TRIUMPH

REPLACEMENT PARTS CATALOGUE
No. 15

6T - THUNDERBIRD
T100 - TIGER 100
T110 - TIGER 110
TR6 - TROPHY
T120 - BONNEVILLE 120

FROM ENGINE No. 020076
SEPTEMBER 1958

TRIUMPH ENGINEERING COMPANY LIMITED
MERIDEN WORKS, ALLESLEY
COVENTRY

Ref. 487, 59
ISSUE No. 15
Published, May, 1950
BEFORE ordering parts for your machine, please read very carefully the instructions contained in the next paragraph. In a large number of cases, the information given in orders is not sufficient to enable us to identify customers' requirements with certainty. Delay is frequently occasioned by our having to refer the order back for further particulars before we can supply.

HOW TO ORDER. Every part is indicated by number, and this should be quoted together with the description. In order to assist customers, dimensions have been given in many cases where parts are similar. Parts where possible have been listed in order of assembly and a number of the illustrations show the assembly order also. With these aids there should be no difficulty in identifying the parts you require. Always head your order with the engine number, stamped on the drive side of the crank case underneath the cylinder flange, together with the prefix letters. Use a separate sheet for your order if you are sending a letter as well.

SPECIMEN ORDER

25/6/59

To Triumph Engineering Co. Ltd.,
Spares Department,
Meriden Works,
Allesley,
Coventry.

Engine No. 5T-200000

Please supply:—
1 - CP.29/20 - Piston Assy. + .020"
1 - E2899 - Guide, inlet valve

*Send C.O.D.

Wm. Smith,
1a, Ewell Avenue,
Ewell, Surrey.

*For terms of business see page 3.

TELEGRAPHIC ORDERS. Orders by telegram should be addressed to "Trusty 60221 Coventry". They are then telephoned to us, which prevents delay in delivery. It is only necessary to quote part numbers in telegraphic orders, the description can be omitted.

PATTERNS AND PARTS FOR REPAIR. It is not necessary to send patterns if the part number is quoted. The sending of patterns often delays the order as parcel post or rail takes longer than letter post.
Parts sent to Coventry for repair, replacement or as patterns should bear the sender's name and address and clear instructions should accompany the parts. All parts must be forwarded carriage paid and care should be taken to ensure that all remittances are sent separately and not enclosed with the parts. Fragile units such as cylinders, etc., should always be boxed to avoid damage in transit. Complete machines should have all fitments such as horns, driving mirrors, tools, etc., removed by the sender before despatch, as it is impossible for us to accept responsibility in the event of loss in transit. We are always pleased to give estimates for overhauling and repairs, but should an estimate not be accepted, a charge will be made covering cost of dismantling and re-assembling, if carried out.

Communications relating to Parts should be addressed to the SPARES MANAGER and for repairs, guarantee claims and technical advice to the SERVICE MANAGER, Triumph Engineering Co. Ltd., Meriden Works, Allesley, Coventry. In order to facilitate quick reference, the quoting of any number, invoice number or reference from previous communications is of essential importance. Accessories not of our manufacture should be sent direct to the actual makers, whose names and addresses appear on Page 90.

WHERE TO OBTAIN. Triumph Spare Parts may be obtained from any Triumph Dealer, and we recommend our customers to place their orders with the Triumph Dealer in their district, as we do not normally supply direct. When parts not usually asked for are required, and for which the Dealer may have to wire or obtain specially, the postage or carriage incurred becomes payable.

We are not able to supply Transfers as originally affixed to Triumph Motor Cycles, but we are at all times willing to supply a transfer denoting that the machine is of genuine Triumph manufacture, provided the Frame and Engine prefix letters and numbers are quoted.

Customers are warned against the risk incurred by purchasing parts that are not of genuine Triumph manufacture. This risk is eliminated if parts are ordered as instructed, either from our recognised Dealers, or direct from the Spares Department, Meriden Works, Allesley, Coventry.

TERMS OF BUSINESS

The most convenient method of paying for Spare Parts is by the C.O.D. system. By this method you pay the postman for the goods when he delivers them to you. As the minimum C.O.D. collection fee is 1/2, only goods to the value of 2/- and over can be sent by this system. We do not despatch goods by rail C.O.D.

Where goods are not sent C.O.D., cash must accompany the order. All remittances should be made payable to the Triumph Engineering Co. Ltd., and crossed "Barclay's Bank Ltd." if in the form of Postal Order or cheque. Letters containing currency notes must be registered.

Should a remittance be forwarded by telegraphic money order, the name and address of the sender must be inserted in the space provided on the Post Office requisition form for a private message from remitter to payee. Unless this is complied with the Post Office omit such information from the telegram and we are not then in a position to trace the sender.

Postage, carriage and packing is charged at 5% on the value of the goods, minimum charge 1/-. Packing boxes, cases, crates, etc., are charged for at cost and are returnable.
### THUNDERBIRD (6T)

**SPECIFICATION**

<table>
<thead>
<tr>
<th>specification</th>
<th>THUNDERBIRD (6T)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bore and stroke, mm.</td>
<td>...71 x 82</td>
</tr>
<tr>
<td>Ignition (fully retard)</td>
<td>ins. (mm.) ... 3/8 (0.8) B.T.C.</td>
</tr>
<tr>
<td>Cylinder capacity</td>
<td>c/cm. (cu. ins.) ... 649 (40)</td>
</tr>
<tr>
<td>Piston ring gap (Compression and Scraper) ins. (mm.) ...010-.014 (.25-.35)</td>
<td></td>
</tr>
<tr>
<td>Compression ratio</td>
<td>... 7:1</td>
</tr>
<tr>
<td>Petrol tank, gallons (litres) ... 4 (18)</td>
<td></td>
</tr>
<tr>
<td>Engine sprocket</td>
<td>... 24</td>
</tr>
<tr>
<td>Oil tank, pints (litres) ... 5 (3)</td>
<td></td>
</tr>
<tr>
<td>Tappet clearance, cold</td>
<td>ins. (mm.) ... 0.010 (.26)</td>
</tr>
<tr>
<td>Weight, lbs. (dry) (kilos) ... 385 (175)</td>
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### TIGER 100 (T100)

**SPECIFICATION**

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<th>TIGER 100 (T100)</th>
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<td>Bore and stroke, mm.</td>
<td>...63 x 80</td>
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<td>Ignition, fully advanced</td>
<td>ins. (mm.) ... 3/8 (9.5) B.T.D.C.</td>
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<tr>
<td>Cylinder capacity</td>
<td>c/cm. (cu. ins.) ... 498 (30.5)</td>
</tr>
<tr>
<td>Piston ring gap</td>
<td>Compression—</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>... 8:1</td>
</tr>
<tr>
<td>ins. (mm.) ...010-.014 (.25-.35)</td>
<td></td>
</tr>
<tr>
<td>Engine sprocket, solo</td>
<td>... 22</td>
</tr>
<tr>
<td>Scraper—</td>
<td></td>
</tr>
<tr>
<td>Carburetter main jet (Amal)</td>
<td>... 220</td>
</tr>
<tr>
<td>ins. (mm.) ...007-.011 (.18-.28)</td>
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</tr>
<tr>
<td>Carburetter pilot jet (Amal)</td>
<td>... 25</td>
</tr>
<tr>
<td>Petrol tank, gallons (litres) ... 4 (18)</td>
<td></td>
</tr>
<tr>
<td>Carburetter slide (Amal)</td>
<td>...376/34</td>
</tr>
<tr>
<td>Oil tank, pints (litres) ... 5 (3)</td>
<td></td>
</tr>
<tr>
<td>Carburetter needle jet (Amal)</td>
<td>...1065</td>
</tr>
<tr>
<td>Weight lbs. (dry) (kilos) ... 375 (170)</td>
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<tr>
<td>Tappet clearance, cold</td>
<td>ins. (mm.) ... 0.010 (.26)</td>
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### TIGER 110 (T110)

**SPECIFICATION**

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<td>Bore and stroke, mm. ins.</td>
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<tr>
<td>Cylinder capacity c/cm. (cu. ins.)</td>
<td>649 (40)</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>... 8:1</td>
</tr>
<tr>
<td>Engine sprocket, solo</td>
<td>... 24</td>
</tr>
<tr>
<td>Carburettor main jet (Amal)</td>
<td>... *250</td>
</tr>
<tr>
<td>Carburettor pilot jet (Amal)</td>
<td>... 25</td>
</tr>
<tr>
<td>Carburettor slide (Amal)</td>
<td>... 376/3½</td>
</tr>
<tr>
<td>Carburettor needle jet (Amal)</td>
<td>... 1.065</td>
</tr>
<tr>
<td>Tappet clearance, cold ins. (mm.)</td>
<td>... .004 ex (.10)</td>
</tr>
<tr>
<td>Ignition, fully advanced ins. (mm.)</td>
<td>... .002 in. (.05)</td>
</tr>
<tr>
<td>Piston ring gap (Compression and Scraper) ins. (mm.)</td>
<td>.010-.014 (.25-.35)</td>
</tr>
<tr>
<td>Petrol tank, gallons (litres)</td>
<td>... 4 (18)</td>
</tr>
<tr>
<td>Oil tank, pints (litres)</td>
<td>... 5 (3)</td>
</tr>
<tr>
<td>Weight lbs. (dry) (kilos)</td>
<td>... 395 (179)</td>
</tr>
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</table>

*270 without air filter

### TROPHY (TR6)

**SPECIFICATION**

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<td>Cylinder capacity c/cm. (cu. ins.)</td>
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</tr>
<tr>
<td>Compression ratio</td>
<td>... 8:1</td>
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<tr>
<td>Engine sprocket, solo</td>
<td>... 24</td>
</tr>
<tr>
<td>Carburettor main jet (Amal)</td>
<td>... *250</td>
</tr>
<tr>
<td>Carburettor pilot jet (Amal)</td>
<td>... 25</td>
</tr>
<tr>
<td>Carburettor slide (Amal)</td>
<td>... 376/3½</td>
</tr>
<tr>
<td>Carburettor needle jet (Amal)</td>
<td>... 1.065</td>
</tr>
<tr>
<td>Tappet clearance, cold ins. (mm.)</td>
<td>... .004 ex (.10)</td>
</tr>
<tr>
<td>Ignition, fully advanced ins. (mm.)</td>
<td>... .002 in. (.05)</td>
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<tr>
<td>Piston ring gap (Compression and Scraper) ins. (mm.)</td>
<td>.010-.014 (.25-.35)</td>
</tr>
<tr>
<td>Petrol tank, gallons (litres)</td>
<td>... 4 (18)</td>
</tr>
<tr>
<td>Oil tank, pints (litres)</td>
<td>... 5 (3)</td>
</tr>
<tr>
<td>Weight lbs. (dry) (kilos)</td>
<td>... 370 (168)</td>
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</table>

*270 without air filter
### SPECIFICATION

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Bore and stroke, mm.</td>
<td>... 71 x 82</td>
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<tr>
<td>ins.</td>
<td>2.79 x 3.23</td>
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<td>Cylinder capacity</td>
<td>... 649</td>
</tr>
<tr>
<td>c. cm. (cu. ins.)</td>
<td></td>
</tr>
<tr>
<td>Compression ratio</td>
<td>... 8 : 1</td>
</tr>
<tr>
<td>Engine sprocket, solo</td>
<td>... 24</td>
</tr>
<tr>
<td>Carburetters main jet (Amal)</td>
<td>... 240</td>
</tr>
<tr>
<td>Carburetter pilot jet (Amal)</td>
<td>... 25</td>
</tr>
<tr>
<td>Carburetter slide (Amal)</td>
<td>... 376.5</td>
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<tr>
<td>Carburetter needle jet (Amal)</td>
<td>... 0.1065</td>
</tr>
<tr>
<td>Tappet clearance, cold</td>
<td>... 0.004 ex (10)</td>
</tr>
<tr>
<td>ins. (mm.)</td>
<td>... 0.002 in (05)</td>
</tr>
<tr>
<td>Ignition, fully advanced</td>
<td>... 1/4 (11) B.T.D.C.</td>
</tr>
<tr>
<td>Piston ring gap (Compression and Scraper)</td>
<td>... 0.010 - 0.014 (0.25 - 0.35)</td>
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<tr>
<td>Petrol tank, gallons (litres)</td>
<td>... 4 (18)</td>
</tr>
<tr>
<td>Oil tank, pints (litres)</td>
<td>... 5 (3)</td>
</tr>
<tr>
<td>Weight lbs. (dry) (kilos)</td>
<td>... 395 (179)</td>
</tr>
</tbody>
</table>

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8
CARTON PACK — GROUP 1

Piston assemblies Part No. CP29, CP158, CP98, CP159, CP163, CP157 and Piston ring pack CP99 are being changed to include two taper compression rings instead of one plain and one taper ring.

The taper rings are, of course, fitted in the two top grooves with the etched marking "TOP" uppermost. If only one taper ring is supplied this should be fitted in the middle groove.
CARTON PACK COMPONENT LIST—GROUP I

The following sub-assemblies are supplied in carton packs under the C.P. part number stated. The contents of these carton packs are preserved and will not deteriorate under adverse conditions.

