

ILLUSTRATED
SPARE PARTS
of
“Scott”
MOTOR
CYCLES



THE SCOTT MOTOR CYCLE CO.
RESIST THE TEMPTATION OF
IN COST OF
THEY ARE

10/6

PRICE 6D.

The
SCOTT
MOTOR CYCLE
COMPANY
SALTAIRE
YORKS.

Kenny Messenger
314 Leonard St
North Bay ont
PIB 5K4

PLEASE NOTE CHANGE OF ADDRESS

SCOTT MOTORS & KITSON LTD.,

RIDGMOUNT STREET,

TOTTENHAM COURT ROAD, W.C.I

INTRODUCTION.

The sale of a Motor-cycle of our manufacture is not the end of our interest, actually it is the commencement of our bargain with purchaser. "After sales service" is a matter which seriously interests us, apart from spares stockists in every possible district.

A large portion of our works is devoted to holding stocks of replacement parts for models of our manufacture, and for the repair and overhaul of customers' machines, assemblies, and parts at the hands of an expert staff. A separate office department also exists for the purpose of handling "Service Enquiries" technical and otherwise; we are, therefore "At your Service" with genuine "Scott" replacements and accurate information, for, after all, who can possibly know more about a product than the designers and manufacturers.

SPARES.

In presenting our 1936 Spare Parts List, it has been our aim to embody details covering all models for which we can supply Spare Parts. If any part is not listed we shall be pleased to quote for same upon receipt of details.

WHEN ORDERING PARTS ALWAYS GIVE ENGINE NUMBER AND TYPE OF MACHINE.

In view of many of the older models having been brought up to date by riders, it is advisable, whenever possible, to send us old part which requires replacing.

It will be noted that we have included line drawings of sections of various parts of our machine as we are sure this will prevent a good deal of correspondence by enabling our customers to satisfy themselves that they are ordering the correct part, also be very instructive to them as to the details and assembly of their machine.

Order all parts by the name of the article and the number preceding it; also state the number of the engine to enable us to forward the correct part. The engine number will be found stamped in the crank-case near the word **Scott**.

DEPOSIT ACCOUNT.

To save delay and ensure delivery by return of parts from stock, we shall be pleased to open a deposit account with customers for £2 or over; on the deposit becoming exhausted it can be renewed to keep the account open. It should be distinctly stated when remitting if the remittance is for Deposit Account.

All prices of Spare and Replacement Parts are subject to revision or modification, at our discretion, without notice.

Our terms are **STRICTLY NET CASH WITH ORDER**, or cash against **PROFORMA INVOICE**. Repairs and sundries items cannot be booked. Prices do not include cost of carriage or postage. The Postal C.O.D. service can also be used.

We reserve the right to charge up goods at prices ruling on date of delivery.

Stamps cannot be accepted for items of over 1/-.

Cheques and postal orders to be made payable to the Scott Motor Cycle Co., cheques to be crossed "& Co."

Name and Address must be written on Telegraph Money Order on Post Office Requisition Form for a private message from remitter to payee, or otherwise we do not know from whom this is forwarded.

Any part or complete motor cycle sent for repair should be consigned **CARRIAGE PAID** and the sender's name and address should be given in full on the address tally. Parts sent to us **carriage forward** are liable to be refused, and to lie with the Carriers at sender's risk and expense.

Full instructions regarding the necessary repairs to be done, with advice as to the mode of despatch of the machine (or part) should be posted the same day.

When forwarding motor cycles for repair it is advisable to remove all accessories and easily detached fittings, such as lamp, horn, toolbags, etc., as we cannot accept any responsibility for loss or damage done to any of these parts.

IMPORTANT.

This edition cancels all previous lists of Spare and Replacement Parts.

All letters respecting motor cycles, or parts thereof, forwarded to us must state clearly the name and address which appears on the label attached to such parts. Frequently we have parts returned direct to us by a customer whilst the instructions for repair are sent by one of our Agents. Unless the customer's name and address are mentioned in the Agent's letter, it is extremely difficult to trace the parts concerned.

OVERHAULING.

When forwarding a complete Motor Cycle, Engine, or other assembly, with the request that we overhaul the same, we understand by the term "Overhaul" that it is to be entirely dismantled, thoroughly renovated, any worn parts renewed, and put in perfect working order. In case a customer desires only certain parts attended to, full instructions should be given us to that effect, otherwise the cost may be in excess of that anticipated.

ESTIMATES AND QUOTATIONS.

When customers send complete Motor Cycles or parts thereof to us for repairs, we are always prepared to furnish estimates before proceeding with the necessary work. At the same time, it must be distinctly understood that we can give only approximate quotations. Frequently, when the actual work is in progress, it is found necessary to replace parts other than those specified in the estimate, as we make a practice of including in such estimates only those items and parts which at the time we consider really essential to put the machine (or parts) in a thoroughly satisfactory condition.

If any estimate prepared in this way is not accepted, we reserve the right to make a nominal charge for taking down and re-assembling any parts necessary in preparing it.

We cannot hold ourselves responsible for loss of, or damage to, any parts lying here for repairs, unless instructions to proceed with same are given within seven days of our estimate for the said repairs having been rendered.

All acetylene-welded repairs to crank-cases and other aluminium parts are carried out with extreme care, but we cannot give any guarantee with, or accept responsibility for any parts so treated.

THE SCOTT MOTOR CYCLE CO., SHIPLEY, Yorks.

An Open Letter on matters relating to "SERVICE."

The Scott Motor Cycle Co.

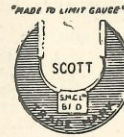
SHIPLEY, YORKS.

Cables—Twin, Shipley, Yorks.
Codes—Bentley, A.B.C., Private.

Goods to Shipley L.M.S.

Our Ref.—SV.

Mr. "Scott-Owner,"
Any Street, Anywhere.



Established 1908

Telephone—Shipley 337
Telegrams—Twin, Shipley.

Proprietors—
Scott Motors (Saitaire) Ltd

Date 1936

Dear Mr. "SCOTT-OWNER,"

We take this opportunity of thanking you for the many interesting letters received, and to express the hope that you will continue to send along any enquiries, technical or otherwise, you can be assured of the same prompt attention as in the past. The knowledge we have, as designers and manufacturers of your machine is placed at your disposal.

At times, we have found it impossible to supply the required information, or spare part by return, but only on very rare occasions has the delay been attributable to us. We are quite prepared to admit the possibility of a part being temporarily out of stock, no organisation exists which is not subject to this condition, but, as you have discovered, we do not make a practise of delaying repairs, spare part orders or correspondence.

Often the delay has been due to your not supplying sufficient information, in such cases we have requested further particulars, by return. In this letter we shall endeavour to assist you in the enquiry or order, and, in addition, reply to the various points raised by you from time to time. To illustrate we shall take letters of enquiry, and comment, from the Service Manager's mail basket.

SPARES.

The reply to your suggestion of "high price" is the Price List following this letter, every item has been carefully checked, and the figures quoted are the lowest possible consistent with "Quality." By this statement we mean, the use of materials which are the best obtainable, and maximum efficiency in the workmanship, to produce replacement parts by our world famed "Made To Limit" methods. We certainly agree it is possible to produce cheaper parts, but not without employing cheaper materials and labour, this we have not the slightest intention of doing, either in the manufacture of spare parts or the production of Scott Motor Cycles, the high standard of which has been maintained for a period of TWENTY-FOUR YEARS!

As we, and other manufacturers have been pointing out to you, year after year, the purchase of "GENUINE" replacements always pays in the long run. If you feel that you cannot go to the expense of a new part, then, for your own sake, look around for a good second-hand "GENUINE" part which will meet your requirements.

However Busy we may be, there is always time for Courtesy

Why "Hope for the Best?" Buy genuine "SCOTT" and have THE Best.

Now, take a look at this letter, one of many, which refers to replacements listed at only a few coppers each:—

Taunton.

"I am experiencing a lot of trouble with my engine, it is O.K. after decarbonising, for about 500 miles then it is bad to start and constantly mis-fires."

Now this, to us, suggests cylinder base rings, and, if the matter is not given attention, there is, in addition to poor performance, every possibility of bearing trouble, due to the dilution of oil in the crankcase by petrol, therefore, we hasten to reply and, at the same time, request the name of the trader from whom packings were obtained. Now read this:—

"Many thanks for your reply, so promptly forwarded, your suggestion was correct, the packings were NOT "SCOTT" and undoubtedly "duds."

Again:—"Please send me the following (various packings)—recently the petrol consumption has been very high, there has also been violent spitting back through the carb." THE RUBBER BASE RINGS LAST FITTED WERE NOT OF THE STANDARD TYPE!

Now we'll take another. This rider has experienced clutch trouble and requests us to send new thrust pins.

Poynton.

"I may add that I have obtained some, which were cut from a bar of soft metal, these have proved useless."

Well, really, is not that to be expected? These pins are supposed to be made from "nickel" hardened and ground to "close limits" We could continue in this vein, but, the following verse seems to fit:—

There never was a product made,
This fact you must confess,
But what some-one could make it worse
And sell his "junk" for less.

Before leaving the subject of "Spares" we would like to show you that our statement—"24 hours," is more than an advertising phrase, also that the trade is pleased with our service, here's the proof—

Warrington.

"I am as pleased with your after sales service as I am with the performance of your machines, and I shall be more than pleased to recommend both."—P.H.

Stockton-on-Tees.

"I would just like to compliment you on your wonderful service. The parts I ordered on Friday you despatched by return post, you certainly waste no time."—A.P.

Derby.

"Thanks for sending parts for my Scott Flyer, I did not expect to receive same so soon. Yours is splendid after sales service."—V.C.

London.

"Parts for Scott, ordered by wire 23rd inst., duly arrived on morning of 24th. Wonderful workmanship. Perfect fit as delivered. Very prompt. Best thanks."—C. & A. (Traders).

"SERVICE" makes Life worth while

"SERVICE" is the Only Advertisement man can read in the Dark.

Darlington.

"Please accept our best thanks for your letter and for dealing with our order over the telephone so promptly."—W.B. (Traders).

Doldowlod.

"Thanking you for your prompt and excellent service."—W.B. (Traders).

Now this same service is at your disposal but please, do not send your order like this one:—

"Please send me a set of piston rings for a 1929 model."

or this—

"I would like you to send per return a brake cam."

another here—

"Send me a spring for a Super Model."

If you will kindly quote the ENGINE NUMBER, which is stamped on crankcase, and the description of part, as spares list, it will come by return post.

Just for a change, here's a complaint, sounds like trouble for this department:—

"I sent for some parts a week ago but they have not arrived."

Now what's happened? Here is the actual order, in abeyance, well! what would you do? The gentleman forgot to state his address and he also omitted to sign the letter.

REPAIRS.

Yes, we can speedily repair or renovate any part of our manufacture, your local "SCOTT" dealer will tell you this, and there are lots of jobs he can do for you too. You can always find him, look for the sign of "SCOTT SERVICE." We are always prepared to, if required, send along a detailed estimate of costs after examination of the machine or part. Please note the word "detailed," this means that you have a list of all parts which should be renewed, together with the various repair operations. Think how much better this is than "The repairs will cost you about so and so." You can, if you wish, curtail the estimate when giving us instructions but please, don't "cut out" any of the actual "friction parts," we do not include items not essential to road-worthiness.

As in the case of replacement parts, be careful, you may be asking for trouble. Here are reports on parts, sent to us by disappointed riders.

Coventry. Record No. 3598.

Engine ruined by mal-treatment in overhaul, ports altered by filing, bores badly re-ground, pistons non-standard, clearances incorrect, shaft not tight on tapers but assembled with 10 shim washers. Cups forced out of position. This job cost over £10 to put it right.

Blackpool. Record No. 3638.

Engine scrapped by attempted "super-tune" and repair. Cylinder ports filed into base flange causing same to break away, port bridges (designed to retain piston rings) filed away resulting in broken rings and damaged pistons, con-rods weakened by "lightening," causing distortion, and crankcase broken away at transfer bridge due to "port widening."

"GOOD ENOUGH" is rarely Good. We offer the "BEST,"

When reading "CUT PRICE" look for "CUT QUALITY." They are often "STABLE COMPANIONS."

Here's another extract—

London.

"I have a customer who has had his Cylinders messed about. Can you supply a second-hand 596cc. block with pistons complete? If so, what is the price, please?"—Messrs. C. (Traders).

We are very pleased to reply that we can meet the requirements, and at a reasonable figure too, but what a pity the customer took the risk. We could fill a book with complaints relating to repairs, re-grinding, and overhauls by inexperienced repairers,—your local dealer will confirm our statement, just ask him.

RE-GRINDING.

We give this a special heading for emphasis. We have had so many complaints during the past season about "cheap" regrinds that we feel something should be done to warn riders. Here is a case of "constant seizure," another of "terrible knock and rattle," others "no power" and "breakage of rings." Now the defects are actually—

Cylinder and piston distortion.

Lack of sufficient clearance.

Incorrect piston alloys.

No "treatment" of the piston castings, prior to manufacture.

Badly finished bores.

Cylinder bores now out of alignment with the crankshaft.

High compression, caused by the absence of "re-balancing," and pistons not of the correct design for the type.

We have had brought to us Flyer Cylinders which have been ground out to Replica size and fitted with Replica pistons, no attention having been paid to the Stroke. The result of this will be obvious as pistons are not identical in dimensions. On many occasions we have found it impossible to correct and the customer has had to purchase new or second-hand parts. DON'T RUN THE RISK, make certain of a perfect job even if it does cost you a little more. These extracts from letters will interest you—

Hamilton.

With reference to the re-grinding of cylinder and fitting new pistons, allow me to say it has given me every satisfaction. It has enhanced the performance beyond expectation. In fact, I consider myself gifted with a new engine. I cannot find an adequate expression of appreciation for the fine job your firm put out."—D.B.

Grimsby.

"Cylinders you re-ground some time back have proved perfect, the customer is highly delighted and I wish to thank you for the prompt way in which you attended to this job for me."—F.O. (Trader).

Castleford.

"We are pleased to inform you that the whole job is very satisfactory, and your prompt attention is very pleasing."—Messrs. B. (Traders).

Ashford.

"Let you know I received my Cylinder, which you re-ground, and many thanks for the perfect job."—S.E.G.

Well, that's that! We could go on quoting from letters all day, giving you first the "grouse" of the customer after he has had

The "beaten track" to a door does not always denote popularity, remember that COMPLAINTS also leave footprints.

