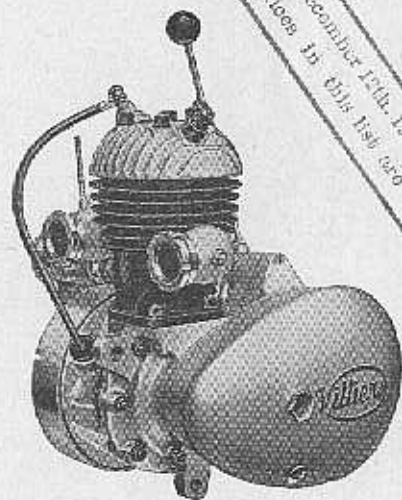


The Experience behind
keeps **Villiers** in front

★ FROM FEB. 1st 1955 UNTIL FURTHER
NOTICE ALL PRICES IN THIS LIST ARE
INCREASED BY 5%.

The **Villiers**

125 c.c. MARK 9D
ENGINE-GEAR UNIT



PRICE - ~~CANCELLED~~
TWO SHILLINGS
Manufactured by

THE VILLIERS ENGINEERING Co., Ltd.,
WOLVERHAMPTON, ENGLAND.

Telephone No.
22399 (20 lines).

Telegrams: "VILLIERS,
WOLVERHAMPTON."

Code: BENTLEYS.

Specification.

The VILLIERS 125 c.c. Unit is an extremely compact Engine in one assembly with a Three-speed Gearbox. The Engine is of the very latest Flat Top Piston design, Ball and Roller Bearings throughout, and the Gearbox of up-to-date construction is of the sliding dog type with a very smooth single-plate clutch. The primary chain is totally enclosed, and runs in an oil bath. The whole of the Unit is of "clean" design externally.

It is fitted with a VILLIERS Flywheel Magneto, fitted with a front cover which renders it dust-proof and water-tight. A VILLIERS Carburetter with a really efficient Air Intake filter is standardised on this Unit.

The complete specification of the Engine includes:—

Flywheel Magneto.

Carburetter with Single-lever Control and Air Cleaner.

Sparking Plug.

Exhaust and Inlet Manifolds and Exhaust Pipe Nuts.

Three-speed Gearbox.

Clutch.

Kick-starter.

Change-speed Lever.

Primary Chain.

Chain Cover.

Final Drive Sprocket.

Lubrication of the Engine is by petrol, whilst separate accessible fillers are provided for the Gearbox and Primary Chain compartments.

SIZE OF ENGINE:—

50 m/m Bore × 62 m/m Stroke = 122 c.c.

This Unit was also made in 98 c.c. (50 m/m Bore × 50 m/m Stroke), otherwise identical with the 125 c.c. Unit.

RUNNING INSTRUCTIONS FOR VILLIERS 125 c.c. AND 98 c.c. UNITS.

BEFORE USE.

- TANK.** Fill up tank with a mixture of 1 part Castrol X.L. lubricating oil to 20 parts Petrol, the mixture to be made and well stirred before putting into tank.
- GEARBOX.** Remove the filler plug, which is situated on the magneto side of crankcase, midway between the cylinder and change speed control. It may not be necessary to insert oil in a new engine, but after 1,200 miles insert Castrol "D" Oil up to level plug in gear box cover.
- CHAINCASE.** Remove filler plug in side of case near bottom, and insert as much Castrol "D" Oil as will enter, the plug hole being so placed as to act as a level with machine standing vertically.

STARTING.

- WHEN COLD.** Turn petrol tap to ON position. Open throttle lever (inwards) about one-third and close strangler where fitted, then flood the carburettor by depressing the tickler. If the back wheel is on the ground, place gear in neutral position, then give a sharp kick on starter pedal when the engine should start. Gradually open strangler to its fully open position, as engine warms. In very cold weather it may not be possible to do this immediately, in which case leave partly open until engine is warmed up.
- WHEN HOT.** Do not flood carburettor, and leave the strangler open.

FAILURE TO START.

If repeated kicks meet with no success after flooding well, (when cold), open the throttle fully and turn off petrol and resume kicking; when the engine will probably go after several half-hearted starts. The throttle should then be closed and the petrol turned on again. If this fails, clean the sparking plug, and if plug is wet with petrol remove drain plug at bottom of crankcase. The engine should then be kicked round several times with drain plug and spark plug out, petrol turned off and throttle wide open; this will blow out any surplus petrol mixture.

Reference to Villiers general Engine Instruction Book should be made if engine still refuses to start.

STOPPING THE ENGINE.

If the engine is stopped by turning off petrol tap instead of closing the throttle, an easier start will be made if the machine has to stand for a long time before re-starting.

SPECIAL DETAILS.

