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SEASON 1914.

TRADE ONLY.

NET & GROSS
PRICE LIST OF

B.S.A.

**CYCLE
FITTINGS.**

**B.S.A. & EADIE
SPECIALITIES.**

TRADE MARKS



B.S.A.

**THE BIRMINGHAM SMALL
ARMS COMPANY LIMITED
BIRMINGHAM.**

Net and Gross
PRICE LIST
 OF
B.S.A.
 CYCLE FITTINGS

B.S.A. Frames	Eadie Two-Speed Coasters
Eadie Coaster Hubs	B.S.A. Three-Speed Hubs
Eadie Two-Speed Hubs	B.S.A. Free Wheels
Hyde Free Wheels	B.S.A. Chains, Brakes, &c.



**THE BIRMINGHAM SMALL ARMS
 COMPANY LIMITED.**

Manufacturers of B.S.A. Bicycles, B.S.A. Motor Bicycles, The Lee-Enfield Magazine Rifle for H.M. Government, The War Office Miniature Rifle, The B.S.A. Air Rifle, Motor Cars, Small Tools, etc.

<i>Registered Offices!</i>	SMALL HEATH, BIRMINGHAM.
<i>Works</i>	BIRMINGHAM, REDDITCH AND COVENTRY.
<i>Glasgow Depot</i>	24, CARLTON PLACE, GLASGOW, S.S.

NOTE.—All communications should be addressed to
 Birmingham Office.

Telegrams:
"Smallarms, Birmingham."

TRADE MARKS



B.S.A.

Eadie

Telephone No.
6440 CENTRAL (7 Lines).

TERMS
SEASON - 1914

MONTHLY accounts are due on the 10th of the month following delivery, and are subject to a discount of $2\frac{1}{2}\%$ for prompt payment.

With the exception of the prices shown in Section 1, which are marked strictly net, a special discount of $3\frac{3}{4}\%$ is allowed for cash within seven days from date of invoice. (On export orders a cash discount of 2% only can be allowed.)

New customers desirous of opening a Ledger account should forward their business card, together with the usual trade references.

A *pro forma* invoice will be sent when no credit account has been opened.

All prices quoted are for delivery at the Company's Works, and are subject to alteration without notice.

Packing cases and crates are charged for, but if returned within one month, in good condition and carriage paid, the amount charged will be credited.

All previous lists are hereby cancelled.

**THE BIRMINGHAM SMALL ARMS
COMPANY LIMITED.**

SMALL HEATH, BIRMINGHAM.

November 1st, 1913.

Net Trade and Retail Prices

==== of =====

B.S.A. & EADIE SPECIALITIES



Conditions of Sale in the United Kingdom.

The articles named in this list, whether bought direct from us or from any wholesale dealers, are supplied upon the following conditions :

1. That they shall not be advertised or re-sold retail at less than the **lowest fixed retail selling price.**
2. That no article shall be sold apart from the box, and that the conditions of sale given on the box shall not be erased or otherwise made unreadable.
3. That none of the goods supplied under this contract shall be fitted to bicycles sold to soap manufacturers or others for re-sale in such a way as the Cycle Manufacturer's Union may consider detrimental to the general interest of the cycle trade.
4. It is also agreed that the following charges shall be made:—B.S.A. Three-Speed Hubs, if fitted to new bicycles, 20/- extra; if fitted in wheel or to old machine, 25/- each.
5. That the acceptance of the articles by any dealer is to be considered an acknowledgment that these conditions are part of the contract under which he purchases, and that he agrees to observe the same, and that no plea of ignorance of prices or want of price lists shall avail.
6. That any such re-sale shall be subject to these conditions, and that if any such re-sale be made below the proper lowest fixed selling price, the dealer so re-selling it shall be liable to pay us the sum of **five pounds** as liquidated damages.

If these conditions be not accepted the goods should be returned to us at once, or to the dealer from whom they have been obtained.

Net Trade and Retail Prices

SEASON - 1914

CHAINS.

	TRADE PRICES.		LOWEST RETAIL PRICES.	
	Monthly subject to 2½%	Strictly Net Cash on Delivery		
	s. d.	s. d.	s. d.	
B.S.A. Roller Chain, 54in. long - - - each	3 7	3 6	4 6	
" " 56in. " - - - "	3 8	3 7	4 8	
" " 58in. " - - - "	3 10	3 8	4 10	
" " 60in. " - - - "	4 0	3 10	5 0	
Eadie Best Chain, 54in. long - - - "	2 5	2 4	3 2	
" " 56in. " - - - "	2 6	2 5	3 4	
" " 58in. " - - - "	2 8	2 7	3 5	
" " 60in. " - - - "	2 9	2 8	3 7	

FREE WHEELS.

B.S.A. Free Wheel, with 16 and 18 teeth	each	I 6	I 5	2 3
" " " 20 " 22 "	"	I 7	I 6	2 3
Hyde " " 16 " 18 "	"	I II	I 10	2 9
" " " 20 " 22 "	"	2 0	I II	2 9

COASTER AND CHANGE SPEED HUBS.

Eadie Coaster Hub, ½in. pitch up to 22 teeth	each	8 6	8 2	12 0
* " Two-Speed Hub " " "	"	II 6	II 1	15 0
* " " Coaster Hub " " "	"	20 0	19 3	24 0
*B.S.A. Three-Speed Hub " " "	"	16 0	15 5	20 0

*Change Speed Hubs, if fitted with Handlebar Control, 1/- extra.

COMPLETE WHEELS. With Plated Rims. less Tyres.

Built with Eadie Coaster Hub - - - each	12 6	12 0	16 6
* " " Eadie Two-Speed Hub - - - "	15 6	14 II	19 6
* " " Eadie Two-Speed Coaster Hub " "	24 0	23 2	28 6
* " " B.S.A. Three-Speed Hub - - - "	20 0	19 3	25 0

*Change Speed Hubs, if fitted with Handlebar Control, 1/- extra.

NOTE.—The prices of the above Specialities do not include the cost of fitting to machines.

The Prices for Complete Wheels applies to those built by The B.S.A. Company OR OTHERWISE.

B.S.A. LUBRICATING OILS.

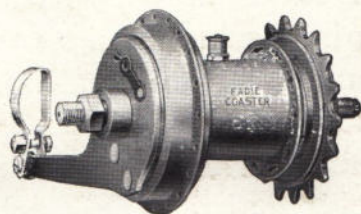
	Per Dozen Tins	Per Dozen Tins	Per Tin
B.S.A. Special Lubricating Oil - 6d. tins	3 4	3 3	0 6
" Chain Lubricant for Oil Bath Gear Cases - - - I/- tins	7 6	7 3	1 0
" Motor Cycle Lubricating Oil quart tins	14 0	13 6	1 9
" " " ½gall. tins	24 0	23 I	2 9

B.S.A. CARBURETTERS ... each	35 0	33 8	45 0
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Consignments of Oil to the value of £5 sent Carriage Paid.

Eadie Coaster Hub.

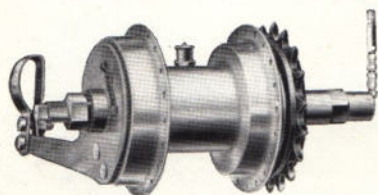
The Eadie Coaster Hub links simplicity with security, and is an ideal combination of a frictionless free wheel and perfect brake. Its direct action enables the cyclist to keep complete control over his bicycle down the steepest hill.



NOTE.—If Coasters are taken less cogs an allowance of 6d. only can be made.

Supplied in $1\frac{5}{8}$, $1\frac{7}{8}$, $1\frac{1}{2}$, $1\frac{9}{8}$, $1\frac{3}{8}$ and $1\frac{3}{4}$ in. chain lines, and with 8, 9, 10 and 11 teeth \times 1in. pitch; 16, 18, 20 and 22 teeth \times $\frac{1}{2}$ in. pitch, and 13, 14, 15 and 17 teeth \times $\frac{5}{8}$ in. pitch.

Eadie Two-Speed Coaster Hub.



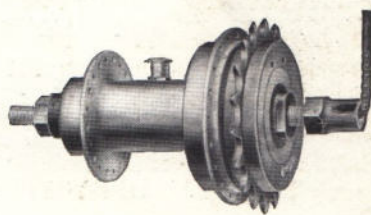
This is the only successful device embodying in one shell a perfect two-speed gear, a pedal actuated brake, and an absolutely frictionless free wheel. It is a fitment of outstanding value to the cyclist who desires perfect brake control and at

the same time the benefits derived from a variable gear.

Made in $1\frac{1}{2}$, $1\frac{9}{8}$, $1\frac{3}{8}$, and $1\frac{3}{4}$ in. chain lines, and with cogs same as with Coaster Hub.

Eadie Two-Speed Hub.

The outstanding feature of the Eadie Two-Speed Hub is that its working parts are comparatively few, making it, without question, the most satisfactory two-speed on the market. It is supplied either with fixed or free wheel on both gears.

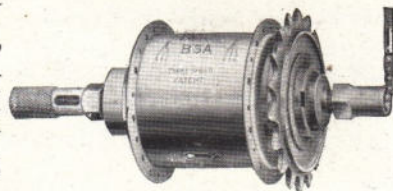


Stocked in $1\frac{5}{8}$, $1\frac{1}{2}$, $1\frac{9}{8}$ and $1\frac{3}{4}$ in. chain line; 8, 9, 10 and 11 teeth \times 1in. pitch, 16, 18, 20 and 22 teeth \times $\frac{1}{2}$ in. pitch, and 15 teeth \times $\frac{5}{8}$ in. pitch.

IMPORTANT NOTICE.—A fixed charge will be made to Agents of 1/- each net for cogs up to 22 teeth $\frac{1}{2}$ in. pitch to suit Eadie Coaster, Eadie Two-Speed Coaster, and B.S.A. Three-Speed Hubs, if ordered separately; and 1/3 each if with 24 teeth $\frac{1}{2}$ in. pitch.

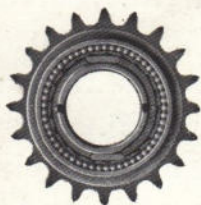
B.S.A. Three-Speed Hub.

Has all moving parts, including planet pinions, mounted on ball bearings, which, under certain conditions, means a saving in friction of over 60%. It has, also, a single train of gearing, and the gears being always in mesh, can be changed with smoothness and regularity. Simplicity of adjustment, and the B.S.A. patent actuating mechanism are additional points which appeal to both expert rider and novice.



Made in $1\frac{1}{2}$, $1\frac{9}{16}$, $1\frac{5}{8}$, and $1\frac{3}{4}$ in. chain lines, and with cogs same as with Coaster Hub.

Free Wheels.



THE HYDE FREE WHEEL.

The never-failing efficiency of the "Hyde" and B.S.A. Mark I. Free Wheels has secured for them a deservedly popular reputation. Both are made in the undermentioned sizes, suitable for fitting to any standard hub, and for use with any style of chain.



THE B.S.A. MARK I. FREE WHEEL.

Sizes:—8, 9, 10, 11 teeth, 1in. pitch; 16 18, 20, 22 teeth, $\frac{1}{2}$ in. pitch; 14, 15, 16, 17 teeth, $\frac{3}{8}$ in. pitch; Eadie and B.S.A. Threads.

Clutches are stocked, bored and tapped to a diameter of $1\frac{1}{16}$ in.; also with soft centres.

Special borings up to $1\frac{1}{16}$ in., of Mark I. pattern, can be supplied, excepting those with 8 or 16 teeth, if suitable quantities are specified; but small orders for Hyde Clutches will be accepted at an extra charge of 1/- each.

Eadie Motor Hubs.

(See illustrations on page 28.)

		Subject to $2\frac{1}{2}$ % Monthly Account.		Strictly Net Cash on Delivery.	
		s.	d.	s.	d.
*Eadie Motor Front Hub, Mark I. Pattern	- each	4	3	4	1
" " " " Mark II. Pattern	- "	5	6	5	4
" " Free Wheel Back Hub, lightweight	" "	8	6	8	2
" " " " " " heavyweight	" "	8	6	8	2

*This Hub is also specially suitable for use with Carrier Bicycles.

Gross Prices of
B.S.A.
CYCLE FITTINGS
FRAMES, BRAKES
HANDLEBARS & &
SEAT PILLARS, &c.

The Prices shown in this section
are subject to trade discount,
which will be quoted on application

GROSS PRICE LIST.

Complete Sets of B.S.A. Fittings.

	Gents'			Ladies'		
	£	s.	d.	£	s.	d.
Steering Head, complete - - - each <i>(Front forks brazed and crowns plated, but not enamelled, 7/3 extra; or finished enamelled, 8/6 extra.)</i>	13	0		13	0	
Seat Lug, complete - - - each	1	6		1	6	
Ladies' Top Tube Lug, with two struts - - -	—			1	6	
Bottom Bracket, complete with cranks up to } 7in., chain wheel up to 26 teeth, 1in. pitch, } or 52 teeth, ½in. pitch - - - each }	1	0	0	1	0	0
Hubs, complete with ordinary chain wheel pair	12	0		12	0	
Pedals, rat-trap or rubber - - - "	8	6		8	6	
Fork Ends, complete - - - set	3	6		3	6	
Back Fork Bridge - - - each	1	0		1	0	
Per Set -	£2	19	6	£3	1	0

B.S.A. Fittings are made in the following chain lines:

Gents' and Ladies' - 1½in. and 1¾in. with gear case clearance.
Gents' - - - 1½in. and 1⅝in. without gear case clearance.

Steering Heads, to suit handlebars with expanding stems, 1/- less than the above prices.

EXTRAS.

	s.	d.
Brackets, with 7½in. cranks - - - each extra	1	0
" " 8in. " - - - " "	2	6
" with wheels over 26 teeth, 1in. pitch - tooth extra		3
" " " 52 " ½in. " - " "		1½
Back Pedalling Brake, with clutch release action, if supplied with B.S.A. Fittings - set extra	11	6
Back Stay Bridge - - - each extra	1	0
Bridge Piece for cranked back stays - - - "		6
Steering Head, with forward adjustable handlebar clip - - - "	1	6

N.B.—Back Stay Bridges will be supplied with Sets of Fittings when not otherwise stated, and charged extra as above.

B.S.A. Complete Frames.

Frame, with front forks, black enamelled, plated; cranks up to 7in., chain wheel up to 26 teeth, 1in. pitch, or 52 teeth, ½in. pitch, complete with front hub and pedals, but without handlebar or seat pillar -

Gents'			Ladies'		
£	s.	d.	£	s.	d.
4	10	0	4	14	0

(For prices of handlebars and seat pillars see page 10.)

EXTRAS.

				s.	d.
Frames with Double Top Tubes	-	-	-	10	0
„ lined with leaf gold	-	-	-	10	6
„ „ colours or bronze	-	-	-	2	6
„ enamelled in colours	-	-	-	3	6
„ „ „ and lined with leaf gold	-	-	-	14	0
„ with Front Fork tips plated	-	-	-	1	9

(See extra charge for Large Bracket Wheels and Long Cranks on page 8.)

B.S.A. Mudguards.

Mudguards, complete, enamelled black, ready for fitting, including Bolts and Nuts			Gents' set	6	0
Ditto ditto ditto			Ladies' „	6	6
„ If lined with leaf gold	-	-	- extra	2	6
„ „ colours or bronze	-	-	-	<i>Free of charge.</i>	
„ If enamelled in colours	-	-	- extra	1	0
„ „ „ and gold lined	-	-	- „	3	6
Mudguard Spring Clips for oval front forks	-	-	- „		4

B.S.A. Gear Cases.

Metal Gear Case, enamelled black, with plated disc	each	8	6
Detachable Oil Bath Gear Case, enamelled black, not lined	„	18	6

Standard measurements are as follows:—

Gent's for 48 teeth, ½in. pitch chain wheel, 20in. between centres for 28in. wheels.					
„ 48	„	„	19in.	„	„ 26
Lady's „ 44	„	„	19in.	„	„ 28
„ 44	„	„	18in.	„	„ 26

B.S.A. Handlebars.

	£	s.	d.
*Handlebar and Stem, with forward lug, rough, not brazed	-	2	6
" " " " plated	-	6	6
" " M pattern, with 3in. forward extension plated	-	8	0
Handlebar and Stem, O pattern, with 4in. forward extension plated	-	8	9
Handlebar and Stem, L pattern, with sliding outrigger and adjustable clip, complete, plated	-	11	6
*Handlebar, with forward head clip, S pattern with bolt and nut, rough, not brazed	-	4	6
*Ditto ditto ditto ditto plated	-	8	6

Handlebars fitted with patent expander, 1/6 each extra.

***If fitted with patent adjustable clip, 1/6 each extra.**

B.S.A. Handlebars fitted with Roller Brakes.

Handlebar and Stem (with brazed brake clips) A, B or H pattern, plated and fitted with B.S.A. Front Rim Rolling Lever Brake	-				17	6
Ditto ditto ditto Back ditto	-	1	0	6		
Ditto ditto ditto Front and Back ditto	-	1	8	0		

B.S.A. Handlebar Stems, etc.

