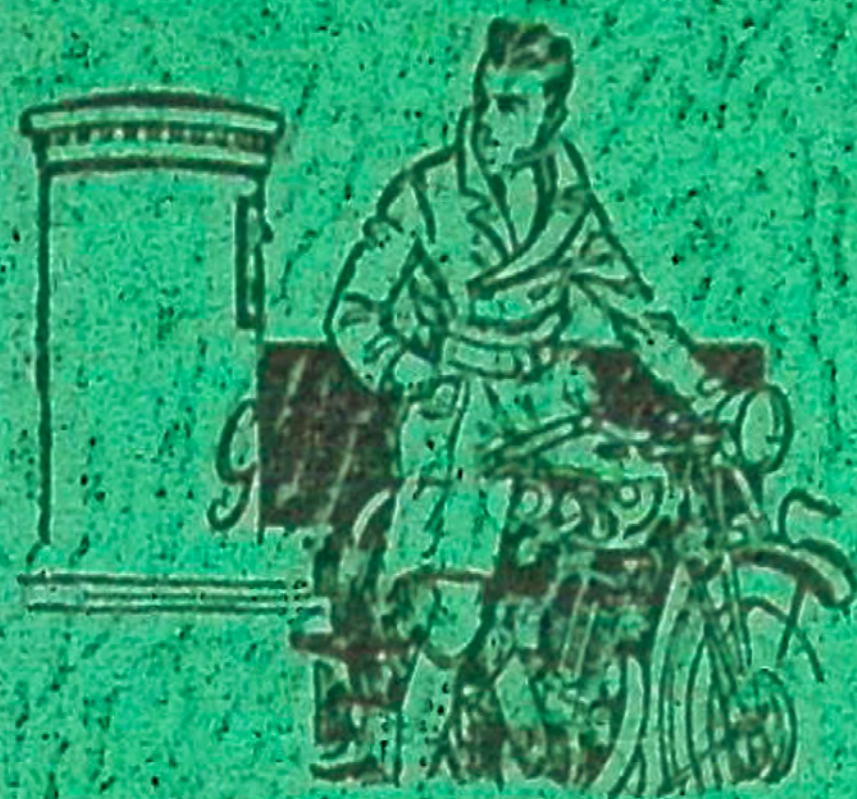


LEAFLETS TO HELP YOU SELECT FROM THE MOST COMPLETE STOCKS IN AUSTRALIA

NEW & USED PARTS FOR ALL MOTOR CYCLES
PHONE MU2615
THE
BELTON
MOTORCYCLE PARTS CO.
237 ELIZABETH ST. MELBOURNE C.E.

1940





Country Motorcyclists

WRITE FOR QUOTE if you cannot see a particular part listed.
We prefer you to know the price before ordering.

WAR-TIME PRICE INCREASES are few, but shown on leaflets, therefore you may order with confidence. We held large stocks at the outbreak—this will be your gain. Should an increase above leaflet price be unavoidable, we shall write for your approval before despatching.

WE AIM TO GIVE YOU QUICK SERVICE. Accessories and Parts shown on the leaflets are usually despatched the day we receive your order, small workshop jobs next day, and overhauls, etc., within 7 days.

EFFICIENT WORKSHOPS ON THE PREMISES ENSURE MINIMUM DELAY.

Allparts Pty. Ltd.,

116 Goulburn Street, Sydney

Phone: MA 2023.

"The Motorcycle Replacists"

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.
 (The Belton Motorcycle Parts Co.)

TO COUNTRY MOTORCYCLISTS. Leaflet A1
WE SPECIALISE IN CASH ON DELIVERY ORDERS. By this system you pay nothing till

the goods arrive at your Post Office or Railway Station.

C.O.D. POST operates Interstate, but is limited to 11 lbs. (certain minor Post Offices, 3 lb.).

THE MINIMUM CHARGE IS 1/6 (9d. postage, plus 9d. which the Post Office charges for collecting on our behalf). The complete scale is:—Postage, 9d. up to 1 lb., plus 3d.

for each additional lb. (Interstate, 1/- up to 1 lb., plus 6d. each additional lb.).

To this is added the collecting charge as follows:—9d. up to 10/-, plus 3d. for each additional 10/-.

NOTE.—PREPAYMENT IS ADVISABLE IN THE CASE OF A SMALL Order which could be sent by PACKET POST (1d. per 2 oz. up to 1 lb.). For instance, it is surprising the number

of our customers who send an urgent order for one piston ring by C.O.D.—this costs them 1/6 for postage C.O.D., whereas the enclosing of stamps to cover order would mean only 1d. postage.

C.O.D. RAIL is cheaper than post, but is ONLY POSSIBLE TO MAJOR STATIONS. A small

station with no attendant official is necessarily prepaid. C.O.D. Rail does not operate

by goods train or interstate. Collecting charge is 6d. in the pound (2½ per cent., with a minimum of 6d.), and the freight is a little more than it would be if prepaid.

REMITTANCES.

REMITTANCES may be by cheque, money order or postal note, or if under 5/- by stamps.

If you are not handy to a Post Office, enclose 10/- or £1 notes (first noting their numbers).

This method is quite safe, as only the manager opens country letters. He sends

receipt by return mail, before the order goes out for execution.

ADD SUFFICIENT TO COVER FREIGHT OR POSTAGE; WE RETURN ANY EXCESS immediately after dispatch of order, if not actually in the parcel with the goods.

When insufficient has been remitted, our strict rule is to hold over the order and send pro-forma ("for your information") invoice.

Please ADD 6d. EXCHANGE TO COUNTRY CHEQUES (South Australia, 3d. if under £5).

SEND SAMPLES WHENEVER POSSIBLE.

When writing for quote or ordering give FULL details of parts required. Unless SURE of correct name part and model, send SAMPLE, if possible; if not, dimension sketch. There is a

strong tendency on the part of country clients to rely on our intuition. This is particularly noticeable with TELEGRAMS. Unless you have previously detailed your requirements to us

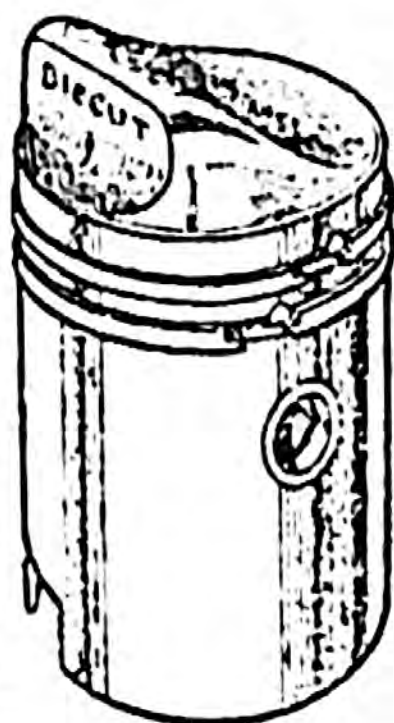
by letter, KINDLY DO NOT ABBREVIATE YOUR TELEGRAMS TO THE LIKENESS OF A PUZZLE.

OVERSIZE PARTS.

When in touch with us, regarding PISTONS, PISTON RINGS, CYLINDERS, and GUDGEON PINS, bear in mind that your machine may be oversize in this respect as a result of regrinding, etc.

A nail carefully filed to an EXACT fit makes a satisfactory gauge to forward to us. QUOTE REFERENCES TO OUR LEAFLETS when ordering therefrom—Leaflet number and illustration

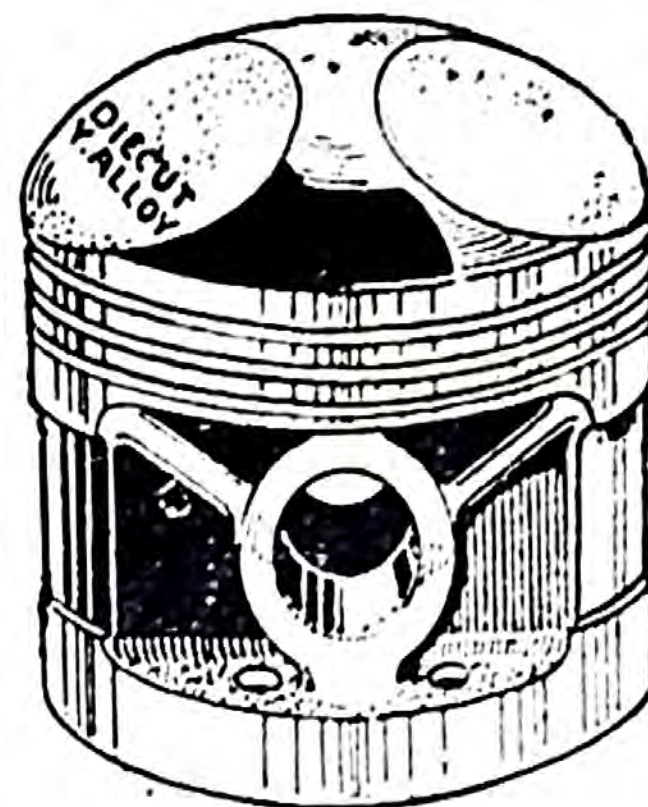
number, plus one or two dimensions is very helpful.



Y. ALLOY IS ENGLAND'S BEST

DIECUT Y. ALLOY PISTONS ARE DIE-CAST FROM INGOTS SUPPLIED BY THE BRITISH ALUMINIUM COMPANY.

This metal is recognised as England's best, and is ready for melting and casting without any further preparation.



DIECUT Y. ALLOY PISTONS ARE HEAT TREATED TO ENSURE LOW EXPANSION.

Each piston is stamped inside, DIECUT Y. ALLOY, and is guaranteed indefinitely.

In the unlikely event of any defect ever developing, we shall supply a free replacement. Normal wear excluded, also shortage of oil or badly worn bearings (see Leaflet Z1) nullifies this guarantee.

PRICES (Semi-finished—need fitting to cylinder and gudgeon pin), 18/- to 27/6. Mostly 24/-
 2¼ h.p. B.S.A., 2¾ h.p. Harley, etc., 18/-; 3½ h.p. Calthorpe, 3½ J.A.P., etc. 27/6
 2/6 extra to turn to fit cylinder, 1/6 extra to fit gudgeon pin.

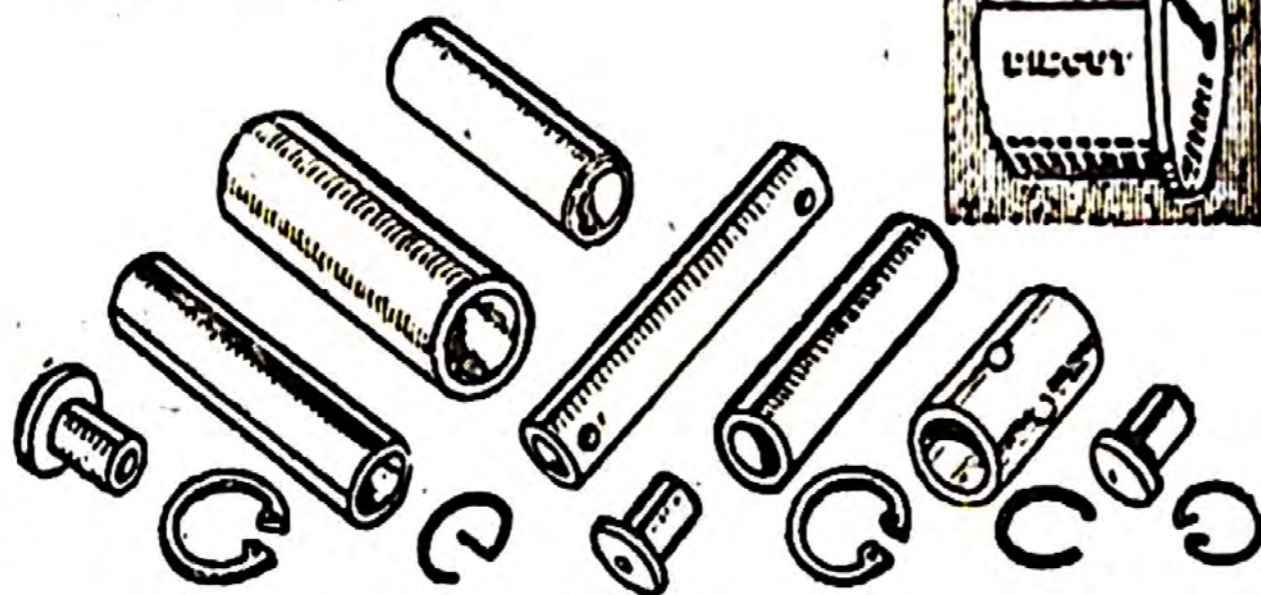
BLANK CASTINGS (Diecut Y Alloy)—Full range in stock—for the trade. Prices: 8/6 to 15/-. Enthusiastic motorcyclists who have the use of lathes, etc., also take advantage of these.

DIECUT CAST IRON PISTONS—Harley 2¾, 15/6; Harley Twin, 17/-; Indian Scout and Prince, 13/-; Super Scout, 15/-; Chief and Powerplus, 17/-; J.A.P. 2¾, 18/-; J.A.P. Twin, 20/-; Levis, 18/- and 20/-; Norton S.V., 20/-; Triumph, 20/-; Velocetto, 21/-; Henderson, 20/-; Ace, 20/-.

S

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
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 (The Belton Motorcycle Parts Co.)

ALL PARTS
BELTONS



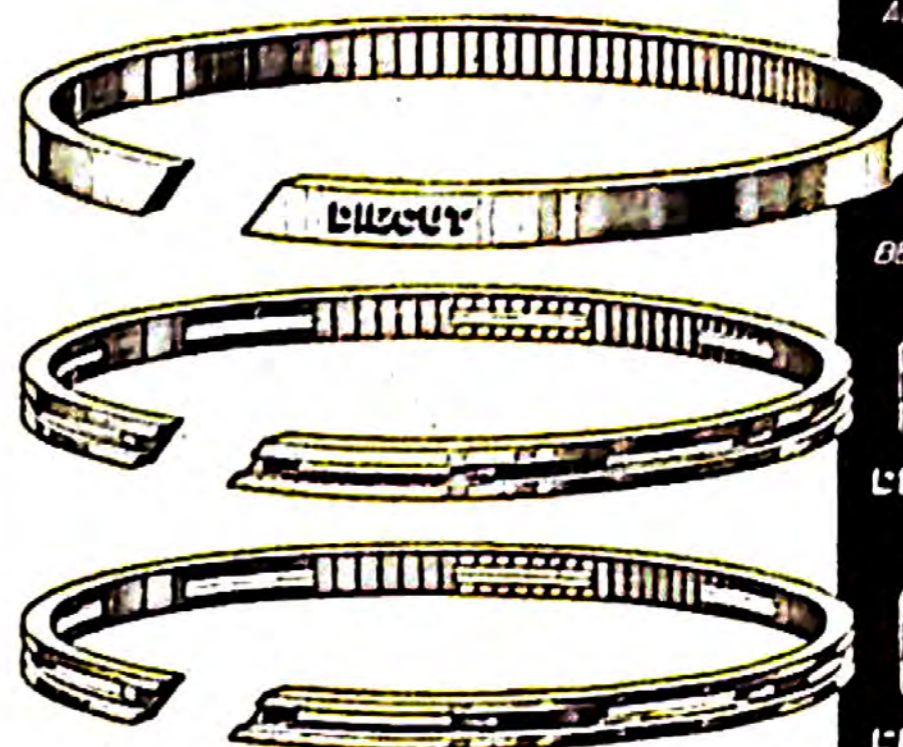
GUDGEON PINS.

Plain Pins (without end pads) up to $\frac{3}{4}$ " diam.	2/6
Late Models (Ariel, Panther, A.J.S., etc.), 13-16" and $\frac{7}{8}$ "	3/- and 3/6
With End-pads, small ($\frac{1}{2}$ " Villiers, etc.)	3/-
With End-pads, 9-16" and over	3/6
Excepting early Ariel (1" diam.)	4/6

GUDGEON BUSHES. Practically all one price	1/3
Exceptions—Old $2\frac{3}{4}$ h.p. Douglas ($\frac{3}{8}$ ") ..	1/-
Triumph over 11/16", Ariel, Matchless, Panther ($\frac{7}{8}$ ")	1/6
Ariel (1") and Harley Twins, 1924 on	1/9

CIRCLIPS, best quality, round section, pr.	1/6
Cheaper quality	ea. 6d.
Flat Section (late models)	pr. 2/-

END-PADS—Inset shows Diecut End-pad—these are split, which gives a spring action to retain them in the pin. Never work loose when properly fitted. Price: 6d. each, excepting for 1"; Ariel pins, 9d. each.



ALL PARTS

BELTONS

DIECUT

DIECUT

Almost 1,000 Motorcycle Sizes of DIECUT and CYGNET (English) Piston Rings in Stock.

COMPRESSION RINGS ea. 1/3

OIL-GROOVE RINGS ea. 2/6

WHEN ORDERING Piston Rings, remember that, if you purchased your machine secondhand, the cylinder is probably oversize, as a result of reboring. It is impossible to gauge the diameter required from the old piston rings. File A NAIL TO FIT exactly into the bore—send that to us, also a piece of an old ring, to indicate width.

A SPARE SET OF RINGS IS AN INVESTMENT You may decide to renew, or accidentally break one, during the week-end, or at some such time, when a spare set would obviate much delay and trouble.

REGROOVING PISTONS when old grooves are worn, to take next size wider rings, per groove 9d.

QUALITY ALWAYS CYGNET DIECUT

ALLPARTS PTY. LTD., 116 GOULBURN ST., SYDNEY
ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.

S

Leaflet P4

Proof of the strength of Y.ALLOY.

Jack Rydstrom, well-known Sydney competition rider, fitted this DIECUT PISTON to his Norton, and was riding it when the valve fractured.

The actual valve and piston are on view at
116 Goulburn St.,
Sydney

This DIECUT
Y.ALLOY



Note the shape of valve where it was forced up into spark-plug hole.

A CRUCIAL TEST!

Imagine the terrific strain as the piston crown received these blows. Except for a rough surface it is still as new.

QUALITY INBUILT

Piston did not collapse when the valve fractured.

PAY A LITTLE MORE AND FIT THE BEST.

MAKE CERTAIN of the piston before ordering a rebore. Don't order a "Pig in a Bag."

ALLPARTS

BELTON'S

REBORES ARE OUR SPECIALITY.

Completely equipped workshop on the premises, operated by experts, ensures a first-class job and usually same-day service.

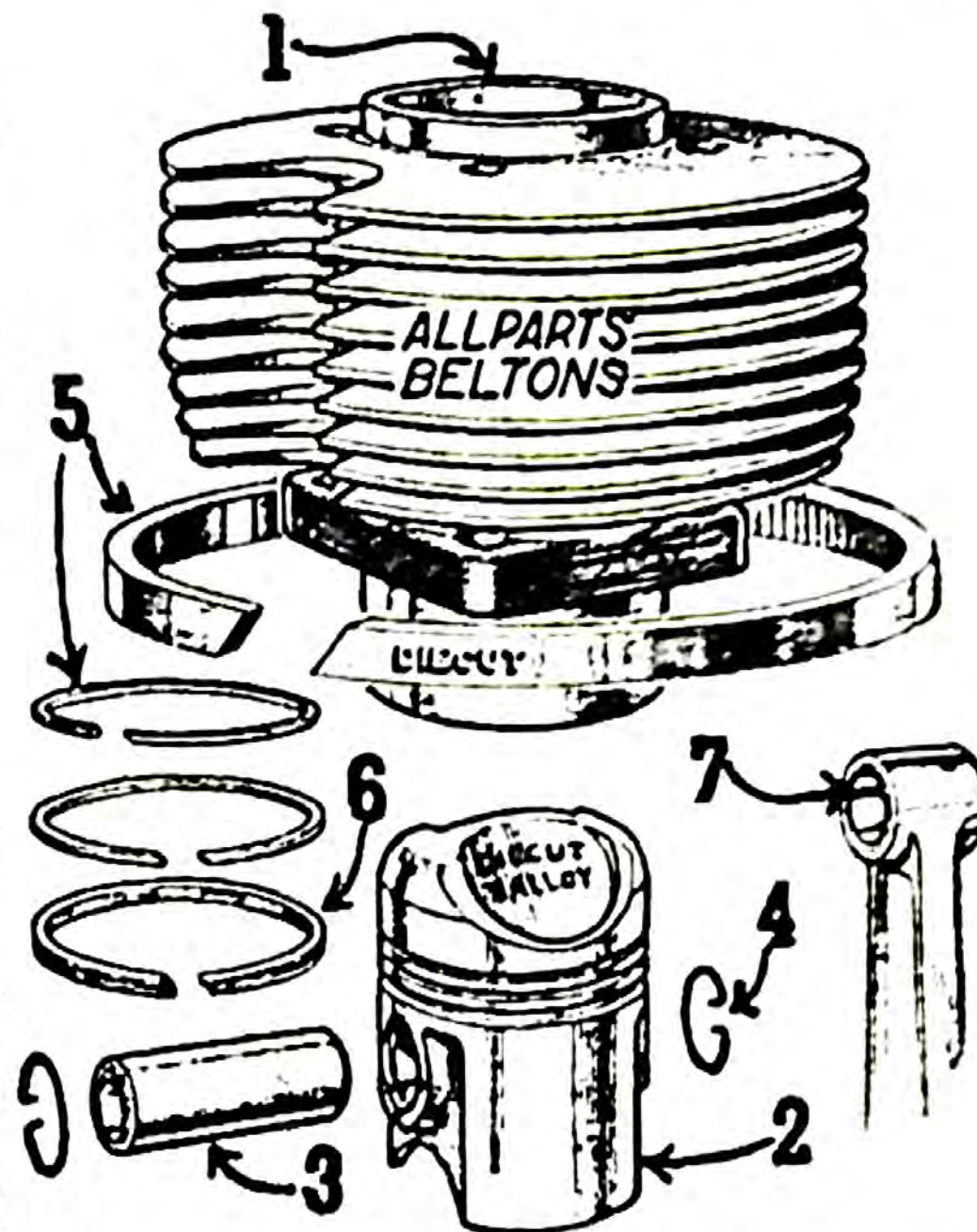
DIECUT Y ALLOY PISTONS ARE FITTED TO ALL OUR REBORES

(excepting Harleys, Indians, and older 2 strokes, etc., which require Diecut Cast-Iron Pistons. Price, 32/6 per cylinder).

45/- per cylinder is the price which includes—

- 1 Rebore Cylinder to finest finish and accuracy.
- 2 Supply Diecut Y Alloy Piston (oversize).
- 2 Fit Piston to Cylinder.
- 3 Supply Gudgeon Pin of Highest Quality.
- 3 Ream Piston to take Gudgeon Pin.
- 4 Supply Circlips (or End-pads, see Leaflet P3
- 5 Supply original number of Diecut Compression Rings.
- 6 Supply Diecut Oil-scraper Ring (when used).
- 7 1/6 Extra when the old Gudgeon Bush has to be reamed to take oversize Gudgeon Pin.
- 7 3/- Extra when a new bush is supplied and reamed to take new Gudgeon.
7. Make sure that you have not forgotten the bush—if not possible to send us your Conrod, advise us whether to supply a larger size of gudgeon pin than your old one. Bushes must be reamed AFTER pressing in. Local garages do this, or we can supply a reamer (Leaflet T7).

MIRROR FINISHING the cylinder we do not recommend, although we do so for no extra charge, when requested. This deprives the bore of its pores, which act as minute oil reservoirs. Excessive wear results.



All our Rebores carry our Unconditional Guarantee. See Leaflet P2 for Diecut Y Alloy Piston Guarantee. We have rebored thousands during 10 years. Quick service, and a 100% JOB—ask the riders who were wise enough to **PAY A LITTLE MORE AND FIT THE BEST.**

This increasingly popular process is as follows:

1. Bore out cylinder to about 5-32" oversize.
2. Supply sleeve (liner) of specially hard iron.
3. Press sleeve into bored-out cylinder.

35/- is charged for the above, plus 45/- for "4" and "5" as follows—

4. Bore out sleeve to finest finish and accuracy.
5. Supply and fit Diecut Y Alloy Piston, Rings, etc. as detailed on Leaflet R1. (see "7" below).
6. If your present piston is in good condition, you may economise thus—
 Order "1," "2," "3," and "4" (above), and have the sleeve bored undersize. We then machine your piston down to fit the sleeve. You may order the liner bored to suit the present size of your piston. We recommend the former, as extra strength and longer wear is thereby imparted to your cylinder.

47/6

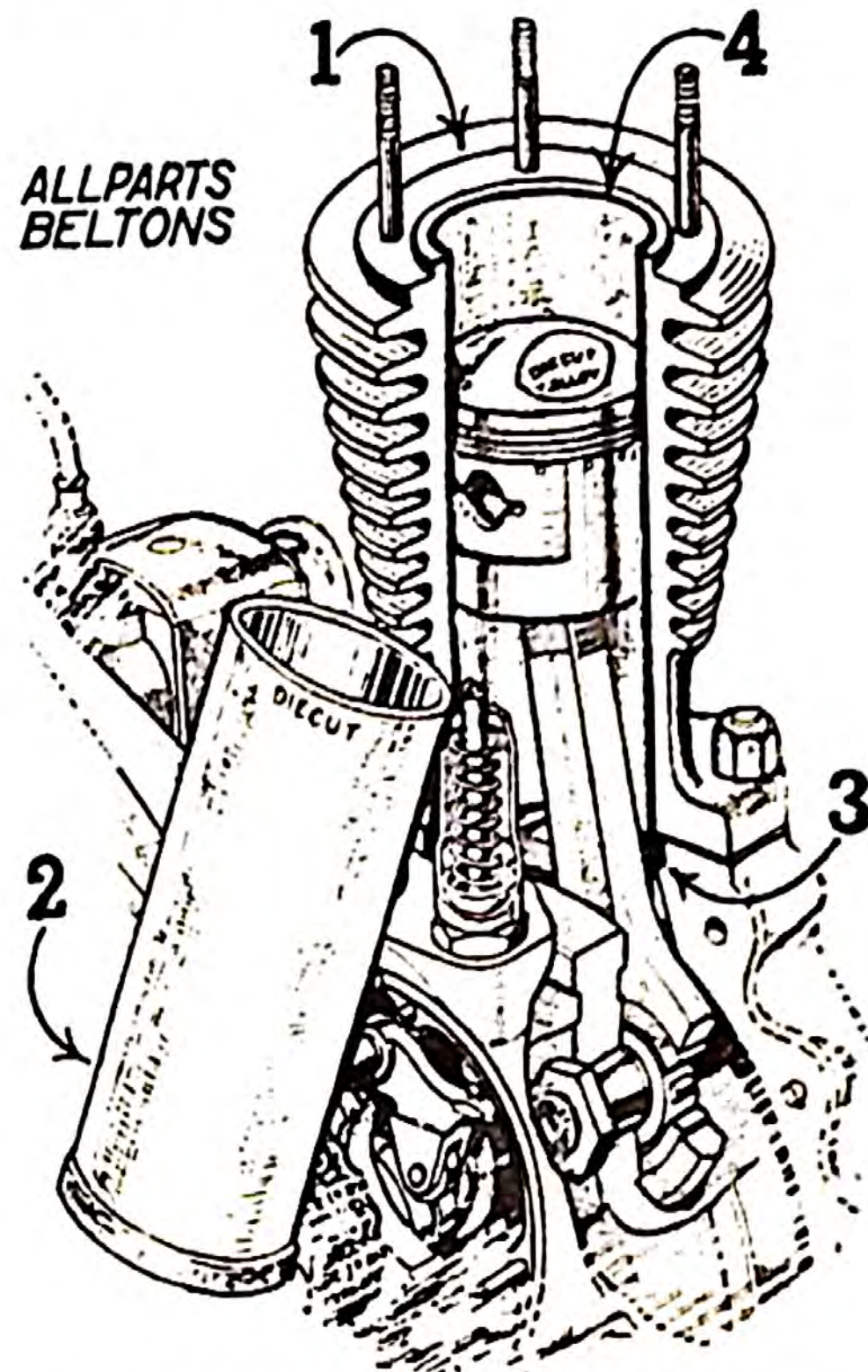
40/- is the total charge for "1," "2," "3," "4," and "6." See Leaflet P3 for extra charges to regroove piston and supply new rings (when necessary).

7. When ordering a resleeve, whether with new or old piston, always state if you prefer "undersize" (see "6" above). Most pistons may safely be reduced 1-32" in diam. This allows an extra rebore before standard size is reached again.
8. Do not order a resleeve if a rebore will suffice. Better, leave it to our discretion. Thin metal cylinders are weakened by resleeving (liable to "explode off" at the base) unless special pistons about 1/8" undersize are fitted. (resleeved).
9. No reduction in price for "re-resleeve" (previously

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Leaflet R2

RESLEEVES



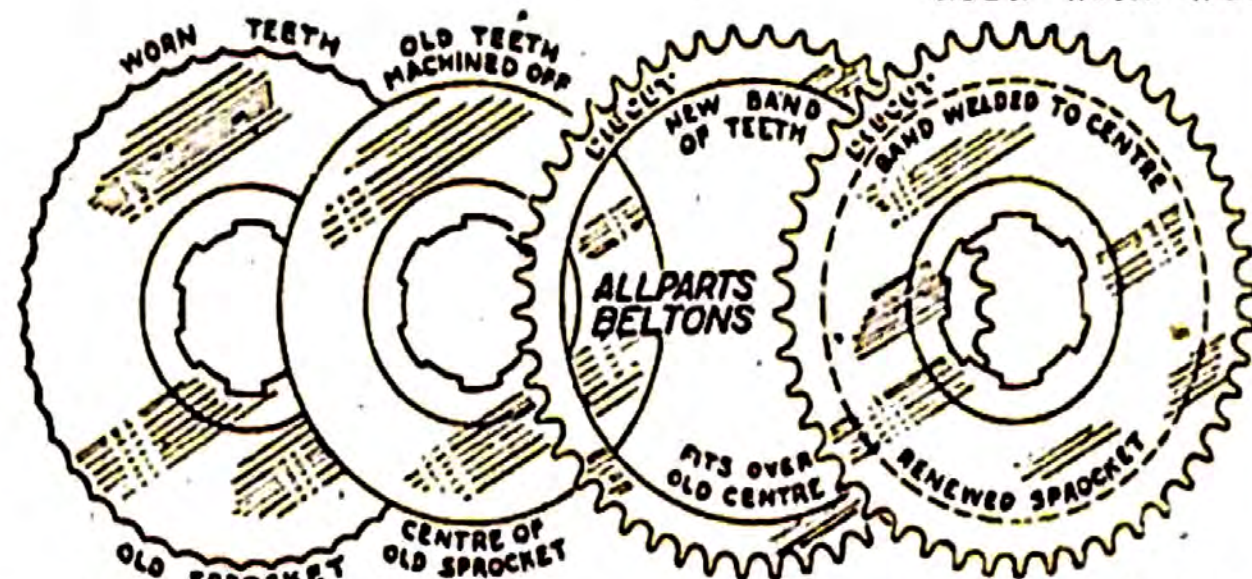
WHERE WORKMANSHIP COUNTS

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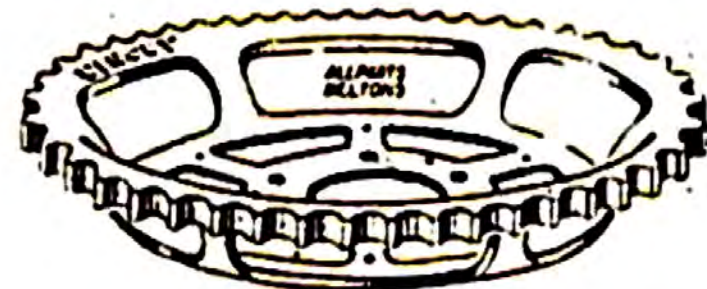
REBANDING & RETOOTHING OF SPROCKETS

Leaflet R3

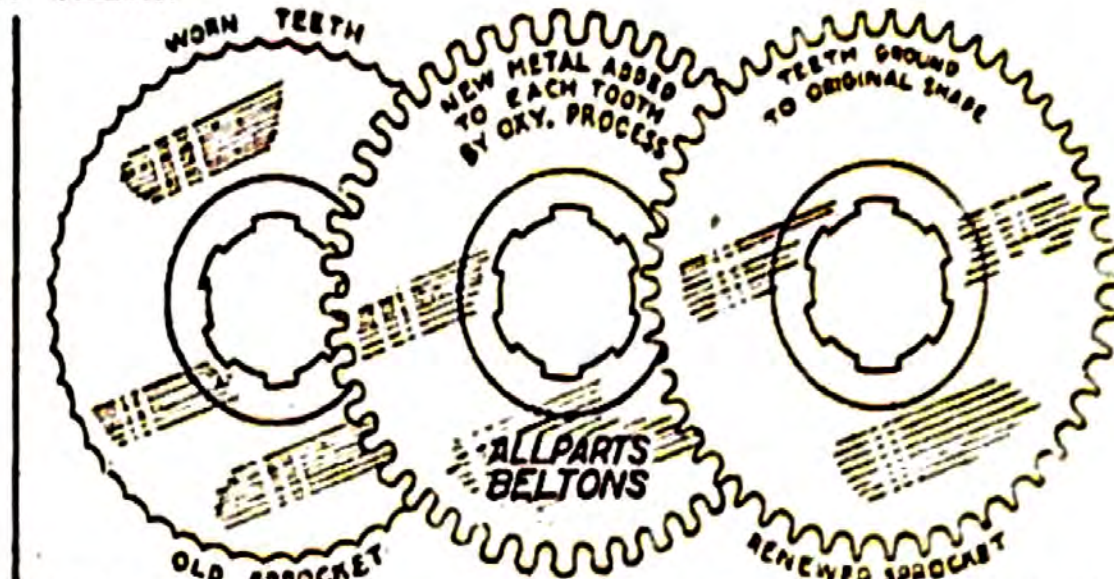
Late-model Motorcycles (also early A.J.S.), which are fitted with rear sprockets in one piece with the brake drum (illustrated below), involve costly replacements. With these, we recommend rebanding or retoothing. (See Leaflet S1 re other types.) Either process is fully guaranteed if not used with worn chain.



