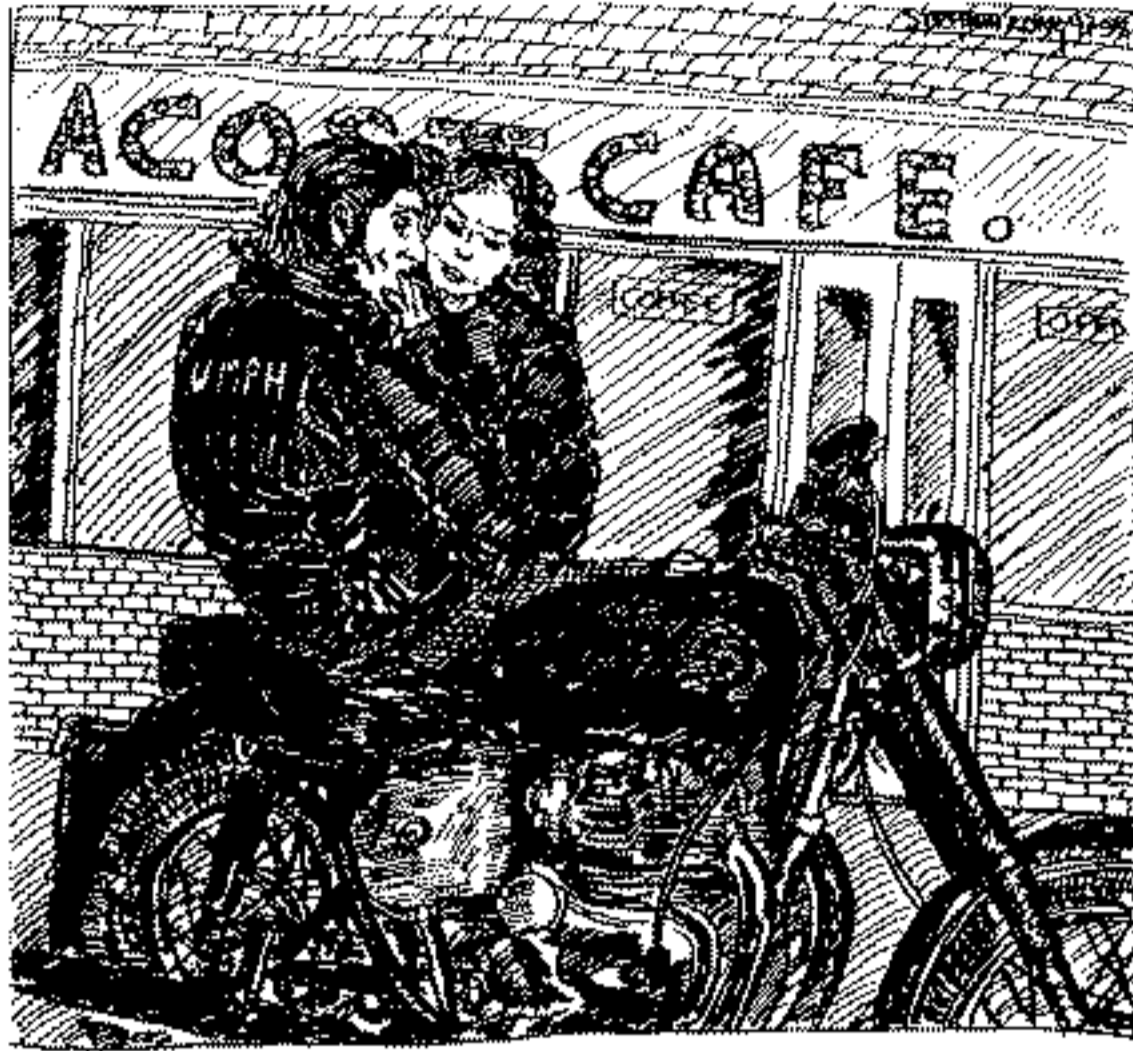


Drawn by famous Tapestry Artist Stephen Long.



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Christmas v Birthday v Greetings Cards



NEVER THE RULE,
OR
HOW DOES IT FOR YOU, WIV?

Drawn by famous Tapestry Artist Stephen Long.



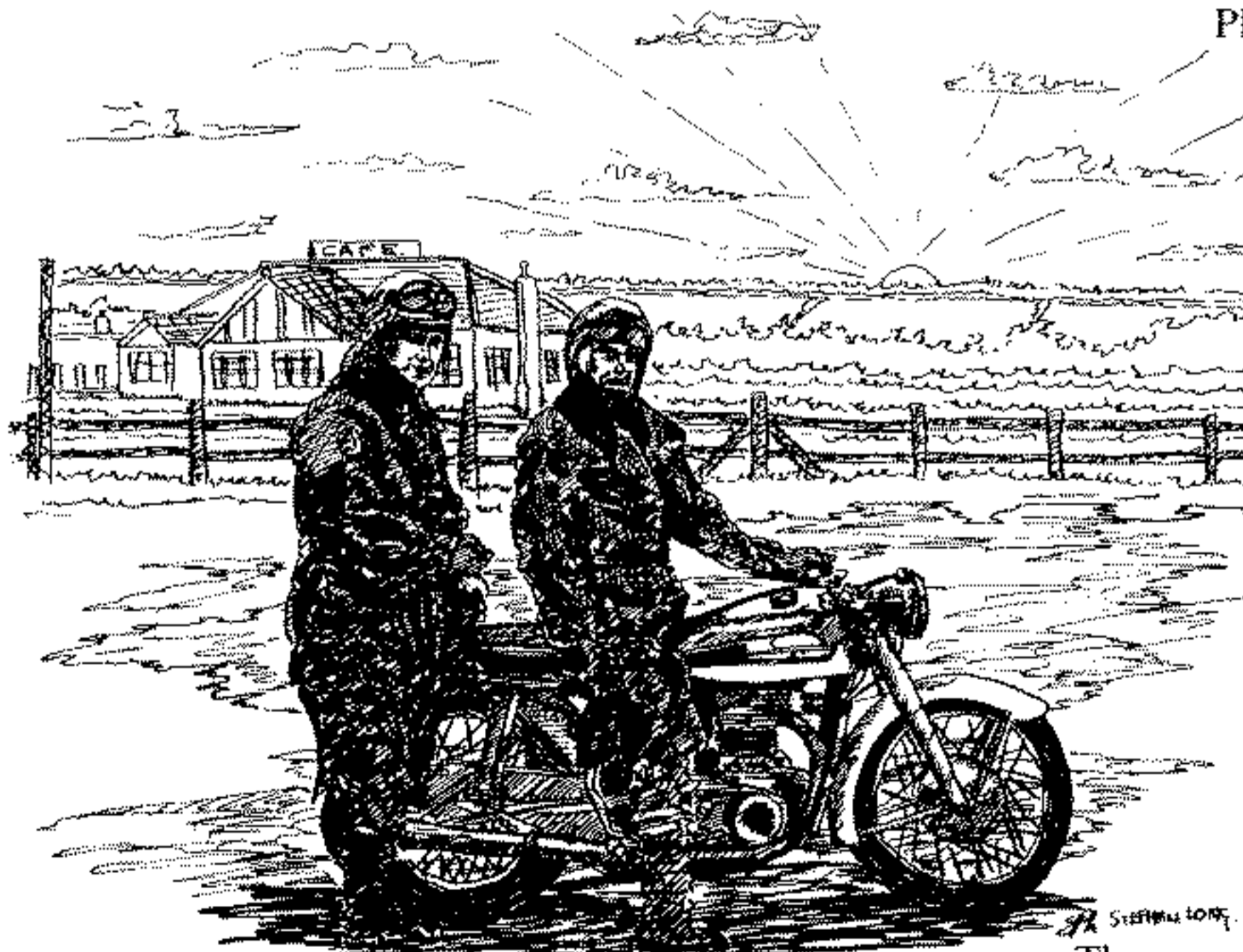
GETTING AWAY??

TAKE ME AWAY

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LLanfair Caereinion Nr. Welsh Pool
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Phone 01938-810731

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LLanfair Caereinion Nr. Welsh Pool
Powys, Wales
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"You say, first flight for London? Mate."

STEPHEN LONG

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Drawing. Commissions considered for
Portraits, e.t.c.

The Unapproachable

Norton

REGD TRADE MARK

MOTOR CYCLE

Gearbox Spares

9703	Kick start lever	unchromed	£24.00
		chromed	£30.00
9715	Gearbox sprocket tab washer		£3.00
3629	Return spring pawl carrier		£2.00

16H Engine Spares

3697	Valve cover		£15.00
9055	Knurled nut for valve cover		£3.00
3711	Magdynamo platform		£15.00
9083	Magdynamo sprocket $\frac{3}{8}$ x $\frac{1}{8}$ in.	new	£14.00
		used	£8.00
9064	Magneto engine sprocket	new	£14.00
		used	£8.00
3699	Tappet, adjustable (inlet & exhaust)		£9.00
9091	Oil pump	used	£40.00
9006	Oil-pump tell-tale, complete		£15.00
	Crankshaft bearings, timing side, two needed	each	£30.00
	Crankshaft bearings, drive side		£12.00

Front and Rear Hub Spares

9515	Rear hub spindle		£12.00
9497	Hub-bearing dust-cap, front or rear		£7.00
9507	Front hub spindle		£10.00
3811	Front-brake drum-stud $\frac{3}{16}$ in. x 20tpi	each	£2.80
3812	Rear -brake drum-stud $\frac{3}{16}$ in. x 20tpi	each	£2.80
9510	Front-hub brake-plate spacing-nut- $\frac{3}{16}$ in. x 20tpi	each	£3.00
9511	Front-hub brake-plate locking-nut- $\frac{3}{16}$ in. x 20tpi	each	£3.00
9504	Hub brake cam, front or rear	used	£6.00

Genuine Norton Parts

Models 16H, Big Four, ES2 etc

Many other parts in stock, please ask

3633



3633 Pawl carrier £20.00

3641



3641 Ratchet plate £14.00

3602



3602 Kickstart shaft new £38.00
used £20.00

3611



3611 Clutch worm lever £10.00

3608 Clutch worm £14.00

9677



9677 Main axle pinion £20.00

9676



9676 Main axle free-pinion £28.00

9679



9679 Layshaft free-pinion £28.00

A2/335 Bush, for ref. 9679 £2.50

9678



9678 Layshaft pinion £14.00

3621 Control cover £14.00

9686 Cam plate £26.00

9461 Gearbox bottom bolt & nuts £7.00

Genuine Norton Parts

Models 16H, Big Four, ES2 etc
Many other parts in stock, please ask

Norton Motors Ltd.