Handlebar Stem with forward lug, rough, not brazed	-				1	3
" " O pattern, plated	-	5	0			
" " O " " with expander	-	6	6			
" " J " " " adjustable clip	-	4	3			
" " W " " " " " "	-	5	3			
" " L " " with sliding outrigger and adjustable clip	-	7	9			
Handlebar Bend only, plated	-	3	9			
" Forward Lug only, rough	-	-	-	9		

B.S.A. Seat Pillars.

Seat Pillar, plated	-				2	6
" " not brazed, with liner	-	1	0	set		
" " Stem only, lapped	-	-	-	each	8	

Steel Balls.

Steel Balls, guaranteed true to diameter, 1/8 in.	-				gross	9
" " " " " 3/16 in.	-	1	0	"		
" " " " " 1/4 in.	-	1	6	"		

B.S.A. Brakes.

	s.	d.
B.S.A. Front Rim Brake, with thumb lever - - - each	7	0
" " " " " rolling or short pull-up lever "	7	0
" Back " " " " " " " "	10	0
" Back-Pedalling Brake, without crank or clutch - "	6	6
" Back-Pedalling Brake, with crank up to 7in. and release action clutch complete with special spindle - "	17	6

(Also see Handlebars fitted with Brakes, page 10.)

B.S.A. Hub Foot Steps.

B.S.A. Hub Foot Steps - - - each	3
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B.S.A. Spanners.

B.S.A. Spanners, thick, 1/-; thin, 10d.; screw driver and tyre lifter, 5d. - - - set of three	2	3
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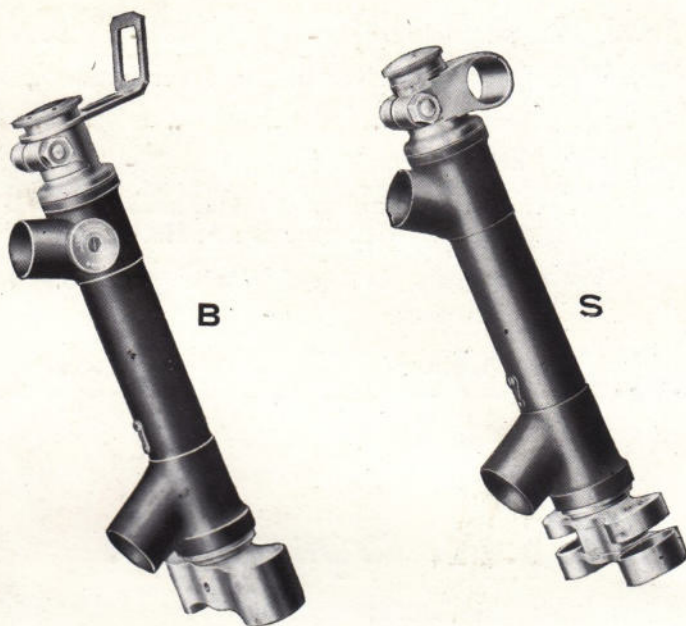
Spokes and Nipples.

Double Butted Spokes, headed, bent and plated - gross	4	0
" " bright - "	3	0
" " including nipples and washers - "	5	6
Plain Spokes, 15 gauge, plated - "	2	3

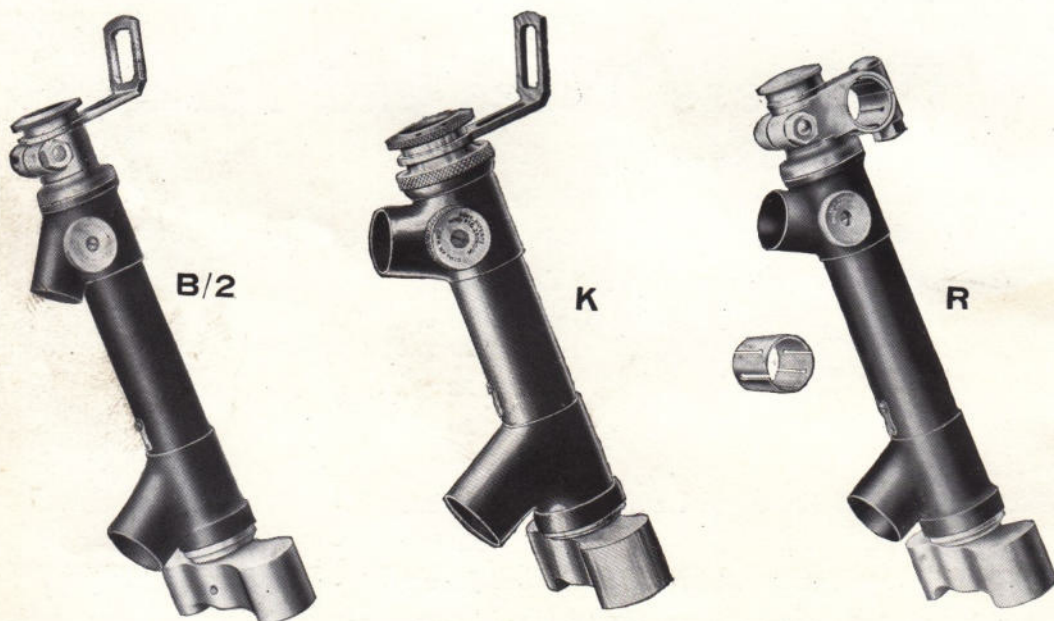
Weldless Tubes and Forks.

D Back Stay Tubes, ordinary length - - set	2	0
" " " " extra long, for 27in. frame - "	2	3
(Cranked Back Stays without bridge piece same price as above.)		
D Back Fork Tubes with two Bridge Tubes - set	2	0
Top, Bottom and Down Tubes for Gent's frame		
20 gauge ordinary "	3	0
" " " " 22 " " "	3	6
" " " " 20 " butted "	4	0
" " " " 22 " " "	4	6
Bottom and Down Tubes for Ladies' frame, ordinary - "	2	3
" " " " " " " " butted - "	3	0
Top Tube, curved, without struts for Ladies' frame - each	1	6
Struts, for curved tubes, Ladies' frame, if sold separately "		4
"Weldless" Front Forks, Oval or D pattern, ordinary, or tapered with machined ends - set	2	10
"Weldless" Front Fork Ends only, machined for D or Oval Forks - - pair		8

B.S.A. Steering Heads.



The standard head is designed to take the ordinary handlebar and stem, and is fitted with B pattern clip. Options are offered of the expanding handlebar stem, pattern K; also of the fixed forward lug, pattern S, which allows the bar to be reversed; and the adjustable forward clip R, which allows the bar to be reversed or adjusted to any position.



Oval Open Crowns, both narrow and wide, can be supplied if specially ordered.
The "S" Pattern Racing Steering Heads are now sent out with ordinary Roadster Pattern Clips, but can be fitted with $\frac{1}{8}$ in. Forward Clips, as illustrated, if required.
 Special Steering Heads are supplied when required for use with Handlebars with Expanding Stems.
 Steering Heads are also made of intermediate sizes if required.
 Special Lugs may be had for Double Top Tube to suit Light Roadster Frame.

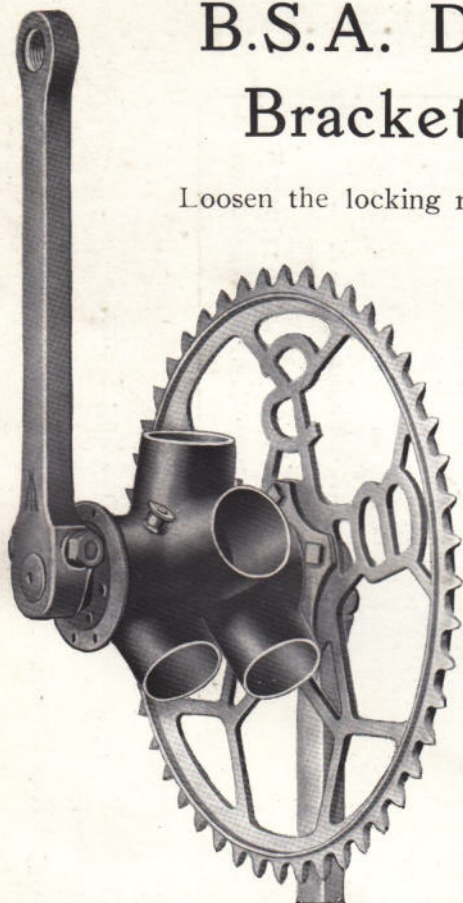
B.S.A. Steering Heads.

Standard Sizes in which the B.S.A. Steering Head is made for the Frames shown.

Pattern	Diameter of Wheel	Distinguishing Mark on Lugs		Top Tube	Crowns	Sizes of Frame
		Top	Bottom			
S Path Racing ...	26in.	S	A	1in. dia., 3in. drop	D Box narrow {	Head 5in., 7in., 9in., 11in. Frame 21in., 23in., 25in., 27in.
A Road Racing ...	26in. or 28in.	A	A	1in. dia., 2in. drop	D Box wide {	Head 5in., 7in., 9in., 11in. Frame 21in., 23in., 25in., 27in.
A/P Road Racing Parallel ... }	26in. or 28in.	A/P	A	1in. dia., parallel	D Box wide {	Head 7in., 9in., 11in., 13in. Frame 21in., 23in., 25in., 27in.
B Light Roadster ...	28in.	A/P	B	1in. dia., parallel	D Box wide {	Head 5in., 7in., 9in., 11in. Frame 21in., 23in., 25in., 27in.
B Light Roadster C Heavy Roadster }	28in.	C	B	1½ in. dia., parallel		
B/S Light Roadster Sloping top tube }	28in.	A	B	1in. dia., 2in. drop	D Box wide {	Head 5in., 7in., 9in. Frame 23in., 25in., 27in.
B/2 Lady's ... }	28in.	B/2	B	¾ in. curved ...	D Box wide {	Head 7in., 9in., 11in., 13in. Frame 21in., 23in., 25in., 27in.

Oval Open Crowns, both narrow and wide, can be supplied if specially ordered.
 Special Steering Heads are supplied when required for use with Handlebars with Expanding Stems.
 Steering Heads are also made of intermediate sizes if required.
 Special Lugs may be had for Double Top Tube to suit Light Roadster Frame.

B.S.A. Disc-Adjusting Crank Bracket and Chain Wheel.

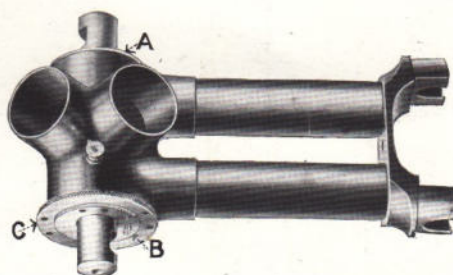


Loosen the locking ring (C), and after correct adjustment has been obtained by the screwing inward or outward of the left cup (B), tighten the ring (C) against the face of the bracket.

The cup (A) on the chain side is screwed LEFT HAND thread, and has a solid collar which locks up to the face of the bracket.

The cup (B) on the left side is screwed RIGHT HAND thread, and projects beyond the bracket face sufficient to allow for the locking ring (C).

Number of balls fitted, 711 each side, size $\frac{1}{4}$ in.



The following table gives the range of sizes in which the B.S.A. Crank Bracket is made :—

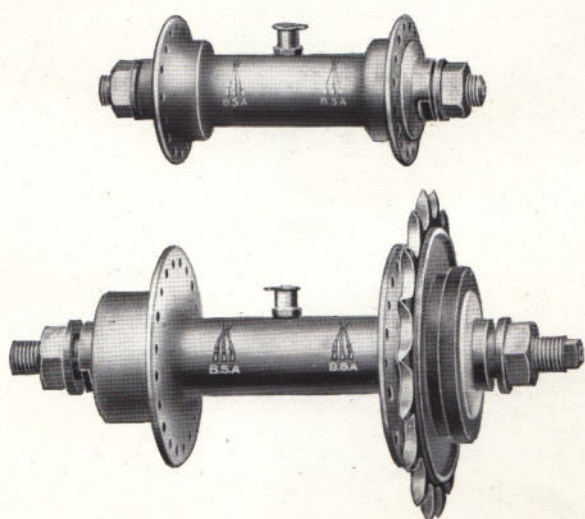
Pattern.	Chain Line.	Distinguishing Mark	Length of Cranks.
S Path Racing ...	$1\frac{5}{8}$ in.	A	$6\frac{1}{2}$ in. & 7 in.
S/D Ditto, disc-adjusting ...	$1\frac{5}{8}$ in.	A/D	$6\frac{1}{2}$ in. & 7 in.
A Road Racing ...	$1\frac{5}{8}$ in.	A	$6\frac{1}{2}$ in. & 7 in.
A/D Ditto, disc-adjusting ...	$1\frac{5}{8}$ in.	A/D	$6\frac{1}{2}$ in. & 7 in.
B Light Roadster ...	$1\frac{1}{2}$ in.	B	$6\frac{1}{2}$ in., 7 in. & $7\frac{1}{2}$ in.
B/D Ditto, disc-adjusting ...	$1\frac{1}{2}$ in.	B/D	$6\frac{1}{2}$ in., 7 in. & $7\frac{1}{2}$ in.
B/1 Light Roadster With gear-case clearance	$1\frac{1}{2}$ in.	B	6 in., $6\frac{1}{2}$ in., 7 in. & $7\frac{1}{2}$ in.
B/1D Ditto, disc-adjusting With gear-case clearance	$1\frac{1}{2}$ in.	B D	6 in., $6\frac{1}{2}$ in., 7 in. & $7\frac{1}{2}$ in.
C Full Roadster ...	$1\frac{3}{4}$ in.	C	$6\frac{1}{2}$ in., 7 in. & $7\frac{1}{2}$ in.
C/D Ditto, disc-adjusting With gear-case clearance	$1\frac{3}{4}$ in.	C/D	$6\frac{1}{2}$ in., 7 in. & $7\frac{1}{2}$ in.
B/2 Lady's ...	$1\frac{1}{2}$ in.	B	6 in., $6\frac{1}{2}$ in. & 7 in.
B/2D Ditto, disc-adjusting ...	$1\frac{1}{2}$ in.	B/D	6 in., $6\frac{1}{2}$ in. & 7 in.

The following table gives the range of sizes in which the B.S.A. Chain Wheel is made :—

Pitch.	Sizes.	Width of Teeth.
$\frac{1}{2}$ in.	42 44 46 48 52 56 60 64 Teeth	$\frac{1}{8}$ in. & $\frac{3}{16}$ in.
1 in.	21 22 23 24 26 28 30 32 ,,	$\frac{1}{8}$ in. & $\frac{3}{16}$ in.

B.S.A. Hubs.

To ensure perfect lubrication, all B.S.A. Hubs are made oil-retaining and are dust-proof. They are constructed of the finest selected material by skilled workmen using the most up-to-date machinery, and are as near mechanical perfection as it is possible to make them. They are suitably screwed to take either B.S.A. Mark I, or Hyde Free Wheel Clutches.



To adjust the B.S.A. Rear Hub, loosen the spindle-nut or foot-step (as the case may be) on the left side of the machine, then insert the large end of the thin spanner on the flats of the cone between the hub and the cam, screwing up sufficiently to take up the wear and yet allowing the wheel to run freely.

Number of balls fitted: 9 each side, size $\frac{1}{4}$ in.

With the Front Hub, the spindle nut on the left side of the machine must be loosened—then adjust for wear and tighten up as in the case of the Back Hub. Number of balls fitted: 10 each side, $\frac{3}{16}$ in.

NOTE.—It is absolutely necessary that the adjusting or loose cone of Front Hub, which has two flats to receive the spanner, should be on the left side of the machine—*i.e.*, the side opposite the chain.

Pattern	Pattern	Chain Line	Width over Flanges, Front	Width over Flanges, Back
A { Path Racing } { Road Racing }	- -	A	$1\frac{5}{8}$ in.	2 in.
B Light Roadster	- -	B	$1\frac{1}{2}$ in.	$2\frac{1}{4}$ in.
B/I { Light Roadster and Lady's } { with Gear-case clearance }	B/I	$1\frac{1}{2}$ in.	2.94 in.	2 in.
C Full Roadster	- -	C	$1\frac{3}{4}$ in.	$2\frac{1}{4}$ in.

B.S.A. Hub Chain Wheels.

Pitch	Sizes	Width of Teeth
$\frac{1}{2}$ in.	14 15 16 17 18 20 22 24 Teeth	$\frac{1}{8}$ in. and $\frac{3}{16}$ in.
1 in.	7 8 9 10 11 12	$\frac{1}{8}$ in., $\frac{3}{16}$ in. and $\frac{1}{4}$ in.