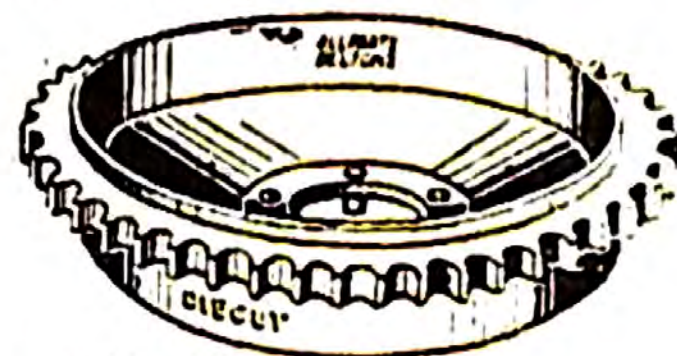
REBANDING PRICES, per tooth—(min. 10/-)
 $\frac{1}{2}$ " Pitch 8d. $\frac{5}{8}$ " Pitch 9d.
 Same-day service on rebanding (25/- maximum charge on Leaflet S1 refers to 14 days' retoothing). Rebanded Teeth are machine-cut.



NEW SPROCKETS.
 $2\frac{3}{4}$ H.P. A.J.S. SPROCKETS
 Models before 1936.
 As shown above—rivet on side of brake-drum. 5 variations. Sample Please.
 £1 — Any Model — £1
 Rivets, 9d. the set extra.



RETOOTH'G takes 14 days—we wait till a batch accumulates. +25% extra for same-day service.
PRICES per tooth— $\frac{1}{2}$ " Pitch, 6d.— $\frac{5}{8}$ " Pitch, 7d.
 Oxy-processed teeth are hand-ground (slightly irregular—of no importance).



DON'T WASTE YOUR TIME!

Repeatedly we see the efforts of thrifty, but ignorant, riders, who hopefully file the teeth of an old sprocket **DOWN**. This alters the pitch of the teeth—chain will not fit. Teeth must be built **UP**.

Prices of additional types to those shown on Leaflet S1.

DOUGLAS SPROCKETS

T.S. ($2\frac{3}{4}$) Eng. 6/6; G'Box 15/-
 C.W. Engine 16/-, G'box 12/6
 C.W. C'shaft 8/-, Rear 21/-
 E.W. Engine 16/-, G'box 12/6
 E.W. C'shaft 8/6, Rear 17/6
 600 Engine 17/6, C'shaft 10/-

COMBINED-DRUM TYPE

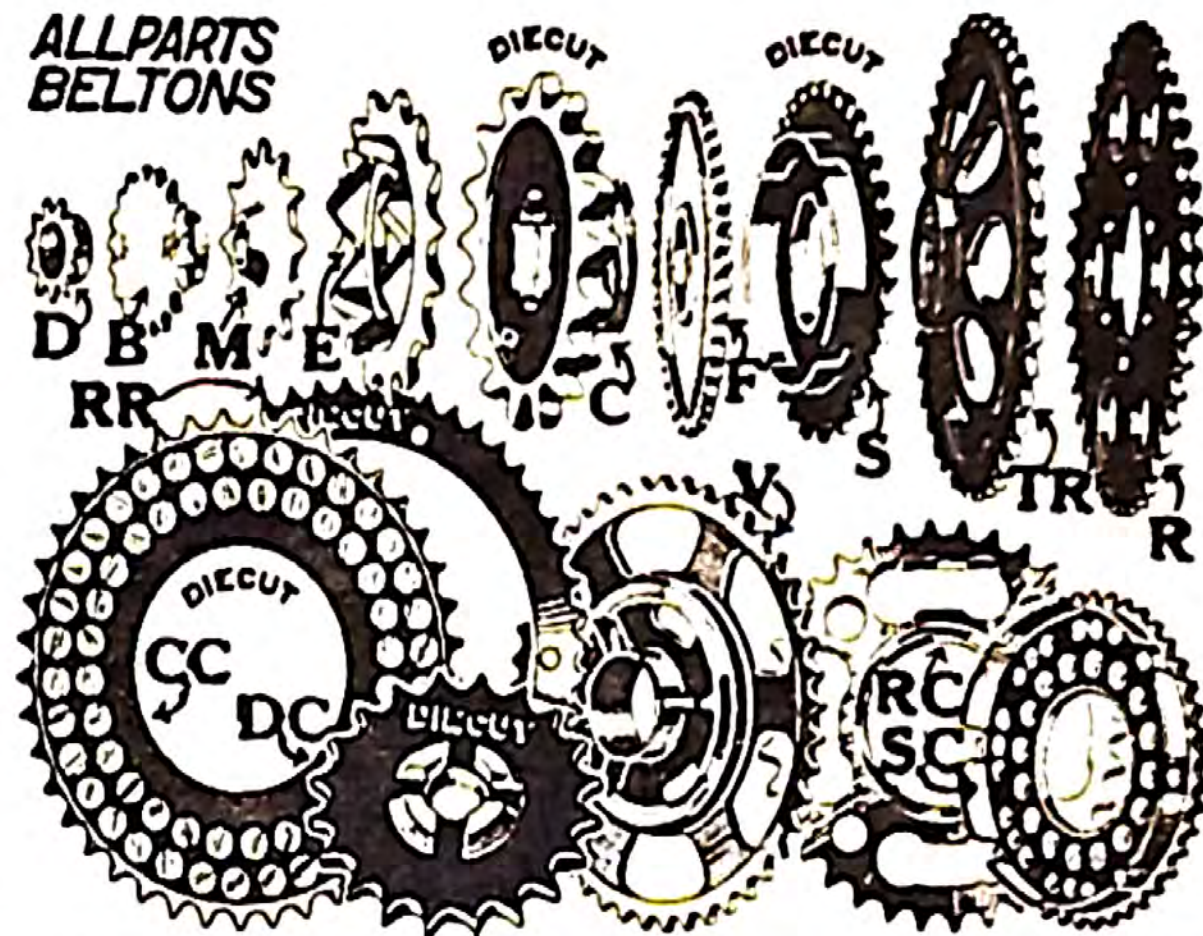
A.J.S., 1936 $3\frac{1}{2}$ h.p. ... 55/-
 A.J.S., 1926. etc., $3\frac{1}{2}$ h.p. 50/-
 A.J.S., 1926, etc., Twins 50/-
 B.S.A. Late Models, 4 types, from 57/6 to 65/-
 A.J.S., 1936, $2\frac{3}{4}$ h.p. ... 35/-

S		
D	(Dynamo) $\frac{3}{8}$ " Pitch (Ariel, etc.)	7/6
B	(Blank) Large range of Blanks. These are READY CARBONISED, and after boring out only need heating and quenching to be correctly hardened. Prices: 4/3 ($1\frac{1}{4}$ " diam.) to 15/- ($4\frac{1}{2}$ " diam.). Average	10/-
M	(Magneto) made from Blanks, to order, 7/6 mostly; Used mostly	3/6
E	(Engine) shock-absorber type (Harley 2 $\frac{3}{4}$, '27, 12/6; '28, 17/6)	10/- to 18/6
	Engine, plain type, Harley Twin, 6/- to 7/- (Twin Chain, 17/3); Others to	10/-
C	(Countershaft), A.J.S., 10/-; Albion, 7/6; Burman, 6/- to 12/6; Harley Twin, 10/6; Harley 2 $\frac{3}{4}$, 7/6; Indian, 6/3 (used, 4/-); New Imp., 9/6; Rudge, 5/- to 8/-; Sturmey, 8/6 to 12/6; Triumph, B.S.A., etc., 7/6 to	12/-
F	(Flat Clutch) Harley Twin, 16/9; 2 $\frac{3}{4}$, 16/9; Twin-chain, 32/6. N. Imp., etc.	22/6
S	(Splined Clutch) B.S.A., etc., mostly	25/-
TR	(Threaded Rear), B.S.A.	30/-
R	(Rear, bolt-on), 2-strokes, 15/-; B.S.A., 16/- to 18/6; Dunelt, 18/6; Triumph and all others	16/- to 18/6
CC	(Corked Clutch), 2 $\frac{3}{4}$ A.J.S., 21/6; Sturmey, 18/6; Velo., 17/6; Albion,	22/6
RR	(Rivet-on Rim) Calthorpe, 16/-; '30 Harley, 17/3; Indian, (40 teeth)	17/6
DC	(Dogged Countershaft) Velocette. for 3/16, 5/16, or $\frac{3}{8}$ in. chain, 10/- to	12/6
V	(Vaned Shock-absorber) Light-weight, 25/-; medium, 30/-; heavy	35/-
RC	(Rubber buffered Clutch), Sturmey	25/-
SC	(Splined and Corked Clutch), Sturmey	35/-
	SPLINED REAR—Harley, 20/-; Indian	17/6

SPROCKETS.

Leaflet S1.

ALLPARTS
BELTONS



REBANDING OR RETOOTHING SPROCKETS.
 In the days when sprockets cost twice or more what they do now, our workshops were kept busy with this work. Now we recommend new sprockets—they are often cheaper than what a repair would cost. Rare types, which are unobtainable new, we repair—the lowest charge is 7/6, and the highest, 25/-; average, 15/-.

SPROCKET ECONOMY.

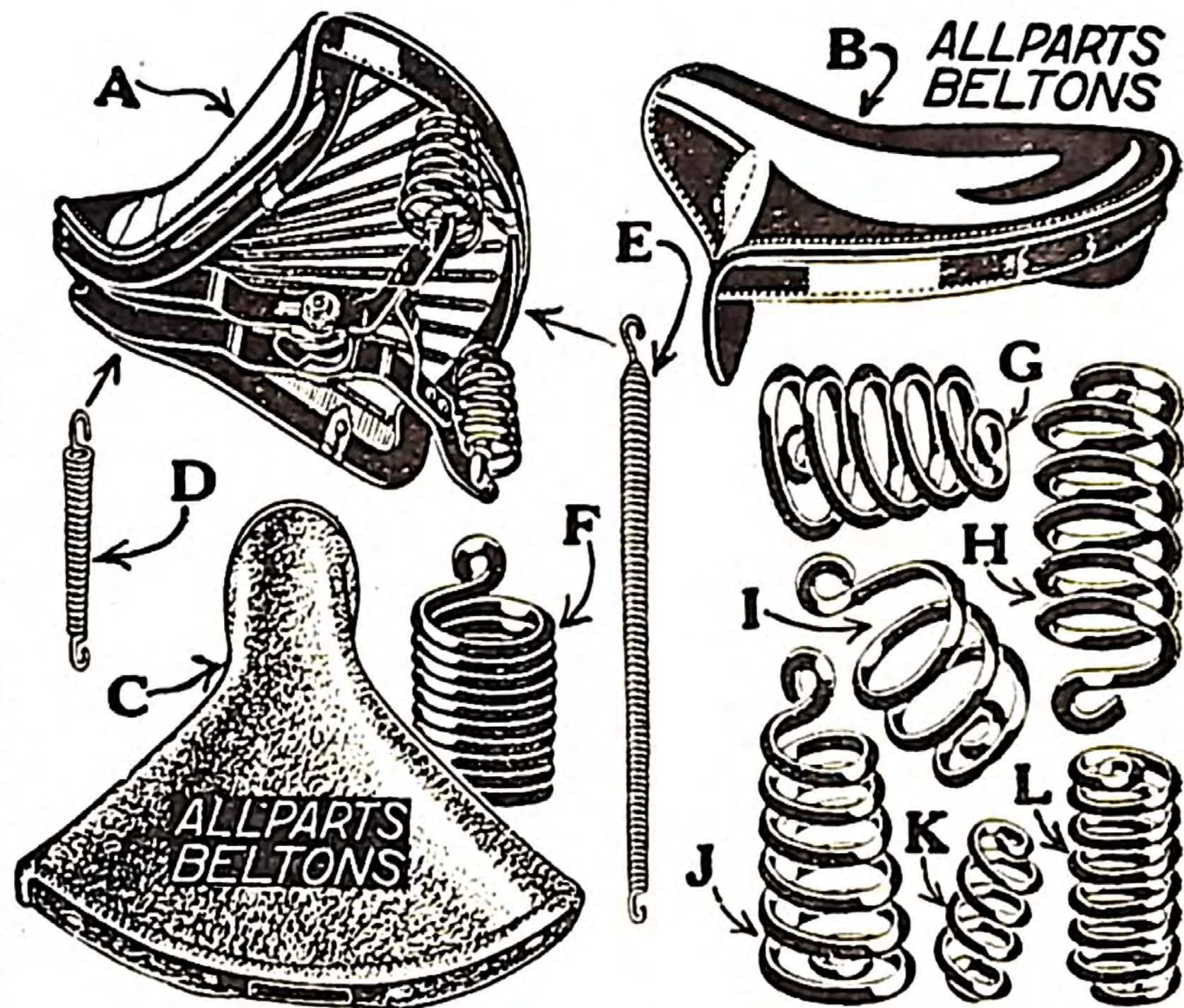
Did you know that large sprockets (clutch and rear) would never wear out but for chain-stretch? When the chain is new it fits right into each tooth and there is no friction. As it stretches, it rubs the slopes of the teeth.
DON'T TOLERATE A STRETCHED CHAIN.
 See Leaflet C9 for other information and prices.

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. C1.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. C1.
 (The Belton Motorcycle Parts Co.)

SADDLES, SADDLE SPRINGS, SADDLE COVERS.

Leaflet S2

- S** **A** Complete Saddles, high quality, English, with mattress-top (metal springs—not elastic), made to fit on push-bike type saddle pillar, but the undercarriage may be detached, and nose and springs connected directly to frame-lugs ... 42/6
- B** Covers for Terry or Lycett, 1st Qual. ... 12/6
- C** Ditto, 2nd Qual. ... 9/6
- D** Nose-Springs (state length) ... ea. 4d.
- E** Long Springs (state length) ... ea. 6d.
- F, G, H, etc.,** Vertical Springs, larger types ... from 1/9 to 2/6
- I and K** Smaller Types (2 strokes, etc.), ea 1/3
- USED TERRY SADDLES** (as "A"), in first-class order, each fitted with new cover. Various sizes, and types 22/6 to 30/-
- DUNLOP DRILASTIC SADDLES** (new). Top is of thick sheet-rubber, 25/-

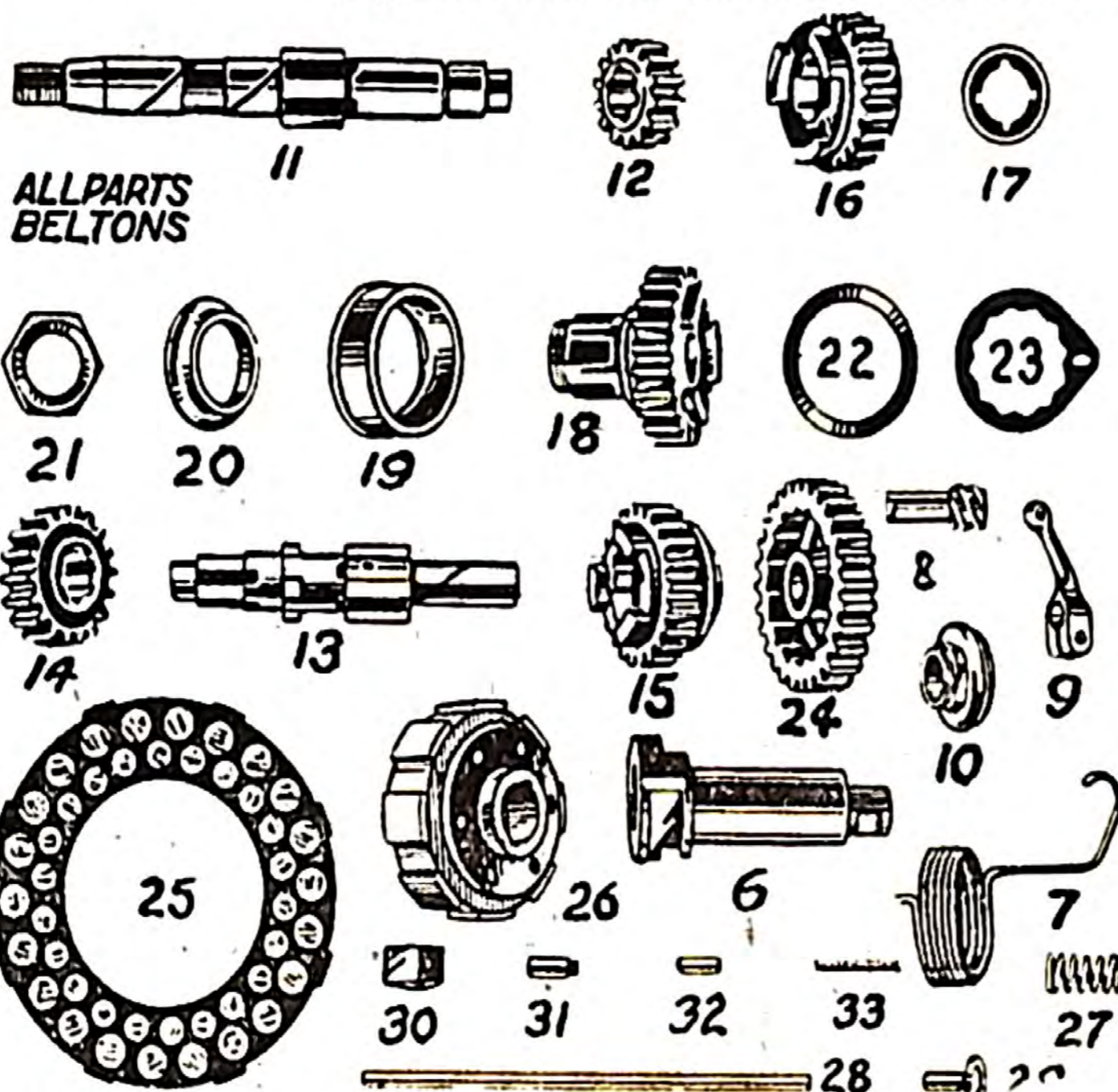


A NEW SADDLE COVER MAKES A SURPRISING DIFFERENCE IN APPEARANCE.
 Why be shabby when a new cover is so cheap? Give the bus a birthday!
WHEN ORDERING A COVER, please send sketch. Lay the old one on a piece of paper and sketch round it. There are many sizes and shapes.

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.
 (The Belton Motorcycle Parts Co.)

Replacements for STURMEY-ARCHER Gearboxes.

Leaflet 53.

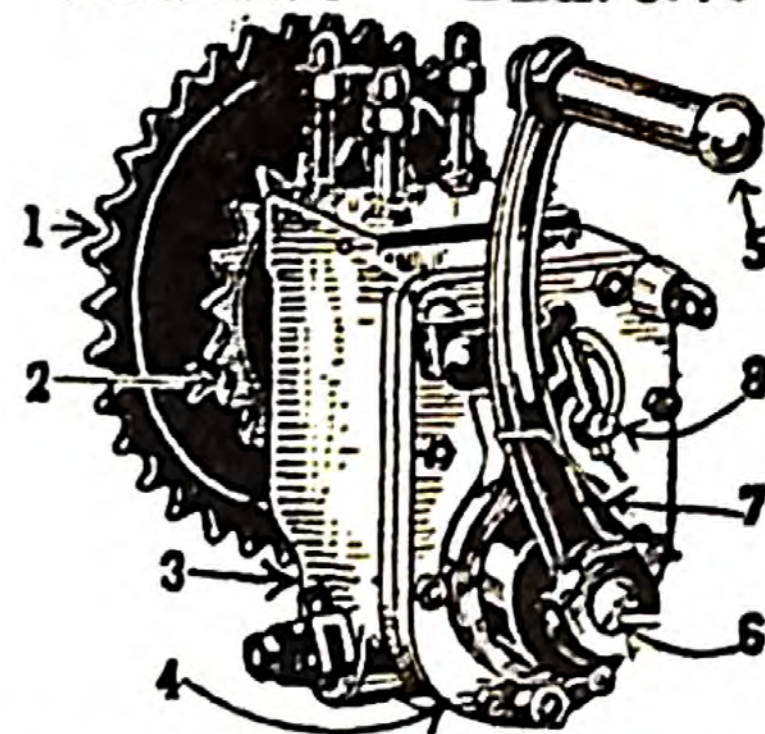


1	Sprocket	18/6 to 27/6
2	Sprocket	8/6 to 12/6
3	Used, Lightweight	25/-
3	Used, H.W., 2 stud	15/-
3	Used, H.W., 4 stud	30/-
4	Used, old, H.W.	10/-
4	Used, later types	30/-
4	New	55/-
5	Crank, $\frac{3}{4}$ " hole	25/-
5	Crank, $\frac{1}{2}$ " hole	12/6

5	Crank, $\frac{3}{4}$ ", second class	10/-
5	$\frac{5}{8}$ " Hole, first class ..	6/-
6	$\frac{3}{4}$ " End (late)	25/-
6	$\frac{3}{4}$ " End, used, 1st class	15/-
6	Used, $\frac{5}{8}$ " hole	7/6
7	Kick-spring, 12 models	1/3
8	Worm	3/6
9	Worm Lever	2/6
10	Worm Housing	5/6

12	Pinion, used	6/6
13	L. weight, 12/6; heavy	25/-
14	Pinion, 10/6; used	5/-
15	Slider, L.W., 13/6; H.W.	22/6
16	Mainshaft Slider	22/6
16	Mainshaft, light-weight	13/6
17	2/6. 19 (Race)	8/6
18	Used, 15/-; new	27/6
20	Top Gear Cone	3/6
21	1/6. 22 (Shim)	6d.
23	9d. 25, 8/6, used	4/6
24	L. weight, 18/6; heavy,	22/6
	Recork your plate	3/6
26	(Used) 15/-	6d.
28	2/-	2/6
30	Pawl (3 types)	2/6
31	1/-	32, 9d. 33, 3d.
COMPLETE GEARBOXES—£3 to £5, depending on model and condition.		

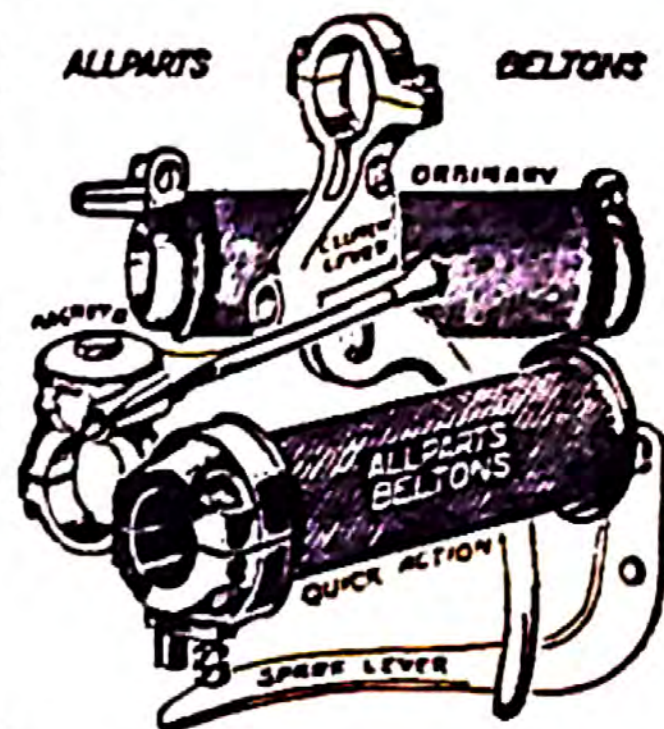
ALLPARTS BELTONS



S CONTROL LEVERS AND TWIST GRIPS (See Leaflet C5 for illustrations)

Leaflet C6

When ordering Levers or Twist Grips, please state whether required for 1" or $\frac{3}{4}$ " handlebar, also state magneto or carburettor direction of movement. Magneto is illustrated by "4" and "7"; Carburettor by "5".



2	CLUTCH or BRAKE LEVERS—Exactly as shown. Chrome-plated. This is a most popular lever—it can be used for either right or left hand. 4" Handle	5/6
2	As above, but 5" handle, 6/6. With 8" handle (racing)	9/6
2	Spare Handles only 4", 4/- 5", 5/-; 8", 7/6	
2	All above can be supplied with RAISED HANDLE, so that the handle does not come up against the bar, but can be drawn right over it, thus allowing much more movement. Must be ordered for either clutch or brake. Made especially to our design, and obtainable only from us. Strong and neat, extra	1/-
3	Inverted, or End-fitting Clutch or Brake Levers, chromed, heavy	6/6
	Spare Levers only, for "3"	4/-
4	Single Levers for Magneto, also for Throttle. Chromed	5/6
5	Double Levers, for right-hand (as illustrated) only. Chromed	8/6
6	Trigger Levers—for exhaust-valve lifter. Chromed	4/6
8	Combined Magneto Control and Valve-lifter Lever	10/6
8	Other Combinations, such as Clutch and Magneto Levers	12/6
	Popular Lever for Clutch or Brake, solid handle, nickelled. Good value	4/6
	Clutch or Brake Levers, pressed handles, for two strokes, etc. black nickel, 2/6, 3/-, 3/6	

TWIST GRIPS, as illustrated on this Leaflet:—

QUICK ACTION, 7" long, R. 9/6, L. 10/6; 6" long left-hand 9/6, right-hand	8/6
ORDINARY.—Made in two lengths, 5" and 6 $\frac{1}{2}$ ". Right-hand only. These have the advantage of being more sensitive than the quick action type, and are neater, as the wire exits parallel with the handlebar	6/6
DUMMY GRIP. Matches ordinary Twist Grip, even to chrome ends. Two lengths	2/6
Cheap Pattern Twist Grip (not recommended)	4/6
Replacement SLIDING BLOCKS for AMAL TWIST GRIPS	ea. 2/6

GRIP RUBBERS for Handlebars and Twist Grips. Large Selection.

See Leaflet G4



DIECUT CHAIN is the **LONG-WEARING** Chain—each link is stamped **DIECUT**, and as we are the sole distributors, we guarantee every link. **DIECUT CHAIN** is the **BEST VALUE** offered in Australia. Note the prices. Compare the sturdiness and finish. The rollers are cut from the solid—are not split pressings.

$\frac{1}{2}$ " x 5-16" or $\frac{1}{2}$ " x 3-16"	10/6 Front	17/6 Rear, with Joining Link (3/6 per foot)
$\frac{5}{8}$ " x $\frac{3}{8}$ " or $\frac{5}{8}$ " x $\frac{1}{4}$ "	12/- Front	20/- Rear, with Joining Link (4/- per foot)

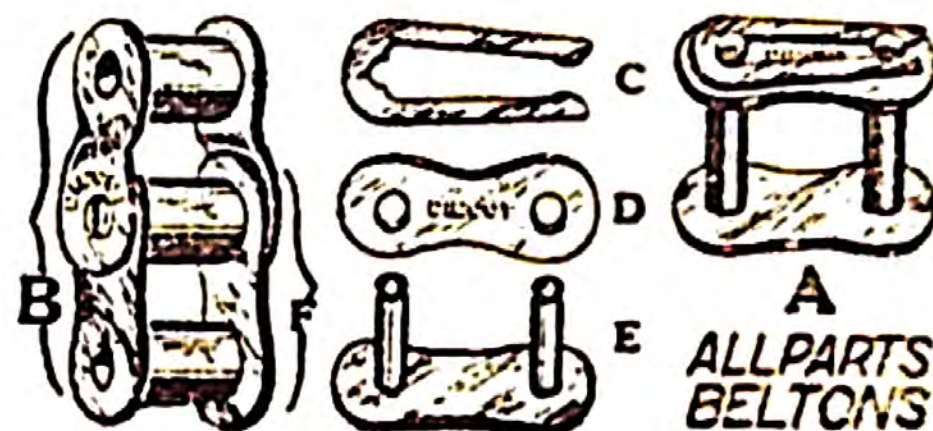
3 Feet for Front, 5 feet for Rear is correct for almost any English machine, but we cut to whatever length you order at per foot prices.

Extra Joining Link ("A"), 9d. Cranked (Half) Link ("B"), 1/- Clip ("C"), 3d. Link ("F"), 6d. **STATE SIZE REQUIRED** (and length) when ordering. **PITCH** is ascertained by measuring from centre-pin to centre-pin. **WIDTH** by measuring **WIDTH OF SPROCKET TEETH**.

TO GAUGE CHAIN WEAR.—Press the chain into the roots of the teeth of the large sprocket over which it runs, at two points diametrically opposite, then note what "lift" is possible midway between these two points. A new chain will not lift, even on a worn sprocket. This lift causes friction as each tooth engages in the chain, ruins sprockets. There is no friction when a chain is new. The manufacturers of **DIECUT CHAIN** have been supplying the principal Continental motorcycle manufacturers, as standard equipment, for over 17 years.



DIECUT AND RENOLD are the two best Chains in the world. See Leaflet C10 for Renold prices, also Duplex and Dynamo Chain, and **CHAIN TOOLS**.



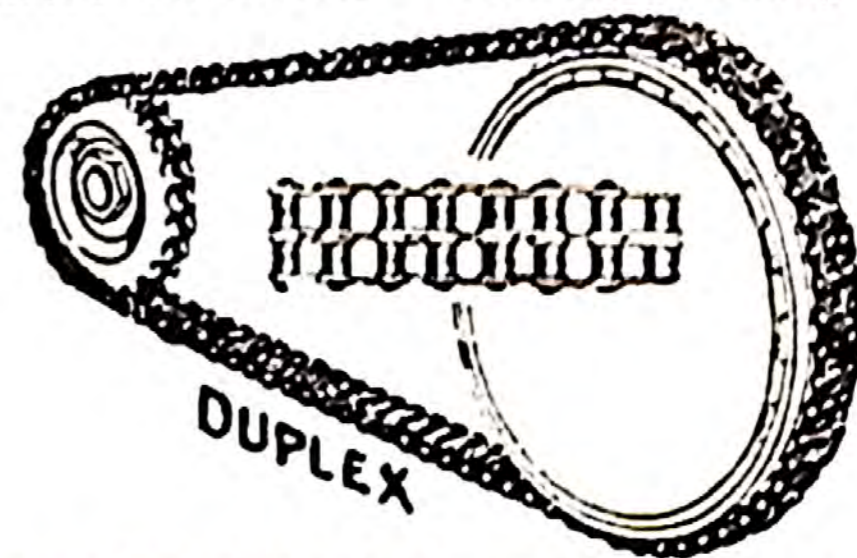
A
ALLPARTS
BELTONS



DYNAMO CHAIN ($\frac{3}{8}$ " Pitch)
**ALLPARTS
 BELTONS**



EASY RUNNING"—The Renold Slogan.



