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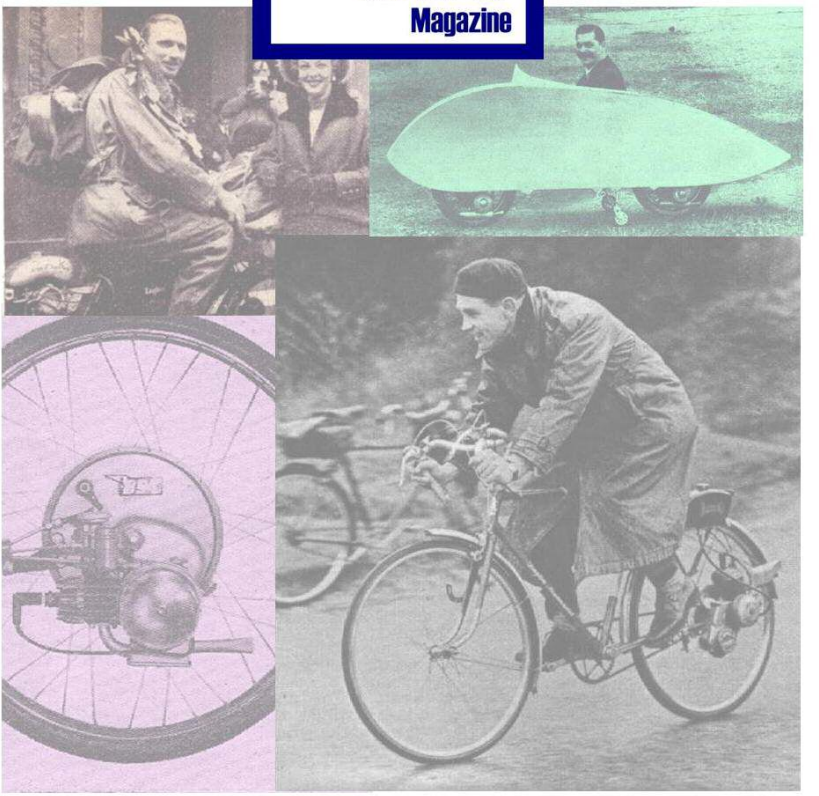

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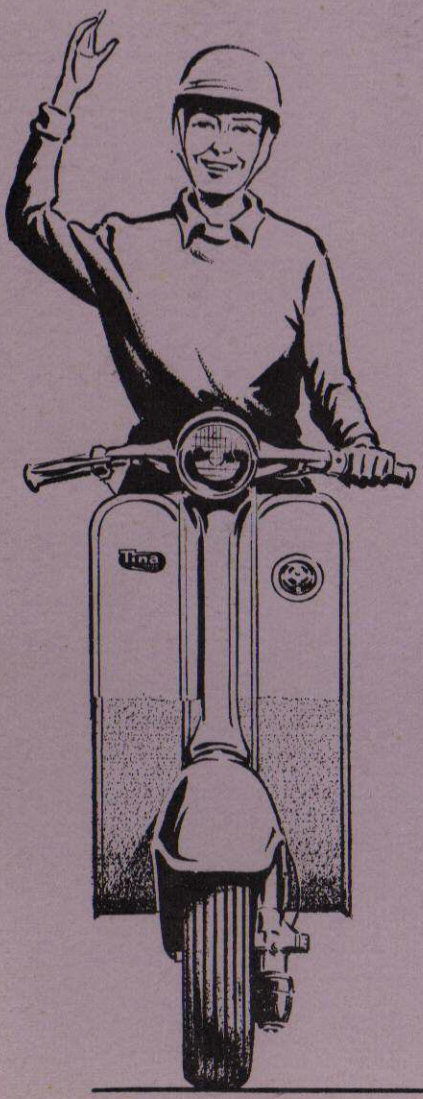

OWNER'S HANDBOOK

Tina

AUTOMATIC

MADE IN ENGLAND

Regd. Design 905,262

OWNER'S HANDBOOK

ARIEL/B.S.A./TRIUMPH SCOOTER SERVICE DIVISION,

ARMOURY ROAD,

BIRMINGHAM, 11

Telephone: VICtoria 2381 Telegrams: "Selmoto" Birmingham

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INTRODUCTION

This handbook is written in simple terms and is fully illustrated. It contains all the information that the normal owner will require, but if you need further help or advice, in most cases your dealer will be able to assist you. In cases of difficulty, our Service Division at Armoury Road, Birmingham 11, Telephone VICtoria 2381 can be contacted by letter or telephone. If you do this ALWAYS QUOTE THE FULL ENGINE AND FRAME NUMBERS of your scooter. These are stated in your registration book and are stamped on the right side crankcase and the starter pedal cross tube part of the frame. For the more mechanically minded scooter owners, especially those living in remote areas, a series of comprehensive Service Wall Charts and spares list are available. The Service Charts are fully illustrated with exploded and assembled illustrations giving a comprehensive view of all internal parts.

USEFUL DATA

Bore		50.4 mm. (1.984 in.)
Stroke		50.0 mm. (1.969 in.)
Engine capacity		99.75 c.c. (6.1 cub. in.)
Compression ratio		7 : 1
Ignition timing		$\frac{1}{8}$ in. (3.2mm.) B.T.C. 26° B.T.C.
Contact breaker gap		0.018 in. (0.45 mm.)
Spark plug		Champion L7 or equivalent
Spark plug gap		0.030 in. (0.75 mm.)
Carburetter:	Make and type ...	Amal Type 32
	Main jet	105
	Needle jet ...	0.105
	Needle position ...	3rd
	Throttle slide ...	/2
	Pilot jet	25
Fuel/oil ratios		24 : 1 Running In
(with self mixing oil)		30 : 1 Normal Running or $\frac{1}{4}$ pt. of oil to 1 gallon petrol.
Fuel tank capacity		$1\frac{1}{2}$ galls. (6.7 litres)
Rear hub capacity		(50 c.c.)
Bulb sizes:	Front	6v. 18/18 watt.
	Rear	6v. 3 watt.
Wheel size		3.50 x 8
Tyre pressure:	Front	12 lbs/sq. in.
	Rear	16 lbs/sq. in.
Dimensions:	Height	38 in.
	Width	24 in.
	Length	$63\frac{1}{2}$ in.
	Weight	143 lbs.

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DESCRIPTION

The engine is a horizontally mounted single cylinder two-stroke having a capacity of 100 c.c. Ignition is by a flywheel-magneto. An Amal carburetter is fitted. Transmission is fully automatic by belt to a single stage reduction gear in the rear hub. When the safety switch is in the "Drive" position and the engine speed increased above tickover, the transmission automatically engages. The effective gear ratio is varied according to load and engine speed.

The front suspension is a trailing link controlled by rubber in compression. The rear suspension is a swinging-arm controlled by a Girling suspension unit. The brakes are cable operated 5 inch diameter internal expanding. The wheels are interchangeable and of the split rim type, fitted with 3.50 x 8 inch tyres. The lighting equipment and horn are supplied direct from the A.C. generator incorporated in the flywheel magneto and operate only when the engine is running.

TAKING YOUR SCOOTER ON THE ROAD

Fuel and Oil.

The engine is lubricated by the "petroil" system which means that the lubricating oil is mixed with the fuel to form petroil mixture. The correct mixture for your scooter is an oil petrol mixture of 1 in 24 for "running-in" and 1 in 30 for normal running. This is available ready mixed from most garages.

If you have to mix your own petroil, you should use regular or premium grade but not 100 octane petrol. Self mixing oil should be used. Before mixing fuel in the tank turn off the fuel tap. This ensures that no undiluted oil reaches the carburetter or clogs the fuel system. To mix the fuel, first put in the required amount of petrol and then add the correct quantity of oil. The fuel tank filler cap has a measure incorporated in it and the correct mixture is achieved by adding five measures of oil to each gallon of petrol (six measures during running-in).

