

# 2018



## Walridge Motors Limited Catalogue

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Note -This Catalogue lists the approximately 4,000 most commonly ordered parts.  
In addition we carry and can obtain to special order well over 30,000 Part Numbers

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# Introduction

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MAIL ORDER ONLY—Personal callers by appointment

## PLEASE READ THIS FIRST

This catalogue is not a substitute for original parts books  
These are inexpensive and absolutely essential for anyone working on a British Bike

It is hard to believe that it has been 30 years since I opened this business. At that time a couple of my competitors had a conversation and agreed that we wouldn't last and I'd soon get fed up with it. Well I have to admit it has been a hard learning experience but for the most part it has been very enjoyable and we hope to keep going for many more years.

I wrote the first Walridge catalogue in 1988, cutting and pasting illustrations with scissors and glue and photocopying the finished product for customers who were mostly local callers at the counter. We are now, thank goodness, more sophisticated and the vast majority of our 15,000 plus customers live many miles away and contact us by email and phone. We still see a few customers at the shop by appointment and orders placed in advance can still be picked up 9 – 5 Monday to Friday.

I know, for anyone who knows me, this sounds like a broken record but the biggest challenge we face is dealing with the daily deluge of several hundred enquiries. One of my UK competitors calls it, "E-mail hell", he answers what he can in the day and deletes the rest. Meeting customers' needs and expectations is an ongoing work in process and we are constantly looking for ways to improve service.

This catalogue concentrates primarily on sets and items not commonly found in the regular parts books. It only lists the 4,000 or so most commonly ordered British parts. We actually list and supply over 30,000 part numbers and it is essential that anyone working on a British bike first obtains a copy of the original illustrated factory parts book for their machine. We can supply most parts books. The common ones are listed in the following pages but please contact us if you don't see what you are looking for.

We have recently introduced a shopping cart facility, which you can access using the "PLACE ORDER" facility on our Website. You can also download from the Website, under "INVENTORY LISTING", an Excel spread sheet showing part numbers, descriptions, stock and prices. We will also be pleased to process orders and quote requests by email or telephone. Please provide part numbers and descriptions with any requests in order to avoid errors

Thank you for your interest in Walridge Motors Limited,

Mike Partridge

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## Help and Advice

We can supply a comprehensive range of literature (Parts Books, Workshop Manuals, Owners Handbooks etc) and the common ones we stock are listed below. Through our association with THE BRUCE MAIN-SMITH COMPANY we also receive weekly shipments of literature for British bikes 1900 – 1984 and you can download an Excel copy of their Catalogue from our home page. We are frequently asked for help and advice from customers who are experiencing problems with their machines. This is very time consuming and it is usually impossible to give advice without having access to the machine. If customers are not able to find an experienced British bike mechanic locally we strongly recommend they join the relevant Owners' club and contact a fellow member who is familiar with their particular model and can provide advice. The contacts for some on the clubs are listed below. Contacts for the other clubs are easy to find on the internet.

Please note information relating to Terms of Business, Shipping, Returns, Warranties and our Privacy Notice are set out on our website **www.walridge.com**. Sales to customers in the USA are charged in American dollars, converted at the current exchange rate in order to avoid customers having to pay bank and credit card exchange conversion fees.

### **AJS & MATCHLESS OWNERS' CLUB:**

Contact us and we will send you an information package.

### **BSA OWNERS' CLUB:**

Canada – contact [info@britcycle.com](mailto:info@britcycle.com)

UK Parent Club – [membership@bsaownersclub.co.uk](mailto:membership@bsaownersclub.co.uk)

### **NORTON OWNERS' CLUB:**

Canada & USA – [www.inoanorton.com](http://www.inoanorton.com)

Ontario Section – contact Gary Collins, 5514 King Street, RR2, Wellesley,  
Ontario, N0B2T0, Canada.

### **ROYAL ENFIELD OWNERS' CLUB:**

Canada & USA - [REOCNA@gmail.com](mailto:REOCNA@gmail.com)

### **TRIUMPH OWNERS' CLUB:**

[johntioc@aol.com](mailto:johntioc@aol.com)

# Chapter 1: Books and Literature

This is the place to start if you want to be sure of getting the right parts for your bike. The most common reasons why customers receive wrong parts or parts which don't fit are either because they don't have the bike they think they have or the previous owners have fitted incorrect parts. Classic bikes were generally titled the year they were sold, not the year in which they were made. For example if you have a 1968 T120 Triumph which was titled as a 1969, virtually none of the fasteners in the 1969 T120 parts book will fit it. Bear in mind also that the vehicle model years (similar to today) ran from August to July, not January to December. A bike manufactured in November 1971 will be a 1972 model so don't try to order parts from a 1971 parts book.

We are North American representatives for the BRUCE MAIN-SMITH from which we can supply copies of a vast range of Parts Books, Workshop Manuals, Handbooks and Annual Sales Brochures. You can download their catalogue from our home page.

The tables below set out the literature we carry for the most common bikes. If you need something not listed here, please contact us with your engine and frame numbers and we will be pleased to help.

HAYNES Manuals and other interesting literature follow, together with DVD's which contain vast amounts of information.

## AJS

Engine and frame numbers did not match so you are best to join the owners' club as they have a dating service to verify the originality of your bike. Before 1960 (as with Matchless) the first two numbers of the engine number were the year of the bike followed by numbers and letters to identify the model. For example a bike with the engine number starting 52/18S would be a 1952 500cc single model 18 with rear suspension (S). From 1964 most AJS models had matching numbers but these bikes are very rare in North America (apart from the later 2 stroke motocross bikes) where they were not marketed.

**Please note that AJS and Matchless handbooks are almost complete workshop manuals in themselves, issued in the days before "Motorcycle Service" when it was expected that owners would their own servicing!**

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
16 & 18 (350/500 single)		See comment below*	
1949	<b>WOLLMAN/202</b>	“	<b>VOLVO/1800</b>
1950	<b>UKERT/331</b>	“	<b>KLINGER/624</b>
1951	<b>VULCAN/151</b>	“	<b>ARSENAL/1099</b>
1952	<b>TYCHO/332</b>	“	<b>LISTER/1585</b>
1953	<b>VELA/327</b>	“	<b>WEST/940</b>
1954	<b>VENUS/317</b>	“	<b>MATILDA/1000</b>
1955	<b>KRELL/505</b>	“	<b>XENON/381</b>
1956	<b>TITAN/339</b>	“	<b>TREVOR/937</b>
1957	<b>VOLANS/167</b>	“	<b>CONKER/310</b>

\* There is a BMS 1940-56 Matchless Singles book which is suitable for these bikes and which for copyright reasons we are not allowed to sell – contact us and we will tell you how to get one

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
20, 20B & 30 (500/550/600 Twins)		N/A But please see comments above re handbooks	
1950	<b>THOTH/256</b>	“	<b>DELTA/1411</b>
1951	<b>BURRAGE/671</b>	“	<b>SCORPIUS/226</b>
1952	<b>VESTA/279</b>	“	<b>SATURN/228</b>
1953	<b>URANUS/280</b>	“	“
1954	<b>TAU/278</b>	“	<b>THAMESIDE/916</b>
1955	<b>ZAGUT/137</b>	“	<b>ENNETT/927</b>
1954/5 20B (Supplement G9B)	<b>WRML004</b>	“	“
1956	<b>ZORA/281</b>	“	<b>CHRISTABEL/1138</b>
1957	<b>WEISS/255</b>	<b>TELSTAR/975</b>	<b>FRANCE/2191</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
16, 18, 20, 30 & 31 (350/500/600 Singles & 500/600/650 Twins) <i>Not 250/350 Lightweights</i>		N/A But please see comments above re handbooks	
1958	<b>MELINDA/489</b>	<b>TELSTAR/975</b>	<b>COLVER/670</b>
1959	<b>TERRA/379</b>	“	<b>SKODA/1735</b>
1959 18TCS (supplement)	<b>WRML007</b>	“	“
1960-61	<b>PEGASUS/216</b>	“	<b>BORDA/116</b>
1960 18TCS	<b>WRML006</b>	“	“
1962*	<b>RALLY/1685</b>	“	<b>LENOX/1576</b>
1963-64	<b>ARTHUR/993</b>	“	“

For 1965-67 Models see Norton section below.

\*Supplement to 1960-61 book.

## BSA

From the middle of the 1966 Model year, engine and frame numbers were the same. For earlier bikes you are best advised to join the UK section of the BSA Owners' club and use their dating service to verify that your machine is original. All A50 and A65 frames were stamped "A50" up to mid 1966. In general terms, later models are quite easy to identify by a letter (or lack thereof) in the engine number. For example numbers A65S would be 1966, A65SA 1967, A65SB 1968. From 1969 onwards they stamped month and year codes (the second letter indicating the model year) followed by the serial number with the model designation at the end. Second letter "C" if for 1969, "D" for 1970, "E" for 1971 and "G" for 1972. An example might be XD\*\*\*\*\*A65L – which would be a 1970 650 Lightning.

Model	Parts Book	Shop Manual	Handbook
B25 (250 Singles)			
1967	CATWEAZLE/881	ALTON/2379	GORKY/588
1968	00-5138C	“	“
1969	00-5197C	00-4176	DARIUS/595
1970	00-5709C	“	“
1971	00-5720C	OLIVES/2268	BORLEY/2523

Model	Parts Book	Shop Manual	Handbook
B40 (350 Single)			
1965-66	SYBIL/1027	WINGS/184	COSMOS/334

Model	Parts Book	Shop Manual	Handbook
B44 VE (441cc High Pipe Single)			
1966	00-5127C	ALTON/2379	CLUN/877
1967	00-5132C	“	GORKY/588

Model	Parts Book	Shop Manual	Handbook
B44 VS (441cc High Pipe Single)			
1968	00-5142C	ALTON/2379	GORKY/588
1969	00-5146C	00-4176	DARIUS/595
1970	00-5708C	“	“

Model	Parts Book	Shop Manual	Handbook
B44R & SS (441cc Low Pipe Single)			
1967	00-5134C	ALTON/2379	GORKY/588
1968	00-5139C	“	“
1969	00-5706C	00-4176	DARIUS/595
1970	00-5712C	“	“



<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
M20 (500cc Single, also suits WD models)			
1940	<b>BOFORS/581</b>	<b>FLANDERS/1474</b>	<b>ITHICA/170</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
B31 & B33 (350/500 Singles)			
1949-53	<b>WIDGET/705</b>	<b>AVERY/1124</b>	<b>DRAPER/1151</b>
1954-55	<b>NICHOLSON/707</b>	<b>META/206</b>	“
1956-57	“	“	<b>GRAIN/2984</b>
1958-60	<b>PIPPIN/616</b>	“	“

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
DBD34 Gold Star (500cc Single)			
1956-63	<b>VANHOUSE/1105</b>	<b>PERRIGO/1150</b>	<b>WORTH/1816</b>

**Also see “The Gold Star Book” in the following section.**

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
B50 (500cc Single)			
1971	<b>00-5721C</b>	<b>OLIVES/2268</b>	<b>BORLEY/2523</b>
1972	<b>00-5732C</b>	“	“
1973 (MX)	<b>18-B50/73</b>	“	<b>ALAMOS/1332</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
A7/A10 (500/650 Twins)			
1949-53	<b>HOPWOOD/1172</b>	<b>ZIP/474</b>	
1954-57	<b>VANESSA/143</b>	<b>PEACOCK/921</b>	<b>HOOTER/592</b>
1958-61	<b>COPRA/336</b>	<b>SEE HAYNES</b>	<b>ZARBUCK/400</b>
1960-62	<b>SANGSTER/686</b>	“	“

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
A75 (750cc 3 Cylinder “Rocket Three)			
1969	<b>00-5141C</b>	<b>00-4191C</b>	<b>FRAMPTON/2928</b>
1970	<b>00-5710C</b>	“	“
1971-72	<b>00-5731C</b>	“	<b>FLORE/2922</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
A50/A65 (500/650 Twins)			
1962-63	<b>RIST/850</b>	<b>WESTFIELD/2359</b>	<b>SOLARIS/506</b>
1964-65	<b>00-5118C</b>	“	<b>KRATCH/583</b>
1966	<b>00-5126C</b>	<b>00714</b>	<b>WISLEY/861</b>
1967	<b>00-5129C</b>	“	<b>BLENHIEM/862</b>
1968	<b>00-5137C</b>	“	<b>ARCHER/869</b>
1969	<b>00-5145C</b>	<b>07174</b>	<b>ROLF/406</b>
1970	<b>00-5707C</b>	“	“
1971	<b>00-5722C</b>	<b>00-4189C</b>	<b>BROMLEY/2554</b>
1972	<b>00-5733C</b>	“	“

## Matchless

Please see the comments in the AJS section above – these also apply to Matchless. (for G15 & P11 models please see NORTON section below)

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
G3 & G80 (350/500 Singles)		<b>See comment below*</b>	
1949	<b>ONYX/1067</b>	“	<b>KARMA/490</b>
1950	<b>WINSTON/1070</b>	“	<b>DEWSBURY/2777</b>
1951	<b>BRUCE/1048</b>	“	<b>TYPHOON/2347</b>
1952	<b>VINEY/1015</b>	“	<b>AGNES/1052</b>
1953	<b>MARGO/1013</b>	“	<b>CEDRIC/313</b>
1954	<b>AGATHA/1011</b>	“	<b>HERSCHEL/165</b>
1955	<b>PSYCHE/380</b>	“	<b>LINCOLN/1583</b>
1956	<b>ZEUS/383</b>	“	<b>ASTRA/1251</b>
1957	<b>ATLANTIS/491</b>	<b>TELSTAR/975</b>	<b>ZONK/398</b>

\* there is a BMS 1940-56 Matchless Singles book which is suitable for these bikes and which for copyright reasons we are not allowed to sell – contact us and we will tell you how to get one

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
G9, G9B, G11 (500/550/600 Twins)		Not available but please see comments Re Handbooks in AJS Section Above.	
1950	<b>RITSON/939</b>	“	<b>DIANA/1417</b>
1951	<b>DENZEL/1413</b>	“	“
1952	<b>JUKE/615</b>	“	<b>SATURN/228</b>
1953	<b>BERYL/1065</b>	“	<b>ERSKINE/1460</b>
1954	<b>OCTANS/201</b>	“	<b>DETLING/2776</b>
1955	<b>TARGO/613</b>	“	<b>KEETON/1558</b>
1954-55 G9B Supplement	<b>WRML004</b>	“	“
1956	<b>ZIPPY/917</b>	“	<b>ZEUS/383</b>
1957	<b>MEW/492</b>	<b>TELSTAR/975</b>	<b>MAELZEL/486</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
G3, G80, G9, G11, G12 (350/500/600 Singles & 500/600/650 Twins)			
1958	<b>IO/168</b>	<b>TELSTAR/975</b>	<b>READ/1688</b>
1958 G12 Supplement	<b>WRML003</b>	“	“
1959	<b>HULDA/153</b>	“	“
1959 TCS Supplement	<b>WRML005</b>	“	“
1958 Competetion Parts Supplement	<b>WRML008</b>	“	“

Note - 1958 G80CS not covered well in IO/168 –better to use the 1959 parts book for this model

- 1958 G12 was a G11 longer stroke and special pistons – all other parts as per 1958 G11

This model easily identified by 7 fin G11 barrels. Later G12's all had 8 fins

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
G3, G80, G9, G12 (350/500 Singles& 500/650 Twins)			
1960-61	<b>NOVA/204</b>	<b>TELSTAR/975</b>	<b>READ/1688</b>
1960 TCS Supplement	<b>WRML006</b>	“	
1962 Supplement to 1960-61 Book	<b>RAGLAN/1684</b>	“	<b>BAINES/1265</b>
1963-66	<b>ARTHUR/993</b>	“	“
1965-69 Supplement to 1963-64 book	<b>CL53/S</b>	“	“

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
G85CS (500 Single)			
1966-69	<b>POPPY/1855</b>		<b>PIONEER/1851</b>

Note – PIONEER/1851 is a copy of the original handbook supplied with 1966-69 G80CS, G85CS & P11 Models – it is very detailed, almost a workshop manual.

## Norton

Pretty well all models had matching engine and frame numbers and the following is only a rough guide to the model year starting numbers. Customers are advised to contact the UK section of the Owners' club to be sure about their particular machine.

107900 (1964), 112000 (1965), 115871 (1966), 119760 (1967), 124370 (1968), 130021 (1969), 134700 (1970). Key numbers to watch for are 200000 first 750 Commando 1972, 300000 first 850 Commando 1973 & 325001 first Mk3 (1975).

Norton changed their part numbering system twice since the second world war. Putting the parts book numbers into our system will usually find the later cross referenced number. Contact us if the number you input doesn't come up. For numbers starting "NM", key them in without the "NM" pre-fix.

Model	Parts Book	Shop Manual	Handbook
Dominator Twins (500/600cc)			
1949-50	<b>ATREUS/270</b>	"	<b>OKEN/304</b>
1955	<b>GILBERT/730</b>	"	<b>ANTAR/260</b>
1956	<b>ASKALON/259</b>	"	<b>LEXELL/177</b>
1957	<b>AMOR/251</b>	"	<b>HOWARD/854</b>
1959-60	<b>MONICA/1026</b>	<b>CANDOR/118</b>	<b>RYLAND/959</b>

Model	Parts Book	Shop Manual	Handbook
All Singles & Twins (not lightweights)			
1961-62	<b>CITADEL/1066</b>	<b>PEEL/1663</b>	<b>GILDA/1498</b>

Model	Parts Book	Shop Manual	Handbook
Atlas Scrambler, Altas, 650ss, G/N15, 33 & P11			
1963-68	<b>99-9991C</b>	<b>PEEL/1663</b>	"

Model	Parts Book	Shop Manual	Handbook
400cc Electra			
1963-64	<b>ZENTA/464</b>	<b>ZENTA/464</b>	"

Note - this book contains the full factory shop manual and the illustrated parts book

Model	Parts Book	Shop Manual	Handbook
Commando 750			
1968-70 Genuine	<b>06-3065</b>	<b>06-3062</b>	<b>06-7304</b>
1968-70	<b>06-3065C</b>	"	<b>BEAN/1276</b>
1970	<b>As Above</b>	"	<b>06-7305</b>
1971 Copy	<b>06-8200C</b>	<b>06-5146</b>	<b>06-3852</b>
1972 Genuine	<b>06-3402</b>	"	"
1972 Copy	<b>06-3402C</b>	"	"

Model	Parts Book	Shop Manual	Handbook
Commando 750 & 850			
1973 Genuine	<b>06-5034</b>	<b>06-5146</b>	<b>06-3852</b>
1973 Copy	<b>06-5034C</b>	<b>06-5146C</b>	“

Model	Parts Book	Shop Manual	Handbook
Commando 850 Supplement - to used with 1973 book			
1974 Genuine	<b>06-5988</b>	<b>06-5146</b>	<b>06-5321</b>
1974 Copy	<b>06-5988C</b>	<b>06-5146C</b>	“

Model	Parts Book	Shop Manual	Handbook
Commando 850 Mk3 - Electric Start			
1975 Genuine	<b>00715</b>	<b>00-4224</b>	<b>06-6240</b>
1975 Copy	<b>00715C</b>	“	“

## Royal Enfield

Note – for Bullet singles see DVD Section

Model	Parts Book	Shop Manual	Handbook
Constellation 692cc			
1958-59	<b>AURORA/797</b>	<b>LAMBERT/1570</b>	<b>BEKKA/1282</b>
1960	<b>SYLVIUS/412</b>	<b>BURNLEY/2578</b>	“
1961	<b>JEEVES/666</b>	“	“

Model	Parts Book	Shop Manual	Handbook
Interceptor 750cc			
1963	<b>SWANAGE/658</b>	<b>BURNLEY/2578</b>	“
1967	<b>STAFFS/911</b>	<b>BILTON/2495</b>	
1968	<b>RE-14</b>	“	
1969-70	<b>RE-12</b>	<b>DIRECT/1418</b>	<b>GRADE/2208</b>

## Triumph

Post second world war bikes had matching engine and frame numbers. During the 1969 model year the BSA two letter month and year of manufacture coding system was introduced as described in the BSA section above. The second letter at the start of the serial number identifies the model year of the bike, as follows: 1969 “C”; 1970 “D”; 1971 “E”; 1972 “G”; 1973 “H”; 1974 “J”; 1975 “K”; 1976 “N”; 1977 “P”; 1978 “X”.

The following table sets out the starting model year serial numbers for earlier 500 & 650 twins.

Year	500	650
1966	<b>H40528</b>	<b>DU24875</b>
1967	<b>H49833</b>	<b>DU44394</b>
1968	<b>H57083</b>	<b>DU66246</b>
1969	<b>H65573</b>	<b>DU85904</b>

Triumph changed their part numbering system from 1972 to conform to a XX-XXXX, two digit – four digit format. You need to convert the old numbers to the new format in order to search for them.

Pre-fixes changed as follows:

“D” converts to 60-

“F” converts to 82-

“S” converts to 21-

“W” converts to 37-

“E” converts to 70-

“H” converts to 97-

“T” converts to 57-

If the old number has less than 4 digits after the letter you put zero's in front to make it 4 digits. If the old number has 5 digits you use the first number to increase the number before the dash.

Examples:

E6357 becomes 70-6357

T57 becomes 57-0057

F12800 becomes 83-2800

Model	Parts Book	Shop Manual	Handbook
T20 200cc Tiger Cub			
1953-55	<b>LETTICE/355</b>	<b>ICARUS/166</b>	
1956	<b>BLODWEN/871</b>	“	
1957	<b>LIZA/356</b>	“	
1958	<b>18-CUB/58</b>	“	
1959	<b>CHARLES/842</b>	“	
1960	<b>LUCIUS/357</b>	“	
1962	<b>MADOC/358</b>	“	
1964	<b>PEPLOW/872</b>	“	<b>WITTEKIND/2366</b>
1965	<b>DICKIE/879</b>	“	“
1965-66 T20SM & T20SH models only	<b>MAXWELL/1845</b>	“	“
1966 on T20M	<b>99066C</b>	“	

Model	Parts Book	Shop Manual	Handbook
Bantam/ Super Cub			
1966	<b>CONFUCIUS/178</b>	<b>ICARUS/166</b>	
1967	<b>MALCOLM/846</b>	“	

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
250cc Singles			
1968	<b>99-0870C</b>	“	“
1969	<b>99-0871C</b>	<b>99-0921</b>	<b>VIDA/130</b>
1970	<b>99-0906C</b>	“	“
1971	<b>99-0929C</b>	<b>OLIVES/2268</b>	<b>CAFFILA/241</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
Pre-Unit Twins			
1946	<b>CLARION/314</b>	<b>99-0836 (GENUINE)</b>	<b>FINEDON/2897</b>
1947-48	<b>LITTROW/175</b>	“	
	<b>FERGUS/599</b>	“	
1950	<b>COMUS/352</b>	“	
1951	<b>DODO/796</b>	“	<b>CERES/125</b>
1952	<b>JUNO/173</b>	“	<b>LEE/180</b>
1953	<b>SHILTON/795</b>	“	
1954	<b>WELTON/794</b>	“	
1955	<b>DUDLEY/793</b>	<b>99-0837 (GENUINE)</b>	
1956	<b>PLEIADES/221</b>	“	
1957	<b>ISAAC/792</b>	“	
1958	<b>PLATO/220</b>	“	
1959	<b>VROOM/704C</b>	“	
1960-62	<b>99-0819C</b>		
TRW (War Dept. Specs) 1955-62	<b>BRASSHAT/946</b>	<b>JRP015/016</b>	<b>MATRA/1606</b>

Note – Genuine Workshop manual JRP015/016 also contains the parts book

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
T100 (Unit Construction Twins)			
1959	<b>JESTER/597</b>	<b>STATIC/1746</b>	
1960	<b>JINTY/392</b>	“	<b>BOWMAN/868</b>
1961-63	<b>QUIGGLY/582</b>	<b>99-0843/8C</b>	<b>FEARON/922</b>
1964	<b>CECIL/726</b>	“	<b>BARBY/2453</b>
1965	<b>TYRELL/1143</b>	“	“
1966	<b>99-0830C</b>	“	<b>CLARENCE/853</b>
1967	<b>99-0831C</b>	“	“
1968	<b>99-0832C</b>	“	<b>EDWARD/674</b>
1969	<b>99-9910C</b>	“	<b>CROXTON/2742</b>
1970 UK/Gen Export*	<b>99-0902C</b>	“	<b>MERIDEN/673</b>
1970 USA (T100R & C)*	<b>99-0902USC</b>	“	<b>CUTHILL/2750</b>
1971	<b>99-0934C</b>	“	<b>JESSE/389</b>
1972	<b>99-0954C</b>	“	<b>SHERWOOD/1016</b>
1973	<b>99-0981C</b>	“	<b>ROBERT/1155</b>

\* Note – 1970 T100 models can be confusing. There a lot of UK and General Export T100S models in Canada – easy to identify by 18” front wheel)

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
TR5T (Trophy Trail)			
1973	<b>99-0973C</b>	<b>ALVA/2392</b>	<b>SIMON/844</b>
1974	<b>TR5T/74</b>	“	<b>LEONARD/1012</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
T120/TR6 (Unit Construction)			
1963 (Not Illustrated)	<b>JEZEBEL/521</b>	<b>99-0883C</b>	<b>RANDOLPH/870</b>
1964 (UK)	<b>EMERALD/729</b>	“	“
1964 (USA)	<b>99-0821C</b>	“	<b>BANGOR/2448</b>
1965 (USA)	<b>99-0822C</b>	“	“
1966	<b>99-0823C</b>	“	“
1967	<b>99-0824C</b>	“	<b>ALLESLEY/675</b>
1968	<b>99-0880C</b>	“	<b>FRIMLEY/676</b>
1969	<b>99-0882C</b>	“	<b>BANBURY/2447</b>
1970	<b>99-0903C</b>	“	<b>VICTOR/1796</b>
1971	<b>99-0932C</b>	<b>99-0947C</b>	<b>ASTER/1249</b>
1972	<b>99-0953C</b>	“	<b>OSMOND/1025</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
T140/TR7			
1973	<b>99-0980C</b>	<b>99-0983C</b>	<b>BUFFALO/1322</b>
1974	<b>99-2251C</b>	“	<b>GRIFFON/1338</b>
1976-77	<b>99-2257C</b>	“	<b>NANCY/1010</b>
1977 Silver Jubilee Supplement	<b>JRP022</b>	“	“
1978	<b>99-7003C</b>	“	<b>SIBLEY/1726</b>

<b>Model</b>	<b>Parts Book</b>	<b>Shop Manual</b>	<b>Handbook</b>
T150			
1969	<b>99-0866C</b>	<b>97-29096</b>	<b>START/1745</b>
1970	<b>99-0904C</b>	“	<b>UPHILL/915</b>
1971	<b>99-0943C</b>	“	<b>ASTER/1249</b>
1972	<b>99-0955C</b>	“	<b>ROBIN/1014</b>
1973 Early Models (Drum front brake)	<b>99-0972C</b>	“	“
1973 Late Models (Disc front brake)	<b>99-0982C</b>	“	<b>CROYDON/2743</b>
1974-75	<b>00-5738C</b>	“	<b>NORTH/943</b>



Model	Parts Book	Shop Manual	Handbook
T160			
1975-76	<b>00-5754C</b>	<b>97-29097</b>	<b>SIGMA/759</b>

## Velocette

Model	Parts Book	Shop Manual	Handbook
Viper, Venom & Thruxton			
1956-70	<b>CENTURIAN/906</b>	<b>HOLDER/903</b>	<b>WILLIS/1125</b>

## Vincent

Model	Parts Book	Shop Manual	Handbook
Series B & C Models			
1948-55	<b>VEREKER/907</b>	<b>BAILEY/1264</b>	<b>IRVING/905</b>

Model	Parts Book	Shop Manual	Handbook
Series D Models			
1955 (499 & 998cc)	<b>TED/908</b>	<b>BAILEY/1264</b>	<b>IRVING/905</b>

## Triumph Factory Tuning Bulletins

### Bulletin No. 2

*Pre-Unit 500 & 650 Models (4 pages)*

*Part no. JRP009*

### Bulletin for 350/500 Unit Construction models

*Complete with Parts List (10 pages)*

*Part no. JRP007*

### Bulletin No. 14

*Unit Construction 650 Models (4 pages)*

*Part no. JRP010*

## Genuine Norton Part Number Conversion Book

From the late 1960's onwards BSA, Norton and Triumph started to rationalize all their part numbers into a two digit-four digit format. This book, originally published by NVT in 1974, details all the conversions and supersessions from the old NM numbers and is essential for any serious Norton enthusiast who is searching for parts.

*Part no. 00-5753*



## Triumph Tuning by Stan Shenton

Originally published in the early 1970's this book details how to get the best performance out unit construction twins and triples. While concentrating mainly on the engines it also contains information on transmissions and handling.

*Part no. 99-7079*



## Paul Dunstall Tuning

This excellent book which details the preparation which went in to the hugely successful Dunstall Domiracers has now been reprinted. A must have for any Norton enthusiast!

*Part no. PD001*



## DVD's / CD ROMS

We have been supplying these CD Roms, put together by Heidelberg Publishing in Australia, for several years now. Heidelberg have been extremely receptive to our comments and suggestions for content revisions and additions relative to the North American Market. The result is that the latest editions are extremely comprehensive. Each Collection contains an encyclopedic quantity of parts books, owner's handbooks, workshop manuals, service notes to dealers and a multitude of other interesting and relevant information. While there is information back as far as before the second world war, we have worked very closely with Heidelberg to make sure that these latest editions contain comprehensive information relative to the machines most commonly found in North America.

### BSA

BSA CD Rom (5th edition) Huge volume of parts books, workshop manuals, and service sheets. Covering most models from 1945-1973 with some information on bikes from the 1930's  
*Part no. BSA-CDROM5*



### Norton

Not only all the Commando parts books and workshop manuals but also earlier heavyweight twins, light- weights and singles and the Manx. Several riders manuals indicated as are posters, rotary information and factory service sheets.  
*Part no. NORT-CDROM5*



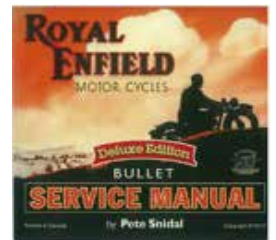
## Triumph

Covers almost every model from 1935 to 1985. Over 1GB of material. Numerous parts books, workshop manuals and service sheets  
*Part no. TRI-CDROM6*



## Royal Enfield Bullet

By: Pete Snidal Very detailed covers all models up to and including E5.  
*Part no. RE-CD*



## Omnibus

The Omnibus Edition has all the items previously available on the AJS/Matchless and Lucas editions together with Vincent, Velocette, Royal Enfield, Girling, Renold and Smiths. Worth the price just for the Lucas 37-57 & 58-62 books which we access every day.  
*Part no. DVD-OMNIBUS*



## Haynes Workshop Manuals

- Every book based on a complete teardown and rebuild of the motorcycle
- The very best in wiring diagrams
- Full of quality photos, drawings and diagrams
- World's largest publisher of do-it-yourself manuals
- Good enough for the professional, but designed for the home mechanic

*BSA Bantam*  
Part no. **59-117**

*BSA Unit Singles*  
Part no. **105252**

*BSA Pre-Unit Singles*  
Part no. **105360**

*BSA A7/10 1947-62*  
Part no. **105244**

*BSA A50/65 1962-73*  
Part no. **105251**

*Norton 500-750 Twins 1957-68*  
Part no. **105256**

*Norton Commando 1968-77*  
Part no. **105257**

*Triumph Tiger Cub*  
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*Triumph 350/500 Unit Twins*  
Part no. **105258**

*Triumph Pre-Unit Twins 1947-62*  
Part no. **105243**

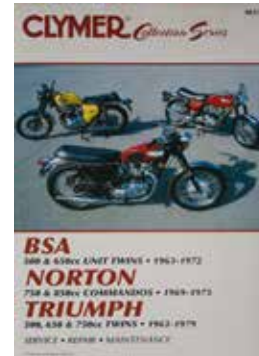
*Triumph 650/750 Unit Twins*  
Part no. **105259**

*Triumph/BSA Triples 1969-75*  
Part no. **105261**



## Clymer British Workshop Manual

Comprehensive Workshop Manual covering BSA A50/65, Norton 750/850 Commando & Triumph 500, 650 & 750 Unit Construction Twins. 230 pages  
Part no. **M330**



## Norman Hyde Catalogue

Illustrated catalogue of the special NORMAN HYDE parts, for pre 1984 Triumph Twins & Triples, Quality products to improve performance and reliability. You will note that a lot of HYDE parts are incorporated through out this catalogue.  
Part no. **CAT01**



## Norvil Catalogue

Original catalogue of NORVIL parts, most of which are still available. A MUST for any Norton Enthusiast.  
Part no. **90-101**



## Roy Bacon's Restoration Series

Crammed with information, these books contain model photographs, drawings and data, together with tips and advice.

**Thoroughly recommended.**



### AJS & Matchless

*All the information needed to tackle any AMC restoration. Rich in anecdotes for the enthusiast. 304 pages, 250 photos.*  
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*For A7, A10, A50 & A65 models. 240 pages, 160 illustrations.*  
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*1945-73 including Goldstar. 320 pages, 250 illustrations, filled with hard to find facts and information.*  
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*All aspects of restoring pre-1973 machines. 240 pages, 162 illustrations*  
Part no. **111603**

### Triumph Twins

*All aspects of restoring pre-1973 machines. 240 pages, 162 illustrations.*  
Part no. **109498**

## An Introduction to Classic British Motorcycles

By Michael Partridge An inexpensive 21 page brochure, written for the newcomer to the sport. Provides sound advice on machine strengths, weaknesses and desirability.  
Part no. **99-1011**



## Lucas Motorcycle Electrical Equipment Service Manual (1960-74)

This book is full of useful information and diagrams to assist the enthusiast. Very well written and easy to follow despite the fact that it is intended for the professional.

Part no. **ZULU/1830**

### Lucas

Mag-Dyno & Dynamo Models MO1L, MN2L, E3L, E3LM, E3N Instruction and Overhaul Instruction Book

Part no. **JUNE/1039**

Magneto N1, KN1, K1FR, K2F, KVF Full Overhaul Test and Instruction Book

Part no. **DEREK/1042**

## Modern Motorcycle Mechanics

By J.B. Nicholson This 7th edition features 760 pages of valuable, interesting and easy to understand information. With over 300 illustrations the servicing illustrations clearly show what you need to know for adjusting, dismantling and assembling work on servicing operations.

Part no. **214-01**

## The Goldstar Book

The original BMS Book. Contains full workshop Manual for all post war Goldstars, Appendix on B31, B33, B32, B34, Rocket Goldstar supplement, Illustrated parts book, engine and frame number chart, performance tables, historical articles and restoration guide.

Part no. **99-GS/BOOK**





## Matchless G15/45 Limited Production Export Model

By Mike Partridge & Kevin Archer (Mike will autograph and dedicate if requested). Detailed information about this maligned machine of which only 212 were made and yet over 60 are known to survive.

*Part no. 89-4509*



## Haynes Electrical Techbook

By Tony Trantor. Hardbound, over 600 illustrations. From basic electrical theory to complex electronics systems, this manual meets the needs of the professional and amateur technician. All motorcycle electrical equipment fully explained.

*Part no. 105429*



## Haynes Motorcycle Workshop Manual

Essential information on how to use tools, fabricate components from metal and plastic, and tackle common motorcycle repairs. From setting up your workshop to carrying out repairs and renovation. Step-by-step illustrated procedures.

*Part no. 59-3470*



## Haynes Motorcycle Basics Techbook

The workings of the modern motorcycle and scooter fully explained, from basic principles to current design. All common engine, chassis and electrical systems fully explained. Over 400 illustrations.

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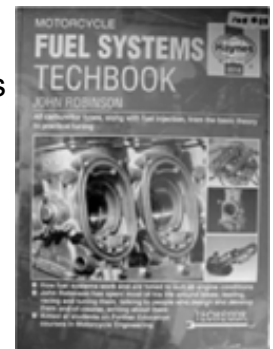
## Haynes Motorcycle Fuel Systems Techbook

By John Robinson

All carburetor types, along with fuel injection, from the basic theory to practical tuning.

How fuel systems work and are tuned to suit all engine conditions. John Robinson has spent most of his life around bikes: testing, racing and tuning them, talking to people who design and develop them and of course, writing about them.

*Part no. 105485*



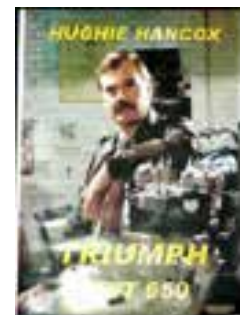
## Hughie Hancox Triumph DVD's

We are the North American distributors for Hughie's Triumph Engine Rebuild and Classic Carburation DVD's. Hughie was employed at Meriden as a mechanical engineer from 1953-1973 and had years of first hand experience with Triumph engines and passes on his knowledge of the right way, the wrong way and the Triumph way.

### Triumph Unit 650 Rebuild

This DVD follows the total strip and rebuild of a 1970 TR6. It covers the engine and transmission and the information and principles that apply to most 650cc Unit Construction Twins.2 DVD set - Total running time 3 hours 10 mins.

*Part no. 99-CV1*



**Triumph Pre Unit Rebuild**

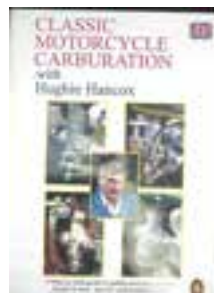
This DVD covers the total strip and rebuild. It can be used to cover most 500cc and 650cc pre-unit engines 1946- 1962. Total running time 2 hours 45 mins.

*Part no. 99-CV2*

**Classic Motorcycle Carburation**

A step by step guide to setting and tuning AMAL carburetors as fitted to most post war British four stroke motorcycles. Covers pre-monobloc, monobloc and concentric types. Also includes SU's. Takes some of the mystique out of the process which, when explained, just seems to be common sense. Total running time 44 minutes.

*Part no. 99-CV3*

**Four Aces Cycle Thread Triumph DVD's**

Comprehensive DVD's from Wes White, Show winning bike builder and acclaimed British motorcycle expert.

**English 101**

Tuning & Service DVD (for Unit & Pre Unit Triumph & Unit BSA motorcycles).

In this interactive shop manual, watch step by step as Wes White demonstrates everything you need to keep your British bike reliable, on the road and running great. This 4 hour DVD is broken down into easy to follow chapters and is designed to teach you how to maintain your British motorcycle.

*Part no. 99-E101*

**English 102**

The follow up DVD to the critically acclaimed ENGLISH 101 DVD, it is the next step in your British motorcycle education. Once again hosted by Wes White, the electrical system on your vintage British motorcycle is covered in depth with a concentration on identification of parts, troubleshooting, and tips to wire your bike from scratch. Carburetors, Amal, Mikuni and JRC units, are disassembled and discussed. In depth analysis of rebuilding hydraulic front ends, clutch centre maintenance and cam bush reaming is also included.

*Part no. 99-E102*

**Triumph Unit Twin Rebuild**

On this comprehensive four hour DVD, show winning and acclaimed British motorcycle expert Wes White teaches engine teardown and step-by-step cleaning, inspection and reassembly in concise, easy-to-follow chapters. Professional mechanics and enthusiasts alike will find Wes's hard-earned shop secrets invaluable.

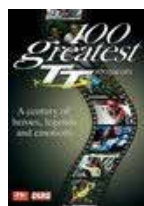
*Part no. 99-E103*

**Duke Marketing Limited**

We are pleased to be able to offer the following range of DVD's which we carry as regular stock items. For a complete description of these DVD's and details of the full range of DUKE DVD's, (which we will be pleased to order in for you) please visit [www.dukevideousa.com](http://www.dukevideousa.com)



## Isle of Man DVD's



*TT 2010 Review*  
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*TT Circuit Guide*  
Part no. **DV1650NV**

*TT Tribute*  
Part no. **DV1186N**

*100 Great TT Moments*  
Part no. **DV1837NV**

*History of the TT 1907-2010*  
Part no. **DV1759N**

*Grand Prix 1956 Ulster & TT*  
Part no. **DV1318N**

*Isle of Man from the Air*  
Part no. **DV8065NV**

*TT on Bike Collection (3 Discs)*  
Part no. **DV1746NV**

*TT Review 2011 (Blue Ray)*  
Part no. **DV1756**

*TT Review 2011 (DVD)*  
Part no. **DV1758NV**

*TT on Bike 2011 (Blue Ray & DVD)*  
Part no. **DV1792N**

*TT Review DVD 2012 (2 Discs)*  
Part no. **DV1876NV**

*TT Review DVD 2013*  
Part no. **DV1892**

*TT Review DVD 2014*  
Part no. **DV1918**

*TT Review DVD 2015*  
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*TT Review DVD 2016*  
Part no. **DV-TT2016**

*TT Review DVD 2017*  
Part no. **DV-TT2017**

*TT Review DVD 2018*  
Part no. **DV-TT2018**

## Biographies



*Robert Dunlop Story*  
Part no. **DV1189N**

*Joey 1952-2000*  
Part no. **DV1597NV**

*Saarinen Against the Odds*  
Part no. **DV1009NV**

*The David Jefferies Story*  
Part no. **DV1820NV**

*Rocket Man Ron Haslam*  
Part no. **DV1588NV**

*Joey Dunlop- The TT Twins*  
Part no. **DV1847NV**



## Race DVD's

*Road Racing Review 2009 (2 Discs)*

Part no. **DV1357NV**

*Multi Cylinder Majic*

Part no. **DV1314N**

*The Road Racers & V for Victory*

Part no. **DV1033NV**

*On Any Sunday*

Part no. **DV1050NV**

*Road Racing Great Races*

Part no. **DV1354NV**

*Classic Racer Experience*

Part no. **DV1140NV**

*Castrol History of M/C Racing Vol 1*

Part no. **DV1652N**

*Castrol History of M/C Racing Vol 2*

Part no. **DV1653N**

*Castrol History of M/C Racing Vol 3*

Part no. **DV1654N**

*Honda - The TT Golden Years*

Part no. **DV1239NV**

*Great Italian GP Racers*

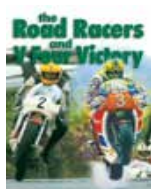
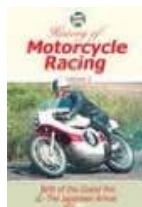
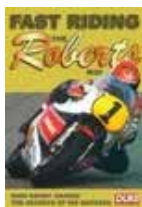
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*Super Bike Ducati*

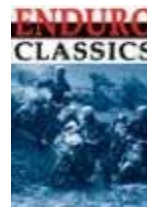
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*2016 Moto GP Season Review*

Part no. **DV-MOTOGP2016**



## Other DVD's



*Enduro Classics*

Part no. **DV1188N**

*Motorcross Professionals*

Part no. **DV1191N**

*Motorcycle Majic*

Part no. **DV1187N**

*Fast Riding the Roberts Way*

Part no. **DV1643NV**

## Stickers For Your Toolbox/ Vehicle Etc

**BSA - 71/4"**

*Black*

Part no. **24-BSAB**

*Gold*

Part no. **24-BSAG**

*White*

Part no. **24-BSAW**

*Yellow*

Part no. **24-BSAY**

**Triumph - 6" Long**

*Silver*

Part no. **24-2002**

*Black*

Part no. **24-2004**

*Red*

Part no. **24-2005D**





## Chapter 2: Carburetors and Fuel Systems Components



### Carburetors

The majority of the bikes owned by our customers use either concentric MK1 or Monobloc Amal carburetors. These both give good service and we keep complete carbs and a full range of spare parts in stock. Following the negotiation of new terms with AMAL we have been able to reduce the price of many of the parts. We only carry genuine AMAL spares and do not stock Indian or Oriental reproduction items.

Amal are now manufacturing several other carbs again. While we don't always carry them in stock we will be pleased to order them in for you, set up to your specific requirements.

When ordering carbs please provide make, model and year of the machine and whether or not you require the choke mechanism to be installed.

CARBURETORS AVAILABLE TO SPECIAL ORDER: CALL FOR CURRENT PRICES

 <p><i>76 Pre-Monobloc</i> 15/16", 1", 1 1/16" Part no. <b>99-76</b></p> <p><i>89 Pre-Monobloc</i> Part no. <b>99-89A</b></p> <p><i>276 Pre-Monobloc</i> 15/16", 1", 1 1/16" Part no. <b>99-276</b></p> <p><i>289 Pre-Monobloc</i> 1 1/8", 1 3/32", 1 5/32" Part no. <b>99-289</b></p>	 <p><i>MK2 Smoothbore</i> 36, 38, 40 mm Part no. <b>99-MK2S</b></p> <p><i>MK2 Concentric</i> 22mm-40mm Part no. <b>99-MK2C</b></p>	 <p><i>GP 1 3/8" or 1 1/2"</i> Part no. <b>99-GP</b></p>	 <p><i>TT 1 1/16, 1 5/32, 1 3/16", 1 3/32"</i> Part no. <b>99-TT</b></p>
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#### **AMAL MK1 Concentric Carbs** (Supplied with "Stay up" Floats and Lightweight Float Needles)

Before detailing the parts we stock, we are going to discuss some of the most common problems experienced with these instruments. We firmly believe that they give good service. While they do not seem to wear quite as well as some Japanese carbs, over very large mileages, we notice that several customers who have switched to the Japanese instruments have since switched back to AMALS. Problems seem to almost invariably fall into three basic areas.

### 1. Needle Jet

This jet, through which the delivery of the gas is controlled by the tapered needle, has the greatest effect on the running of the machine. It is made of relatively soft brass and has a steel needle sliding up and down inside it all the time the machine is being ridden. We recommend it be changed every 10,000 miles - or more frequently if rich running/plug fouling is experienced. The needle will last a very long time unless it has been damaged through misuse, or as so often happens the wrong ones have been installed. Four stroke needle jets can easily be identified they have two little holes in the sides. Two stroke jets are shorter and don't have the holes. The main jet is not likely to give any trouble - it only really operates at wider throttle openings when it takes over progressively from the needle jet

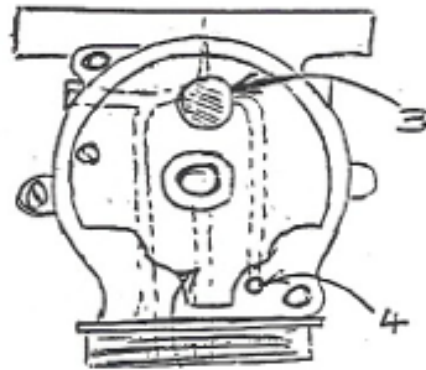
### 2. Slide/Body Wear After a Big Mileage

Wear here causes lean running, poor starting, backfiring etc. If the slide tends to stick when the throttle is opened, it is most likely because the body has been distorted through over tightening of the flange nuts. To solve the problem you can either replace the carburetor or get the body bored and have a brass sleeve fitted to the slide

### 3. Pilot Jet/Idle Circuit

This seems to be the most misunderstood component. It only works when the throttle is closed or very slightly opened. It is very important for starting and tick-over. The screw on the side only adjusts the idle mixture. The first concentrics fitted in 1967 had the pilot jet screwed into the bottom of the body. From 1968 onwards the jet (position No. 3 on the following sketch) was pressed into the body close to the ventura for four stroke applications. A screwed in pilot jet is only required for two stroke application, however the hole is threaded on all bodies - this leads to a lot of confusion. The most common problem is the passage between no.3 and no.4 gets blocked and can be very difficult to clean out. The usual signs of this are poor idling and the need to flood the carb to get the machine started.

**Altitude** – 5% reduction in jet sizes recommended for each 3000 feet above sea level.



## Tuning Brochures

We can supply photocopies of original AMAL tuning brochures. Order **AMAL2** for monobloc or **AMAL1** for Concentric MK1.

## 600/900 Series Concentric

Normally supplied with air valve which is operated by cable from handlebar position. If air valve is not required it can be omitted and the mixing chamber top sealed by a plug.

*Part no. 4/137A*

## Complete Amal Concentric MK1 Carbs

We can supply these carbs the way we get them from AMAL, set up to suit most 4 stroke applications, to the specifications detailed below or to your specific requirements.

No two machines are exactly the same and atmospheric conditions vary widely according to location so some degree of fine tuning is always required.

*Please note that specifications listed for 1968 machines in the parts books will not work as several improvements were made for the 1969 season and therefore 1969 or later specs should be used.*

**\* Will set to suit your machine or to your specifications at no extra charge.  
Please state when ordering whether or not you require the choke(s) fitting.**



### Generic Specifications

Description	Part No.
26mm R/H	<b>626/300</b>
26mm L/H	<b>626/301</b>
28mm R/H	<b>928/300</b>
30mm R/H	<b>930/300</b>
30mm L/H	<b>930/301</b>
32mm R/H	<b>932/300</b>
32mm L/H	<b>932/301</b>

### Special Applications

The following carbs are normally in stock and are set up and jetted ready for the machines specified

#### For Norton 850 Commando (32mm)

R/H

L/H

Part no. **932/35**

Part no. **932/36**

#### FOR BSA & Triumph Triples (27mm)

R/H x 2

L/H x 1

Part no. **626/66**

Part no. **626/67**

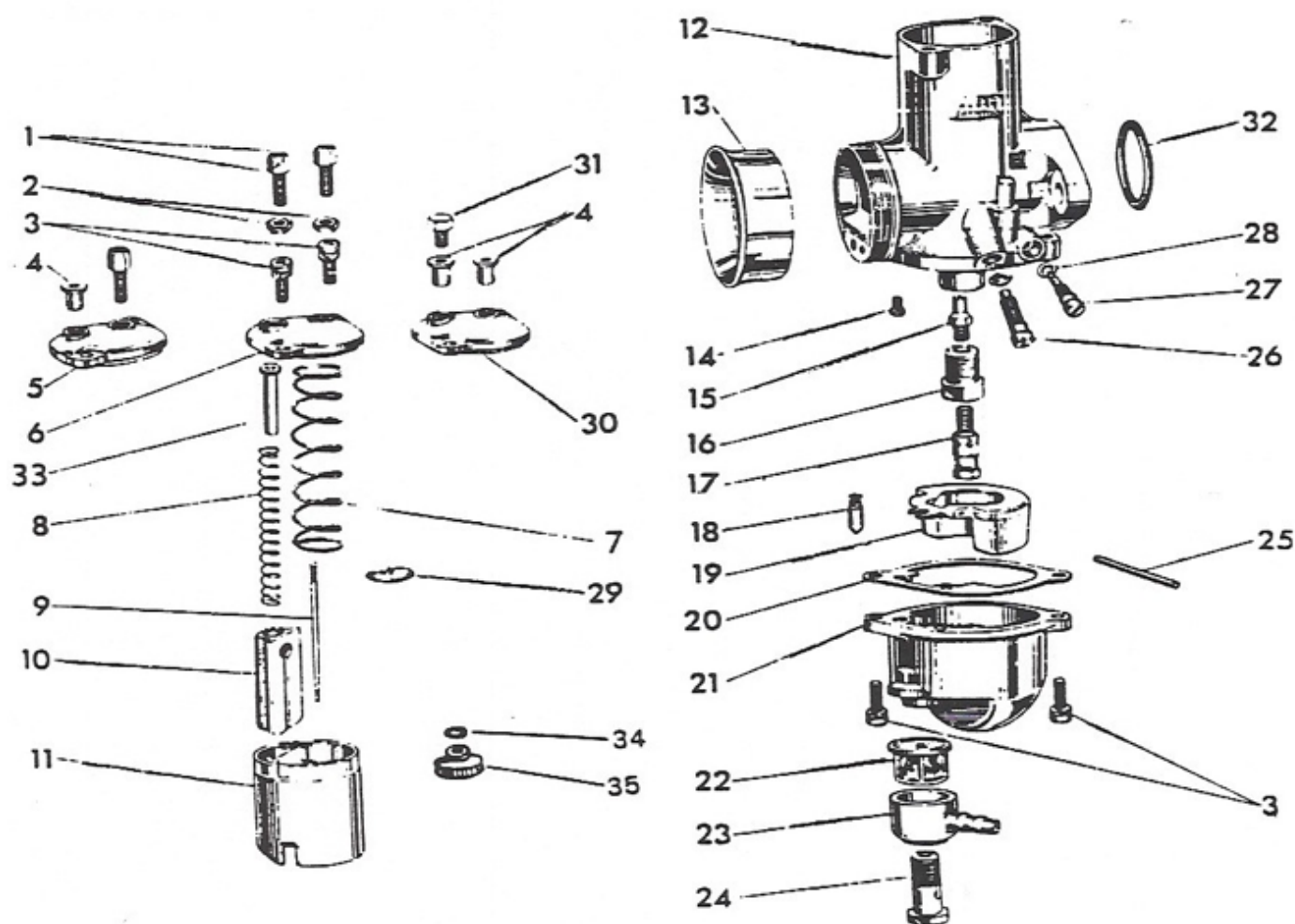
### Set Up Specifications

The following chart sets out the specifications we normally use for setting up carbs for particular machines. Some models came with the choke (air) valve in them and for some it was blanked off. We can set them up either way if you so instruct.

Make/ Model	Carb	Slide	Main Jet	Needle Jet	Choke Installed
<b>BSA</b>					
B25	28mm	3	170	.106	NO
B44	30mm	3.5	240	.106	NO
A50	26mm	3.5	200	.106	YES
A65T	28mm	3.5	230	.106	YES
A65L & A65F	30mm (twin)	3	180	.106	YES

Make/ Model	Carb	Slide	Main Jet	Needle Jet	Choke Installed
<b>Norton</b>					
750 Commando	30mm (twin)	3	220	.106	YES
850 Commando *Uses special longer needle with cut away spray tube	32mm (twin)	3.5	260	.106	YES

Make/ Model	Carb	Slide	Main Jet	Needle Jet	Choke Installed
<b>Triumph</b>					
TW25W	28mm	3	170	.106	NO
T100S & T100C	26mm	4	180	.106	YES
T100R	26mm (twin)	3	160	.106	YES
TR6	30mm	3.5	230	.106	YES
T120 (1967-74)	30mm (twin)	3	190	.106	NO
TR7	30mm	3	280	.106	YES
T140	30mm (twin)	3	210	.106	YES



## Key to Concentric Service Parts Illustration

No.	Component	600 Series	900 Series
1.	Cable adjuster	4/035	4/035
2.	Cable adjuster lock nut	5/077	5/077
3.	Float bowl/mixing chamber screw (price each)	622/086	622/086
	Allen screws (set of 4) - Nickel plated	SHC21	SHC21
	-Stainless Steel	SHC21S/S	SHC21S/S
6.	Mixing chamber top (std) other types available	622/064	928/064
7.	Throttle slide spring	622/131	622/131
8.	Choke valve spring	622/129	622/129
9.	Throttle needle-std 4 cycle	622/124	622/124
9.	Throttle needle-use with cut-away spray tube (850 Commando)		928/104
10.	Choke valve	622/062	928/062
11.	Throttle slide (Specify size required 2.5,3.0,3.5 or 4) Body-no longer available seperately	622/060	928/060
13.	Velocity stack standard	376/066	
13.	Velocity stack (Polished aluminum)	376/066A	928/066A
13.	Velocity Stack (Chrome)		928/066S
14.	Pilot jets (specify size required 20, 25 or 30)	124/026	124/026
15.	Needle jet (four cycle) (Specify size required 105,106 or 107)	622/122	622/122
16.	Jet holder	622/128	622/128
17.	Main jet (also fits monobloc) (Specify size required)	376/100	376/100
18.	Float needle (Viton tip)	622/197	622/197
18.	Lightweight alloy needle (preferred for concentric carbs)	622/197AL	622/197AL
19.	Float	622/069	622/069
19.	Stay up float - adjustable height "stay up" float for concentric MK1 & MK2 carbs. Material originally designed by SU for military applications, resistant to all modern fuels. Supplied with gaskets for MK1 & MK2 carbs.	RKC/550	RKC/550
20.	Gasket	622/073	622/073
22.	Filter	376/093	376/093
23.	Banjo, double 150 degree 5/16" (Other banjos avail. see page 27)	376/139	376/139
24.	Banjo bolt	622/078	622/078
24.	Not Illustrated- washer for banjo bolt (Use only with metal banjo)	13/163	13/163
25.	Float spindle	622/071	622/071
26.	Throttle stop adjusting screw	622/077	622/077
26.	Extended type	622/169	622/169
27.	Pilot air adjusting screw	622/076	622/076
27.	Extended type	622/168	622/168
28.	"O" ring	622/082	622/082
29.	Needle clip (These are manufactured with a split in them, a lot of people order new ones because they think theirs' are broken)	622/067	622/067
31.	Plug mixing chamber top	4/137A	4/137A

No.	Component	600 Series	900 Series
32.	"O" ring for flange	622/101	622/101
32.	Thicker "O" ring for later T140/TR7 (refer to parts book)		70-9711
33.	Choke Valve Guide	622/134	928/103
34.	Drain plug washer	622/151	622/151
35.	Drain plug (plated brass)	622/155	622/155
36.	Hex type plug with washer	622/147B	622/147B

## Amal Premier Type MK1 Concentric Carbs

The following chart sets out the specifications we normally use for setting up carbs for particular machines. Some models came with the choke (air) valve in them and for some it was blanked off. We can set them up either way if you so instruct.