RENOLD CHAINS (complete with Joining Link). Increased war-time controlled prices (Jan. '40)
 $\frac{1}{2}$ " x 5-16" or $\frac{1}{2}$ " x 3-16" 3 feet (front), 12/6; 5 feet (rear), 20/10 (4/2 per foot)
 $\frac{3}{8}$ " x $\frac{1}{4}$ " or $\frac{5}{8}$ " x $\frac{3}{8}$ " 3 feet (front), 14/3; 5 feet (rear), 23/9 (4/9 per foot)
 Or cut to any length at "per foot" prices. **EXTRA JOINING LINK**, 1/-; Cranked, 1/3.
 $\frac{1}{2}$ " x 5-32" or $\frac{3}{8}$ " x 7-32" **DYNAMO CHAIN**. Renolds, 3/11 per foot (Joining Link, 1/- extra)
 $\frac{1}{2}$ " x $\frac{1}{8}$ " or $\frac{1}{2}$ " x 3-16" **MAGNETO CHAIN**. First Grade, 1/6 per foot (Joining Link, 6d. extra)
DUPLEX $\frac{1}{2}$ " x 5-16" (= $\frac{1}{2}$ " x $\frac{5}{8}$ ") for HARLEYS, 1930 on 5/6 per ft.
DUPLEX for 750 c.c. HARLEY, Primary Chain 22/6 complete (not Renold)

CHAIN TOOLS (Rivet Extractors)

- | | | |
|---|--|-----|
| 1 | Good value, but rather an effort is required to force out modern rivets (2 sizes), 3/6 and | 4/6 |
| 2 | Makes an effortless job of it. Fits every size. Recommended | 9/6 |
| 3 | A Good Tool. Small, but powerful, fits smallest to largest chains. Recommended | 7/6 |
| | Replacement Centre or Point for No. 2 | 1/6 |

Always carry a good Rivet Extractor and two spare links—if a pebble or twig gets between the sprocket and the chain, the terrific strain usually breaks the chain.

RENOLD AND DIECUT are the **TWO BEST CHAINS** in the world.

SEE INFORMATION AND REMARKS ON LEAFLET C9. also Joining Link prices. Diecut prices,

1	Lucas ..	9/6	13	.. .. .	1/6
1	Front only	6/-	13	Double ..	2/6
2	.. .. .	4/6	14	.. .. .	2/6
3	Black ..	2/6	14	Leaflet E4	2/6
3	Nickel ..	3/6	15	For Lights	1d.
4	Black ..	2/6	15	Dozen ..	9d.
5	Black ..	5/6	16	Short ..	1/6
6	Latest ..	10/6	16	Long ..	1/6
7	Has Switch.	3/9	17	.. .. .	3d.
8	Has Switch.	1/6	17	Spring-on	6d.
8	Hole Type	2/6	18	Large ..	25/-
9	S 1½" ..	1/3	18	Small ..	16/-
9	1¼" ..	1/6	18	Used, Lge.	15/-
9	Bakelite	1/3	18	Used, Lge.	
9	Rotary ..	1/9		2nd Class	8/6
10	Dip.-horn	7/6	19	Car ..	2/-
10	Dip. only	4/6	19	Leaflet E4	2/-
11	.. .. .	1/6	20	3-Way ..	3/6
12	Best ..	6/6	20	Similar ..	2/-
12	Cheaper	4/6			

3-WAY SWITCHES, large car type, with key. Fit in speedo-hole, 4/6.

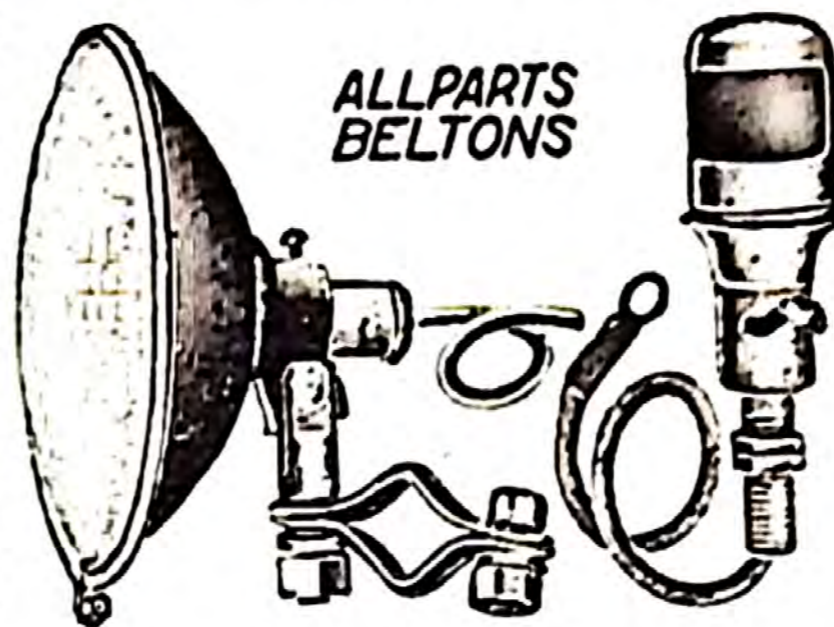
TWO SPECIALS in VALUE
 MUDWING LAMPS (not illustrated)
 Genuine Lucas 1936, 2½ in. glass, 2½ in. long, bullet-shaped, black, 6/6 each.

Morris bullet-Type, baby (2 in. by 2 in.), chromed. One-hole fitting, 7/6 each.

DIECUT TAIL LAMPS (shown above) are a real job—they are designed to eliminate tinny parts. No falling to bits—the glass is the only detachable part (excepting adaptor thimble, which is ornamental only). Practically unbreakable. The Lucas type (L) replaces Lucas. The Miller type (M) is small and neat.

PRICE 6/-, in aluminium (recommended); 7/- bright-buffed, or 5/- dull zinc-metal.

Except for Diecut Tail Lamps, ALL LAMPS ARE WITHOUT GLOBES.



THIS LAMP IS POPULAR with motorcyclists. It is used for lighting speedos and oil pump windows, and clipped under the tank to light the motor, or to detach as trouble lamp, 2/6.

SPOTLIGHTS, as shown, black, 4½ in., 6/6.

SPOTLIGHTS, 6 in. glass, 12/6.

SPOTLIGHTS, 4½ in. glass, with switch, 8/6. Better quality, with switch, nickelled, 12/6.

ROOF LAMPS, car type, 6/6. Flush or projecting, with switch.



Very Neat
 Chrome-plated
 6/6 ea., 12/- pr.
 3 inches long
 1.1-4 in. Glass



ALLPARTS
 BELTONS



M

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CT.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CT.

S

USED REPLACEMENTS.

Leaflet U1

USED PARTS ARE TESTED PARTS

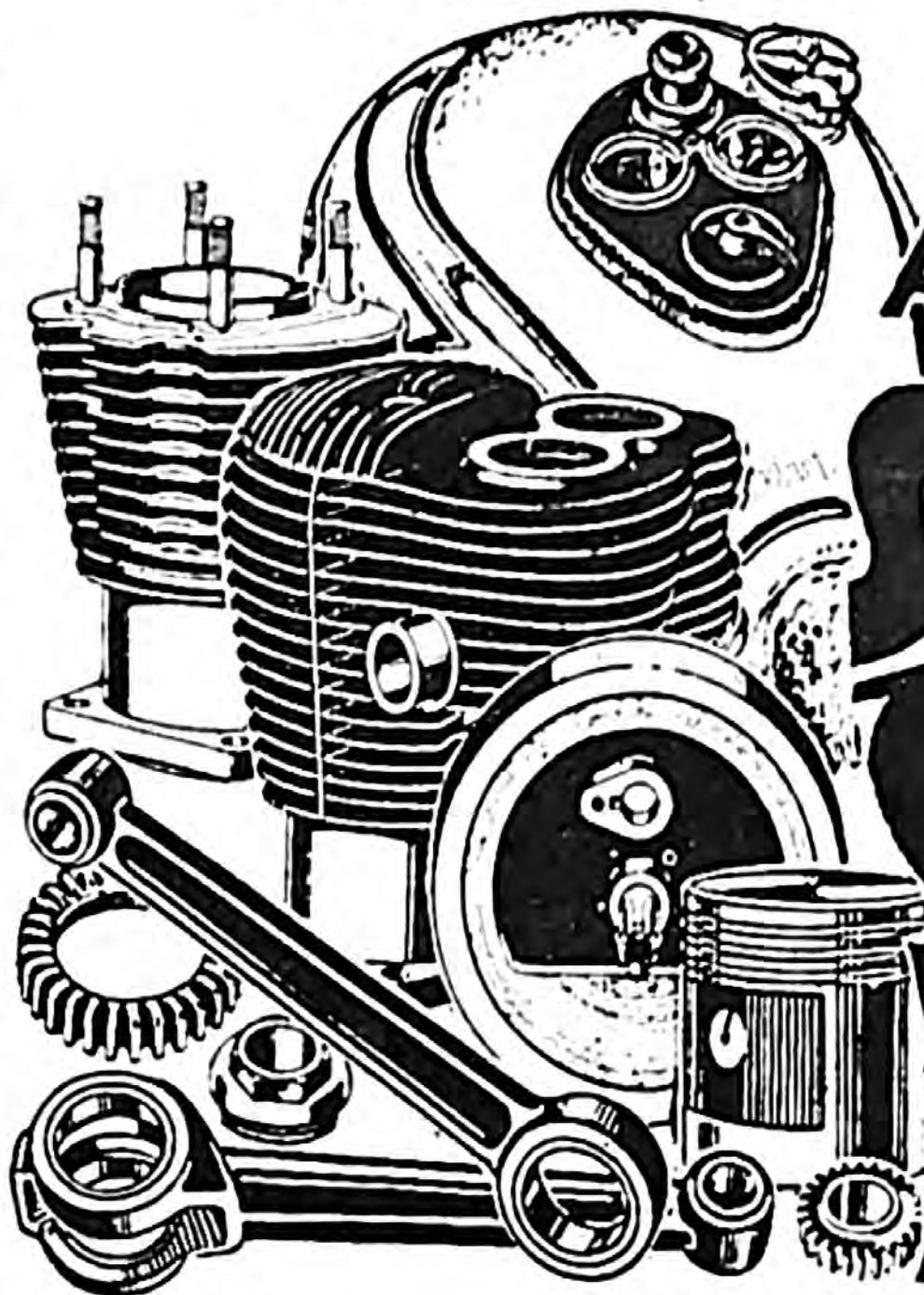
Your saving is equal to at least the following discounts from what the new prices would be:—

25% on parts in consistent demand (such as Indian Scout Front Conrods)

50% on parts of average demand (cylinders, gears, etc., for late models)

75% to 90% on engine parts, gears, etc., for old models, also frame parts for all models.

Big Savings also on Used Accessories and Tyres



**ALL PARTS
 SECONDHAND
 SPARES
 ALMOST NEW
 BELTONS**

For ten years we have been dismantling early and late models. We have the advantage of being able to draw on our interstate stocks should our own huge range be unable to provide that part which is unobtainable elsewhere in this State.

TRY US FIRST and save in time and cost, and gain in satisfaction.

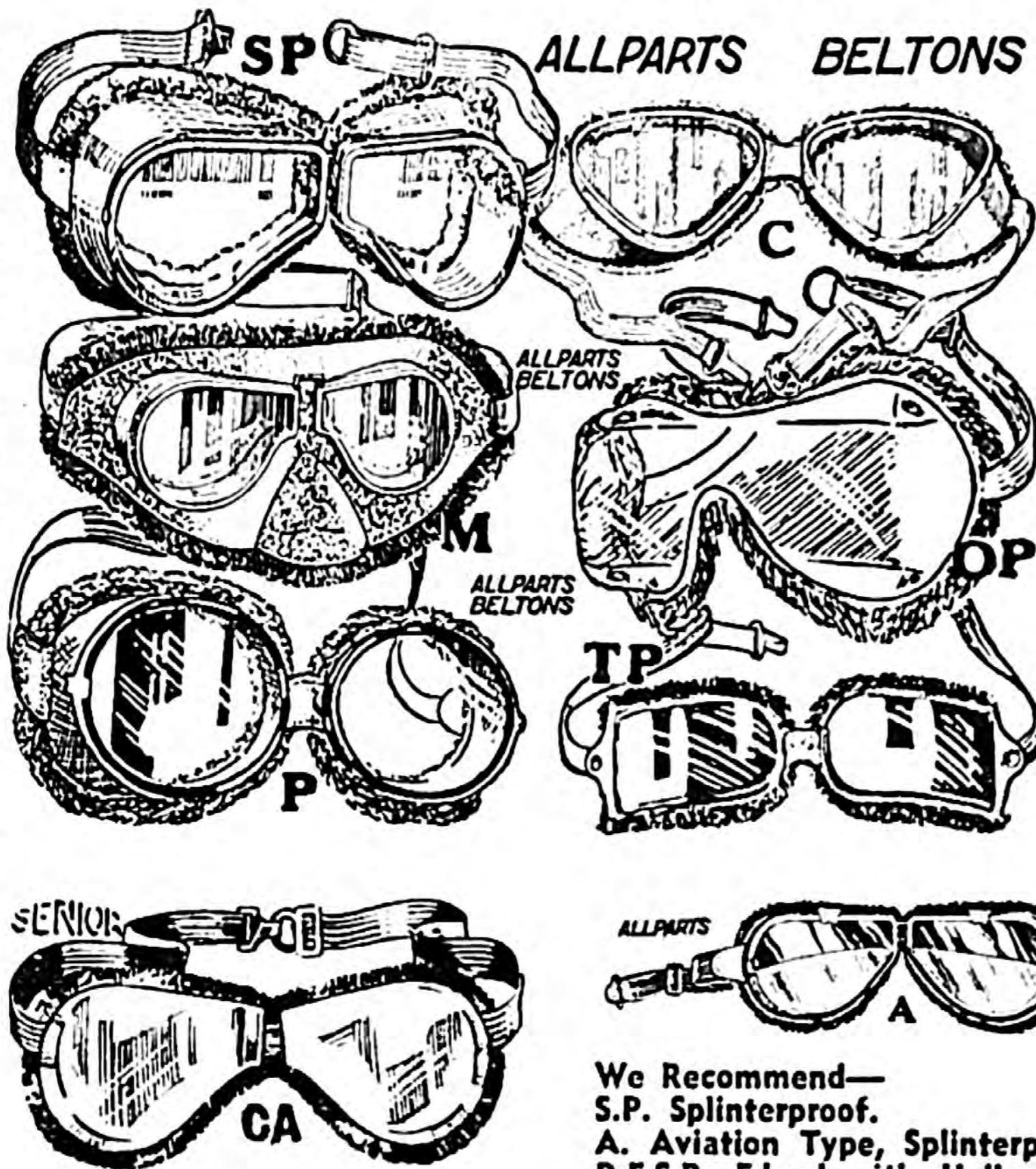
WRITE FOR QUOTE—You will receive it by return mail.

ALLPARTS PTY. LTD., 116 GOULBURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.

S

GOGGLES

Leaflet G.1.



See Leaflet G.2. for Prices.



We Recommend—
 S.P. Splinterproof.
 A. Aviation Type, Splinterproof, with Visors.
 R.E.S.P. Edged with Hollow Rubber, Latest, Splinterproof.

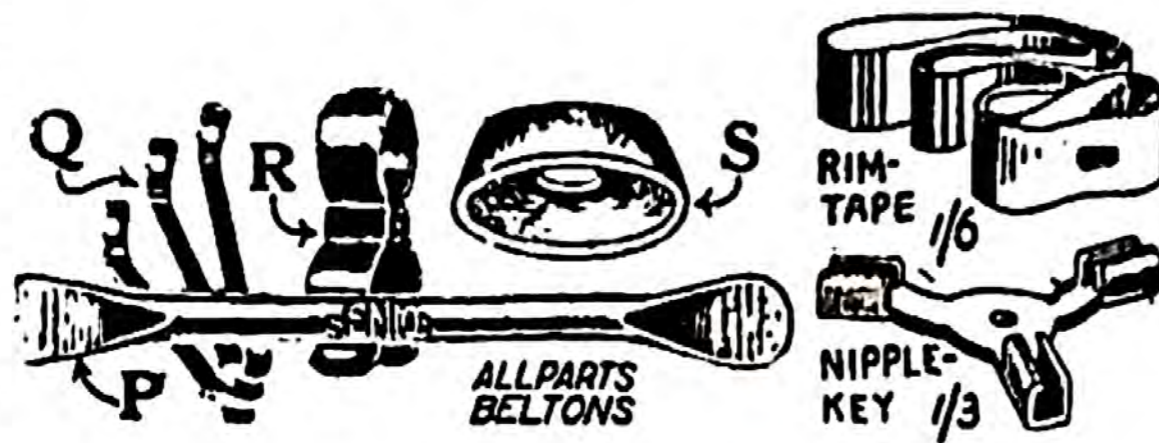
ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.

S

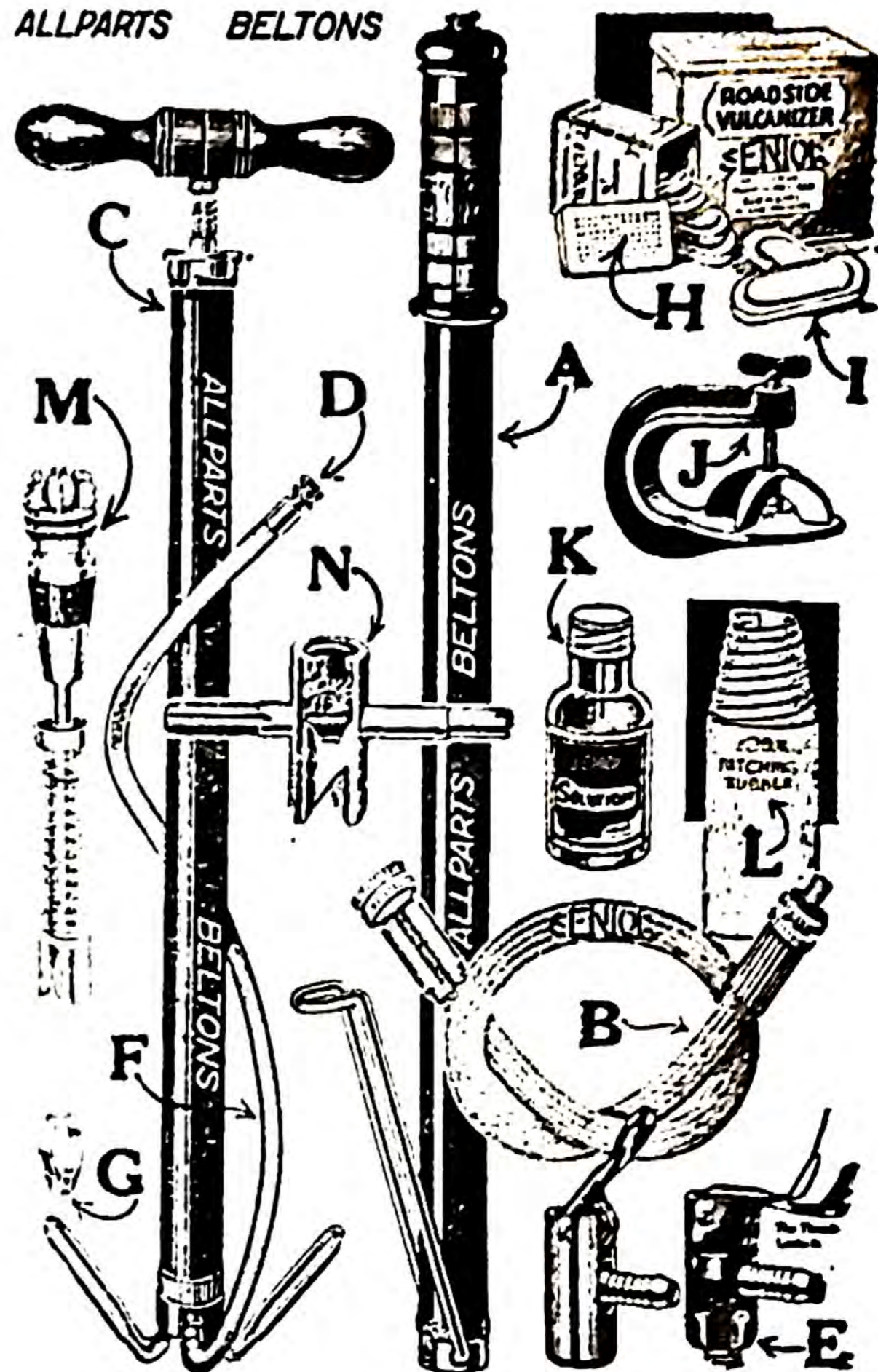
TYRE ACCESSORIES Leaflet T.1.

ALLPARTS

BELTONS



A (with B) Heavy English, 15", 16", 18"	4/6
B Swivel End, 12" long	1/-
C Best made, for garage use, with con.	8/6
D Fit any car pump, 28" (with E) ..	2/6
E Valve Connections, recommended ..	1/3
F Acorn Push-on type	1/-
F Spare Rubbers for Acorns	3d.
F Tubing, 1/8" hole, 5d.; 3-16" hole, per ft.	9d.
F 1/4" hole (for petrol pipes) per foot ..	1/-
F 5-16" hole (for petrol pipes) per foot ..	1/3
G Clip and Screw for Tubing (F)	4d.
H Outfits—Clamp and 6 Patches	2/6
I Patches, 3d. ea.; Tin of 12	2/-
J Heavy Clamps	2/6
K Tubes Solution, 3d., 6d.; Bottles ..	1/-
L Best Quality English, 10" x 5"	1/-
M Valve Insides, tin of 5	1/3
N Valve Tool, cleans up threads	1/3
O Heavy Car-type Tyre Levers, 12"	1/9
P Spoon Levers, 5d. ea.; better, 8", ea.	8d.
Q Hook on Spokes, set of 3	1/3
Q Better quality, tempered 3 for	1/9
R Pump Clips	pr. 1/6
R Spring End-fitting type	pr. 1/-
S Pump Washers, 3d. to 1/- mostly	6d.
T Valve Caps, prevent leaks 5 for	1/3



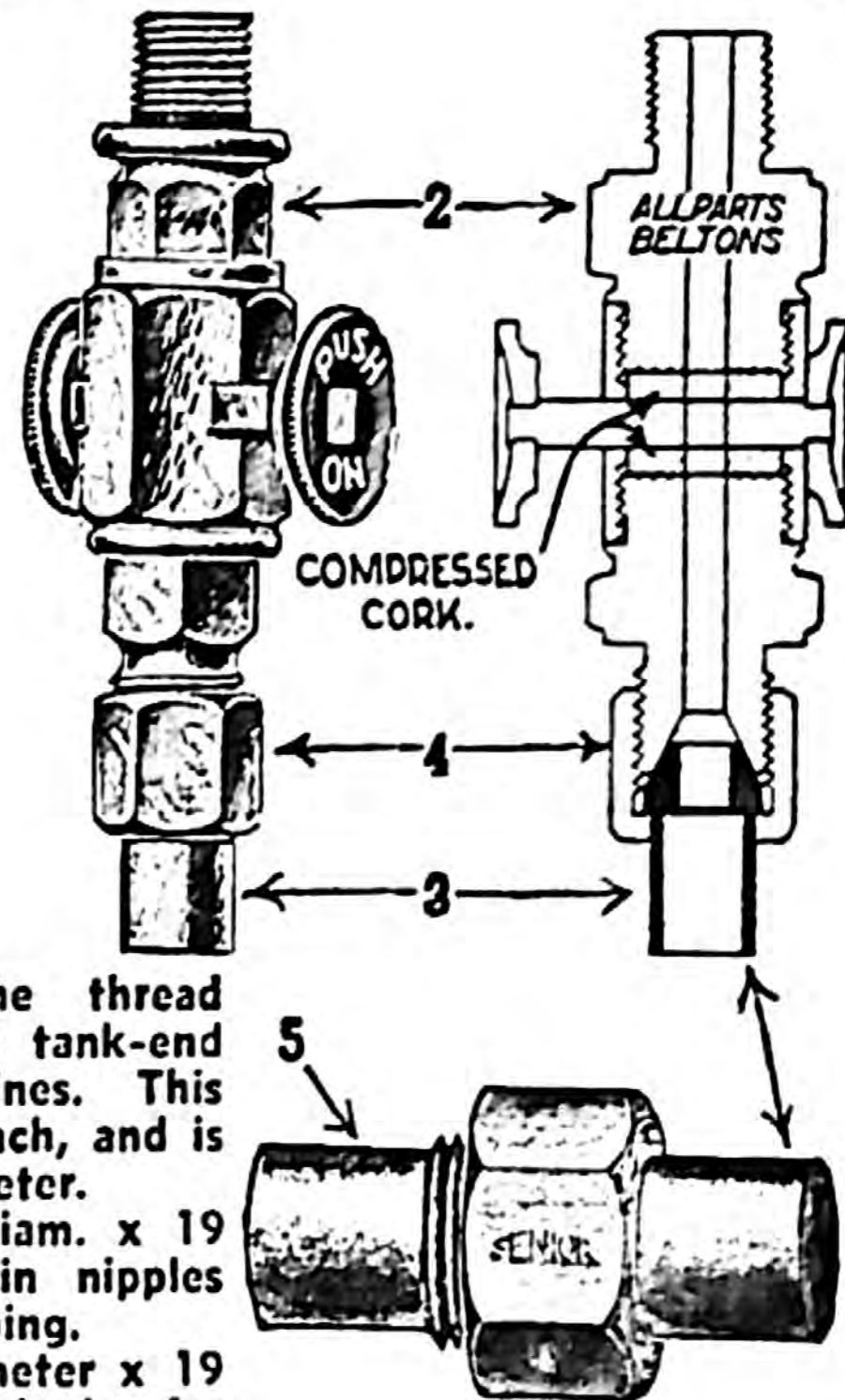
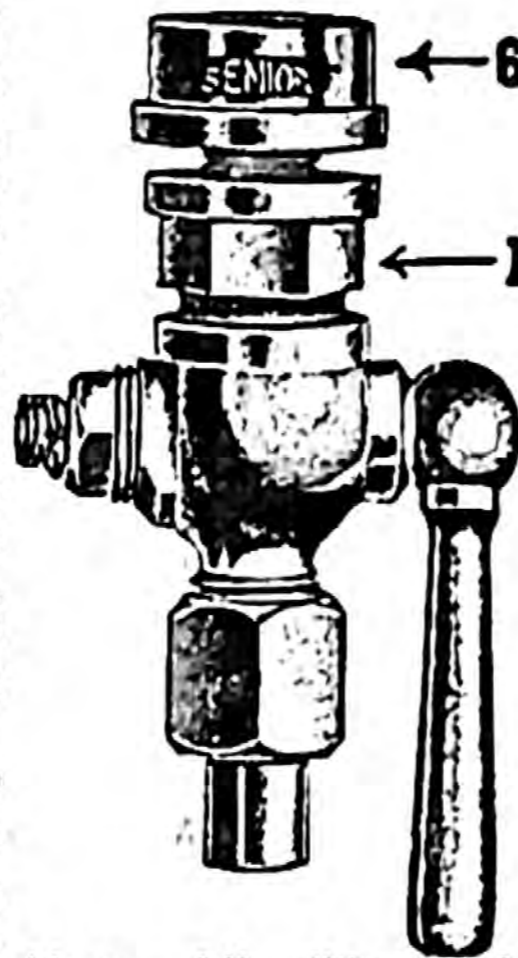
- S**
- 1 Lever Taps, with "3" and "4" (not "6") 2/6 and 2/9
 - 1 Lever Taps, Drain Taps (no lower thread) 2/-
 - 1 DOUBLE-ENDED (Has "3" and "4" at each end) 3/9
 - 2 The popular Push-Pull. The only really leak-proof tap for petrol. with "3" and "4" 3/6
 - 2 DOUBLE-ENDED 4/6
 - 2 With Petrol Strainer at end (projects into tank) 4/6
 - TWO-LEVEL—Maintains a reserve of petrol until turned to reserve. Saves anxiety 7/6
 - Ariel type replacement Taps 5/6
 - Adaptors for Ariel (also Triumphs) to take $\frac{1}{8}$ " "Gas" (popular thread) 1/-
 - 3 Nipple (solders to pipe) 3d.
 - 4 Nut 6d.
 - 5 Union to solder on piping, Complete 1/6
 - 6 Collar (solders in tank) 9d.
 - Oil-mist Union for O.H.V. rocker-boxes threads in, and takes $\frac{1}{8}$ " tubing 2/-
 - Dozens of 2-way and 3-way Unions in stock—bring that piping problem to us.

SOFT COPPER TUBING

$\frac{1}{8}$ " 3-16" $\frac{1}{4}$ " 5-16"
 Easily bent to shape .. per ft. 9d.
 $\frac{3}{8}$ " (outside diam.) .. per ft. 1/-
AMERICAN-THREADED TAPS,
 Unions, Solderless Type Nipples,
 etc. in stock.

TAPS AND UNIONS for Petrol and Oil.

Leaflet T4



Note— $\frac{1}{8}$ " "Gas" is the thread usually employed at the tank-end of taps on English machines. This uses 28 threads to the inch, and is a full $\frac{3}{8}$ " in diameter.
 3-16" "Gas" is 7-16" diam. x 19 threads. This is used in nipples ("4") for $\frac{1}{4}$ " tubing.
 $\frac{1}{4}$ " "Gas" is 17-32" diameter x 19 threads, and is used in nipples for 5-16" tubing.

Tubing is measured on the outside.
SOLDER, FLUX-CENTRED, makes soldering easy .. coil 1/3
SOLDERING IRON, small, but suitable 1/6

ALWAYS STATE Sizes
 See Leaflet T1 for rubber tubing (and clips), which may be used for petrol and oil.
WE REPAIR TANKS



LEATHER CAPS
 5/6 and 6/6



GAUNTLETS

Dark Leather

Unlined .. pr. 9/6
 Fleece-lined .. 10/6
 Fur-lined .. 12/6

All well-made
 from long wearing
 material,
 and good value
 Our super line
 as illustrated,
 17/6 pr.



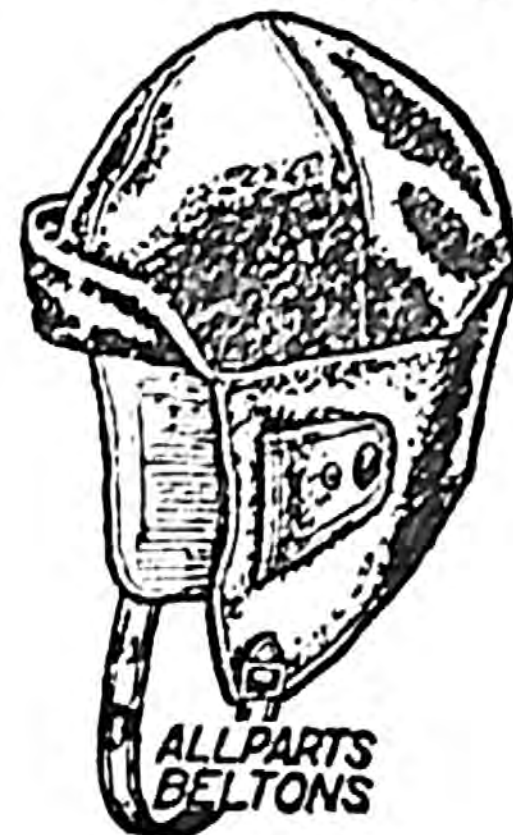
HELMETS

Dark Leather
 as shown

Fleece-lined,
 4/6

Fur-lined,
 7/6

Fur-lined
 and with
 neck-flap
 (extension)
 Recommended
 12/6



KICK-CHANGE RUBBERS

As above (Burman, etc.) 1/3
 Bulbous-shape (Albion, etc.) 1/6

KICK-START RUBBERS

Sturmey, Burman, etc. 9d. & 1/3
 Harley, also Indian .. ea. 1/-



GRIP RUBBERS

English types.

Thin Barrel-shape, as shown,
 for latest Amal, $\frac{7}{8}$ " & 1", ea. 1/6
 For Ordinary Twist Grips as
 on Leaflet C6, $4\frac{1}{4}$ " .. ea. 1/3
 Ditto, $5\frac{3}{4}$ " long .. ea. 1/3
 Dummy Grip (ferruled) to
 match Ord. Twist Grip, ea. 2/6
 Rubber for Quick Action
 Grips, as on Leaflet C6,
 $4\frac{3}{4}$ " or 6" long .. ea. 1/9
 Plain Grips, $\frac{7}{8}$ " and 1",
 various types, ea., 6d., 1/3, 1/9



FOOT-REST RUBBERS
 (Shape as shown)

$\frac{5}{8}$ " hole (fit most bikes), ea. 1/9
 Other sizes of hole .. ea. 1/9
 Oval hole (Triumph, etc.) ea. 1/9
 Norton type (arched sec.) ea. 2/-



ALLPARTS
 BELTONS



GRIP RUBBERS

For Harley and Indian
 in White or Black

Cheap line ea. 1/3
 Better (softer) ea. 1/9
 Same style, 1" hole for
 English machines ea. 1/3

GASKETS AND CYLINDER PACKING.

