



THE SAFEGUARD

# KLAXON

TYPES  
SPARE PARTS  
ADJUSTMENT  
MAINTENANCE

KLAXON LTD.  
36 BLANDFORD ST W.I.

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## **KLAXON LIMITED,**

HEAD OFFICE (Service and Sales Dept.):

36, Blandford Street, Baker Street, London, W.1.

WORKS:

Landor Street, Birmingham.

## **THE GROWING TRAFFIC CONGESTION**

**I**N 1924 there were one million cars in use in this country. This number will be considerably exceeded during the next few years. With the traffic congestion grows the need for a powerful signal. Street noises are louder. A weak signal cannot make itself heard above them; nor can it penetrate into the interior driven cars which are now in general use. The need is growing for a dependable signal—a signal which will respond instantly in an emergency and which will warn unfailingly—every time. The motorist has come to realize this. He knows that the signal he can trust saves worry. He knows it saves time by getting the right of way on crowded streets and narrow roads, and that it saves the car mechanism because its timely warning cuts down the use of emergency brakes. He knows, too, that a good signal saves life and limb and indemnities of thousands of pounds which accident insurance cannot fully cover. Yet sometimes he drives for years with a dangerous unreliable horn on his car—simply because no one has advised him to replace it. All car owners need dependable signals. A simple reminder from an interested party is usually sufficient.

Klaxons are universally known. There are in use to-day more than four million Klaxon machines. The Klaxon note is *arresting* because its distinctive tone demands attention. It is *commanding* because it tells the hearer to *do* something, and it is *impelling* because it impels immediate action.

Klaxon Ltd. take a pride in the perfection of every detail connected with the manufacture of Klaxons. The utmost care is exercised so that no instrument shall leave the factory which is not as perfect as mechanical and human workmanship can possibly make it. The Klaxon is designed to give continual service over considerable periods without practically any attention whatsoever. Further, each Klaxon is guaranteed by Klaxon Ltd. against defects in material, or workmanship, for a period of twelve months:

**FIT KLAXON**

## WHAT IS A "KLAXON"?

ALMOST any motorist will say at once: "A 'Klaxon' is an electric horn which sounds when you press the button." Early in the history of motoring, this would have been correct, but not so to-day. There are many electric horns, but only one "Klaxon," which is illustrated below.

*The Original Klaxon A1-L after 15 years is still the pre-eminent Warning Signal*



*Arresting  
Commanding  
Impelling*

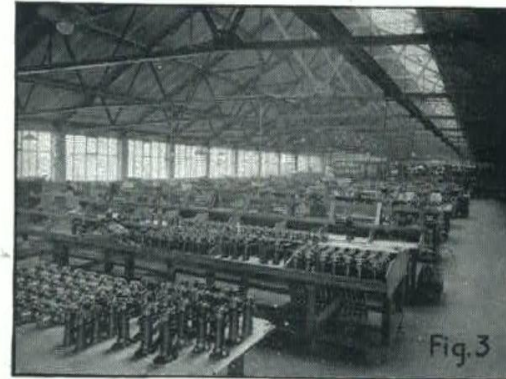
The "Klaxon" is the warning signal which made fast driving on public roads possible and safe. In reply to the question, "What is a 'Klaxon'?" we may say that it is a noise machine, operated by an electric motor, which produces a note the principal harmonic of which is low and loud. Superimposed on this is a harmonic of very high pitch, which, like all sounds of high pitch, is very arresting. The combination of these is the "Klaxon" note—arresting, commanding, impelling.

As far as we know to-day, there is only one way of producing this note and that is the "Klaxon" way, and because of our numerous patents, no horn, other than the "Klaxon," can produce an exactly similar note. Taking advantage of the materials and methods modern engineering places at our disposal, used in the largest factory in England which is exclusively devoted to the manufacture of warning signals (see page 3), we are able to maintain the leading position we originally attained by being first in the field. There is no finer steel in the world than that which we use for our diaphragms, and our research department keeps us in touch with all modern developments so that we may always use the best.

## Where are KLAXONS made?



Automatic Section of Machine Shops



Assembly Shop



Heavy Press Shop

At our works in Birmingham. The largest in England devoted exclusively to the manufacture of Warning Signals.

Accurate tools and well-designed jigs co-operate with skilled labour to produce standardised and interchangeable parts which are rigorously inspected after each operation.

The long projector used on our horns is stamped on powerful presses from a single sheet—a unique production—and is an important factor in obtaining Klaxon results.

During the final test of the finished product it is a common occurrence for an instrument to receive 100,000 blasts of three seconds' duration, equal to about three years' ordinary wear. An automatic device makes this reliability test. We are willing to loan this instrument to any car manufacturer who standardises Klaxons and who wishes to compare them with other horns.

