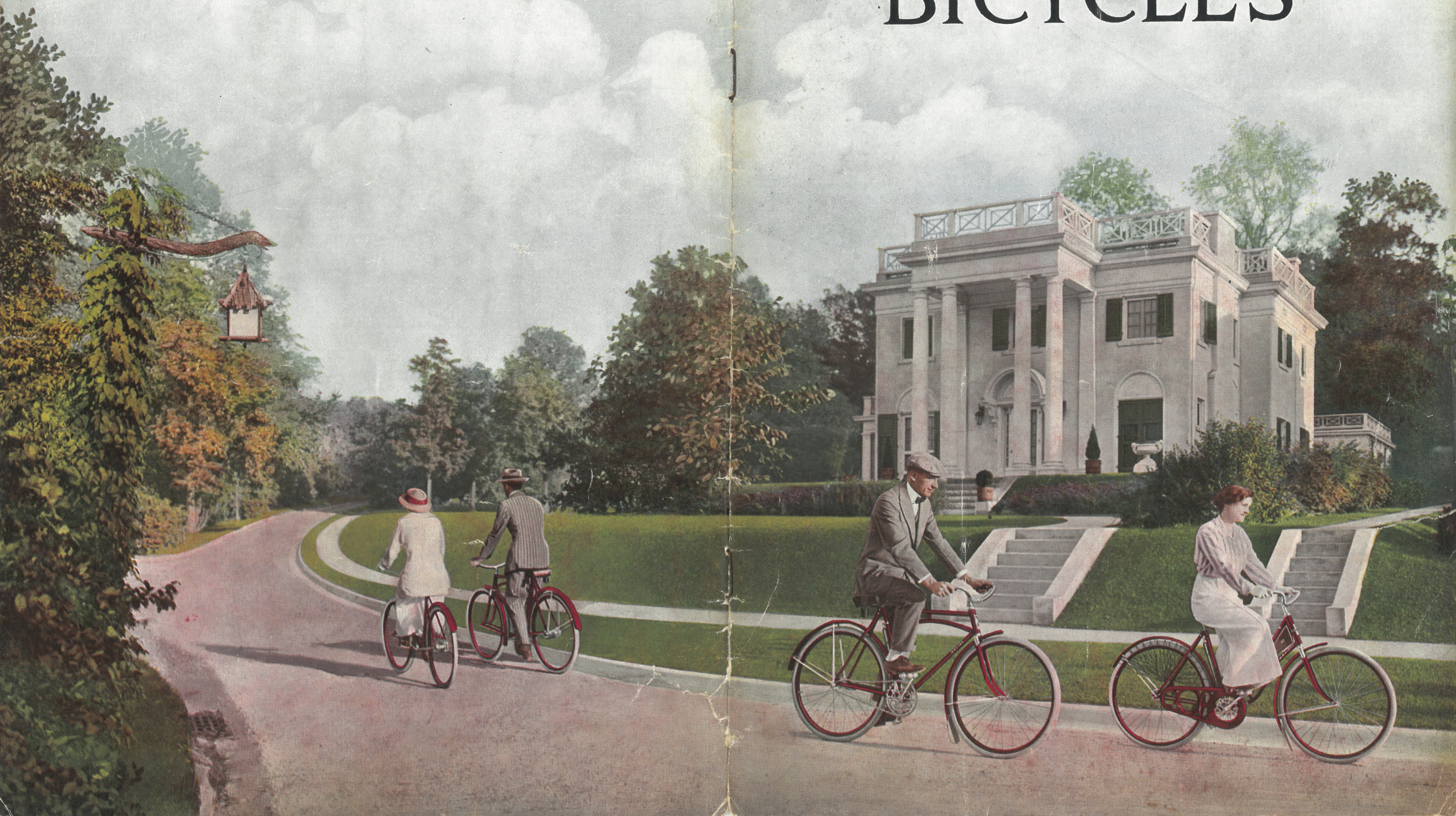


DAYTON BICYCLES





DAYTON Bicycles need no introduction to those familiar with the advent and remarkable progress of bicycling. They have been the yard stick by which bicycle quality has been measured for more than a score of years. Thousands of riders, in all parts of this nation and abroad, have tested their strength and endurance under a multitude of varying demands, but always with the smug satisfaction that comes with the use of a product of superior construction.

In recognition of this worth the Superior Jury on Awards of the Panama-Pacific International Exposition has conferred upon the Dayton the Gold Medal for bicycles.

The factory behind the Dayton is the largest in the world devoted to the production of bicycles. The magnitude of this plant has made possible the installation of every facility for turning out a perfect bicycle. Expert workmen have been employed continuously giving fully of their skill and experience. Each year has marked some advance.

The offering of Dayton Bicycles for the Season of 1916 includes a model for every purpose. Significant improvements and refinements have been made here and there which uphold the Dayton reputation for distinctiveness and individuality. Few radical departures from the models of previous years have been made, but among the more important changes are the complete redesigning of the Dayton Racer, the new arch-truss frame construction of Model 135 and improved equipment on all models.



