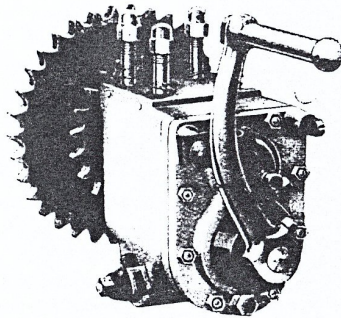


APRIL, 1927.

STURMEY ARCHER

COUNTERSHAFT GEAR



L.S. TYPE

(L.W. & H.W.)

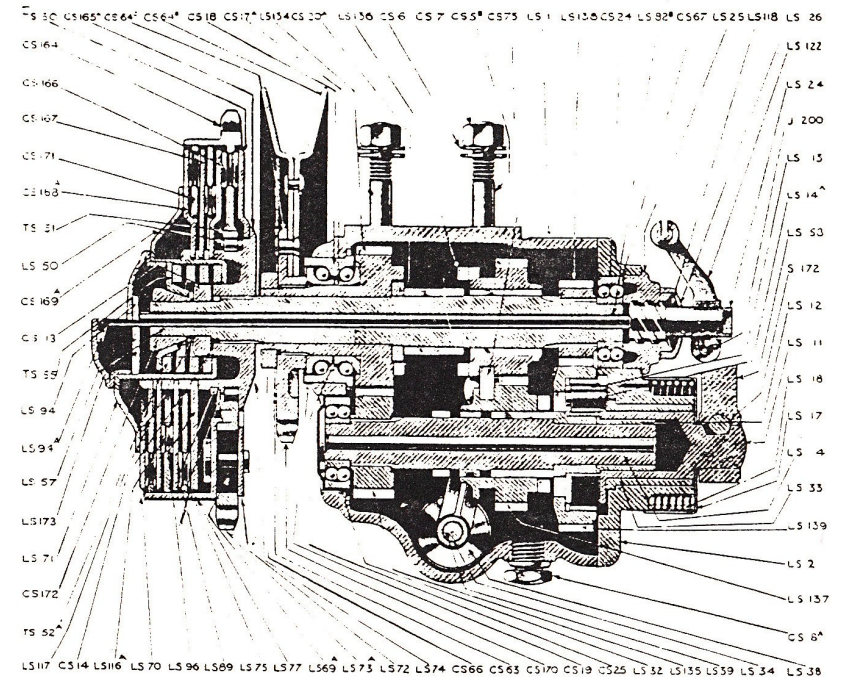
3-SPEED for CHAIN-CUM-BELT
or ALL-CHAIN DRIVE.

STURMEY-ARCHER GEARS LTD.

LENTON—NOTTINGHAM—ENGLAND.

Telegrams "TRIPLE, NOTTINGHAM."

Tel. 4155



A SECTIONAL VIEW OF THE STURMEY-ARCHER 3-SPEED COUNTERSHAFT GEAR.

STURMEY-ARCHER 3-SPEED COUNTERSHAFT GEAR L.S. TYPE.

Suitable for Engines from 300 c/c to 1200 c/c.

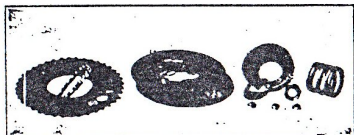
The outstanding feature of this new production is that three speeds and a kick-starter are provided by using only three pairs of pinions. The kick-starter drive is taken through the low gear pinions, thus dispensing with the extension on the box, and reducing weight appreciably. The kick-starter mechanism is entirely enclosed, and the box presents a particularly neat and pleasing appearance.

The pinions of this box are so arranged that, when in high gear, the idle wheels are gearing down, thus reducing friction considerably.

The change gear compensator so well known to users of S.A. Gears is now incorporated in the box, giving this device greater efficiency and perfect lubrication.

This compensator, together with constant mesh pinions, prevents any possibility of damage to gears when changing.

TYPES OF CLUTCHES



SINGLE PLATE CLUTCH.

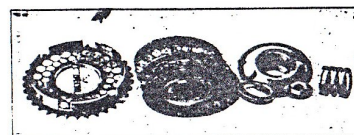
The single Plate Clutch contains cork inserts: very simple and light, for engines not exceeding 250 c/c. (This clutch is not used now on the L.S. Box.)



THE 2 PLATE CLUTCH.

Cork and Ferodo insert type.

Roller bearings in brass cage, for single cylinder engines up to 400 c/c or twins up to 500 c/c.



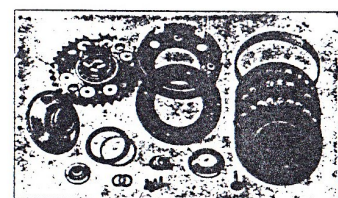
THE 3 PLATE CLUTCH.

Cork and Ferodo insert type.

Roller bearings in brass cage, for engines up to 1,000 c/c.

THE SHOCK ABSORBER CLUTCH.

The drive is taken through a series of rubber buffers in the clutch sprocket, taking up very little space, and light in weight; in fact it has proved so efficient in action that it is not possible to distinguish between the belt and the all-chain when this shock absorber is fitted.



3 PLATE SHOCK ABSORBER CLUTCH.

The 3 Plate (Heavy Weight) shock absorber clutch for engines up to 1,000 c/c.

Ferodo insert type, roller bearings and efficient rubber shock absorbers.

2 PLATE SHOCK ABSORBER CLUTCH.

A 2 plate shock absorber clutch (not illustrated) is also supplied, suitable for engines up to 400 c/c. or twins up to 500 c/c.

4 PLATE CLUTCH.

A special 4-plate clutch, with or without shock-absorber, is also supplied for high efficiency engines of the super-sports variety at extra charge.