### Slides Available

600 Series	900 Series	Pilot jets available for fine tuning (Fit with O Ring 622/082)
622/060/2.5HA	928/060/2.5HA	622/502/15
622/060/3HA	928/060/3HA	622/502/17
622/060/3.5HA	928/060/3.5HA	622/502/19
622/060/4HA		622/502/21
		622/502/23



### Alloy Tickler Conversion Kit

For all concentric MK1 carbs, specially shrouded Tickler designed for better protection from water and dirt and is easier to operate.

Part no. **622/172**



### Main Jet Key

Also allows quick change of main jet without removing float bowl where drain type fitted.

Part no. **622/104**



### Metering Replacement Kit for MK1 Concentrics

Offered by AMAL containing perfectly matched throttle needle, needle jet and jet holder. Replaces worn components which can cause poor throttle response and rough idling

Part no. **622/235**



### Extended adjusting screws for easy operation by hand (include o rings)

Pilot adjuster screws

Part no. **622/168**

Throttle adjuster screws

Part no. **622/169**



## Carb Gasket Sets (Made in England)

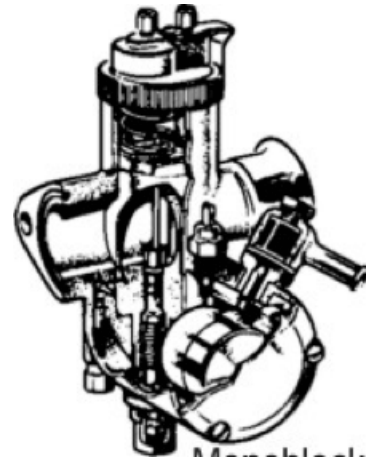
Packaged sets of gaskets, washers and "O" rings as required.

<b>Carb</b>	<b>Part no.</b>
Pre Monobloc	<b>276/289</b>
375 Monobloc	<b>CGS375</b>
376 Monobloc	<b>CGS376</b>
389 Monobloc	<b>AMAL389</b>
Concentric MK1	<b>CGS900</b>
Genuine AMAL Concentric MK1 Set	<b>CGS900G</b>
Concentric MK2	<b>2622/124</b>
Monobloc carb to manifold "O" ring	<b>244/1048</b>
JRC32/34mm Kit	<b>SUND2011</b>

## Monobloc Carbs

We are pleased to offer these carburetors, which are now being made again by AMAL.

The following represents the range we are currently stocking. These carbs, as with the Concentrics above, are jetted approximately correct for most four cycle applications. We will, however, be pleased to jet them to suit your particular machine or to your specifications at no extra charge should you so request.

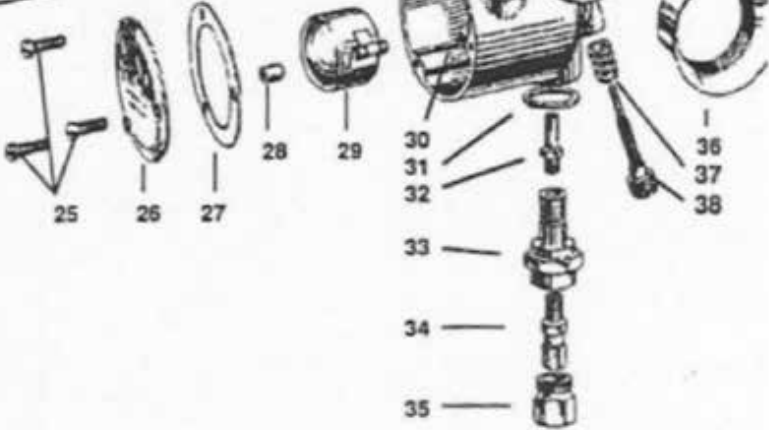
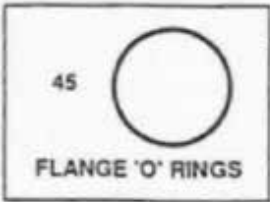
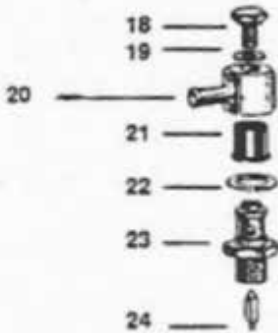
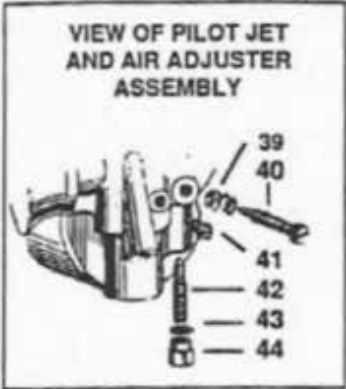


### 376 Series

<b>Size</b>	<b>Part no.</b>
15/16"	<b>376/15</b>
1"	<b>376/16</b>
1 1/16"	<b>376/17</b>

### 389 Series

<b>Size</b>	<b>Part no.</b>
1 1/8"	<b>389/18</b>
1 5/32"	<b>389/18.5</b>
1 3/16"	<b>389/19</b>





**Key to Amal Limited Illustration (Pg 32)**

<b>No.</b>	<b>Component</b>	<b>376 Series</b>	<b>389 Series</b>
1.	Cable adjuster	4/035	4/035
2.	Screw for Cap Spring	4/241	4/241
3.	Spring for Cap	4/235	4/235
4.	Chamber Cap	376/065	389/065
5.	Chamber Top	376/064	389/064
6.	Air Valve Guide	6/047	29/057
7.	Jet Needle	376/063	389/063
8.	Throttle Valve Spring	376/061	389/061
9.	Air Valve Spring	4/046	4/046
10.	Air Valve	376/062	389/062
11.	Clip	4/230	4/230
12.	Throttle Valve (specify size required 3,3.5, or 4 other sizes available to special order)	376/060	389/060
13.	Jet Block-Special Order Only		
14,15 & 17	Tickler Kit	RKC/515	RKC/515
16.	Washer for Jet Block "only available in appropriate gasket sets"		
18.	Banjo Bolt	376/091	376/091
19.	Banjo Bolt Washer	376/092	376/092
20.	Banjo's - See following Section		
21.	Filter	376/093	376/093
22.	Banjo Washer - included as part of filter 376/093		
23.	Float Needle & Seating Kit	RKC/511	RKC/511
24.	Float Needle	622/197	622/197
25.	Screw Set (3)	RKC/516	RKC/516
26.	Side Cover	376/077	376/077
27.	Gasket	376/078	376/078
28, 29, 30	Float Kit	RKC/391	RKC/391
31.	Washer	376/074	376/074
32.	Needle Jet (specify size required 105,106, 107)	376/072	376/072
33	Jet Holder	376/073	376/073
34.	Main Jet (specify size)	376/100	376/100
35.	Cover Nut	376/075	376/075
36.	Air tube Polished Aluminum	376/066A	389/066A
37, 38	Throttle Screw & Spring	RKC/514	RKC/514
39, 40	Air Screw & Spring	RKC/513	RKC/513
41.	Jet Block Peg	376/070	376/070
42.	Pilot Jet (specify size 15,20,25,30)	376/076	376/076
43.	Washer	116/162	116/162
44.	Cover Nut	376/095	376/095
45.	O Ring	244/1048	244/1048

## Monobloc Extended Float Chamber Kits



Part no. **RKC/700**

## Monobloc Stay Up Float Kits



Part no. **RKC/391**

## Chrome Drip Tray A10 BSA Etc.



Suit other models - avoids  
gas dripping on magneto.  
Part no. **67-0120**

## Mikuni Carb Kits

These carbs seem to offer longer life than the original AMAL instruments and are relatively easy to set up. Kits include manifolds, hardware to set up on machine and a selection of jets for fine tuning. Triumph kits include air cleaner assemblies, special K & N assemblies are listed below for Norton Kits.



We have a special range of cables made by Doherty (Clarks) in England for these kits - see below. We can also supply MIKUNI jets and other parts.

We can also supply, at very competitive prices, complete Mikuni carbs and kits for most makes, we can arrange to have them jetted for specific applications if required.

## Single Carb Kits

For 750cc Commando use 34mm kit

For 850cc Commando use 36mm kit

(34mm kit will work on 850 Commando and give good flexibility  
but top end performance will not be as good as with the 36mm kit)

Kit	Part No.
34mm Norton Single Carb Kit	<b>001-252</b>
36mm Norton Single Carb Kit	<b>001-253</b>
32mm Triumph TR6/TR7 Single Carb Kit	<b>001-294</b>

## Twin Carb Kits

Kit	Part No.
32mm Triumph T120 Kit	<b>001-276</b>
32mm Triumph T140 Kit	<b>001-291</b>

## Special Washable K & N Air Filter Assemblies For Norton Single Carb Kits:

Kit	Part No.
For 34mm Kit	<b>RU650</b>
For 36mm Kit	<b>RU850</b>

## Cables For Mikuni Kits

Specially made for us by DOHERTY (Clarks) in England

Single Carb Kits	European Bars	US Bars
34mm Commando Kit	<b>MIK34/36 (36")</b>	<b>MIK34/39 (39")</b>
34mm MK3 Commando	<b>14/104MIK34</b>	<b>14/104MIK34</b>
36mm Commando Kit	<b>MIK36/36 (36")</b>	<b>MIK36/39 (39")</b>
36mm MK3 Commando	<b>14/104/MIK36</b>	<b>14/104/MIK36</b>
32mm Triumph Kit	<b>MIK32/40 (40")</b>	<b>MIK32/43 (43")</b>

## For Twin Carb Kit - Single Cable Twist Grip

Single Carb Kits	European Bars	US Bars
32mm Triumph Kit	<b>96</b>	<b>496</b>

Use cable listed between single pull twist grip and junction box

For cable between junction box and carbs use **MIK32/18 (18")**

## Twin Twist Grip Cables

For UK bars (43" cable)	<b>MIK/T43</b>
For USA bars (49" cable)	<b>MIK/T49</b>

## Cable Operated Chokes

Carb conversion kit	<b>002-351</b>
Cable (32") for low bars	<b>WRML001</b>
Cable (39") for US export bars	<b>WRML002</b>

## Sudco Mikuni Tuning Manual

Very detailed 93 page manual covering construction and tuning of VM, Smooth bore and flat slide Mikuni carbs. Includes details of all parts with part numbers.

*Part no. 89-SUDCO2*

## JRC Flatslide Carburetors For British Bikes

Developed for better starting, engine performance and throttle control. Over 1,500 sold to date. Full range of inexpensive KEHIN type main and pilot jets available. 26 & 30mm carbs use regular AC900 Air Filter assembly with clip 60-0177/8.



Application	Part No.
26mm Flange Mount Carburetor - 2" centres, fits left or right	<b>JRC-26</b>
30mm Flange Mount Carburetor - 2" centres, fits left or right	<b>JRC-30</b>
32mm Spigot Mount Carburetor - Same as Mikuni 40mm inlet stub LH	<b>JRC-32</b>
32mm Spigot Mount Carburetor – Same as Mikuni 40mm inlet stub RH	<b>JRC-32R</b>

26 & 30mm types fasten to the motor in the same way as regular AMAL carbs. The 32mm version connects to either a spigot using a parallel AMAL adaptor or a flanged rubber adaptor on a twin carb inlet manifold.

## Parallel Adaptor

Also suits AMAL MK2 concentrics 32– 34mm  
*Part no. 2928/123*

Clips for same  
*Part no. 2928/146*

## Flanged Adaptor

Best quality (with clips) for 32mm JRC & 32 - 34mm Mikuni  
*Part no. 651-10*

Economy Version  
*Part no. 14-715R*

## Alloy Manifolds

Very good quality - for Norton twin motors.

*For Atlas, G/N15 & P11*  
*Part no. 06-9960*

*For Commando*  
*Part no. 06-9961*



## Suggested Jetting For JRC Carbs

Make/Model of Machine	Carb Size	Needle	Main Jet	Pilot Jet
<b>BSA</b>				
A50	26mm	Std	125	30
A65 Single Carb	30mm	Std (3)	125 (1)	35
A65 Twin Carb	30mm	Std	130	35
A75 3 Carbs	26mm	Std	110 (2)	30
<b>Norton</b>				
750 Twin	30mm	Std	135	35
750 Single	32mm	Std	145	42
850 Twin	32mm	Std	150	42
<b>Triumph</b>				
T100 Single Carb	26mm	Std (4)	115	30
T100 Twin Carbs	26mm	Std (4)	110	30
TR6 Single Carb	30mm	Std (3)	125 (1)	35
TR7 Single Carb	30mm	Std (3)	125 (1)	35
T120 Twin Carbs	30mm	Std	130	35
T140 Twin Carbs	30mm	Std	130	35

## Gasket Sets and O Rings for JRC Carbs

*For 26 & 30mm Carbs*  
*Part no. P01B*

*For 32mm Cards*  
*Part no. P01C*

## JRC Jet Comparison Chart

### Main Jets

Amal Size	Part No.
170	95551-130/125
180	95551-130/128
190	95551-130/130
200	95551-130/132
210	95551-130/135
220	95551-130/138
230	95551-130/140
240	95551-130/142
250	95551-130/145
260	95551-130/148
270	95551-130/150

### Pilot Jets

Amal Size	Part No.
20	N424-21/30
25	N424-21/35
30	N424-21/40



### Throttle Cables for JRC Carbs

Length of outer cover quoted

For 26 & 30mm Carbs	For 32mm Carbs
M42/35 (38")	MIK34/36 (36")
M47/35 (43")	MIK34/39 (39")
M47/30D/6 (49")	

### New Solex Rebuild Parts

(Triumph TRW)

Check Original TRW parts book for details.

Screw	1129
Spring	4384
Bleed, Main Jet	51612/190
Washer	9193
Washer	971
Spring	51762
Neoprene Ring	53364
Washer	2261
Washer	9574
Banjo Bolt	4122
Washer	9573

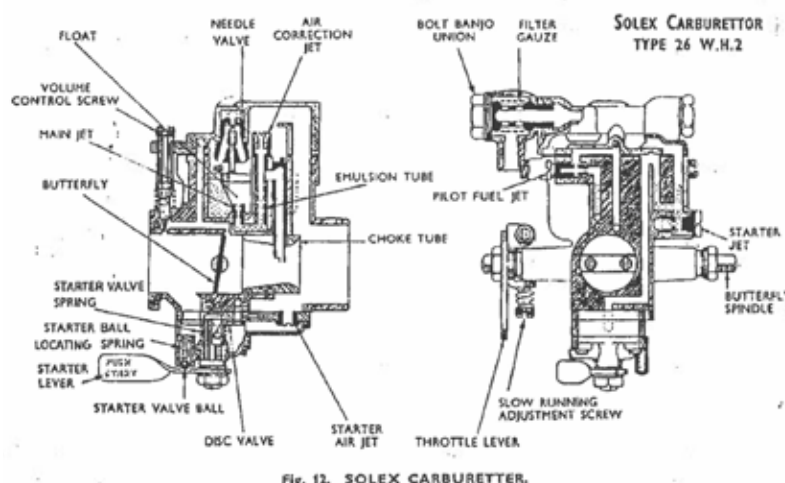


Fig. 12. SOLEX CARBURETTOR.

## Sundry Carb/Gas Line Fittings Gas Tap Spigots & Nuts

For most Norton & Triumph models and post 1970 BSA's (1/2" OD threads)

1/4" Spigot  
Part no. 1719

5/16" Spigot  
Part no. ABF253

Nut for 1/4" & 5/16" Spigots  
Part no. 82-3337



For most pre 1971 BSA's (7/16" OD Threads) except banjo type taps. Lock Nuts for regular 1/4" Gas Taps

Spigot for 1/4" gas line  
Part no. 1717

Nut  
Part no. 1519

Lock Nut for regular 1/4" Gas Taps  
Part no. 83-0006

## Elbow Type Gas Line Fittings

Part no. 73051



For use where there is limited clearance under the tap

## Gas line "T" Junction

Regular 1/4" Size  
Part no. 73057



## Threaded Gas Tap Adaptors

To fit 1/4 BSP taps to 3/8 BSP (BSA) tanks

Part no. 20-3002

Adaptor with filter, used on several BSA models

Part no. 27-8443

1/8 BSP/1/4 used on several Matchless & AJS models

Part no. 02-1387

## Fuel Line Filter

For 1/4" ID gas line

Part no. 20-0008



## Gas Line Assemblies

Made up as original with banjo's to fit carbs and nuts/spigots to fit gas taps.

### Norton Commando (Genuine)

1968-74 Models

Part no. 06-1440

1975 Models

Part no. 06-5192

\*Will fit earlier bikes



### Triumph

T100 Daytona 1968-74

Part no. 82-9272

T100S 1968-70

Part no. 82-9268

(Single Tap, 1 Carb)

T100C 1968-72

T120 1968-70

Part no. 82-8133

TR6 68-70

Part no. 82-9271

T120/T140 1971-78

Part no. 83-3927

TR6/TR7 & A65 71-72

Part no. 83-3507



## Gas lines

Not returnable for credit or refund once cut to length.

### Clear Plastic

1/4" ID

Part no. C299

5/16" ID

Part no. C286

### Reinforced (Braided) Clear Plastic

1/4" ID

Part no. 99-291404

5/16" ID

Part no. 99-291405

### Black Gas Line

1/4" ID

Part no. 99-291406

5/16" ID

Part no. ABF331

## Braided Steel Gas Lines

Available in various lengths and bores. Comprised of rubber hose covered with braided steel. Complete with rubber end caps and clips. Choice of plated aluminized braided steel or stainless steel.

### Aluminized

6mm (1/4") bore

3"

Part no. LMA330

6"

Part no. LMA331

12"

Part no. LMA332

18"

Part no. LMA333



## Braided Steel Gas Lines Aluminized (Cont.)

**8mm (5/16") bore**  
**3"**

Part no. **LMA340**

**6"**

Part no. **LMA341**

**12"**

Part no. **LMA342**

**18"**

Part no. **LMA343**

## Braided Stainless Steel Gas Lines

**8mm (5/16") bore**  
**3"**

Part no. **LMA334**

**18"**

Part no. **LMA337**

## Stainless Steel Line Sold in Bulk

**1/4" bore**

Part no. **LMA366**

**5/16" bore**

Part no. **LMA367**

Rubber end fittings for 1/4" & 5/16" lines

Part no. **LMA338**

Clips for 1/4" & 5/16" lines

Part no. **PPC15**

## Gas & Oil Line Ferrules

For 1/4" Gas Line  
Part no. **73021**

For 5/16" Gas Line  
Part no. **O9**

For 1/2" ID Oil line  
(Matchless)  
Part no. **6703K25**



## Ferrule Crimping Tools

For 1/4"

Part no. **97-017**

For 5/16"

Part no. **97-017/5**

For 1/2"

Part no. **97-017/2**



## Gasline Hose Clips

7/16" ID Clip suits 1/4" ID gas & oil lines

Part no. **L18D**

1/2" ID Clip suits 5/16" ID gas & oil lines"

Part no. **L18B**

5/8" ID Clip suits 3/8" ID

Part no. **L18C**



## Gasline Banjos for Concentric and Monobloc Carb

Single 1/4"

Part no. **73031**

Double 50 degrees 5/16"

Part no. **24A**

Double 180 degrees 1/4"

Part no. **376/419**

Double 150 degrees

Part no. **376/139**

## Gas Taps

Please note our gas taps are British made, unless otherwise stated. Lock nut feature ensures proper positioning. Taps with brass internals were originally designed to be used with gas which contained lead and sulfur, both of which have since been removed. To keep these taps working smoothly (and to substantially extend the life of inlet valves) it is recommended that small amount of proprietary upper cylinder lubricant be used. Even an ounce of 2 stroke pre-mix in every tank of gas seems to do the trick.



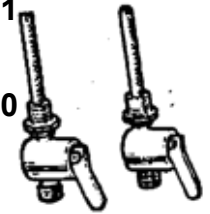
**1/4" X 1/4" with flat bar and brass, not plastic internals.**

Main Tap (with tube)

Part no. **83-2801**

Reserve Tap

Part no: **83-2800**



Taiwanese reproduction taps

Part no: **83-2801E**

Part no: **83-2800E**

**As 83-2800/1 but with Position Indicator.**

As fitted to 1974 onwards Triumph and Norton models

Main Tap (with tube)

Part no. **60-4511**

Reserve Tap

Part no: **60-4512**

## BAP Taps 1/4 BSP

Modern design – will fit most Norton and Triumph models. Our best selling taps! As used on 1979 onwards Triumphs. Have sold several hundreds of these taps with no complaints.

Main Tap (with tube)

Part no. **60-7266**

Reserve Tap

Part no: **60-7267**



## USA made Top Quality Gas Taps

Billet alloy body, brass ball valve, 2 viton seals, replaceable filters, tested to 35 psi, 1/4 x 1/4 BSP for most British bikes apart from pre 71 BSA



## USA made Top Quality Gas Taps (Cont.)

**1/4 BSP TO tank 1/4 OD spigot to gas line**

Main  
Part no. **064ESL**

Reserve  
Part no. **064-RESL**

**1/4 BSP to tank, 1/4 BSP male threaded adaptor to gas line**

Main  
Part no. **065ESL**

Reserve  
Part no. **065-RESL**

## AJS & Matchless Gas Taps

**1/8 X 1/4 Fit most models up to 1950's. UK made.**  
Part no. **01-7050**

Taiwanese copy  
Part no. **01-7050E**



## Pre 1962 Triumph Type

Made in England.

**1/4" x 1/4"**  
Part no. **82-3057**

Taiwanese copy  
Part no. **82-3057E**



## Pre 1971 BSA A50/65 & B44VS

**3/8" x 7/16" with back entry**  
Part no. **68-8024**



## BSA Type for Banjo Fitting

Part no. **42-8075**



## B25/44 Type Tap (Not B44VS)

Part no. **65-8171**



## Chrome Push-Pull Tap

Similar in appearance to those fitted to many machines, including late AMC models.

Standard 1/4" pipe thread  
Part no. **73066**



Economy version (made in India)  
Part no. **73066E**

## Quality UK Made Brass Tap

**1/8" BSP to tank 1/4" BSP to gas line.**  
Part no. **PT003**



## Gas Tap Parts:

### Replacement Plunger for BSA Taps

Standard Pull on  
Part no. **73102**



Pull on/turn to lock  
Part no. **73104**

### Plunger Conversion Kit -BSA Tap

Compatible with all modern fuels. Special kit made in the USA to convert original plungers to improved type with viton seals for long reliable service.



Part no. **73105**

Replacement "O" Rings (2 required)  
Part no. **73105A**

### Gas Tap Screw

For BSA plunger type taps  
Part no. **0733**

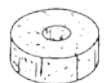
### Seals for Monza Caps

2" Cap  
Part no. **0184B**

2 1/2" Cap  
Part no. **0184C**

### Corks for Older Type Taps

Flat Type  
Part no. **93-00546**



Tubular Type  
Part no. **93-03207**





## Gas Tap to Tank Sealing Washers

Dowty type tap washers for regular 1/4 BSP (1/2" OD) taps fitted to many bikes.

Part no. **70-7351W**



For Larger BSA A50/65 taps (3/8" pipe thread) use fibre washer

Part no. **24-8504**

## Gas Tanks:

The tanks we presently carry are listed below, however we are working on expanding the range.

Most enthusiasts will be aware of the problems caused by additives in North American gas rotting right through British fiberglass tanks. The situation most often brought to our attention is that with Norton Commando's.

## Lyta Replica 13/4 Gallon Alloy Tank

For Norton P11 & N15CS, Matchless G15CS, G80CS & G85CS. Aluminum in primer. Copy of tanks used as original equipment on many factory competition bikes

Part no. **LYTA1P**

## Norton/Matchless P11

Bare Steel replica of original tank fitted to G/N15CS, P11A, Ranger and G80CS for 1966-68 models.

Part no. **03-3061**



## Steel Norton Commando Tanks

Very good quality bare steel Roadster tank made by EMGO.

Part no. **SPE054**



## Steel Triumph T120 US Export 1966-70 Tanks

2.5 Imperial gallons

Made in Taiwan

Part no. **82-6728**



## Genuine Norvil Production Racer Alloy Tank

Part no. **06-3710A**

## Gas Tank Badges:

### AJS 1956-60

Part no. **02-2362**



### BSA A10 etc.

Red/ Silver 3 3/16"

Part no. **65-8220**



Mounting Clips with Screws

Part no. **93-10653**

### BSA A65 etc

Red/Gold Plastic (Pea shaped, single screw)

Part no. **40-8122/3**



Backing Rubber (for plastic badges only)

Part no. **40-8124**

Metal badges (1968 on need painting to suit individual model, 2 screw type)

Part no. **82-9695/6**



Metal badges (for 1971-72 models)

Part no. **60-2568**

## Gas Tank Badges (Cont.):

### Matchless

Large Chrome "M" Badges (to 1952)

Part no. **28892**

Round Plastic 1961

Part no. **02-7026**

1965-1968 Made Exclusively  
for Walridge Red/Gold

Part no. **04-8499**



Backing Rubber (for 04-8499)

Part no. **04-8500**

Screws (for 04-8499)

Part no. **40-8016**

### Norton

Round badge fitted to various  
models including N15CS and  
P11.

Part no. **25217**



1968 Commando tank and  
tail piece badges – excellent  
quality

Part no. **06-0499**



### Triumph

1966-68 "Fish Eye" Style

Right Hand

Part no. **82-6888**

Left Hand

Part no. **82-6887**

For a pair order

Part no. **82-6887/8**



1969 Onwards

Right Hand

Part no. **82-9700**

Left Hand

Part no. **82-9701**



Quality Oriental Reproduction

Part no. **82-9700/1E**

## Gas Tank Mounting Parts:

### BSA

For Oil-in-frame Models see  
Triumph below Grommet- with  
BSA logo for centre of tank.

For Most Pre 1971 Models with  
Steel Tank

Part no. **42-8010**

For Fiberglass Tank (B25/44 etc)

Part no. **40-8107**



### Norton

Rubber strap to retain rear  
of tank to frame on Norton/  
Matchless G/N15,  
P11 and Commando models  
to 1972.

Part no. **06-0498**

### Norton/Matchless G/N15 + P11

Front mounts:

Special Bolt (x2)

Part no. **02-7161**

Long Rubber(x2)

Part no. **02-1174**

Short Rubber(x4)

Part no. **01-4996**

Washers (x2)

Part no. **01-4999**

Nuts(x2)

Part no. **01-6845**

Commando - Support pad  
under tank

Part no. **06-2567**

### Triumph

### T100/T120 Etc. (Pre oil-in-frame)

Front Mounts (2 ea required):

Bolt (1966-68)

Part no. **82-1808**

Stud (1969 on)

Part no. **21-1883**

Nut (1969 on)

Part no. **99-815**

Cups (1966 on)

Part no. **82-3814**



Rubber (1966 on)  
Part no. 82-5228

Rubber (1966 on)  
Part no. 82-5229

### Rear Mounts 1967 on:

Bolt  
Part no. 82-7388

Cup  
Part no. 82-3814

Rubber  
Part no. 82-5336

Rubber  
Part no. 82-0967

Complete Kit 69-70 650's and  
69-74 500's  
Part no. 26787

### Tank Parcel Rack

2 Bar  
Part no. 82-3917

3 Bar  
Part no. 82-2933

Chrome Screws  
Part no. 82-2936



### Central Styling Strip

T100 1968-74  
Part no. 83-0007

T120/TR6  
Part no. 83-0031

Rear Retaining Hook with nut  
(T100/120/TR6)  
Part no. 83-0008

## BSA A50/65 (2 Gallon export tank) up to 1970 & Triumph 1971-2 oil-in-frame twins

Front Strip  
Part no. 83-3134

Rear Strip  
Part no. 83-3135

Beading Holder  
Part no. 83-3318



### Parts for Oil-in-frame BSA & Triumph:

**Single Cylinder Machines**  
Central Compression Bung  
Part no. 82-9064

**Twins**  
Big "U" Shaped Support Rubber  
Part no. 83-4932

Frame Headstock Rubbers  
(Control side to side movement)  
Part no. 83-4931



Top Central Grommet (T120/TR6)  
Part no. 83-3068

83-3068 with Triumph Logo  
Part no. 83-3068A

**T140/TR7**  
Central Mounting Grommet  
Part no. 83-4934

Central Badge Grommet  
Part no. 97-5061

Plastic Badge  
Part no. 83-4776

## Knee Grips

We find modern contact adhesive is the best way to install knee grips (other than the types which fit over metal plates)

### Matchless/AJS

**Heavyweight singles & Twins 1938-56**

Matchless  
Part no. 01-0906/7

AJS  
Part no. 01-1005/6



G15MK2&CSR  
Part no. 04-2889/90



### Norton

Atlas  
Part no. 22721/2



### Triumph

1938-66 Type  
(fit over metal plates)

**Import**  
Part no. 82-1605/6  
**Top Quality made in UK**  
Part no. 82-1605/6UK



Pre-Unit screw on type  
**Import**

Part no. 82-2551/2  
**Top Quality made in UK**  
Part no. 82-2551/2UK

T100/T120/TR6 1963-67  
Part no. 82-5401/2

*T120/TR6 (1968-70) & T100 (1968-74)*

*Part no. 82-8192/3*

*Genuine T120/TR6 (1968-70) & T100 (1968-74)*

*Part no. 82-8192/3G*



## Gas Tank Caps

*Standard Domed Bayonet Type used on most popular British machines*  
*Part no. 83-3875*



*Flat Type Used on Many Early Bikes*  
*Part no. 29-7898*

*Standard Bayonet Type with Retaining Chain*  
*Part no. 82-3658*



*Spare Cork Washer For Above Caps*  
*Part no. 82-4048*

*Norton Commando Flip-up Type also used on many BSA B25, B44, A50 & A65 Models*  
*Part no. 06-0681G*

*Norton flip up type with lock*  
*Part no. 06-0681L*

*Economy Type*  
*Part no. 06-0681E*

*Seal for Cap*  
*Part no. 06-0681S*



## Monza Gas & Oil Tank Caps

*2"*

*Part no. 72033*

*2 1/2"*

*Part no. 72034*



## 2 1/2" Hinged Caps

*Three Finger Type used on several BSA & Matchless*  
*Part no. 93-04987*

*Two Pin Type used on several BSA Norton & Matchless models, including G80CS, N15CS & P11*  
*Part no. 68-8083*

## Air filters

Note- Air filters for Mikuni carbs listed in Carb section of Catalogue

***Alloy bellmouth (velocity stack) with mesh screen (too wide to fit Norton & Royal Enfield twins)***

*376 Monobloc & 622/624/626 Concentric*  
*Part no. L295*

*389 Monobloc*  
*Part no. L296*



*928/930/932 Concentric*  
*Part no. L297*

The following round chrome air filter assemblies (include filter elements) are made by the original Copper and Asbestos (now Copper and Automotive) factory which supplied BSA & Triumph. We also offer cheaper reproductions – identified by "E" at the end of the part numbers.

The off-set type is generally used for single carb machines, because of a lack of room between the back of the carb and the frame, however it is necessary to refer to the original parts book for a particular machine to be absolutely sure as to correct fitment.



## Round Type

*Offset for 376/600 carb*  
*Part no. AC376*

*Central for 376/600 carb*  
*Part no. AC376/C or AC376/CE*

*Offset for 389/689 carb*  
*Part no. AC900*

*Central for 389/689 carb*  
*Part no. AC389/C*

*Offset for 389/900 carb*  
*Part no. AC900 or AC900E*

*Central for 900 carb\**  
*Part no. AC900/C or AC900/CE*

**Note AC900/C is by far the most popular, fitting all 1968-70 T120 machines**

## K&N (Washable) Offset Filter Assembly

*For 900 series*  
*Part no. RC-0330*



## Adaptor Rings

376/600

Part no. **70-4576**

900

Part no. **71-1860**

389

Part no. **82-5958**

## Clips for Offset Carbs

To hold filter assembly to  
back of carb

Part no. **60-0177/8**

## Special Walridge Purchase

Clip/Bolt & Nut Assembly to  
hold chrome ring on round  
filter

Part no. **CAW202**

Back plates with "Bulge" as  
fitted to 1968-70 T120 etc.

Part no. **AFP1**

## Copper & Asbestos Washer Co Decal

Original Type for back of  
filter

Part no. **44-00215**

**Your restoration won't be  
complete without it!**

## T150/A75 Date Box

Filter Assembly

Part no. **60-2567**



## T150 Breather Hose - Air Filter to Crankcase

Part no. **82-9563**



## Norton Commando Air Filter Parts

Mild Steel items finished in primer

*Twin carb models*

Part no. **06-0902**

*Back plate*

Part no. **06-2799**

*Perforated Surround*

Part no. **06-0816**

*Perforated Surround in Stainless  
Steel*

Part no. **06-0816S/S**



## Norton, Matchless, P11/P11A & Ranger

*Aluminum (as original)*

Part no. **03-3258A**

*Steel*

Part no. **03-3258**



*Stainless Steel*

Part no. **03-3258S/S**

## Round "Pancake" Type Filter for Mikuni Carb

For Mikuni 32mm and JRC 30 &  
32mm Carbs.

Part no. **005-111**



## Norton Atlas & All Norton/Matchless G15/N15 Series

Mild Steel

*Mounting O Ring for 25403  
Series Filter Assembly  
(2 required)*

Part no. **06-0449**

*389L/H with 689 "chopped  
off" no float chamber R/H  
(1964-66)*

Part no. **25403/1**

*Stainless Steel*

Part no. **25403/1S/S**

*389 "Handed" R/H & L/H  
(both carbs have float  
chambers) 1966-67*

Part no. **25403/2**

*Stainless Steel*

Part no. **25403/2S/S**

*900 Series Concentric  
1967-68*

Part no. **25403/3**

*Stainless Steel*

Part no. **25403/3S/S**

## Replacement Air Filter Elements

*Norton Atlas, Matchless G15/  
N15*

Part no. **06-9650**

*P11*

Part no. **03-3188A**

*P11 (K&N type)*

Part no. **03-3188**

*Commando 1963-74*

Part no. **06-0673**

*K&N Element original shape*

Part no. **06-0673/A**

*Complete K&N Commando  
Air box*

Part no. **06-0673/B**

*Complete K&N Atlas etc Air  
Box*

Part no. **06-0673/C**

**Commando MK3**  
Part no. **06-4536**

**MK3 Air Box Seal**  
Part no. **06-4174**

**BSA/Triumph**  
Paper Type for round filters  
(oriental reproduction)  
Part no. **82-5694E**



**Cloth/Gauze for round filters**  
longer life (made in England  
by original manufacturer)  
Part no. **82-6866**

**Special K & N Washable**  
Element (for round filters)  
Part no. **82-6866K**

**Rectangular filter for 1971-73**  
Twins  
Part no. **60-3072**



**Rectangular filters for 1974**  
onwards Twins  
Part no. **60-4265**

\* For 1974 onwards twins the  
earlier filter 60-3072 is less  
restrictive and will improve  
performance of the machine  
however, slightly richer jetting  
may be required.

**T150/A75 Triples**  
Part no. **70-9138**



**T160**  
Part no. **83-5092**

## **Adaptor Rings for** **Back of Carbs**

For Norton Commando  
(1968-74)

**Genuine**  
Part no. **03-3027**



**Stainless**  
Part no. **03-3027S/S**

## **T150/A75 Manifold to** **Head Rubbers**

Part no. **70-9060**

## **Air Cleaner Connector** **Hoses**

**BSA A65 1971-72**  
Right hand  
Part no. **83-2624**

Left hand  
Part no. **83-2623**

**Matchless**  
G80CS 1964-68  
Part no. **02-9493**

**Norton**  
Commando (1968-74) Repro  
Part no. **06-2537E**

**Genuine Norton**  
Part no. **06-2537G**



**Triumph**  
TRW  
Part no. **82-3114**

**Pre-Unit T110 etc. Oil-in-frame**  
Twins  
Part no. **82-4672**

**TR6 (1971-73)**  
Part no. **83-2625**

**T120/140 (1971-76)**  
Part no. **83-2626**

**T140 (1977-78)**  
Part no. **71-7019**

**TR7**  
Part no. **83-5161**

## **Manifold Alloy Spacer** **for Norton Atlas, P11,** **& Matchless G/N15**



Walridge Exclusive! ½" Thick  
(early Atlas were 1" but ½"  
work fine). Yes they fit with  
three studs and one allen  
screw as original!

**Spacer**  
Part no. **03-0561**

**Unions**  
Part no. **23873**

**Washers**  
Part no. **00-0203**

**Studs**  
Part no. **57-0323A**

**Nuts**  
Part no. **70-1310**

**Allen Screw**  
Part no. **03-0343**

**Washer (4)**  
Part no. **06-7622**

## **Triumph Stainless** **Parts Carb and** **Manifold Fixing Nuts** **& Washers**

**Carb Retaining Lock Nuts –**  
Most 1970 onwards  
Triumphs  
Part no. **14-1201S/S**

**TR6/TR7RV (69 on)**  
Manifold to Head Nuts  
Part no. **21-1877S/S**

**Washers for Above**  
Part no. **60-4248S/S**

## Chapter 3 Oil Filters & Related Components

### Oil Filters

#### BSA/Triumph

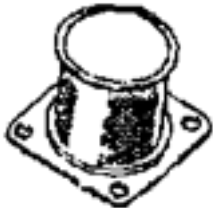
*B25 (1971 on)*  
Part no. **99-1179**

*T150/A75*  
Part no. **70-6571**



*650/750 (1971 on twins)*  
Part no. **83-4783**

\*Gauze filter for oil sump in frame



This is the later, improved, filter which was fitted to the 1973 onwards machines. The earlier filters had a hole in the top and the oil feed to the motor was taken from a tube on the lower side of the frame. The later bikes used this filter which does not have the hole. The side feed has to be closed off and the later sump plate, which incorporates the feed and a drain plug should be installed. The original style filter can still be purchased to special order.

#### Later Style

*Sump Plate*  
Part no. **71-7584**

*Drain Plug*  
Part no. **21-1872**

*O Ring for Plug*  
Part no. **37-3761**

### Special Tri-Cor Filter Kits

Mount unobtrusively on frame and give appearance of being original parts rather than add ons, acceptable to fit most bikes.

*1963-70 Triumph Twins*  
Part no. **RS009**

*For oil in frame Triumph & BSA Twins*  
Part no. **RS024**

*Type using B25 cartridge type filter – replaces gauze filter in oil-in-frame bikes*  
Part no. **RS004**



### Matchless & AJS

*Singles and Twins 1936-55*  
(fits in oil tank)  
Part no. **00-0796**

### Norton Commando

*Economy Element*  
Part no. **06-3371E**

*Genuine Element*  
Part no. **06-3371G**



### Oil Filter Parts:

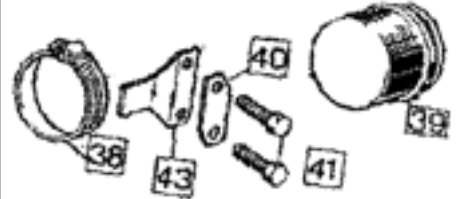
#### Triumph/BSA Triples

*Alloy Cap for Filter*  
Part no. **71-1270**



### Norton Commando

We stock all the individual components to install the Commando oil filter. This assembly can also be fitted in the return line of most other British machines



*38. Screw Clip*  
Part no. **06-3369**

*39. Filter Mounting Head*  
Part no. **06-3139**

*40. Tab Washer*  
Part no. **06-3142**

*41. Screw*  
Part no. **14-0114**

*43. Retaining Strip*  
Part no. **06-3368**

### Norton Commando Complete Genuine Kit

*Oil filter kit with Herringbone hose*  
Part no. **06-4283**

### Oil Line

Original Herringbone Type.  
Sold by the Ft.

*3/16"*  
Part no. **99-109**

*1/4"*  
Part no. **99-110**

*5/16"*  
Part no. **99-111**

*3/8"*  
Part no. **C403**

*7/16"*  
Part no. **PS175**

## Oil Line (Continued)

Braided Oil Line. Similar in appearance to Herringbone. (sold in 6' lengths)

1/4"  
Part no. **DS-096671**

5/16"  
Part no. **DS-096672**

3/8"  
Part no. **DS-096673**



Generic Black Oil Line Good Quality. Sold by the Ft.

5/16"  
Part no. **SPE077**

3/8"  
Part no. **SPE078**

Matchless & AJS Original Style Black 1/2" ID Oil Line  
Part no. **00-0950 (Sold per ft)**

Sleeve to fit over 00-09850  
Part no. **00-0951**

## Chapter 4 Engine Parts

### Valve Guides & Springs

Braided Oil Line. Similar in The items listed below are the original equipment and are made to the same standards. We also list superior quality **Norman Hyde** Products. Before installing the valve springs, it is recommended that their fitted length be carefully measured. After years of grinding and seat wear, the valves will often have sunk into their seats. This results in the springs being under insufficient tension and require shimming of the bottom collars to compensate. Design changes to the Triumph 650cc heads over the years also make it very important to check valve spring fitted lengths.

Triumph and BSA triples experienced quite severe tappet adjuster and valve stem wear with the early models and several design changes were made. The tappet adjuster "feet" were enlarged to spread the load over the whole of the top of the valve stem to eliminate localized wear. To accommodate these adjusters the length of the valves above the collets were reduced.

The final adjusters had captive ball bearings. We recommend the use of mushroom headed tappet adjusters - these are available in a short form for the earlier type "long" valves and a long form for the later "short" valves. If a choice has to be made, it is preferable in all motors to use the later short valves with long adjusters, as this provides better valve geometry

### Valve Guides & Springs



Valves  
(please also see Norman Hyde sets below)

#### BSA

B25 67-72, IN  
Part No. **70-8112**

B25 67-72, EX  
Part No. **68-0662**

A50 66-70, IN  
Part No. **70-8112**

A50 66-70, EX  
Part No. **68-0662**

A65 62-65, IN  
Part No. **68-0156**

A65 66-72, IN  
Part No. **68-0665**

A65 66-72, EX  
Part No. **68-0663**

A75 69-72, IN  
Part No. **70-6422**

A75 69-72, EX  
Part No. **70-6423**

**Norton (Matchless G15 same as Atlas)**

Atlas & P11 64-68, IN  
Part No. **06-7884**

Atlas & P11 64-68, EX  
Part No. **06-7570**

Commando 68-75, IN  
Part No. **06-4034**

Commando 68-75, EX  
Part No. **06-5115**

#### Triumph

(For TR25W see BSA B25 above)

T100 59-66, IN  
Part No. **70-4012**

T100 59-66, EX  
Part No. **70-4013**

T100 67-74, EX  
Part No. **70-6853**

T100 67-74, EX  
Part No. **70-6854**

650/750 65 on, IN  
Part No. **70-4603**

Twins 65 on, EX  
Part No. **70-2904**

T150 69-72, IN  
Part No. **70-6422**

T150 69-72, EX  
Part No. **70-6423**

T150 73-76, IN  
Part No. **71-3361**

T150 73-76, EX  
Part No. **71-3362**



## Valve Guides



### Phosphor Bronze

Original Parts books list cast guides for some models and years and phosphor-bronze for other. Expert opinions differ widely on this subject however we recommend that for machines which are not in daily use, phosphor-bronze guides should be used because they have better lubrication properties.

### IMPORTANT- PLEASE NOTE

The inside diameter of a valve guide must be checked, and reamed if necessary, once it has been installed in the head, to ensure correct clearance for the valve stem. Inference fit of 0.001" is recommended. If installed too tightly they will tend to close up when hot, which can cause the valve to seize.

**We carry a large range of oversized guides, these are listed on our website by the guide number. For example for 6 thou over 650 Triumph guides use 70-0331/006.**

Recommended valve to guide clearance is 0.002" inlet and 0.0025" exhaust.

### BSA

*B25/44/50 67-72, both IN/EX  
Part No. 70-8226*

*A50 62-70, both IN/EX  
Part No. 68-0159*

*A65 62-66, IN/EX  
Part No. 68-0159*

*A65 67-70, IN/EX  
Part No. 68-0809*

*A65 71-72, IN/EX  
Part No. 71-2300*

*A65 69-72, IN/EX  
Part No. 70-0343*

**Matchless** - G15 as Norton Atlas

### Norton

***Our 850 bronze guides have machined lips and do not require circlips***

*Atlas/P11 49-68, both IN/EX  
Part No. 06-3527B*

*N15CS 64-68, both IN/EX  
Part No. 06-3527B*

*Commando 68-72, IN/EX  
Part No. 06-3527B*

*Commando 72-74, IN  
Part No. 06-2725B*

*(750) 72-74, EX  
Part No. 06-3527B*

Note - Bronze guides 06-2725B (seal type) and 06-3527B can be used in earlier 650/750 Norton motors

*(850) 73-75, IN (cast iron)  
Part No. 06-5027C*

*(850) 73-75, IN  
Part No. 06-5027B*

*(850) 73-75, EX (cast iron)  
Part No. 06-5024C*

*(850) 73-75, EX  
Part No. 06-5024B*

### Triumph

***Our T100 guides have machined lips and do not require circlips***

TR25W - See BSA B25 above

*T100 69-74, both IN/EX  
Part No. 70-6301*

*650/750 59-81, both IN/EX  
Part No. 70-0331*

*Twins 59-72, IN  
Part No. 70-1480*

*Twins 59-72, EX  
Part No. 70-2900*

*T150/160 69-76, both IN/EX  
Part No. 70-0343*

*TRW both IN/EX  
Part No. 70-3062*

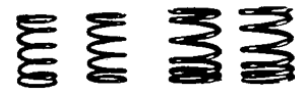
### Valve Guide Circlips

*Norton 850 Commando  
Part no. 01-1111*

*Triumph T100  
Part no. 70-3209*

### Valve Spring Sets

**BSA**  
B25  
Part No. D404A



*A50/65 1968 on  
Part no. PS104*

*A75  
Part no. PS168*

### Norton

*All Twins (Genuine) 1962 on  
Part No. 97-100*

\*Can also use Triumph spring set PS104 on Norton Twins (recommended)

### Triumph

TR25W - See B25 above

*T100 (159-74)  
Part No. PS103*

*T120/140 (also TR6/TR7)  
Part No. PS104*

*T150/160  
Part No. PS168*

## Camshaft and Follower Reconditioning Service

It is impossible to give specific prices. Minor pitting on the bearing surfaces is not usually a functional problem and can be ignored. For a quote send in your part for us to examine.

## Camshafts

### BSA

A65 1966-72

Part no. **68-0473**



### Norton

Atlas G/N15 and Commando with tach drive on timing cover 1962-70

Part no. **06-7817**

Commando (std Cam) 1970-76

Part no. **06-1084**

Norvil Commando 3S Camshaft - more top end without losing low end torque. Based on the Production Racer cam 1970-76

Part no. **06-3761**

### Triumph

T120/TR6 1970-72, IN

Part no. **71-1063**

T120/TR6 1967-72, EX

Part no. **70-9989**

T140/TR7 1973-78, IN

Part no. **71-7016**

T140/TR7 1973-78, EX

Part no. **71-7017**

## Megacycle Cams

We are proud to order these high quality American made products. Listed below are the items we carry in stock. This company manufactures a vast range of cams for regular street, high performance and competition uses. Please contact us with your specific requirements. When fitting these Camshafts, assembly lube must be used and tappets must be in new condition. Piston and valve clearance must also be checked carefully.

Redline assembly lube

Part no. **99-REDLINE**

### BSA

A65 Better mid range & top end than stock cam (use standard pistons, springs & tappets)

Part no. **542-X2**

### Norton

750 Twins Best all round performance - good torque for low & mid range.

Part no. **560-NR**

750/850 Norris SS Profile for added top end power, especially good in 850 & larger motors.

(Must use racing springs & tops VSK901-N)

Part no. **560-NSS**

### Triumph

650/750 Twins Best street cam, increases low & mid range performance (Use standard pistons, springs & tappets)

Part no. **510-05**

## TT Style Performance Street Cam

Gives broad power band with better top end. (Must modify pistons & use racing springs & tops VSK-506-T) RD Racing Springs & Tops Sets

### Norton

Part no. **VSK901-N**

### Triumph

Part no. **VSK506-T**

## Cam Followers

### BSA

A50/65

Part no. **68-0362**

### Norton Twins Genuine (Pr)

(need 2 per motor)

Part no. **06-7820**

### Triumph 650/750 Twins

Inlet 1967-74

Part no. **70-3059R**

Exhaust 1968-80

Part no. **70-8801**

## Cam Bushes

### Norton

Commando 850 (Not MK3)

Driving Side

Part no. **06-3021**

Timing Side

Part no. **06-3020**

### Triumph 650 & 750cc Twins

Cam Bush Sets (4)  
Made in US

1964-69 Models

Part no. **050ESL**

1970-82 Models

Part no. **050ESL**



## Push Rods

### BSA

A65 Inlet

Part no. **68-0370**

A65 Exhaust

Part no. **06-3072**

A75 as T150 Triumph

**Push Rods (Cont.)****Triumph**

T100

Part no. **70-4008**

T120/TR6

Part no. **70-2620**

T140/TR7

Part no. **71-3330**

T150 69-70

Part no. **70-6506**

T150 71-74

Part no. **71-1238**

T160

Part no. **71-3974****Norton Genuine Commando Inlet**Part no. **06-7940**

Exhaust

Part no. **06-7941****Tappet Adjusting Screws**Triumph Adjusting Screws  
1964-77Part no. **70-1513****Mushroom Headed  
Tappet Adjusters  
Made in USA****BSA**

A50/65

Part no. **036DRL**

A75

Part no. **037DRL****Norton**

500-850 Twins 1948-76

Part no. **039DRL****Triumph**

T100

Part no. **043DRL**

650/750 Twins to 1978

Part no. **026DRL**

T150 Early with long valves

Part no. **037DRL**T150 Late & T160 with short  
valvesPart no. **038DRL****Valve Collets (Keepers)****BSA**

B25/44/50 &amp; A50/65

Part no. **71-1166****Norton**

Atlas/Commando

Part no. **06-7507****Triumph**All unit construction Twins &  
TriplesPart no. **99-0062****Rocker Feed Lines****Norton**Commando Black Plastic Type  
Genuine NortonPart no. **06-5561G**

Reproduction

Part no. **06-5561E**

Stainless

Part no. **06-5561S/S**

Steel Types

66-68 Atlas, G/N15 &amp; P11

Part no. **02-5328**

Early Commando

Part no. **06-0394****Triumph**

For 500cc T100

Part no. **70-7576**

For 650cc models 1966-70

Part no. **70-6349**

For 650cc models 1971-73

Part no. **71-2428**

For 650cc models 1971-73

Part no. **71-2428**

For 750cc twins

Part no. **71-3550****Rocker Feed Domed Nuts**26tpi for BSA B44 and Triumph  
500 & 650 Twins

Regular

Part no. **70-1435**

Stainless

Part no. **70-1435S/S**

24tpi for Triumph 750 Twins

Regular

Part no. **21-0550**

Stainless

Part no. **21-0550S/S****Norton Rocker Feed Banjo  
Bolts**Polished Stainless Steel for all  
Norton Twins (inc. G15, P11)Part no. **06-7696S/S****Rocker Spindle****Norton**For all Commando models.  
Also suits Atlas, G15 & N15  
machines from mid 1966 on  
Part no. **06-7924****Triumph Twin Rocker Box  
Caps**

1963-71 Indian made

Part no. **70-4610E**

Superb Quality Polished

Part no. **70-4610**650 Rocker box stud and nut  
set 1969 onPart no. **26424**

## Domed Nuts-Rocker Covers

### AJS & Matcless

All heavyweight singles.  
Domed nut in chrome (3 req.)  
Part no. **00-0623**

### Norton Twins

Front Regular  
Part no. **06-7552**

### Front Stainless

Part no. **06-7552S/S**

### Rear Regular

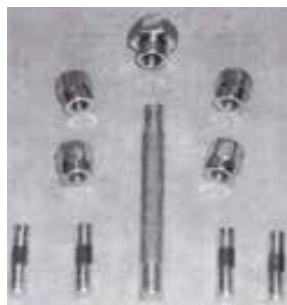
Part no. **06-7562**

### Front Stainless

Part no. **06-7562S/S**

## Stainless Steel Valve Cover Stud & Nut Set

5 Studs with 5 Dome Nuts  
Part no. **SPE143**



## Rocker Spindle Cover Plates

### Norton Twins

Polished Stainless Steel (set of 4)  
Part no. **DCE3**

### Stainless Steel Bolt (8 required)

Part no. **06-3124S/S**

## Set of 8 Plates

### Inner and outer stainless steel

Part no. **06-7575/9 S/S**

## Pressure Relief Valve Dome Nuts

Polished Stainless Steel

### Norton Twins

Part no. **06-7543S/S**

### Triumph Twins

Part no. **70-6596S/S**

## Norton Motor Fittings- Stainless Steel

All Dominators Before Atlas	No. Req'd	Part Number
3/8" Head Bolt with Washer	4	DE32

Atlas & Commando	No. Req'd	Part Number
Sleeve nuts as 06-3192 with reduced hexagon for better wrench access (Genuine)	2	06-3192S/S
Top Front Head Nut with Washer (Genuine)	2	06-7529S/S
Top Centre Head Bolt with Washer	1	DCE8
Rear Head Nut (between carbs- no washer used)	1	06-7870S/S

Atlas & G15	No. Req'd	Part Number
5/16" Head Bolt with Washer	4	DE42
Head Steady Stud & Nut (Atlas only)	1	DE49
Cylinder Base Stud Set	1	CE27
Base Nut & Washer Set	1	CE30
Timing Cover Slot Screw Set	1	DE35
Set of all parts to clamp crankcases together	1	DCE59

Commando	No. Req'd	Part Number
Cylinder Base Stud Set (26tpi—early models only)	1	CE27
Base Nut & Washer Set (26tpi —early models only)	1	CE30
Cylinder Base Stud Set (UNF —late 750 models)	1	CE28
Base Nut & Washer Set (UNF-late 750 models)	1	CE31
Cylinder Base Stud Set (850)	1	CE29
Base Nut & Washer Set (850)	1	CE15
Set of all parts to clamp Crankcases together (750 only)	1	DCE59
Set of all parts to clamp Crankcases together (850 only)	1	CE60
3/8" Cylinder head bolt	4	06-0401S/S
Head Steady Allen Screw Set	1	CE6
Timing Cover Slot Screw Set (early models with tach drive on cover)	1	DE35



<b>Commando Continued</b>	<b>No. Req'd</b>	<b>Part #</b>
Timing Cover Slot Screw Set (70 on points in cover)	1	<b>CE37</b>
1970 on Tach Drive Allen Screws (sold by pair)	1	<b>CE18</b>
Set of Bolts/ Nuts & Washers to fasten Motor into Plates NOT MK3	1	<b>CE58</b>
Oil Feed Union to Crankcase Bolt	1	<b>03-0448S/S</b>

### Stainless Steel Pressure Relief Valves By SRM

For Norton twins  
Part no. **06-6195SRM**

For BSA & Triumph unit Twins & Singles  
Part no. **71-3447S/S**



### Triumph Stainless Steel Motor Fittings

<b>Twins</b>	<b>No. Req'd</b>	<b>Part No.</b>
<b>T140/TR7</b>		
Rocker Box Sleeve Nut	2	<b>21-2205S/S</b>
Outer Head Bolt & Washer Set	1	<b>TE3</b>
Outer Head Bolt & Washer Set	1	<b>TE2</b>
Rocker Cover Allen Screw & Washer Set	1	<b>TE1</b>
Rocker Box Bolt Set	1	<b>TE19</b>
Base Nut Set (8)	1	<b>TE16</b>
<b>650 1969-70</b>		
Head Steady Bolt & Nut	2	<b>E204</b>
Rear Engine Mount Bolt/Nut Set (8)	1	<b>E203</b>
<b>500 1969-74 &amp; 650 1969-70</b>		
Head Steady Nut & Washer	4	<b>UE25</b>
Base Nut Set	1	<b>E102</b>
<b>500 1969-74</b>		
Head Bolt through Rocker Box	2	<b>70-3794S/S</b>
Head Bolt with Extension	2	<b>70-3795S/S</b>
Outer Head Bolt with Washer	4	<b>UE14</b>
<b>650 1969-73</b>		
Centre Head Bolt with Washer	1	<b>UE42</b>
Head Bolt with Steady Extension	4	<b>70-1596S/S</b>
Outer Head Bolt & Washer	4	<b>E112</b>
<b>All Oil-in-Frame 650/750 Twins</b>		
Front Bolt/Nuts/Washer Set	1	<b>TE15</b>
Rear Engine Mount Bolt/Nut Set	1	<b>TF22</b>
Lower Centre Engine Mount Stud	1	<b>21-2112S/S</b>
Left Hand Spacer for 21-2112S/S	1	<b>83-2846S/S</b>
Right Hand Spacer for 21-2112S/S	1	<b>83-2847S/S</b>
Front Motor Mount Bolt/Nut/Washer	1	<b>TE25</b>
Left Hand Spacer for TE25	1	<b>83-2848S/S</b>
Right Hand Spacer for TE25	1	<b>83-2849S/S</b>

# Kibblewhite

## Precision Machining

High Performance valve train and other components – USA made.

