

THE ENFIELD CYCLE COMPANY LIMITED

SPEECH OF CHAIRMAN (MAJOR F. W. SMITH, C.B.E., T.D., J.P., M.I.MECH.E.) AT THE SIXTY-THIRD ANNUAL GENERAL MEETING, HELD ON THURSDAY, 1ST JANUARY, 1959

Your Directors submit the accounts for the year ending 31st July, 1958, which show a Trading Balance of £81,581, being a reduction of £10,863, over the previous year, but after Taxation a net profit of £24,574, against £29,307 in the year to 31st July, 1957.

There also falls due a Net Profit of £13,400, applicable to prior periods, making a total of £37,974 out of which to make a distribution to the Shareholders.

The major proportion of this £13,400 relates to Government Contracts carried out at our Westwood Factory. It is the Company's practice to bring in Contract Profits only when costed and agreed. Certain Contracts, however, were held in suspense whilst there was still a possibility of adjustment.

Certain items of increased expenditure in our main trading have contributed materially to the lower Trading Profit shown this year; in particular the increase in National Health Insurance Contributions, certain types of wages and salaries, rates, and repairs and maintenance. The latter item as is shown in the accounts being some £14,000 greater than the previous year; major overhauls, tooling, etc., being particularly heavy in the current year. Depreciation charged is closely equivalent to the total allowances given by the Inland Revenue. Taxation at £37,367 takes heavy toll of our profits, but it is interesting to report that the change in the law relating to Profits Tax had been of some benefit to the Company.

In considering the Dividend, your Board has borne in mind that the amount available for distribution is £8,667 more than at 31st July, 1957, and as they consider the Reserves and financial position of the Company satisfactory, it has been decided to recommend a Dividend of 8% against 7% the previous year.

By far the largest part of our turnover is in respect of the sale of cycles and motor cycles, and as I have previously pointed out legislation affecting such sales can materially change the fortunes of the Company. A year ago trade had recovered following the relaxation of Hire Purchase Regulations and our sales for the first few months of the year were substantially in excess of the same months of the previous year. But the increase in Hire Purchase Deposits again curtailed sales, with the result that in the latter part of the year we experienced a falling off in demand. Although our total sales of cycles and motor cycles was up, we did not achieve the figures we at one time anticipated. It was not until September, 1958, that all hire purchase restrictions were removed and this has at once had a beneficial effect on sales.

Such sudden changes of policy are made without warning to Industry and add seriously to our costs, as it is not possible to curtail or increase production at a moment's notice. It is hoped that we may now be permitted to enjoy a period of stability without further changes of policy.

The uncertainty created by the possibility of further changes one way or the other is equally as damaging as the level of taxation or the extent of restrictions on credit.

Our Subsidiary Company, the Enfield Industrial Engines Company, experienced a falling off in sales in both home and overseas markets and profits were less, but there are signs that the relaxation of Credit Restrictions will revive trade as it affects these products. We have already experienced a welcome increase in demand, which should grow as the various spending programmes take effect.

We have recently entered into an Agreement with an Italian Company to manufacture our Diesel Engines in Italy. In this way we hope the sales of Enfield Engines in Europe will enjoy some share of the Common Market.

Our Westwood Factory has again been fully employed throughout the year, but the character of its production has continued to change. Whereas originally the Plant was provided specifically to manufacture certain fire control instruments, Government requirements now occupy a decreasing part of its capacity. Our contract work, however, with other engineering firms is increasing. In consequence your Board has considered it desirable that the Company should own the whole of the Plant, and accordingly we entered into negotiations with the Ministry of Supply, with the object of its purchase. Since the end of the Financial Year, agreement has been reached with the Ministry, the transaction has been completed and the whole of the very up-to-date plant in the Westwood Factory is now the property of the Company. At the same time it was considered advisable to continue to operate the Plant at the Westwood Factory and accordingly the Company has secured an extension of the lease until 1969. The acquisition of the Plant and the extended lease will also enable the Company to close the Bradford-on-Avon Factory and to concentrate the manufacture of certain components for its main production at Redditch and Westwood.

The re-organization will result in considerable economies, but may take some time to carry out, as it will be necessary to avoid interfering with production.

Provision has been already made at Redditch to receive the plant to be moved, and some amount of the cost of these preparations is included in the accounts before you under the heading of repairs and maintenance.

You will wish me to say something about our current operations and the prospects before us.

In the Home Market the recent relaxation of Hire Purchase Restrictions is very welcome and has benefited the Motor Cycle Trade, but the sale of bicycles is still restricted by high prices, in consequence of the high rate of Purchase Tax, to which they are subjected. Representations by the Bicycle Industry have been constantly made to the Government, calling attention to the recession in this Industry, and requesting a reduction of the tax on what is essentially the working man's means of transport. We are led to hope that in the interests of all concerned some adjustment of this will be made at an early date.

The B.C. & M.C. Industries Association's bi-annual exhibition of Bicycles and Motor Cycles has recently been held at Earls Court. The results from our point of view were very satisfactory and we have now on hand orders for motor cycles which will keep us busy for months ahead.

It is now nearly a year ago since we placed on the market motor cycles incorporating the Enfield Airflow form of weather protection. I am pleased to say demand for these models is continuing to increase, and we believe that it is only a matter of time before all motor cycles will be equipped with some form of weather protection. In view of this increasing demand we have considered it expedient to arrange for the manufacture of the Enfield Airflow by the Plastics Division of the Bristol Aeroplane Company. Their production is of the highest quality and has added to the attractiveness of our models to which it is fitted.

The Westwood Factory, which is engaged in precision engineering of very high quality, has extended the range of the products it makes and has on hand orders which will keep the factory fully employed throughout the year. We hope to increase output as additional labour becomes available when the Bradford Factory is closed.

It now appears evident that there will be no Free Trade Market in Europe as was at one time anticipated. The European Common Market, however, is due to commence to operate in 1959, and this may readily lead to the building up of tariff restrictions, as it will be necessary for those outside the market to protect their own interests. The immediate effect of the Common Market may well do some damage to British trade, but if such should be the case, closer trading agreements between the countries of the British Commonwealth, perhaps leading to a Commonwealth Communal Market, would be our best answer.

Our overall prospects must of course depend upon our customers being able to pay for the goods we make, and a period of stability in regulations affecting credit and in the cost of wages and materials would best ensure good trading conditions.

In conclusion, on behalf of the Board, I would like to thank all those members of the staff and workpeople who have co-operated with the Management in their endeavours to improve efficiency.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 37.

Date:

1st February, 1959.

SUPPLEMENT TO MASTER SPARE PARTS PRICE LIST

DATED DECEMBER, 1957.

Herewith supplement to Master Spare Parts Price List; this consists of three parts:-

1. Errata to list dated December, 1957.
2. List of new parts.
3. Two sheets headed BJ23 (G75A on reverse) and H66/1007 (ST19 on reverse). These two sheets replace the corresponding two sheets in the present list.

It will be noted that in the list of New Parts certain numbers carry a suffix letter A,B,C, etc. These suffix letters indicate that the original part has been modified and that the modified part with the suffix letter (whilst being necessary for the assembly to which it relates in the relevant spare parts list) is also a proper replacement for the earlier part without suffix letter. Further, suffix letter B would supersede letter A, and suffix letter C would supersede A or B etc.

Example. In the list of new parts 41953A (Brake Pedal) supersedes 41953. Existing stocks of 41953 may still be used as correct replacement parts where 41953 is shown in the relevant spare parts list. When stocks have been exhausted, use 41953A. Where, however, 41953A is shown in the spare parts list, this must be used, 41953 not being a correct replacement. A part with a later alphabetical letter is always a correct replacement for a part with an earlier letter, i.e. B replaces A,C replaces A or B etc.

This method of showing supersession refers to Royal Enfield parts only and must not be applied to Proprietary Parts, concerning which it might have a different meaning.

Suffix letters in the original Master Price List definitely do not refer to supersession and must not be confused with those now in the Supplement. Supersession by suffix letters is introduced with the publication of this supplement.

Double suffix letters have nothing to do with supersession: R.H. means right hand, L.H. left hand, B.X. a set (of brake linings) etc. A letter following a suffix figure also does not relate to supersession.

Suffix figures do not refer to supersession. In general they refer to a related but not superseding component, such as **oversize** of **undersize** parts etc.

Erratum to Supplement.

In Errata List, "40681 Use 42665" should read, "40691 Use 42665".

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 38.

Date: 1st May, 1959.

"Constellation" Workshop Manual.

We have pleasure in sending you herewith the following new workshop manual sections for the above:-

Title Page.
Frontispiece.
Contents List.
Cutaway View of Engine.
Section A8. (2pp).
" B8. (4pp).
" C8. (9pp).
" D8. (3pp).
" F3. (4pp).
" G1f. (2pp).
" G2h. (2pp).
" K6. (4pp).
" L9. (5pp).

As you will see from the Contents List, these sections make up the complete "Constellation" Workshop Manual with the addition of Sections G4a and G5d, (both of which have already been issued for the "Super Meteor" and "Meteor Minor" models); H2 and J1 ("Super Meteor"); and E5 and M6 ("Meteor Minor" only).

This initial set of the new sections is issued free-of-charge, with our compliments.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 39 Date: 11.6.59

CONSTELLATION TAPPET SETTING.

Experience has shewn that whilst the settings given in the Instruction Book and Workshop Manual are satisfactory for normal use, the exhaust tappet clearance must be increased for hard driving, and we recommend .005" clearance when cold for sustained high speed work.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 41. Date: 17th July, 1959.

STRICTLY PRIVATE AND CONFIDENTIAL.

ROYAL ENFIELD Bicycle Trade Price List.

The undernoted are revised prices of "Extras" in the Trade List dated 8th April, 1959. These new prices become effective on 1st August, 1959, as a result of increases announced by the manufacturers of Sturmey-Archer equipment:-

Component	Retail Price			Trade Price			Purchase Tax			Total		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Sturmey Archer } 3-Speed Gears } A.W.	2	0	9	1	9	6	7	2		2	7	11
Sturmey Archer (F.W.)	2	3	6	1	11	6	7	7		2	11	1
4-Speed Gears (F.M.)	2	0	9	1	9	6	7	2		2	7	11
Sturmey Archer Hub Dynamos:-												
G.H.6 on all models	2	8	6	1	15	3	8	6		2	17	0
A.G.3 on single speed models	4	0	9	2	18	6	14	1		4	14	10

We suggest that dealers alter the copies of this Trade Price List and our Retail Price List in their possession. We shall not be reprinting until making the announcement of our programme for 1960, as the current season is so far advanced.

**INSTRUCTIONS FOR THE REPAIR OF MINOR
DAMAGE TO THE GLASS FIBRE FAIRING OF THE
ROYAL ENFIELD "AIRFLOW" MOTOR CYCLE**

1. Should a hole be formed in the fairing, do not wipe or touch the cut in any way; this will avoid contamination of the surfaces.
With a file, a chisel or a power-driven sander, form a wide "V" around the damaged portion.
 2. A mixture should be prepared by mixing together the pint of resin with the 5 c.c. of catalyst. If the whole quantity is not required, mix a smaller amount in the proportions indicated, as, once mixed together, the resin will rapidly harden.
- Commence work immediately and use up the resin which has been prepared, within 10 to 15 minutes.