General instructions regarding the engine, magneto and carburettor, etc., are given in the Villiers Handbook "How to get the Best Results from VILLIERS TWO STROKE ENGINES," but there are certain special features of the Unit models not covered by the Handbook.

ENGINE.

The Gudgeon Pin is parallel and held in position by circlips which can be removed with a pair of thin-nosed pliers. The nuts holding cylinder to crankcase cannot be removed without lifting cylinder the last few threads. Forcing the nuts will result in stripped threads.

GEARBOX.

The gear lever positions are as follows:—

Bottom gear	...	right back.
Neutral	...	next notch forward.
Middle gear	...	next notch forward.
Top gear	...	right forward.

The position of gear lever can be altered by releasing dome nut and as the centre is not keyed but fitted on a taper only, this will come off by giving a sharp tap on end of nut. When required position is obtained, lock up nut securely.

CLUTCH.

Play between end of push rod in mainshaft and clutch operating lever is taken up by screwing in operating pin after slackening lock nut. Slackness in clutch cable is taken up by means of adjuster at the top and back of gear box.

CHAIN ADJUSTMENT.

The cover of the oil bath chain case is removable for clutch and chain inspection by unscrewing the nut in centre of cover.

No chain adjustment is provided, as the chain runs in an oil bath and wear is negligible. If after long running the chain becomes too slack obtain a replacement from VILLIERS. This chain is endless and has no spring link to avoid any possibility of the chain coming off sprockets.

To fit new chain remove both engine and clutch sprockets. The engine sprocket has two tapped holes into which can be screwed set screws to act as an extractor with a plate across hexagon nut. The six springs must be removed, when the clutch sprocket will come away complete with ball race. The chain is then placed on the sprockets which are re-fitted together.

When replacing the cover take care to fit the gasket flat and intact.

MAGNETO.

The flywheel should not be removed unless absolutely necessary, and then it is advisable to use a Villiers "Hammer Tight" spanner for the centre nut. The centre nut is right hand thread, and will unscrew a small distance and then tighten again as the flywheel is extracted. When replacing flywheel the correct timing, which is $\frac{1}{8}$ " before T.D.C., is obtained by placing mark on flywheel rim opposite mark on armature plate (this will be found near the H.T. terminal) with the piston at dead top of stroke. After checking this lock up the centre nut.

Access to contact breaker points, etc., is obtained by removing the cover from front of magneto, this is held in place by three small screws, which **must be tight** when replaced.

Two connections are provided in the twin lighting cable a short distance from the magneto; unscrew these when removing engine from frame. Do not attempt to remove cable from inside of magneto; keep in position the rubber sleeves over the connections otherwise a short-circuit may occur.

On the early pattern 9D engines a 2-pole magneto was used, the lamp bulbs being as follows:—

Head lamp main bulb, 6 volt, .5 amp.

Parking bulb, 3.5 volt, .3 amp, screw in cap.

Tail lamp, 3.5 volt, .3 amp, screw in cap.

On later and current engines, the 6-pole pattern magnetos of different outputs are used. The types being known as 18 watt and 24 watt. The bulbs used being as follows:—

18 watt type. Head lamp bulb, 6 volt, 18/18 watt, twin filament.

Parking bulb, 3.5 volt, .15 amp, screw in cap.

Tail lamp bulb, 6 volt, 1 amp./3.5 volt, .3 amp, twin filament.

For the 24 watt type the bulb for the head lamp is a 6 volt, 24/24 watt, twin filament.

Other bulbs are the same as for the 18 watt magneto.

CARBURETTER.

Three types of carburetters have been fitted to the Mark 9D engine:—**Number 1** being the Midget type having a single lever control and internal adjustment to the taper needle and having a plate type of strangler. **Number 2** is the Lightweight pattern having single lever control to throttle and external adjustment to taper needle for starting purposes. **Number 3** is also the Lightweight pattern, but having internal adjustment for the taper needle and a separate strangler.

Running instructions for each of the above types are given in the following pages.

INSTRUCTIONS FOR USING VILLIERS MIDGET CARBURETTER (Number 1)

TO START.

Close strangler, press tickler until petrol appears. Open throttle about one-third and engine should start easily. Gradually open strangler as engine warms up until fully open. If correctly set, engine should give good two-stroking in the tick-over position and take full throttle without hesitation when warm.

GENERAL RUNNING.

If four-stroking occurs, throttle slide should be withdrawn and needle lowered $1/64$ " at a time by slacking off screw in side of throttle and then re-tighten.

If firing back through the carburetter occurs, needle should be raised in the same manner.

Filter should be cleaned periodically or petrol will not flow freely. On no account should it be left out as grit, etc., will get into the needle seating and cause flooding.

INSTRUCTIONS FOR USING THE VILLIERS SINGLE LEVER CARBURETTER (Number 2) (With external control for needle).

TO START.