Bracebridge Street, Birmingham 6
England

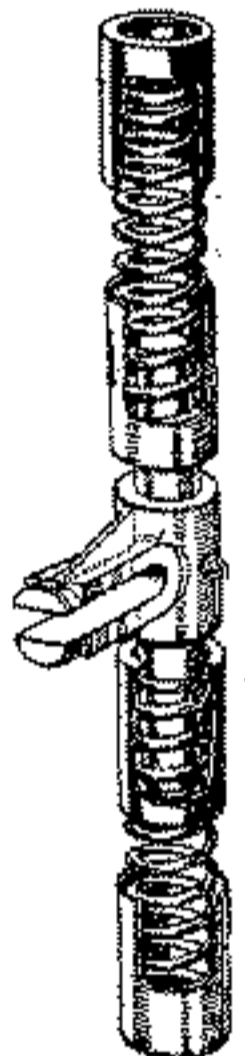
- 3178 Front fork top-cup used £40.00
- 9268 Fork shock-absorber friction-disc £6.00
- 9579 Steering head bearing (frame to race) each £10.00
- 9579A Steering head bearings $\frac{5}{16}$ in. dia. (34 per set) set £2.00
- 3189 Front-fork rebound-spring joint-pin each £1.50
- 3528 Front-fork steering-column lock-nut £12.00



3178



9268



Replica plunger rear springs, set of four £45.00
Also available individually, please ask

- 3401 18T engine sprocket new £18.00 used £12.00
- 3025 Crankcase engine-plate stud $\frac{7}{16}$ x $3\frac{1}{2}$ in. £2.50
- 9563 16H Big Four footrest arms each £12.00
- WD1 Steel footrest and hanger, fits 16H, Big Four, ES2 etc each £15.00
- 3733 Petrol tank fixing bolt $\frac{5}{16}$ in. x 18 Whit., replica each £2.00
- 3579 Knee rubbers (our own manufacture) pair £23.00
- 9042 Half-time pinion £18.00
- 3425 Front chaincase, inner portion, crankcase rubber washer each £1.00
- 3429 Front chaincase, outer portion, securing nut (and washer) £4.00



WD 1



9563



3579

.....
 • Please note that we have been trading for 30 years – our stocks are vast – try us for that used part
 • With your enquiries we would appreciate a stamped-addressed-envelope.
 • Before ordering, please read the terms and conditions on the back page.
 •

Replica H. Bars (unchromed)



16 H, H.Bars, 28 inch Wide
Centre 7½ inchs, 1" DIA
£ 20.00 (Code NII)

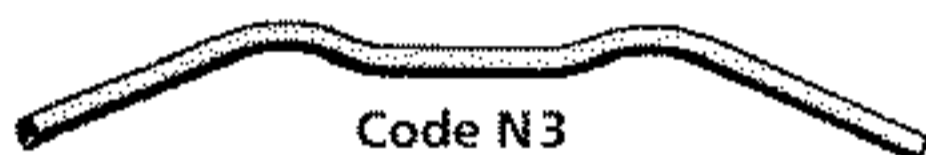
16 H, H.Bars, MKII, same as above,
exept 1½ inch higher Rise 1" DIA
£ 20.00 (Code NI)

Norton

REGD TRADE MARK



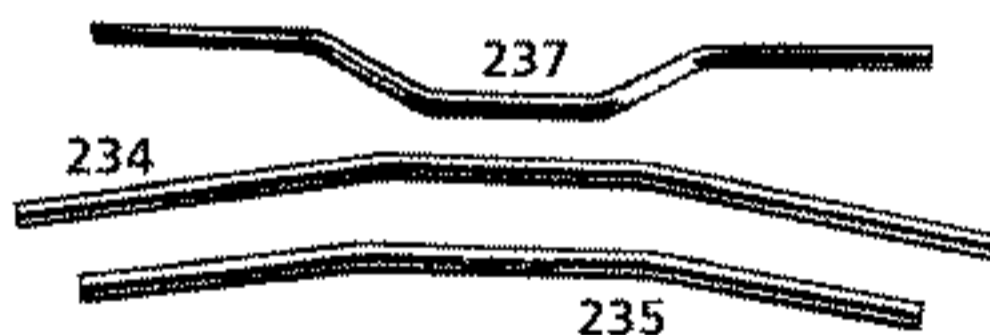
1928/9 onwards 1933 INTERNATIONAL
CSI, ES2, CJ, JE, etc. T.T.-H.Bars, 1" DIA
32 inch Wide, Centre 6½ Inch, 1¾ inch Rise
£ 20.00 (Code N0)



Pre War NORTON, 1" DIA, 31 inch long with
Centre 8 inch, suitable for many Models, can
be used as universal H.Bars
£ 20.00 (Code N3)

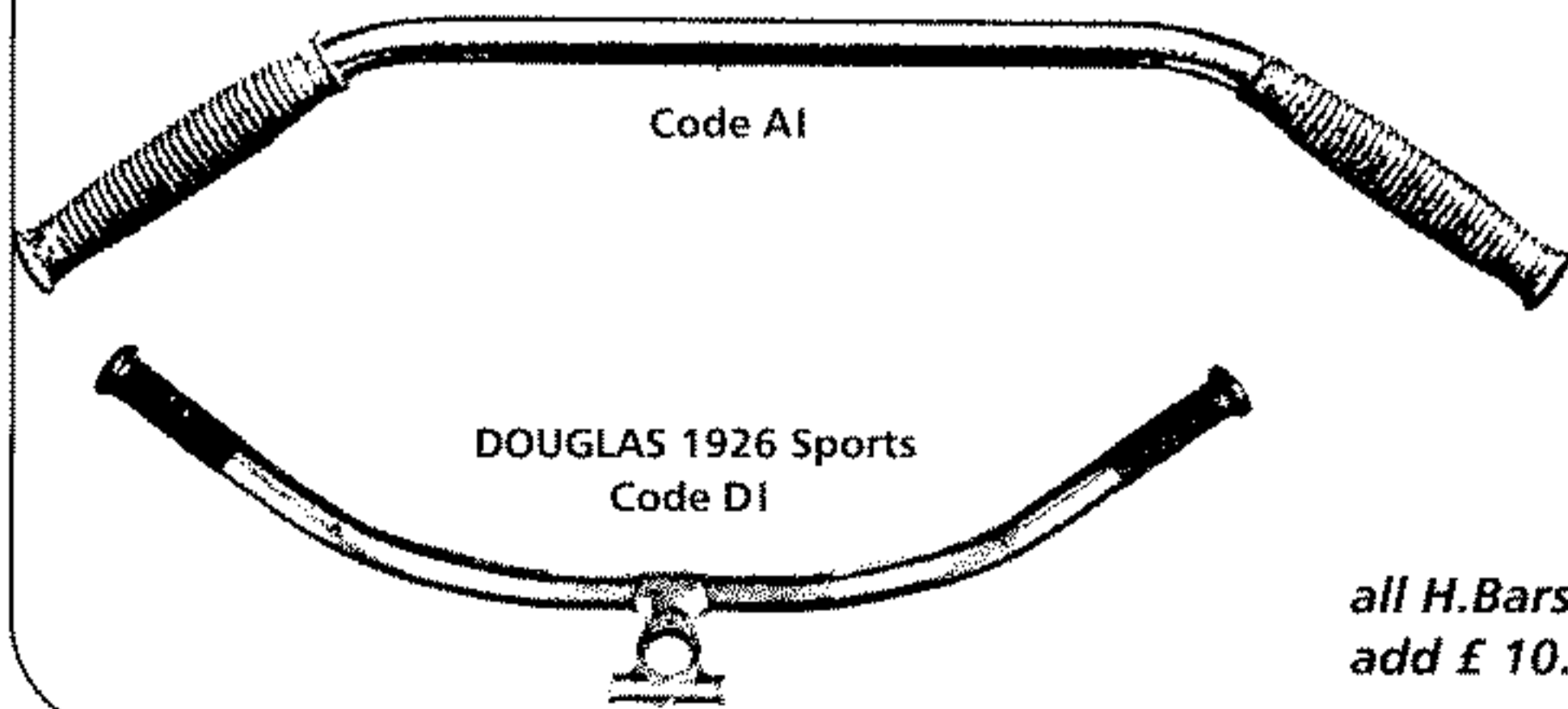
VINCENT H.R.D.

- 237 27 inch wide, 7/8 inch diameter Chrome finish
£ 10.50
- 235 26½ inch Wide, 7/8 inch diameter (Chrome)
Vincent flat-type
£ 10.00
- 234 As 235, but 31 inch Wide (Chrome)
£ 10.00



VINCENT (H.R.D.) 1929/30, suitable for SCOTT and many other Makes,
28 inch Wide, 1" DIA, same shape as above 234 and 235
(unchromed) £ 18.00 (Code E1)

VINCENT A-Series, 1935 and 1939 etc, 28 inch Wide, 1" DIA,
shape as above
£ 18.00 (Code EII)



DOUGLAS · ARIEL

1928 ARIEL, 32 inch Wide, 1" DIA
also fits 1915 DOUGLAS
£ 18.00 (Code A1)
(less Rubbers)

26 inch Wide, 1" DIA, Centre 6 inch
£ 20.00 (Code D1)
(less Rubbers and fixing Bracket)

*all H.Bars can be supplied Chrome
add £ 10.00*

The B·S·A

SPARES FOR M20, 21, B31, 32, 33

All used parts are bead blasted and plastic wrapped

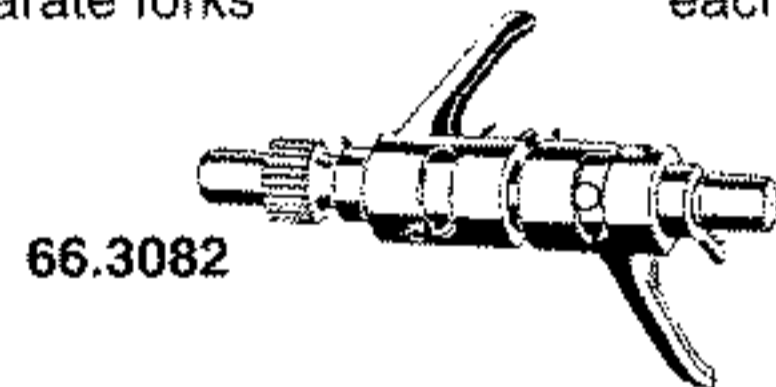
Remember, this is not our total stock.
If your part is not listed, please ask.