Although the oil content of the fuel is small it is most important and **petrol without oil must never be used.**

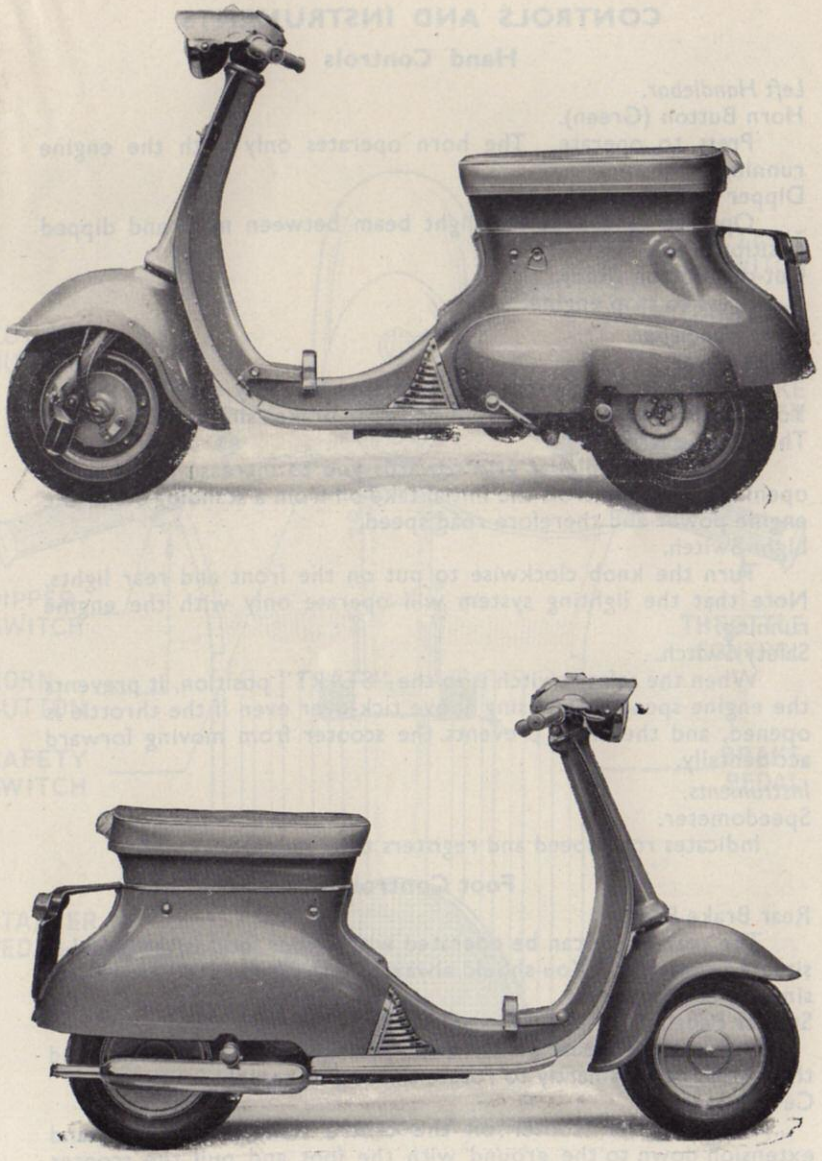

Fig. 1. Left and right side views of Scooter

CONTROLS AND INSTRUMENTS

Hand Controls

Left Handlebar.

Horn Button (Green).

Press to operate. The horn operates only with the engine running.

Dipper Switch.

Operate to change headlight beam between main and dipped positions.

Cut-out Button (Red).

Press to stop engine.

Right Handlebar.

Brake Lever.

Pull the lever towards the handlebar to apply the front brake. You should always use the front and rear brakes simultaneously.

Throttle Control.

Twist the handlebar grip towards you to increase the throttle opening. This controls the initial take off from a standing start, the engine power and therefore road speed.

Light Switch.

Turn the knob clockwise to put on the front and rear lights. Note that the lighting system will operate only with the engine running.

Safety Switch.

When the safety switch is in the "START" position, it prevents the engine speed from rising above tick-over even if the throttle is opened, and therefore prevents the scooter from moving forward accidentally.

Instruments.

Speedometer.

Indicates road speed and registers total mileage.

Foot Controls

Rear Brake Pedal.

The rear brake can be operated with either foot as the pedal is situated centrally. You should always use the front and rear brakes simultaneously.

Starter Pedal.

Depress the pedal gently until you feel some resistance, and then press down smartly to rotate the engine rapidly.

Centre Stand.

To place the scooter on the centre stand, push the stand extension down to the ground with the foot and pull the scooter backward. The stand retracts automatically when the scooter is wheeled forward. When putting the scooter on to the centre stand on soft or uneven ground, make sure that the feet of the stand are resting securely.

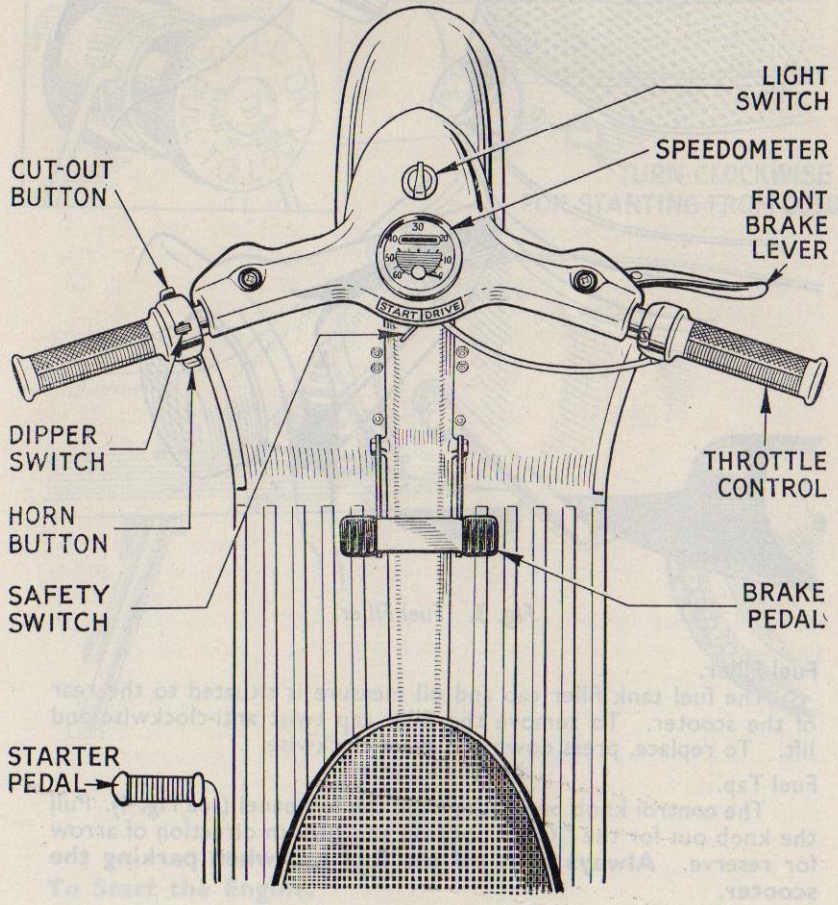

Fig. 2. Plan view of controls.