Turn bar of needle adjusting rod to the left (anti-clockwise looking at top of carburetter) as far as it will go. Press tickler until petrol appears (there is no need to let it drip), open throttle until about a quarter open, then start engine. After engine has warmed up, turn bar of needle adjusting rod to the right (clockwise) as far as it will go consistent with good running. Do not flood carburetter when restarting with engine still hot. If the right needle is fitted, the carburetter will give correct mixture at all throttle openings and all speeds of the engine, and needle adjusting rod should not require altering until again starting from cold.

HINTS ON TUNING.

It will be seen that by means of various tapered needles, the carburetter can be perfectly tuned to suit any engine, and the simplest way to do this is as follows:—First get the most satisfactory position of needle for slow running on the road by means of the needle rod bar at top of carburetter (after engine has warmed up). If necessary, unscrew bar and screw into another hole, then see if you can open up fairly quickly. If engine dies out, showing mixture is too weak at full openings, fit a needle with more taper. If you can open up very quickly and the engine is inclined to hunt, showing mixture is too rich at full openings, fit a needle with less taper. If when running at full speed you close throttle to a smaller opening engine starts hunting or cuts out for a while it shows mixture is too rich. The best needle for speed is the best for hill-climbing, economy, etc. In other words, the correct needle is the best for everything. The amount of taper of needle is marked on the side as follows:—2, 2½, 3, 3½, 4, 4½, 5, 6, 7, and 8.

It is absolutely necessary that when needle rod bar is on full weak position, the mixture is too weak to run and bar must be turned somewhat towards rich in order to get a correct mixture. If necessary unscrew bar and screw into another hole until this effect is obtained.

It is very necessary that the compensating tubes are clear, and on no account should screws be used instead.

TO CHANGE THE NEEDLE.

First unscrew the knurled ring on the top of the throttle barrel and pull out the throttle assembly. Then undo the slotted screw in the centre of the recess at the bottom of the throttle, the tapered needle with spring being taken out at the same time. If it is necessary to remove the damper spring, screw down the needle rod as far as it will go, when it will be found that the damper spring will project through the hole left open by the slotted screw. It can then be easily gripped with the fingers and pulled clear of the throttle.

When re-assembling, care should be taken not to twist the damper spring by the end of the two tongues of the needle rod as by this means the damper might easily be distorted or fractured.

When replacing the needle, first of all place spring on the needle, taking care small coil of spring is at top of needle, that is, underneath the head. Then fit the slotted screw over the needle and insert in throttle screwing up the slotted screw until tight.

TO REMOVE FUEL NEEDLE.

Remove the float chamber and float and unscrew the compensating tubes from the centre piece. This permits the centrepiece to be withdrawn from the carburetter, having of course, first of all removed the throttle. The small brass lever interposed between the needle and the float can then be swung round and the fuel needle lifted out. In no circumstances must the screw attaching the lever to the carburetter body be removed. This lever should always have $\frac{1}{8}$ in. movement on the screw.

TO ASSEMBLE.

First see that every part is clean. Push centre piece through the hole in the body with the prongs of the brass lever on the outside of centrepiece, screw compensating tubes in gently, place large fibre washer in position on underside of body.

Place float in position on centrepiece, replace float cup, then small fibre washer and bottom nut, but do not use too much force when tightening.

INSTRUCTIONS FOR USING

VILLIERS SINGLE LEVER CARBURETTER (Number 3)

(Fitted with internal needle adjustment and separate strangler).

On some Mark 9D engines, the lightweight single lever carburetter is fitted and which has no external control to the position of the tapered needle. For starting purposes, a vane type strangler is interposed between the carburetter and air cleaner, but it is possible to adjust the position of the taper needle in relation to the throttle to suit individual engines.

The "Hints on Tuning" already given (Number 2) apply to this carburetter and if it is necessary to adjust the needle position proceed as follows:—

Unscrew the knurled ring on the top of the throttle barrel and pull out the throttle assembly. In the centre of the throttle at the top will be found a small screw having a slotted head. Screwing this in clockwise lowers the needle position and therefore weakens the mixture. Unscrewing anti-clockwise raises the needle and richens the mixture. This adjustment is carried out at the Works on each individual engine during its test, but after the running-in period, it will probably be found necessary to slightly weaken the mixture.

TO START.

Close the strangler by means of the spring loaded hand lever. The position of the strangler can be verified by the position of the slot in the end of the strangler spindle. When the slot is horizontal, the strangler is open and when vertical is shut. Press tickler until petrol appears, open throttle about a quarter, start the engine and gradually open strangler. It will be found after the engine has run a short time, that the strangler can be fully opened and it will not be necessary to close the strangler except when again starting from cold.

All Prices are subject to alteration without notice.