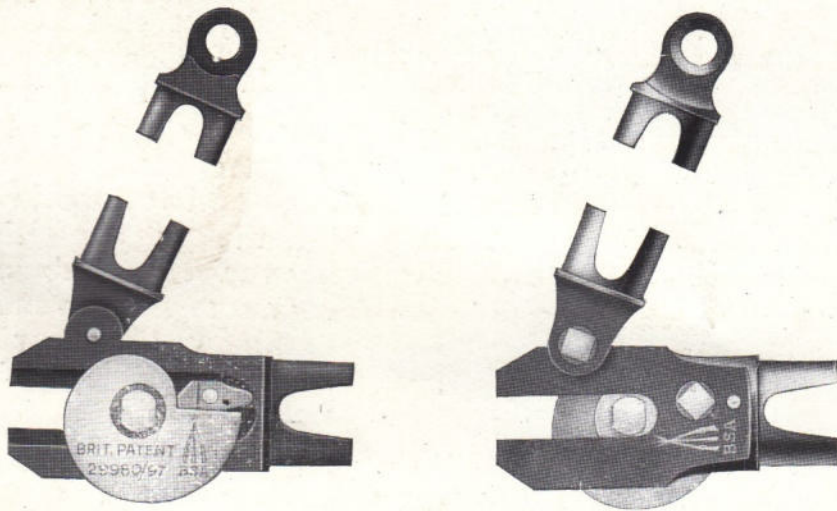
B.S.A. Back Fork Ends

(With Cam Chain Adjustments).

For $\cdot875 \times \cdot557$ in. D Section, Back Stays 22 Gauge.

.. $1\cdot012 \times \cdot657$ in. D Section, Back Forks 19 Gauge.

(External Dimensions.)



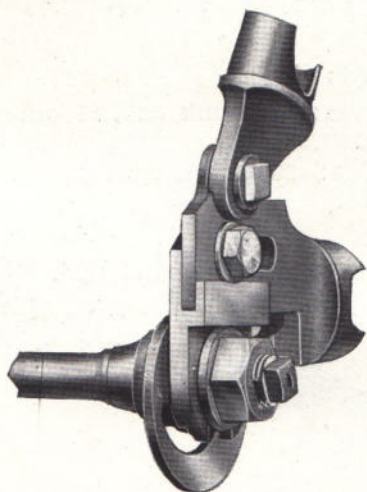
The success of the B.S.A. parallel chain adjustment is due to the extreme simplicity of manipulation which it affords, and the fact that the wheel cannot be thrown out of truth when the adjustment is effected.

A glance at the illustration above will provide the reader with a clear understanding of the system, and the following instructions will be sufficient to enable even the novice to adjust the chain:—

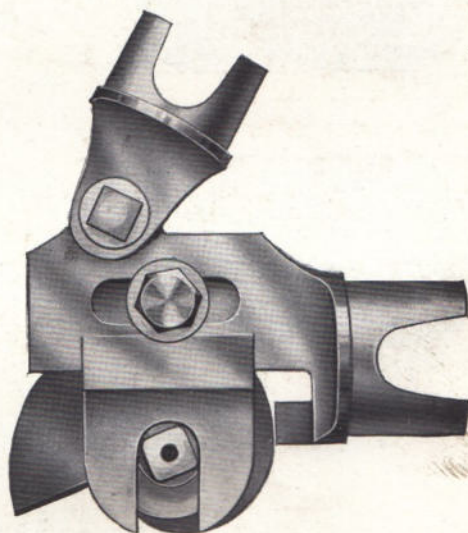
Loosen the foot-step or the nut on the hub spindle on the left side of machine; then the nut on the right side. Apply the square hole in the thin spanner (handle upwards) to the square end of the hub spindle, then turn towards the front of the machine until the chain is tight. Slightly turn the reverse way to slacken the chain sufficiently to ensure free running. Hold the spanner firmly in this position, keeping the cams and blocks in close contact, then with the other spanner tighten the left-hand nut or foot-step, as the case may be; remove the thin spanner and tighten up the right-hand spindle nut.

B.S.A. "Quick Release" Back Fork End.

"S" Pattern, with Cam Chain Adjustment.



End View.



Side View.

The special advantage of this pattern fork end is the facility with which the back wheel can be removed and replaced without having to unbolt the chain, thus obviating the necessity of re-adjusting the chain each time the wheel is removed. Combined with this fork end is the B.S.A. parallel chain adjustment as used on the ordinary pattern fork ends.

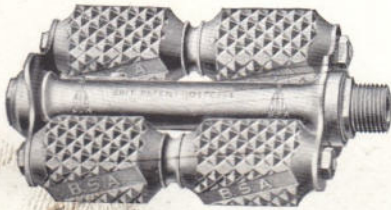
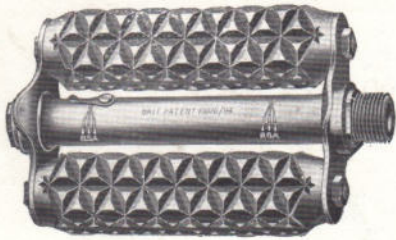
These fork ends are designed to admit of a rapid change of tyre, tube, or back wheel in racing or road-racing machines, and unless specially ordered are only supplied with fittings of $1\frac{5}{16}$ in. chain line. In the case of roadster machines fitted with guards, gear-cases, speed gears, etc., we advise the usual type of fork ends.

B.S.A. Front Fork Ends.



Machined for D or Oval Forks.

B.S.A. Pedals.



Number of balls fitted:—

Up to 3 $\frac{3}{4}$ in. wide: 14 crank end, 11 outer end, size $\frac{1}{8}$ in.

From 4in. wide: 10 crank end, 9 outer end, size $\frac{3}{16}$ in.

Standard Sizes:—

Rat-Trap, 3 $\frac{1}{4}$ in., 3 $\frac{1}{2}$ in., 3 $\frac{3}{4}$ in., 4in., 4 $\frac{1}{4}$ in.

Rubber, 3 $\frac{1}{4}$ in., 3 $\frac{1}{2}$ in., 3 $\frac{3}{4}$ in., 4in., 4 $\frac{1}{4}$ in., 4 $\frac{1}{2}$ in.

Divided Rubber, 3 $\frac{1}{4}$ in., 3 $\frac{1}{2}$ in., 3 $\frac{3}{4}$ in., 4in.

B.S.A. Seat Lugs.



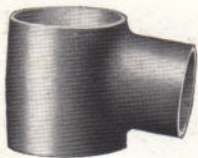
B/2



A/P



S



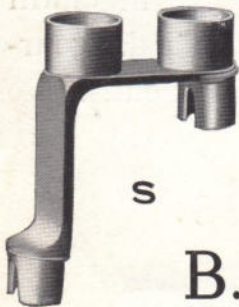
B.S.A. Top Tube Lug (with Struts).

1 $\frac{1}{8}$ in. x $\frac{5}{8}$ in., for $\frac{3}{8}$ in. curved tube.

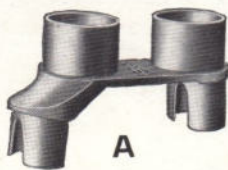
For lady's frame.



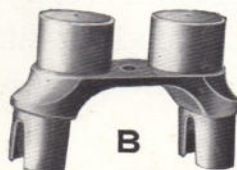
B.S.A. Back Fork Bridges.



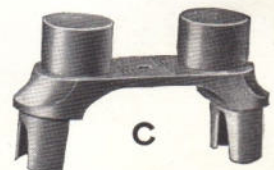
S



A

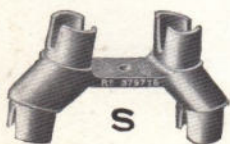


B

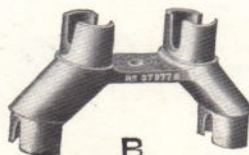


C

B.S.A. Back Stay Bridges.



S



B



Bridge Piece for Cranked Back Stays.

B.S.A. Chains.



Pitch.	Width.	Weight of 116 Links.	Equal to a strain of
$\frac{1}{2}$ in.	$\frac{1}{8}$ in.	16 ozs.	2,000 lb.
$\frac{1}{2}$ in.	$\frac{3}{16}$ in.	18 ozs.	1,900 lb.

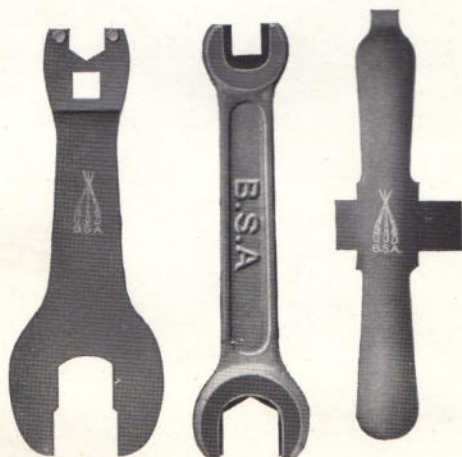
Eadie "Best" Chain.



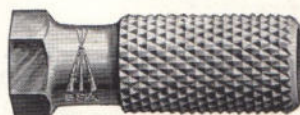
Made in $\frac{1}{2}$ in. pitch, $\frac{1}{8}$ in. and $\frac{3}{16}$ in. wide.

B.S.A. Spanners

With Screw-Driver and Tyre-Lifter.



B.S.A. Foot-steps.



B.S.A. Foot-steps are manufactured in two patterns, one for use with Coasters or ordinary hubs, and the other, being slotted, for use with the B.S.A. Three-Speed Hub.

B.S.A. Mudguards.

B.S.A. Mudguards are made from the best rolled steel, and fitted with patent stay ends, which allow of quick detachment.

B.S.A. Brakes.

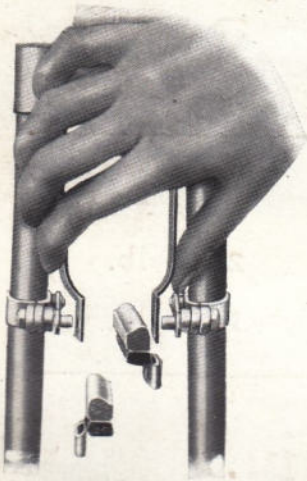
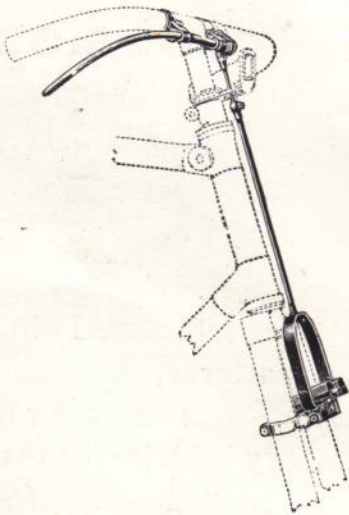


Illustration shows how easily the detachable shoes of B.S.A. Brakes are removed.

Only the very finest material is used in the construction of B.S.A. Brakes, and the utmost care exercised upon their manufacture. Every part is carefully gauged and tested with each operation, thus producing when assembled, brakes which can be thoroughly relied upon, and which we recommend with every confidence. The chief objection to ordinary rim brakes is the impossibility of removing either front or back wheel without stripping the forks of the brake clips, shoes and stirrup, with the attendant difficulty of again correctly adjusting the brake. This trouble has been overcome by the B.S.A. Patent detachable Shoes, which are fitted to all B.S.A.

Brakes. The illustration at top of this page shows how easy it is to remove the shoes by a slight pressure of the stirrups.



B.S.A. Front Rim Brake with Rolling Lever.

Fitted with patent detachable shoes, and $\frac{7}{8}$ in. clips to suit Handlebars A, B and H.

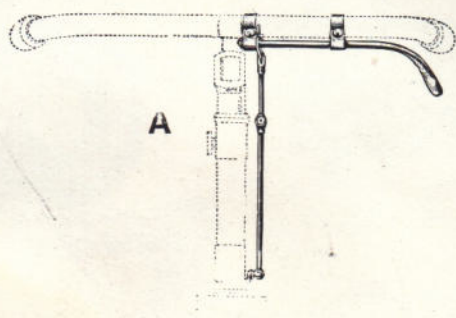
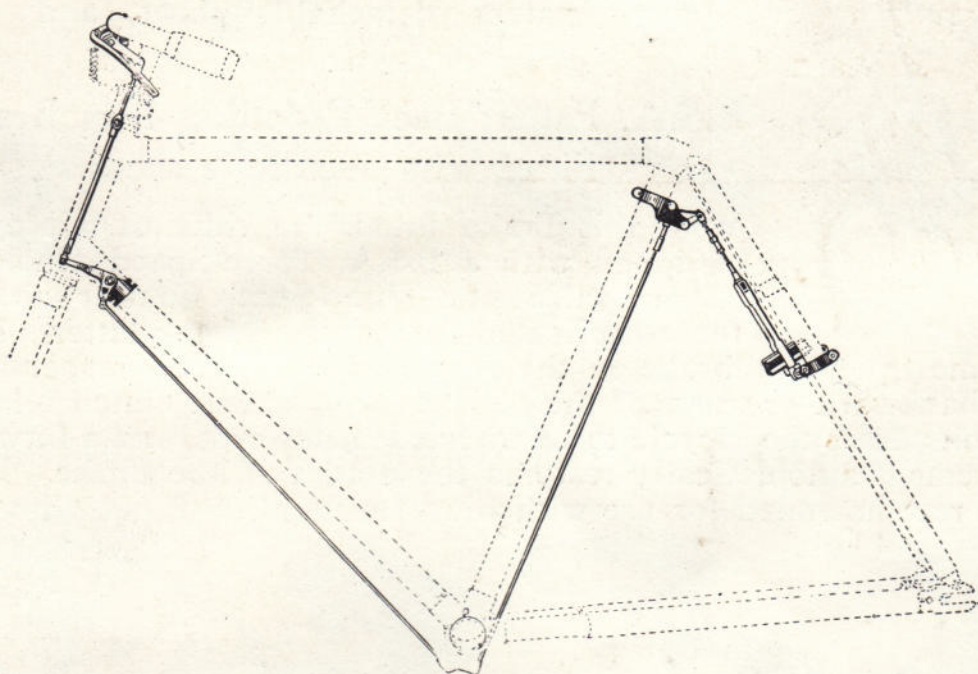


B.S.A. Thumb Brake.

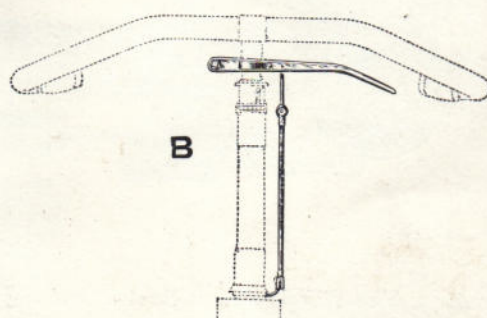
With thumb lever and patent detachable shoes. Clips for $\frac{7}{8}$ in. handlebars. Can be fitted to all pattern bars except M.

B.S.A. Back-Stay Rim Brake.

The B.S.A. Rear Rim Brake, as illustrated, can be supplied with either rolling lever A, or short pull-up B. It is fitted with B.S.A. Patent Detachable Shoes and $\frac{7}{8}$ in. clips to suit bars A, B, and H, or with short pull-up lever to suit bars C, D, or G.

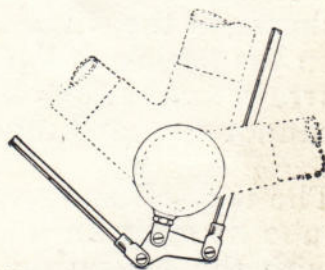


A



B

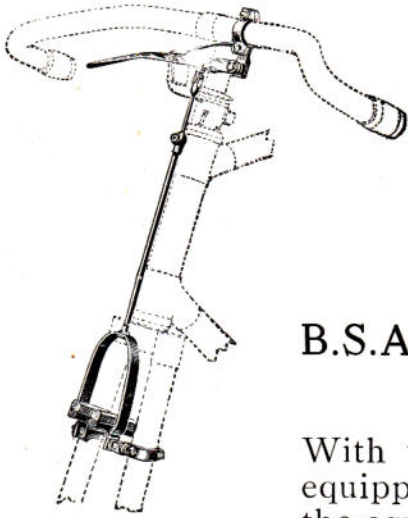
This brake is constructed for fitting to the back stays instead of to the back forks, and is a decided advantage, as the brake is kept clear of the mud, thereby preventing clogging, and is also readily accessible for cleaning and adjustment.



This illustration shows the correct position of B.S.A. Back-Stay Rim Brake when not applied.

B.S.A. Brakes—continued.

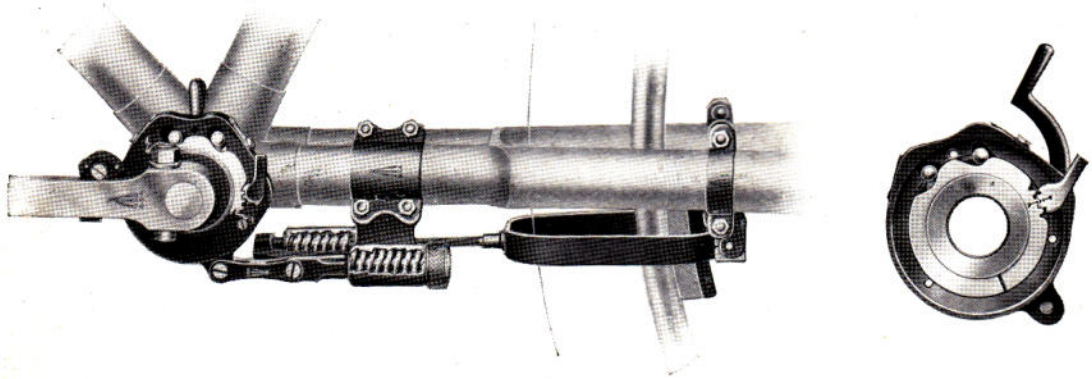
B.S.A. Front Rim Brake, with Short Pull-up Lever.