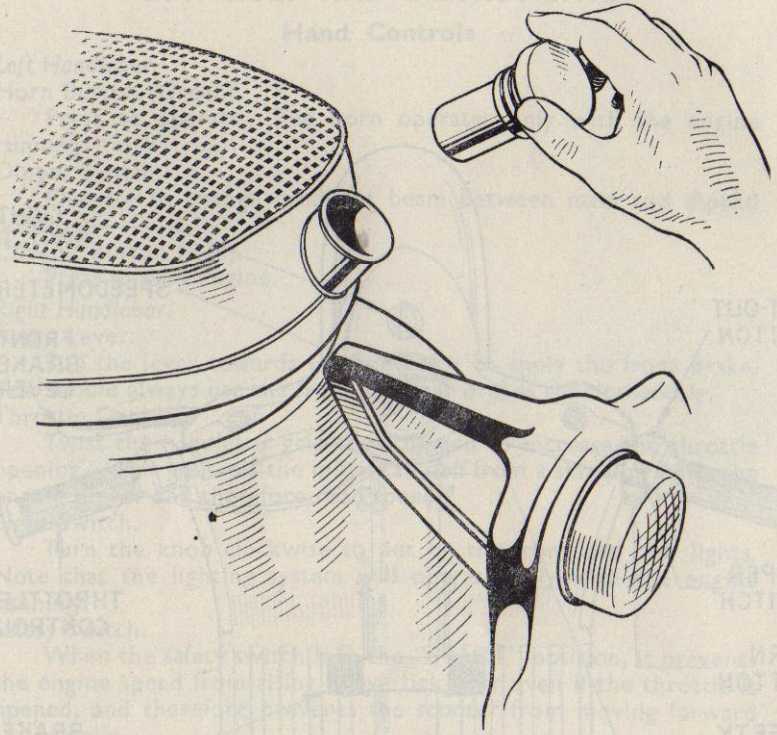

Fig. 3. Fuel Filler.

Fuel Filler.

The fuel tank filler cap and oil measure is situated to the rear of the scooter. To remove the filler cap twist anti-clockwise and lift. To replace, press down and twist clockwise.

Fuel Tap.

The control knob protrudes from the left panel (see Fig. 4). Pull the knob out for the "ON" position and turn in direction of arrow for reserve. **Always turn off the fuel tap when parking the scooter.**

Air Control.

A wire loop beneath the fuel tap. Turn clockwise for starting from cold. Return to the original position as soon as the engine will allow it without stalling.

Carburetter Tickler (where fitted).

This is placed lower on the left panel. This has been found unnecessary and the air control should be used as described on the opposite page.

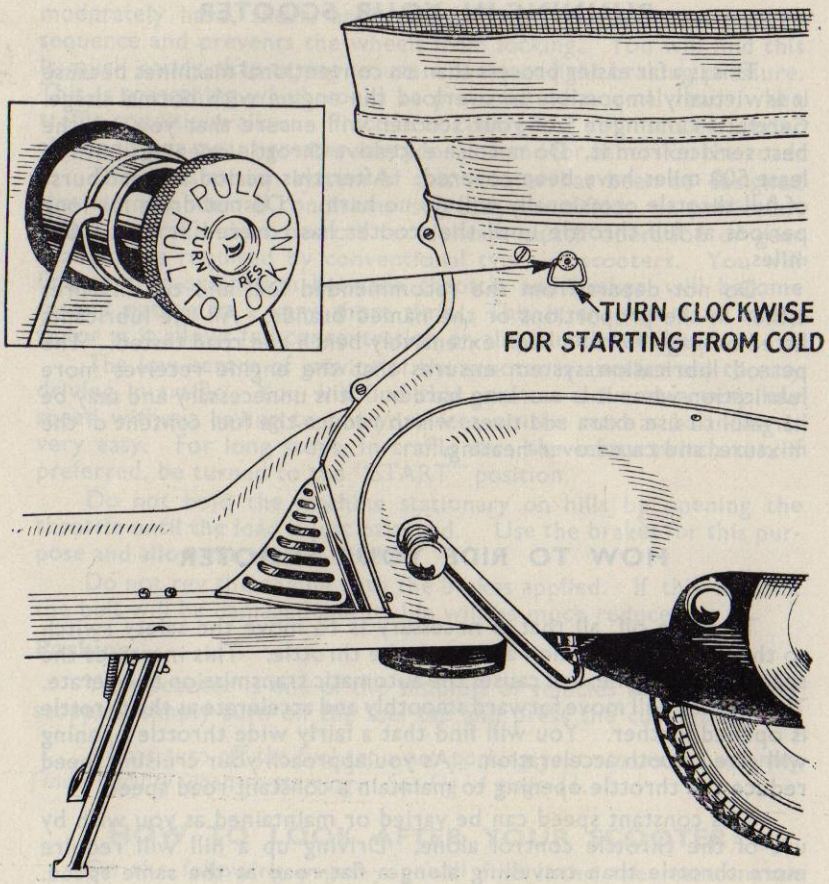

Fig. 4. Fuel Tap.

To Start the Engine.

Turn on the fuel tap and check that the safety switch is in the "START" position. When starting a cold engine turn the air control clockwise. Do not use the air control when the engine is hot or you may find starting difficult. Open the throttle about $\frac{1}{4}$ of the total movement of the twist grip. Depress the starter pedal gently until you feel some resistance and then apply full pressure. This will cause the engine to rotate and it should start at once. When cold the engine may require more than one attempt to start it.

RUNNING-IN YOUR SCOOTER

This is a far easier process than on conventional machines because it is virtually impossible to overload the engine with normal usage. Careful "running-in" of your scooter will ensure that you get the best service from it. Do not use excessive throttle openings until at least 500 miles have been covered. After this period a short burst of full throttle occasionally will do no harm. Do not drive for long periods at full throttle until the scooter has covered at least 1,000 miles.

Do not depart from the recommended fuel and oil mixtures either in the proportions or the named brands. All the lubricants listed on page 19 have been extensively bench and road tested. The petroil lubrication system ensures that the engine receives more lubrication when it is working harder. It is unnecessary and may be harmful to use extra additives, which reduce the fuel content of the mixture, and cause over-heating.

HOW TO RIDE YOUR SCOOTER

To move off, all that is necessary is to move the safety switch to the "DRIVE" position and open the throttle. This increases the speed of the engine, and causes the automatic transmission to operate. The scooter will move forward smoothly and accelerate as the throttle is opened further. You will find that a fairly wide throttle opening will give smooth acceleration. As you approach your cruising speed reduce the throttle opening to maintain a constant road speed.

This constant speed can be varied or maintained as you wish by use of the throttle control alone. Driving up a hill will require more throttle than travelling along a flat road at the same speed. The design of the scooter is such that the automatic transmission compensates for varying loads such as a pillion passenger, or climbing a hill, although with an increased load the throttle must be opened wider.

Travelling downhill you will find that there is no engine braking effect with the throttle closed. Control the speed by using both brakes simultaneously. Harsh braking on either wheel separately can cause the wheel to lock, particularly if road conditions are bad. The use of both brakes shares the available grip between tyres and road to the best advantage. The maximum safe braking can be applied with the scooter upright and travelling in a straight line. If you have to brake when cornering use both brakes but cautiously.

If you ride on slippery roads the safest way of slowing is "interupted braking"; this means applying the brakes in a series of

moderately hard, short, applications. This interrupts the braking sequence and prevents the wheels from locking. You will find this is much easier than trying to use a constant light braking pressure. This is something which could be practiced on normal roads when traffic conditions allow. Practice in controlling your scooter under all conditions means greater safety for you and for others on the road.

The transmission system of this scooter has been so designed that riding under all conditions is greatly simplified. In particular, riding in traffic does not call for delicate clutch operation or gear changing as required by conventional types of scooters. You will find that co-ordination between throttle and brakes, will become second nature in a very short time. This is an important safety factor as it allows full concentration on the situation in hand.

The low centre of gravity of the scooter is another aid to easy driving in traffic. You will find that you can drive at a very low speed without having to put your feet on the road as balancing is very easy. For long stops, in traffic etc., the safety switch can, if preferred, be turned to the "START" position.

Do not hold the machine stationary on hills by opening the throttle until the load is just balanced. Use the brakes for this purpose and allow the engine to idle.

Do not rev the engine with the brakes applied. If this is done the belt will be damaged and its life will be much reduced.

Parking.

Your scooter is one of the simplest of vehicles to park. After stopping simply turn off the fuel tap and press the cut-out button.