We carry most of the more popular items in stock and can special order all the other quality parts made by this company. For full listing, visit their website [www.kpmi.us](http://www.kpmi.us)

### BSA Parts

**A65 650 (1966-72) Black Diamond Valves - Black Nitrogen Stems – Standard size**

*Inlet*

Part no. **68-0665PM**

*Exhaust*

Part no. **68-0663PM**



**Timing Side Crankshaft Bushing - .090" flange**

STD (ID 1.501")

Part no. **68-0657PM**

STD (ID 0.010")

Part no. **68-0647PM**

STD (ID 0.020")

Part no. **68-0648PM**



STD (ID 0.030")

Part no. **68-0657/030PM**

STD (ID 0.040")

Part no. **68-0657/040PM**

### Norton Parts

**750 & 850 Commando Black Diamond Valves – Black Nitrogen Stems – Standard size**

*Inlet*

Part no. **06-4034PM**

*Exhaust*

Part no. **06-5115PM**



### Lightweight Racing Valve Spring Kit – OK to .500" Lift

105# Seated Pressure 185lb @ .320" lift.

Includes Retainers, keepers, springs & lower collars.

Part no. **50-0460**

### Triumph Parts

**Black Diamond Valves - Black Nitrogen Stems – Standard size**

T100 500cc Models 1967-74

*Inlet*

Part no. **70-6853PM**

*Exhaust*

Part no. **70-6854PM**

650/750cc Models 1963-83

*Inlet*

Part no. **70-4603BD**

*Exhaust*

Part no. **70-2904BD**

750cc Triples 1973-76 (Short Valves)

*Inlet*

Part no. **71-3361PM**

*Exhaust*

Part no. **71-3362PM**



### Lightweight Racing Valve Spring Kits

T100 500cc - OK to .455" Lift 70#

Seated Pressure 185lb @ .400" lift.

Includes Retainers (Titanium), Springs & Lower Collars.

Part no. **70-70030**

## **Lightweight Racing Valve Spring Kits**

650/750 Twins 1963-83 – OK  
to .500" Lift 105# Seated  
Pressure 210lb @ .400" lift.  
Includes Retainers, Keepers,  
Springs & Lower Collars.  
Part no. **70-0300PM**

This kit is also available with  
**Titanium Retainers**  
Part no. **70-70170**



## **High Performance Push Rod Sets**

Made from aircraft quality heat  
treated seamless aluminum  
tubing. Push rods of choice for  
Triumph racers, rebuilders and  
restorers worldwide.

**For 650cc Twins 1963-74**  
Part no. **70-2620PM**

**For 750cc Twins 1973-83**  
Part no. **71-3330PM**



## **Cam Bushes**

**For 650/750 Twins**  
Timing Side  
Part no. **71-0286PM**

Drive Side  
Part no. **70-0467PM**

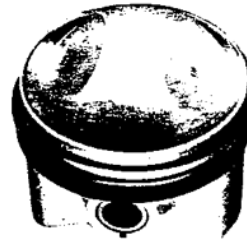
## **Clutch Spring Set**

**For 650/750 Twins**  
3 Spring Type  
Part no. **70-0124 PM**

## **Clutch Push Rod**

**For 650/750 Twins**  
1963-83 Drill Rod with heated  
tips  
Part no. **57-1736PM**

## **Pistons & Rings**



Regular stock items are listed - please inquire if you don't see what you are looking for.

Please note all pistons are sold as complete sets with wrist pins, rings and circlips. Piston ring sets include enough rings for a complete motor. The pistons listed are first quality made by HEPOLITE, GPM & JP.

The "Economy" pistons listed are actually "Hepolite" branded supplied by the W.E. Wassell Company. These contain good a quality J.C Oriental pistons supplied with USA made Hastings rings. Delivery of first quality, AE Hepolite etc items is sometimes sporadic and these economy alternatives give good service.

NOTE: If a piston ring set is not listed, we can special order it for you, please call for a quote.

<b>Make/Model</b>	<b>Size</b>	<b>Year</b>	<b>Piston</b>	<b>Piston Ring Set</b>
AJS/Matchless 18/G80 (82.5mm bore)	+.020"	1956-59	<b>97244</b>	<b>For AJS &amp; Matchless rings please advise make of pistons</b>
	+.040"	1956-59	<b>97245</b>	
	+.060"	1956-59	<b>97246</b>	
18CS/G80CS	STD	1956 on	<b>JP1094STD</b>	
	+.020"	1956 on	<b>JP1094/020</b>	
	+.040"	1956 on	<b>JP1094/040</b>	
AJS/Matchless 20/G9	+.020"	1949-55	<b>97238</b>	
	+.040"	1949-55	<b>97239</b>	
	+.060"	1949-55	<b>97240</b>	
AJS/Matchless 31/G12	+.020"	1960-66	<b>97247</b>	
	+.040"	1960-66	<b>97248</b>	
	+.060"	1960-66	<b>97249</b>	
BSA – B25	STD	1967-72	<b>16945STD</b>	<b>R23010STD</b>
	+.020"	1967-72	<b>16945/020</b>	<b>R23010/020</b>
	+.040"	1967-72	<b>16945/040</b>	<b>R23010/040</b>
BSA - B44	STD	1967-70	<b>17791STD</b>	
	+.020"	1967-70	<b>17791/020</b>	
	+.040"	1967-70	<b>17791/040</b>	
	+.060"	1967-70	<b>17791/060</b>	
BSA - B50	STD	1971-73	<b>19257STD</b>	
	+.020"	1971-73	<b>19257/020</b>	
	+.040"	1971-73	<b>19257/040</b>	
	+.060"	1971-73	<b>19257/060</b>	
BSA - A50	STD	1963-70	<b>15934STD</b>	
	+.020"	1963-70	<b>15934/020</b>	
	+.040"	1963-70	<b>15934/040</b>	
	+.060"	1963-70	<b>15934/060</b>	
BSA - A65 (7.5:1)	STD	1962 on	<b>15933STD</b>	<b>R17350STD</b>
	+.020"	1962 on	<b>15933/020</b>	<b>R17350/020</b>
	+.040"	1962 on	<b>15933/040</b>	<b>R17350/040</b>
	+.060"	1962 on	<b>15933/060</b>	



BSA - A65 Economy (9:1)	STD	1962 on	19233STD E
	+.020"	1962 on	19233/020 E
	+.040"	1962 on	19233/040 E
	+.060"	1962 on	19233/060 E
BSA-A75	See Triumph T150		

## Norton

Please note, confusion arises regarding 750cc Norton rings. Before 1972 the infamous slot type were used. These have a shallower oil ring groove (0.120" deep) than the later pistons (0.180" deep). The rings listed below are for the later type of pistons, we can supply the earlier type of rings if required (R18020STD/020/030/040). While the original Norton pistons and the Italian GPM reproductions are easy to identify we have seen a lot of Oriental pistons which follow no particular pattern. It is important when fitting rings to ensure that they fit properly in the grooves.

Make/Model	Size	Year	Piston	Piston Ring Set
Atlas, P11 & Commando 750	STD	1964-73	19145STD	R26260STD
	+.020"	1964-73	19145/020	R26260/020
	+.030"	1964-73	19145/030	R26260/030
	+.040"	1964-73	19145/040	R26260/040
Economy 750	STD	1964-73	19145STDE	
	+.020"	1964-73	19145/020 E	
	+.040"	1964-73	19145/040 E	
	+.060"	1964-73	19145/060 E	
Commando 850	STD	1973 on	19342STD	R26730STD
	+.020"	1973 on	19342/020	R26730/020
	+.040"	1973 on	19342/040	R26730/040
Economy Commando 850	STD	1973 on	19342STDE	
	+.020"	1973 on	19342/020 E	
	+.040"	1973 on	19342/040 E	

## Triumph

Make/Model	Size	Year	Piston	Piston Ring Set
Pre-unit 500	STD	All		R3850STD
including TRW	+.020"	All		R3850/020
	+.040"	All		R3850/040
T20 Tiger Cub (7:1 C/R)	STD	All	97267	
	+.020"	All	97268	
	+.040"	All	97269	
T100	STD	1967-73	18786STD	R13570STD
	+.020"	1967-73	18786/020	R13570/020
	+.040"	1967-73	18786/040	R13570/040
Economy T100	STD	1967-73	18786STDE	
	+.020"	1967-73	18786/020 E	
	+.040"	1967-73	18786/040 E	
	+.060"	1967-73	18786/060 E	

Make/Model	Size	Year	Piston	Piston Ring Set
T120/TR6	STD	1957 on	<b>17844STD</b>	<b>R11050STD</b>
	+.020"	1957 on	<b>17844/020</b>	<b>R11050/020</b>
	+.030"			<b>R11050/030</b>
	+.040"	1957 on	<b>17844/040</b>	<b>R11050/040</b>
	+.060"	1957 on	<b>17844/060</b>	<b>R11050/060</b>
Economy T120/TR6	STD	1957 on	<b>17844STDE</b>	
	+.020"	1957 on	<b>17844/020E</b>	
	+.040"	1957 on	<b>17844/040E</b>	
	+.060"	1957 on	<b>17844/060E</b>	
T140/TR7	STD	1973-77	<b>19255STD</b>	<b>R26490STD</b>
	+.020"	1973-77	<b>19255/020</b>	<b>R26490/020</b>
	+.040"	1973-77	<b>19255/040</b>	<b>R26490/040</b>
	+.060"	1973-77	<b>19255/060</b>	<b>R26490/060</b>
Economy T140/TR7	STD	1973-77	<b>19255STDE</b>	
	+.020"	1973-77	<b>19255/020E</b>	
	+.040"	1973-77	<b>19255/040E</b>	
	+.060"	1973-77	<b>19255/060E</b>	
T150	STD	1969 on	<b>19916STD</b>	<b>R23020STD</b>
	+.020"	1969 on	<b>19916/020</b>	<b>R23020/020</b>
	+.040"	1969 on	<b>19916/040</b>	<b>R23020/040</b>

## Piston Circlips

500 & 650 Triumph Twins  
Part no. **70-6869**



A65 BSA & 750 Triumph Twins  
Part no. **71-3700**

Norton Twins with Hepolite Pistons  
Part no. **06-7834G**

Norton Twins with GPM Pistons  
Part no. **06-7106**

## Small End Bushes

BSA A50/65  
Part no. **67-0298**



Triumph 350/500 Twins  
Part no. **70-4003**

Triumph 650 Twins  
Part no. **70-1511**

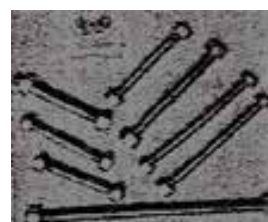
**Kit To Fasten 69-70 650  
Triumph Crankcases  
Together**  
Part no. **RS119**



## Engine Bolt Sets

All the nuts, bolts, studs and washers to install the motor into the frame.

BSA A50/65  
1963-1968  
Part no. **EBS5**



1969-70  
Part no. **99-A65/1**

**UNF threading**  
(will also fit earlier models but  
threading will not be correct)

1971-72  
Part no. **99-A65/2**

**Norton**  
Atlas & Dommie  
Part no. **EBS31**

750 & 850 Commando  
Part no. **EBS29**

P11 (with spacers)  
Part no. **EBS35**

**Triumph**

T100 1965

Part no. **EB515**

T100 1969

Part no. **EB516**

T100 1970

Part no. **EB517**

T100 1971-74

Part no. **EB518**

650 Twins 1965-68

Part no. **EB520**

650 Twins 1969

Part no. **EB522**

650 Twins 1970

Part no. **EB523**

650 Twins 1971-72

Part no. **EB524**

750 Twins 1973 on

Part no. **EB525****Cylinders**

We can special order from England new cylinders for most Triumph twin models. Please call us, preferably with the part numbers, for price and delivery details.

The following are stock items.

Triumph 500

(Unit Construction models)

Part no. **70-9719**

Triumph 650

(Pre Unit models)

Part no. **70-3332**

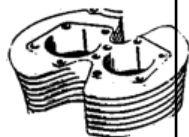
Triumph 650 (all 9 stud)

Part no. **70-6304****Triumph Cylinder Base Stud Sets**

650 Models 69-72

Part no. **26601**

750 Twins

Part no. **26602****Stainless Steel Tappett Block Retaining Bolts**

Fits most models

Part no. **97-0200S/S****Cylinder Liners**

Good used original cylinders are getting scarce. We can supply to special order, in addition to the Norton ones carried as regular stock, liners for most bikes. Through our association with LA SLEEVE. We can also arrange to fit sleeves for you. Please ask us for details.

750 Norton

Part no. **60125**

850 Norton

Part no. **60124****Inlet Manifold**

For 1969 onwards T100S & C models

Part no. **70-7578****Big End Nuts****Norton Twins, All**Part no. **06-7827****Triumph**

350/500 to 1970

Part no. **70-2922**

350/500 1971 on

Part no. **21-7091**

650 to 1968

Part no. **70-2922**

650 1969 on

Part no. **21-7091**

750 Twins, All

Part no. **21-7091****BSA/Triumph**

Triples, All

Part no. **21-7091****Cylinder Head Bolt Sets****BSA**

A50/65 to 1967

Part no. **MCA126**

A50/65 1968-70

Part no. **MCA127****Matchless & AJS**

Rockerbox Bolt Set – All models with alloy heads up to 1959.

Part no. **01-5357****Norton**

(includes nuts and washers) Commando (Oriental made Stainless Steel)

Part no. **06-7097S/S**

Genuine Regular Steel Set

Part no. **06-7097****Triumph**

350/500 Unit Twins

Part no. **27749**

650 Twins (Oriental made) (9 Stud) 1963-70

Part no. **27742**

UK Made

Part no. **27742A****BSA Stainless Steel Parts****A50/65 1963-72 Models Cylinder Head**

Main Nut &amp; Washer Set

Part no. **BE201**

Rocker Box Dome (2)

+ Plain (4) Nut Set

Part no. **BE202**

Single Carb &amp; Manifold

Mounting Nut &amp; Washer Set

Part no. **BE203**

Twin Carb Mounting Nuts &amp;

Spring Washer Set

Part no. **BE204**

## BSA Stainless Steel Parts Continued

Base Nut Set with washers if required (Regular Stainless Hex Nuts)

1962-63

Part no. **BE205/1**

1964-68 (5/16 CEI) set  
Part no. **BE205**

1969-70 (5/16 UNF) set  
Part no. **BE222**

1971-72 (3/8 UNF) set  
Part no. **BE222/A**

## Cylinder Base Nut

Triumph 12 point 3/8" UNF (actually Jaguar big end nuts) used on late 1960's models.

Regular Steel  
Part no. **21-0692**



## Big Bore Kit - Morgo

(Individual components, oversize pistons and rings & high compression piston sets also available) 750cc Kit includes special cylinder, pistons and all necessary hardware to install directly on 650cc Triumph Unit Construction motor. Will also fit pre-unit motors using 9 stud heads.  
Part no. **MOR02**



## T120 Big Bore Kit

This is a copy from England of the modifications made by the factory to a few 1970 T120 models to qualify the 750 motor for racing in the USA. Complete kit with cylinder, head gasket, pistons rings and circlips

Part no. **PS215**



## Oil Pumps by Morgo

High capacity piston pump for direct replacement for unit construction Triumph Twins 15% more capacity than standard  
Part no. **MOR04**

Pre-Unit  
Part no. **MOR06**



Rotary oil pump for unit construction Triumph twins. Double the capacity of standard pump! Easily installed and by virtue of their increased pumping capacity, offer many lubricating and cooling benefits vs the stock pump.

Part no. **MOR01**

**Note: This pump is supplied with UNF fixing screws - for earlier motors requiring CEI (26tpi) screws, please also order screws**

Part no. **MOR03**



## BSA Oil Pump

A50/65 SRM improved type  
Part no. **71-2413SRM**

## Tach Drive Stainless Steel Allen Screws

A50/65 1963-72

Part no. **BE213**

## Stock Unit Construction Triumph Twin Pump

Part no. **70-9421**



## Late Model Triumph Twin 4 Valve Oil Pump

(Will fit earlier unit construction twins, grinding to inside of timing cover required to provide clearance on some models)  
Part no. **71-7317**

## Anti Wet - Sumping Valve

Wet sumping, the condition where the oil in the tank drains down into the crankcases when the machine is left standing, is probably the single biggest problem facing owners of classic British motorcycles. Starting a bike with the sump full of oil is not a good idea and can lead to blown gaskets/oil seals and more serious problems. This was never really a problem when we rode the bikes every day. It is caused by wear in the pump and/or check valve/s and while slightly worn components will circulate the oil just fine, they will allow it to drain down when the machine is left standing. The valves we have sold for the past several years have been discontinued and replaced by the new stainless steel types which we have sourced from the same company.

## Anti Wet - Sumping Valve Continued

They are both the same internally and comprise of a spring loaded ball seating on a brass seat and an "O" ring. This is held in place by a circlip so the valve can be dismantled for cleaning periodically. The ball is sucked off the seat at a pressure of 2 inches of mercury and the tested flow rate is approximately 2 imperial pints of oil per 80 seconds. All valves are bench tested.

Pre-Unit BSA's A & B Series  
(Not A50/65)  
Part no. **99-A10S/S**



## Anti Wet -Sumping Valve Continued

Supplied suitable for 5/16" oil lines. We can substitute fittings for 3/8" oil lines if required. This model is inserted in the oil feed line which should be cut in a suitable location close to the motor.

Universal Type  
(COMPLETE with Fittings)  
Part no. **99-US/S**

## Oil Line Taps, with Ignition Cut for AJS & Matchless

For all twins & coil ignition  
singles with full instructions.

Magneto Bikes  
Part no. **99-9995/MAG**

Coil Ignition  
Part no. **99-9995/COIL**

## Crankshaft Screwed Plugs

T100 Part no. **70-9492**

T120/T140 Part no. **71-2800**

T150 (set of 3) Part no. **70-6577**

## Crankshaft Stud & Nut Kit (Genuine)

For all Norton Twins

All Bikes to 1971  
Part no. **06-7120**

All Bikes 1972-74  
Part no. **06-7094**

MK3 1975  
Part no. **06-7095**

NB. Torque to 25ft.lbs not 35ft/lbs some early Workshop Manuals are wrong.

## Alloy Sump Plate with Magnetic Drain Plug

BSA A10/A65 etc. Part no. **67-1285M**

SMR Kit Part no. **SRMSF**

T150/A75 Part no. **70-6580A**



## Patent Plate

For Unit Construction Triumph Twins  
Part no. **70-4016**

Hammer Drive Screws (3 required)  
Part no. **60-4255**

Part No 70-4016 is correct for most late models. Most pre-unit machines had their own patent plates, according to the individual model. Most of these are now available to special order by original part number.



## Genuine Norton Commando Screw Sets

Genuine Timing Cover Slot Screw Set (12 pieces) 1971-72  
Commando  
Part no. **06-7307**

Genuine Timing Cover Slot Screw Set (12 pieces) 1973-74  
Commando  
Part no. **06-7308**

Genuine Timing Cover and Primary Chaincase Pozidrive Set (22 pieces) 1975 MK3 Commando  
Part no. **06-7309**

Genuine Transmission Slot Screw Set (7 Pieces) all 650/750/850  
Norton & Matchless Twin 1957 on  
Part no. **06-7310**

**Allen (Socket Head) Screw Kit**

Economically priced, nickel plated. Please see the Nuts & Bolts Section for loose 1/4" 26tpi Allen Screws in various lengths.

In addition to the sets listed here we can also supply chrome plated and stainless sets for most common models. Please ask for details

*AMAL Carbs Concentric MK1 Set (4)*  
Part no. **SHC21**

**BSA B25/44/50 etc (sets are for outer covers only & do not include screws inside motor)**

*Chaincase 1964-68*  
Part no. **SHC24**

*Timing Cover 1969 on*  
Part no. **SHC29**

*Timing Cover 1965-68*  
Part no. **SHC23**

*Chaincase 1969 on*  
Part no. **SHC30**

**A50/65 1962-68**

*Timing Cover*  
Part no. **SHC17**

*Chaincase*  
Part no. **SHC18**

*All Covers*  
Part no. **SHC138**

Part no. **SHC139**



**A50/65 1969on**

*Timing Cover Regular*  
Part no. **SHC35**

*Timing Cover Stainless Outer Cover Set*  
Part no. **BE223**

*Inner Cover Set 2 Visible*  
Part no. **BE224**

*Chaincase Regular*  
Part no. **SHC36**

*All Covers Regular*

**A75**

*Timing Cover*  
Part no. **SHC44**

*Chaincase*  
Part no. **SHC45**

*Transmission*  
Part no. **SHC46**

*All Covers*  
Part no. **SHC141**

**Norton**  
**Atlas & G/N15/P11**

*Timing Cover*  
Part no. **SHC12**

**Atlas & All Commando**

*Transmission*  
Part no. **SHC16**

*All Commando Timing Cover*  
Part no. **SHC57**

**All Commando Except MK3**

*All Covers*  
Part no. **SHC153**

**MK3 Commando**

*Timing Cover*  
Part no. **SHC121**

*Chaincase*  
Part no. **SHC122**

*All Covers*  
Part no. **SHC124**

**Triumph**  
**500 Unit Construction Twins to 1968**

*All Covers*  
Part no. **SHC137**

**500 Unit Construction Twins to 1969 on**

*All Covers* Part no. **SHC136**

**650 Twins 1963-68**

*Timing Cover* Part no. **SHC6**

*Chaincase* Part no. **SHC8**

*Transmission* Part no. **SHC14**

*All Covers* Part no. **SHC134**

**650/750 Twins 1969 on**

*Timing Cover* Part no. **SHC26**

*Chaincase* Part no. **SHC27**

*Transmission*  
Part no. **SHC28**

*All Covers*  
Part no. **SHC135**

**T150**

*All Covers*  
Part no. **SHC133**

**T160**

*All Covers*  
Part no. **SHC148**

## Stainless Steel Allen Screw Sets

For the following motors

### BSA

**B25/44 1964-68** *Part no. 89202*

**B25/44/50 1969 on** *Part no. 89201*

**A50/65 1962-68** *Part no. SHC138S/S*

**A50/65 1969 on** *Part no. SHC139S/S*

**Matchless ( Also Norton N15/P11)**

**Alloy Chaincase** *Part no. ST11C*

### Norton

**Atlas Timing Cover** *Part no. SHC12S/S*

**Commando 1968-74** *Part no. SHC153S/S*

**Commando Timing Cover** *Part no. SHC57S/S*

### Norton

**Atlas Timing Cover** *Part no. SHC12S/S*

**Commando 1968-74** *Part no. SHC153S/S*

**Commando Timing Cover** *Part no. SHC57S/S*

Special allen screw set for Norton Twin Rocker  
& Rocker Spindle Covers  
*Part no. DCE4A*

### Triumph

**200cc Tiger Cub to 1962** *Part no. 89237*

**200cc Tiger Cub 1963 on** *Part no. 89228*

**500/650 Pre Unit** *Part no. 89226*

**500 Unit Twins to 1968**  
*Part no. SHC137S/S*

**650 Unit Twins 1963-68**  
*Part no. SHC134S/S*

**650/750 Unit Twins 1969 on**  
*Part no. SHC135S/S*

**T150 1969-74**  
*Part no. SHC133S/S*

**T160 1975-76**  
*Part no. SHC148S/S*

## Chrome Set BSA

**A50/65 1963-68**  
*Part no. SHC138C*

## Philips Screws

Here's an example of what happens when enough people ask for something.

For several years original type 1/4" cei cycle thread (26tpi) engine cover screws for pre 1969 Triumph models have not been available. One of our UK manufacturers has now had them made.

We are listing the dimensions because restorers of other machines will find this useful.

Length	# Required	Part No
For 650 Triumph		
1"	12	<b>70-3204</b>
1 5/16"	5	<b>70-3668</b>
2 1/4"	2	<b>70-3802</b>
7/8"	2	<b>70-4806*</b>
3/9"	4	<b>57-1553</b>

\* 70-4806 is 5/16" diameter, 22 tpi- bsf

## Phillips Screw Sets for Triumph Twins

### BSA

**650 Models 1969-70**  
*Part no. 00-0086*

**650 Models 1971-72**  
*Part no. 00-0085*

**750 Models 1973-78**  
*Part no. 00-0084*



## Chapter 5 Gaskets

### Gasket Sets

You will find listed below gasket sets and the individual gaskets for most of the common British bikes. **We can also get most other gaskets to special order.** Due to customer demand we now carry de-coke (top end) sets which are listed after the full sets.

The following gasket sets are of excellent quality British manufacture and in most cases are better than those originally supplied. At the end of the section, we also list the superior NORMAN HYDE sets.

*All engine sets include the head gasket.*

### AJS Matchless

Make/Model	Year	Engine Size	Part No.
G3	40-48	350	<b>AMC150</b>
Singles (Not CS)	49-61	350 & 500	<b>AMC165</b>
CS	56-61	350 & 500	<b>AMC164</b>
Twins	56-59	500-650	<b>AMC156</b>
Twins	60-63	500-650	<b>AMC159</b>
G80	62-66	500	<b>AMC167</b>
G80/18	39-48	500	<b>AMC152</b>
G9/20	49-52	500	<b>AMC154</b>
G9/20	53-55	500	<b>AMC155</b>
G12	64-67	650	<b>AMC169</b>



### BSA

Make/Model	Year	Engine Size	Part No.
M20/21	39-49	500/600	<b>BSA318</b>
M20/21	50-63	500/600	<b>BSA319</b>
B25	66-70	250	<b>BSA335</b>
B25	71 on	250	<b>TRI835</b>
B44	64-70	441	<b>BSA332</b>
B50	71 on	500	<b>BSA339</b>
A50	62-69	500	<b>BSA331</b>
A50 (with solid copper head gasket)	1970	500	<b>BSA337</b>
A10	56-63	650	<b>BSA325</b>
A65	62-66	654	<b>BSA330</b>
A65 (with solid copper head gasket)	67-70	654	<b>BSA334</b>
A65	71 on	654	<b>BSA338</b>
A75	69-72	750	<b>TRI825</b>

## Genuine Norton Gasket Sets (Includes Oil Seal)

**Atlas, G15, P11 etc. from Engine No. 114870**  
Part no. **06-7926**

**750 Commando**  
Part no. **06-3608G**

**850 Commando (not MK3)**  
Part no. **06-5030G**

**850 Commando MK3**  
Part no. **06-8099G**

**Early Atlas up to 114869 (models with spigotted cylinder)**

**Set with Composite Head Gasket**  
Part no. **00-2640**

**Set with Copper Head Gasket**  
Part no. **00-2640C**

## Triumph

Make/Model	Year	Engine Size	Part No.
TRW	52 on	500	<b>TRI838</b>
T20	60-68	200	<b>TRI816</b>
TR25W	67-70	250	<b>BSA335</b>
TR25	71 on	250	<b>TRI835</b>
T100	65-69	500	<b>TRI820</b>
T100	70 on	500	<b>TRI828</b>
T110/TR6	56-62	650	<b>TRI812</b>
Twins	63-66	650	<b>TRI818</b>
Twins	67-68	650	<b>TRI822</b>
Twins	69-70	650	<b>TRI826</b>
Twins	71-72	650	<b>TRI832</b>
Twins (TRI832 for models with 4 round rocker caps, TRI833 for models with 2 oval rocker caps)	72 on	650	<b>TRI833</b>
Twins	73 on	750	<b>TRI836</b>
T150	69-72	750	<b>TRI825</b>
T150	73 on	750	<b>TRI837</b>
T160	75 on	750	<b>TRI839</b>

## De-coke (Top End) Sets

### BSA

Make/Model	Year	Engine Size	Part No.
A50	62-66	500	<b>BSA331D</b>
A50	1970	500	<b>BSA337D</b>
A65	67-70	654	<b>BSA334D</b>
A65	1971	654	<b>BSA338D</b>
A75	60-72	750	<b>TRI825D</b>

### Triumph

Make/Model	Year	Engine Size	Part No.
T100	65-69	500	<b>TRI820D</b>
T100	1970	500	<b>TRI828D</b>
Twins	67-68	650	<b>TRI822D</b>
Twins	69-70	650	<b>TRI826D</b>
Twins	71-72	650	<b>TRI832D</b>
Twins	72 on	650	<b>TRI833D</b>
Twins	73 on	750	<b>TRI836D</b>
T150	69-72	750	<b>TRI825D</b>
T150	73 on	750	<b>TRI837D</b>
T160	73 on	750	<b>TRI839D</b>

(see notes above re TRI832/833)

## Norman Hyde Gasket Sets

### BSA

**BSA Rocket 3**  
Part no. **TGA05**

### Triumph

**650 Triumph (All unit construction)**  
Part no. **BGA02**

**750 T140**  
Part no. **BGA01**

**T150**  
Part no. **TGA03**

**AMC Transmission Gasket, Oil Seal & O Ring Set**

Genuine Norton product for 1957-77 Norton,  
Matchless & AJS machines  
Part no. **06-7243**

75 Mk3 Commando  
Part no. **06-7244**

**Chain Case Gaskets  
BSA**

Make/Model	Year	Part No.
B25/44	67-72	<b>71-1418</b>
A10 Outer	55-63	<b>42-7507</b>
A10 Inner	55-63	<b>42-7509</b>
A50/65	All	<b>70-7854</b>

**Matchless, AJS & Norton  
For Pressed Steel Chaincase**

Alloy Band 1946 on  
Part no. **01-8650**

Rubber Seal 1946 on  
Part no. **01-8652**

Original Type  
Part no. **01-8652**

Improved Deluxe Type  
Part no. **01-8652DL**

Seal for Tin Chaincase Inspection Cover  
Part no. **00-0580**

**Inner alloy Chaincase to Motor Gaskets  
(Not G/N15 & P11)**

Singles  
Part no. **02-4023**

Alternator Twins  
Part no. **02-5035**

Dynamo Twins  
Part no. **02-4022**

G/N15 & P11  
Part no. **06-7779 (2 required)**

**For Later Alloy Chaincase**  
G80S, G80CS Singles  
Part no. **02-4020**

**For Twins –including G/N15 & P11**  
Outer Cover  
Part no. **02-5037**

Atlas - Sealing rubber  
Part no. **06-7627**

Atlas - Chaincase to Crankcase  
Part no. **06-7779**

Regular Type  
Part no. **06-0398**

Improved Genuine Type  
Part no. **06-0398G**

Commando Inner to 1974  
Part no. **06-0711**

**For Commando MK3**  
Outer Cover  
Part no. **06-5534**

Inner Cover  
Part no. **06-4689**

**Triumph**

TR25 1967 on  
Part no. **71-1418**

**For T150 1969 on**  
Outer  
Part no. **71-1454**

500/650 Pre-Unit  
Part no. **57-1226**

Inner  
Part no. **71-3987**

**For Twins (Alternator Model)**

T100 1959-74  
Part no. **71-1456**



650/750 Unit Twins 1963 on  
Part no. **71-7009**

**Rocker Box Gaskets****BSA**

A10  
Inspection cover (2)  
Part no. **67-0279**

A50/65 1963-70  
Part no. **70-8319**

Rocker Base (small) (2)  
Part no. **67-1583**

A50/65 1971-72  
Part no. **71-2207**

Rocker Base (large)  
Part no. **67-1582**

**Matchless & AJS**

G3/80/16/18 1949-66 Rocker Box Base  
Part no. **01-3984**

Singles Rocker box inspection cover rubber fillet  
Part no. **01-4229**

Singles Rocker axle felt sleeve  
Part no. **01-2722**

G9/20 Inspection cap seals to 1952 (set of 4)  
Part no. **01-4411**

G9/11/12/20/30/31 1953-66 Rocker Cap (set of 4)  
Part no. **01-8493**

**Norton All Twins**

Rocker Cap Front  
Part no. **06-7554**

Rocker Spindle  
Outer  
Part no. **06-7550**

Rocker Cap Rear  
Part no. **06-7551**

Inner  
Part no. **06-7580**

## Triumph

We also carry the improved CovSeal rocker base Gaskets Steel backed with cellulose and rubber binder. "E" after Part no identifies.

### T100

Rocker Box Cap  
Part no. **70-3751**

Rocker Box Base  
Part no. **70-9511**

CovSeal Type  
Part no. **70-9511E**

### 650 Twins

Rocker Box Cap 1963-71  
Part no. **70-3751**

Rocker Box Cap 1972-73  
Part no. **71-2574**

Rocker Box Base 1963-70  
Part no. **70-9348**

Copper Type  
Part no. **70-9348C**  
CovSeal Type  
Part no. **70-9348E**

Rocker Box Base 1971-73  
Part no. **71-2599**  
Copper Type  
Part no. **71-2599C**

### 750 Twins

Rocker Box Cap 1973 on  
Part no. **71-3673**

Rocker Box Cap 1973 on  
Part no. **71-2599**  
Copper Type  
Part no. **70-2599C**  
CovSeal Type  
Part no. **70-2599E**

## BSA & Triumph Triples

Rocker Box Cap  
Part no. **71-1445**

Rocker Box Base  
Part no. **70-8773**

Copper Type  
Part no. **70-8773C**

CovSeal Type  
Part no. **70-8773E**

## Cylinder Head Gaskets



### AJS & Matchless

Make/Model	Year	Engine Size	Part No.
Singles	1950-63	350/500	<b>01-3793</b>
G80CS	1962 on	500	<b>03-0460</b>
Twins	to 1955	500	<b>01-1715</b>
Twins	1956-59	500-650	<b>02-2236</b>
Twins	1960-63	650	<b>02-6039</b>

### BSA

A10 - Solid Copper		650	<b>67-0255</b>
B25 - Solid Copper	1967 on	250	<b>70-8081</b>
B44 - Solid Copper	1966 on	441	<b>41-0638</b>
B50 - Solid Copper	1971 on	500	<b>71-1625</b>
A50 - Solid Copper	1962 on	500	<b>68-0100</b>
A65 - Solid Copper	1962-72	500	<b>68-0827</b>
A75 - See T150 below			

### Norton (for Spigotted Barrel)

Atlas - Copper/Asbestos*	1962-66	750	<b>02-4255</b>
Atlas - Solid Copper*	1962-66	750	<b>24255</b>
Atlas & 750 Commando Solid Copper	1966 on	750	<b>06-4071</b>
Atlas & 750 Commando Composite/ flame ring	1966 on	750	<b>06-3844</b>
Commando - Solid Copper	1973 on	850	<b>06-3811</b>
Commando - Composite/flame ring	1973 on	850	<b>06-5051</b>
Composite Flame ring type – genuine	1973 on		<b>06-5051G</b>

### Triumph

TRW – Solid Copper		500	<b>70-2387</b>
TR25- Solid Copper	1967 on	250	<b>70-8081</b>
T100, 5TA - Solid Copper	1959-74	500	<b>70-4675</b>
650 Twins –Solid Copper	1963 on	650	<b>70-4547</b>
650 Twins (0.080" Thick, reduces compression for heads which have been "decked" too many times)	1963 on	650	<b>70-4547/80</b>
750 Twins - Solid Copper	1973 on	750	<b>71-3681</b>
0.080" for 750 Twins			<b>71-3681/80</b>
750 Twins - Composite/ flame ring	1973 on	750	<b>71-4619</b>
T150 etc - Composite/ flame ring	1969 on	750	<b>70-9972H</b>
T150 etc - Solid Copper	1969 on	750	<b>71-1733</b>

## Sundry Gaskets

### AJS & Matchless

Make/Model	Year	Part No.
Transmission	57 on	same as Norton
CP Transmission inner		<b>2-1C-2</b>
CP Transmission outer		<b>4-1C-2AMC</b>
B52 Transmission inner		<b>G-5-3</b>
B52 Transmission outer		<b>G-5-4</b>
Swing arm caps (2)		<b>01-0098</b>
Swing arm felt (pr)		<b>01-0093</b>
Cylinder Base – singles up to 1956	CS-55	<b>01-0927</b>
Cylinder Base (except CS) – singles	1957-63	<b>02-3027</b>
Cylinder Base G80CS	1956-68	<b>02-2515</b>
All singles to 1963 oil pump (2)		<b>00-0582</b>
Push Rod tube top (2)	to 1963	<b>01-0672</b>
Push Rod tunnel (G80/18CS)	1956-64	<b>02-2518</b>
Push Rod tube bottom (2)		<b>00-0691</b>
Timing cover (magneto singles)	1954-63	<b>01-7182</b>
Cylinder base Twins	1950-55	<b>01-1716</b>
Cylinder base Twins	1956 on	<b>02-2233</b>
<b>Oil pump Twins:</b>		
Oil pump to carrying plate		<b>01-1617</b>
Oval gasket behind carrying plate (2)		<b>01-6138</b>
Round gasket behind carrying plate (2)		<b>01-5034</b>
Oil filter chamber gasket between twins crankcase halves		<b>01-5034</b>
Magneto gasket –twins		<b>01-0339</b>

## BSA

B25 Cylinder Base		<b>71-2233</b>
<b>A50/65</b>		
Cylinder Base	1968-70	<b>71-1036</b>
Cylinder Base	1971-72	<b>71-1433</b>
Inner Timing Cover	1963-70	<b>70-7853</b>
Inner Timing Cover	1971 on	<b>71-1437</b>
Sump Gasket (in motor)		<b>71-1424</b>
Clutch Back Plate		<b>71-1419</b>
Rotor Cover		<b>71-1420</b>
Oil Pump		<b>71-2296</b>
Oil-in-frame sump		<b>83-2829</b>
<b>A75 - All gaskets as T150except</b>		
Transmission Cover		<b>71-1450</b>
Timing Cover		<b>71-1348</b>
Timing Aperture		<b>71-1443</b>
<b>A10</b>		
Cylinder Base		<b>67-0256</b>
Timing Cover – inner		<b>67-0281</b>
Timing Cover – outer		<b>67-0282</b>
Transmission inner(Rigid & Plunger)		<b>67-3031</b>
Transmission outer(Rigid & Plunger)		<b>67-3032</b>
Transmission inner (Swing arm models)		<b>67-3346</b>
Transmission outer (Swing arm models)		<b>67-3354</b>

## Norton - Atlas/Commando Models

Note - The later, thicker Commando type timing cover gasket (06-1092) is recommended for use on all 500-850 twins, but MUST be used in conjunction with pump gasket 06-2447 to ensure correct positioning of the oil pump vs. the timing cover.

Timing Cover	All	<b>06-1092</b>
Oil Pump	All	<b>06-2447</b>
Oil Junction Block	All	<b>03-2044</b>
Tach Drive Base	1970-75	<b>06-3056</b>
850 Cylinder Base	1973-75	<b>06-3812</b>
Mag/Distributor	1962-69	<b>06-7568</b>
750 Cylinder Base	1962-73	<b>06-7869</b>
Inner Trans Cover	All	<b>04-0030</b>
Outer Trans Cover	All	<b>04-0055</b>
Trans Insp Cover	All	<b>04-0057</b>
Primary Tensioner	1975	<b>06-6570</b>
Fork Seal Washer	All	<b>06-7520</b>

## Triumph TR25W

Cylinder Base - See BSA B25 above

Make/Model	Year	Part No.
<b>TRW 52 on</b>		
Cylinder Base		<b>70-2373</b>
Valve Chamber Cover		<b>70-2446</b>
<b>T100</b>		
Cylinder Base	1959-74	<b>70-3798</b>
Inlet Manifold-Head	1967-74	<b>70-6772</b>
Rotor Cover	1959-74	<b>71-1457</b>
Oil Junction Block	1963-74	<b>71-3754</b>
Carb/Manifold	1963-74	<b>71-1416</b>
Oil Pump	1963-74	<b>71-1461</b>
Contact Breaker Cover	1963-74	<b>71-1462</b>
Timing Cover	1963-74	<b>2837</b>
Trans Inner Cover	1963-74	<b>2930</b>
Trans Outer Cover	1963-74	<b>2836</b>
<b>T150/T160</b>		
Cylinder Base	1969 on	<b>70-6496</b>
Tach Drive Housing	1969 on	<b>71-1439</b>
Points Cover	1969 on	<b>71-1441</b>
Clutch Inspection	1969-74	<b>71-1449</b>
Timing Cover	1969-74	<b>71-1350</b>
Timing Aperture		<b>71-1440</b>
Oil Pump	1969 on	<b>71-1442</b>
Sump Cover	1969 on	<b>71-1444</b>
Carb/Manifold	1969 on	<b>71-1446</b>
Breather Cover	1969 on	<b>71-1452</b>
Push Rod Tube Base	1969 on	<b>71-1190</b>
Main Shaft HighGear Cover (5 speed)	1971 on	<b>71-1451</b>

<b>T140/TR7</b>		
Cylinder Base	1973 on	<b>70-6309</b>
Contact Breaker Cover	1973 on	<b>71-1462</b>
Oil Junction Block	1973 on	<b>71-3754</b>
Oil Pump	1973 on	<b>71-3910</b>
Timing Cover	1973 on	<b>71-7263</b>
Inlet Manifold (TR7)	1973 on	<b>70-5660</b>
Rotor Cover	1973 on	<b>71-1457</b>
Inlet Manifold (T140)	1973 on	<b>71-3573</b>
Trans Inner	1973 on	<b>57-7012</b>
Trans Outer	1973 on	<b>71-1448</b>
Sump (frame)	1973 on	<b>83-2829</b>
Electric Start Flange	1979 on	<b>71-7328</b>
<b>T120/TR6</b>		
Cylinder Base	1963-74	<b>70-6309</b>
Oil Junction Block	1963-74	<b>71-3754</b>
Carb/Manifold Head	1963-74	<b>71-1416</b>
Inlet Manifold (TR6)	1963-74	<b>70-5660</b>
Oil Pump	1963-74	<b>71-1461</b>
Timing Cover	1963-74	<b>71-7263</b>
Clutch Back Plate	1963-74	<b>71-1419</b>
Rotor Cover	1963-74	<b>71-1457</b>
Oil-in-frame Sump	1971-74	<b>83-2829</b>
Crankcase Breather	1970-74	<b>71-1460</b>
Trans Inner Cover	1963-74	<b>57-7012</b>
Trans Outer Cover	1963-74	<b>71-1448</b>

### Carb Gaskets

Size	Part No
28mm	<b>71-1446</b>
30mm (1 1/8")	<b>71-1416</b>
32mm	<b>71-2593</b>

### Carb Insulators

For AMAL monobloc and concentric instruments

Bore 30mm  
Part no. **70-2968**



## Chapter 6 Exhaust Pipes And Mufflers

### Mufflers:

Generic Dunstall Decibel Type. Excellent quality copies by BRITURO. Made in England.

26" long, Inlet diameter 1 1/2", supplied with sleeve for fitting to 1 3/8" pipe if required.  
Part no. **DUNS1**



## Stock Mufflers

The mufflers listed in this catalogue are the ones we regularly stock. We are able to get mufflers for almost all British bikes to special order. Some of the more obscure items we get from Armours in the UK. Most of our purchases from Armours are "one off's", often for older bikes, which in some cases the customers haven't realized have been altered from their original specifications.

Our largest suppliers of pipes and mufflers are the British companies, T. J. WASSELL Engineering who are probably the largest UK wholesale manufacturers, and BRITURO who purchased the Campbells business when it closed. Both of these companies supply good quality products, comparable with original equipment. Oriental products are also carried, designated by "E" after the part number. A lot of the Oriental copies up to a few years ago were of very sub-standard quality however those we have received recently are much improved, economically priced and also very acceptable in use.

## AJS & MATCHLESS Please ask about mufflers not listed -most are available

### BMW

Reproduction Chrome Mufflers from BRITURO

For /5 models.

LH Part no. **BES607L**

RH Part no. **BES607R**

For /6 & /7 models

LH Part no. **BES160L**

RH Part no. **BES160R**

### BSA/Triumph Triples

Note - Confusion surrounds the sizes of pipes for BSA/ Triumph triples. All the pipes are 1 1/8" in diameter swaged, or enlarged at the ends for the mufflers:

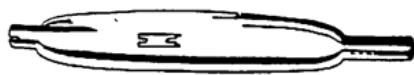
69-70 models: swaged to 1 1/4"

71-72 models: swaged to 1 1/2"

73-74 models: swaged to 1 3/8"

Make/Model	Year	Part No.
<b>BSA</b>		
A10	1960-63	<b>42-2652</b>
A65F	1969-72	<b>42-2652</b>
B44R	1967-68	<b>40-2841</b>
B44VS	1966-68	<b>70-9143</b>
B44VS	1969-70	<b>70-9654</b>
A50/65	1963-70	<b>68-2732</b>
A50/65	1963-70	<b>68-2732E</b>
A65	1971-72	<b>71-2382</b>

### BSA



**\* A75 See Triumph T150**

### Megaton Daytona Mufflers

Excellent quality made in England. Chromed with detachable aluminum end caps and universal mounting bracket.

1 1/2" ID with sleeve for 1 3/8" to 1 3/8" pipe if required.

Part no. **DAYTONA**

1 3/4" ID with sleeve for 1 5/8"

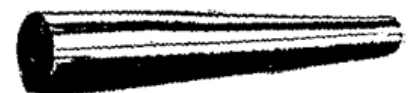
Part no. **DAYTONAS**



### Sports Mufflers

20" long, an economy sports muffler with universal sleeves to fit 1 3/8" to 1 3/4"

Part no. **45-011**



### Chopper Pot Mufflers

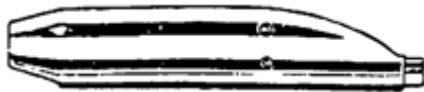
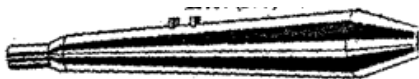
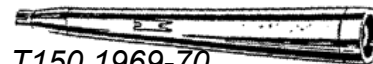
Oriental 1 1/2" ID

Upswept Type—Left Hand  
Part no. **SPE014E**

Upswept Type—Right Hand  
Part no. **SPE015E**





**Matchless***G80S/18S 1951-54**Part no. 01-4576**G3S & G80S 1963-66**Part no. 02-9731**G15/45, G12, G15CSR,  
G15MK2 1963-67**L/H**Part no. 02-9727**R/H**Part no. 02-9728**G15CS 1966-69**See Norton Atlas**G15CSR 1968**See Norton Atlas***Norton***Superb Quality**ES2MK2 1965-66**Part no. 02-9731**Atlas/Commando 1964-68**Part no. 23768(L/H)**Atlas/Commando 1964-69**Part no. 23767(R/H)**Commando 1970-74**Part no. 06-1978**Commando 1970-74**Part no. 06-1978E**Commando Seamless**Part no. 06-1978S**Commando 1974-75**Part no. 06-4170**Commando "S" 1969-71**Part no. 06-1312**"S" Type Heat Shield Set of 4**Part no. 06-1314/5**Interstate**Part no. 06-3130**P11**Part no. 03-3151***P11A/Ranger***L/H**Part no. 03-4027**R/H**Part no. 03-4028***Triumph***TRW**Part no. 70-3450**T100 1963-72**L/H**Part no. 70-4157**R/H**Part no. 70-4158**T120/TR6 1963-70**Part no. 70-5866**T120/TR6 1963-70**Part no. 70-5866E**T120/TR6 1971-73**Part no. 71-2382**T150 1969-70**L/H**Part no. 70-9036**R/H**Part no. 70-9037**T150 1971-72**Part no. 71-2382**T150 1973-74 & T140/TR7 1973  
on**Part no. 71-3999 UK Made**T150 1973-74 & T140/TR7 1973  
on Ecomony Taiwanese (Nice)**Part no. 71-3999E***Muffler Mounts****BSA***A50/65 1962-70 Muffler**Mounting Brackets**Part no. 68-2780/81***Special Purchase***1963-70 BURGESS style 650  
mufflers with extended inlets  
to fit oil-in-frame bikes (less  
restrictive than original  
mufflers)**1971-72 Type (1 1/2" Inlet)**Part no. W809A**1973 On type (1 3/8" inlet)**Part no. W809**Special Bracket**Part no. ZZZ00L & ZZZ00R***Muffler Mounts****Matchless***Front Muffler Stay**For G15MK2 & CSR models**Part no. 03-2246***Norton****P11A***Front Muffler Stay**Part no. 03-4084**Rear Muffler Stay**Part no. 03-4041***Commando***Metalastic Mounts (also fit head  
steady)**Part no. 06-0622E**Genuine**Part no. 06-0622G***"S" Type Chrome Mounting  
Bracket***Part no. 06-1304***"S" Type Muffler stay part***Part no. 06-1307***Special 12 Piece Muffler  
Mount Kit***Special 12 piece Muffler Mount  
Kit for 1971-74 Commando's  
(all models with pea-shooter  
exhaust system). Kit includes  
all plates and mounting  
rubbers. We also carry all the  
individual components.**Complete Kit**Part no. 06-1720/22***Set of 6 Plates Polished  
Stainless Steel***Part no. 06-1720/1/2S/S***Atlas, G/N15CS 1966-68  
& G15CSR 1968 Muffler  
Brackets***L/H**Part no. 22804**R/H**Part no. 22805*

## P11A & Ranger Muffler Stainless Steel Mounting Kit

Includes bolts, spacers, nuts and washers  
(Stays not included)

*Front*

*Part no. 00-0368AS/S*



*Rear*

*Part no. 00-0363AS/S*

## Triumph

*T120/TR6 to 1970 Muffler Bracket*  
*Part no. 70-4951*



*Tie Strap between muffler clamps 1968-70 models*  
*Part no. 70-5676*

## Exhaust Pipes

Note - Norton pipes rarely fit exactly because the angle of the threading into the head varies from one machine to another. The pipes often have to be bent carefully to suit the particular machine.

Make/Model	Year	Part No.
<b>BSA</b>		
B44VS	1967-68	<b>82-8449</b>
B44VS	1969-70	<b>70-9677</b>
A50/65	1963-68	<b>68-2789/91</b>
A65 Hornet	1965-67	<b>68-2796/7</b>
A50/65	1969-70	<b>70-9127/30</b>
A50/65	1971 on	<b>71-2043/5</b>
A75	1969-70	<b>98-0490</b>
A75	1971-72	<b>98-0455</b>

A75 sets includes pipes & manifold - for manifold alone order

*Part no. 70-7990*

## AJS & Matchless

For G15CS 63-65 see Norton Atlas Scrambler

For G15CS 66-69, G15P/MK2 64-68 & G15CSR 1968 only, see Norton N15CS

Matchless P11 models use same pipes as Norton P11 models.