- 65.2334 Magdynamo driving pinion, fits M20, 21, B31, 32, 33 new £14.00
- 66.4167 Gearbox adjusting screw-stop new £8.00
- Connecting-rod big-end bearing new £78.50
- 15.374 Mainshaft nut, replica new £6.50
- 15.4222 Gear indicating plate used £9.00
- 31.298 Crankshaft crank-pin nut new £3.00
- 15.4223 Operating-plate plunger new £2.00
- 66.1497 Inlet tappet head new £4.00
- 66.4936 Rear footrest, left hand, replica £13.00
- 66.4938 Rear footrest, right hand, replica (longer than left hand – used only with the WD wide tool box) £14.00
- 24.1620 Cylinder base stud, M20, 3 3/32 X 5/16 in. each £2.00

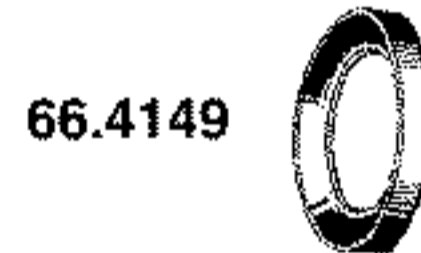
- Connecting rod, M20, 21, with small-end bearing without big-end liner £40.00 with big-end liner £50.00



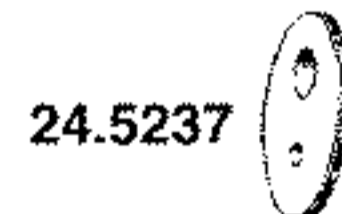
- 66.3082 Gear selector, complete £30.00 Separate forks each £12.00



- Steering-head bearing set (with ball bearings) £20.00



- 24.5233 Fork-spring bottom-sleeve, with peg £10.00
- 24.5237 Fork-spring bottom-washer £4.00



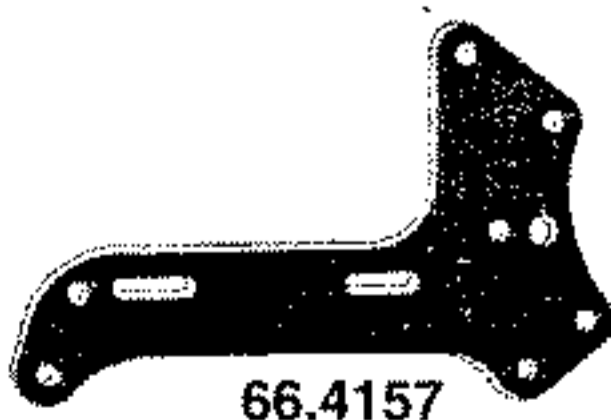
- 24.6860 Wheel bearing, fits M20, 21 each £27.00
- 65.5883 Wheel bearing, fits B31 each £27.00



Also available, various new parts for oil pumps



66.4158



66.4157

We have other wheel bearings in stock, please ask

- 66.4157 Engine plate, front, two needed each £15.00
- 66.4158 Engine plate, rear, two needed each £8.00

CARBURETTOR PARTS

Needle jet carburettor adjustments

- 1 **Idling air-screw** – this is the spring-loaded screw that is located close to the carburettor engine flange or clip connection. Screwing this in (clockwise) reduces air supply and makes idling mixtures richer. Screwing it out (anti-clockwise) increases the air supply and weakens the idling mixture. This adjustment influences the mixture only within a range of closed throttle to $\frac{1}{8}$ open.
- 2 **Throttle stop-screw** – this is the slanting screw with locknut on the side of the carburettor body. It contacts the throttle valve and regulates the idling speed with the throttle closed. Screwing it in (clockwise) increases the idling speed and screwing it out (anti-clockwise) slows idling.
- 3 **Throttle valve cutaway** – the amount of throttle valve cutaway affects the carburettor mixture between $\frac{1}{8}$ and $\frac{1}{4}$ throttle. Throttle valves are supplied in $\frac{3}{16}$, $\frac{1}{4}$ and $\frac{5}{16}$ inch cutaway. The smaller the cutaway the richer the mixture; the larger cutaways give weaker mixtures. Throttle valve cutaways are easily determined by measuring with a rule and also by the numbers stamped on top. The last number indicates the amount of cutaway in sixteenths. The first number or numbers denote the type of carburettor. For example, a 6 type throttle valve is for a 6-type carburettor and has $\frac{3}{16}$ inch cutaway. A 29 type throttle valve is for a 29-type carburettor and has a $\frac{5}{16}$ inch cutaway.

The throttle valve cutaway influences the acceleration, especially when opening up from closed or nearly closed throttle. The original type of throttle valve is usually suitable for all normal service.

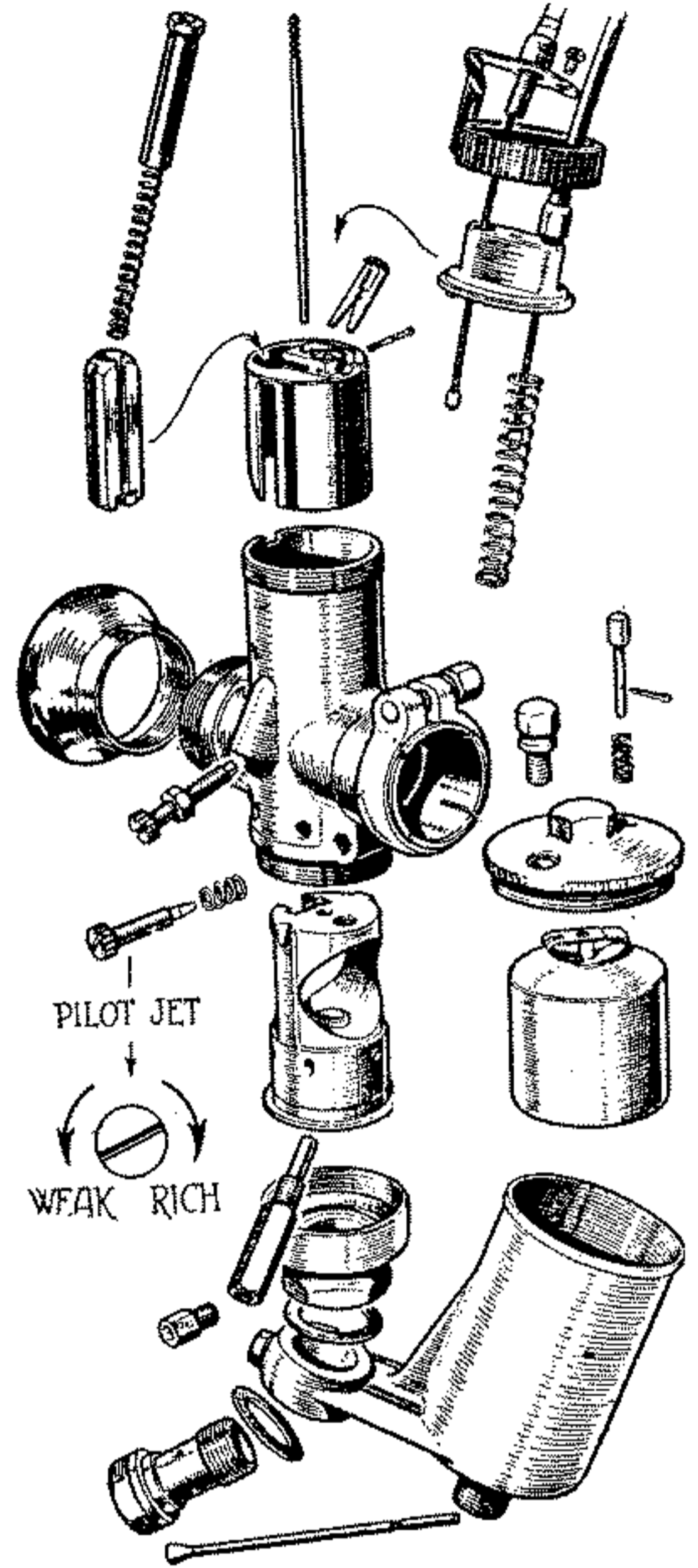
- 4 **Throttle needle position** – there are five grooves in the top end of the throttle needle and the needle is secured to the throttle by a spring clip. The needle groove in which the spring clip is fitted determines the carburettor mixture through the range of $\frac{1}{4}$ to $\frac{3}{4}$ throttle opening.

Lowering the throttle needle, that is, clipping it in its top groove, will give the weakest setting through the $\frac{1}{4}$ to $\frac{3}{4}$ throttle range, and raising the needle, that is, clipping it in a lower groove, enriches the mixture throughout this range.

The needle position has a great influence on the acceleration and gas consumption. Too low a needle setting may cause poor acceleration and hesitation when the throttle is opened, while at the other extreme too high a needle setting will cause unnecessarily heavy gas consumption.

- 5 **Main jet** – the size of the main jet regulates the mixture from $\frac{3}{4}$ to full open throttle. The main jet is screwed into the bottom of the needle jet and is stamped for size. The larger the number the larger the jet and the richer the mixture.

It should be realised that a larger main jet does not alter the mixture at below $\frac{3}{4}$ throttle. The gas flow below $\frac{3}{4}$ throttle being regulated by the metering effect of the tapered needle in the needle jet. The size of the main jet can, however, affect the mixture at below $\frac{3}{4}$ throttle if the needle jet is very badly worn and not restricting the gas flow at below $\frac{3}{4}$ throttle as intended.