LIST OF REPLACEMENT PARTS FOR VILLIERS 98 c.c. AND 125 c.c. UNIT ENGINES

(The majority of spare parts are interchangeable in both 98 c.c. and 125 c.c. Models, but where they differ a separate Part Number is quoted in the list below.)

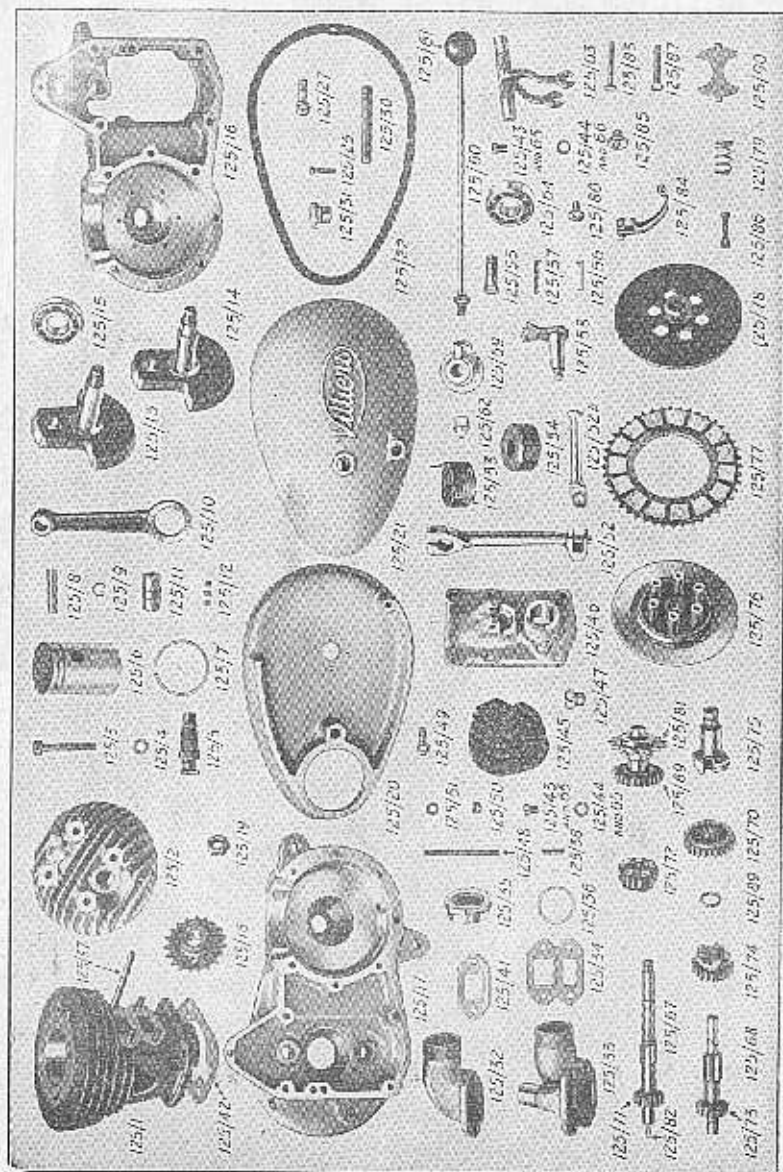
Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE		
			£	s.	d.
125/1	B3833	Cylinder Barrel, 125 c.c.	3	12	6
98/1	B4134	" " 98 c.c.	3	12	6
125/2	C5442	" Head, 125 c.c.	1	7	6
98/2	D5399	" " 98 c.c.	1	7	6
125/3	E5317	" " Bolt			9
125/4	FG186	" " " Washer			1
125/5		Release Valve complete		5	0
125/6	C3840	Piston only, Bushed, 125 c.c.	1	2	0
98/6	C4220	" " " 98 c.c.	1	2	0
125/7	E1725	Piston Ring		1	9
125/8	E3903	Gudgeon Pin		2	6
125/9	E4047	" " Circlip			3
125/10W	D5154	Connecting Rod with Bush, 9D	1	3	0
125/11W	E5157	Crankpin, 9D		6	6
211	E375/E1899	Crankpin Rollers, set, Steel and Bronze		4	0
98/13	D5272	Driving Shaft, R. Hand Half, 98 c.c.	1	3	0
98/14	D5271	" " L. Hand Half, 98 c.c.	1	3	0
125/13	D5156	Driving Shaft, R. Hand Half	1	3	0
125/14	D5155	" " L. Hand Half	1	3	0
125/15	LS/8	Crankshaft Journal Bearing			*
125/16	B3976	Crankcase Half, Mag. Side	2	10	0
125/17	B3977	" " Drive Side	2	10	0
125/18	E4007	Engine Drive Sprocket		6	6
125/19	E3931	" " " Nut			6
	E5706	" " " Washer			1
	E4873	" " " Key			3
125/20	B3978	Chaincase, Inner Half	1	5	0
125/21	B3979	" Outer		14	6
	E4218	Plug, Cylinder Head, R.V. Hole	1	0	✓

* Manufacturer's Current Price.