The Clutch Drivers, Centres and Plates on these single spring clutches all have six grooves or tongues. These parts may be distinguished by this fact from the corresponding parts belonging to multi-spring clutches, which are designed with eight grooves or tongues.

SHOCK ABSORBER MULTI-SPRING CLUTCH.

A new Multi-spring Shock Absorber Clutch (illustrated on page 16) has been introduced: the Sprocket is mounted on a roller bearing and is securely held in position laterally to eliminate side play and also prevent any variation in chain line. The six springs are equally spaced round the face, and are arranged to bring the pressure as close to the driving surface as possible.

The advantage of the Multi-spring Clutch is a more equal distribution of the Spring pressure round the driving surface; also that the plates are less liable to tilt when the Clutch is released, and altogether a most efficient Clutch.

This type of clutch is made in 2-plate, 3 plate, and 4-plate sizes.

SLIPPING CLUTCH.

The clutch worm lever should be examined immediately any sign of slipping is suspected, to ensure that it has $\frac{1}{8}$ " idle movement when the clutch is fully engaged.

Through wear on the clutch plates, or faulty setting, the lever may be found resting on the stop spring. In this case it will be necessary to loosen the lever from the worm, move it forward slightly, and adjust the wire stop screw to suit.

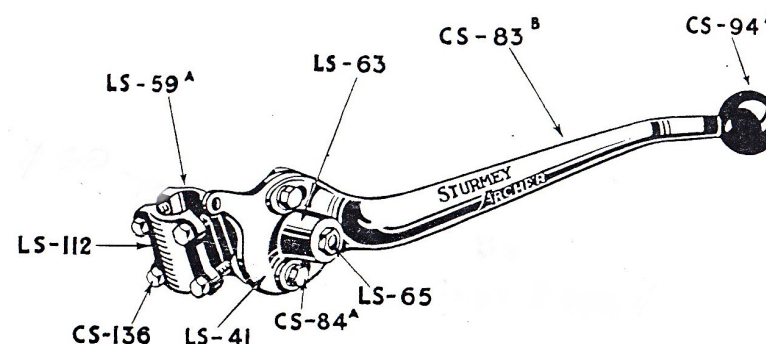
In the case of the new type clutch nut, it may be found that the shoulder on the worm is bearing on the face of the felt washer. (See illustration on page 1.) As a temporary measure release the steel cap LS 26, but to effectually cure the trouble, it will be necessary to shorten the clutch rod by $\frac{1}{8}$ " or thereabout.

When fitting up the clutch control cable ease off the bends as much as possible, otherwise the clutch will be difficult to operate.

GEAR CONTROLS.

Two types of change gear control are supplied, and each type is available for the different positions given below:—

1. DISC PATTERN WITH "V" NOTCHES, as illustrated.

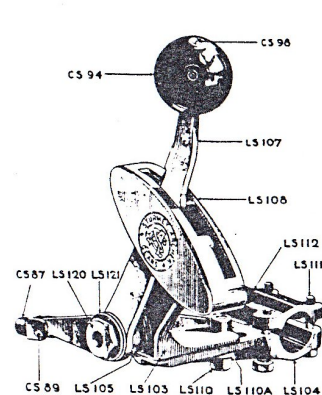


This type of control can be supplied to fix to the Saddle-down tube as illustrated above, or mounted on a bracket bolted to the top of the box, or fitted to an extension of the gearbox cover.

The length of the stem of the Quadrant Stud varies according to the method of fixing, otherwise all "Disc" type controls are identical.

2. GATE PATTERN.

Can be supplied to fix to the tube underneath the tank, or to the saddle-down tube, or to bolt to the top of the gearbox:—

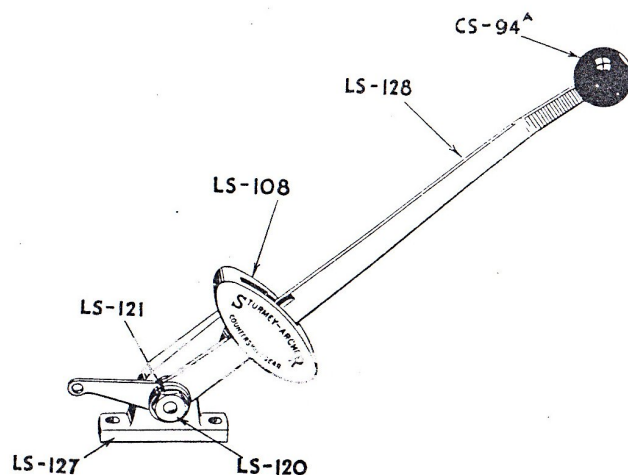
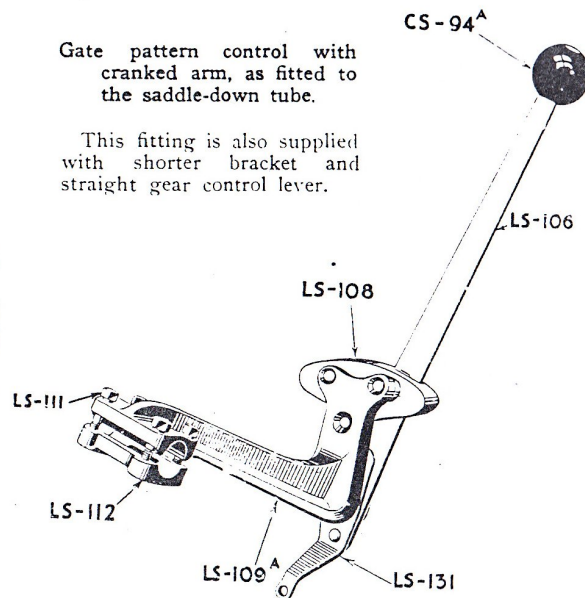


Gate pattern control for the tube underneath the tank.