<table>
<thead>
<tr>
<th>PART No.</th>
<th>DESCRIPTION AND CONTENTS</th>
</tr>
</thead>
</table>

**Brake Lining**

CP.38  
2 ... ... NW.243 ... ... ... Lining, brake  
16 ... ... W.129 ... ... ... Rivet

CP.66  
2 ... ... W.631 ... ... ... Lining, brake  
16 ... ... W.129 ... ... ... Rivet

**Crankcase Bearing**

CP.144  
2 ... ... E.1591 ... ... ... Bearing ball, d/s and c/s

**Fork (Telescopic) Service Pack**

CP.50  
2 ... ... H.443 ... ... ... Bearing, lower  
2 ... ... H.441 ... ... ... Bearing, upper  
2 ... ... E.1335 ... ... ... Washer, copper  
4 ... ... H.430 ... ... ... Washer, drain filler plug  
2 ... ... H.452 ... ... ... Restrictor, oil  
2 ... ... H.453 ... ... ... Cup, oil restrictor  
2 ... ... H.454 ... ... ... Pin, restrictor cup  
2 ... ... H.391 ... ... ... Washer, dust excluder felt  
2 ... ... H.420 ... ... ... Washer, outer cover felt  
2 ... ... H.1065 ... ... ... Washer, aluminium

**Gears, Standard Ratio (to convert from Wide ratio)**

CP.145  
1 ... ... T.1382 ... ... ... Gear, mainshaft high  
1 ... ... T.916 ... ... ... Gear, mainshaft 2nd  
1 ... ... T.1063 ... ... ... Gear, layshaft and high  
1 ... ... T.1065 ... ... ... Gear, layshaft 2nd  
1 ... ... T.934 ... ... ... Gear, speedometer driven

**Gears, Wide Ratio (to convert from Standard ratio)**

CP.94  
1 ... ... T.1384 ... ... ... Gear, mainshaft high  
1 ... ... T.968 ... ... ... Gear, mainshaft 2nd  
1 ... ... T.971 ... ... ... Gear, layshaft and high  
1 ... ... T.974 ... ... ... Gear, layshaft 2nd  
1 ... ... T.975 ... ... ... Gear, speedometer driven
<table>
<thead>
<tr>
<th>PART No.</th>
<th>DESCRIPTION AND CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gear, Close Ratio (to convert from Standard ratio)</strong></td>
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<tr>
<td>CP.95</td>
<td>T.1177 ... ... Mainshaft and low gear</td>
</tr>
<tr>
<td></td>
<td>T.1383 ... ... Gear, mainshaft high</td>
</tr>
<tr>
<td></td>
<td>T.1179 ... ... Gear, mainshaft 3rd</td>
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<tr>
<td></td>
<td>T.955 ... ... Gear, mainshaft 2nd</td>
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<tr>
<td></td>
<td>T.959 ... ... Layshaft and high gear</td>
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<tr>
<td></td>
<td>T.964 ... ... Gear, layshaft 3rd</td>
</tr>
<tr>
<td></td>
<td>T.963 ... ... Gear, layshaft 2nd</td>
</tr>
<tr>
<td></td>
<td>T.961 ... ... Gear, layshaft low</td>
</tr>
<tr>
<td></td>
<td>T.983 ... ... Plug, speedometer drive sealing</td>
</tr>
<tr>
<td></td>
<td>T.948 ... ... Washer, speedometer drive plug</td>
</tr>
<tr>
<td><strong>Kickstarter Ratchet Gear</strong></td>
<td></td>
</tr>
<tr>
<td>CP.27</td>
<td>T.730 ... ... Pinion, kickstarter</td>
</tr>
<tr>
<td></td>
<td>T.731 ... ... Ratchet, kickstart</td>
</tr>
<tr>
<td></td>
<td>T.1250 ... ... Spring, ratchet</td>
</tr>
<tr>
<td></td>
<td>T.1338 ... ... Sleeve</td>
</tr>
<tr>
<td></td>
<td>T.732 ... ... Lockwasher</td>
</tr>
<tr>
<td><strong>Pistons 500 c.c. Models</strong></td>
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<tr>
<td>CP.109</td>
<td>E.3052 ... ... Piston, CR. 5 : 1</td>
</tr>
<tr>
<td></td>
<td>E.656 ... ... Ring, first compression</td>
</tr>
<tr>
<td></td>
<td>E.3048 ... ... Ring, second compression (Taper)</td>
</tr>
<tr>
<td></td>
<td>GE.29 ... ... Ring, scraper</td>
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<tr>
<td></td>
<td>WE.203E ... ... Pin, gudgeon</td>
</tr>
<tr>
<td></td>
<td>WE.479 ... ... Circlip</td>
</tr>
<tr>
<td>CP.109/20</td>
<td>E.3052/20 ... ... Piston, +.020&quot;, CR. 5 : 1</td>
</tr>
<tr>
<td></td>
<td>E.656/20 ... ... Ring, first compression</td>
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<td></td>
<td>E.3048/20 ... ... Ring, second compression (Taper)</td>
</tr>
<tr>
<td></td>
<td>GE.29/20 ... ... Ring, scraper</td>
</tr>
<tr>
<td></td>
<td>WE.203E/20 ... ... Pin, gudgeon</td>
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<tr>
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<td>WE.479/20 ... ... Circlip</td>
</tr>
<tr>
<td>CP.37</td>
<td>E.1969 ... ... Piston, CR. 6 : 1</td>
</tr>
<tr>
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<td>E.3048 ... ... Ring, second compression (Taper)</td>
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<td>GE.29 ... ... Ring, scraper</td>
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<td>WE.203E ... ... Pin, gudgeon</td>
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<td></td>
<td>WE.479 ... ... Circlip</td>
</tr>
<tr>
<td>CP.37/10</td>
<td>E.1969/10 ... ... Piston, +.010&quot;, CR. 6 : 1</td>
</tr>
<tr>
<td></td>
<td>E.656/10 ... ... Ring, first compression</td>
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<td>DESCRIPTION AND CONTENTS</td>
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<td>1. E.656/20 Ring, first compression</td>
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<td>1. GE.29/20 Ring, scraper</td>
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<td>1. WE.203E Pin, gudgeon</td>
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<tr>
<td></td>
<td>2. WE.479 Circlip</td>
</tr>
<tr>
<td>CP.29/20</td>
<td>1. E.1563 Piston, CR. 7 : 1</td>
</tr>
<tr>
<td></td>
<td>1. E.656 Ring, first compression</td>
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<tr>
<td></td>
<td>1. E.3048 Ring, second compression (Taper)</td>
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<td>1. GE.29 Ring, scraper</td>
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<td></td>
<td>1. WE.203E Pin, gudgeon</td>
</tr>
<tr>
<td></td>
<td>2. WE.479 Circlip</td>
</tr>
<tr>
<td>CP.29/10</td>
<td>1. E.1563 Piston, CR. 7 : 1</td>
</tr>
<tr>
<td></td>
<td>1. E.656 Ring, first compression</td>
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<td>1. E.3048 Ring, second compression (Taper)</td>
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<td>1. GE.29 Ring, scraper</td>
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<tr>
<td></td>
<td>1. WE.203E Pin, gudgeon</td>
</tr>
<tr>
<td></td>
<td>2. WE.479 Circlip</td>
</tr>
<tr>
<td>CP.29/20</td>
<td>1. E.1563 Piston, CR. 7 : 1</td>
</tr>
<tr>
<td></td>
<td>1. E.656 Ring, first compression</td>
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<tr>
<td></td>
<td>1. E.3048 Ring, second compression (Taper)</td>
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<td>1. GE.29 Ring, scraper</td>
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<td></td>
<td>1. WE.203E Pin, gudgeon</td>
</tr>
<tr>
<td></td>
<td>2. WE.479 Circlip</td>
</tr>
<tr>
<td>CP.29/30</td>
<td>1. E.1563 Piston, +.030&quot;, CR. 7 : 1</td>
</tr>
<tr>
<td></td>
<td>1. E.656 Ring, first compression</td>
</tr>
<tr>
<td></td>
<td>1. E.3048 Ring, second compression (Taper)</td>
</tr>
<tr>
<td></td>
<td>1. GE.29 Ring, scraper</td>
</tr>
<tr>
<td></td>
<td>1. WE.203E Pin, gudgeon</td>
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<tr>
<td></td>
<td>2. WE.479 Circlip</td>
</tr>
<tr>
<td>CP.29/40</td>
<td>1. E.1563 Piston, +.040&quot;, CR. 7 : 1</td>
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<tr>
<td></td>
<td>1. E.656 Ring, first compression</td>
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<tr>
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# CARTON PACK — GROUP I

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<td>1 ... F.2605 ... Bolt</td>
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<td>1 ... E.3678 ... Grub Screw</td>
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<td>1 ... E.3679 ... Bearing housing assembly, driving</td>
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<td>1 ... R.C.109 ... Tachometer head</td>
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<td>1 ... 52091/5 ... Tachometer drive cable</td>
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## ENGINE—GROUP 2

### REPLACEMENT PARTS

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<td>E3591</td>
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<td>3</td>
<td>E3332/TR6</td>
<td>Block, cylinder</td>
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<td>4</td>
<td>E2894</td>
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### CYLINDER BLOCK

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<td>E3873</td>
<td>Head, cylinder c/w guides</td>
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<td>7</td>
<td>E3593</td>
<td>Head, cylinder c/w guides</td>
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<td>8</td>
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<td>Head, cylinder c/w guides</td>
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<td>Head, c/w guides and adaptors</td>
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<td>Adaptor, exhaust pipe</td>
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<td>14</td>
<td>E3614</td>
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### INLET MANIFOLD

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FIG. 1. INLET MANIFOLDS

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## ENGINE — GROUP 2

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<td>W103</td>
<td>Nut, inlet manifold to head</td>
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<td>5</td>
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<td>Washer, inlet manifold to head</td>
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<td>Nut, carburetter fixing</td>
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### VALVES, GUIDES AND SPRINGS

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<td>E2969</td>
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<td>E2900</td>
<td>Guide, exhaust valve</td>
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<td>Guide, exhaust valve</td>
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<td>E1487</td>
<td>Spring, outer valve</td>
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### PISTONS

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<td>CP98/10</td>
<td>Piston complete, -010&quot;, CR7 : 1</td>
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<td>CP98/20</td>
<td>Piston complete, -020&quot;, CR7 : 1</td>
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<td>CP135</td>
<td>Piston complete, standard CR8 : 1</td>
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<td>CP135/20</td>
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<td>CP163</td>
<td>Piston complete, standard CR8 : 1</td>
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<td>CP163/10</td>
<td>Piston complete, +010&quot;, CR8 : 1</td>
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<td>CP157</td>
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<td>CP157/20</td>
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<td>Ring, piston compression, -010&quot;</td>
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<td>Ring, piston compression, -020&quot;</td>
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<td>GE29</td>
<td>Ring, piston scraper, standard</td>
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<td>Ring, piston scraper, -010&quot;</td>
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<td>Ring, piston scraper, -020&quot;</td>
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<td>Cirlip, gudgeon pin</td>
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Piston assemblies (Alternative Compression Ratios) and piston ring sets are available in carton packs, see pages 11 to 16.

## CRANKSHAFT AND FLYWHEEL ASSEMBLY

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<th>PART No.</th>
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<td>Crankshaft and flywheel assembly</td>
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<td>Crankshaft and flywheel assembly</td>
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<td>Crankshaft c/w oil tube</td>
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<td>Crankshaft c/w oil tube</td>
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<td>Oil tube, crankshaft</td>
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<td>Plug, crankshaft right side</td>
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<td>Flywheel</td>
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<td>Bolt, flywheel to crankshaft</td>
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### ENGINE - GROUP 2

#### CONNECTING RODS

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**Note.**-Connecting rod assembly does not include E3586 big end bearings. These bearings are also available in 0.010” and 0.020” undersizes.

#### CRANKCASE

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<td>E2220A 3281</td>
<td>Crankcase assembly, less main bearings</td>
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**23**
FIG. 2. CRANKCASE, CYLINDER BLOCK, CYLINDER HEAD, etc.

FIG. 3. CRANKSHAFT, CONNECTING RODS, PISTON TIMING GEAR, etc.
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### INDEX FIG. 3
TIGER 100 (T100) ENGINE

FIG. 4. CRANKCASE, CYLINDER BLOCK, CYLINDER HEAD, etc.

FIG. 5. CRANKSHAFT, CONNECTING RODS, PISTONS, TIMING GEARS, etc.
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TROPHY (TR6) AND TIGER 110 (T110) ENGINE

FIG. 6. CRANKCASE, CYLINDER BLOCK, CYLINDER HEAD, etc.

FIG. 7. CRANKSHAFT, CONNECTING RODS, PISTONS, TIMING GEARS, etc.
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FIG. 8. CRANKCASE, CYLINDER BLOCK, CYLINDER HEAD, etc.

FIG. 9. CRANKSHAFT, CONNECTING RODS, PISTONS, TIMING GEARS, etc.
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FOR ENGINE PLATE STUDS SEE PAGE 52.

**OIL PUMP**

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### GROUP 2 — ENGINE

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**TAPPETS AND TAPPET BLOCKS**

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**PUSH RODS**

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**PUSH ROD COVER TUBE**

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**OVERHEAD ROCKER GEAR**

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## ENGINE — GROUP 2
### GASKET SET — GROUP 3

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### ROCKER OIL FEED AND DRAIN PIPES

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### ENGINE SPROCKET

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*For 6T nut and tab washer see Page 104.*

*Engine sprockets are available in sizes from 17 to 25 teeth.*

### GASKET SET—GROUP 3

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### Shafts and Gears (Standard Ratio)

(See page 43 for wide and close ratio gears)

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For speedometer drive gears see page 108.

### Gearbox Casing Bearings

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* Fitted to T100 and T110 machines for export to U.S.A.
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GROUP 4 — GEARBOX

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FIG. II. CLUTCH AND SHOCK ABSORBER

INDEX FIG. II

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WIDE RATIO GEARS — GROUP 5

To convert from standard to wide ratio

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STANDARD RATIO GEARS — GROUP 6

To convert from wide to standard ratio

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CLOSE RATIO GEARS — GROUP 7

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Gear Ratios. Suitable ratios can be selected from the three groups which will enable the rider to operate his machine for normal road work or sporting events. To vary the ratios of any group, engine sprockets ranging from 17 to 25 teeth are available.