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE		
			£	s.	d.
125/22	C4107	Chaincase Joint Washer			6
125/23	I137X4	" Screw			3
125/24	E4008	Crankcase Stud			3
125/25	E401	" " Nut			2
125/26	E2924	" " Washer			1
125/27	E4160	Cylinder Stud			3
125/28	E3951	" " Nut			2
125/29	E1050	" " " Washer			1
125/30	E4093	Chain Cover Stud			7
125/31	E4097	Nut, Chain Cover Stud			1 6
125/32	D4608	Exhaust Manifold			12 0
125/41	E3948	" " Gasket			5
	E5198	Inlet Manifold (Norman), for Midget Type Carburettor			12 0
	E4622	Inlet Manifold (Excelsior), for Midget Type Carburettor			12 0
	D5342	Inlet Manifold, for Lightweight Carburettor, Swan Neck Pattern			12 0
	D5418	Inlet Manifold, for Midget Type Carburettor, Swan Neck Pattern			12 0
125/34	E3949	Gasket, Combined Inlet and Exhaust			6
125/35	E3934	Exhaust Pipe Nut			3 0
125/36	E4453	" " " Washer			3
125/37	E3908	Stud, Exhaust Manifold, long			5
125/38	E392	" Exhaust and Inlet Manifold, short			3
125/39	E401	Nut for Stud			2
125/40	E2924	Washer for Stud			1
125/42	E3947	Cylinder Base Washer			5
125/43	E1962	Crankcase Drain Plug			3
125/44	E1905	" " " Washer			1
125/45		Primary Drive Chain, 58 Pitches			*
	E4015	Bush, Driving Shaft, Mag. Side			2 9
	E4104	Filler Plug, Chaincase			10
	E4602	Gland Bush			4 0
	E4656	" " Spring			1 0
	E4610	Bearing Sealing Washer			5
	E5420	Bearing Spacer			1 0
	E4108	Felt Washer, Chaincase			5

* Manufacturer's Current Price.

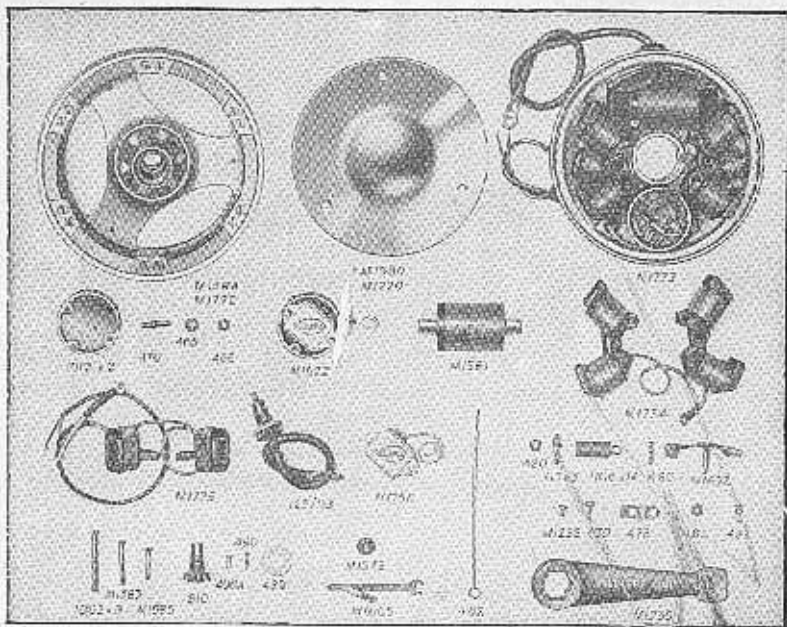
THE VILLIERS 125 c.c. ENGINE—GEAR UNIT.



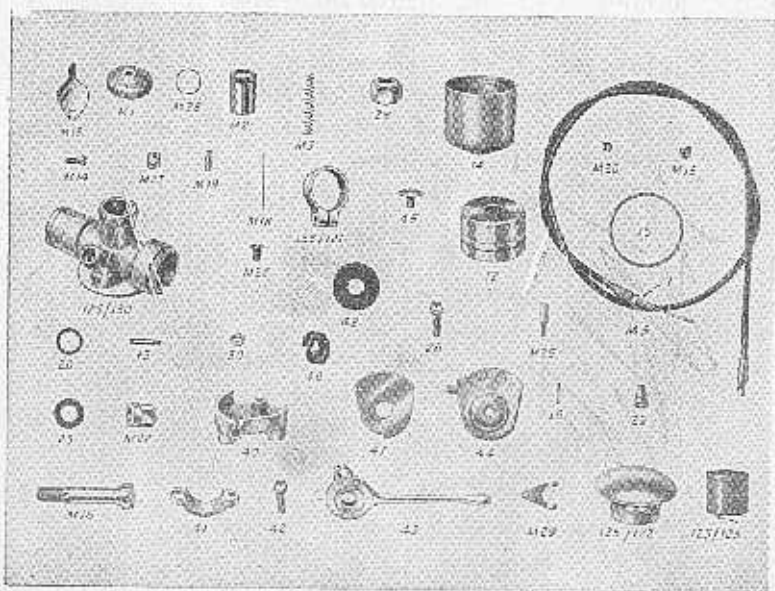
GEARBOX.