Supplied either with adjustable fitting shown, to suit any width tank up to 10 $\frac{3}{4}$ inches, or with fixed brackets to suit 8 $\frac{1}{4}$ in., 10in., and 11 $\frac{1}{4}$ in. tanks.

Gate pattern control with cranked arm, as fitted to the saddle-down tube.

This fitting is also supplied with shorter bracket and straight gear control lever.



Gate pattern control as fitted to top of the gearbox.

It is to be noted that the top of the gearbox has to be specially grooved and two fixing studs fitted to take this control, so that conversions from any other type except Disc on Box, is not possible.

CHANGING GEAR.

When starting from rest, with engine running and gear in neutral, release clutch and push gear control sharply into first or low position, when throttle may be opened to the required amount, and clutch engaged gradually. As sufficient momentum is obtained, clutch and gear control may again be manipulated for second and finally high gear as above.

We would emphasize that gear boxes are meant to be used. Sturmey Archer gears are particularly easy to change, therefore never allow the engine to labour, or resort to slipping the clutch on a hill. Change down to a lower gear; keep the engine running freely, and you will find that a much faster climb can be made without punishing the engine.

GEAR ADJUSTMENT.

It is important to see that the gear control is kept properly adjusted, and this should be tested occasionally to see that it is correct.

Before proceeding to adjust the control, see that compensator spring nut on lever side of rocking shaft is thoroughly tight.

The adjustment of the gear is effected by removing the pin from the top connection on the end of the control rod, and giving the connection one turn, or half a turn, on the thread, up or down, to lengthen or shorten the control rod as required. When the gear is properly adjusted the control lever should move an equal amount either side of the neutral notch without engaging either the middle or low gear; finally check by pin in top connection, being just free to slide when in high gear.

TO TAKE GEAR APART.

Disconnect clutch control wire, then remove seven cover nuts and gently pull off the cover plate. Do not use a screwdriver or similar tool to part the joint, or the latter will fail to retain oil when reassembled. If the plate sticks, one or two light blows inside the kick-starter crank will loosen it. This will expose the complete interior to view. By disconnecting gear control rod the low and middle gear pinions, also layshaft, may be lifted out.

When replacing, take care that the ball bearings are not tilted. No forcing is necessary when replacing the cover plate.

LUBRICATION.

Use Speedwell "Crimsangere Light," Vacuum "Mobilubricant Soft," or Wakefield Castrolease Light," specially prepared for Sturmey-Archer Gearboxes. Facilitate gear changing and do not leak. "Crimsangere" and "Castrolease" are supplied in 1lb. tubes. Charge with $\frac{3}{4}$ lb., and recharge with $\frac{1}{4}$ lb. about every 1,000 to 1,500 miles. Add about 3 table-spoonful of engine oil to the "Crimsangere" and "Mobilubricant Soft."

It is very important to see that these instructions are carefully observed. No harm is done by an additional charge, but on the other hand we find that a large percentage of gear trouble can be directly attributed to insufficient lubrication or by using a lubricant which is not suitable.

It is not advisable to use thick grease, as it may prevent the free operation of the kick starter pawl.

The various joints in the gear changing lever mechanism should be kept oiled regularly to ensure freedom of action. Inject a little vaseline or grease between the index and quadrant plate CS110 and CS111.

DO NOT lubricate the clutch, as this is designed to run dry.

FORMULA FOR FINDING THE NUMBER OF TEETH IN ENGINE SPROCKET.

*Diameter of belt drum \times No. of teeth in Gear Sprocket = No. of teeth in Engine Sprocket
 *Diameter of gear pulley \times Required top Gear.

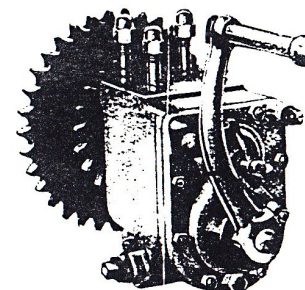
Example $\frac{20}{8} \times \frac{30}{3} = \frac{5}{2} \times \frac{10}{1} = \frac{30}{2} = 15$ teeth.

*For all chain drive insert No. of teeth of back Sprocket and Gear Sprocket.

LIST OF AVAILABLE GEAR RATIOS			Standard Ratio. ... 1 ... 1.47 ... 2.94			
GEARS 10 PITCH.			Close Ratio ... 1 ... 1.33 ... 2.18			
			Wide Ratio . 1 1. ... 3.6			
TOP	Standard Ratios		Close Ratios		Wide Ratios	
	Middle	Low	Middle	Low	Middle	Low
3	4.41	8.82	3.99	6.54	5.40	10.80
3 $\frac{1}{2}$	4.78	9.56	4.32	7.09	5.85	11.70
3 $\frac{3}{4}$	5.15	10.29	4.66	7.63	6.30	12.60
4	5.51	11.03	4.99	8.18	6.75	13.50
4 $\frac{1}{2}$	5.88	11.76	5.32	8.72	7.20	14.40
4 $\frac{3}{4}$	6.25	12.50	5.65	9.27	7.65	15.30
5	6.62	13.23	5.99	9.81	8.10	16.20
5 $\frac{1}{2}$	6.98	13.97	6.32	10.36	8.55	17.10
5 $\frac{3}{4}$	7.35	14.70	6.65	10.90	9.00	18.00
6	7.72	15.44	6.98	11.45	9.45	18.90
6 $\frac{1}{2}$	8.09	16.17	7.32	11.99	9.90	19.80
6 $\frac{3}{4}$	8.45	16.91	7.65	12.54	10.35	20.70
7	8.82	17.64	7.98	13.08	10.80	21.60
7 $\frac{1}{2}$	9.19	18.38	8.31	13.63	11.25	22.50
7 $\frac{3}{4}$	9.56	19.11	8.65	14.17	11.70	23.40

STURMEY-ARCHER 3-SPEED HEAVYWEIGHT.