AMAL types 274, 275, 276 and 289

AMAL carburettor reconditioning service – carburettor bodies bored and slides sleeved £65.00
Send dismantled carburettor and old slide, and £20.00 deposit

Genuine Amal float chamber body for BSA WD M20, G3, G3L Matchless, Norton 16H (1E, 1B, 1J15, 1BE).

Large stocks of used parts available for Monobloc 275, 276, 289, concentric, float chamber spares (when new parts are not available).

Carburettor gasket sets available for Monobloc, 276, 275, 289 and Concentric £1.60, £1.50, £1.50 and £1.80

GP throttle needles in stock.

Many genuine spares available for other Amal carbs: 261, 361, 523, BSA Bantam etc. Please ask.

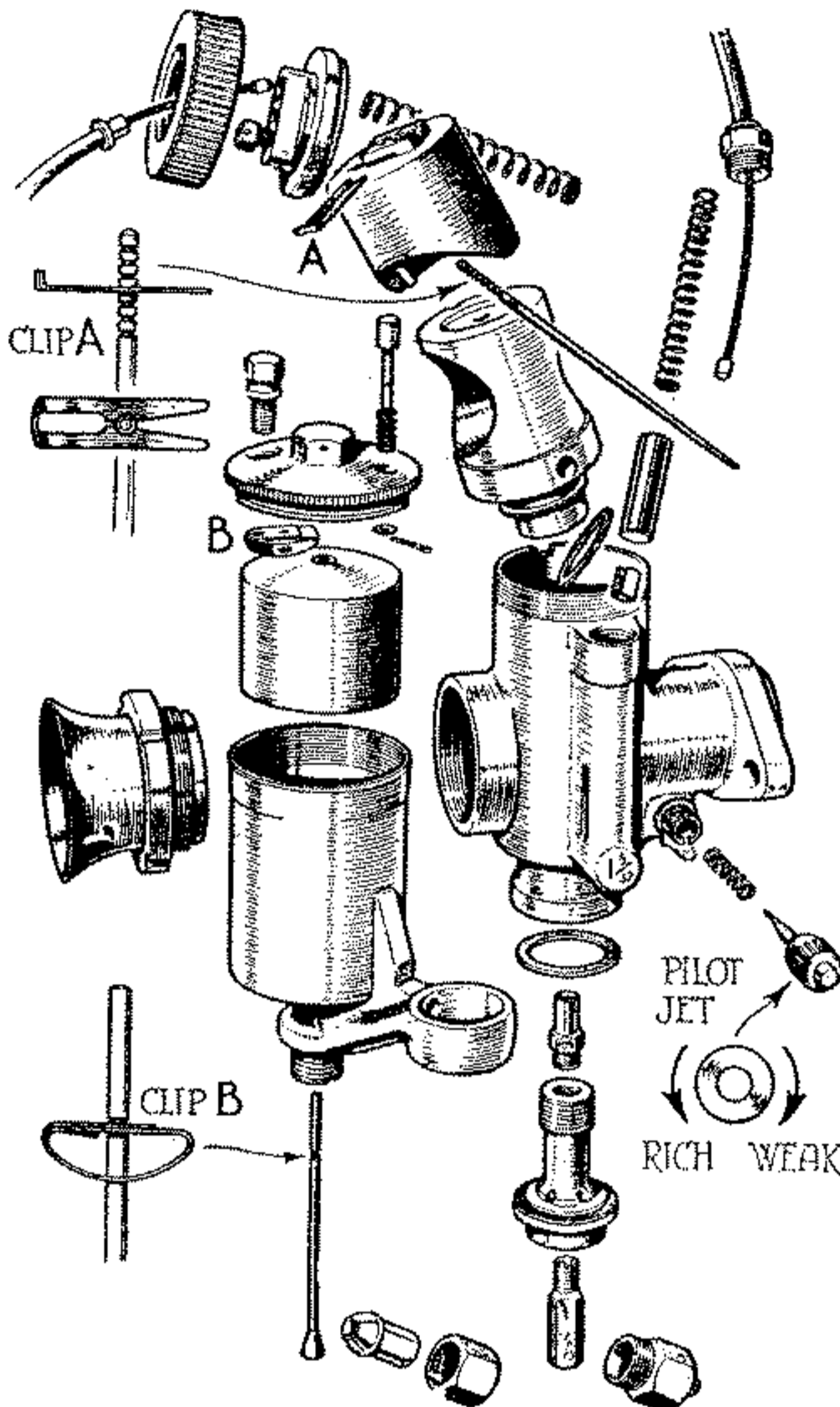
Photocopies available for most Amal spares and settings lists. Handlebar lever and controls list.

Racing GP and TT tuning lists, carb.-settings lists for 1933-35, 38-39, 40, 55-61 etc

You can also find some carburettor filters on page 23 and 137

CARBURETTOR PARTS

Needle jet carburettor tuning



AMAL TT type

For normal service the main jet size and throttle cutaways should not require any change from the standard specifications. The throttle needle position, idling air screw and throttle stop screw settings are all that will usually require adjustment.

1 Main jet size – test the machine out on a clear stretch of road on full throttle and air lever fully open. If the speed and power seem slightly improved by either closing the throttle slightly or by closing the air lever a small amount, it indicates that the main jet is too small and a size larger should be tried out. The appearance of the spark plug, if removed immediately after the full throttle work, can also indicate the suitability of the mixture. A 'sooted' plug nose indicates too rich a mixture; whitish grey appearance can indicate too weak a mixture.

2 Idling air-screw and throttle-stop adjustments – screw the spring-loaded idling air-screw in (clockwise) as far as it will go and then gradually unwind the screw with the motor running at a moderate idling speed until hesitation and cutting can be noticed. From this position, screw it back in (clockwise) about $\frac{1}{4}$ to $\frac{1}{2}$ turn. This will give an approximately correct idling mixture setting.

The slanting throttle-stop screw should now be adjusted to give the desired idling speed with the throttle closed. Slacken the locknut and screw in to increase to increase the idling speed or out to reduce. The idling speed should be set slightly faster than the slowest speed at which the motor will run with the spark setting retarded or slightly advanced.

After the idling speed has been set, the air-screw adjustment should be rechecked, screwing out until the motor hesitates, then screwing back in about $\frac{1}{4}$ to $\frac{1}{2}$ turn.

3 Throttle valve cutaway – the standard throttle valve cutaway is invariably best for all normal service. This influences the mixture strength when the throttle is opened up from idling to about quarter throttle. For example, if a $\frac{1}{16}$ throttle cutaway is in use and there is a noticeable spitting or hesitation as the throttle is opened from idling that is not rectified by screwing in the idling air-screw a further $\frac{1}{4}$ turn, screw the air-screw back in the idling setting and try a throttle valve with $\frac{3}{16}$ cutaway.

It should be appreciated that the needle position also influences the mixture slightly in this range, and a different size throttle valve should not be fitted until the correct needle setting has been obtained, as it is very seldom that a change in throttle valve cutaway is necessary.

Float chambers for AMAL carburettors type 274, 275, 276 and 289 (see page 166) available, used (bead blasted), cannot guarantee condition of needle seat **£14.00**

Similar, but angled at 3°, 7° or 15° (right hand or left hand)

£18.00

Many new float chambers in stock, bare (that is, without fittings)

£22.00

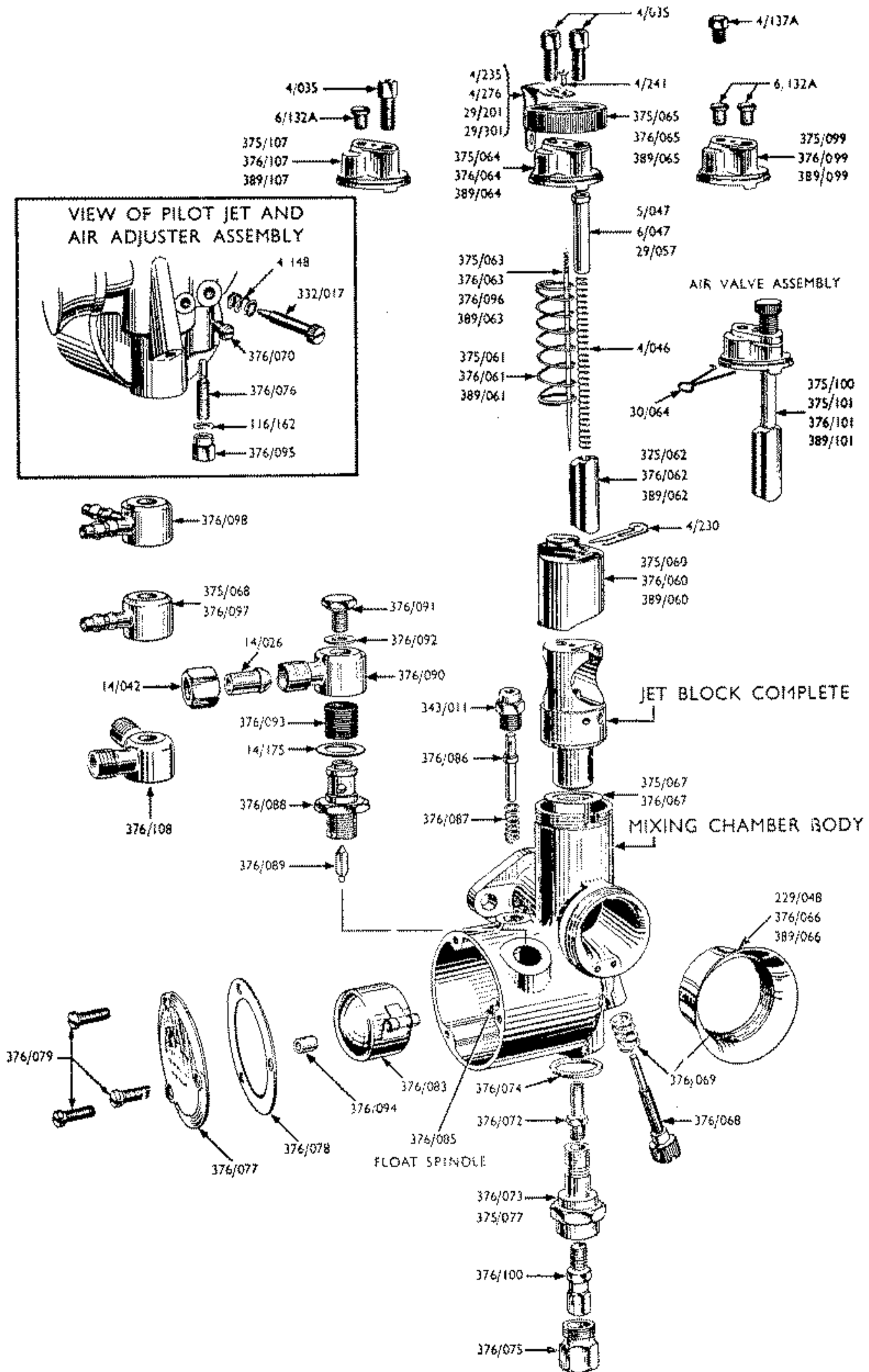
Large stocks of used carburettors, 274, 275, 276, 289, monobloc, Bantam, early Tiger Cub and also a few AMAC, prices range from **£30 to £70** for complete carburettor

Large selection of used spares for carburettors, please ask.