This Brake is particularly suitable for use with handlebars of the dropped or forward pattern. It is fitted with patent detachable shoes, and $\frac{7}{8}$ in. handlebar clip.

B.S.A. Patent Back-Pedalling Rim Brake. Fitted with detachable shoes.

With this Brake fitted, the rider of a bicycle equipped with a B.S.A. Three-Speed Hub has the equivalent of a Three-Speed Coaster without the complicated mechanism of the latter. It is the most powerful brake on the market, and instantly responds to the backward pressure of the pedals. The patent clutch release action allows the bicycle to be wheeled backwards, and a forward movement automatically restores the action of the brake. It is also recommended for use with bicycles fitted with free-wheel or two-speed hub.

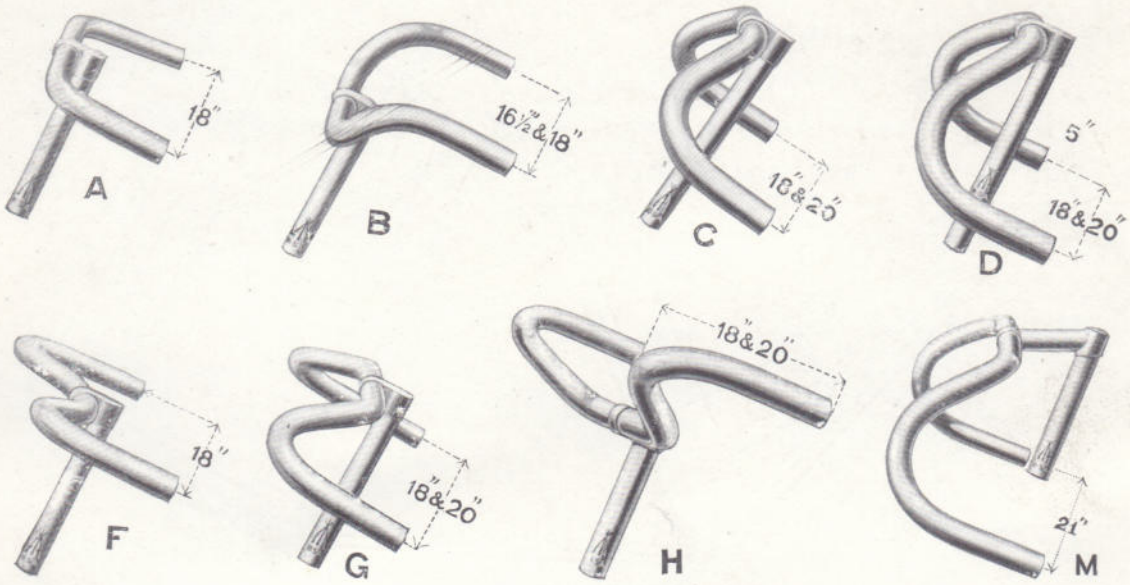


The B.S.A. Patent Back-Pedalling Rim Brake.

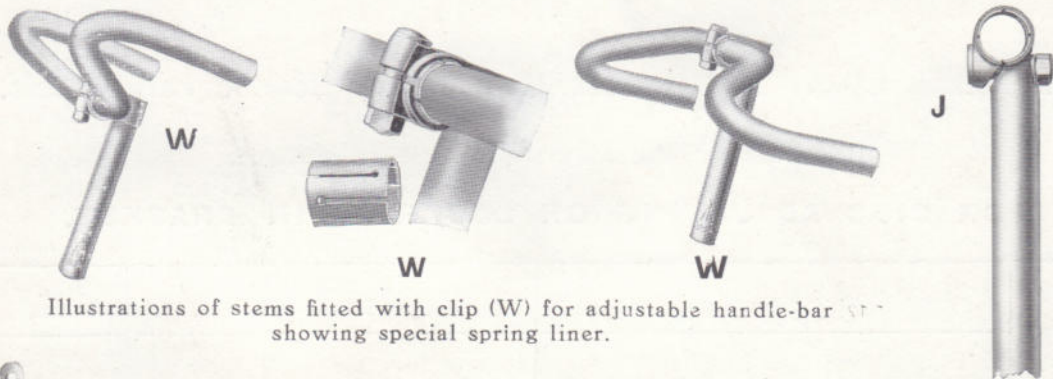
It is important that the crank clutch is fitted exactly in the position shown in the small illustration. It is also essential that the teeth on the pinion should engage with the toothed cam ring having the arrow marks opposite each other, otherwise the connecting link cannot operate properly and the Brake will not act.

The take-off spring clip should be fastened to the left-hand bridge tube at such an angle that the Connecting Link engages freely with the lug on the crank clutch, and allows the take-off spring draw-bar to move freely in the case. The correct position is $1\frac{3}{8}$ in. from the side of the crank clutch to the forward edge of the clip.

B.S.A. Handlebars.

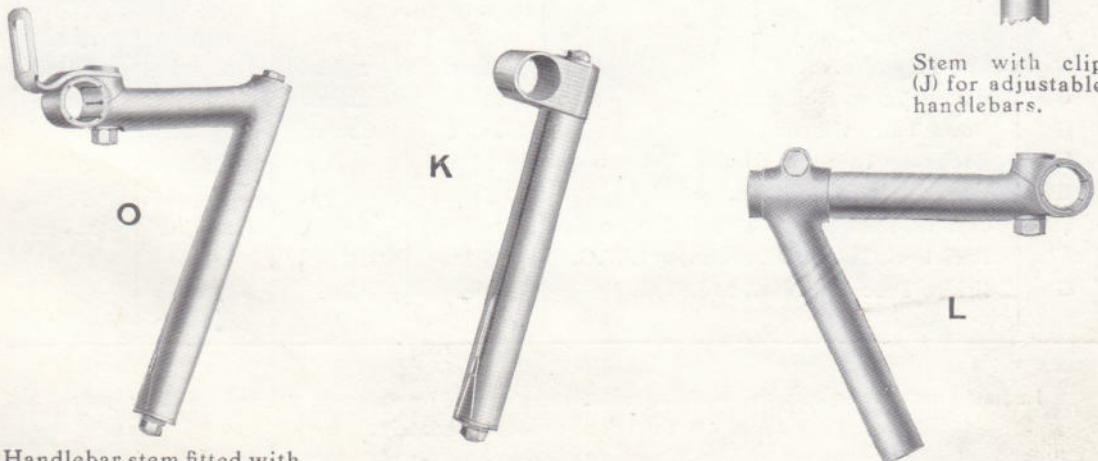


Clips for Adjustable Handlebars.



Illustrations of stems fitted with clip (W) for adjustable handle-bar showing special spring liner.

Stem with clip (J) for adjustable handlebars.



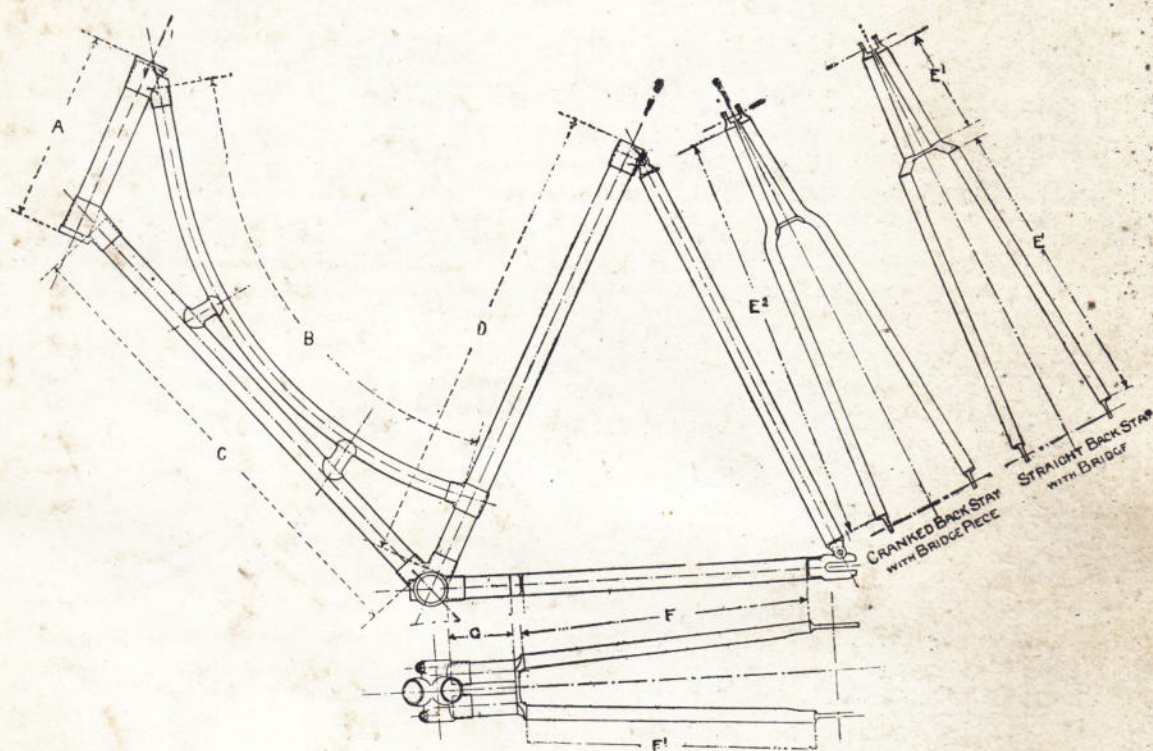
Handlebar stem fitted with expander and adjustable clip (O) with 3in. forward extension, or can be supplied without expander.

Handlebar stem with forward lug and fitted with expander (K).

Handlebar stem with forward adjustable extension for outrigger handlebars adjustable.

These can be supplied for any of the bends illustrated above, with the exception of M pattern.

B.S.A LADY'S FRAME. Pattern B2 or B2D.



1½ in. Chain Line. FOR Gear Case. For 28 in. equal Wheels.

Height to centre of Bracket, 12½ in. Wheel base, 45 in.

FOR DISC ADJUSTING OR LOCKING PIN BRACKET.

		21 in. FRAME.	23 in. FRAME.	25 in. FRAME.	27 in. FRAME.
A	Length over Lugs	7 in.	9 in.	11 in.	13 in.
B	Top Tube, ⅝ in. dia. (Curved)	23⅝ in.	25⅜ in.	26⅝ in.	28½ in.
C	Bottom Tube, 1¼ in. dia.	22⅝ in.	22⅝ in.	22⅝ in.	22⅝ in.
D	Down Tube, 1½ in. dia.	20⅝ in.	22⅝ in.	24⅝ in.	26⅝ in.
E	Back Stay Tubes, D Section (Bottom)	13⅝ in.	13⅝ in.	13⅝ in.	13⅝ in.
E1	" " " D Section (Top)	3⅜ in.	5½ in.	6⅜ in.	7⅝ in.
E2	Cranked Back Stay Tubes, D Section	18⅜ in.	19⅜ in.	20⅝ in.	22⅝ in.
F	Back Fork Tubes, D Section, 19 I.W.G.	13½ in.	13½ in.	13½ in.	13½ in.
G	Bridge Tubes, 1 in. dia., 20 I.W.G.	3 in.	3 in.	3 in.	3 in.

Ladies' Frames can also be built to suit 26 in. Wheels, by shortening the Back Stay and Back Fork Tubes proportionately.

These Frames take Chain Wheels up to 24 teeth, 1 in. pitch, or 48 teeth, ½ in. pitch; and Cranks up to 7 in.

THESE DIMENSIONS ALLOW FOR MITREING FROM SQUARED ENDS.

B.S.A. ROAD RACING FRAME, WITH QUICK RELEASE FORK END.

For 26in. equal Wheels. $1\frac{5}{16}$ in. Chain Line. Locking Pin Adjustment. Pattern A.
 " " " " Disc Adjustment. Pattern A/D.

For Chain Wheels up to 30 teeth, 1in. pitch, or 60 teeth, $\frac{1}{2}$ in. pitch; and Cranks up to 7in.

Height to centre of Bracket, $12\frac{1}{8}$ in. Wheel base, $44\frac{1}{2}$ in. These Dimensions allow clearance for Mudguards.

		Pattern.	21in. FRAME.	23in. FRAME.	25in. FRAME.	27in. FRAME.
A	Length over Lugs (Parallel A.P.)	A & A/D	7in.	9in.	11in.	13in.
"	" " " (Sloping A.)	"	5in.	7in.	9in.	11in.
B	Top Tube, 1in. dia. (Parallel A.P.)	"	$22\frac{1}{8}$ in.	$22\frac{1}{8}$ in.	$22\frac{1}{8}$ in.	$22\frac{1}{8}$ in.
"	" " 1in. dia. (Sloping A.)	"	23in.	23in.	23in.	23in.
C	Bottom Tube, $1\frac{1}{8}$ in. dia.	"	$21\frac{5}{8}$ in.	$21\frac{5}{8}$ in.	$21\frac{5}{8}$ in.	$21\frac{5}{8}$ in.
D	Down Tube, $1\frac{1}{8}$ in. dia.	"	$20\frac{3}{8}$ in.	$22\frac{3}{8}$ in.	$24\frac{3}{8}$ in.	$26\frac{3}{8}$ in.
E	Back Stay Tubes, D Section (Bottom)	"	$12\frac{5}{8}$ in.	$12\frac{5}{8}$ in.	$12\frac{5}{8}$ in.	$12\frac{5}{8}$ in.
E1	" " " D Section (Top)	"	$5\frac{1}{8}$ in.	6 $\frac{1}{8}$ in.	8 $\frac{1}{8}$ in.	9 $\frac{1}{8}$ in.
E2	" " " D Section (Cranked)	"	$18\frac{1}{2}$ in.	$19\frac{1}{8}$ in.	21in.	$22\frac{3}{8}$ in.
F	Back Fork Tubes, D Section, 19 I.W.G.	"	$12\frac{7}{8}$ in.	$12\frac{7}{8}$ in.	$12\frac{7}{8}$ in.	$12\frac{7}{8}$ in.
F1	" " " " "	"	$12\frac{7}{8}$ in.	$12\frac{7}{8}$ in.	$12\frac{7}{8}$ in.	$12\frac{7}{8}$ in.
G	Bridge Tubes, 20 I.W.G., 1in. dia.	A	4in.	4in.	4in.	4in.
G	" " 19 I.W.G., $\frac{7}{8}$ in. dia.	A/D	4in.	4in.	4in.	4in.

B.S.A. GENT'S LIGHT ROADSTER FRAME.

$1\frac{1}{2}$ IN. CHAIN LINE.

NOT for Gear Case. For 28in. equal Wheels. Pattern B & B/D.

For Chain Wheels up to 30 teeth, 1in. pitch, or 60 teeth, $\frac{1}{2}$ in. pitch. Cranks up to $7\frac{1}{2}$ in.
 Height to centre of Bracket, $12\frac{1}{8}$ in. Wheel base, 46in.

$1\frac{1}{2}$ IN. CHAIN LINE.

FOR Gear Case. For 28in. equal Wheels. Pattern B/1 & B1D.

For Chain Wheels up to 24 teeth, 1in. pitch, or 48 teeth, $\frac{1}{2}$ in. pitch. Cranks up to 7in.
 Parallel or Sloping Top Tube.

For 8in. Cranks a Special Set of Fittings is supplied. Height to centre of Bracket, $12\frac{1}{8}$ in.
 Wheel base, 45in.