The skill which comes with long experience is needed for the fine operations of wheel truing



Dayton Bicycles being carefully assembled and aligned for shipment to the far corners of the nation



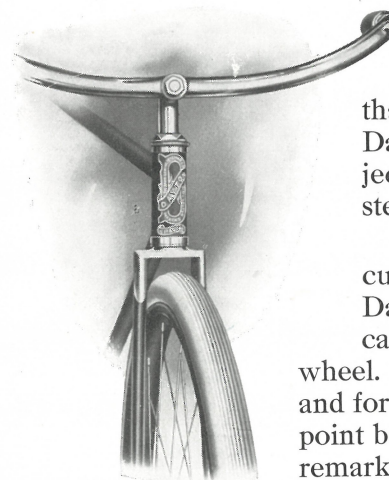
**AS TRUE AS STEEL
AND SKILL
CAN MAKE THEM**

*Dayton Bicycles were awarded
Gold Medal at Panama-Pacific
International Exposition*



DAYTON Bicycles are not assembled bicycles. That is, they are made complete in our own factory. This means that there is a fixed and definite responsibility—we stand behind every Dayton Bicycle that we ship.

Uniform excellence is secured because we control the quality of the material and the kind of workmanship which go into the construction of the bicycle. This we would be unable to do, no matter how great our experience or how strong our determination to make the best, if we were handicapped by inadequate facilities.

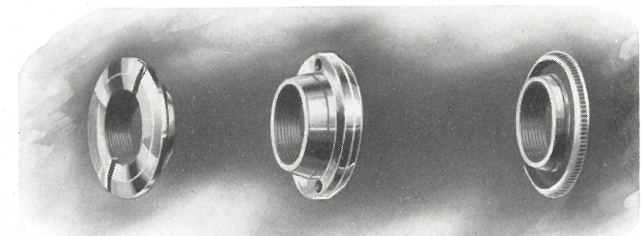


The Dayton name-plate is a little thing to look for but a big thing to find

A modern drop forge plant makes all the forged steel cranks and fork crowns. We know that the quality of steel is right for the purpose. Dayton hubs, cups, cones, balls, and every part subjected to heavy wear are turned from solid bars of steel by our batteries of automatic screw machines.

The bearings are the heart of the bicycle. All cups and cones in the hub and crank bearings of Dayton Bicycles are turned from solid bar stock with carefully ground surfaces to insure a perfect running wheel. Dayton hubs are also turned from solid bar steel and formed and drilled on screw machines. Their two-point bearings which were introduced in 1915 have been remarkably satisfactory and are continued this season. All Dayton bearings receive special heat treatment which gives them a hard, long-wearing surface and a tough, elastic core. They will run smoothly the first day the bicycle is put in use.

Both one and two-piece cranks are used on Dayton Bicycles. They are simple and strong. The one-piece crank is of the "Faubert" pattern and is interchangeable with the two-piece crank. Both are heavily nicked on copper.



The cups and cones of Dayton Bicycles are of large diameter, permitting the use of smooth-running ball bearings

Light, Strong, Durable Frames

THE FRAME of a bicycle has to stand greater strain in proportion to its weight than any other type of steel construction on earth. Therefore it behooves the rider when he is selecting a bicycle to know that it has a well reinforced frame.

At every point in the Dayton frame where great stress occurs it has been reinforced to give abundant strength. Laminated reinforcements are provided where usually only one thickness is used. This results in safe and durable construction without sacrificing lightness.

For the first time in many years a high-grade racing bicycle of such well-built proportions as to be easily convertible for light road work is to be had at a price of less than \$50.00. The Dayton Racer, Model 133, illustrated on Page 10, is a mount intended for the fastest speedway contests. But by fitting it with 1 3/8 inch tires it will be found serviceable and popular in everyday use for those who desire a very light, easy running roadster.

Experienced riders know that in poorly designed bicycles the rear tire is often obliged to pass so close to the rear forks and stays that in wet weather the frame clogs with mud and is a source of much annoyance. All such objectionable features have been eliminated on the Dayton Bicycles. In designing the rear forks and stays ample clearance has been allowed for the tire on the inside and sprocket and crank on the outside.

Double reinforcements are also brazed into the lower rear fork at vital points giving greatest strength where the greatest strains occur. The head reinforcement is one used exclusively in our bicycles and is constructed of two thicknesses of metal brazed to the tubing with the durability of one solid piece.

We feel that we may point with pardonable pride to the new upper rear fork construction. We believe we have now developed a rear frame that is exceedingly light in appearance and which combines light artistic lines with

The rear stays of all 1916 Dayton Bicycles will have more tire clearance than heretofore. This view illustrates the new rear fork construction.

Dayton frames are made to last. The joints are flush with extra strong fish-mouth reinforcements



Frame building requires many careful, painstaking operations

actually greater strength than ever before. Altogether it makes an exceptionally strong and neat frame.

Spring Fork Construction

THE IDEAL spring fork is a duplicate on a smaller scale of the one used so successfully on Dayton Motorcycles and Motor Bicycles. It is a patented feature, and found only on bicycles of our manufacture. It can be supplied on any Dayton Bicycle.