*G15CSR 1965-67*

*Part no. 03-1583/5*

*G80/18S 1951-56*

*Part no. 01-4576*

*G80/18 1957 on*

*Part no. HDM7*

*G3/16 1957 on*

*Part no. HDM4*

*G80CS1964 on (High Pipe)*

*Part no. 03-0471*

Make/Model	Year	Part No.
<b>Norton</b>		
Domi (500/600)	1956-65	<b>98-558</b>
Atlas (1 5/8")	1963-65	<b>24020/1</b>
Atlas (1 3/8" swaged to 1 5/8")	1966-68	<b>06-7863/4</b>
G15CS"N" (Atlas Scrambler Open Pipes)	1963-65	<b>03-0264/8</b>
N15CS (For use with muffers will fit Atlas Scrambler)	1966-69	<b>03-0262/6</b>
P11 (High pipe will fit P11A & Ranger)	1967	<b>03-3116/8</b>
P11A/Ranger	1968	<b>03-4025/6</b>
Commando (level)	1968-69	<b>06-0620/1</b>
Commando "S"	1969-71	<b>06-1320/3</b>
Commando (Upswept for pea shooters will fit all Commando models)	1970-74	<b>06-3375/6</b>
Commando (850 - pre MK3 Roadster models)	1973-74	<b>06-3997/8</b>
Commando (Interstate unbalanced)		<b>N67</b>
Commando (MK3)		<b>06-5256/7</b>
Special Commando Swept Backs (1 1/2" OD)		<b>N71</b>
<b>Triumph</b>		
TRW		<b>70-2947/9</b>
T100	1965-68	<b>70-7639/40</b>
T100	1969-72	<b>70-9662/3</b>
T110/120	1960-63	<b>T48</b>
T120/TR6	1964	<b>70-4716/8</b>
T120/TR6	1965-68	<b>70-5957/8</b>
T120/TR6	1965-68	<b>70-5957/8E</b>
T120/TR6 (Balanced)	1968-72	<b>70-9363/4</b>
T120/TR6 (Push in Type)	1972 on	<b>71-2636/7</b>

<b>Triumph</b>		
T140/TR7	1973 on	<b>71-3755/8</b>
T140/TR7 (Special non-balanced type)	1973 on	<b>T96</b>
T150	1969-70	<b>98-0569</b>
T150	1971-72	<b>98-0494</b>
T150	1973-74	<b>98-0495</b>
T150 sets above include pipes and manifold)	Manifold 1969-74	<b>70-7597</b>
T160 (Sets include 4 pipes and collector box)		<b>T87</b>

## Exhaust Balance Pipes

*BSA/Triumph*  
Part no. **70-9888**

*Norton includes couplings*  
Part no. **06-3991/4**

## Exhaust Pipe Clips (Generic)

Supplied with nuts and bolts.

1 1/4"                      1 3/4"  
Part no. **93090**                      Part no. **93094**

1 3/8"                      1 7/8"  
Part no. **93091**                      Part no. **93095**

1 1/2"                      2"  
Part no. **93092**                      Part no. **93096**

1 5/8"  
Part no. **93093**



## Exhaust Pipe to Muffler Sleeve

To sleeve 1 3/8" to 1 1/2"  
Part no. **S3/1**

To sleeve 1 1/2" to 1 5/8"  
Part no. **S5/1**

## Triumph Muffler and Balance Pipe Clips

Reproductions of original items, supplied complete with nut, bolt and special washers.



1 3/8"                      1 5/8"  
Part no. **70-7512A**                      Part no. **70-2271A**

1 1/2"                      1 3/4"  
Part no. **70-5874A**                      Part no. **93101**

## Norton Exhaust Pipe Clip

*P11A, Ranger*  
Part no. **03-4044**

## Exhaust Pipe Clamps and Related Parts

### BSA

*A10/65 Exhaust Clamp*  
Part no. **42-2848**



*A50/65 Tie Bar to 1968*  
Part no. **68-2794**

### Norton

*All Twins Exhaust Pipe/Head Gasket*  
Part no. **06-3995**

*Pipe Retaining Nuts 750 Atlas & Commando*  
Part no. **06-2464**

*Genuine unplated bronze type - stay tight for 750*  
Part no. **01-0399**

*850 Commando Pipe Retaining Nuts Genuine*  
Part no. **06-3988**

*Tab Washer*  
Part no. **06-2412**



*Collets Pre MK3 4 Required*  
Part no. **06-3990**

### Triumph

*T100 Exhaust Pipe Clamp*  
Part no. **70-4947**

*T100 Clamps for Later Push-in-pipe*  
Part no. **71-2466**

*T100/T150/A75 BSA Exhaust stub*  
Part no. **70-9510**

*Oversized stub for use with worn threads*  
Part no. **70-9510/OS**

## Exhaust Pipe Clamps and Related Parts Continued

### Triumph

#### **T100S&Daytona1968-74**

Exhaust & Motor Brackets Left Hand  
Part no. **70-7641**

Exhaust & Motor Brackets Right Hand  
Part no. **70-7642**

#### **T120/TR6**

Exhaust Clamp  
Part no. **71-0216**



Stainless Steel Clamp  
Part no. **71-0216S/S**



Exhaust Motor Bracket  
Part no. **70-6857**

Exhaust Stub  
Part no. **70-9516**

Oversized stub for use with worn threads  
Part no. **70-9516O/S**

#### **T140/TR7**

Exhaust Clamp (Also fits late 650 models with push-in-pipes)  
Part no. **71-2465**



Exhaust Motor Bracket  
Part no. **70-6857**

Adaptors to enable clamp on pipes to be fitted to 1972 onwards 650 & 750 Triumph twins heads designed for push in pipes.  
Part no. **745-01**



#### **T150**

Exhaust Clamp  
Part no. **70-6743**

Pipe to Head Clamp Bolts and washers, for the following models:

#### **T100/T120/TR6/T140/TR7/T150**

Bolt with CEI (26tpi) to 1968  
Part no. **70-0409**

Bolt with UNF (24tpi) 1969 on  
Part no. **70-6744**

Special Conical Washer  
Part no. **70-8860**

## Chapter 7 Oil Seals, O Rings, Tab Washers and Bearings

### Fork Seals

#### **AJS & Matchless**

Models with 1 1/8" Stanchions up to 1954  
(also fit in "Jampot" rear suspension units)  
Part no. **01-7569**

All models with 1 1/4" Stanchions  
Part no. **02-2699**

#### **BSA**

A7/10 - early  
Part no. **29-5313**

A10 late/A50/65/B25/44 to 1968 with BSA Forks  
Part no. **65-5451**

All BSA models 1968-70 with Triumph Forks  
Part no. **97-1500**

All models 1971 on  
Part no. **97-4001**

Original Nos—Not Repros  
Part no. **97-4001G**

#### **Norton**

(For P11 use AJS/Matchless 1 1/4" Seals)

All models 1953 on except P11  
Part no. **06-5483**

(You must use gasket 06-7520 between oil seal and top bush.)

#### **Triumph**

1963 Models  
Part no. **97-1461**

1964-70 Models & T100 to 1973  
Part no. **97-1500**

1971-78 Models except T100  
Part no. **97-4001**

Original NOS  
Part no. **97-4001G**

## Oil Seal Motor Sets

### **BSA**

B25/44/50

Part no. **66-00232**

A50/65

Part no. **61354**

### **Norton**

Atlas, G/N15, P11

Part no. **61356**

Commando

Part no. **61357**

### **Triumph**

T100

Part no. **66-00229**

TR6/T120 (63-71) 4 speed

Part no. **66-00227**

650/750 Twins 5 speed

Part no. **61358**

T20 Cub

Part no. **61359**

## Triumph Oil Seal O Ring & Tab Washer Sets by Norman Hyde

### **Oil Seal & O Ring Sets**

T150/A75 4 Speed Models

Part no. **TGA14**

T150/A75 5 Speed Models

Part no. **TGA13**

### **Tab Washer Sets**

T150/A75 4 Speed Models

Part no. **TGA17**

T150/A75 5 Speed Models

Part no. **TGA16**

### **Oil Seal, O Ring & Tab Washer Sets**

650 Twins 1963-69

Part no. **BGA11**

650 Twins 70 on (4 speed)

Part no. **BGA10**

650/750 Twins 71 on (5 speed)

Part no. **BGA09**

## Motor & Transmission Seals

Make/Model	Application	Part No.
<b>BSA</b>		
A50/65	Contact Breaker 1963-68 models	<b>68-0026</b>
	Contact Breaker 1969-72 models	<b>70-4568</b>
	Mainshaft	<b>57-0946</b>
	Sprocket Cover	<b>70-4578</b>
	Crankshaft Drive Side	<b>04-0132</b>
<b>Norton</b>		
Commando/ Atlas	High Gear	<b>04-0132</b>
	Oil Pump (to 1974)	<b>06-7510</b>
	Crankshaft Drive Side	<b>06-7567</b>
	Crankshaft Timing Side	<b>04-8023</b>
Commando	Contact Breaker (1970 on)	<b>06-3609</b>
	Inlet Valve Seal (1972 on)	<b>06-2726</b>
	For use with PM guides	<b>70-4009</b>
Commando MK3	Chaincase oil seal	<b>06-5956</b>
	Kick Start oil seal	<b>06-6145</b>
	Oil Pump	<b>06-6190</b>
<b>Triumph</b>		
650/750 Twins	Kick Start Shaft	<b>57-1956</b>
5 speed	High Gear	<b>60-3500</b>
T160	Sprocket Housing	<b>60-3510</b>
750 Twins	High Gear	<b>60-3512</b>

**Motor & Transmission Seals Continued**

<b>Triumph</b>		
T150/A75	Sprocket Housing	<b>57-3634</b>
	Clutch	<b>57-3642</b>
	Clutch Pullrod	<b>57-3644</b>
500/650 Twins	Crankshaft Drive Side	<b>70-3876</b>
500 Twins	High Gear	<b>57-1478</b>
650 Twins	High Gear (not 5 speed)	<b>57-0946</b>
T160	Chaincase oil seal	<b>60-4442</b>
	Cross shaft	<b>60-4504</b>
All Twins/ Triples	Contact Breaker (Also in Timing Cover on R/H end of crank)	<b>70-4568</b>
	Oversized Contact Breaker Seal	<b>70-6387</b>
500/650 Twins	Sprocket Cover (1963-67)	<b>70-4578</b>
650 Twins (4 speed models)	Sprocket Cover (1968-72)	<b>70-7565</b>

**“O” Rings**

We carry most of the “O” rings used on the common British bikes. For correct fitment refer to the original parts book for your machine.

Some of those most commonly ordered are listed below. The correct push rod tube “O” rings for Triumph 650 Twins is an area of confusion and the following table is provided to be of assistance. Reference to the original parts book is also often required.

**Triumph 650 Push Rod Tube****“O” Rings**

Because many of these machines do not have their original cylinder heads and push rod tubes. The year of manufacture of the head is usually cast into the aluminum under the front rocker box.

<b>Year</b>	<b>Top</b>	<b>Bottom</b>
1963-64	<b>70-3547</b>	<b>70-1496</b>
1965	<b>70-3547</b>	<b>70-3547</b>
1966-68	<b>70-3547</b>	<b>70-4752</b>
1969-70 (early)	<b>71-1283</b>	<b>71-1283</b>
1970 (late)-73	<b>71-1283</b>	<b>71-1283 &amp; 70-4752</b>

Note - the metal “wedding band” with the extra seal was introduced during the 1970 model year. (see table for correct part number to order)

**650/750 Twins “O” Rings**

*Tappet Block*  
Part no. **70-7563**

*Rocker Spindle*  
Part no. **70-3253**

*Gear Change Right Hand Shift*  
Part no. **70-3309**

**Norton “O” Rings**

\* “X” Rings seal much better than regular O Rings

**Atlas Commando**

*Kick Start*  
Part no. **04-0005X**

*Gear Change*  
Part no. **04-0006X**

*Quadrant Bolt*  
Part no. **04-0129**

*Camplate Bolt*  
Part no. **04-0129**

*Commando (Not MK3) Tach Drive*  
Part no. **06-1282**

*Commando (MK3) Tach Drive*  
Part no. **06-5203**



## Tab Washers

### Norton

**Atlas Commando**  
Countershaft Sprocket  
Part no. **04-0076**

Retaining Screw for above  
Part no. **00-0450**

**Commando**  
Chaincase  
Part no. **06-0395**

Clutch Centre  
Part no. **06-3459**

**Commando 850**  
Tab washer exhaust lock ring  
Part no. **06-2412**

### Triumph

**T100**  
Mainshaft  
Part no. **57-2240**

Swing Arm  
Part no. **82-7343**

**650 Twins**  
Swing Arm  
Part no. **82-5944**

4 Speed Trans. Sprocket  
Part no. **57-2116**

5 Speed Trans. Sprocket  
Part no. **57-4909**

Clutch Nut  
Part no. **57-1046**

Mainshaft T/S  
Part no. **57-2240**

Crank - Timing Side  
Part no. **70-3975**

Crank - Drive Side  
Part no. **70-8785**

**T150/160**  
Clutch Lift  
Part no. **57-2474**

Clutch  
Part no. **57-3720**

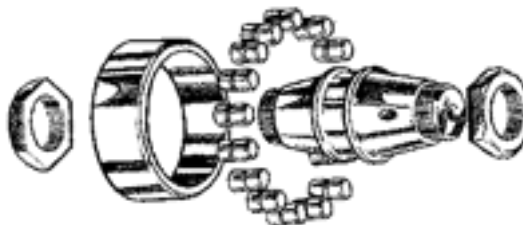
Clutch Shock Absorber  
Part no. **57-3941**

## Bearings

The items listed below are normally in stock. We are also, through our association with ALPHA BEARINGS in England, able to supply roller type big end assemblies for a wide range of machines. Those most commonly ordered are listed below. Those we don't stock we can usually get within a week.

### Alpha Big End Assemblies

Includes pin, nuts, rollers, cage and sleeve as appropriate.



### AJS & Matchless

350/500 Single 40-63 (not 18/G80CS)  
Part no. **AMC6**

G80CS 56-66  
Part no. **AMC12S**

### BSA

B44 67-70  
Part no. **B26**

B & M Group pre-unit singles since 1944 (not Goldstar)  
Part no. **B14**

Goldstar  
Part no. **B14GS**

B50  
Part no. **B28**

B50 Competition  
Part no. **B28S**

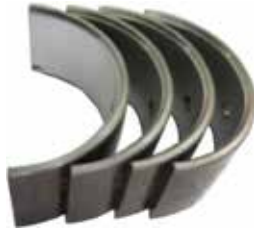
\*The B50 Competition assembly is fitted to your rod which must be sent to us for return to England. We can also special order a complete B50 Competition Big End Rod Assembly.  
Part no. **99-B50**

### Monogram Badges for Early Matchless Twin Crank-cases

Part no. **04-2812**



## Big End Shells (Complete Engine Sets)



Make/Model	Size	Part No.
<b>AJS &amp; Matchless Twins</b>		
From 1953 on	STD	<b>01-8644STD</b>
	010	<b>01-8644/010</b>
	020	<b>01-8644/020</b>
	030	<b>01-8644/030</b>
	040	<b>01-8644/040</b>
<b>BSA</b>		
B25	STD	<b>70-6068STD</b>
	010	<b>70-6068/010</b>
	020	<b>70-6068/020</b>
A10 1958 on/ A50/65	STD	<b>67-1430</b>
	010	<b>67-1431</b>
	020	<b>67-1432</b>
	030	<b>67-1433</b>
A75	STD	<b>70-5998</b>
	010	<b>70-9023</b>
	020	<b>70-9024</b>
	030	<b>70-9025</b>
<b>Norton</b>		
All Twins 1962 on	STD	<b>06-4285</b>
	010	<b>06-4286</b>
	020	<b>06-4287</b>
	030	<b>06-4288</b>
	040	<b>06-4289</b>

### Norton Twin Magnetic Crankcase Filter Kit

With separate drain bolt, fits all twins except 1972-73 models with serial no. beginning with "2".

Part no. **06-7281**

## Big End Shells Continued (Complete Engine Sets)

Make/Model	Size	Part No.
<b>Triumph</b>		
TR25W		<b>See B25 Above</b>
T150/160		<b>See A75 Above</b>
T100 (1959 on)	STD	<b>70-3706STD</b>
	010	<b>70-3706/010</b>
	020	<b>70-3706/020</b>
	030	<b>70-3706/030</b>
	040	<b>70-3706/040</b>
650/750 Twins (1956 on)	STD	<b>70-3586STD</b>
	010	<b>70-3586/010</b>
	020	<b>70-3586/020</b>
	030	<b>70-3586/030</b>
	040	<b>70-3586/040</b>

## Centre Mains

Make/Model	Size	Part No.
<b>BSA</b>		
A75/T150/160	STD	<b>70-6023</b>
	010	<b>70-9027</b>
	020	<b>70-9028</b>
	030	<b>70-9029</b>
<b>AJS &amp; MATCHLESS (1951 on)</b>		
	STD	<b>01-6649STD</b>
	010	<b>01-6649/1</b>
	020	<b>01-6649/2</b>
	030	<b>01-6649/3</b>

## Crankshaft Main Bearings

### BSA A50/65 1967-72

The timing side bearings listed are the superior steel backed Alpha type.

## Crankshaft Main Bearings

Make/Model	Year	Drive Side	Timing Side
<b>BSA</b>			
A50/65	1972	<b>70-2879</b>	<b>STD 68-0657</b>
			<b>010 68-0647</b>
			<b>020 68-0648</b>
			<b>030 68-0657/030</b>
Crankshaft Shim Kit			<b>H304</b>
A75	1969 on	<b>70-1591</b>	<b>70-8780</b>

## Norton 750/850 Twins

Mike's comments. In the late 60's and early 70's I did a lot of fast miles on a 1966 AJS33 (Atlas Motor) and a 1969 Commando. I never had a problem with the original drive side roller bearings (Norton No. 17824). The same could not be said for the timing side ball bearing (Norton No. 17822). These would always fail at 10 - 15,000 miles due to the cage breaking up, but I should emphasize the bikes were ridden hard. Serious problems with these bearings only really came to light in 1972 with the high compression Combat motor. The higher compression caused extra crank flex and the main bearings, with the inner races flexing, made the outers protest. The solution was to specify superblend bearings for both sides. These have barrel shaped rollers allowing the crank to flex along the narrower ends of the rollers. Superblends can be fitted to Atlas and earlier motors and will give long service.

750 Twins	1962-71	<b>61415 (as 17824)</b>	<b>28836 (as 17822)</b>
Superblend Type - Fits Both Sides			<b>06-4118 (Both sides)</b>

<b>Triumph</b>			
For T150/160see BSA A75 above			
T100	1968-74	<b>70-9493</b>	<b>70-9494</b>
	1963-71	<b>70-2879</b>	<b>70-1591</b>
	1972-74	<b>70-2879</b>	<b>70-3835</b>
750 Twins	1973-80	<b>70-2879</b>	<b>70-3835</b>

We have received occasional complaints from customers that the drive side bearing 70-2879 has insufficient running clearance. We have taken this up with the engineers who worked at the factory when the bikes were made and they are of the opinion that the C2 clearance bearing we sell is correct.

For advice in this matter we suggest customers contact an experienced Triumph mechanic or find an expert in the Triumph owners club. Some engine builders requiring more running clearance prefer to fit the BSA bearing Part No **68-0625** or Part No **70-2879/C3** (C3 clearance).

## Transmission Bearings

Make/Model	Year	High Gear/ Counter Shaft	Mainshaft (T/S)	Layshaft (D/S)
<b>BSA</b> (For A75 see Triumph T150 below)				
A50/65	1967-72	<b>60-3556</b>	<b>60-3552</b>	
<b>Norton</b>				
(All machines with AMC transmission)		<b>60-3556</b>	<b>04-0099</b>	<b>06-7710</b>
			<b>04-0099S</b> (Sealed Type)	<b>06-7710S</b> (Superblend roller Type)
<b>Triumph</b>				
T100 4 Speed 650	1966-74	<b>57-0665</b>	<b>57-1469</b>	<b>57-1606</b>
Twins & Triples 5 Speed 650 Twins & 750	1963 on	<b>60-3556</b>	<b>60-3552</b>	<b>57-1606</b>
Twins & Triples	1971 on	<b>60-4100</b>	<b>60-3552</b>	<b>57-1606</b>

### Other Transmission Bushes & Bearing

#### **Norton**

Note - Matchless G15 is the same as the Atlas

**Atlas Commando 1962-75**  
Layshaft 1st Bush  
Part no. **04-0046**

Layshaft 3rd Bush  
Part no. **04-0047**

Mainshaft 2nd Bush  
Part no. **04-0048**

Atlas & Commando 1962-74 Mainshaft 4th Bush  
Part no. **04-0062**

Outer Gear Change Bush  
Part no. **04-0063**

**All Commandos**  
Clutch Centre Bearing  
Part no. **06-0750**

#### **Triumph**

Most unit construction Twins & Triples (refer to parts book) Layshaft needle bearing

Thrust Washer  
Part no. **57-1607**

Layshaft (T/S) Needle Bearing  
Part no. **57-1614**

### Steering Bearing Sets

#### **AJS & Matchless**

Most post WW2 models and P11 Norton

Cups  
Part no. **01-2620**

Cone  
Part no. **00-0805**

Cone (2 required)  
Part no. **00-0806**

3/16 Bearings (56)  
Part no. **00-0072**

**BSA****B25/44 to 1970**

Cup & Cone Set  
Part no. **V17**

**A7/10 & A50/65 to 1970**

Cup & Cone Set  
Part no. **26344**

Taper Roller Set  
Part no. **SRMTR1**

**A65 1971 on**

Tapered Roller Bearings for (2 required)  
Part no. **97-4031**

**Norton**

Commando 1971-75 (2 required)  
Part no. **06-7604**

Economy Type - Very good quality  
Korean made  
Part no. **06-7604E**

(This bearing will also substitute for cups, cones and ball bearings used on Atlas, G15 & N15 machines).

Atlas taper type (2 required)  
Part no. **61436**

Genuine NORVIL type (2 required)  
Part no. **03-0205**

**Triumph****T100 1967-74, 650 Twins 1963-70****& T150 1969-70**

Cup & Cone Set  
Part no. **V11A**

Tapered Roller Set  
(includes top & bottom bearings)  
Part no. **CS2000**

Taper Roller set T100 1958-66  
Part no. **RS079**

**TRIUMPH 650/750 Twins (1971 on) (2 Required)**

Tapered roller bearings (oriental)  
Part no. **97-4031**

Tapered roller bearings Timkin  
Part no. **97-4031T**

**Ball Bearing**

1/4" (for all above cup & cones except AJS/Matchless/P11 Norton)  
Part no. **60-2364**

3/16" (for AJS/Matchless and P11 Norton Models except those with Norton Forks.)  
Part no. **00-0072**

**Wheel Bearings**

Triumph wheel bearings 37-0653 are good quality sealed type. Premium FAG bearings with steel seals are Part no 37-0653DL

Make/Model	Year	Front Right	Front Left	Rear Right	Rear Left
<b>BSA</b>					
A50/65 (In brake drum use 06-7604)	1969-70	<b>37-0653</b>	<b>37-0653</b>	<b>37-1041</b>	<b>37-1041</b>
Good quality econmy bearing also stocked 37-1041E					
A50/65/ & B25/50	1971-72	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>
<b>Norton</b> (G15 Matchless uses same wheels as Norton Atlas)					
Atlas/Commando	1962-70	<b>06-7688</b>	<b>06-7710</b>	<b>06-7710</b>	<b>06-7688</b>
Commando	1971-74	<b>06-7710</b>	<b>06-7688</b>	<b>06-7710</b>	<b>06-7710</b>
	1975	<b>06-7688</b>	<b>06-5542</b>	<b>37-0653*</b>	<b>06-5542</b>
Good quality European made sealed bearings - direct replacements for original type		<b>06-7688S</b>	<b>06-7710SEALED</b>		

\*Note - Commando Models with cush drive use bearing 06-7688 in drum

**Our Norton Sealed bearings are exactly the same dimensions as original unsealed types – no machining of hubs required.**

Make/Model	Year	Front Right	Front Left	Rear Right	Rear Left
<b>Triumph</b>					
T100	1966-74	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>
650 Twins	1966-72	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>
T150	1969-72	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>
750 Twins	1973-74	<b>06-7604</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>
	1976	<b>06-7604</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>
	1977	<b>06-7604</b>	<b>37-0653</b>	<b>06-7604</b>	<b>37-0653</b>
	1978	<b>06-7604</b>	<b>06-7604</b>	<b>06-7604</b>	<b>06-7604</b>
T150	1973-74	<b>06-7604</b>	<b>37-0653</b>	<b>37-0653</b>	<b>37-0653</b>



## Chapter 8: Clutch Plates and Primary Chaincase Components

We are pleased to offer regular quality clutch plates together with the top quality SURFLEX variety. We can also supply BARNETT plates for most makes to special order.



Make/Model	Regular Friction Plate	Surflex Friction Plate	Steel Plate	Spring
<b>BSA</b>				
B25/44/50	<b>57-2726</b>	<b>CPS003</b>	<b>57-2725</b>	<b>57-2727</b>
A50/65	<b>57-1362E</b>	<b>CPS009</b>	<b>57-1363</b>	<b>57-1830</b>
UK made	<b>57-1362UK</b>			
A75 See T150 Below				
<b>Norton</b> (AJS/Matchless use same as Atlas 1960 on)				
Atlas				
Double Sided		<b>CPS006</b>	<b>04-3191</b>	<b>04-0358</b>
Single Sided		<b>CPS012</b>		
Commando		<b>CPS008</b>	<b>06-0746</b>	



Make/Model	Regular Friction Plate	Surflex Friction Plate	Steel Plate	Spring
<b>Triumph</b>				
TR25 250cc see B25 BSA				
T100 & All 650/750 Twins	<b>57-1362E</b>			
UK Made	<b>57-1362UK</b>	<b>CPS009</b>	<b>57-1363</b>	<b>57-1560</b> (500's)
				<b>57-1830</b> (650's)
				<b>57-4644</b> (750's)

**7 Plate Set for Twins***Part no. PS213***T150/160 Genuine Plate***Part no. 57-3709G***Surflex Quality Clutch Kits****BSA**

Includes friction &amp; steel plates

*B25/44/50 (5 Steel & 4 Friction Plates)**Part no. S1870**A50/65 (6 Steel & 6 Friction Plates)**Part no. S2150***Matchless***1946-50 (CP type) (4 Steel & 5 Friction Plates)**Part no. S1842**1951-56 (B52 type) (4 Steel & 5 Friction Plates)**Part no. S1843**1960-68 (5 Steel, 5 Double Sided & 1 Single Sided Friction Plates)**Part no. S1518***Norton**

Atlas, G/N15/P11 - as 1960-68 Matchless

*Commando 750 (3 Steel & 4 Friction Plates)**Part no. S2098**Commando 850 (4 Steel & 5 Friction Plates)**Part no. S2125***Triumph**

650/750 Unit Construction Twins - as A50/65 BSA

**Other Clutch Parts**

Make/Model	Description	Part No.
<b>BSA</b>		
B25/44/50	Rollers	<b>57-2719</b>
	Push Rod	<b>57-2733</b>
	Spring Cups	<b>57-1927</b>
A50/65	Rollers	<b>57-0394</b>
	Spring Cups	<b>57-1931</b>
	Adjuster Nuts	<b>57-2526</b>
<b>Norton</b>		
Commando	Chainwheel	<b>06-2482</b>
	Hub	<b>06-3979</b>
	Push Rod	<b>04-0084</b>
<b>Triumph</b>		
TR25 250		<b>See BSA B25</b>
500/650 Twins	Duplex Chainwheel	<b>57-1570</b>
T100	Push Rod	<b>57-1970</b>
650/750 Twins	Push Rod	<b>57-1736</b>
500/650/750 Twins	Roller	<b>57-0394</b>
	Adjuster Nuts	<b>57-2526</b>
	Spring Stud	<b>57-4754</b>
	Spring Cups	<b>57-1931</b>
	Cush Rubber	<b>57-1722</b>
	Cush Rubber	<b>57-1723</b>
	Set of 6	<b>57-1722/3</b>
Top Quality	Tony Hayward	<b>57-1723/3DL</b>
To 1969 1.835" ID	Thrust Washer	<b>57-1735</b>
1970 2.02" ID	Thrust Washer	<b>57-3931</b>

**A50/65 Cable Adaptor Kit**

Adaptor, ferrule & abutment (3 pieces). Where cable meets back of timing cover (models to 1969)

Part no. **MCA129**

**Norton Clutch Seal Kits**

Prevents transmission oil from leaking down the main shaft on the clutch plates. Complete with instructions.

Atlas, G15 etc.

Part no. **06-8844**

Commando

Part no. **06-8833**

**Aluminum Hard Anodized Clutch Chainwheels**

Superb quality made in England.

For 500/650 Triumph Twins

Part no. **PS222**

For 750 Twins

Part no. **PS223**

**Special Purchases**

SRM Self Centering needle roller clutch pressure plate for BSA & Triumph twins with 3 spring clutch

Part no. **57-2156SRM**

T150/T160 ESL Self Centering Pull Rod

Part no. **57-2552**

**Primary Chaincase Parts Stainless Steel****Norton**

Centre Retaining Nut (polished stainless steel)

Part no. **06-7609S/S**

Washer for above nut

Part no. **06-7610S/S**

Chaincase Retaining Nut (polished stainless steel)

Part no. **06-0367S/S**

Washer for above nut

Part no. **06-0368S/S**

Inner Chaincase Mounting Stud & Nut

Part no. **06-0376S/S**

Level Plug

Part no. **06-2582S/S**

650 1963-8 Stator Stud Set

Part no. **70-4536/7S/S**

**Triumph T100**

Primary Chain Tensioner Blade

Part no. **70-6283**

**650 Twins**

Tensioner Blade

Part no. **70-6061**

Tie Rod

Part no. **70-4152**

Adjuster

Part no. **70-9703**

Trunnion

Part no. **70-5977**

650/750 (69 on) Polished Stainless Steel Dome

Nut for primary chaincase

Part no. **21-0544S/S**

Chaincase/Transmission Inspection Cap. Fits

BSA/Triumph Unit Singles, A50/65, T100/120 etc.

Regular

Part no. **57-2166**

Deluxe Super Quality

Part no. **57-2166DL**

**AJS & Matchless**

Cap for Pressed Steel Primary Chaincase

Part no. **01-4457**

Slot Screws (14 required) Original Style. Fits

AJS/Matchless alloy primary chaincases

Part no. **00-0484**

Stainless Steel

Part no. **00-0484S/S**

**BSA**

Unit Singles

Primary Chain Tensioner Blade

Part no. **70-8184**

A50/65

Primary Chain Tensioner Blade

Part no. **70-8310**

**Norton**

Atlas/Dommi Clutch Inspection Rubber Plug

Part no. **06-7922**

Commando Stator Stud

Part no. **06-0386**



## Engine Sprockets

*Norton & Matchless, Atlas, G15, N15 & P11*

*19 Teeth*

*Part no. 06-7563*

*20 Teeth*

*Part no. 06-7564*

*21 Teeth*

*Part no. 06-7565*

*22 Teeth*

*Part no. T2180F*

## Belt Drive Kits

There are many makes of kits available and, before comparing prices, please compare quality. Over the last few years we have had quite a number of calls from customers who became stranded with broken rubber belts. The problem caused by oil contamination of the rubber.

Walridge Motors is pleased to offer these excellent quality, economically priced kits. 10mm pitch polyurethane steel lined belts.

- Steel front pulley – dished and lightened – much less likely to work loose on splines
- Can be run at higher temperatures then rubber belts



**Norton Commando Kit**

*Part no. BELTN01*

**Triumph 650 Unit Construction Kits**

**With Steel Rear Pulley**

*Part no. BELT-T120*

**With Alloy Rear Pulley**

*Part no. BELT-T120A*

**Triumph 750 Twin Kits**

**With Steel Rear Pulley**

*Part no. BELT-T140*

**With Alloy Rear Pulley**

*Part no. BELT-T140A*

## Superb Quality Reproduction

## Commando Primary Cover Caps

*Set of 3*

*1968-74*

*Part no. 06-0388/659*

## Chaincase Inspection Caps

*Norton & Matchless, Atlas, G15, N15, P11 & Commando*

*Part no. 06-0388*

## Norvil Kits

Norvil has introduced a range of kits for road and race use for Alternator and Dynamo Norton Singles and pre-unit Triumphs. These kits use the excellent Commando clutch (included with the kit) with a modified centre to suit the particular main shaft. These kits, including the Atlas and G/N15 shown below can usually be obtained within 2 weeks. Please email us with your requirements.

Norton/Matchless, G/N15 & P11  
Part no. **06-9533(G15)**

Norton Atlas  
Part no. **06-9533DA**

### Regular Norvil Commando Belt Drive Kits

Road Kit (30mm)  
Part no. **06-9218**

Race Kit (40mm)  
Part no. **06-9181**

We can also supply to special order Norvil Commando kits in various ratios to suit your requirements.

## Chapter 9 Transmission Parts

### Kick Start Lever Cotter

For BSA/Triumph models, supplied with nut & washer  
Part no. **57-1222**

Oversized type  
Part no. **57-1222O/S**

### Kick Start Levers BSA

Note\* 1971-72 A65 models use 650 Triumph lever

A7/10/50/65 & B44 1967 on  
Part no. **57-2764**

### Matchless

1952-56 models with B52 Transmissions  
Part no. **G-43-2**

### Norton

Atlas  
Part no. **04-0434E**

Genuine Norton  
Part no. **04-0434G**

Commando 1968-74  
Part no. **06-1464E**

Genuine Norton  
Part no. **06-1464G**

Commando MK3  
Part no. **12-1018E**

Genuine MK3  
Part no. **12-1018**

### Triumph

T100 Long Type (later) Short type (early)  
Part no. **57-3797** Part no. **57-1438**

These levers are interchangeable

650/750 (Unit Twins & Triples)  
Part no. **57-3632**

Tiny spring in top of K/S for folding lever  
Part no. **57-1167**



### Kick Start Lever Parts Stainless Steel

T100 Clamp Bolt & Washer  
Part no. **E132**

T140 Polished Pedal Bolt  
Part no. **21-0541S/S**

### Gear Change Levers

BSA  
B25/44/50 A50/65  
Part no. **57-1164**



Stainless Steel Pinch Bolt  
Part no. **BE209**

Norton  
Commando  
Part no. **06-1499**



### Triumph

For 250 Singles see B25 BSA

650/750 Twins (to 1974)  
Part no. **57-3757**

750 Twins (1976 on)  
Part no. **57-7010**

T150  
Part no. **57-3751**

Stainless Steel Pinch Bolt & Washer  
1969 on 650/750 Twins  
Part no. **TG2**

### Kick Start Springs

BSA/Triumph  
Unit Singles  
B50  
Part no. **57-4338**

B25/44  
Part no. **57-2687**

## Kick Start Springs Continued

### BSA

A50/65

Part no. **68-3053**

### Norton, AJS & Matchless

1963-77

Part no. **04-0475**

1957-62

Part no. **04-0043**

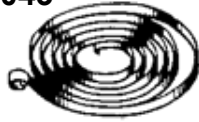
### Triumph

All unit construction T100

Part no. **57-1441**

Twins & Triples

Part no. **57-0031**



## Foot Change Spring

### BSA

Unit Singles (Also includes TR25 Triumph)

Part no. **57-2691**

A50/65 1963-69

Part no. **68-3125**

A50/65 1970 on

Part no. **57-4009**

## Repair Part for Quadrant

Weld to existing quadrant - for B25/44/50 & A50/65

Part no. **68-3294A**



## Nylon Dipstick

BSA A50/65 1956 on

Part no. **68-0865**



## Gear Indicator

For AJS & Matchless B52 Transmission 1952-56

Part no. **G-47-1**

## Norton Transmission Parts

### Atlas & Commando

Shafts 06-6169 & 06-6169E have two kick start return spring holes drilled in them, and will work with both types of springs.(04-0475 & 04-0043 )

Foot Change Spring

Part no. **04-0479**

Selector Ratchet Spring

Part no. **04-0038**

Kick Start Pawl

Part no. **06-2015**

Kick Start Pawl Plunger

Part no. **04-0069**

Kick Start Pawl Spring

Part no. **04-0044**

Kick Start Pawl Pin

Part no. **04-0033**

Kick Start Shaft Geniune

Part no. **06-6169**

Kick Start Shaft Pattern

Part no. **06-6169E**

Screw - Sprocket Tab (Also fits Transmission Inspection Cover)

Part no. **00-0450**

Layshaft

Part no. **04-0025**

Gear Pointer

Part no. **04-0051**

Inspection Cover

Part no. **06-5517**

Inspection Cover with Norton Logo (90 degrees)

Part no. **06-5517L**

Inspection Cover with Norton Logo (45 degrees)

Part no. **06-5517/45**

## Norton Transmission Parts – Stainless Steel Atlas

Pinch Bolt/Nut/Washer for Gear Lever

Part no. **FG12**

Primary Chain Adjuster supplied with Nuts

Part no. **FG48**

## Atlas & Commando

Stainless Nuts for Inner Cover (2 are visible)

Part no. **FCG45**

Slot Screws for Outer Cover

Part no. **FCG36**

Polished Gear Pointer

Part no. **04-0051S/S**

Stainless Bolt for Pointer

Part no. **04-0137S/S**

Washer for Bolt

Part no. **00-0012S/S**

(Use bolt without washer for level plug)

Stainless Drain Plug

Part no. **04-0138S/S**

## Commando

Lower Trans Stud/Nuts/Washer Set

Part no. **CG55**

Top Bolt (Not MK3)

Part no. **06-2653S/S**

Primary Chain Adjuster with Nuts

Part no. **CG49**

*Nut for Top Stud*  
Part no. **06-2656S/S**

*Top Transmission Spacer*  
Part no. **03-0023S/S**

*Gear Lever Pinch Bolt/Nut/Washer*  
Part no. **CG47**

## Triumph Transmission Parts Stainless Steel

*Transmission Cover Nut & Washer*  
Part no. **TG6**

*Dome Nut Chaincase & Transmission Cover*  
Part no. **21-0544S/S**

## Triumph Transmission Parts

**T100**

*Kick Start Pawl*  
Part no. **57-1431**

## Triumph Transmission Parts (Cont.)

*Gear Indicator Plate*  
Part no. **57-1417**

*Rivits for Plate*  
Part no. **68-3125**

**650/750 Twins 1969 on**  
*Camplate Plunger Spring*  
Part no. **57-0405**

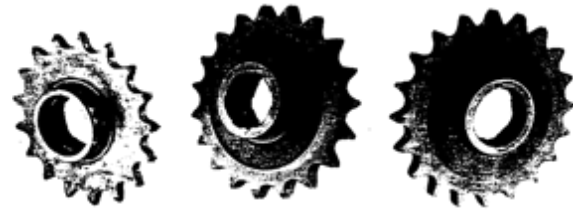
*Rubber Cover for Lower End of Clutch Cable*  
Part no. **57-1646**

*Gear Change Quad Plunger*  
Part no. **57-0406**

*Camplate spring 1971-72 650 models only*  
Part no. **57-4288**

*For 650 Twins and 750 Twins and Triples*  
*Kick start Ratchet, sleeve, spring and tab kit*  
Part no. **26391**

## Chapter 10: Sprockets Made in England



### Counter Shaft (Gear Box) Sprockets

Other sizes available to special order

Make/Model	Engine Size	Teeth	Part No.
<b>BSA</b>			
A50/65 1962 on	500/600	19	<b>68-3078</b>
		20	<b>68-3073</b>
		21	<b>68-3089</b>
<b>Norton</b>			
Commando/Atlas etc	650/750/850	19	<b>04-0480</b>
		20	<b>06-0931</b>
		21	<b>06-0721</b>
		22	<b>06-0759</b>
<b>Triumph</b>			
Pre-Unit Models		19	<b>SPR-PU19T</b>
T90/T100 Unit Construction	350/500	18	<b>57-1476</b>
		19	<b>57-1476/19</b>
		20	<b>57-1569</b>
T120/TR6/T110/T150 (4 speed models)	650/750	17	<b>57-1916</b>
		18	<b>57-1917</b>
		19	<b>57-1918</b>
		20	<b>57-1919</b>
T120/T140/TR6/TR7(5 speed models)	650/750	20	<b>57-4782</b>



## Rear Wheel Sprocket

Make/Model	Engine Size	Teeth	Part No.
<b>BSA</b>			
A50/65 1965-70 10 Hole	500/650	47	<b>68-6088</b>
A50/65 1971-72	500-650	47	<b>37-3747</b>
<b>Norton</b>			
Atlas, Dominator & Early Commando with bolt up sprocket/brake drum (5/8" & 3/8" chain size)	500/750	43	<b>06-0319</b>
Special Stainless Steel Sleeve Nut for 06-0319			<b>06-0323S/S</b>
Later Commando models with cush rear drive (not MK3)	750/850	42	<b>06-2764</b>
<b>Triumph</b>			
500/650 models 1962-70 8 hole sprocket	500/650	46	<b>37-1499</b>
T120/TR6 1971 on	650	47	<b>37-3747</b>
T140/TR7 1976 on	750	45	<b>37-7072</b>
		47	<b>37-7016</b>
Sprocket Bolt & Serrated Washer Set Triumph 1960-70	500/650		<b>21-2010A</b>

## Indian Made Economy Sprockets

Make/Model	Engine Size	Teeth	Part No.
<b>Norton</b>			
Commando 1971-74	750/850	42	<b>06-2764E</b>
Commando 1975	850(ES)	42	<b>06-6011E</b>

## Chapter 11: Speedometers and Tachometers



The instruments we list here are reproductions of original SMITHS speedos and tachs and give good service. We also offer a top quality restoration service for original Chronometric and Magnetic instruments. Generally speaking, Chronometrics were used up to 1963 and Magnetics thereafter. The cost of restoration is substantially reduced if you have original instruments to trade in as cores.

Please note that the reproduction instruments we carry are deeper than originals and will not fit BSA rubber holders (up to 1970) or pre 1974 Commando's. If fitting to 1974-5 Commando's the trip knob has to be carefully cut off and will be inoperative.

## Speedos

### Grey Faced Instruments

2:1 Ratio – suit T100 (to 1969),  
T120/TR6 (64-66), Norton Atlas/  
G/N15 & P11  
Part no. **26652 (mph)**

1.25:1 Ratio – suit T120/TR6 (67-69),  
A50/65 (67-69)  
Part no. **26675 (mph)**  
Part no. **26675K (kph)**

### Black Faced Instruments

2:1 Ratio – suit T100 (70-74)  
Part no. **26651 (mph)**  
1.25:1 Ratio – suit T120/TR6 (70-77), A65 (70-72)  
and Norton Commando (all, see comments above)  
Part no. **26661 (mph)**  
Part no. **26661K (kph)**  
1.25:1 Ratio – suit Oil in frame BSA &  
Triumph models (1971 on)  
Part no. **26664**  
1.25:1 Ratio – suit Triumph twins 1978 on (will  
work on earlier models)  
Part no. **26664 (mph)**  
Part no. **26664K (kph)**

## Tachometers

### Grey Faced Instruments

4:1 Ratio suit Triumph twins and triples (66-69)  
Part no. **26677**

3:1 Ratio suit BSA A50/65 (to 1969)  
Part no. **26681**

### Black Faced Instruments

4:1 Ratio suit Triumph 500/650/750 models (70-77)  
Part no. **26662**

4:1 Ratio suit 1978 onwards Triumphs, will work on  
earlier models  
Part no. **26663**

3:1 Ratio suit BSA twins 70-72  
Part no. **26680**

## Speedometer Mounting Cups (Binnacles)

### BSA

A50/65 1962-66 – Rubber grommet to hold  
Instruments in metal cup  
Part no. **68-9138**

A50/65 and several other models 1967-70  
Mounting rubber binnacle  
UK Made  
Part no. **68-9415UK**  
Reproduction  
Part no. **68-9451**



## BSA/Triumph

Mounting Bracket for Oil-in-Frame bikes  
Part no. **97-4026**

Mounting Rubber (Good quality made  
in England)  
Part no. **60-2600**



Metalistic Bushes for Tach/Speedo bracket fitted  
to 1963-70 Triumph Twins  
Part no. **97-1929**

## Speedo & Tach Parts

### Glass, bezel and gasket kits

#### Chronometric Types

For models without flange  
Part no. **09-00598**

For Triumph models with flange (ie to  
Fit in headlight or nacelle)  
Part no. **09-00450**

For BSA/AJS/Matchless with flange  
Part no. **09-00599**

#### Magnetic Instruments

Part no. **09-00515**

#### Bezels (Made in England)

Chrono type -no flange  
Part no. **26667**

Chrono type – top flange (Triumph)  
Part no. **26668**

Chrono type – bottom flange (BSA,  
AJS, Matchless type)  
Part no. **26669**

Magnetic Type  
Part no. **26670**

### Other Instrument Parts

#### Chronometric Instruments

Internal Gaskets:

Upper	Lower
Part no. <b>MJC080PGT</b>	Part no. <b>MJC080PGB</b>
Glass	

Part no. **99-SMITH/CHRONO**

Glass Sealing Ring

Part no. **NBR60**

#### Magnetic Instruments

Glass	Gasket above Glass
Part no. <b>99-SMITH</b>	Part no. <b>99-SMITH/G1</b>
Gasket under Glass	Lower Grommet
Part no. <b>JRC2409</b>	Part no. <b>JRC2408</b>
Screw	Washer
Part no. <b>99-SSM/SCREW</b>	Part no. <b>MJC0SSMW</b>

*Rebuild Kit (3 ea screws, washers & rubbers)*  
**Part no. 09-00340**

*Reset Knob 50mm*  
**Part no. 09-00140**

*Reset Knob 38mm*  
**Part no. 09-00140/38**

### **Tachometer Drives**

*Norton Atlas/ G/N15 etc 1:1 Ratio*  
**Part no. BG1508/05**

*Early Commando 2:1 Ratio*  
**Part no. BG1508/06**

*71 Onwards Commando type*  
*From Norvil with special oil seal*  
**Part no. 06-5200C**



## **Chapter 12: Frame Parts**

### **Swing Arm Bushes & Related Parts** **BSA**

*A50/65 1963-68 Bush (Metalastic)*  
**Part no. 42-4362**

### **BSA/Triumph Oil-in-frame Twins**

*Swing Arm Spindle*  
**Part no. 83-2691**

*Bush*  
**Part no. 83-2521**

*Rubber Sleeve*  
**Part no. 83-2692**

### **Norton/Matchless P11**

*Bush (4 required)*  
**Part no. 03-2184**

### **Norton Commando**

*Featherbed, inc Atlas*  
*Metalastic Bushes (Pr)*  
**Part no. 06-7767**

*Kit of Bronze bushes to replace 06-7767*  
**Part no. 06-7767A**

### **Commando**

*Swing Arm Spindle*  
**Part no. 06-0453**

*+.005" Oversize Spindle*  
**Part no. 06-0453A**

*Bush*  
**Part no. 06-0447**

*Large 'O' Ring*  
**Part no. 06-0449**

*Small 'O' Ring*  
**Part no. 06-0448**

### **Triumph**

**T100 1969-74**

*Spindle*  
**Part no. 82-7342**

*Bush*  
**Part no. 82-4076**

### **650 Unit Construction Twins (to 1970) & T150 Models**

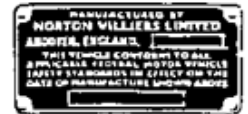
*Bobbin (sleeve)*  
**Part no. 82-6821**

*Bobbin Bush*  
**Part no. 82-6042**

*'O' Ring*  
**Part no. 82-8090**

### **Frame ID Plate**

**Norton Commando**  
*Rivets for plate (4 required)*  
**Part no. 06-1287**



*750 Models 1968-70*  
**Part no. 06-1286**

*750 Models 71-73*  
**Part no. 06-3247**

*850 Models 73-74*  
**Part no. 06-3247**

*850 Models 75 (USA)*  
**Part no. 06-6213**

### **UK Licence Disc Holder**

*Stainless Steel*  
**Part no. C171A**



### **Grab Rails (Lifting Handles)**

#### **BSA**

*A50/65 to 1970 Chrome*  
**Part no. 68-9327**

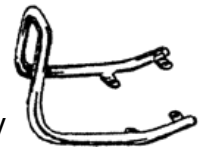


#### **Norton**

*Dominator/Atlas Chrome*  
**Part no. 98-0792**

#### **Commando**

*Chrome Regular UK Made Quality*  
*Roadster*  
**Part no. 06-4978**



*Interstate*  
**Part no. 06-3632**

**Genuine Norton**  
*Roadster*  
**Part no. 06-4978G**

*Interstate*  
**Part no. 06-3632G**

*Genuine Grab Rail Clips (4 Required)*  
**Part no. 06-3641**

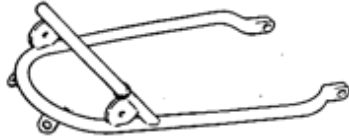
## Grab Rails (Lifting Handles) Continued

### Triumph

T100 (1971-4) & T160 Chrome  
Part no. 83-5147

500/650 Twins (1970 models) Black & Chrome  
Part no. 98-0798

T140 Chrome  
Part no. 83-5145



## Oil Tank Rubbers

### BSA

A50/65  
Part no. 68-8315



B44 Etc  
Part no. 82-9127

### Norton Commando

Upper Mount Genuine Norton put (2 required)  
Part no. 06-0636G

Upper Mount - Stainless Steel (2 required)  
Part no. 06-0636S/S

Lower Mount  
Part no. 06-0811

## Triumph 1963-70 650 Models & 500 Twins to 1974

Lower Gromment  
Part no. 82-6039

Upper Gromment - Also supports battery box & side covers (6 required)  
Part no. 82-6673

1963-70 650 Triumph Oil tank Support Bracket  
Part no. 82-6147

## Oil Tank Caps

Chrome 2" Push & Turn Type:  
Fits numerous British machines

Non-vented Type  
Part no. 02-5352

Vented Type  
Part no. 99-002



### Oil-in-frame

Oil cap with dipstick  
Part no. 71-3463

## Oil Tank Cap Sealing Washers

BSA, Norton & Triumph - most models  
Part no. 82-4047

## Oil Tank Heat Shield

For AJS & Matchless models (except G80CS, G85CS, & P11) 1963 onwards.

Includes G & N15  
Part no. 02-9593



## Magnetic Drain Plug

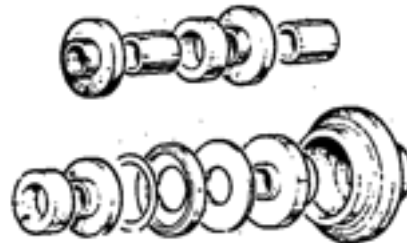
As Triumph Part No F5343 (82-5343) fits most Triumph oil tanks  
Part no. 82-5343A

## Oil Tank Drain Plug

For 650 Twins 1969-70 & 500 Twins 1969-74  
Stainless Steel  
Part no. 82-5343S/S

## Norton Isolastic Parts

In addition to the genuine PTFE side play washers we also offer a nylon variety made for Norvil in the UK. These seem to withstand very cold temperatures experienced in Canada and the Northern USA better than the PTFE type.



## Front Mounting Parts:

Gaiter - not MK3  
Part no. 06-3718

Gaiter - MK3  
Part no. 06-4674

Side Play Washers (Nylon)  
Part no. 06-4748N

Side Play Washers (Genuine)  
Part no. 06-4748G

(Replace PTFE washers 06-3556)

## Norton Isolastic Parts Continued

### Front Shim

.005"

Part no. **06-0686**

.010"

Part no. **06-0687**

.020"

Part no. **06-0688**

.030"

Part no. **06-0689**

Mounting Rubber (2 Required)

Part no. **06-1226**

Buffer Rubber (2 Required)

Part no. **06-1278**

Stainless Steel Front Mounting Bolt, Nut & Washer Set

Part no. **CE50**



### Rear Mounting Parts:

Gaiter - not MK3

Part no. **06-3719**

Gaiter - MK3

Part no. **06-4666**

Side Play Washers - same as front

### Rear Shim

.005"

Part no. **06-0775**

.010"

Part no. **06-0776**

.020"

Part no. **06-0777**

.030"

Part no. **06-0778**

Mounting Rubber (3 Required)

Part no. **06-1227**

Buffer Rubber (2 Required)

Part no. **06-1280**

Stainless Steel Front Mounting Bolt, Nut & Washer Set

Part no. **CE51**

## MK3 Conversion Kit

Convert your 1968-74 machine to 1975 specs. With vernier side play adjustment. You get the centre piece with the rubber mounts and buffers installed, together with Stainless Steel end fittings. No modification to machine required.



Front Kit

Part no. **06-6125P**

Rear Kit

Part no. **06-6126P**

Gaiters and new side play washers (if required) not included

## Complete Kits Genuine

Include side plate washers and gaiters

Front

Part no. **06-7337**

Rear

Part no. **06-7117**

Special "Pillar Type" Allen Bolt for retaining Head Steady - extended for easy access on 850 models and all machines with later type steady.

Part no. **06-7745P**

Adjusting Tool For Mk3 Type Isolastics

Part no. **06-6532**

## Genuine Norvil Head Steady Assembly

Fits under steel & Fiberglass tanks

Part no. **06-6125**





## Fibreglass Side Cover

### BSA

A50/65 Models:

#### **Twin Carb Models 1967-70**

*Left Hand*

*Part no. 82-9805F*

*Right Hand*

*Part no. 82-9806F*

#### **Single Carb Models 1967-70**

*Left Hand*

*Part no. 82-9846F*

*Right Hand*

*Part no. 82-9847F*

## Oddie Retaining Stud

*Long*

*Part no. 60-1006*

*Short*

*Part no. 60-0982*

## Oddie Rubbers

*Thin Outside*

*Part no. 60-0985*

*Thick Outside*

*Part no. 60-0984*

## Norton Commando Side Covers

*The following chart lists the Commando side covers we stock. These are made in England.*

*Fiberglass covers are stocked in gloss black. We can also special order the following solid colours Red, Green, Yellow & White.*

*For L/H covers for R & S models you also need to*

*purchase (or remove from your existing cover) and rivet on the metal bracket*

*06-9425.*

*Steel Covers are in bare metal.*

## Fibreglass Cover

Year	Model	L/H Cover	R/H Cover
1968-69	Fastback	<b>06-0854</b>	
1969-70	R & S	<b>06-1202</b>	<b>06-1213</b>
1970-72	Fastback	<b>06-1785</b>	<b>06-1675</b>
1971-73	R	<b>06-1687</b>	<b>06-1693</b>
1971-72 & 1973 750 Interstate	Interstate	<b>06-3176</b>	<b>06-3177</b>
1973-74	850 Interstate	<b>06-4081</b>	<b>06-3177</b>
1974	R	<b>06-4996</b>	<b>06-1693</b>
1974	R	<b>06-6330</b>	<b>06-1693</b>
1975	Interstate	<b>06-6329</b>	<b>06-3177</b>

## Steel Covers

Year	Model	L/H Cover	R/H Cover
1971-73	R	<b>06-1687/93M (pr)</b>	
1974-75	R		<b>06-1693M</b>
1971-72	Interstate	<b>06-3505/6 (pr)</b>	
1975	Interstate		<b>06-3177M</b>

## Steel Bracket

*Rivet to L/H Roadster & 'S' Cover*

*Part no. 06-9425*

*Right hand bracket*

*Part no. 06-1205*

## Dzus Fastener

*Fits Through Frame*

*Part no. 06-2489*

## Circlip

*To Retain Fastener*

*Part no. 06-1341*

## Curly Wire

*Rivet to Bracket - for Dzus to Clip to*

*Part no. 06-1676*



## Side Cover Grommet

Fits on frame

*Fibreglass Left Side Cover*

*Part no. 06-1206*

*Steel Side Left Side Cover (later models)*

*Part no. 06-3143*

## Original Fastback Fastenings

*Rotor Lock*

*Part no. 06-0848*

*Receptical*

*Part no. 06-0852*

*Spacer*

*Part no. 06-0851*

## Grommet

*For bottom of Commando oil tank cover*

*Part no. 06-1686*

## Domi

*Inc Atlas Stainless Steel Tool box lid screws*

*Part no. 06-7734S/S*

## Norton/Matchless P11 Side Cover

Supplied without bracket

*Bare Steel Reproduction*

*Part no. 03-4075S*

*Carbon Fibre*

*Part no. 03-4075C*

## Triumph Fibreglass Reproduction Side Cover

**500 & 650 Twins (Not Oil-in-Frame)**

*Up to 1966 (2 Switch type)*

*Part no. 82-6931FG*

*1967 (1 Switch Type)*

*Part no. 82-7359FG*

*1968-70 Type*

*Part no. 82-8042F*

*Retaining Knob*

*Part no. 83-1357*

*Mounting Rubber*

*Part no. 82-6673*

## T150 1971-74

*Left Hand*

*Part no. 83-2031*

*Right Hand*

*Part no. 83-3236*

## Special Purchase

Fiberglass Covers to fit 1971 onwards

Oil-in-Frame models to give the appearance of the earlier models.