On the page following there will be found a R.P.M. and Gear Ratio Chart, which will assist the rider in making his selection.
**ENGINE REVOLUTIONS PER MINUTE**

| GEAR RATIO | 4.4 | 4.57 | 4.78 | 5.0 | 5.24 | 5.5 | 5.7 | 5.8 | 6.0 | 6.25 | 6.5 | 6.9 | 7.06 | 7.14 | 7.5 | 8.0 | 8.85 | 9.8 | 10.6 | 11.58 | 12.2 | 13.9 | 14.3 | 15.25 | 16.0 | 17.8 | 18.85 |
|------------|-----|-----|-----|-----|------|-----|-----|-----|-----|------|-----|-----|------|------|-----|-----|------|-----|------|-------|-------|-------|-------|-------|-------|-------|
| 20         | 1144| 1188| 1244| 1300| 1364| 1428| 1480| 1508| 1560| 1624| 1688| 1756| 1836| 1856| 1948| 2080| 2300| 2548| 2756| 3012| 3172| 3612| 3720| 3964| 4160| 4628| 4900 |
| 25         | 1430| 1485| 1555| 1625| 1705| 1785| 1865| 1965| 2095| 2230| 2320| 2415| 2595| 2925| 3230| 3435| 3620| 3873| 4130| 4445| 4758| 4918| 5385| 5946| 6240| 6942 |
| 30         | 1716| 1782| 1866| 1950| 2046| 2142| 2232| 2322| 2432| 2562| 2673| 2873| 3160| 3445| 3756| 4053| 4354| 4550| 4774| 4998| 5400| 5838| 6650| 7615 |
| 35         | 2002| 2079| 2177| 2275| 2387| 2499| 2600| 2726| 2856| 3016| 3120| 3232| 3342| 3445| 3586| 3756| 3954| 4156| 4354| 4556| 4774| 5046| 5476| 6398 |
| 40         | 2285| 2376| 2468| 2600| 2728| 2856| 3016| 3120| 3232| 3340| 3445| 3554| 3654| 3772| 3900| 4040| 4215| 4396| 4577| 4742| 5046| 5476| 6650| 7615 |
| 45         | 2574| 2673| 2799| 2925| 3066| 3113| 3193| 3258| 3372| 3476| 3554| 3632| 3702| 3816| 3936| 4044| 4176| 4303| 4438| 4660| 4882| 6120| 7136 |
| 50         | 2860| 2970| 3110| 3250| 3410| 3570| 3770| 3909| 4040| 4220| 4430| 4590| 4700| 5080| 5370| 5670| 5958| 6258| 6600| 7058| 8177| 9377 |
| 55         | 3146| 3256| 3421| 3575| 3751| 3927| 4147| 4290| 4466| 4642| 4939| 5049| 5104| 5357| 5720| 6325| 7007 |
| 60         | 3432| 3544| 3732| 3900| 4092| 4344| 4524| 4680| 4872| 5064| 5338| 5508| 5580| 5844| 6240| 6900 |
| 65         | 3718| 3850| 4034| 4206| 4417| 4600| 4833| 5044| 5292| 5550| 5800| 6050| 6240| 6960 |
| 70         | 4004| 4156| 4354| 4560| 4774| 4998| 5180| 5372| 5640| 5980| 6386| 6464| 6496| 6780 |
| 75         | 4280| 4576| 4976| 5200| 5456| 5732| 5920| 6022| 6249| 6496| 6752| 7184| 7424 |
| 80         | 4550| 5104| 5580| 5838| 6148| 6386| 6496| 6752| 7184| 7424 |

**GEAR RATIOS**

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## EXHAUST SYSTEM—GROUP 8

### EXHAUST PIPES

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<td>Pipe, exhaust, R.H.</td>
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<td>Pipe, exhaust, L.H.</td>
</tr>
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<td>Pipe, exhaust, R.H.</td>
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<td>Pipe, exhaust, L.H.</td>
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<td>Pipe, exhaust, R.H.</td>
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<td>Pipe, exhaust, L.H.</td>
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<td>Pipe, exhaust, R.H.</td>
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<td>Clip, exhaust to extension pipe</td>
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### SILENCERS

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SEE FRONT FORK GROUP FOR STEERING RACES PAGE 58

## REAR PORTION

| 24       | F3635    | Frame, rear portion | ... | ... | 1 | 1 | 1 | 1 | 1 |
| 25       | F3718    | Support bracket L.H. silencer | ... | ... | 1 | 1 | 1 | 1 | 1 |
| 26       | F3580    | Support bracket R.H. silencer | ... | ... | 1 | 1 | 1 | 1 | 1 |
| 27       | F2603    | Bolt, bracket to frame 1" U/H | ... | ... | 1 | 1 | 1 | 1 | 1 |
| 28       | E1396    | Stud, bracket to frame 1 1/8" O/A | ... | ... | 2 | 2 | 2 | 2 | 2 |
| 29       | SI-S1    | Nut, bracket to frame bolts and stud | ... | ... | 3 | 3 | 3 | 3 | 3 |
| 30       | S26-3    | Washer, bracket to frame bolts and stud | ... | ... | 3 | 3 | 3 | 3 | 3 |
| 31       | KW194    | Lubricator, swinging fork | ... | ... | 1 | 1 | 1 | 1 | 1 |
| 32       | WE170    | Washer, lubricator | ... | ... | 1 | 1 | 1 | 1 | 1 |

ALWAYS QUOTE COLOURS WHEN ORDERING FRAME PARTS.
## FRAME — GROUP 9
### STAND — GROUP 10

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### FRONT STAND

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## PROP STAND

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**ENGINE PLATE—GROUP II**

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**Fig. 14. ENGINE PLATE—STUDS, BOLTS, NUTS AND WASHERS**

**INDEX FIG. 14**

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## ENGINE PLATE – GROUP II
### TELESCOPIC FRONT FORK – GROUP 12

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## FRONT FORK—GROUP 12

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GROUP 12 – TELESCOPIC FRONT FORK

FIG. 15. TELESCOPIC FORK
## TELESCOPIC FRONT FORK – GROUP 12

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FIG. 16. TELESCOPIC FORK (TROPHY)
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GROUP 12 — TELESCOPIC FRONT FORK

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STEERING CUPS, CONES AND BALLS

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STEERING DAMPER

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<td>Sleeve, damper adjusting</td>
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# FRONT WHEEL—GROUP 13

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<td>Rim, spokes and hub, assembly</td>
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<td>Rim, front wheel, WM2-19</td>
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<td>Spoke, straight, 8/10G x 6&quot;</td>
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*Supplied complete with Nipple S79-2.

# FRONT BRAKE

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FIG. 18. FRONT WHEEL—TIGER 100, TIGER 110, TROPHY AND BONNEVILLE 120
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FIG. 20. REAR WHEEL (QUICKLY DETACHABLE)

INDEX FIG. 20

GROUP 15 - REAR WHEEL (QUICKLY DETACHABLE)
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*Supplied complete with nipple.

67
### GROUP 16 — MUDGUARD

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## MUDGUARD—GROUP 16

### FRONT MUDGUARD

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FIG. 21. FRONT AND REAR MUDGUARDS
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**GROUP 17 — NUMBER PLATE**

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<td>6 F3685 Mudguard assembly, complete</td>
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<td>7 F3599 Bracket, mudguard to rear engine plates</td>
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<td>9 S1-51 Nut, mudguard bracket bolt</td>
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<td>12 F879 Nut, mudguard to bracket bolt</td>
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<td>17 F3896 Lifting handle, rear</td>
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<td>31 F929 Bolt, rear number plate top, 1/4&quot; U/H</td>
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<tr>
<td>32 S1-51 Nut, rear number plate top bolt</td>
</tr>
<tr>
<td>33 S26-3 Washer, number plate top bolt</td>
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<tr>
<td>34 F1369 Bolt, rear number plate bottom, 1/4&quot; U/H</td>
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<tr>
<td>35 S26-2 Washer, bottom bolt nut</td>
</tr>
<tr>
<td>36 F879 Nut, bottom bolt</td>
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<td>37 D68 Transfer, number plate (gold and white)</td>
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**PETROL AND OIL TANK—GROUP 18**

**PETROL TANK (ALWAYS STATE COLOUR REQUIRED)**

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<td>Tank, petrol (3 gallons)</td>
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<td>Styling strip, L.H. front</td>
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<td>Styling strip, R.H. rear</td>
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<td>Styling strip, L.H. front</td>
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<td>Styling strip, R.H. front</td>
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<td>F4236</td>
<td>Styling strip, L.H. rear</td>
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<td>10</td>
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<td>Styling strip, R.H. rear</td>
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<td>Styling unit, L.H.</td>
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<td>Styling unit, R.H.</td>
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<td>Washer, rubber spigotted (rear)</td>
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For Bonneville 120 Petrol Pipes see Page 94.
GROUP 18 - PETROL AND OIL TANK

 FIG. 22. PETROL TANKS AND FITTINGS
# INDEX FIG. 22

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GROUP 18 — PETROL AND OIL TANK
GROUP 19 — CHAINGUARD

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<td>Screw, tank parcel grid</td>
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<tr>
<td>3</td>
<td>*F3026</td>
<td>Plug, petrol tank</td>
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</tbody>
</table>

*To replace F2936 when grid is not fitted.

OIL TANK

| 4 | F3856 | Tank, oil |
| 5 | F4513 | Tank, oil |
| 6 | F4529 | Tank, oil |
| 7 | F3658 | Cap, oil tank filler |
| 8 | F3796 | Cap, oil tank filler c w jack chain |
| 9 | F3217 21 | Jack chain, filler cap |
| 10 | E1792 | Plug, oil tank drain |
| 11 | PT104B | Washer, oil tank drain plug |
| 12 | T1203 | Pipe, oil tank vent (flexible) |
| 13 | T1578 | Pipe, oil tank vent (flexible) |
| 14 | F3641 | Stud, oil tank to seat tube, $\frac{3}{8}$ O A |
| 15 | F1008 | Nut, oil tank to stud |
| 16 | S26-3 | Washer, oil tank stud nut |
| 17 | F1213 | Bolt, tank to backstay bracket, $\frac{1}{4}$ U/H |
| 18 | S1-51 | Nut, backstay bracket bolt |
| 19 | S26-3 | Washer, backstay bolt nut |
| 20 | F3179 | Filter, oil tank |
| 21 | F1713 | Washer, oil tank filter |
| 22 | F3655 | Pipe, top half oil feed |
| 23 | F3182 | Union nut, feed pipe |
| 24 | E3353 | Pipe, oil feed (flexible) |
| 25 | E3354 | Pipe, oil return (flexible) |
| 26 | E3335 | Junction block, oil pipes to engine |
| 27 | E1529 | Washer, oil pipe block joint |
| 28 | S1-51 | Nut, oil pipe block securing |
| 29 | S25-3 | Washer, oil pipe block securing nut |

For securing bolt, nut and washer, oil tank to rear engine plates, see Rear Mudguard group page 70.

CHAINGUARD—GROUP 19

REAR CHAINGUARD

| 30 | F4130 | Chainguard |
| 31 | F4138 | Chainguard |
| 32 | F4134 | Bracket, front |
| 33 | DS57 | Bolt, chainguard front, $\frac{1}{4}$ U/H |
| 34 | S26-2 | Washer, chainguard bolt |
| 35 | F4135 | Bolt, pivot (stepped) |
| 36 | F2277 | Washer, thackeray |
| 37 | S25-13 | Washer |
| 38 | F879 | Nut |
| 39 | F4140 | Bracket, centre |
| 40 | F4136 | Bolt, chainguard rear (stepped) |
| 41 | S25-3 | Washer |
| 42 | S1-51 | Nut |

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FIG. 23. OIL TANK

INDEX FIG. 23

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## GROUP 20 — PRIMARY CHAINCASE

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<td>Cover, chaincase outer ...</td>
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<td>Cover, chaincase inner ...</td>
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<td>Cover, chaincase inner ...</td>
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<td>5</td>
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<td>Sleeve, chaincase inner (Rubber) ...</td>
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<td>NT367</td>
<td>Plug, chaincase oil filler ...</td>
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<td>7</td>
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<td>Dowel, chaincase to footrest ...</td>
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<td>Plate, chaincase oil retainer ...</td>
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<td>Plate, chaincase oil retainer spring ...</td>
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<td>Rivet, chaincase oil retainer plate ...</td>
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<td>Spring, rear chain oiler ...</td>
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### INDEX FIG. 24

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FIG. 24. PRIMARY CHAINCASE
GROUP 21—HANDLEBAR

HANDLEBAR

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<td>Handlebar, complete with all controls</td>
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<td>H1209</td>
<td>Handlebar, bend only</td>
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<td>H230</td>
<td>Grip, handlebar, L.H. rubber</td>
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FOR U.S.A. AND CANADIAN PATTERN SEE PAGE 82.

THROTTLE CONTROL

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<td>Screw, twistgrip friction adjuster</td>
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<td>13</td>
<td>H686</td>
<td>Spring, twistgrip friction</td>
</tr>
<tr>
<td>14</td>
<td>H234</td>
<td>Thimble, twistgrip cable</td>
</tr>
<tr>
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<td>H237</td>
<td>Grub screw, twistgrip</td>
</tr>
<tr>
<td>16</td>
<td>H700</td>
<td>Sleeve assembly, twistgrip</td>
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<tr>
<td>17</td>
<td>H233</td>
<td>Plate, sleeve retaining</td>
</tr>
<tr>
<td>18</td>
<td>H232</td>
<td>Circlip, sleeve retaining</td>
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</tbody>
</table>

INDEX FIG. 25

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FIG. 25. HANDLEBAR AND CONTROLS
# GROUP 21 — HANDLEBAR

<table>
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<tr>
<th>REF. No.</th>
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<th>DESCRIPTION</th>
<th>6T T100 T110 TR6 T120</th>
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<tr>
<td></td>
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<td>1 1 1 1 1 1</td>
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<tr>
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<td>18,886</td>
<td>Lever assembly, front brake</td>
<td>...</td>
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<tr>
<td>2</td>
<td>18,908</td>
<td>Lever assembly, front brake (ball-ended)</td>
<td>...</td>
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<tr>
<td>3</td>
<td>18,535</td>
<td>Lever only</td>
<td>...</td>
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<tr>
<td>4</td>
<td>18,754</td>
<td>Lever only (ball-ended)</td>
<td>...</td>
</tr>
<tr>
<td>5</td>
<td>18,890</td>
<td>Bracket, lever fulcrum</td>
<td>...</td>
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<tr>
<td>6</td>
<td>12,044</td>
<td>Clamp, lever bracket</td>
<td>...</td>
</tr>
<tr>
<td>7</td>
<td>11,014</td>
<td>Screw, lever bracket to clamp</td>
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<td>18,087</td>
<td>Screw, lever fulcrum</td>
<td>...</td>
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<tr>
<td>9</td>
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<td>Nut, lever fulcrum screw</td>
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<td>18,838</td>
<td>Screw, adjuster</td>
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<tr>
<td>11</td>
<td>18,839</td>
<td>Nut, thumb</td>
<td>...</td>
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<tr>
<td>12</td>
<td>18,880</td>
<td>Nipple, slotted barrel</td>
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## FRONT BRAKE CONTROL

## CLUTCH CONTROL

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<td>18,894</td>
<td>Lever assembly clutch</td>
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<td>Lever assembly clutch (ball-ended)</td>
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<td>15</td>
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<tr>
<td>16</td>
<td>18,752</td>
<td>Lever only (ball-ended)</td>
<td>...</td>
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<tr>
<td>17</td>
<td>18,892</td>
<td>Bracket, lever fulcrum</td>
<td>...</td>
</tr>
<tr>
<td>18</td>
<td>H668</td>
<td>Clamp, lever bracket</td>
<td>...</td>
</tr>
<tr>
<td>19</td>
<td>61,004</td>
<td>Screw, lever bracket to clamp</td>
<td>...</td>
</tr>
<tr>
<td>20</td>
<td>18,087</td>
<td>Screw, lever fulcrum</td>
<td>...</td>
</tr>
<tr>
<td>21</td>
<td>18,053</td>
<td>Nut, lever fulcrum screw</td>
<td>...</td>
</tr>
<tr>
<td>22</td>
<td>18,838</td>
<td>Screw, adjuster</td>
<td>...</td>
</tr>
<tr>
<td>23</td>
<td>18,839</td>
<td>Nut, thumb</td>
<td>...</td>
</tr>
<tr>
<td>24</td>
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<td>Nipple, slotted barrel</td>
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## AIR CONTROL