# KLAXONS for all Requirements

are illustrated below to one-tenth scale All models are made with either long (type L) or short (type S) projectors. The latter give a higher pitched note and are recommended only where space is a consideration.

Prices are for 6, 8 and 12 v. windings

## KLAXON—A1.

The original Klaxon model de luxe and still the best for high power or fast cars.

BLACK.—L £6 10 0 : S £6 0 0  
NICKEL.—L £7 0 0 : S £6 8 0



## KLAXON—H.

Not so loud as the A1, but a good road clearer.

BLACK.—L £4 0 0 : S £3 10 0  
NICKEL.—L £4 8 0 : S £3 15 0



## KLAXONET.

Model de luxe for medium-power cars. An exquisite instrument which takes only 1½ amps. on 12 volts.

BLACK.—L £4 0 0 : S £3 10 0  
NICKEL.—L £4 5 0 : S £3 15 0



## KLAXONET—H.

A cheaper model than the Klaxonet.

BLACK.—L £2 5 0 : S £2 0 0  
NICKEL.—L £2 12 0 : S £2 5 0



## KLAXET.

For small cars and motor-cycle combinations.

BLACK.—L £1 15 0 : S £1 15 0  
NICKEL.—L £2 0 0 : S £2 0 0



There is no need to fit two horns. We have combined the Klaxet and Kifo in one instrument, operated from one button, which gives a touring or town note at will.



## KIFO (BUZZER TYPE HORN).

BLACK.—£1 1 0 NICKEL.—£1 6 0

KLAXONET COMBINATION.  
BLACK.—£3 3 0 NICKEL.—£3 10 0

# General Instructions relating to ALL ELECTRIC "KLAXONS"

## INSTALLATION

When selecting a position, do not forget that any object in front of the instrument tends to muffle the sound. Always take a position which is as accessible as possible, so that you can oil and adjust when necessary.

Keep away from the exhaust manifold. Fix rigidly to prevent vibration.

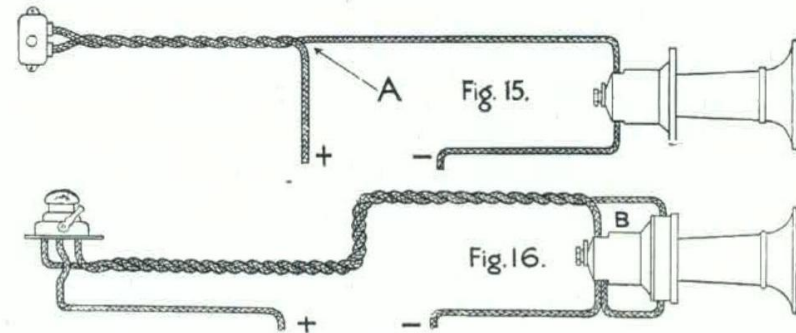
We stock a large number of brackets for fitting in various positions, details of which may be had on application. Fit on the running board wherever possible.

## WIRING

First attach the push-button to some convenient part of the car—preferably the steering wheel or the inside of the fore door.

Do not disconnect the wires from the push. Half the complaints we have are due to improper connections to the push, the making of which requires great care.

The wiring for a single tone instrument is shown in Fig. 15, and for a combination instrument in Fig. 16, a single push-button incorporating a change over switch being provided for the latter.



For a single tone, carry the wires to the point "A," where it is necessary to branch to go to the battery and the instrument. Separate the strands at this point and carry one to one side of the battery and the other to an instrument terminal. The short end of the wire which is cut off should be used to connect the other side of the battery with the remaining instrument terminal. This arrangement makes splicing of the wire unnecessary. For combination instruments, the wire is supplied in three portions. The piece of twin flex from the push is connected to one "Klaxon" terminal and one "Kifo" terminal. The piece of single flex, also from the push, is connected to one battery

terminal. The remaining length of wire is connected from the other side of the battery to the remaining two instrument terminals, two tabs being provided for this purpose.

If the wire supplied is too long, shorten it from the instrument ends "B," and avoid making a join in the wire.

If extra wire is required, do not use a smaller size than that supplied with the instrument, or you will waste too much of your battery voltage in overcoming its resistance. Be sure to solder and tape the spliced joint, each wire being taped separately. Do not pull the wire tight; it should be slack everywhere.



Fig. 17

If more convenient, the wires can be fixed to the positive and negative terminals of the lighting outfit switchboard, instead of taking them to the battery.

Separate pushes can be supplied with combination instruments, if desired.

### GENERAL MAINTENANCE

(You should read this if your instrument fails to operate properly.)

If the note falls off, it may be due to trouble with battery, wires, or push-button, or the instrument may require readjusting.

To test for the former trouble (Figs. 17 and 18), a voltmeter should be applied to the terminals of the instrument, at the same time pressing the push-button. In the case of combination instruments, apply the voltmeter to each pair of terminals in succession, the change-over switch being in the corresponding positions.