*Left Hand*

*Part no. TSF014*

*Right Hand*

*Part no. TSF014A*

## Triumph Steel Cover

*Excellent quality bare steel reproduction of side cover, with tool kit "pocket" for 1968-70 500 & 650 Twins*

*Part no. 82-8042*



## Sundry Frame Parts

Mild steel parts in primer

## Norton/Matchless Hybrids (G/N15) Engine Plate Cover

*Over Transmission*

*Part no. 03-0238*

## P11 Sump Plate

*Aluminum - as original, complete with clips*

*Part no. 03-3086*

## G/N15CS Crankcase Shield

*Part no. 02-6334*

## Clips (2 required)

*Part no. 02-6491*



## Triumph Tool Tray 1966 Twins

*Part no. 82-6901*

## Commando Mk3 Tool Tray

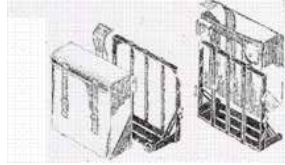
*Part no. 06-5616*

## Pannier Sets

Panniers with canvas bag (set) and folding steel frames. For military machines such as BSA M20, Ariel W-NG, Triumph TRW, Matchless G3L and Velocette MAF. These fit existing pannier racks on most World War 11 era English military motorcycles.

Part no. **82-2261/3**

Canvas Bag  
Part no. **SPE020**



## Rear Chainguards (High Quality)

### BSA

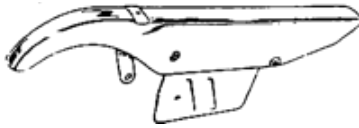
A7/10 Black  
Part no. **42-7730**

A50/65 to 1968 Bare Steel  
Part no. **68-7722**

A50//65 1969-70 Bare Steel  
Part no. **82-9192**

B25 1969-70 Bare Steel  
Part no. **82-9950**

A75 1969-70 Bare Steel  
Part no. **82-8490**



### AJS/Matchless Bare Steel, Swing Arm Models

1949-53  
Part no. **01-4489**

1954  
Part no. **02-1018**

1955-56  
Part no. **02-1576**

1957-62  
Part no. **02-4154**

1963-68 G15 (also fits N15CS)  
Part no. **02-9469**

1959-68 G80CS  
Part no. **02-2461**

### Norton

7,77,Nomad Primer  
Part no. **99-0007**

Pre 1956 Wideline Primer  
Part no. **99-0055**

Post 1955 Wideline Primer  
Part no. **99-0056**

## Rear Chainguards Continued

*Slimline 1960 on Primer*  
Part no. **21832**

### Commando Models

P11A Primer  
Part no. **03-4033**

Fastback Primer  
Part no. **06-0456**

1969-70 "S" & Roadster Primer  
Part no. **06-1272**

1971-74 Models Chrome  
Part no. **06-1865**

1971-74 Stainless Steel  
Part no. **06-1865S/S**



### Triumph

T100 Primer  
Part no. **82-4198**

### 650 Twins

1963-69 Primer  
Part no. **82-7067**

1970 Primer  
Part no. **83-1512**



750 Twins  
Chrome  
Part no. **83-2641**

Primer  
Part no. **83-2641P**

T150 Primer  
Part no. **83-3231**

## Triumph Chainguard Inspection Grommet

Plain as Original  
Part no. **83-3068**

With Triumph Logo  
Part no. **83-3068A**

## Walridge Specials For G15/N15 & P11

Stainless Steel (UNF) Shock Mounting Nut, Bolt  
& Washer Kits

G/N15CS  
Part no. **99-N15KIT**

P11 & P11A  
Part no. **99-P11KIT**

G15CSR  
Part no. **99-G15CSRKIT**

## Stainless Steel Rear Shock Absorber Bolt Set

Triumph 650 Twins 1969-70 & 1969-73 500  
Twins  
Part no. **3F43**

## Special Purchase

Ajs & Matchless Tool Box (Also Norton N15)  
1963-69

Tool Box  
Part no. **03-1520**

Tool Box Lid  
Part no. **04-8300**

Chrome Screw  
Part no. **01-4511**

## NJB Rear Shock Absorbers

NJB is a small UK company run by Norm Blakemore who was formerly a development engineer with GIRLING. They offer good quality shocks for street bikes, motocross, trials & road racing. We can supply shocks for most applications, please ask if you don't see what you need.



Street Shocks Supplied with 5 position cam adjusters and adjuster tool.

BSA - A7/10, A50/65 (62-70), Norton/Matchless G/N15CS & Triumph Hurricane - *Part no. **NJB1DL\*\****

Norton Atlas - *Part no. **NJB2ATLASDL\*\****

Triumph 500/650 Twins 1963-68 - *Part no. **NJB2TRIDL\*\****

Norton Commando 1968-74 models - *Part no. **NJB3DL68/74\**** 1975 Mk3 *Part no. **NJB3DL75\****

BSA B25/44 1968 on, B50, Triumph TR25W 1968 on - *Part no. **NJB4DL\****

Triumph 150 - *Part no. **NJB4DLT150\****

BMW all Twin shock models from 1970/5 onwards - *Part no. **NJB5DLBMW\*\****

Pre Unit Triumph - *Part no. **NJB5DLPU\*\****

Triumph Twins (69 on) and BSA Oil-in-Frame Twins (71 on) - *Part no. **NJB7DL\****

Triumph Tiger Cub - *Part no. **NJB8\*\****

BSA A65 (1969-70) - *Part no. **NJB9DL\****

Longer (12.9") for 63-70 Triumph Twins - *Part no. **NJB10DL\*\****

\* **Exposed Chrome Springs**  
\*\* **Black & Chrome Shrouds**

## Girling Replica Shock Cover

Will fit original Girling and also NJB units

4" Chrome Covers  
Part no. **9054/47pr**

5" Black Covers  
Part no. **9054/151pr**

## Special Top Shock Bolt

Norton Commando (Also for Seat Knob)  
Part no. **06-0465**

## Commando Shock Mounting Kit

1968-74 Models Stainless Steel  
Part no. **06-0465KS/S**

## Special Wrench

For Adjusting Armstrong and other units  
Part no. **P239**

Economy Tool (does the same job)  
Part no. **P239E**

## NJB Road Racing Shocks

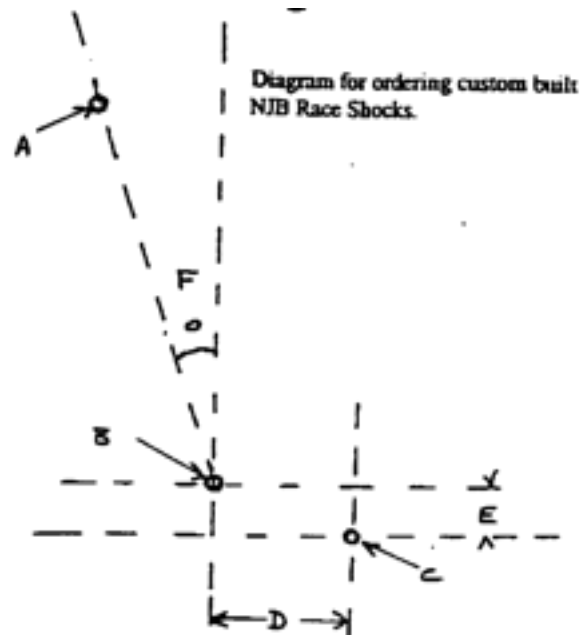
Also recommended for owners of street bikes who want the ultimate in shock absorber performance. We use them on our own street and race bikes. These shocks are built using technology which a few years ago was only available to factory competition teams. For Road Racing, given the specialist nature of most racing machines, we prefer to have NJB build the shocks specifically for individual riders and machines. **Delivery is usually 6 weeks however we can supply more quickly when requested to. "After Sales Service" back up from NJB is superb.**

Road Race Shocks  
Part no. **NJB-R**

These shocks are normally supplied in the inverted form with the gas/oil reservoir at the top, however they can also be supplied in the traditional manner for a small extra charge. When the reservoir is at the bottom a special gas/oil separator is installed.

For ordering custom built NJB race shocks the following information is required - please refer to the diagram on the right.

1. Weight of rider
2. Weight of motorcycle and weight bias, e.g. 40% front wheel, 60% rear
3. Length of shock between centres of mounting points (A&B)
4. Diameter of mounting points
5. Horizontal distance (D) between lower shock mount (B) and centre of rear wheel spindle
6. Vertical distance (E) as in 5 above
7. Angle of forward inclination (F)



## Oriental Replica Shocks

12.9 With Black and Chrome Covers \*\* (T120 63-68)  
Part no. **SHK129E**

12.9 Exposed Chrome \* (T120 69-70)  
Part no. **SHK129C**

13.4 With Black and Chrome Covers \*\* (A10/65 etc, P11, G/N12CS)  
Part no. **SHK134E**

13.4 With Exposed Chrome \* (A65 69-70)  
Part no. **SHK134C**

\* Exposed Chrome Springs  
\*\* Black & Chrome Shrouds

## AJS & Matchless Shocks

*Oriental Good Quality reproductions of 1957-1962 shocks with alloy lower clevis*  
Part no. **60092**

## Stands

### BSA

*A65 Side Stand 1971-72*  
Part no. **83-1560**

### Matchless & AJS

*Side Stand most models 1950 on includes pivot bolt and nut*  
Part no. **01-4719**

### Norton

*For N15CS use Matchless Side Stand*  
Part no. **01-4719**

*Commando 1968-70 Centre Stand*  
Part no. **06-1116**

*Commando 1971 on Centre Stand*  
Part no. **06-4031**

*Commando 1972 on Side Stand*  
Part no. **06-3389**

*Rubber Buffer*  
Part no. **06-3324**

*High Tensile Bolt Genuine*  
Part no. **06-2872**

*High Tensile Bolt Economy (Grade 8)*  
Part no. **06-2872E**

*Spacer*  
Part no. **06-5491**

*Lug to weld to 1968-71 frames to enable later side stand to be fitted*  
Part no. **06-3049**

### Complete Kits Genuine

*Side Stand 1972-75*  
Part no. **06-6357**

*Centre Stand 1971-75*  
Part no. **06-4874**

**Triumph**  
*Pre-Unit and some early unit side stand*  
Part no. **82-3723**

*T100 67-74 Centre Stand*  
Part no. **82-7693**

*650 Twins to 1970 & T150 Centre Stand*  
Part no. **83-1267**

*Special Bolt for Stand*  
Part no. **21-1978**

*All Twins and Triples 1968-82 Side Stand*  
Part no. **83-1560**

*Special casting to weld to frame to replace original T100/120 etc side stand lug.*  
Part no. **83-0035**

*650/750 Oil-in-Frame Twins Centre Stand*  
Part no. **83-4615**

*Centre Stand Mounting kit (Inc Spring) 1964-68 650 Triumph twins*  
Part no. **27514**

## Stand Springs

*Tip - to install springs and not risk losing your teeth, get some flat washers. Bend the spring one way and then the other way and place the washers between the spring coils to expand the overall length of the spring before fitting to the machine. Remove washers once the spring is in place.*

*Special Tool to Expand & Fit Springs*  
Part no. **P228**

### BSA A50/65



*Centre Stand 1963-70*  
Part no. **83-2896**

*Centre Stand 1971-72*  
Part no. **83-3793**

*Side Stand 1963-72*  
Part no. **82-8382**

### AJS/Matchless Most Models

*Side Stand*  
Part no. **01-0843**

*Centre Stand*  
Part no. **01-4627**

### Norton Commando

*Side Stand 1972-75*  
Part no. **06-2592**

*Centre Stand 1971-75*  
Part no. **06-4643**

*N15CS- see AJS/Matchless Above*



**Triumph**

Centre Stand

T100 1959-74

Part no. **82-3617**

650 Twins 1963-70

Part no. **82-4671**

750 Triples 1969-76

Part no. **82-4671**

650/750 Twins 1971-82

Part no. **83-3793****Rear Number Plates****BSA**

A10 etc to 1957

Part no. **67-6830****Norton/Matchless**

G 80 CS K 1963

Part no. **SUND2212**

Atlas &amp; G15CSR machines (Use L564 light unit)

Part no. **02-9431**

N15 CS, G15 CS &amp; G15 MK2

Part no. **02-9427**

P11

Part no. **209760**

P11A/Ranger Rear Number Plate Bracket

Part no. **03-4909****Triumph**

1947-48

Part no. **82-2728**

1952-63

Part no. **82-3363****Tail Light Fairing Genuine Norton**

Commando 1969-72 all models except for Fastback and LR

Genuine Norton

Part no. **06-1122G**

Reproduction

Part no. **06-1122E**

1973-75 all models apart from JP

Genuine Norton

Part no. **06-3731**

Reproduction

Part no. **06-3731E****Licence Plate Brackets**

Lower Licence Plate Bracket - fits most models except 1971-72

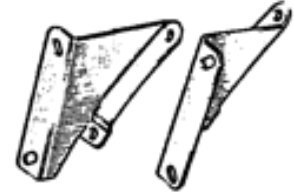
Part no. **82-6850**

1971-72 Type Brackets - also fit BSA models

Left Hand

Part no. **83-2727**

Right Hand

Part no. **83-2728**

Upper Bracket for 1973 onward models

Part no. **83-4784****Footrests****BSA & Triumph**

Oil-in-frame Twins 1971 on - Passenger Peg Assembly, less rubber

Part no. **83-2841**

Folding Arm Only (new old stock)

Part no. **83-7059****BSA**

A50/65 66-70 Folding Passenger

Peg Assembly, Less Rubber.

Part no. **65-4917/26**

Passenger Peg Folding Arm (new old stock)

Part no. **83-7059****BSA/Triumph - Oil-in-frame twins 1971 on**

Passenger peg assembly, less rubber

Part no. **83-2841**

Folding arm only (new old stock)

Part no. **83-7059****Norton**

Commando (Driver's Steel Peg Only)

Part no. **06-2734**

Commando Folding Passenger Peg assembly, less rubber. Also for Atlas &amp; AJS/Matchless

Part no. **06-2006****Triumph**

Driver's Footrest for 650's

1965-70 Forged with Fittings

Part no. **82-6069/9624****Passenger Peg Assembly**

With Rubber for Most Pre Oil-in-frame Bikes

Part no. **82-9369**



### Folding Footrest set for 65-70 650's Part no. 82-6653/4



### Front Number Plates

**Norton/Matchless**  
G/N15 models and Atlas  
Part no. 01-1835



**Mounting Posts**  
Part no. 93-00966



*Front number plate with surround as used on  
Triumph TRW & other pre-unit models*  
Part no. 82-2698

## Chapter 13: Fenders

All supplied undrilled except for genuine Norton Commando Type

Make/Model	Front/Rear	Type	Part No.
<b>BSA</b>			
A50/65 etc (up to 1970)	F	Chrome	<b>68-6536</b>
	R	Chrome	<b>68-6856</b>
<b>Matchless</b>			
G80/12CSR/15CSR (1960 on)	F	Alloy	<b>03-1591</b>
	R	Alloy	<b>03-1588</b>
G15CS (1966-69) See Norton N15CS Below.			
<b>Norton</b>			
N15CS (1966-69)	F	Chrome	<b>03-1667</b>
	R	Chrome	<b>03-1633</b>
P11 (1967-68)	F	Alloy	<b>03-1591</b>
P11	F	Chrome	<b>03-1667</b>
P11 & P11A	R	Alloy	<b>03-3138</b>
Commando (Not MK3) Genuine	F	Stainless	<b>06-3175</b>
	R	Stainless	<b>06-3887</b>
<b>Triumph</b>			
500/650 pre 1968	F	Bare Steel	<b>97-1677</b>
	R	Bare Steel	<b>82-6965</b>
1968-70	F	Bare Steel	<b>97-3882</b>
	R	Bare Steel	<b>83-1619B</b>

Generally, off road bikes had a double tab on the lower rear front stay and road bikes had one before 1970 in which year they all had two.

## Generic Fenders

Stainless Steel

Front - 4" wide, "C" Section  
Part no. **35032F**

Rear - 6" wide, "D" Section  
Part no. **35034**

Rear - 5" wide, "C" Section  
Part no. **35033**

Aluminum (Made in England)

Front - 4" x 19"  
Part no. **J80**

Rear - 5" X 18/19"  
Part no. **J80A**

Rear - 5 3/4" X 18/19"  
Part no. **J41A**

Front - 3 7/8" X 21"  
Part no. **MC1**

## Aluminum unpolished (Taiwanese)

Front/ Rear	Width	Wheel Size	Part No
F	4"	19"	<b>35001</b>
F	4"	21"	<b>35008</b>
R	5"	18/19"	<b>35009</b>
R	5 3/4"	C Section	<b>35010</b>
R	6"	D Section	<b>35010D</b> "D" Shaped Triumph

## Fender Stays

**BSA**  
**Top Front**



A50/65 1966 USA models (long type)  
Part no. **68-6540**

A50/65 1968-70 USA models (short type)  
Part no. **97-3850**

A50/65 4 Piece Front Stay Set Chrome  
Part no. **97-3650S**

## Norton/Matchless

**Norton Atlas Scrambler And G/15Cs To 1965**

Fender bridge (2 required)  
Part no. **03-0394**

Rear Fender Stays (2 required)  
Part no. **03-0397**

## G/N15CS/P11 & G15CSR 1966-68

Front Fenders stays (pr)  
Part no. **03-1653/5**  
\* Made in 7/16 steel as original

G80CS & P11 Front Fender Bridge  
(excellent copy of original part)  
Part no. **03-1667B**

G/N15CS/CSR Front Bridge  
Part no. **03-1667A**

G/N15CS (66-68) & G15CSR (65-68) Rear  
Fender Loop  
Part no. **03-0315**



**Norton**  
**Dominator/Atlas**

Front Stay Chrome (4)  
Part no. **06-7741**

Commando (painted)  
Part no. **06-2323**

**P11**  
**Rear**  
Fits Norton/Matchless P11  
Part no. **03-3127**



Fits Norton/Matchless P11A  
Part no. **03-4019**

Alloy spacer between P11 frame & rear fender  
stay  
Part no. **03-2213**

## Fender Stays Continued

### Triumph

**T100/120 etc to 1970**

*Front*

*Black*

*Part no. 97-1681*

*Chrome*

*Part no. 97-3663*

*Centre*

*Black*

*Part no. 97-1683*

*Chrome*

*Part no. 97-3664*

*Lower Rear (2 tabs)*

*Black*

*Part no. 97-3885*

*Chrome*

*Part no. 97-3886*

*Lower Rear (1 tab)*

*Black*

*Part no. 97-1678*

**T140 etc Chrome**

*Front*

*Part no. 97-4533*

*Centre*

*Part no. 97-4534*

*Lower Rear*

*Part no. 97-4552*

### Fender Fitting

*71-72 Oil-in-Frame models (also BSA A65)*

*Front fender clamping brackets (4 required)*

*Part no. 97-4022*

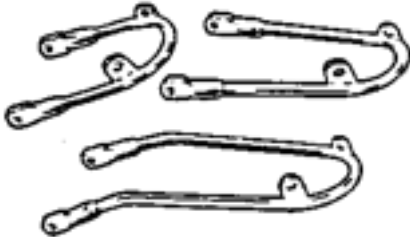
*Rubber Grommets for same (4 required)*

*Part no. 97-4021*

*Fender Stay to Fender Bolts*

*Many applications on Pre Oil-in- Frame machines, 1/4" UNF thread, Correct dome shape, cadmium plated.*

*Part no. 14-0101*



*Pressed Steel Wiring Protector - fits under rear fender most late 1960's Triumph Models*

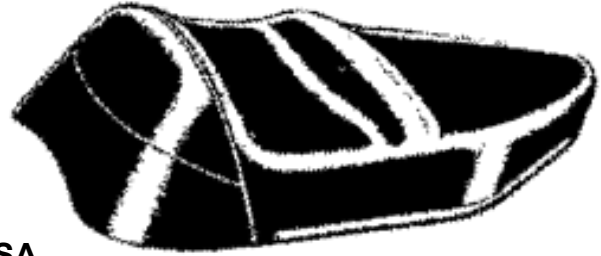
*Part no. 82-7826*

## Chapter 14: Seats

We are the North American agents for RK Leighton who make superb quality seats. We also stock very good quality seats made by P & P (Birmingham UK), they are virtually identical to original parts.

**Please advise if you need a seat that is not listed here.**

**Against each seat listed we will indicate "R" for Leighton or "P" for P&P.**



### BSA

*B25/44 1967-69 "P"*

*Part no. 82-9732*

*A50/65 1963-65 Flat type "P"*

*Part no. 68-9056*

*1967-70 "Hump" Type "P"*

*Part no. 68-9330*

*A65/70 1971-72 "P"*

*Part no. 83-3633*

*A65 Clubman Seat "P"*

*Part no. BS28*

### Norton/Matchless

*G80CS 1964-68 "R"*

*Part no. 02-6096*

*G15CSR 1965-67 & G/N15CS 1966 "R"*

*Part no. 03-1528*

*G/15CS & CSR, also G80CS 1968 Models "R"*

*Part no. 03-2271*

*G15MK2, Atlas Scrambler & G/N15CS 1964-65 "R"*

*Part no. 02-9449*

*P11 1967 "P"*

*Part no. 03-2134*

*P11A 1967-68 "P"*

*Part no. 03-4024*

*Ranger 1968 (Longer dual type) "P"*

*Part no. BS46B*

## Seats Continued

### Norton

#### Atlas/650SS etc

1963-67 Flat Type "R"

Part no. **06-7862R**

1967-68 Hump Type "R"

Part no. **06-7863R**

### Commando Seats

There seems to be a great deal of disagreement amongst the experts regarding correct Commando seats. The following has been reviewed by Mr. Emery (Norvil) who has verified it as correct.

*Fastback Models - same for all "R"*

Part no. **06-0501**

LR (Limited production long range models)

Same as Fastback without the "ears" at the front

Available to special order

*Roadster & "S" Type 1969-71*

Flat wide seat, ribbed pattern with strap across.

No name on back. "R"

Part no. **06-1168R**

*Roadster 1971-72*

Narrow base and taller than 06-1168. Ribbed with strap across. Some of the later ones may have logo in gold or silver on the back, but most had no name. Reproduction covers usually have name on them. "R"

Part no. **06-1766R**

*Interstate 1972*

Ribbed with strap across, similar to Roadster but wider at front, no logo. "P"

Part no. **06-3183**

**Early Roadster and "S" seats had fiberglass bases, later ones were steel.**

**1972-5 Roadster & Interstate seat bases remained unchanged, apart from the addition of a hinge in 1975**

1973 - Basket weave pattern with strap across and Gold logo.

Roadster "P"

Part no. **06-3676**

Interstate "P"

Part no. **06-3677**

1974 waffle pattern, no strap, gold logo

Roadster "P"

Part no. **06-5234**

Interstate "P"

Part no. **06-5382**

1975 - same as 1974 except seat now hinged

Roadster "P"

Part no. **06-5612**

Interstate "P"

Part no. **06-5613**

### Hi-Rider Seats

Not available at present although we expect to be able to supply them before the end of 2018.

*1972 short solo type - ribbed pattern*

Part no. **06-2390**

*1973 short solo type - basket weave*

Part no. **06-3859**

*1974-75 longer dual type*

Part no. **06-6416**

\* Hinge not used on 1975 Hi-Rider seat.

### Triumph Seats

For 1966-67 Twins and some earlier models smooth grey top

"P"

Part no. **82-5239**

"R"

Part no. **82-5239R**



Smooth Black Vinyl top with 6/8 bar ribs across - 1968 Twins and some 1967 models

"P"

Part no. **82-8204**

"R"

Part no. **82-8204R**

Grey top with 6/8 bar ribs across, black sides, some 500 & 650 twins 1968 "P"

Part no. **82-9517**

## Triumph Seats Continued

T100 (69-74)m 650 Twins 1969-70 & T150  
1969-74 "Basket Weave"

"P"

Part no. 83-1573

"R"

Part no. 83-1573R



1971 Oil-in-Frame Twins with hinge on right,  
parcel catch on left (4 speed models) "P"

Part no. 83-4288

1972 650 Oil-in-Frame Twins with hinge on right  
(mostly used on 5 speed models) plunger catch  
on left "P"

Part no. 83-4599

**CARE: Some later 650 models 1973-74 had  
hinge on left, plunger on right**

750 Twins 1973-77 "P"

Part no. 83-4786

## Solo Seats

Quality Lycette type seat supplied with chrome  
springs to suit most machines over 250cc

Part no. B20A

Similar seat to B25 but smaller for machines up  
to 250cc

Part no. B14A

## Saddle Covers

UK Made Large

Part no. B17

Indian Made Large

Part no. B21



UK Made Small

Part no. B21A

Indian Made Small

Part no. B21B

## Manx Norton Seat



This is a Walridge special item. While we  
concentrate mainly on the sale of stock parts,  
we were being asked so often by people with  
Tritons and Norton specials for Manx Norton  
Seats to complete their projects

Very light in construction with carbon fibre  
bases, we can get them made for you for  
Wideline (up to 1959) or slimline (1960-69)  
featherbed frames. We can do them with a  
cut-away for access to a central oil tank cap, or  
without the cut-away if the stock Norton oil tank  
is being used. Covered in black, the trim can be  
ordered in black, white, blue or green.  
Normal delivery time is approximately 6 weeks  
after ordering.

Part no. SEAT001

## Seat Covers

Easy to fit quality kits. Other types available to  
special order - please ask for details

### BMW

R75/5

Part no. BM1

R80/7, R100S, RS, R100T

Part no. BM2

R60/5

Part no. BM3

R45, R65

Part no. BM4

R75/6, R60/6

Part no. BM5

K75 1987-95

Part no. BM8

K100 1983-90

Part no. BM9

## Seat Covers Contined

### BSA

B25/44 1967-9  
Part no. **B9A**

A50/65 "Flat Type" to 1966  
Part no. **B4**

A50/65 "Hump Type" 1967-70  
Part no. **68-9330C**

A65 1971  
Part no. **B6A**

### Kawasaki H2

1972-73  
Part no. **K230**

1974  
Part no. **K165**

1975  
Part no. **K176**

### Norton/Matchless/AJS

Matchless 1951-55  
Part no. **AM1A**

Atlas/Electra 1963-67  
Part no. **N102**

Atlas Hump Type  
Part no. **N103**

Norton/Matchless/ G15CSR 1965-67/G/N15CS  
1966-67 (Leighton)  
Part no. **03-1528C**

Atlas Scrambler & N/G15CS to 1965 (Leighton)  
Part no. **02-9449C**

P11 (short)  
Part no. **N109**

P11 (long)  
Part no. **N110**

Ranger  
Part no. **N111**

Mercury (hump type)  
Part no. **N103**

Commando Fastback (Leighton)  
Part no. **06-0501C**

## Norton/Matchless/AJS Continued

1969-70 'S' type & Roadsters (Leighton)  
Part no. **06-1168C**

1971-72 "S" type & Roadster (Leighton)  
Part no. **06-1766RC**

Commando Interstate 1971-72  
Part no. **06-3183C**

Commando Roadster 1973  
Part no. **06-3676C**

Commando Interstate 1973  
Part no. **06-3677C**

Commando Interstate 1974-75  
Part no. **N106B**

Commando Roadster 1974-75 5 Type  
Part no. **06-5234C**

Waffle pattern fits all 1971-74 Roadsters

### Triumph

T110/T120 to 1959  
Part no. **T201**

1963-66 Grey Top  
Part no. **82-5418**

1968 500/650 & 67TT Black ribbed top  
Part no. **T205**

1968 option with grey ribbed top, black sides  
Part no. **T205A**

500 Twins 1969-74, 650 Twins 1969-70, T150  
1969-74  
Part no. **82-9715**

750 Twins 1973-77  
Part no. **83-4789**

T160 1975-76  
Part no. **83-5378**

## Seat Parts

Lycett Badge - For rear of most British solo seats  
Part no. **93-04581**



## Seat Parts Continued

### BSA

A50/65 (67-70) Side Trims  
Part no. **98-696**

A65 (1971) Seat Latch Assembly  
Part no. **83-3061**



### Norton

Seat Knob  
Part no. **06-4009E**

Genuine Norton  
Part no. **06-4009G**

Washer for above (4 required)  
Part no. **82-3814**

Stainless (Best type)  
Part no. **82-3814S/S**

Rubber Buffer for Commando Seat Base  
Part no. **06-7791**

### Triumph Painted Steel Seat Bases

Twins & Triples 1968-74, except Oil-in-Frame  
bikes Has threaded holes for 1969 type grab rail  
Part no. **83-1573B**

### Seat Foam

For Bases 82-9714B & 83-1573B  
Part no. **83-1573F**

For BSA A50/65 1967-70 hump type  
Part no. **68-9330F**

Norton/Commando Roadster 1971-75  
Part no. **06-5234F**

We can also supply foams for many different  
makes to special order

**Chrome/Plastic Trim (Severl Triumph Models)**  
Regular Quality (UK)  
Part no. **60-0696**

Regular Quality (UK)  
Part no. **SUND1027**

**Black & Chrome Trim**  
(Late Triumph &  
Commandos)  
Part no. **60-696**

### Seat Hinges

Seat Hinge Front  
Part no. **82-8026**

Seat Hinge Rear  
Part no. **82-7862**

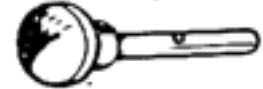


### Check Wire

To 1970  
Part no. **60-0374**

1971 on  
Part no. **60-2087**

Seat Plunger Knob  
Part no. **82-7560**



Rubber Buffler - Fit under seat on 1971 on BSA  
650 twins & Triumph 650 & 750 twins  
Part no. **82-9093**



## Chapter 15 :Chains



RENOLD chain is of the highest precision  
quality, and was original equipment on all British  
machines. In most cases, modern 'O' ring chains  
are too wide for these machines.

### Renold Primary Chains

Make/Model	Year	Part No.
<b>BSA</b>		
B25	1967-72	<b>114038/70</b>
B44/50	1967-73	<b>114038/72</b>
A50/65	1963-72	<b>116038/80</b>
A75	1969-72	<b>116038/82</b>



## Renold Primary Chains Continued

Make/Model	Year	Part No
<b>Norton</b>		
Atlas	1963-69	<b>110046/76</b>
Commando	1968-75	<b>116038/92</b>
<b>Royal Enfield</b>	600/750	<b>114038/92</b>
<b>Triumph</b>		
Tiger Club	1957-68	<b>114038/62</b>
250 Singles	All	<b>114038/70</b>
T100	1959 on	<b>114038/78</b>
650 Twins	1963-74	<b>114038/84</b>
750 Twins	1973 on	<b>116038/84</b>
T150	1969-74	<b>116038/82</b>

## New T160 Primary Chain Kit

Original Chains have not been available for years. Our new kit comes with 2 sprockets and 2 readily available chains.

Part no. **PS237**



## Renold Rear Chain

Normally sold in lengths of 110 links. Please provide make and model of machine if you would like us to shorten chain to the exact length for you. Do not count the links in the existing chain because it will probably have stretched and a replacement with the same number of links will be too short. Also many machines will have had their sprockets altered and need a different length of chain - we recommend you buy the 110 links and cut the chain to length on the machine. See TOOL section of catalogue for chain breaking tool.

## Regular Replacement Chain

Most models use 5/8" x 3/8" Chain  
Part no. **110056/110**

BSA/Triumph singles and Nortons to 1964 use 5/8" x 1/4"  
Part no. **110054/110**

## Commando Primary Chain

From NORVIL (Made by EWIS, Germany)  
Part no. **06-0366N**

## Norton Cam Chain Genuine

Part no. **06-7689**



## Norton Contact Breaker/Mag Chain Genuine

For all Atlas & Dominator machines (including G/N15's) and Commando's with the points behind motor.

Part no. **06-7705**

## Master Links

5/8" x 3/8"

Part no. **110056/26**

5/8" x 1/4"

Part no. **110054/26**

Duplex Primary Chain

Part no. **114038/26**

## Cranked Links

5/8" x 3/8"

Part no. **110056/30**

5/8" x 1/4"

Part no. **110054/30**

## Regina Quality Chain

Made in Italy

Part no. **110046/25**

## Drive Chain

5/8" x 3/8"

Part no. **110056/110R**

5/8" x 1/4"

Part no. **110054/120R**

## Primary Chain

1/2" x 5/16"

Part no. **110046/76R**

## Duplex Primary Chain

BSA B44/50

Part no. **114038/72R**

Triumph T100 59 on

Part no. **114038/78R**

Triumph 650's 63-73

Part no. **114038/84R**



## Triplex Commando Primary Chain

Part no. **116038/92R**

**Matchless/AJS Dynamo Chain**

(49 Links) 350/500 Singles 1949-56  
Part no. 01-7296

**Norton Twin Mag Chain**

Part no. 06-7705R

**Norton Twin Cam Chain**

Part no. 06-7689R

**Regina Master Links**

Part no.  
110056/26R  
110054/26R  
110046/26R

**Regina Cranked Links**

Part no.  
110056/30R  
110054/30R  
110046/30R

**Regina Race Chain**

**Drive Chain**  
5/8" x 3/8" (530)  
Part no. 136RS/110

5/8" x 1/4" (520)  
Part no. 135GPM/110

**Primary Chain**  
1/2" X 5/16" (428)  
Part no. 136RS/110

**Master Links Soft**  
530  
Part no. 92400

520  
Part no. 92397

428  
Part no. 92033R

**Rivit Links**  
530  
Part no. 92399R

520  
Part no. 92396R

428  
Part no. 92030

**Diamond HD Rear Chain (Usa Made)**

5/8 X 1/4                      5/8 X 3/8  
Part no. 110054/120D      Part no. 110056/110D

**Economy Oriental Single Row Chains**

H indicated heavy duty  
Warning - Non "H" rated chains are only suitable for low powered machines.

Size	Length	Part No
1/4" x 5/16" (428H)*	114 links	43-224
5/8" x 1/4" (520H)	120 links	43-233
5/8" x 3/8" (530)	110 links	43-235
5/8" x 3/8" (530)	120 links	43-236
5/8" x 3/8" (530H)	120 links	43-238

\* Single row primary chain for most machines

**RK "O" Ring Chain**

5/8 X 1/4 (520) 110 LINKS Regular strength,  
Wear Index 600, Tensile Strength 7700 lbs  
Part no. 41-102

**Premium XW Ring Chain**

(520/110 Links)  
50% better wear life than regular 'O' ring chains.  
Wear Life index 800, Tensile Strength  
Part no. 41-009

**Chapter 16 : Rubbers****Driver's Footrest Rubbers**

**AJS/Matchless**  
Most models (1/2"ID)  
Part no. 19983



**BSA**  
Oval Type (Bantam, B31/33, Goldstar, A7/10 & early A50/65)  
Part no. 83-3548



Later A50/65/75 Molded with BSA Logo  
Part no. 82-9602

3 1/4" Used on competition models with folding rests

No Logo  
Part no. 82-9051

With Logo  
Part no. 82-9608

## Driver's Footrest Rubbers Continued

### Norton

All except Commando (1/2" ID)  
Part no. **19983**

Commando (3/8" ID)  
Part no. **06-7760**

### Triumph

"TRIUMPH" script Logo type (up to 1967)  
Part no. **NF-704**

"TRIUMPH" in  
block letters (68 on)  
Part no. **82-9279**



T150 Left Hand Type with Cutaway  
Part no. **82-9630**

Short 3 1/4" used on 1971 on competition models  
Part no. **82-9051**

## Passenger Footrest Rubbers

### BSA

All Models (Long)  
Part no. **82-9054**

All Models  
Part no. **82-9603**

### Norton/AJS/Matchless

All Models 1946-62  
Part no. **19983**



All Models 1962 on  
Part no. **04-2569**

### Triumph

Most models except Oil-in-frame models  
With Triumph Logo  
Part no. **82-1695**



Without Logo  
Part no. **71019**

650/750 1971 on Oil-in-frame  
Part no. **82-9054**

## Kickstart Rubbers

### BSA

Closed End Type (fits all except Bantam)  
Part no. **42-3159** no logo  
With BSA Logo  
Part no. **42-3159L**

Open End Type  
Part no. **57-2759**



### Norton/AJS/Matchless

All Models  
Economy  
Part no. **03-3218E**

UK Made  
Part no. **03-3218UK**

Type with NORTON Logo  
Part no. **03-3218L**

### Triumph

Closed End Type (fits all except 1946 on)  
Part no. **82-1814**

Open End Type with Triumph Logo  
Part no. **57-2330L**

Open End Type - Correct for most later machines  
Part no. **57-2330**

## Gear Shift Rubbers

### AJS/Matchless

Pre 1957 models and other makes with  
BURMAN CP and B52 Transmissions  
Part no. **G-48-1**

### BSA

Most Models to 1967  
Part no. **57-2648**



All Models 1968 on (Made in UK)  
Part no. **57-2450UK**

### Norton/AJS/Matchless

All models with AMC transmission  
Part no. **04-0086**

### Triumph

All models 1946-67  
Part no. **57-0449**  
type with TRIUMPH Logo  
Part no. **57-0449L**



All models 1968 on  
(made in UK)  
Part no. **57-2450UK**



## Centre Stand Rubber

**BSA**  
Part no. **57-2450UK**

**Triumph**  
Part no. **57-2331**

## Side Stand Rubber

**Norton Commando 1972-75**  
Part no. **06-3324**

## Chapter 17 Handlebars, Forks and Related Parts

**BSA**  
A50/65 UK Models  
Part no. **D324**



**Most Export Models**  
Part no. **42-4968**

**A50/65 Western Bar**  
Part no. **42-4968W**

**A75R III USA Bar (Came on some A65 models)**  
Part no. **97-4252**

**AJS/Matchless**  
Regular Street Bars Fitted to Most Models  
Part no. **02-2484**



### Norton/Matchless Hybrids

These are the low bars which give a riding position just above that provided by clip-ons. CSR's also came with a much lower bar, a flat Norton bar (see D348 below) or a higher bar very close to that on Export Commando's (06-1046)

**G15CSR**  
Part no. **03-1604**

**Atlas Scrambler G/N15CSR & P11**  
Part no. **03-0398**

**P11A & Ranger**  
Part no. **03-1651**

This is a **very** confusing area, and you can't rely on the parts book. All the CS & Atlas Scrambler and P11 High Pipe models appear to have been supplied with the bars with the cross brace welded about 1" down from the top of the bars. The P11A & Ranger machines appear to have been supplied with two different types of bars. The one listed above (03-1651) is the same bend as 03-0398 except that it has the cross brace welded flush at the top. Most of the USA Export bikes appear to have been supplied with a similar bar except that it has a greater "pull back" angle and this we supply as  
Part no. **03-1651A**

### Norton



**Flat Bar**  
Part no. **D348**

**Commando European**  
Part no. **06-4132**

**Commando USA Export**  
Part no. **06-1046**

**Hi-Rider**  
Part no. **06-2599**

**Atlas Export High Bar**  
Part no. **06-7803**

### Triumph

**TRW**  
Part no. **97-0659**

**Pre-Unit (1" turned to 15/16" throttle end)**  
Part no. **98-83474**

**T120 etc 1963-70 UK**  
Part no. **97-1871**

**T120 etc (66-72) US Export**  
Part no. **97-1870**

**T120 Western Bar**  
Part no. **97-4252**

**750 Twins -Export Type raised**  
Part no. **97-7001**

## Handlebars Continued

### Sundry Other Bars

*Standard British Motorcycle Flat (As A65, A10 etc.)*  
Part no. **D324**

*Stand British Bar (Raised)*  
Part no. **HB5**

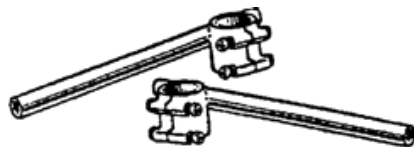
*Senior Shallow Ace*  
Part no. **ZB87**



### Sundry Other Bars Continued

*34mm Clip-ons*  
Part no. **ZB400/34**

*35mm Clip-ons*  
Part no. **ZB400/35**



(Quality British Made product)

## Stainless Steel Handlebars Made in England

### BSA

*A10/65 etc UK LOW Bars*  
Part no. **D324S/S**

*A10/65 etc with Export Bars*  
Part no. **42-4968S/S**

### Norton Commando

*EUROPEAN models*  
Part no. **06-4132S/S**

*CANADA/USA Export models*  
Part no. **06-1046S/S**

### Norton/Vincent

*Flatbar*  
Part no. **D348S/S**

### Triumph

*66-73 650 Export models*  
Part no. **97-1870S/S**

## Handlebar Fittings

### BSA

*Chrome Handlebar Clamps, fits all 1963-70, 250, 500, 441 & 650 machines.*  
Part no. **97-2655**

*Chrome Bolts for Clamps*  
Part no. **97-2656**

### Norton

*Steel clamp for all models with Roadholder forks including Atlas, G/N15, Matchless G12, G80S & Commando*  
Part no. **06-7727**

### Triumph

"P" Clamps & Fittings - Various models:

*Cup (2 required)*  
Part no. **97-2221**

*Bolt and Washer in Stainless Steel (2 required)*  
Part no. **E140**

*Bolt (2 required)*  
Part no. **21-0589**

*Washer (2 required)*  
Part no. **82-1335**

*"P" Clamp (2 required)*  
Part no. **97-2291**

*Hemispherical Washer (4 required)*  
Part no. **97-1529**

*Spacer (2 required)*  
Part no. **97-1581**

*Steady Rubber (2 required)*  
Part no. **97-1580**

*Mounting Bush (2 required)*  
Part no. **97-1527**

*Nut (2 required)*  
Part no. **14-1903**



## Handlebar Fittings Continued

### Triumph

10 Piece Kit for Fastening "P" Clamps to Mounting Bush 1 kit per machine (Contains 2 of each 97-1580, 97-1581, 97-2221 & 4 of 97-1529)

Part no. **97-2655**

### Indian Made Economy "P" Clamps

Include top bolt, washer, lower nut and handlebar spacers

Part no. **97-2291E**

## Handlebar Fittings Stainless Steel

Handlebar Clamp Screws Atlas & Matchless Models with Norton Forks

Part no. **FW11 (set of 4)**

Handlebar Clamp Screws Commando

Part no. **06-0335S/S (sold each, 4 required)**

## Steering Lock (Good Quality)

Fits most BSA, Norton & Triumph models (Made in Uk)

Part no. **82-6738**



## Key Blanks

Don't throw away your old lock!

For Reproduction Locks

Part no. **KEY3**

For Original Locks

Part no. **KEY2**

## Steering Damper Knobs

Matchless

Part no. **01-7259**

AJS

Part no. **01-7260**



Norton

Part no. **B2/201**

AJS/MATCHLESS Friction discs

Part no. **00-0812**

Complete AJS/MATCHLESS Damper Assembly

Part no. **60009A**

Also suits P11



## Headlight Brackets & Related Parts

AJS/Matchless

Most models with AMC forks including P11

Part no. **03-1546/7**



## Headlight Brackets & Related Parts Continued

BSA

A50/65 1964-67 Models

Black

Part no. **68-5176/7BLK**

Chrome

Part no. **68-5176/7CRM**

A50/65 1968-70 Models

Black

Part no. **97-2510/2BLK**

Chrome

Part no. **97-2510/2CRM**



Norton/Matchless Hybrid

Black for Atlas, G/N15 & Early Commando

Part no. **03-1544/5**

Top Rubbers between 03-1544/5 and top clip

Part no. **06-7512**

Norton

Commando 69/70 R & S Models 3 piece set (Halo & 2 Support brackets)

Part no. **06-1239S**

Commando Chrome Brackets 1970 on (Genuine)

Part no. **06-2028/9pr**

"O" Rings for Bracket (6 required)

Part no. **622/101**

Triumph

Brackets for 500/650 Twins (painted black) 1965-67 Models

Left

Part no. **97-1888**

Right

Part no. **97-2162**

500/650 Twins (painted black) 1968-70 Models

Left

Part no. **97-2161**

Right

Part no. **97-2162**

1971-72 Triumph & BSA 650 Models Chromed Wire Brackets

Part no. **97-4058/60**

## Inexpensive Generic Brackets

For use with clip-on bars Adjustable, will fit 34 & 35mm tubes as used on BSA, Norton & Triumph machines (oriental)

Part no. **09-0013**



*UK made type, chrome plated rubber mounted*

Part no. **C65**

## Headlight Bolts & Spacers

This is a complicated area because so many bikes don't have the original LUCAS headlight bucket on them. We are therefore setting the fittings out by description.

*5/16" Bolts For most machines 1969-70*

*Genuine LUCAS bolts (UNF)*

Part no. **112560**

*CEI Bolts used up to 1968*

Part no. **112201**

*Chrome Bolt & Washer Set (CEI) (includes 2 bolts, 2 washers)*

Part no. **112201/CHR**

*5/16 ID Mild Steel Headlight Spacer*

Part no. **97-2631**

*5/16" Stainless Steel Spacer*

Part no. **97-1932S/S**

*Special Washer 1971-72 A65/T120 etc*

Part no. **83-2210**



## Headlamp Shell

### Chrome Bolts

5/16"X1"UNFChromeBolts for LUCAS & reproduction head- light shells to 1970. (Original shells were threaded 5/16" CEI (26tpi—use chrome bolt & washer set 112201/CHR ). The reproduction shells and the ones LUCAS make now are threaded UNF.

Part no. **99-651C**

*7/16" UNF Bolts Most post 1970 machines*

*Genuine LUCAS Bolts*

Part no. **54104500**



## Wire Bracket Mounting Rubbers

For 1971-2 BSA & Triumph 650/750

*Upper*

Part no. **83-2209**

*Lower*

Part no. **60-2630**

## Stainless Steel Headlight Mounting

### Bolts & Spacers

Supplied with Stainless Steel Washers

5/16" CEI Cycle thread (26tpi) Bolts (fit most machines up to 1970)

*Bolts*

Part no. **FW21**

*Spacer*

Part no. **03-1555S/S**

*3/8" UNF Bolts (Used on Early Commando's)*

Part no. **CW20**

*1971-72 Oil-in-Frame Bikes*

Part no. **E153**

*7/16" UNF Bolts (Most post 1970 bikes)*

*Bolts*

Part no. **TF11**

*Spacers:*

*Commando*

Part no. **06-2035S/S**

*Triumph*

Part no. **TF88**

## Steering Damper Kit

*Genuine Norton, includes all fittings. For Commando*

Part no. **06-4247**





## Fork Tube (Stanchions)

**Made in England unless otherwise stated.**

### BSA

*B44R (21.8")*

*Part no. 41-5116*

*A50/65 1966-67 & 1968 models with BSA Forks*

*Part no. 97-2636 Oriental Made 97-2636E*

*A50/65 1968 on models with Triumph Forks*

*Part no. 97-3906 Oriental Made 97-3906E*

*A65/75 1971-72*

*Part no. 97-4007 Oriental Made 97-4007E*

### AJS/Matchless

*1 1/8" Tubes used up to 1954*

*Part no. 01-6322*

*Most models using 1 1/4" AMC tubes (including P11)*

*Part no. 02-2823*

*Models 1964 on using Norton Forks*

*Part no. 03-0036*

### Norton

*P11 - See Matchless & AJS Above*

*Atlas/650SS*

*Part no. 06-7714 Oriental Made 06-7714E*

*N15CS*

*Part no. 03-0036*

*Commando*

*Part no. 06-3423 Oriental Made. 06-3423E*

### Triumph

*T100SS, T120, TR6 1960-63*

*Part no. 97-1299*

*500/650 Twins 1964-67*

*Part no. 97-1889 Oriental Made. 97-1889E*

*500/650 Twins & 69-70 Triples, all models 1968 on using "shuttle valve" forks*

*Part no. 97-3904 Oriental Made 97-3904E*

*Hard Chrome type*

*Part no. 97-3904C*

*All Twins & Triples 1971-72 using Conical Front Hub*

*Part no. 97-4007 Oriental Made 97-4007E*

*750 Twins & Triples 1973 on Disc Brake Models*

*Part no. 97-4380 Oriental Made 97-4380E*



## Special Order Parts

*Triumph Hurricane Fork Yokes*

*Upper*

*Part no. 97-4189*

*Lower*

*Part no. 97-4183*

## Stock Fork Springs

*BSA A50/65 1963-70*

*Part no. 97-3678*

*Triumph Twins & Triples 1963-70*

*Part no. 97-1891*

*Oil-in-frame - Also for other 1971 models with conical hubs*

*Part no. 97-4011*

## Fork Springs Progressive Suspension

We stock the following superior quality springs

*BSA A50/65 Etc 1962-70*

*Part no. 97-3678P*

**Norton - Most Models and All Commando's 1953-75**

*Street Use*

*Part no. 76-1119*

*Race Use*

*Part no. 76-1106*

### Triumph

*500 Twins 1964-72, 650 Twins 1964-70*

*Part no. 97-1891P*

### Triumph/BSA

*Oil-in-Frame models*

*Part no. 76-1114*

*UK Made Progressive Springs*

*Part no. 97-4011P*

## Fork Parts

*BSA & Triumph Models with Triumph "Shuttle Valve" Type Forks (Includes most bikes from 1968 prior to the conical hub)*

*Plastic Damper Sleeve (Needs Shortening for BSA Models)*

*Part no. 97-1896*

*Top Bush*

*Part no. 97-0441*

*Lower Bush*

*Part no. 97-0443*

*Oil Seal Holder*  
Part no. **97-3633**

*Seal Holder "O" Ring*  
Part no. **97-2119**

*Spring Upper Seating Washer*  
Part no. **82-4047**

*Top Chrome Nuts*  
Part no. **97-2245 (slightly convex shaped top)**

*For Type with thicker flat top*  
Part no. **97-2245TJW**

*Shuttle Valve*  
Part no. **97-2154**

*Circlip for Same*  
Part no. **97-2127**

*Stanchion Bottom Nut*  
Part no. **97-2091**

*Upper Spring Cup*  
Part no. **97-1657**

## Parts for Other Triumph Models

*Oil Seal Holder 1963-67*  
Part no. **97-1654**

*Pre-Unit Holder*  
Part no. **97-1194**

*Retainer Front Brake cable to lower triple tree*  
Part no. **97-2270**

## Fork Bush & Oil Seal Set

*500 Twins 1964-74, 650 Twins 1964-70, 750  
Triples 1969-70*  
Part no. **PS140**

*Lower Slider Caps BSA & Triumph 1971 on  
Models with Conical Hub. Regular Quality*  
Part no. **97-3947**

*Much stronger caps made from  
Aircraft quality aluminum*  
*Conical Front Hub*  
Part no. **97-3947A (Pr)**



*For Disc Brake models*  
Part no. **97-4456/7A**

## Dampering Ring Kit (Better Performance than "O" Rings)

*By L P Williams For 1971 on BSA/Triumph  
oil-in-frame front forks. improves valving.*  
Part no. **97-4003P**

## AJS/Matchless/P11 Norton

*Plastic plugs for Stanchion Top Bolts*  
Part no. **02-2216**

## Fork Bush & Oil Seal Set

*BSA A10, A65, B44VS etc*  
Part no. **PS147**

*For AJS & Matchless models 1955-68 with  
1 1/4" fork tubes Set of 4 Bronze bushes*  
Part no. **02-1495/2700**

## Oil Seal Holders

*BSA A10 & A65 (Also several other models)*  
*Chrome Oil Seal Holder*  
Part no. **41-5142**

*Models 1968-70*  
*Metal Cable Guide*  
Part no. **97-2658**



*Bracket - Fits under Fork Tube Top Nuts*  
*Grommet*  
Part no. **97-2659**

*Guide (Stainless Steel) with rubber*  
Part no. **97-2658/9S/S**

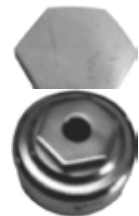
*Norton Atlas/ Early Commando*  
*Chrome oil seal holder*  
*Genuine Part no. 06-0350*  
*Reproduction Part no. 06-0350E*

## Fork Parts

*BSA Forks to 1968 NOT models with Triumph  
Forks*

*Fork Stanchion (Tube) Polished Top Nut*  
*Models with Full Width Hubs to 1965*  
Part no. **BF230**

*Models with Half Width Hub*  
*1966-68*  
Part no. **BF234**



*Polished Washer for Top Nut*  
Part no. **06-7511S/S**

*Polished Steering Column Top  
Nut (Drilled for Steering Damper)*  
Part no. **BF17**

*Polished Handlebar Clamp Bolts 1963-70*  
*(4 required) 1963-70*  
Part no. **BF16**

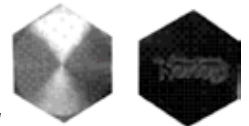
*Polished Front Wheel Spindle 1966-68 type  
which screws into fork leg (LH thread)*  
Part no. **BF5**

*Pinch Bolt & Washer For Fork Lower Leg*  
*1966-68 only*  
Part no. **BF14**

## AJS/Matchless

*Chrome Oil Seal Holder Models with Norton  
Forks*  
Part no. **03-0453**

*Stainless Steel*  
Part no. **03-0453S/S**

**Norton***Atlas/Commando:**Top Bush**Part no. 06-7521**Lower Bush**Part no. 06-7519**P11 Fork Stop Bolts**Part no. 02-6529**P11 Top Stanchion Bolts (PR) in Stainless Steel with grommets**Part no. 02-7047S/S***Bush & Seal Kit***For all models with Roadholder (Genuine) Forks, includes AJS & matchless 1964 on (not G80CS & P11) and Royal Enfield Interceptor MK2 Contains 4 bushes, 2 seals & 2 gaskets**Part no. T1048/55**Commando Chrome Top Nuts**Part no. 06-0345***"Roadholder" Brass Badges***Part no. 06-7114**Rivits for Badges (set of 4)**Part no. 06-9134***Norton Fork Parts Stainless Steel Polished Oil Seal Holders***Atlas & Commando to 1970**Part no. 03-0454S/S**G/N15CS**Part no. 03-0453S/S**Commando 1971 on**Part no. 06-1137S/S***Atlas/G/N15***Damper Tube Bolt**Part no. 06-7635S/S**Polished Stanchion Top Nut**Part no. 06-7682S/S**Steering Column Adjuster Nut (26tpi)**Part no. 06-7652S/S**Column Top Nut**Part no. 06-7746S/S***Commando Atlas &G/N15***Washer for Stanchion Top Nut**Part no. 06-7511S/S***Commando Atlas &G/N15 Continued***Washer for Steering Column Top Nut**Part no. 06-7650S/S**Top Cover Plate for Steering Bearing**Part no. 06-7651S/S**Damper Tube Washer**Part no. 06-7517S/S***Commando***Steering Column Adjuster Nut (28 tpi)**Part no. 06-0341S/S**Polished Top Nut**Part no. 06-0340S/S**Polished Stanchion Top Nut**Part no. 06-0345S/S**Fork Drain Plugs:**Original Shape**Part no. 06-0354S/S**Allen Type**Part no. 06-0354AS/S**Steering Column Lower Nut 1971 on**Part no. 06-7781S/S**Lower Yoke Socket Pinch Screw 1971 on**Part no. 06-1911S/S***Norton Commando Top Nut***Polished Aluminum**Part no. 045DRL**Black Anodized and Engraved**Part no. 03-0453S/S***Aluminum Fork Tube Caps***Triumph & BSA Oil-in-frame Models 1971 on. One piece cap replaces one piece cap on drum brake models and two piece cap on disc brake models**Polished Aluminum**Part no. 042DRL**Black Anodized and Engraved**Part no. 042-EDRL*

## Triumph Stainless Steel Fork Parts

500/650 Twins 1969 on

*Steering Column Clamp Bolt & Nut*  
Part no. **E152**

*Spindle Cap Bolt/Washer*  
Part no. **E157**

*Polished Stanchion Top Nut*  
Part no. **97-2245S/S**

*Polished Steering Column Top Nut*  
Part no. **97-2263S/S**

*Stanchion Clamp Bolt, Nut & Washer*  
Part no. **E155**

*Oil Seal Holder (mirror polished)*  
Part no. **97-3633S/S**



Oil-in-frame 650 Twins

*Polished Stanchion Top Nut*  
Part no. **97-4258S/S**

*Washer for Above*  
Part no. **97-4166S/S**

750 Twins 1973 on

*Steering Column Top Clamp Bolt, Nut & Washer*  
Part no. **TF7**

*Polished Stanchion Top Nut*  
Part no. **97-4395S/S**

*Washer for Above*  
Part no. **97-4166S/S**

*Polished Column Top Nut*  
Part no. **97-4317S/S**

*Allen Type Drain Screw*  
Part no. **97-3894AS/S**

## Mirrors

*Chrome Universal Shorty Mirror - Adjustable head, fits all bars 3/4" to 1"*  
Part no. **05-00101**

*Chrome Universal Mirror as 05-00101 but with 8" Stem*  
Part no. **05-00320**



## Economy Bar End Mirrors

Fully Adjustable

*Chrome*  
Part no. **05-00553**

*Black*  
Part no. **59-34010**



## Norton Commando Mirrors

*Rectangular head, fit to 3/8" tapped hole in lever brackets*  
Part no. **06-4102**



## Triumph & BSA Model

*Round head, fits through 5/16" unthreaded hole in lever brackets - secured by lock nut) 1970 on*  
Part no. **HBM008**



## Halcyon Mirrors

Top Quality British Made Stainless steel heads & arms. Easily replaceable mirror heads and glass. The mirrors are interchangeable and are suitable for left or right hand sides.

