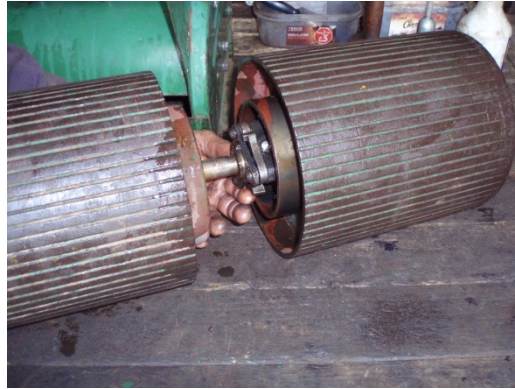


## The Ransomes Marquis

The Marquis was and remains one of the finest cylinder mowers ever manufactured, however the following problems arise on machines not reconditioned by us:

The split rear-rollers stick (due to lack of lubrication) greatly reducing the mower's manoeuvrability

We completely strip down, clean and lubricate the rear-roller mechanism



*Rear-roller assemblies removed from mowers which are then stripped, lubricated & reassembled*

The high-capacity grassbox is not filled properly

We fit unworn cutting cylinders, which throw the grass efficiently to the back of the box



Photo showing unworn Marquis cutting cylinder (in foreground) to replace worn cutting cylinder fitted to mower

Chains are not tensioned which leads to worn and broken sprockets

We fit new and unworn chains, which are correctly adjusted (the adjustment of chains on the Marquis requires a special tool)



Marquis chains being tensioned using special pin-spanner

Badly running engines (or replacement engines that run too fast) do not engage/disengage the centrifugal clutch correctly.

We recondition the original engine for smooth running and operation of the clutch



Two Marquis 'sloper' engines partially dismantled and a rebuilt Briggs & Stratton engine

### The BSA/Villiers F12 'Sloper' Engine

Few engines can rival the 'sloper' engine for its smoothness and sound. A correctly running 'sloper' is a joy, but...

The condition of the ignition (in particular the coil and condenser) has a profound effect on the running

We test our coils making sure that they are in prime condition and replace condensers as standard

The Amal 379 carburettor is prone to leaking fuel, as is the fuel tap (due to age)

We fit brand new needle valves and seatings to our carburettors, along with new seals to the fuel tap, solving this problem

The Amal Type 379 carburettor has an aluminium body, which can wear (if not secured to the engine). Air in the fuel mixture (a major cause of bad running) occurs due to this wear

We fit new and unworn carburettors and manifolds

Pull-start assemblies can stop meshing, due to wear, so they do not operate properly

Our pull-start assemblies are thorough overhauled with new components fitted to ensure reliable operation

Exhaust Silencers can rust making the hallmark 'sloper' engine sound disappear

We only fit exhausts in good condition and maintain a large selection of spares



Carburettor, Ignition and pull-start overhauled (inspected/ tested and new components fitted)