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<td>12,612</td>
<td>Lever assembly air control</td>
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<td>26</td>
<td>12,614</td>
<td>Lever assembly air control (chrome)</td>
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<td>27</td>
<td>12,016</td>
<td>Lever only</td>
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<td>12,556</td>
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<tr>
<td>29</td>
<td>12,607</td>
<td>Bolt, centre</td>
<td>...</td>
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<tr>
<td>30</td>
<td>12,606</td>
<td>Cap</td>
<td>...</td>
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<td>31</td>
<td>12,033</td>
<td>Washer, centre spring</td>
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<td>32</td>
<td>11,014</td>
<td>Screw, fixing clip</td>
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<td>Clip, fixing</td>
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<td>Lever assembly, magneto control</td>
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<td>12/014</td>
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<td>Cap, centre</td>
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<td>Washer, spring</td>
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<td>6</td>
<td>11/014</td>
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<td>12/044</td>
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**CONTROL CABLE—GROUP 22**

**CLUTCH CABLE**

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<td>8</td>
<td>D388</td>
<td>Cable assembly clutch</td>
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<tr>
<td>9</td>
<td>D103</td>
<td>Ferrule, cable casing</td>
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<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<td>10</td>
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<td>2</td>
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**FRONT BRAKE CABLE**

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<td>11</td>
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<td>Cable assembly, brake</td>
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<td>Cable assembly, brake</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>13</td>
<td>D103</td>
<td>Ferrule, cable casing</td>
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<td>2</td>
<td>2</td>
<td>2</td>
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<tr>
<td>14</td>
<td>D368</td>
<td>Nipple (handlebar end)</td>
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<td>1</td>
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<td>15</td>
<td>W593</td>
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**THROTTLE CABLE**

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<td>16</td>
<td>D224</td>
<td>Throttle cable assembly</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<td>17</td>
<td>D421</td>
<td>Throttle cable assembly</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>18</td>
<td>D422</td>
<td>Cable, twistgrip to junction box</td>
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<td>3</td>
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<td>19</td>
<td>244/104</td>
<td>Junction box</td>
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<td>1</td>
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<td>Cable, junction box to carb.</td>
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<td>2</td>
<td>2</td>
<td>2</td>
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<td>21</td>
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<td>Ferrule, casing</td>
<td>1</td>
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<td>1</td>
<td>1</td>
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<td>H670</td>
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<td>23</td>
<td>D83</td>
<td>Nipple, throttle wire (twistgrip)</td>
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<td>1</td>
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<td>1</td>
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<td>NS191</td>
<td>Nipple, throttle wire (carb.)</td>
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<td>1</td>
<td>1</td>
<td>1</td>
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<td>D104</td>
<td>Adjuster, cable casing</td>
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<td>1</td>
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**GROUP 22 — CONTROL CABLE**

**GROUP 23 — OVERSEAS HANDLEBAR**

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</thead>
<tbody>
<tr>
<td>1</td>
<td>D329</td>
<td>Cable assembly, air ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>2</td>
<td>D242</td>
<td>Cable assembly, air ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<td>3</td>
<td>D101</td>
<td>Ferrule, air casing ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>4</td>
<td>D83</td>
<td>Nipple, air wire (handlebar end) ... ... ...</td>
<td>1 1 1 1 1</td>
</tr>
<tr>
<td>5</td>
<td>NS191</td>
<td>Nipple, air wire (carburettor end) ... ... ...</td>
<td>1 1 1 1 1 1</td>
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**IGNITION CABLE**

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<td>6</td>
<td>D100</td>
<td>*Cable assembly, ignition ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<tr>
<td>7</td>
<td>D101</td>
<td>Ferrule, ignition casing ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>8</td>
<td>D83</td>
<td>Nipple, ignition wire (handlebar end) ... ... ...</td>
<td>1 1 1 1 1</td>
</tr>
<tr>
<td>9</td>
<td>XA69</td>
<td>Clip, cables to frame, etc. ... ... ...</td>
<td>As required</td>
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*Magneto end fittings supplied by Messrs. Lucas Ltd.*

**HANDLEBAR—GROUP 23**

**U.S.A. AND CANADIAN PATTERN**

<table>
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<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>6T T100 T110 TR6 T120</th>
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<tbody>
<tr>
<td>10</td>
<td>H1226</td>
<td>Handlebar, complete with all controls ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<td>11</td>
<td>H1227</td>
<td>Handlebar, complete with all controls ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<tr>
<td>12</td>
<td>H1228</td>
<td>Handlebar, complete with all controls ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<tr>
<td>13</td>
<td>H1279</td>
<td>Handlebar, complete with all controls ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>14</td>
<td>H1010</td>
<td>Handlebar, bend only ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>15</td>
<td>H1179</td>
<td>Handlebar, bend only ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>16</td>
<td>D415</td>
<td>Cable assembly, brake ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
</tr>
<tr>
<td>17</td>
<td>D417</td>
<td>Cable assembly, brake ... ... ... ...</td>
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<td>18</td>
<td>D257</td>
<td>Cable assembly, throttle ... ... ... ...</td>
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<td>19</td>
<td>D424</td>
<td>Cable assembly, throttle ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<tr>
<td>20</td>
<td>D425</td>
<td>Cable, twistgrip to junction box ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<td>21</td>
<td>D260</td>
<td>Cable assembly, ignition ... ... ... ...</td>
<td>1 1 1 1 1 1</td>
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<td>22</td>
<td>D389</td>
<td>Cable assembly, clutch ... ... ... ...</td>
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# Rear Brake Control — Group 24

<table>
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<th>PART No.</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>F3595</td>
<td>Pedal, rear brake</td>
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<tr>
<td>2</td>
<td>F867</td>
<td>Spindle, rear brake pedal</td>
</tr>
<tr>
<td>3</td>
<td>DS48</td>
<td>Nut, rear brake spindle to frame</td>
</tr>
<tr>
<td>4</td>
<td>SCZ45</td>
<td>Washer, rear brake spindle to frame</td>
</tr>
<tr>
<td>5</td>
<td>S1-52</td>
<td>Nut, pedal spindle</td>
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<tr>
<td>6</td>
<td>S25-2</td>
<td>Washer, pedal spindle (plain)</td>
</tr>
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<td>7</td>
<td>S26-16</td>
<td>Washer, pedal spindle (spring)</td>
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<tr>
<td>8</td>
<td>F3597</td>
<td>Rod, brake operating</td>
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<td>9</td>
<td>¾&quot; x ⅜&quot; Split pin</td>
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<td>10</td>
<td>S25-13</td>
<td>Washer, brake rod for split pin</td>
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<td>11</td>
<td>W11</td>
<td>Pivot roller, brake arm to rod</td>
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<tr>
<td>12</td>
<td>F3667</td>
<td>Thumb nut, brake rod adjusting</td>
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# Footrest — Group 25

<table>
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<th>PART No.</th>
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<tbody>
<tr>
<td>13</td>
<td>F3593</td>
<td>Footrest, R.H.</td>
</tr>
<tr>
<td>14</td>
<td>F987</td>
<td>Footrest, L.H.</td>
</tr>
<tr>
<td>15</td>
<td>NF704</td>
<td>Rubber, footrest</td>
</tr>
<tr>
<td>16</td>
<td>F3592</td>
<td>Rod, footrest</td>
</tr>
<tr>
<td>17</td>
<td>DS48</td>
<td>Nut, footrest rod</td>
</tr>
<tr>
<td>18</td>
<td>NT316</td>
<td>Dowel, footrest, R.H.</td>
</tr>
<tr>
<td>19</td>
<td>F862</td>
<td>Distance tube, engine plate</td>
</tr>
<tr>
<td>20</td>
<td>T87</td>
<td>Distance tube, L.H. footrest</td>
</tr>
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</table>

# Pillion Footrest

<table>
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<tbody>
<tr>
<td>21</td>
<td>F1694</td>
<td>Pedal, footrest</td>
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<tr>
<td>22</td>
<td>F1695</td>
<td>Rubber, footrest pedal</td>
</tr>
<tr>
<td>23</td>
<td>F2271</td>
<td>Bolt, footrest pedal pivot, ¾&quot; U/H</td>
</tr>
<tr>
<td>24</td>
<td>S1-51</td>
<td>Nut, footrest pedal pivot bolt</td>
</tr>
<tr>
<td>25</td>
<td>F2277</td>
<td>Washer, footrest pedal pivot bolt</td>
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</tbody>
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### GROUP 26 — BATTERY CARRIER AND TOOLBOX

<table>
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<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>BATTERY CASE AND TOOLBOX — GROUP 26</td>
</tr>
<tr>
<td>1</td>
<td>F3870</td>
<td>Battery case and toolbox assembly</td>
</tr>
<tr>
<td>2</td>
<td>F452B</td>
<td>Battery case and toolbox assembly</td>
</tr>
<tr>
<td>3</td>
<td>E534</td>
<td>Swivel, carrier strap plain</td>
</tr>
<tr>
<td>4</td>
<td>E535</td>
<td>Swivel, carrier strap tapped</td>
</tr>
<tr>
<td>5</td>
<td>E536</td>
<td>Bolt, carrier strap swivel, 1 ( \frac{3}{4} ) U/H</td>
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<tr>
<td>6</td>
<td>F3588</td>
<td>Strap, carrier top</td>
</tr>
<tr>
<td>7</td>
<td>F166B</td>
<td>Strap, carrier front</td>
</tr>
<tr>
<td>8</td>
<td>F1727</td>
<td>Pin, carrier strap hinge</td>
</tr>
<tr>
<td>9</td>
<td>F3874</td>
<td>Lid assembly, battery case</td>
</tr>
<tr>
<td>10</td>
<td>F3875</td>
<td>Fastener, lid</td>
</tr>
<tr>
<td>11</td>
<td>F3227</td>
<td>Grommet, lid fastener</td>
</tr>
<tr>
<td>12</td>
<td>F3641</td>
<td>Stud, carrier to seat tube boss, ( \frac{3}{4} ) O/A</td>
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<tr>
<td>13</td>
<td>F1008</td>
<td>Nut, carrier to seat tube boss stud</td>
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<td>14</td>
<td>S26-3</td>
<td>Washer, carrier to seat tube boss stud</td>
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<td>F1699</td>
<td>Clip, battery case to frame</td>
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<td>D557</td>
<td>Bolt, battery case to frame clip, ( \frac{3}{16} ) U/H</td>
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<td>F879</td>
<td>Nut, battery case to frame clip</td>
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<td>18</td>
<td>E1612</td>
<td>Washer, battery case to frame clip</td>
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<tr>
<td>19</td>
<td>A57</td>
<td>Transfer, &quot;Bonneville 120&quot;</td>
</tr>
</tbody>
</table>

For securing bolt, nut and washer, Toolbox/Battery case to rear engine plate, see Rear Mudguard Group, page 70.

### DESPATCHING GOODS.
Parts being returned to either the Distributor or Triumph Service Department for rectification should be well packed to avoid damage in transit. Cylinder barrels and cylinder heads are extremely vulnerable to breakage of the fins; when casing, pack straw or old newspapers, etc., round the finning to prevent damage due to shock. Advice of despatch should be forwarded to the consignee and the sender MUST securely attach a label to the returned parts, clearly stating his name and address.

### RECEIVING GOODS.
Every possible precaution is taken to ensure that the sender's order has been correctly interpreted and the goods despatched are correct to the invoice. Parts sent in for repair are tested before despatch and are subsequently covered by our guarantee on Page 115. In the event of any shortage or damage in transit, we must be advised within 48 hours of arrival in order that the necessary action can be taken. No claim can be entertained after this period.
FIG. 26. BATTERY CARRIER AND TOOL BOX

INDEX FIG. 26

<table>
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<tr>
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### TOOLKIT—GROUP 27

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<tr>
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<td>Toolkit, complete</td>
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<tr>
<td>2</td>
<td>WA.58</td>
<td>Roll, canvas tool</td>
</tr>
<tr>
<td>3</td>
<td>D.360</td>
<td>Spanner, open $\frac{3}{4}'' \times \frac{3}{8}''$ Whit.</td>
</tr>
<tr>
<td>4</td>
<td>D.361</td>
<td>Spanner, open $\frac{3}{8}'' \times \frac{1}{2}''$ Whit.</td>
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<tr>
<td>5</td>
<td>NA.55</td>
<td>Spanner, open $\frac{1}{2}'' \times \frac{5}{16}''$ Whit.</td>
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<tr>
<td>6</td>
<td>DA.16</td>
<td>Spanner, open $\frac{1}{2}'' \times \frac{3}{8}''$ Whit.</td>
</tr>
<tr>
<td>7</td>
<td>PA.57</td>
<td>Spanner, closed $\frac{1}{4}'' \times \frac{3}{8}''$ Whit.</td>
</tr>
<tr>
<td>8</td>
<td>D.311</td>
<td>Spanner, closed $\frac{3}{8}'' \times \frac{1}{2}''$ Whit.</td>
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<tr>
<td>9</td>
<td>D.362</td>
<td>&quot;C&quot; Spanner and Tappet Key</td>
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<tr>
<td>10</td>
<td>D.87</td>
<td>Box spanner, plugs</td>
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<tr>
<td>11</td>
<td>D.363</td>
<td>Tyre lever and screwdriver</td>
</tr>
<tr>
<td>12</td>
<td>D.364</td>
<td>Tyre lever and clutch key</td>
</tr>
<tr>
<td>13</td>
<td>DA.50/1</td>
<td>Extractor, clutch hub</td>
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<tr>
<td>14</td>
<td>D.336</td>
<td>Screwdriver, Phillips No. 3</td>
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<td>15</td>
<td>415116</td>
<td>Spanner, magneto points</td>
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<tr>
<td>16</td>
<td>400935</td>
<td>Screwdriver, distributor points</td>
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<tr>
<td>17</td>
<td>D.49</td>
<td>Tyre inflator (not in kit)</td>
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<td>18</td>
<td>D.220</td>
<td>Spanner, fork cap nuts (not in kit)</td>
</tr>
<tr>
<td>19</td>
<td>167</td>
<td>Extractor, chain rivet (not in kit)</td>
</tr>
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---