If the trouble does not lie in this direction, see that the six screws securing the projector are tight. This is very important (Fig. 19).

In the case of the combination instruments, it is necessary also to see that the six screws securing the motor to the buzzer are tight (Fig. 20).



Fig. 20

As far as is possible, we have eliminated the necessity of oiling our instruments, but this is necessary on some types. Where oil is required, this will be specifically stated in the details relating to the particular instrument. See pages 8, 9 and 11 and on the instrument label.

If the note is still unsatisfactory after applying the previous tests, then the instrument must be readjusted. The method of doing this for each type is detailed on pages 8, 9, 10, 11 and 12, but the following is a general guide:

Figs. 21 and 22 show sections of a "Klaxet" and a "Klaxon A1" respectively. In each case it will be seen that a hard steel rotor "R" is in engagement with a stud "S" in the centre of a diaphragm "D." The note emitted by the instrument depends on the pressure between the rotor and the stud. The object of adjustment is to get just the correct pressure.

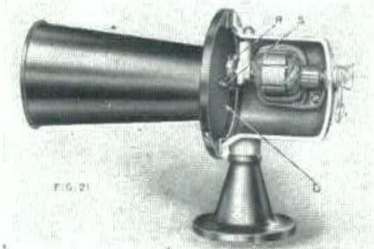


FIG. 21

### COMMUTATOR

Since 1920 we have effected great improvements in material for commutators and brushes, the result being that the commutators of instruments made from that date require NO OIL. After about two seasons' use, the commutator may require cleaning with fine glass paper. We recommend that this should be done by a competent repairer, or the instrument returned to us to clean and adjust, for which we make only a nominal charge.

If you are not satisfied with your "Klaxon" after carrying out the instructions given in this book, return it carriage paid to our service dept., 36, Blandford Street, Baker Street, W. 1.

We welcome correspondence on the performance of our products, and keep a service department to deal with your wants.

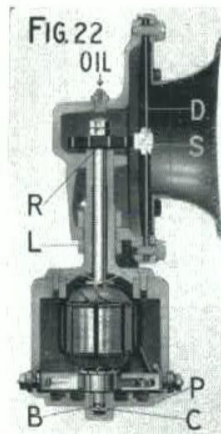


FIG. 22

## Instructions for Adjusting

### Type A1-L KLAXON Type A1-S

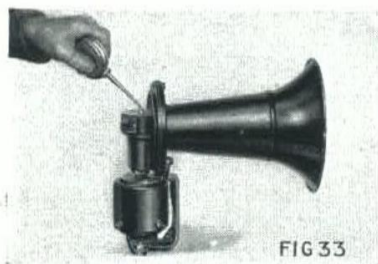


FIG 33

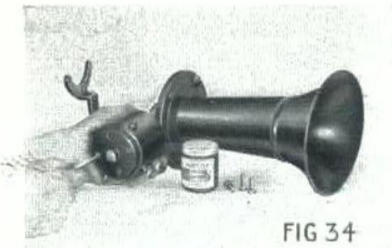


FIG 34

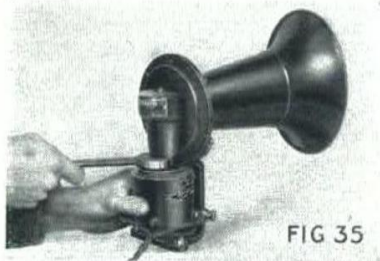


FIG 35

(See also pages 5, 6, and 7 on General Maintenance.)

#### LUBRICATION.

A section of the Klaxon may be seen in Fig. 22. It is operated by a motor rotating at 2,000 r.p.m. which occasionally requires lubrication. Fig. 33 shows the upper bearing being lubricated. This should be done *once a month*, using a thin oil. The bottom bearing is a hardened steel cup "C" Fig. 22, which is half filled with vaseline. About once in three months the bottom plate "P" should be removed, see Fig. 34, and this cup refilled, but don't lose the ball "B" Fig. 22 when replacing, and be sure that the screws are securely tightened.

#### ADJUSTMENT.

This may appear necessary when the only thing required is either lubricating or tightening the six projector screws, see Fig. 19. After both have been done press the button and see if the note is correct. If unsatisfactory proceed as below:—

First loosen the lock nut (see Fig. 35). Then start the current by pressing the push button (in other words, sound the Klaxon), meanwhile twist the motor (see Fig. 35), until no sound is heard except the buzzing of the motor. Then twist on in either direction till the note is loud and clear. Afterwards tighten the locknut securely.