Leaflet G5

S
 Illustrations show type (or shape) only.
 Details, such as holes, vary considerably.
 All gaskets are of copper, inlaid with asbestos,
 unless stated otherwise.

1. Ind. Super Sc't, Prince (7 holes), ea. 3/-
1. Har. 750, Pup, M'chless, Doug. (7) 2/6-4/6
2. '25 Scout (nar.) Later Sc'ts (wide) (6) 3/-
3. Harl. '30, Chief (9 holes), Plain Cop. 3/-
- Also C. & A. 4/3
4. Ariel, New Hud., R. Enf'd, etc., 2/6, 3/-
5. Triumph 350 c.c., B.S.A., 250 c.c. 2/6
6. A.J.S., B.S.A., Douglas, etc. 3/6
7. Matchless, New Imp., N'ton, etc., 3/6-4/6
8. Dunelt Two-Stroke, F.N. 2/6
9. Ariel '32-'36, 4-cyl., 1/6; Sup. Ex. 2/-
10. Ariel '37-38, 4-cyl., 3/-; Scott 5/6
11. Royal Enfield, J.A.P. 2/6
12. Triumphs '31-37. Plain Copper 2/-
13. B.S.A., New Imp., Douglas, etc., 1/6-2/6
14. Triumph "T.T.", New Imp., etc. 3/6
15. A.J.S., M'chless (O.H.V. Mod.), Plain 1/-
16. A.J.S. (Side-Valve Mod.), Pl'n Cop. 1/-
17. J.A.P., James, etc. 2/6
18. Nort., N. Imp., Enf'd, J.A.P., etc., 2/-, 3/6
19. A.J.S., B.S.A., Rudge, Calth., etc., 1/-, 1/9
20. Valve-cap Gaskets, 1" to 2 1/4", ea. 4d.
21. Sp'k-plug Wash's, 3 sizes, 9d. dz., 2 for 3d.
22. Vill'rs (also Car) Flange Gaskets, most 1/3
23. Blanks, make above (state hole size), 8d.

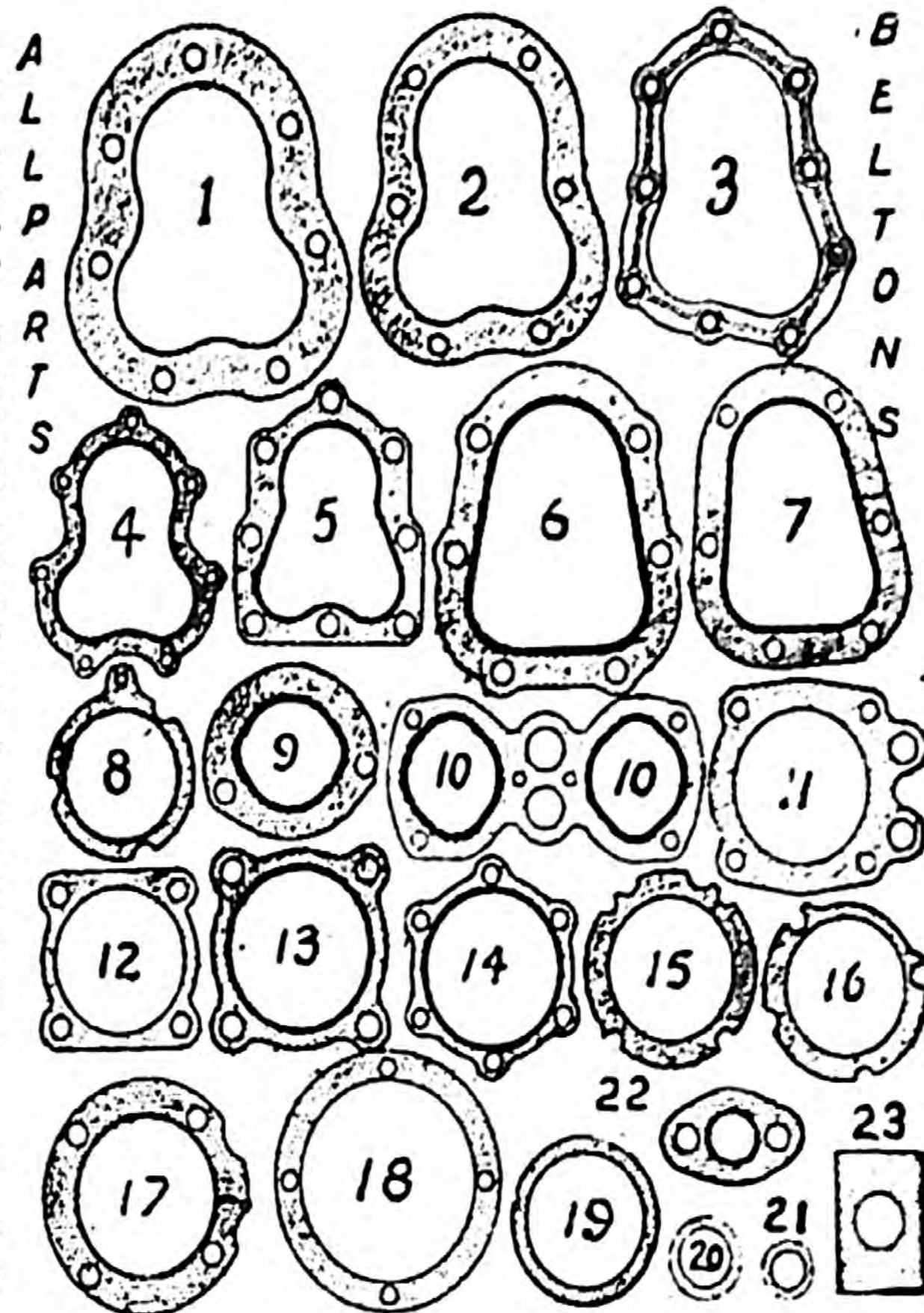
SEND SAMPLE OR TRACING, unless your machine is a very popular model.

JOINTING MATERIAL, Heat-proof, in sheets 5" x 10" (or larger, pro rata).

Graphited, 1/32" thick (for cyl. heads) 1/-

Not graphited, 1/64" thick 6d.

GASKET CEMENT; See Leaflet A4.



ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
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 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CT.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CT.

S CONTROL WIRES and Fittings. HANDLEBARS (Levers—Prices on Leaflet C6.) Leaflet C5

HANDLEBARS
 Heavily Chromed
 Made in England
 Shaped as Illustrated.
 7/8" diameter — 27" long
 1" diameter — 30" long
 10/-

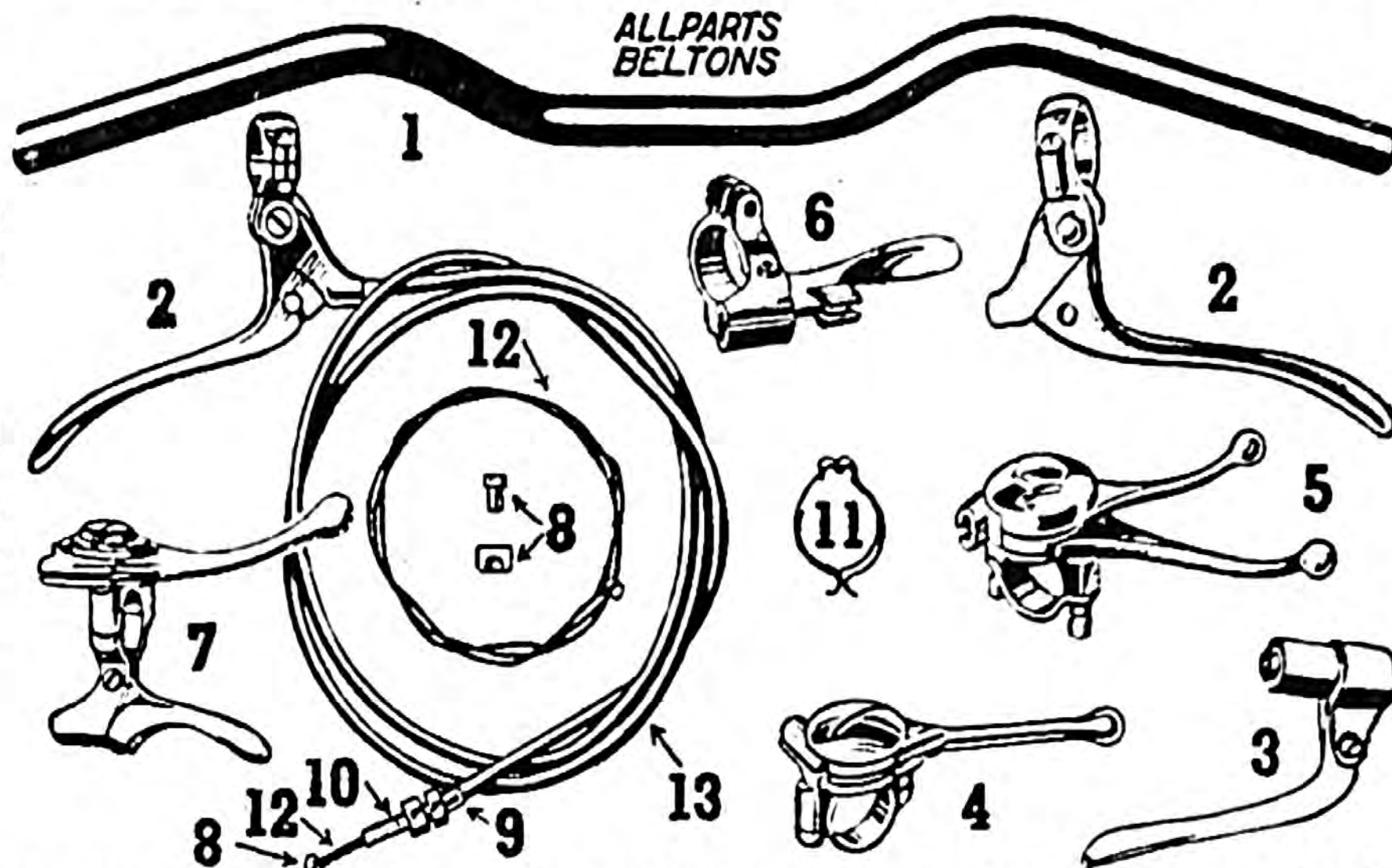
USED HANDLEBARS
 Large stock, for all
 machines
 5/- to 12/6, depending
 on type and condition.

HANDLEBAR CLAMPS
 (Extensions)
 See Leaflet F1, F2

CONTROL WIRES

- 13 **COMPLETE WIRE**, with Ferrules ("9"), Inner Wire ("12"), one nipple ("8") ready soldered, and one loose Nipple to be soldered to Inner Wire after assembling:—
 For Carburettor, thin 2/6; Carb. (standard) 2/9 (recommended). Exhaust 2/6
 For A.J.S. Clutch (wire, 3-32" thick), 3/6. For B.S.A. Clutch ("Clothes-line" type, 1/8" thick), 3/9
- 12 **INNER WIRE ONLY**, with one loose nipple ("8") and one ready soldered nipple:—
 For Carburettor (thin—not recommended), 9d. Carburettor (stan. thick.), 1/- Exhaust, 1/3
 (For Clutch (stan. thickness), 1/3 Heavy Clutch (3-32" thick), 1/6 B.S.A. Clutch ("Clothes-line") 1/9
- 10 **ADJUSTER**, with nut, 1/4" x 26 threads. 1 1/4" long, 6d.; 2" long, 1/-. Other threads to 2/6
 8 and 9. Ferrules, 3d. per pair. Nipples, 1d. to 6d. ea. Mostly 2d. Please sketch. Many types.
- 11 Clips to tidy wires, 3d. ea. **SOLDER**, flux-cored, 1/3; Soldering Iron 1/6
SOLDERLESS NIPPLES. Quite effective, especially in emergencies. Popular size, 2d.; others, 4d., 6d.
ALL OUR CONTROL WIRES are of **BEST BRITISH MANUFACTURE**. Quotations for 50-foot uncut lengths on application, but prepared lengths cost no more.

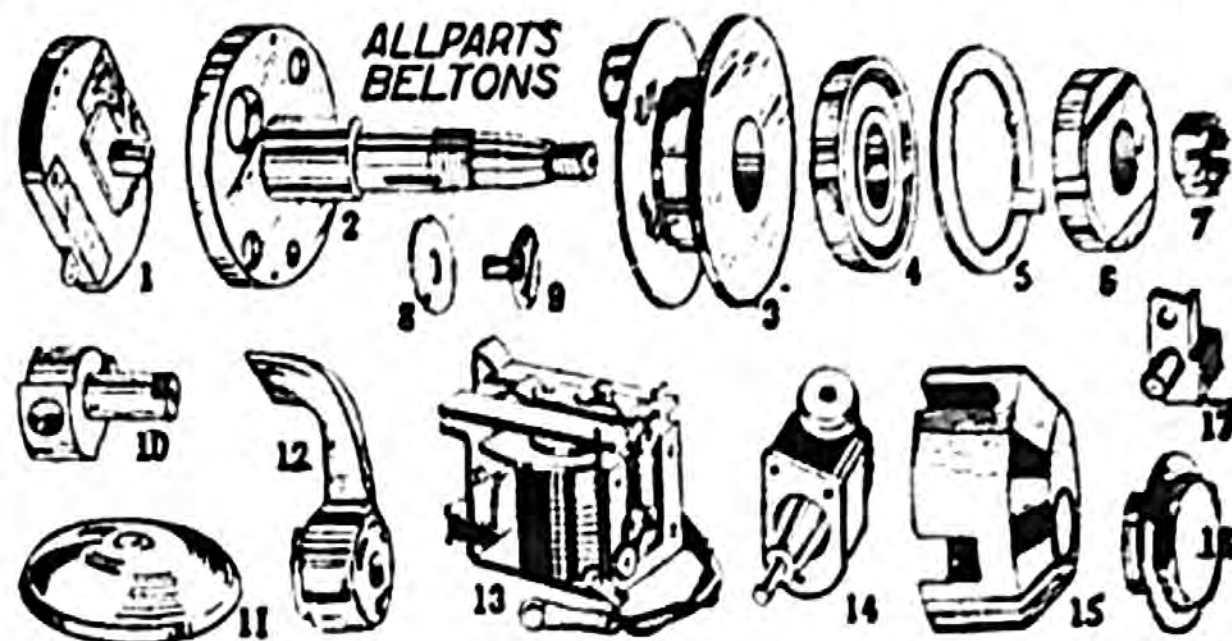
TRADE ENQUIRIES INVITED for DOZEN LOTS of one kind. Attractive discounts.





FOR MAGDYNOS (3 models):—

1	Condensor	....	18/6 and	19/6
2	Armature End or Spindle	....	16/3 and	17/6
3	Slipring (also for all other magnetos). Sample (Mostly 7/6)....	to	12/6	
4	Ball Race or Bearing, complete	....	6/6	
5	Lockwasher for Driving Gear	....	6d.	
6	Locknut for Driving Gear	....	1/3	
7	End-nut	....	6d.	
8	Lockwasher for Driven Gear	....	3d.	
9	Lockscrew for Driven Gear	....	8d.	
10	Lamp Switch Part	....	2/3	
11	Contact Breaker Cover (also for BTH)	....	1/3	
11	Deep Covers for later type ("A", Leaflet E1 shows ML and Lucas	....	1/9	
12	Lamp Switch Levers	....	1/9, 2/-,	3/6
13	Cutout, complete as shown	....	8/3	
14	Brush-holder, later type, as shown (less brush)	....	5/-	
14	Brush-holder, earlier shallow type	....	4/6	
14	Brush-holder, ML and latest Lucas. Screw-in	....	6/6	
15	Brush-cover (4 types), metal	....	4/-	
16	Nut, with washer, to hold "15"	....	2/3	
17	Dynamo Brush holder, as shown	....	2/3	
17	Brush-holder, but opposite hand	....	2/3	
	Cam-ring Housing, many types,	15/- to	21/-	



INSTRUCTION BOOK for Lucas Equipment, giving wiring diagram, maintenance, and fault-locating information. Well worth the price, 1/-.

FOR SPLITDORF MAGNETOS (Indian, etc.):

Distributor Rotor (early flat type)	....	12/6
Distributor Rotor (later, long type)	....	17/6
Condensor	....	17/6
Splitdorf Dynamo End-plate (bearing housing)	....	17/6

All other parts we can supply in good used condition. Ask for quote.

REWIND Dynamo Armatures	....	25/-
REWIND Magneto Armatures	....	30/-
REMAGNETISE MAGNETO	....	4/6

ALL OTHER ELECTRICAL WORK.

Free inspection and report. No obligation.

See Leaflet E3 for prices of
 BRUSHES, Dynamo-PINIONS, Contact-POINTS,
 AMMETERS, Leaflet E4. GLASSES, E4. RIMS, E5.
 SLIPRINGS AND BRUSH-HOLDERS for Bosch,
 E.I.C., B.T.H., and all others in stock.



LINK BELTING—This is highly recommended. wears well and never breaks. Detach, lengthen, or shorten as shown above. $\frac{3}{8}$ " wide, for motorcycles per ft., 2/6
BELTING, leather, for above pulleys. Free clip ft., 9d.
BELTING, better quality, stronger, rounder in section ft., 1/-
ENDLESS BELTS, Indian type, 15 in. 3/6
DITTO, 18 in. circumference, 1928 on 4/-

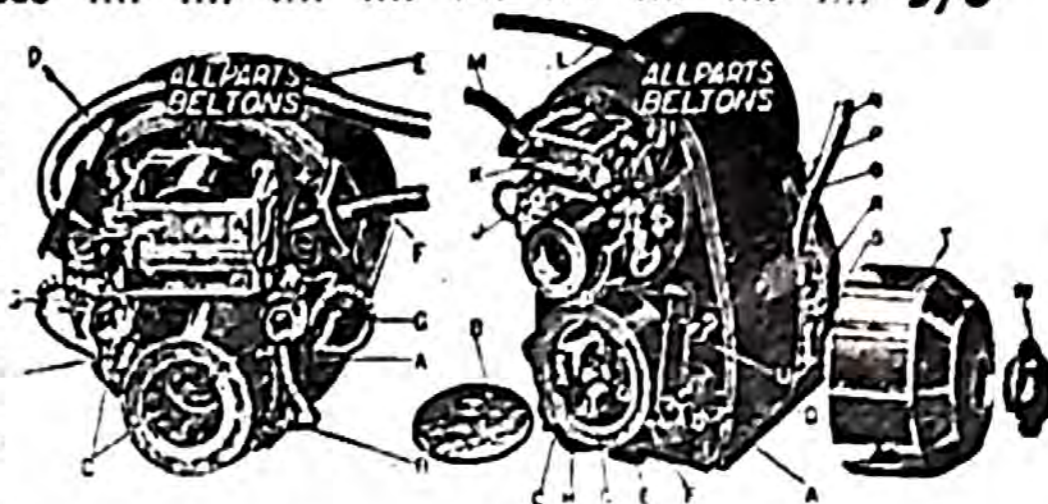


USED SPLITDORF DYNAMOS, first class £2/15/-
USED SPLITDORF DYNAMOS, second class (charging; cutout or bearings, second), £2
PULLEY, as shown above, new EXTRA 2/6
CLAMP, Indian type, fits down-bar, EXTRA 7/6
LUCAS, MILLER, Etc., DYNAMOS, first class, £2
NEW DYNAMOS, 4" diam. 10" long, £2/15/-
PULLEY, large, as above. Fits behind engine sprocket (spring-pressure holds) 4/6
PULLEY, offset, range stocked up to 2" recess 5/6



ELECTRIC OUTFITS

Wheel driven, complete with headlamp, tail-lamp, and dynamo. **LLOYD** — High-class and specially made for serious motorcycle use. Dry battery and switch included. 8-Watt 5" lamp. Recommended, £2/17/6. Smaller sets, 5-watt, 32/6; 2-watt, 21/-.



First Class USED MAGNETOS (7 days trial).
 Single Cylinder, popular type, £2/15/-
 Twin, 45 deg. American Bosch, £3/10/-
 Twin, 42 deg. Splitdorf, for Indian £2/10/-
 Twin, 50 deg. for J.A.P., A.J.S., James, etc., £3
 Single, late low-centre, also racing types £4/10/-
 Second class, $\frac{3}{4}$; third class, $\frac{1}{2}$; of above prices.

MAGDYNOS, NEW. Complete as illustrated. Older type. Lim. stocks, £10/17/6
 Magdyno, first class, used, as above £6
 Magdyno, second class (functioning well, not overhauled) £4/10/-
 Magdyno, later type (detachable dynamo), first class used, £7/10/-. New £13/10/-
MAGDYNOS SPARES AND REPAIRS—See Leaflets L1 and L3. We allow for your old Magneto

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. C1.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. C1.

S

Pilgrim	F	1/6
A	3/6 FW Flat	3/6
AP Anti	5/6 LU	1/3
B Right	1/9 N	6d.
B Left	1/9 O	9d.
C Zinc	3/6 PB*	12/6
C Bronze	3/6 PN	3d.
Washer	6d. R	5d.
CP Right	5/6 Spring	5d.
D	1/3 S	3d.
DW	5/- SW Square	3/6
DC Scott	5/- U	1/3
EP	3/6 W	6d.

PB* Sample Please—Many Models

AJS, Etc., Old Models (Oldham)

OD Drum	7/6 OF Float	1/6
OW Wheel	2/6 Body	10/-

Best & Lloyd

BB Small	12/6 Worm	5/6
BB Large	15/- Wheel	5/6
BN	1/3 SB	15/-

All Other Spares in Stock

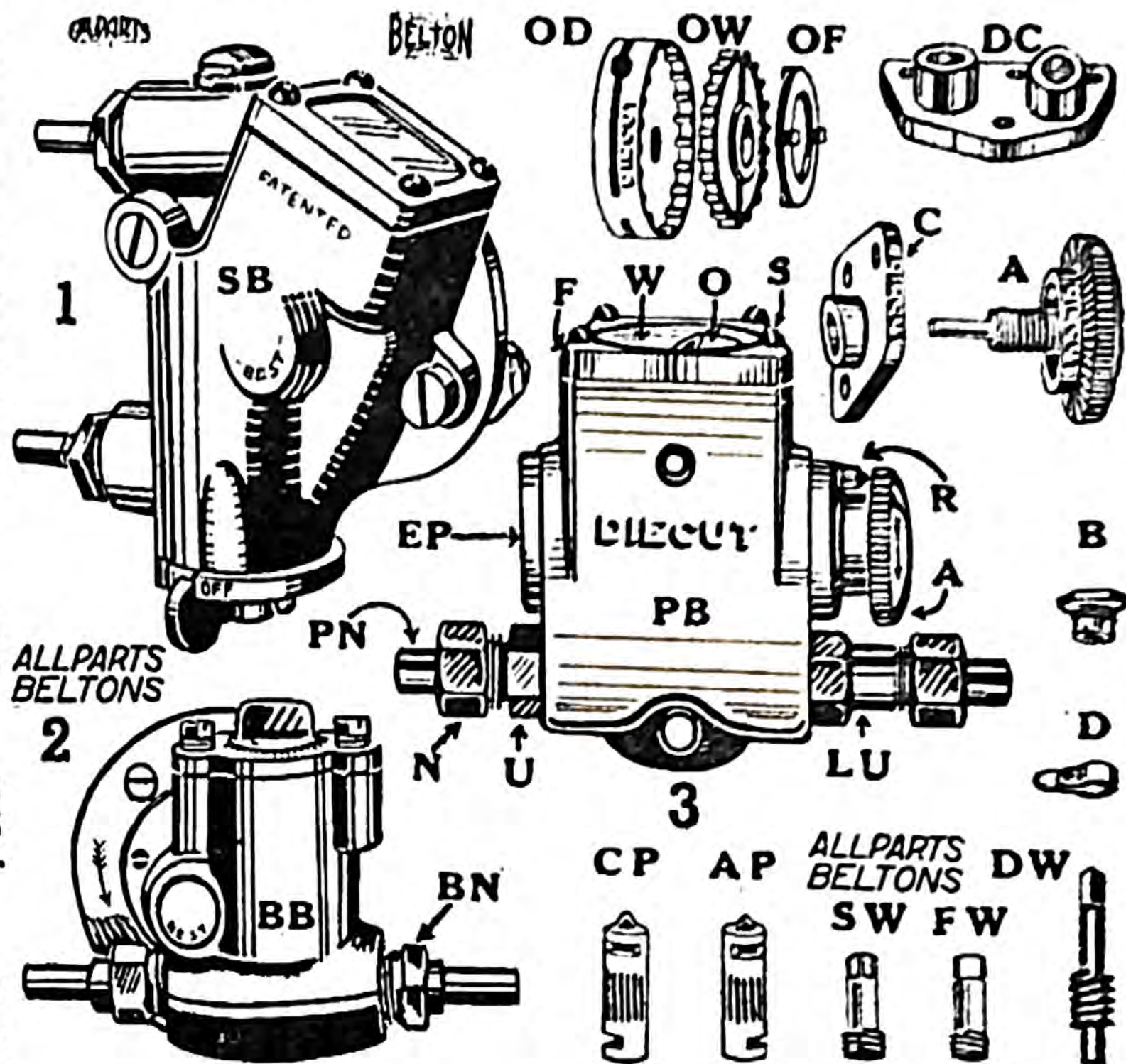
Complete Pumps (1 & 3)	27/6
Sightless (2), 2 sizes	25/-
Duplex Pilgrim (Scott)	37/6

We Allow For Your Old Pump

Copper Tubing (soft) 9d. ft.

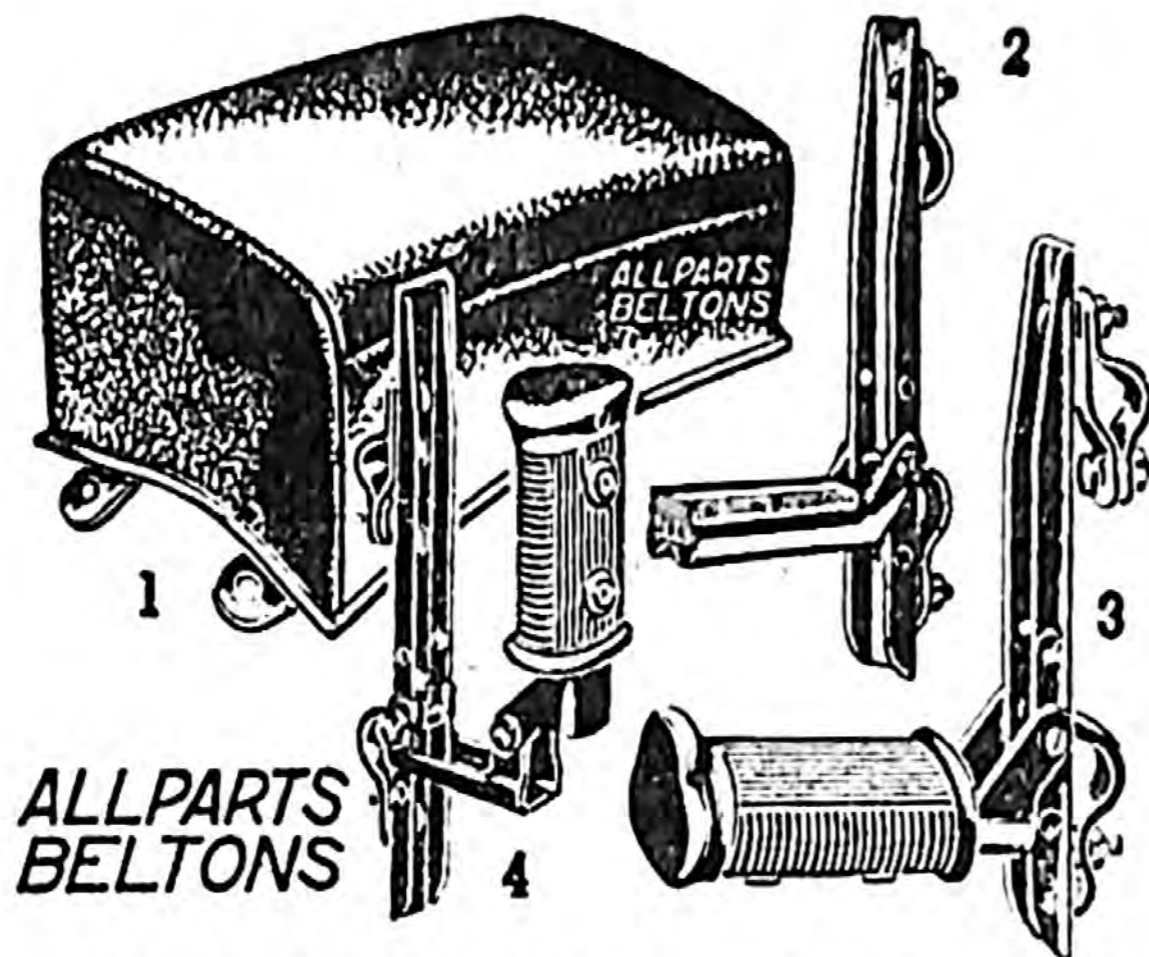
OIL PUMPS AND PARTS

Leaflet O.1.



We Charge 5/- Plus Parts to Overhaul Any Pump.

No Unnecessary Parts Fitted.



- 1 SEATS, SPONGE RUBBER. Full-sized and properly-shaped genuine "Dunlopillo" sponge pad. Do not confuse with cheaper sponge seats with a half-inch layer. Best quality black covering. Bolts on mudguard, bolts supplied. Shaped exactly as shown 12/6
- 1 FLOCK-FILLED, otherwise same quality as above (not recommended) 8/6
- 1 LATEST LARGE MODEL, with lip at rear end. SPONGE 17/6
- 2 RESTS—Just as illustrated. Good value (2/- ea.) Pair 3/6
- 3 RESTS—Comfortable and safe. Made in Australia. As illustrated (3/3 ea.) Pair 6/-
- 3 RESTS—Same as above, but heavier and stronger. English (4/3 ea.) Pair 7/6
- SPARE RUBBERS for "2", 1/3; for "3" and "4" ea. 2/-
- 4 EXTENSIONS to clear upswept exhaust pipes. Fit No. 3 rests to convert to No. 4. Pair 2/-
- 5 SHIELDS to fit silencers or exhaust pipes (state size of clips required). Exact to illustration. English. Enamel, 2/3 ea.; Nickel, 3/- ea.; Chrome ea. 4/-
- Splash Shields as shown on right. Black, English, 19/6 pair, with clips and stays, which are universally adaptable.

DON'T FORGET THAT YOUR PASSENGER REQUIRES GOGGLES—See Leaflets G1 and G2

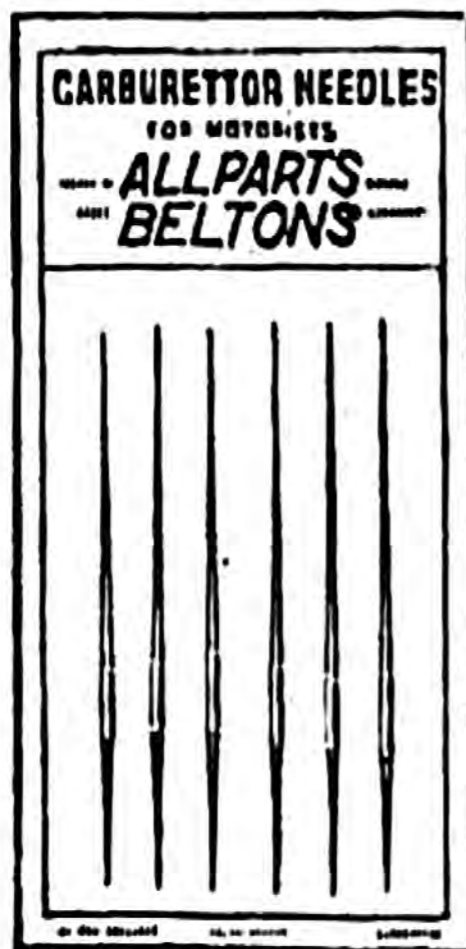
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 (The Belton Motorcycle Parts Co.)

S

ACCESSORIES

Jet Reamers, Belting and Fasteners.