Continental Style Handlebar Mirror Two piece chrome plated clamps secure to 7/8" or 1" bars.

*Rectangular Type*  
Part no. **850**

*Circular Type*  
Part no. **860**



Continental Style Bar End Mirror

*Rectangular Type*  
Part no. **820**

*Circular Type*  
Part no. **830**



## Control Levers (for 7/8" bars unless otherwise stated)

Levers supplied on British bikes were primarily made by AMAL or DOHERTY. We carry an extensive range of quality DOHERTY levers which are still in production and which we obtain directly from the factory. AMAL levers are not currently being made however those made by DOHERTY are almost identical.

### DOHERTY Air/Mag Control Levers

Heavy chrome plated, for 7/8" bars

*Left Hand*

*Part no. 100L/H*

*Right Hand*

*Part no. 100R/H*

Oriental Reproductions

*Left Hand*

*Part no. 100L/HE*

*Right Hand*

*Part no. 100R/HE*

## Decompressor Levers

*Trigger Type for 7/8" bars*

*Part no. 105*

*Ball Ended Version (recommended for competition use)*

*Part no. P296*

## Type 107P Standard Doherty British Lever –No Adjusters

Bar Size	Centre Size	Clutch Part No.	Brake Part No.
For 7/8" Bars	1 1/8" Centres	<b>P297</b>	<b>107P</b>
For 7/8" Bars	7/8" Centres	<b>P291A</b>	<b>P292A</b>
For 1" Bars	1 1/8" Centres	<b>K447</b>	<b>K448</b>
For 1" Bars	7/8" Centres	<b>K644</b>	<b>K645</b>

Oriental Reproductions

*Clutch*

*Part no. P297E*

*Brake 1 1/8" centres*

*Part no. 107PE*

### Type 107PA (Doherty)

*As Type 107P but with Adjusters*

*Clutch*

*Part no. 107PA/LH*

*Brake*

*Part no. 107PA/RH*

### Type 207 (Doherty)

Heavy Chrome Plated 7/8" levers, ball ended, no adjuster. For most post 1965 bikes and for all competition models.

*Clutch*

*Part no. 207P/LH*

*Brake*

*Part no. 207P/RH*

### Type 207PA (Doherty)

*As Type 207 but including screw-in-adjuster*

*Clutch*

*Part no. 207PA/LH*

*Brake*

*Part no. 207PA/RH*

### Type 208PA (Doherty)

*As Type 207PA but gusseted for extra strength*

*Clutch*

*Part no. 208PA/LH*

*Brake*

*Part no. 208PA/RH*

### Type 108 - Combination Clutch/Mag or Air/Brake Lever (Doherty)

*No Adjuster Clutch/Mag*

*Part no. 108*

*Brake*

*Part no. P322*

We can also supply this lever with or without Ball ended lever blades.

### Type 219 (Doherty)

Heavy Chrome Plated, ball ended, incorporating cam action finger tip adjusters. Used as original equipment by leading manufacturers.

*Part no. 219L/H (1 1/8" centres)*

*Part no. P273 (7/8" centres)*

*Brake 1 1/8" centres*

*Part no. P310 (1 1/8" centres)*

*Part no. P274 (7/8" centres)*

### Best quality clutch & brake/choke lever sets

Type used many BSA & Triumph models up to 1969

*With slide in cam adjusters*

*Part no. 60-2073/4 (pr)*

*1970 Type with mirror holes in the perches*

*Part no. 60-2241/2(pr)*



## Reproduction Of Amal Type 534 Alloy Levers (with adjusters)

Clutch Lever  
Part no. **83029**

Brake lever  
Part no. **83030**



## Oriental Reproduction Levers

For Triumph & BSA models  
1970 onwards

Clutch                      Air/Brake  
Part no. **60-2242**      Part no. **60-2241**

Brake Lever with mirror hole but without Air (Choke) lever, as fitted to several export models  
Part no. **60-2243**

## Economy Levers

Chrome plated with adjusters.  
Clutch                      Air/Brake  
Part no. **09-615**      Part no. **09-616**

## Lever Parts

For Doherty Levers

7/8" Lever Clip  
Part no. **98-1017**

1" Lever Clip  
Part no. **98-1011**

## Pivot Screws & Nuts

Original & older reproduction levers used 1/4" BSF thread

Pivot Screw Regular Steel  
Part no. **10/2**

Pivot Screw Stainless Steel  
Part no. **18/087S/S**

Nut Only Stainless Steel Later DOHERTY type use 10mm  
Part no. **18/053S/S**

Pivot Screw & Nut  
Part no. **0731D**

Cables Adjuster (Screw in type)  
Part no. **10/4**



Adjuster Locknut For Screw-in Cable Adjuster  
Part no. **10/5**

## Pivot Screws & Nuts Continued

Cable Adjuster (Cam Type - slide in)  
Part no. **18/1708**

Lock Nut (Cam Type)  
Part no. **18/1709**

Reproduction Cam adjuster and lock nut set  
Part no. **83098**

Plain Blade - Clutch  
Part no. **1070L/H** (1 1/8" Centre)  
or Part no. **18/528** (7/8" Centre)

Plain Blade - Brake  
Part no. **1070R/H** (1 1/8" Centre)  
or **18/535** (7/8" Centre)

### Ball End Blades:

Clutch  
Part no. **2070L/H** (1 1/8" Centre)  
or **18/752** (7/8" Centre)

Brake  
Part no. **2070R/H** (1 1/8" Centre)  
**18/754** (7/8" Centre)

Lever Clip Screw  
Part no. **71/7**

Twistgrip Slotted Stop  
Part no. **99-0241**

Lever Clip with LUCAS switch mounting screws:  
7/8"  
Part no. **301**

1 1/8"  
Part no. **302**

## Special Handlebar Stainless Steel Screws

5/8" Screws -BSA Triumph Switches 1971-72  
Norton Commando 1971-74 Clutch Side Drum  
Brake Switch

Philips Type                      Allen Type  
Part no. **06-2488S/S**      Part no. **06-2488AS/S**

## Norton Commando Brake Disc Switch 1971-73

2" Allen Type  
Part no. **06-2241AS/S**

## Front Master Cylinder Retaining Screws (Sets)

Triumph 750 Twins etc  
Allen Screws  
Part no. **TF94**

Slot Screws  
Part no. **TF4**

Triumph 750 Twins etc  
Clutch Lever Clamps Screw  
Part no. **11/014S/S**

## Twist Grips

*Genuine AMAL Twist grips- Type 16 Single pull type used by most British Manufacturers 1920's-1960's. Manufactured to high standard using original drawings.*  
Part no. **16/364A**

*Type 313 Twin Pull Type as Fitted to Numerous Machines*  
Part no. **313/2NG**



**Handlebar grips and cable stops have to be ordered separately unless otherwise stated**

### Doherty Type No 71

Incorporates reliability with smooth action. Clean & smart in appearance, heavy chrome plating. With friction adjustment

*7/8" Bars*  
Part no. **16/364D**

*1" Bars*  
Part no. **98-061**

*Twist Grip Cable Stop*  
Part no. **99-0241**



The part which fits into the bottom of the Doherty twist grip supporting the end of the cable.

### Doherty Type No 74

Ideal for competition machines - fast action with built-in cable stop and nylon rotor drum. Heavily Chrome Plated.

*7/8" Bars*  
Part no. **83128**

*1" Bars*  
Part no. **98-0741**

**Replica of Doherty 77 Twin Pull Throttle**  
*Double drum assembly, manufactured in aluminium for 7/8"*  
Part no. **P326**

**Pre Unit Triumph Twistgrip**  
*Suits TRW etc*  
Part no. **97-0697**



**Replica of Original Amal 364 Type (7/8")**  
Part no. **364/TGE**

**Replica of Original Amal 313 Type Twin Cable Twistgrip**  
Part no. **313/13**

## Stainless Steel Amal Lever and Twistgrip Parts

Beautifully made copies of the original screws used on the levers and throttles of most British bikes. 1BA Screws:

*7/8"*  
Part no. **11/013S/S**

*9/16"*  
Part no. **11/014S/S**

*1/4" CEI Lever Pivot Screws*  
Part no. **18/087S/S**

*Lock Nut for Pivot Screw*  
Part no. **18/053S/S**

## Handlebar Grips

### Triumph Grips

*For 1" Bars as fitted to many pre-unit models*  
Part no. **97-0230**



### Doherty Supra Grips

*Standard ribbed pattern for 7/8" bars, our most popular grip*  
Part no. **RB1**



### Amal Replica Grips

*For regular 7/8" bars*  
*Excellent quality British made grips - as original equipment on numerous machines up to 1968*  
Part no. **RB3**

### 1966-67 Triumph Grips

*1966 Grey Type*  
Part no. **RS083A**

*1966 White Type (Used on Show Bikes)*  
Part no. **RS083B**

*1966-67 Black Type*  
Part no. **RS083C**

### GT Type Grips

*For regular 7/8" bars. Same style as original equipment on most post 1968 British bikes*

*Genuine - Made in Italy*  
Part no. **HBG001G**

*Good Quality Reproduction*  
Part no. **HBG001**





## Reproduction Of Amal Type 534 Alloy Levers

(With adjusters)  
Part no. **05-00101**

Chrome Universal Mirror as 05-00101 but with 8" Stem  
Part no. **05-00320**

## Fork Gaiters

The gaiters marked '\*' do not use gaiter clips.  
NOTE: The long European types for Commando (06-5743) and late Triumph (97-1510) are designed to fit tightly and should be carefully installed using tire soap.

### BSA

A7/10 & A50/65 (to 1967)  
Part no. **42-5320**

A50/65 1968-70 & B25/44 Foreign Reproductions  
Part no. **97-2513**

A50/65 1968-70 & B25/44 Made in UK  
Part no. **97-2513UK**

A75 1969-70 Foreign Reproductions  
Part no. **97-3635**

A75 1969-70 Made in UK  
Part no. **97-3635UK**

A65/70 1971 on  
Part no. **97-4002**



### Matchless

G15CS & CSR Made in UK  
Part no. **02-0463 02-0463G (Genuine)**

### Norton

N15CS 1964-68 P11 & Commando 1968-70  
Made in UK  
Part no. **02-0463 or 02-0463G (Genuine)**

Commando 1970-75 Short  
Part no. **06-1115 (UK Made)**  
or **06-1115E (Reproductions)**



Commando 1970-75  
Long European  
Part no. **06-5743 (regular)**  
Or **06-5743G (Genuine Andover Norton)**



### Triumph

TR25W 1968-70  
Foreign Reproduction  
Part no. **97-2513**



TR25W 1968-70  
Made in UK  
Part no. **97-2513UK**

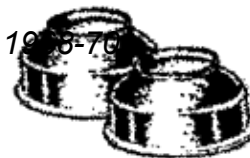
500/650 Twins 1964-67  
Foreign Reproduction  
Part no. **97-1645**



500/650 Twins 1964-67  
Made in UK  
Part no. **97-1645UK**

500/650 Twins & 750 Triples 1968-70  
Foreign Reproduction  
Part no. **97-3635**

500/650 Twins & 750 Triples 1968-70  
Made in UK  
Part no. **97-3635UK**



All Models 1971 on  
Part no. **97-4002**

Full Length Option (European style for 750 Twins)

Part no. **97-1510**

## Gaiter Clips

### BSA Type - suits other makes

Stainless Steel  
Part no. **F11**

### MATCHLESS G80CS

Stainless Steel Gaiter clips, exact reproductions of originals. Specially made for us. Can be bead blasted to give original Cad appearance  
Part no. **04-2775/1**

### Norton - P11, P11A & Ranger

Top Clips  
Part no. **04-2775**

Lower Clips  
Part no. **03-3217**

### Triumph

Pre-1967 models (Nice quality made in UK)  
Part no. **60-0340**

1967 Models (Spring wire type)  
Part no. **97-2083**

## Chapter 18: Tires

### Tires

The tires listed in this catalogue are those which we feel are of special interest to owners of British machines. The vast majority of tires we sell are made by AVON (UK) and DUNLOP (Japan & France). We can sometimes supply cheap Oriental tires however availability tends to be sporadic.

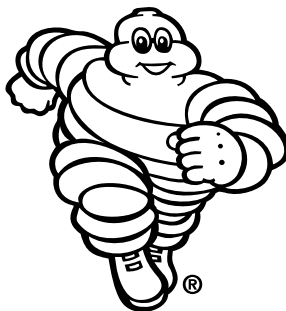
If you don't see what you are looking for in this catalogue, please give us details of your make, model and year of your bike and the sizes of tires you are interested in .

**It is strongly recommended by the tire manufacturers that you do not ride on tires more than 7 years old.**

#### Race Tires:

We can supply AVON road race tires to special order for Vintage Racers. These tires can not be legally used on the public highways.

For advice we recommend customers call AVON's Tech Line 1-800-624-7470



**MICHELIN**®

## Tires Size

The following table is reproduced by kind permission of Central Wheel Company in England and gives a cross reference guide for the three different tire measurement systems in common use.

Old Sizes	Low Profile Equivalent	Low Profile Equivalent
Imperial	Imperial	Metric
2.50/2.75	3.10	80/90
3.00/3.25	3.60	90/90
3.50	4.10	100/90
4.00	4.25/85	110/90
4.25	4.70	120/90
4.50/5.00	5.10	130/90

## Tires to Rim Fitment Chart

Below is a chart supplied by one of the tire manufacturers detailing the suitable tire size to the corresponding rim. The recommended tire size is indicated in bold.

### Code Designated & Low Section Series - Diagonal

Rim Size	1.60 WM1	1.85 WM2 MT1.85	2.15 WM3 MT2.15	2.5 MT2.5	2.75 MT2.75	3.00 MT3.00
	2.50					
	2.75	2.75				
	3.00	3.00	3.00			
		3.25	3.25	3.25		
		3.50	3.50	3.50		
		3.60	3.60	4.00	4.00	4.00
		4.10	4.10	4.10	4.10	4.10
			4.25	4.25	4.25	4.25
			4.60			5.00
				5.10	5.10	5.10

### 80", '90', '100' Aspect Ratio Metric Series, Radial Diagonal & Bias-Belted

	80	80	80			
		90	90	90		
		100	100	100	100	
			110	110	110	110
				120	120	120
				130	130	130
					140	140

## Dunlop Tires

Used as original equipment on numerous bikes from 1963-78.

400x18 & 350x19 used on rear wheel. 325x19 on front.

### K70

400x18  
Part no. **94-101**

325x19  
Part no. **94-102**

350x19  
Part no. **94-103**



### K81 (TT100)

Used front and rear as original equipment on many Norton Commando's.

410x18  
Part no. **94-107**

425x18  
Part no. **94-108**

360x19  
Part no. **94-109**

410x19  
Part no. **94-110**

### K82

"H" Rated DOT approved tires for smaller bikes. Similar appearance to K81, specially imported by us from the UK, Suit front or rear fitment.

300x18  
Part no. **SPE106**

325x18  
Part no. **SPE079**

350x18  
Part no. **SPE076**



### Mitas

315x18 Front Ribbed  
Part no. **SUND2193**

**Mitas (Czech)**  
300x20 - Front or rear fitment, special import,  
DOT Approved  
Part no. **SUND1800**

## Replica of Dunlop Trails Universals

275/21 Front  
Part no. **ET-01/21**

400/18 Rear  
Part no. **ET-01/18**

400/19 Rear  
Part no. **SUND1801**

**Heidenau K67 Trail Tires**  
Block Pattern, DOT Approved,  
Made in Germany.

325/19 Front  
Part no. **11140063**

275/21 Front  
Part no. **11140079**

400/18 Rear  
Part no. **11140047**



## Avon Tires

We can usually supply all AVON tires in current production usually within a couple of days.

Classic Tires Stocked:  
**Speedmaster Ribbed Front**

300x19  
Part no. **SUND257**

300x20  
Part no. **300S20**

300x21  
Part no. **18-416**

325x19  
Part no. **92-001**

350x19  
Part no. **92-002**

### Safety Mileage (Rear)

350x19  
Part no. **92-112**

400x18  
Part no. **92-111**

400x19 Has block pattern, not "zig zag"  
Part no. **18-434**



## Avon Tires Continued

### Roadrunner Universal

*Front or Rear (as original equipment)*

410x19

Part no. **18-408**

### Avon Roadriders

*Replace Supervenoms.*

#### Front Fitment

90/90/19

Part no. **118607**

325/19

Part no. **118608**

#### Rear Fitment

400/18

Part no. **118612**

110/90/18

Part no. **118630**

120/90/18

Part no. **118622**

#### Front or Rear Fitment

100/90/18

Part no. **118628**

100/80/18

Part no. **118629**

100/90/19

Part no. **118631**

Other sizes available to special order

#### Rim Tape

*For 18" & 19" Rims*

Part no. **97-024**

*For 21" Rims*

Part no. **014-095**

### Inner Tubes - Michelin

325/350 X 18

Part no. **TUBE18B**

400/425 X 18

Part no. **TUBE 18C**

325/350 X 19

Part no. **TUBE19B**

275/325 X 21

Part no. **TUBE21AB**



### Inner Tubes - Oriental

325/350 X 18

Part no. **99-070**

350/400 X 18

Part no. **99-071**

400/450 X 18

Part no. **99-073**

325/350 X 19

Part no. **99-081**

350/400 X 19

Part no. **99-082**

275/300 X 21

Part no. **99-085**

500 X 16 (valve in centre)

Part no. **99-054**

500 X 16 (valve offset to one side)

Part no. **99-055**

## Tire Pumps



**Especially made for us.**

*For 12"*

Part no. **93-09089/2**

*For 14 1/2"*

Part no. **93-09089**

*For 15 1/2"*

Part no. **93-09089/155**

# Wheel Rims, Spokes & Brakes

## Wheel Rims & Spokes

Wheel Rims & Spokes, both regular stock and custom made items, have become a large part of our business. We now get shipments every month from England and can supply a wide range of products for just about any motorcycle. We try to keep the common rims in stock, (see below) and can get them pre-drilled (36 & 40 hole) for other applications.

## Wheel Building

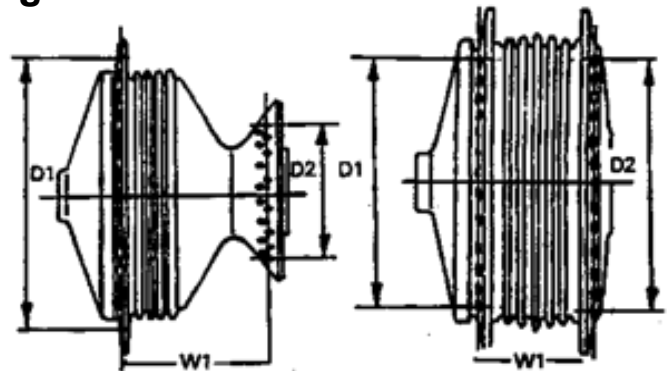
While opinions differ on this subject, it is our position that wheel building is not a job for the amateur, but is an art learned via a long apprenticeship. Classic Bike Magazine, an excellent publication, did an article on wheel building in which readers were encouraged to "have a go". We sell a great number of wheel rims and spoke sets (we presently have several hundred rims and over 20,000 spokes in stock) and on an almost daily basis get calls from customers who claim we have sent them the wrong parts, and they can't get their wheels built. We have also seen numerous, quite scary results of efforts by customers' local bike shops at wheel building. When customers complain, we offer to assemble the wheels ourselves at regular labour charges, which will be waived if we have supplied the wrong parts. Almost always the parts we have supplied are correct. By all means "have a go" but please have an expert motorcycle wheel builder check the finished product. We will be pleased to build wheels for customers.

## Special Order Rims & Spokes

To enable our people in England to drill the rims correctly and make spokes, we need exact measurements for the hubs to which they are going to fit. The basic information we need is the number of spokes per wheel, the size of the rim, the diameter circumscribed by the holes in the hub for the spoke heads and the width of the hubs. The following diagram illustrates this point. Where just spokes are required, the ideal situation is for you to send us specimen spokes to copy.

## Diagram for Providing Hub Dimensions

To ensure the correct drilling of custom rims (as mentioned above) the critical measurements are the diameter (D1 & D2) made by the holes for the spoke heads in the hubs and the width across the flanges (W1). We also need the make and model of the machine and the number of holes (36 or 40).



## Italian Chrome Rims

Made and chromed by Radaelli in Italy and drilled in England. Perfectly serviceable good looking rims. Difficult to see the difference from British Chrome at a distance of say 3 feet or more. Not as durable as British Chrome - especially if the machine is ridden throughout the winter and close inspection reveals a deeper luster in the later.

## British Chrome Rims

Made and Chromed in England. Virtually identical to the original Dunlop & Jones rims. As supplied to the National Motorcycle Museum in England.

### **“Elite” Chrome Rims From Central Wheel**

For the restorer who demands only the best. Undoubtedly the No. 1 finish available on a steel rim. We will carry the popular sizes as stock, and will supply other sizes to special order. Order by original rim part number followed by “ELITE”

### **Flanged Alloy Rims – Morad & Excel**

Similar to BORRANI rims used on Classic and race bikes from the 60's and 70's. Supply of these rims has improved over the past year and we now have a good selection in stock. We stock them under the original manufacturer's part number followed by “FA”. If we don't have the rim in stock drilled for your particular application, we can usually get it from the UK in 4-6 weeks. These rims are available with 36 or 40 holes. Other sizes are available.

WM2 x 18, WM3 x 18, WM2 x 19, WM3 x 19, WM1 x 21

### **Non- Flanged Alloy Rims by San Remo & Morad**

Available to special order from England, drilled to suit your hub, 36 or 40 holes. Prices for common sizes, many other sizes available. WM2 x 18, WM2 x 19, WM3 x 18, WM1 x 21

### **Stainless Steel Rims**

Highly Polished - hard to tell from chrome. Drilled to suit your hubs. We stock most of the common applications under the original rim part number followed by “S/S”

WM1 x 21, WM2 x 18, WM2 x 19, WM3 x 18, WM3 x 19



## ***Steve Steinbrink Wheel Building Service***



Email: [steinbrink4@gmail.com](mailto:steinbrink4@gmail.com)

Phone: (901) 573-1488

Millington, Tennessee

USA



## Special Order Spoke Sets

As mentioned above we can get spokes made to order for pretty well any application, including motorcycles and cars. The following sketches show how we like to receive the information. Where available, we like to have specimens to copy. If the information is not available, we can usually get the spokes made if we have details of the rim size and exact hub dimensions. Spokes are normally 8, 9 or 10 gauge. Diameters are approximately 0.16", 0.14" and 0.12" respectively. While it is helpful to know the make and model of the machine, the dimensions quoted in the parts books are usually of little or no help because all manufacturers do not use the same method of measuring.

Nipple holes in the rims are usually 1/4" or 5/16". Nipples for 9 and 10 gauge spokes are stocked in both sizes, for 8 gauge spokes we can only supply 5/16" nipples. Other sizes of nipples are available to special order.

Sketch 1 is for straight spokes - length measured overall.

Sketch 2 shows how to measure a spoke bent less than 90 degrees from being straight.

Sketch 3 shows how to measure a spoke bent 90 degrees or more from being straight.

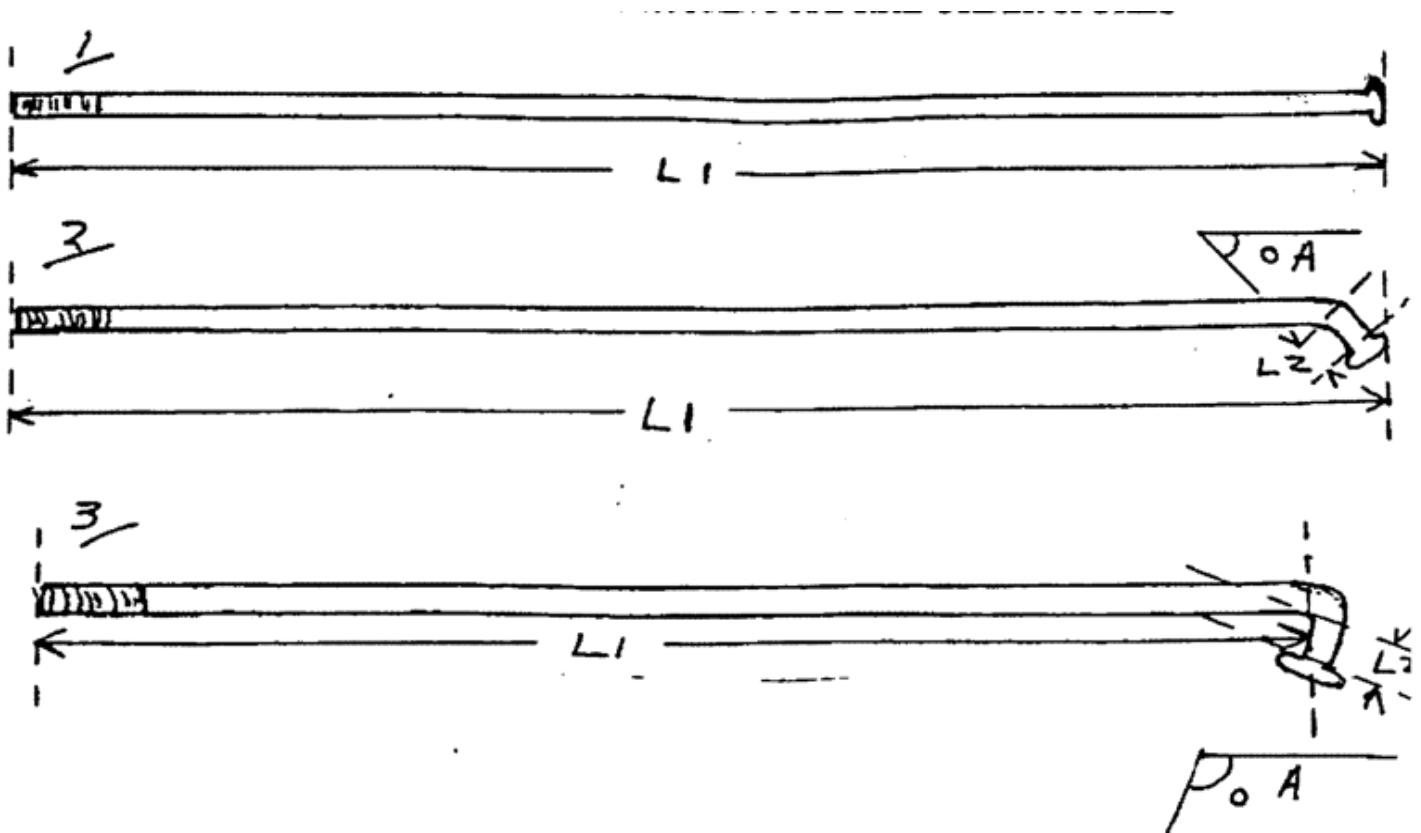
Please Note: The angle (A) is always the number of degrees the spoke has been bent from being straight. Sets include bright nickel plated brass nipples.

Galvanized Spoke Sets

Polished Stainless Steel Sets (non-butt)

Polished Stainless Steel Sets (buted or "swaged")

Unpolished Stainless Steel



## Regular Stock Chrome Rims

### Italian Chrome

### British Chrome

Make/Model	Year	Front Rim	Rear Rim	Front Rim	Rear Rim
<b>BSA</b>					
A7/10	1958-63	<b>37-1230R(i)</b>	<b>37-1230R(i)</b>	<b>37-1230BC(i)</b>	<b>37-1230BC(i)</b>
DRB34/A10		<b>68-5556R(ii)</b>	<b>67-6005R(iii)</b>	<b>68-5556BC(ii)</b>	<b>67-6005BC(iii)</b>
B25/44R	1967 on	<b>see notes (iv)</b>	<b>40-6080R(iii)</b>	<b>see notes (iv)</b>	<b>40-6080BC(iii)</b>
A50/65	1963-65	<b>see notes (iv)</b>	<b>37-1374R(i)</b>	<b>37-1374BC(i)</b>	<b>37-1374BC(i)</b>
A50/65	1966-65	<b>68-5556R(ii)</b>	<b>42-6371R(iii)</b>	<b>68-5556BC(ii)</b>	<b>42-6371BC(iii)</b>
A50/65	1969-70	<b>37-1230R(i)</b>	<b>42-6371R(iii)</b>	<b>37-1230BC(i)</b>	<b>42-6371BC(iii)</b>
A65	1971 on	<b>37-3818R</b>	<b>37-3784R</b>	<b>37-3818BC</b>	<b>37-3784BC</b>
A75	1969-70	<b>37-1230R(iii)</b>	<b>37-0270R</b>	<b>37-1230BC(iii)</b>	<b>37-0270BC</b>
A75	1971-72	<b>37-3818R</b>	<b>37-3920R</b>	<b>37-3818BC</b>	<b>37-3920BC</b>

- i) Models with full width BSA or Triumph hubs - 18/19" rims for A65, 19" rims for A10 etc.
- (ii) Models with 8" single sided brake & 19" rim - includes Goldstar and many others.
- (iii) 18" or 19" rim for regular BSA "Crinkle" QD rear hub, fits many models including Triumph TR25W
- (iv) These models used various different front rims - go by part number in parts book or ask.

### Italian Chrome

### British Chrome

Make/Model	Year	Front Rim	Rear Rim	Front Rim	Rear Rim
<b>Matchless &amp; AJS</b>					
WM2/19 Rims for bikes with 7" single sided front brake and cotton real rear hub	Pre 1955	<b>01-2217R</b>	<b>01-2218R</b>	<b>01-2217BC</b>	<b>01-2218BC</b>
19" Rims for models with Full Width AMC alloy hubs	Most 1954 onward	<b>02-4248R</b>	<b>02-4249R</b>	<b>02-4248BC</b>	<b>02-4249BC</b>
G80CS	1954-68	<b>02-4248R*</b>	<b>02-1817R</b>	<b>02-4248BC*</b>	<b>02-1817BC</b>
G15CSR & 33CSR**	1965 on	<b>06-7712R</b>	<b>06-7712R</b>	<b>06-7712BC</b>	<b>06-7712BC</b>
G15MK2 & 33	1965 on	<b>06-7838R</b>	<b>06-7838R</b>	<b>06-7838BC</b>	<b>06-7838BC</b>

**G15CS 63-68 see notes Norton Atlas & N15CS**

**\* G80CS Front Rims listed above are WM2/19, for WM1/21 order 02-1151R or 02-1151BC**

**\*\*Early CSR's used WM2/18 Rims front and back – Part Nos 24872BC or 24872R**

## Penton

Radaelli Chrome Rims for models with full width (166mm x 60mm) hubs

*WM1 X 21" Front*  
Part no. **PENTON1/21**

*WM2 X 18" Rear*  
Part no. **PENTON2/18**

<b>Make/Model</b>	<b>Year</b>	<b>Front Rim</b>	<b>Rear Rim</b>	<b>Front Rim</b>	<b>Rear Rim</b>
<b>Norton</b>		Italian	Chrome	British	Chrome
Atlas & N15CS	1962-68	<b>06-7712R</b>	<b>06-7838R</b>	<b>06-7712BC</b>	<b>06-7838BC</b>
Commando (Drum brake)	1968-73	<b>06-7712R</b>	<b>06-7712R</b>	<b>06-7712BC</b>	<b>06-7712BC</b>
Commando (Disc front, drum rear)**	1971-74	<b>06-1951R</b>	<b>06-7712R</b>	<b>06-1951BC</b>	<b>06-7712BC</b>
Commando**	1975	<b>06-1951R</b>	<b>06-6119R</b>	<b>06-1951BC</b>	<b>06-6119BC</b>
Commando *(Optional WM3/18 rear rim for better tire choice - use with spoke set 92-NR18 or 93-NR18)**	1975		<b>99-6119R*</b>		<b>06-6119BC*</b>
P11, P11A, Ranger	1967-68	02-4248R	03-3051R	02-4248BC	03-3051BC

\*\* For WM2/18 front rim for disc brakes use Part Nos **99-1951BC** or **99-1951R**

**Notes:**

1. A lot of customers replace the 1968-74 Commando WM2 x 19 rear rim with a WM3 x 18 06-7838R or 06-7838BC for better tire choice. Use spoke sets 93-7838 or 92-7838 with 18" rim
2. The Norton drum brake rims (06-7712/06-7838) and spokes sets we list will fit all Norton models with full width alloy hubs from 1953.

<b>Make/Model</b>	<b>Year</b>	<b>Front Rim</b>	<b>Rear Rim</b>	<b>Front Rim</b>	<b>Rear Rim</b>
<b>Triumph</b>		Italian	Chrome	British	Chrome
TRW and other pre-unit models with 7" single sided front hub and cotton reel rear		<b>37-0351R</b>	<b>37-0351BC</b>	<b>37-0270R</b>	<b>37-0270BC</b>
500 Twins & 650 Twins (models with 19" front/18" rear rims)	500 twins to 1974 650 twins 1959-70	<b>37-1230R</b>	<b>37-1007R</b>	<b>37-1230BC</b>	<b>37-1007BC</b>
500 Twins (WM2/18 front rim used on several T100 models)	to 1970	<b>37-1374R</b>		<b>37-1374BC</b>	
650 Twins	1971-73	<b>37-3818R</b>	<b>37-3784R</b>	<b>37-3818BC</b>	<b>37-3784BC</b>
750 Twins	1973-74	<b>37-4129R</b>	<b>37-3784R</b>	<b>37-4129BC</b>	<b>37-3784BC</b>
750 Twins	1976-78	<b>37-4129R</b>	<b>37-7030R</b>	<b>37-4129BC</b>	<b>37-7030BC</b>
750 Triples	1969-70	<b>37-1230R</b>	<b>37-0270R*</b>	<b>37-1230BC</b>	<b>37-0270BC*</b>
750 Triples (with conical hubs)	1971-73	<b>37-3818R</b>	<b>37-3920R</b>	<b>37-3818BC</b>	<b>37-3920BC</b>
750 Triples (Disc front, conical rear)	1974	<b>37-4129R</b>	<b>37-3920R</b>	<b>37-4129BC</b>	<b>37-3920BC</b>
750 Triple (T160) (Disc front & rear)	1975-76	<b>37-4129R</b>	<b>37-4243R</b>	<b>37-4129BC</b>	<b>37-4243BC</b>

## Regular Stock Spoke Sets

All sets include bright nickel plated nipples.

These sets contain single diameter spokes and are perfectly suitable for the listed applications. Original spokes for some machines were butted (i.e. larger diameter close to the hub then reduced diameter down to the rim). The commonly ordered Norton & Triumph butted sets are listed at the end of this section. We can get butted sets to special order.

Galvanized		Stainless Steel			
Make/Model	Year	Front Set	Rear Set	Front Set	Rear Set
<b>Matchless &amp; AJS</b>					
Sets for Bikes with 7" single sided front brake & 'cotton reel' rear 19" rims front & rear	Pre 1955	<b>93-2219</b>	<b>93-2220</b>	<b>92-2219</b>	<b>92-2220</b>
10 gauge sets for most models with AMC full width hubs & 19" rims. Not G80CS Rear see below		<b>93-1152</b>	<b>93-1691</b>	<b>92-1152</b>	<b>92-1691</b>
G15CSR (early models with 18" rims)	1965-66	<b>93-7838</b>	<b>93-7838</b>	<b>93-7838</b>	<b>93-7838</b>
G80CS For 21" Front, 19" Rear with Full Width Alloy Hubs		<b>93-1151</b>	<b>93-1817</b>	<b>92-1151</b>	<b>92-1817</b>

G15CS and all models with Norton 19" front, 18" rear wheels - see Norton Atlas

G15MK2 - most models have 18" rims - see early G15CSR

G15CSR 1966-68 - models with 19" rims - see Norton Commando 68-71)

Galvanized		Stainless Steel			
Make/Model	Year	Front Set	Rear Set	Front Set	Rear Set
<b>BSA</b>					
A7/10, B31/B33 etc 19" wheels front & rear	1956-57	<b>93-5635</b>	<b>93-5635</b>	<b>92-5635</b>	<b>92-5635</b>
A7/10 (models with full width hubs, 19" rims)	1958 on	<b>93-5810</b>	<b>93-5811</b>	<b>92-5810</b>	<b>92-5811</b>
DBD34/A10 (models with 19" front rim to 8" single side brake and 19" rear rim to "crinkle" QD hub)		<b>93-5556</b>	<b>93-6308</b>	<b>92-5556</b>	<b>92-6308</b>
DBD34/A65S MK2 (190mm front hub to 19" rim)		<b>93-5905</b>		<b>92-5905</b>	
A50/65 (models with full width hubs, 18" rims)	1963-65	<b>93-6006</b>	<b>93-1374</b>	<b>92-6006</b>	<b>92-1374</b>
A50/65 etc (for 8" single sided front brake to 19" rim)	1967-68	<b>93-5556</b>	<b>93-6371</b>	<b>92-5556</b>	<b>92-6371</b>
A50/65	1969-70	<b>93-1230</b>	<b>93-6371</b>	<b>92-1230</b>	<b>92-6371</b>
A65	1971-72	<b>93-3818</b>	<b>93-3784</b>	<b>92-3818</b>	<b>92-3784</b>
A75	1969-70	<b>93-1230</b>	<b>93-0270</b>	<b>92-1230</b>	<b>92-0270</b>
A75	1971-72	<b>93-3818</b>	<b>93-3920</b>	<b>92-3818</b>	<b>92-3920</b>

## Galvanized

## Stainless Steel

Make/Model	Year	Front Set	Rear Set	Front Set	Rear Set
<b>Norton</b>					
Atlas & N15CS (19" front, 18" rear)	1962-68	<b>93-7712</b>	<b>93-7838</b>	<b>92-7712</b>	<b>92-7838</b>
Commando (models with drum brakes front & back)	1968-73	<b>93-7712</b>	<b>93-7712</b>	<b>92-7712</b>	<b>92-7712</b>
Commando (models with disc front, drum rear)	1971-74	<b>93-1951</b>	<b>93-7712</b>	<b>92-1951</b>	<b>92-7712</b>
Commando MK3	1975-77	<b>93-1951</b>	<b>93-6119</b>	<b>92-1951</b>	<b>92-6119</b>
Racer and Special builders - for lacing 18" rims to Norton Disc hubs		<b>93-NF18</b>	<b>93-NR18</b>	<b>92-NF18</b>	<b>92-NR18</b>
P11, P11A, Ranger	1967-68	<b>93-1152</b>	<b>93-3051</b>	<b>92-1152</b>	<b>92-3051</b>

## Galvanized

## Stainless Steel

Make/Model	Year	Front Set	Rear Set	Front Set	Rear Set
<b>Triumph</b>					
*500 Twins	1968-74	<b>93-1230</b>	<b>93-1007</b>	<b>92-1230</b>	<b>92-1007</b>
*650 Twins	1966-70	<b>93-1230</b>	<b>93-1007</b>	<b>92-1230</b>	<b>92-1007</b>
650 Twins	1959-66	<b>93-1231</b>	<b>93-1007</b>	<b>92-1231</b>	<b>92-1007</b>
650 Twins	1971-72	<b>93-3818</b>	<b>93-3784</b>	<b>92-3818</b>	<b>92-3784</b>
750 Twins	1973-74	<b>93-4129</b>	<b>93-3784</b>	<b>92-4129</b>	<b>92-3784</b>
750 Twins	1976-78	<b>93-4129</b>	<b>93-7030</b>	<b>92-4129</b>	<b>92-7030</b>
T150	1969-70	<b>93-1230</b>	<b>93-0270</b>	<b>92-1230</b>	<b>92-0270</b>
T150 (Conical hub models)	1971-73	<b>93-3818</b>	<b>93-3920</b>	<b>92-3818</b>	<b>92-3920</b>
T150	1974-75	<b>93-4129</b>	<b>93-3920</b>	<b>92-4129</b>	<b>92-3920</b>
T160	1975-76	<b>93-4129</b>	<b>93-4243</b>	<b>92-4129</b>	<b>92-4243</b>

\* Models with 8" full width hub and 19" rim. For models with 7" Brake to 18" Rim use 93-6006 or 92-6006 for hub with all straight spokes or 92-1230 or 92-1230 for hubs with flange requiring bent spokes on brake side. For 1969 onwards 500 models (e.g. T100C) with 19" rim and 7" full width hub, use 93-2137 or 92-2137.

Note: Rear sets 93-1007 & 92-1007 fit many other earlier models with the "cotton reel" rear hub & 18" rims.

## Galvanized

## Stainless Steel

Make/Model	Year	Front Set	Rear Set	Front Set	Rear Set
<b>Suzuki</b>					
GT750 4LS Front hub, with T250/500 rear full width hub. Both to 18" rims		<b>93-SUZ4</b>	<b>93-SU18</b>	<b>92-SUZ4</b>	<b>92-SU18</b>

## Galvanized

## Stainless Steel

Make/Model	Front Set	Rear Set	Front Set	Rear Set
<b>Penton</b>				
For models with full width (166mm x 60mm) hubs. 21" Front, 18" Rear	<b>93-PENTONF21</b>	<b>93-PENTONR18</b>	<b>92-PENTONF21</b>	<b>92-PENTONR18</b>

## Butted Spoke Sets Polished Stainless Steel

*All models 1953-74 with 8" front or rear full width hubs to 19" rim. Includes all drum brake Commando's 8/10 gauge*  
**Part no. 92-7712B**

### Triumph

*500 Twins 1968-74 & \*650 Twins 1967-70 with 19" front wheel 8/10 gauge\**  
**Part no. 92-1230B**

*650 Twins 1959-66 with 19" front wheel 8/10 gauge*  
**Part no. 92-1231B**

*500 Twins 1961-74 & 650 Twins 1963-70 with 18" rear wheel 8/10 gauge*  
**Part no. 92-1007B**

\*Models with 8" ID single and twin leading shoe front brake only.

## Spoke Nipples

Great care is required when ordering nipples. The nipples we sell fit the spokes we sell and will interchange with some original items. We have so far discovered 8 different type of spoke gauges in common use in the world - this means that say that something described as a 9 gauge spoke could be any one of 8 different diameters and have any one of up to 8 different thread patterns.

It is not important from a strength point of view that a nipple threads all the way up the spoke. Once it has threaded on a distance equal to 2 1/2 times the diameter of the spoke, maximum strength will be obtained. Most of the spokes we sell are either 9 or 10 gauge, with a few 8 gauge. We are happy to order other sizes.

Basic dimensions 8 gauge — 0.16", 9 gauge - 0.14", 10 gauge - 0.12"

### Loose Nickel Plated Brass Nipples

*8,9,10 gauge x 5/16", 9 & 10 gauge x 1/4"*  
 (Please contact for more information)

### Security Bolt (Rim Lock)

*WM2*  
**Part no. 11-291**

*WM3*  
**Part no. 11-292**



### 1/2 Oz Original Style Chrome Wheel Weights

**Part no. 37048**



## Brake Pads

We offer Oriental replacement or Ferodo/EBC (as available) for the more discerning. Priced by the pair.

Make/Model	Oriental	Ferodo/EBC
Norton Models (Front & Rear)	<b>06-1894ER</b>	<b>06-1894</b>
Special Ferodo Platinum pads for Commando		<b>FDB88P</b>
Triumph Models (Front & Rear)	<b>97-2769ER</b>	<b>97-2769</b>

*Special Triumph pads from AP Racing recommended for use with hard chrome disc.*

Part no. **APLMP123**

*Cotter Pin For Triumph Pads (Genuine)*

Part no. **CP2696-160**

## Brake Shoes

Economically priced Oriental shoes are listed, where available. We can also arrange to get brake shoes re-lined for you – please contact us for details..

Make/Model	Front/Rear	Year	Part No.	Economy
<b>BSA</b>				
B25/44	F&R	1967	<b>37-2327</b>	<b>37-2327E</b>
B25	F	1968	<b>37-1406/7</b>	<b>37-1406/7E</b>
B44	F	1968	<b>37-1732/3</b>	
B44VS/A50/65 (models with 8" single leading shoe front brake)	F	1966-70	<b>68-5541/3</b>	<b>68-5541/3E</b>
A50/65/75	F	1969-70	<b>37-1996</b>	<b>37-1996E</b>
B25/50 (8")	F	1971 on	<b>37-3713</b>	
A65/70/75	F	1971 on	<b>37-3713</b>	
B25/44	R	1968-70	<b>37-2327</b>	<b>37-2327E</b>
A50/65	R	1965-70	<b>37-2327</b>	<b>37-2327E</b>
B25/50/A65/75	R	1971 on	<b>37-3925/6</b>	<b>37-3925/6E</b>
<b>Norton/Matchless</b>				
Atlas, 650SS, N15 & G15	F	1963-68	<b>06-7715</b>	
Commando	F	1968-73	<b>06-0006</b>	
Atlas, Commando, G/N15	R	1963-74	<b>06-3417</b>	<b>06-3417E</b>
<b>Triumph</b>				
TR25W (see BSA B25 above)				
T100 (not Daytona, 7" brake)	F	1961-68	<b>37-1406/7</b>	<b>37-1406/7E</b>
T100 Daytona & 650 Twins (8" brake)	F	1966-67	<b>37-1732/3</b>	
<b>Single Leading Shoe Type</b>				
T120/TR6	F (8" Brake)	1964-65	<b>37-1410/11</b>	<b>37-1401/11E</b>
T100 Daytona & 650 Twins & 750 Triples (68-70) (8" brake)	F	1968-74	<b>37-1996</b>	<b>37-1996E</b>
<b>Twin Leading Shoe Type</b>				
650 Twins & 750 Triples (8" brake)	F	1971-73	<b>37-3713</b>	<b>37-3713E</b>
T100 & 650 Twins & 750 Triples (63-70)	R	1961-74	<b>37-1406/7</b>	<b>37-1406/7E</b>
750 Triples	R	1971-74	<b>37-3925/6</b>	<b>37-3925/6E</b>



## Master Cylinder/Caliper Service Kits & Parts



**Norton**  
Front Master Cylinder  
Part no. **06-4244**

Rear Master Cylinder  
Part no. **19-4700**

Caliper (Front & Rear)  
Part no. **06-4243**

### Triumph

Front Master Cylinder  
Part no. **99-2768**

Rear Master Cylinder  
Part no. **19-4700**

Caliper (Front & Rear)  
Part no. **99-7006**

Seal between caliper halves  
Part No. **ACT02**

Triumph & Norton Large Rubber Boot For  
Rear Master Cylinder  
Part no. **CP3812-737**

**Disc Brake Caliper Pistons**  
**Stainless Steel Caliper Pistons**  
Commando  
Part no. **06-1896S/S**



Triumph  
Part no. **99-2765S/S**

Caliper Cover Screws  
Part no. **21-2196S/S**

### Triumph Stainless Steel

Master Cylinder Barrell fits front or rear  
Part no. **99-7027S**

Master Cylinder Piston suits front or rear  
Part no. **99-2759S**

Barrell & Piston Assembly – suits front & rear  
with seals & piston installed.  
Part no. **99-9918S**

Front master cylinder ready to fit assembled  
with housing reservoir & chrome lever.  
Part no. **60-4102S**

Rear Master cylinder complete with housing.  
Part no. **60-4401S**



## Brake Hoses

**Norton**  
23" For UK Bars Genuine  
Part no. **06-3508**  
25" For US Bars Genuine  
Part no. **06-2707G**  
25" For US Bars Reproduction  
Part no. **06-2707**  
28" For US Bars Genuine  
Part no. **06-3507**

**Triumph**  
Top Front 12" USA  
Part no. **60-4176**  
Top Front 6 1/2" UK  
Part no. **60-4177**  
Lower Front Hose 13"  
Part no. **60-4175**  
Rear Hose Late Type  
Part no. **60-7233**

## New Product – Quality USA Made Stainless Steel Brake Hoses

**Norton**  
23"  
Part no. **06-3508S/S**  
25"  
Part no. **06-2707S/S**  
28"  
Part no. **06-3507S/S**



**Triumph -Front Upper Hose**  
For UK Bars  
Part no. **60-4177S/S**  
For USA Bars  
Part no. **60-4175S/S**  
Lower front hose  
Part no. **60-4175S/S**  
Rear Hose (76-79)  
Part no. **60-7028S/S**

## Brake Discs

Norvil disc kits available to special order,  
please ask for details.

**Norton UK Made Quality Discs**  
Regular  
Part no. **06-1885UK**  
Hard Chrome  
Part no. **06-1885HC**  
Drilled and Lightened  
Part no. **06-1885LL**  
Genuine Andover Norton Type  
Part no. **06-1885G**  
Reproduction Type  
Part no. **06-1885E**



**Triumph**  
Hard Chrome  
Part no. **37-4275**

Cast Iron  
Part no. **37-7175**

## Wheel/Brake Parts Nave Plates

### BSA

1968

Part no. **06-3508**

1969-70 A50/65

Part no. **37-3460**

1969-70 A75 Rocket 3

Part no. **37-2240**

### Triumph

650 models 1968-69 T150

Part no. **37-1992\***

T100 Daytona 1969-73 650 models 1969-70 & T150 1970

Part no. **37-3460\***

*\*Models with 8" brake only*



### AJS/Matchless

Alloy Cover Plates for Wheel Hubs

Front 1955-62

Part no. **02-1464**

Front 1963 on

Part no. **02-9271**

Rear 1955-68

Part no. **02-1582**



### Norton Rear Hub Cover Plates

All full width hubs to 1970

Part no. **06-7711**

Grommets (3) for Grey

Part no. **06-7718** GREY or Black **06-7718**

All full width hubs 1971-74

Part no. **06-2082**



## Springs

**Norton UK Made Quality Discs Brake Shoe Springs:**

Commando - Front

Part no. **06-0014**

Atlas & G/N15 - Front

Part no. **06-7607**

All Models Rear

Part no. **06-7607**

Commando Rear Brake Return Spring

Part no. **06-0704**

### Triumph

Brake Shoe Springs:

Most pre Oil-in-Frame Models (Front & Rear)

Part no. **37-0135**



Most pre Oil-in-Frame Models (Front & Rear)  
Part no. **37-0135**

### Oil-in-frame Models (including BSA):

Front 8" Conical Hub

Part no. **37-3714**

Front 6" Conical Hub

Part no. **37-2328**

Rear All Conical Hub

Part no. **37-2328**

Rear Brake Drum Return Spring for Most Pre Oil-in-frame Models

Part no. **37-1090**

Conical Hub Front Brake Cable Expander Spring

Part no. **37-4014**

## Sundry Wheel/Brake Parts

### AJS/Matchless

Chrome Yoke End for Rear Brake Rod

Part no. **01-9269**

Rear Brake Cover Plate

Chrome Part no. **02-2286**

Stainless Steel Part no. **02-2286S/S**

### BSA Stainless Steel Wheel Parts

A50/65 QD Hub Models 1967-70 only

Polished Wheel Spindle

Part no. **BF254**

Dummy Spindle Nut (LH side)

Part no. **BF255**

Rear Wheel Adjuster with Locking Nut 1963-70  
(2 required)

Part no. **BF21**

Front Wheel Spindle 1966-70 Single Sided  
brake

Part no. **BF5**

### Norton & Matchless with Norton Wheels

Atlas & Commando:

Wheel Bearing Felt

Part no. **06-7614**

Commando 1971 on Rear Hub Cush Rubbers:

Thick (3 required)

Part no. **06-2074**

Thin (3 required)

Part no. **06-2075**

Set of All 6

Part no. **06-2074/5**

## Genuine Norton Stiffening Kit

For Commando twin leading shoe front brake.  
Improves brake performance

Part no. **06-3410**

## Norton Wheel Parts Stainless Steel

### Atlas/G15:

*Front Axle Clamp Stud*  
Part no. **06-7671S/S**

*Nut & Washer for Stud*  
Part no. **FW29**

*Front Wheel Spindle Nut*  
Part no. **06-7602S/S**

*Rear Wheel Spindle Nut*  
Part no. **06-7739S/S**

*Rear Hub Sleeve Nuts*  
Part no. **06-7703S/S**

*Rear Wheel Adjuster & Lock*  
Part no. **FR14**

*Front Axle with Nut*  
Part no. **03-0055S/S**

### Atlas:

*Brake Rod Adjuster Nut*  
Part no. **02-2743S/S**

### All Models:

*Front Brake Clevis Pin & Split Pin*  
Part no. **FCW68**

*Screw for Rear Wheel Alloy Cover Plate*  
Part no. **FCR15**

*Washer - Rear Wheel Spindle*  
Part no. **06-7738S/S**

*Nut & Washer - Brake Lever to Cam*  
Part no. **FR17**

*COMMANDO (68-74) Rear brake safety spring. Prevents lever from dropping down and digging into the ground if the cable breaks.*

Part no. **06-4172S/S**



*Front Axle Pinch Bolt, Nut & Washer*  
Part no. **CW28**



*Rear Wheel Adjuster with Nut*  
Part no. **CR12**

### Rear Brake Yoke Assembly:

*Includes Yoke, Nut, Trunnion & Roller.*  
Part no. **CR23**

## Triumph Brake Parts

**500/650 Twins 1969-70 models unless otherwise stated:**

*Rear Wheel Adjuster*  
Part no. **37-2089**

*End Plate for Adjuster*  
Part no. **37-1015**

*Brake Rod 1967-70*  
Part no. **82-7386**

*Adjuster Nut 1967 on*  
Part no. **82-7387**

*Adjuster Nut Pre 1967*  
Part no. **82-4585**

*Twin Leading Shoe Brake Pivot Pin*  
Part no. **60-4252**

### Oil-in-Frame Models (also for BSA):

*Rear Brake Rod*  
Part no. **83-2860**

*Cable End Stop*  
Part no. **37-3997**

*Intermediate Stop*  
Part no. **37-3996**

*Rear Brake Plate*  
Part no. **37-3590**



*Chrome Grill For 8" Twin Leading Shoe Brake 1968-70*  
Part no. **37-1991**

*Clevis Pin with Clip for Front Brake 1968 650's & 1969-70 500/650/750 Triumphs*  
Part no. **37-2006**

## Triumph Stainless Steel Parts

**500/650 Twins 1969-70:**

*Rear Wheel Spindle Nut*  
Part no. **21-0585S/S**

*Large Nut for Front Brake Plate*  
Part no. **21-1995S/S**

*Twin Leading Shoe Brake Pivot Pin & Split Pin*  
Part no. **E163**

*Nut & Washer for Brake Operating Lever*  
Part no. **E162**

*Lock Nut for Rear Wheel Adjuster*  
Part no. **14-1902S/S**

*Caliper Cover Screws*  
**Part no. 21-2196S/S**

## Rear Brake Rod Adjuster

Includes rod, front clevis/fitting. Pivot pin (in brake arm) and adjuster nut.