The fine riding qualities of the Ideal spring fork have added much to the comfort of bicycling and reflect credit upon the entire cycle world. The construction is as simple as effective. There is a double crown, one member of which is brazed to the fork stem and the other to the fork sides. The two parts of the crown are joined by a heavy bolt, forming a neat and perfectly fitting hinge.

A heavy flat spring made of vanadium steel is attached to the bottom of the upper member of the double crown, extending both forward and backward. The spring is connected to the fork end by strong steel side braces in such a way that the fork tips and the front wheel are balanced between the two springs. Thus when the front wheel receives a jar the force is absorbed by the springs and reaches neither the bicycle frame nor the rider.

The resiliency of the spring is governed by the position of the

The Ideal Spring Fork is an achievement. It is the most successful shock absorber fitted to a bicycle

side braces and can be adjusted to suit the weight of the rider by simply moving forward or backward the cross bars which fasten the braces to the spring.

The Dayton spring fork was introduced four years ago. At that time it was a radical departure, but the correctness of its design and construction has been proven by its steadily increasing popularity.

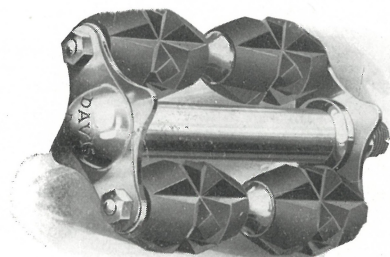
The fundamental principles of the Dayton spring fork are exactly similar to the Ideal described above. The principal difference lies in the length of the spring. In this case it extends backward only and is adjusted to the weight of the rider by changing the location of the cross bar according to a scale marked plainly on the spring.



The Dayton Spring Fork has won great popularity. It smoothes out the road

Highest Quality Equipment

THE best equipment is none too good for the particular bicyclist. As we cater to riders of this class we have made our selections in the matter of equipment for Dayton Bicycles very carefully and without endeavoring to economize on first cost. The equipment supplied on the 1916 models is better even, than that of previous years. For instance, stitched leather grips are furnished on Models 130 and 131. In the specifications of the different models will be found a number of options in tires, handle bars, pedals, saddle, gear and finish which will be furnished instead of the regular equipment if desired without extra charge. In either case the quality is the highest and it is only a matter of individual preference as to shapes, colors, sizes, etc., that should determine the choice.



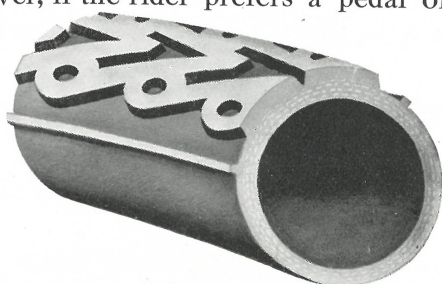
Davis Double Rubber Pedals have style that's all their own

SADDLES.—We believe that the saddles offered on the 1916 models have been greatly improved. The high grade Troxel saddles are used exclusively. They are made of finest oak tanned leather and the tops are carefully blocked to form. On every model an option of a wood base or suspension saddle is given.

HANDLE BARS.—A glance at the illustrations of the various 1916 models is convincing proof that only the latest and most popular shapes of the well-known Kelly and Chicago handle bars are supplied.

PEDALS.—Davis Double Rubber pedals are a part of the regular equipment of the 1916 Dayton Bicycles. However, if the rider prefers a pedal of the motorcycle type the Ideal pedals will be supplied. Both are of very attractive design, the former being more stylish.

TIRES.—The much-advertised Vitalic tires are regularly furnished on Models 135 and 136. Fisk Red Top Clincher tires are optional equipment. On Models 130 and 131 the high grade Fisk Victor is regularly furnished with the specially constructed Dayton Autofabric as optional equipment. The Fisk Victor Thornproof and Fisk Premier Red Tread are offered on Model 132.



Vitalic tires are made from selected rubber and two plies of the strongest Sea Island tire fabric welded together with pure rubber.

SPOKES.—Every Dayton Bicycle is fitted with Diamond E spokes which have no equal for strength and finish. Only the finest wire is used and the remarkable strength of Dayton wheel construction is largely due to the use of these spokes.

CHAINS.—Diamond roller chains are used on all Dayton models. The quality of these chains is well known and their successful use for many years recommends them as the best chain that can be obtained.

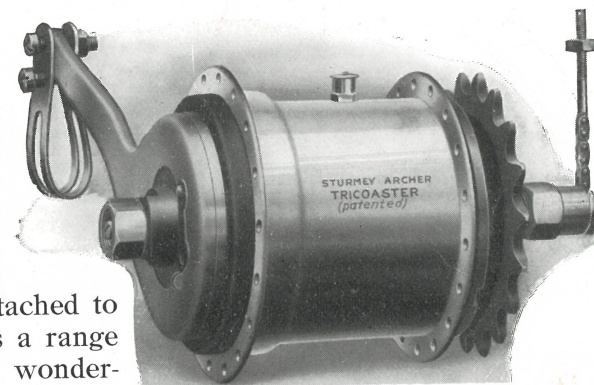
FINISH.—The well-known Dayton Carmine, which is furnished unless otherwise specified, is a wonderfully attractive finish. Combined with the pleasing lines of the frames it makes a bicycle that is distinctive for its beauty, and one that looks well with use.