## Instructions for Adjusting

### KLAXONET-H: KLAXET: KLAXON-H

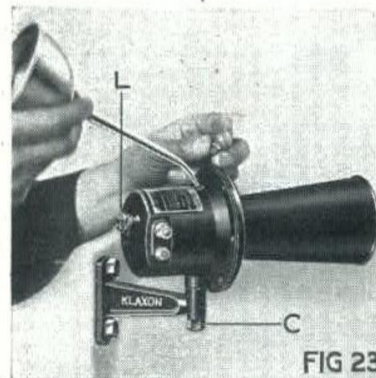


FIG 23

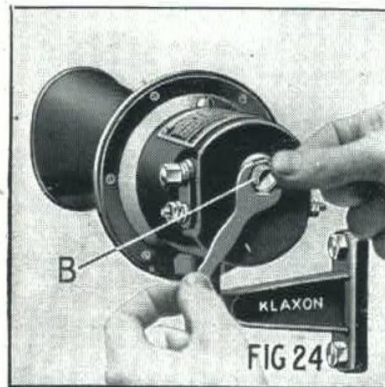


FIG 24

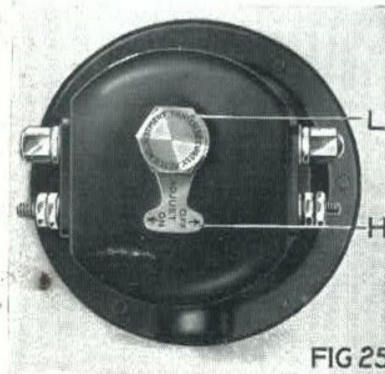


FIG 25

The **Klaxet** and **Klaxonet-H** have a bearing which requires one or two drops of thin oil monthly. See Fig. 23. The **Klaxon-H** has a ball bearing which requires no oil. Always tighten the six projector screws (see Fig. 19) before adjusting.

#### ADJUSTMENT

- (1) Slacken the clamping bolt "C" (Fig. 23), and swing the instrument into an easily accessible position.
- (2) Loosen the locknut "L," referring to Fig. 23 or 25, depending on which type is fitted to your instrument.
- (3) Rotate the bush "B" (Fig. 24) backwards (off) about half a turn, either by means of a coin or broad screwdriver (in the case of Fig. 24), or by means of the handle "H" in the case of Fig. 25.
- (4) Press the push-button, at the same time holding the bush "B" from rotating. You should hear the noise of the armature buzzing round.

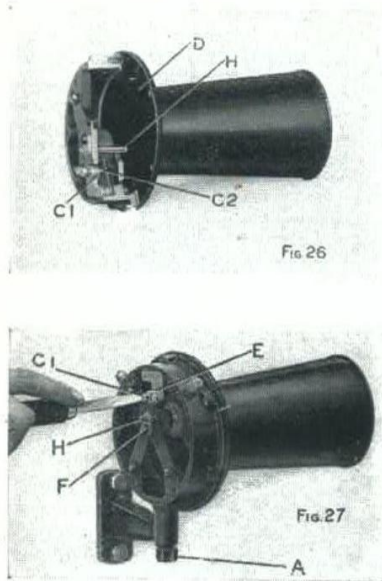
(5) Now rotate "B" forward (on) until the rotor just touches the diaphragm; you can tell this by the note emitted. Then give an  $\frac{1}{8}$ th turn, more or less, until the correct note is heard. Before feeling satisfied, release the push-button once or twice, when the clear resonant "Klaxon" note is easily detected. Do not screw the bush too far forward, or the instrument will tend to stick.

- (6) Tighten the locknut "L" *very* securely, and re-clamp the bolt "C."

(See also pages 5, 6, and 7 on General Maintenance.)

## Instructions for Adjusting

### KIFO



A section of the "Kifo" is shown in Fig. 26; the objects of adjustment are two-fold. In the first place, the correct relative positions of the contacts "C<sub>1</sub>" and "C<sub>2</sub>" must be obtained; secondly, the hammer "H" must be correctly placed with respect to the diaphragm "D."

Always tighten the six projector screws (Fig. 19) before adjusting.

#### ADJUSTMENT

(1) Slacken the clamping bolt "A," and swing the instrument into an easily accessible position; remove the cover by taking out the cover screws.

(2) Slacken the locking screw "E" (Fig. 27), and remove the contact screw "C<sub>1</sub>." Clean the contact point by rubbing it lightly on fine emery or glass paper. If this is not available, the contact may be scraped with a penknife. Clean the contact "C<sub>2</sub>" similarly.

(3) Replace the contact screw and turn it up till it *just* makes contact with "C<sub>2</sub>." You will know when this is by the buzzer beginning to operate on pressing the push-button. Then give it an extra  $\frac{1}{4}$ th turn, and lock securely by tightening screw "E." This should result in the movement vibrating freely when the button is pressed. Next, slacken the locking screw "F" (Fig. 27), and adjust the hammer screw "H" until it lightly taps the diaphragm. Give an extra  $\frac{1}{2}$  turn, and lock securely, when a suitable note is obtained.