When a Product has imitafors, the Original is always worth a Trial.

a sample of "Cut Price" work, then his appreciative remarks when we have been successful in correcting the assemblies, but believe us, it is no pleasure to correct other people's work in order to make riders realise the difference, and we therefore, entreat you to "LOOK FOR the SCOTT SERVICE SIGN." Although parts may be of similar appearance, they can be of inferior materials, incorrectly dimensioned, (as in the case of pistons, bearings, etc., examined by ourselves and independent inspectors) also, there is a vast difference in the terms "Genuine Scott" and "For Scott." The first ensures "Quality and Perfect Fit" (sounds a bit like a tailor's shop, doesn't it?) whilst the second may only give you "Fits."

CORRESPONDENCE.

Any further enquiries, after the purchase of your machine, are replied to by the Service Department. We have a complete record of each Motor Cycle produced by us since 1909 and can, therefore, supply any information as to the type, manufacture, and possibilities as regards performance, competition work, etc. We have endeavoured to follow up with a record of alteration or modernization of machines, this on information kindly sent along to us by Scott Dealers, but we have all given it up as hopeless, so kindly give as much information as possible when sending your enquiry. We have actually found cases where the engine number has been altered to "bring the model up-to-date," and there are dozens of engines that do not now conform to type, as serial letters stamped on the crankcase. Sometimes we send parts for FZ as requested, then find the size has been altered to FY, other times that the dimensions are in-between our standards.

There is no enquiry too small for our attention. We make it a rule to send out replies on the day of receipt, wherever possible. Some people like to see full letter baskets about all day, just to show how busy they are, we do not! All correspondence is attended to first thing, and replies dictated for the afternoon mail. If necessary, on the score of urgency, they are sent by special messenger to catch the mid-day mail.

This is what we mean—

Kirkcaldy.

"We must now thank you for the courtesy and prompt attention."—J. R. Garage.

Birmingham.

"May I thank you for the information with regard to my machine, and the speed with which you answered my so small enquiry."—H.R.S.

Carlisle.

"Thanking you for the information, and the prompt way in which you sent same."—G.C.B.

London.

"Many thanks indeed, for the interest and courtesy you have always given our letters."—Y.H. (Traders).

After all, that is what we are here for, so why not use us? Remember, the machine is your property, but, it is still our interest and your satisfaction our responsibility.

A WISE Man has his "afterthoughts" FIRST.

Quality remains when price is forgotten.

CALLERS.

Sorry to disappoint, but we have no special staff of repairers waiting to give attention to callers' motor cycles. This does not mean we cannot attend to you when you arrive, but that we may not be able to meet ALL your requirements in the time placed at our disposal. We shall, of course, be very pleased to have you call, and to do all possible for your satisfaction, if the job is more for the attention of the works than your local SCOTT man. We would like you to (if at all possible), drop us a line a few days before your visit, we can then make the necessary arrangement and attend to the model "while you wait." We quite agree that you may not have a lot of time, that's exactly why we do not wish to waste any for you. PLEASE NOTE, we say "for you" not "on you," there is no Service which is considered by us to be a waste of time!

TUNING HINTS.

When you read this heading you doubtless think we should provide a lot of information, and so we will, if you send along your enquiry stating the model and also, the particular class of work for which it is to be used. Has it not struck you that different engines require different treatment in the way of tuning? Let us hasten to assure you that such is the case. Many suggested alterations are supposed to add "miles" on the performance of your machine, so they will, but not M.P.H. or M.P.G., they will actually be miles of slower touring, lower cruising speed, and more petrol to be poured into the tank!

Some of the suggestions are really very good, so they should be, they are those issued by us in reply to enquiries, but, if intended to assist in the tuning of a "Super Model" they are not much good in view of the fact that they were issued to cover the early Replica engines. Yes, we agree the cylinder will look like a Replica, but you must take into consideration such things as Port Timing, Compression Ratio, Type of Piston, etc. The letter shown earlier, under the heading REPAIRS, is connected with just such a case of "Super Tuning."

The point to remember is,—by indiscriminate alteration, you may absolutely ruin the performance of the engine at small throttle openings. Acceleration may take "yards" more, and the only advantage be, a mile or two on the actual maximum, WHEN YOU GET IT, therefore, be advised by the makers of your motor cycle, they are just as keen to assist in the matter of performance, as you are to obtain same. Here are a few tips for the owners of Flyer Models (Engines FZ and FY), assuming same to be in good condition, preliminary attention, as outlined in the "Book of the Scott" given.

ENGINE.—Clear all carbon, polish rods, cranks, piston heads and combustion head, remove carbon from plug ferrule threads. Polish all ports, use a dead smooth file or scraper, do not alter the contour except in the case of the ports around cylinder spigots, these can be "squared" and bridges streamlined. Clear any roughness from the crankcase inlet port and polish same. Enlarge the hole in packing to allow free flow from carburetter. Carefully "ease" any high spots from pistons, check skirt clearance (when new .006 in.), special attention to deflectors, the pistons should be quite clear of cylinder wall at these points. Piston rings should be an easy fit, gaps .008 in., rods perfectly "true."

Even a beggar hesitates to cross a rotten bridge.

A thousand mile journey begins with one step.

Shorten piston skirt by 1/16th in. on inlet side to give earlier opening and increased R.P.M.

Test half compression valves and correct the slightest leakage. When re-assembling, take care to register all packings. Do not fit transfer port gauzes.

Thoroughly clean exhaust system and use GENUINE SCOTT pipe, bend and size of which has been determined by extensive test. **CARBURETTER.**—

Three jet Binks Amal. type—Jets Pilot 35, Centre 50, Main 120. or, when using P.M.S. 2—Pilot 50, Centre 70, Main 170 or 180. Amal. needle type, (Standard)—Racing Jet 180, with P.M.S. 2—

Jet size 200.

Amal. type 29/005. with 1 3/32 in. choke—Jet 200, with P.M.S. 2—

Jet size 325.

NORMAL FUEL.—Pure Benzol and Aviation Petrol in equal quantities.

MAGNETO TIMING.—As standard, see "Book of the Scott."

PLUGS.—For racing, K.L.G. 583 or 346. Lodge BR. 53,

For fast touring K.L.G.-KS5.

LUBRICATION.—For gear, use same quality as for touring. For engine Castrol R. Set feeds to 20 drops per minute, oil level in crankcase to be slightly lower than top of well. When cylinder wall oiling is not fitted, add a little Castrol XXL to petrol, about 1/4 pint per gallon.

GEAR RATIOS.—These are best found by test, suggestions are:—with 498cc. engine—18 tooth, and with 596cc. engine—20 tooth counter-shaft sprocket.

GENERAL.—Careful alignment and adjustment of chains, also Lubrication. Avoid over-tightening of wheel bearings, do not over-fill with grease and by so doing impair the efficiency of brakes. Adjust brakes accurately, see they do not "rub" when "off." Find the most suitable tyre pressures by careful experiment. Regular check of all nuts and bolts, particular attention to such vital parts as—Brake torque anchor bolts, steering damper fixing, gear operation rods and parts.

Space will not permit our detailing all points, and "hints" on other types, but your enquiry will receive every attention.

A FEW FINAL REMARKS.

DO NOT ALTER YOUR ENGINE BEFORE HAVING THE MAKERS' ADVICE.

LOOK FOR THE "SCOTT" SIGN AND OBTAIN GENUINE REPLACEMENTS.

HAVE YOUR REPAIRS EXECUTED BY ACCREDITED REPAIRERS.

ALWAYS QUOTE THE ENGINE NUMBER AND SERIAL LETTERS.

And lastly, make every use of this department, we are,

At your service,

The Scott Motor Cycle Co.

SERVICE MANAGER.

SPARE PARTS PRICE LIST.

1927-1936 Flyer-Tourer-De Luxe and Replica Models.

ENGINE

Pz 2873.

Part No.	Description	£	s.	d.
1007C	Induction Packing ... ..	...	...	2
1007G	Induction Pipe Stud Nuts ... ..	...	...	1 1/2
✓ 1010	Crankcase Door Packing	each	3	0
✓ 1012	Crankcase Door Straps	each	2	0
1014	Crankcase Door Stud Nuts	each	3	0
1023	Crankcase Door Stud Clamping Nuts	each	4	0
1017	Oil Pipe Union	each	6	0
1031A	Crankshaft Bolt Nut ... ..	...	3	0
✓ 1035A	*Crankpin Bush ... ..	...	4	6
1037	Main Bearing Rollers	each	2	0
✓ 1038A	Con. Rod Bearing Rollers	each	3	0
1043	Crankpin Screw, R.H. thread for left crank	...	2	8
1044	Crankpin Screw, L.H. thread for right crank	...	2	8
1045	Large Hole Roller Plate	each	1	0
1046	Small Hole Roller Plate	each	1	0
✓ 1048A	Connecting Rod complete	1	2	6
✓ 1049A	*Connecting Rod Chrome Ring (ret. rod for fit.)	...	6	0
✓ 1050A	Connecting Rod Small End Bush Screw	each	0	1/2
✓ 1050B	Connecting Rod Small End Bush ... ..	...	2	6
✓ 1052K	Pistons 498 c.c. with Stops (Right or Left)	...	13	0
1052L	Pistons 596 c.c. with Stops do. do.	...	13	0
✓ 1053D	Gudgeon Pin	each	3	0
✓ 1053E	Gudgeon Pin Caps	each	6	0
✓ 1055E	Piston Rings	each	1	6
1056B	Piston Rings Stops	each	6	0
1059P	Cylinder Head Screwed Ferrule	1	6	0
1059Q	Cylinder Head Screwed Ferrule Nut	9	0	0
✓ 1059R	Cylinder Head Ferrule Washer	4	0	0
✓ 1061A	Cylinder Head Rubber Washer	4	0	0
1065B	Water Pipes (Outlet)	9	0	0
1065C	Water Pipes (Inlet)	9	0	0
1066	Half Comp. Valve, complete with Seat	...	4	0
1067	Half Comp. Valve Lock Rings	each	9	0
1075A	Cylinder Holding Down Bolt Washer	2	0	0
1075B	Cylinder Holding Down Bolts	each	1	0
✓ 1080	Cylinder Base Rubber Rings	per pair	6	0
✓ 1081	Cylinder Base Linen Rings	per pair	3	0
1082	Transfer Port Covers	each	4	6
1083	Transfer Port Cover Bolts	each	4	0
1085	Leaded Gauzes	each	10	0
1087	Transfer Port Gauze Packings	each	1	0
1089	T'sfer Pt. Gauze Complete with packings	each	1	0
3028	Induction Pipe Studs	each	3	0
4001A	Crankcase complete with Cups, Oil Pipes, Studs	8	10	0
4007	Crankcase Doors	each	4	9
4008	Crankcase Door Studs	each	6	0
4009	Oil Pipe connection ... ..	...	10	0
4010	Front Fixing Bolt ... ..	...	2	0
4011	Bottom Fixing Bolt ... ..	...	2	0
4012	Top Fixing Bolt ... ..	...	2	0
4013	Top Fixing Distance Piece (Complete)	...	5	6
4016	Flywheel complete	2	18	0
4017	Flywheel Sprocket Rivets, per set of 6	...	1	0
4018	Flywheel Sprocket, L.H. (Gear) ... ..	...	5	3
4019	Flywheel Sprocket, R.H. (Magneto)	...	5	3
4020	Flywheel Key ... ..	...	1	0
4022	*Main Bearing Bush ... ..	...	4	6
4024A	Crank, L.H., with bushes and screwed collar	1	7	6

Engine—continued

Part No.	Description	£	s.	d.
4028A	Crank, R.H., with bushes and screwed collar ...	1	7	6
4028	Crankshaft Bolt and Nut ...		2	3
4030	Packing Glands ... each		6	0
4032	Packing Gland Spring ... each			4
4034	Screwed Collar, R.H. ...		2	6
4036	Screwed Collar, L.H. ...		2	6
4038	Crank Packing Washer ...			1
4050	Cylinders only, 498 c.c. ...	6	10	0
4051	Cylinders only, 596 c.c. ...	6	10	0
4052	Water Cooled Head ...	15		0
4064	Half Compression Actuating Arm ...		2	2
4082	Fixing Bolt Washers ...			2
4106	Exhaust Pipe Fixing Bolts ... each			3
4108	Induction Pipe ...		7	6
4086	Fixing Bolt Nut ...			6
1007G	Induction Pipe Nuts ... each			1½
4007B	Crankcase Door and Bush (R.H. side, for Oil Pump ...	10		0
4092	Oil Pump driving spindle and disc ...	10		0
L105	Crankcase Drain Plugs ... each			9

For Detachable Head Parts see Page 23.