Leaflet A4



BROACHES (or Reamers) for enlarging JETS.

By starting with a
small jet and enlarging
gradually, the desired
size is obtained.
1/6 each.

GASKET CEMENT
In bottle, with swab
fixed to screw-top lid,
1/-

GASKET PUTTY
In tube 1/3



**VALVE-GRINDING
PASTE**
Fine and Coarse in one
tin
1/3



BELTING for
Douglas, Levis, etc.
3/4" ... per ft. 2/1
7/8", 3/-; 1" ... 3/6

FASTENERS
3/4" 7/8" 1"
3/- (2 halves)
as shown.



**ENGLISH
INSULATING
TAPE, 6d.**
Double size, 9d.



VALVE-GRINDERS
Suction Type
Quick and Effective
Screwdriver fits in as
handle
9d.

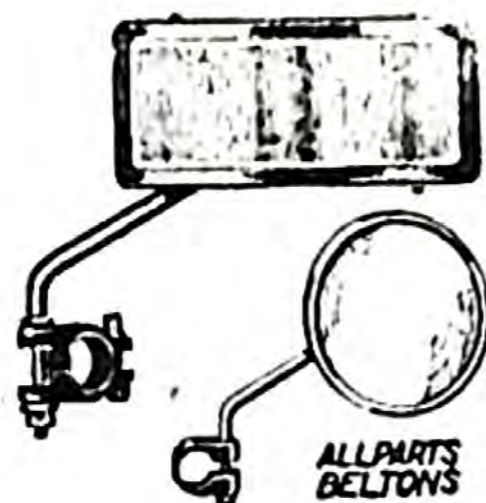


**CYLINDER
TOUCH-UP**
Retains that new
appearance
1/3 the tin
Brushes, 4d. and 9d.



STRING WASHERS
Large Tin, 1/6
Small, 1/-

SPLIT PINS
Large Tin, 1/3
Small, 9d.
NUTS AND BOLTS
Fine Threads
Good Value, 2/3



MIRRORS

Our Popular Line 4/6
 This has rectangular convex glass (as shown above), 5 1/4" x 2 3/4", is nicely chromed and substantially made.

Convex glass reduces the reflection, enabling a wider field of vision.

ROUND. We also have the same mirror, but with 4 1/2" round convex glass, as illustrated above, 4/6.

Rectangular, cheap line, 5" x 2 1/2", much lighter, not recommended, 2/3.

Round, 3 1/2", Flat Glass, cheap line 1/9

SEDAN type, universal joint. Well made 2/6

TRUCK Mirror, 4 1/2" convex, 15" arm. Same heavy quality as our favorite . . 4/6

REFLECTORS

N.S.W. Regulation Type, as shown 1/6



BULB HORN, as shown.
 Full motorcycle size.
 strong penetrating note.
 Black 4/6

SPARE RUBBER BULB 2/3
 MECHANICAL HORN, small motorcycle size, clamps on handlebar 3/6

Elec. Horns (Lf.E6) 12/6, 13/6.



REGISTRATION HOLDERS

Circular, for Vic. and S.A., as shown 1/3

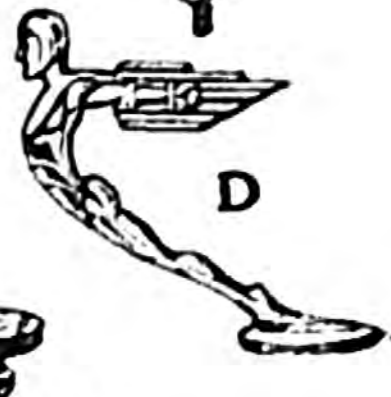
Better quality, nickel, heavier 1/9 to 2/3

Also stocked with holed-lug, for fork fitting.

N.S.W. type. Light pressed metal 1/3

Better quality. Heavy aluminium 2/-

Heavy steel, nickel frame 3/-



MASCOTS.

Exactly to designs shown above (about 4" high) in polished aluminium ea. 5/-

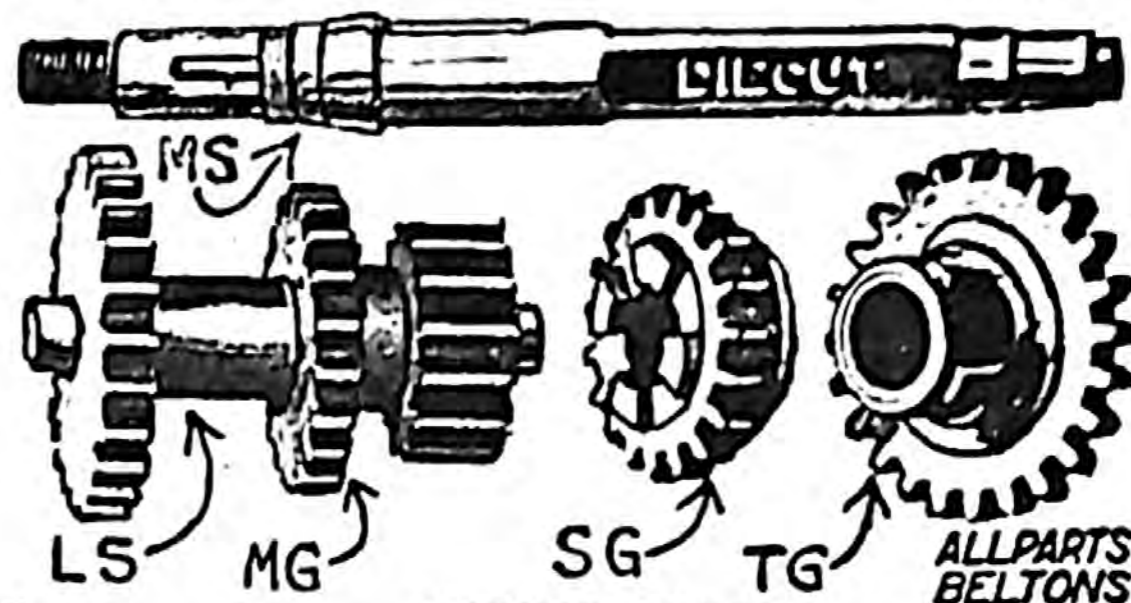
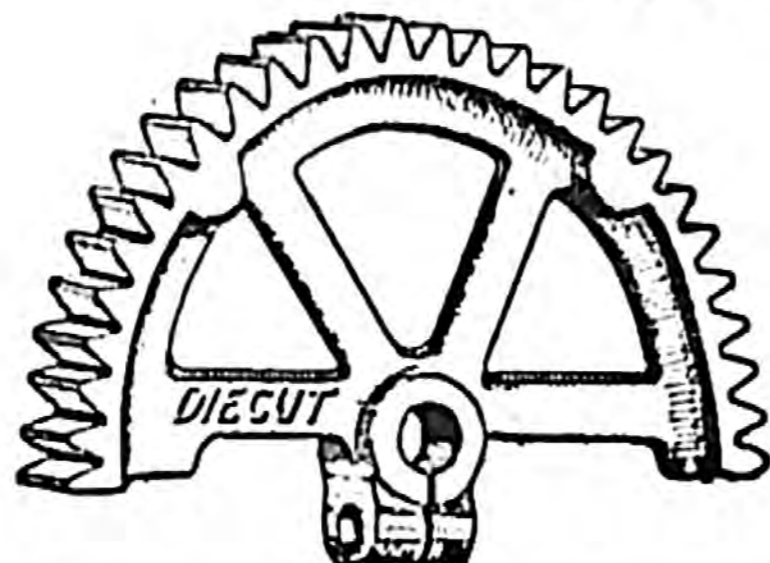
Exactly to designs shown above (about 4" high), but in brass, nickel-plated ea. 8/6

Many other designs, in aluminium, about 2 1/4" high—Eagle, Diving Girl, Skull and Crossbones, etc., 2/6 to 4/6.

Brass-plated 4/- to 6/-

Cheap line, very thin and light, in bright metal which will not tarnish, 10 designs 1/3

Mascots may be "on approval" to country riders—refund or exchange if not satisfied.



Kickstart Quadrants, 3 models, 15/-,	17/6
Kickstart Spindle (fits into quadrant), 4/-, 5/-	5/-
GEARS—Sliding ("SG"), 2 $\frac{3}{4}$, 22/-; 3 $\frac{1}{2}$,	24/-
Top Gear ("TG"), 2 $\frac{3}{4}$ h.p. to '27 (2 ratios)	25/-
Top Gear, all 3 $\frac{1}{2}$ h.p., and 2 $\frac{3}{4}$ '28 on	33/9
Layshaft Spindle ("LS"), without gears	12/6
Middle Gear ("MG"). Mates with slider (state h.p. and no. of teeth) all	11/6
Gearbox Mainshafts ("MS"), 2 $\frac{3}{4}$ or 3 $\frac{1}{2}$, all square types as shown above	25/-
Gearbox Mainshafts, splined types, 2 $\frac{3}{4}$ and 3 $\frac{1}{2}$ (sample please)	30/-, 35/-
Selector Arch (Gear Striker), single fork	6/6
Selector Arch, double fork (1928 on)	13/6
Bush for Top Gear (bronze), 2 $\frac{3}{4}$ or 3 $\frac{1}{2}$	1/6
Nut holding sprocket on top gear	1/6
Bush for Gear Striker (renew if least worn)	1/-
Clutch Thrust Washer with Balls (2 kinds)	2/9
Clutch Thrust Race (screws on mainshaft)	1/9
WHEEL CUP—2 $\frac{3}{4}$, fixed, 4/6; adjustable,	4/6
Wheel Cup—3 $\frac{1}{2}$ fixed, 6/6; adjustable	6/6
Hollow Axle (integral cones), 2 $\frac{3}{4}$, 7/6; 3 $\frac{1}{2}$,	8/6
Hollow Axle, later type, for tapered rollers	12/6

STURMEY Gears were fitted '30 to '34

ENGINE PARTS.

Tappet (to '27)—Inlet, 4/6; Exhaust	8/6
Tappet Guide, Steel, 6/6; Bronze ('28 on)	5/6
Rocker Adjuster, 1/6; Tappet Top	1/-
Pushrod End (adaptable to make up push- rods for other machines)	1/3
Half-time Pinion, 8/6; '29 on (flanged)	10/6
Bronze Bush for Engine Shaft (either side)	7/6
CRANKPIN, to '27 (2 $\frac{3}{4}$), 8/-; SLEEVE ..	5/6
CRANKPIN, '28 12/6; SLEEVE	5/6
CRANKPIN, '29 15/-; SLEEVE	6/6
CRANKPIN, '30-'35, 15/-; SLEEVE	7/6
CRANKPIN, '35 on, Singles and Twins (also fit Matchless '35 on), 18/6, 20/-, 24/6	18/6, 20/-, 24/6
SLEEVES, '35 on, for above	8/6, 10/6
ROLLERS for Big-ends, see Leaflet B4.	
VALVES, Leaflet V1; GUIDES, Leaflet V2.	
GASKETS, Leaflet G5; SPROCKETS, S1, etc.	
AXLE BOLT (fits through hollow axle) 2 $\frac{3}{4}$ h.p., 3/9; 3 $\frac{1}{2}$ h.p.	4/3
SHORT AXLE (or Dummy). Screws through brake on to axle bolt, 2 $\frac{3}{4}$, 3/9; 3 $\frac{1}{2}$	4/3
BAR (square) to carry footrest hangers	1/6

(Leaflet S3); BURMAN from '33 on (Leaflet B1)

REMEMBER OUR HUGE STOCK OF USED A.J.S. SPARES.

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
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S.

PARTS FOR BURMAN GEARBOXES

Leaflet .

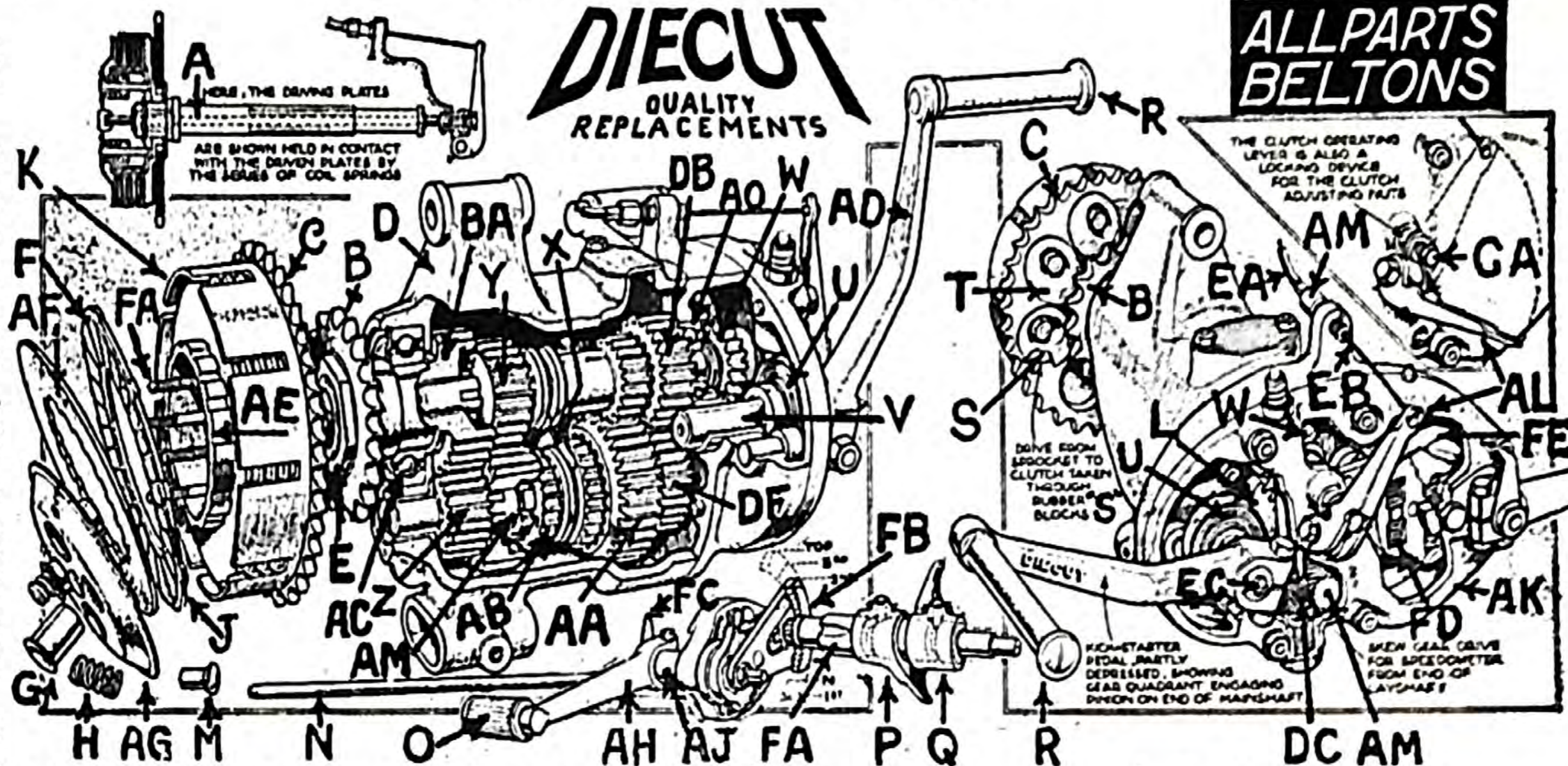
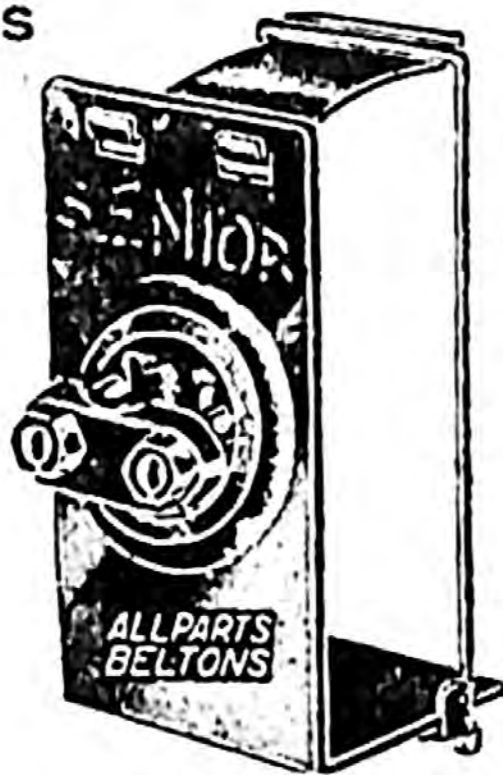


Illustration is of 4-speed B.A. model. There are about 40 models, so only the "common" parts can be priced here. Write or ask for quotes for any others. We carry the most complete Burman range in Australia. Our workshops specialise in Burman overhauls and repairs.

B Sprocket	6/- to 10/6	L Quadrant, Splined, 3 sp.	12/6	U K.S. Spring, hooked ..	1/9
C Sprocket	16/- to 27/6	L Quadrant, Screw-on ..	15/-	U K.S. Spring, 2 eyes ..	2/-
E Locknut	1/6	L Quadrant, Splined, 4 sp.	12/6	V K.S. Spindle, 3 models ..	12/6
F Recork Clutch Plate ..	3/6	M Nut	9d.	W Ratchets, mostly (hair)	10/6
FA Clutch Stud	6d.	N Pushrod	2/-	Rubber to go over "R" ..	1/3
G Spring Cup	9d.	O Rubber	1/3	Bearing Sleeves for Clutch	
GA Adjuster, with nut ..	3/6	R Pedal, Chrome 4/6, Nick.,	3/6	Centre, "AE" standard	
H Spring 6d., or 5 for ..	2/-	S Rubber Buffer	6d.	and oversize	4/6
J Plate, with corks	9/6	T Plate covering Buffer ..	9d.	Gear Prices on Leaflet G.3.	

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 BELTONS, 337 ELIZABETH ST., MELBOURNE. C1.

S



CARRIER
 Universal
 Swivelling-Clip
 4/6

LONDON BATTERIES

are solely distributed by us, and
 carry a 100% guarantee of
 6 months, plus a further 6
 months' "service" guarantee.

7-PLATE

15 AMPS.

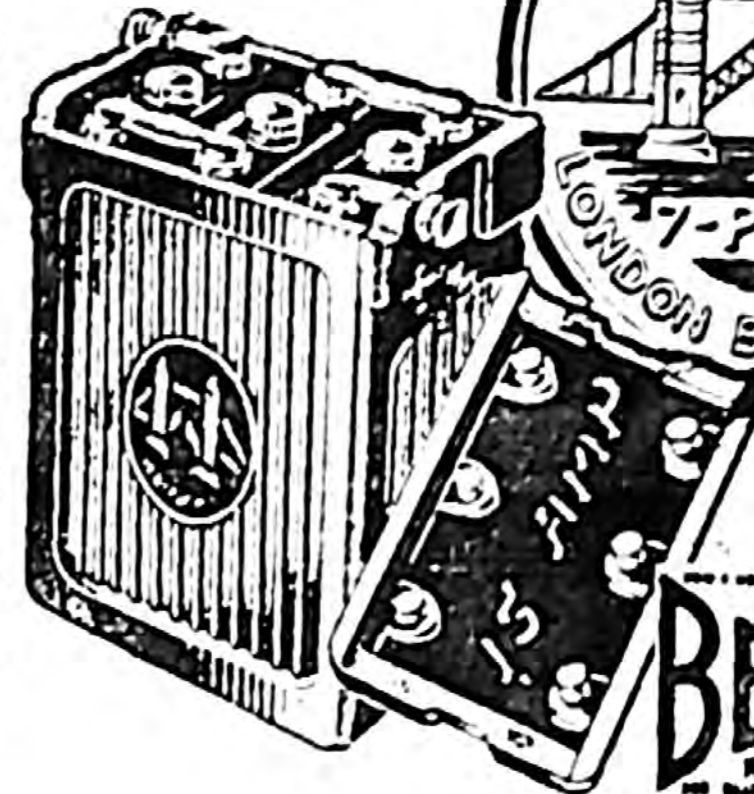
PRICE—21/-.

Packing for rail, 1/- extra.

The best battery you can buy.

Worth three times as much as
 shoddy 5-plate nondescripts,
 which are usually made in back-
 yards.

ALLPARTS
 MOTORCYCLE PARTS &
 ACCESSORIES



FROM THE
BELTON
 MOTORCYCLE PARTS
 CO. LTD. 116 GOULBOURN ST. SYDNEY N.S.W.

A GOOD TIP

"THESE ROADS PLAY
 THE DICKENS WITH
 BATTERIES. THIS ONE'S
 RUINED ALREADY"



"THIS LONDON
 STANDS IT
 WELL. SEE
 HOW CLEAN
 IT IS TOO.
 DOESN'T SPILL
 ACID. I'D
 TRY ONE
 NEXT TIME"



"YES, WE FIT
 DOZENS OF LONDONS
 -THEY USUALLY
 GIVE TWO YEARS
 OF LIFE."



"HOW'S THAT FOR A LIGHT?
 IT'S THE 'LONDON'"

"SO YOU TOOK
 MY TIP?"

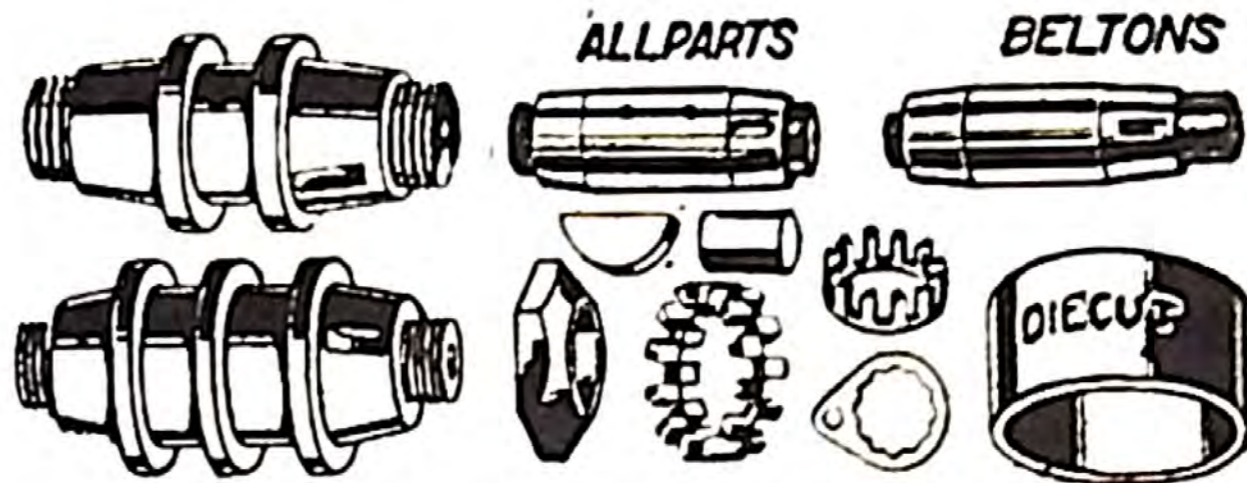
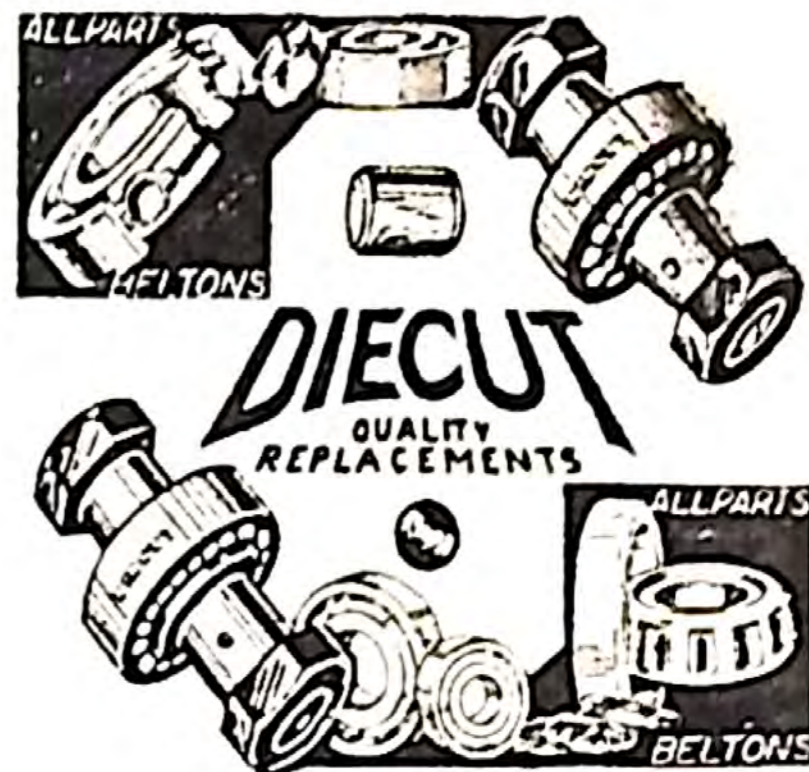
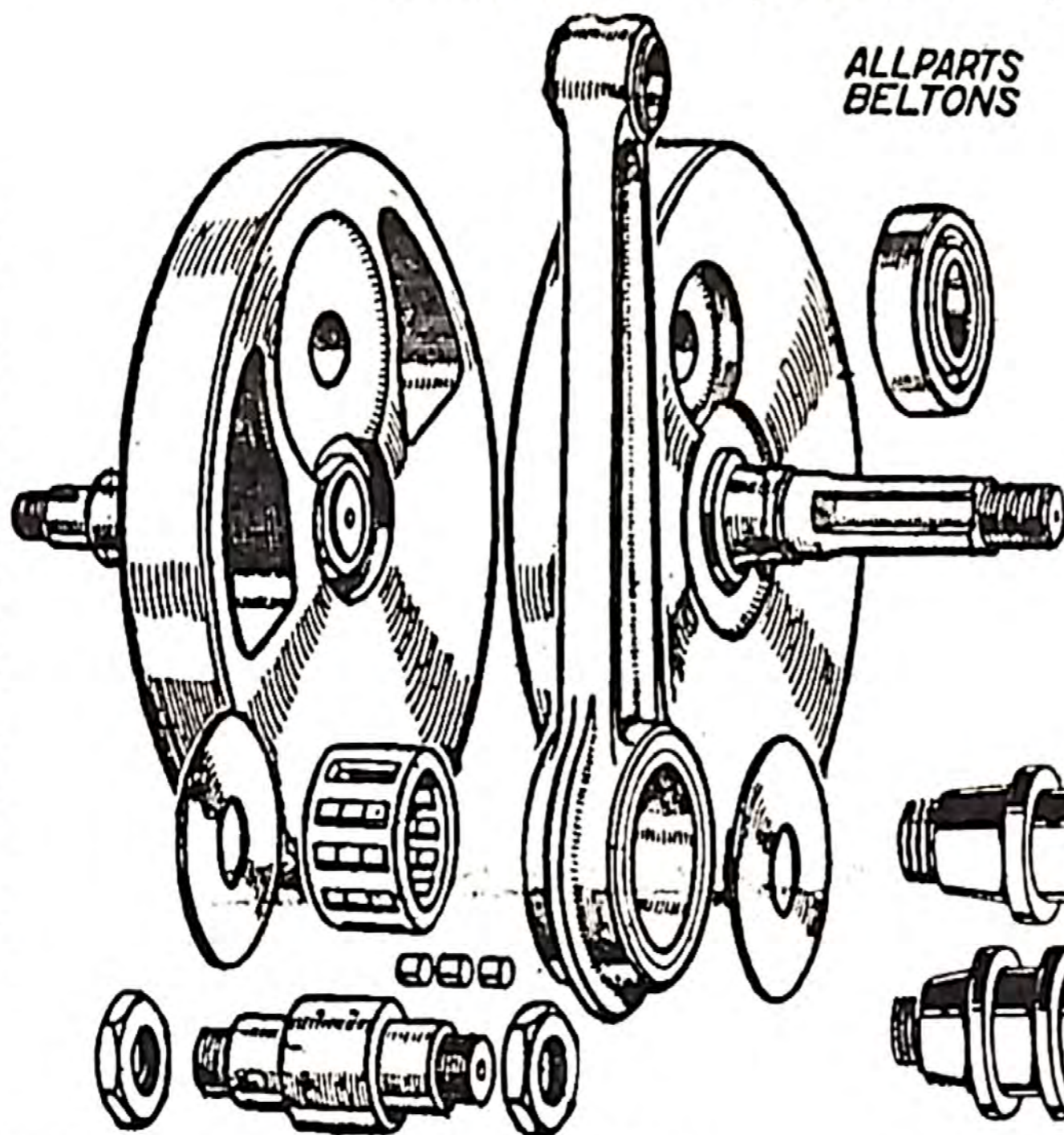


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 (The Belton Motorcycle Parts Co.)

S

BIG-END RENEWALS.
 See Leaflet B4 for prices of Crankpins, Sleeves, and Rollers.

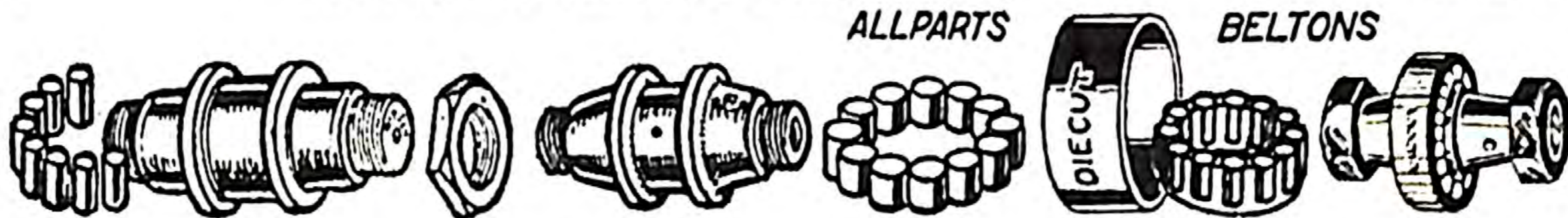
Leaflet B3



BIG-END WORK IS OUR SPECIALITY.

OVERSIZE ROLLERS, many of which are unobtainable elsewhere, and can therefore usually give 24-hours service.

OUR WORKSHOPS are completely equipped for Sleeve-lapping and Flywheel-aligning. **NEW SLEEVES MUST USUALLY BE LAPPED** after pressing into Conrods, owing to contraction, which varies with each rod. **OLD SLEEVES**, if only worn slightly, can be lapped to take oversize Rollers. Special tools, similar to expanding reamers, using emery, are used for lapping.



CRANKPINS (less Nuts) for:

A.J.S., '35 on (fits Matchless)	18/6; Sleeve	8/6
A.J.S., for earlier models see Leaflet A8.		
Ariel, '28-'32	13/6; Sleeve	6/6
Ariel, '33-'34	13/6; Sleeve	7/6
Ariel, '35 on	18/6; Sleeve	8/6
B.S.A., 2½ h.p.	13/6; Sleeve	7/6
B.S.A., Sloper	12/-; Sleeve	7/6
Harley Twin	9/6; Sleeve Set	12/6
Indian Chief	10/-; Sleeve Set	12/6
Indian Scout	8/9; Sleeve Set	12/6
J.A.P., 250 and 350	10/6; Sleeve	7/6
Matchless, 2½	12/-; Sleeve	8/6
Norton. All.	17/6; Sleeve	7/6
Panther, 3½	18/-; Sleeve	8/-
Raleigh, 2½	16/6; Sleeve	6/6
Royal Enfield, 570 S.V.	19/6; Sleeve	7/6
Royal Enfield, 3½	12/6; Sleeve	7/6
Velo. Twostroke	8/6; Sleeve	4/9
Velo. Camshaft	15/6; Sleeve	7/6

ROLLERS—Hoffmann or R. & M.

¼" x ¼" (Nort., etc.), doz.	2/6
¼" x .308 (Ind.), doz.	2/6
¼" x 5-16" (Many), doz.	3/-
¼" x ½" (Villiers) doz.	4/-
¼" x 23-32" (T. Har.), doz.	4/6
¼" x 23-64" (T. Har.), doz.	3/6
5-16" x 5-16" (Many), doz.	3/-
5-16" x 7-16" (A.J.S.), doz.	4/-
OVERSIZES—1/- per doz. extra	

ROLLER CAGES:

B.S.A., 3½ (Double) ..	9/-
Harley Twin (Set of 4) ..	13/6
Indian Scout (Set of 4) ..	12/-
Indian Chief (Set of 4) ..	14/-
J.A.P.	3/9
Triumph (Double) ..	7/6

Our range is so extensive that we can only give a general idea of prices from these few examples.