Coaster Brakes

ANY standard coaster brake may be supplied on Dayton Bicycles. The Sturmey-Archer three-speed gear and coaster hub and the Atherton Coaster Brake have been found especially popular and are therefore described in more detail.

STURMEY-ARCHER.—

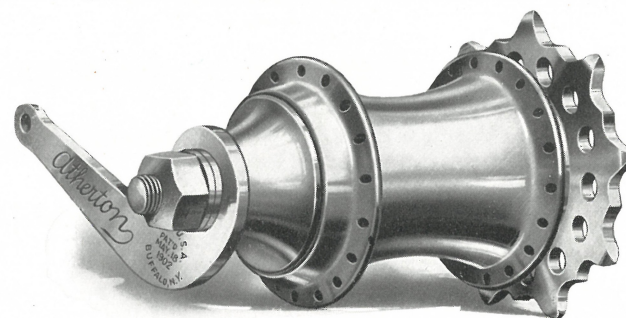
The Sturmey-Archer Tri-Coaster shown in the accompanying illustration is the first practical three-speed gear developed for universal bicycle use. It is light in weight but rugged in construction. The slight movement of a lever attached to the top bar of the frame gives a range of three speeds. This means wonderful flexibility—a hill can be climbed or a long stretch of level road covered with speed that would not otherwise be possible. The low speed is most suitable for the hills or rough roads. The normal gear ratio is usually brought into play on slight inclines or where road conditions do not permit high speed with comfort. On level stretches the high gear may be used giving increased speed without greater effort. The popular gear ratios 61, 81 and 106 are furnished for low, normal and high positions respectively. This gives an increase of 31 per cent and a reduction of 23 per cent from



The Sturmey-Archer Tri-Coaster is a successful combination three-speed gear and coaster brake

normal or middle gear. The brake is applied by back pedaling and the parts are few in number indicating extreme simplicity.

ATHERTON.—One of the most popular of the standard coaster brakes is the Atherton. The powerful braking qualities, the positive never-slip drive, the superior finish and the



The Atherton Coaster Brake is simple, strong and durable "It always works"

stylish lines have met the approval of riders everywhere. The Atherton has few parts; it has been possible to make them large and the result is great strength and stability. While the brake is very powerful its action is smooth and gradual. A minimum effort on the part of the rider is required to put it into action. The Atherton Coaster Brake is fully guaranteed by its makers, the Buffalo Metal Goods Co., Buffalo, N. Y.



Dayton Arch-Truss Roadster

MODEL 135, as illustrated	\$40.00
With Coaster Brake	45.00
With Sturmey-Archer Tri-Coaster	50.00
Dayton Spring Fork \$5.00 extra; Ideal Spring Fork \$7.50 extra.	

This is a new model introduced to the Dayton family for the first time this season. It has exceptionally pleasing lines and the wide arch-truss construction gives great strength to the frame. It is assured wide popularity among riders who want a wheel of the highest quality workmanship and equipment.

Specifications

Frame —22 inch regular; 20 and 24 inch optional. Special Arch-Truss reinforced frame. Main frame 1 inch best steel tubing. Rear stays and forks oval and tapered. Joints flush with extra strong fish-mouth reinforcements.	Cranks —Dayton improved two-piece.
Fork —No. 135 regular. Spring forks furnished at extra price quoted above.	Handle Bar —Kelly No. 5, 22 inch wide, 2½ inch forward extension, with stitched leather grips.
Finish —Dayton Carmine, nickel trimmings. Nickeled fork crown. Optional black enamel, nickel trimmings.	Pedals —Davis Double Rubber. Optional Ideal.
Rims —Dayton Carmine center, black edges.	Chain —No. 71 Diamond roller ⅜ inch, nick-eled.
Tires —Vitalic, single tube, 1½ inch. Optional Fisk Red Top or Continental Single Clincher.	Saddle —Troxel No. 2 Motor-Bike. Optional Troxel Eagle Eazy.
Sprockets —Front, 26 tooth 1 inch pitch; Rear, 9 tooth; 81 gear. Optional 7, 8, or 10 tooth rear; 104, 91 or 73 gear respectively.	Tools —No. 15-3 grain leather tool bag with complete tool outfit including a large rubber frame pump.
	Mud Guards —Steel mud guards enameled to match frame will be furnished on this model when so ordered.