*BSA A50/65*  
**Part no. SPE007**

*Triumph Twins to 1970*  
**Part no. SPE008**

*BSA/Triumph Oil-in-Frame Twins*  
**Part no. SPE009**

*BSA/Triumph B25/B50/TR25/TR5T*  
**Part no. SPE010**

## Speedo Gear Boxes

We now carry first quality drive boxes which perform as well as and are similar in appearance to original Smiths items. The most commonly used boxes have 2:1 or 15:12 (or 1.25:1 = same thing). The first type work with 1600 rpm (revolutions per mile) speedos and the second type with 1000 rpm instruments. There is some interchangeability with the boxes. The main variation apart from the ratio being the size of the hole for the axle, which can be machined larger to make one with a small hole fit a larger axle. Be careful when ordering a replacement to check that the DPO (dreaded previous owner) hasn't changed the ID of your existing box.



### First Quality Boxes

5/8" Axle Hole, 15:12 Ratio  
 BSAA65 1971-72  
 BSAA75 1971-72  
 Triumph Twins 1971-78  
 Triumph Triples 1971-74  
**Part no. BG5330/164**

3/4" Axle Hole, 15:12 Ratio

BSAA75 1969-70

Triumph T120/TR6 1967-70

T150 1969-70

**Part no. BG5330/168**

0.665" Axle Hole, 15:12 Ratio

BSA B44 VS (1967-70 with 1000 rpm Speedo)

BSAA65 1967-70

Norton Commando 1969-74

**Part no. BG5330/171**

0.665" Axle Hole, 2:1 Ratio

Matchless G15 and other models with Norton

Rear Wheel 1963-68

Norton Atlas, 650SS, Electra 1964-68

**Part no. BG5330/257**

3/4" Axle Hole, 2:1 Ratio

Triumph T100 1964-74

T120, TR6 1964-66

**Part no. BG5330/287**

## Norton Brake Caliper Exchange

*Polished and rebuilt caliper body using new SST pistons, new SST plug, new SST bleed valve and new seals. Made in USA*  
**Part no. 99-BR4**



## Norton & Triumph Disc Brake Parts

Made in USA

### Caliper Parts

Available Separately

*Stainless Steel Pistons*

*Part no. 06-1896S/S*

*Stainless Steel End Plugs*

*Part no. 06-2185S/S*

*Stainless Steel Bleed Valves*

*Part no. 06-1929S/S*

*Seal Kit (Set of 3 seals)*

*Part no. 06-4243*



## Norton Master Cylinder Exchange

Rebuilt master cylinder is powder coated black satin, with 13mm sleeve kit installed. Provides approximately 33% more stopping power. Each assembly is boxed individually with installation instructions, bleed kit and all necessary installation hardware. No modifications to motorcycle required.

*Early 750 with No Mirror Hole*

*Part no. 99-MC1/1*

*750 & 850 1973 -74 with Mirror Hole*

*Part no. 99-MC1/2*

*850 MK3 Type*

*Part no. 99-MC1/3*



## Stainless Steel Body 13mm Master Cylinder

Replaces front Triumph hydraulic brake and rear of Norton Mark 111 hydraulic brake. Provides approximately 33% more stopping power. Boxed individually with master cylinder in protective tube. Includes all necessary assembly hardware. No modification to motorcycle required.

*Part no. 99-MC2*



## Rear Master Cylinder Assembly for Commando & MK111 Application

Powder coated 13mm SST body master cylinder, assembled to billet aluminum mount. Includes nose seal for end of master cylinder body and #10-32 socket head cap screw for master cylinder capture. No modification to motorcycle required.

*Part no. 99-MC3*

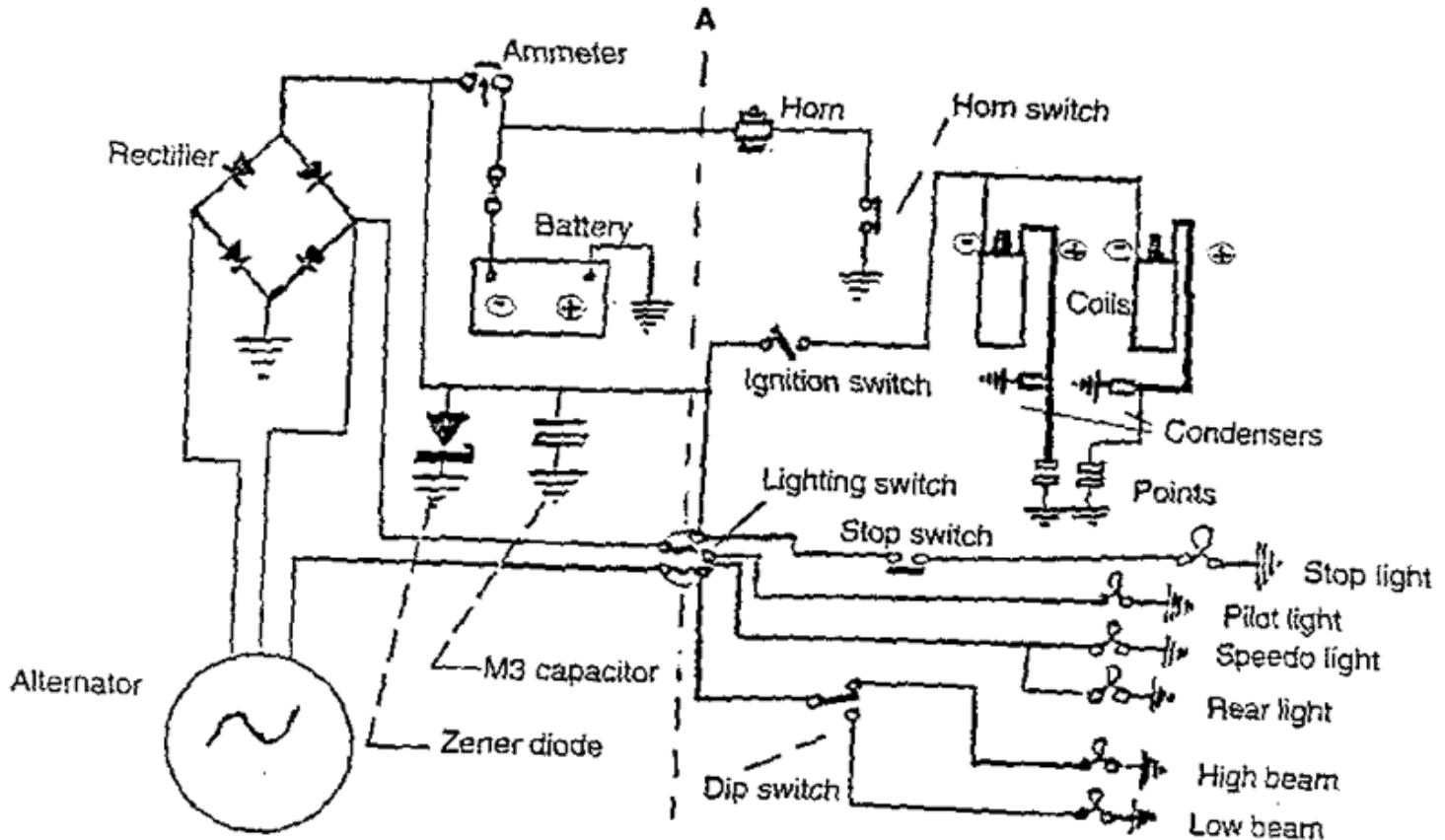




## Chapter 20: Electrics

### Electrical Section

The diagram below shows the basic layout of the LUCAS 12 volt electrical system found on most British bikes from 1966 to 1975. Everything to the left of the vertical line A - B deals with the making and storing of electricity and everything to the right shows how it is used.



### Alternator

A magnetic rotor spins inside a stator containing 6 wound coils. The rotor gradually loses its magnetism over the years and because of this the output is reduced. The stator doesn't usually give any problems unless it has been physically damaged. Later examples had the coils encapsulated to protect them - the earlier ones were exposed. The early ones had three wires coming from them - two were connected to each other only when the lights were switched on (to increase the output), later examples only had two wires, although the basic operation is the same. This is not to be confused with the later three wire three phase systems. These stators can easily be identified - look inside and you will see 9 instead of 6 coils. If you measure the resistance across the two wires from the stator you should get 0.6ohms. There should also be no leakage to ground. If reduced output is due to a lack of rotor magnetism, we recommend you replace the rotor with one of the newer welded types. We find a new rotor with a new stator (LUCAS No. 47205) produces 20 volts AC at 1750rpm.

### Rectifier

Changes AC to DC - Usually quite reliable but should be handled with care. On the regular bridge type instruments, the alternator connects to the two outside plates and the DC (negative) connection is on the central plate. The ground (positive) connection is either by the nut on the end (do not over tighten and twist the plates) or some rectifiers have a ground terminal on the end. At 1750rpm we get a 20 volts DC reading at the negative terminal. When rubber mounted - e.g. on Triumph battery box - be sure there is a ground connection back to the main frame. If the performance is suspect, we recommend it be replaced by one of the inexpensive solid state types.

## Zener Diode

Controls the voltage - the faster the alternator spins the greater the voltage - the Zener Diode turns excess voltage into heat. Lucas instruments are very reliable but remember they do a very important job. Don't run without one - you could damage everything in the system.

## Battery

Firstly, a lot of people fill them up with acid and overcharge them when new. They then only last a year or so. When you get a new battery, fill it with acid and charge it according to the manufacturer's instructions. Don't ever let it stand on a cement floor. Don't let it freeze in the winter. Keep it topped up with distilled water. Take it off the machine when not in service and trickle charge it occasionally. Use a hydrometer to check it.

## M3 Capacitor

The blue thing on a spring. It enables the machine to run without a battery. Must hang with the terminals pointing downwards. To check, take it off and hook it up to a 12 volt battery. Put a volt meter across the terminals and you should see the voltage very slowly falling from 12 volts.

## Power Boxes

Function as rectifier, zener diode and capacitor. They can be used with or without battery. If it is used it must be hooked up the right way around or the rectifier inside the unit will be destroyed. Very reliable.

## Wiring Harnesses

Excellent Quality. All our reproduction harnesses are made in England and are colour coded as original. We stock both plastic and cloth covered harnesses. The cloth wrapped are listed with "C" at the end of their Part Number. Please provide make model & year for harnesses not listed. Please see spread sheet on web page for more options.



**For Cloth Covered Harness Add "C" To The End Of The Part Number**

Make/Model	Year	Part No.
<b>BSA- Main Harness</b>		
A7/A10	1954-62	<b>MC2PB</b>
B25/44SS	1968-69	<b>WH1218</b>
B25/44SS	1970	<b>WH1500</b>
B25/50	1971-72	<b>WH1017</b>
A50/65	1966	<b>WH1285</b>
A50/65	1967*	<b>WH1291</b>
A50/65	1968	<b>WH1292</b>
A50/65	1969-70	<b>WH1172</b>
A50/65	1971-72**	<b>WH1015</b>
A75	1969-70	<b>WH1284</b>
A75	1970-72	<b>WH1012</b>

\* Some 1967 A65 models were changed in that the zener diode was moved forward under the headlight. Bikes so modified have "Y" stamped after their engine numbers.

\*\* 1971-72 A65 Models also use a separate Headlight Harness  
Part no. **WH1014A**



<b>Make/Model</b>	<b>Year</b>	<b>Part No.</b>
<b>BSA - Contact Breaker Sub Harness</b>		
B25/44/50	All	<b>WH1543</b>
A50/65	All	<b>WH1250</b>
A75	All	<b>WH1192</b>
<b>BSA - Rear Sub Harnesses</b>		
B25/50	1971-72	<b>WH1384</b>
A50/65	1963-69	<b>WH1233</b>
A65	1971-72	<b>WH1384</b>
<b>Matchless</b>		
Note - G15 models use same harness as Norton Atlas models except the lead for the horn needs to be extended. All AMC twins with coil ignition, 1959 onwards, use same Contact Breaker Harness as Atlas.		
<b>Norton - Main Harnesses</b>		
650SS/Atlas (Magento Models)	1964-66	<b>WH159</b>
650SS/Atlas (Coil Ignition Models)	1967-68	<b>WH1160A</b>
Commando	1968-69	<b>WH1158B</b>
Commando	1970	<b>WH1157</b>
Commando (These models used a seperate headlight harness)	1971-74	<b>WH1009</b>
MK3 (These models used a seperate headlight harness)	1975	<b>WH1195</b>
Headlight harness	1971-74	<b>WH1010A</b>
Headlight harness	1975 on	<b>WH1196</b>
<b>Norton - Contact Breaker Harnesses</b>		
650SS/Atlas	1963 on	<b>WH1250</b>
Commando	1968 on	<b>WH1250</b>
<b>Norton- Sundry Harnesses</b>		
Commando Horn Sub	1968-70	<b>WH1598</b>
Ignition Switch	1975	<b>WH1197</b>
<b>Triumph - Main Harnesses</b>		
TR25W	1968-70	<b>WH1457</b>
TR25W	1971-72	<b>WH1017</b>
T120/TR6	1960-62	<b>MC18PB</b>
500 & 650 Twins	1966	<b>WH1149A</b>
500 & 650 (Not "C" Models)	1967	<b>WH1147A</b>
500 & 650 (Not "C" Models)	1968	<b>WH1055</b>
500 & 650 (Not "C" Models)	1969-70	<b>WH1061</b>
T120/TR6R (Use seperate headlight harness <b>WH1014A, WH1014AC</b> )	1971-73	<b>WH1015</b>
T100C/TR6R	1968	<b>WH1336</b>

Make/Model	Year	Part No.
<b>Triumph - Main Harnesses Continued</b>		
T100C/TR6C	1969-70	WH1145
T100R & T	1971-72	WH1007
T100R & T	1972	WH1143
750 Twins	1973-74	WH1142
750 Twins	1976-78	WH1066
750 Twins	1979-80	WH1186
T150	1969	WH1146
T150	1970-72	WH1013
T150	1973-75	WH1144
<b>Triumph - Contact Breaker Harnesses</b>		
TR25W	1968-72	WH1543
All Twins	1963 on	WH1250
Triples	1969-76	WH1192
<b>Triumph - Rear Sub Harnesses</b>		
Twins	1963-70	WH1366
Twins	1971-72	WH1384
Twins	1973-78	WH1283
<b>Triumph - Sundry Harness</b>		
Dip Switch Lead	To 1961	WH1443
Horn/Dip Lead	1962-70	WH1444
Speedo/Tach Lead		97-951
Later plastic type for capless bulb		WH3474

## Spark Plug Wire Sets

Please also see Magneto sections, where individual components are listed for you to make up your own plug wire sets, should you so wish.

### BSA Twins 1963-72 & Triumph 650 & 750 Twins 1971 on

*Regular Wire Set*  
Part no. **WH1140**

*Genuine Champion Sets*  
Part no. **WH1140C**

### Norton Commando, Triumph 500 Twins 1963-64 & 650 Twins 1963-70

*Regular Wire Set*  
Part no. **WH1202**

*Genuine Champion Sets*  
Part no. **WH1202C**

### BSA/ Triumph Triples

*Regular Wire Set*  
Part no. **TEL19**

## Horn/Dip Leads

Original Style grey, 4 wire, made in England for most bikes up to 1970

*22" Long for Low European Style Bars*  
Part no. **MC921**

*27 1/2" Long for Higher USA Export Bars*  
Part no. **MC927**

## Universal Kit To Make Up Your Own Spark Plug Wire

Part no. **WE16000**



## Electronic Ignition Kits

We are pleased to offer kits made by four manufacturers. BOYER-BRANDSDEN (UK), PAZON (New Zealand), TRI-SPARK (Australia) and WE WASSELL (Taiwan). The Boyer kits have proved to be the most popular and over the last 30 years we have sold approximately 20,000 units.

### Boyer-Brandsen Electronic Kits

The reputation speaks for itself. Kits contain all necessary parts for installation and come with full instructions. They provide accurate spark timing with automatic electronic advance/retard control. Electronic parts carry a five year warranty.

We have testing facilities and on the rare occasions when units are found to be faulty, we are authorized by BOYERS to honour warranties and get you up and running right away. Most problems thought to be caused by faulty Boyers turn out to be caused by other problems with the motorcycle and we are pleased to provide advice and assistance in this regard.



### Mike's Quick Tips

- Engine must have good ground to frame on Commando (Rubber Mounted Engine)
- If Boyer is not sparking – snip the white wire to the Boyer box and connect it straight to the negative terminal of the battery – see if bike runs (don't leave it connected). 4 position ignition switches can fail.
- Misfires on one cylinder on twin- very unlikely a Boyer problem – swap the plug leads over. If the misfires stays on the same side you have a Carburation, spark plug or mechanical problem that side. If the problem goes to the other side there's something wrong with the HT winding in the coil. Plug lead or cap.
- No spark on intermittent spark. Disconnect the black/white & black/yellow wires close to box. Hook ohmmeter across them should read 135 ohms approx.. Get someone to “wiggle” the wires right down to the pick up – watch ohmmeter reading for any break inside the wires – not uncommon on Commando's.

## Coil Requirements with Boyer Kits

We get numerous calls on this subject and we read all sorts of conflicting information. COIL RESISTANCE is an important matter. The kits for Twin cylinder machines work best with a total coil resistance of between 3 & 7 ohms. If under 3 ohms too much current will be drawn through the box and it will be damaged. The higher the resistance, the weaker the spark. 6 volt coils have resistance between 1.6 and 2 ohms. Therefore total resistance will be ideal for good performance. 12 volt coils usually measure 3.5 to 4 ohms. This exceeds the 7 ohms guide for two coils. We find that for stock machines in regular street use this does not cause a problem. Machines with high compression ratios and /or those used for racing need 6 volt coils.

We have found the best and most reliable performance using two 6 volt coils on twins or one 12 volt coil on singles. Triples need 3 6 volt coils (standard on T160) However performance can be improved by using 3 4 volt coils.

*Coil 4 Volt Sparx Type*  
*Part no. 45274*

### FAQ

Q. Can Boyer MK4 and Digital kits be grounded with a kill switch?

A. Only if wired negative ground (attach the ground wire to the negative terminal of the first coil (the one the black wire from the Boyer box goes to.) For positive ground systems you have to fit an on/off toggle switch.

## Regular MK4 Analogue

Road & Race Kits Analogue, Digital & Micro power also available for many other applications not listed here.

The NEW MK4 analogue kits are designed to function at lower voltages than the MK3 type. This is especially important with electric start bikes on which operating the starter creates a substantial voltage drop.

### Norton

*Atlas, G/N15 (Coil ignition models), P11 & Commando*  
*Part no. 96-700*

### BSA & Triumph

*All Twins*  
*Part no. 96-701*

*All Twins*

*Part no. 96-702*

### BSA & Triumph Singles

*B25/B44/B50 1967 on*  
*Part no. KIT00051*

### Kawasaki 3 Cylinder Models

*KH250/350 & SI (MK30)*  
*Part no. KIT00062*

### Suzuki 3 Cylinder 2 Stroke

*380, 550, 750*  
*Part no. KIT00083*

## Digital Kits

Others available to special order.

### Norton

*Atlas, G/N15 (Coil ignition models) & Commando*  
*Part no. 96-105*

### BSA & Triumph

*All Twins*  
*Part no. 96-106*

### BMW

*12 Volt Models to 1978*  
*Part no. 96-107*

*12 Volt Models 1979-80*  
*Part no. KIT00097*

### Yamaha

*XS650*  
*Part no. KIT00103*

## Alternator Powered Ignition Kits for Competition Use Only

A wide range of kits available.

*For B25/44/50*  
*Part no. 96-601*

## Boyer Programmable Revlimiter

*Saves expensive damage from over revving.*  
Part no. **96-602**

## Individual Components for Boyer

See notes above regarding our test facilities.  
These are the parts we carry as regular stock  
- all other parts are available within a few days  
from BOYERS who give us excellent service.

### Norton

*Transistor (Black) Box MK4*  
Part no. **96-200**

*Magnetic Rotor*  
Part no. **96-204**

*Pick-up Unit*  
Part no. **96-207**

*Transistor (Red) Box (Can be used to upgrade existing analogue kits.)*  
Part no. **96-209**

### BSA & Triumph Twins

*Transistor (Black) Box MK4*  
Part no. **96-201**

*Magnetic Rotor*  
Part no. **96-204**

*Pick-up Unit*  
Part no. **96-207**

*Transistor (Red) Box (Can be used to upgrade existing analogue kits.)*  
Part no. **96-210**

### Triples

*Transistor (Black) Box MK4*  
Part no. **96-202**

*Magnetic Rotor*  
Part no. **96-205**

*Pick-up Unit*  
Part no. **96-208**

## Pazon Sure Fire Kits

*Made in New Zealand by ex Boyer*  
*Employees 7 year Warranty.*  
*For BSA/Norton/Triumph twins*  
Part no. **99-PA2**  
*(For best performance use two 6 volt coils.)*  
*For BSA/TRIUMPH singles*  
Part no. **99-PA1**



## Tri-Spark Ignition Kits

*The twin kits are very compact and have the all the electronics under the points cover plate. Use 2 6 volt coils.*  
*The triple kit TRI-0001 has a separate transistor box and uses 3 12 volt coils.*

*Kit for Twins with clockwise rotating pickups (Triumph/ BSA/ Norton's with distributor in magneto position behind motor*  
Part no. **TRI-0005A**

*For counter-clockwise rotating pick up use*  
Part no. **No TRI-0005B**

*Triple kit (uses separate transistor box)*  
Part no. **TRI-0001**

*NEW – Triple kit with transistor box under points cover plate*  
Part no. **TRI-0002**



## Wassell Kit

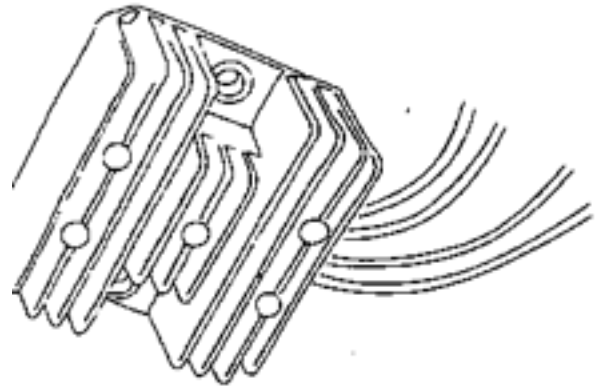
*Uses premium quality components. Billet encapsulated stator plate Works on all side point twins and singles. Can use 12 volts coils on twins for regular Road use, 6 volt for high performance and racing*  
Part no. **61495**



## Solid State Rectifier/ Regulator Units

### PODtronics - Power Module

- Solid state replacement for rectifier & zener diode
- Will work either positive or negative ground
- Can be used to convert 6 volt alternators to 12 volts
- Will work with high output single phase alternators
- Suitable for 2 or 3 wire alternators
- Attractive die cast finned aluminum heat sink
- 2 year warranty



*For Regular Single Phase (66mm x 68mm x 29mm) up to 150 watts*  
**Part no. 86-301**

*For Hi Output Single Phase (e.g. 1975 MK3 Commando)*  
**Part no. 86-303**

*For Three Phase (64mm x 77 mm x 29mm)*  
**Part no. 86-302**

*Hi Output single phase unit with capacitor*  
**Part no. CS-4030**

### Boyer- Brandsen Power Box

One unit replaces the battery, zener diode and rectifier. Designed for machines with alternators and 12 volt systems. Available with a lighting delay circuit to ensure all available power goes to the ignition system until the motor is running. Supplied with full instructions. Carries full BOYER 5 year warranty. Can be used with a battery if you wish and can be wired up for positive or negative ground systems

**Warning - When using with a battery, great care must be exercised to ensure it is not wired the wrong way around as this will damage the unit immediately.**

*Single Phase - without lighting delay circuit*  
**Part no. 96-301**

*Single Phase - with lighting delay circuit*  
**Part no. 96-300**

*Three Phase - with charging light circuit\**  
**Part no. 96-302**

\* Please note - the Three Phase unit, together with the Three Phase Stator, offers an affordable conversion to a Three Phase system with solid state technology. The charging light will only work if the machine is wired for negative ground. If it is desired to have the warning light work with a positive ground system, it will be necessary to also install a Warning Light Assimilator. This would only really be necessary if a battery was also being used. If running without a battery the warning light would not be necessary because the motor would stop if the alternator stopped charging! The Three Phase alternator has far greater output than the Single Phase and will balance the draw placed on the system by lights and ignition at a much lower rpm. However, surprisingly, we find that at very low rpm (kick over speed) the output of the Single Phase unit is greater. Therefore, when running without a battery, Single Phase is preferred.

## Condensers

There are several different condensers used on coil ignition British bikes. Those listed below are the most common ones we are asked for. The models specified are given as a guide only, the LUCAS numbers have to be confirmed from the parts book for the specific model in question. "E" after part no indicates "good quality, oriental replacement." Supply of genuine LUCAS parts are sporadic and when we get them they are normally made in Japan.

**Note - for most bikes you need one set of points and one condenser for each cylinder**

### Most Post 1967 Machines:

Often located in black rectangular rubber cover under gas tank.

*Oriental Replacement*  
Part no. **54420128E**

*Rubber Cover*  
Part no. **54418528**



**Most Pre 1968 Machines use LUCAS Numbers 54441582 or 425377**

*Oriental Replacement*  
Part no. **54441582E**

*Oriental Replacement*  
Part no. **425377E**

## Condenser Pack Cover

*For 2 & 3 cylinder bikes*  
Part no. **54418528**

## Eccentric Point Adjusting Screws

Part no. **54419220**

## Contact Breaker Parts

Chrome Covers

*Singles & Twins*  
Part no. **70-8737**

*Triples*  
Part no. **70-6519**



## Point Plate Screws

*For LUCAS point plates (Hard to find item)*  
Part no. **82-1915**

## Points Cover

Late model Atlas, G/N15 & Early Commando

*Cover*  
Part no. **03-0082**



*Clip*  
Part no. **03-0084**

*"O" Ring*  
Part no. **03-3056**

*Grommet*  
Part no. **06-7742**

## Advance/Retard Springs

An indication of weak springs will be a motor which is slow to return to idle speed when the throttle is closed - a worn throttle slide or manifold air leak can also cause this, check also for smooth operation of A/R bob weights  
Part no. **54417992**



## Contact Breaker "Pillar" Bolts

*B25/44/50 & Triumph Models to 1967*  
Part no. **70-4747**

*BSA/Triumph Triples, Norton Commando & Triumph Twins 1968*  
Part no. **06-1281**

## M3 Capacitor (Blue thing on spring)

*The original LUCAS part 54170009 is no longer available. We stock a replacement part by PHILLIPS, it looks similar and does the same job.*

Part no. **96-604**

*Mounting Spring*  
Part no. **54483156**





## Norton Commando Electric Start Kit for All Models 1968-74

By Alton France  
Part no. **ESKN**

In around two hours you can say goodbye to kick-starting your Commando. The Alton eKit fits directly onto the engine via a specially designed inner chain case supplied with a starter motor, already mounted. Once fitted, replace your existing outer chain case. With each kit there is a starter motor, drive chain, sprag clutch, shock absorber, AC generator and a specially constructed inner primary chain case, all the necessary cables and fittings plus detailed instructions with colour illustrations to make fitting the kit as easy as possible. Battery (recommended YTX20L-BS) has to be purchased separately.



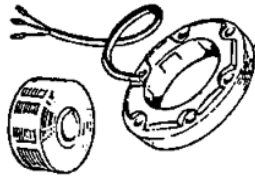
Peter Williams at Bala Spur, 1974 TT.  
For signed copies Part no. **99-PW3**

## Alternators

From our experience, one of the biggest problems with charging systems is a loss of magnetism with the rotor. Stators (especially the later encapsulated type) rarely give trouble unless they have been subjected to abuse. We can test your existing parts for a nominal charge if you send them to us (the charge is waived if you decide to buy new parts from us.)

### Genuine LUCAS

Single Phase Stator (120W)  
Part no. **47205**



Single Phase (180W) stator - eg Mk3 Commando  
Part no. **47239**

Three Phase Stator  
Part no. **47244**

Magnetic Rotor  
Part no. **54202275**

### Zener Diode (Part No 49345)

At the time of writing Genuine Lucas items are not available and we have found reproduction types to be very unreliable. It is recommended that PodTronics or Boyer Power boxes be used instead.

## Rotolock Parts for Early Commando

Zener Diode Heat Sink Receptacles

Receptacle  
Part no. **06-0849**

Rotolock  
Part no. **06-0847**

## Heat Sink For Zener Diode

BSA Models (67-70)  
Part no. **68-9428**  
Triumph Models  
Part no. **97-2237**



At the time of writing, we have good used stocks of these parts under  
Part Nos **68-9428U & 97-2237U**

Rectangular shape for 12 volt Atlas & G15 magneto models

Part no. **99-030042**

Circular shape for Atlas, G15 & P11 and early Commando models

Part no. **99-032018**

## Warning Light Assimilator

Genuine Norton Sold State  
Part no. **06-2054**



## Norton Electric Starter

By Dave Comeau  
Part no. **06-4791C**



## Dynamo Armature

We can now supply to special order from England the following new replacement armatures and parts. To upgrade your Dynamo to 12 volt output, using a PODRONICS regulator, it is strongly recommended you fit a 12 volt armature and field coils.



AJS/Matchless Twins, Norton Twins  
Panther MOD 65 & Triumph Twins  
LUCAS No. 200712  
6 Volt  
Part no. **10210**

12 Volt  
Part no. **10216**

For Ariel Huntmaster, BSA A7/A10 BSA C10/11  
LUCAS No. 200752  
6 Volt  
Part no. **10211**

12 Volt  
Part no. **10216**

**For MagDyno (179mm length) Models**

LUCAS No. 200754

6 Volt

Part no. **10212**

12 Volt

Part no. **10217****For AJS/Matchless Singles 1951-57**

LUCAS No. 200802

6 Volt

Part no. **10213****For Field Coils**

LUCAS No. 200731

6 Volt

Part no. **10214**

12 Volt

Part no. **10219****Dynamo Control Units**

Replacement 6 volt Control  
Units- Looks and operates  
like original LUCAS part  
Part no. **37097**

**Warning**

If your battery is flat (discharged) do not start motor if solid stage regulator is fitted - this will damage the unit and void any warranty. Some battery voltage is necessary to "excite" the circuits.

**Podtronics Solid State Voltage Regulator**

Made in USA

6 Volt

Part no. **86-006**

12 Volt For machines using upgraded 12 volt  
armature and field coils

Part no. **86-012****WE Wassell 6 Volt Generator Regulator**

Compact design positive ground only – will fit  
inside original MCR2/RB108 mechanical box  
Comes with full instructions.

Part no. **10221P****V Reg Voltage Regulators**

While we have been pleased with the success of the PODTRONICS DC Regulators delivery has been difficult at times and we're therefore stocking, from England, the VREG type supplied suitable for 6 Volt generators but easily converted to 12 volt output.

*Positive Ground*Part no. **VREG2A***Negative Ground*Part no. **VREG2A/NEG****Alton Generators**

To replace dynamos on British bikes.

We can get several different models to special order. Eg Vincent Twins & Singles, Velocette & pre-unit Triumph. More are under development Regular stock items:

For BSA A7/A10 with V Belt, 2 pulleys & rectifier - regulator.

Part no. **ACG06/RR01**

For AJS & Matchless singles includes Chain sprocket & rectifier - regulator.

Part no. **ACG07/RR01****Rectifiers**

**Warning - Connect the battery the wrong way around for an instant and the rectifier will be toast**

Regular Positive Ground Bridge Rectifier - full wave as original LUCAS

Part no. **49072**

Solid State Rectifier - Supplied by BOYERS  
We have sold literally hundreds of these and rarely get one back as a warranty claim.

Part no. **96-400**

## Magneto & High Tension Parts

*Black High Tension Wire - To make up Spark Plug Leads (Copper core)*  
Part no. **PV267**

*HT Lead Copper Washer 3/8" Diameter*  
Part no. **185015**

*HT Wire Plastic Nuts – Genuine LUCAS Short 3/8" Type*  
Part no. **410600**

*HT Wire Coil Terminal*  
Part no. **421863**

Shrouds:

*For Coils*  
Part no. **54949011**

*90 degree for coils*  
Part no. **RS215**

Mag Points:

*For K2F etc. Steel Black Plate*  
Part no. **54440888E**

*Points Retaining Bolt*  
Part no. **492856**

Replacement Mag Pick Ups:

*Clip on Type*  
Part no. **459190**

*Screw on Type*  
Part no. **458876**

Brushes:

*For Pick Ups*  
Part no. **451260**

*For Earth (ground)*  
Part no. **455190**

(In earth brush holder at drive end and in end cap)



## Magneto Armatures- K1/2

- Rewound in England
- New Condensers installed
- Complete with bearings
- Exchange only

*Pre 1951 Models*  
Part no. **88-K1/2P**



*1951 onwards models*  
Part no. **88-K1/2F**

**More K2F Parts**

*Slip Ring*  
Part no. **455361**

*Bearing - Drive End*  
Part no. **189244**

*Bearing - Point End*  
Part no. **189291**

*Pick-up Gasket*  
Part no. **458346**

*Pick-up Retaining Clip*  
Part no. **458370**

*Arcing Screws*  
Part no. **090458**

*Contact Breaker Assembly*  
Part no. **459854**

*Complete Steel Washer*  
Part no. **459005**

*Point End Insulating Washer*  
Part no. **451379**

*Drive End Oil Seals:*  
*Pre 1956*  
Part no. **459031**

*1956 on*  
Part no. **459002**

*Labels:*  
*Counter Clockwise*  
Part no. **201**

*Clockwise*  
Part no. **202**

*Label Screws*  
Part no. **204**

*K2F End Cap*  
Part no. **459269**



**Springs for Advance/Retard Mechanism***Part no. 06-8032***Ignition Coils**

Type	6 Volt	12 Volt
Genuine LUCAS	<b>45275L</b>	<b>45276L</b>
PVL (Top Quality Made in Germany)	<b>45275</b>	<b>45276</b>
Tri-Spark Brand (Recommended but not essential for use with Tri-Spark ignition kits)	<b>45275T</b>	<b>45276T</b>

**Coil Clips Made in England***For regular 1 5/8" coils fitted to Norton and Triumph machines.**Part no. 70-6389***Coil Brackets for 1966-70 650Triumphs***Left Hand**Right Hand**Part no. 82-6943**Part no. 82-6944***Large Diameter Lucas Coils***6 Volt (1 7/8") Fits most coil ignition machines up to 1965. Also ideal for BSA A50/65 to 1969 using Boyer ignition.**Part no. 45124**12 Volt (1 7/8") 1966-69 BSA A50'65**Part no. 45164***AC Ignition ET Coil***Replaces original hard to find Lucas item.**Good quality.**Will work with 6 & 12 volt energy transfer systems**Part no. 45150R***Dyna 5 OHM Dual Lead Coil***Best quality recommended for twins using Electronic ignitions.**Part no. DC8-1**Pair of spark plug leads for use with DC8-1**Part no. DW-200***4 VOLT SPARX COIL***Reduce voltage drop on Triples – especially T160 with electric start.**Part no. 45274***Boyer 2 Lead Micro Power Coil***Part no. COIL00008**Heat Sink**Part no. COIL00006***Coil Bracket Assembly***Complete assembly for both coils. G/N15**Norton/Matchless**Part no. 03-3008A**Individual Coil Clips (P11, G/N15)**Part no. 03-3008***BSA A50/65 Coil Clips***For 1962-69 Models with 1 7/8" Coils**Part no. 82-9123**For 1970 Models with 1 5/8" Coils**Part no. 83-1603***Horns***"If you purchase a horn and it doesn't work immediately, adjust the trim screw on the back to suit your particular machine.**6 Volt Replacement Horn**Part no. 04-686**12 Volt Replacement Horn**Part no. 004-687**Quality Replica of Original**6 Volt Altette Horn used**on many machines Bracket sold separately**For 6 Volt Horn 12 Volt Version**Part no. 11048 Part no. 11048B**Chrome Bezel and dome nut set for Altette Horn**Part no. 11050**For two hole brackets For single hole brackets**Part no. 11049**Part no. 11049S**Horn Mounting Bracket For Norton, Matchless G15/N15 & P11 Series**Part no. 03-0044***Quality Replicas of Lucas 6H & 8H Horns***6H 6 volt type**Part no. 54068060**8H 12 Volt type**Part no. 54068061***Contact Points***Usually one per cylinder required. The supply of genuine LUCAS points is somewhat sporadic and they are no longer made in England.**Oreintal Reproduction**Genuine LUCAS**1960 on Magneto**Part no. 54440888E**Part no. 54440888**1968-72**Part no. 54419827E**Part no. 54419827**Triples**Part no. 54419828E**Part no. 54419828**1963-67**Part no. 54415803E**Part no. 54415803E**1973 on**Part no. 60600271E**Part no. 60600271*



## Bulbs Regular Type Headlight

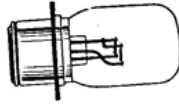
*British Pre-Focus -fits virtually all models*

6 Volt

Part no. **BULB312**

12 Volt LUCAS

Part no. **BULB414G**



## Pilot Light:

6 Volt

Part no. **BULB951**

12 Volt LUCAS

Part no. **BULB989G**



## Stop/Tail Genuine LUCAS:

6 Volt

Part no. **BULB384G**

12 Volt (\*Also fits most Japanese motorcycles and most vehicles on the road)

Part no. **BULB380G**

*Good Quality LED Positive Ground 12 Volt Bulb*

Part no. **BULB380LED/DL**

## Turn Signal Bulbs:

6 Volt

Part no. **04-113**

12 Volt

Part no. **BULB382**



## Instrument Bulbs:

6 Volt

Part no. **BULB287**

12 Volt LUCAS

Part no. **BULB233G**

12 Volt LUCAS Screw in Type

Part no. **04-105G**

12 Volt LUCAS Capless for later models

Part no. **04-144G**



## Indicator for "Idiot" Lights:

6 Volt

Part no. **BULB282G**

12 Volt

Part no. **BULB281G**

12 Volt Capless Type

Part no. **04-144**



## Halogen & Quadoptic Bulbs:

Headlight Halogen Bulbs for use in original British pre-focus light unit.

6 Volt 35/35W

Part no. **BULB312H**

12 Volt 45/40W

Part no. **BULB410H**

12 Volt 60/55W

Part no. **BULB414H**

## Special Pilot Bulbs

Pilot Bulb for use as a daytime running light. Check Provincial/State laws before installing

12 Volt 23W

Part no. **BULB989H**

6 Volt 10W

Part no. **BULB951H**

## Other Halogen 12 Volt Bulbs

CIBIE type round base P45T 60/55 Watt bulb

Part no. **LLB012**

## HALOGEN "three prong" H4 Bulbs:

35/35 Watt

Part no. **LLB1046**

60/55 Watt

Part no. **LLB472**

## Bulb Connector Block

For 3 Bulbs Listed Above

Part no. **C37**

## Flasher Unit

Genuine Lucas

Part no. **35048**



## Reproduction Headlight Units

LUCAS SSU700P Type(7")

Instrument Bulbs Complete with switch & ammeter panel for many 1945-62 machines

Part no. **10150**



DU42(6") Used on many 1930's machines

Part no. **DU42**



MU42 (6")

Featured on many bikes from mid 1930's to late 1950

Part no. **MU42**



SSU700/1(7") With underslung pilot light, used on several early 1950's bikes.

Part no. **SSU700/1**



**Replica Underslung Pilot Light Unit**  
Part no. **52184E**

*MCH55(8") Style used  
on several 1950's bikes*  
Part no. **SPE026**

**Switch Panel with Switch  
and Ammeter**  
Part no. **50063**



**7" Head Lamp Shells (Includes Rim)**

The following Genuine LUCAS shells are currently available. Dates are approximate because of make/model variations

*Chromed Shell – Ammeter hole in the top, one wiring hole in the bottom*  
Part no. **99-9968**



*Chromed Shell - Ammeter Hole in Top ,  
Warning Lite Holes Either Side and Switch  
Hole Behind One Wiring Hole in Bottom - BSA/  
Triumph Models 1967-70*  
Part no. **99-9969**

*Chromed Shell - 3 Warning Lite Holes in Top,  
Switch Holes Behind, 3 Wiring Holes in Bottom  
Norton Models 1971-74, Triumph Most Models  
1973-77*  
Part no. **99-7039**

*Chromed Shell - No Holes in Top, 3 Wiring  
Holes in Bottom T160, MK3 Commadno &  
Triumph Twins 1978 on*  
Part no. **99-7098**

*1971-2 BSA/TRIUMPH 650 models etc – Flat  
Back Shell. With switch and idiot light holes*  
Part no. **99-1221G**

**Genuine LUCAS 5 3/4" Chrome  
Shell**

*No holes in top, one wiring hole in the bottom.*  
Part no. **50205**

**Light Unit Chrome Side "Flashes"  
TRW Etc.**

Part no. **97-0623/4**

**Rubber Grommets**

*For bottom of headlight shell. Also fits in frame  
holes on many models including oil in frame  
BSA/Triumph*  
Part no. **862217**



**Rear Fender etc Grommets:**

*NORTON etc 5/8" X 3/8"*  
Part no. **06-7655**  
*BSA/TRIUMPH etc 82-9028 3/4" X 1/2"*  
Part no. **82-9028**

*For Commando Frame & Under Seat*  
Part no. **01-9490L**

*To fit in R/H Headlight Bracket, 1968/70 500 &  
650 Triumphs for Throttle Cables 5/8" X 7/16"*  
Part no. **82-6784**

**Special Grommets**

*To suit 3/4" hole*  
Part no. **99-G20**

*To suit 1 1/2" hole*  
Part no. **G38**

**Rubber Wiring Grommet**

*For back of "flat back" shells, used on many  
1971-73 Triumph & BSA Models.*  
Part no. **54524048**



**For headlight bolts and spacers please see  
fork parts.**

**AJS/Matchless Side Light Grommets**

*1954-55 models*  
Part no. **516719**

**BSA/Triumph Singles 1971-4**

*Electric Box Grommets (3 required)*  
Part no. **60-3627**

**Halcyon Headlight Peaks**

Made in England Chrome plated. Fits neatly inside flange ring.

*For 5 1/4" Light*  
Part no. **652**

*For 7" Light*  
Part no. **670**





## Warning Lights

Use bulb holder and bulb as required.

### Jewel Style Up to 1970:

Red  
Part no. **38189**

Green  
Part no. **38191**

Amber

Part no. **38188**

### Plain Type 1970 on Genuine Lucas:

Red  
Part no. **54363454G**

Green  
Part no. **54363455G**

Amber

Part no. **54363453G**

After Market Red Type:

With Bulb

Part no. **R67D**

Warning Light Sealing Washer

Part no. **54140331**

Warning Light Shields

Part no. **54525212**

## Dash Kit

Comes with warning lights for  
MK3 Commando.

Part no. **06-5719A**



## Light Unit

Replica 5 3/4" Light Unit

Part no. **54525272E**

Regular Replacement 7" Unit (Uses British  
Pre-Focus Bulbs)

Part no. **516798**

Genuine Lucas Light Unit

Part no. **516798G**

Genuine LUCAS light unit - NO pilot bulb hole  
(AJS/Matchless 1954-56, TRW etc.)

Part no. **553925**

## Genuine Lucas Quadoptic 7" Light Unit

Complete with Cibie type  
60/55 Watt P45T halogen  
round base bulb, pilot  
bulb and connector block

Part no. **LUB362**

Replacement bulb

Part no. **LLB012**



## Genuine Lucas 7" Light Unit

For H4 Type bulb

Part no. **50209**

H4 Type 12 volt Bulbs:

35/35 Watt

Part no. **LLB1046**

60/55 Watt

Part no. **LLB472**

## Headlight Shell Chrome Rims

7" Genuine LUCAS

Part no. **553248**

7" Reproduction

Part no. **553248P**

Rim Fixing Clip & Screw

Part no. **534296**

Light Unit Retaining "W" Clip

Part no. **504665**



## Main Bulb Holder

Part no. **97-958**



## Pilot Bulb Holder

Part no. **97-951**



## Warning Light Holder

For "idiot" lights in headlight shell. These  
fittings were originally included as part of the  
wiring harness.

Part no. **99-WARN**

## Speedo/Tach Bulb Holder

Chronometric Instruments

Part no. **09-00491**

Magnetic Instruments

Part no. **WH3474**



## Rear Light Units

LUCAS 525 Series Reproduction of LUCAS  
525 series light unit. Used on most British bikes  
1953-55

Part no. **53269**

Replacement Lens

Part no. **573819**

LUCAS 529 Series Reproduction of LUCAS  
529 series light unit Used on Matchless G80CS  
& Triumph Tiger Cub

Part no. **53429A**

LUCAS L917 Series

Replacement Light Unit

Part no. **56513**

Replacement Lens

Part no. **54584930**

Screws for Lens

Part no. **99-7013**



**LUCAS L564 Series Replacement Light Unit**  
**Part no. 53454E****Replacement Lens**  
**Part no. 54576001E****Cat's Face Rear Light Unit Complete**  
**Part no. 53454CAT****LUCAS L697 Series**  
**Replacement Light Unit**  
**Part no. 53973E****Replacement Lens**  
**Part no. 54572932E****Genuine LUCAS Screws (This screw fits into the top of the headlight shell)**  
**Part no. 144921****Best Quality Light Unit With Original Markings**  
**Part no. 53973JRC****Quality Lens**  
**Part no. 54572932DL****LUCAS Type Tail Light Assembly**  
**Die Cast and Chrome Plated with License Plate Bracket**  
**Part no. 11-2269****Miller Type Used on Vincents**  
**Part no. WW19233****MT211 TYPE Used on numerous British bikes 1936-50. With stop light.**  
**Part no. 53056****MT110 TYPE**  
**Also used on numerous British bikes. With stop light..**  
**Part no. 53009****Reflector Assemblies:**  
**With backing rubber for T150**  
**Part no. 99-1119****Triangular type for many 1968 - 70 BSA, Triumph Norton P11A & Ranger models.**  
**Part no. 57111****Genuine LUCAS Reflector**  
**Orange with threaded screw. BSA, P11, Commando up to 1970**  
**Part no. 57162****Red - Early Commando Fastback**  
**Part no. 02-1503****Reflector Bracket:**  
**Norton P11 front reflector bracket**  
**Part no. 03-4010****Turn Signals (Replica)****Long Stem**  
**Part no. 54057567**  
**Short Stem**  
**Part no. 54057553**  
**Lens**  
**Part no. 60600621E**  
**Genuine LUCAS Lens**  
**Part no. 60600621**  
**Screw**  
**Part no. 54123401**  
**Rubber Gasket**  
**Part no. 54580300****Genuine LUCAS Turn Signals****Long Stem**  
**Part no. 99-1190L****Short Stem**  
**Part no. 99-1190S****Turn Signal Wiring Kits**

Include relay, chrome handlebar switch, all wiring, connectors and instructions. Signals not included

**6 Volt**  
**Part no. WP-6****12 Volt**  
**Part no. WP-12****Universal Turn Signal Switch****Chrome**  
**Part no. SW1169****Universal Turn Signal Switch****Genuine LUCAS 1 3/4" Diameter 12-12**  
**Part no. 36403****British made replica 1 3/4" diameter, 8-0-8**  
**Part no. 36403E****Window Type****Part no. 36403W****"O" Ring between ammeter and headlight shell**  
**Part no. GG63B**

This part is thicker than original (0.100" vs 0.065) "will do the job". We are working on getting the thinner one.



## Cable/Wire Ties

Rubber Ties - replica of original John Bull ties

*Regular Quality 4 1/4"*

*Part no. 81603*

*Premium Quality 4 1/2"*

*Part no. 81603DL*

*Short Handlebar Type 2"*

*Part no. 81603L*



Alloy Ties- as original equipment on many Triumph models

*Part no. 82-9918*



*Black Anodized Ties*

*Part no. 82-9918B*

## Chrome Clips

*For securing wires to bars as original equipment*

*Part no. 97-4112*



## Norton Commando Plug & Socket

*Part no. 06-2666*



## Switches

*Universal 3 Position Switch*

*Part no. 06-30107*



*Good reproduction of switch fitted to many earlier coil ignition machines.*

*Part no. 34427*

*Spare key for Switch 34427*

*Part no. 10056*

*Genuine LUCAS switches as fitted to many BSA, Triumph & Norton Machines*

*Four Position Switch (Lock & Key tumbler not included, see below)*

*Part no. 39784*

*Replacement Lock & Key for 39784*

*Part no. 54335169G*

*Genuine LUCAS 2 position Switch fitted to many British Bikes 1963-78*

*Part no. 30608*



*Replacement Lock & Keys for 39784 & 30608*

*Part no. 54335169G*

## Replacement Key Blanks

For Original Lucas ignition switches. We regret that these are not interchangeable with the keys supplied with the tumblers LUCAS presently supply.

*Part no. KEY3*

## Horn/Dip Switches

Replica of original LUCAS switches, with harness

*Screw to Bars*

*Part no. 31563A*

*Clip Around Bars*

*Part no. 31563*

*Rubber Pad for Switch*

*Part no. 380459*



## Ducon Switch

*Used on many BSA models & 1970 Commando*

*Part no. 16714*



## Tricon Switch

*As Ducon with extra button for mag ground*

*Part no. S3858*



## Replica of Miller Horn/Dip Switch

*Part no. 157HV*



## Generic Chrome Switch

*With black horn button*

*Part no. 19039*



## Horn/Cut Out Switch

*Nice chrome replica of original LUCAS Magneto Cut out Switch as fitted to G/N15, Norton Atlas etc.*

*Part no. 76204*



*Universal Switch*

*Part no. 004-658*

## Head Lamp Lighting Switches

*Replica of LUCAS rotary Switch, fitted to Ariel square 4, and early BSA & Matchless models*

*Part no. 31340*





## Genuine LUCAS Ignition/ Lighting Switch TRW Etc

Part no. **31443**

*Genuine LUCAS 2 position toggle switch as fitted to Norton Commando 1971-74*

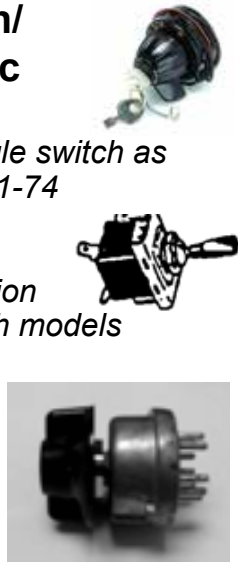
Part no. **34660**

*Similar Genuine LUCAS 3 position Switch as fitted to many Triumph models*

Part no. **35710**

*Good Reproduction of switch fitted to many BSA, Norton & Triumph models. Includes knob*

Part no. **34289**



## Replacement Parts for Switch 34289

Replacement Knob  
Part no. **543309340**

Screw & Washer  
Part no. **10418**

## Stop Light Switches

*Good replica of the original LUCAS switch which attaches to chainguard of most 1963-70 Triumph models. There are several similar versions of this switch used on other models, e.g. pull on push off and the bracket attached on either side. We can assemble most types.*

Part no. **54033234**

*Button Type Switch fitted to Norton Commando models as well as many BSA & Triumph models*

Part no. **34815**

*BSA A50/65 (1963-70)*

Part no. **34448**

*Norton Commando Switch for disc front brake*

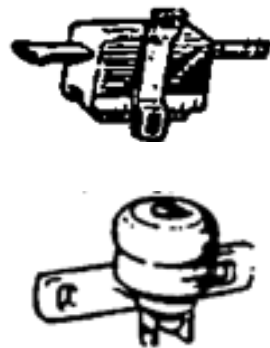
Part no. **34619**

*Cover for above*

Part no. **06-2524**

*Universal Stop Light Switch Replaces WIPAC S2370*

Part no. **11043**



## Special Hydraulic Stop Switch

*For TRIUMPH disc front Master Cylinder. Supplied with Special mounting bolt. Replaces the fiddly, unreliable original micro switch*

Part no. **558-52/B**



## Lucas Handlebar Switches 1971-74

Original switches have not been made for a long time and reproductions, if you can find them, have not proved to be very reliable. We can supply these lever, spring and ball bearing kits to assist in the rebuild of original switches.

*1971-2 Type – one red one black lever*

Part no. **99-KIT71B**

*1971-2 Type – both levers black*

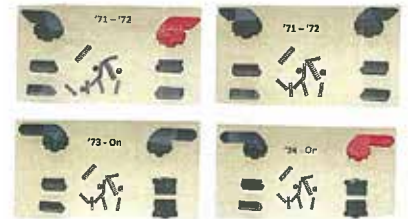
Part no. **99-KIT71A**

*1973 Type*

Part no. **99-KIT73A**

*1974 Type*

Part no. **99-KIT74A**



## Oil Pressure Switches

Threads were BSP (British Standard Pipe) either tapered made by Smiths on the early bikes and straight on the later ones (made by Veglia). The early ones tighten up as you fit them to create a seal and the later ones tighten to a shoulder with a sealing washer. As the threads have the same pitch it is common to find late ones on early bikes and vice versa. Don't over tighten them, especially the tapered type, or you will do damage.