Do not tune up from the contact screw "C<sub>1</sub>." The function of this is to make and break the electric current. Tuning is done by means of the hammer screw "H."

(See also pages 5, 6, and 7 on General Maintenance.)

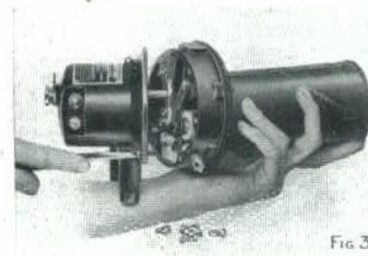
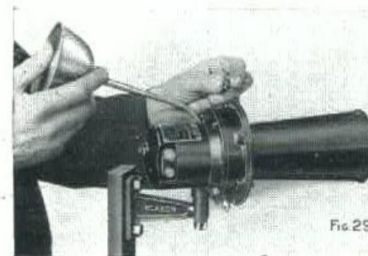
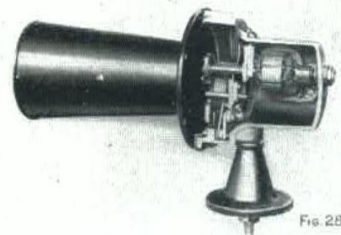
## Instructions for Adjusting

### KLAXONET COMBINATION

AND

### KLAXON COMBINATION

Fig. 28 shows a section of the "Klaxonet Combination." This instrument consists of a "Klaxet" motor and a "Kifo" buzzer.



The "Klaxon Combination" is similarly designed, but on a larger scale. As in the case of the "Klaxet," the front bearing of the motor in the "Klaxonet Combination" requires one or two drops of oil monthly (see Fig. 29). The "Klaxon Combination" has two ball bearings, and requires no lubrication.

Always tighten the six projector screws (Fig. 19) and the six motor screws (Fig. 20) before adjusting.

#### ADJUSTMENT

If the "Klaxon" note only requires adjustment, this is done exactly as described on page 9.

If the *buzzer* note requires adjustment, first remove the motor by undoing the six screws which hold it to the buzzer (Fig. 30).

Then proceed to adjust the buzzer as described on page 10.

When satisfied with the note replace the motor, tightening the screws very securely and proceed to adjust the Klaxon note as described on page 9.

(See also pages 5, 6, and 7 on General Maintenance.)

## Instructions for Adjusting

# KLAXONET

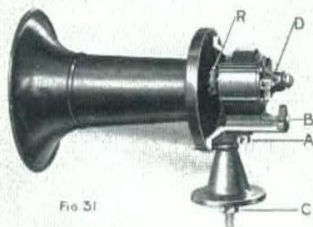


Fig. 31



Fig. 32

The "Klaxonet" motor is fitted with ball bearings, which require no lubrication.

Always tighten the six projector screws (Fig. 19) before adjusting.

### ADJUSTMENT

(1) Slacken the clamping bolt "C," and swing the instrument into an easily accessible position.

(2) Remove milled screw "E" (Fig. 32). This will enable the cover to be removed, thereby exposing the motor.

(3) Examine the commutator "D" (Fig. 31). If dirty, take a narrow strip of glass paper and press it against the commutator whilst the motor is running. Do not finger the commutator or allow it to become greasy.

(4) Slacken the locking screw "A."

(5) Give the screw "B" a turn in a clockwise direction. The motor should now run freely on pressing the push-button.

(6) Now turn the screw "B" in an anti-clockwise direction, until the rotor just touches the diaphragm; this point will be known by the note emitted. Give "B" a further  $\frac{1}{8}$  turn, more or less, in the same direction, until the correct note is obtained; by releasing the push-button once or twice during this operation, the clear, resonant "Klaxon" note can easily be detected.

(7) Lock by means of the screw "A," replace the cover and the milled screw "E," and clamp the instrument back in the correct position by means of the bolt "C."

With a matchstick occasionally apply grease to the rotor "R."

(See also pages 5, 6, and 7 on General Maintenance.)