### SPECIAL WORKSHOP TOOLS

A COMPLETE LIST OF WORKSHOP TOOLS CAN BE MADE AVAILABLE BY EITHER CONTACTING YOUR DEALER OR APPLYING DIRECT TO THE TRIUMPH SERVICE DEPARTMENT. IN MOST CASES THESE TOOLS ARE VERY COSTLY AS THEY ARE MADE ENTIRELY FOR WORKSHOP USE, AND THEREFORE, IT IS NOT RECOMMENDED THAT THE PRIVATE OWNER PURCHASES THE TOOLS IN ORDER TO AID SERVICING THE MACHINE ONCE OR TWICE ONLY. IN THESE CIRCUMSTANCES IT IS FAR MORE ECONOMICAL TO GET IN TOUCH WITH A RECOGNISED DEALER.
FIG. 27. TOOL KIT
GROUP 28 – AIR FILTER

FIG. 28. AIR FILTER

INDEX FIG. 28

<table>
<thead>
<tr>
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<td>E2312</td>
<td>88</td>
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<td>F3315E</td>
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<td>F3859</td>
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<td>88</td>
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<td>6</td>
<td>F3858</td>
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### AIR FILTER—GROUP 28

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<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>F3857</td>
<td>Air filter assembly</td>
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<tr>
<td>2</td>
<td>F3315E</td>
<td>Element only</td>
</tr>
<tr>
<td>3</td>
<td>F3376</td>
<td>Screw, cover 3/8 U/H</td>
</tr>
<tr>
<td>4</td>
<td>E2312</td>
<td>Washer, serrated</td>
</tr>
<tr>
<td>5</td>
<td>F3858</td>
<td>Connection, rubber</td>
</tr>
<tr>
<td>6</td>
<td>F3859</td>
<td>Clip, at carburetter</td>
</tr>
</tbody>
</table>

### LEGSHIELD—GROUP 29

<table>
<thead>
<tr>
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<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>F3208</td>
<td>Legshield, L.H.</td>
</tr>
<tr>
<td>8</td>
<td>F3894</td>
<td>Legshield, R.H.</td>
</tr>
<tr>
<td>9</td>
<td>F3326</td>
<td>Stay, legshield</td>
</tr>
<tr>
<td>10</td>
<td>E1598</td>
<td>Clip, front down tube</td>
</tr>
<tr>
<td>11</td>
<td>F1031</td>
<td>Bolt, stay to clip, 3/8 U/H</td>
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<tr>
<td>12</td>
<td>PO172A</td>
<td>Nut, stay to clip bolt</td>
</tr>
<tr>
<td>13</td>
<td>S25-2</td>
<td>Washer, stay to clip bolt</td>
</tr>
<tr>
<td>14</td>
<td>DS57</td>
<td>Bolt, stay to legshield, 3/8 U/H</td>
</tr>
<tr>
<td>15</td>
<td>F879</td>
<td>Nut, stay to legshield bolt</td>
</tr>
<tr>
<td>16</td>
<td>S26-2</td>
<td>Washer, stay to legshield bolt</td>
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</tbody>
</table>

### SIDECAR FITTINGS—GROUP 30

<table>
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<th>DESCRIPTION</th>
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<tr>
<td>17</td>
<td>F2587</td>
<td>Lug, lower front connection</td>
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<td>18</td>
<td>F1746</td>
<td>Sleeve nut, lug to frame</td>
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<td>19</td>
<td>F2600</td>
<td>Bolt, lower front lug</td>
</tr>
<tr>
<td>20</td>
<td>F1747</td>
<td>Nut, lower front lug bolt</td>
</tr>
</tbody>
</table>
Ancillary equipment which is fitted to our motor cycles is of the highest quality and is guaranteed by the manufacturers and not by ourselves. Any repairs or claims should be made to the actual maker who will always give owners every possible assistance. The following are the addresses of the various manufacturers:

**CARBURETTERS** ... ... Messrs. Amal Ltd.,
                    Holdford Road, Witton, Birmingham, 6.

**CHAINS** ... ... Renold Chains Ltd.,
              Wythenshawe, Manchester.

**ELECTRICAL EQUIPMENT** ... Messrs. J. Lucas, Ltd.,
                              Gt. Hampton Street, Birmingham, 18.

**SPARKING PLUGS** ... ... Champion Sparking Plug Co. Ltd.,
                        Feltham, Middlesex.
                        K.L.G. Sparking Plugs Ltd.,
                        Lodge Plugs Ltd.,
                        Rugby, Warwickshire.

**SPEEDOMETERS** ... ... Messrs. Smiths Motor Accessories Ltd.,

**SUSPENSION UNITS** ... ... Messrs. Girling Ltd.,
                            Kings Road, Tyseley, Birmingham, 11.

**TYRES** ... ... ... Dunlop Rubber Co. Ltd.,
                 Fort Dunlop,
                 Birmingham, 24.
<table>
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<tr>
<th>REF. No.</th>
<th>PART No.</th>
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<tr>
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<td>Carburetter complete</td>
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<td>3</td>
<td>376/40</td>
<td>Carburetter complete</td>
</tr>
<tr>
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<td>376/204</td>
<td>Mixing chamber assembly</td>
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<td>376/003</td>
<td>Chamber, mixing 1/2&quot; choke</td>
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<td>Chamber, mixing 1/2&quot; choke</td>
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<td>376/030</td>
<td>Chamber, mixing 1/2&quot; choke</td>
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<td>376/107</td>
<td>Top, mixing chamber</td>
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<tr>
<td>9</td>
<td>376/065</td>
<td>Cap, mixing chamber</td>
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<td>Spring, mixing chamber cap</td>
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<td>Screw, cap spring</td>
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<td>4/137A</td>
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<td>376/062</td>
<td>Valve, air</td>
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<td>4/046</td>
<td>Spring, air valve</td>
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<td>6/047</td>
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<td>Valve, throttle (1/2 cutaway)</td>
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<td>376/070</td>
<td>Peg, jet block locating</td>
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<td>Washer, jet block</td>
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<td>Holder, main jet</td>
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<td>Banjo, petrol inlet</td>
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<td>Nut, main jet cover</td>
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<td>Jet, needle (-1065)</td>
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<td>36</td>
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<td>Jet, pilot (25)</td>
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FIG. 29. AMAL CARBURETTER
# INDEX FIG. 29

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### GROUP 31 – AMAL CARBURETTER

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<td>Needle, valve</td>
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<td>22</td>
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<tr>
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<td>Bolt, carburetter to head</td>
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<td>24</td>
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<td>Washer, plain</td>
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<td>25</td>
<td>S26-3</td>
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<td>26</td>
<td>S1-51</td>
<td>Nut, carburetter bolt</td>
<td>—</td>
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<td>—</td>
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<tr>
<td>27</td>
<td>376.066</td>
<td>Tube, air intake</td>
<td>A</td>
<td>A</td>
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</table>

(For use when air filter is disconnected)

| 28      | 14.617   | Float chamber, complete | — | — | — | 1 |
| 29      | 14.363   | Body, float chamber | — | — | — | 1 |
| 30      | 14.297   | Cover, float chamber | — | — | — | 1 |
| 31      | 14.366   | Needle, float | — | — | — | 1 |
| 32      | 14.017   | Float | — | — | — | 1 |
| 33      | 161.054  | Clip, float needle | — | — | — | 1 |
| 34      | 14.209   | Tickler | — | — | — | 1 |
| 35      | 14.210   | Stop, tickler | — | — | — | 1 |
| 36      | 14.932   | Spring, tickler | — | — | — | 1 |
| 37      | 14.289   | Cotter, tickler | — | — | — | 1 |
### AMAL CARBURETTER – GROUP 31
### CHAINS – GROUP 32

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>6T T100 T110 TR6 T120</th>
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<tbody>
<tr>
<td>1</td>
<td>14:219</td>
<td>Union, outlet</td>
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<tr>
<td>2</td>
<td>14 336</td>
<td>Washer, fibre</td>
<td>- - - -</td>
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<td>3</td>
<td>14/173</td>
<td>Banjo, outlet</td>
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<td>14/036</td>
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#### CARBURETTER FITTINGS

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<td>F3746</td>
<td>Clip, float chamber</td>
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<td>7</td>
<td>TE164E</td>
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<td>8</td>
<td>TE164C</td>
<td>&quot;D&quot; nut</td>
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<td>TE164D</td>
<td>&quot;D&quot; washer</td>
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<td>F3740</td>
<td>Block, float chamber mounting</td>
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<td>F3745</td>
<td>Clip, block to frame</td>
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<td>F1149</td>
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<td>13</td>
<td>E1612</td>
<td>Washer, serrated</td>
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<td>14</td>
<td>F879</td>
<td>Nut</td>
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<td>F4539</td>
<td>Petrol pipe assembly (lines 16-20)</td>
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<td>F3353</td>
<td>Elbow, obtuse</td>
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<td>Elbow 90°</td>
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#### CHAINS—GROUP 32

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<tr>
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<td>Chain, primary 70L x 9/16 x 3/8&quot; (solo)</td>
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<td>D304</td>
<td>Chain, rear 100L x 9/16 x 3/8&quot;</td>
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<td>D310</td>
<td>Chain, rear 101L x 9/16 x 3/8&quot;</td>
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<td>110046.49</td>
<td>Kit, primary, chain spare parts</td>
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<td>110056.59</td>
<td>Kit, rear, chain spare parts</td>
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When replacing primary chain use 68 links for 500 c.c. sidecar machines.

95
GROUP 33 — LUCAS LIGHTING AND IGNITION EQUIPMENT
(DYNAMO AND MAGNETO)

REF. No.   PART No.   DESCRIPTION

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<th>PART No.</th>
<th>DESCRIPTION</th>
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<td>20035A</td>
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<td>Dynamo complete (positive earth)</td>
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<td>200911</td>
<td>200910</td>
<td>Armature</td>
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<td>200904</td>
<td>189210</td>
<td>Insulating plate with brush boxes</td>
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<td>200904</td>
<td>200918</td>
<td>Bracket, commutator end</td>
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<tr>
<td>200748</td>
<td>200760</td>
<td>Bearing, commutator end</td>
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<tr>
<td>189307</td>
<td>200731</td>
<td>Cover, commutator end</td>
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<td>200895</td>
<td>200895</td>
<td>Ring, sealing commutator end</td>
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<tr>
<td>200904</td>
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<td>Plate, drive and oil seal end</td>
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<td>189307</td>
<td>200731</td>
<td>Bracket, drive and oil seal end</td>
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<td>Bearing, drive and oil seal end</td>
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<td>Key, woodruff</td>
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<td>Pinion, dynamo</td>
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<td>111704</td>
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<td>Nut (dome), dynamo to gear case</td>
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<td>Stud, dynamo fixing 1/2&quot; O/A</td>
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<td>Cover plate, crankcase (when dynamo is removed)</td>
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<td>Grommet, harness lead</td>
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CUT-OUT AND REGULATOR UNIT (TYPE RB107)

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<td>37225H</td>
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<td>Regulator, complete 1/2&quot; U/H</td>
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<td>E1612</td>
<td>Bolt, unit to rear stays 1/2&quot; U/H</td>
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# Lucas Lighting and Ignition Equipment — Group 33
(Dynamo and Magneto)

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<td>553248</td>
<td>Rim, front</td>
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<tr>
<td>3</td>
<td>534296</td>
<td>Screw and plate, front rim fixing</td>
</tr>
<tr>
<td>4</td>
<td>553309</td>
<td>Glass and reflector unit</td>
</tr>
<tr>
<td>5</td>
<td>553267</td>
<td>Ring, lamp fixing</td>
</tr>
<tr>
<td>6</td>
<td>554602</td>
<td>Adaptor, bulb</td>
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<tr>
<td>7</td>
<td>504665</td>
<td>Fixing wire, light unit</td>
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<tr>
<td>8</td>
<td>373</td>
<td>Bulb, pre-focus 30/24W (L.H. Dipping)</td>
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<td>9</td>
<td>554710</td>
<td>Pilot bulbholder</td>
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<td>988</td>
<td>Bulb, pilot 3W</td>
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<td>H689</td>
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<td>Nut, lamp fixing ring screw</td>
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**Headlamp (Nacelle Type MCF700P)**

<table>
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<th>PART No.</th>
<th>DESCRIPTION</th>
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<td>Screw and plate, front rim fixing</td>
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<td>16</td>
<td>516798</td>
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<td>17</td>
<td>554602</td>
<td>Adaptor, bulb</td>
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<tr>
<td>18</td>
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<td>Fixing wire, light unit</td>
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**Headlamp (Trophy)**

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**Horn (Type HF1441)**

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GROUP 33 – LUCAS LIGHTING AND IGNITION EQUIPMENT
(DYNAMO AND MAGNETO)

FIG. 30. HEAD LAMP

INDEX FOR DYNAMO CONDITION

INDEX FOR “D.C.” CONDITION (TI00, TI10, TRS & TR6)

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## LUCAS LIGHTING AND IGNITION EQUIPMENT – GROUP 33
### (Dynamo and Magneto)

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### GROUP 33 – LUCAS LIGHTING AND IGNITION EQUIPMENT  
(DYAMO AND MAGNETO)

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# LUCAS LIGHTING AND IGNITION EQUIPMENT — GROUP 33
## (DYNAMO AND MAGNETO)

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With the exception of the parts listed above, no spares are supplied separately for the racing magneto 42324. For repair it should be returned to:

RACING DEPARTMENT,
JOSEPH LUCAS (SALES & SERVICE) LTD.,
GREAT HAMPTON STREET,
BIRMINGHAM, 18.
GROUP 33 – LUCAS LIGHTING AND IGNITION EQUIPMENT
(DYNAMO AND MAGNETO)

INDEX FIG. 31

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FIG. 31. LUCAS MAGNETO
# Lucas Lighting and Ignition Equipment—Group 34

## Alternator RM15

<table>
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<td>Rotor</td>
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<td>2</td>
<td>469427</td>
<td>Stator assembly</td>
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<td>3</td>
<td>862898</td>
<td>Cable only, alternator output</td>
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<td>4</td>
<td>E3978</td>
<td>Adaptor, stator to crankcase</td>
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<td>5</td>
<td>E3979</td>
<td>Screw, adaptor to crankcase</td>
</tr>
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<td>6</td>
<td>E3980</td>
<td>Stud, stator fixing</td>
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<tr>
<td>7</td>
<td>S1-51</td>
<td>Nut, stator fixing</td>
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<tr>
<td>8</td>
<td>S25-3</td>
<td>Washer, plain</td>
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<tr>
<td>9</td>
<td>E3116</td>
<td>Washer, rotor backing</td>
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<td>10</td>
<td>E3974</td>
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<td>11</td>
<td>E3975</td>
<td>Tab washer</td>
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<td>12</td>
<td>E3977</td>
<td>Nut, sprocket and rotor</td>
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## Rectifier (Type FSW1500A)