Always turn off the fuel tap when parking your scooter, or you may find difficulty when re-starting. *See Fig. 4 page 11.*

HOW TO LOOK AFTER YOUR SCOOTER

On the following pages you will find listed the maintenance which will normally be carried out by your dealers. Due to the sturdy design and construction of the Tina scooter, this can be done quickly and economically. However, if you are competent and have the necessary facilities you may prefer to maintain it yourself. A clean and well-maintained scooter is a positive contribution to road safety.

Cleaning.

Never attempt to remove road dirt from your scooter when it is dry, but use a copious supply of water from a hose or bucket containing some proprietary cleaner. Take care to direct the water away from the engine compartment and brakes. Dry off with a clean soft cloth and apply a good wax polish. Do not use abrasive cleaners on chromium plating but treat it the same as the painted surfaces.

Maintenance.

Your dealer will perform the following operations free of charge within 300 miles or at the latest three months from the date of purchase. Oils and greases used are chargeable to the customer.

DEALER 300 MILE FREE SERVICE

		Page No.
Front Wheel.	Check tyre pressure	21
	Check wheel nuts	20
	Grease suspension (two points)	17
	Lubricate and adjust brake cable	18
Handlebar.	Check head race adjustment	27
	Lubricate control cables (brake & throttle)	17
	Check headlight alignment	27
Legshields.	Check nuts and bolts	General
Left Grille.	Clean sparking plug	25
Left Cover.	Clean carburetter	28
	Adjust throttle cable	29
	Adjust carburetter settings	29
	Check safety switch adjustment	See Service Wall Charts
	Grease fork pivot (one point)	17
	Lubricate and adjust brake cable	18
	Drain and replenish rear hub	16
Right Side.	Check wheel nuts	21
	Check tyre pressure	21
	Check contact breaker points	24
General.	Check lighting system	26
	Test machine on road	General

SUBSEQUENT RECOMMENDED SERVICING

Every 2,000 Miles or Two Months

		Page No.
Front Wheel.	Check tyre pressure	21
	Check wheel nuts	20
	Grease suspension (two points)	17
	Lubricate and adjust brake cable	18
Handlebar.	Check head races for excessive play ...	27
	Lubricate control cables (brake & throttle)	17
	Check headlight alignment	27
Legshields.	Check nuts and bolts	General
Left Grille.	Clean sparking plug	25
Left Cover.	Adjust throttle cable	29
	Adjust carburetter settings	29
	Grease fork pivot (one point)	17
	Lubricate and adjust brake cable	18
	Check safety switch adjustment	See Service Wall Charts
Right Side.	Check wheel nuts	21
	Check tyre pressure	21
	Clean and adjust contact breaker points ...	24
General.	Check lighting system	26
	Grease pedal pivots	17
	Test machine on road	General

Every 6,000 Miles

All operations of 2,000 mile service plus:—

	Change over wheels to equalise tyre wear	20
	Inspect brake linings	See Service Wall Charts
	Drain and replenish rear hub	16
	Clean carburetter	28

Every 12,000 Miles

All operations of 2,000 and 6,000 mile service plus:—

	Fit new sparking plug	25
	Inspect condition of driving belt	See Service Wall Charts

LUBRICATION

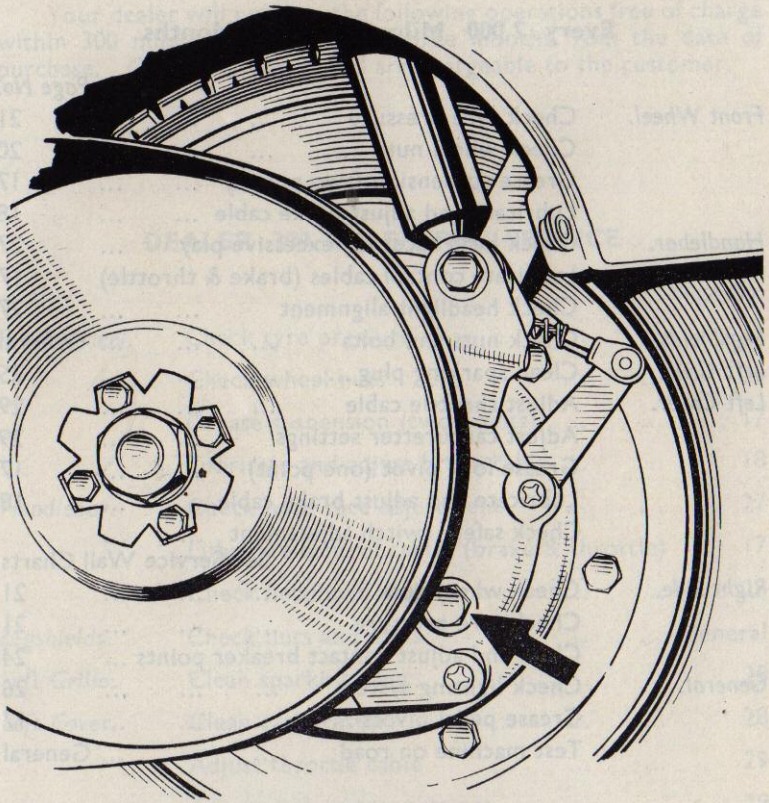

Fig. 5. Rear Hub (Filler and Level Plug).

To remove the left side detachable cover unscrew the three screws securing it and lift clear.

Rear Hub.

The reduction gears and bearings in the rear hub are lubricated by S.A.E. 90 grade oil. At the recommended mileages remove the filler plug (Fig. 5) and drain the hub by leaning the scooter to the left. Place the scooter upright and replenish with clean oil up to the level of the filler hole.

Do not under any circumstances put oil or grease into the transmission case.

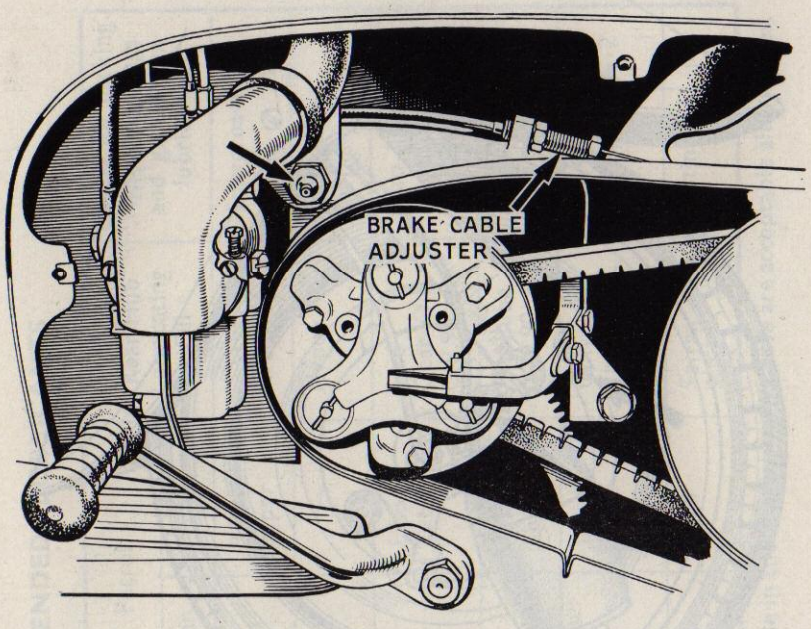

Fig. 6. Left Cover removed (grease point of Swinging Arm and rear Brake Adjuster).

Greasing Points.

There are two greasing points on the front suspension and one greasing point on the rear suspension (Fig. 6). There is a greasing point on the right end of the brake pedal spindle and one on the starter pedal cross-tube underneath the scooter. Wipe off any surplus grease afterwards as this collects dirt very easily.

General.

Both the front and rear brakes are cable operated; the front by a lever on the right handlebar and the rear by the central pedal which can be operated with either foot. To keep the cables smooth in operation it is advisable to lubricate them frequently with thin oil.