All the latest models of Big-Ends in stock.

OVERSIZE ROLLERS—We carry many sizes which are unobtainable elsewhere.

FLYWHEEL ALIGNING (See Leaflet B3), 5/-. Extra if shafts damaged or bent.

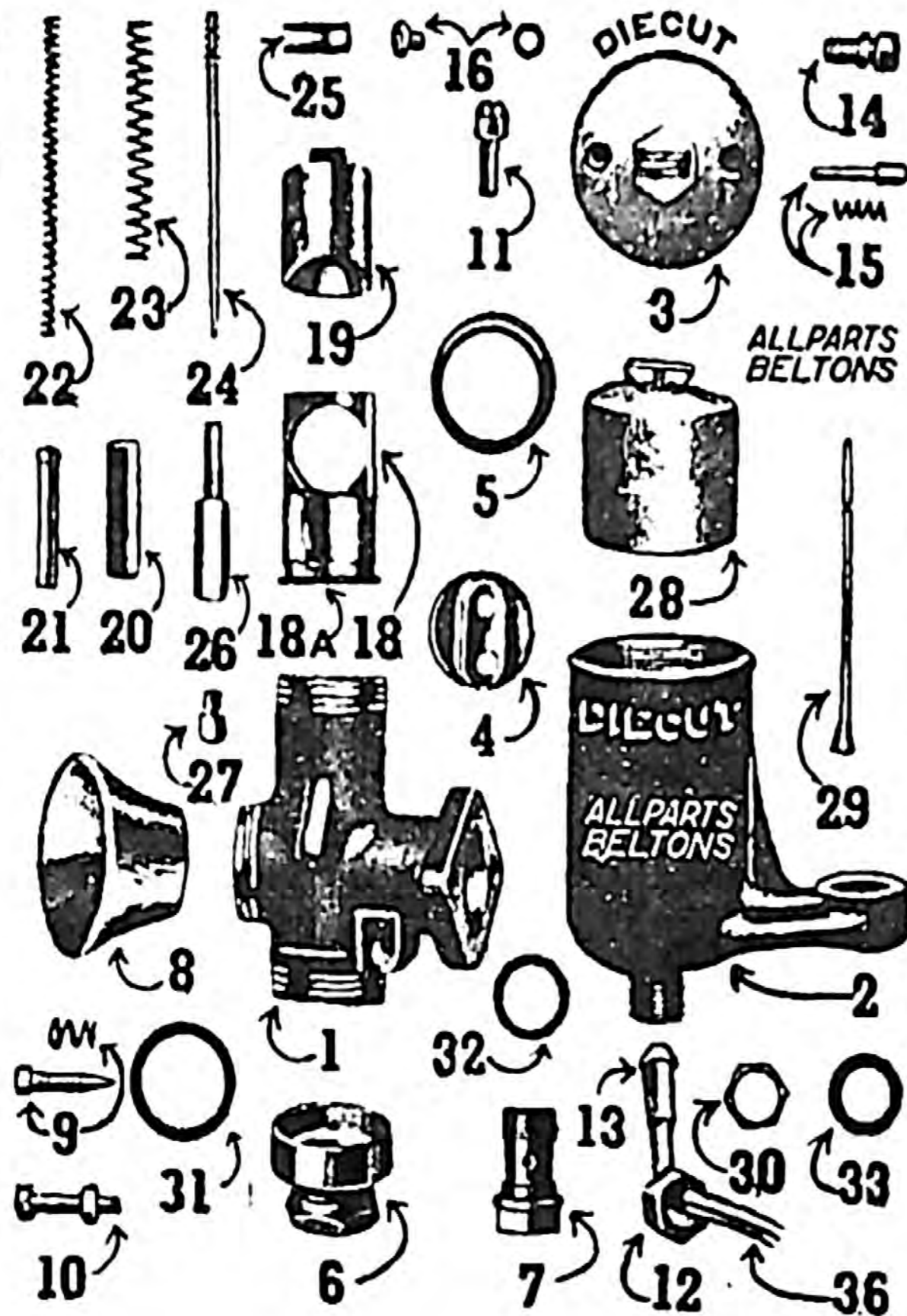
SLEEVE LAPPING (See Leaflet B3). Usually 5/- per Big End (some Singles, 4/6, some Twins, 5/6)

Each DIECUT Sleeve and Pin is stamped—choose a brand the maker wants you to remember

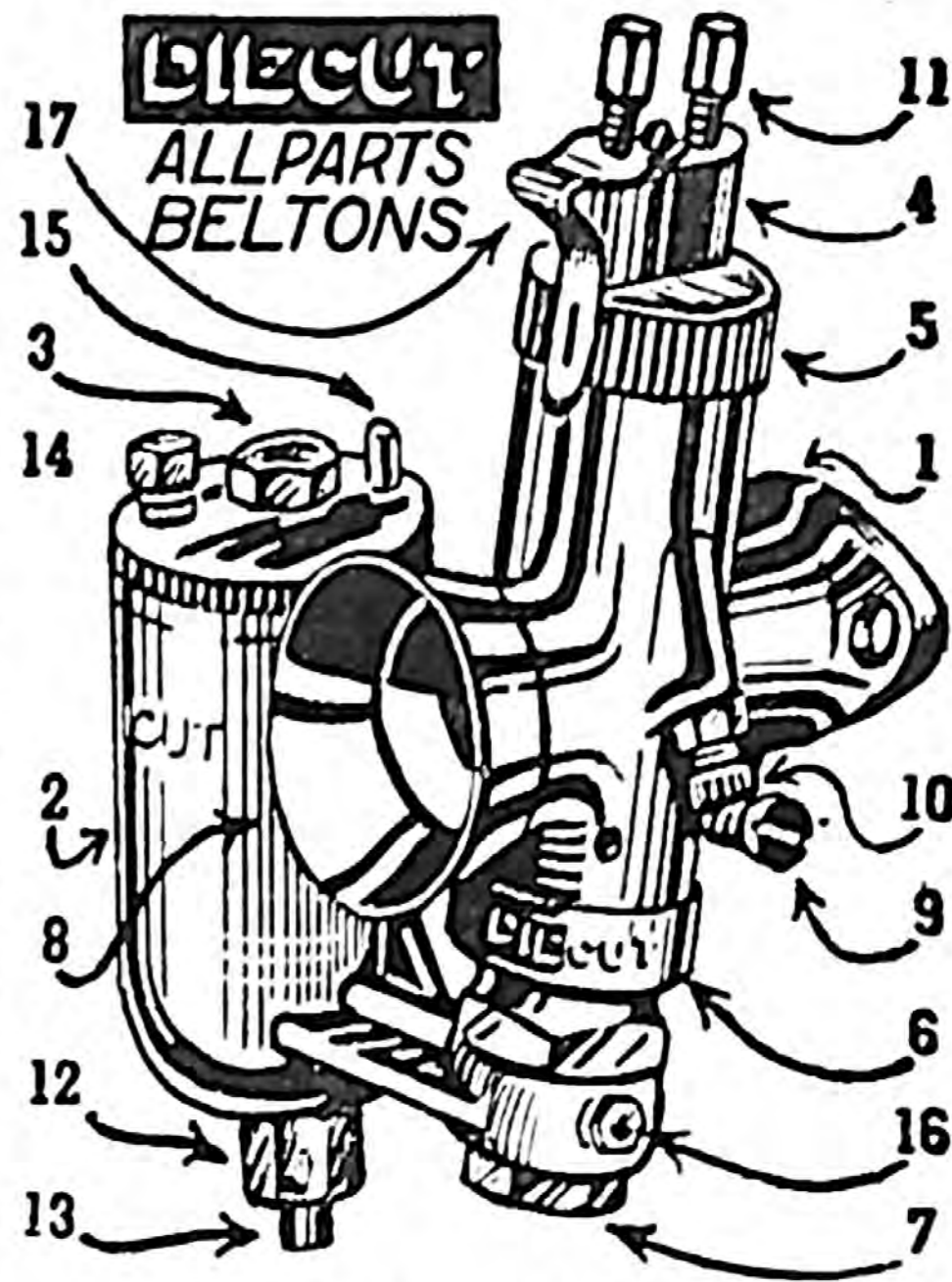
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5

PARTS FOR DIECUT & AMAL CARBURETTORS. Leaflet C.1., See Leaflet C.2. for Prices



DIECUT CARBURETTORS ARE ALL-BRONZE
 Fragile Zinc-Alloy Condensed
 EVERY PART INTERCHANGES WITH AMAL
 Minimum clearances ensure long wear.



Venturi (18)

Oversize
 Slide (19)

for
 Rebores



S

DIECUT ALL-BRONZE CARBURETTORS AND PARTS

Leaflet C.2.

PARTS—Prices shown are, from left to right, for 1 in. Carburettor Parts, then 1.3-16", last 1.5-16". (Slide Diam.)

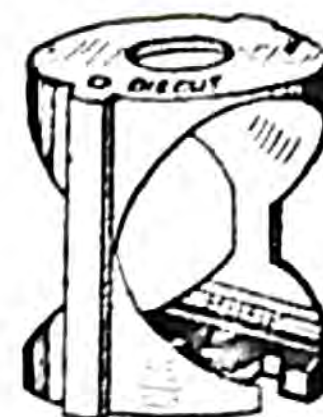
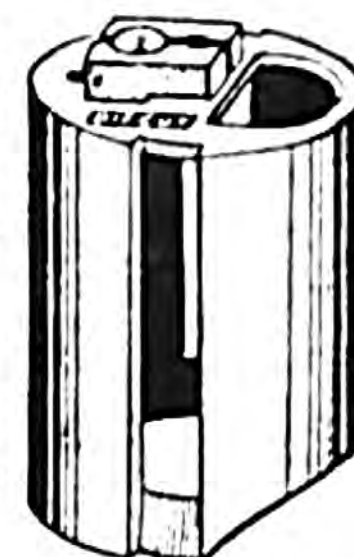
Complete Carburettors are finished in natural bronze colour with nickel fittings.

See Leaflet C.1. for illustrations.

COMPLETE BRONZE CARBURETTORS

1 Inch	45/-	Less allowance
1.3-16 Inch	52/6	for your
1.5-16 Inch	60/-	old carburettor
Controls and Wires extra—See leaflets C.5., C.6.		

1. Body	16/-	17/6	20/-	16 Bowl Plug and Washer	5d.
2. Bowl	13/6	17/6	17/6	17 Spring (Spcl.) & Screw	2/-
2. Twisted	14/6	18/6	18/6	18 18A. Venturi	8/6 9/6 10/6
2. Horizontal	16/-	17/6	17/6	19 Throt. Slide	5/6 6/- 6/6
3. Cap				20 Air Slide	2/6 3/- 3/6
(C'plete)	4/3	4/6	4/6	21 Air Slide Guide	1/-
3. Top-feed	4/6	5/-	5/-	22 Air Slide Spring	6d.
4. Body Top	2/6	2/6	3/-	23 Throttle Slide Spring	6d.
5. Ferrule	2/6	2/6	3/-	24 Needle for Jet	1/6
6. Union Nut	2/6	2/6	3/6	25 Jet Needle Clip	9d.
7. Union Bolt	2/6	2/6	3/-	26 Jet Holder	2/6, 2/6, 3/-
8. Bellmouth	3/6	3/6	4/6	27 Jet (Sizes from 40 to 220)	9d.
9 Idler Screw and Spring			1/-	28 Float and Clip, 4/6, 5/-	5/-
10 Throttle Stop and Nut			1/3	29 Float Needle	1/6
11 Cable Adjuster			6d.	30 Locknut for Needle Seat	6d.
12 Pipe Nut			6d.	31 Washer for Union Nut	4d.
13 Nipple (1/4" or 5-16")			3d.	32, 33, Fibre Washer, each	2d.
14 Lockscrew for Top			4d.		
15 Tickler, Spring, Cotter			1/2		



34 Induction Clip. (State Stub Diam.)	2/6 to 3/-
35 Induction Screw	9d.
36 Soft Copr., tubg., per foot	9d.

Every part interchangeable with AMAL. Bronze is unbreakable. Fragile Zinc-Alloy condemned. THREE SIZES of Carburettors are mainly used, the most popular of which is the 1.3-16 in. The size is ascertained by measuring the diameter of the throttle slide. 1 Inch is the junior size, and 1.5-16 the largest.

As there are many variations of bodies (1) and bowls (2), a sample is necessary.

CARBURETTOR REBORING

Illustrations show semi-finished, or oversize slide, also venturi. These, and the chamber bore, wear in zinc-alloy carburettors. For 12/6 we rebores the barrel, fit oversize slide and re-assemble.

This restores your tick-over and easy starting, and eliminates slide rattle.

We originated carburettor reboring.

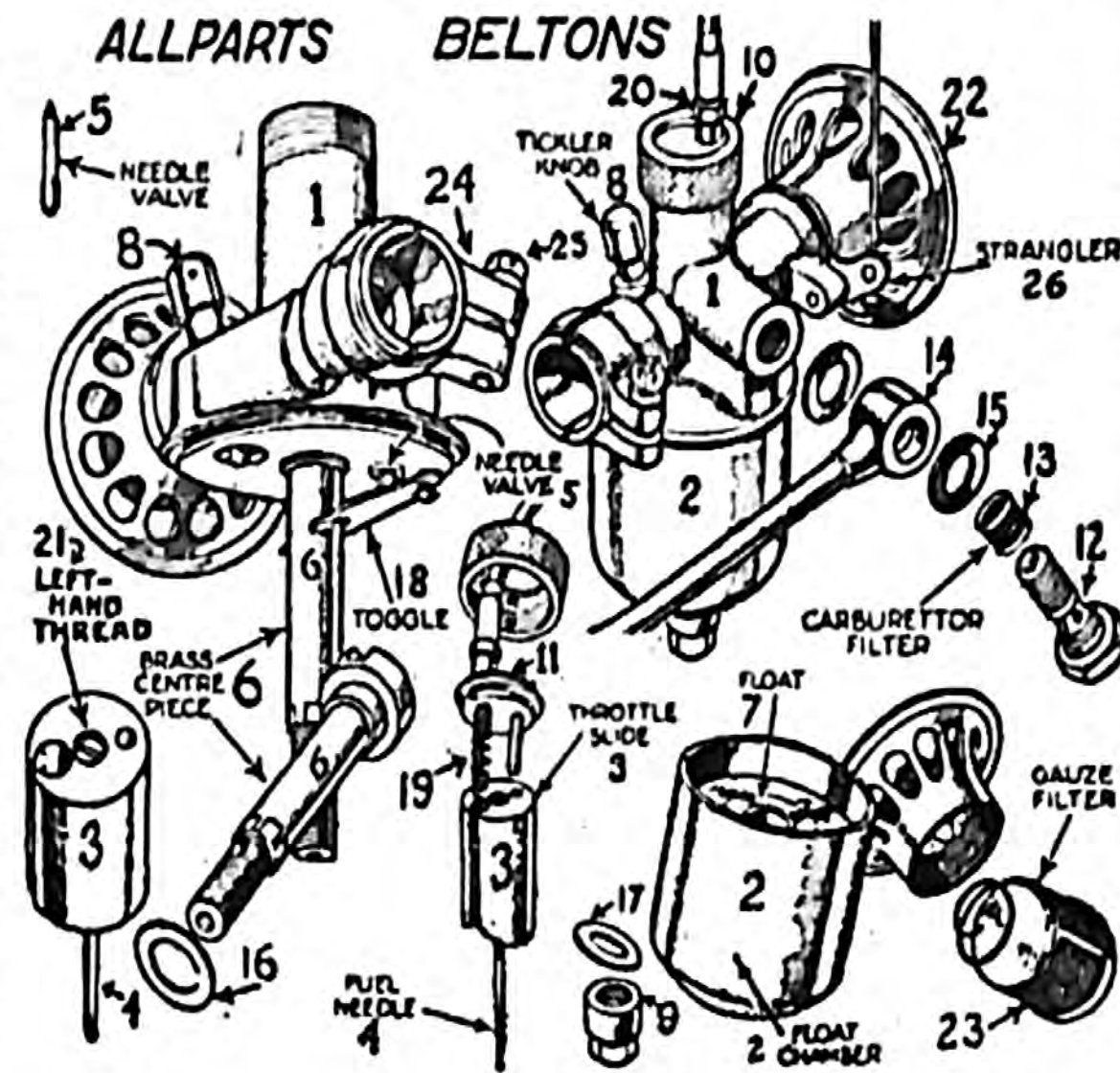
VILLIERS, BINKS, B & B, AMAC, SCHEBLER PARTS—See Leaflet C.4.

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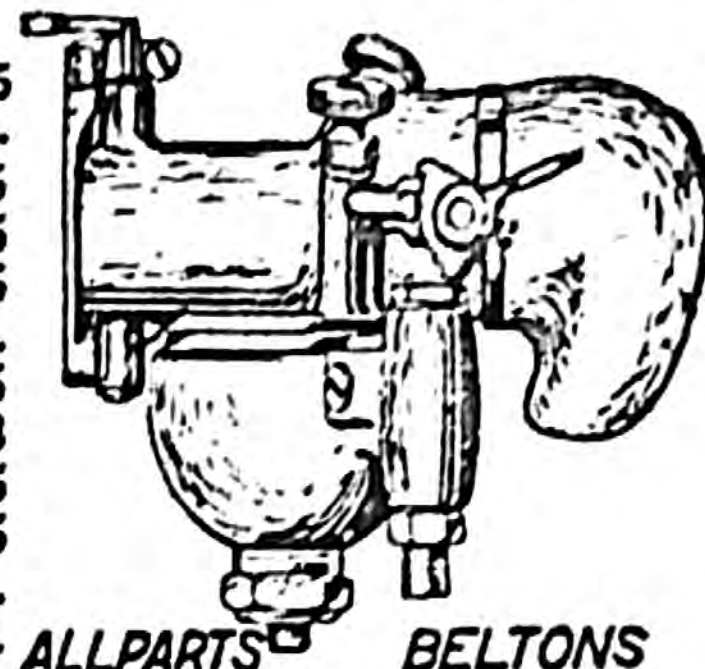
SCHEBLER, VILLIERS, BINKS, AMAC & B & B SPARES.

Leaflet C4



3 Throttle Slide (3 types)	4/6
4 Fuel Needle	1/6
5 Needle Valve	1/3
6 Centre Piece	6/6
7 Float (3 sizes)	5/-
9 Bottom Nut	1/-
10 Ferrule	2/6
19 Throttle Spring	6d.
24 Manifold Clip	2/6
25 Screw for Clip	9d.
Fibre Washers. All	ea. 2d.
Mixture Control for older models (split quick-thread)	3/6
Later model illustrated (no mixture control)	

For SCHEBLER	
Float (4 types) ..	4/6
Float Needle	2/-
Jet Needle	1/6
Leather Air Valve ..	2/6
Spindle for Valve ..	2/6
Butterfly	9d.
Butterfly Spindle ..	2/6
Float Needle Cap ..	1/3
Air-horn & Choke ..	12/6
Air Shield (2 types) ..	4/6
Air Valve Spring ..	6d.
Cam Track	9d.
Rebore Complete ..	30/-



For AMAC	
Throttle Slide—	
(3 sizes)	6/6
Air Slide (3 sizes) ..	3/6
Float Chamber Top ..	4/6
Float Chamber Top (Smaller) ..	4/-
Jet	1/-

Float Needle	1/6
Clip for Needle ..	6d.
Tickler complete ..	1/6
Jet Holder—	
(6 types)	3/6
Jet Holder Nut ..	6d.

For B. & B.	
Throttle Slide—	
(Large)	6/6
Throttle Slide—	
(Small)	6/6
Air Slide (2 sizes) ..	2/6
Float Chamber Top ..	4/6
Jet Needle	1/6
Jet	1/-
Pilot Screw	1/3
Jet Needle Holder ..	9d.
Float Needle	1/6

For BINKS	
Throttle Slide—	
1/2 Round	4/9
"C" Shape, 4/9 & ..	6/6
Air Slide (3 sizes) ..	2/6
Float Needle	1/6
Float Chamber Top ..	4/6
Pilot Jet	1/-
Main Jet	1/3
Jet Key	1/9

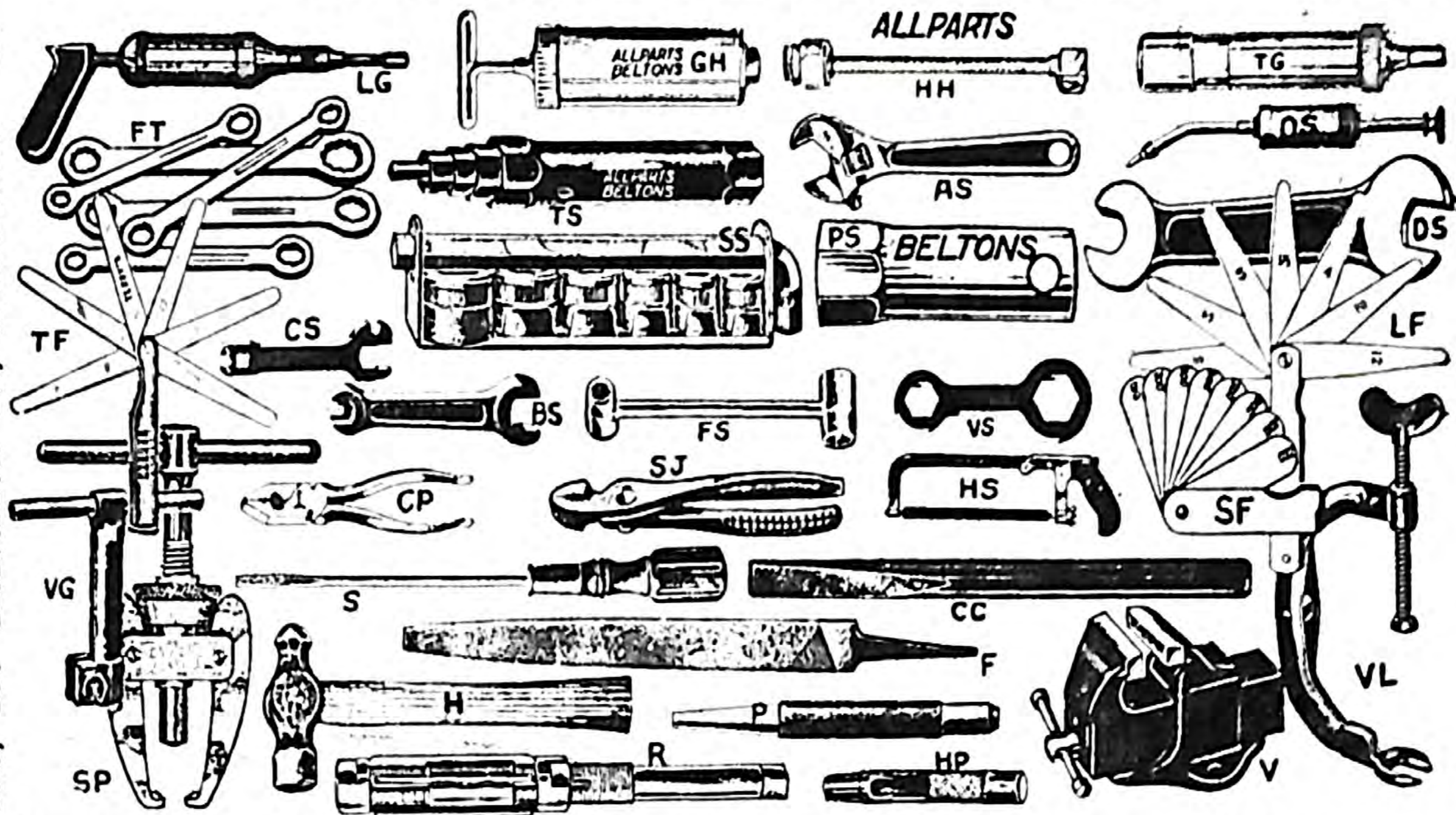
OVERSIZE SLIDES for all Carburettors. Rebores a speciality.

ALLPARTS PTY. LTD., 116 GOULBURN ST., SYDNEY
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S

TOOLS AND GREASE GUNS (See Leaflet T6 for Tool Prices).

Leaflet T5



- LG Large Gun, Zerc type, fits motorcycle or car nipples, 15" long. For garage use (or to carry in sidecar). Much more convenient to use than "TG", 2 qualities, 11/6 and 15/-
- GH Gun for Harley and Indian type nipples. With hose 12/6
- HH Hose only for above (limited stocks during war) 7/6
- TG TECALEMITE GUN (Genuine) for all English Motorcycles, 6" long 5/6
- OS Oil Squirt—Handy for washing small parts with petrol 1/9
- GREASE NIPPLES for Harleys and Indians, 9d. for English machines, 6d.
- Car type nipples— full range in stock.

S

TOOLS (see Leaflet

S.A.E. Spanners fit American motorcycles.
Whitworth fit English. Important!

DOUBLE-ENDED SPANNERS.

Set of 6, Whitworth. "Nubo."	Recommended	8/-
Set of 6, S.A.E. Well finished		8/-
Set of 5, S.A.E., in clip. "Hypower."	Value	6/6
Separate Spanners, 1/3 to 3/6. Mostly		1/6

CHROME SPANNERS—Guaranteed unbreakable. The strength of this metal enables much thinner and more pointed jaws to be used in spanners. Pointed jaws are a boon—less fouling in cramped places.

Set of 6, S.A.E. or Whitworth	15/-
Separate Spanners, 2/- to 4/-. Mostly	3/-

FT Flat Twelve-point. Set of 5. English "Nubo". Whit. only 3/6

Similar, but cranked at each end. Recommended. S.A.E. or Whit. 8/6

Similar, but 6-point, open-ended, flat. Whitworth. "Nubo" 3/6

TUBE SPANNERS, sets of 3 (cycle size) 1/6

Longer and heavier, motorcycle (Whit.) 2/6

Largest (S.A.E. or Whit.) 4/6

SPARK-PLUG SPANNERS, with bar, 1/3 and 1/9

SOCKET SETS

Small 6-piece. Whit. Good value	3/-
As illustrated. S.A.E. or Whit.	5/-
As illustrated, but without case	4/6
Similar, but 8-piece	7/6
8-piece Ratchet Set	12/6
Block Spanner ("BS") (push-cycle type)	
Cheap line, 6d. Better	1/6

WAR INCREASE about 25% to these prices.



ADJUSTABLE SPANNERS

High-grade "Elora" as illustrated above. Hardened and well-finished. Not to be confused with cheap cast spanners.

We recommend these as the best type for motorcycle use—particularly the 10", which, if the handle is shortened to allow it to go into the toolbox, makes a life-long investment.

4" (opens 1/2"), 2/3 6" (opens 1/2"), 2/6
 8" (opens 1"), 2/9 10" (opens 1 3-16"), 3/6
 12" (open 1 3/8"), 4/6.

FOUR-WAY SPANNERS ("FS")—

Remarkably useful, very strong. Properly tempered. Real value, Whitworth 1/6

VALVE-CAP SPANNERS ("VS")—Save

their cost over and over. Will withstand hammering. State make of machine, or give size 2/6

SCREWDRIVERS, good quality, exactly as

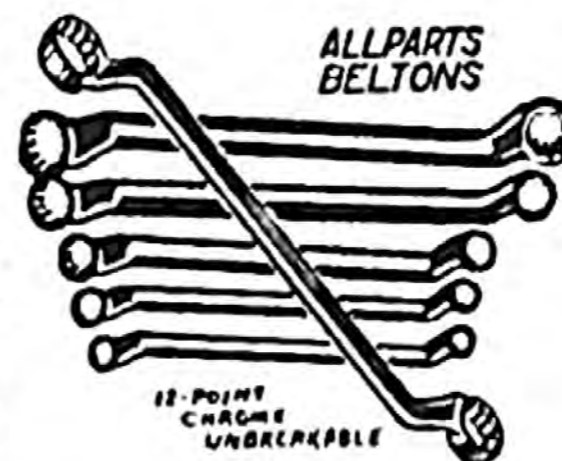
shown. Our workshops use this make—they are correctly tempered. From 4" (6d.) to 16", 1/9. The popular 10" size 9d.

FILES—We only stock best quality

Sheffield. State section required, also whether fine or medium tooth, 4", 8d.; 6", 1/3; 8", 1/6; 10", 1/9; 12" 2/-

Magneto Point Files 9d.

Terry's ("TF"), small and neat	2/3
Short parallel blade type ("SF")	2/9
Long blade ("LF"). Recommended.	
Tapered. 7-blade, 3/3; 9-blade	4/3
PLIERS, cutting ("CP"), 5", 10d.; 6"	1/3
PLIERS, slip-joint ("SJ"), 6", 9d.; 8"	1/6
PLIERS, SPRING OPENING. Water-pump	
(thin) type. Chrome. Lim. stocks (war)	8/6
PLIERS, as above, but not self-opening	6/6
PLIERS, long-thin, 1/2-round, for corners	2/6
HACKSAWS, "HS", good qual., pistol-grip,	
1/9, 2/3, 3/-. Order few extra blades, ea.	3d.
COLD CHISELS—Necessary for obstinate	
nuts in awkward places	9d. to 2/6
VALVE-GRINDING TOOLS ("VG")	1/9
DITTO. Suction Type. See Leaflet A4	9d.
SPROCKET PULLERS ("SP") make remov-	
ing tapered-centre sprockets easy.	
2-leg, 12/6; 3-leg	18/6 and 25/-
HAMMERS. Just as shown. Right size	1/9
HOLLOW PUNCHES ("HP") for making	
stud-holes in gaskets, 5-16" or 3/8"	1/9
PUNCHES ("P")—Various sizes at end	6d.
VICES—The first bench tool a motorcyclist	
should buy. We offer only good quality. Semi-	
steel "Dawn", 2 1/2", 12/6; 3", 15/-; 3 1/2", £1;	
4", 22/6. All plus about 20% (war).	
REAMERS ("R") for fitting gudgeon pins to	
pistons and conrods—1/2" and 9-16", £1;	
3/8" and 11-16", 22/6; 3/4" and 13-16", 25/-;	
7/8" and 1", 30/-, all plus war increase.	
VALVE SPRING COMPRESSORS. Terry	15/-
See Leaflet T8 for THE SUPER VALVE-SPRING	
COMPRESSOR. Recommended	15/- and 18/6



TWELVE-POINT CHROME SPANNERS.

Have to be used to be appreciated to the full. If you want to give a motorcyclist a present which he will really value all his life, you need look no further. If he wants to give himself (and his machine) a "birthday", here is the way.

For American machines, set of 6, as illustrated above	25/-
For English machine, set of 4. Superbly finished	25/-
Separate Spanners available — S.A.E., average 5/-; Whit.	7/6
INDIAN Cylinder Base-nut Spanner is one of above	5/-
Set of 3 Chrome, 12-point, S.A.E. only. Short handle	8/6
12-Point means that instead of having only 6 "corners" as the nuts, there is another position half-way between—where a 6-point spanner would foul obstacles, a 12-point clears. Because of the strength of chrome-steel, the metal around the nut is reduced greatly, hence access to "tight corners" is easy. PLUS about 25% to above spanner prices (war).	

THE COMPRESSOR WHICH ELIMINATES THE WEAKNESSES OF ALL OTHERS.

Three Big Advantages—

1. **WILL NOT TWIST.** Users of other compressors know the dangerous habit these have of twisting and slipping off the valve as soon as one hand is needed to manipulate the valve-collets. Diecut's heavy backbone eliminates twist, while the cupped working-surface of the "Cage" prevents any tendency to slip.
2. **ACCESSIBILITY OF VALVE-COLLETS.** The Cage allows ample space for the fingers to manipulate the valve-collets. The Cage may be turned to any direction before or after compressing the valve-spring.
3. **SUITS POCKETED VALVES.** Late model O.H.V. machines, with all-enclosed rockers and valves, make the usual type of compressor useless. The Diecut cage follows valve-springs down into recesses or pockets. The standard cage is $1\frac{3}{4}$ " diameter and $2\frac{1}{2}$ " long, with a slot $\frac{3}{4}$ " wide.