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE. £ s d
125/46	C4058	Gearbox End Cover, Bushed	1 5 0
125/47	E5267	„ Filler Plug	1 3
125/48	E4009	„ Stud, long	5
125/49	E4011	„ „ short	3
125/50	E2539	„ „ Nut	2
125/51	E2924	„ „ Washer	1
125/52	D4091/6	K.S. Lever with Pedal and Pivot Pin	17 6
125/52A	E4096	Pedal only	5 0
125/52B	E4098	„ Pivot Pin	7
125/52C	E4270	Ball and Spring for Pedal	2
125/52D	E4251	Clamp Bolt for K.S. Lever...	8
125/52E	E4252	Nut for Clamp Bolt	4
125/53	E4013	Kick Starter Return Spring	1 0
125/54	E4014	Return Spring Cap	1 3
125/55	E4084	Plunger Box	1 0
125/56	E4085	Plunger	1 0
125/57	E6864	„ Spring	2
	E6296	Ditto, for James, Excelsior	2
125/58	E6316	Quadrant and Spindle	7 6
	E4103	Fibre Washer, Gear Quadrant	6
	E4135	Steel „ „	5
	E4069	Spring Washer, Double Coil	6
125/59	D4070	Gear Lever Centre	5 6
	D6291	Ditto, for James, Excelsior	5 6
125/60	D3993	Gear Lever with Knob, Standard, Long, Straight Type	5 6
	D4371	Ditto, Short Straight Type	5 6
	D4271	Ditto, Long Bent Type	5 6
	D4371	Ditto, Short „ „	5 6
125/61	E4100	Gear Lever Knob only	1 0
125/62	E4159	Dome Nut	9
125/63	D5255	Gear Selector	1 4 0
125/64	6204	Gearbox Ball Bearing	*
125/65	E1962	„ Drain Plug	3
125/66	E1905	„ „ „ Washer	1
125/67	D3987	„ Mainshaft	14 6
125/68	C3988	„ Layshaft	12 0
125/69	D3981	High Gear Pinion, 26 Teeth	1 3 0

* Manufacturer's Current Price.



MAGNETO.



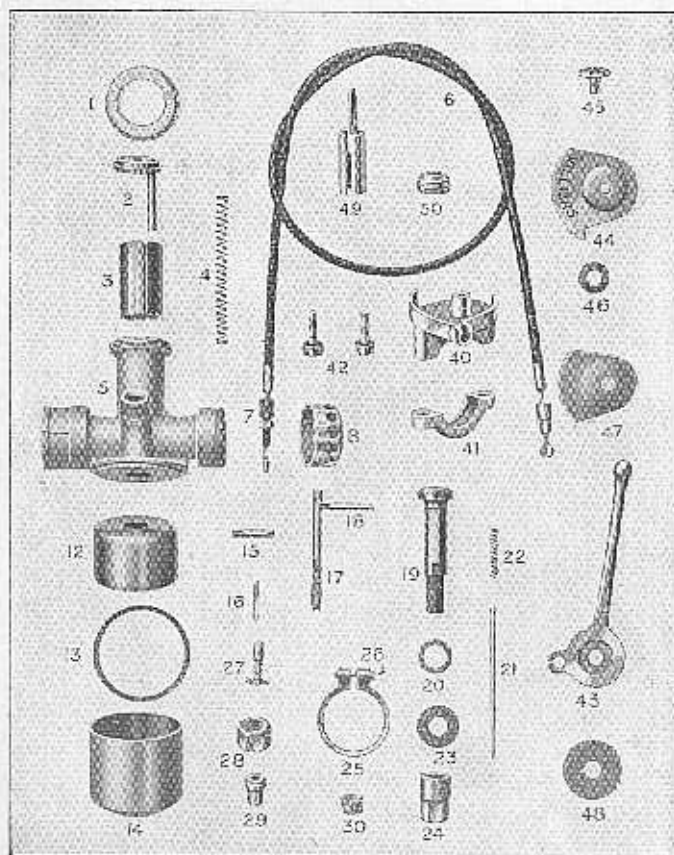
MIDGET CARBURETTER (No. 1).