Please enclose a stamped-addressed-envelope with your enquiry.

CARBURETTOR PARTS

MONOBLOC TYPES 375, 376, 389 and 689



CARBURETTOR PARTS

MONOBLOC TYPES 375, 376, 389 and 689

COMPONENT	Type 375	Type 376	Type 389	Type 689	Price
Mixing Chamber Body, Type 376 1 ⁵ / ₁₆ in., 1 in., 1 ¹ / ₁₆ in.					£40.00
Mixing Chamber Body, Type 389					
O-Ring for Intake Flange	244/765	244/1048	244/1048	244/1048	£0.60
Jet Block, 2 ¹ / ₃₂ in. Bore	375/055				
Jet Block, 2 ³ / ₃₂ in. Bore	375/056				
JetBlock, 2 ⁵ / ₃₂ in. Bore	375/057				
JetBlock, 1 ³ / ₁₆ in. Bore	375/058				
JetBlock, 7 ⁸ in. Bore	375/059				
JetBlock, 1 ⁵ / ₁₆ in. Bore		376/055			£17.50
JetBlock, 1 in. Bore		376/056			£17.50
JetBlock, 1 ¹ / ₁₆ in. Bore		376/057			£17.50
JetBlock, 1 ¹ / ₃₂ in. Bore			389/055	689/055	
JetBlock, 1 ¹ / ₈ in. Bore			389/056	689/056	
JetBlock, 1 ¹ / ₃₂ in. Bore			389/057	689/057	
JetBlock, 1 ³ / ₁₆ in. Bore			389/058	689/058	
Locating Peg for Jet Block	376/070	376/070	376/070	376/070	£0.90
Mixing Chamber Top (Std.)	375/064	376/064	389/064	389/064	£8.50
Mixing Chamber Top for Adjuster and Ferrule	375/107	376/107	389/107	389/107	£8.50
Mixing Chamber Top for Two Ferrules	375/099	376/099	389/099	389/099	£8.50
Mixing Chamber Top Cap Ring	375/065	376/065	389/065	389/065	£4.80
Cap Spring for Standard Top	4/235	4/235	29/201	29/201	£1.65
Cap Spring for Top with Adjuster Ferrule	4/276	4/276	29/301	29/301	£1.70
Cap Spring for Rod Control, with Adjuster	375/070	29/307	389/067	389/067	
Cap Spring for Rod Control, with Ferrule	375/071	29/308	389/068	389/068	
Fixing Screw for Cap Springs	4/241	4/241	4/241	4/241	£0.40
Cable Adjuster	4/035	4/035	4/035	4/035	£1.40
Cable Ferrules (Top Hat)	6/132A	6/132A	6/132A	6/132A	£0.40
Plug Screw	4/137A	4/137A	4/137A	4/137A	£0.80
Throttle Valve (specify cutaway)	375/060	376/060	389/060	689/060	£13.00
Throttle Valve Spring (lighter than Std.)		376/132			
Throttle Valve Spring	375/061	376/061	389/061	389/061	£1.00
Throttle Valve Spring (Triumph T21)	375/079				
Throttle Valve Spring (Carb. pairs)		376/132			
Taper Needle	375/063	376/063	389/063	389/063	£5.00
Needle Clip	4/230	4/230	4/230	4/230	£1.40
Air Valve	375/062	376/062	389/062	389/062	£4.60
Air Valve Guide	5/047	6/047	29/057	29/057	£1.70
New monobloc carb. complete 1 ⁵ / ₁₆ in.		376/15			£110.00
New monobloc carb. complete 1 in.		376/16			£110.00
New monobloc carb. complete 1 ¹ / ₁₆ in.		376/17			£110.00
New chopped monobloc carb. complete 1 ¹ / ₁₆ in. 389 monobloc also in stock		376/27			£110.00

Many of the parts above that are not priced, are available from our large stock of used parts. Please ask.

CARBURETTOR PARTS**MONOBLOC TYPES 375, 376, 389 and 689**

COMPONENT	Type 375	Type 376	Type 389	Type 689	Price
Air Valve Spring	4/046	4/046	4/046	4/046	£0.80
Rod Control Air Valve Assembly	375/101	376/101	389/101	389/101	
Rod Control Air Valve Assembly	375/100				
Rod Control Air Valve Assembly	375/102				
Mixing Chamber Top (Rod Control Air Valve with Adjuster)	375/076	376/102	389/069	389/069	
Mixing Chamber Top (Rod Control Air Valve with Ferrule)	375/086	376/158	389/094	389/094	
Click Spring	30/064	301064	30/064	30/064	
Air Valve	375/108	376/166	389/090	389/090	
Air Valve Spring	30/187	30/187	30/187	30/187	
Type 375, Operating Rod and Nut, 0.656in. and 0.718in. Bores	375/115				
Type 375, Return Spring, 0.656in. and 0.718in. Bores	376/109				
Type 375, Operating Rod and Nut, 0.781in., 0.812in. and 0.875in. Bores	375/116				
Type 375, Return Spring, 0.781in., 0.812in. and 0.875in. Bores	301/159				
Type 376, Operating Rod and Nut	376/183				
Type 376 and 389, Return Spring	376/109	376/109	376/109		
Type 389, Operating Rod and Nut			389/093	389/093	
Needle Jet	376/072	376/072	376/072	376/072	£4.80
Needle Jet (for Alcohol only)	376/117	376/117	376/117	376/117	
Main Jet (specify size)	376/100	376/100	376/100	376/100	£3.25
Main Jet Holder (Standard)	376/073	376/073	376/073	376/073	£4.25
Main Jet Holder (Special Long)		376/140			
Main Jet Holder, Standard (Excelsior)	375/077				
Main Jet Holder (Special Short)	376/128	376/128	376/128	376/128	
Main Jet Holder (for Banjo)		376/140			
Main Jet Holder Washer	376/074	376/074	376/074	376/074	
Main Jet Cover Nut	376/075	376/075	376/075	376/075	£3.00
Main Jet Cover Nut	376/133				£3.00
Pilot Jet	376/076	376/076	376/076	376/076	£4.80
Pilot Jet Cover Nut	376/095	376/095	376/095	376/095	£1.30
Pilot Jet Cover Nut Washer	116/162	116/162	116/162	116/162	
Air Adjusting Screw	332/017	332/017	332/017	332/017	£1.70
Air Adjusting Screw, Hexagon Head	76/119				
Air Adjusting Screw Spring	4/148	4/148	4/148	4/148	£0.40
Throttle Stop Screw	376/068	376/068	376/068	376/068	£1.75
Throttle Stop Screw (7/8 Bore only)	376/160				
Throttle Stop Screw Spring	376/1069	376/069	376/069	376/069	£0.60

Many of the parts above that are not priced, are available from our large stock of used parts. Please ask.