**THE ENFIELD CYCLE CO., LTD.
REDDITCH, Worcestershire**

713/IM.459

Printed in England

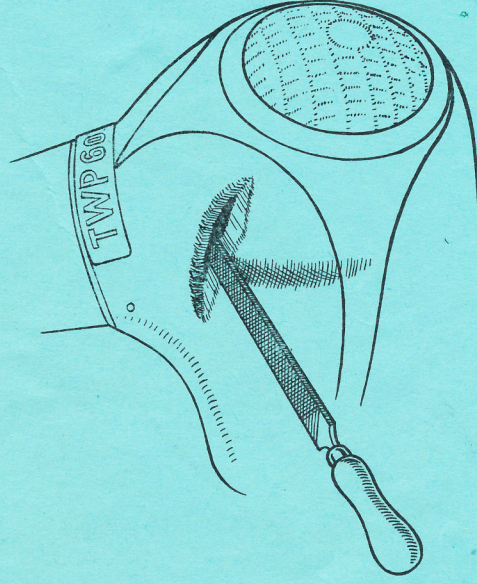


Fig. 1. PREPARING THE DAMAGED PORTION
With a file, a chisel or a power driven sander, form a wide "V" around the damaged portion.

3. Lay pieces of glass fibre mat over the damaged area and, using a brush, apply the polyester resin to the mat with a stippling action; i.e. dab the brush downwards instead of using a stroking movement. Continue until the whole of the mat has lost its fibrous nature and is fully impregnated. Sufficient mat should be used so that, when impregnated, it stands proud of the main surface.

A cheap brush, which may be thrown away after use, will make just as satisfactory a job as a more expensive one, as it is only required for dabbing. If, however, a better quality brush is used, it may be washed thoroughly (not just left to soak) with a good household detergent such as Daz. All traces of the detergent must be removed before bringing the brush into contact with the resin again.

4. Protect the repair whilst it is setting by placing over it a sheet of transparent cellulose. Roll this thoroughly to remove all traces of air from the impregnated mat. Secure the cellulose with adhesive tape.

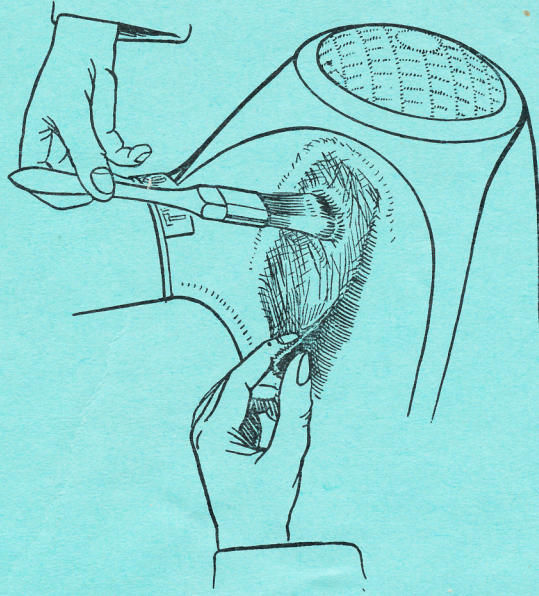


Fig. 2. APPLYING THE RESIN

Lay pieces of glass fibre mat over the damaged area and, using a brush, apply the polyester resin to the mat with a stippling action.

5. Although the resin will set sufficiently in approximately four hours, if it can be left overnight so much the better. The cellulose may be stripped off readily after the repair has hardened.

6. Smooth down the repair by sanding, filing and flattening to bring the repaired surface flush with the main body. Paint or cellulose stoppers and fillers will fill any pits or scratches.

7. Stored in a cold place, resin should remain usable for six months, if not mixed with the catalyst.

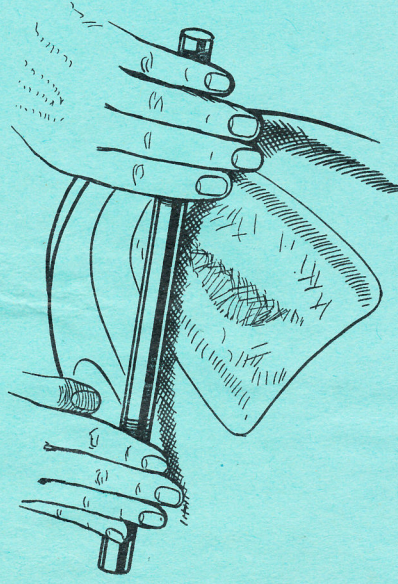


Fig. 3. Setting, rolling and securing the repair.

THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference :-
VTM/PCM/137X

TELEGRAMS:
CYCLES. PHONE. REDDITCH

TELEPHONE:
REDDITCH 121 (6 LINES)

16th September, 1959.

Dear Sirs,

ROYAL ENFIELD MOTOR CYCLES - 1960 SEASON.

We have pleasure in sending you advance details of the ROYAL ENFIELD Motor Cycle Programme for the 1960 Season.

You, as a ROYAL ENFIELD Dealer will know that our machines have enjoyed a tremendous popularity and have been in particularly heavy demand throughout the 1959 Season and, with the exception of the introduction of two new Models and the discontinuation of the 'ENSGN III', our Programme will consist of the same range of Models for the 1960 Season.

Details of the two entirely new Models which we are proud to announce are given below and these will undoubtedly further enhance the value of the ROYAL ENFIELD Agency:-

THE NEW '350 CLIPPER' : A de-Luxe 350 c.c. O.H.V. Single Cylinder Model, incorporating the 'Bullet' type engine, with aluminium alloy cylinder head, A.C. generator and coil ignition, quickly detachable rear hub, and full width front hub. Attractively finished in two-tone French Grey and Black enamel.

THE NEW 'METEOR MINOR SPORTS' : An addition to our very popular range of Sports Models - incorporating the 500 c.c. Over Square O.H.V. Vertical Twin Cylinder Engine, fitted with special cams, valves and springs - fully equipped and attractively finished in two-tone Black and Burgundy or Peacock Blue, with chromium plated tank and mudguards.

Production of the 'ENSGN III' Model is discontinued and the whole of our two-stroke production will be devoted to the attractive 'PRINCE' Model, the appearance of which is enhanced by stylish panelling of the petrol tank, which will be fitted with plastic motifs.

The '250 CLIPPER' remains unaltered, except for an improvement to the clutch, which will in future be fitted with three plates - an improvement which is also incorporated in the other 250 c.c. Models in our range - the 'CRUSADER' and 'CRUSADER SPORTS'.

The already attractive appearance of the 'CRUSADER' and 'CRUSADER SPORTS' Models is further improved by a redesigned Casquette, which mounts the pilot lights further forward than previously and is extended to the rear to enclose the handlebar mounting.

The new Casquette is also standard fitting on '350 and 500 Bullets', both the 'Meteor Minors', the 'Super Meteor' and 'Constellation' Models.

The METEOR MINOR DE LUXE retains all its characteristics of a fast smooth luxury machine and with its new and larger capacity tank and finish in either polychromatic burgundy or polychromatic peacock blue is even more attractive in appearance.

Both the SUPER METEOR and CONSTELLATION machines will be fitted with the new silencer in addition to the "new look" rear styling already described. The Super Meteor will also have a new tank similar in shape to that fitted to the Constellation.

The Super Meteor is, we consider, pre-eminent as a heavy duty sidecar machine. We offer in addition to this model the 500 c.c. Bullet and Constellation machines in sidecar trim at a small extra charge; that is with reduced overall gearing, sidecar strength front and rear suspension springs, and reduced trail of the front fork to give easier sidecar steering.

Since the AIRFLOW fairing was introduced in 1958 there has been a growing appreciation of the protection offered by this attractively styled frontal fairing and the demand has increased accordingly. We shall continue to offer the Airflow as an optional extra on new machines throughout the whole range.

We have pleasure in enclosing a list giving details of net export prices for our 1961 range, which will apply to all orders received on or after today's date. The new folder is at the moment in our printers' hands, and we anticipate being able to send you supplies about the middle of October.

In view of the greatly increased popularity of ROYAL ENFIELD machines we would ask you to assist us in catering for this demand by placing your orders for 1961 models at the earliest opportunity.

A full range of our models will be on show at the Cycle and Motorcycle Show to be held at Earls Court, London, from the 12th November to the 19th November and should you be in this country, we would like to take this opportunity of cordially inviting you to visit us at Stand No. 46 or Office No. 11 at any time during that period, so that you may examine these machines for yourself and meet members of our staff.

Assuring you of our best attention at all times,

We are,

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.

P. Gardner

P. Gardner.
Export Department.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS



HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference:-

VTM/PCM/136

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (6 LINES)

14th September, 1959.

Dear Sirs,

ROYAL ENFIELD MOTOR CYCLES - 1960 SEASON.

We have pleasure in advising you of advance details of the ROYAL ENFIELD Motor Cycle Programme for the 1960 Season, which will be publicly announced in the Technical Press during the week commencing October 4th next.

You, as a ROYAL ENFIELD Dealer, will know that our machines have enjoyed a tremendous popularity and have been in particularly heavy demand throughout the 1959 Season and, with the exception of the introduction of two new Models and the discontinuation of the 'ENSIGN III', our Programme will consist of the same range of Models for the 1960 Season.

Details of the two entirely new Models which we are proud to announce are given below and these will undoubtedly further enhance the value of the ROYAL ENFIELD Agency:-

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THE NEW 'METEOR MINOR SPORTS' : An addition to our very popular range of Sports Models - incorporating the 500 c.c. Over Square O.H.V. Vertical Twin Cylinder Engine, fitted with special cams, valves and springs - fully equipped and attractively finished in two-tone Black and Burgundy or Peacock Blue, with chromium plated tank and mudguards.

Production of the 'ENSIGN III' Model is discontinued and the whole of our two-stroke production will be devoted to the attractive 'PRINCE' Model, the appearance of which is enhanced by stylish panelling of the petrol tank, which will be fitted with plastic motifs.

The '250 CLIPPER' remains unaltered, except for an improvement to the clutch, which will in future be fitted with three plates - an improvement which is also incorporated in the other 250 c.c. Models in our range - the 'CRUSADER' and 'CRUSADER SPORTS'.

The already attractive appearance of the 'CRUSADER' and 'CRUSADER SPORTS' Models is further improved by a redesigned Casquette, which mounts the pilot lights further forward than previously and is extended to the rear to enclose the handlebar mounting.

The new Casquette is also standard fitting on '350 and 500 Bullets', both the 'Meteor Minors', the 'Super Meteor' and 'Constellation' Models.

In keeping with modern practice both the '350 and 500 Bullets' will be fitted with A.C. Generator and Coil Ignition, and these and the other Sports Models in our range, which are equipped with chromium plated mudguards, will have strengthened and improved tubular front mudguard stays.

The demand for the 'METEOR MINOR' during the 1959 Season has been almost entirely for the de-Luxe Model, and we have, therefore, decided to concentrate our production on the de-Luxe version and the new 'METEOR MINOR SPORTS' Model, of which details are given above.

The 'SUPER METEOR' has continued in heavy demand as an outstanding solo mount and particularly as an ideal sidecar machine, and will continue in our range for 1960, with those modifications detailed below which are common to all our Twin Cylinder engines.

The 1960 'CONSTELLATION' incorporates several modifications which improve further the performance of this exciting Model. It will be fitted with twin 1.1/16" bore Monobloc Carburettors and the smooth running of the engine will be improved by the fitment of lighter pistons, redesigned head steady and modified balance. The 'CONSTELLATION', in common with all 1960 ROYAL ENFIELDS of 346 c.c. capacity and over will be fitted with clutch plates having a bonded cork friction material, which eliminates clutch slip under all normal conditions.

All twin cylinder Models will be fitted with a redesigned exhaust system, which dispenses with the bend in the exhaust pipe immediately on the front of the silencer.

The exclusive 'Airflow' enclosure has continued to increase in popularity and demand since its introduction in 1958 and will continue to be offered as original equipment on new machines.

The recent dispute in the Printing Industry has unfortunately delayed the printing of our new folder, illustrating and describing the new range of Models, but supplies will be sent to you as soon as they are available from the Printers. In the meantime, we enclose herewith a list giving retail and trade prices for the 1960 range of Models.