SUITABLE FOR MACHINES FROM 400 to 1200 c/c.



The gear illustrated has a 4 stud fixing with heavy internal pinions, and is interchangeable with our C.S. type gear.

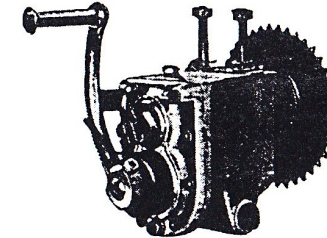
For engines over 400 c/c a 3 or 4 plate heavy clutch is fitted.

PARTICULARS OF GEARS.	Particulars required when ordering Gears.
Chain-cum-belt.	Make and C/C of engine.
Engine Chain line 3 $\frac{1}{8}$ "	Also whether 2 or 4 stroke.
Belt line, 2 $\frac{3}{8}$ ".	Type of drive:—All chain.
Belt pulley 8" dia. for 1" belt.	" " Chain-cum-belt.
All Chain.	Number of teeth on sprockets with pitch and width of chains, also if shock absorber is required
Engine chain line 3 $\frac{1}{8}$ "	Type of control (see page 3).
Rear Chain line, 2 $\frac{1}{2}$ " for $\frac{1}{4}$ " chain.	Disc on seat tube (dia. of tube).
Clutch sprocket, 34T, $\frac{3}{8}$ " pitch, x $\frac{3}{8}$ " or $\frac{1}{4}$ " wide.	Disc on box.
Back sprocket, 19T, $\frac{3}{8}$ " pitch, x $\frac{3}{8}$ " or $\frac{1}{4}$ " wide.	Gate on tube under tank (dia. of tube).
Back sprockets can also be supplied with 15-16-17-18-22 and 24T.	Gate on down tube (dia. of tube).
	Gate on box.
	Dia. of handlebar.

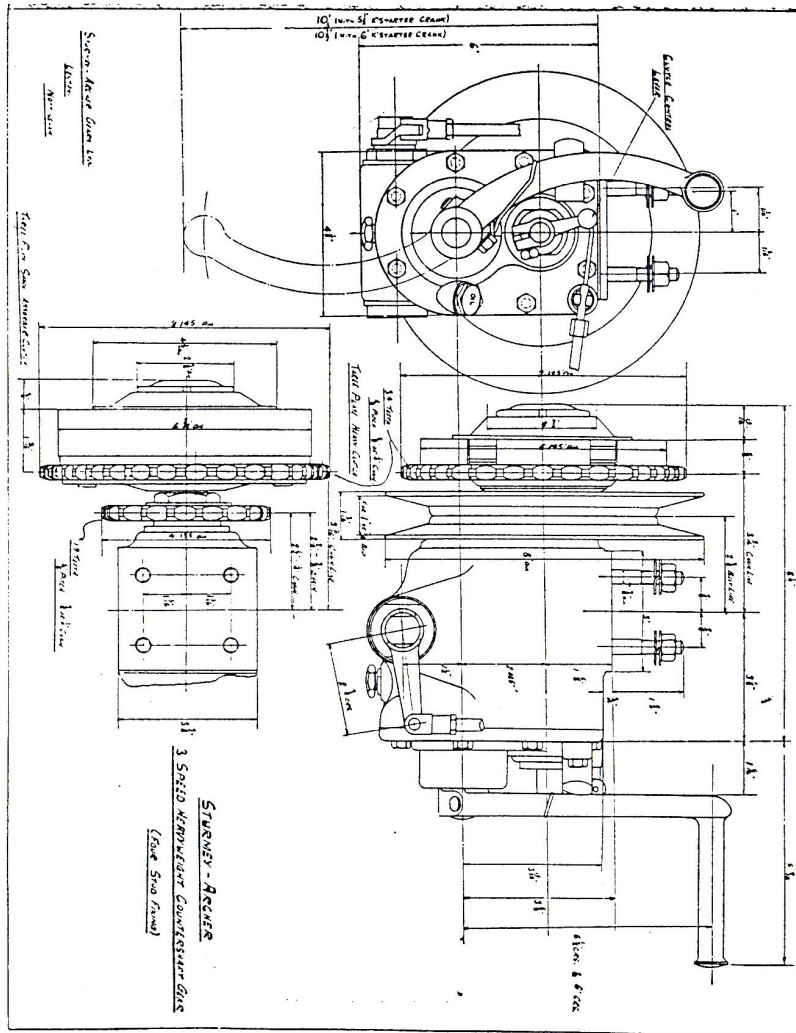
When customer requires a certain top gear, it is necessary to give particulars as to the number of teeth on the Engine and Road Wheel Sprockets.

STURMEY-ARCHER 3-SPEED LIGHTWEIGHT.

SUITABLE FOR MACHINES UP TO 400 c.c.



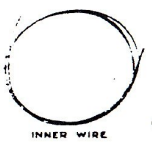
The gear illustrated has a 2 stud fixing, and is fitted with a two-plate clutch as standard.