# KLAXON TYPE A1. SPARE PARTS

PART NAME	REF. NO.	PRICE	
		s	d
PROJECTOR-LONG	EK 110	30	0
D° -SHORT	EK 104	20	0
D° -GUNB'R'L	EK 108	25	0
PROJ: SCREWS	EK 54		2
D° SPG WASHER	EK 135		1
FELT WASHER	EK 62		2
DIAPHRAGM	EK 79	4	6
OILER	EK 95	1	0
ROTOR NUT	EK 39		2
ROTOR	EK 40	3	0
E.P. SCREW-SHORT	EK 3/9		2
D° -LONG	EK 8		2
CHECK SPRING	EK 43		2
ARMATURE			
REWINDING 6x12v	EK 124	10	0
D° D° 110v	EK 123	15	0
ARM: COMPLETE 6x12v	EK 76	21	0
D° D° 110v	EK 136	25	0
FIELD COIL 6x12v	EK 125	7	0
D° D° 110v	EK 126	9	0
BRUSH 6x12v	EK 29	1	0
D° 110v	EK 157	1	3
BRUSH HOLDER 6x12v	EK 77	1	3
D° D° 110v	EK 169	1	3
D° LEVER	EK 22		2
D° SPRING	EK 21		2
D° FIBRE WSHR 6x12v	EK 25		1
D° MICA D° 110v	EK 148		2
D° SPG D°	EK 117		1
D° NUT	EK 19		2
B.P. SCREW	EK 3/9		2
BOTTOM PLATE	EK 127	5	0
BALL CUP	EK 4		6
BALL	EK 6		1
TERM: FIBRE WSHR 6x12v	EK 34		1
D° MICA D° 110v	EK 151		2
D° SPG D°	EK 118		2
D° NUT	EK 31		2
SPLIT TERMINAL	EK 30	1	0
EBONITE NUT	EK 103		6
D° SCREW	EK 102		6
PUSH COMPLETE 110v	EK 139	5	6
PUSH D° 6x12v	P 22	5	6
COVER & KNOB	P 20	1	6
CONTACT SPRING	P 8		3
CLAMP PLATE	P 16		3
D° D° SCREW	P 17		1
COVER BUSH	P 6		3
FLEX: WIRE TWIN PER YARD	EK 99	1	6

#### NOTE !!

IF THE PART YOU REQUIRE IS NOT ENUMERATED ON THE LIST ABOVE, PLEASE INDICATE BY A CROSS ON THE ILLUSTRATION AND SEND IT TO US WITH YOUR ORDER.

THE ABOVE PRICES ARE FOR BLACK ENAMEL FINISH; EXTRA FOR NICKEL PLATING PROJECTORS ETC.



# KLAXONET SPARE PARTS

PART NAME	REF N°	PRICE
FIELD COIL	KET 55	7 0
BRUSH	EK 29	1 0
D° LEVER	EK 22	2
D° SPRING	EK 21	2
D° TERM:SCREW	KET 104	1
D° FRAME	KET 17	1 6
FRAME SCREW	KET 75	1
D° SPRING WASHER	KET 57	1
SPLIT TERMINAL	EK 30	1 0
D° FIBRE WASHER	EK 34	1
D° SPRING D°	EK 118	1
D° NUT	EK 31	2
EBONITE TERM:SCREW	EK 102	6
D° D° NUT	EK 103	6
FLEX WIRE:TWIN PER YARD	KA 61	1 6
ARMATURE REWINDING	KET 51	10 0
D° COMPLETE	KET 52	15 0
MOTOR COMPLETE	KET 41	40 0
BEARING BUSH	KET 19	3 6
D° BALLS ea.	KET 16	4
D° LOCKNUT	KET 20	9
COVER.	KET 2	5 0
D° SCREW	KET 3	4
ADJUSTING SCREW	KET 14	2
D° SPRING	KET 13	4
CLAMP SPRING WASHER	EK 118	1
D° SCREW	KET 5	4
BALL RACE CUP	KET 15	9
ROTOR	KA 14	3 0
D° SCREW	KET 62	1
DIAPHRAGM	KET 89	4 6
FELT WASHER	CK 13	2
PROJECTOR - OVAL	HKET 9	20 0
D° - SHORT	KET 69	12 6
D° - GUNBARREL	KET 97	12 6
D° SPRING WASHER	KET 60	1
D° SCREW	KET 49	2
PUSH COMPLETE	PA 12	4 0
D° TERMINAL SCREW	PR 18	1
D° CONTACT SPRING	PA 7	4
D° D° PLATE	PA 8	1
CASTELLATED SCREW	PA 9	6

NOTE!!

IF THE PART YOU REQUIRE IS NOT ENUMERATED ON THE LIST ABOVE, PLEASE INDICATE BY A CROSS ON ILLUSTRATION AND SEND IT TO US WITH YOUR ORDER. THE ABOVE PRICES ARE FOR BLACK ENAMEL FINISH. EXTRA FOR NICKEL PLATING PROJECTORS ETC: ABOUT 20% WHEN ORDERING SPARE PARTS QUOTE NAME AND REF. N°