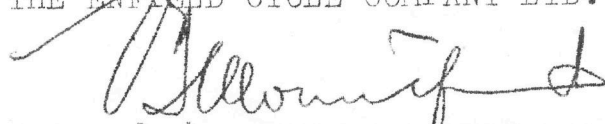
The demand for ROYAL ENFIELDS has been so great that we have not been able to fulfil all orders which were placed for 1959 Models, and we therefore propose to carry forward and to supply 1960 Models against such orders as remain unexecuted at this date, unless we receive your instructions to the contrary within the next few days.

1959 has undoubtedly been a ROYAL ENFIELD year; even at this late date the demand for our machines remains undiminished and we therefore urge you to assist us in ensuring adequate stocks of our machines to meet the demand, by placing your orders for 1960 Models without delay.

We shall continue to operate the S.O.R. Scheme, which proved so valuable to Dealers at the time of the reduction in Purchase Tax during the past Season, and our Representative for your district will be calling upon you within the course of the next few weeks for the purpose of discussing arrangements and completing Agreements for the 1960 Season.

Assuring you of our best attention at all times, we are,

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.



NEW PARTS

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
14691/20	3188	1	Washer	42183	—	3	Screw
14691/50	3190A	1	Washer	42139	—	3	Screw
19043	—	2	3 Washer	42140	1340	3	Screw
23701	—	2	3 Pump washer	42141	1361A	3	Screw
23825	—	4	Screw	42142	1365A	3	Screw
26127	1063	5	Plug	42143	1364A	3	Screw
26177	2923	—	Plug screw	42148	2779	1	3 Felt washer
29058	—	1	Washer	42163	—	60	0 Mudguard
30204	—	1	Nut	42168	—	107	6 Mudguard carrier
30206	—	4	Nut	42221	5439	1	1 Bracket
30602	535A	2	Spring washer	42247A	—	90	0 Toolbox
30811	5439	1	Nut	42249A	—	—	Toolbox
34849	3416	—	Nut	42267	3341	6	Brake spring
34920	4273A	1	3 Strap	42268	1359	2	0 Grommet
36091	Rack	30	0 Handlebar bend	42269	1359A	2	0 Housing
37407/1R	—	8	3 Lighting coil	42270	—	102	6 Mudguard carrier
37407/1L	—	8	3 Lighting coil	42292	—	—	Toolbox lid
38058A	506	5	0 Gasket, copper	42320	Rack	70	0 Mudguard
38085/10	461A	7	6 Valve seat insert, O/S	42392	—	275	0 Crankshaft
38086/10	480	7	6 Valve seat insert, O/S	42394	3396	6	3 Yoke
38657	2760A	2	Washer	42440	1382	5	Nut
38678	2793	2	Peg	42448	—	27	6 Adaptor
38681C	—	M.A.	Crankcase	42458	—	4	0 Cover
38684	—	M.A.	Engine, Meteor	42459	2905A	6	Tachometer cover
38688	—	42	6 Piston	42471	4110	2	3 Rubber washer
38688/20	—	42	6 Piston	42492	—	2	3 Split collar
38688/40	—	42	6 Piston	42501	2252	320	0 Crankshaft
38689	—	45	0 Piston	42502	2840	18	6 Induction pipe
38689/20	—	45	0 Piston	42504	2922	—	3 Gasket
38689/40	—	45	0 Piston	42505	—	3	6 Magnet
38979	—	12	6 Footrest	42507	—	46	6 Camshaft sprocket
39348	1422	M.A.	Crankcase	42508	—	—	Shim
39355	—	4	Dowel	42509	—	M.A.	Engine, Constellation
39381	2906A	3	0 Nut	42517	2670	7	Gasket
39891	—	6	Stud	42518	2675	7	Gasket
40154	2731	16	0 Distributor bracket	42519	1400	320	0 Crankshaft
40417	2994A	4	6 Spoke	42520A	—	112	6 Cylinder barrel
40635	Rack	45	0 Rim, WM3-18	42521A	—	112	6 Cylinder barrel
40753	6046	6	0 Clutch Cable	42523	2781	6	6 Push rod
40786	—	58	6 Centre stand	42524	1338	1	9 Plug
40787	—	58	0 Centre stand	42528	—	—	2 Shim
41134	3989A	—	Washer	42565	—	—	Engine plate
41181	—	1	0 Extractor	42566	—	—	Engine plate
41290	—	10	Spring post	42568	—	185	0 Chainstay
41295	—	M.A.	Q.D. Wheel	42596	527A	3	0 Bearing shell
41341	3831	1	6 Clip	42596/10	599A	3	6 Bearing shell
41343	3434	17	6 Brake shoe	42956/20	584A	4	0 Bearing shell
41418	2716	4	0 Pressure plate	42597	300	77	6 Connecting rod
41426	2722	16	0 Damper knob	42598	7000	1	6 Wire insert
41479	2368	1	9 Clip	42599	2930	62	6 Piston
41541	1027	160	0 Timing cover	42599/20	1005	62	6 Piston
41545	—	90	0 Steering stem	42599/40	919A	62	6 Piston
41560	—	M.A.	Dual seat	42636	225	5	3 Oil cap
41562	3787	1	9 Rubber sleeve	42650	—	2	0 Sprocket cover
41602	—	3	0 Buffer assembly	42651	—	6	3 Valve collar
41603	3812	1	4 Tube	42652	—	3	0 Valve collar
41604	3808	1	6 Rubber	42660	—	11	0 Valve guide
41644	3819	5	Buffer	42661	1341	13	9 Valve
41676	4066	3	9 Tube	42665	1243	25	0 Clutch plate
41719	—	107	6 Connecting rod	42692	1120	2	9 Valve spring
41722/10	552A	3	6 Bearing shell	42693	1119	2	0 Valve spring
41722/20	574A	4	0 Bearing shell	42695	2865	65	0 Main tube
41829	—	5	Nut	42751	—	12	0 Toolbox lid
41873	—	—	Bracket	42755	—	4	6 Clip
41874	—	16	0 Bracket	42756	—	1	0 Sleeve
41953A	—	35	0 Brake pedal	42757	—	10	Tube
42005	Rack	—	Handlebar bend	42766	—	52	6 Rim, WM2-19
42090	—	5	3 Engine plate	42827	—	M.A.	Fork assembly
42091	—	5	3 Engine plate	42835	1077A	4	Bolt
42105	1383	3	0 Operating lever	42842	—	4	3 Withdrawal pin
42107	1388	6	0 Torque arm	42843	1353	20	0 Pressure plate
42108	1385	10	Knuckle				
42109	1385A	10	Pin				
42115	1387	3	0 Cable stop				
42123	—	—	Chaincase				
42124	—	—	Thrust washer				
42133	1336	3	Screw				
42134	1336A	—	Screw				
42135	1337A	—	Screw				
42136	1337	3	Screw				
42137	1317	—	Screw				

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
42864	—	7 0	Bolt	43320	—	1 3	Post
42868	—	—	Steering stem	43340	—	17 6	Oil pipe
42873	2644	4 9	Spring	43342	—	17 6	Oil pipe
42874	—	2 9	Spring post	43345	—	14 0	Bearing housing
42878	1335	25 0	Driving plate	43346	1121	1	Gasket
42879	—	7 6	Pressure plate	43348	608	32 6	Bearing housing
42880	—	—	Toolbox & battery carrier	43349B	T1599	M.A.	Crankcase
42904	—	105 0	Pipe & silencer	43350	2821	275 0	Crankshaft
42923	—	3 0	Washer	43351	2072	—	Cylinder head
42935	2931	90 0	Silencer	43354	2073	—	Cylinder head
42937	3333	6 9	Clip	43357	5439	6	Gasket
42960	—	M.A.	Front wheel	43373	—	1 10	Nut
42961	—	52 6	Rim, WM2-19	43435	681	1	Gasket
42962	—	4	Nut	43436	685	1	Gasket
42968	1378A	30 0	Drum & plate	43437	682	1	Gasket
42970	1384	3 0	Tube	43439	5309A	1 0	Horn bracket
42971	1386	3 6	Locating tube	43441	—	4 0	V. Bolt
42972	—	130 0	Chaincase	43447	2052	1 0	Plastic cover
42973	1568	265 0	Clutch assembly	43452	6066	2 9	Decompressor cable
42975	1346	26 6	Front plate	43453	5968	3 9	Brake cable
42980	1377	65 0	Backplate assembly	43454	6073	3 0	Throttle cable
42982	2471	45 0	Main tube	43463	—	40 0	Exhaust pipe
43005	290A	—	Spring	43466	4657	1 9	Chaincase cover
43006	—	87 6	Mudguard carrier	43467	4648	4 6	Nut
43008	—	13 0	Saddle link	43469	691	1 0	Gasket
43011	—	1 9	Spacer	43484	—	—	Dust cover
43038A	—	120 0	Cylinder barrel	43485	—	M.A.	Fork assembly
43039A	—	120 0	Cylinder barrel	43494	—	—	Yoke
43055	—	65 0	Head bracket	43501	—	37 6	Chaincase
43060	—	35 0	Main tube	43506	—	12 6	Chaincase
43067	—	5 6	Strap	43507	—	25 0	Chaincase
43068	—	2 6	Post	43515	6082	235 0	Chainstay
43069	2431	1 6	Nut	43521	1374	17 6	Valve
43070	—	2 0	Clamp post	43527	—	—	Hub & brake drum
43086	—	185 0	Hub assembly	43533	—	2 3	Washer
43087	—	67 6	Hub only	43537	—	M.A.	Gearbox
43090	—	6	Nut	43540	3171	85 0	Silencer
43093	—	60 0	Cylinder head	43542	3832	8 6	Engine plate
43094	—	92 6	Cylinder barrel	43544	3834	8 6	Engine plate
43137	—	105 0	Chainstay	43545	—	4 0	Throttle cable
43151	—	M.A.	Rear wheel	43546	—	4 0	Air cable
43153	—	(Set 15) 4	Rivet	43547	5931	8 6	Clutch cable
43158	—	4 0	Engine plate	43549	—	67 6	Handlebar assembly
43159	—	4 0	Engine plate	43549/1	Rack	35 0	Handlebar bend
43172	5926	12 6	Clutch cable	43550	3615	1 6	Stud
43174	5918	8 0	Brake cable	43551	—	3 6	Spindle
43203	—	—	Engine plate	43558	—	—	Steering stem
43204	—	—	Engine plate	43561	—	47 6	Main tube
43206	—	6	Peg	43563	—	10 0	Spring tube
43211	—	M.A.	Frame	43565	—	4 6	Oil seal
43215	—	—	Pivot pin	43567	5934	5 3	Throttle cable
43216	—	—	Toolbox	43568	—	5 0	Air cable
43220	—	—	Nut	43569	6067	8 0	Brake cable
43222	—	5 0	Battery clamp	43570	6081	12 6	Clutch cable
43232	—	19 0	Footrest	43584	7111	3 3	Oil seal
43233	—	19 0	Footrest	43586	—	Use 43549/1	Handlebar bend
43234	—	16 6	Sprocket	43594	3451	—	Spoke
43243	—	—	Mudguard carrier	43616	—	M.A.	Petrol tank
43263	—	17 6	Brake shoe	43617	3767	1 9	Clip
43264BX	—	16 0	Brake lining	43627	—	—	Breather
43269	—	—	Bolt	43646	3786	5 0	Petrol pipe 7"
43270	—	M.A.	Front wheel	43647	—	90 0	Chaincase
43273	—	37 6	Piston	43652	3788	6 3	Petrol pipe, 10 $\frac{1}{2}$ "
43273/20	—	37 6	Piston	43654	—	5 0	Mudguard stay
43273/40	—	37 6	Piston	43655A	—	M.A.	Gearbox
43274	—	1 0	Screw	43662	5841	—	Cylinder head
43275	—	5 6	Cable guide	43663	5863	—	Cylinder head
43276	1779A	10	Guide sleeve	43666	—	8	Oil scraper
43277	1791	10	Connector nipple	43673	—	M.A.	Tank
43278	5964	7 6	Clutch cable	43698	—	155 0	Chaincase
43279	5962	3 6	Clutch cable	43703	—	52 6	Handlebar assembly
43280	—	—	Rubber sleeve				
43288	—	60 0	Exhaust pipe				
43292	—	15 0	Toolbox lid				
43298	—	22 6	Toolbox lid				
43301	—	5 3	Throttle cable				
43313	—	M.A.	Engine, R.E.3				
43315	—	57 6	Handlebar assembly				
43315/1	—	30 0	Handlebar bend				
43317	—	—	Brake plate				