PARTICULARS OF GEARS.	Particulars required when ordering Gears.
Chain-cum-belt.	Make and C/C of engine.
Engine chain line, 3" or 3½".	Also whether 2 or 4 stroke.
Engine chain line, 3½" with ⅝" belt pulley and ⅜" chain.	Type of drive:—All chain.
Belt line 2½" for ¾" or ⅝" belt.	" " Chain-cum-belt.
Belt pulleys 7" dia.	Number of teeth on sprockets with pitch and width of chains, also whether shock absorber is required.
All chain drive.	Type of control (see page 3).
Engine chain line 3" or 3½".	Disc on seat tube (dia. of tube).
Rear chain line, 2⅝"	Disc on box.
Clutch sprocket, 42T, ½" pitch, ⅜" or ⅝" wide.	Gate on tube under tank (dia. of tube).
Rear sprocket, 20T, ½" pitch, ⅜" or ⅝" wide.	Gate on down tube (dia. of tube).
	Gate on box.
	Dia. of handlebars.

When customer requires a certain top gear, it is necessary to give particulars as to the number of teeth on the Engine and Road Wheel Sprockets.

2-PLATE CLUTCH.

[illegible]

LS1

LS2

CS171

CS164

CS64*

CS167

TS50

CS165*

CS166

CS168*

LS136

LS134

LS137

LS139

LS135

LS138

CS169*

LS57

CS173

LS50

TS52*

CS170

LS58*

CS172

CS5*

LS82*

CS13

CS6

TS33

CS7

CS7*

CS14

CS66

CS15

LS94

TS56

TS57

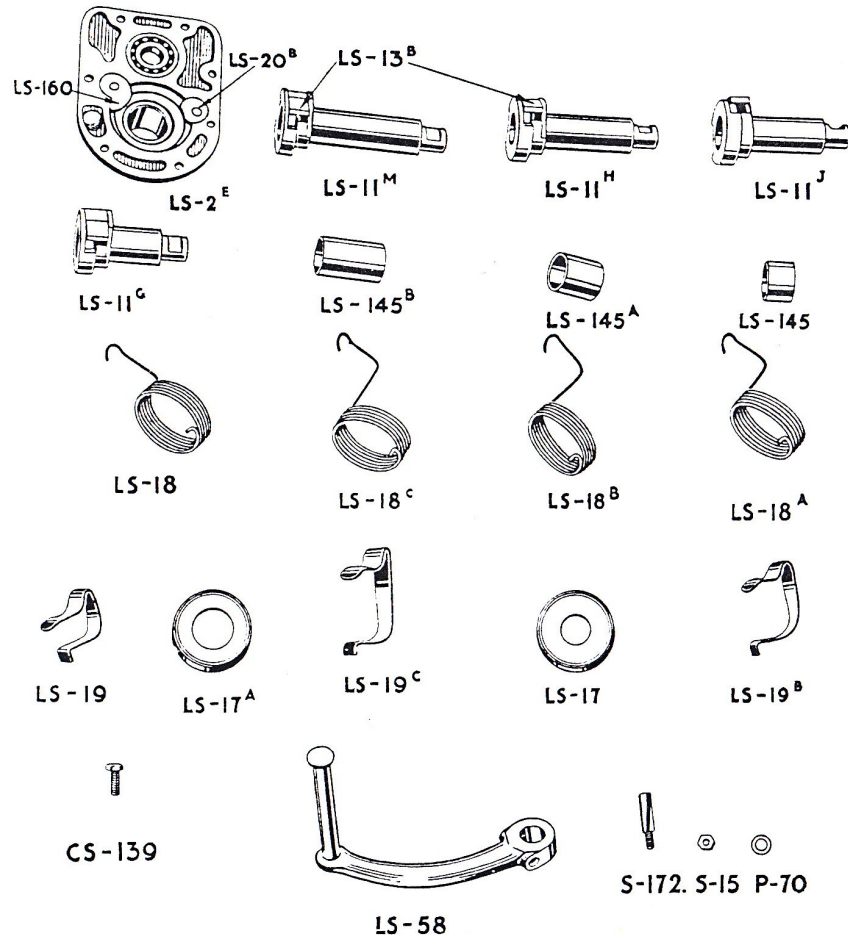
LS16

LS16*

CS143

Sym. List No.				£ s. d.	Sym. List No.				£ s. d.
L.S. 43	Clutch Centre	.....	0	12 0	C.S. 7	Gearbox Nut	.....	0	0 3
	(Only used where 34in. Chain Line is required).				7a	Gearbox Nut Domed and Plated	.....	0	0 8
	TWO PLATE CLUTCH.				64b	Bell Pulley, Lin.	.....	0	15 0
L.S. 46	Clutch Centre	.....	0	12 0	170	Axle Sprocket (lin. x 3/16in. Chain)	.....	0	7 8
47	Clutch Sprocket, lin. P. x 3/16in. W. (Cork Inserts)	.....	1	3 0		(Note: Extra chain is made for sprockets with more than 19 teeth).			
47a	Clutch Sprocket, lin. P. x 5/16in. W. (Cork Inserts)	.....	1	3 0	L.S. 66	Pulley or Axle Sprocket Locking Nut	.....	0	0 9
50	Roller Cage (less Rollers)	.....	0	2 0	143	..... Plate Screw	.....	0	0 1
47	Clutch Sprocket lin. x 3/16in. (Fibre Inserts)	1	5 0		134	Main Axle Gear Wheel	.....	0	5 0
47a	Clutch Sprocket lin. x 5/16in (Fibre Inserts)	1	5 0		135	Laysath Pinion	.....	0	5 0