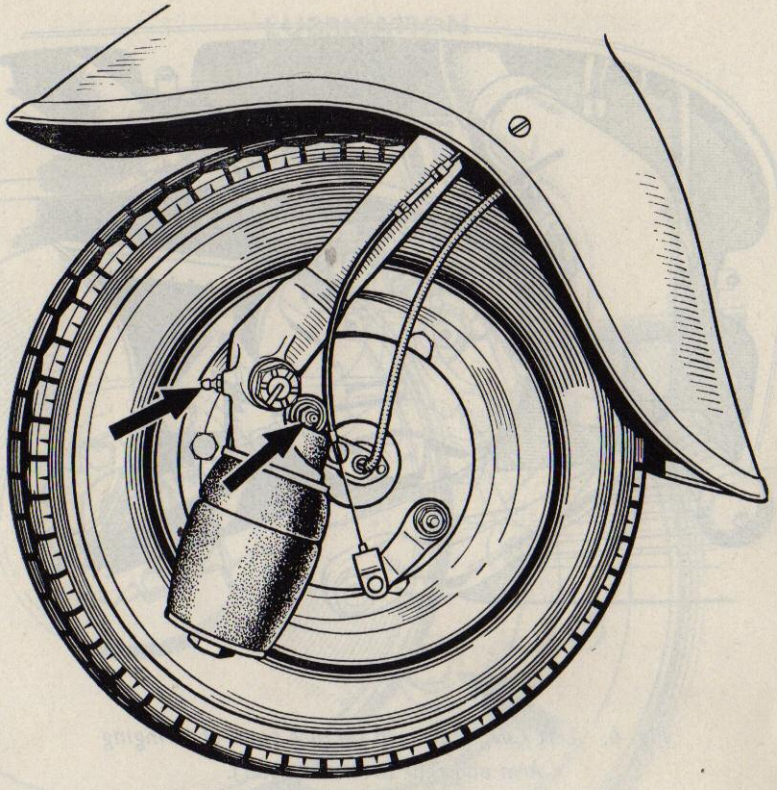

Fig. 7. Front Suspension Greasing Points.

The front brake must have about ½ inch free movement at the end of the handlebar lever. The exact amount is a matter of personal preference depending on the size of your hands. It is vital that the lever does not contact the handlebar when applied hard as this will seriously limit the braking effect. To adjust the front brake, first slacken off the locking nut (Fig. 7). Unscrew the adjuster until the required amount of movement at the lever is obtained, and retighten the locking nut.

The rear brake must also have a small amount of free movement at the pedal before the brake comes on. Make sure that even when applied hard, the pedal does not contact the footrests or frame member of the scooter. To adjust the rear brake it is first necessary to remove the left side cover (Fig. 6). Slacken off the locking nut and screw IN the adjuster to take up any slack in the cable. When the adjustment is correct, retighten the locking nut.

TABLE OF RECOMMENDED LUBRICANTS

	Engine Oil	Petrol		Rear Hub Lubricating Oil	Grease for packing wheel bearings and grease gun lubrication
		Regular	Premium		
B.P.	Energol Two-stroke Oil	B.P.	B.P. Super	Energol EP S.A.E. 90	Energrease L.2
CASTROL ...	Castrol Two-stroke Oil	—	—	Hypoy	Castrolease L.M.
ESSO ...	Esso Two-stroke (2 T) Motor Oil	Esso	Esso Extra	Esso Gear Oil G.P.90	Esso Multi-purpose Grease H
MOBIL ...	Mobilmix TT	Mobil Regular	Mobil Special	Mobilube G.X.90	Mobilgrease M.P.
REGENT ...	Motor Oil 2T	Regent	Regent Super	Universal Thuban S.A.E. 90	Marfak Multipurpose 2
SHELL ...	2T Two-stroke Oil	Shell Mex	Shell	Spirax 90EP	Retinax A

If proprietary fuel/oil mixtures of the above are available in the correct ratio, these are acceptable alternatives.

TAKING CARE OF YOUR WHEELS AND TYRES

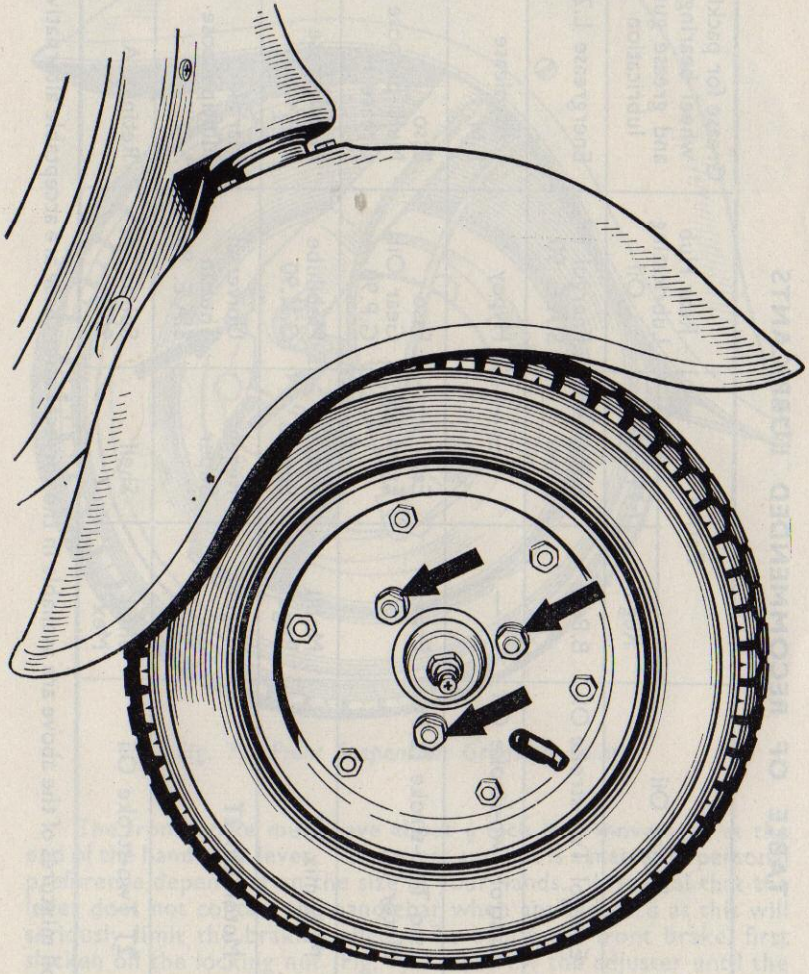

Fig. 8. Wheel complete with Tyre, front (on scooter).

Wheel c/w Tyre.

To remove either wheel take off only the three central nuts (see Figs. 8 and 9).

The outer nuts must never be removed while the tyre is inflated as they clamp together the two portions of the wheel.

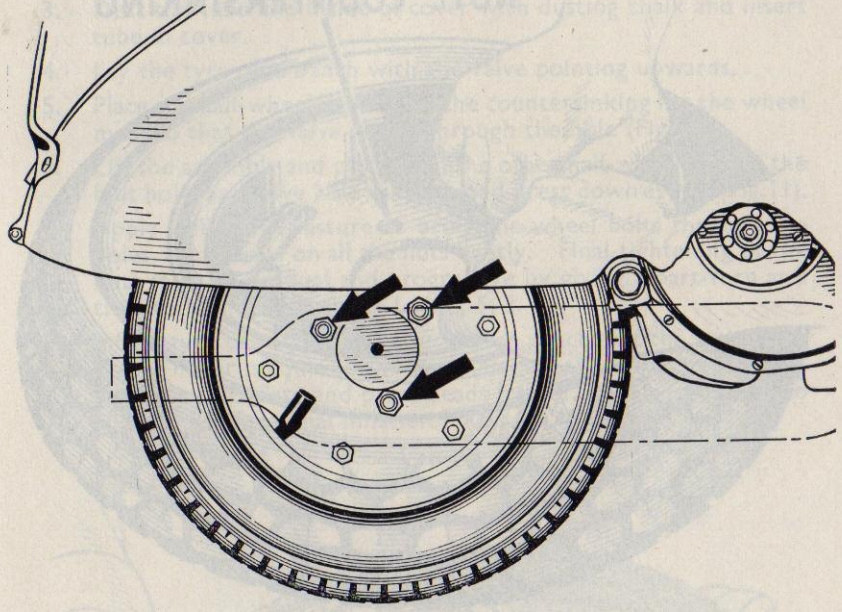

Fig. 9. Wheel complete with Tyre, rear (on scooter).