EXHAUST PARTS

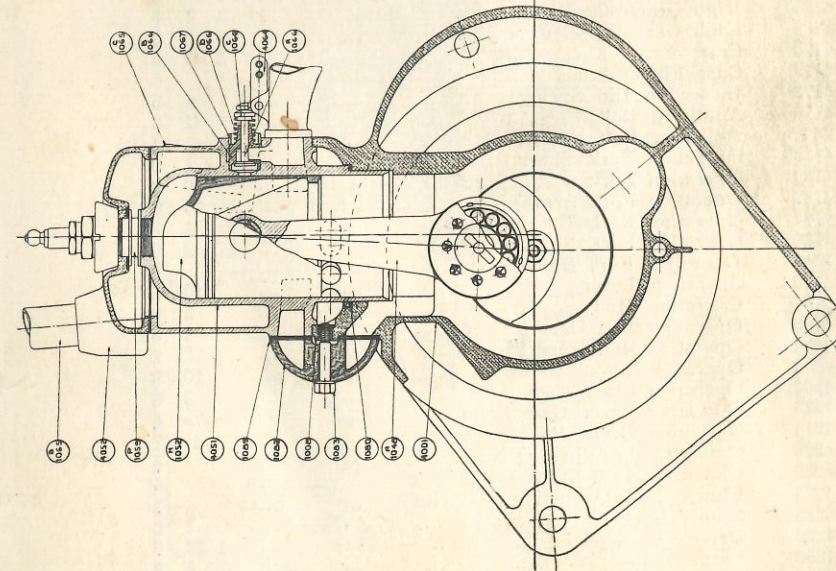
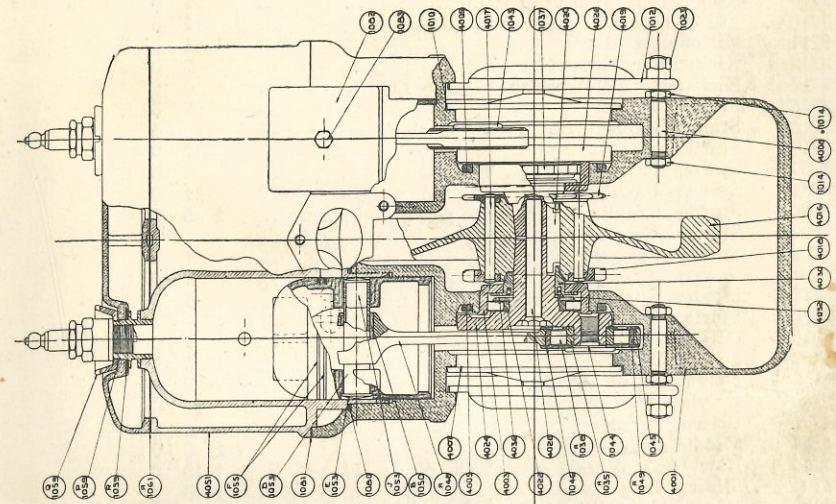
4660	Front Silencer, complete ...	1	0	0
4673	Exhaust Pipe (Tourer) ...		9	0
1257	Silencer Long Bolt ...	1		0
1275A	Silencer Long Bolt Nuts ... each			1
1258B	Silencer End Caps (R. or L.)... each		5	0
4676*	Tail Silencer, Burgess black finish ...	15		0
4676a	" " chrome finish ...	1	5	0
4679	Tail Silencer Clip to Frame ... each		1	3
1270D	Tail Silencer Clip Bolt and Nut ... each			6
4667	Fan Tail ...		4	6
	Replica " 2 in 1" Exhaust Pipe ...	2	0	0
	Exhaust Gasket ...		1	0
4670A	Manifold Sleeve Nut (Centre) ...			5

*Adaptors can be supplied for earlier machines, quotations on application.

GEAR

3008	Case Fixing Stud Nuts ... each			7
3604	Cover ...	2	7	6
3602	Cover Studs ... each			3
3605	Cover Studs Sleeve Nuts ... each			7
3606	Cover Dowel Pins ... each			2
3607	Cover Stud Washers ... each			1
3038	Driving Sprocket Bracket Bolts ... each			6
3008	Driving Sprocket Bracket Nuts ... each			4
3009	Driving Sprocket Bracket Washers ... each			2
3042	Driving Sprocket Nut ...	1		6
3609A	Inspection Lid ...	2		0
3610	Inspection Lid Spring Screw ...			2
3612A	Inspection Lid Packing ...			4
3613	Main Shaft ...	1	5	9
3054	Main Shaft Races ... each		11	9
3614	Layshaft (State No. of Teeth) ...	2	15	0
3061	Layshaft Races ... each		8	9
3617	Low Gear Wheel Bush ...			2
3618	Middle Gear Wheel (State No. of Teeth) ...	1	16	6
3620	Middle Gear Wheel Bush ...		3	6
3621	Middle Gear Wheel Dog Nut ...		1	9
3728	Middle Gear Dog Locking Washer ...			1
3733	High Gear Wheel Steel Bush ...		3	0
3741	High Gear Wheel Case Bush Screw ...			3
3745	High Gear Wheel Shaft Bushes ... each		2	0
3650	Clutch Worm ...		6	6
3651	Clutch Worm Lever ...		7	6
3652	Clutch Worm Lever Thrust Washer ...		2	0
1446	Clutch Worm Lever Return Spring ...			4

SPECIAL NOTE.—Please Quote Engine No. when Ordering Spares.

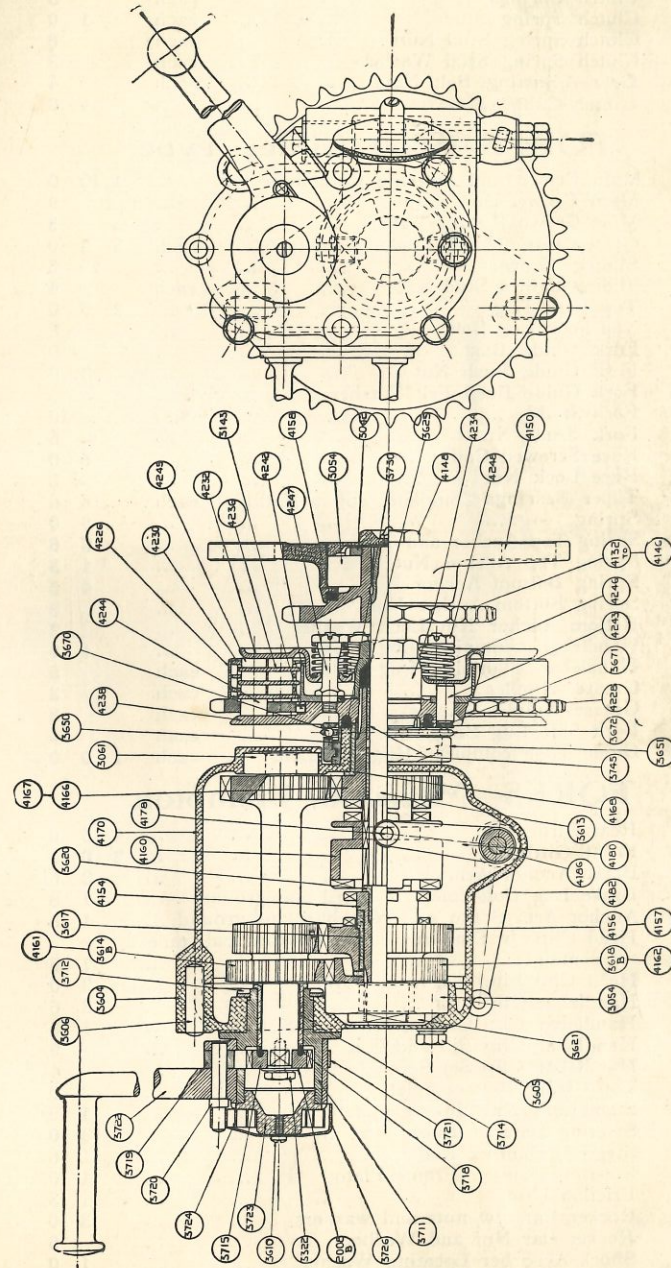


The 596 c.c. Flying Squirrel Engine, in end and side sections. The part-numbers correspond to those in the Spare-parts List.

Crankcase Cups and Connecting Rod Big End Bushes are not supplied separately. Fitting of these must be carried out at the works. Exception is only made in the case of overseas riders to prevent delay.

Gear—continued

Part No.	Description	Quantity	£	s.	d.
3143	Race Plate Rollers	each			2
3731	Clutch Return Spring Anchor	...			9
3670	Thrust Balls	per gross	3	2	
3671	Thrust Washer	...	2	3	
3672	Thrust Ball Cage	...	2	6	
3710	Kickstarter Stop prior 1935	...	1	0	
3710A	1935/6 type Kickstarter stop (both pieces)	...	1	6	
3711	Kickstarter Boss	...	1	1	0
3712	Kickstarter Boss Nut	...	2	0	
3714	Kickstarter Boss Bush	...	4	6	
3715	Starter Ratchet	...	2	3	
3716	Starter Ratchet Bolt	...	4		
3719	Starter Pawl	...	2	0	
3720	Starter Pawl Pin	...		6	
3721	Starter Pawl Spring	...	1	0	
3722	Starter Crank complete with pawl, pin, spring	...	1	5	0
3742	Starter Crank Rubber	...	1	2	
3723	Starter Screwed Cap	...	4	6	
3724	Starter Spring	...	2	0	
3726	Starter Spring Cover	...	1	3	
3610	Starter Spring Cover Screw	...		2	
3098	Oil Boss Plug	...	1	0	
4132	Driving Sprocket, (State No. of Teeth)	...	1	5	6
4148	Driving Sprocket Bracket Cap	...		2	6
4150	Driving Sprocket Bracket	...	11	6	
4152	Grease Nipple	...		3	
4154	Middle Gear Dogs	...	1	0	0
4156	Low Gear Wheel, (State No. of Teeth)	...	1	10	0
4160	Sliding Dog	...	1	0	0
4162	Middle Gear Wheel (State No. of Teeth)	...	1	16	6
4166	High Gear Wheel ditto	...	1	7	6
4168	High Gear Wheel Case Bush	...	5	0	
4170	Case	...	3	5	0
4172	Case Fixing Studs	...		4	
4173	Inspection Lid Spring	...		6	
4176	Adjusting Bolt	...	1	0	
4177	Adjusting Bolt Nut	...		7	
4178	Operation Fork Shoes	...	1	0	
4180	Operation Fork	...	10	0	
4182	Operation Fork Arm	...	10	0	
4184	Operation Fork Bushes	...	1	6	
4186	Operation Fork Spindle	...	2	0	
3008	Operation Fork Spindle Nut	...		4	
4190A	Operation Lever	...	10	6	
4194	Operation Rod	...	2	6	
4196	Operation Rod Head (Fixed)	...	1	6	
4200	Operation Rod Head Pin	...		2	
4202	Operation Lever Gate	...	10	6	
4204	Operation Lever Cap	...	2	6	
1225	Operation Lever Gate Bolts	...		4	
4214	Operation Lever Ball	...		7	
4220	Clutch Cable Adjusting Nut	...		4	
4222	Clutch Cable Adjusting Bolt	...		4	
4224	Clutch Cable Adjusting Bolt Nut	...		2	
4226	Clutch Band	...	1	6	
4228	Driven Sprocket	...	1	10	0
4230	Large Plates	each	4	0	
4232	Outer Plate	...	7	6	
4234	High Gear Wheel Nut	...	2	0	
4235	High Gear Wheel Lock Washer	...		2	
4236	Small Plates	each	2	0	
4238	Race Plate	...	1	17	6
4240	Race Plate Roller Cage	...		2	3
4242	Small Plate Driving Ring	...	6	0	
4243	Thrust Pins	each		3	
4244	Asbestos Inserts (Large) 40 per set	each		1	



The 1930 Gear Box in plan section, and in elevation. The part-numbers correspond with those in Spare-parts List.

Gear—continued

Part No.	Description		£	s.	d.
4245	Asbestos Inserts (Small) 126 per set ...	each			1
4246	Clutch Springs (State Diameter) ...	each			5
4247	Clutch Spring Studs ...	each	1	0	
4248	Clutch Spring Stud Nuts ...	each			8
4249	Clutch Spring Stud Washers ...	each			3
4177	Gear Adjusting Bolt Nuts ...	each			4
	Clutch Cable complete ...		4	0	

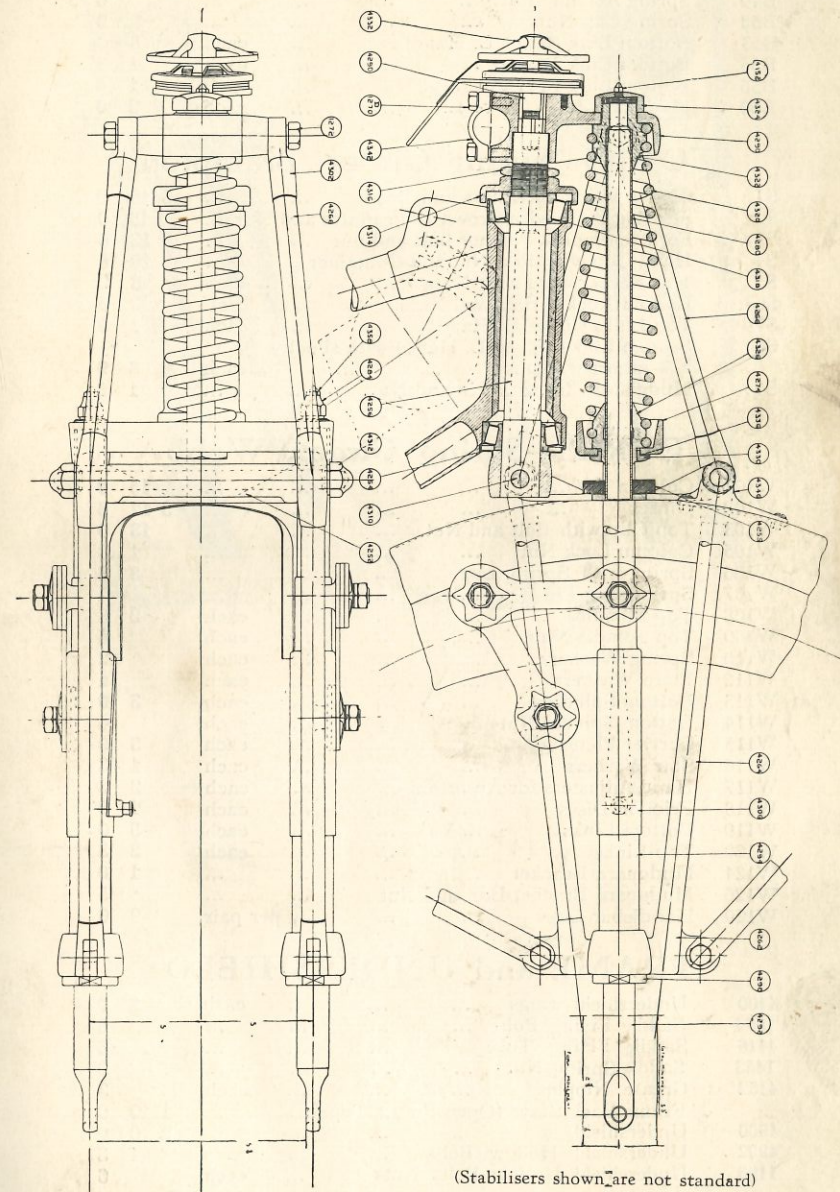
FORKS—Scott Girder Type

4252A	Main Crown and Steering Column ...		1	10	0
4254	Main Crown Dust Cap ...				9
4255	Main Crown Rubber Buffer ...				3
4261	Girder Assembly (R. and L. Hand) ...	each	3	5	0
4274	Sliding Crown ...		12	6	
4284	Sliding Crown Stud Nuts ...	each			4
4286	Top Fork Lug ...		2	0	0
4290	Top Fork Lug Bolt ...				8
4294	Fork Guide Bush ...				8
4298	Fork Guide Bush Nut ...		3	6	
4300	Fork Guide Bush Felt Washer ...				3
4310	Fork Studs ...				10
4312	Fork Stud Nuts ...				6
4314	Race Screwed Cap ...		6	0	
4316	Race Lock Nut ...				8
4318	Taper Bearings Complete (Top or Bottom) ...	each	18	6	
4320	Spring ...				5
4322A	Spring Top Anchor and Tube ...				6
4324	Spring Top Anchor Nut ...		1	3	
4326	Spring Bottom Anchor ...		4	6	
4330	Spring Bottom Anchor Nut ...				8
4336	Bottom Anchor Nut Lock Washer ...				3
4342	Handlebar Clamping Lug ...		4	0	
1292D	Handlebar Clamping Lug Bolts ...	each			5
4152	Grease Nipples ...	each			3
4357	Grease Nipples (Angle) ...	each			3
1272	Fork Side Lug Bolts ...	each			4
4274A	Guide Tube complete (Right or Left) ...	each	1	0	0