50a	Roller Cage Plate	.....	0	0 3	136	Main Axle Sliding Pinion	.....	0	8 6
50b	Roller	.....	0	0 3	137	Laysath Sliding Pinion	.....	0	10 0
50c	Rivet (Set of 8)	.....	0	0 2	138	Main Axle Nut	.....	0	10 0
50e	Roller Cage (complete)	.....	0	4 9	139	Low Gear and K.S. Wheel	.....	0	10 0
52a	Clutch Rod (see Note on Page 17)	.....	0	0 10	24	Clutch Worm	.....	0	1 9
54	Thrust Pin (see Note on Page 17)	.....	0	0 10	122	Clutch Worn Lever 1 5/16in. Centres	.....	0	2 8
C.S. 172	Adjuster Nut	.....	0	0 9	122a	..... 1 9/16in. Centres	.....	0	2 8
L.S. 117	Adjuster Nut Packing Washer	.....	0	0 1	25	Clutch Nut	.....	0	5 0
T.S. 53	Clutch Spring Collar (fits over C.S. 172)	.....	0	0 6	26	Oil Retaining Cap for Clutch Nut	.....	0	0 9
C.S. 173	Adjuster Nut	.....	0	0 9	118	Felt Washer for above	.....	0	0 2
14	Axle Nut Lock Washer	.....	0	0 1					
15a	Axle Key, 3/16in.	.....	0	0 3					
168	Centre Plate	.....	0	2 6					
171	Friction Ring with Fibre Plugs	.....	0	0 10					
173	End Cap	.....	0	1 4					
T.S. 49a	Clutch Outer Plate	.....	0	2 6					
52a	Clutch Back Plate	.....	0	2 6					
53	Clutch Spring	.....	0	0 5					
56	Friction Cork Plug, lin. dia., per dozen	.....	0	0 5					
57	Friction Cork Plug, lin. dia., per dozen	.....	0	0 5					
77	Clutch Spring Cup	.....	0	3 0					
82	Spring Cup Secured Pin (Riveted to T.S. 49a)	.....	0	0 1					
	FOR HEAVY WEIGHT GEARS THE FOLLOWING SUBSTITUTIONS ARE MADE (10-12 Pitch).								
1	Gearbox (8 Stud Fixing)	.....	1	17 8					
2	Gearbox Cover	.....	0	16 0					
	It should be noted that a special bar is used when the Control is bolted direct to the top of the gear-box. When ordering L.S. 1, it should be clearly explained what position the Control occupies.								
2b	Gearbox Cover and Control Bracket (used with Disc Control on Cover for 1926)	.....	0	18 0					
L.S. 57	Main Axle	.....	0	13 0					
58c	Kick Starter Crank 6 5/16in. Centres	.....	0	13 9					
C.S. 53b	Gearbox Stud	.....	0	0 2					
6	Gearbox Spring Washer	.....	0	0 2					

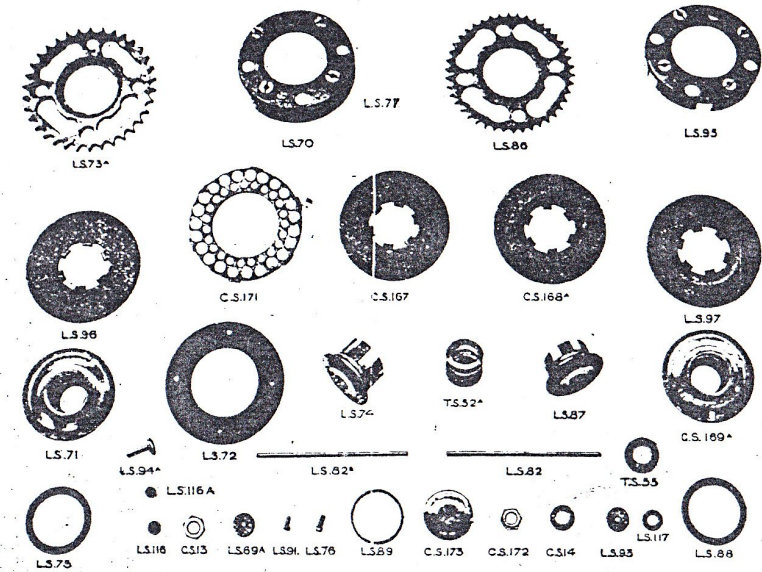
INTERNAL AND EXTERNAL K.S. STOP PARTS.