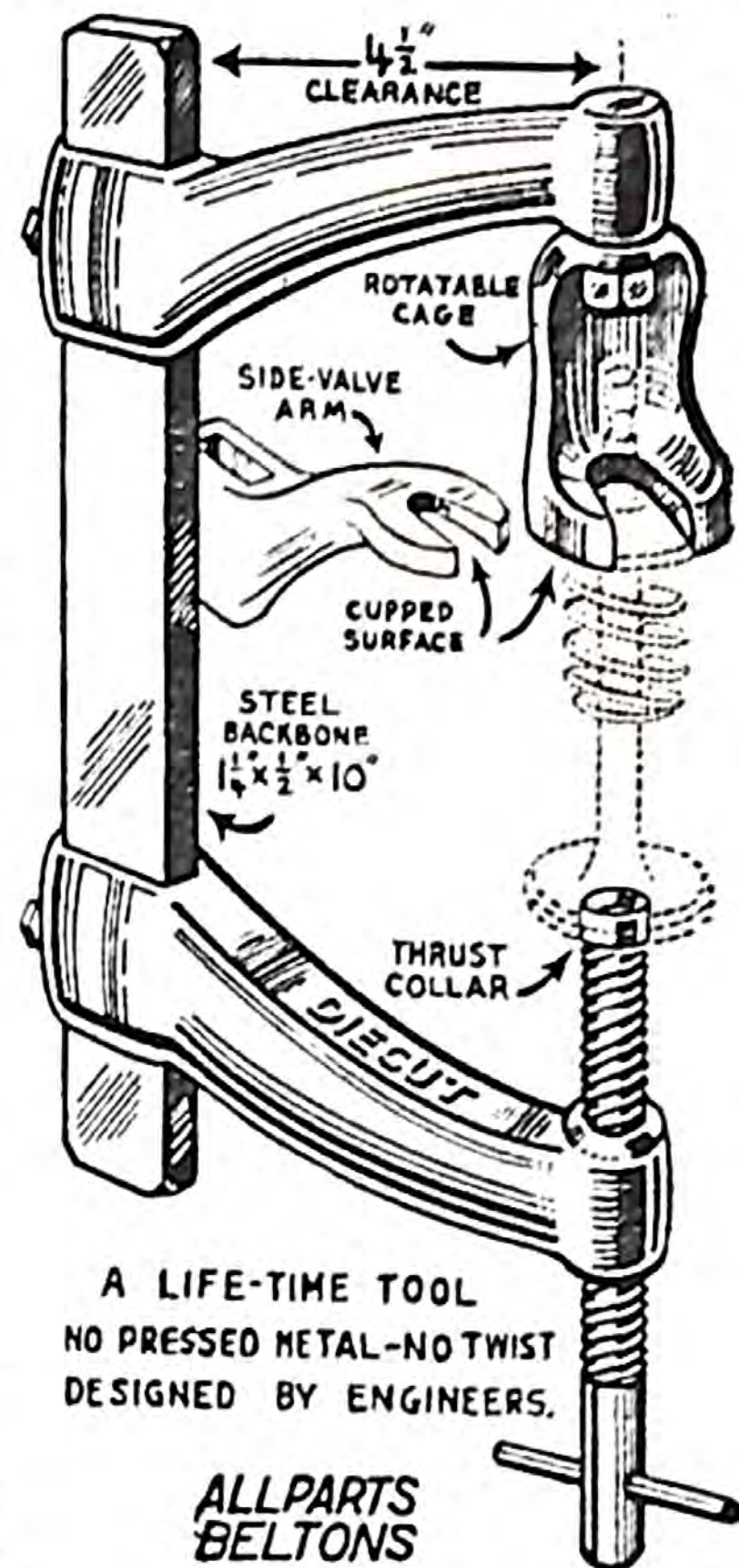
A SMALLER CAGE ($1\frac{3}{8}$ " x $2\frac{1}{4}$ " x $\frac{5}{8}$ ") is an extra (3/6) which is occasionally needed for $2\frac{1}{4}$ H.P. machines and some small cars.

FOR ENCLOSED SIDE-VALVES, the cage and arm must be replaced with a special flat arm (3/6 extra).

PRICES—

- 15/- in natural grey (metal) finish (1 cage).
- 18/6 in dull-plated smooth finish (1 cage).
- 10/- complete with Side-Valve arm, but without O.H.V. Cage or Arm (plated, 3/6 extra).

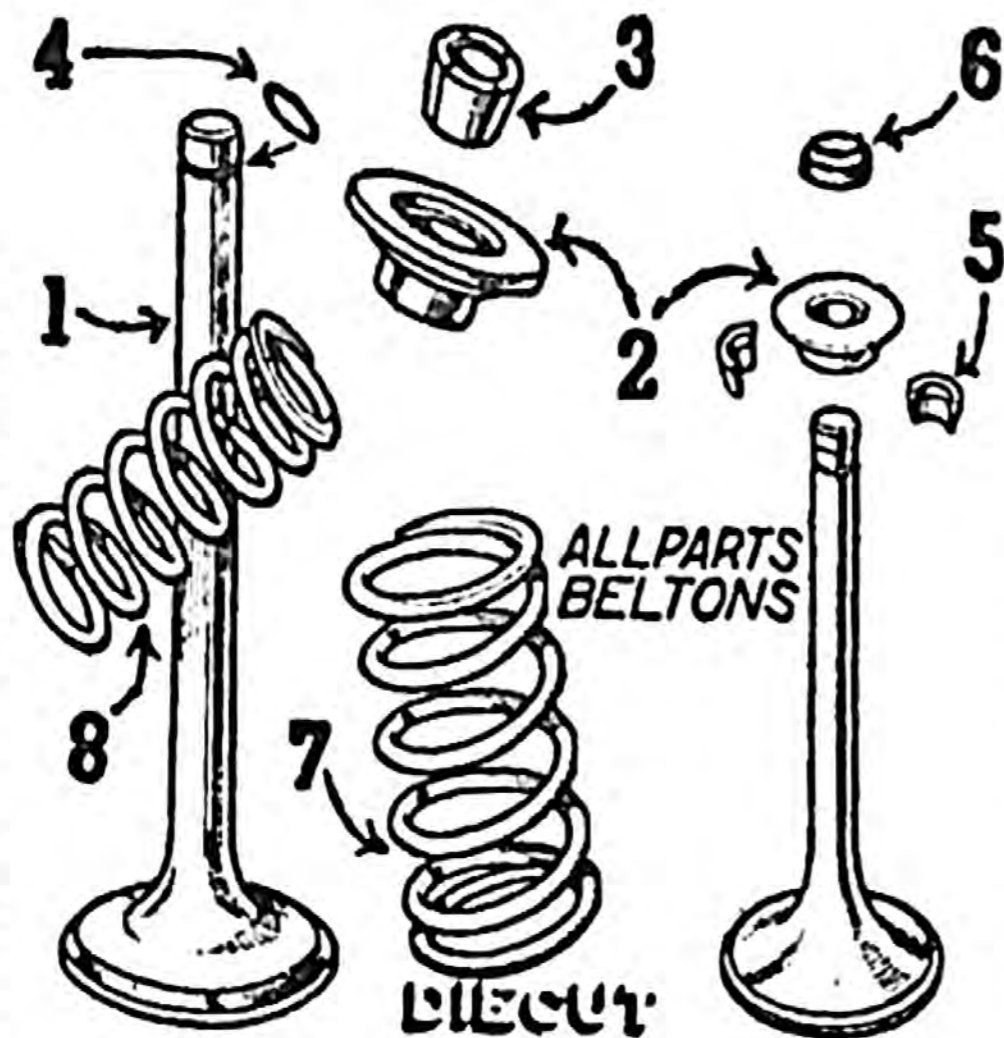
GUARANTEED INDEFINITELY. In the unlikely event of any part becoming broken, bent or worn out with correct use, we shall replace that part, free of charge.



A LIFE-TIME TOOL
 NO PRESSED METAL—NO TWIST
 DESIGNED BY ENGINEERS.

ALLPARTS
 BELTONS

ALLPARTS PTY. LTD., 116 GOULBURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
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- 1 Where Quality is Important
 2 Collars ea., 1/- to 2/6
 3 J.A.P. Type Collet 1/-
 4 Split Ring for above 6d.
 5 Split Collet (2 halves) 1/-
 6 Hardened End-Cap ea. 9d.
 7 Outer Spring—Fit DIECUT 1/3
 8 Inner Spring. Fit DIECUT 1/3
 VALVE FORGINGS (for special jobs), with stem ground to size:—
 KE965, 8/6 SILCHROME, 6/-

OVER 200 MODELS of DIECUT VALVES IN STOCK. Easily the most complete range in Australia.

SEE LEAFLET V2 FOR DIECUT VALVE GUIDES AND SPRINGS

VALVE-SPRING COMPRESSING TOOL—The DIECUT—See Leaflet T8.

S

DIECUT
VALVES

IN K.E. 965 OR SILCHROME

KE965 .. 10/6 & 12/6

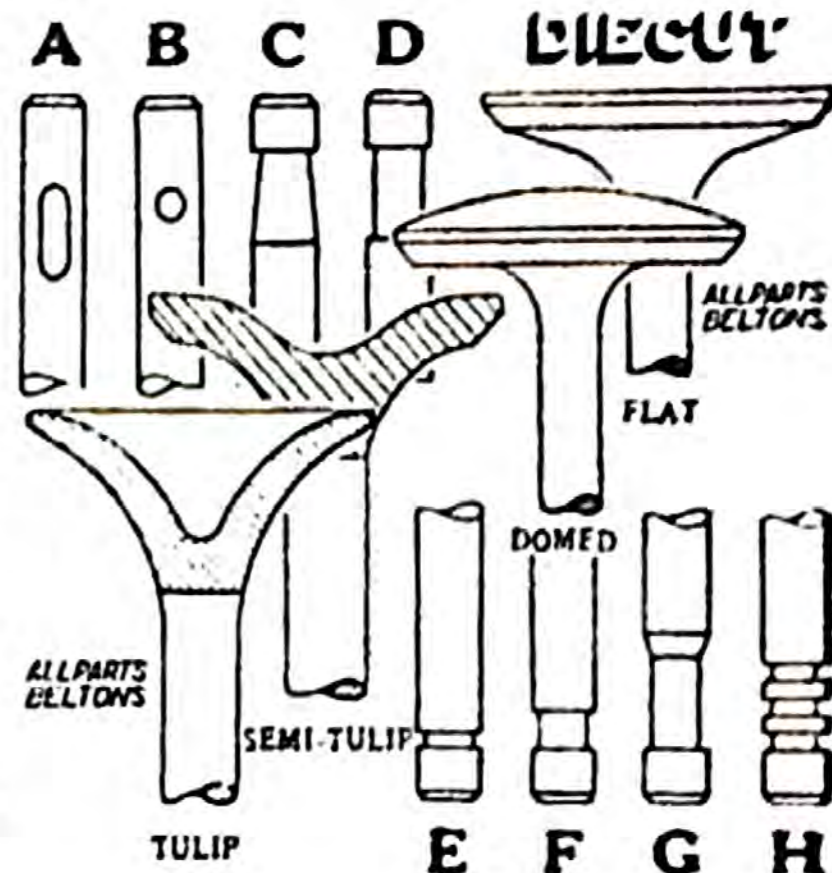
SILCHROME 8/6

ALLOY .. 3/9 & 4/6

Made in alloy for
 side-valve machines
 only.

VALVES

Leaflet V2



DIECUT KE965 VALVES are made from steel supplied by Messrs. Kayser, Ellison & Co. Ltd., Sheffield. This is the only genuine KE965.

FIT KE965 for EXHAUST—This steel is unaffected by heat.

SILCHROME is often preferable for inlet; it requires less clearance; is harder, and therefore wears longer in the dry (but cool) inlet guide.

DIECUT ALLOY VALVES are of 5 per cent. nickel steel
 VALVE SEAT RE-CUT, 1/6, 2 for 2/-, 4 for 3/-
 VALVE SEAT INSERTS FITTED, 10/6 ea.; Cheaper, 7/6.

S

VALVE GUIDES AND VALVE SPRINGS.

Leaflet V2

DIECUT VALVE GUIDES are guaranteed to give good service.

Only Silicon Iron is used, which possesses renowned long-wearing qualities.

We carry easily the largest range in Australia (including oversize diameters for some machines in which the housing enlarges).

2/6 each.

2/6 each.

2/6 each.

With the following exceptions:—

DOUGLAS, 2½ h.p.; HARLEY, 7-9, Inlet (screw-in) ea. 2/—

NORTON, Side-valve, "16 H" Model ea. 4/6

BRONZE VALVE GUIDES (for Levis, J.A.P., etc.), ea. 5/—

A WORN INLET GUIDE causes lack of tick-over (not misfiring), though extra air being admitted; also allows the valve to strike the seat sideways.

DIECUT VALVE SPRINGS in stock for EVERY MOTOR-CYCLE.

2/6 Per Carton (pair of 1 inner and 1 outer) for O.H.V. Machines.

1/3 Per Carton for Side-valve Machines.

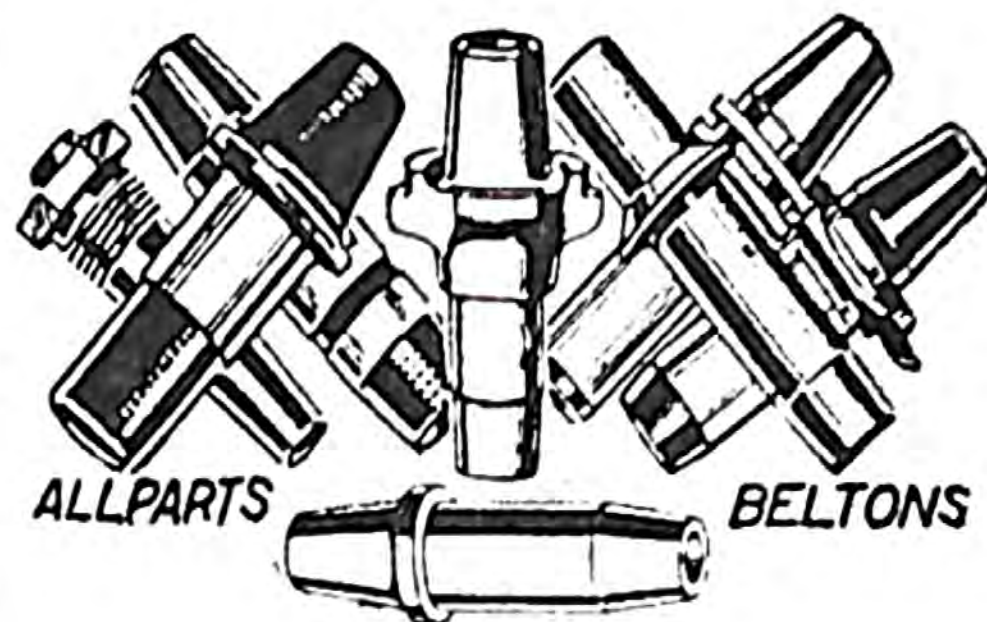
Each Carton is sealed, and each Carton bears a guarantee of quality.

Made in Australia from specially imported Swedish Valve-spring Wire, which is acknowledged the best for highly-stressed Springs, such as Valve Springs.

A WEAK EXHAUST SPRING causes misfiring at slow speeds; allows the valve to be sucked open, thus upsetting the mixture. Also with fast models, a sluggish spring will allow the valve to lag, and the piston to hit and bend it.

See Leaflet T8 for Valve-spring COMPRESSING TOOL.

DIECUT VALVE GUIDES



SEALED CARTON ENSURES GENUINE DIECUT.

S

GOGGLES (See Leaflet G1 for illustration).

Leaflet G2.

SPLINTERPROOF—

P	(Popular) Lancegay, good English make	3/6
SP	Lancegay. Strong elastic, shape shown on this leaflet	4/9
M	(Mask) for Warmth and Dirt Track, high quality	14/6
RE	SP shape. Extra good value. Latest rubber-edged	7/6
A	Aviation shape, with lift-up visors	8/6

THESE PRICES FOR SPLINTERPROOF GOGGLES CANNOT BE BEATEN

Your eyes are worth Splinterproof Goggles—the splintered glass aspect is not merely "sales talk." Celluloid will not splinter, but scratches easily, and will ignite.



GLASS—

P	(Popular) in Grey or Brown	1/3
A	(Aviation shape) Clear Glass or Smoked. Wide Elastic	2/6
RE	(Rubber edged), metal frame, Continental shape (see also "C"), curved glass	3/6
O	Not illustrated (as "C", but oval shape). Curved glass, clear or smoked. A favourite	3/6
S	Sun Spectacles for car drivers	1/-
SV	Curved Glass, with sun visors	3/6
W	Welder's Dark Blue Glasses	2/-

CELLULOID—

TP	(Two piece), 9d. Better (clearer celluloid)	1/-
CA	(Celluloid aviation shape). Good value	1/3
OP	(One piece). These are a great favourite	1/3
OP	As above, but celluloid not so clear	1/-
FL	(Flat) folds quite flatly to carry in pocket	9d
RE	(Rubber edged), metal frame, Continental shape (see "C"), curved fronts	2/9
RESV	As above, but with lift-up visors (see SV)	3/6

We have standardised the above types as being, by popular demand, the **BEST VALUE OBTAINABLE**.
 Large turnover ensures fresh elastic.

ALWAYS THE BEST—From England, and France.

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.
 (The Belton Motorcycle Parts Co.)

S
DIECUT CLUTCH DISCS are of the same composition as fitted originally to Indians, B.S.A.s, and most others. Non-slipping, long-wearing. Complete range—even for old Sturmey and Big Exs. Prices 2/- (small B.S.A. to 4/- (4-cyl. Ind.)

MOSTLY 2/6 EACH.

KICKSTART SPRINGS. 1/- to 2/-. Mostly 1/3.
CLUTCH SPRINGS — Doug., Velo., B.S.A., Sturmey, Tri., etc., 4d. and 6d.

KICKST'T QUADR'TS—A.J.S. (AQ), 15/-, 17/6; B.S.A. (BQ) 2 $\frac{1}{2}$, 20/-; 2 $\frac{3}{4}$, 3 $\frac{1}{2}$, 30/-; Doug., 25/-; Burman (Q), 12/6, 15/-; Harley (2 mods.), 13/9; Super Ex, 15/-; Big Ex, 15/-; Albion, 10/6 or 21/- with shaft; Norton, 12/6; Humber, 17/6.

RATCHET PINIONS (RP)—Burman, 5/6 to 9/6; Harley, 16/6; Douglas, 5/6; B.S.A., 7/6; Big Ex, 14/6; Super Ex, 15/-; Albion, 8/6.

RATCHETS (R)—Burman, 5/6 to 9/6 (sample please); B.S.A., 7/6; Indian, 5/6; Douglas, 5/6.

TOP GEARS—Burman, 3-sp. (TG), 30/-; 4-sp. to 60/- (sample); Velo. (VT), 39/6; 3 $\frac{1}{2}$ B.S.A., 37/6; Imp., 30/-.

LAY SHAFTS—Late Burman, 4-sp. (LL), 37/6.

MAINSHAFTS—B.S.A. (BM), 1927 on, 50/-; Burman (FM), 37/6, 45/-; Harley Twin, 45/-; Harley 2 $\frac{3}{4}$, 30/-; A.J.S., 25/- to 35/-; Alb., 30/-.

LAYSHAFT CLUSTERS—Velo (VL), 70/-; B.S.A. (BL), 26/3; Chief, 50/-; Harley, 2 $\frac{3}{4}$ and 750, 70/-; Prince, 70/-; Sunbeam, 70/-.

SLIDING GEARS—Velo (VS), 25/-; Harley Twin, 37/6; Harley 2 $\frac{3}{4}$ and 750, 27/6; Sunbeam, 35/-; A.J.S., 22/- & 24/-; Burman, 3-sp. (TS), 35/-; 4-sp. (FS), 55/- to 65/-; New Imp., 25/-.

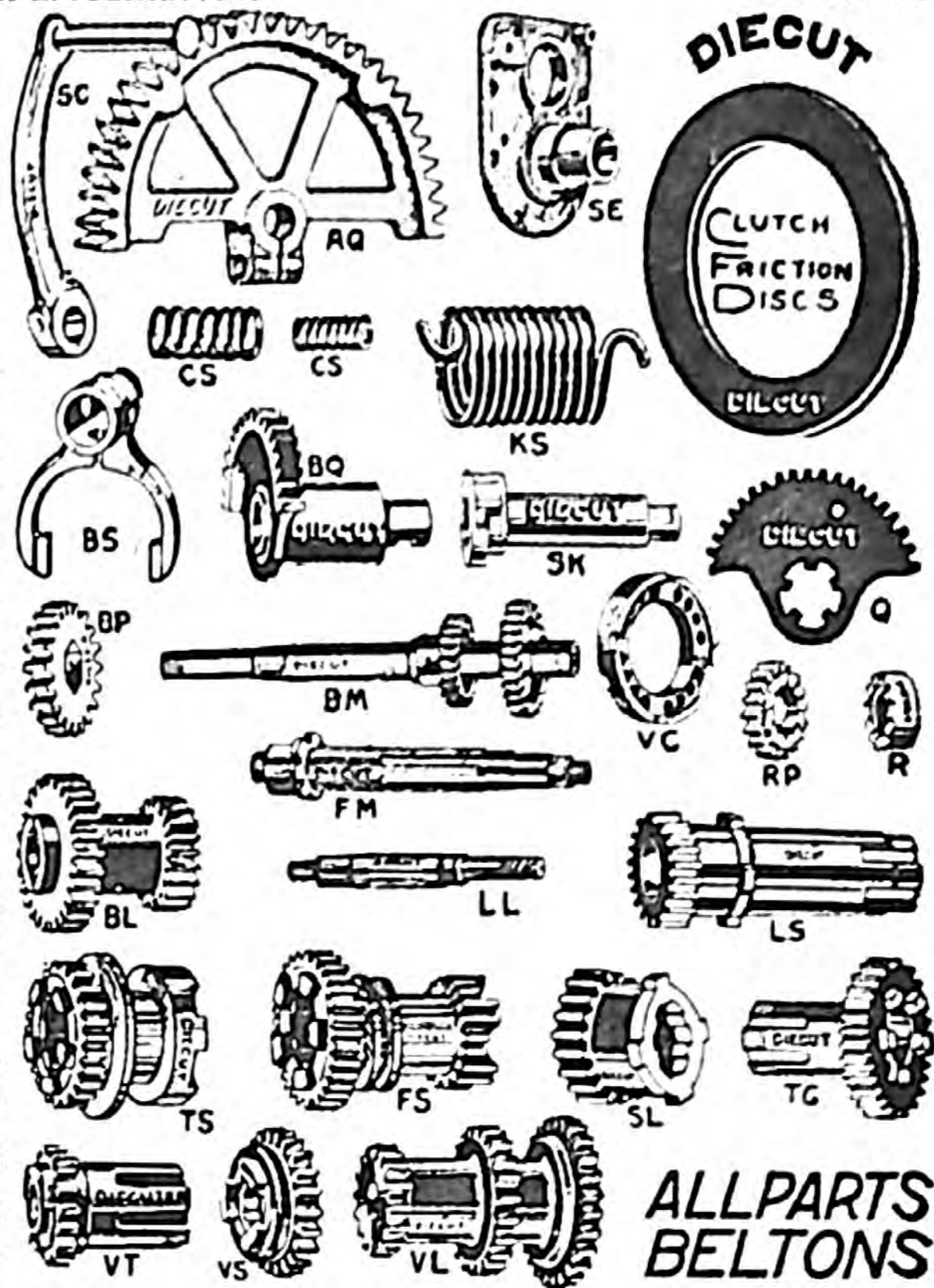
STRIKERS—B.S.A. (BS), 18/9; Burman, 17/6 ea. Moss, 35/- ea.; A.J.S.—see Leaflet A8.

STURMEY ARCHER (SC, SE, SK)—see Leaf. S3.

BURMAN—Layshaft (LS), 3-sp. 30/-, 35/-, Sh't Layshaft (SL), 18/6, 25/-. See also Leaflet B1.

DIECUT GEARBOX REPLACEMENTS.

Leaflet G3.



**ALLPARTS
 BELTONS**

Replacements listed here are merely examples. Diecut Gears are made for ALL MOTORCYCLES. Each part is stamped DIECUT—the makers stand behind their guarantee.

S

ELECTRIC. Ignition and Dynamo Parts

(See Leaflet E1 for illustrations, also L1 for Lucas Parts)

A	Base for ML and later Lucas Contact Breakers	3/6
B	Spring-blade Carrier for above	2/6
C	Centre Screw for any make of magneto	8d.
D	Contact Screws (or "points"), rivetted to blade, for ML and latest Lucas Magnetos. First quality pair	7/6
E	Complete Contact Breakers, less points. Lucas, EIC, BTH, Bosch, etc.	12/6
E	Contact Breakers, with points, used, 1st class 7/6 to	12/6
F	Contact Screws, Tungsten, for all magnetos, 2nd quality. Pair	4/6
F	As above, but first quality. Recommended. Pair	6/6
F	As above, Platinum. Seldom used now, Tungsten often better. Pair	17/6
H	Carbon Brushes, with spring for high-tension pick-up, ea.	6d.
I	Brushes for Lucas Dynamos, also ML, Miller, etc. ea.	1/3
J	Dynamo Brushes for Harley. Thick (2 to the set) ea.	2/3
K	Dynamo Brushes for Harley. Thin (1 to the set)	2/3
L	Pinions for Magdynos, 20, 21 or 23 teeth. Cotton Bakelite or Bronze	2/6
L	Pinions for Magdynos, Steel, 22 teeth, $\frac{3}{8}$ " wide 2/9, $\frac{1}{2}$ " wide (1936 on)	4/6
M	Driving Gear for Magdynos, 58 teeth, $\frac{3}{8}$ " wide, with centre	11/6
M	Driving Gear for Magdynos, Ring of Cotton Bakelite teeth only, with rivets	8/6
M	Driving Gear for Magdynos, $\frac{1}{2}$ " wide, 1936 onwards, complete with centre	12/6
M	Driving Gear for Magdynos, $\frac{1}{2}$ " wide, Ring of teeth only, with rivets	9/6
M	Driving Gear for Magdynos, Slipping or Clutch type, 1938 onwards. Ring only	10/-
M	Driving Gear for Magdynos. Complete Conversion Set for earlier models. Includes all Clutch Parts. Eliminates stripped teeth and bent shafts	17/6
M	When previous Gear, $\frac{3}{8}$ " wide, offset end cover necessary, 2/6 to	4/6
N	Condensers for Harleys, Cars and any Coil System. This type is universal. Can also be used as generator noise-suppressors for car radios	4/6

O to Z—See Leaflet E4, and the neatest Horn Button made.
 Cut-Outs ("12") for any dynamo system, Harleys especially 4/6
 AMMETERS. We stock Hoyt's and Lucas. Both are quality. Leaflet E4
 MAGNETOS AND DYNAMOS OVERHAULED AND REPAIRED—Rewind
 Lucas Dynamo Armatures, 25/-; Re-magnetize Magnetos, 4/6.

Leaflet E3



Large stock of good used magnetos and dynamos.

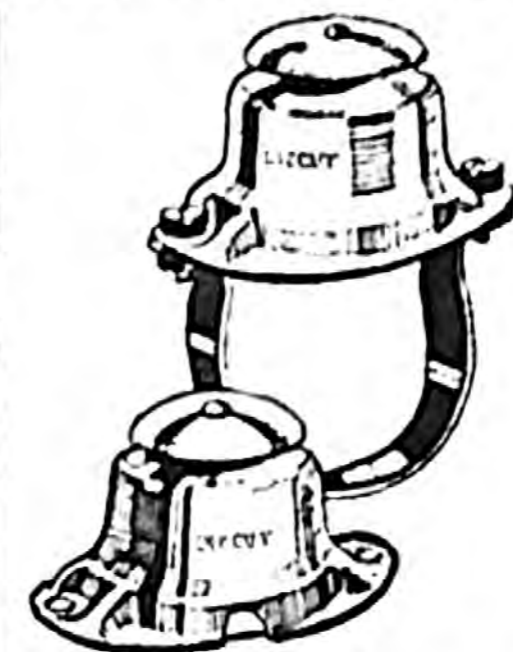
See Leaflet M1.

Illustration A shows face-cam contact breaker used on ML and later Lucas magnetos.

E shows contact-breaker of CLOCKWISE magneto.

G shows contact-breaker of ANTI-CLOCKWISE magneto (Lucas).

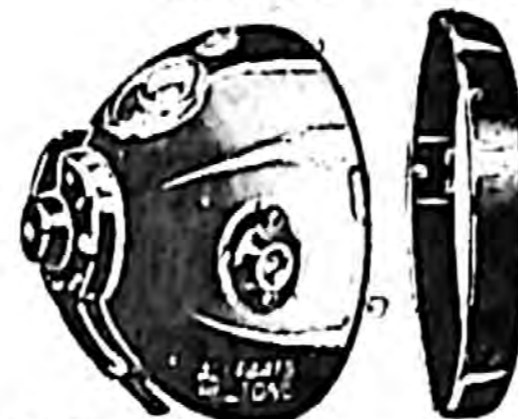
S	ELECTRIC Wire, Globes, Glasses, etc. (See Leaflet E1 for illustrations.)	Leaflet E4
O	Spreadlight type. Convex Glass for Harleys and Indians, also enhances Lucas Lamps. 6 9-16 in. diam.	4/6
O	Flat type, Spreadlight, various sizes ..	3/-
P	Spreadlight, 4 1-16", '29 Harley, Bullet ..	2/-
P	All sizes of Flat Lamp Glasses, plain	9d.
P	All sizes of Flat Lamp Glasses diffused (light "wave" as Lucas)	2/-
Q	Spotlight Glasses, all sizes	1/6
R	Harley (2 1/4 in.), Indian (2 in.), Red Tail Glasses	1/3
R	Facetted type (as illustration 2), 1 in. to 3 in., from	9d.
S	Stands for Satisfaction, our Standard.	
T	Globes for English Lamps, close filament (1 or 2 filament)	2/6
U	American Type Globes. Single 9d. and	1/9
U	American Type Globes. Double filament Cheap, 1/3; Best	2/3
V	Tail Light Globes, single contact, 4d.; best	9d.
V	Tail Light Globes, double contact, cheap line, 6d.; Best	1/-
W	Adaptor, 9d. X Adaptor, 1/- Y Adaptor, 9d.	
Z	Sheath to take above, holds globe other end ..	1/6
	WIRE—Where it is easy to "spoil the ship for a ha'p'e'th of tar." We stock a little of the competitive 1d. and 2d. line, but strongly recommend using our best Canadian or English. This has just the right weight of metal (less breaks, more is too thick for terminal holes). It is cotton-covered in glossy black, and is still young in 10 years. 3 mms. Diameter. PRICE: 3 PENCE PER FOOT (2 in 1: 5d.) The same quality, for ignition, 7 mms. diameter, 6d. per foot. As above, but asbestos covered, 9d. per foot.	



HORN BUTTONS
THE DIECUT Lucas Style.
 Honestly the neatest button made.
 Small yet strong.
 Very sensitive—just touch the edge—no fumbling for "top dead centre."
 Nickel-plated over Brass
 2/6 2/6 2/6
 Car type (no strap, hole in side) 2/-

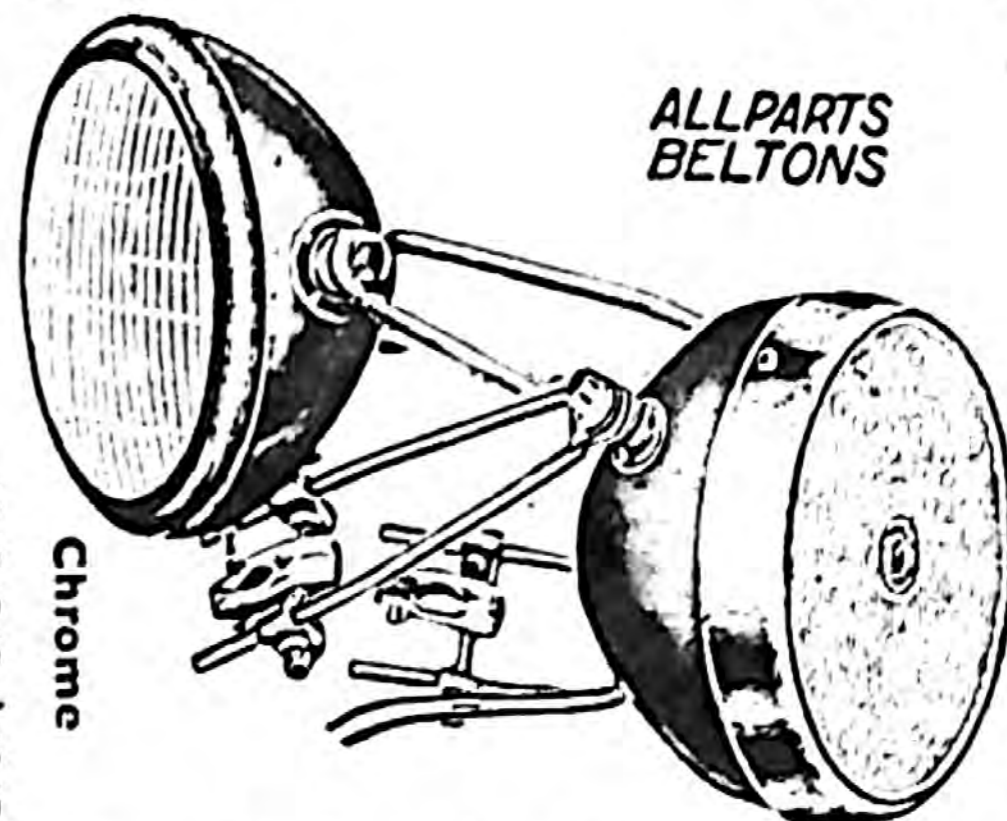
AMMETERS
 LUCAS (Genuine), Reading 8-0-8, 2" diameter. 3 models, 12/6 to 15/-
 HOYT, Reading 12-0-12, 2" dia., replaces Lucas 8/6
 HOYT, Reading 20-0-20, 1 1/8" dia., replaces smaller Lucas, also Miller. Also fits Fords. Model "A" 4/6
 HOYT AMMETERS (American) are reliable
 Ammeter Cradle for Harleys 2/-

VOLTMETERS (Pocket)
 Show amount of charge in batteries, 3/6
 The average solo lighting system requires 20 feet to re-wire.