FORKS—Monarch, Brampton

B1234	Rear Girder ...		4	5	0
B5678	Front Girder ...		2	0	0
B10	Brake Anchor Arm ...				3
B11	Brake Lug Bolt complete, hard and ground ...		1	8	
B12	Anchor Arm Screw and Nut, hard and ground ...		1	8	
B15	Head Clip c/w Pin, sleeve and nut and ball race container... ..				7
					6
B16	Head Clip Pin, Sleeve and Nut ...				2
B19	Handlebar Clip ...				3
B20	Handlebar Clip Cap ...				6
B21	Handlebar Clip Pin and Nut ...		1	0	
B22	Handlebar Clip Set Screw ...				9
B23	Top Girder Bolt complete ...		3	0	
B27	Stem Lock Nut chrome plated ...				1
B28	Steering Damper Knob ...				8
B30	Steering Damper Rod ...		3	0	
B31	Steering Damper Frame Plate ...				1
B34	Friction Disc ...				6
B35	Rocker Bar c/w nuts and washers ...		1	3	
B36	Rocker Bar Nut and Washer ...				3
B39	Shock Absorber Locating Washer ...		3	0	
B40	Shock Absorber Friction Disc ...				6
B41	Pressure Plate ...				8
B42	Pressure Plate Spring ...				1
B43	Shock Absorber Link ...		1	0	
B44	Adjusting Screw ...		2	0	
					3

The Scott Girder Forks.



(Stabilisers shown are not standard)

Forks—Monarch, Brampton—continued

Part No.	Description	£	s.	d.
B46	Lock Nut ... ..	...	...	3
B47	Wing Nut ... ..	...	1	0
B48	Compression Spring ... ..	...	6	0
B49	Spring Anchor Bolt ... ..	...	6	6
B52	Spring Cap Nut ... ..	...	9	9
B53	Bottom Link (R. or L. Hand)	each	5	0
B55	Bottom Link Bushes	each	1	8
B56	Bottom Link Pins and Nuts	each	1	4
B60	Mudguard Lugs (R. or L.)	each	2	6

FORKS—Spring Girder, Brampton

S1	Girder with Lubricators and Clips	3	10	0
S2	Steering Stem with Crown Lug, Plates and Nut	15	0	0
S3	Fork Spring c/w Anchor bolt and nut	12	6	6
S4	Head Clip with Pin, Nut and Container	10	6	6
S5	Top Rocker Bars with Nuts	each	3	0
S6	Bottom Rocker Bars and Nuts	each	3	0
S7	Top Links (R. or L. Hand)	each	1	9
S8	Bottom Links (R. or L. Hand) with shock absorber plates	each	3	9
S9	Mudguard Clip with Pin and Nut	1	8	8

FORKS—Spring Girder, Webb

W101	Column	15	0	0
W102	Girder	3	17	6
W103	Top Clip with Bolt and Nut	13	0	0
W105	Column Lock Nut	1	3	3
W106	Spring with Spring Lug	8	6	6
W107	Spring Lug Pin	4	4	4
W108	Top Spindles	each	2	3
W109	Top Spindle Nuts	each	4	4
W110	Spring Washers	each	2	2
W112	Plain Washers	each	1	1
W113	Bottom Spindles	each	3	0
W114	Bottom Spindle Nuts	each	4	4
W115	Carrier Plates	each	3	9
W116	Star Washers	each	1	3
W117	Hand Adjusters for Absorters	each	2	3
W118	Friction Discs	each	1	9
W119	Bottom Links	each	5	0
W120	Top Links	each	2	3
W124	Mudguard Bracket	1	0	0
W126	Mudguard Bracket Bolt and Nut	5	5	5
W129	Handlebar Lugs	per pair	9	6

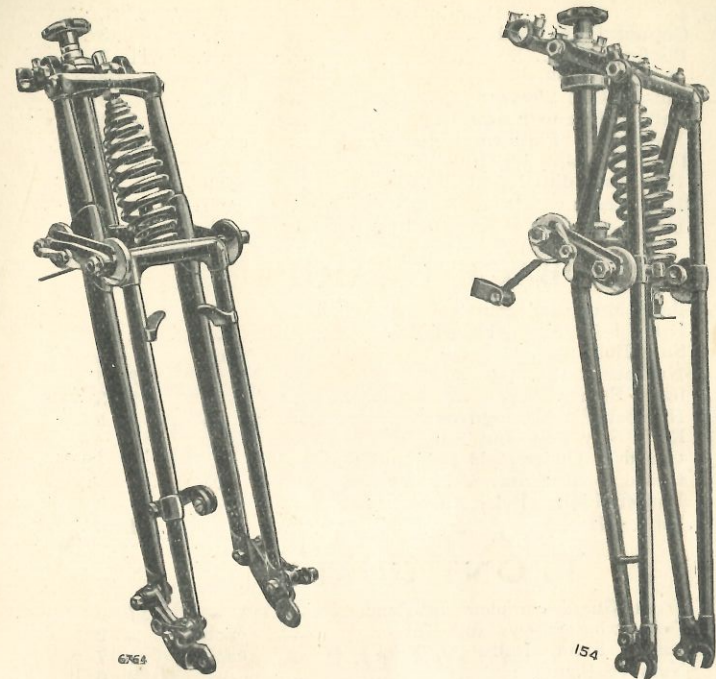
FRAME and UNDERSHIELD

4400	Undershield Lugs	each	2	0
1564	Saddle Fixing Bolt ... ..	...	6	6
4416	Saddle Fixing Tube ... ..	...	6	6
1453	Saddle Spring Nut ... ..	...	3	3
4152	Grease Nipples	each	3	3
	Frame Back Stays (Open Frame Type) ... ..	...	1	10
4900	Undershield ... ..	...	2	0
4902	Undershield Hollow Bolts	each	1	3
1196	Undershield Hollow Bolts Nuts	each	6	6

MAGNETO

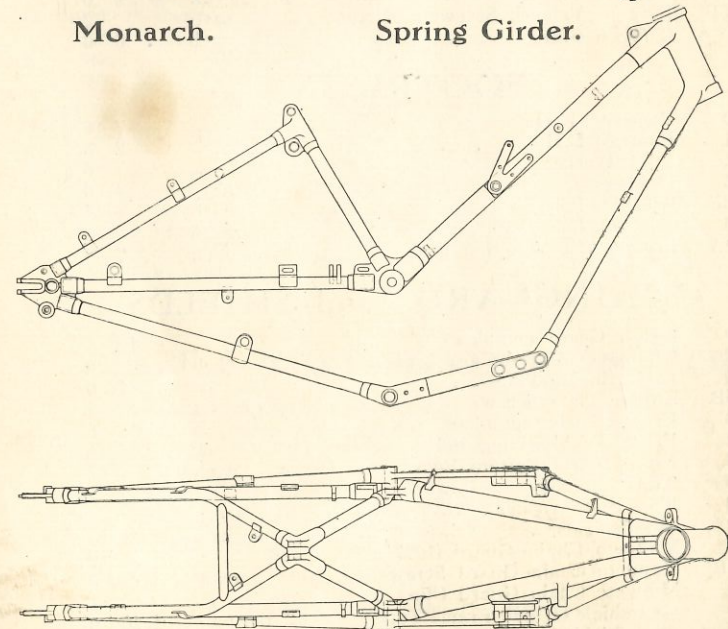
4842	Magneto Sprocket ... ..	...	3	9
4843	Magdyno Sprocket ... ..	...	3	9
4844	Cut-out Ebonite Bush ... ..	...	3	3
4846	Cut-out Clip ... ..	...	3	3

Brampton Forks.



Monarch.

Spring Girder.



The Scott Frame.—The top-tube (not shown) carries the petrol tank and is readily detachable.

1931-1933 Models except Replica are fitted with Single Seat Tube and Single Main Down Tube. Tank being carried on a bracket bolted to the Single Seat Tube.

Magneto—continued.

Part No.	Description	£	s.	d.
4850	Cut-out Brass Bush ... ..	...	...	3
4852	Platform	11	0	
4843	Platform Bolts	each	4	
4856	Cut-out Clip Sleeve ... ..	...	3	
4859	Battery Box to Frame Clip ... ..	...	6	
1270D	Magneto to Platform Bolts	each	4	
1192J	Platform Adjusting Stud ... ..	...	4	
1206	Platform Adjusting Stud Nuts	each	1	
1333	H. T. Leads with Plug Terminal Clip	each	2	6
1332	H. T. Lead Plug Terminal Clips complete	each	1	3

BACK GUARD

4920	Back Mudguard complete with Stays	1	5	0
4925	R.H. Rear Stay (Detachable) ... ..	...	1	3
4926	Stay Bolts	each	3	
4932	Number Plate... ..	...	2	0
4934	Back Stand Clip ... ..	...	2	3
4936	Number Plate (Magdyno) ... ..	...	2	6
3322	R.H. Stay Bolt and Nut ... ..	...	4	
3322	Guard to Undershield Bolt and Nut ... ..	...	4	
3322	Guard to Seat Stay Bolt and Nut ... ..	...	4	
3308	Bottom Fixing Bolts Nut ... ..	...	3	
	Lifting Handle ... ..	...	1	6

FRONT GUARD

4940	Front Guard complete unvalanced	17	6	
1275B	Top Fixing Screws and Nuts	each	2	
1548R	Bottom Fixing Bolts and Nuts	each	7	
1314E	Number Plate ... ..	...	2	0
1275B	Stay to Valance Screws and Nut	each	2	
	Tubular Stay	each	5	0

FOOTRESTS

4580	Footrest R.H. ... ..	...	7	6
4581	Footrest L.H. ... ..	...	7	6
4574	Stud Washer ... ..	...	6	
4592	Rubbers	each	1	0
1192F	Bracket Bolts	each	4	
1453	Bracket Bolt Nuts	each	3	
4594A	Footrest Bracket and Stud	each	7	6

CHAINGUARDS and SHIELDS

4960	Chain Guard complete	12	6	
3322	Chain Guard Bolts and Nuts	each	4	
5125	L.H. Engine Plate ... ..	...	1	0
1275B	Engine Plate Screws ... ..	...	1	
4990	Front Shield complete ... ..	...	7	6
4992	Front Shield Fixing Bolt ... ..	...	10	
4993	Front Shield Bottom Bolts	each	2	
1453	Top Bolt Nut ... ..	...	1	$\frac{1}{2}$
4994	Top Bolt Washer ... ..	...	1	
5052	Windshields	per pair	17	6
5000	Magneto Chain Guard (1927/9 Type) ... ..	...	6	0
1275B	Magneto Chain Guard Screws and Nuts	each	2	
4859	Magneto Chain Guard Clip ... ..	...	2	
	Gearshields (Open Frame Type)	per pair	1	10
	Gearshields (Replica Type)	per pair	1	7

SADDLE

5090	Saddle complete	Price on Application		
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CHAINS

Part No.	Description	£	s.	d.
5070	Gear Driving Chain, $\frac{1}{2}$ " x 305 (State No. of Links)	9	0	
5072	Magneto Driving Chain, $\frac{1}{2}$ " x 192 (Do.)	3	6	
5074	Back Driving Chain, $\frac{1}{2}$ " x 380 (Do.)	16	9	
Parts for Back Chain.				
1301	Three Link Repair Length, including Cranked Link	...	9	
1302	Spring Link ... ..	...	4	
Parts for Gear Chains.				
1307	Three Link Part, including Cranked Link ... ..	...	9	
1308	Spring Link ... ..	...	4	
Parts for Magneto Chains.				
1312	Cranked Link ... ..	...	6	
1313	Spring Link ... ..	...	2	

STANDS

4550	Back Stand complete	1	5	0
4566	Back Stand Spring Washers	each	1	
4572	Back Stand Bolts	each	4	
4574	Back Stand Bolt Washers	each	2	
1014	Back Stand Bolt Nut	each	3	
	Front Stand complete ... ..	...	15	0
	Front Stand Bushes	each	9	

HANDLEBARS

4702	Handlebars	12	6	
4704	Handlebar Grips (Rubber) per pair	3	3	

RADIATOR

4680	Radiator	5	15	0
4682	Radiator Top Fixing Strap give dimensions	2	0	
4684	Top Fixing Strap Fixing Bolt	3		
4686	Water Inlet Tube	2	0	
4690	Water Outlet Tube	10		
4692	Fixing Bolts	each	6	
1007G	Fixing Bolt Blind Nuts	each	3	
1320B	Overflow Flex ... ..	...	6	
1320C	Overflow Flex Clip to down tube ... ..	...	1	
1320D	Buffer Cup Washers	each	3	
1320E	Buffers	each	3	
1320F	Bolt Rubber Tubes	each	3	
1321A	Fixing Bolt Nuts	each	1	
1453	Strap Bolt Nuts	each	1	
4680A	Radiator Filler Cap	4	6	

HALF COMPRESSION CONTROL

4802/4	Anchor Hooks	2		
4806	Inner Cable and Nipple	2	0	
1444	Anchor	5		
1445	Spring (strong)	5		
1446	Spring (weak)	4		
1449	Adjusting Bolt	6		
1489	Inverted Lever Complete	4	6	
1489A	Inverted Lever Screw	2		