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
43703/1	Rack	32 6	Handlebar bend	44050	—	M.A.	Engine, 350 c.c.
43704	5893	4 0	Brake cable	44051	—	M.A.	Engine, 350 c.c.
43715	—	—	Stud	44052	—	10 6	Torque plate
43716	—	25 0	Pump disc	44054	—	M.A.	Tank
43717	—	M.A.	Fork assembly	44055	—	M.A.	Q.D. Wheel
43718	—	—	Brake plate	44056	—	M.A.	Engine, Meteor Minor
43720	—	7 0	Brake cam	44057	—	6	Stop plate
43721	—	—	Collar	44109	—	27 0	Chainguard
43722	—	—	Stud	44111	—	M.A.	Rear wheel
43723	—	75 0	Handlebar assembly	44112	—	42 6	Rim, WM2-17
43723/1	Rack	35 0	Handlebar bend	44114	—	37 6	Front mudguard
43724	—	6 0	Clutch cable	44123	—	Set (20) 4 6	Spoke
43727	—	5 6	Brake cable	44125	—	5 0	Mudguard stay
43731	—	M.A.	Fork assembly	44137	—	—	Distributor shield
43732	—	85 0	Bottom tube	44139	—	5 3	Mudguard stay
43733	—	80 0	Bottom tube	44140	—	8	Stud
43734	—	77 6	Toolbox	44141	—	13 0	Badge
43735	—	70 0	Front mudguard	44167	—	—	Torque plate
43736	Rack	70 0	Rear mudguard	44179	—	2 6	Rubber edging,
43737	—	80 0	Windscreen	44185	—	—	Push rod
43739	—	87 6	Toolbox	44186	—	—	Push rod
43740	—	140 0	Toolbox	44196	—	105 0	Exhaust pipe
43741	—	M.A.	Front wheel	44208	—	—	Footrest
43744	—	250 0	Cylinder head	44262	—	—	Screw
43745	—	7 6	Push rod	44263	—	—	Nut
43746	—	7 6	Push rod	44268	—	M.A.	Rear wheel
43748	—	M.A.	Crankcase	44288	—	—	Bracket
43751	—	M.A.	Crankcase	44289	4685	—	Tag
43753	—	32 6	Housing cover	44291	593A	—	Head gasket
43754	—	10	Bracket	44299	—	M.A.	Tank
43774	—	—	Clip	44303	—	—	Chainguard
43825	—	37 6	Front mudguard	44326	—	—	Steering stem
43834	—	60 0	Front mudguard	44327	—	M.A.	Fork assy.
43835	—	60 0	Rear mudguard	44328	—	—	Fork head
43847	—	—	Screw	44329	—	M.A.	Airflow fairing
43865	—	M.A.	Tank	44335	—	—	Exhaust pipe
43868	3581	19 0	Footrest	44336	—	—	Exhaust pipe
43869	—	19 0	Footrest	44360	—	—	Stud
43874	—	M.A.	Rear wheel	44368	—	—	Mudguard carrier
43880	2337	13 6	Damper knob	44379	—	—	Steering stem
43881	—	105 0	Exhaust pipe	44425	693	—	Screw plug
43883	—	40 0	Exhaust pipe	44442	—	1 6	Clip
43885	—	—	Handlebar assembly	44462	—	—	Bracket
43886	—	7 3	Throttle cable	44463	—	200 0	Front mudguard
43888	—	7 3	Air cable	44466	—	50 0	Pannier carrier
43898	—	—	Cable adjuster	44467	—	50 0	Pannier carrier
43933	—	27 6	Brake plate	44555	—	77 6	Exhaust pipe
43949	846	5	Gasket	44558	3225	—	Nut
43951	5969	8 6	Clutch cable	44589	—	5 0	Balance weight
43956	—	3 6	Nut	44590	3009	2	Screw
43957	—	3 0	Stud	44597	—	—	Stud
43960	—	5	Cap	44607	—	17 6	Clutch cable
43961	—	1 2	Rubber sleeve	44608	—	—	Adaptor
43962	—	M.A.	Airflow fairing	44609	—	—	Body
43965	—	2 6	Clip	44610	—	—	Tag
43984	—	12 6	Spring tube	44634	—	52 6	F/S crank
43988	—	92 6	Steering stem	44650	Rack	—	Handlebar bend
43989	—	1 4	Bolt	44659	—	112 6	Silencer
43990	—	M.A.	Fork assembly	44662	—	—	Stud
43991	—	112 6	Steering stem	44699	—	—	Backing strip
43993	—	92 6	Fork head	44702	—	9 0	Tank clip
43994	—	1 9	Rubber seal	44710	—	—	Tubular spanner
43995	—	6	Rubber seal				
43996	—	5	Rubber washer				
43997	—	1 4	Rubber buffer				
43998	—	200 0	Front mudguard				
44001	—	60 0	Exhaust pipe				
44002	—	8	Screw				
44003	—	5 0	Plate				
44004	—	1 0	Clamp				
44007	—	5	Screw				
44008	—	8	Nut				
44009	—	1 0	Clamp				
44010	—	4 3	Number plate				
44011	—	2	Grommet				
44012	—	1 9	Rubber strip				
44014	—	2 0	Nut				
44024	—	M.A.	Engine, Crusader				
44025	—	240 0	Cylinder head				
44026	2642	—	Screw				
44045	818	—	Valve guide				

NEW PARTS

AMAL

The part number is preceded by the symbol AM/: thus AM/6/052/6, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
6/052/3½	4916	7 4	Valve	302/045/6	—	3 8	Base plug
6/052/6	4916	7 4	Valve	302/10	4740	84 8	Float chamber comp.
12/556	—	4 6	Air lever	376/001	5332A	30 0	Mix. ch. body
12/557	—	4 6	Magneto lever	376/92	—	90 0	Carburettor
12/595	—	11	Clip	376/100	—	1 6	Main jet
12/606	—	1 2	Control cap	Jet No.			
12/607	—	8	Control bolt	100	4497	—	—
12/608	—	10 0	Air control	130	4378A	—	—
12/609	—	10 0	Magneto control	150	4499	—	—
12/619	—	3 4	Control body	160	4508A	—	—
12/620	—	3 4	Control body	170	4522A	—	—
14/033	4743	1	Cotter	190	4522	—	—
14/189	4743	1	Washer	230	4521A	—	—
14/232	—	8	Plug screw	250	4501A	—	—
14/241	—	1	Washer	280	4521	—	—
14/249	—	4 8	Banjo	300	4520A	—	—
14/252	—	2	Washer	376/110	4415	—	Intake ring
14/255	—	1 10	Banjo nut	389/060/3	4916	7 8	Valve
14/275	—	4 2	Washer	2403	—	3	Plug screw
14/304	5197A	4 6	Float	2502	4743	1 10	Air valve
15/625	—	6 0	Jet holder	2503	—	2	Nipple holder
16/069E	—	1 6	Dummy grip	2507	—	1 3	Air barrel top
16/328	—	3 8	T/G body, top	2558	4743	4	Spring
16/329	—	3 8	T/G body, bottom	2626	4741	8	Cable adjuster
16/417CE	—	11 0	Twist grip	2627	4741	2	Locknut
18/231	—	6 4	Bracket	2629	—	2	Cable nipple
18/660	—	11 6	Clutch control	2966	—	1 10	Needle insert
36/006	—	2	Washer	2980	4743	3	Spring
134/105	—	4	Screw	2981	4743	2 6	Pilot needle
134/107	—	2	Washer	2982	—	2	Spring catch
175/048/	—	—	—	3326	—	1 10	Main jet
RR	4963	78 30	Mixing chamber	Jet No.			
175/101D	—	30 0	Choke adaptor	420	4741	—	—
175/117	—	12 0	Air tube	430	4741	—	—
175/119	—	5 0	Lock ring	440	5439	—	—
175/232	4743	6 0	Mix. ch. top	450	4741	—	—
175/307	4741	1 10	Spring	460	4741	—	—
175/309	4737	1 3	Spring	470	4741	—	—
175/311/5	5244A	10 3	Throttle valve,	480	4741	—	—
175/317	4741	6 0	Mix. ch. cap.	3438	4741	3 0	Jet choke tube
302/001	—	36 4	Float ch. body	3348	—	1 10	Jet holder plug
302/002	—	24 0	Float ch. cover	3970/109	4741	3 0	Needle jet, No. 109
302/009	—	4	Screw	3971	4741	3 8	Jet needle
302/010	4743	1 0	Tickler	10TT9/	—	—	—
302/042	—	6 0	Float	A3768	4944	254 0	Carburettor
302/044	4743	2 6	Float needle				

ARMSTRONG

The part number is preceded by the symbol AR/: thus AR/AT6/418, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
AT6/418	—	6 8	Spring	AT6/521	—	3 6	Lower spring
AT6/450	—	9	Mounting rubber	AT6/522	—	7 0	Outer shroud
AT6/451	—	5 0	Outer shroud	AT6/523	—	4 6	Inner shroud
AT6/452	—	6 0	Upper spring	AT6/534	—	1 0	Spring cover
AT6/456	—	5	Mounting bushes	AT6/7/	—	—	—
AT6/490	4019	6 0	Spring	1070	3653	73 0	Suspension unit
AT6/518	—	7 6	Lower shroud	AT6/1073	—	59 0	Suspension unit

DOHERTY

The part number is preceded by the symbol DH/: thus DH/66, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
66	2424	10 6	Twist grip	666	6143	3	Screw
100/S	2410	8 6	Air control	667	—	1 3	Rubber
100/1S	6143	2 9	Body	1008	—	9	Clip
100/2SRH	6143	2 9	Lever	1009	—	3	Pin
100/3S	6143	9	Screw	1051	—	4 3	Decompressor lever
100/4S	6143	3	Washer	1061	—	4 6	Body
100/5S	6143	6	Spring	1063	—	3	Nut
100/6S	6143	9	Clip	1070LH	2426	5 3	Clutch lever
100/9S	6143	6	Screw	2020RH	2407	7 0	Brake lever
105	2409	10 6	Decompressor control	2020LH	2411	7 0	Clutch lever
106P	2408	3 0	Decompressor lever	4070RH	2398	5 3	Brake lever
661	—	3 0	Rotor	4070LH	2400	5 3	Clutch lever
662	—	4 6	Housing	5066	2416	4	Pin
663	6143	6	Spring	T4	2053	1 3	Dummy grip
664	6143	6	Screw	U4	1968	1 6	Dummy grip
665	6143	6	Screw				

NEW PARTS

GIRLING

The part number is preceded by the symbol GR/: thus GR/9054/47, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
9054/47	2720	8 0	Bottom cover	9054/316H	3764	2 1	Pivot bush
9054/152	2728	10 9	Outer cover	SB3/227	—	57 0	Suspension unit
9054/277	2745	7 8	Spring				

LUCAS

The part number is preceded by the symbol LU/: thus LU/31784A, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
31784A	5448	22 6	Switch	458619	5451	8 9	Cover
40550A	5556	85 0	Distributor	458658	—	9	Grommet
41856A	—	—	Headlamp	458855	4916	16 0	Cam
42369A	4964	210 0	Magneto, K2F	461026	5441	2 0	Clip & pin
45077B	5119	31 6	Coil	468678	T5997	62 6	Stator
58258A	T5690	92 6	Headlamp	552813	—	Pkt 10 2 0	Spring
78114B	—	3 0	Suppressor	552906	—	3 0	Rubber ring
100104	5441	Pkt 10 1 9	Screw	553921	T4901	12 6	Light unit
127301	—	Pkt 10 2 6	Screw	554440	4922	16 6	Rim
144406	5441	Pkt 10 1 3	Screw (short)	837541	4922A	19 6	Cable harness
145389	5441	Pkt 10 1 3	Screw (long)	839870	5205	—	Cable harness
146460	5461	Pkt 10 3 3	Thrust washer	4189333	—	—	Nut, red
166043	5463	Pkt 10 1 0	Nuts	4189334	5461	—	Nut, blue
169160	5441	—	Nut	4179521	4916	—	Vent plug
185022	5463	Pkt 100 1 9	Washer				
198898	—	Pkt 10 1 0	Screw				
351815	5463	2 6	Knob				
400051	5441	2 0	Rotor arm				
415729	5428A	2 9	Weight assy.				
416047S	5441	Set 2 1 6	Spring				
422369	5441	—	Packing				
422381	5463	7 0	Cam				
423947	5437	—	Coil clip				
455190	5441	Pkt 10 6 6	Brush & spring				
458021	5463	2 6	Cam				
458367	5450A	6 6	Pick-up assy.				
458368	5441	6 6	Pick-up assy.				