SPARE RIMS for—

LUCAS, 6 ⁵ / ₈ "	8/6
LUCAS, 7 ³ / ₈ "	12/6
MILLER, 6 9-16"	8/6
MILLER, 7 ⁷ / ₈ "	11/6
HAR., '29, 4 1-16"	5/-
HAR., IND., 6 ¹ / ₂ "	7/6
IND., 6 ¹ / ₈ " and 5 ¹ / ₄ "	7/6



- LUCAS TYPE**—Flat diffused glass (6 9-16") as at right. Black body, chromed rim, 2-bolt fixing. (Takes English type globe—see Leaflets Z1, E4.) Good value 28/6
- LUCAS TYPE**—As above, but with 3-way switch in top (like illustration at left) 32/6
- LUCAS TYPE**—Same as above 2 models, but with 3-way switch and ammeter in top 38/6
- LUCAS TYPE**—As above, three models, but latest large size (7³/₈" glass), no switch £2
- LUCAS TYPE**—Large model as above, but with 3-way switch, 47/6. With switch and ammeter 57/6
- GENUINE LUCAS**—Latest type, 7³/₈", plain (Jan., 1940 prices.) .. £3/7/6
- GENUINE LUCAS**—With switch and ammeter (War increases) .. £4/5/-
- GENUINE LUCAS**—6 9-16" size with switch and ammeter (possible later) .. £3
- SINGLE BOLT TYPE**—6 9-16" size, after style of upper right-hand illustration (convex glass), as fitted to Harleys and Indians, 1930 on. Adaptable for cars. Plain, 30/-; with 3-way switch, 34/-. Continental style (longer body), limited stock 45/-
- BRACKETS**—Universally swivelling, as shown on right. Chrome plated. Can be extended forward, or brought inward. Fit on handlebars. Per pair 2/6
- BRACKETS**—Fit 5⁵/₈" Fork Blades; neat, per pair, Black, 5/-; Brass, 6/6; Nickel, 8/6; Chrome 10/-
- USED Headlamps**—Harley and Indian, 1926 type. 1st Class, 15/-; 2nd Class, 10/-;
- USED HEADLAMPS**—Genuine Lucas and Miller. Price depends on model and condition, 15/- to 50/-
- Spare Body-shells for Lucas stocked, Spare Glasses—See Leaflet E4

Battered Lamps repaired equal to new—quote on inspection.

BRACKETS AND GLOBES EXTRA to all Lamp prices. See Globe prices on Leaflet E4.



ALLPARTS
BELTONS



HIGH-FREQUENCY ELECTRIC HORN

"Sunray" design, chrome front.
 Clamp for bar, as shown.

13/6 (Button extra) 13/6

We have now standardised this horn, having sold hundreds and found it the best.

The note is very powerful, but pleasing. It draws 6 amps., which is nothing to a good battery (like the "London").

One hearty "Peep" at 6 amps. is more effective than a long but feeble note at 3 amps.

"Concentric" design chrome front model, less powerful (3½ amps.) 12/6

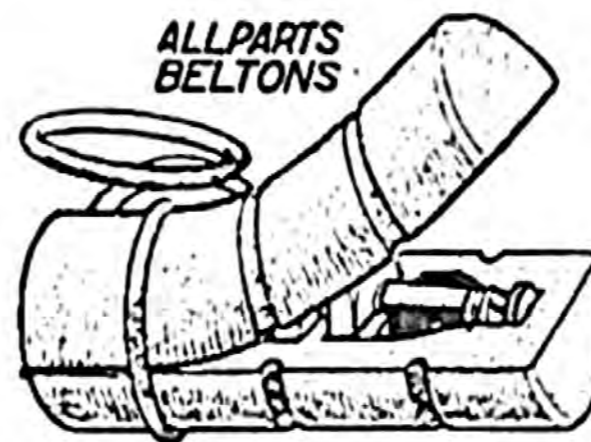
Made in Australia and guaranteed indefinitely IF NOT INTERFERED WITH.



SPARK-PLUG SHIELD
 Prevents rain from shorting the ignition, also the rider from accidental shocks.

Rubber 9d.

HORN BUTTONS
 See Leaflets E1 and E4



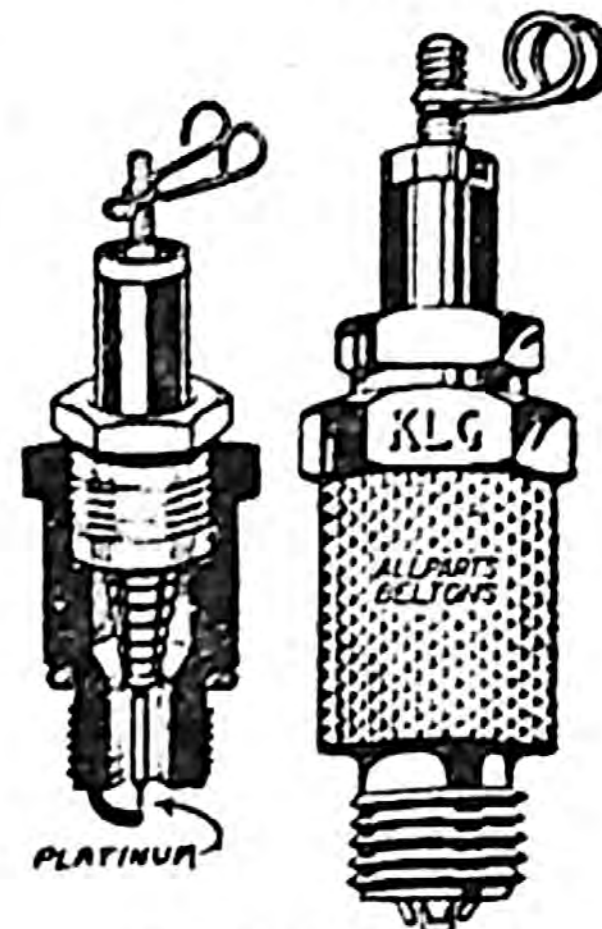
ALLPARTS
BELTONS

SPARE PLUG CARRIER

Very good
 Recommended
 Rubber 2/-

SPARE GLOBE CARRIER

Similar to above,
 carries 1 head, 1 tail,
 2/-

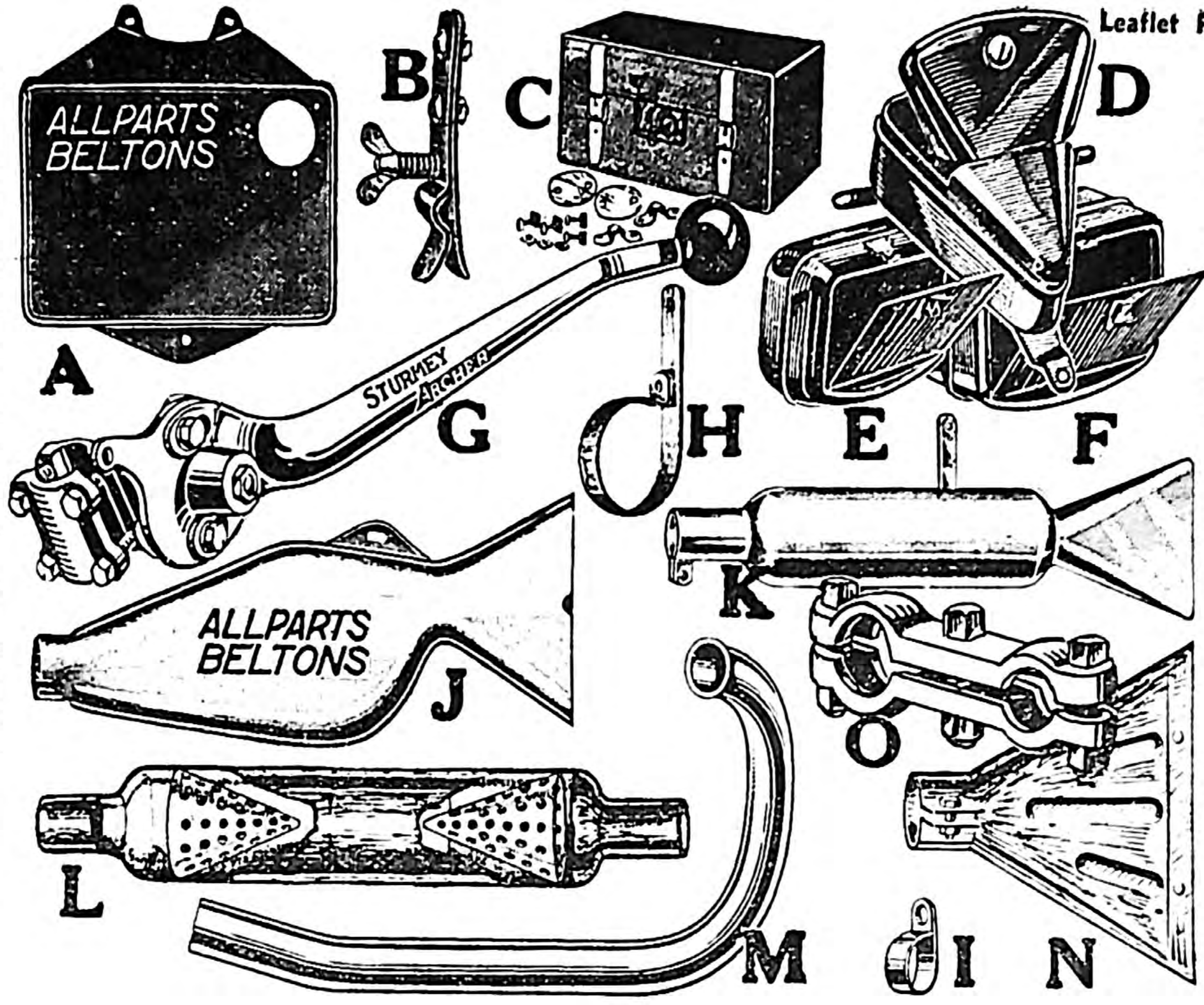


SPARK PLUGS

There's no need to think further than of the popular K.L.G. Its mica insulation and platinum point makes it ideal for motorcycles. Free replacement should any defect develop.

6/-	6/-	6/-
Sports Model	7/6	
Super Sports	8/6	
When ordering, state whether 14 m/m thread (about ½"), 18 m/m (11-16ths) or 7/8" (Harley)		

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.



Leaflet F1.

FRAME ACCESSORIES, SILENCERS, EXHAUST PIPES.
 (See Leaflet F2 for prices)



A	Number Plate, rear, black enamelled to take Lucas Lamp. Pressed to correct shape to fit straight on mudguard	4/6
B	Rear Stand Clip, English, strong	2/6
C	Tool Pannier. Leather front, with clips, 7" long, single strap	6/6
C	Better quality, 2 straps and lock, 7" or 9" long	10/-
D	Heavy All-metal Toolbox, latest triangular type, as on B.S.A., etc.	15/-
E	Smaller size, rectangular box, with lock, enamelled	12/6
F	Larger size. All these are English, with rounded edges	15/-
G	Used 3-speed Gear Levers, exactly as shown, clamp on saddle-tube, to convert old model hand-change into foot change, as earlier Nortons—1st class, 15/-; 2nd class	10/-
H	Silencer Clamp, 1/6. 6-Hole meccano-type extension strip	extra 6d.
I	Pipe Clip (Central Lugs), black, 1/-. Heavier, chrome	2/3
J	Large English Silencer, exact to shape shown. Heavily chromed. Our best	27/6
K	Neat Silencer. English. Vane-baffled. Black, 9/6; nickel, 12/6; chrome	15/-
L	Popular Cylindrical Type, with "Pepper-box" baffles. Black, 9/6; nickel, 12/6; chrome, 16/-	
L	With Spiral (Corkscrew) Baffle. No back-pressure. Black, 15/-; nickel, 17/6; chrome, 25/-	
M	New Pipes made to order. Old Pipes re-chromed. Write or ask for quote.	
M	Tail-pipe for Twin Harley, '25-'28 (less down-pipes), 20/-; Scout, '26, 18/6; Pup Harley, 17/6	
N	Fishtails, heavily nickel-plated. All sizes	ea. 5/6
O	Extensions for Handlebars, 1" x 1" or 1" x 7/8". Set (4 halves)	7/6
STEEL TUBING FOR EXHAUST PIPES—Under 1 3/4" outside diam., 1/4 per foot. Over 1 3/4", 1/9.		
6-ft. Lengths cheaper. All 18 gauge (bare 1-16" thick). Reckon inside dia. 1/8" less than outside dia.		
NUMBER PLATE HOLDERS (shown above), 9d. ea. N.S.W. "face forward" type, 1/- and 1/6		
TANK CAPS—Hinged Norton type, as shown, 5/-; with base		
TANK CAPS—Large, snap (Matchless) type, as shown, 3/6. With base		
TANK CAPS—Clip on, Douglas, B.S.A., Austin, 2/6. Large Rudge, B.S.A.		
TANK CAPS—Screw-on, for old models of A.J.S., Douglas, Raleigh, etc.		
MUDGUARDS, to sections shown above, heavy enamelled, 4" and 5" wide. Front (fitted with holding lugs). Rear (longer, no lugs) from		
		9/6 to 15/-

ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.
 (The Belton Motorcycle Parts Co.)

S

FORK AND FRAME Repairs

WELDING

TYRES

Leaflet F3



**SPECIAL
NEW 19 x 3 TYRES**

26 x 3.50	29/6
27 x 4.00	33/-
27 x 4.40	37/-

TUBE, 9/9 (4.40, 12/-)

26 x 3.25, 40/- (heavy duty). Tube, 7/3.

**ALL OTHER SIZES IN
STOCK**

**FORK REPAIRS — FRAME REPAIRS
WELDING AND BRAZING
of Every Description**

GEAR-SHELLS, CRANK-CASES and CHAIN-CASES,
if broken, cracked or worn in the bearing-housings,
can be built up or welded, then machined and made
equal to new.

WE SPECIALISE IN THIS WORK
Quote on Inspection.

FIRST CLASS USED TYRES—(Tread is practically
unworn, casing not cut or sleeved, bead or wire
sound).

26 x 2½ x 2½, 24 x 2½ x 2½	25/-
26 x 3, 26 x 3.30, 28 x 3	27/6
27 x 3.85, 25 x 3.85, 27 x 3½	32/6
26 x 3.50 and smaller well-base	22/6
27 x 4.00, 27 x 4.40	25/-

Second class about ¾ of above prices.

(Tread about half worn, casing sound.)

WE DO NOT ACCEPT C.O.D. ORDERS FOR TYRES,
but tyres sent are true to the above descriptions.

If out of stock size ordered, we do not "palm off"
something inferior—money back by return.

FORK SPRINGS

Best Steel. Do not stretch or close up.

A.J.S. (Druid type), 1/9 ea.; B.S.A., 2½, 4/6;
B.S.A., 3½, 8/6; Webb, 8/6; Triumph, 10/6;
Most other 3½ h.p., 10/6.

Above are examples only. **FULL RANGE IN STOCK.**

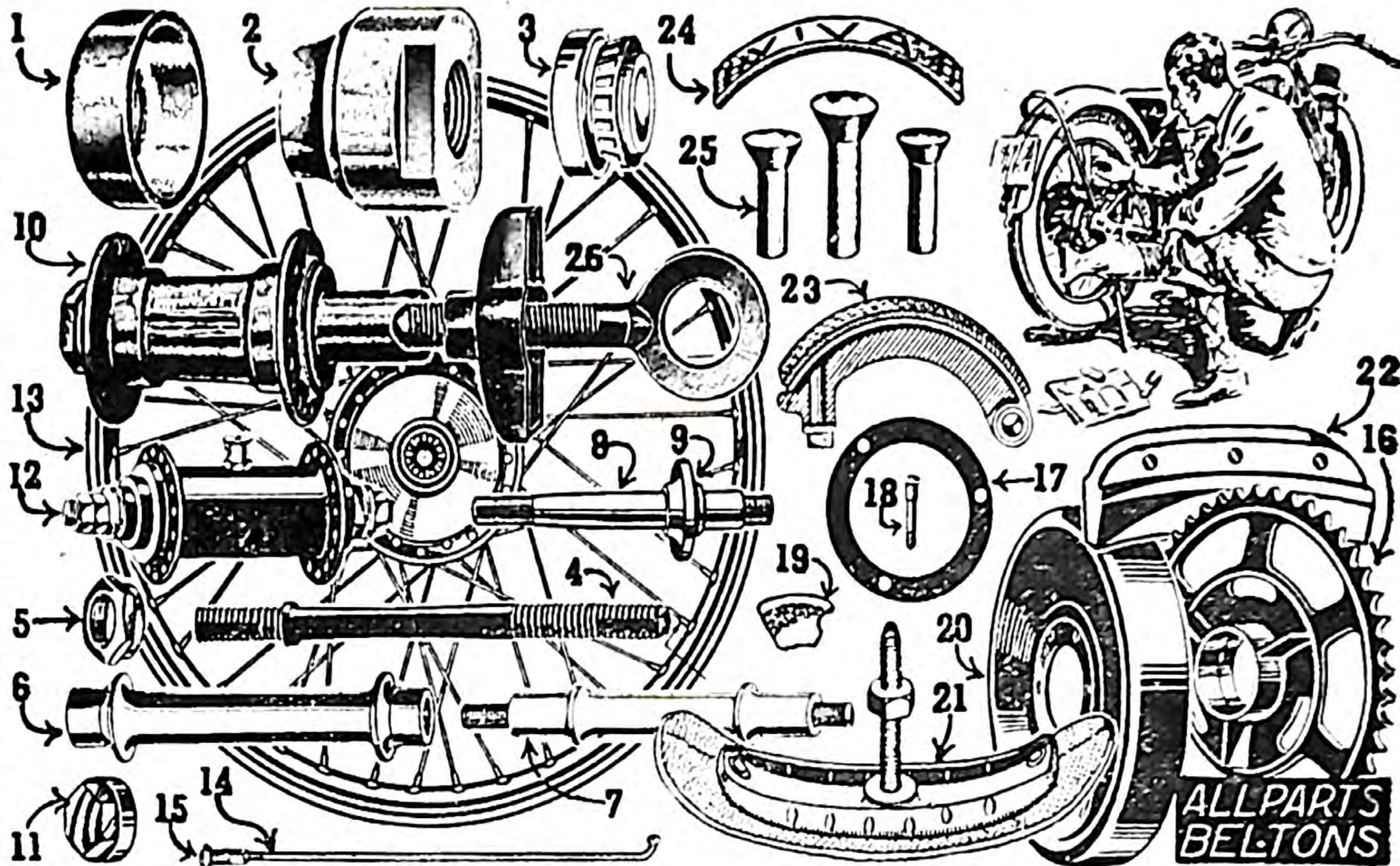


ALLPARTS PTY. LTD., 116 GOULBOURN ST., SYDNEY
 ALLPARTS (S.A.) PTY. LTD., 119 FLINDERS ST., ADELAIDE
 ALLPARTS, 423 ELIZABETH ST., MELBOURNE. CI.
 BELTONS, 337 ELIZABETH ST., MELBOURNE. CI.

5

WHEEL PARTS (See Leaflets W2 and W3 for prices).

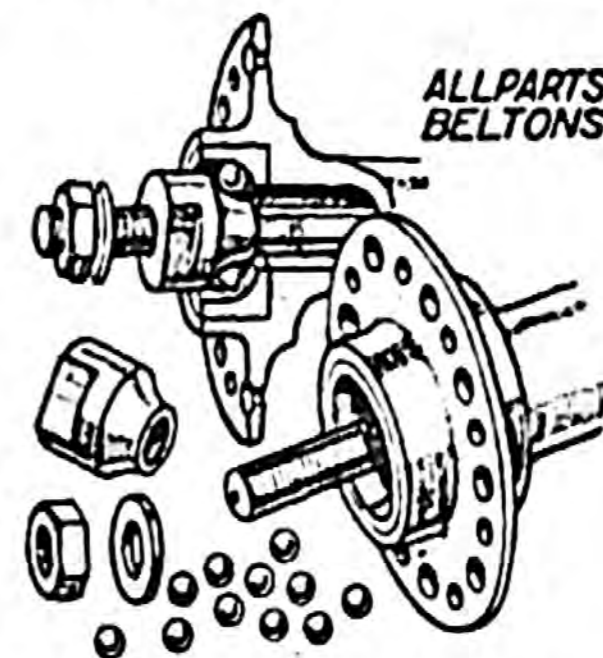
Leaflet W1



Let us **REBUILD YOUR WHEELS** to take the modern 26 x 3.50 tyre. This makes wheels up-to-date, and enables you to use much cheaper tyres. Oversizes up to 4.40 fit the same rim (19 x 3). 32/6 per wheel (extra to detach wheel from machine, or to enamel rim).

NEW AXLES made to order in two hours. Large stock for popular machines.

1	Cups, 1", 6d. Under 1½" ea.	2/6
1	Cups, 1½" and over ea.	4/6
2	Cones, for 7-16" axles ea.	3/6
2	Cones, for ½" axles ea.	4/-
2	Cones, for axles over ½" ea.	4/6
2	ALWAYS SEND SAMPLE	
3	Taper Roller Bearing, complete with outer Sleeve	11/6 to 17/6
3	Used Taper Bearings, Triumph, Douglas, etc.	from 6/6 to 12/6
4	Solid Type Axles. Large stock Harley Twin, 10/- English, mostly	6/-
4	Make to order, solid Axles in mild Steel. Plain types	6/- to 7/6
4	Make to order, solid Axles, special axle steel (threads stronger). Plain types ..	7/6 to 9/6
5	Axle Nuts, Indian, 6d. Fine and left-hand threads ea.	6d. to 1/-
6	Hollow Axles, integral cones, for 2½ h.p. A.J.S. Front or Rear ..	7/6
6	Hollow Axles, integral cones, for 3½ h.p. or Twin A.J.S. ..	8/6
6	Hollow, for Screw-on Cones, Indian, Front (2 sizes) ea.	3/6
6	Indian, Front. 1928 onwards	6/-
6	Centre-axle for above (Har. or Ind.)	2/6
7	Solid Axles, Integral cones, A.J.S.	15/-
8	Sidecar Axles. Made to order. Usually	15/-



9	Sidecar Cones (slide-on or screw) Mostly	4/6
10	Sidecar Hubs (used, 25/-). New	40/-
11	Sidecar Hub Caps, for Goulding	3/6
12	Front (also rear) Hubs. Used. Earlier Small-brake types, 5/- to	15/-
12	Rear Hubs, used, with large brake. (Brake complete), 20/- to	50/-
13	Well-base Rims, 19" x 3", etc. Unenamelled. Approx. (war), ea.	10/6
14	Spokes, plated, with nipples, 10G (about ⅜"), 3d. or doz ..	2/6
14	8 Gauge (about 5-32"). Heavy, with nipples. Plated, 4d. ea., or doz.	3/6
15	Nipples for cut threads doz.	9d.

Continued on Leaflet W3.

PER
3'

DOZ.
4'

4'

GROSS
4'

BOXES
5'

LESS
6'

8'

33 ⅓%
1/6

11/32 - 1/32
13/32 - 1/3
7/16 - 1/6
1/2 - 2/

- | | |
|--|------|
| 16 See Leaflet S1 for all sprockets | |
| 17. Retaining Ring for Vane-type shock-absorber sprockets, as Enfield, Norton, Triumph | 3/6 |
| 18 Bolts, holding above ring ea. | 1/3 |
| 19 Rubbers for 17, 9d.; other types, ea. | 6d. |
| 20 Brake Drums for Harleys (to '29) | 18/6 |
| 21 Security Bolts for well-base tyres ea. | 4/6 |
| 22 Blocks (rim-brakes), Doug., 1/6; B.S.A., 3/6; Triumph | 4/6 |
| 23 Brake Shoes, unbreakable, for A.J.S. ea. | 6/6 |
| 24 VIVA is Continental for "long-life". Prices below. | |
| 25 Rivets for re-lining, $\frac{1}{8}$ ", 5-32", doz. | 3d. |
| 26 Chain Adjusters, $\frac{1}{2}$ " or $\frac{5}{8}$ " hole, 1/-; or pair | 1/9 |



VIVA BRAKE LINING is being distributed by us only after tests have satisfied us that it is the best obtainable. VIVA means "LONG-LIFE"—an apt name.

Our customers often compliment its stopping power, and we guarantee its wearing quality.

PRICES—CUT FROM THE ROLL.

We show prices for 18" lengths, as with few exceptions this is the length required to re-line 2 shoes (1 brake). One exception is 7-9 Harley (to '29), which requires 20".

- | | |
|---|-----|
| $\frac{3}{4}$ " or 1" wide; any thickness | 3/6 |
| $1\frac{1}{8}$ " or $1\frac{1}{4}$ " wide; any thickness | 4/- |
| $1\frac{1}{4}$ " wide ($\frac{3}{16}$ " or $\frac{1}{4}$ " thick; 20" (Har.) | 4/6 |
| $1\frac{1}{8}$ " or $1\frac{1}{2}$ " wide; any thickness | 5/- |

PLEASE STATE SIZE WHEN ORDERING.

Now that models change so often, even during one year, it is difficult for us to be sure of the size required, even in the case of boxed sets and with extensive data to consult. Of course, we prefer exact figures, but failing these, send us the OUTSIDE DIAMETER AND WIDTH OF YOUR DRUM, and 90% of any doubt is then dispelled.

FOR 1/3 PER SHOE EXTRA WE FIT THE LINING.

Same-day Service.

PRICES IN SETS, WITH HOLES DRILLED.

As shown above, ready for riveting. Rivets included.

FROM 3/- to 8/6. Average 5/-.

Boxed sets cost you about 50% more than lining cut from the roll, but save you the trouble of drilling holes, countersinking, trimming ends, etc.

VALVE TIMING.—The most puzzling task to the novice, judging from the number of our country customers who request advice. Very simple: "Top dead centre with both valves moving."

Failing maker's instruction, this method is accurate enough for any touring machine. Most motors have the two cams on one wheel, therefore, set at the position midway of the "overlap."

Overlap means the time during which neither valve is fully seated. Top dead centre means that the piston must be as high as possible. The overlap is set on the stroke that the magneto is not firing.

Motors with separate camwheels usually have dots, indicating where the wheels mate.

MAGNETO TIMING.—Top dead centre, on the stroke where both valves are seated, set contact points just breaking, with advance lever fully retarded.

MISFIRING at slow speed is caused very often by **WEAK EXHAUST VALVE SPRINGS.**

Heat causes exhaust springs to lose tension, resulting in the valve being sucked open on the induction stroke, thus erratically weakening the mixture. Worn inlet guides weaken the mixture, but consistently, causing lack of tick-over, but not misfiring.

CHECK YOUR CONROD ALIGNMENT AFTER A REBORE.

More conrods are bent than owners imagine. With worn gudgeon pin and cylinder, sufficient "room" obviates friction, but everything must be in line after a rebores, otherwise hot running, loss of power, and undue wear result.

Most worn-through gudgeon-pads and circlips are caused this way. **TO CHECK**—Loosen cylinder-base nuts a few turns—any misalignment will lift the cylinder-base on one side, while it touches on the other.

LOOSE BIG-END or SMALL-END BEARINGS CAUSE BROKEN CONRODS, also broken pistons.

Riders are sometimes particular about attending to revolving parts, but forget the conrod. Nothing can "stop the works" more effectively than a broken conrod—it usually pokes through the crank-case.

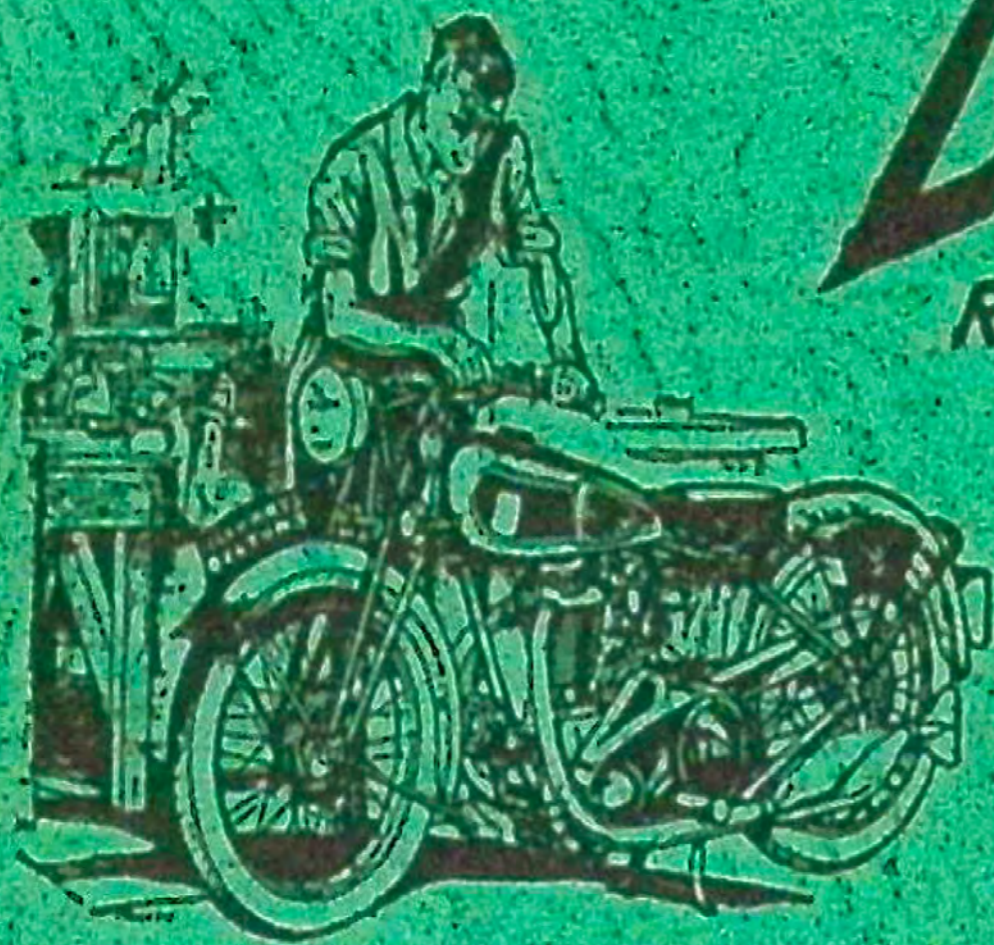
Slackness at either end causes a hammering action on each stroke; this brings about fatigue in the metal—fatigue means fracture.

Revolving parts, if worn, do not suffer in the same way as reciprocating parts.

WORN VALVE GUIDES cause fatigue in valves in much the same way—the valve gets a bump sideways when it seats, instead of a pull endways as designed.

Did you know that **CORRECT FOCUS** cannot be obtained with Lucas Lamps if an American type bulb is used? "Short" or "close-in" filaments are necessary. See Leaflet Z4.

Factory Name, when used by us (except when the word "genuine" is added) does not imply genuine.



DIECUT
QUALITY
REPLACEMENTS



London
Batteries



SENIOR
Senior Accessories