<table>
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<th>PART No.</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
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<td>4711A</td>
<td>Rectifier</td>
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<tr>
<td>14</td>
<td>F3620</td>
<td>Bracket, rectifier fixing</td>
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<tr>
<td>15</td>
<td>DS57</td>
<td>Bolt, rectifier, front and rear, 3/8&quot; U H</td>
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<tr>
<td>16</td>
<td>F879</td>
<td>Nut, rectifier rear bolt</td>
</tr>
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<td>17</td>
<td>E1612</td>
<td>Washer, rectifier bolt</td>
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<tr>
<td>18</td>
<td>F3600</td>
<td>Nut, rectifier to bracket</td>
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## Ignition Coil (Type MA6)

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<th>DESCRIPTION</th>
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<td>45077A</td>
<td>Ignition coil</td>
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<tr>
<td>20</td>
<td>421863</td>
<td>Clip, H.T. terminal</td>
</tr>
<tr>
<td>21</td>
<td>E3111</td>
<td>Bracket, coil mounting</td>
</tr>
<tr>
<td>22</td>
<td>DS57</td>
<td>Bolt, coil to bracket, 3/8&quot; U H</td>
</tr>
<tr>
<td>23</td>
<td>F879</td>
<td>Nut, coil to bracket bolt</td>
</tr>
<tr>
<td>24</td>
<td>E23112</td>
<td>Washer, coil to bracket bolt</td>
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<tr>
<td>25</td>
<td>422567</td>
<td>Rubber cover, H.T. lead</td>
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<tr>
<td>26</td>
<td>236741</td>
<td>Rubber cover, L.T. lead</td>
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## Distributor

<table>
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<th>PART No.</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>27</td>
<td>40449A</td>
<td>Distributor model DKX2A (12½° range)</td>
</tr>
<tr>
<td>28</td>
<td>406105</td>
<td>Plate assembly</td>
</tr>
<tr>
<td>29</td>
<td>400136</td>
<td>Cap, distributor</td>
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<tr>
<td>30</td>
<td>404435</td>
<td>Brush and spring</td>
</tr>
<tr>
<td>31</td>
<td>400052</td>
<td>Rotor arm</td>
</tr>
<tr>
<td>32</td>
<td>400308</td>
<td>Condenser</td>
</tr>
<tr>
<td>33</td>
<td>400415</td>
<td>Contact set</td>
</tr>
<tr>
<td>34</td>
<td>415283</td>
<td>Cam</td>
</tr>
<tr>
<td>35</td>
<td>416031 S</td>
<td>Springs auto advance set</td>
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<tr>
<td>36</td>
<td>415730</td>
<td>Weight assembly</td>
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**LUCAS LIGHTING AND IGNITION EQUIPMENT (ALTERNATOR) — GROUP 34**

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
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<th>T110</th>
<th>TR6 T120</th>
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<tbody>
<tr>
<td>1</td>
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<td>Base only, distributor</td>
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<td>2</td>
<td>400164</td>
<td>Base c/w contact points</td>
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<tr>
<td>3</td>
<td>421935</td>
<td>Shaft and action plate</td>
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<td>420406</td>
<td>Bushing</td>
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<td>400843</td>
<td>Sundry parts set</td>
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<td>6</td>
<td>407131</td>
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<td>SI-51</td>
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<td>Washer, distributor clamp</td>
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**HEADLAMP (NACELLE TYPE MCF700P)**

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<td>553248</td>
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<td>15</td>
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<td>Screw and plate, front rim fixing</td>
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<td>555309</td>
<td>Glass and reflector unit</td>
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<td>18</td>
<td>554602</td>
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<td>504665</td>
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<td>20</td>
<td>373</td>
<td>Bulb, pre-focus 30/24W (L.H. dipping)</td>
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<td>22</td>
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**TAIL LAMP (STOP LIGHT PATTERN WITH INTEGRAL REFLECTORS) TYPE 564**

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<td>575200</td>
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<td>575208</td>
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<td>575219</td>
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<td>575207</td>
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<td>573825</td>
<td>Grommet, cable</td>
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<td>384</td>
<td>Bulb 3/18W. offset pin</td>
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<td>31383</td>
<td>Switch, stop lamp</td>
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<td>H687</td>
<td>Screw, switch fixing</td>
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<td>Washer, fixing screw</td>
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## GROUP 34 – LUCAS LIGHTING AND IGNITION EQUIPMENT (ALTERNATOR)

### REF. No. PART No.

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<th>TR6</th>
<th>T120</th>
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### WIRING HARNESS

| 1 | 838601 | Harness, wiring | ... | ... | ... | ... | ... |
| 2 | 838604 | Lead, twin stop tail lamp | ... | ... | ... | ... | ... |
| 3 | 414965 | Grommet, Distributor lead | ... | ... | ... | ... | ... |
| 4 | 236741 | Grommet, L.T. Coll lead | ... | ... | ... | ... | ... |
| 5 | 458658 | Grommet, Distributor plug leads | ... | ... | ... | ... | ... |

### NACELLE INSTRUMENT PANEL

| 6 | 31443B | Switch, lighting and ignition | ... | ... | ... | ... | ... |
| 7 | 318346 | Knob, light switch | ... | ... | ... | ... | ... |
| 8 | 319333 | Screw, knob fixing | ... | ... | ... | ... | ... |
| 9 | 318343 | Plate, switch position index | ... | ... | ... | ... | ... |
| 10 | 318323 | Grommet, switch for key | ... | ... | ... | ... | ... |
| 11 | 318341 | Key, ignition | ... | ... | ... | ... | ... |
| 12 | 36189A | Ammeter | ... | ... | ... | ... | ... |

### HORN PUSH AND DIPPER SWITCH

| 13 | 31563A | Switch, dipper and horn push | ... | ... | ... | ... | ... |
| 14 | H689 | Screw, switch to lever clamp | 1/4 U H | ... | ... | ... | ... |
| 15 | 863082 | Cable (4 core), dipper and horn push | ... | ... | ... | ... | ... |

### HORN

| 16 | 70048A | Horn, complete | ... | ... | ... | ... | ... |
| 17 | 701851 | Bracket, horn | ... | ... | ... | ... | ... |
| 18 | 700920 | Bracket, horn angle | ... | ... | ... | ... | ... |
| 19 | 142689 | Screw, horn bracket | ... | ... | ... | ... | ... |
| 20 | 185051 | Washer, horn bracket | ... | ... | ... | ... | ... |
| 21 | DS57 | Bolt, horn bracket to lug | 1/4 U H | ... | ... | ... | ... |
| 22 | S26-2 | Washer, horn bracket to lug | ... | ... | ... | ... | ... |

### BATTERY (TYPE PU7E-9)

| 23 | PU7E-9 | Battery | ... | ... | ... | ... | ... |
| 24 | 4179504 | Plug, vent | ... | ... | ... | ... | ... |
| 25 | 4189048 | Connection, battery lead "+" | ... | ... | ... | ... | ... |
| 26 | 4189040 | Connection, battery lead "—" | ... | ... | ... | ... | ... |
| 27 | 4188743 | Socket, connection "+" | ... | ... | ... | ... | ... |
| 28 | 4188744 | Socket, connection "—" | ... | ... | ... | ... | ... |
### TWINSEAT—GROUP 35

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<td>F3647</td>
<td>Twinseat, c/w all attachments</td>
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<td>F4481</td>
<td>Bracket, auxiliary support, L.H. (U.S.A.)</td>
</tr>
<tr>
<td>3</td>
<td>F4482</td>
<td>Bracket, auxiliary support, R.H. (U.S.A.)</td>
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<td>4</td>
<td>F3815</td>
<td>Buffer, rubber (U.S.A.)</td>
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<td>5</td>
<td>F3785</td>
<td>Twinseat, c/w all attachments</td>
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<tr>
<td>6</td>
<td>F4532</td>
<td>Bracket, auxiliary support (U.S.A.)</td>
</tr>
<tr>
<td>7</td>
<td>F3815</td>
<td>Buffer, rubber (U.S.A.)</td>
</tr>
<tr>
<td>8</td>
<td>F879</td>
<td>Nut, bracket (U.S.A.)</td>
</tr>
<tr>
<td>9</td>
<td>E2312</td>
<td>Washer, serrated (U.S.A.)</td>
</tr>
<tr>
<td>10</td>
<td>E2593</td>
<td>Bolt, twinseat to frame, 2 7/64 U/H</td>
</tr>
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<td>11</td>
<td>F3066</td>
<td>Bolt, twinseat to frame 3&quot; U/H</td>
</tr>
<tr>
<td>12</td>
<td>E2287</td>
<td>Washer, front bolt</td>
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<tr>
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<td>S1-51</td>
<td>Nut, front bolt</td>
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<td>Bracket, rear</td>
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<td>Washer, bracket bolt</td>
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<td>F929</td>
<td>Bolt, bracket to pan, 3/8 U/H</td>
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<tr>
<td>17</td>
<td>F4452</td>
<td>Safety strap, twinseat</td>
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<tr>
<td>18</td>
<td>F4361</td>
<td>Safety strap, twinseat</td>
</tr>
<tr>
<td>19</td>
<td>F4129</td>
<td>Screw, strap to seat</td>
</tr>
<tr>
<td>20</td>
<td>GS299</td>
<td>Washer, serrated</td>
</tr>
<tr>
<td>21</td>
<td>H745</td>
<td>Nut, strap screw</td>
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### SPARKING PLUG—GROUP 36

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<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>L7</td>
<td>Plug, sparking (Champion)</td>
</tr>
<tr>
<td>23</td>
<td>F80</td>
<td>Plug, sparking (K.L.G.)</td>
</tr>
<tr>
<td>24</td>
<td>H14</td>
<td>Plug, sparking (Lodge)</td>
</tr>
<tr>
<td>25</td>
<td>N3</td>
<td>Plug, sparking (Champion)</td>
</tr>
<tr>
<td>26</td>
<td>FE100</td>
<td>Plug, sparking (K.L.G.)</td>
</tr>
<tr>
<td>27</td>
<td>HLN</td>
<td>Plug, sparking (Lodge)</td>
</tr>
<tr>
<td>28</td>
<td>D297</td>
<td>Cover and suppressor, plug</td>
</tr>
<tr>
<td>29</td>
<td>D262</td>
<td>Cover, plug (U.S.A.)</td>
</tr>
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</table>

### SPEEDOMETER—GROUP 37

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>30</td>
<td>S467/107 L</td>
<td>Speedometer head, 120 m.p.h.</td>
</tr>
<tr>
<td>31</td>
<td>S467/99 L</td>
<td>Speedometer head, 120 m.p.h.</td>
</tr>
<tr>
<td>32</td>
<td>S433/3</td>
<td>Speedometer head, 120 m.p.h.</td>
</tr>
<tr>
<td>33</td>
<td>S467/47 L</td>
<td>Speedometer head, 180 k.p.h.</td>
</tr>
<tr>
<td>34</td>
<td>S467/23 L</td>
<td>Speedometer head, 180 k.p.h.</td>
</tr>
<tr>
<td>35</td>
<td>S433/7 L</td>
<td>Speedometer head, 180 k.p.h.</td>
</tr>
<tr>
<td>36</td>
<td>SC3304/07</td>
<td>Speedometer head, 240 k.p.h.</td>
</tr>
<tr>
<td>37</td>
<td>S467/91 L</td>
<td>Speedometer head, 120 m.p.h.</td>
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For non-standard engine sprockets (no r.p.m. calibration)
### GROUP 37 – SPEEDOMETER
### GROUP 38 – SUSPENSION UNIT

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
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<th>TR6</th>
<th>T120</th>
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<tr>
<td>1</td>
<td>P53279</td>
<td>Bulb holder c w bulb ...</td>
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<td>2</td>
<td>P52305</td>
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<td>3</td>
<td>P.22469</td>
<td>Rubber ring, speedometer head ...</td>
<td>...</td>
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<td>4</td>
<td>25578</td>
<td>Clamp bar ...</td>
<td>...</td>
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<td>5</td>
<td>N1253</td>
<td>Nut, clamp bar ...</td>
<td>...</td>
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<tr>
<td>6</td>
<td>D540</td>
<td>Bracket, speedometer head ...</td>
<td>...</td>
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<td>7</td>
<td>F1369</td>
<td>Bolt, bracket, 3/4 U H ...</td>
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<td>...</td>
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<td>8</td>
<td>H1015</td>
<td>Distance piece ...</td>
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<tr>
<td>9</td>
<td>S26-2</td>
<td>Washer, spring ...</td>
<td>...</td>
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### SPEEDOMETER DRIVE

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<tr>
<td>10</td>
<td>T924</td>
<td>Pinion, standard ratio layshaft 10T ...</td>
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<td>11</td>
<td>T973</td>
<td>Pinion, wide ratio layshaft 8T ...</td>
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<td>12</td>
<td>T925</td>
<td>Peg, pinion to layshaft ...</td>
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<td>T934</td>
<td>Gear, standard ratio driven 16T ...</td>
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<td>T975</td>
<td>Gear, wide ratio driven 15T ...</td>
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<td>15</td>
<td>T825</td>
<td>Washer, gear thrust ...</td>
<td>...</td>
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<td>16</td>
<td>D245</td>
<td>Cable, speedometer drive (44&quot; long) ...</td>
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<td>D245A</td>
<td>Cable, speedometer drive (44&quot; long) ...</td>
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<td>18</td>
<td>F3098</td>
<td>Clip, speedometer cable ...</td>
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### SUSPENSION UNIT (GIRLING)—GROUP 38

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<tr>
<td>19</td>
<td>SB4 279</td>
<td>Suspension unit ...</td>
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<td>20</td>
<td>SB4 259</td>
<td>Suspension unit ...</td>
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<tr>
<td>21</td>
<td>SB4 275</td>
<td>Suspension unit (sidecar) ...</td>
<td>...</td>
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<tr>
<td>22</td>
<td>9054 316A</td>
<td>Bonded bush and sleeve ...</td>
<td>...</td>
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<tr>
<td>23</td>
<td>9054 171</td>
<td>Spring retainer ...</td>
<td>...</td>
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<tr>
<td>24</td>
<td>9054 151</td>
<td>Dirt shield, outer ...</td>
<td>...</td>
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<td>25</td>
<td>9054 47</td>
<td>Dirt shield, inner ...</td>
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<td>26</td>
<td>SA193-57</td>
<td>Spring 150 lbs. (sidecar) blue, red ...</td>
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<td>27</td>
<td>9054 63</td>
<td>Spring 130 lbs. rate, red/yellow ...</td>
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<td>28</td>
<td>9054 70</td>
<td>Spring 110 lbs. rate, purple/blue ...</td>
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<tr>
<td>29</td>
<td>9054 280</td>
<td>Spring 100 lbs. rate, green/green ...</td>
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<td>30</td>
<td>9054 69</td>
<td>Spring 90 lbs. rate (road racing), yellow/white ...</td>
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<td>31</td>
<td>E2113</td>
<td>Bolt, unit fixing, 1/4&quot; U/H ...</td>
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<tr>
<td>32</td>
<td>S25-2</td>
<td>Washer, lower bolt only ...</td>
<td>...</td>
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<td>33</td>
<td>PO172A</td>
<td>Nut, unit fixing bolt ...</td>
<td>...</td>
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<td>34</td>
<td>S26-1</td>
<td>Washer, fixing bolt nut ...</td>
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### ENGINE