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE.		
			£	s.	d.
	1137×4	Arm Plate Fixing Screw ... ..	...	...	3
	M1383	" " Cheek " ... ..	...	...	3
	M1585	Screw for Tail Coils ... ..	...	...	3

MIDGET PATTERN CARBURETTER (No. 1).

M1	V138×16	Top Ring	1	6
M2	V145×9	Throttle	3	9
M3	V145×7	" Spring	6	
125/120	V281	Body	15	0
M5		Cable complete	6	0
7		" Adjuster and Nut	9	
125/122	V148×7	End Cap	3	0
125/123	V299	" Gauze	1	9
12	V107×1	Float	3	6
13	V107×2	" Cup Washer	2	
14	V146×6	" Cup	2	6
15	V105×10	Compensating Tube	6	
16	V355	Fuel Needle	10	
M13	V152×9	Strangler	1	0
M14	V145×5	" Screw	3	
M15	V145×2	" Spring Washer	1	
M16		Centre Piece and Jet	5	0
20	V107×3	" Washer	1	
M18	V304	Taper Needle	9	
M19		" Helder and Screw	1	0
M20	V146×3	Washer for Cable Nipple	2	
23	V107×4	Bottom Nut Washer	1	
M22	V172	Bottom Nut	1	3
125/121	V285	Body Clip	2	0
26	V107×16	" Screw	8	
M25		Float Tickler complete	1	0
M26	V275	Union Filter Gauze	6	
M27	V176	Sleeve, Needle Alignment	1	0
M28	V273	Retaining Ring, Throttle	4	
28	V105×8	Union Nut	6	
29	V105×9	" Nipple	6	

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE.		
			£	s.	d.
M29	V257	Fuel Needle Lever			3
40	V117×1	Control Body	4	6	
41	V117×3	" " Clip	2	3	
42	V107×16	" " Screw			8
43	V117×2	" " Lever	3	9	
44	V117×4	Top Plate			6
45	V117×5	" " Screw			8
46	V117×8	Spring Washer			2
47	V117×6	Friction Plate			6
48	V117×7	Fibre Washer			1
	V422	Retaining Ring Strangler Screw			4



LIGHTWEIGHT PATTERN CARBURETTER (No. 2).

LIGHTWEIGHT PATTERN CARBURETTER (No. 2).

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE.		
			£	s.	d.
1	V107×5	Top Ring			1 6
2	V644	Top Disc and Guide Peg	2	3	
3	V136×10	Throttle	5	0	
4	V107×8	" " Spring			3
5	V277C	Body	16	6	
6		Cable complete, Inner and Outer, with Adjuster and Nut	6	6	
7		Cable Adjuster and Nut			9
12	V107×1	Float	3	6	
13	V107×2	Cup Washer			2
14	V146×6	Float Cup	2	6	
15	V105×10	Compensating Tube			6
16	V355	Fuel Needle			10
19	V595	Centre Piece and Jet	5	0	
20	V107×3	" " Washer			1
21	V137	Taper Needle			9
22	V107×7	" " Spring			2
23	V107×4	Bottom Nut Washer			1
24	V105×7	Bottom Nut	1	3	
25	V107×15	Body Clip	2	3	
26	V107×16	" " Screw			8
27		Float Tickler complete	1	0	
28	V105×8	Union Nut			6
29	V105×9	" " Nipple			6
	V275	" " Gauze			4
40	V117×1	Control Body	4	6	
41	V117×3	" " Clip	2	3	
42	V107×16	" " Screw			8
43	V117×2	" " Lever	3	9	
44	V117×4	Top Plate			6
45	V117×5	Top Screw			8
46	V117×8	Spring Washer			2
47	V117×6	Friction Plate			6
48	V117×7	Fibre Washer			1
49	V136×3	Damper Spring			6
50	V136×15	" " Screw			3

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE.		
			£	s.	d.
51	V257	Fuel Needle Lever	...	...	3
17		Needle Rod with Bar	...	...	2 6
18	V105×11	" " Bar only	...	...	4
	V496	Air Cleaner	...	...	12 6
	V497	" " Adaptor	...	...	2 6
	V599	" " Clip	...	...	1 6
	V597	" " " Screw	...	...
	V598	" " " Nut	...	...

SPECIAL LIGHTWEIGHT SINGLE LEVER CARBURETTER (No. 3).