BACK WHEEL

4710	Wheel complete with Brake	6	15	0
4712	Rim (unenamelled)	8	0	
4714	Spokes and Nipples per doz.	2	0	
3466	Adjusters	each	1	4
1368A	Adjuster Caps	each	4	
1368B	Adjuster Nuts	each	1	$\frac{1}{2}$

BACK BRAKE

Part No.	Description	£	s.	d.
4490	Rod	4	6	
4494	Rod Spring		3	
4496	Rod Adjustable Head	5	6	
4500	Adjustable Head Nut	2	6	
4502	Rod Fixed Head	2	6	
4506	Anchor Bolt	1	3	
4510	Anchor Bolt Nut		6	
4516	Pedal	10	0	
4518	Pedal Lever	4	0	
4200	Rod Head Pins		4	
3383	Rod Head Pins		3	
1465	Return Spring		5	
1014	Pedal Lever Nut		3	

CUSH HUB TYPE

T215	Rear Hub Shell, with Lubricator Nipple ...	1	10	0
T182	Rear Hub Brake Drum	10	0	
T216	Rear Hub Lubricator Nipple		6	
T217	Rear Hub Spindle	3	6	
T218	Rear Hub Taper Bearing	8	6	
T219	Rear Hub Spindle Distance Washer		3	
T194	Rear Hub Felt Washer		4	
T220	Rear Hub Bearing Retaining Nut		4	
T193	Rear Hub Dust Cover		9	
T221	Rear Hub Cover Plate, with Anchor Plate, Cam Bush and Oil Baffle	7	6	
T204	Rear Hub Cover Plate Lock Nut		4	
T222	Rear Hub Operating Cam and Lever	2	6	
T223	Rear Hub Brake Shoe with lining	7	6	
T197	Rear Hub Brake Shoe Lining and Rivets per pair	3	6	
T201	Rear Hub Brake Shoe Spring		6	
T224	Rear Hub Brake Shoe Pin		6	
T225	Rear Hub Brake Shoe Pin Distance Washer		2	
T226	Rear Hub Brake Shoe Pin Washer		1	
T227	Rear Hub Brake Shoe Pin Nut		4	
T228	Rear Hub Driving Sprocket	18	0	
T206	Rear Hub Driving Sprocket Lock Ring	2	3	
T207	Rear Hub Driving Sprocket Rubber Blocks each	1	0	
T208	Rear Hub Driving Sprocket Studs and Nuts each		6	
T189	Rear Hub Spindle Nut		8	
T190	Rear Hub Spindle Washer		2	

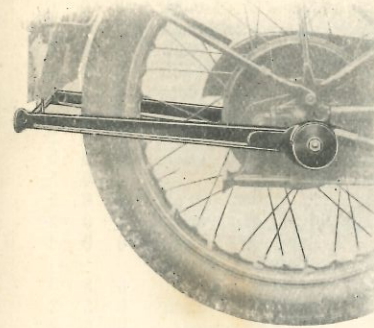
NON-CUSH HUB TYPE

NC2	Taper Roller Bearings complete ... each	8	6	
NC3	Rear Hub Spindle	2	6	
NC4	Spindle End Nuts each		6	
NC5	Spindle End Nut Washers each		3	
NC6	Packing Nut		6	
NC7	Lock Nut		5	
NC8	Distance Bush		3	
NC9	Hub Dust Caps complete each	1	2	
NC10	Chainwheel Bolts and Nuts each		6	
NC11	Chainwheel only	12	6	
NC12	Anchor Plate complete	8	9	
NC13	Brake Cam and Nut	3	0	
NC14	Brake Cam Lever		9	
NC15	Brake Shoes with Linings per pair	12	0	
NC16	Brake Linings and Rivets per pair	3	6	
NC17	Cross Springs each		4	

FRONT WHEEL

4740	Front Wheel complete with Hub, less Tyre ...	4	5	0
4742	Rim (unenamelled)		8	0
4744	Spokes and Nipples per doz.		2	0

1934 Improvements for Converting Earlier Models.

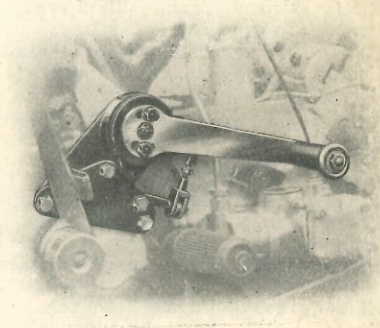


SPRING UP BACK STAND ATTACHMENT

Spring up Stand. No rattles when riding. A specially designed clock type spring is housed in a neat box and totally concealed, the tail extension of the box fitting in the recess of the Stand leg. Can be fitted by a novice in a few minutes. Special tool to wind up the spring, giving correct tension is supplied.

NOTE—It fits to your existing rear stand.

Price 12/6 complete.



FOOT CHANGE GEAR CONVERSION SET

Changing gear is affected by depressing the Foot lever to change up, and raising to change down. As the lever is released, it is returned by a spring device to the central position, which is adjusted to suit the rider's convenience. In practice it is found that by manipulating the throttle and clutch while operating the foot lever, it is possible to obtain a perfectly silent change under all conditions.

Price £4-10-0.

SPARE PARTS PRICE LIST.

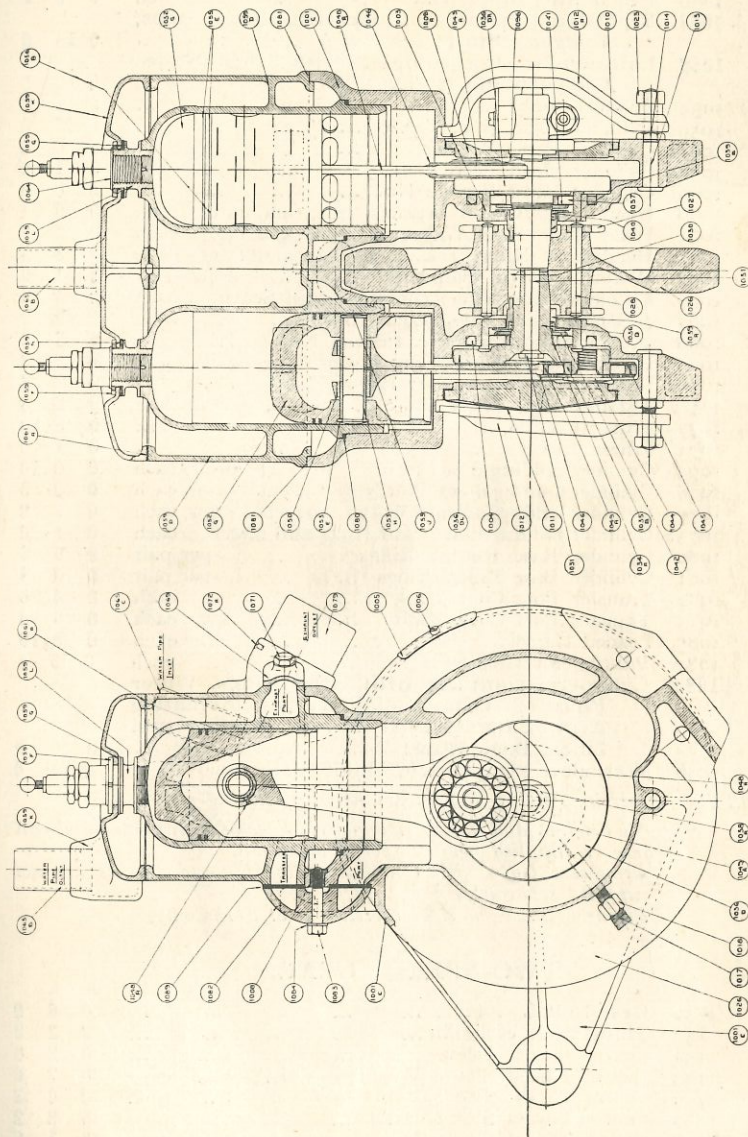
1926 Flyer - 2 and 3 Speed Super and Earlier Models.

ENGINES.

Please state Engine number and the Part List No. with all orders.

Code Word.	Part No.	Description	Price
			£ s. d.
	1001	Crankcase, complete with cups fitted	7 0 0
Edeta	1007	Inlet Pipe Bush	0 0 5
Eduzo	1008	Port Cover Bolt Bushes	0 0 6
Edven	1009	Crankcase Doors	0 4 0
Edyoa	1009a	Crankcase Door for Mechanical Pump	0 4 0
	1010	Crankcase Door Packing	0 0 3
Efaze	1011	Aluminium Door Covers	0 1 3
Efiti	1012	Door Straps	0 2 0
Efovo	1012a	Crankcase Door Strap, cranked for Large Pump...	0 2 0
	1012b	Crankcase Door Strap, cranked for Small Pump...	0 0 6
Eftef	1013	Strap Bolts	0 0 3
Ifwoa	1014	Strap Nuts	0 0 7
Egezi	1016	Oil Pipes in Crankcase	0 0 6
Egote	1017	Oil Pipe Unions	0 4 6
Egwot	1019e	Large Engine Bolts	0 0 6
	1019f	Large Engine Ferrules	0 0 9
	2021	Large Engine Nuts	0 0 5
Egyas	1021	Small Engine Bolts (Long, 1923 and prior)	0 0 5
Egyel	1021a	Small Engine Bolt (Short, 1923 and prior)	0 0 5
Egyin	1021b	Small engine Bolt (1924)	0 0 2
Egyol	1022	Small Engine Nuts (1923 and prior)	0 0 4
Eheso	1023	Shoulder Nuts	0 0 4
Ehiny	1025	Crankcase, complete with Cups, Bushes, Back Plate and Oil Pipes fitted	8 5 0
Ehupe		Engine Sprockets	0 5 3
Ekuro	1027	Engine Sprockets	0 0 8
Eknat	1028	Sprocket Rivets	2 18 0
Ekoso	1029	Flywheel, complete with Sprockets fitted	0 1 0
Ekpel	1030	Flywheel Key	0 2 3
Ekrot	1031	Crankshaft Bolt and Left-hand Nut	0 4 6
	1034	Main Bearing Bushes for Cranks	0 4 6
	1035	Crankpin Bushes	0 4 6
Ekuno	1036	Right-hand or Left-hand Crank, complete with Bushes and Screwed Collar	1 7 6
	1037	Engine Rollers, " x 1/4"	0 0 2
Elexa	1038a	Engine Rollers, " x 3/8"	0 0 3
		Packing Glands	0 4 0
Elner	1039	Packing Glands, Mechanical Pump type (R or L)	0 4 0
	1039	Packing Gland Springs	0 0 4
Elora	1040	Right-hand Screwed Collar	0 1 0
Eouse	1041	Left-hand Screwed Collar	0 1 0
Emaso	1042	Right-hand Crank Pin Screw, for Left-hand Crank	0 2 8
Emena	1043	Right-hand Crank Pin Screw for Mechanical Pump	0 2 8
	1043a	Left-hand Crank Pin Screw, for Right-hand Crank	0 2 8
	1044	Roller Plates (large hole)	0 1 0
Emixy	1045	Roller Plates (small hole)	0 1 0
Emopa	1046	Thin Crank Washers	0 0 1
Empor	1047	Small End Phosphor Bronze Bushes, with 5BA Screw	0 2 6
Emset	1050	Connecting Rod, complete with Bushes right-hand or left-hand	1 2 6
Enjor	1051	Pistons, right-hand or left-hand	0 13 0
Enlot	1052		
Ennop			

SPECIAL NOTE—Please Quote Engine No. when Ordering Spares.



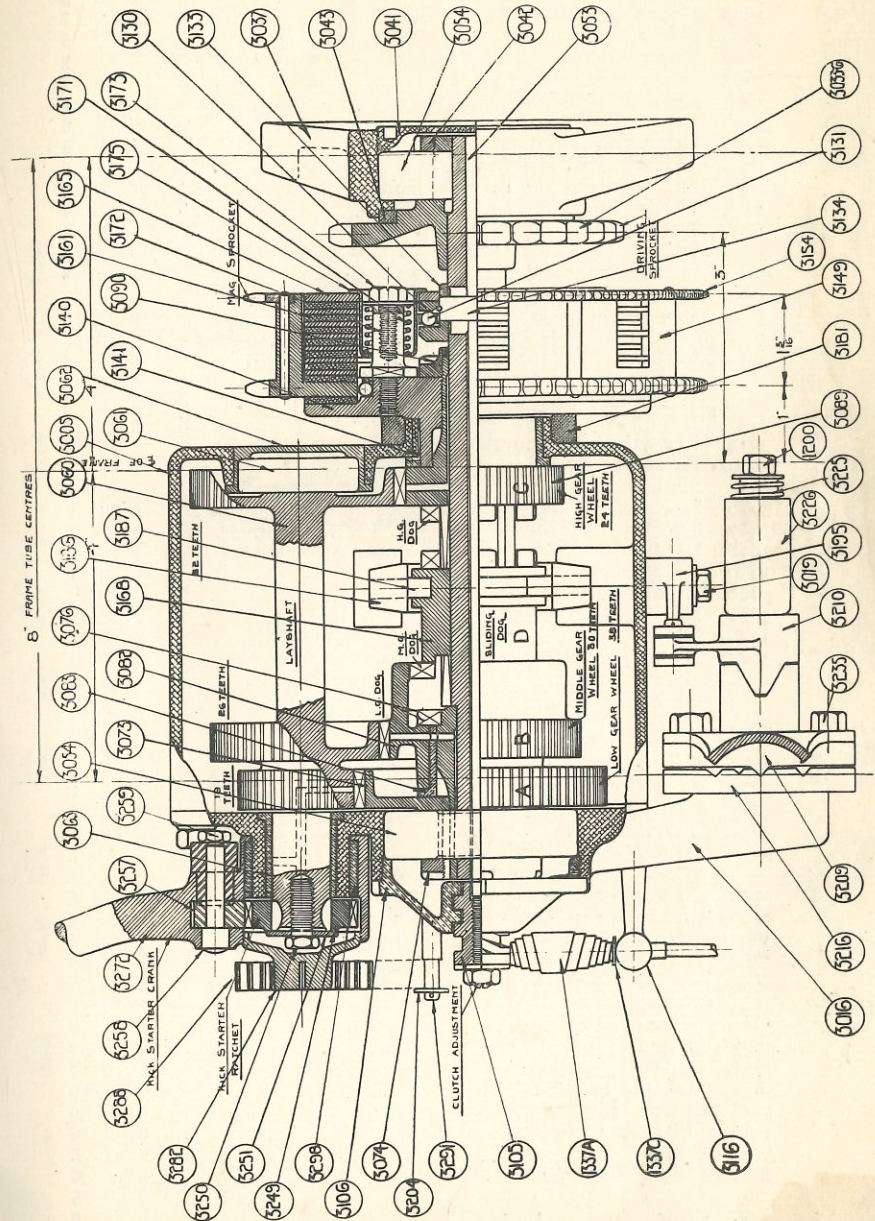
Composite Drawing of Super Squirrel Engine. In late models, the oil pump occupies another position.