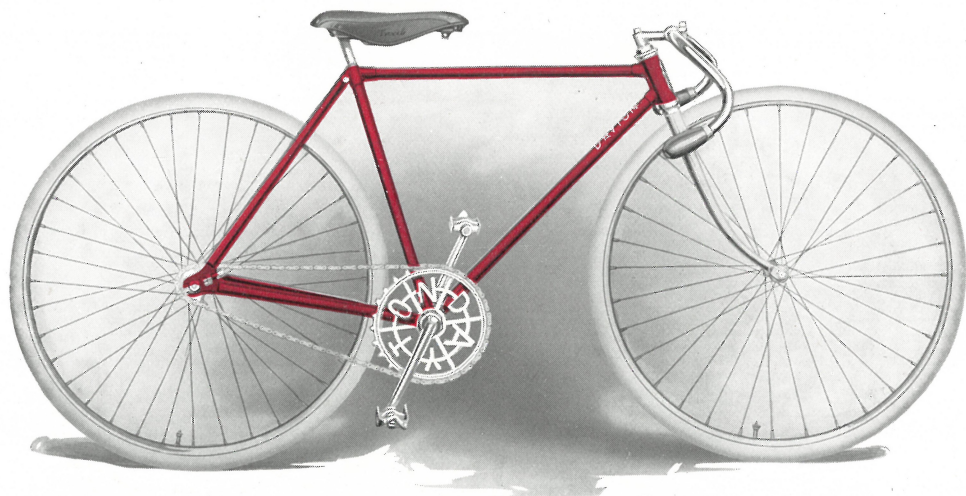
Dayton Three-Arch Truss Motor-Bike

MODEL 136, with Ideal Spring Fork and Coaster Brake, as illustrated ..	\$52.50
With Dayton Spring Fork and Coaster Brake	50.00
With Sturmey-Archer Tri-Coaster, \$5.00 extra.	

The Three-Arch Truss model is distinctive to the Dayton line. It is recognized everywhere as the superior bicycle. Those who desire individuality—who want to be apart from the thousands of cheap bicycles on the market—have here the ideal they seek. It is the strongest built and most perfectly appointed bicycle to be had at any price.

Specifications

Frame —20 inch regular, 22 and 24 inch optional. The special Three-Arch Motor-Bike construction combines the strength and rigidity of the three-arch truss frames with the advantages of the motorcycle type. Main frame 1 inch best steel tubing. Rear stays and forks oval and tapered. Joints flush with extra strong fish-mouth reinforcements.	Cranks —Dayton improved two-piece.
Fork —Ideal Spring Fork. Optional Dayton Spring Fork at price indicated above.	Handle Bar —Special Motor-Bike with long rubber grips. Optional Kelly No. 5, 22 in. wide, 2½ in. forward extension.
Finish —Dayton Carmine, nickel trimmings. Optional Black enamel, nickel trimmings.	Pedals —Davis Double Rubber. Optional Ideal.
Rims —Dayton Carmine center, black edges.	Chain —No. 71 Diamond roller ⅜ inch nickeled.
Tires —Vitalic, single tube, 1½ inch. Optional Fisk Red Top or Continental Single Clincher.	Saddle —Troxel No. 2 Motor-Bike. Optional Troxel Eagle Eazy.
Sprockets —Front, 26 tooth 1 inch pitch; Rear, 9 tooth; 81 gear. Optional 7, 8, or 10 tooth rear; 104, 91 or 73 gear respectively.	Tools —No. 15-3 grain leather tool bag with complete tool outfit including a large rubber frame pump.
	Mud Guards —The spring fork acts as a front mud guard and a rear mud guard is regularly furnished on this model.
	Stand —Strong and rigid channel iron.



Dayton Racer

MODEL 133, as illustrated\$40.00

No better track racer can be secured than the Dayton. It weighs approximately 21 pounds and has exceptional strength in order to stand up under the terrific gruelling given a racing machine. It is so well constructed, in fact, that by equipping it with 1 3/8 inch Vitalic tires it will give excellent service as a light roadster. This equipment is furnished without extra charge if desired.

Specifications

Frame —22 inch regular. 20 and 24 inch optional. Main frame 7/8 inch best steel tubing. Rear forks 5/8 inch x 18 gauge. Upper rear stays 5/8 inch x 20 gauge.	Sprockets —Front 26 tooth 1 inch pitch. Rear, 9 tooth; 81 gear. Optional 7 or 8 tooth rear; 104 or 91 gear respectively. Optional front 52 tooth, 1/2 inch pitch.
Fork —No. 133, full nickeled, 2 inch rake regular; 1 inch rake optional.	Cranks —Dayton improved two-piece.
Finish —Dayton Carmine, nickel trimmings. Optional Black enamel.	Handle Bar —Kelly 2 1/2 inch extension. Optional Hussey 2 1/2 inch extension.
Rims —Flat French Racing Rims, natural finish.	Pedals —Racing.
Tires —Vitalic Racing, 1 1/4 inch. Optional Vitalic Roadster 1 3/8 inch.	Chain —No. 71 Diamond roller, 3/8 inch 1 inch pitch. Optional No. 75 Diamond roller 1/8 inch, 1/2 inch pitch.
	Saddle —Troxel Drome Champ.
	Tools —No. 4 grain leather tool bag with full assortment of tools.



Dayton Motor-Bike

MODEL 132, as illustrated\$40.00

With Coaster Brake 45.00

With Sturmey-Archer Tri-Coaster 50.00

Dayton Spring Fork \$5.00 extra; Ideal Spring Fork \$7.50 extra.