V577	Body	...	...	16 6
V107×5	Top Ring	...	...	1 6
V603	Top Disc and Guide Peg	...	...	2 3
	Cable, Inner and Outer, with Nipples, Adjuster and Nut	...	...	6 6
V105×1	Cable Adjuster	...	...	9
V105×2	" " Nut	...	...
V580	Throttle	...	...	5 0
V586	" Spring	...	...	3
V137×4	Taper Needle	...	...	9
V107×7	" " Spring	...	...	2
V413	Needle Adjuster	...	...	6
V595	Centre Piece and Jet	...	...	5 0
V107×3	" " " Washer	...	...	1
V105×10	Compensating Tube	...	...	6
V107×15	Body Clip, Inlet Manifold	...	...	2 3
V107×16	" " Screw	...	...	8
V596	V207 Tickler	...	...	1 0
	V369 " Spring	...	...
	V111×2 " Split Pin	...	...
V355	Fuel Needle	...	...	10
V257	" " Lever	...	...	3
V381	Banjo Union	...	...	2 0
V382	" " Bolt	...	...	1 3
V404	" " Gauze	...	...	8
V383	" " Fibre Washer, Small Hole	...	...	1
H104×8	" " " Large Hole	...	...	1

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE.		
			£	s.	d.
	V146×6	Float Cup	...	...	2 6
	V107×2	" " Fibre Washer	...	...	2
	V107×1	Float	...	...	3 6
	V581	Bottom Nut	...	...	1 3
	V107×4	" " Fibre Washer	...	...	1
	V605	Air Strangler Assembly	...	...	1 1 0
	V584	" " Body only	...	...	12 0
	V113×14	" " " Clip	...	...	2 3
	V107×16	Body Clip Screw	...	...	8
	V548	Strangler Valve	...	...	1 0
	V547	" Spindle	...	...	1 6
	V562	" Valve Screw	...	...	2
	V585	" Lever	...	...	3 3
	V561	" " Screw	...	...	5
		" " Ball, 1/8" dia.	...	...	1
	V588	" " Spring	...	...	2
	V496	Air Cleaner	...	...	12 6
	V599	" " Clip	...	...	2 6
	V597	" " " Screw	...	...
	V598	" " " Nut	...	...
	V117×1	Control Body	...	...	4 6
	V117×3	" " Clip	...	...	2 3
	V107×16	" " Screw	...	...	8
	V117×2	Control Lever	...	...	3 9
	V117×4	" " Top Plate	...	...	6
	V117×5	" " " " Screw	...	...	8
	V117×8	" Spring Washer	...	...	2
	V117×6	" Friction Washer	...	...	6
	V117×7	" Fibre Washer	...	...	1

Illustration Ref. No.	Part No.	DESCRIPTION.	LIST PRICE. £ s. d.
--------------------------	-------------	--------------	------------------------

HEAD LAMP. Pat. M35.

	612163	Lamp complete, less Cables	...
	612170	Rim Assembly with Reflector Assembly	...
612170	608156	Rim only with Springs	... ..
	612103	Glass only	... ..
	612172	Reflector Assembly	... ..
	608121	Glass Fixing Wire	... ..
	612220	Glass Sealing Washer	... ..
	612171	Bulb Holder, Main	... ..
	351577	Switch U39-L3	... ..
	380407	Switch No. 9, Dip	... ..
	112201	Lamp Fixing Screw	... ..
	351567	Switch Handle with Screw	... ..
	105751	Screw only	... ..
	308234	Switch Fixing Wire	... ..
	69	Main Bulb, 18/15 watt.	... ..
	70	" " 24/24 "	... ..
	975	Pilot Bulb	... ..
		Parking Battery Ever-Ready No. 800.	

TAIL LAMP.

	53041A	Tail Lamp complete with Bulb	... ..
	521909	Rim, Glass and Rubber Assembly	... ..
	521907	Body Assembly	... ..
	525762	Bulb Holder Interior	... ..
	531260	Bulb Holder	... ..
	571388	Coupling Nut	... ..
	180404	Fixing Nut	... ..
	571387	Cable Cover Shell	... ..
	571389	" " " Washer	... ..
	999	Bulb	... ..

CABLES.

	851837	Cable Set	... ..
	612153	Cable for Speedometer	... ..
	612154	" Head to Tail	... ..
	612155	" to Magneto	... ..
	21/M34	" Head to Earth	... ..
	612167	Battery Lead and Battery Connection Assembly	... ..

GUARANTEE.

WE give the following guarantee with VILLIERS Engines and Accessories, in place of any implied guarantee by statute or otherwise, all such guarantees being in all cases excluded. No statement or representation contained in this catalogue shall be construed as enlarging or varying this guarantee. In the case of engines and accessories which have been used for "hiring out" purposes, or from which our trade mark, name or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

In the case of Engines and accessories used for purposes other than Motor Cycles, no guarantee is given or implied unless the purpose for which they are used has been approved and agreed in writing by us to come under this Guarantee.

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 the date the engines or accessories are despatched by us, and the damages for which we make ourselves responsible under this guarantee are limited to the replacement of a part manufactured by us which may have proved defective.

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

CONDITIONS OF GUARANTEE.

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

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