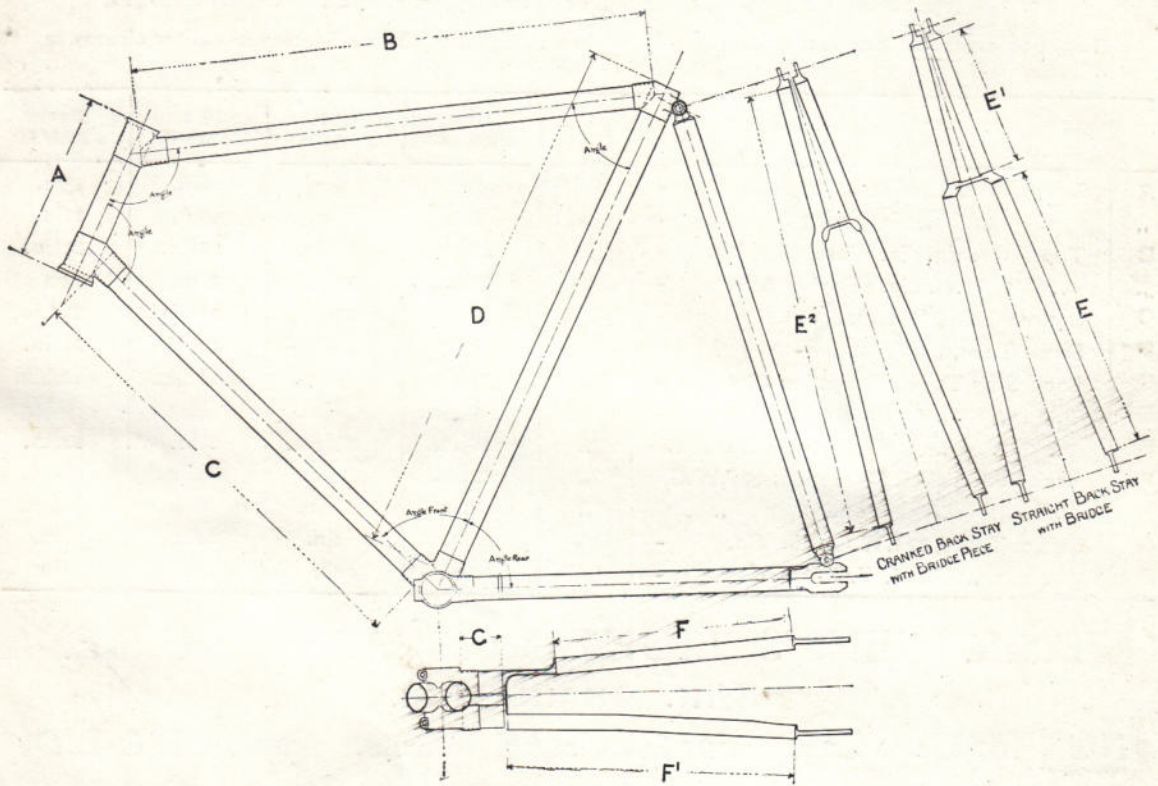
The Tube Lengths for these patterns are the same for Locking Pin or Disc Adjustment.

		Pattern.	21in. FRAME.	23in. FRAME.	25in. FRAME.	27in. FRAME.
A	Length over Lugs, (Parallel B.)	B & B/1	5in.	7in.	9in.	11in.
"	" " " (Sloping B/S)	"	—	5in.	7in.	9in.
B	Top Tube, 1in. dia., (Parallel B.)	"	23in.	23in.	23in.	23in.
"	" " 1in. dia., (Sloping B/S)	"	$23\frac{7}{8}$ in.	$23\frac{7}{8}$ in.	$23\frac{7}{8}$ in.	$23\frac{7}{8}$ in.
C	Bottom Tube, $1\frac{1}{8}$ in. dia.	"	$22\frac{5}{8}$ in.	$22\frac{5}{8}$ in.	$22\frac{5}{8}$ in.	$22\frac{5}{8}$ in.
D	Down Tube, $1\frac{1}{8}$ in. dia.,	"	$20\frac{3}{8}$ in.	$22\frac{3}{8}$ in.	$24\frac{3}{8}$ in.	$26\frac{3}{8}$ in.
E	Back Stay Tubes, D Section (Bottom)	"	$13\frac{3}{8}$ in.	$13\frac{3}{8}$ in.	$13\frac{3}{8}$ in.	$13\frac{3}{8}$ in.
E1	" " " D Section (Top)	"	$4\frac{5}{8}$ in.	$5\frac{1}{2}$ in.	$6\frac{3}{8}$ in.	$8\frac{1}{8}$ in.
E2	Cranked Back Stay Tubes, D Section	"	$18\frac{1}{8}$ in.	$19\frac{7}{8}$ in.	$21\frac{3}{8}$ in.	$22\frac{7}{8}$ in.
F	Back Fork Tubes, D Section, 19 I.W.G.	"	$13\frac{1}{2}$ in.	$13\frac{1}{2}$ in.	$13\frac{1}{2}$ in.	$13\frac{1}{2}$ in.
G	Bridge Tubes, 1in. dia., 20 I.W.G.	"	4in.	4in.	4in.	4in.

THESE DIMENSIONS ALLOW FOR MITREING FROM SQUARED ENDS.

Lengths & Outside Diameters of Tubes

TO SUIT STANDARD FRAMES.



B.S.A. PATH RACER FRAME, WITH QUICK RELEASE FORK END.

For 26in. equal Wheels. $1\frac{5}{16}$ in. Chain Line. Locking Pin Adjustment. Pattern S.
 " " " " Disc Adjustment. Pattern S/D.

For Chain Wheels up to 28 teeth, 1in. pitch, or 56 teeth, $\frac{1}{2}$ in. pitch; and Cranks up to 7in.
 Height to centre of Bracket, $12\frac{1}{2}$ in Wheel base, 40in.

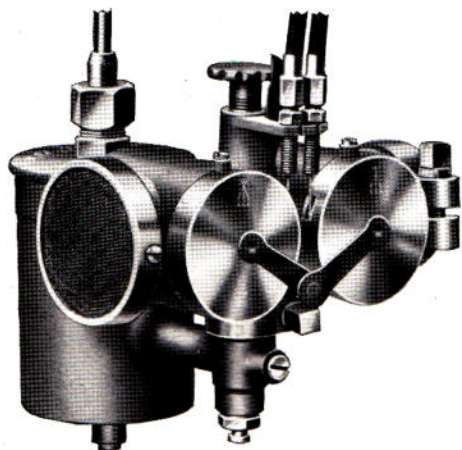
		Pattern	21in. FRAME.	23in. FRAME.	25in. FRAME.	27in. FRAME.
A	Length over Lugs	S & S/D	5in.	7in.	9in.	11in.
B	Top Tube, 1in. dia.	"	$21\frac{1}{4}$ in.	$21\frac{1}{4}$ in.	$21\frac{1}{4}$ in.	$21\frac{1}{4}$ in.
C	Bottom Tube, $1\frac{1}{4}$ in. dia.	"	$19\frac{3}{8}$ in.	$19\frac{3}{8}$ in.	$19\frac{3}{8}$ in.	$19\frac{3}{8}$ in.
D	Down Tube, $1\frac{1}{4}$ in. dia.	"	$20\frac{3}{8}$ in.	$22\frac{3}{8}$ in.	$24\frac{3}{8}$ in.	$26\frac{3}{8}$ in.
E	Back Stay Tubes, D Section (Bottom)	"	$11\frac{3}{8}$ in.	$11\frac{3}{8}$ in.	$11\frac{3}{8}$ in.	$11\frac{3}{8}$ in.
E ₁	" " " D Section (Top)	"	$5\frac{5}{8}$ in.	$6\frac{1}{8}$ in.	$8\frac{3}{8}$ in.	$9\frac{3}{8}$ in.
E ₂	" " " D Section (Cranked)	"	$17\frac{1}{8}$ in.	$18\frac{1}{2}$ in.	20in.	$21\frac{1}{8}$ in.
F	Back Fork Tubes, D Section, 19 I.W.G.	"	$10\frac{3}{8}$ in.	$10\frac{3}{8}$ in.	$10\frac{3}{8}$ in.	$10\frac{3}{8}$ in.
F ₁	" " " " "	"	$12\frac{3}{8}$ in.	$12\frac{3}{8}$ in.	$12\frac{3}{8}$ in.	$12\frac{3}{8}$ in.
G	Bridge Tubes, 1in. dia., 20 I.W.G.	S	$1\frac{1}{8}$ in.	$1\frac{1}{8}$ in.	$1\frac{1}{8}$ in.	$1\frac{1}{8}$ in.
G	" " $\frac{3}{8}$ in. dia., 19 I.W.G.	S/D	$1\frac{1}{8}$ in.	$1\frac{1}{8}$ in.	$1\frac{1}{8}$ in.	$1\frac{1}{8}$ in.

THESE DIMENSIONS ALLOW FOR MITREING FROM SQUARED ENDS.

EXPLANATORY CHART OF LETTERING AND ANGLES OF B.S.A. LUGS.

Pattern	Top Lug		Bottom Lug		Seat Lug		Crank Bracket			
	Identif. Letter	Angle	Identif. Letter	Angle.	Identif. Letter	Angle	Identif. Letter	Angle Front	Angle Rear	
Path Racer	S	S	121°	A	109½°	S	59°	A/D	70½°	63½°
Road Racer	A	A	117°	A	109½°	A	63°	A/D	70½°	63½°
Light Roadster	B	A/P	112°	B	113°	A/P	68°	B/D	67°	62¼°
do.	B1	A/P	112°	B	113°	A/P	68°	B/D	67°	62¾°
Lady's Roadster	B2	B/2	To suit length of Head	B	113°	B/2	68°	B/D	67°	62¼°
Full Roadster 1½ Top Tube	C	C	112°	B	113°	C	68°	C/D	67°	62¾°

The B.S.A. Carburetter.



Having acquired the patents of the well-known C.A.P. Variable Jet Carburetter, and having introduced several improvements, we are able to place on the market a carburetter which we have found from practical tests gives highly satisfactory results.

Every necessary adjustment for varying conditions has been embodied in the design, and it is possible to travel at a walking pace with the engine just moving, or to accelerate very quickly to an exceedingly high rate of speed.

The Carburetter is made in our own works; expense of manufacture has not been considered, and the B.S.A. system of perfect interchangeability is adhered to.

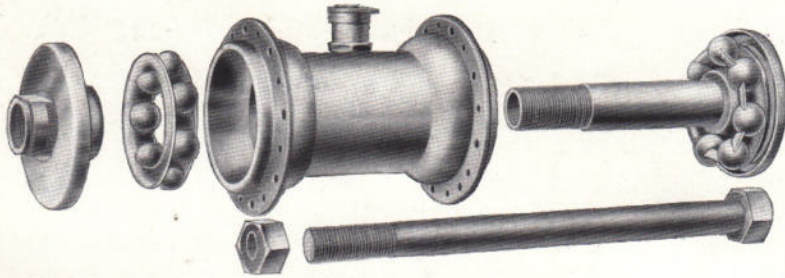
The body, float chamber, cover, valves, etc., are all machined from solid brass castings, and all necessary joints are made by brazing.

For 3½h.p. Single Cylinder Motor Cycles, three-quarters of a turn of the thumb screw gives approximately the correct flow of petrol for ordinary solo riding, and about one turn for side-car work. When used in this manner the carburetter shows an exceptionally low rate of petrol consumption.

For prices see page 4.

B.S.A. & Eadie Hubs for Motor Cycles.

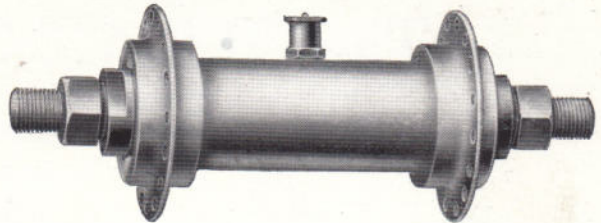
B.S.A. Motor Cycle Front Hub,
Mark II Pattern



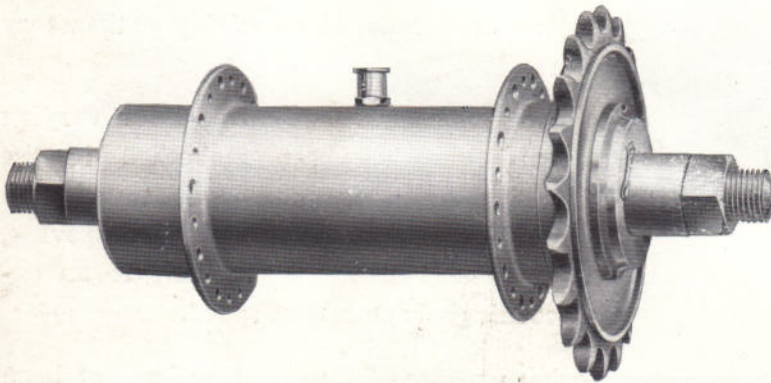
*For prices
see page 6.*

The Eadie Motor Cycle Front Hub,
Mark I Pattern.

*For prices
see page 6.*



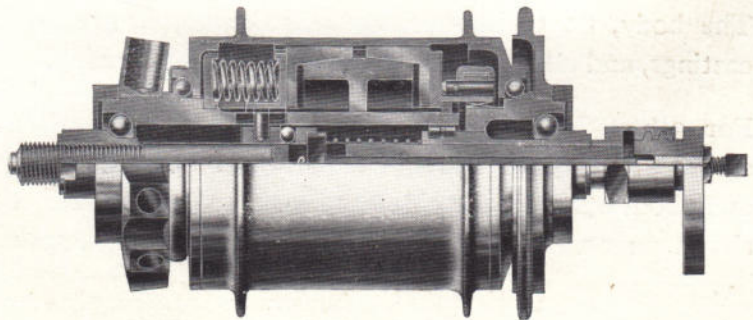
The Eadie Motor Cycle Free Wheel Back Hub.



*For prices
see page 6.*

The B.S.A. Free Engine Hub.

*Price quoted
on application.*



B.S.A. LUG SETS.

WE are prepared to supply B.S.A. LUGS and other parts for building skeleton frames in anticipation of future orders, at the following **GROSS** Prices.

		B.S.A. Gents'	...	B.S.A. Ladies'
Steering Head, Inside Stem and Crown	-	4 6	...	4 6
" " Outside Tube, with Lugs	-	3 0	...	3 0
Bottom Bracket Shell	-	4 0	...	4 0
Seat Lug, with bolt and nut	-	1 6	...	1 6
Fork and Stay Ends with Screws, but minus Cams, Blocks } Screws, and adjustments	- } - }	2 6	...	2 6
Back Fork Bridge	-	1 0	...	1 0
Top Tube Lug and Two Struts (Ladies')	-	—	...	1 6
Per Set	-	16 6	...	18 0

Back Stay Bridge when required - 1/- each extra.

Bridge Piece for Cranked Back Stays - 6d. each extra.

The necessary parts to complete the Frames, including Hubs and Pedals, will be supplied, as required, before 30th September, 1914, at the following price :—

B.S.A. Ladies' or Gents' - 43/- per set { Subject to the usual extras
as shewn in this list.

Discounts and Terms as usual.

N.B.—Ordering Lug Sets in advance does not in any way increase the eventual cost of the complete sets of Fittings.

Back Stay Bridges will be supplied with sets when not otherwise stated, and charged extra as above.

**GROSS PRICES of
B.S.A. SUNDRY PARTS FOR REPAIRS.**

**IMPORTANT.—These parts can only be supplied
in small quantities and strictly for repairing
or fitting to cycles built of B.S.A. Fittings.**

**B.S.A.
Steering Head Components.**

	£	s.	d.
Steering Head, complete - - -	each	13	0
" " " with adjustable forward clip - - -	" "	14	6
" " " with lugs for double top tube - - -	" "	15	0
*Steering Head, complete with front forks brazed and crown plated - - -	" "	1	0 3
*Steering Head, complete with front forks and lugs for double top tube - - -	" "	1	2 3
*Inside Stem with Crown plated and front forks brazed *Enamelled Black, 1/3 each extra.	" "	11	9
Crown, machined, D box or oval pattern - - -	" "	2	0
Inside Stem only - - -	" "	2	6
" " with crown - - -	" "	4	6
Outside Tube, with top and bottom lugs - - -	" "	3	0
" " " " " " and extra lug for double top tube - - -	" "	5	0
Handlebar Clip, ordinary or forward pattern - - -	" "	2	0
Handlebar Clip, ordinary or forward pattern, complete with bolt and nut - - -	" "	2	5
Handlebar Clip, forward pattern, adjustable, with bolts and nuts - - -	" "	3	11
Handlebar Clip Bolt - - -	" "		3
" " Nut - - -	" "		2
Screwed Top Ring, plated, for steering heads to suit expanding stems - - -	" "	1	0
Socket Ring - - -	" "		5
Bottom Ring, plated - - -	" "		6
Lubricator Springs - - -	dozen		6
" " Screws - - -	" "		6
Steering Lock, complete - - -	each		10
Steering Lock Nut - - -	each		6
" " Keeper Screws - - -	dozen		8
" " Band - - -	each		4
" " Bolts - - -	dozen	1	0
Lamp Brackets - - -	each		9

B.S.A. STEERING HEAD COMPONENTS— <i>continued.</i>				£	s.	d.
Top Nuts, ordinary	-	-	-	each		8
„ „ for Forward Handlebar Clips	-	-	-	„		8
Lugs for Double Top Tubes	-	-	-	pair	3	0
„ „ Top	-	-	-	each	1	4
„ „ Bottom	-	-	-	„	1	6
Washers, distance, for replacing lamp bracket	-	-	-	„		2

B.S.A. Seat Lug Components.

Seat Lug, complete	-	-	-	each	1	6
Bolts	-	-	-	„		3
„ complete with Nuts	-	-	-	„		5
Nuts	-	-	-	„		2

B.S.A. Crank Bracket Components.