CARBURETTOR PARTS

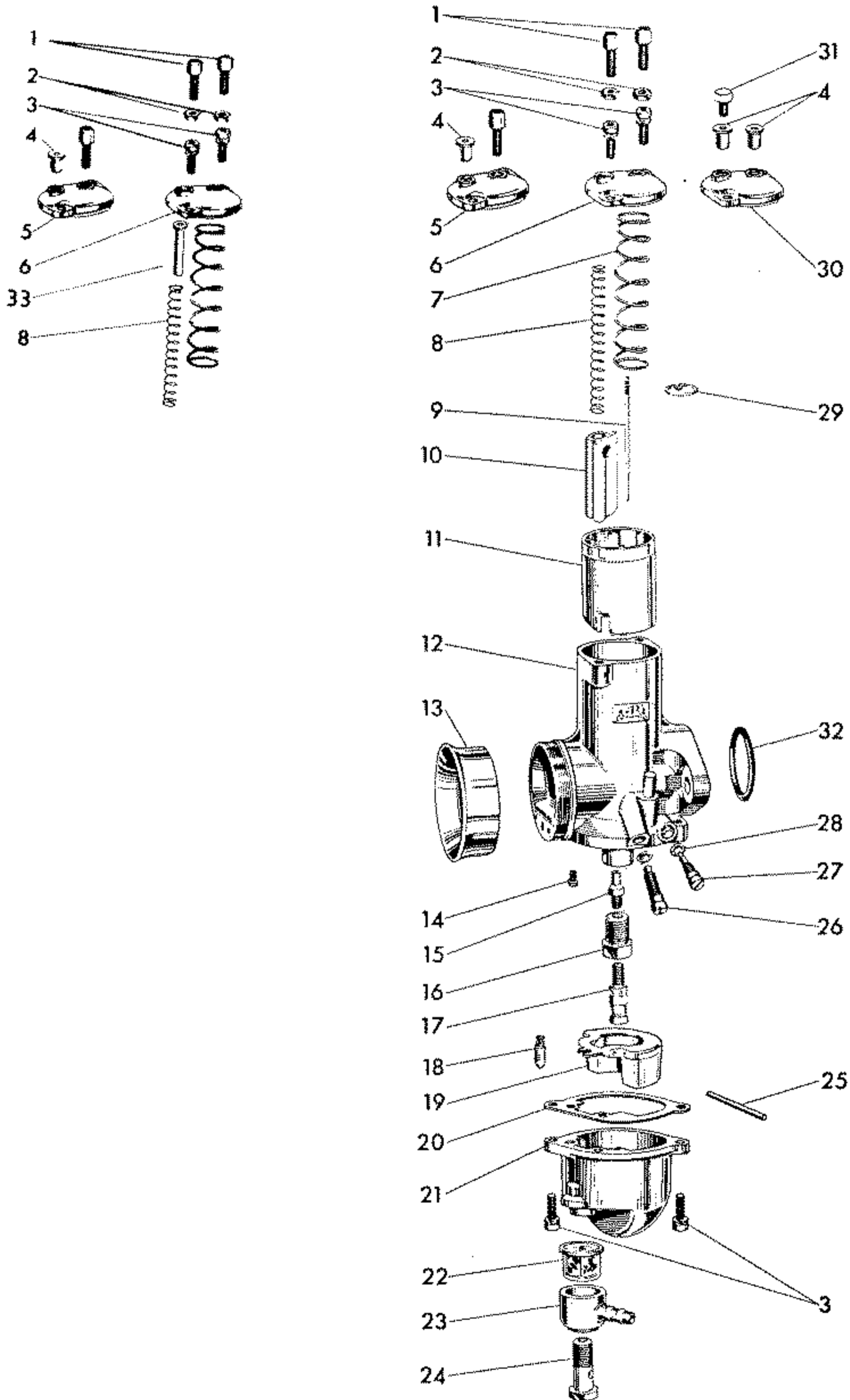
MONOBLOC TYPES 375, 376, 389 and 689

COMPONENT	Type 375	Type 376	Type 389	Type 689	Price
Air Intake Tube	229/048	376/066	389/066	389/066	£5.50
Air Intake Tube, Special Short (Enfield)	3751078				
Air Intake Screwed Adaptor.	244/886	376/110	389/072	389/072	
Air Tube (2¾ long)	376/143				£7.00
Float, complete	376/083	376/083	376/083	376/083	£10.00
Float Hinge Spindle	376/085	376/085	376/085	376/085	£1.00
Float Spindle Bush	376/094	376/094	376/094	376/094	£0.45
Float Needle	376/089	376/089	376/089	376/089	£3.00
Needle Seating	376/088	376/088	376/088	376/088	£5.00
Needle Seating (for Alcohol only)	376/118	376/118	376/118	376/118	
Needle Seating Washer	14/175	14/175	14/175	14/175	
Banjo, Single Push On Pipe (⅜ in. Bore)	375/068	375/068	375/068	3751068	
Banjo, Single Push On Pipe (¼ in. Bore)	376/097	376/097	376/097	376/097	£3.25
Banjo, Single (for Mixing Chamber) (AMC)	376/141				
Banjo, Single (Screwed) ¼ in. BSP	376/090	376/090	376/090	376/090	
Banjo, Single Push On Pipe	376/130	376/130	376/130	376/130	
Banjo, Single Push On Pipe (Angled)	376/138				
Banjo, Double Push On Pipe (55°)	376/410	376/410	376/410	376/410	
Banjo, Double Push On Pipe (60°)	376/098	376/098	376/098	376/098	
Banjo, Double Push On Pipe (90°)	376/135	376/135	376/135	376/135	£3.25
Banjo, Double Push On Pipe (150°)	376/139	376/139	376/139	376/139	
Banjo, Double (Screwed) ¼ in. BSP	376/108	376/108	376/108	376/108	
Banjo Washer (for Alcohol only)	14/175	14/175	14/175	14/175	
Banjo Bolt	376/091	376/091	376/091	376/091	£1.70
Banjo Bolt Washer	376/092	376/092	376/092	376/092	
Tickler	376/086	376/086	376/086	376/086	£4.00
Tickler (Francis Barnett)	376/126	376/126			
Tickler Body	343/011	343/011	343/011	343/011	£1.25
Tickler Body (Francis Barnett)	376/125	376/125			
Tickler Spring	376/087	376/087	376/087	376/087	
Float Chamber Cover	376/077	376/077	376/077	376/077	£5.00
Float Chamber Cover Joint	376/078	376/078	376/078	376/078	
Float Chamber Cover Screws	376/079	376/079	376/079	376/079	£0.65 each
Filter Gauze	376/093	376/093	376/093	376/093	£2.00
Filter Gauze (for Alcohol only)	376/093 B	376/093B	376/093B	3761093B	
Petrol Union Nut	14/042	14/042	14/042	14/042	£0.75
Petrol Union Nipple	14/026	14/026	14/026	14/026	£0.75
Monobloc Servicing Spanner (not illustrated)	244/1037	244/1037	244/1037	24411037	
Main Jet Key (not illustrated)	AMAL 10	AMAL 10	AMAL 10	AMAL 10	
Gasket Washer Set	375/W	376/W	389/W	389/W	£2.00

Many of the parts above that are not priced, are available from our large stock of used parts. Please ask.