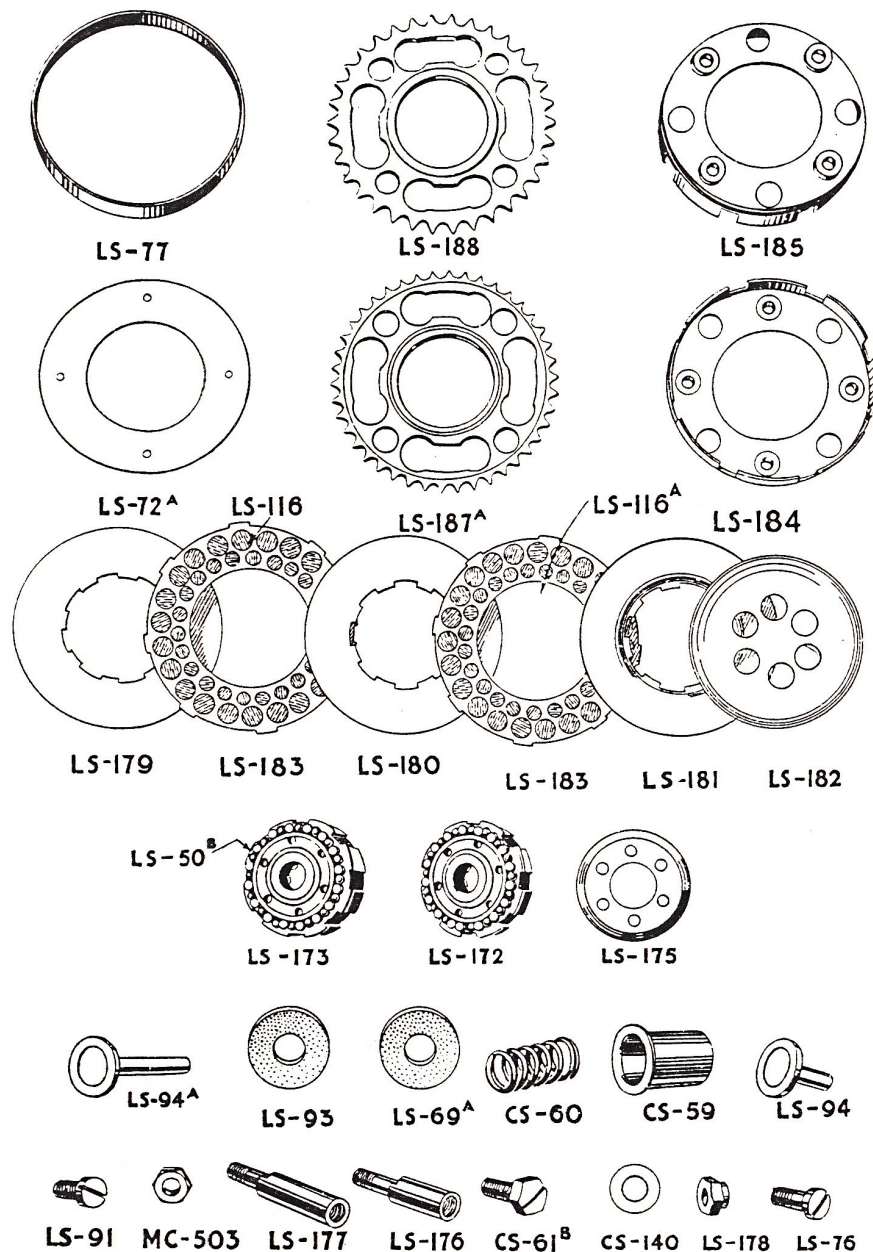
TO AVOID MISTAKES WHEN ORDERING SPARE PARTS QUOTE THE GEARBOX NUMBER AND PRECEDING LETTERS.

Symbol No.		£	s.	d.	Symbol No.		£	s.	d.
C.S. 15a	Axle Key, 3/16in. ...	0	0	3	L.S. 142	Clutch Sprocket for 1/2in. x 1/2in. Chain ...	1	0	0
154	Clutch Sprocket (Cork Inserts) ...	1	6	0	87	Clutch Centre ...	0	12	0
164	Clutch Sprocket (Fibre Inserts) ...	1	8	0	88	Sprocket Securing Ring ...	0	0	5
165a	Clutch Centre ...	0	12	0	89	Sprocket Split Ring ...	0	0	4
166	Clutch Centre Plate (Dished) ...	0	2	6	91	Clutch Driver Screw ...	0	0	1
167	Clutch Centre Plate (Flat) ...	0	2	6	93	Rubber Shock Absorber ...	0	0	2
168a	Clutch Outer Plate ...	0	2	6	94a	Thrust Pin (See Note on Page 17) ...	0	0	0
169a	Clutch Spring Cup ...	0	3	0	95	Clutch Driver ...	0	8	0
171	Clutch Friction Ring with Fibre Plugs ...	0	5	0	97	Clutch Back Plate ...	0	2	6
172	Clutch Adjuster Nut ...	0	0	9	116	Fibre Plug, 1/2in. dia., per dozen ...	0	1	0
173	Clutch End Cap ...	0	1	6	116a	Fibre Plug, 1/2in. dia., per dozen ...	0	1	0
T.S. 50	Back Plate ...	0	2	6	C.S. 13	Clutch Spring ...	0	0	5
52a	Clutch Spring ...	0	1	8	14	Clutch Spring Washer ...	0	0	1
58	Friction Plug, 1/2in. dia., per dozen (Cork) ...	0	0	5	167	Clutch Centre Plate (Flat) ...	0	2	6
57	Friction Plug, 1/2in. dia., per dozen (Cork) ...	0	0	5	168a	Clutch Outer Plate ...	0	2	6
L.S. 50b	1/2in. Roller ...	0	0	2	169a	Clutch Spring Cup ...	0	3	0
72	Clutch Sprocket Back Plate ...	0	2	6	171	Clutch Friction Ring with Fibre Plugs ...	0	0	9
82	Clutch Rod (See Note on Page 17) ...	0	0	10	173	Clutch Adjuster Nut ...	0	0	9
86	Clutch Sprocket, 5/16in. or 3/16in. width ...	1	0	0	173a	Clutch End Cap ...	0	1	6
					T.S. 52a	Heavy Clutch Spring ...	0	1	8
					55	Clutch Spring Collar (Fits over C.S. 172) ...	0	0	6

2 and 3 PLATE SHOCK ABSORBER CLUTCHES.



MULTI-SPRING SHOCK ABSORBER CLUTCHES.



TO AVOID MISTAKES WHEN ORDERING SPARE PARTS QUOTE THE GEARBOX NUMBER AND PRECEDING LETTERS.

Symbol No:		£	s.	d.	Symbol No:		£	s.	d.
L.S. 188	Clutch Sprocket (4in. x 4in. x 34T)	1	0	0	L.S. 106	Gate Seat Tube Control Lever with Cranked Arm	0	5	0
188a	Clutch Sprocket (4in. x 4in. x 34T)	1	0	0	106a	Iditto, with Straight Arm	0	5	0
188b	Clutch Rod	0	10	0					
193	Main Axle	0	13	0					
C.S. 13	Axle Nut	0	0	5					
14a	Axle Lock Washer	0	0	1					
59a	Clutch Spring Box	0	0	4					
60	Clutch Spring	0	0	2					
61b	Clutch Spring Screw	0	0	2					
M.C. 503	Nut for Clutch Driver Screw	0	0	1					

L.S. GATE CHANGE CONTROL FITTED UNDER TANK.
(See page 4).