Crank Bracket, complete with Cranks up to 7in., Chain Wheel up to 26 teeth, 1in. pitch, or 52 teeth, $\frac{1}{2}$ in. pitch	-	-	-	each	1	0	0
Do. with Release Action Crank Clutch	-	-	-	„	1	5	0
Bracket Shell, machined	-	-	-	„		4	0
Cups	-	-	-	„		1	0
Cup Locking Ring, for disc adjusting bracket	-	-	-	„			5
Locking Pins and Nuts	-	-	-	„			2
„ Pin Nuts	-	-	-	„			1
Cotter Pins, Nuts, and Washers	-	-	-	„			3
Spindle	-	-	-	„		2	0
Chain Wheels, with Screws, 1in. pitch, 22 to 26 teeth	-	-	-	„		5	6
„ „ „ „ 1in. „ 28 „	-	-	-	„		6	0
„ „ „ „ 1in. „ 30 „	-	-	-	„		6	6
„ „ „ „ 1in. „ 32 „	-	-	-	„		7	0
„ „ „ „ $\frac{1}{2}$ in. „ 44 to 52 „	-	-	-	„		5	6
„ „ „ „ $\frac{1}{2}$ in. „ 56 „	-	-	-	„		6	0
„ „ „ „ $\frac{1}{2}$ in. „ 60 „	-	-	-	„		6	6
„ „ „ „ $\frac{1}{2}$ in. „ 64 „	-	-	-	„		7	0
Wheel Cranks, with Cotter Pins, without screws, 6in. to 7in.	-	-	-	„		5	6
„ „ „ „ „ „ „ 7 $\frac{1}{2}$ in.	-	-	-	„		6	0
„ „ „ „ „ „ „ 8in.	-	-	-	„		7	0
Plain Cranks, 6in. to 7in., with Cotter Pins	-	-	-	each		4	0
„ „ 7 $\frac{1}{2}$ in. „ „ „	-	-	-	„		4	6
„ „ 8in. „ „ „	-	-	-	„		5	0
„ „ 6in. to 7in., with Release Action Clutch and Cotter Pins	-	-	-	„		9	0
Plain Cranks, 7 $\frac{1}{2}$ in., with Release Action Clutch and Cotter Pins	-	-	-	„		9	6
„ „ 8in. do. do.	-	-	-	„		10	0
Wheel Crank Fixing Screws	-	-	-	dozen			9
Lubricators	-	-	-	„		1	6

B.S.A. Pedal Components.

		£	s.	d.
Pedals, complete, Rat Trap or Rubber	-		8	6
" " with Felt Blocks	-		11	6
Centres	-		1	4
Cones	-			6
Dust Caps	-			3
End plates	-			8
Frames, rat-trap or rubber	-		6	0
Locking Nuts	-			6
Lubricator Springs	-			6
" Screws	-			6
Pins	-		1	3
" complete with Cone and Nut	-		1	10
Rubbers	-		1	9
Side Plates	-			6
Stays	-		1	3
Stay Screws	-			9
Stretcher Bars	-			4
" Bar Nuts	-			9
Washers, for pedal pins	-			6

B.S.A. Hub Components.

Hubs, back, complete with chain wheel	-		7	6
" " minus wheel and lock nut	-		5	11
" front, complete	-		4	6
Cones, back hub	-			8
" front "	-			7
Cups, back "	-			4
" front "	-			3
Hub Wheels, 1in pitch, with 7 and 8 teeth	-		1	2
" " 1in. " " 9 and 10 "	-		1	5
" " 1in. " " 11 and 12 "	-		1	9
" " ½in. " " 14 and 16 "	-		1	2
" " ½in. " " 18 and 20 "	-		1	5
" " ½in. " " 22 and 24 "	-		1	9
" " ⅝in. " " 13 and 14 "	-		1	5
" " ⅝in. " " 15 and 17 "	-		1	9
" " ⅝in. " " 17 "	-		1	9
Hub Lock Nuts, for securing chain wheel	-			5
Lubricators for front or back hubs	-		1	6
Nuts for back hub spindles	-		1	0
" " front " "	-			9
Spindles, back hub	-			6
" " " complete with cones and nuts	-		2	0
" front "	-			5
" " " complete with cones and nuts	-		1	9
Washers or Discs	-			6

B.S.A. Fork End Components.

				s.	d.
Fork Ends, complete	-	-	-	set	3 6
„ „ and Stay Ends minus cams, blocks and screws	-	-	-	set	2 6
Fork End Slide	-	-	-	each	4
Adjuster Cams	-	-	-	pair	1 0
„ Cam Blocks	-	-	-	„	6
„ „ Block Screws	-	-	-	dozen	9
Bottom Stay End Screws	-	-	-	„	9
Bottom Stay Ends, with Screws	-	-	-	pair	10
Top Stay Ends	-	-	-	„	9
Cams, Blocks, and Screws	-	-	-	set	1 9
Screws	-	-	-	dozen	9
Washers	-	-	-	„	6

Chain Components.

B.S.A. Coupling Links, with bolt and nut fastening	-	-	-	each	4
„ „ „ with special screw fastening	-	-	-	„	4
„ „ „ cranked, complete	-	-	-	„	4
B.S.A. Coupling Bolts	-	-	-	dozen	6
„ „ Nuts	-	-	-	„	3
„ „ Screws	-	-	-	„	6
Eadie Coupling Links, complete, "Smith's patent"	-	-	-	each	4
„ S Fastening for coupling link with side plate	-	-	-	„	3
„ Coupling Bolt	-	-	-	dozen	6
„ „ Nut	-	-	-	„	3

Free Wheel Components.

Chain Ring, with Teeth $\frac{1}{2}$ in. or 1 in. pitch	-	-	-	B.S.A.	each	1 0
„ „ „ „ „ „ „	-	-	-	Hyde	„	1 0
Inner and Side Ring	-	-	-	B.S.A.	„	1 0
„ „ „ „	-	-	-	Hyde	„	1 6
Lubricator Springs	-	-	-	-	dozen	6
„ Spring Screws	-	-	-	-	„	6
Springs for Pawls	-	-	-	-	„	4
Side Ring, Outer	-	-	-	Hyde	each	6
„ „ „	-	-	-	B.S.A.	„	6
Pawls	-	-	-	-	„	1
Washers, adjusting	-	-	-	-	dozen	6
Ball Separators	-	-	-	-	each	2

B.S.A. Back Stay and Fork Bridges.

				s.	d.
Back Fork Bridge	-	-	-	each	0
„ Stay „	-	-	-	„	0
Bridge Piece for Cranked Back Stays	-	-	-	„	6

Motor Cycle Front Hub Components.

Shell	Mark I.	-	-	each	2	7
„	„ II.	-	-	„	2	9
Cone	„ I.	-	-	„		6
„	„ II.	-	-	„	1	0
Spindle only	„ I.	-	-	„		4
„ „	„ II.	-	-	„		4
Dust Cap	„ II.	-	-	„		3
Cone Sleeve	„ II.	-	-	„		6
Lubricator	„ I.	-	-	„		2
„	„ II.	-	-	„		3
Spindle Nut	„ I.	-	-	doz.		9
„ „ L.H.	„ II.	-	-	each		1
„ „ R.H.	„ II.	-	-	„		2
Ball Cage, with balls	„ I.	-	-	„		4
„ „	„ II.	-	-	„		4 $\frac{1}{2}$

Motor Cycle Free Wheel Back Hub Components.

Hub Shell	-	-	-	each	3	3
Cup, R.H.	-	-	-	„	1	0
„ L.H.	-	-	-	„		7
„ Washer, L.H.	-	-	-	„		4
Driving Screw	-	-	-	„	1	3
Spindle	-	-	-	„	1	6
Clutch Nut	-	-	-	„		10
Locking Nut	-	-	-	„		4
Cone Adjusting	-	-	-	„	1	0
„ Fixed	-	-	-	„		8
Friction Pad	-	-	-	doz.		6
„ „ Holder	-	-	-	each		1
„ „ Spring	-	-	-	doz.		4
Thrust Washer	-	-	-	each		1 $\frac{1}{2}$
Spindle Nut	-	-	-	„		2 $\frac{1}{2}$
Ball Cage, with balls	-	-	-	„		4
Lubricator	-	-	-	„		4

B.S.A. Brake Components.

			Front, with Rolling Lever.		Back, with Rolling Lever.		Back- Pedalling.	
			s.	d.	s.	d.	s.	d.
Adjusting Rod	-	each	4		4			
" " with Joint and Screw	-	"	8					
Bell Crank, front	-	"			8			
" " rear	-	"			4			
" " Clip, complete	-	"			6			
Ball Socket	-	"			2			
" " Joint	-	"			4			
Bolts, Ordinary	-	per doz.	9		9		9	
" Adjusting, with Nut	-	each	3		3			
Bushes	-	"	1		1			
Connecting Link	-	"					6	
" " with Bolts and Nuts	-	"					8	
Cross Head, with Draw-Bar	-	"					1	3
Fork Clips, with Hangers, complete	-	per set	1	8			1	8
Stay " " " " " "	-	"			1	8		
Fulcrum Clip, complete	-	each			1	6		
" " Spring	-	"				2		4
Hanger	-	"			4			
Lever only	-	"	1	6	1	6		
" complete	-	"	2	6	2	6		
" Clip, with Screws	-	"			9			
" Band Clip only	-	"			2			
" Bush	-	"			1			
" Spring	-	"			2			
" Stop	-	"			3			
Moderator Case	-	"						6
" Spring	-	"				2		3
Nuts	-	per doz.	9		9		9	
Rod, Bottom	-	each				5		
" Seat Tube	-	"				5		
" Joint, with Screw	-	"				6		
Shoes, complete with Pads	-	pair	1	3	1	3	1	3
Shoe Pads	-	"				5		5
Screws	-	per doz.	9		9		9	
Stirrup	-	each	9					
" with Rod	-	"				1	0	1
Take-off Spring	-	"						3
" " Clip, with Bolts and Nuts	-	"						1
" " Clip Cap	-	"						4
" " Draw Bar	-	"						3
Tube, complete with Adjusting Clip } Bolt and Nut - }	-	"	1	3	1	3		
Washers	-	per doz.			6			6

B.S.A. Crank Clutch Components.

			£	s.	d.
Outer Ring, with Lubricator Spring and Screw	-	each	1	3	
Inner Ring	-	"			8
Outer Side Ring	-	"			9
Inner " "	-	"			8
Lubricator Spring	-	dozen			6
" " Screws	-	"			6
Screws, for side ring	-	"			6
Release Action, Cam	-	each			3
" " Clip	-	"			6
" " Lever	-	"			6
" " Pinion	-	"			4
" " Plug	-	dozen			6
" " Plunger	-	"	1	0	
" " Spring	-	"			6

B.S.A. Mudguard Components.

Stays, complete, with eyes and bridge piece	-	set	2	6	
Bridge Piece	-	each			6
Stay Rods, plated	-	"			3
Stay Eyes	-	"			3
Back Slides	-	"			3
Joints, front	-	"			3
" back	-	"			3
Screws, Nuts, or Washers	-	dozen			9
Rivets, with Oval Washers	-	dozen			6
Bracket	-	each			2
Spring Clip, for oval crowns	-	"			4

Tools.

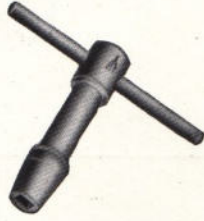
Bracket Tap, left hand thread with holder	-	each	10	6	
" " right " " "	-	"	10	6	
" " Cutter only	-	"	4	6	
Lubricator Tap	-	"	2	0	
Stay End Tap	-	"	2	0	
Head Lug Reamer	-	"	10	6	
Box Spanners, for square nuts	-	"	3	0	
" " for hexagon nuts	-	"	3	0	
Wrench for detaching free wheel clutch	-	"	1	8	

(For prices of B.S.A. Spanners see page II).

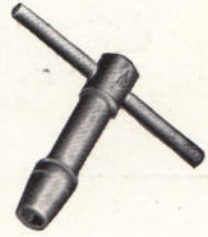
B.S.A. TOOLS, &c.



Head Lug Reamer.



Box Spanner (square).



Box Spanner (hexagon).



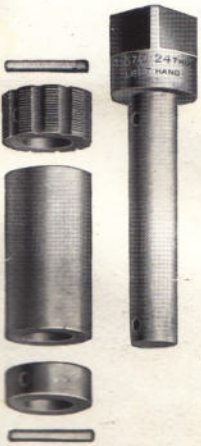
Free Wheel Wrench.



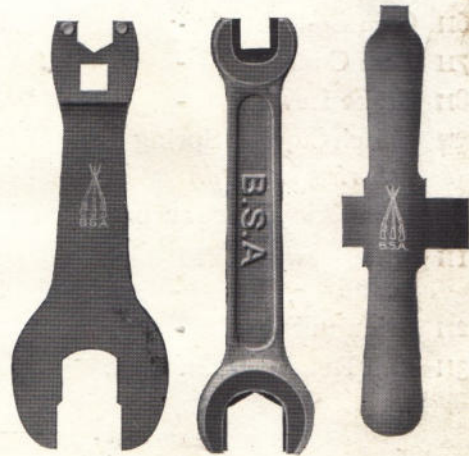
Stay End Tap.



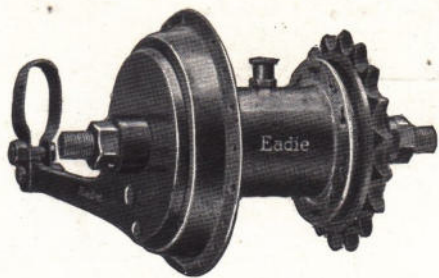
Lubricator Tap.



Bracket Tap with Holder.



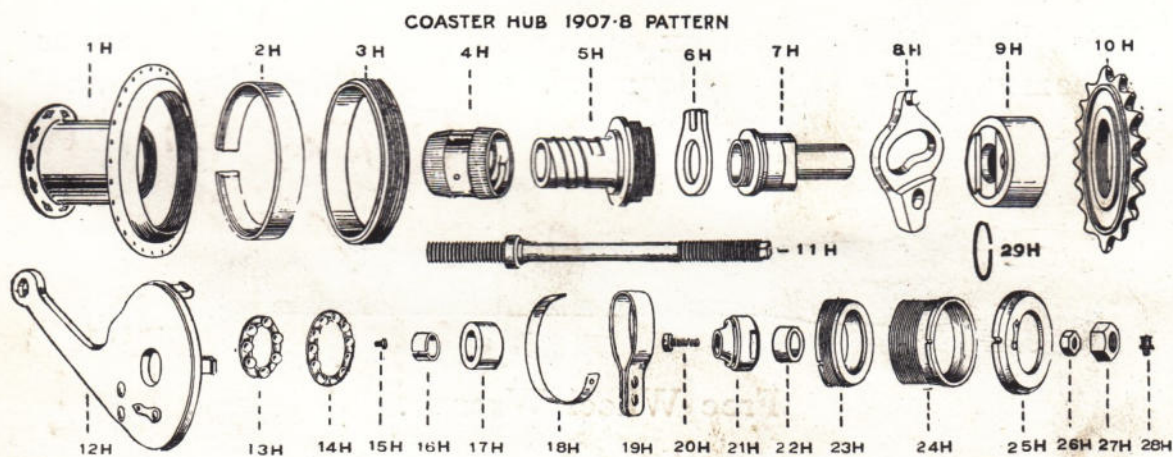
B.S.A. Spanners, with Screw-Driver and Tyre-Lifter.



REPLACEMENT PARTS
OF

The Eadie
Coaster Hub.

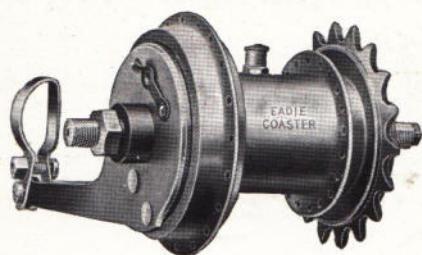
1907-8 Pattern.



	s.	d.
1H Shell, with cups and phosphor bronze ring - each	6	0
2H Brake Spring - "	1	3
3H Phosphor Bronze Ring "	1	0
4H Clutch Nut - "	10	
5H Driving Screw - "	1	3
6H Cam Cone Lever - "	2	$\frac{1}{2}$
7H Cam Cone - "	1	0
8H Brake Lever - "	6	
9H Clutch Cup and Spring " (Spring only, 1d.)	10	
10H Chain Ring Price according to size		
11H Spindle, with fixed cone - each	1	3
12H Friction Plate - "	2	3
13H Ball Retainer, $\frac{1}{8}$ in. "	4	

	s.	d.
14H Ball Retainer, $\frac{3}{16}$ in. each		4
15H Clutch Nut Spring Screw - dozen	6	
16H Split Collar - "	3	
17H Fixing or Check Nut - each	4	
18H Clutch Nut Spring dozen	1	0
19H } Chain Stay Clip, 20H } with bolts and 26H } nuts - each	4	
21H Adjusting Cone - "	6	
22H Packing Washer - "	1	
23H Left-hand Cup - "	7	
24H Right-hand Cup - "	10	
25H Lock Nut, complete "	4	
27H Spindle Nut - "	1	
28H Lubricator - dozen	1	6
29H Clutch Cup Spring "	1	0

In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.



REPLACEMENT PARTS OF

The Eadie Coaster Hub.

1909-10-11 Pattern.