MILLER

The part number is preceded by the symbol MI/: thus MI/62RE5, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
62RE5	—	Set 5 10	Fixing wires	179/6	4915	7	Bulb holder
69/110	—	Set 4 1 4	Lamp bolts	179/8	4915	4 6	Bulb holder complete
69/RE	T5317	70 0	Headlamp	600	T5623	15 0	Light unit
69RE/1	—	16 6	Lamp body	EC1	5439	6 6	Bulb cowl
69RE/9	—	15 0	Switch	S137	—	Set 7	Nut & washer
69RE/10	—	1 6	Switch cover				
69RE/11	—	5 3	Switch base				

RENOLDS CHAINS

The part number is preceded by the symbol RN/: thus RN/114038/92

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
114038/92	4635	29 4	$\frac{3}{8}$ " x .225" Duplex				

SKEFKO

The part number is preceded by the symbol SK/: thus SK/6201, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
6201	165	14 0	Ball, 12 x 32 x 10mm.	EN 10	1363	9 6	Ball, thrust

NEW PARTS

SMITH

The part number is preceded by the symbol SM/: thus SM/467/243L, etc.

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
467/243L	5769	70 0	Head, 120 m.p.h.	S467/167	4741	—	Head
467/247L	—	70 0	Head, 180 m.p.h.	S467/241	5050A	70 0	Head, 80 m.p.h.
52108/1/57	—	11 3	Flex, inner	S467/245	—	70 0	Head, 120 k.p.h.
53395/4/54	—	22 6	Flex, complete	S467/L	5054A	70 0	Head, 80 m.p.h.
53395/4/57	6147	26 6	Flex, complete	SN3103/20	5045	65 0	Head, 80 m.p.h.
53398/4/54	—	11 3	Flex, outer	SN3103/22	—	65 0	Head, 120 k.p.h.
53398/4/57	—	11 3	Flex, outer				
S467/4L	T4991	70 0	Head, 140 k.p.h.				

TECALEMIT

The part number is preceded by the symbol TC/: thus TC/NA5700/1

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
NA5700/1	3909A	5	Nipple				

MAJOR ASSEMBLIES

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
38681	—	—	Crankcase				
38684	—	128 0 0	Engine, 700 c.c.				
39348	—	22 10 0	Crankcase				
41295	—	—	Q.D. Wheel				
41560	—	—	Dual seat				
42509	—	—	Engine, 700 c.c.				
42827	—	—	Fork assy.				
42960	—	—	Front wheel				
43151	—	8 10 0	Rear wheel				
43211	—	—	Frame				
43270	—	9 18 0	Front wheel				
43349	—	20 7 6	Crankcase				
43485	—	12 10 0	Fork assy.				
43496	—	16 16 0	Frame				
43537	—	29 0 0	Gearbox				
43616	—	8 0 0	Tank				
43655	—	29 0 0	Gearbox				
43673	—	8 0 0	Tank				
43717	—	19 5 0	Fork assy.				
43731	—	—	Fork assy.				
43741	—	10 15 0	Front wheel				
43748	—	16 0 0	Crankcase				
43751	—	22 10 0	Crankcase				
43865	—	18 0 0	Tank				
43874	—	—	Rear wheel				
43962	—	27 0 0	Airflow fairing				
43990	—	17 17 6	Fork assy.				
44024	—	—	Engine, 250 c.c.				
44050	—	95 0 0	Engine, 350 c.c.				
44051	—	90 0 0	Engine, 350 c.c.				
44054	—	—	Tank				
44055	—	—	Q.D. Wheel				
44056	—	—	Engine, 500 Twin				
44111	—	12 17 6	Rear wheel				
44268	—	—	Rear wheel				
44299	—	—	Tank				
44327	—	—	Fork assy.				
44329	—	27 0 0	Airflow fairing				

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
BJ23	1889A	9	Drain plug	FC42/2	1845	3 3	Stop plate
BJ23A	1724A	2	Washer	FC43	1691	9	Pin
BS30	2234A	5	Key	FC44	1685	6	Pin
C10	1547	Set (7)	Rivet	FC45	1689	3	Stop
C3112	664		Screw	FC46	1687	6	Stop
DE110	2328		Nut	FC47	—	N.F.S.	F/C op. shaft
DE136	2306		Stud	FC47D	1849	6 6	F/C op. shaft
DE297	5383	4d. doz.	Washer	FC47E	1829	6 6	F/C op. shaft
DE366	1294A		Screw	FC47H	1701	6 6	F/C op. shaft
DE390	793		Nut	FC48	1595	5 9	F/C lever
DE394	4013		Nut	FC48E	1857	5 9	F/C lever
DE425	3966		Stud	FC48F	1835	5 9	F/C lever
DE518			Pin	FC48/G2	1666	5 9	F/C lever
DE627	1235		Nut	FC49	1700	1 8	Fulcrum pin
DE712	1182		Nut	FC49/G2	1714	1 8	Fulcrum pin
DE794	4479A		Pin	FC50	1716	3 3	Bush
DE1008	2328		Nut	FC50D	1867A	3 3	Bush
DE1041	—			FC51	1720	9	F/C spring
E133	1553	12 3	Sprocket	FC52	1696	1 8	F/C spring
E133/19	1519	12 3	Sprocket	FC52/1	1832	1 8	F/C spring
E137	1575	1 8	F/S spring	FC52/5	1853	1 8	F/C spring
E137/1	—	Use E137/5	F/S spring	FC53	1692	2 6	Cont. plate
E137/5	1833		F/S spring	FC54	1888	3	Bush
E138	1267	3 3	Cover	FC55	1708	3	Bush
E140	1636	9	Plug	FC55H	1712	3	Bush
E141	1546	4 0	Lever	FC56	1909	9	Indicator
E142	1549	2 9	Clutch adjuster	FC56B	1871A	9	Indicator
E142A	1528A	1 2	Cl. adj., $\frac{5}{8}$ " long	FC57/009	1819	4	Cap pin
E142B	1528A	1 2	Cl. adj., $\frac{7}{8}$ " long	FC57/101	1817	4	Screw
E143	1400	6	Cotter	FC57/103	1839	4	Screw
E153	1355	23 0	Clutch sprocket	FC57/107	1840	4	Screw
E159	1245	7 3	Clutch plate	FC57/112	—	4	Screw
E168	1350	26 3	Back plate	FC57/206	—	4	Screw
E5414	6874/5	M.A.	Clutch extr.	FC57/212	1820	4	Screw
EE8	—	N.F.S.	Ball bearing	FC57/G2	1362A	3	Screw
EJF21B	1878	7 3	Lever	FC57HJ	—	9	Pin
EJM43/42A	1920	3 3	Adjuster	FC57HJ/L	1686	4	Pin
F13	1723	5	Washer	FC57HJ/S	1707	3	Pin
F14	1724	6	Washer	FC57HS	1910	2	Bush
F15	1332	21 3	Ball race	FC58	1670	10 9	F/S crank
F16	1324	14 0	Ball race	G42	1615	10 9	F/S crank
F146	1360	1 10	Nut	G42/1	1836	9	Cotter pin
F179A	1861	2	Pin	G43	1640	1 2	Nut
F180	1885	4	Screw	G43S	1803	1 8	F/C rubber
F193	5678	2	Washer	G46/FC	1924	1 8	F/S rubber
F511	1810	1	Fibre washer	G46/KS	1923	1 8	F/C rubber
F512	2818	1	Fibre Washer	G47FC	—	1 8	Rivet
F516	2818	1	Washer	G66	1642	Set (15)	Insert
FC1	1694	6 6	Ratchet	G67/2	1750	Per doz.	Insert
FC1/35	—	Use FC1	Ratchet	G67/F1	1658	Per doz.	Insert
FC1/35/1	1828	6 6	Ratchet	G67/K	1837	Per doz.	Insert
FC1A/35NS	—	Use HIA/35NS	Ratchet	G68/3	1652	8 3	Ball ring
FC4	1915	5 0	Ratchet	G68/123	1661	41 0	Back plate
FC6	1662	3 3	Bush	G68/123/S	1738	41 0	Back plate
FC6D	1864	3 3	Bush	G68/5/123	1879	45 0	Back plate
FC6E	1826	3 3	Bush	G69	1608	19 0	Clutch centre
FC6HJ	1667A	2 9	Bush	G69A	1657	19 0	Clutch centre
FC7	1722	9	Washer	G69/5	1919	20 6	Clutch centre
FC24	1731	9	Pin	G70	1659	Set (3)	Clutch rubber
FC30	1683	12 3	F/C lever	G70/5	1899	Set (3)	Clutch rubber
FC30A	1718	3	Bolt	G70/A	1681	Set (3)	Clutch rubber
FC30F	1792	12 3	F/C lever	G70A/5	1900	Set (3)	Ret. ring
FC30/G2	1749	16 6	F/C lever	G71	1676	4 2	Dist. tube
FC30/NS	1726	16 6	F/C lever	G72	1656	7	Cage
FC30R	1814	10 6	F/C lever	G74	1650	Per pair	Rivet
FC30T	1881	16 6	F/C lever	G74A	1641	Set (15)	Plate, flat
FC41	1702	3 3	Adj. plate	G75	1678	6 6	
FC41/1	1831	3 3	Adj. plate				
FC41A	1855	3 3	Adj. plate				
FC42	1690	3 3	Stop plate				
FC42/1	1830	3 3	Stop plate				