<table>
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<tbody>
<tr>
<td>1</td>
<td>CPI35</td>
<td>Piston, complete, CR 8 : 1</td>
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<tr>
<td>2</td>
<td>CPI33</td>
<td>Piston, complete, CR 8.5 : 1</td>
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<tr>
<td>3</td>
<td>CPI61</td>
<td>Piston, complete, CR 9 : 1</td>
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<tr>
<td>4</td>
<td>CPI34</td>
<td>Piston, complete, CR 9.5 : 1</td>
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<tr>
<td>5</td>
<td>CPI32</td>
<td>Piston, complete, CR 12 : 1</td>
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<tr>
<td>6</td>
<td>CPI63</td>
<td>Piston, complete, CR 8 : 1</td>
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<tr>
<td>7</td>
<td>CPI57</td>
<td>Piston, complete, CR 8.5 : 1</td>
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<tr>
<td>8</td>
<td>CPI60</td>
<td>Piston, complete, CR 12 : 1</td>
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### CAMSHAFTS AND VALVE GEAR

<table>
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<th>PART No.</th>
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<th>REMARKS</th>
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<tbody>
<tr>
<td>9</td>
<td>E1468R</td>
<td>Wheel, inlet and exhaust camshaft</td>
<td>3 keyway</td>
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<tr>
<td>10</td>
<td>E3134</td>
<td>Camshaft, inlet and exhaust</td>
<td>Must be used</td>
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<tr>
<td>11</td>
<td>E3059R</td>
<td>Tappet, inlet and exhaust</td>
<td>together</td>
</tr>
<tr>
<td>12</td>
<td>E3411</td>
<td>Gear, magneto</td>
<td>Steel</td>
</tr>
<tr>
<td>13</td>
<td>E3001</td>
<td>Valve, spring inner</td>
<td>Interference fit</td>
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<tr>
<td>14</td>
<td>E3002</td>
<td>Valve, spring outer</td>
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<tr>
<td>15</td>
<td>E3827</td>
<td>Valve guide, inlet</td>
<td>Bronze</td>
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<tr>
<td>16</td>
<td>E3828</td>
<td>Valve guide, exhaust</td>
<td>Bronze</td>
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### CYLINDER HEAD (SPLAYED PORT)

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<th>REMARKS</th>
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<tbody>
<tr>
<td>17</td>
<td>E3663</td>
<td>Head cylinder c.w guides and adaptors</td>
<td>500 c.c. models</td>
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<tr>
<td>18</td>
<td>E3766</td>
<td>Valve, inlet c.w guides and adaptors</td>
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<tr>
<td>19</td>
<td>E1956</td>
<td>Valve, exhaust c.w guides and adaptors</td>
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<td>20</td>
<td>E3844</td>
<td>Adaptor, carburetter c.w guides and adaptors</td>
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<td>21</td>
<td>E3847</td>
<td>Locknut, adaptor c.w guides and adaptors</td>
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<tr>
<td>22</td>
<td>E2961</td>
<td>Adaptor, exhaust pipe c.w guides and adaptors</td>
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</tr>
<tr>
<td>23</td>
<td>E3646</td>
<td>Tube, push rod cover</td>
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<td>24</td>
<td>E3550</td>
<td>Box, inlet rocker</td>
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<td>25</td>
<td>E3551</td>
<td>Box, exhaust rocker</td>
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<td>26</td>
<td>E3552</td>
<td>Gasket, rocker box joint</td>
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<tr>
<td>27</td>
<td>E2982</td>
<td>Bolt, rocker box to head, 2 3/8&quot; U.H</td>
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### TACHOMETER DRIVE (WITH GENERATOR) KIT No. CPI62

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<td>E3677</td>
<td>Cover, timing gears</td>
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<td>29</td>
<td>E3678</td>
<td>Grub screw</td>
<td>2 off</td>
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<td>30</td>
<td>E3679</td>
<td>Housing, driving gear</td>
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</tr>
<tr>
<td>31</td>
<td>E3682</td>
<td>Housing, driven gear</td>
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<td>32</td>
<td>E3685</td>
<td>Nut, camshaft, L.H.</td>
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<td>33</td>
<td>E3686</td>
<td>Gear, driving</td>
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<td>34</td>
<td>E2749</td>
<td>Gear, driven</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>S209 5</td>
<td>Cable, tachometer drive</td>
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</tr>
<tr>
<td>36</td>
<td>RC109</td>
<td>Head, tachometer</td>
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<tr>
<td>37</td>
<td>H1083</td>
<td>Bracket, tachometer and speedometer</td>
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<td>38</td>
<td>H1086</td>
<td>Bolt, tachometer bracket</td>
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### GROUP 39 – HIGH PERFORMANCE PARTS

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<th>PART No.</th>
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<tbody>
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<td>E3022</td>
<td>TACHOMETER DRIVE (WITHOUT GENERATOR)</td>
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<td>2</td>
<td>E3050</td>
<td>Gearbox, tachometer drive</td>
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<td>3</td>
<td>E3010</td>
<td>“O” ring seal</td>
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<td>E2994</td>
<td>Washer, gearbox joint</td>
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<td>G5297</td>
<td>Nut, drive pinion</td>
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</tr>
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<td>6</td>
<td>E2995</td>
<td>Bolt</td>
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<td>7</td>
<td>H430</td>
<td>Washer, fibre</td>
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<td>E2996</td>
<td>Screw</td>
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<td>E2997</td>
<td>Nut</td>
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<td>E1612</td>
<td>Washer</td>
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</tr>
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<td>S2091</td>
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<td>12</td>
<td>RC126</td>
<td>Head, tachometer</td>
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**DESCRIPTION:**

**GEARBOX**

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<tr>
<td>T4275</td>
<td>Nut, clutch spring</td>
<td>Steel</td>
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<tr>
<td>T1560</td>
<td>Spring, clutch pressure</td>
<td>Extra-strong</td>
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**CLOSE RATIO GEARS, KIT No. CP95**

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<td>T1177</td>
<td>Mainshaft c w low gear, 18T</td>
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<td>T1383</td>
<td>Gear, mainshaft high, 24T</td>
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<td>T955</td>
<td>Gear, mainshaft 2nd, 21T</td>
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<td>T1179</td>
<td>Gear, mainshaft 3rd, 23T</td>
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<td>T959</td>
<td>Layshaft c w high gear, 22T</td>
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<td>T961</td>
<td>Gear, layshaft low, 28T</td>
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<td>T963</td>
<td>Gear, layshaft 2nd, 25T</td>
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<td>T964</td>
<td>Gear, layshaft, 23T</td>
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<tr>
<td>T983</td>
<td>Plug, speedo drive housing</td>
<td>Alternative</td>
</tr>
<tr>
<td>T948</td>
<td>Washer, rubber</td>
<td>Alternative</td>
</tr>
<tr>
<td>T1227</td>
<td>Cap, speedo drive blanking</td>
<td></td>
</tr>
</tbody>
</table>

**FOOTRESTS**

<table>
<thead>
<tr>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>F3699</td>
<td>Support plate, L.H. (silencer)</td>
<td>Alternative</td>
</tr>
<tr>
<td>F3700</td>
<td>Support plate, R.H. (silencer)</td>
<td>Alternative</td>
</tr>
<tr>
<td>F4345</td>
<td>Support plate, L.H. (megaphone)</td>
<td>Alternative</td>
</tr>
<tr>
<td>F4346</td>
<td>Support plate, R.H. (megaphone)</td>
<td></td>
</tr>
<tr>
<td>F3703</td>
<td>Peg, support plates</td>
<td>4 off</td>
</tr>
<tr>
<td>F3702</td>
<td>Stud, support plates</td>
<td>2 off</td>
</tr>
<tr>
<td>F3450</td>
<td>Footrest, L.H.</td>
<td></td>
</tr>
<tr>
<td>F3705CTE</td>
<td>Footrest, R.H., folding</td>
<td></td>
</tr>
<tr>
<td>F3701</td>
<td>Stud, footrest to plate</td>
<td>2 off</td>
</tr>
<tr>
<td>H193</td>
<td>Nut</td>
<td>4 off</td>
</tr>
<tr>
<td>F1695</td>
<td>Rubber, footrest</td>
<td>2 off</td>
</tr>
<tr>
<td>F3186</td>
<td>Rod</td>
<td></td>
</tr>
<tr>
<td>F3707</td>
<td>Pedal, rear brake</td>
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110
**OIL TANK (1 GALLON)**

<table>
<thead>
<tr>
<th>REF. No.</th>
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<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>F4329</td>
<td>Oil tank</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>F3796</td>
<td>Filler cap &quot;captive&quot;</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>F4335</td>
<td>Pipe, vent (flexible)</td>
<td>Long</td>
</tr>
<tr>
<td>4</td>
<td>F4330</td>
<td>Stud, seat lug to backstays</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>F4331</td>
<td>Nut, R.H. only</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>F4106</td>
<td>Bracket, bottom fixing</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>F3814</td>
<td>Cup, top and bottom fixing</td>
<td>4 off</td>
</tr>
<tr>
<td>8</td>
<td>F4108</td>
<td>Rubber, top and bottom fixing</td>
<td>2 off</td>
</tr>
<tr>
<td>9</td>
<td>F967</td>
<td>Rubber, top and bottom fixing</td>
<td>2 off</td>
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<tr>
<td>10</td>
<td>F3816</td>
<td>Bolt, oil tank fixing</td>
<td>2 off</td>
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<tr>
<td>11</td>
<td>F3955</td>
<td>Nut, oil tank fixing</td>
<td>3 off</td>
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<tr>
<td>12</td>
<td>F2417</td>
<td>Wire, locking</td>
<td>2 off</td>
</tr>
<tr>
<td>13</td>
<td>F4110</td>
<td>Cup, rear fixing</td>
<td>2 off</td>
</tr>
<tr>
<td>14</td>
<td>F4109</td>
<td>Rubber, rear fixing</td>
<td>1 off</td>
</tr>
<tr>
<td>15</td>
<td>F4107</td>
<td>Rubber, rear fixing</td>
<td>1 off</td>
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</table>

**CARBURETTERS**

Cylinder head fittings for T122 to fit twin carburetters

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>E3006</td>
<td>Flange, inlet</td>
<td>1</td>
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<tr>
<td>17</td>
<td>E3009</td>
<td>Sleeve, inlet flange</td>
<td>2</td>
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<tr>
<td>18</td>
<td>E3004</td>
<td>Stud, flange to head</td>
<td>4</td>
</tr>
<tr>
<td>19</td>
<td>E3650</td>
<td>Joint washer, flange to head</td>
<td>2</td>
</tr>
<tr>
<td>20</td>
<td>E2728</td>
<td>Washer, stud</td>
<td>4</td>
</tr>
<tr>
<td>21</td>
<td>W103</td>
<td>Nut, stud</td>
<td>4</td>
</tr>
<tr>
<td>22</td>
<td>E2618</td>
<td>Joint washer, distance piece to flange</td>
<td>2</td>
</tr>
<tr>
<td>23</td>
<td>E3007</td>
<td>Distance piece, L.H.</td>
<td>1</td>
</tr>
<tr>
<td>24</td>
<td>E3008</td>
<td>Distance piece, R.H.</td>
<td>1</td>
</tr>
<tr>
<td>25</td>
<td>E2674</td>
<td>Stud, carburetter to flange</td>
<td>4</td>
</tr>
<tr>
<td>26</td>
<td>S1-51</td>
<td>Nut, carburetter</td>
<td>4</td>
</tr>
<tr>
<td>27</td>
<td>S25-3</td>
<td>Washer</td>
<td>4</td>
</tr>
<tr>
<td>28</td>
<td>NA-43</td>
<td>Joint washer, carburetter</td>
<td>2</td>
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</table>

**Type 6 Carburetters**

<table>
<thead>
<tr>
<th>REF. No.</th>
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<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>29</td>
<td>76AO</td>
<td>Carburetter mixing chamber assembly, L.H.</td>
<td>...</td>
</tr>
<tr>
<td>30</td>
<td>76AN</td>
<td>Carburetter mixing chamber assembly, R.H.</td>
<td>...</td>
</tr>
<tr>
<td>31</td>
<td>I4 538</td>
<td>Float chamber (remote)</td>
<td>...</td>
</tr>
<tr>
<td>32</td>
<td>F3745</td>
<td>Clip, frame tube</td>
<td>2</td>
</tr>
<tr>
<td>33</td>
<td>F3740</td>
<td>Block, rubber</td>
<td>1</td>
</tr>
<tr>
<td>34</td>
<td>F1149</td>
<td>Bolt, frame clip</td>
<td>2</td>
</tr>
<tr>
<td>35</td>
<td>E1612</td>
<td>Washer, shakeproof</td>
<td>2</td>
</tr>
<tr>
<td>36</td>
<td>W103</td>
<td>Nut, frame clip</td>
<td>2</td>
</tr>
<tr>
<td>37</td>
<td>F3746</td>
<td>Clip, float chamber</td>
<td>1</td>
</tr>
<tr>
<td>38</td>
<td>TE164D</td>
<td>&quot;D&quot; washer</td>
<td>1</td>
</tr>
<tr>
<td>39</td>
<td>TE164C</td>
<td>&quot;D&quot; nut</td>
<td>1</td>
</tr>
<tr>
<td>40</td>
<td>TE164E</td>
<td>Bolt, float clip</td>
<td>1</td>
</tr>
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</table>
# GROUP 39 — HIGH PERFORMANCE PARTS

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>F3748</td>
<td>Petrol Pipes Type 6 Carburetters Pipe, tank to float chamber</td>
<td>2 off</td>
</tr>
<tr>
<td>2</td>
<td>F3694</td>
<td>Pipe, mixing chambers connecting</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>F3695</td>
<td>Pipe, connecting pipe to float chamber (flexible)</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>D177-2</td>
<td>Clip, flexible pipe</td>
<td>2 off</td>
</tr>
</tbody>
</table>