COASTER HUB 1909-10-11 PATTERN

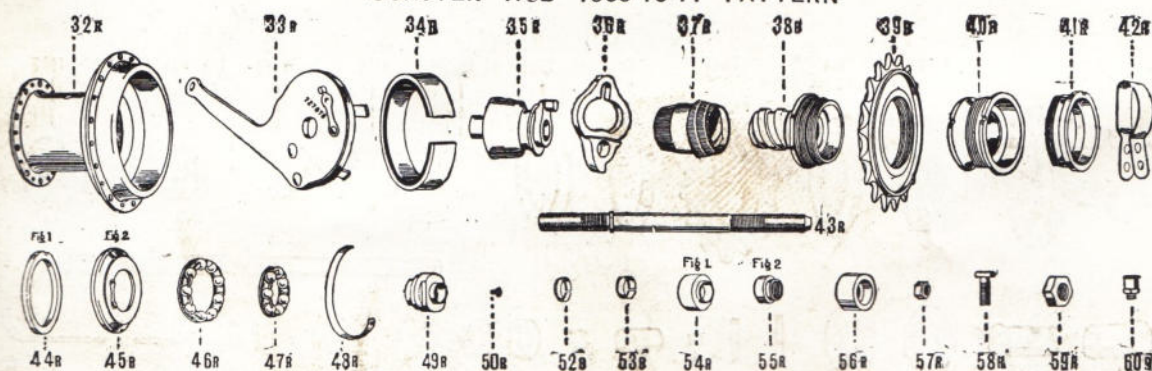


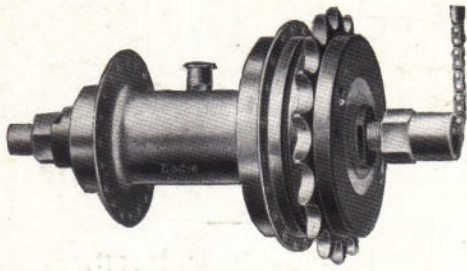
Fig. 1 For Cam Adjustment

Fig. 2 For Draw Bar Adjustment

		s.	d.
32R	Shell, with cups and serrated ring	each	6 0
33R	Friction Plate	"	2 3
34R	Brake Spring and phosphor bronze ring	"	1 6
35R	Brake Cone and Lever	"	1 3
36R	Brake Spring Lever	"	5
37R	Clutch Nuts	"	10
38R	Driving Screw	"	1 3
39R	Chain Ring		
Price according to size			
40R	R.H. Cups	each	1 0
41R	L.H. Cups	"	7
42R	Chain Stay Clips, complete	"	4
43R	Spindle only	"	9
44R	Lock Ring	"	4

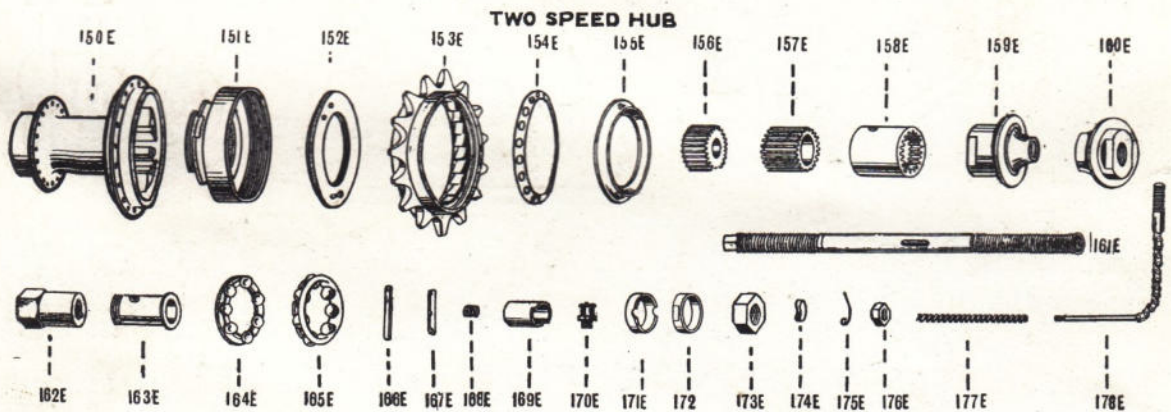
		s.	d.
45R	Lock Nuts, with oil hole cover	each	6
46R	Ball Retainers, with balls, large	"	4
47R	Ball Retainers, with balls, small	"	4
48R	Clutch Nut Spring	dozen	1 0
49R	Adjusting Cone	each	6
50R	Clutch Nut Spring Screw	dozen	6
52R	Split Collar	"	5
53R			
54R	Fixing Nut	each	4
56R			
55R	Spindle Collar	dozen	1 6
57R	Chain Stay Clip Nut	"	9
58R	" " " Screw	"	9
59R	Spindle Nuts	"	1 0
60R	Lubricator	"	1 6

In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.



REPLACEMENT PARTS
OF
**The Eadie
Two-Speed Hub.**

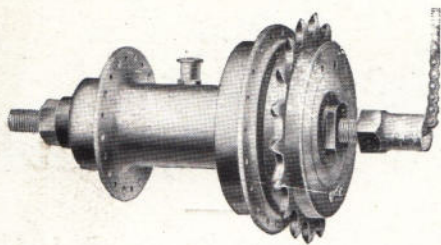
1907-8-9 Pattern.



			s.	d.
150E	Shell	-	5	0
151E	Clutch Part with Gear Ring	-	4	0
152E	Outer Plate and Oil Hole Cover	-		8
153E	Chain Ring	-	1	3
154E	Ball Separator	-		1½
155E	Ball Race Ring	-		7
156E	Stud Pinion	-		6
157E	Sliding Pinion	-		6
158E	Detaining Clutch	-		6
159E	Adjusting Cone	-		9
160E	Fixed Cone	-		9
161E	Spindle	-	1	9
162E	Guide Nut	-		6
163E	Sliding Sleeve	-		4
164E	Ball Retainer, ¼ in.	-		4

			s.	d.
165E	Ball Retainer, ¼ in.	-		4
166E	Detaining Clutch Peg	-	dozen	4
167E	Actuating Pin	-	1	3
168E	Grub Screw	-		4
169E	Stud Pinion Bush	-	each	4
170E	Lubricator	-	dozen	1 6
171E	Sliding Sleeve Washer	-	each	1½
172E	Sliding Sleeve Nut	-		1½
173E	Spindle Nut	-		1
174E	Pawl	-		1
175E	Spring for Pawls	-	dozen	4
176E	Rod Nut	-		9
177E	Toggle Spring	-	each	3
178E	Toggle Chain and Rod	-		6

In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.

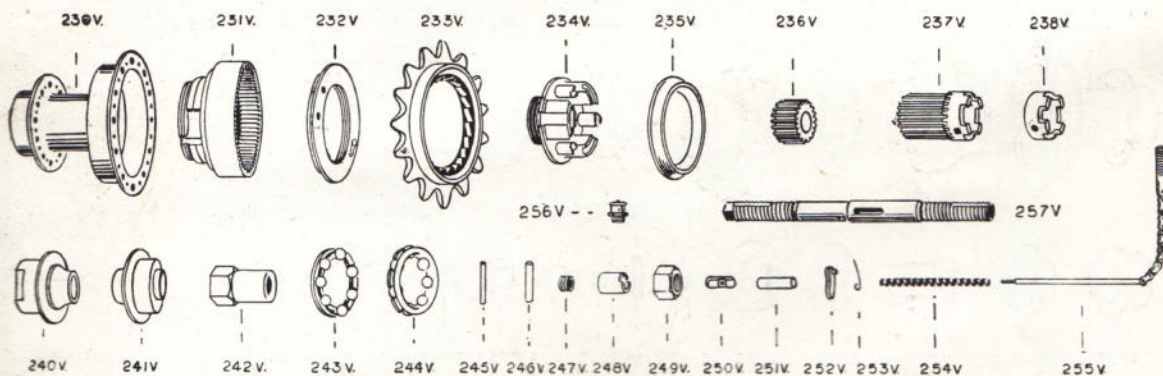


REPLACEMENT PARTS
OF

The Eadie Two-Speed Hub.

Mark II Gearing Down Model, 1912

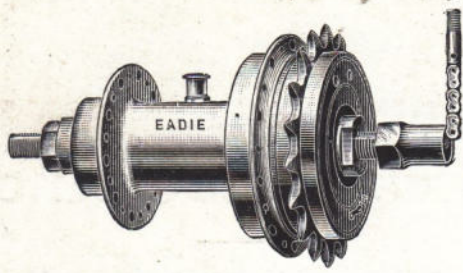
EADIE TWO SPEED HUB MARK II.—GEARING DOWN



		s.	d.
230V	Hub Shell with left hand cup fixed	each	5 6
231V	Clutch Part	"	4 0
232V	Free Wheel Outer Plate with Oil Hole Cover	"	8
233V	Free Wheel Chain Ring	"	1 3
234V	Pinion Carrier	"	1 8
235V	Ball Race Ring	"	7
236V	Planet Pinions, 24 teeth	"	6
237V	Sliding Pinion	"	1 0
238V	Detaining Clutch	"	5
240V	Adjusting Cone	"	9
241V	Fixed Cone	"	9
242V	Guide Nut	"	6
243V	Ball Cage with Balls	"	4

		s.	d.
244V	Ball Cage with Balls	each	4
245V	Detaining Clutch Peg	- dozen	4
246V	Fixed Cone Peg	"	4
247V	Grub Screw	"	4
248V	Pinion Bush	"	4
249V	Spindle Nut	each	1
250V	Actuating Pin	"	2
251V	Spindle Bush	- dozen	6
252V	Free Wheel Pawl	each	1
253V	Free Wheel Pawl Spring	- dozen	4
254V	Toggle Spring	each	3
255V	Toggle, Chain and Rod	"	6
256V	Lubricator	- dozen	1 6
257V	Spindle	each	1 9

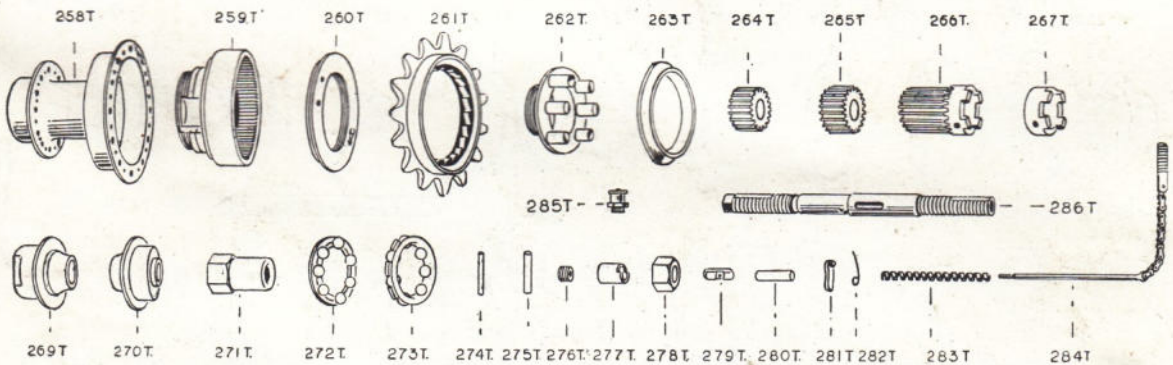
In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.



REPLACEMENT PARTS OF The Eadie Two-Speed Hub.

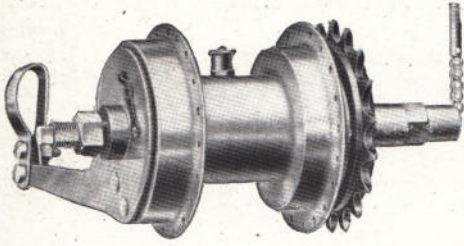
Mark II, Gearing Up Model, 1912.

EADIE TWO SPEED HUB MARK II.—GEARING UP



		s.	d.			s.	d.	
258T	Hub Shell with left hand cup fixed	each	5	6	272T	Ball Cage with Balls	each	4
259T	Clutch Part	"	4	0	273T	Ball Cage with Balls	"	4
260T	Free Wheel Outer Plate with Oil Hole Cover	"		8	274T	Detaining Clutch Peg	- dozen	4
261T	Free Wheel Chain Ring	"	1	3	275T	Fixed Cone Peg	"	4
262T	Pinion Carrier	"	1	8	276T	Grub Screw	"	4
263T	Ball Race Ring	"		7	277T	Pinion Bush	"	4
264T	Planet Pinions, 18 teeth	"		6	278T	Spindle Nut	each	1
265T	Planet pinions, 20 teeth	"		6	279T	Actuating Pin	"	2
266T	Sliding Pinions	"	1	0	280T	Spindle Bush	- dozen	6
267T	Detaining Clutch	"		5	281T	Free Wheel Pawl	each	1
269T	Adjusting Cone	"		9	282T	Free Wheel Pawl Spring	- dozen	4
270T	Fixed Cone	"		9	283T	Toggle Spring	each	3
271T	Guide Nut	"		6	284T	Toggle Chain and Rod	- "	6
					285T	Lubricator	- dozen	1 6
					286T	Spindle	each	1 9

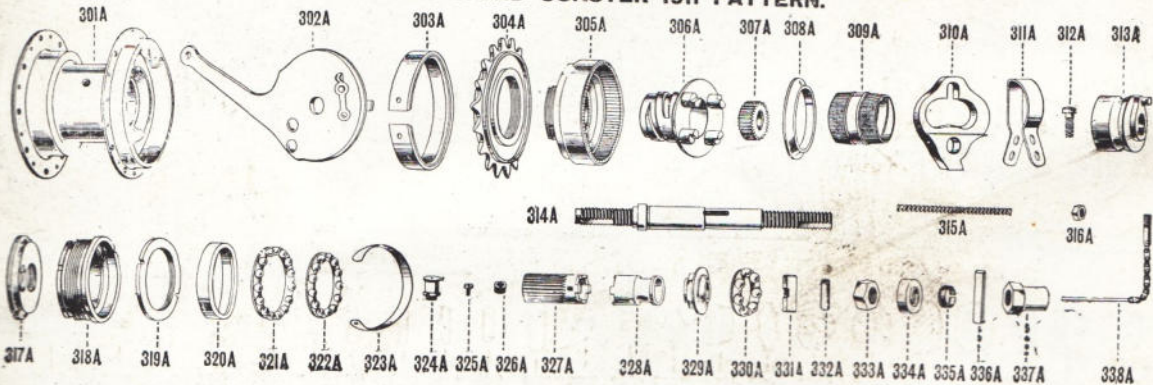
In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.



REPLACEMENT PARTS
OF
The Eadie Two-Speed Coaster.

1911 Pattern.

TWO-SPEED COASTER 1911 PATTERN.



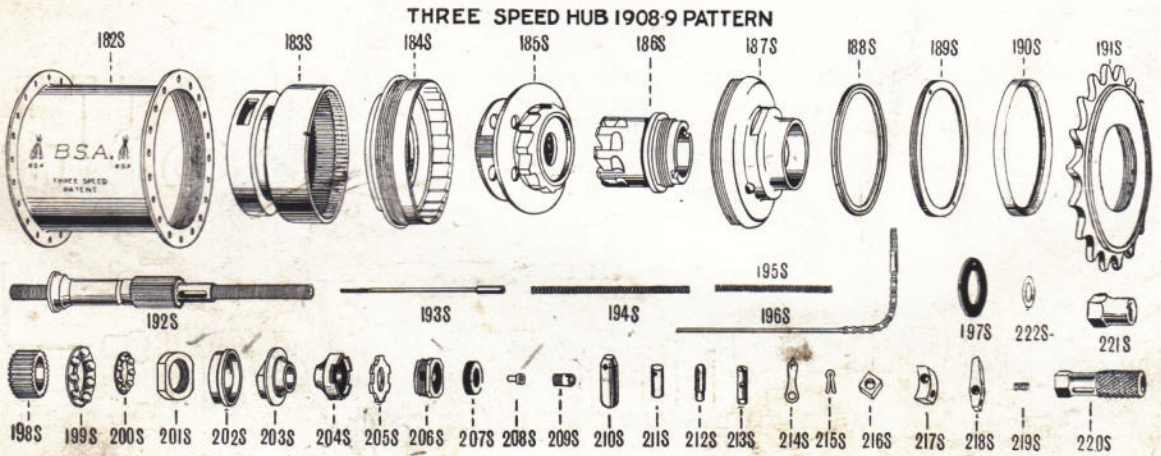
		s.	d.
301A	Shell - -	each	5 0
302A	Friction Plate - "	"	2 3
303A	Brake Spring, with phosphor bronze ring - "	"	1 6
304A	Chain Ring		
	Price according to size.		
305A	Clutch Part, with gear ring -	each	5 0
306A	Driving Screw - "	"	2 9
307A	Stud Pinion - "	"	6
308A	Ball Race Ring - "	"	4
	<i>306a, 307a, 308a complete, 3/6</i>		
309A	Clutch Nut -	each	1 0
310A	Brake Lever - "	"	5
311A	Chain Stay Clip, with pins and nuts -	"	4
312A		"	4
316A		"	4
313A	Brake Cam Cone and Lever -	"	1 6
314A	Spindle - "	"	1 9
315A	Toggle Spring -	"	3
317A	Lock Nut with oil hole cover -	"	6
318A	Right Hand Cup -	"	1 0
319A	Lock Ring -	"	4

		s.	d.
320A	Left Hand Cup -	each	6
321A	Ball Retainer, $\frac{3}{8}$ in. large -	"	4
322A	Ball Retainer, $\frac{3}{8}$ in. small -	"	4
323A	Clutch Nut Spring	dozen	1 0
324A	Lubricator -	"	1 6
325A	Clutch Nut Spring Screw -	"	6
326A	Grub Screw -	each	1
327A	Sliding Pinion -	"	1 0
328A	Detaining Clutch Collar -	"	5
329A	Adjusting Cone -	"	10
330A	Ball Retainer, $\frac{1}{4}$ in. -	"	4
331A	Actuating Pin -	"	2
332A	Brass Ferrule -	dozen	6
333A	Spindle Nut -	each	1
334A	Fixing or Check Nut -	"	2
335A	Split Collar -	dozen	4
336A	Detaining Clutch Peg -	"	4
337A	Guide Nut -	each	6
338A	Toggle Chain and Rod -	"	6

In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.