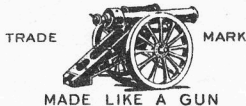
G75A

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
G75A	1698	6 6	Plate, dished	H17/21	1667	14 0	L/shaft gear
G76	—	Use 32017	Ball	H18/22	1367	31 6	L/shaft gear
G77	1674	9 6	Front plate	H18/23	1573	31 6	L/shaft gear
G78	1727	6 6	Clutch spring	H18/24	1369	31 6	L/shaft gear
G79	1703	5 0	Cap	H19/27	1574	33 0	L/shaft gear
G79/5	1897	5 9	Cap	H20/30	1499	31 6	L/shaft gear
G79G	1711	7 3	Cap	H20/31	1501	31 6	L/shaft gear
G79G2	—	Use G79/5	Cap	H21	1348	29 6	F/S spindle
G80	1645	4 4	Screw	H21/4	1836	29 6	F/S spindle
G2/1	1682	41 0	Gearbox cover	H21A	—	Use H15A	F/S spindle
G2/1A	1639	24 6	F/C cover	H21S	1393	29 6	F/S spindle
G2/1A/2	—	24 6	F/C cover	H22	1475	4 0	Pawl
G2/2	1638	95 0	Gearbox case	H22A	1472	6 4	Plunger
G2/3	1646	5 0	Cap	H23	1489	4 4	Spring
G2/4	1644	3 3	Pin	H24	1490	6 6	Pivot
G2/5	1611	4 4	Washer	H25	1491	4 0	Stop plate
G2/7	—	Use G2/7A & H10/A	Mainshaft	H26	1492	Per pair	Bolt
G2/7A	1745	45 0	Mainshaft	H27	1493	7 3	Bush
G2/7SA	—	45 0	Mainshaft	H28	1508	1 8	F/S spring
G2/STA	1736	45 0	Mainshaft	H29	1509	3 3	Cover
G2/7T	—	Use G2/7TA & H10A	Mainshaft	H33	1525	9 6	Operator
G2/7TA	1744	45 0	Mainshaft	H34	1527	7 3	Fork
G2/8	1734	36 0	M/S sleeve	H36	1494	1 1	Pin
G2/8B	1721	50 0	M/S sleeve	H40/1	1818	5 6	Cap
G2/9	1655	9 0	Clutch worm	H40/2	1370	5 6	Cap
G2/10	1730	8 3	Worm nut	H42/4	1771	16 0	F/S crank
G2/13	1823	4 4	Pin	H42/42A	1530	16 0	F/S crank
G2/14	1839A	2 2	Screw	H42/42A	—	Use H42/42A/S	F/S crank
G2/36	1537A	1 8	Pin	H42/42A	1379	16 0	F/S crank
G2/37	1884	1 8	Bush	H42/42A	—	Use H42A/4	F/S crank
G2/41	1733	7 3	Clutch lever	H42B	1824	5 6	Pedal
G2/41/1	1834	8 3	Clutch lever	H42C	1368	9 9	Bolt
G2/43	1729	4 4	Pin	H43	1567	4 4	Spring
G2/53	1920A	1 8	Spacer	H43/S	1394	1 3	Cotter
G2/66	—	Use H66/0912	Clutch rod	H44/1	1827	1 8	Bolt & Nut
G2/66T	—	Use H66/1001	Clutch rod	H49/14	1635	17 0	Sprocket
G2/66/5	—	Use H66/1005	Clutch rod	H49B/15	1529	17 6	Sprocket
H1/39	1465	38 0	F/C cover	H49/16	1710	19 3	Sprocket
H1A/39	1400B	24 0	F/C cover	H49CT	—	Use H49A/17	Sprocket
H1A/35NS	1488	31 0	F/C cover	H49A/18	1462	20 9	Sprocket
H1/3	1449	6 6	Washer	H49A/19	1565	21 3	Sprocket
H2/39	1466	52 6	Gearbox case	H49/20	1747A	22 0	Sprocket
H2/J	1400B	52 6	Gearbox case	H49D/21	1669	23 6	Sprocket
H3/1	1845A	3 3	Oil seal	H51	1550	24 0	Sprocket
H4	1450	6 6	Washer	H51B	1514	2 2	Screw
H4/1	1847	6 6	Retainer	H52	2239A	1 8	Screw
H5	145	22 0	Ball race	H52	1467	1 8	Oil thrower
H6	145	16 6	Ball race	H54/100	1796A	4 4	Bolt
H7	—	Use H7A & H10A	Mainshaft	H54/103	1843	4 4	Bolt
H7A	1455	45 0	Mainshaft	H54A	1446	4 4	Bolt
H8	1457	36 0	M/shaft sleeve	H54B	1447	4 4	Bolt
H9/17	1459	14 0	M/shaft gear	H54C	1448	3 3	Bolt
H9/18	1461	14 0	M/shaft gear	H55	1469	9 9	Nut
H9/20	1684	14 0	M/shaft gear	H56	1470	9 9	Nut
H9/21	1648	14 0	M/shaft gear	H57	1471	3 3	Washer
H10	1484	8 0	M/shaft dog	H60	1445	2 2	Pin
H10A	1572	8 0	M/shaft dog	H60/1	1842A	3 3	Pin
H11/21/17	—	40 0	M/shaft gear	H60/1A	1846	3 3	Pin
H11/24/21	1665	40 0	M/shaft gear	H61	—	Use H61A	Spring box
H11/25/21	1510	40 0	M/shaft gear	H61A	1497	4 0	Spring box
H11/26/21	1921A	40 0	M/shaft gear	H62	1495	9 9	Plunger
H12/27	1672	21 6	M/shaft gear	H63	1496	4 4	Spring
H12/28	1901	21 6	M/shaft gear	H66B	1477	10 10	Clutch pad
H12/29	1916	21 6	M/shaft gear	H66L	—	Use H66/0907	Clutch rod
H12/30	1521	21 6	M/shaft gear	H66/0907	1523	2 6	Clutch rod
H12/31	1486	21 6	M/shaft gear	H66/0912	1746	2 6	Clutch rod
H13	1481	31 6	Layshaft	H66/1001	1805	2 6	Clutch rod
H14	1483	6 6	Bush	H66/1002	1805	2 6	Clutch rod
H15	1485	4 9	Bush	H66/1003	—	Use H66/1002	Clutch rod
H15A	1905	9 9	Washer	H66/1005	1807	2 6	Clutch rod
H16	1506	5 9	Bush				
H17/17	1503	14 0	L/shaft gear				
H17/18	1505	14 0	L/shaft gear				
H17/19	1663	14 0	L/shaft gear				
H17/20	1664	14 0	L/shaft gear				

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
H66/1007	1809	2 6	Clutch rod	HJ66/			
H66/1008	—	Use H66/1007	Clutch rod	0709	2237	2 0	Clutch rod
H66/1011	1807	2 6	Clutch rod	HJ66/			
H66/1012	—	Use H66/1011	Clutch rod	0710	1535	2 0	Clutch rod
H67 Ass.	—	Use H61A	Selector	HJ66/			
H67B	1474A	3	Nut	0712	—	2 0	Clutch rod
H67C	1474	1	Washer	HJ66/			
H70	140	4	Washer	0801	1632	2 0	Clutch rod
H71	1473	1 8	Oil thrower	HJ66/			
H72	1551	1 8	Ret. spring	S54	—		Use HJ66/0712 Clutch rod
H74	1841	2 6	Dipstick	HJ67AD	—		Use HJ67 Ass. Plunger box
H77	1844	1 3	Oil seal	HJ67 Ass.	1872	4 4	Plunger box
H81	T1730	12 3	Clutch drum	HJ71	1579	1 8	Oil thrower
H81/5	1859	13 0	Clutch drum	HJ73	1864A	4	Cover
H82FDA	1531	11 4	Ferodo disc	HJ74	1883	2 6	Dipstick
H82K	1571	11 4	Klinger disc	HJ120	1865	2 0	Nut
H89C	1380	7 4	Clutch plate	HJ121	—		Use HJ122 Washer
H89F	—	Use H89K	Clutch plate	HJ122	1643	3	Washer
H89K	1312	12 3	Clutch plate	HJ/FC/			
H112	—	Use H51	Screw	1A35	1594	16 6	F/C cover
H113	1515	2	Nut	HJ/FC/			
H120	1511	1 10	Locknut	4/35	1825	5 0	Ratchet
H121	1512	4	Washer	HJ/FC54	1868	3	Bush
H122	—	Use H51	Screw	HJ/FC57			
HFC/1A/35	1464A	16 6	F/C cover	/1	1886	6	Pin
HFC/1A/35NS	—	Use H1A/35NS	F/C cover	HJ/FC57	/2	1883A	4 Bolt
HFC4/35	1825	5 0	Ratchet	HJ/FC57	/3	1886A	4 Bolt
HJ2	1596	39 6	Gearbox case	HJR34	1821	6 3	Fork
HJ3	1894	2 6	Oil seal	HJS1	—		Use HJS1/3 Gearbox cover
HJ4	1893	4	Retainer	HJS2	1882	39 6	Gearbox case
HJ5/4	1862	5 9	Cap	HJS3	—		Use HJS1/3 Gearbox cover
HJ6	1873	10	Oil seal	HJS1/3	1860	57 6	Gearbox cover
HJ7	1593	36 0	Mainshaft				
HJ8	1592	28 9	M/shaft sleeve	J150	3386	1 8	Locknut
HJ9	1614	11 6	M/shaft gear	J195	2094A	3	Locknut
HJ11	1616	32 6	M/shaft gear				
HJ11/21/17	1625	32 6	M/shaft gear	NS1	1539	12 3	Lever
HJ12	1589	17 3	M/shaft gear	NS1/1	1808	12 3	Lever
HJ13	1587	24 3	Layshaft	NS2	1540	10	Spring
HJ14	1585	3 3	Bush	NS3	1542	2 0	Cap
HJ15	1606	3 3	Bush	NS4	1538	4	Washer
HJ15A	1621	4	Washer	NS5	1537	9	Stop pin
HJ17	1584	11 6	L/shaft gear	NS6	1917	1 2	Bush
HJ18	1637	24 3	L/shaft gear	NS7	1922	7 3	Indicator
HJ19	1591	26 3	L/shaft gear	NS7/1	1842	9 0	Indicator
HJ20	1613	24 3	L/shaft gear	NS8	1533A	1 8	Pin
HJ21	1610	23 9	F/S shaft	NS9	1533	4	Washer
HJ21/5	1877	23 9	F/S shaft				
HJ21A	2233	6	Spacer	SE300	3976	6	Pin
HJ22	1597	3 3	Pawl	SE342	366/7	Per doz. 3 9	Roller
HJ22A	1598	6	Plunger				
HJ23	1599	4	Spring	ST1	6126	4 6	Gasket set
HJ25	1600	1 8	Stop plate	ST2	6127	5 6	Gasket set
HJ26	1601	3	Pin	ST3	6128	6	Gasket set
HJ27	1602	5 9	Bush	ST4	6129/30	6 0	Gasket set
HJ33	1603	7 9	Operator	ST5	6131	6 6	Gasket set
HJ33A	1851	7 9	Adaptor	ST6	6132/3	4 9	Gasket set
HJ34	1604	6 2	Fork	ST7	6138	5 6	Gasket set
HJ35	1871	5 9	Bush	ST8	6140/2	7 0	Gasket set
HJ36	1605	6	Pin	ST9	6145/6	6 6	Gasket set
HJ41/1	1861A	4	Pin	ST10	—	4 3	Gasket set
HJ41/2	1863	4	Pin	ST11	—	5 6	Gasket set
HJ42/42AS	1806	21 6	F/S crank	ST13	6151	4 9	Gasket set
HJ42A	1817A	4 8	Pedal	ST14	6152	6 0	Gasket set
HJ42B	1799A	8	Bolt	ST15	6154	4 9	Gasket set
HJ42C	—	4	Spring	ST16	6158	5	Gasket set
HJ53	1590	1 8	Collar	ST17	6160	2 6	Gasket set
HJ54A	1576	4	Bolt	ST18	6162/4	2 0	Gasket set
HJ54B	1577	4	Bolt				
HJ54C	1578	4	Bolt				
HJ55	1580	6	Nut				
HJ56	1581	6	Nut				
HJ57	1582	3	Washer				
HJ61	1620	2 0	Spring box				
HJ62	1618	10	Plunger				
HJ63	1619	4	Spring				
HJ66A	—	Use HJ66/0801	Clutch rod				
HJ66B	1624	10	Clutch pad				