### Monobloc Carburetters (for 500 c.c. Models without splayed port)

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>376 75</td>
<td>Carburetter, R.H. with modified float chamber</td>
<td>Amal supply</td>
</tr>
<tr>
<td>6</td>
<td>376 74</td>
<td>Carburetter, L.H. (376 35 suitable if already fitted)</td>
<td>Amal supply</td>
</tr>
<tr>
<td>7</td>
<td>376 128</td>
<td>Nut, special main jet cover, threaded</td>
<td>Amal supply</td>
</tr>
<tr>
<td>8</td>
<td>F4250</td>
<td>Pipe, balance</td>
<td></td>
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### Petrol Pipes. For standard tank and twin Monobloc carburetters

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>F2593</td>
<td>Adaptor and gauze</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>F1511</td>
<td>Washer, fibre</td>
<td>5</td>
</tr>
<tr>
<td>11</td>
<td>F4266</td>
<td>Pipe to T-piece</td>
<td>2</td>
</tr>
<tr>
<td>12</td>
<td>F4289</td>
<td>Olive, petrol pipe</td>
<td>2</td>
</tr>
<tr>
<td>13</td>
<td>F4290</td>
<td>Nut, petrol pipe</td>
<td>2</td>
</tr>
<tr>
<td>14</td>
<td>F4285</td>
<td>T-piece</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>F4303</td>
<td>Tap, petrol</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>F4291</td>
<td>Pipe, tap to carburetters</td>
<td>1</td>
</tr>
</tbody>
</table>

### Monobloc Carburetters (splayed port Models)

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>376 77</td>
<td>Carburetter 1&quot; bore</td>
<td>500 c.c. models</td>
</tr>
<tr>
<td>18</td>
<td>376 40</td>
<td>Carburetter 1/2&quot; bore</td>
<td>650 c.c. models</td>
</tr>
</tbody>
</table>

### G.P. Carburetter (500 c.c. splayed port Models)

<table>
<thead>
<tr>
<th>REF. No.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>E3671</td>
<td>Adaptor, cylinder head</td>
<td>2</td>
</tr>
<tr>
<td>20</td>
<td>E3786</td>
<td>Connection, rubber</td>
<td>2</td>
</tr>
<tr>
<td>21</td>
<td>1 1/16&quot;</td>
<td>Jubilee clip</td>
<td>4</td>
</tr>
<tr>
<td>22</td>
<td>E3675</td>
<td>Adaptor, carburetter</td>
<td>2</td>
</tr>
<tr>
<td>23</td>
<td>ISGP</td>
<td>Carburetter, 1&quot; bore</td>
<td>2</td>
</tr>
<tr>
<td>24</td>
<td>302:11</td>
<td>Float chamber (remote)</td>
<td>1</td>
</tr>
<tr>
<td>25</td>
<td>F4342</td>
<td>Bracket, carburetter and float chamber</td>
<td>1</td>
</tr>
<tr>
<td>26</td>
<td>F4344</td>
<td>Connection, petrol pipe</td>
<td>1</td>
</tr>
<tr>
<td>27</td>
<td>E3203</td>
<td>Grommet, float chamber bracket</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>F4341</td>
<td>Stud, float chamber bracket</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>F879</td>
<td>Nut</td>
<td>2</td>
</tr>
<tr>
<td>30</td>
<td>S25-1</td>
<td>Washer</td>
<td>2</td>
</tr>
<tr>
<td>31</td>
<td>F3840</td>
<td>Cap, float chamber bracket</td>
<td>2</td>
</tr>
<tr>
<td>32</td>
<td>E2593</td>
<td>Bolt</td>
<td>1</td>
</tr>
<tr>
<td>33</td>
<td>S1051</td>
<td>Nut</td>
<td>1</td>
</tr>
<tr>
<td>34</td>
<td>S26-3</td>
<td>Washer</td>
<td>1</td>
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</table>
## HIGH PERFORMANCE PARTS – GROUP 39

### Throttle Cable G.P. Carburetters

<table>
<thead>
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<th>REF. No.</th>
<th>PART No.</th>
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<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>D379</td>
<td>Throttle cable assembly</td>
<td>... ... ...</td>
</tr>
<tr>
<td>2</td>
<td>D380</td>
<td>Cable, handlebar to junction box</td>
<td>... ... ...</td>
</tr>
<tr>
<td>3</td>
<td>244/104</td>
<td>Junction box, throttle cable</td>
<td>... ... ...</td>
</tr>
<tr>
<td>4</td>
<td>D381</td>
<td>Cable, junction box to carburetter</td>
<td>... ... ... 2 off</td>
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</tbody>
</table>

For Type 6 or Monobloc Carburetters use the T120 throttle cable

### HANDLEBARS

<table>
<thead>
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<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>H1082</td>
<td>Handlebar, racing dropped</td>
<td>... ... ... ⅛&quot; diameter</td>
</tr>
<tr>
<td>6</td>
<td>1B/557</td>
<td>Lever, assembly front brake</td>
<td>... ... ...</td>
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<tr>
<td>7</td>
<td>1B/556</td>
<td>Lever assembly, clutch</td>
<td>... ... ...</td>
</tr>
<tr>
<td>8</td>
<td>12/161</td>
<td>Lever assembly, ignition</td>
<td>... ... ...</td>
</tr>
<tr>
<td>9</td>
<td>16/117</td>
<td>Twistgrip</td>
<td>... ... ...</td>
</tr>
<tr>
<td>10</td>
<td>16/069</td>
<td>Grip, handlebar</td>
<td>... ... ...</td>
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</tbody>
</table>

### SUSPENSION UNITS

<table>
<thead>
<tr>
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<th>PART No.</th>
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<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>SB4/259</td>
<td>Suspension unit (3½&quot; stroke)</td>
<td>... ... ... Standard on Trophy</td>
</tr>
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### EXHAUST PIPES & MEGAPHONES

<table>
<thead>
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<th>PART No.</th>
<th>DESCRIPTION</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>E3628</td>
<td>Pipe, exhaust, L.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>13</td>
<td>E3632</td>
<td>Pipe, exhaust, R.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>14</td>
<td>E3817</td>
<td>Silencer, L.H. (straight through)</td>
<td>... ... ...</td>
</tr>
<tr>
<td>15</td>
<td>E3816</td>
<td>Silencer, R.H. (straight through)</td>
<td>... ... ...</td>
</tr>
<tr>
<td>16</td>
<td>E3629</td>
<td>Pipe, exhaust, L.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>17</td>
<td>E3633</td>
<td>Pipe, exhaust, R.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>18</td>
<td>E3630</td>
<td>Pipe, exhaust, L.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>19</td>
<td>E3634</td>
<td>Pipe, exhaust, R.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>20</td>
<td>E2734</td>
<td>Megaphone, L.H.</td>
<td>... ... ...</td>
</tr>
<tr>
<td>21</td>
<td>E2735</td>
<td>Megaphone, R.H.</td>
<td>... ... ...</td>
</tr>
<tr>
<td>22</td>
<td>E3479L.H.</td>
<td>Megaphone, L.H. (reverse cone)</td>
<td>... ... ...</td>
</tr>
<tr>
<td>23</td>
<td>E3479R.H.</td>
<td>Megaphone, R.H. (reverse cone)</td>
<td>... ... ...</td>
</tr>
<tr>
<td>24</td>
<td>E3778</td>
<td>Pipe, exhaust, L.H., 1¾&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>25</td>
<td>E3780</td>
<td>Pipe, exhaust, R.H. 1¾&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>26</td>
<td>E3782</td>
<td>Megaphone, L.H.</td>
<td>... ... ...</td>
</tr>
<tr>
<td>27</td>
<td>E3783</td>
<td>Megaphone, R.H.</td>
<td>... ... ...</td>
</tr>
<tr>
<td>28</td>
<td>E3023</td>
<td>Extension, L.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>29</td>
<td>E3024</td>
<td>Extension, R.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>30</td>
<td>E3103</td>
<td>Extension, L.H. 1½&quot;</td>
<td>... ... ...</td>
</tr>
<tr>
<td>31</td>
<td>E3104</td>
<td>Extension, R.H. 1½&quot;</td>
<td>... ... ...</td>
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<td>----------</td>
<td>-------------</td>
<td>---------</td>
</tr>
<tr>
<td>1</td>
<td>H1269</td>
<td>Mudguard, front</td>
<td>...  ...  ...  ...  1</td>
</tr>
<tr>
<td>2</td>
<td>H1271</td>
<td>Stay, front</td>
<td>...  ...  ...  ...  1</td>
</tr>
<tr>
<td>3</td>
<td>H1270</td>
<td>Bridge, mudguard support</td>
<td>...  ...  ...  ...  1</td>
</tr>
<tr>
<td>4</td>
<td>H1273</td>
<td>Stay, lower</td>
<td>...  ...  ...  ...  1</td>
</tr>
<tr>
<td>5</td>
<td>H2335</td>
<td>Bolt, bridge and stay to fork leg</td>
<td>...  ...  ...  2</td>
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GUARANTEE

WE give the following guarantee with our motorcycles, motorcycle combinations and sidecars, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specifications supplied with our motorcycles, motorcycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liabilities whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no conditions or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motorcycle manufacturer or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise, is given or is to be implied, nor are we to be under any liability whatsoever in respect of any such machine. 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 in U.K. and ninety days overseas from date of purchase, or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motorcycle, motorcycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period. We do not undertake to replace or refix or bear the cost of replacing or refixing any such new part or accessory in the motorcycle, motorcycle combination or sidecar. As motorcycles, motorcycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect. The term "misuse" shall include, amongst others, the following acts: 1. The attaching of a sidecar to a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden. 2. The use of a motorcycle or of a motorcycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers. 3. The attaching of a sidecar to a motorcycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motorcycle which is not designed for such use. We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motorcycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.
CONDITIONS OF GUARANTEE

If a defective part or accessory should be found in our motorcycles, motorcycle combinations or sidecars, or in any part or accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the frame number of the machine, the date of purchase or the date when the alleged defective part or accessory was exchanged as the case may be. Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS

Any motorcycle, motorcycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise, and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

NOTE

We do not appoint agents for the sale on our behalf of our motorcycles or other goods, but we assign to motorcycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf. Published retail prices are for delivery free of charge at Dealers’ premises. All goods are offered for sale subject to the price ruling at time of delivery. We reserve the right to modify or deviate from the published specification.

TRIUMPH SERVICE

There are Triumph distributors and dealers in all parts of the world who carry adequate stocks of Triumph parts and who are ready at all times to help and advise owners of Triumph motorcycles.
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</tr>
<tr>
<td>29</td>
<td>Amal carburetter</td>
<td>92</td>
</tr>
<tr>
<td>30</td>
<td>Headlamp</td>
<td>98</td>
</tr>
<tr>
<td>31</td>
<td>Magneto</td>
<td>103</td>
</tr>
</tbody>
</table>

To assist the owner and dealer in identifying requirements, this book contains numerous exploded views of major assemblies. Each component part is numbered and by cross reference to the illustration index, the part number of the component will be found. Against each part number a page and reference number is shown and by referring to the appropriate page, the full description of the part will be found against the reference number.

Example.

To find the part number of a scraper ring for the model T100.

1. Refer to illustration index above where it will be found that the exploded view of the T100 crankshaft assembly is on page 26.
2. Note that the number of the scraper ring on the illustration is 4.
3. Refer to the index for the illustration in question on page 27.
4. Note that No. 4 is part number GE29, listed on page 22, Reference line No. 7.
MANIERE D'IDENTIFIER LA PIÈCE DE RECHANGE REQUISE.

Afin d'assister MM. les marchands et MM. les possesseurs à l'identification des pièces de rechange ce livre contient de nombreuses illustrations des montages principaux en façon de "perspectives éclatées".

Chaque pièce composante est numérotée ; en se référant à l'index des illustrations on peut trouver le numéro relatif.

A côté de chaque pièce illustrée se trouve le numéro de la page et le numéro de référence ; en se référant à la page appropriée la description complète de la pièce sera facilement constatée.

Exemple.

Pour identifier le numéro de référence du segment racleur pour le modèle T100 veuillez :

1. Se referer à la page intitulée "Illustration index" où on trouvera que la "perspective éclatée" du moteur de la T100 est illustrée sur la page 26.
3. Se referer a l'index donné sur la page numéro 27.
4. On y constatera que, suivant le numéro 4 se trouve.
   (a) le numéro relatif—GE.29.
   (b) le numéro de la page d'index—22.
   (c) la ligne de référence—7.

ANWEISUNG ZUR IDENTIFIZIERUNG BENÖTIGTER ERSATZTEILE

Dieses Buch enthält mehrere zerlegte Ansichten der wesentlichen Bestandteile, um den Eigentümern und Haendlern bei der Identifizierung ihrer Bedürfnisse behilflich zu sein.

Jede Komponente ist nummeriert, und unter Bezugsnahme des Illustrations Indexes kann die Teilnummer der Komponente gefunden werden.

Gegen jede Teilnummer ist eine Seiten- und eine Referenzenummer gegeben, und unter Berücksichtigung der Seite kann man die vollständige Beschreibung des Teiles an hand der Referenznummer ermitteln.

Beispiel.

Wie findet man die Teilnummer eines Abstreifringes fuer Modell T100.

1. Man findet auf Illustrations-Index-Seite, dass sich die zerlegte Ansicht des Motors T100 auf Seite 26 befindet.
2. Die Illustration zeigt als nummer des Abstreifringes 4
3. Der hierzu in Frage kommende Index befindet sich auf Seite 27.

MANERA DE ECONTRAR LA PIEZA DESEADA.

Para ayudar al propietario y al representante en la identificación de las piezas deseadas este libro contiene numerosas ilustraciones de los principales montajes.

Cada pieza componente está numerada y al referirse al índice de ilustraciones, se encontrará el número de la pieza.

Contra el número de cada pieza se muestra el número de la página y el número de referencia y al referirse a la página apropiada, la descripción completa de cada pieza se encontrara contra el número de referencia.

Ejemplo.

Para encontrar el número de pieza de un segmento para el modelo T100.

1. Referirse a la página-índice de ilustraciones donde se verá que la ilustración del montaje del motor T100 esta en la página 26.
2. Nótese que el número del segmento en la ilustración es 4.
3. Referirse al índice de la ilustración en cuestión en la página 27.
4. Nótese que No. 4 es pieza número GE29 en la lista de la página 22 línea de referencia No. 7.