CARBURETTOR PARTS

CONCENTRIC SERIES 600 and 900



CARBURETTOR PARTS

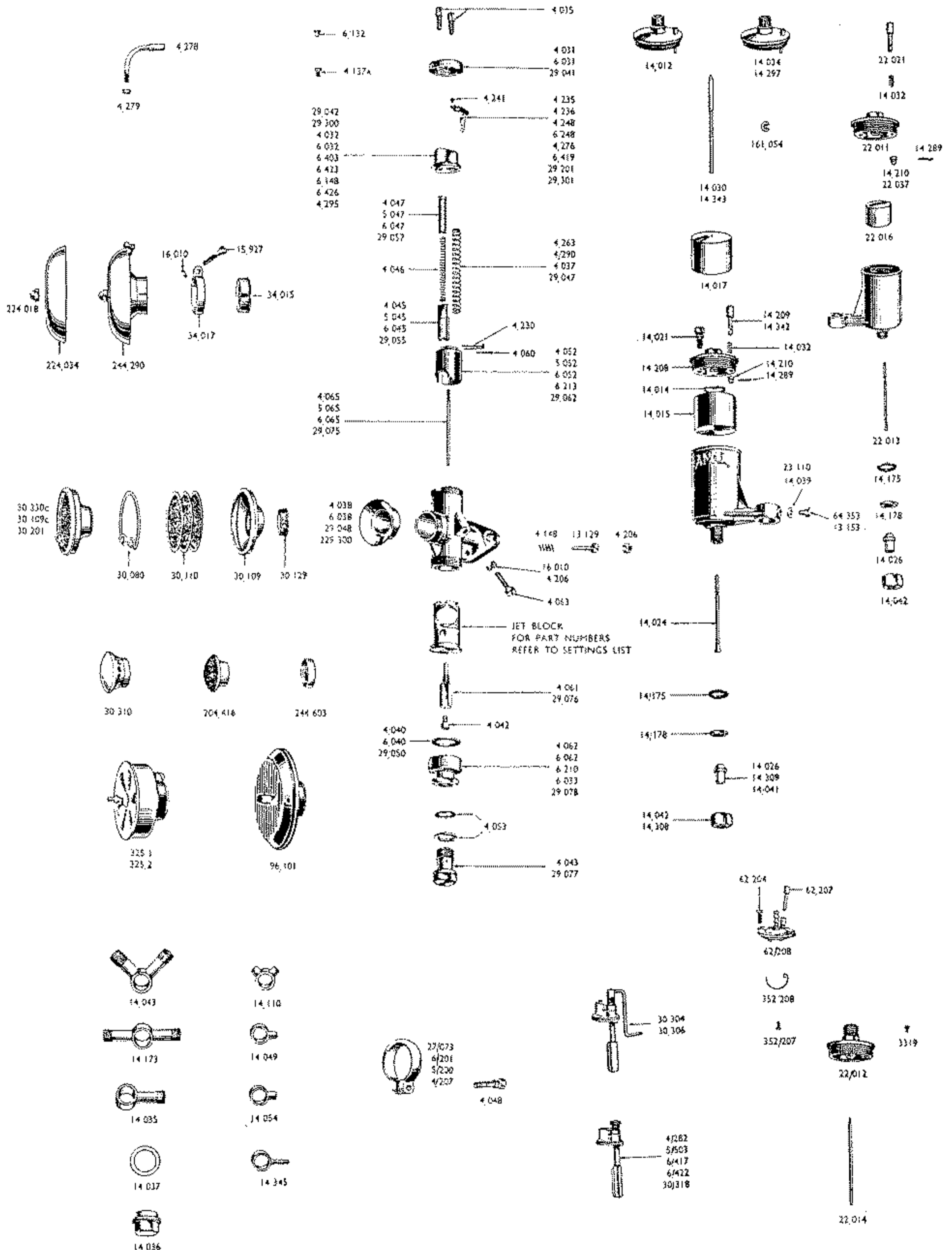
CONCENTRIC SERIES 600 and 900

Key to Illustration	COMPONENT	Carburettor Series 600	Carburettor Series 900	Price
1	Cable Adjuster	4/035	4/035	£1.10
2	Cable Adjuster Locknut	5/077	5/077	£0.45
3	Float Chamb. & Mixing Chamb. Top Securing Screws	622/086	622/086	£0.25 each
4	Cable Ferrules (Top Hat)	6/132A	6/132A	£0.30 each
5	Mixing Chamber Top for Adjuster & Ferrule	622/097	928/097	£4.50
6	Mixing Chamber Top (Std.)	622/064	928/064	£4.50
7	Throttle Valve Spring	622/061	622/061	£1.40
8	Air Valve Spring	622/065	622/065	£0.90
9	Throttle Needle	622/063	928/063	£3.50
9	Throttle Needle (for Alcohol only).	622/099	928/099	
10	Air Valve	622/062	928/062	£3.90
11	Throttle Valve (Specify Cutaway)	622/060	928/060	£11.00
12	Carburettor Body and Tickler Assembly For Part Numbers refer to Settings List			£40.00
13	Air Intake Tube (Std.)	376/066	928/066	£5.50 chrome
13	Air Intake Tube (2 $\frac{3}{4}$ in. long)	376/141	928/069	£5.50
13	Air Intake Tube (2 $\frac{5}{16}$ in. long)		928/070	
14	Pilot Jet	124/026	124/026	£2.00
15	Needle Jet	622/079	622/079	£3.50
15	Needle Jet (for Alcohol only)	622/100	622/100	
16	Jet Holder	622/080	622/080	£3.00
17	Main Jet (Specify Size)	376/100	376/100	£3.25
18	Float Needle	622/068	622/068	£3.00
19	Float	622/069	622/069	£6.50
20	Float Chamber Washer	622/073	622/073	
21	Float Chamber Body	622/050	622/050	£14.00
22	Filter	376/093	376/093	£2.00
23	Filter (for Alcohol only)	376/093B	376/093B	
23	Banjo Single Push On Pipe $\frac{3}{16}$ in. Bore	375/068	375/068	
23	Banjo Single Push On Pipe $\frac{1}{4}$ in. Bore	376/097	376/097	£3.25
23	Banjo Single Screwed $\frac{1}{4}$ in. BSP	376/090	376/090	
23	Banjo Single Push On Pipe	376/130	376/130	£3.25
23	Banjo Double 60° Push On Pipe	376/098	376/098	£3.25
23	Banjo Double 90° Push On Pipe	376/135	376/135	
23	Banjo Double 150° Push On Pipe	376/139	376/139	
23	Banjo Double 55° Push On Pipe	376/410	376/410	
23	Banjo Double Screwed $\frac{1}{4}$ in. BSP	376/108	376/108	
Not Illustrated	Banjo Washer (for Alcohol only)	14/175	14/175	
24	Banjo Bolt	622/078	622/078	£1.50
Not Illustrated	Banjo Bolt Washer (for Diecast Banjos only)	13/163	13/163	
25	Float Spindle	622/071	622/071	£0.80
26	Throttle Stop Adjusting Screw	622/077	622/077	£1.00
27	Pilot Air Adjusting Screw	622/076	622/076	£1.00
28	'O' Rings	622/082	622/082	
29	Needle Clip	622/067	622/067	£0.70
30	Mixing Chamber Top for Two Ferrules	622/098	928/098	£4.50
31	Plug for Mixing Chamber Top	4/137A	4/137A	£0.80
32	'O' Ring for Flange Sealing	622/101	622/101	£0.50
33	Choke guide	928/103		£1.00 each
622/172	Tickler assembly complete, improved alloy type			£2.10
	Float Chamber Screws	AMAL 10	AMAL 10	£0.45 each
Not Illustrated	Gasket Washer Set	600/VV	600/W	£1.40
	New complete 600 and 900 series carburettors			£70.00

Many of the parts above that are not priced, are available from our large stock of used parts. Please ask.

CARBURETTOR PARTS

PRE-MONOBLOC SERIES



CARBURETTOR PARTS**PRE-MONOBLOC SERIES****Type 274 Mixing Chamber Parts**

4/031	Mixing chamber top ring (replica)	£5.20
4/035*	Cable adjuster, also fits 275,276,289, and Monobloc c/w nut	£1.50
4/037*	Throttle spring	£1.00
4/045	Air valve	£5.00
4/042	Main jet (state size)	£1.80
4/043*	Holding bolt (f/chamber to m/chamber)	£7.00
4/046*	Air valve spring	£1.00
4/048*	Outlet clip screw	£1.50
4/063	Throttle-stop screw with nut (replica)	£2.00
16/010	Throttle-stop screw nut	£0.30
4/065	Throttle needle	£5.50
4/137A	Plug screw	£0.80
4/148*	Air adjusting screw (pilot jet) spring, fits 275,276,289	£0.40
13/129*	Air adjusting screw (pilot jet), fits 275,276,289	£1.90
4/230	Jet needle clip	£1.25
4/235	Fixing spring for cap (state type of carburettor)	£1.50
4/241*	Screw for above cap top	£0.40
4/038	Air tube (replica)	£5.50
4/061*	Needle jet (state size required)	£4.80
14/021	Float chamber locking bolt	£1.40

* Parts marked thus (*) fit all pre-monobloc (separate float) types

Type 275 Mixing Chamber Parts

5/047	Air valve guide (replica)	£1.80
5/052	Throttle valve, No. 3 and 4, replica	£17.00
5/065	Throttle needle	£5.50
5/045	Air Valve	£5.00

Type 276 Mixing Chamber Parts

6/031	Mixing chamber cap ring (replica)	£5.20
6/045	Air valve	£5.00
6/047	Air valve guide	£1.80
6/038	Air tube (replica) (state wide or narrow flare)	£5.50
29/077 /4043	Float chamber holding-bolt	£7.00
4/230	Jet needle clip, fits 274,276,289 and Monobloc	£1.25
6/065	Throttle needle	£5.50
6/248	Fixing spring for cap (state type of carburettor)	£1.50
6/052	Throttle valve (replica) number 4 cutaway, genuine Amal available.	£20.00
6/052	Throttle valve (replica) No. 3 & 3½ cutaway	£18.00
4/046	Air valve spring	£1.00
4/037	Throttle spring	£1.00
6/403	Mixing chamber top	£9.00
6/417	Mixing chamber top with fixed choke assembly	£16.00
4/063	Throttle-stop screw with nut, fits 274, 275, 289	£2.00
6/062	Mixing chamber union nut	£9.00
4/042	Main jet (state size)	£1.80
4/061	Needle jet (state size)	£4.80
WD276	T-shape throttle-stop screws, complete assembly, for WD models	£10.50
6/201	Outlet clip	£6.00
4/048	Clamp Bolt 274/5/6/289	£1.50
6/419	Fixing Spring for Cap	£1.50

Genuine Amal Jet Blocks

6/058	276 4-hole type (1 in. bore) genuine Amal	£40.00
AM206/058A	276 late type (1 in. bore) genuine Amal	£40.00

CARBURETTOR PARTS

PRE-MONOBLOC SERIES

Type 289 Mixing Chamber Parts

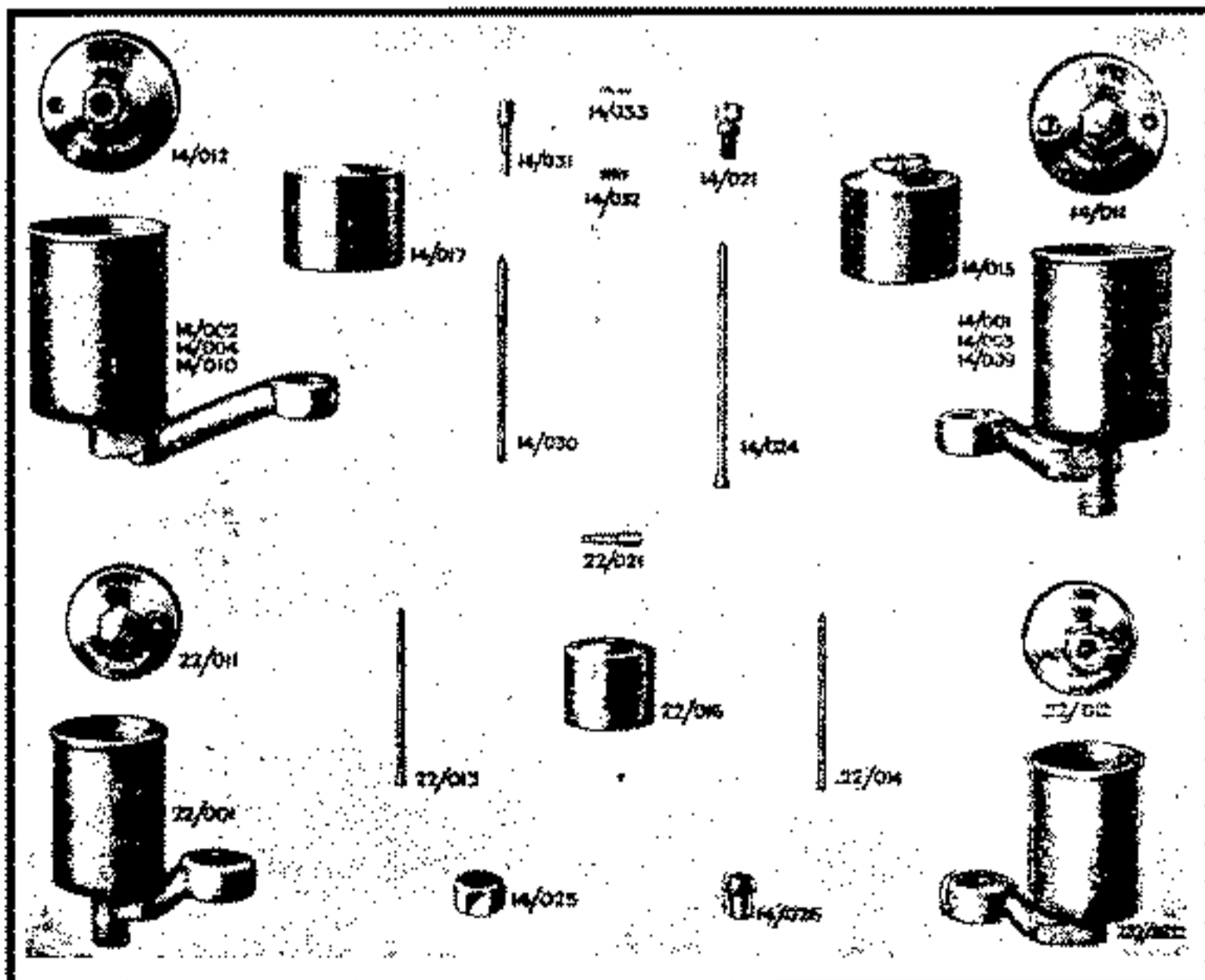
29/041	Mixing chamber cap ring (replica)	£5.20
29/047	Throttle spring	£1.00
29/048	Air intake tube (replica), chrome plated – also fits 375, available in wide or narrow flare	£5.50
29/055	Air valve	£5.00
29/057	Air valve guide (replica)	£1.80
29/075	Throttle needle, stainless steel	£5.50
29/076	Needle jet (available in 106, 107, 108 & 109)	£4.80
29/078	Union nut (replica)	£9.50
29/301	Fixing spring for cap (state type of carburettor)	£1.90
29/077	Float chamber holding bolt	£8.00
175/309	Throttle spring 10TT9	£2.00
175/308	Throttle spring GP 1 1/2 etc	£2.00