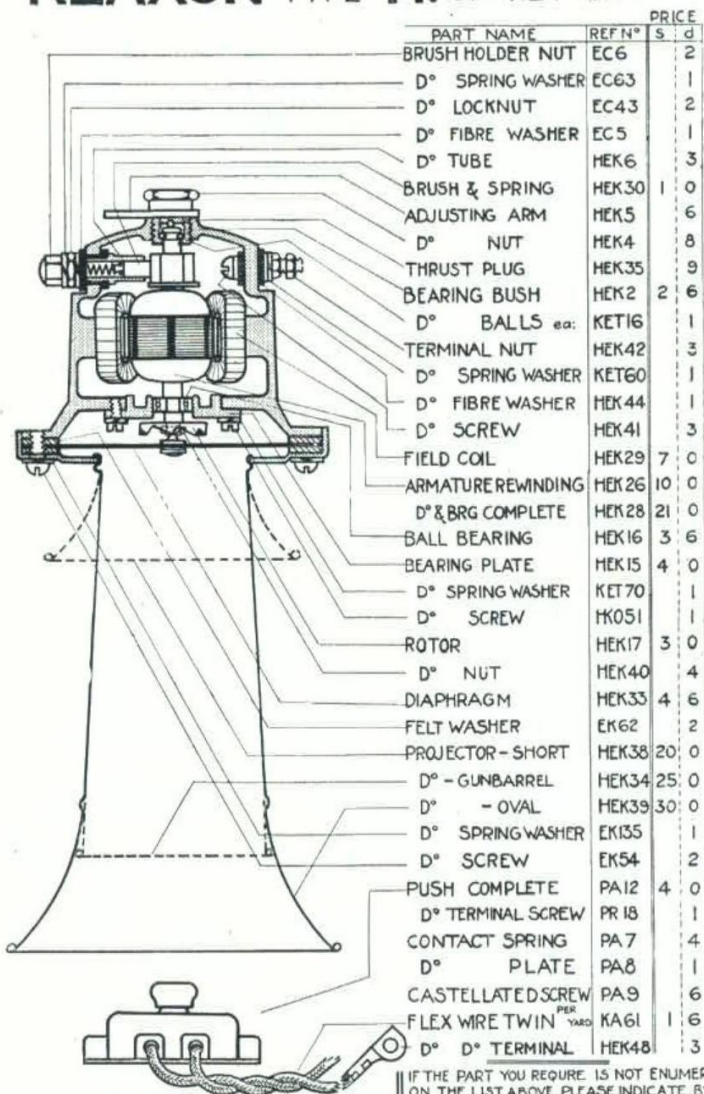
# SPARE PART LIST

	KLAXET	KLAXONET	KIFO
	TYPE-H	COMBINATION	
REF N°	PRICE	REF N°	PRICE
BRUSH HOLDER NUT	EC 6	2 EC 6	2 -
D° SPRING WASHER	EC 63	1 EC 63	1 -
D° LOCKNUT	EC 43	2 EC 43	2 -
D° FIBRE WASHER	EC 5	1 EC 5	1 -
D° TUBE	EC 4	3 EC 4	3 -
BRUSH & SPRING	EC 18	1 EC 18	1 0
ADJUSTING ARM	EC 62	3 EC 62	3 -
D° NUT	EC 3	4 EC 3	4 -
BEARING THRUST PLUG	EC 46	9 EC 46	9 0
D° BUSH	EC 2	2 EC 2	2 0
D° BALLS ea.	KET 16	1 KET 16	1 -
TERMINAL SCREW	EC 56	2 EC 56	2 EC 56 2
D° NUT	KA 16	2 KA 16	2 KA 16 2
D° SPRING WASHER	EC 60	1 EC 60	1 EC 60 2
D° FIBRE D°	EC 64	1 EC 64	1 KA 18 1
FIELD COIL	EC 24	7 0 HKET 3 7 0	EC 24 7 0 -
BEARING PLATE	EC 11	1 6 EC 11 1 6	EC 11 1 6 -
D° SPRING WASHER	EC 41	1 EC 41	1 -
D° SCREW	EC 79	1 EC 79	1 -
ARMATURE REWINDING	EC 22	8 0 EC 22 8 0	CRK 64 8 0 -
D° & BRG COMPLETE	EC 45	15 0 EC 45 15 0	CRK 65 15 0 -
ROTOR	KA 14	2 0 KA 14 2 0	KA 14 2 0 -
D° SCREW	KA 31	1 KA 31	1 -
DIAPHRAGM	EC 33	4 0 KET 89 4 0	KET 89 4 0 G 23 1 6
FELT WASHER	EC 15	2 CK 13 2	CK 13 2 CK 13 2
PROJECTOR-SHORT	EC 40	6 0 KET 69 6 0	KET 69 6 0 -
D° - GUNBARREL	EC 32	6 0 KET 97 10 0	KET 97 10 0 KET 97 6 0
D° - OVAL	-	HKET 9 12 6	HKET 9 12 6 -
D° SPRING WASHER	KA 15	1 KA 15	1 KA 15 1
D° SCREWS	CK 26	1 CK 26	1 CK 26 1
FLEX WIRE TERMINAL	KA 62	1 KA 62	1 KA 62 1
FLEX WIRE-TWIN PER YARD	KA 61	1 6 KA 61 1 6	KA 61 1 6 KA 61 1 6
PUSH FOR DOOR FIXING	PR 14	3 4 PR 14 3 4	PR 14 3 4 PR 14 3 4
D° FOR STEERING WHEEL FIXING	PR 25	3 4 PR 25 3 4	PR 25 3 4 PR 25 3 4
D° FOR MOTOR CYCLE FIXING	PR 24	3 4 PR 24 3 4	PR 24 3 4 PR 24 3 4
INTERRUPTION SPRING	-	-	G 26 1 6 G 26 1 6
CONTACT SCREW	-	-	G 25 1 6 G 25 1 6
STRIKER	-	-	G 6 3 G 6 3
OPERATING SPRING	-	-	G 27 2 6 G 27 2 6
D° SCREW	-	-	KA 31 1 KA 31 1
D° SPRING WASHER	-	-	KET 70 1 KET 70 1
MAGNET COIL	-	-	G 23 1 6 G 23 1 6
D° & SHUNT COIL	-	-	G 24 2 6 G 24 2 6
COMBINATION PUSH & FLAT FIXING PLATE	-	-	TT 10 7 0 -
HOLLOW FIXING PLATE	-	-	TT 11 6 -
PUSH TERMINAL SCREW	-	-	PR 18 1 PR 18 1
COMBINATION PUSH BASE COMPLETE	-	-	TT 12 3 0 - 3 0
COVER	-	-	G 2 9
COVER SCREW	-	-	CK 26 1
BODY SCREWS	-	-	CRK 61 1
COVER SPRING WASHER	-	-	KA 15 1