ST19

PART No.	BIN No.	PRICE	DESCRIPTION	PART No.	BIN No.	PRICE	DESCRIPTION
ST19	6165/6	9 0	Gasket set	ST135	1640	10	Cotter
ST20	6170	11 0	Gasket set	ST136	1603	7 9	Operator
ST21	6167/8	22 6	Gasket set	ST137	1604	6 2	Fork
ST22	6173/5	22 6	Gasket set	ST138	1605	6	Pin
ST23	6176	1 4	Gasket set	ST139	1618	10	Plunger
ST24	6178	1 8	Gasket set	ST140	1619	4	Spring
ST25	6180	6 0	Gasket set	ST141	1620	2 0	Spring box
ST26	6182	14 0	Gasket set	ST142	1419	17 0	Sprocket
ST27	6184/6	27 6	Gasket set	ST143	1360	1 10	Nut
ST28	6187/8	9 3	Gasket set	ST144	1514	2	Screw
ST29	6189	20 0	Gasket set	ST145	1594	16 6	F/C cover
ST30	6192	1 4	Gasket set	ST146	1686	9	Pin
ST31	6193	12 0	Gasket set	ST147	1707	4	Pin
ST32	6194	21 6	Gasket set	ST148	1694	6 6	Ratchet
ST33	6195	10 0	Gasket set	ST149	1668	5 0	Ratchet
ST34	6196	25 0	Gasket set	ST150	1685	6	Pin
ST38	6200	14 6	Gasket set	ST151	1708	3	Bush
ST39	6202	12 6	Gasket set	ST152	1720	9	F/C spring
ST40	6204	8 9	Gasket set	ST153	1702	3 3	Adj. plate
ST41	6206	5 6	Gasket set	ST154	1691	9	Pin
ST42	6208	8 0	Gasket set	ST155	1670	2	Bush
ST43	—	11 6	Gasket set	ST156	1515	2	Nut
ST44	6210	10 6	Gasket set	ST157	1689	3	Stop
ST51	3780	7 3	Control rod	ST158	1692	2 6	F/C plate
ST52	2578	5 6	Cap	ST159	1687	6	Stop
ST53	4507	3 3	Stay	ST160	1708	3	F/C bush
ST54	4528/4547	3 3	Stay	ST161	1690	3 3	Stop plate
ST55	4550	3 3	Stay	ST162	—	6 6	F/C shaft
ST56	30, 31, 31A	32 6	Extractor	ST163	1716	3 3	Bush
ST62	4367	3 3	Stay	ST164	1731	9	Pin
ST63	4277/9	3 3	Stay	ST165	1722	9	Washer
ST64	4361/2	3 3	Stay	ST166	1909	9	Indicator
ST65	4290	—	Lubricator	ST167	1595	5 9	F/C lever
ST66	—	Use 36378	Lug cap	ST168	1696	1 8	F/C spring
ST67	4102	5 0	Clip	ST169	1683	12 3	F/C lever
ST68	—	5 0	T/grip assy.	ST170	1718	3	Bolt
ST71	2589	2 6	Leather strap	ST171	1700	1 8	Pin
ST72	2535	10 6	Extractor	ST172	1268	87 6	Clutch assy.
ST73	—	Use 28474	Spanner	ST173	1350	26 0	Centre & b/p ate
ST74	4350	3 4	Stay	ST174	1355	23 0	Sprocket
ST75	4347	3 4	Stay	ST175	1335	3 3	Ball cage
ST76	4345	3 4	Stay	ST176	1245	7 3	Clutch plate
ST77	4284	3 4	Bracket	ST177	1750	Per doz. 10	Insert
ST78	2707	1 8	Hex. key	ST178	1311	6 6	Clutch plate
ST79	30	5 6	Hex. key	ST179	1356	8 3	Front plate
ST80	—	Set 7 0	Nuts & washers	ST180	1703	5 0	Cap
ST100	—	Use 39620	Gearbox	ST181	1890	6	Spring
ST101	1576	4	Bolt	ST182	1885	4	Pin
ST102	1577	4	Bolt	ST183	—	Use HJ66/0710	Clutch rod
ST103	1178	4	Bolt	ST184	1624	10	Clutch pad
ST104	1289	46 0	Gearbox case	ST185	1546	4 0	Lever
ST105	1723	5	Washer	ST186	—	4 0	Adj. screw
ST106	1724	6	Washer	ST187	1400	6	Cotter
ST107	1636	9	Oil plug	ST188	—	45 0	Saddle
ST108	1593	36 0	Mainshaft	ST189	—	16 6	Stator plate
ST109	1579	1 8	Oil thrower	ST190	—	3	C/B screw
ST110	1592	28 9	M/shaft sleeve	ST191	1643	3	Washer
ST111	1614	11 6	M/shaft gear	ST192	2597	7 0	Spring
ST112	1616	32 6	M/shaft gear	ST193	—	42 6	Saddle
ST113	1589	17 3	M/shaft gear	ST193/1	—	17 6	Cover
ST114	1580	6	Nut	ST195	5597	M.A.	Alternator
ST115	1581	6	Nut	ST196	5593	M.A.	Rotor
ST116	1582	3	Washer	ST197	5595	M.A.	Stator
ST117	1587	24 3	Layshaft	ST198	5576	35 0	Rectifier
ST118	1585	3 3	Bush	ST199	5571	85 0	C/B assy.
ST119	1603	3 3	Bush	ST200	—	Set	Legshields
ST120	1621	4	Washer	ST201	—	Set	Legshields
ST121	1584	11 6	L/shaft gear	ST202	—	Set	Legshields
ST122	1637	24 3	L/shaft gear	ST223	—	8 6	Gasket Set
ST123	1591	26 3	L/shaft gear	ST224	—	8 6	Gasket Set
ST124	1613	24 3	L/shaft gear	ST225	—	19 0	Gasket Set
ST125	1610	23 9	F/S sleeve	ST226	—	9 6	Gasket Set
ST126	1597	3 3	F/S pawl	8T227	—	16 6	Gasket Set
ST127	1598	6	Plunger				
ST128	1599	4	Spring				
ST129	1600	1 8	Stop plate	T3000	2598	1 9	'C' Spanner
ST130	1601	3	Pin				
ST131	1602	5 9	F/S bush				
ST132	1549	1 8	F/S spring				
ST133	1267	3 3	Cover				
ST134	1615	10 0	F/S crank				



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference:-
JJB/AK/17

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

16th February, 1959

Dear Sir(s),

We have found it necessary to modify our "Airflow" enclosure when fitted to our high performance "Constellation" Model.

The modifications have increased the cost of production and we are, therefore, obliged to announce that the extra charge for "Airflow" enclosure on "Constellation" Models supplied against orders received on, and after, today's date will be £30 including Purchase Tax.

Slips amending our current retail price lists are being prepared and will be sent to you under separate cover for inclusion in catalogues.

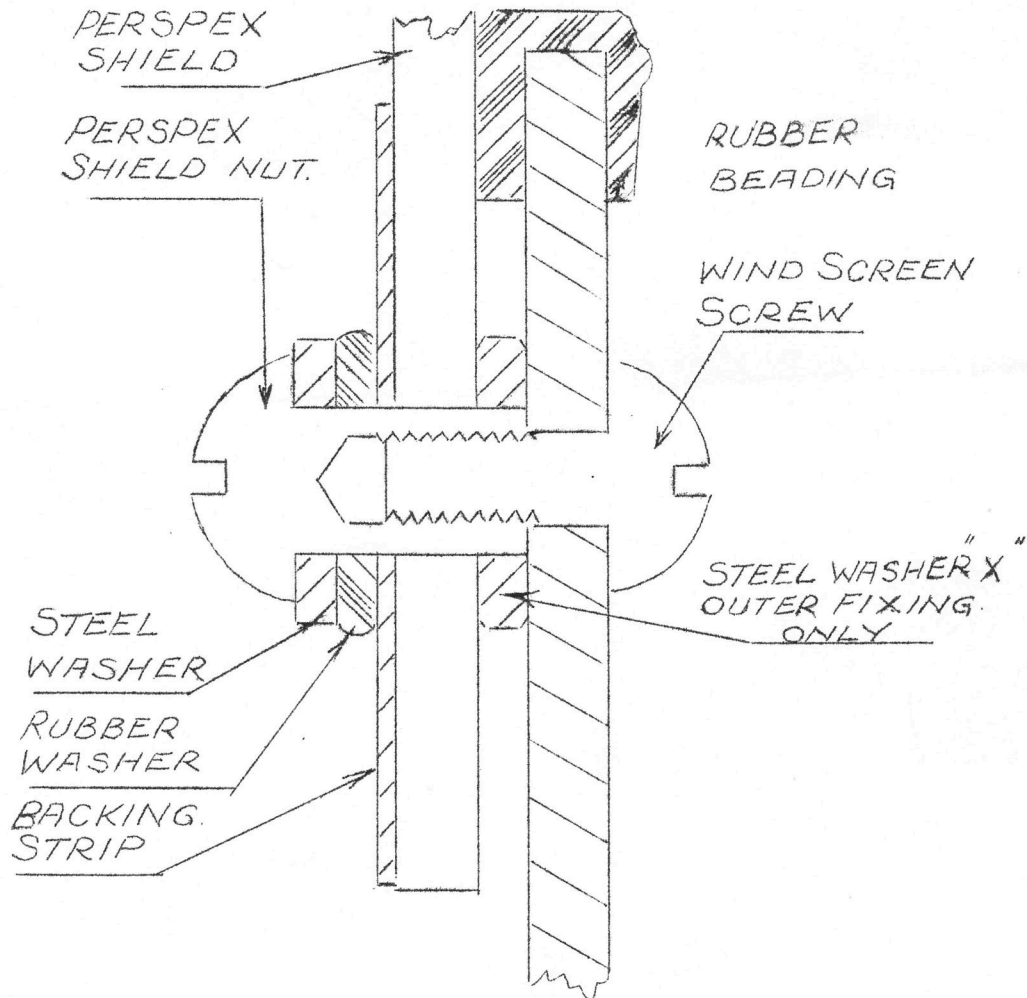
Assuring you of our best attention at all times.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.

J.J. Booker

Motor Cycle Sales Manager.

FITTING AIRFLOW WINDSCREEN



Care must be taken in fitting the windscreen, in order to avoid damage. The assembly of the fixing pins is shown in the diagram. There are 5 pins, 3 short and 2 long; the long pins go through the number plate. The steel washer 'X' is used only on the two corner pins. Do not overtighten the fixing pins, especially the two corner pins, or the screen is liable to crack.

All later models have a chrome plated backing plate on the rider's side of the perspex screen. Refit this, additional to the parts enumerated above.

R O Y A L E N F I E L D O W N E R S C L U B

75, Norman Road, Sutton, Surrey.

20th May, 1959.

Dear Sir,

We have been informed by our good friends
The Enfield Cycle Co. Ltd., that your organization
are distributors and dealers for their machines.

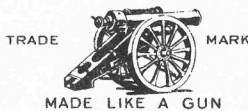
The above Club has been running for some
years now (since July 1955), catering for its members
in the social and sporting fields.

It would be very much appreciated if you would
support us by arranging to display the attached poster
in a prominent position in your showrooms in the hope
that this will assist in extending the membership of the
Royal Enfield Club, to cover all parts of the United
Kingdom.

Yours very truly,



D.R.E. Polden.
Hon. Secretary.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-
VTM/MJH/92.

9th November 1955.

Dear Sirs, ROYAL ENFIELD MOTOR CYCLES - Two New Models.

We are pleased to announce advance details of two new ROYAL ENFIELD Motor Cycles which will be introduced at the Earls Court Show.

The "ENSIGN II" is a new de-Luxe version of our 150 c.c. two-stroke Model. Outstanding features are a redesigned engine incorporating a new cylinder and head which give an increased maximum power output and a considerably improved performance through the speed range with a maximum speed in the region of 55-60 m.p.h. The standard specification includes a dual seat and pillion footrests and the machine is attractively finished in Surf Green enamel and gleaming chromium plate.

The net export price of this new Model is £66. 0. 0d.