The Dayton Motor-Bike is one of the most popular models we have ever built. It resembles closely the usual motorcycle construction and is very strong. It has a low seat position, long wide handle bars and many other things which make it very comfortable to ride. It is particularly designed for use with the attachable motor wheel, the driving wheel being fastened to the rear fork or stays.

Specifications

Frame —22 inch regular. 20 and 24 inch optional. Special Motor-Bike construction. Main frame 1 inch best steel tubing, rear stays and forks oval and tapered, joints flush with extra strong fish-mouth reinforcements.	Cranks —Dayton one-piece.
Fork —No. 132 special double reinforced motorcycle type.	Handle Bar —Special Motor-Bike with long rubber grips. Optional No. 6 Ideal 22 inch, 2 1/2 inch forward extension.
Finish —Dayton Carmine, nickel trimmings. Nickeled fork crown. Optional Black enamel, nickel trimmings.	Pedals —Davis Double Rubber. Optional Ideal.
Rims —Dayton Carmine center, Black edges.	Chain —No. 71 Diamond roller 3/8 inch nickeled.
Tires —Fisk Victor Thornproof, 1 1/2 inch. Optional Fisk Premier Red Tread, 1 1/2 inch.	Saddle —Troxel No. 2 Motor-Bike. Optional Troxel Eagle Eazy.
Sprockets —Front, 26 tooth 1 inch pitch. Rear, 9 tooth; 81 gear. Optional 7, 8, or 10 tooth rear; 104, 91 or 73 gear respectively.	Tools —No. 15-3 grain leather tool bag with complete tool outfit including large nickel frame pump.
	Stand —Strong and rigid channel iron with locking device.
	Mud Guards —Steel front and rear with splashers.



Dayton Roadster

MODEL 130, without Coaster Brake or Mud Guards	\$30.00
With Coaster Brake	35.00
With Sturmey-Archer Tri-Coaster	40.00
Dayton Spring Fork \$5.00 extra; Ideal Spring Fork \$7.50 extra. Mud Guards \$2.00 extra.	

Those who desire a bicycle of highest grade material and workmanship, light and easy running, at a moderate price will find the Dayton Roadster ideal for their needs. It is one particularly popular with the boys and for general use, light deliveries, etc.

Specifications

Frame —22 inch regular. 20 and 24 inch optional. Main frame 1 inch best steel tubing, rear stays and forks oval and tapered, joints flush with extra strong fish-mouth reinforcements.	Cranks —Dayton one-piece.
Fork —No. 130 regular. Spring forks furnished at extra prices quoted above.	Handle Bar —No. 6 Ideal adjustable; 2½ inch extension, stitched leather grips.
Finish —Dayton Carmine, nickel trimmings. Nickerled fork crown. Optional Black enamel, nickel trimmings.	Pedals —Davis Double Rubber.
Rims —Dayton Carmine center, Black edges.	Chain —No. 71 Diamond roller ⅝ inch nickerled.
Tires —Fisk Victor, 1½ inch. Optional Dayton Autofabric, 1½ inch.	Saddle —Troxel Eagle Eazy. Optional Troxel No. 2 Motor-Bike.
Sprockets —Front, 26 tooth 1 inch pitch; Rear, 9 tooth; 81 gear. Optional 7, 8, or 10 tooth rear; 104, 91 or 73 gear respectively.	Tools —No. 15-1 grain leather tool bag with complete tool outfit including large nickel frame pump.
	Mud Guards —Furnished at extra charge quoted above.



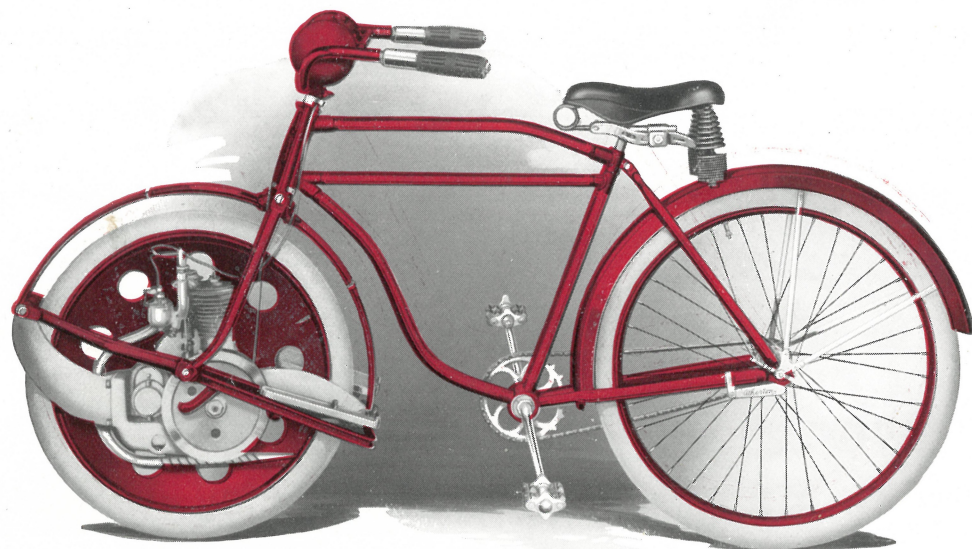
Dayton Ladies' Roadster

MODEL 131, as illustrated	\$30.00
With Coaster Brake	35.00
With Sturmey-Archer Tri-Coaster	40.00
Dayton Spring Fork \$5.00 extra; Ideal Spring Fork \$7.50 extra.	