NOTE !!

IF THE PART YOU REQUIRE IS NOT ENUMERATED ON THE LIST ABOVE, PLEASE INDICATE BY A CROSS ON THE ILLUSTRATION AND SEND IT TO US WITH YOUR ORDER. THE ABOVE PRICES ARE FOR BLACK ENAMEL FINISH. EXTRA FOR NICKEL PLATING PROJECTORS, ETC, ABOUT 20%. WHEN ORDERING SPARE PARTS QUOTE NAME AND REF. N°

# KLAXON TYPE H. SPARE PARTS



PART NAME	REF N°	PRICE	
		s	d
BRUSH HOLDER NUT	EC6	2	
D° SPRING WASHER	EC63	1	
D° LOCKNUT	EC43	2	
D° FIBRE WASHER	EC5	1	
D° TUBE	HEK6	3	
BRUSH & SPRING	HEK30	1	0
ADJUSTING ARM	HEK5	6	
D° NUT	HEK4	8	
THRUST PLUG	HEK35	9	
BEARING BUSH	HEK2	2	6
D° BALLS ea.	KET16	1	
TERMINAL NUT	HEK42	3	
D° SPRING WASHER	KET60	1	
D° FIBRE WASHER	HEK44	1	
D° SCREW	HEK41	3	
FIELD COIL	HEK29	7	0
ARMATURE REWINDING	HEK26	10	0
D° & BRG COMPLETE	HEK28	21	0
BALL BEARING	HEK16	3	6
BEARING PLATE	HEK15	4	0
D° SPRING WASHER	KET70	1	
D° SCREW	HK051	1	
ROTOR	HEK17	3	0
D° NUT	HEK40	4	
DIAPHRAGM	HEK33	4	6
FELT WASHER	EK62	2	
PROJECTOR - SHORT	HEK38	20	0
D° - GUNBARREL	HEK34	25	0
D° - OVAL	HEK39	30	0
D° SPRING WASHER	EK135	1	
D° SCREW	EK54	2	
PUSH COMPLETE	PA12	4	0
D° TERMINAL SCREW	PR18	1	
CONTACT SPRING	PA7	4	
D° PLATE	PA8	1	
CASTELLATED SCREW	PA9	6	
FLEX WIRE TWIN <sup>PER YARD</sup>	KA61	1	6
D° D° TERMINAL	HEK48	3	

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WHEN ORDERING SPARE PARTS QUOTE NAME & REF N°

## Fit Klaxon

for the following reasons:—

- (1) **The Law** imposes on you the duty of giving adequate warning of your approach to **all** other users of the road. The Klaxon is the only means whereby this may be accomplished.
- (2) **Experience** gained by motor drivers during the past fifteen years shews that only the Klaxon gives safety with speed.
- (3) **Service** rendered by both Klaxon Products and Personnel has established a reputation maintained only by performance and quality.
- (4) **Value.** There is no better value obtainable at any price.

**Warning.** Novelists and Newspapers frequently spell Klaxon with a small "K." The public is reminded that **KLAXON** is our registered trade mark and legally may be applied only to warning signals made by us.