Float Chamber Parts

14/208	Float chamber lid (bottom feed), complete with tickler-lock bolt, genuine Amal	£16.00
14/021	Float chamber lid lock-bolt	£1.40
14/209	Tickler, assembly complete	£3.00
14/032	Tickler spring	£0.20
14/024	Float needle (bottom feed), genuine Amal	£4.80
14/039	Washer for 13/153	£0.05
14/015	Float, complete with 14/014 and 14/017, used	£9.00
14/042	Petrol union nut	£0.70
14/036	Bottom float chamber banjo-nut, WD M20, Norton 16H etc.	£3.00
14/026	(14/039, 14/041) Petrol union nipple 1/4 in. or 5/16 in. bore	£0.60
4/046	Air valve spring	£1.00
4/230	Needle clip	£1.25
4/048	Clamp bolt 274/5/6/289	£1.50
64/353	Float chamber locating bolt. 13/153 also available, please state size required	£1.00

AMAL carburetors

SCH 21	Concentric screws (4 per carb.) for float bowl and top cap	£1.50
SCH 21A	Concentric (twin carb.)	£3.00
SCH 21B	Concentric (triple carb.)	£4.50



Good, used parts available:

Early AMAL brass float chambers, bare (that is, no fittings) nickel plated. State angle required
£28.00

Float chamber tops (brass, nickel plated)

reference 14/011 £18.00

reference 14/012 £22.00

Also in stock:

Floats, needles, smaller diameter float chambers.

Some new items also available, please ask.

This list does not necessarily represent our complete range of gasket sets. If your model is not listed, please ask.

GASKET SETS



Reference	Year	cc	Models	Cost
AJS				
AJS 1	59-66	250	Mod 14, 14CS	£13.00
AJS 2	49-61	350	Mod 16M, 16MS	£16.50
AJS 3	62-66	350	Mod 16MS	£16.50
AJS 4	59-66	350	Mod 8 (Unit Lightweight)	£14.00
AJS 5	49-61	500	Mod 18, 18S	£16.50
AJS 6	62-66	500	Mod 18	£16.50
AJS 7	53-55	500	Mod 20 twin	£18.50
AJS 8	56-59	500	Mod 20 twin	£18.50
AJS 9	56-59	500	Mod 30 twin	£18.00
AJS 10	56-59	650	Mod 31 twin	£18.00
ARIEL				
Ariel 1	54-59	650	FH Huntmaster twin	£18.00
Ariel 2	49-53	1000	4G Square Four Mk 1	£22.00
Ariel 3	54-57	1000	4G Square Four Mk 2	£22.00
Ariel 4	39-59	350	Mod NH	£16.00
Ariel 5	39-59	500	Mod VH	£16.50
BSA				
BSA 1	66-70	250	B25, Starfire, C25	£14.50
BSA 2	50-61	350	B31, B32 (alloy head)	£13.50
BSA 3	48-60	500	B33, B34, M33	£13.50
BSA 4	54-62	500	A7 Shooting Star	£19.00
BSA 5	62-70	500	A50 twins, Royal Star	£16.50
BSA 6	50-61	500, 600	M20, M21	£14.00
BSA 7	50-62	650	A10 Gold Flash (solid copper head gasket)	£20.00
BSA 8	62-66	650	A65 twin, A65L	£18.00
BSA 9	67-70	650	A65 twin (solid copper head gasket)	£20.00
MATCHLESS				
Matchless 1	59-66	250	Mod G2, G2CS	£13.00
Matchless 2	49-61	350	Mod G3L, G3LS	£16.50
Matchless 3	62-66	350	Mod G3	£16.50
Matchless 4	49-55	350	Mod G3LC, G3LCS	£16.50
Matchless 5	59-66	350	Mod G5 (lightweight)	£14.00
Matchless 6	49-61	500	Mod G80, G80S	£16.50
Matchless 7	62-66	500	Mod G80	£16.50
Matchless 8	53-55	500	Mod G9 twin	£18.50
Matchless 9	56-59	500	Mod G9 twin	£18.50
Matchless 10	56-59	600	Mod G11 twin	£18.50
Matchless 11	59 on	650	Mod G12 twin	£18.00
NORTON				
Norton 1	48-66	500	Mod 7, DL88, Dominator twin	£16.50
Norton 2	57-66	500	Mod ES2 single	£14.50
Norton 3	56-62	600	Mod 99 twin	£16.50
Norton 4	62-66	750	Atlas twin	£16.50
Norton 5	68 on	750	Commando Fast Back	£20.00
Norton 6	73 on	850	Commando	£20.00
TRIUMPH				
Triumph 1	67-70	250	TR25W	£14.50
Triumph 2	71 on	250	T25SS, T25T	£14.50
Triumph 3	57-66	350	3TA, T21	£18.00
Triumph 4	65-68	350	3TA, T21	£18.00
Triumph 5	39-57	500	5T Speed Twin	£18.00
Triumph 6	51-53	500	Tiger 100 (alloy)	£18.00
Triumph 7	51-58	500	T100, TR5	£18.00
Triumph 8	56-59	500	Tiger 100	£18.00
Triumph 9	58-66	500	5TA, Speed Twin	£18.00
Triumph 10	65-69	500	5TA, Speed Twin	£18.00
Triumph 11	60-66	500	T100, T100A	£18.00
Triumph 12	65-69	500	Tiger 100, T100 R & C	£18.00
Triumph 13	49-55	650	TR6, T110, 6T Thunderbird (iron head)	£18.50
Triumph 14	56-62	650	6T Thunderbird	£18.50
Triumph 15	56-62	650	TR6, T110	£18.50
Triumph 16	59-62	650	T120 Bonneville	£18.50
Triumph 17	63-66	650	T120 Bonneville, Trophy, TR6 B range	£18.50
Triumph 18	63-66	650	T120 Bonneville, Trophy TR6 Thunderbird (unit)	£19.00
Triumph 19	67-68	650	Trophy TR6 S/S Bonneville T120	£19.00
Triumph 20	69-70	650	Trophy TR6 Bonneville T120	£19.00
Triumph 21	72	650	TR6R (early) Trophy TR6C Bonneville T120R	£19.00
Triumph 22	72 on	650	TR6R (late) Trophy TR6C Bonneville T120R	£19.00
Triumph 23	73 on	750	TR7, Tiger, T140V etc	£21.00

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PRICES

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Special terms can be arranged on orders exceeding £ 250 in value.

LABILITY

Our liability is limited to replacing any goods found to be faulty, or refunding any money received.

QUERIES

Please send a stamped addressed envelope (or two International Reply Coupons) where any reply is required.

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Please use the Telephone number during normal office hours. At other times or during any temporary absence, an answering machine may be used. We can accept telephone orders using VISA or ACCESS credit cards, but a written confirmation is necessary. Add 6% to all card orders.

TERMS (UK)

Remittance with order please, either cheques or postal orders, made payable to:

Cornucopia Enterprises

CARRIAGE and V.A.T.

Will be quoted when your order or enquiry is received.

TERMS (OVERSEAS,INCLUDING EIRE AND EUROPE)

Remittance with order please, in pounds Sterling, either via Bank Transfer, Bankers Draft, Giro, International Money Order, Cash or a cheque drawn on a British Bank (cheques on a overseas Bank usually incur bank charges of approximately £ 15). We regret that Cash on Delivery (COD) is not available on overseas orders. Monies to be payable to:

Cornucopia Enterprises

RETURNED GOODS IMPORTANT INFORMATION!

Goods correctly supplied but returned to us as no longer required may only be exchanged for other Catalogue spares or a credit note which be valid for six month. Both alternatives will incur a 20% handling charge. If order are under £ 10 (excluding postage & V.A.T) we reserve the right to make an administration charge of £ 2.50+20%. Due to the extensive paper work incurred most by customers mistakes, we are forced to make a charge of excess return faxes or extra letters, this can be avoided if the Catalogue is read correctly and care is taken when making an order. i.e. with credit card orders make sure Card Number, Expiry Date and Name and Address is clearly printed. This will also apply if information given by the customer is insufficient to complete the order. We are sure, you the customer will prefer it this way, rather than us waiting for you to contact us after a few weeks, as is the practice of most Dealers. The charge will be £ 1.00+V.A.T. per letter or fax. General enquiries naturally remain with a Stamped. Addressed Envelope please.

When an advert appears in print, we do sometimes include Post, packing & V.A.T. in the total cost. Items usually state clearly if postage is not include. Please read all adverts with care. Written Queries take up so much valuable time and staff which we rather channel into producing the spares for you the Costumer. A short telephone call will save time. [Help us to help you please.](#)

Thank you for your consideration.

CARRIAGE WILL BE QUOTED WHEN YOUR ORDER OR ENQUIRY IS RECEIVED.

All goods, post & packaging are now subject to V.A.T. at then current rate for all EEC customers, Registered Traders should submit their V.A.T. Registration number and their goods will be sent from the U.K. zero rated.

**CORNUCOPIA ENTERPRISES
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Fax. +49 5535 911115
E-Mail : Cornucopia@arcor.de**

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all the prices in the Catalogue.**

**Alle Warenpreise für Porto & Verpackung
sind zuzüglich der Mehrwertsteuer**

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RABATT

Preisnachlässe können bei Bestellungen mit einem Wert über £ 250 vereinbart werden.

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Eine Kopie des Überweisungsbeleges muss der Bestellung beigelegt werden.

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Bitte benutzen Sie die Telefonnummer während der normalen Geschäftszeiten. In der übrigen Zeit oder bei vorübergehender Abwesenheit ist ein Anrufbeantworter angeschlossen. Telefonnummer während der normalen Geschäftszeit beachten 9-18:00 Uhr.

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