L.S. 103	Gate Support Bracket (adjustable pattern)	0	5	0
105	Control Fulcrum Stud	0	0	9
104	Lower Clip Bracket (adjustable pattern)	0	5	0
107	Gear Lever with Knob 94a fitted	0	5	0
108	Control Gate	0	5	0
110	Support Bracket Securing Screw	0	0	4
110a	Support Bracket Securing Washer	0	0	1
111	Screw for Gate Control Clip	0	0	4
112	Clip for Gate Control	0	2	6
113	Rivets for Gate Control (per dozen)	0	0	6
120	Sleeve Nut for Gate Control	0	0	5
121	Spring Washer for Control	0	0	4
L.S. 129a	Gear Control Rod (see Note below)	0	1	0
C.S. 87	Gear Connection...	0	0	10
89	Gear Connection Pin	0	0	2
97	Gear Connection Washer	0	0	1
108	Split Pin (per dozen)	0	0	6
L.S. 137	Gear Connection Lock Nut	0	0	1

GATE CHANGE CONTROL COMPLETE.
When ordering Gate Control parts it is absolutely essential that an explanation is given as to the make of Motor Cycle for which it is required, and whether the control is fitted to the Saddle Down Tube or Under the Tank.

L.S. 140	Gate Support and Lower Clip Bracket in one piece for 8in. wide Tank	0	7	6
140	Iditto, with Control Gate fitted	0	12	6

GATE CONTROL FITTED TO SADDLE DOWN TUBE.

L.S. 109a	Gate Support and Clip Bracket for Gate Seat Tube Control, overall length 4 1/2 in.	0	7	6
109	Iditto, Overall length 3 in.	0	7	6

Note.—Overall length referred to above is measured from centre of Saddle Down Tube to inside of Control Gate.

L.S. 106	Gate Seat Tube Control Lever with Cranked Arm	0	5	0
106a	Iditto, with Straight Arm	0	5	0

L.S. GATE CONTROL FITTED ON BOX (See page 4).

L.S. 105	Control Fulcrum Stud	0	0	9
108	Gear Control Gate	0	5	0
113	Rivet for Gate Control (per dozen)	0	0	6
120	Sleeve Nut	0	0	5
121	Spring Washer	0	0	4
124	Stud for Control Bracket	0	0	3
127	Control Bracket	0	4	6
L.S. 128	Long Gear Lever with Knob fitted	0	5	0
129	Control Rod (Gate on Box Type)	0	1	0
C.S. 7a	Nut for Control Bracket	0	0	3
87	Gear Connection	0	0	10
89	Gear Connection Pin	0	0	2
97	Gear Connection Washer	0	0	1
108	Split Pin (per dozen)	0	0	6
137	Gear Connection Lock Nut	0	0	1
151	Grover Washer for Stud L.S. 124	0	0	1

L.S. DISC CONTROL FITTED ON BOX (See page 3).

L.S. 41	Control Quadrant (Back of Box)	0	6	0
41a	Control Quadrant (Front of Box)	0	5	6
60	Index Plate	0	3	0
61	Quadrant Bush	0	1	0
62b	Quadrant Stud	0	1	0
63	Spring Box	0	0	3
64	Spring	0	0	3
65	Spring Nut	0	0	1
65a	Spring Nut Washer	0	0	6
84b	Stop Peg	0	0	1
102	Control Bracket	0	3	0
124	Control Bracket Stud	0	0	3
130	Control Rod (See Note below)	0	1	0
C.S. 7	Nut for Control Bracket and Stud	0	0	3
83d	Long Gear Lever with Knob, Shallow set	0	6	0
83b	Long Gear Lever with Knob, Standard set	0	6	0
74	Spring Washer for C.S. 84a	0	0	1
84a	Long Gear Lever Bolt	0	0	2
87	Gear Connection	0	0	10
89	Gear Connection Pin	0	0	2
97	Gear Connection Washer	0	0	1
104	Split Pin (per dozen)	0	0	6
137	Gear Connection Lock Nut	0	0	1
151	Grover Washer for Quad Stud	0	0	1

Speedwell "Crimsangere Light" Lubricant in 1lb. tubes at 1/10 each.

Notes.

CLUTCH ROD LS82 AND THRUST PIN LS94.

The following list gives correct lengths of these two parts for each type and size of clutch:—

	Clutch Rod.	Thrust Pin.		Clutch Rod.	Thrust Pin.
Single Plate	7 1/2"	3/4"	3 Plate Shock Absorber	7 1/2"	1 1/8"
Two Plate	7 1/2"	3/4"	3 Plate Shock Absorber, 3 1/2 chain line	7 1/2"	1 1/8"
2 Plate 3 1/2 Chain Line	7 1/2"	1 1/8"	4 Plate	7 1/2"	1 1/8"
2 Plate Shock Absorber	7 1/2"	1 1/8"	4 Plate Shock Absorber	7 1/2"	1 1/8"
3 Plate	7 1/2"	3/4"			

GEAR CONTROL ROD, TS46 and LS 129/130. This Rod is supplied in various lengths so as to allow the position of the Control to be adjusted to suit individual requirements. When ordering, it is therefore essential to give the length of rod required, and also explain whether the measurement is taken from the Rod only or includes the Gear Connection at each end. If the old Rod is cranked to miss the Carburettor or any other fitting, the old Rod should be sent as a sample.

STURMEY-ARCHER GEARS Ltd.
LENTON — NOTTINGHAM — ENGLAND

Telegrams: "Triple. Nottingham."