Two-Speed Gear—continued.

Faaro	1165	Thrust Lever Screws	each	0	0	9
		Thrust Lever Screw Lock Washers	each	0	0	2
Faexy	1166	Thrust Lever Squares	each	0	0	9
Famet	1167	High-gear Drum		1	7	6
Faopy	1168	Low-gear Drum		1	7	6
Fauso	1169	Cages, with Balls	each	0	8	0
Favol	1170	Expanding Rings	each	0	15	0
Fayar	1171	Side Plates	each	0	3	0
Fazet	1172	Side Plate Distance Washers	each	0	2	0
Faexo	1173	Thrust Rollers	per pair	0	0	8
Feery	1174	Driving Sprocket 19, 20, 21 or 22 Teeth (state width of sprocket) $\frac{1}{2}$	each	0	8	0
Feoni	1175	Driving Sprocket Lock Ring		0	2	9
Fezal	1176	Lock Ring Set Screw		0	0	1
Fiapo	1177	Drum Locking Ring		0	2	9
Fiast	1178	Thrust Ring		0	1	3
Fiora	1179	Ratchet Ring		0	7	6
Fitar	1180	Magneto Driving Sprocket		0	5	0
Fyiol	1182	High-gear Sprocket and sleeve		0	18	0
Faoto	1183	Low-gear Sprocket		0	12	0
Foive	1184	Low-gear Sprocket Plates	per set of 3	0	1	6
Fouza	1185	High-gear Sprocket Rivets	per set of 6	0	1	0
Foval	1186	Low-gear Sprocket Rivets	per set of 12	0	2	0
Power	1187	High-gear Sprocket, complete with Drum, Magneto Driving Sprocket and Crown Ratchet		3	0	0
Fozam	1188	Low-gear Sprocket, complete with Drum		2	0	0
Fause	1189	R.H. Gear Lug (Complete) State Type		0	8	6
Fueno	1190	L.H. Gear Lug (Complete) State Type		0	9	6
Fuoxa	1191	R.H. or L.H. Gear Lug Centre Blocks (State Type)	each	0	1	6
Futol	1192	Taper Pins, Nuts, and Washers for Lugs	each	0	1	3
Fuwar	1193	Distance Washer between L.H. Lug and Gear		0	0	6
Fuyes	1194	Hollow Bolt		0	2	8
Gaaso	1195	Inner Quick-thread Drum		0	9	0
Gaeni	1196	Inner Quick-thread Drum Locking Nut		0	0	6
Gaipo	1197	Adjusting Washers on Thrust Rod	each	0	0	1
Gaoxy	1198	Spring Washers on Thrust Rod	each	0	0	0
Gator	1199	Outer Quick-thread Drum, complete with Studs		0	10	6
Gawal	1200	Sleeve Nut on Thrust Rod		0	0	4
Gayet	1201	Adjusting Strap, Bolt, Spring Washers and Nut... ..		0	1	6
Gwexo	1202	Strap only		0	1	0
Geina	1203	Bolt and Nut		0	0	4
Geope	1204	Spring Washers	per pair	0	0	1
Geusa	1205	Gear Pedal		0	4	6
Gevol	1206	Gear Pedal, Spring Washers and Nuts	per pair	0	0	5
Gioua	1208a	Gear Lug Fixing Pin and Bolt (New Type)		0	1	6

KICKSTARTER.

Giwort	1210	Starting Ratchet		£0	12	6
Gizal	1211	Starting Ratchet Sleeve		0	8	6
Goape	1212	Coil Spring, with Bolt and Rivet fitted (3 Ply)		0	3	0
Goyxa	1213	Coil Spring Holder		0	2	6
Goore	1213a	Screw for 1213		0	0	1
Gotar	1214	Chain Eye		0	1	0
Goune	1215	Chain Eye Bolt and Coil Spring Rivet		0	0	3
Goyos	1217	Starting Device complete, less Chain, Rod, Crank and Pedal		1	10	0
Guval	1218	Starting Chain with Bolts and Nuts		0	0	8
Guwey	1219	Link with Bolts and Nuts		0	2	0
Guzop	1220	Crank		0	10	6
Haano	1221	Crank Cotter Pin, Nut and Washer		0	0	6
Haepy	1222	Lever		0	7	0
Haost	1223	Rubber for Pedal		0	1	2
Hauxo	1226	Return Spring		0	2	0
Heevy	1229	Kick-starter Rod and Nut		0	2	2

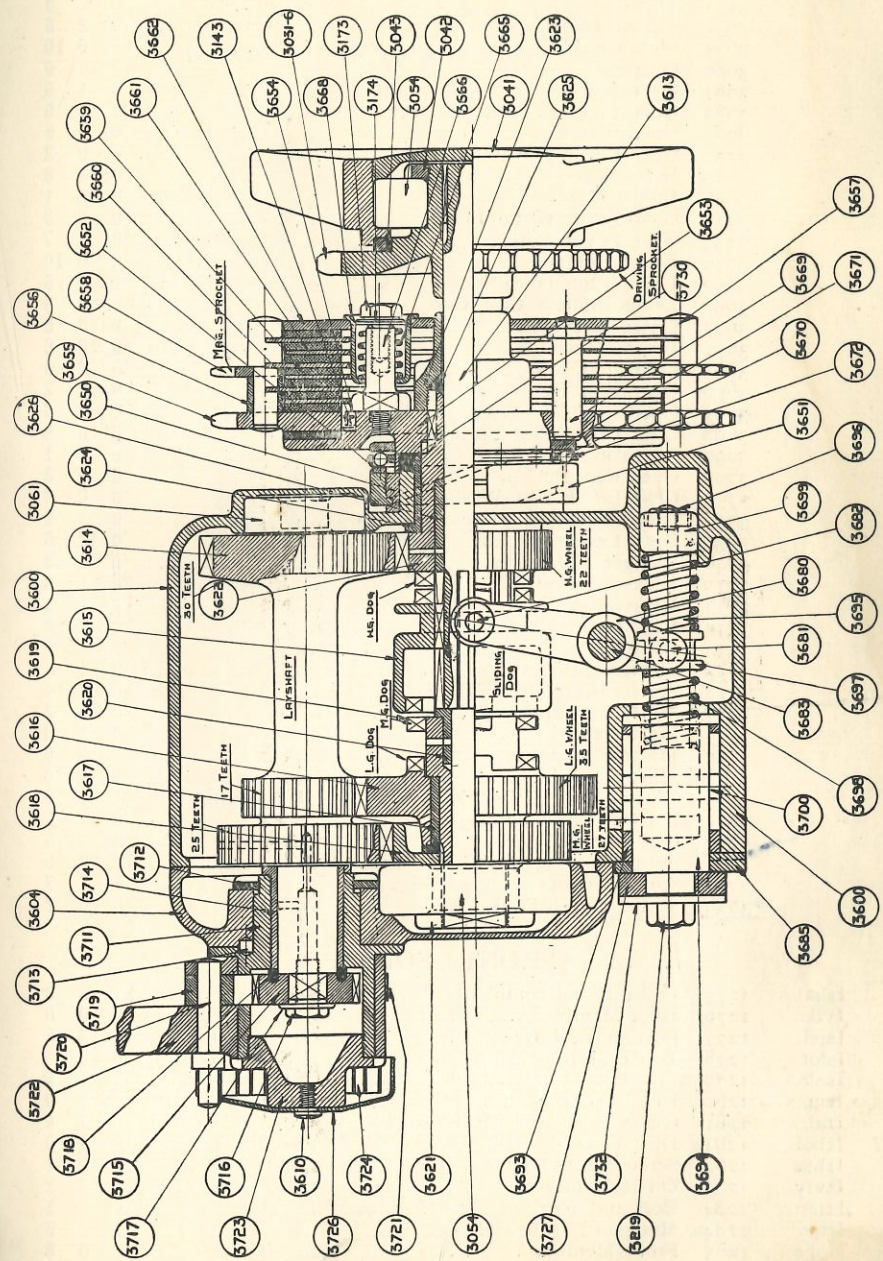


THREE-SPEED GEAR. (1925 and Prior).

Prices on application.

THREE SPEED GEAR. (1926-1928).

3600	Gear Case	...	...	3	5	0
3601	Gear Case Fixing Studs	...	...	0	0	5
3008	Gear Case Fixing Stud Nuts...	...	...	0	0	7
3604	Cover	...	...	2	7	6
3602	Cover Studs	...	...	0	0	3
3605	Cover Stud Sleeve Nuts	...	...	0	0	7
3606	Cover Dowels Pin	...	...	0	0	2
3098	Oil Boss Plug	...	...	0	1	0
3033	Driving Sprocket (state number of teeth)	...	...	1	5	6
3608	Driving Sprocket Bracket	...	...	0	11	6
3038	Driving Sprocket Bracket Bolts	...	...	0	0	6
3008	Driving Sprocket Bracket Nuts	...	...	0	0	4
3009	Driving Sprocket Bracket Washer	...	...	0	0	2
3041	Driving Sprocket Bracket Cap	...	...	0	2	6
3042	Driving Sprocket Nut	...	...	0	1	6
3043	Driving Sprocket Felt Washer	...	...	0	0	7
3609a	Inspection Lid	...	...	0	2	0
3610	Inspection Lid Screws	...	...	0	0	2
3611	Inspection Lid Spring	...	...	0	0	6
3612a	Inspection Lid Packing	...	...	0	0	4
3613	Main Shaft	...	...	1	5	0
3054	Main Shaft Races	...	...	0	11	9
3614	Layshaft (state number of teeth)	...	...	2	15	0
3061	Layshaft Races	...	...	0	8	9
3615	Sliding Dog	...	...	1	0	0
3616	Low Gear Wheel (state number of teeth)	...	...	1	10	0
3617	Low Gear Wheel Bush	...	...	0	2	6
3618	Middle Gear Wheel (state number of teeth)	...	...	1	16	6
3619	Middle Gear Dogs	...	...	1	0	0
3620	Middle Gear Bush	...	...	0	3	6
3621	Middle Gear Dog Nut	...	...	0	1	9
3728	Middle Gear Dog Locking Washer	...	...	0	0	1
3622a	High Gear Wheel (state number of teeth)	...	...	1	7	6
3623	High Gear Wheel Nut	...	...	0	1	3
3624	High Gear Wheel Case Bush	...	...	0	5	0
3625	High Gear Wheel Packing	...	...	0	0	6
3627	High Gear Wheel Locking Washer	...	...	0	0	1
3733	High Gear Wheel Steel Bush	...	...	0	3	0
3739	High Gear Wheel Shaft Bush	...	each	0	2	0
3741	High Gear Wheel Case Bush Screw	...	...	0	0	3
3650	Clutch Worm	...	...	0	6	6
3651	Clutch Worm Lever	...	...	9	7	6
3652	Clutch Worm Lever Thrust Washer	...	...	0	2	0
3730	Clutch Worm Felt Washer	...	...	0	1	0
1446	Clutch Worm Lever Return Spring	...	...	0	0	4
3653	Race Plate	...	...	1	17	6
3654	Race Plate Roller Cage	...	...	0	1	9
3143	Race Plate Rollers	...	each	0	0	2
3731	Clutch Return Spring Anchor	...	...	0	0	9
3655	Driven Sprocket	...	...	1	5	0
3656	Driven Sprocket Distance Piece	...	...	0	0	9
3657	Driven Sprocket Rivets	...	each	0	0	4
3658	Magneto Sprocket	...	...	0	10	0
3659	Clutch Linings	...	each	0	2	0
3660	Clutch Large Plates	...	each	0	2	6
3661	Clutch Small Plates	...	each	0	1	9
3662	Clutch Outer Plate	...	...	0	5	0
3665	Clutch Springs	...	each	0	0	5
3666	Clutch Spring Studs	...	each	0	1	9



Three-Speed Gear (1926-1928 Type).

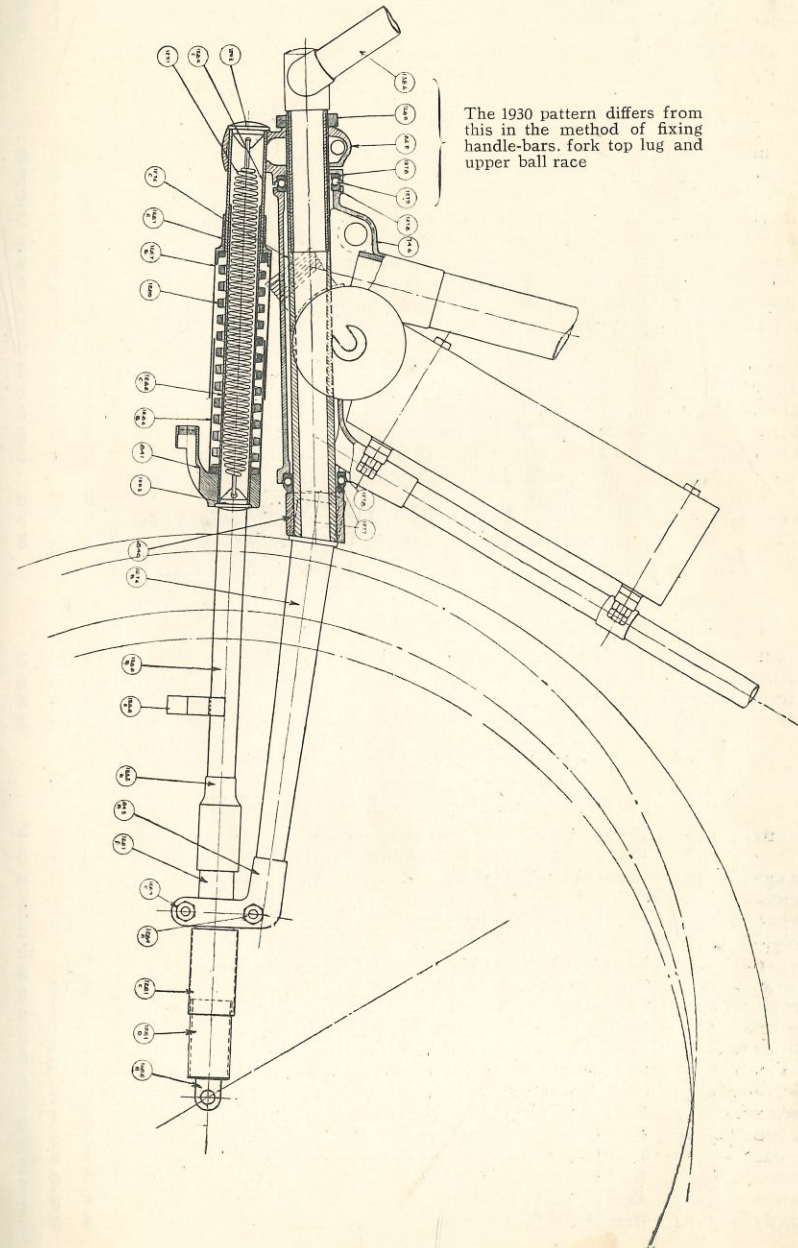
Three-Speed Gear (1926-1928)—continued.