Tyre Pressures.

Check your tyre pressures weekly.

The correct pressures are:—

Front:	12 lb./sq. in.	For a 10 stone rider.
Rear:	16 lb./sq. in.	

If a pillion passenger is carried increase the rear tyre pressure to 20 lb./sq. in.

If you are much above or below average weight, you should increase or decrease the tyre pressure from the figures given above by two or three lb./sq. in. for maximum comfort and tyre life.

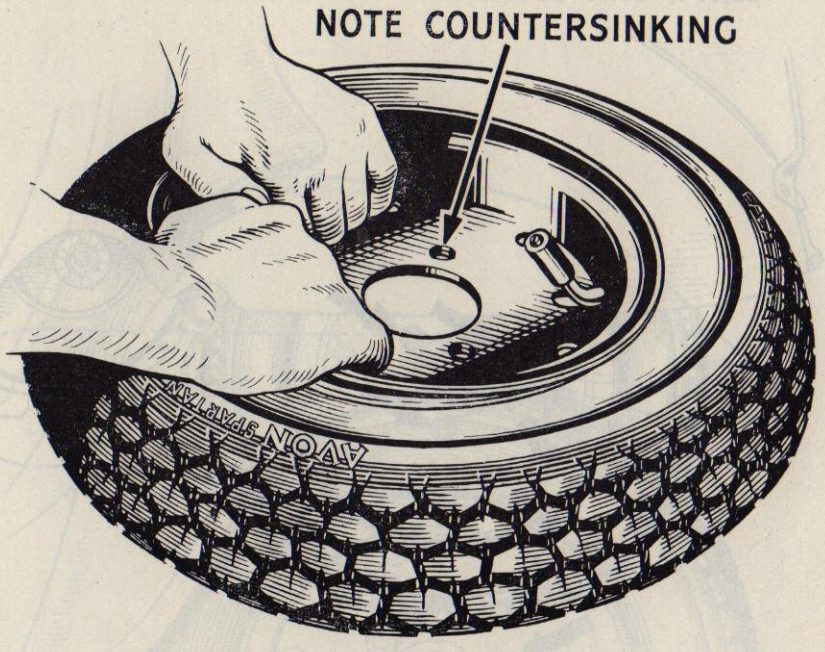

Fig. 10. Replacing first half of Wheel.

FITTING AND REMOVING YOUR SCOOTER TYRES

To Remove Tyre.

1. Remove valve cap and core to deflate tyre and place these parts away from dirt and grit. Push each bead free of the rim shoulder.
2. Make sure that tyre is fully deflated before unscrewing the nuts.
3. Pull the half-wheel containing the valve hole away from tyre and other half-wheel.
4. Remove tube and the other half-wheel from the tyre.

To Fit Tyre.

Before fitting examine internally to make sure that no loose objects have been left inside. Used covers should be thoroughly examined externally and internally for nails, flints, cuts or other damage.

1. Remove the valve cap and check that the valve core is correctly tightened.

2. Inflate the tube just sufficiently to round it out without stretch.
3. Dust the tube and inside of cover with dusting chalk and insert tube in cover.
4. Lay the tyre on a bench with the valve pointing upwards.
5. Place the half-wheel containing the countersinking for the wheel nuts, so that the valve comes through the hole (Fig. 10).
6. Lift the assembly and place it on the other half-wheel so that the bolt holes and valve hole coincide, and press down evenly (Fig. 11).
7. Apply sufficient pressure to bring the wheel bolts through the holes, then screw on all the nuts lightly. Final tightening of the nuts must be gradual and progressive by giving a part-turn at a time to each nut in order 1, 4, 2, 5, 3, 6.
8. Inflate tyre to required pressure, then check that the fitting line on the cover is equi-distant from the rim all round both sides. If necessary deflate and press beads free of the rim shoulder to align tyre before final inflation. Replace valve cap.

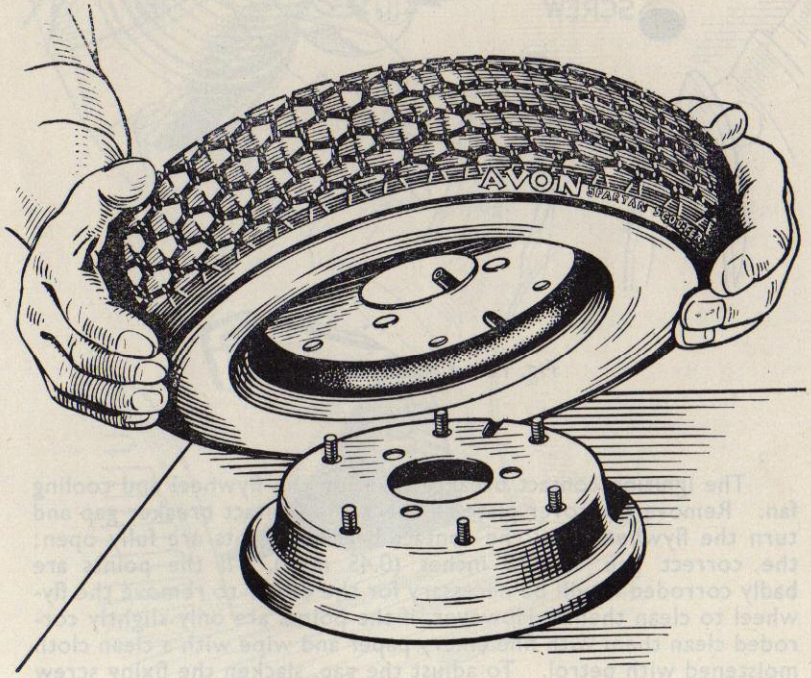

Fig. 11. Replacing second half of Wheel.

TAKING CARE OF THE ELECTRICAL AND IGNITION SYSTEM

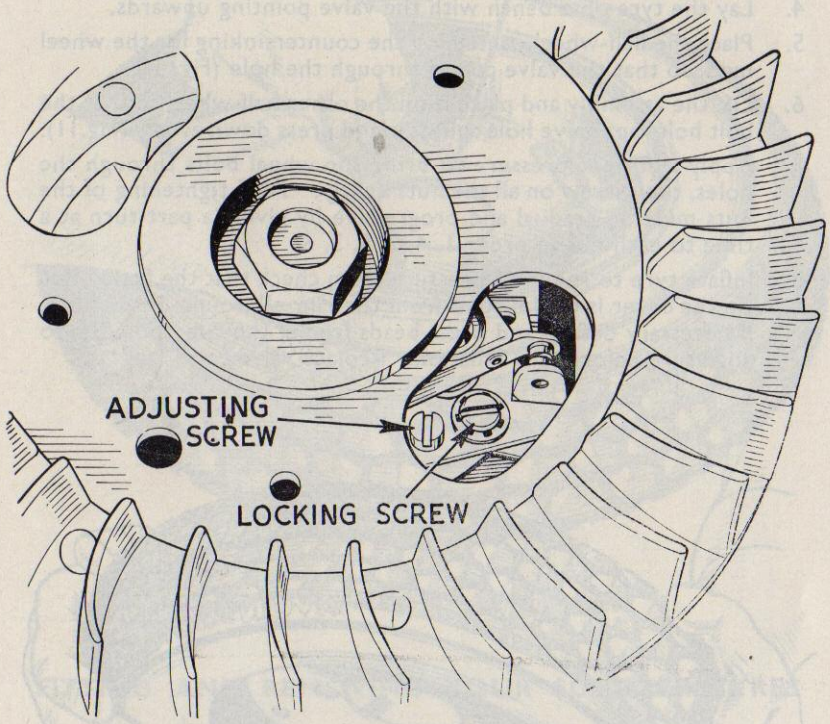

Fig. 12. Contact Breaker.