The Dayton Ladies' Roadster is finished and equipped in keeping with the use for which it is designed. It is light in weight, light running, yet withal well built. The equipment is all that could be desired, with optional furnishings in nearly every detail. It is an unusually satisfactory ladies' bicycle.

Specifications

Frame —22 inch regular, 20 inch optional. Main frame 1 inch best steel tubing. Rear stays and forks oval and tapered. Joints flush with extra strong fish-mouth reinforcements.	Cranks —Dayton one-piece.
Fork —No. 130 regular. Spring forks furnished at extra prices quoted above.	Handle Bar —No. 4 Ideal Adjustable with stitched leather grips.
Finish —Dayton Carmine, nickel trimmings. Nickel fork crown. Optional Black enamel, nickel trimmings.	Pedals —Ladies' Davis Double Rubber. Optional Ladies' Ideal.
Rims —Dayton Carmine center, Black edges.	Chain —No. 71 Diamond roller ⅝ inch nickerled.
Tires —Fisk Victor, 1½ inch. Optional Dayton Autofabric, 1½ inch.	Saddle —Troxel No. 14-B. Optional No. 7-U
Sprockets —Front, 26 tooth 1 inch pitch. Rear, 10 tooth; 73 gear. Optional 7, 8, or 9 tooth rear; 104, 91 or 81 gear respectively.	Tools —No. 3 grain leather tool bag with complete tool outfit, including a large nickel frame pump.
	Guards —Chain and dress guards. Optional front mud guard.



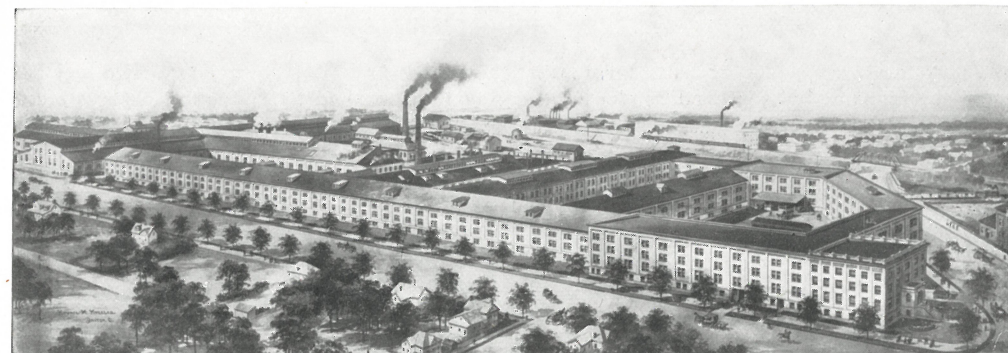
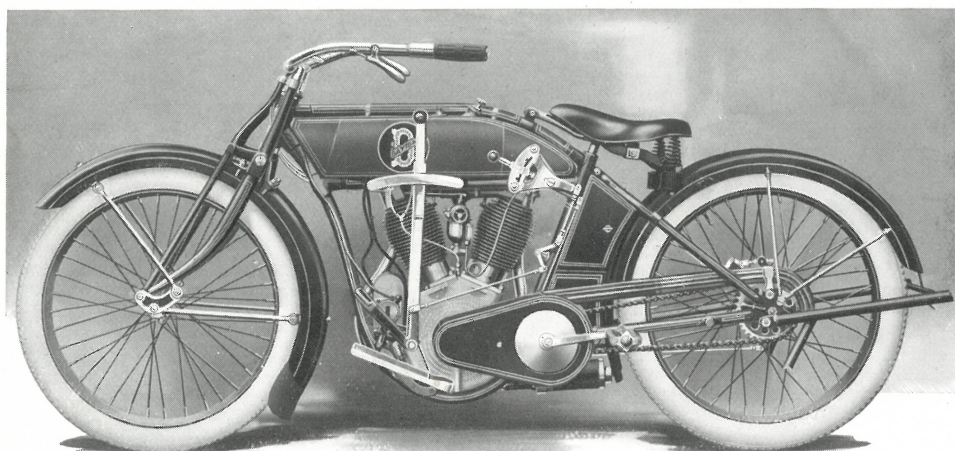
A Glimpse at the Dayton Family

The illustrations on this page show two other members of the family of Dayton cycles. The Dayton Motor Bicycle, shown above, is the lowest priced complete motor vehicle in the world. It is built in both men's and ladies' models. One of the eight models of husky Dayton Motorcycles is shown below. This is Model D-6, 9 H. P. DeLuxe Motor, two-speed transmission. Other models are made with single and three-speed gears, and with electric lighting equipment. They are some of the finest machines made in America. We have separate catalogs describing the motorcycles and motor bicycles, giving full specifications, prices, etc., which will be sent upon application if you will kindly mention that you saw these illustrations in our bicycle catalog.