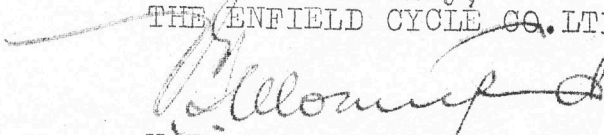
A "Moto-Cross Bullet" of either 350 c.c. or 500 c.c. engine capacity is also introduced. This machine incorporates many new improvements which are based upon the experience gained during the very successful performance of our special competition Models in events in all parts of the world.

The net export price of either the 350 c.c. or 500 c.c. machine is £145. 0. 0d.

Brochures illustrating and describing the new Models are enclosed herewith.

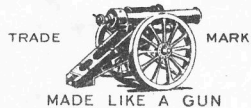
We thank you in anticipation of your orders for your immediate requirements which will receive our prompt attention.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.


V.T. Mountford,
General Sales Manager.

Royal Enfield

CUSTOMERS MOTOR CYCLES, CYCLES OR PARTS THEREOF ARE RECEIVED AND HELD BY US ENTIRELY AT OWNER'S RISK AND WE ACCEPT NO RESPONSIBILITY FOR LOSS OR DAMAGE TO THEM ARISING FROM FIRE, THEFT, BURGLARY OR ANY OTHER CAUSE.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

HEAD OFFICE AND WORKS:-
REDDITCH



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (9 LINES)

Our Reference:-

Dear Sir,

FOR FAVOUR OF PUBLICATION.

The Enfield Cycle Company Limited announce the retirement of Mr. G.H. Smith as Director and Secretary. Major Victor Thomas Mountford, General Sales Manager, has been appointed to the Board to fill the vacancy and Mr. Victor Leslie Young, a Director of the Company has been appointed Secretary.

Yours faithfully,

STRICTLY PRIVATE & CONFIDENTIAL.

REVISED PRICES OF 1959 ROYAL ENFIELD

MOTOR CYCLES - 8TH APRIL, 1959.

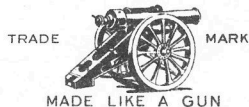
MODEL	BASIC RETAIL			TRADE			PURCHASE TAX			RETAIL INC. PURCHASE TAX.		
	£	s	d	£	s	d	£	s	d	£	s	d
"ENSIGN III"	92	17	6	76	12	6	19	3	1	112	0	7
"PRINCE"	97	7	11	80	7	0	20	1	9	117	9	8
"250 CLIPPER"	144	5	4	119	0	5	29	15	1	174	0	5
"CRUSADER"	164	6	7	135	11	5	33	17	10	198	4	5
"CRUSADER SPORTS"	168	6	9	138	17	7	34	14	5	203	1	2
"350 CLIPPER"	160	5	0	132	4	2	33	1	0	193	6	0
"350 BULLET"	188	7	6	155	8	5	38	17	1	227	4	7
TRIALS "WORKS REPLICA"	194	7	9	160	7	5	40	1	10	234	9	7
"500 BULLET"	196	7	10	162	0	6	40	10	1	236	17	11
"METEOR MINOR STD"	200	0	0	165	0	0	41	5	0	241	5	0
"METEOR MINOR DE-LUXE"	216	8	8	178	11	2	44	12	10	261	1	6
"SUPER METEOR" Solo or S/car	220	8	10	181	17	3	45	9	4	266	18	2
"CONSTELLATION"	236	9	6	195	1	10	48	15	5	285	4	11

EXTRA EQUIPMENT

(Prices when supplied as original equipment on new machines).

	£	s	d	£	s	d	£	s	d	£	s	d
Legshields-All Models	3	10	0	2	17	9	*			3	10	0
"Airflow" Ensign III	18	0	8	14	17	7	3	14	5	21	15	1
"Airflow" Prince	19	4	9	15	17	5	3	19	4	23	4	1
*"Airflow" 4-stroke Models	20	0	10	16	10	8	4	2	8	24	3	6
*Except "Super Meteor" and "Constellation" Airflow	24	1	0	19	16	10	4	19	3	29	0	3
Pannier set 4-stroke Models	7	10	0	6	3	9	1	10	11	9	0	11
Aircleaner "250 Clipper"		16	10		13	11		3	6	1	0	4
Aircleaner "350 Clipper" and "Meteor Minor Std"	1	7	3	1	2	6		5	7	1	12	10
Prop Stand "250 Clipper", "Crusader", "350 Clipper" and "Meteor Minor Std".	1	10	0	1	4	9		6	2	1	16	2
Total Rear Chain Enclosure on all 4-stroke models except "350 Clipper", "Crusader" and "Meteor Minor de Luxe".	4	0	2	3	6	2		16	7	4	16	9

*Tax Free - Supplied separately.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

TELEGRAMS:
CYCLES. PHONE. REDDITCH

TELEPHONE:
REDDITCH 121 (9 LINES)

Our Reference:-

JJB/AK/18.

7th April, 1959

Dear Sir(s),


PURCHASE TAX REDUCTION

In view of the reduction in purchase tax announced today, it is necessary to send us details of all Royal Enfield machines purchased by you under the S.O.R. Scheme which remain in your stock, unsold, or not otherwise appropriated at the commencement of your business on the day the change becomes effective (8th April, 1959).

We enclose a copy of the special report form referred to in paragraph 5 of the 1959 M/D S.O.R. Agreement.

Will you please complete this and let us have it by return of post.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.


J.J. Booker,
Motorcycle Sales Manager.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-
REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (9 LINES)

Our Reference:-
VTM/AK/134X.

24th February, 1959.

Dear Sir(s),

We have found it necessary to modify the "Airflow" enclosure when fitted to our high performance "Constellation" Model.

The modifications have increased the cost of production and we are, therefore, obliged to announce that the extra charge for "Airflow" enclosure of "Constellation" Models supplied against orders received on, and after, today's date will be £22.10.0d each nett. On all other Models the extra charge for "Airflow" enclosure will remain unaltered at £19 each nett.

Assuring you of our best attention at all times.

Yours faithfully,
THE ENFIELD CYCLE CO., LTD.

V. T. Mountford
V. T. Mountford,
Sales Director.

ROYAL ENFIELD MOTOR CYCLES
EXPORT TRADE PRICES - 1959 SEASON

<u>MODEL</u>	<u>SPECIFICATION</u>	<u>NETT EXPORT PRICE</u>		
<u>ENSIGN 111</u>	148c.c. spring frame two-stroke with Rectifier/Battery Lighting ...	£ 75	0	0d
<u>PRINCE</u>	NEW DE-LUXE 148c.c. spring frame two-stroke ...	£ 78	10	0d
<u>250 CLIPPER</u>	248c.c. O.H.V. spring frame four-stroke ...	£ 115	10	0d
<u>CRUSADER 250</u>	DE-LUXE 248c.c. O.H.V. spring frame four-stroke ...	£ 131	10	0d
<u>CRUSADER SPORTS</u>	NEW SPORTS 248c.c. O.H.V. spring frame four-stroke ...	£ 135	0	0d
<u>350 CLIPPER</u>	346c.c. O.H.V. spring frame four-stroke ...	£ 128	10	0d
<u>350 BULLET</u>	DE-LUXE 346c.c. O.H.V. spring frame four-stroke ...	£ 150	0	0d
<u>TRIALS WORKS REPLICA</u>	346c.c. Competition Model ...	£ 155	10	0d
<u>500 BULLET</u>	DE-LUXE 499c.c. O.H.V. spring frame four-stroke ...	£ 156	0	0d
<u>METEOR MINOR STANDARD</u>	496c.c. O.H.V. spring frame vertical twin cylinder four-stroke..	£ 160	0	0d
<u>METEOR MINOR DE-LUXE</u>	as above with rear chain cover, Q.D. rear wheel, etc.	£ 173	10	0d
<u>SUPER METEOR</u>	692c.c. O.H.V. spring frame vertical twin cylinder four-stroke to Solo or Sidecar specification ...	£ 176	10	0d
<u>CONSTELLATION</u>	Super Sports 692c.c. O.H.V. spring frame vertical twin cylinder four-stroke. ...	£ 190	0	0d
<u>"AIRFLOW" ENCLOSURE</u>	- CONSTELLATION Models ...	£ 22	10	0d
	On all other Models ...	£ 19	0	0d
<u>PACKING IN SHIPPING CASE AND DELIVERY TO ENGLISH PORT</u>				
2-stroke Models	{ 1 m/c per case } - each ...	£ 4	0	0d
"	{ 2 " " " } - " ...	£ 3	10	0d
4-stroke	{ 1 " " " } - " ...	£ 7	0	0d
"AIRFLOW" MODELS	- extra per machine ...	£ 1	0	0d
<u>ADDITIONAL EQUIPMENT</u> (When supplied as original equipment on new machines)				
Pannier Equipment	...	£ 6	0	0d
Chromium Plated Tank - two-stroke models	...	£ 2	2	0d
Legshields	...	£ 2	12	6d
Air-Cleaner - where not included in standard specification	...	£ 1	2	6d
Prop Stand - ditto	...	£ 1	4	0d
Total Rear Chain enclosure - where not included in standard specification. (Not available on "350 CLIPPER" or 2-stroke Models)	...	£ 3	10	0d

Approximate Shipping Specifications overleaf.

APPROXIMATE SHIPPING SPECIFICATIONS.

	Cwts	grs	lbs	Kilos	Measurements	Cubic Feet	Cubic Metres.
ENSIGN & PRINCE (1 per case)	2.	1.	8.	117.93	4'7" x 1'5" x 2'5"	15.8	0.447
ENSIGN & PRINCE (2 per case)	4.	1.	18.	224.07	4'7" x 2'8" x 2'5"	29.5	0.840
CRUSADER (SPORTS) CRUSADE. 250 & 250 CLIPPER	4. 2.	0. 3.	4. 2.	205.02 140.61	5'7" x 1'8" x 2'8"	24.85	0.703
350 CLIPPER	4. 3.	2. 1.	20. 12.	237.68 170.55	5'10" x 1'8" x 2'9"	26.7	0.758
350 BULLET & TRIALS WORKS REPLICCA.	4. 3.	3. 1.	13. 13.	247.20 171.00	-do-	-do-	-do-
500 BULLET	4. 3.	3. 1.	14. 14.	247.66 171.45	-do-	-do-	-do-
METFOR MINOR (STD or DELUXE)	5. 3.	0. 2.	16. 16.	261.26 185.06	-do-	-do-	-do-
SUPER METFOR & CONSPELATION	5. 3.	0. 2.	27. 27.	266.25 190.05	5'10" x 1'10" x 2'9"	29.5	0.834

AIRFLOW MODELS.
Approx 2" longer than above measurements PLUS Additional case measuring 3'5" x 2'5" x 1'11".

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 42

Date: 28th August 1959

LUCAS DRY CHARGED BATTERIES

Very Important - Putting into service.

It is most important that the instructions supplied with the battery are carefully observed, especially with respect to allowing to stand for one hour after filling with acid and then adjusting the acid level if necessary. If this is not done excessive gassing and acid spillage will take place.

On the MK9E battery with translucent polystyrene case, fitted to the Prince machine, the acid level is marked on the front face of the battery.

1960

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 47. Date: 3rd June, 1960.

We have pleasure in enclosing your initial complimentary copy of the 1960 "Crusader 250", "Crusader Sports" and "Crusader 'Airflow' Spare Parts Book.

With reference to the modified Rocker Assembly Shown on page 56, kindly note when servicing these machines that there are now two head securing screws, 44026, in the push rod tunnel, instead of the previous one.

1959-60 "500 Bullet"
Spare Parts Book.

Errata

Page 8.

38055 Push rod, inlet, should be 41442.
38056 " " Exhaust, " " 41443.

Page 32.

32018 Ball, $\frac{1}{2}$ " dia. " " $\frac{1}{4}$ " dia.

Page 44.

39984 Suspension Spring " " 39985.

1960

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

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