REPLACEMENT PARTS OF The B.S.A. Three-Speed Hub.



			s.	d.				s.	d.
182S	Shell	-	each	3	6	201S	Actuating Screw		
183S	Sliding Carrier	-	"	4	9		Nut	-	each
184S	Right-hand Cup or Driving Ratchet	-	"	3	6	202S	Cone Cover	-	"
185S	Pinion Carrier	-	"	4	3	203S	Adjusting Cone	-	"
186S	Driving Piece	-	"	3	6	204S	*Fixed Cone	-	"
187S	End Plate	-	"	4	6	205S	*Cone Locking Piece	-	"
188S	Pawl Lifting Ring	-	"		6	206S	Actuating Screw	-	"
189S	Plate for Sliding Carrier	-	"		6	207S	Pinion Washer	-	"
190S	*Cover for Right-hand Cup or Driving Ratchet	-	"		6	208S	Coupling Bush	-	"
191S	Hub Ring	-	"		6	209S	Bush for Spindle	-	"
	Price according to size.					210S	Pinion Peg	-	"
192S	Spindle	-	each	3	6	211S	Sliding Carrier	-	"
193S	Coupling Screw	-	"		2		Pawl Peg	-	"
194S	Coupling Rod	-	"		2	212S	Pawl Peg	-	"
	Spring	-	"		2	213S	Actuating Pin	-	"
195S	Coupling Screw	-	"		1	214S	Oil Hole Cover	-	dozen
	Spring	-	"		1	215S	Split Pin	-	"
196S	Chain and Connecting Rod	-	"		6	216S	Toggle Connection	-	"
197S	L.H. Cone Washer	-	"		2		Piece Nut	-	1 0
198S	Stud Pinion	-	"		6	217S	End Plate Pawl	-	each
199S	Ball Retainer, $\frac{1}{4}$ in.	-	"		4	218S	Sliding Carrier	-	"
200S	Ball Retainer, $\frac{3}{8}$ in.	-	"		4		Pawl	-	"
						219S	Pawl Spring	-	dozen
						220S	Step	-	each
						221S	Guide Nut	-	"
						222S	Cone Packing Washer	-	dozen

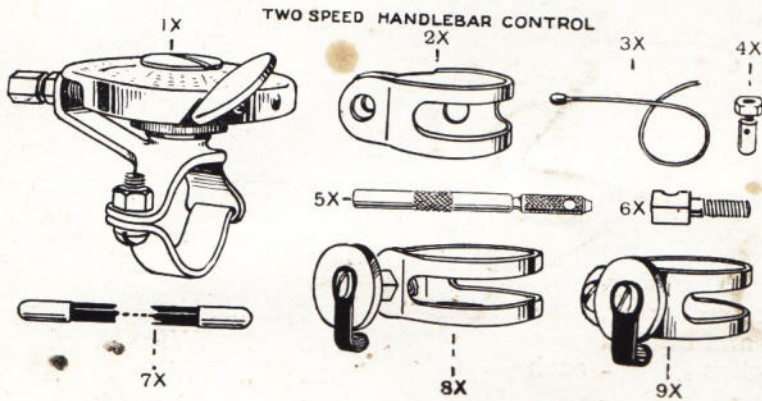
* SUPPLIED COMPLETE WITH SPINDLE No. 192s.

In ordering, the chain line should be stated, and special mention made when required for use with machines built of B.S.A. Fittings.

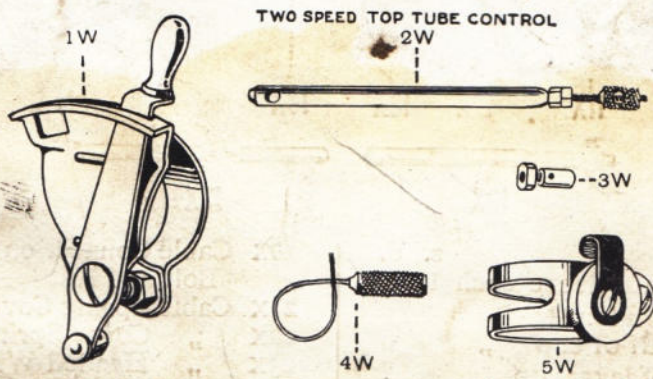
REPLACEMENT PARTS OF

Eadie Two-Speed and Two-Speed Coaster Hub Controls.

1910-11 Pattern.



	each.			each.	
	s.	d.		s.	d.
1X Control Quadrant, complete with lever, clip, connection, bolt and nut	2	6	6X Stop Clip Screw and nut	-	2
2x Stop Clip, with bolt and nut	-	6	7X Outer casing, with capped ends	1	0
3x Control Wire, without connection	-	6	8X Guide Clip, complete with bolt and nut, lady's	-	6
4X Eye Bolt and nut	-	1½	9X Ditto gent's or lady's	-	6
5X Spring box with connection	9		10X Handlebar Control complete	5	6

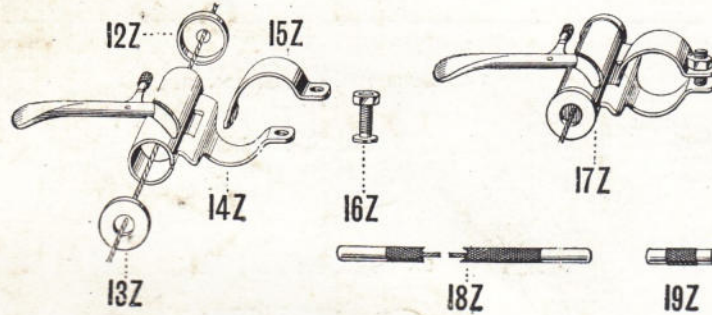


	each.			each.	
	s.	d.		s.	d.
1W Control Quadrant, complete with lever, clip, bolt and nut	2	6	4W Control Wire with connection	-	6
2W Spring Box with connection	9		5W Guide Clip, complete with bolt and nut	-	6
3W Eye Bolt and nut	1½		6W Top Tube Control, complete	4	3

Replacement Parts of B.S.A. THREE-SPEED and EADIE TWO-SPEED HANDLEBAR CONTROLS

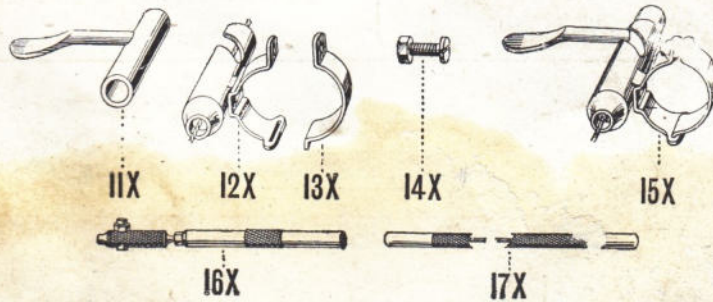
1912 PATTERNS.

THREE-SPEED HANDLE-BAR CONTROL.



		s.	d.			s.	d.
12Z	Lever with casing, cam sleeve, spring, trigger, and bottom half of clips - each	2	0	20Z	Cable Caps - each	1	
14Z				21Z	" Wire Nipple - "	1	
13Z	Lever Caps - "	1		22Z	" Wire - "	6	
15Z	" top half of clips - "	1	½	23Z	" Top Clip - "	2	
16Z	" Clip Bolt & Nut - "	1		24Z	" " Pin and Nut - "	2	
17Z	" assembled complete - "	2	3	25Z	" Guide Clip - "	6	
18Z	Cable Outer Casing - "	1	3	26Z	" " " Pulley - "	6	
19Z	" Connecting Tube - "	2		27Z	Handlebar Control complete with Cable - "	5	6
				28Z	Cable Screws & Nuts - doz.	9	

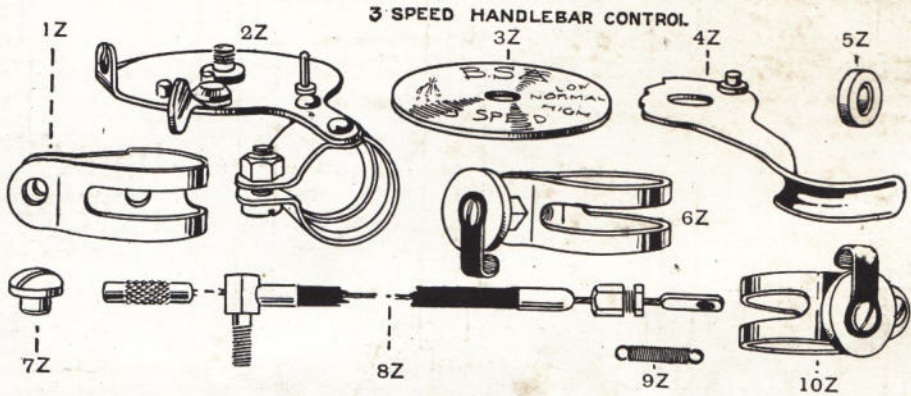
TWO-SPEED HANDLE-BAR CONTROL.



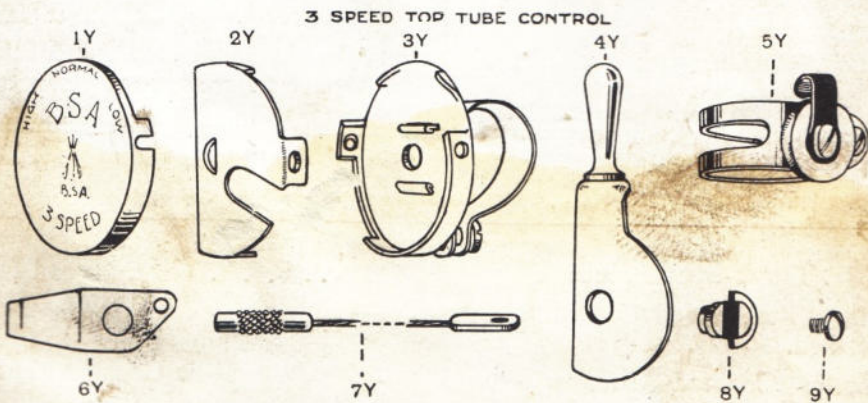
		s.	d.			s.	d.
11X	Lever with cam sleeve - each	1	0	20X	Cable Connection Eye Bolt and Nut - each	1	½
12X	" Cam Plunger with top half of clip - "	6		21X	Cable Spring Cover - "	3	
13X	Bottom half of lever clip - "	2		22X	" Cover Spring - "	1	
14X	Lever Clip Bolt & Nut - "	1		23X	" Headed Wire - "	1	
15X	Control Lever with clip assembled - "	2	3	24X	" Locking Nut - "	½	
16X	Cable Spring Box with connection - "	9		25X	" Cable Wire - "	6	
17X	Cable Outer Casing, Gent's - "	1	3	26X	" " Guard - "	1	
18X	Cable Caps - "	1		27X	" Stop Clip - "	2	
19X	" Connection - "	1		28X	" " Pin & Nut - "	2	
				29X	" Guide Clip - "	6	
				30X	" " Pulley - "	6	
				31X	" Screws & Nuts - doz.	9	
				32X	Handlebar Control complete with cable - each	5	6

REPLACEMENT PARTS OF B.S.A. Three-Speed Hub Controls.

1910-11 Pattern.

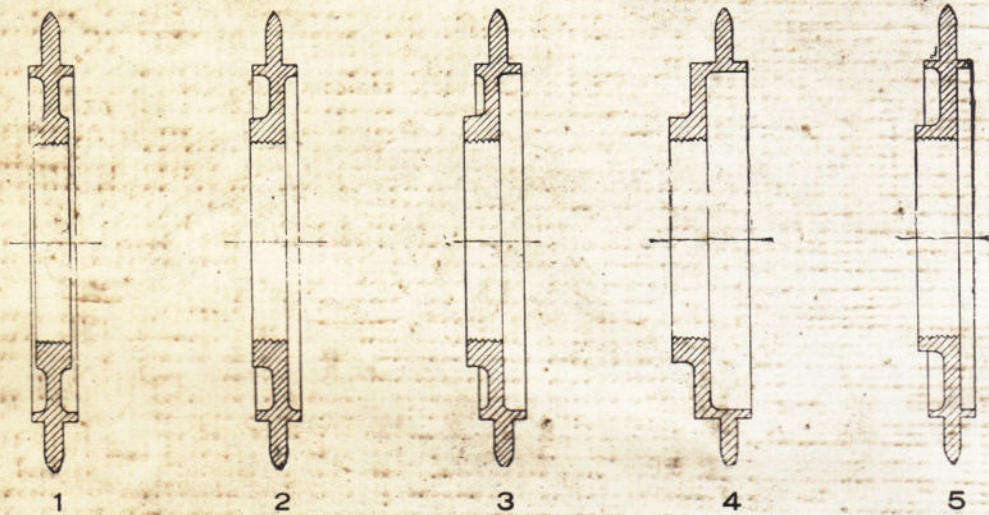


	each.	s.	d.		each.	s.	d.
1Z Stop Clip, with bolt and nut	6			7Z Centre Plate Screw	-		1
2Z Back Plate, complete with trigger, clip, bolt and nut	- 1		9	8Z Control Wire, with casing and connections	-	2	2
3Z Cover Plate	-		4	9Z Trigger Spring	-		1
4Z Control Lever	-		10	10Z Guide Clip, complete with bolt and nut, gent's	-		6
5Z Distance Piece	-		1	11Z Handlebar Control, complete	5		6
6Z Guide Clip, complete, lady's	6						



	each.	s.	d.		each.	s.	d.
1Y Cover Plate	-		6	6Y Control Spring	-		1
2Y Connecting Plate	-		3	7Y Control Wire, with connection	-	1	2
3Y Back Plate, with clip, bolt and screw	-		10	8Y Control Connecting Rivet	-		1½
4Y Lever, complete	-		6	9Y Control Connection Screw	-		1
5Y Guide Clip, with bolt and nut complete	-		6	10Y Top Tube Control, complete	-	4	3

SECTIONAL ILLUSTRATIONS OF B.S.A. & Eadie Hub Chain Wheels.



PATTERN NO. 1

FOR USE WITH

$1\frac{1}{2}$ " c.l. B.S.A. Three-Speed Hub.
 $1\frac{1}{2}$ " c.l. Eadie Two-Speed Coaster.
 $1\frac{1}{2}$ " c.l. Eadie Coaster Hub, wide pattern shell.

PATTERN NO. 2

FOR USE WITH

$1\frac{9}{16}$ " c.l. B.S.A. Three-Speed Hub or $1\frac{7}{8}$ " c.l. reversed.
 $1\frac{9}{16}$ " c.l. Eadie Two-Speed Coaster or $1\frac{7}{8}$ " c.l. reversed.
 $1\frac{9}{16}$ " c.l. Eadie Coaster Hub, wide pattern shell, or $1\frac{7}{8}$ " c.l. reversed.
 $1\frac{5}{8}$ " c.l. Eadie Coaster Hub, narrow pattern shell, reversed.

PATTERN NO. 3

FOR USE WITH

$1\frac{5}{8}$ " c.l. B.S.A. Three-Speed Hub.
 $1\frac{5}{8}$ " c.l. Eadie Two-Speed Coaster or $1\frac{3}{8}$ " reversed.
 $1\frac{5}{8}$ " c.l. Eadie Coaster Hub, wide pattern shell, or $1\frac{3}{8}$ " reversed.
 $1\frac{1}{2}$ " c.l. Eadie Coaster Hub, narrow pattern shell.

PATTERN NO. 4

FOR USE WITH

$1\frac{3}{4}$ " c.l. B.S.A. Three-Speed Hub.
 $1\frac{3}{4}$ " c.l. Eadie Two-Speed Coaster Hub.
 $1\frac{3}{4}$ " c.l. Eadie Coaster Hub, wide pattern shell.

PATTERN NO. 5 FOR USE WITH

$1\frac{5}{8}$ " c.l. Standard B.S.A. Hub.
 $1\frac{1}{2}$ " c.l. " " "
 $1\frac{3}{4}$ " c.l. " " "