THE DAVIS SEWING MACHINE COMPANY

CYCLE DEPARTMENT

DAYTON, OHIO



Where Dayton Bicycles are made

Everything that goes on Dayton Bicycles is fully guaranteed, but as we do not make tires, handle bars, saddles, tool bags, chains, rims, or coaster brakes, we furnish them under the guarantee of their respective makers.

TIRES

The Continental Rubber Works, Erie, Pa.

The Fisk Rubber Co., Chicopee Falls, Mass.

HANDLE BARS

The Chicago Handle Bar Co., Shelby, O.

The American Stove Co., (Kelley handle bars)
Cleveland, O.

SADDLES AND TOOL BAGS

The Troxel Mfg. Co., Elyria, O.

STURMEY-ARCHER COASTER BRAKE

Cycle Mfg. & Supply Co., Chicago, Ill.

Five-Year Guarantee

We Agree with the purchaser of each DAYTON Bicycle to make good by repair or replacement, when delivered at our factory, transportation charges prepaid, any imperfection or defect in material or workmanship of said bicycle, not caused by misuse or neglect, provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before claim for repair or replacement shall be allowed.

This Guarantee continues for FIVE YEARS from the date of sale by the agent.

This Guarantee does not cover tires, handle bars, saddles, tool bags, chains, rims, or coaster brakes, as they are guaranteed by the manufacturers thereof, and should be returned to them for repair or replacement.

Price List of Parts

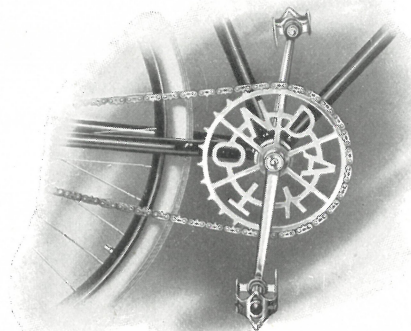
In returning bicycles or parts for repairs, they must have tags securely attached and be marked with name and address of sender to insure identification and transportation charges must be prepaid.

Cash must accompany order as we cannot open accounts for repair parts.

Head, Adjusting Cone.....	\$ 25	Sprocket, 1 inch Pitch Rear.....	\$ 30
Head, Stationary Cone.....	15	Sprocket, ½ inch Pitch Rear.....	40
Head, Ball Cup.....	25	Sprocket, Rear Sprocket Locknut.....	25
Head, Ball Retainer (loaded).....	15	Frame, Model 130.....	10 00
Head, Locknut	20	Frame, Model 131.....	12 00
Head, Locknut Washer.....	02	Frame, Model 132.....	14 50
Front Hub, complete.....	75	Frame, Model 133.....	15 00
Rear Hub, complete and with Sprocket	1 00	Frame, Model 135.....	14 00
Hub cone, Front or Rear.....	20	Frame, Model 136.....	16 00
Hub Ball Cup, Front or Rear.....	15	Frame, Model 127.....	20 00
Hub Ball Retainer, Front or Rear		Fork, Front complete and finished.....	3 00
(loaded)	15	Fork, Model 132.....	4 50
Hub Axles, Front or Rear.....	15	Seat Post	50
Hub Axle Nut, Front or Rear.....	10	Seat Post Cluster Frame Bolt and Nut	10
Hub Axle Nut Washer, Front or Rear..	02	Guards, Chain Guard.....	1 50
Crank, One-Piece Model 130, 131 or 132	2 00	Guards, Mud Guards per pair, complete	2 00
Crank, Model 133, 135, 136 or 127,		Mud Guard Braces, Front.....	15
Two-Piece, Right Hand.....	1 00	Mud Guard Braces, Rear.....	25
Crank, Model 133, 135, 136 or 127,		Rims, Wood or Steel Cement (each)....	90
Two-Piece, Left Hand.....	1 50	Rims, Wood or Steel G. & J. (each)....	1 00
Crank End Nut, Model 133, 135, 136 or		Rims, Wood Steel Lined Clincher (ea)	1 10
127	15	Chains, Diamond No. 61 (1 inch pitch)	2 00
Crank Ball Cup	30	Chains, Diamond No. 65 (½ in. pitch)	2 40
Crank Ball Retainer (loaded).....	30	Chain Adjusting Screw.....	10
Crank Stationary Cone.....	25	Chain Adjusting Screw Sleeve.....	10
Crank Adjusting Cone.....	30	Wheels, Front Built up with Cement	
Crank Adjusting Cone Locknut.....	20	Rim	2 40
Crank Adjusting Cone Locknut Washer	02	Wheels, Rear Built up with Cement	
Sprocket, Front	2 00	Rim	3 00

In ordering parts always mention the model and serial number stamped on the under side of the crank hanger bracket.

Watch for
this sprocket.
It stands
for quality.



Ask
Any
Dayton
Rider