The ignition contact breaker is inside the flywheel and cooling fan. Remove the cover plate to check the contact breaker gap and turn the flywheel until the contact breaker points are fully open; the correct gap is .018 inches (0.45 mm.). If the points are badly corroded it will be necessary for the dealer to remove the flywheel to clean them. However, if the points are only slightly corroded clean them with fine emery paper and wipe with a clean cloth moistened with petrol. To adjust the gap, slacken the fixing screw (Fig. 12) and move the stationary contact until the gap is correct and then tighten the fixing screw. Check the gap using a "feeler gauge".

The sparking plug is inside the grille which is held by three screws on the left of the scooter (Fig. 14). The standard grade is Champion L7 which has been specified after careful testing. Carry a spare, tested plug for substitution in case of trouble. Practically all plug trouble on two-stroke motors is due to incorrect carburetter adjustment or slackness in mixing the fuel/oil mixture. The best way of cleaning soot from a plug is by using a wire brush and then washing in petrol to remove any oily deposits. Occasionally have your dealers sand-blast the plug on their cleaning and testing machine. If you have to adjust the gap bend the side electrode wire not the central electrode which will crack the insulator (Fig. 13). The correct gap is 0.030 inches (0.75 mm.).

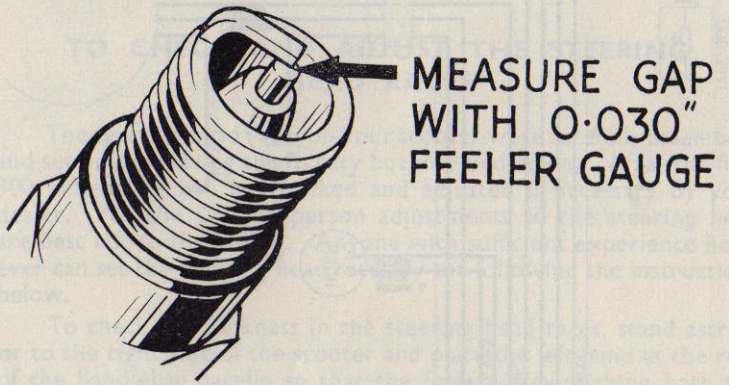

Fig. 13. Sparking Plug.

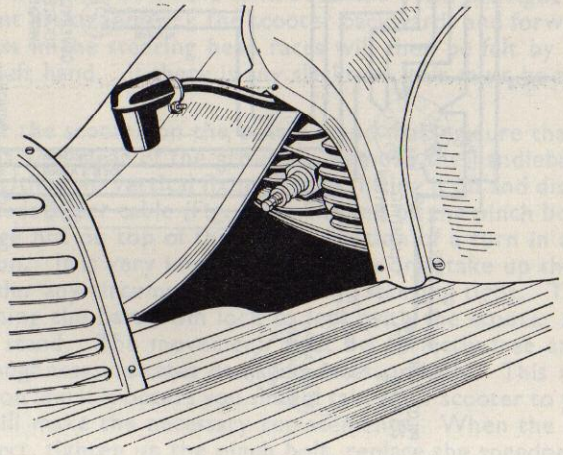

Fig. 14. Left Grille removed showing Sparking Plug.

WIRING DIAGRAM

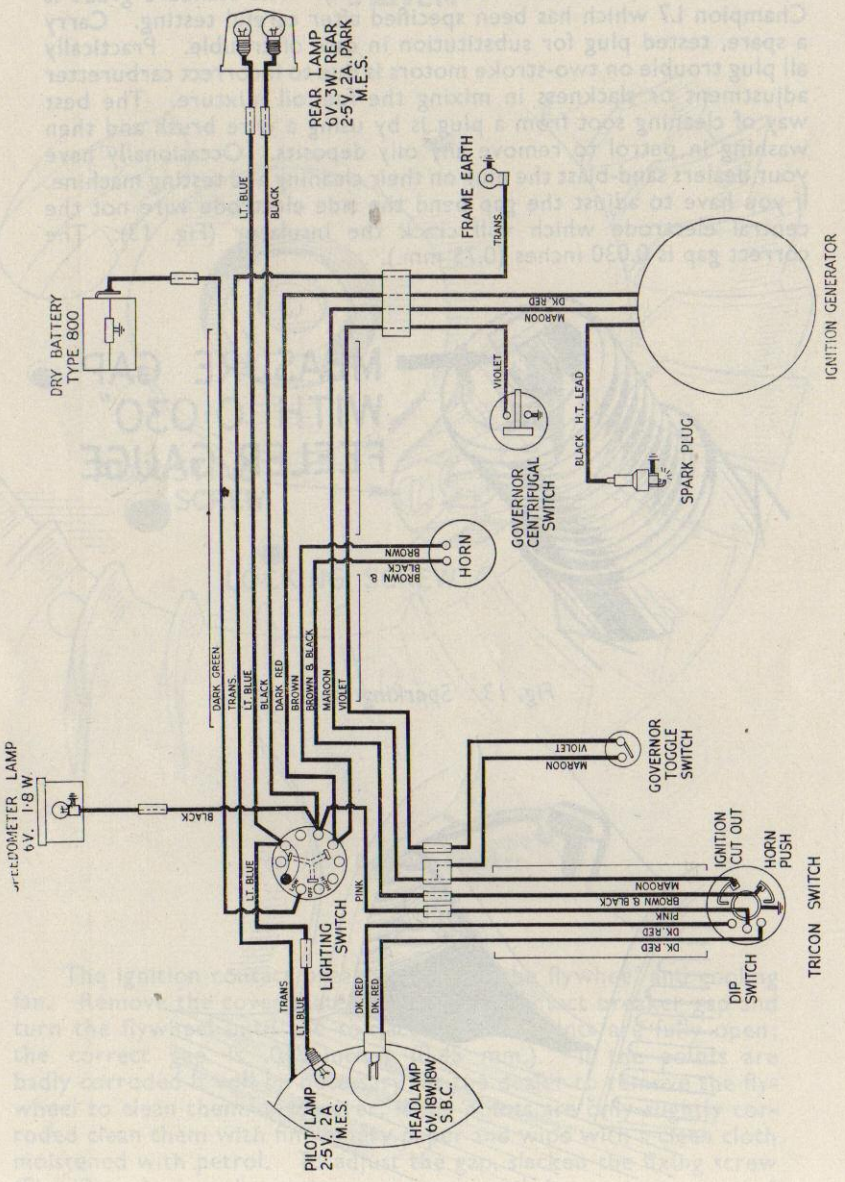

Fig. 15. Wiring diagram.

The connections in the electrical system, particularly those at the headlight switch and between the engine and frame, should be kept clean and tight. Loose or dirty connections are the most common cause of bulb failure. If you have to replace a bulb make sure that the replacement is the correct rating as stamped on the bulb or listed on page 3.

The headlight is held into the handlebar nacelle by two fixing screws (Fig. 16). To align the headlight beam, slacken off the screws and adjust the light to the required position. The beam should point slightly downwards, when in the main beam position so as not to dazzle the on-coming traffic. When it is set correctly, retighten the screws.

TO CHECK AND ADJUST THE STEERING HEAD RACES

The steering head races on your scooter were carefully assembled and set before leaving the factory but may bed down. After the first 300 miles they will be checked and adjusted if necessary by your dealer. For the average person adjustments to the steering head are best left to the dealer. Anyone with sufficient experience however can set the steering head races by the following the instructions below.