3173	Clutch Spring Screws	...	...	each	0	0	4
3174	Clutch Spring Washers	...	...	each	0	0	4
3668	Clutch Spring Cups	...	...	each	0	0	6
3660	Outer Plate Thrust Pins	...	...	each	0	0	7
3670	Thrust Balls	...	...	per gross	0	3	2
3671	Thrust Washer	...	...	...	0	2	3
3672	Thrust Ball Cage	...	...	...	0	2	6
3674	Clutch Cable Adjuster, complete	...	...	...	0	0	10
3680	Operation Fork	...	...	...	0	10	0
3681	Operation Fork Shoes (small)	...	...	...	0	1	0
3682	Operation Fork Shoes (large)	...	...	...	0	1	0
3683	Operation Fork Spindle	...	...	...	0	0	9
3732	Gear Lever Nut Washer	...	...	...	0	0	3
3685	Index Plate	...	...	...	0	8	0
3686	Index Plate Screws	...	...	each	0	0	1
3219	Gear Lever Nut (blind)	...	...	...	0	0	3
3233	Gear Lever Ball	...	...	...	0	0	7
3689	Lever Plunger	...	...	...	0	0	10
3690	Lever Plunger Spring	...	...	...	0	0	5
3692	Lever Plunger Case Cap	...	...	...	0	0	9
3693	Outer Sleeve	...	...	...	0	10	6
3694	Inner Sleeve	...	...	...	0	10	6
3695	Operation Rod	...	...	...	0	4	6
3696	Operation Rod Nut	...	...	...	0	0	2
3697	Operation Rod Collar	...	...	...	0	1	4
3698	Operation Collar Springs	...	...	each	0	0	8
3699	Operation Rod head	...	...	...	0	1	1
3700	Operation Pin	...	...	...	0	1	3
3732	Gear Lever Nut Washer	...	...	...	0	0	4
3735	Gear Adjusting Plate	...	...	...	0	4	6
3737	Gear Lever (Tubular Type)	...	...	...	0	12	6
3740	Plunger Lubricator	...	...	...	0	0	3
3710	Kickstarter Stop	...	...	...	0	1	0
3711	Kickstarter Boss	...	...	...	1	1	0
3712	Kickstarter Boss Nut	...	...	...	0	2	0
3714	Kickstarter Boss Bush	...	...	...	0	4	6
3715	Starter Ratchet	...	...	...	0	2	3
3716	Starter Ratchet Bolt	...	...	...	0	0	4
3717	Starter Ratchet Washer	...	...	...	0	0	2
3719	Starter Pawl	...	...	...	0	2	0
3720	Starter Pawl Pin	...	...	...	0	0	6
3721	Starter Pawl Spring	...	...	...	0	1	0
3722	Starter Crank, complete with Pawl Pin Spring	...	...	...	1	5	0
3742	Starter Crank Rubber	...	...	...	0	1	2
3723	Cap (Screwed)	...	...	...	0	4	6
3724	Spring	...	...	...	0	2	0
3726	Spring Cover	...	...	...	0	1	3
3610	Spring Cover Screw	...	...	...	0	0	2

FRONT FORKS.

Ishat	1275	Front Forks complete	...	...	£7	0	0
Iviko	1276	Back Member	...	...	2	0	0
Isjel	1277	Bottom Ball Race	...	per pair	0	3	6
Islet	1278	Top Ball Race	...	per pair	0	3	6
Isole	1279	1/8" Balls	...	per gross	0	1	5
Isuma	1280	Head Locking Ring	...	...	0	1	9
Itaby	1281	Guide Bush and Dust Cover	...	each	0	7	6
Itbol	1281a	Dust Covers Inner	...	each	0	3	0
Itbac	1282	Screw for Oil Hole Cover	...	...	0	0	1
Itvfy	1283	Oil Hole Cover	...	...	0	0	2
Itfer	1284	Bolt and Nut for Back Member	...	...	0	0	5
Itigo	1284a	Mudguard Bolt and Nut	...	...	0	0	5
Itobe	1285	Front Member	...	...	2	0	0

Scott Forks—Super Squirrel Type.



The 1930 pattern differs from this in the method of fixing handle-bars, fork top lug and upper ball race

Front Forks—continued.

Itruck	1286	Inner Spring Case	... ..	0	3	0
Ivaco	1287	Ball Head Clip with Spring Case	... ..	1	2	0
Ivcar	1288	Steering Head Bolt and Nut	... ..	0	0	6
Ivdel	1289	Compression Spring	... ..	0	4	0
Ivedo	1290	Compression Spring Adjusting Washers	... each	0	0	3
Ivgot	1291	Tension Spring	... ..	0	1	6
Ivify	1292	Tension Spring Cap (top)	... ..	0	1	0
Ivoge	1293	Tension Spring Cap (bottom)	... ..	0	1	0

NOTE:—State Type of Brake and width between Fork Blades when Ordering Front Fork Parts.

FRAME.

Igoom	1266	Carrier with Back Stays (Standard)	... ..	1	10	0
Igzas	1267	Tank Washer, bottom	... ..	0	0	6
Ijaso	1269	Tank Lock Ring	... ..	0	1	9
Ijimy	1270	Carrier Bolt and Nut	... ..	0	0	5
Ijnot	1271	Saddle Pillar Bolt and Nut	... ..	0	0	6
Ijoxy	1272	Bolts and Nuts in Frame for Back Stand	... ..	0	0	5
Ijrel	1273	Footboard Bracket R.H. or L.H. (old type)	... ..	0	5	6
Ijupo	1274	Footboard Bracket Bolt (old type)	... ..	0	0	4
Ikapy	1275a	Engine Top Plate	... ..	0	1	9
Ikert	1276a	Gear Cover Plate	... ..	0	1	9
Ikiso	1276b	Back Stays for Squirrel Type	... ..	1	0	0
Ikomy	1276c	Carrier for Squirrel Type, complete	... ..	1	0	0
Labot	1270c	Squirrel Carrier Clips, Bolts and Nuts	per set of 2	0	2	0
Lacno	3335	Undershield, for 3-speed Gear Model	... ..	3	10	0
Lagon	3336	Undershield Ferrules (Plain) for 3-speed Gear Model	... ..	0	1	3
Latup	3337	Undershields Ferrules (Screwed) for 3-speed Gear Model	... ..	0	2	0
Lasol	3340	Undershield Fixing Bolt, for 3-speed Gear Model	... ..	0	1	9
Latlo	3345	Engine Tie Lug, for 3-speed Gear Model	... ..	0	4	6

NOTE:—State Overall Length of Tank when Ordering Frame or Carrier.

STANDS.

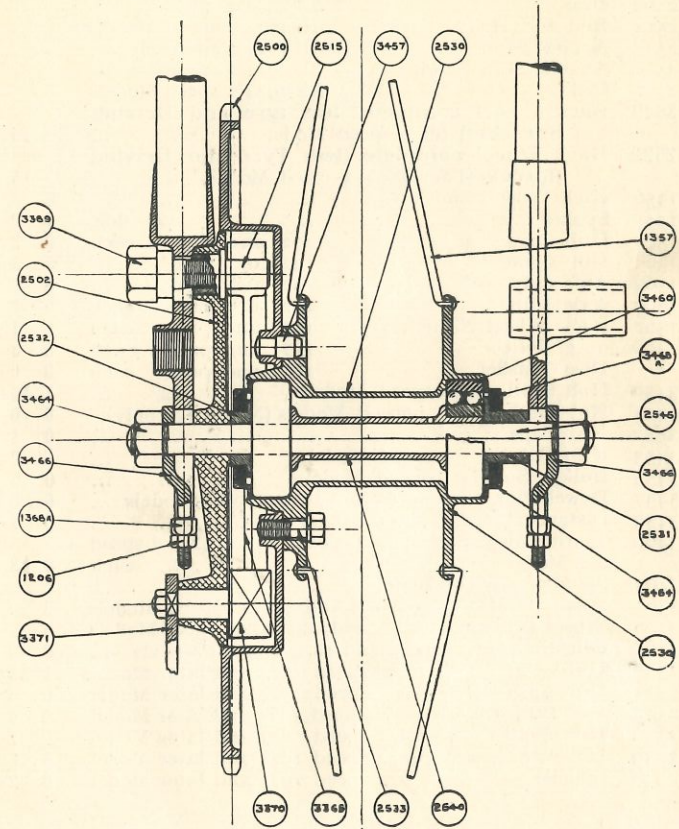
Ikpam	1295	Back Stand, complete	... ..	£0	18	3
Ikson	1296	Back Stand Shoulder Washer	... ..	0	0	0
Ikuxo	1297	Front Stand, complete	... ..	0	10	6
Hirt	1298	Front Stand Shoulder Nut (1923 and prior)	... ..	0	0	3

NOTE:—State Type of Machine.

BACK WHEEL AND BRAKE.

Naumo	1460	Brake Block (66-tooth Sprocket) 1923 and prior	... ..	0	1	5
	1460a	Brake Block (75-tooth Sprocket) 1923 and prior	... ..	0	1	5
Naugy	1461	Brake Block Screws 1923 and prior	per set	0	0	0
Neico	1463	Guide Long Bolt 1923 and prior	... ..	0	0	6
Nekal	1464	Guide Short Bolt 1923 and prior	... ..	0	0	5
Nelet	1465	Pull-off Spring	... ..	0	0	5
Nepar	3360	Drum and Sprocket, 3-speed Model	... ..	1	10	0
Nerot	3362	Disc, 3-speed Model	... ..	0	10	0
Nesal	3365	Shoes 3-speed and all 1924 Models, per pair	... ..	0	14	0
Netum	3366	Shoe Springs 3-speed and all 1924 Models	... ..	0	0	8
Neupa	3370	Cam 3-speed and all 1924 Models	... ..	0	2	6
Nevro	3371	Cam Arm 3-speed and all 1924 Models	... ..	0	1	0
Newop	3372	Cam Arm Nut 3-speed and all 1924 Models	... ..	0	0	2
Nexon	3375	Rod and Head, 3-speed Model	... ..	0	4	0
Neyog	3376	Rod Head (Adjustable) 3-speed and all 1924 Models	... ..	0	3	0
Nezra	3377	Rod Head (Adjustable) Pin	do.	0	0	5
Lavro	3381	Rod Head (Fixed) Stud	do.	0	0	5
Lawos	3383	Rod Head Washers	do.	0	0	1
Laxy	3384	Rod Head Split Pins	do. ... each	0	0	$\frac{1}{2}$

Rear Hub and Brake.



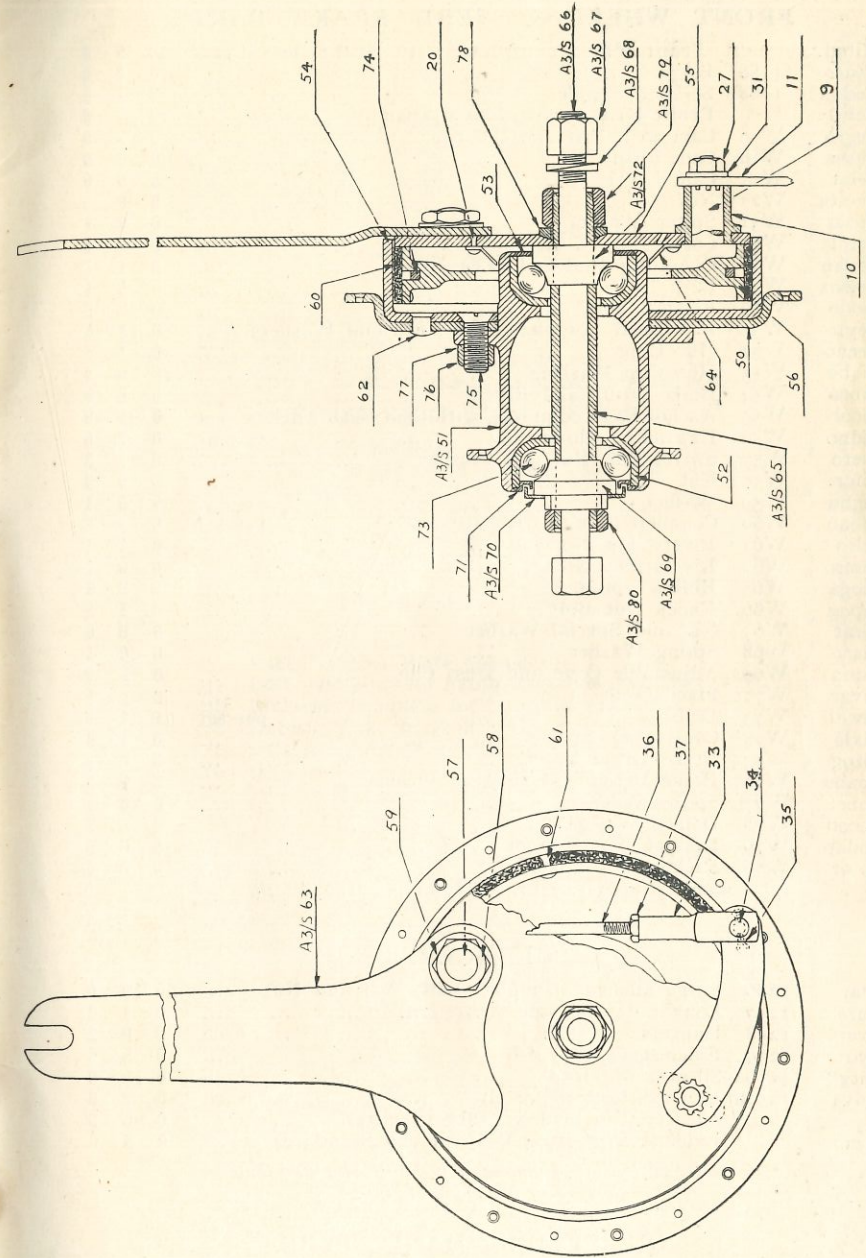
For all 1924 and onward Supers, 1926 Flyers and 3 Speed Standard Model (1924-1928).