To check for slackness in the steering head races, stand astride or to the right side of the scooter and place the left hand at the rear of the handlebar nacelle so that the fingers are touching both the bearing dust cover and frame of the scooter. Whilst doing this the scooter must not be on the centre stand. With the right hand apply the front brake and rock the scooter backwards and forwards. Any slackness in the steering head races will then be felt by the fingers of the left hand. If there is any slackness, this must be taken up as follows.

Put the scooter on the centre stand making sure that the front wheel is well clear of the ground. Remove the handlebar cover by undoing the two vertical fixing screws, lifting it off and disconnecting the speedometer cable (Fig. 16). Slacken off the pinch bolt and give the large nut on top of the stem a fraction of a turn in a clockwise direction. It is very important that you only take up the slack and not under any circumstances make the steering tight. Test for this by turning the bars from lock to lock with the scooter still on the centre stand. The movement must be perfectly free and smooth. Any roughness indicates damaged races or balls. This is a serious condition and if it occurs you should take your scooter to your dealer who will make the necessary replacements. When the adjustment is correct, tighten up the pinch bolt, replace the speedometer cable and the handlebar cover.

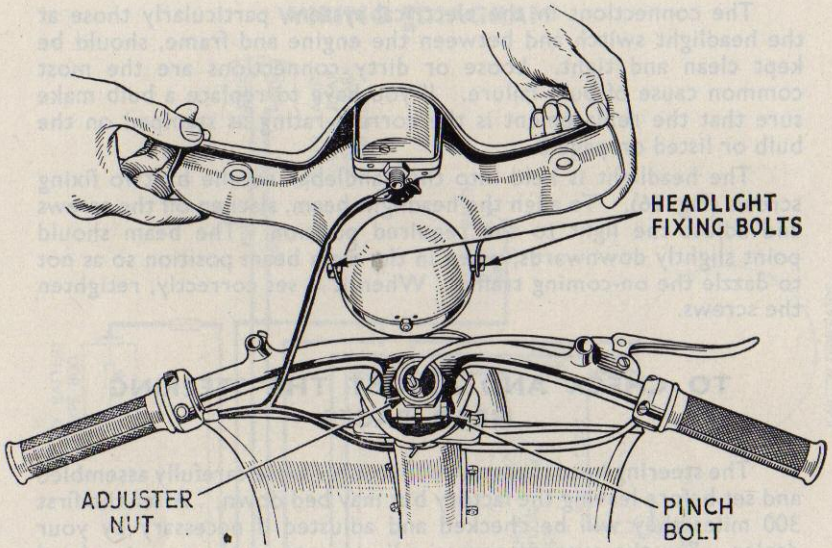

Fig. 16. Steering Head Race adjustment.

TAKING CARE OF THE CARBURETTER

Your scooter is fitted with an Amal carburetter which has been designed for trouble-free operation. It is unwise for the average owner to attempt any adjustments other than those described below. Carry out the adjustments in the order written. A correctly set carburetter not only means smooth running but it is an aid to easy starting.

Before you can make any adjustments, the engine must be at its normal running temperature. It is of no use attempting to adjust carburetter settings having just started the engine from cold. An incorrect petroil mixture can also upset carburation. Too much oil in the fuel will cause blue smoke from the exhaust similar to that given by a rich mixture, whilst the actual fuel-air mixture governed by a carburetter could be weak.

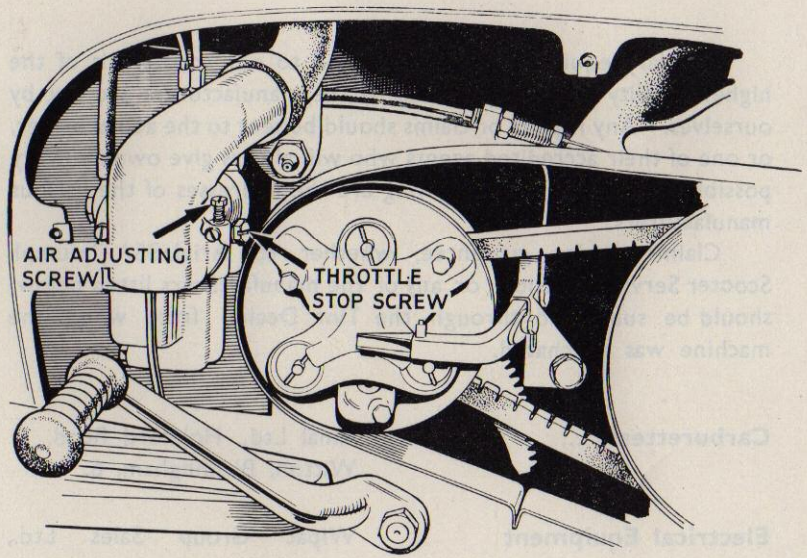

Fig. 17. Left Cover removed showing Carburetter.

There should be about $\frac{1}{16}$ inch free movement in the throttle cable. Excessive free movement will cause difficulty in controlling the scooter but the cable should not be tight and certainly must not be used for setting the tick-over. The cable adjuster screws into the carburetter top (Fig. 17). Set the adjuster and secure it with the locknut.

The pilot air screw controls the air supply to the pilot jet (Fig. 17). Screwing it inwards admits less air to the jet and richens the mixture. Unscrewing increases the supply of air and therefore weakens the mixture. Richness causes a smoky exhaust with regular misfiring whilst weakness causes irregular misfiring with a tendency to stall when the throttle is opened.

To set the tick-over speed use the throttle stop screw (Fig. 17). Screw this in to increase the tick-over speed. When the tick-over has been set with the throttle stop screw it may sometimes be necessary to repeat the cable adjustment.

PROPRIETARY FITTINGS

Ancillary equipment which is fitted to our scooters is of the highest quality and is guaranteed by the manufacturers and not by ourselves. Any repairs or claims should be sent to the actual maker, or one of their accredited agents who will always give owners every possible assistance. The following are the addresses of the various manufacturers.

Claims under guarantee, whether to Ariel/BSA/Triumph Scooter Service Division, or any of the manufacturers listed below, should be submitted through the Tina Dealer from whom the machine was purchased.

Carburetters	Amal Ltd., Holdford Road, Witton, Birmingham, 6.
Electrical Equipment ...	Wipac Group Sales Ltd., London Road, Buckingham.
Rear Suspension	Girling Ltd., King's Road, Tyseley, Birmingham, 11.
Sparking Plugs	Champion Sparking Plugs Co. Ltd., Feltham, Middlesex. K.L.G. Sparking Plugs Ltd., Cricklewood Works, London, N.W.2. Lodge Plugs Ltd., Rugby, Warwickshire.
Speedometers	Smith's Motor Accessories Ltd., Cricklewood Works, London, N.W.2.
Tyres	The Avon India RubberCo. Ltd., Melksham, Wiltshire.

PROPRIETARY FITTINGS

Ancillary equipment which is fitted to our products is of the highest quality and is guaranteed by the manufacturers and not by ourselves. Any queries or claims should be sent to the actual maker or one of their approved agents who will always give owners every possible assistance. The following are the addresses of the various manufacturers:

Claims under guarantee, whether on Ariel/BSA/Triumph Spares Service Division, or any of the manufacturers listed below, should be submitted through the Ariel Dealer from whom the machine was purchased.

Carburettors ...	Amal Ltd., Holford Road, Witton, Birmingham, 6.
Electrical Equipment	Wipac (Group Sales) Ltd., London Road, Buckingham.
Rear Suspension	Girling Ltd., King's Road, Tyseley, Birmingham, 11.
Sparking Plugs	Champion Sparking Plugs Co. Ltd., Feltham, Middlesex. K.L.G. Sparking Plugs Ltd., Cricklewood Works, London, N.W.2. Lodge Plugs Ltd., Rugby, Warwickshire.
Speedometers	Smith's Motor Accessories Ltd., Cricklewood Works, London, N.W.2.
Tyres	The Avon India Rubber Co. Ltd., Melksham, Wiltshire.