Back Wheel and Brake—continued.

Lazes	3386	Rod Nut	do.	0	0	9
Lebat	3388	Anchor Stud, 3-speed Model	...	0	2	6
Lecor	3389	Anchor Stud Screw, 3-speed Model	...	0	0	8
Ledro	3392	Lining and Rivets, 3-speed and all 1924 Models,	per set	0	3	6
Leful	3393	Lining Rivets, 3-speed and all 1924 Models,	per set	0	0	3
Legat	3394	Pull Off Spring 3-speed and all 1924 Models	...	0	0	5
Lehop	3396	Pedal, 3-speed Model	...	0	5	0
Leiel	2500	66-tooth Drum Sprocket	All 1924 2-speed Models	1	10	0
Leopa	2500a	75-tooth Drum Sprocket	All 1924 2-speed Models	1	15	0
Leptq	2502	Disc	All 1924 2-speed Models	0	10	0
Lerog	2512	Rod and Head	All 1924 2-speed Models	0	4	0
Lesal	2515	Anchor Stud	...	0	2	6
Letur	2516	Anchor Stud Screw	All 1924 2-speed Models	0	0	8
Levla	2520	Pedal	All 1924 2-speed Models	0	6	0
Jorup	3449	Back Wheel complete (less tyre and Driving Sprocket) for 3-speed Model	...	3	15	0
Josar	2529	Back Wheel complete (less Tyre and Driving Sprocket) for 1924 2-speed Models	...	3	15	0
Josey	1356	Back Wheel Rim	...	0	8	0
Jouve	1357	Spokes	... per doz.	0	2	0
Jusat	1360	Hub Cups	1923 and prior each	0	2	6
Juxon	1361	Hub Cone	1923 and prior	0	2	6
Kanel	1362a	Axle only	1923 and prior	0	4	0
Kenam	1367	Axle Nuts	1923 and prior each	0	0	7
Keote	1368	Back Wheel Adjusters	1923 and prior each	0	1	4
Kepel	1366a	9/32" Balls	1923 and prior gross	0	3	2
Keros		Dust Washer	1923 and prior each	0	0	4
Lewop	3450	Hub Shell, for 3-speed Models	...	1	10	0
Lexop	3451	Hub Bushes, for 3-speed Models (New Type only)	...	0	0	9
Leyap	3452	Hub Caps	...	0	1	0
Lezpo	3453	Hub Bolts, 3-speed Model	...	1	2	0
Lobol	3455	Hollow Spindle 3-speed Model	...	0	6	0
Locer	3457	Dowel Pins, for 3-speed and 1924 2-speed Models	...	0	0	4
Lodan	3459	Distance Piece, 3-speed Model	...	0	1	4
Lofna	3460	Journal Bearings, for 3-speed and 1924 2-speed Models	... each	0	13	6
Logro	3463	Spindle, 3-speed Model	...	0	2	0
Lofor	3464	Spindle Nuts, for 3-speed and 1924 2-speed Models	...	0	0	7
Lopel	3466	Wheel Adjusters, for 3-speed and 1924 2-speed Models	...	0	1	4
Lorse	3468	Felt Ring, for 3-speed and 1924 2-speed Models	...	0	0	3
Losna	2530	Hub for 2-speed 1924 and later Models	...	1	10	0
Lotna	2531	Hub Bush (Long) for 2-speed 1924 and later Models	...	0	0	9
Lowel	2532	Hub Bush (Short) for 2-speed 1924 and later Models	...	0	0	9
Loxun	2533	Hub Bolts for 2-speed 1924 and later Models	...	0	2	0
Loyto	2540	Hollow Spindle for 2-speed 1924 and later Models	...	0	6	0
Lozar	2545	Spindle for 2-speed 1924 and later Models	...	0	2	0

FRONT WHEEL.

Kixet	1370	Front Wheel complete, less Tyre, 1922 and previous	...	£2	5	0
Koazy	1371	Front Wheel Rim	...	0	8	0
Koeve	1372	Spokes	... per doz.	0	2	0
Koito	1373	Front Wheel Hub complete (1922 and prior)	...	1	2	6
Konoy	1374	Hub Shell	do. do.	0	8	0
Koram	1375	Hollow Spindle with Nuts	do. do.	0	2	6
Korxn	1376	1/4" Balls	do. do. per gross	0	2	4
Kuezo	1377	Spindle Bolts	...	0	1	6
Konvy	1378	Spindle Nut	...	0	0	5
Kupon	1379	Hub Lubricator	...	0	0	6
Kurat	1380	Hollow Spindle Cones	do. do. each	0	1	9
Kuser	1381	Hollow Spindle Lock Nuts	do. do. each	0	0	3
Klezo	1382	Hub Cups (Front Wheel)	do. do.	0	2	6
Laove		Dust Washer	...	0	0	4



Front Wheel Hub and Brake of Super Squirrel Models.

TANKS & FITTINGS.

Nylam	1490	Tank, complete with Filler Cap, Petrol Tap and Filter and Drain Tap (Oval type)	£2 15 0
		Sports Type Tank (complete)	5 5 0
Nymog	1491	Tank only, less Filler Cap (Oval type)	1 18 0
Obazy	1492	Screw Filler Cap (Hinged Pattern)	0 7 9
Obova	1494	Petrol Tap	0 2 6
Obzal	1497	Drain Tap	0 1 9
Oceza	1498	Union for Petrol Pipe... .. each	0 0 6
Ocoto	1499	Petrol Pipe, complete with Unions	0 3 0
Ocuvy	1500	Nipple for Petrol Pipe each	0 0 3
Ocvom	1502	Tank Cover	0 3 6
Ocyar	1502a	Alum Beading for Tank per pair	0 1 0
Ocyop	1492a	Screw Filler Cap (1924 pattern)	0 2 6
Ocyug	1491a	Oil Tank and Bands, Bolts and Nuts	1 7 6
	1491b	Oil Tank and Bands, Bolts and Nuts and Gear Pump	1 17 6
Ocyca	1239r	Oil Pipes for above (1924 type) each	0 3 6
Ocyte	1261d	Oil Filler Cap (1924 type)	0 1 6
Ocyki	1209p	Oil Tank Tap (1924 type)	0 3 0

NOTES:—When ordering Petrol Pipes please state type of Carburetter and type of Petrol Tap
When ordering Petrol Tanks please state capacity, length overall, and if Magdyno is fitted.

CARBURETTER.

Price on application.

Exhol	1129e	Induction Pipe (state type) each	0 7 6
Eyago	1007c	Washer for Induction Pipe each	0 0 2

NOTE—When ordering Carburetter state diameter of Induction Stub

IGNITION.

			Price on application
Ixuke	1325a	Magneto only	
Izagy	1326a	Table (Type must be stated)	0 9 9
Izber	1327a	Bolts for fixing Magneto to Table	0 0 4
Izdol	1328a	Bolts with Spring Washers for fixing Table to Frame each	0 0 6
Izebo	1329	Bolts with Spring Washers for adjusting Table each	0 0 4
Izuia	1333	High Tension Wire, complete with Plug Terminal each	0 1 4
Jaize	1335	Magneto Sprocket each	0 3 0

CHAINS & PARTS.

Ilnay	1300	Back Chain, $\frac{1}{2}$ " x .31" x 118 links, Squirrel	£0 14 7
Iloso	1300a	Back Chain, $\frac{1}{2}$ " x .31" x 123 links, Standard	0 15 1
Imita	1305	Low Gear Chain, $\frac{1}{2}$ " x .205" x 78 Links	0 9 6
Imlet	1305a	Low Gear Chain, $\frac{1}{2}$ " x .205" x 72 Links	0 9 0
Imory	1306	High Gear Chain, $\frac{1}{2}$ " x .205" x 66 Links	0 8 1
Inkip	1311	Magneto Chain, $\frac{1}{2}$ " x .192" x 44 Links	0 2 2

PARTS FOR BACK CHAIN.

Ilper	1301	Three Link Repair Length, including Cranked Link	0 0 9
Ilrot	1302	Spring Link	0 0 4

PARTS FOR GEAR CHAINS.

Imusa	1307	Three Link Part, including Cranked Link	0 0 9
Imane	1308	Spring Link	0 0 4

PARTS FOR MAGNETO CHAINS.

Inmil	1312	Cranked Link	0 0 6
Inike	1313	Spring Link	0 0 2

NOTES:—When ordering spare parts state make of chain.

WINDSHIELDS & MUDSHIELDS.

Ojixo	1540	L.H. or R.H. Wind Shield complete each	£0 8 9
Ojope	1541	Windshield Bottom Clip each	0 0 7
Ojpon	1542	Screwed Wire holding Shield to Radiator each	0 0 2
Ojran	1543	Nipple for 1542 each	0 0 2
Okarp	1544	Undershid complete (Standard) 2-speed Model	0 7 0
Okest	1544a	Undershid (Squirrel) 2-speed Model	0 15 0

Windshields and Mudshields—continued.

Okino	1545	Undershid Spring Clip (with Rivets) for D tube	0 1 0
Oknoy	1546	Undershid Spring Clip (with Rivets) for Front Stand	0 0 3
Okoxo	1546a	Undershid Fixing Pin 2-speed Model	0 0 3
Okret	1547	Gear Shields 2-speed Model per pair	0 17 6
Okupe	1548	Back Chain Guard complete with Clips each	0 10 0
Okvol	1549	Gear Shield R.H. 2-speed Model each	0 10 0
Olapy	1549a	Gear Shield L.H. 2-speed Model each	0 7 6
Olera	1549b	Bolt for fixing Gear Shield 2-speed Model each	0 0 6
Olist	1549c	Nuts for Bolt fixing Gear Shield 2-speed Model each	0 0 5
Olone	1549d	Spring for fixing Gear Shield (1922 type) 2-speed Model each	0 0 4
Olpan	1549e	Knob for Spring for fixing Gear Shield (1922 type) 2-speed Model	0 0 6
Oluxy	1549f	Centre Eye Rivet for fixing Gear Shield (1922 type) 2-speed Model	0 0 4
Oluzo		Front Shield for 3-speed Squirrel	0 12 6
		Wind Shield for Squirrel per pair	0 17 6
		Magneto Chain Guard	0 2 6

SWITCH PARTS.

Liavo	1421	Switch Pin, complete with Fibre Washers and Nut	£0 1 3
Lipet	1424	Fibre Washers per pair	0 0 4
Loepa	1427	Switch Wire, complete with Terminal	0 2 6

NOTE—State type of Switch

BOWDEN WIRES & CONNECTIONS.

Louxy	1430	Throttle Wire, complete with Casing and Nipples	0 4 0
Loxet	1431	Throttle Wire (inner)	0 1 0
Loaze	1432	Throttle Wire (Casing)	0 2 6
Laubo	1433	Air Wire complete with Casing and Nipples	0 4 0
Lunat	1434	Air Wire (inner)	0 1 0
Maazy	1435	Air Wire (Casing)	0 2 6
Maevo	1436	Magneto Wire, complete with Casing and Nipples	0 4 0
Maity	1437	Magneto Wire (inner)	0 1 0
Maxal	1438	Magneto Wire (Casing)	0 2 6
Meovy	1440	$\frac{1}{2}$ -Compression Wire, complete with Casing and Nipples	0 4 6
Mepot	1441	$\frac{1}{2}$ -Compression Wire (inner)	0 2 0
Merol	1442	$\frac{1}{2}$ -Compression Wire (Casing)	0 2 6
Meito	1443	Nipples for Levers on Carburetter, Magneto and $\frac{1}{2}$ -Compression Wire	0 0 2
Mioze	1444	$\frac{1}{2}$ -Compression Anchor	0 0 5
Mixon	1445	$\frac{1}{2}$ -Compression Strong Spring (top)	0 0 5
Moavo	1446	$\frac{1}{2}$ -Compression Weak Spring (bottom)	0 0 4
Moizy	1447	$\frac{1}{2}$ -Compression Wire Hook	0 0 1
		$\frac{1}{2}$ -Compression Adjuster	0 0 6
		Clutch Wire (complete)	0 4 0

NOTE:—In ordering Wires and Casings, type of Carburetter or Magneto must be stated. State also length and type of Nipple.

MUDGUARDS.

Isahy	1346f	Back Guard (Squirrel Type)	0 17 6
Isaom		Back Mudguard (1923 2-speed type) one piece	0 17 6
	1347a	Back Mudguard Stay (Squirrel) each	0 2 6
Iruho	1350	Back Stand Clip	0 2 0
Oixut		Back Number Plate (Squirrel)	0 2 6
	1341k	Mudguard Stay (Squirrel) each	0 2 6
		Front Mudguard (Squirrel 1927 and later Type)... ..	0 17 6
Ipket	1342	Mudflaps (Old type) complete	0 2 0
Irida	1341e	Front Number Plate (Squirrel)	0 2 0
Irjal	1341f	Front Number Plate Screws and Nuts per set	0 0 6

NOTES.

When ordering Spares please
quote Engine Number.
(Stamped on the Crankcase,
below the name Scott).

GUARANTEE.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet, or any other publication, shall not be construed as enlarging, varying, or over-riding this guarantee.

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

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination and sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new part in the motor cycle, motor cycle combination and sidecar. We undertake subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As the motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

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

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

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired, will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE.—If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, date of the purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee warranty or condition shall not be enforceable. We do not guarantee specialities, such as tyres, saddles, chains, lamps, etc, or any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

We reserve the right to alter or amend any of the specifications or prices without previous notice.

THE SCOTT MOTOR CYCLE CO., SHIPLEY, YORKS.