*Early Type*

Part no. **60-2133**

*Late Type*

Part no. **60-3719**

## Fuses

**WARNING - British fuses are rated at a blow rate, North American fuses at a continuous current rate. DO NOT replace an original 35 amp fuse with a North American 35amp rated fuse - you could fry your harness in the event of a short.**

*Replacement for original 35amp Lucas Fuse*

Part no. **FUSE17.5/35**



*Replacement Fuse Holder*

Part no. **05-098**

## Batteries

Sold by Mail Order dry charged - most garages sell battery acid. If charged and stored properly batteries should last a long time. Read instructions and charge at rate indicated. We will be pleased to fill and charge batteries for personal callers at the shop. Please call ahead and book an appointment so we can get them ready for you.

## Black Fiberglass Shell

*Fits a modern battery inside  
(hole in bottom, for vent tube)  
Regular Size (L 4 7/16", W 3 1/4", H 5 1/4")*



*LUCAS Emblem  
Part no. BAT05*

*King of the Road  
Part no. BAT06*

*Exide  
Part no. BAT07*

*"T" Shaped Ariel SQ4 Etc.  
Part no. BAT08*

*Small e.g. Bantam  
Part no. BAT09*

*6 Volt Battery Fits Inside Fibreglass Shells  
Part no. 6N6-3B*

## 6 Volt Top Quality USA made Gel Battery

*Long life, fit in any position. 2 in series give 12v  
Part no. SUND614*

## 12 Volt Battery Fits inside shells

*Taiwanese  
Part no. 33-304*

*Yuasa  
Part no. 32-304*



## 12 Volt Battery

Fits most British Machines 1964 on. These batteries are approximately the same size as the original 5 amp batteries.

*7 Amp (L5 1/2", W2 3/4", H5 1/2")  
Part no. B2202*

*9 Amp (L5 3/8", W2 3/4", H5 3/8")  
Part no. B2206*

*5 Amp  
Slightly smaller 5 amp battery to fit G/N15 models. These machines originally came with two 6 volt batteries wired in series.*

*(L4 3/4", W2 1/8", H5 1/4")  
Part no. B2207*

*14 Amp for MK3 Commando (L5 3/8", W3 1/2", H6 1/4")  
Part no. B2204*

*16 Amp for T160 (L5 3/8", W3 1/2", H6 1/4")  
Part no. B2205*

## 12 Volt Yuasa Battery (Top Quality)

*9 Amp  
(L5 1/2", W2 3/8", H5 3/8")  
Part no. 10-151*



## Maintenance Free 12 Volt Batteries

*POWERSTAR 9amp AGM Battery  
Classic Look for 12 volt British Bikes  
AGM Technology for better starts and longer life  
2 year Warranty 5 1/2" X 3" X 5 1/4" Tall  
Part no. 12N9-4B-1SR*



*GENESIS 7amp Sealed  
Lead Acid Battery  
5 3/4" X 2 1/2" X 3 3/4" Tall  
Part no. NP7-12*



*BSA- Battery platform for Swingarm models  
A7/10, B31/31 & DBD34  
Part no. 42-4515*

## Acid Trap

*To mount outside of leak acid battery for vent overflow  
Part no. ACIDTRAP*

## Battery Straps & Fittings

### Norton Commando 1971-74:

*Battery Straps (2 Required)*

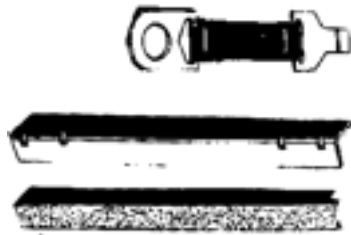
*Part no. 06-1662*

*Retaining Bar*

*Part no. 06-1667*

*Rubber for Bar*

*Part no. 06-1659*



### Atlas:

*Battery Platform*

*Part no. 19086*

### Triumph/BSA

*Battery Trays 1967-70 A50/65*

*Part no. 68-4595*

*Triumph 500 & 650 pre oil in frame twins*

*Part no. 82-8024*

## Molded Rubber for Battery

As original Triumph part but will work with all bikes using regular 12 volt battery

*Part no. 82-8091*



## Replica Battery Strap Assembly

Copy of that used on 1954-62 BSA models, but can also be adapted for other bikes using the regular original 6 volt battery

*Part no. 42-4514A*



## Universal Battery Carrier

*Similar to that used on 1949 onwards Matchless & AJS models, can be adapted for other makes*

*Part no. 99-4514*



## Rubber Straps

As original to fit several different Triumph & BSA models.

*18"*

*Part no. 82-9005*

*10"*

*Part no. 82-9353*



## Buckles for Triumph Machines

*Most Oil-in-frame Models*

*Part no. 83-3849*

*Most 1968 on Pre-oil-in-frame Models*

*Part no. 82-8032*

## Stainless Steel Battery Buckles

*T150 type*

*Part no. 82-9355S/S*

*For BSA A50/65 68-70*

*Part no. 82-9004S/S*

*For Triumph 500/65 twins 68-70*

*Part no. 82-8032S/S*

*For Triumph/BSA Oil-in-frame twins 71-78*

*Part no. 83-3849S/S*



## Spark Plugs

See chart below for specific applications

We have found no perceptible difference in performance and reliability between NGK and CHAMPION plugs. Problems with fouling are usually caused by carburetion or ignition faults.

Notes:

- The words “hot” or “cold” and “hard” or “soft” are often used when describing plugs and unfortunately, these words seem to mean different things to different people. A lower performance motor (e.g. iron head A10) will need a soft plug which will burn hot, otherwise it will foul up. If the same plug is put into a high performance race motor it will probably get red hot and burn a hole in the piston - the race motor will need a hard plug, which will stay cooler. The disadvantage of this with high performance motors is that when cold and being started up the hard plug is much more likely to foul up - it doesn't burn off the excess gas and oil as well as the soft plug. This is why race motors are often started on a soft plug to get them warmed up and then the correct plug is put in before they go out onto the track.
- With NGK, the heat ranges are easy to follow - the lower the number the softer the plug. You will see Norton Atlas machines listed with BR6ES - a soft plug. The Atlas came with concave pistons giving about 7.5:1 compression ratio. These pistons have not been made for years and virtually every Atlas motor we come across has Commando pistons (almost 9:1) fitted. There is nothing wrong with this, however in addition to retarding the ignition timing from 32 degrees to 28 degrees a harder plug must be used - e.g. BP7ES or BP8ES. It is better to start with a number too high because a fouled plug is preferable to a hole in a piston!
- “R” in the NGK plug number indicates a resistor type where possible we recommend most especially with Magneto bikes, you use non resistor plugs which we endeavor to keep in stock

## NGK Cross Reference Chart for Obsolete Plugs

NGK	KLG	Champion	AC	Autolite	Bosch	LODG
BR6ES	FE70	N5, N6, N84	45XL,45N	AG4	W145T2	HBLN
BR7ES	FE75	N4,N88	44XL,44N	AG3	W160T2	HLN
B8HS	F80	L5, L81	42F	AE2	W240T1	2HN
B8ES,B9ES	FE80	N3	43XL,43N	AG2	W240T2	2HLN

## Order Plugs By Their Manufacturers' Number

NGK	NGK
BR6ES	BPR7ES
B6HS	B8ES
B7ES	BP8ES
BR7ES	BPR8ES
BP7ES	B9ES

**COMMANDO OWNERS – We carry – specially imported NGK BP7ES non-resistor plugs.**





## Recommended Plugs

Make/Model	Year	NGK	Champion
<b>BSA</b>			
A7/10 (Iron Head)	1947-59	<b>B6HS</b>	
A7/10 (Iron Head)	1960-63	<b>B7HS</b>	
A7/10 (Alloy Head)	All	<b>B8ES</b>	<b>N3C</b>
A50	1962-70	<b>B7ES</b>	<b>N4C</b>
A50W	1966	<b>B8ES</b>	<b>N3C</b>
A65	1962-65	<b>B7ES</b>	<b>N4C</b>
A65T	1966-70	<b>B7ES</b>	<b>N4C</b>
A65T	1971	<b>B8ES</b>	<b>N3C</b>
A65T	1972	<b>B7ES</b>	<b>N4C</b>
A65L & S	1966-72	<b>B8ES</b>	<b>N3C</b>
A75	All	<b>B8ES</b>	<b>N3C</b>
<b>Norton</b>			
Atlas, P11 & G/N15	All	<b>BP7ES</b>	<b>N4C</b>
Commando	1968-70	<b>BP7ES</b>	<b>N4C</b>
Commando	1971-77	<b>BP7ES</b>	<b>N7YC</b>
<b>Triumph</b>			
Cub	All	<b>B6HS</b>	
T25	1970-72	<b>B8ES</b>	<b>N4C</b>
T100	All	<b>B8ES</b>	<b>N4C</b>
650 Twins	1963-9	<b>B8ES</b>	<b>N4C</b>
650 Twins	1970-72	<b>B8ES</b>	<b>N3C</b>
750 Twins	1973-78	<b>B8ES</b>	<b>N3C</b>
T140E	All	<b>BR6ES</b>	<b>N4C</b>
T150/160	All	<b>B8ES</b>	<b>N3C</b>

## Spark Plug Caps

Also see Complete Plug Wire sets in Wiring Harness Section

*Champion Plug Caps*

*BSA Type (10k ohms resistance)*

*Part no. 19-7621*

*Triumph Type*

*Part no. 60-0262*

*Standard Black Rubber Caps*

*Part no. 76020*

*Triumph Type NGK Non-Resistor Black "Plastic Caps*

*Part no. 45-999*

*NGK Best Quality Resistor Type Caps*

*90 Degree Type*

*Part no. 26-992*

*120 Degree Type*

*Part no. 900-231*



## Wiring Connectors & Parts

**Crimp Type**

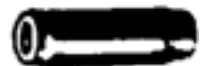
*For 1mm Wire*

*Part no. CB1*



*For 2mm Wire*

*Part no. CB2 (CB2 terminals can be soldered to 1 or 2mm wire)*



*Single Connectors*

*Part no. 99-100*

*Double Connectors*

*Part no. 99-101*

*3 Way Connector (common)*

*Part no. 99-113*

*5 Way Connector (not common)*

*Part no. 99-115*

*Spade Connectors (for 1/4" blade - e.g. coils rectifiers etc.)*

**Part no. 99-104**

*Cover for Same*

**Part no. 99-105**

*Large Spade Connector (for Zener Diode)*

**Part no. 99-106**

*Cover for Same*

**Part no. 99-112**

*1/4" Ring terminal*

**Part no. RR6**

## **Crimping Tools**

*Professional Bullet crimping quality tool*

*Produces a secure solderless*

*connection in seconds.*

*Robust construction for long life.*

**Part no. TT85**



*Versatile quality tool. Produces excellent crimp on regular non-insulated terminals and bullets.*

**Part no. MP71**



*Economy tool for crimping non-insulated terminals. Includes wire stripper and cable cutter.*

**Part no. 99-D1**



## **Heat Shrink Tubing**

*Sold by 1ft Length*

**3/16"**

**Part no. 62004**

**1/4"**

**Part no. 62005**

**3/8"**

**Part no. 62007**

**1/2"**

**Part no. 62010**

## **Bulk Wire for Making/Repairing Wiring Harnesses**

Most original cables were Ref 14. As existing stock runs out we will be replacing all wiring with Ref 16. Other colours available for special order. Specifications- all use strands 0.3mm (0.010") in Diameter.

REF14 14 Strands, Rated 8.75 AMPS, OD 1MM SQ (.040")

REF16 32 Strands, Rated 16.5 AMPS, OD 1MM SQ (.040")

REF20 20 Strands, Rated 12.5 AMPS, OD 1.5MM SQ (.060")

REF25 25 Strands, Rated 25 AMPS, OD 2MM SQ (.080")

REF28 28 Strands, Rated 17.5 AMPS, OD 2MM SQ (.080")

Part No.	Description	Part No.	Description
REF14/BROWN	Brown	REF20/GREEN/YELLOW	Green/Yellow
REF14/BROWN/BLACK	Brown/Black	REF16/BROWN/BLUE	Brown/Blue
REF14/WHITE	White	REF20/BLACK/YELLOW	Black/Yellow
REF16/BLUE	Blue	REF20/RED/GREEN	Red/Green
REF14/GREEN/RED	Green/Red	REF20/BROWN/WHITE	Brown/White
REF16BW	Black/White	REF20/BLUE/PURPLE	Blue/Purple
REF16BY	Black/Yellow	REF20/GREEN/WHITE	Green/White
REF16GB	Green/Black	REF20/BLACK	Black
REF16GR	Green/Red	REF20/BROWN/BLACK	Brown/Black
REF16GW	Green/White	REF20/WHITE	White
REF16PB	Purple/Black	REF20/BLUE	Blue
REF16W/R	White/Red	REF25NG	Brown/Green
REF16W/Y	White/Yellow	REF16/BLUE/RED	Blue/Red
REF16WG	White/Green	REF16/BROWN	Brown
REF20/BLUE/WHITE	Blue/White	REF16/BROWN/BLACK	Brown/Black
REF20/BROWN	Brown	REF16/BROWN/LT.GREEN	Brown/Light Green
REF16/RED	Red	REF16/WHITE	White
REF16BG	Brown/Green	REF16/BLUE/RED	Blue/Red
REF16BP	Brown/Purple	REF16BR	Black/Red
REF16NW	Brown/White	REF20/BLACK/WHITE	Black/White
REF20/RED/BROWN	Red/Brown	REF20BR	Blue/Red

## Chapter 21: Control Cables

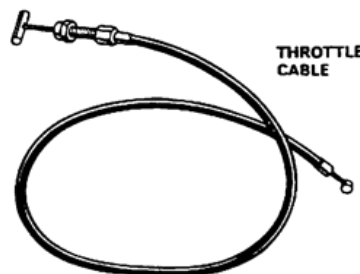
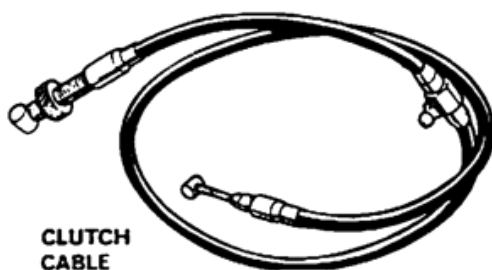
**Important – It may surprise experienced mechanics but every day we get complaints from customers who have, for example bought BSA clutch cables for their NORTONS and find they don't fit. End fitting, adjusters and true length are all specific to individual bikes. Order by the part number in the charts which follow or use the OE part no in the parts book for your bike a cross reference in our online price list file**

Most original cables were made by CLARKS, except for BSA who made their own. The CLARKS motorcycle cable business was taken over by DOHERTY who make the cables we sell, using the same methods and materials as those originally employed. We experience very few problems with these cables. Use very light – eg 5 WT oil.

Cables must be kept properly lubricated – please see our CABLE OILER in the tools section of this catalogue – this saves a lot of time vs the more traditional methods.

Cables for machines which have MIKUNI carbs fitted are listed in the CARBURETOR section of this catalogue. Where the cable length is quoted, this is the total length of the outer cover, including any adjusters.

**IMPORTANT - For Clutch and Brake cables, it is important that the nipple is free to swivel in the levers. If it is too tight here the cable will soon break. Ease off the nipple a little if necessary and grease it lightly.**



### Cables with Front Brake Switches

We can now supply the following cables with the micro front brake light switch in them. The cables listed in the main charts which follow do not have the switches in them.

BSA/Triumph - Models with 8" Twin Leading Shoe Brake

1969-70 31" for UK Bars  
Part no. **666SW**

1969-70 36" for USA Bars  
Part no. **666/5SW**

8" Conical hub  
71 on 41" for UK Bars  
Part no. **669SW**

1971 48" for USA Bars  
Part no. **669/6SW**

Norton  
Commando 32" for UK Bars  
Part no. **601SW**

Commando 37" for USA Bars  
Part no. **603SW**

P11 34" for USA Bars  
Part no. **03-5069**

## Clarke's /Doherty Heavy Duty Nylon Lined Clutch Cables

Application	Years	For UK Bars (Length)	For USA Bars (Length)
BSA A50/65	65-69	2/729HD (55")	2/729/6HD (61")
BSA A50/65	70-72	2/739HD (47")	2/739/6HD (53")
BSA A75	69-72	740HD (50")	740/6HD (56")
COMMANDO	68-70	811HD (45")	811/6HD (51")
COMMANDO	71-75	812HD (52")	812/6HD (58")
TRIUMPH T120/TR6	68-72	2/797HD (46")	2/797/6HD (52")
TRIUMPH T140/TR7	73-78	2/798HD (46")	2/798/6HD (52")
TRIUMPH T150 AND T160 (1975/6)	69/70	800HD (53")	800/5HD (58")
TRIUMPH T150	71-75	740HD (53")	740/6HD (59")

## Air/Choke Cables

UK Models (Low Bars)					North American Export Models			
Make/Model	Top (From Lever)	Length	Low Cable(s) (Junction box to carb)	Length	Top (From Lever)	Length	Low Cable(s) (Junction box to carb)	Length
<b>BSA</b>								
B25/44/50 1968-70					<b>M38/38</b>	33"		
A50 1966-67	<b>M38/36</b>	33"			<b>M38/36</b>			
A50 1968-70	<b>M42/34</b>	38"			<b>M42/34</b>			
A65T 1967-72	<b>M42/38</b>	37"			<b>M42/38</b>			
A65L 196	<b>91</b>	19"	<b>92</b>	11"	<b>91/6</b>	25"	<b>92</b>	11"
A65L 1968-70	<b>96</b>	23"	<b>92</b>	11"	<b>91/6</b>	25"	<b>92</b>	11"
A65L 1971	<b>96</b>	23"	<b>92</b>	11"	<b>96/6</b>	29"	<b>92</b>	11"
A65L 1972	<b>96</b>	23"	<b>319</b>	11"	<b>96/6</b>	29"	<b>92</b>	11"
A65S 1967	<b>91</b>	19"	<b>92</b>	11"	<b>96</b>	23"	<b>92</b>	11"
A65S 1968	<b>96</b>	23"	<b>92</b>	11"	<b>96</b>	23"	<b>92</b>	11"
A75 1969-70	<b>456</b>	60"	<b>457</b>	12"	<b>456</b>	60"	<b>457</b>	12"
			<b>458</b>	10"			<b>458</b>	10"
			<b>459</b>	10"			<b>459</b>	10"
A75 1971	<b>468</b>	12"	<b>458</b>	10"	<b>468</b>	12"	<b>458</b>	10"

**UK Models (Low Bars)****North American Export Models**

<b>Make/Model</b>	<b>Top (From Lever)</b>	<b>Length</b>	<b>Low Cable(s) (Junction box to carb)</b>	<b>Length</b>	<b>Top (From Lever)</b>	<b>Length</b>	<b>Low Cable(s) (Junction box to carb)</b>	<b>Length</b>
<b>Norton</b>								
Atlas 1965-67	<b>91</b>	19"	<b>92</b>	11"	<b>91/6</b>	25"	<b>92</b>	11"
Atlas 1968	<b>91</b>	19"	<b>92</b>	11"	<b>91/6</b>	25"	<b>92</b>	11"
Commando 1968	<b>91</b>	19"	<b>92</b>	11"	<b>91/6</b>	25"	<b>92</b>	11"
Commando 1969-75	<b>91</b>	19"	<b>92</b>	11"	<b>96/6</b>	29"	<b>92</b>	11"
P11, P11A & Ranger	<b>96</b>	23"	<b>92</b>	11"	<b>96</b>	23"	<b>92</b>	11"
<b>Triumph (For TR25 please see BSA B25 above)</b>								
T100S/C 1968	<b>40/34</b>	36"			<b>44/34</b>	40"		
T100S/C 1969- 72	<b>44/34</b>	40"			<b>4/34</b>	40"		
T100R 1968	<b>315</b>	29"	<b>451</b>	8"	<b>315</b>	29"	<b>451</b>	8"
T100R 1969- 70	<b>315</b>	29"	<b>451</b>	8"	<b>454</b>	34"	<b>451</b>	8"
T100R 1971- 73	<b>454</b>	34"	<b>451</b>	8"	<b>454</b>	34"	<b>451</b>	8"
TR6 1968	<b>M44/38</b>	39"			<b>M44/38</b>	39"		
TR6 1969-70	<b>M44/38</b>	39"			<b>M44/38</b>	39"		
TR6 1971-72	<b>M44/38</b>	39"			<b>M44/38</b>	39"		
T120 1966-67					<b>96/6</b>	29"	<b>92</b>	11"
T120 1968-72	<b>96</b>	23"	<b>452</b>	18"	<b>96/6</b>	29"	<b>452</b>	18"
TR7 1973-78	<b>469</b>	11"			<b>469</b>	11"		
T140 1973-78	<b>470</b>	10"	<b>495</b>	6"	<b>470</b>	10"	<b>495</b>	6"
T150 1969-70	<b>456</b>	60"	<b>457</b>	12"	<b>456</b>	60"	<b>457</b>	12"
			<b>458</b>	10"			<b>458</b>	10"
			<b>459</b>	10"			<b>459</b>	10"
T150/T160 1971-75	<b>468</b>	12"	<b>458</b>	10"	<b>468</b>	12"	<b>458</b>	10"

## Throttle Cables

UK Models (Low Bars)					North American Export Models			
Make/Model	Top (From Lever)	Length	Low Cable(s) (Junction box to carb)	Length	Top (From Lever)	Length	Low Cable(s) (Junction box to carb)	Length
<b>BSA</b>								
B25/44/50 1968-71	<b>M38/35</b>				<b>M38/38</b>	34"		
A50 1966	<b>M37/27</b>	34"			<b>M40/27X</b>	37"		
A50 1967	<b>M38/31</b>	34"			<b>M40/27X</b>	37"		
A50 1968-70	<b>M42/31</b>	38"			<b>M44/31</b>	40"		
A65T 1967	<b>M38/29</b>	34"			<b>M43/29</b>	40"		
A65T 1968-72	<b>M42/35</b>	38"			<b>M47/35</b>	43"		
A65L 1967	<b>38/24D</b>	35"			<b>42/24D</b>	39"		
A65L 1968	<b>40/30D*</b>	37"			<b>40/30D/6*</b>	42"		
A65L 1969-70	<b>40/30D*</b>	37"			<b>40/30D/6*</b>	42"		
A65L 1971	<b>40/30D*</b>	37"			<b>40/30D/6*</b>	42"		
A65L 1972	<b>M44/30D</b>	39"			<b>M47/30/D</b>	49"		
A65S 1967	<b>42/30D*</b>	38"			<b>42/30D</b>			
A65S 1968	<b>44/30D</b>	40"			<b>40/30D/6*</b>	42"		
A75 1969	<b>460</b>	39"			<b>460</b>	39"		
A75 1970-71	<b>460</b>	39"			<b>460</b>	39"		

**40/30D & 40/30D/6 come with 3 9/16" free length as per original. Some after market twist grips require 4 1/16" free length. For these we offer: 40/30DL or 40/30D/6L  
Please check your existing cable before ordering.**

Matchless G80CS With 1 3/8" GP Carb  
Part no. **02-6260**

<b>Norton</b>								
Atlas 1965-67	<b>91</b>	19"	<b>97"</b>	11"	<b>91/6</b>	25"	<b>97</b>	11"
Atlas 1968	<b>91</b>	19"	<b>99</b>	11"	<b>91/6</b>	25"	<b>99</b>	11"
Commando 1968-70	<b>91</b>	19"	<b>99</b>	11"	<b>91/6</b>	25"	<b>99</b>	11"
Commando 1971-74	<b>331</b>	26"	<b>99</b>	11"	<b>331</b>	26"	<b>99</b>	11"
Commando 1975	<b>14/104</b>		<b>99</b>	11"	<b>14/104/5</b>		<b>99</b>	11"
P11, P11A, Ranger	<b>96</b>	23"	<b>99</b>	11"	<b>96</b>	23"	<b>99</b>	11"



**UK Models (Low Bars)****North American Export Models**

<b>Make/Model</b>	<b>Top (From Lever)</b>	<b>Length</b>	<b>Low Cable(s) (Junction box to carb)</b>	<b>Length</b>	<b>Top (From Lever)</b>	<b>Length</b>	<b>Low Cable(s) (Junction box to carb)</b>	<b>Length</b>
<b>Triumph (For TR25 see BSA B25)</b>								
T100S/C 1967	<b>M43/27</b>	40"			<b>M45/27</b>	42"		
T100S/C 1968	<b>M44/31</b>	40"			<b>M44/31</b>	40"		
T100S/C 1969-72	<b>M44/31</b>	40"			<b>M47/31</b>			
T100R 1968-73	<b>M46/26D</b>	43"			<b>M46/26D</b>	43"		
TR6 1966-67	<b>M43/29</b>	39"			<b>M43/29</b>	40"		
TR6 1968	<b>M44/35</b>	40"			<b>M47/35</b>	43"		
TR6 1969-72	<b>M47/35</b>	43"			<b>M47/35</b>	43"		
T120 1966-67	<b>96</b>	23"	<b>447</b>	11"	<b>M44/24D</b>	41"		
T120 1968	<b>96</b>	23"	<b>450</b>	18"	<b>M47/30D/6</b>	49"		
T120 1969-72	<b>96</b>	23"	<b>450</b>	18"	<b>M47/30D/6</b>	49"		
T120 1968-70					<b>M47/30D/10</b>	53"		
TR7 1973-78	<b>M44/35</b>	40"			<b>M47/35</b>	43"		
T140 1973-78	<b>96</b>	23"	<b>450</b>	18"	<b>496</b>	25"	<b>450</b>	18"
T150 1969-74	<b>455</b>	43"			<b>455</b>	43"		
T160 1975	<b>497</b>	37"			<b>497/5</b>	42"		

Yamaha – TZ250/350 1976-78

Part No. 240-26311-00

**We can get other cables made to pattern - minimum 10 of each****Clutch Cables****Front Brake Cables**UK Models  
(Low Bars)Export  
ModelsUK Models  
(Low Bars)Export  
Models

<b>Make/Model</b>	<b>Part No.</b>	<b>Length</b>	<b>Part No.</b>	<b>Length</b>	<b>Part No.</b>	<b>Length</b>	<b>Part No.</b>	<b>Length</b>
<b>BSA</b>								
B25/44 1968 (Not B44VS)	<b>2/733</b>	44"	<b>733</b>	48"	<b>667</b>	31"	<b>667</b>	31"
B25/44 1969-70 (Not B44VS)	<b>2/733</b>	44"	<b>734</b>	48"	<b>667</b>	31"	<b>667</b>	31"
B25/50 1971	<b>734</b>	48"	<b>734</b>	48"	<b>669</b>	41"	<b>669/6</b>	48"
B44VS 1968-70	<b>2/733</b>	44"	<b>734</b>	48"	<b>2/525/6</b>	36"	<b>2/525/6</b>	36"
A50 1966-68	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>2/525</b>	31"	<b>2/525/6</b>	36"
A50 1969	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>666</b>	31"	<b>666/5</b>	36"
A50 1970	<b>2/739</b>	47"	<b>2/739/6</b>	53"	<b>666</b>	31"	<b>666/5</b>	36"
A65T 1967-68	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>2/525</b>	31"	<b>2/525/6</b>	36"

**Clutch Cables**UK Models  
(Low Bars)Export  
Models**Front Brake Cables**UK Models  
(Low Bars)Export  
Models

<b>Make/Model</b>	<b>Part No.</b>	<b>Length</b>	<b>Part No.</b>	<b>Length</b>	<b>Part No.</b>	<b>Length</b>	<b>Part No.</b>	<b>Length</b>
<b>BSA</b>								
A65T 1969	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>666</b>	31"	<b>666/5</b>	36"
A65T 1970	<b>2/739</b>	47"	<b>2/739/6</b>	53"	<b>666</b>	31"	<b>666/5</b>	36"
A65T 1971-72	<b>2/739</b>	47"	<b>2/739/6</b>	53"	<b>669</b>	41"	<b>669/6</b>	48"
A65L 1967	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>2/525</b>	31"	<b>2/525/6</b>	36"
A65L 1968	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>662</b>	40"	<b>662/4</b>	44"
A65L 1969	<b>2/729</b>	55"	<b>2/729/6</b>	61"	<b>666</b>	31"	<b>666/5</b>	36"
2/729/6	<b>2/739</b>	47"	<b>2/739/6</b>	53"	<b>666</b>	41"	<b>669/6</b>	48"
A65L 1971-72	<b>2/739</b>	47"	<b>2/739/6</b>	53"	<b>669</b>	41"	<b>669/6</b>	48"
A65S 1967	<b>730</b>	55"	<b>730</b>	55"	<b>663</b>	31"	<b>663/5</b>	
A65S 1968	<b>730</b>	55"	<b>730</b>	55"	<b>2/663</b>	40"	<b>2/663/4</b>	
A75 1969-70	<b>740</b>	50"	<b>740/6</b>	56"	<b>666/5</b>	36"	<b>666/5</b>	36"
A75 1971	<b>740</b>	50"	<b>740/6</b>	56"	<b>669</b>	41"	<b>669/6</b>	48"
<b>Norton</b>								
Atlas 1965-68	<b>769</b>	56"	<b>769/6</b>	62"	<b>579</b>	35"	<b>579/6</b>	41"
Atlas High Bars	<b>769/14</b>	70"						
Special For Atlas with Commando 2LS brake					<b>24987/2LS</b>	35"	<b>25038/2LS</b>	41"
Commando 1968-70	<b>06-6476G</b>	47"	<b>06-6477G</b>	52"	<b>601</b>	32"	<b>601</b>	32"
Commando 1971-75	<b>06-6476G</b>	47"	<b>06-6477G</b>	52"	<b>602*</b>	37"	<b>602*</b>	37"
*For cable <b>602</b> with switch order <b>603W</b>								
P11, P11A, Ranger	<b>706</b>	47"	<b>706</b>	47"	<b>-3-2287</b>	34"	<b>03-2287</b>	34"
<b>Triumph - For TR25 see BSA B25</b>								
T100S/C 1967	<b>2/795</b>	42"	<b>2/795/6</b>	48"	<b>2/616</b>	36"	<b>2/616/5</b>	41"
T100S/C 1968	<b>2/795</b>	42"	<b>2/795</b>	47"	<b>2/616</b>	36"	<b>2/616/5</b>	41"
T100S/C 1969	<b>2/795</b>	42"	<b>2/796</b>	47"	<b>666</b>	31"	<b>666/5</b>	36"
T100S/C 1970-72	<b>2/796</b>	47"	<b>2/796</b>	47"	<b>666</b>	31"	<b>666/5</b>	36"
T100R 1968	<b>2/795</b>	42"	<b>2/796</b>	47"	<b>666</b>	31"	<b>2/616/5</b>	41"
T100R 1969	<b>2/795</b>	42"	<b>2/796</b>	47"	<b>666</b>	31"	<b>666/5</b>	36"
T100R 1970-72	<b>2/796</b>	47"	<b>2/796</b>	47"	<b>666</b>	31"	<b>666/5</b>	36"
T120/TR6 1968-72			<b>2/797/10</b>	56"				

**Clutch Cables**UK Models  
(Low Bars)Export  
Models**Front Brake Cables**UK Models  
(Low Bars)Export  
Models

Make/Model	Part No.	Length	Part No.	Length	Part No.	Length	Part No.	Length
<b>Triumph</b>								
T100R 1973	<b>2/796</b>	47"	<b>2/796</b>	47"	<b>666</b>	31"	<b>666/5</b>	36"
T120/TR6 1966-67	<b>2/796</b>	47"	<b>2/796</b>	47"	<b>619</b>	39"	<b>619/6</b>	45"
T120/TR6 1968	<b>2/797</b>	46"	<b>2/797/6</b>	52"	<b>2/620</b>	43"	<b>2/620/5</b>	48"
T120/TR6 1969-70	<b>2/797</b>	46"	<b>2/797/6</b>	52"	<b>666</b>	31"	<b>666/5</b>	36"
T120/TR6 1971-72	<b>2/797</b>	46"	<b>2/797/6</b>	52"	<b>669</b>	41"	<b>669/6</b>	48"
T140/TR7 1973-78	<b>2/798</b>	45"	<b>2/798/5</b>	50"				
T150 1969-70	<b>800</b>	53"	<b>800/5</b>	58"	<b>666/5</b>	36"	<b>666/5</b>	36"
T150 1971-74 (Front Brake Cable only to 1972)	<b>740</b>	53"	<b>740/6</b>	59"	<b>669</b>	41"	<b>669/6</b>	48"
T160 1975	<b>800</b>	53"	<b>740/6</b>	59"				

**Universal Cables**

British made cables come with inner wire and outer cover complete with ferrules. Nipple soldered on one end, comes with nipples to solder onto the other end.

*Throttle (No mid adjuster)*  
Part no. **UC001**

*Throttle Cable (With mid adjuster)*  
Part no. **UC002**

*Clutch & Brake*  
Part no. **UC003**

**Exhaust Valve Lifter Cables**

Matchless G80 (26" outer cover)

*Ball Nipple to Oct. 1960*  
Part no. **102**

*Barrel Nipple from Nov. 1960*  
Part no. **103**

**Triumph TRW**

*Original Style Front Brake Cable with metal tube*  
Part no. **617**

**Rear Brake Cables**

*BSA A7/10 1956-57*  
Part no. **42-7030**

*A7/10 1958-63*  
Part no. **42-7042**

*Norton Commando*  
Part no. **06-0482G**

**Magneto Cables**

*AJS/Matchless Singles 1955-59 (27")*  
Part no. **181 (27")**

*AJS/Matchless Twins 1953-64 (36")*  
Part no. **184**

*BSA - All touring models 1946-62 (39")*  
Part no. **187**

*Norton - All touring models 1945-55 (39")*  
Part no. **187**

*Triumph - All models with LUCAS magneto 1950-60 (41")*  
Part no. **192**

## Tachometer & Speedo Cables

We want to address some of the more common problems customers experience. Firstly we get occasional complaints that the male ends of the inner cables are a bit too large to slide into the instruments and drive boxes. They are made this way because the parts they slide into are sometimes worn. The flats on the sides of the cable should be gently filed on all 4 sides to ensure a good sliding fit. It is very important that the lower end of the inner cable slides easily into the drive box. The brass ferrule at the top end of the inner cable must sit in the recess at the top of the outer cable. With the knurled nut held in its uppermost position its' top should be level with the end of the inner cable. If the latter protrudes further, it will damage the instrument. Don't grease the top 12" of the inner cable or the lubricant will get into the instrument and damage it. The speedo cable outer cover must be secured to the lower edge of the swingarm, otherwise the movement of the swingarm will cause the cable to separate from its' end fitting.

### Tachometer Cables

Make/Model	Year	Length	Part No.
<b>BSA</b>			
C25	1966-67	2'9"	<b>SCM003</b>
B25/44	1966-67	2'9"	<b>SCM003</b>
A50/65	1966-72	2'9"	<b>SCM003</b>
B25	1971-72	2'1"	<b>TCM001</b>
A75	1969-72	2'4"	<b>TCM003</b>
<b>Matchless</b> - see G15			
<b>Norton</b>			
Genuine Cable with Armour, Atlas, G15, P11 & Commando	1968-69		<b>03-0392</b>
Commando	1970-75		<b>06-1118G</b>
<b>Triumph</b>			
Cub Sports		2'4"	<b>TCC001</b>
T20, T20SL	1962 on	2'4"	<b>TCC001</b>
TR5, T100	1954-58	2'4"	<b>TCC001</b>
T100SC/SR	1966-67	2'4"	<b>TCC001</b>
TR6, TR6S	1960-62	2'4"	<b>TCC001</b>
T20SS	1964-66	2'10 1/2"	<b>82230</b>
T20SM, T20	1966-67	2'10 1/2"	<b>82230</b>
T120	1964-65	2'10 1/2"	<b>82230</b>
TR6, TR6SS	1964-65	2'10 1/2"	<b>82230</b>
T25SS, T25	1971 on	2'1"	<b>TCM001</b>
T150	1969 on	2'1"	<b>TCM001</b>
T100	1968 on	2'4"	<b>82105</b>
T90, T100	1966-67	2'4"	<b>SCM001</b>
TR5T	1973-74	2'4"	<b>60-3998</b>
T120, TR6	1966-70	2'4"	<b>TCM003</b>
T150	1971-73	2'4"	<b>TCM003</b>
T120, TR6	1971 on	2'6"	<b>TCM005</b>
T140, TR7	1973-78	2'6"	<b>TCM005</b>
T150, T160	1974-76	2'6"	<b>TCM005</b>

## Speedo Cables

Make/Model	Year	Length	Part No.
<b>BSA</b>			
B25	1969 on	5'3"	SCM012
B44 S/S	1968 on	5'3"	SCM012
B50	1971 on	5'3"	SCM012
B31, B32, B33 (Swing arm model)	1954-57	3'10"	SCC006
B32	1962 on	3'10"	SCC006
B34	1954 on	3'10"	SCC006
A7 Shooting Star	1954-57	3'10"	SCC006
A10 Swing Arm	1954-57	3'10"	SCC006
A10 SR (No cowl)	1951-61	3'10"	SCC006
A10 Spitfire Scrambler	1961 on	3'10"	SCC006
A10RR (No cowl)	1962-63	3'10"	SCC006
B31	1958-59	3'8"	SCC004
B33	1958-60	3'8"	SCC004
A7	1958-62	3'8"	SCC004
A10 (With cowl)	1958-63	3'8"	SCC004
A50/65	1962-63	3'8"	SCC004
B44VS	1968 on	5'6"	SCM014
A50/65	1966 on	5'6"	SCM014
A50/65	1964-65	3'4"	SCM004
A75 Rocket 3	1969-70	5'8"	SCM016
A75 Rocket 3	1971 on	5'5"	SCM013
<b>Matchless &amp; AJS</b>			
All swing arm models except CS/CSR			900071/5
G15M2, CS, CSR			06-7904G
<b>Norton</b>			
P11	1967-68	5'6"	SCM014
88,99	1964 on	5'9"	06-7904G
650SS, Manxman	1964 on	5'9"	06-7904G
N15, Atlas	1964 on	5'9"	06-7904G
Commando	1968 on	5'9"	06-7904G
<b>Triumph</b>			
TR25, T25	1968 on	5'3"	SCM012
T100	1968 on	5'3"	SCM012
T100	1964-67	4'10"	SCM009
TR5T			60-3997
5T, T100	1955-58	3'8"	SCC004
6T, T110	1954-62	3'8"	SCC004
TR6	1955-62	3'8"	SCC004
T120	1959-62	3'8"	SCC004
6T, TR6, T120	1963	3'4 1/2"	SCC002

Make/Model	Year	Length	Part No.
<b>Triumph Continued</b>			
6T	1964	3' 4 1/2"	SCM005
T120, TR6	1964-65	3' 4 1/2"	SCM005
6T	1965	3'8"	SCM006
6T	1966	5'5"	SCM013
T120,TR6	1966-70	5'5"	SCM013
T120, TR7	1971-74	5'6"	SCM014
T140,TR7	1973-78	5'6"	SCM014
T150	1969-70	5'8"	SCM016
T150	1971-74	5'9"	SCM017
T160	1975-76	6'0"	SCM019
T140,TR7 (Veglia)	1979 on	5'1"	SCV001
<b>Velocette</b>			
Most Models	1964 on	5'3"	SCM012

## Cable Parts & Accessories

Parts you need to make your own cables:

### Adjusters - With Lock Nut

1 1/8" x 1/4"

Part no. **81631**

1 1/2" x 1/4"

Part no. **81632**

1 1/4" x 5/16"

Part no. **81633**

### Mid Adjusters

Throttle Cables

Part no. **81634**

No. 3 (Clutch/Brake Cable)

Part no. **O70A**

## Junction Boxes

For single cable from twistgrip to two or three cables to carbs.

For Twin Carbs AMAL

Part no. **244/104**



For Twin Carbs Reproduction

Part no. **244/104E**

For Three Carbs AMAL

Part no. **244/2080**

## Nipples

### 3/8" Diameter Barrel Clutch/Brake Type:

3/8" Long

Part no. **WW81623**



5/8" Long

Part no. **81630**

### 3/8" Diameter Barrel Clutch/Brake Type:

1/2" Long

Part no. **81622**

### 1/4" Diameter Barrel Clutch/Brake Type:

1/2" Long

Part no. **81621**



### 1/4" Diameter Drum Type for Air/Magneto:

3/16" Long

Part no. **81620**

### Ball Type for Exhaust Lifter etc:

3/16" Long

Part no. **81617**

1/4" Long

Part no. **81618**

## Twistgrip Nipples

**3/16" Diameter:**

*3/16" Long*  
**Part no. 81619**



**1/4" Diameter:**

*1/4" Long*  
**Part no. 81624**

*3/16" Long*  
**Part no. 81620**

## Carb Slides Nipples

**1/8" Diameter:**

*1/4" Long*  
**Part no. 81629**

## Pear Shaped Nipples

*No. 1 Wire*  
**Part no. 81625**

*No. 2 Wire*  
**Part no. 81626**

*No. 3 Wire*  
**Part no. 81627**

*Special Nipple for No. 3 Wire  
lever end for use with slotted roller*  
**Part no. 81628**



## Solderless Nipples

No tool roll should be without one of each - to help you get home if a cable breaks.

*3/8" x 1/2" Barrel for Clutch/Brake  
Lever*  
**Part no. 81602**



## Barrel for Clutch /Brake Lever

*1/4" x 1/2"*  
**Part no. 81601**

*Pear Shaped for Clutch cable etc. Lower End*  
**Part no. 81600**

*For Twistgrips*  
**Part no. 99-1005**



## Slotted Roller for Clutch/Brake Lever

*For clutch & brake cables with  
a pear shaped nipple at the top end.*  
**Part no. 81609**



## Speedometer & Tach Cable Spade Ends

**Part no. 82225**



## Twistgrip Cable Stops

*Fits in the bottom of Standard AMAL &  
DOHERTY twistgrip*  
**Part no. 99-0241**

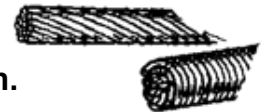
## Rubber Cover

*For lower end of BSA &  
Triumph Clutch cables*  
**Part no. 57-1646**



## Bulk Wire

**Not returnable for credit  
or refund once cut to length.**



## Inner Wire

Wire size	Strands	Diameter	Part No.
No. 0	12	0.050"	<b>81588</b>
No. 1	19	0.062"	<b>81589</b>
No. 2	19	0.075"	<b>81590</b>
No. 3	19	0.085"	<b>81591</b>
No. 4	19	0.104"	<b>81592</b>

## Outer Casing

Wire size	Bore	OD	Part No.
No. 0	0.75"	0.160"	<b>81594</b>
No. 1	0.09"	0.190"	<b>81595</b>
No. 2	0.115"	0.210"	<b>81596</b>
No. 3	0.150"	0.225"	<b>81597</b>
No. 4	0.175"	0.250"	<b>81598</b>

## Ferrules

Wire size	Bore	OD	Part No.
No. 0	0.177"	0.196"	<b>81610</b>
No. 1	0.193"	0.218"	<b>81611</b>
No. 2	0.218"	0.244"	<b>81612</b>
No. 3	0.234"	0.255"	<b>81613</b>
No. 4	0.261"	0.281"	<b>81614</b>



*Special tool to cut cable wire easily, quickly and cleanly.*

*Part no. 648-040*



## Chapter 22: Chemicals and Lubricants.

### Startron Fuel Additive

*Stability/Ethanol treatment*

*16 oz – 1 oz treats 60L*

*Safe to Ship.*

*Part no. 251482*

*For pack of two 1oz bottles*

*Part no. 251485*

### Jointing Compounds

Modern gaskets are of superior quality to those available when these machines were being built. Generally, we recommend that they be used with just a smear of clean grease - this enables the parts to be disassembled without damage to the gaskets. A great deal of advice has been written by experts relative to the assembly of individual motors in regard to where to put jointing compounds and where not to. Most of the Owners' clubs have marque specialists and/or copies of tech bulletins available.

### Well Seal Jointing Compound



*Supplied and recommended by Norman Hyde - one of the best products available for metal to metal joints e.g. crankcases*

*Part no. GAS01*

### Prematex Gasket Cement

*A non-hardening sealant ideal for use between engine casings and other metal to metal joints. Also for use on old gaskets, where new replacements are not readily available and where leakage has been experienced owing to the metal faces being in less than perfect condition*

*Part no. 80495*



*For models specifying SAE 80/90 Hypoid. Absorbs hard gear meshing and extreme shockloads. 946ml*

*Part no. 27-B435*



### Oil for Norton Swing Arm (140Wt)

*1 Litre*

*Part no. 99-SAE140*

### Fork Oil

*16oz bottle. Anti-foaming. Reduces wear, consistent damping with "Seal Swell" (20wt most commonly used on British bikes)*

*10 Wt*

*Part no. 27-423*

*15 Wt*

*Part no. 27-424*

*20 Wt*

*Part no. 27-425*



### Contact Plug Cleaner

**We are unable to ship this item as it is flammable - available for Pick up**

*A cleaner that dries completely and leaves no residue. Removes carbon, fuel fouling etc. High pressure spray blasts away dirt on spark plugs, ignition points, switches etc.*

*17oz aerosol*

*Part no. 33-182*

### Brake Fluid

**WARNING - We are advised by Central International in England (AP Lockheed distributor) not to use DOT5 on British bike braking systems**

*DOT4/3*

*Part no. 27-B318*

## Fuel Tank Sealer Products Kreem

*Sealer - Space age polyurethane sealant made with real stainless steel to coat and seal hairline cracks and pin holes with a tough yet flexible coating that prevents corrosion and is impervious to fuels. **Not suitable for fiberglass tanks.** (1pt bottle)*

**Part no. 33-130**

## Rust Treatment

Two part kit to, Remove Rust, Leave protective coating, provide etchKit

**Part no. 33-129**

## Combo Pack

Includes both the sealer and the rust treatment.

**Part no. 33-127**

## Solvo Autosol



*No British Bike Catalogue would be complete without it. Larger 100g tube. The most famous, and we consider, the finest aluminum, chrome and stainless steel cleaner/polish available. Ideal for engine covers, rims, carbs etc. Polish dull grey aluminum like chrome.*

**Part no. 97-420**

## Chain Lube

**We are unable to ship this item as it is flammable, available for Pick-up only**

### CASTROL Chain Lube

*Formulated to penetrate, clean and protect all drive chains and sprockets. CASTROL lube contains special anti-corrosion, anti-wear and non-drip additives. Recommended for conventional as well as "O" ring chains.*

*(250g Aerosol)*

**Part no. 0167-99**

## Castrol GP Motorcycle Oil

*Formulated to give the best protection by providing the high film strength and friction reducing properties that are required in high performance motorcycle motors. Meets or exceeds the warranty requirements for all four cycle motorcycle motors. (1 Litre.)*

10w40

**Part no. 0747-42**

20w50

**Part no. 0697-42**



## Castrol R40

*Race Oil specially imported*

*1 Litre Bottles*

**Part no. CASR40**

## Kendall GT-1

*High Performance Detergent Motor Oil SAE50 (946ml)*

**Part no. 7135-727**

*Non-detergent 20W. Excellent for primary chaincase. (946ml)*

**Part no. 7012-727**

**\* Note - Not suitable for motors which breath through the chaincase. E.g. 1970 on Triumph Twins**

## Chapter 23: Tools

### Cable Oiler

*Simple quick and effective to use. Forces oil down the cable in seconds. Adjustable for different size cables.*

**Part no. P210**



*Replacement Sealing*

*Washer Kit*

**Part no. P210/A**



### Grease Gun

*Small grease gun suitable for the nipples fitted to British bikes*

**Part no. L118**



## Thread Files

Specially imported from England, Each file has 8 different thread pitch sizes (26tp, CEI included on Whitworth file) Perfect for cleaning up threads on engine bolts and studs.



Whitworth Part no. **97-2152**

UNF Part no. **97-2151**

Metric Part no. **97-2150**

## Eezi-Lap Valve Lapping Tool

*This tool attaches to a regular drill and provides excellent results quickly without the usual effort associated with this task.*

Part no. **4095**



## Color Tune

*This tool allows you to see the mixture burning inside the combustion chamber. Adjusting the jetting alters the colour of the flame and enables you to achieve the optimum mixture setting. Simple to use and comes with full instructions.*

Part no. **99-7151**

## Special Tool to Expand Stand Springs for Easy Fitment

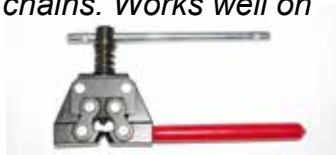
Part no. **P228**



## Chain Breaker

*Removes links/shortens chains. Works well on 1/4" and 3/8" chains.*

Part no. **221-02**



## Gearbox (Counter Shaft) Sprocket Wrench

Triumph & BSA  
4 Speed 650 Triumph  
Part no. **P224**

500 Twins (also works on BSA Unit Singles, A50 & A65 and Norton Twins))

Part no. **P241**

5 Speed Triumph  
Part no. **P225**



## Triumph Rocker Box Cap Removal Tool

Part no. **JRC20-308**



## Wheel Bearing Hub Lock Ring Wrench

Fits many different models.

Part no. **P240**



## Norton Exhaust Nut "C" Wrench

Part no. **06-3968**



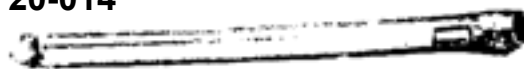
## Clutch Nut Screwdriver

Part no. **P180**



## Tire Pressure Gauge

Part no. **20-014**



*Low Pressure Type (0-8psi) for Trials Riders & ATV's*

Part no. **08-122A**

## Spark Plug Wire Brush

*Handy, economical little wire brushes for cleaning spark plugs and many other things.*

Part no. **97-4401**



## Timing Pinion Extractor

For Norton & Triumph Twins.

Part no. **P158**



## Triumph Cam Wheel Extractor

*Also timing pinion on some 500's.*

Part no. **P155**



## Battery Charger

*Specially for motorcycle batteries, 6/12 volts, 0.5 amps.  
Part no. 10-175*



## Battery Tender Junior

*Battery charger with a brain. Fully charges battery then maintains it at the correct level. 12 volt LED lights indicate the charging mode. 12' output cord and quick disconnect for easy use.  
Part no. 08-960*



## Impact Driver

*Designed for general shop use. Comes with 4 bits - two slot and two Phillips sizes. Can be used with 1.2" drive socket.  
Part no. 08-100*



## Regular Timing Disc

*In white PVC, clearly marked in degrees for accurate timing.  
Part no. 98-0816*



## Contact Breaker Mounted Timing Disc

*For really accurate static timing - for all machines with points in the timing cover. Available with 26 tpi CEI adaptor for early machines or 28 tpi for UNF adaptor for later ones.*

*26 tpi Part no. 98-0818CEI  
28 tpi Part no. 98-0818UNF*



## Slide Hammer

*For extracting Advance/Retard mechanism.  
Part no. P190*



## Triumph Primary Chain Adjusting Screw Driver

*Part no. 60-2108*



## Triumph Rocker Spindle Guide

*Protects the "O" ring.*

*350/500 Twins  
Part no. 60-2221*



*650/750 Twins  
Part no. Z111*

## Contact Breaker Seal Guide

*Use when re-fitting timing cover on Norton & Triumph models. Available 26 tpi CEI for early machines or 28 tpi UNF for later ones.*

*26 tpi Part no. 98-0804CEI  
28 tpi Part no. 98-0804UNF*

## Universal Tool

*Works for 26 & 28 tpi.  
Part no. PD003*



## Timing Tools

### BSA A50/65 Crank Locator

*1966-68 models  
Part no. 68-0710*

*1969 models onwards  
Part no. 61-7022*



## Timing Washer

*BSA, Norton, Triumph, etc. Locks Advance/Retard mechanisms in advanced position for setting timing.*

*Part no. 06-0949*



## Triumph Crank Locator

For timing unit construction twins.

To 1968

Part no. **60-0571/2**

1969 onwards

Part no. **61-7022**



## Norton Engine Sprocket Puller

Engine sprocket puller use

Part no. **P197**



We also stock a Genuine Norton Puller which works on engine sprocket clutch hub and cam sprocket.

Part no. **06-4297**



## Norton Twin Rocker Spindle Extractor

Part no. **P189**



## Triumph Sprocket Puller

Part no. **98-0806**



## BSA Timing Pinion Puller

For timing pinion and wheel cams.

A50/65

Part no. **61-3676**

B25/44

Part no. **P230**



## Fork Tube Puller Universal

With attachments for all common British fork tubes.

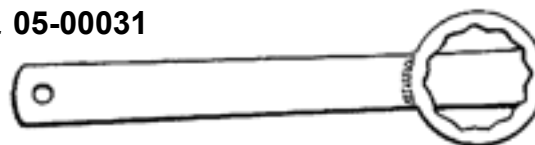
Part no. **PL91**



## Norton Twin Sump Plug Wrench

Also works on 1969 onwards BSA (not B25/B44) & Triumph fork tube top nuts.

Part no. **05-00031**



## Sump Plug/Transmission Sprocket Box Wrench

7/8" x 3/4" Whitworth Genuine Norton Part.

Part no. **06-7624**



## Universal Spoke Key

Part no. **98-0815**



## Valve Spring Compressor

We offer two types, both do the same job. Please note, do not put undue strain on these tools - if the top valve spring collar does not easily break from the valve keepers (collets), give the upper end of the tool a swift tap with a hammer to shock them free.

Traditional Style Tool

Part no. **PS178**



Modern style (circular fixture, over top collar, with holes inside to access keepers)

Part no. **P211**



## Top Deadcentre (TDC) Tool

Part no. **98-0811**



## Norton Commando Clutch Spring Compressor

Serious injury can result if the spring retaining circlip is removed without the use of the proper compressor.  
Part no. **P168**



## Primary Chaincase Cap Remover

Genuine Norton tool.  
Part no. **06-7245**



## Transmission Inner Cover Lock Ring Tool

Genuine Norton tool.  
Part no. **23441**



## Clutch Extractors

### BSA:

A&B Series Pre-unit Machines.

4 Spring Clutch  
Part no. **61-1912**

6 Spring Clutch  
Part no. **61-3362**

Unit Const. Single  
Part no. **61-3583**

A50/65  
Part no. **60-1861**

Triples  
Part no. **60-1860**

### Norton, Matchless, AJS:

All with AMC clutch.

1957-68  
Part no. **99-030449**

### Triumph:

Cub  
Part no. **98-0810**

Unit Const. Single  
Part no. **61-3583**

Unit Const. Twin  
Part no. **60-1861**



## Tappet Circlip Tool

Quality reproduction of original factory tool.  
BSA A50/65  
Part no. **61-3702**



## Forktop Nut Removal Tool

For BSA models including A65 & A10 and most Triumph models.  
Part no. **P259F**



## Wrist Pin Extractor Tool

Part no. **P181**



## Piston Ring Clamp

65-70mm  
Part no. **97-069**

70-75mm  
Part no. **97-072**

75-80mm  
Part no. **97-078**



## Safety Wire Pliers

Part no. **08-2000**



## Safety Wire

Stainless Steel 0.032"

25'  
Part no. **08-SW413**

360' (1lb)  
Part no. **08-SW360**



## Triumph Forkseal Holder Wrench

For BSA models including A65 & A10 and most Triumph models.  
Part no. **P233**



**BSA Fork Oil Removal Tool***Part no. 61-3005***Tire Lever (Irons)**

Hardened steel with special shape designed for motorcycle tires.

*Large 15"**Part no. 20-016**Small 9 1/2"**Part no. 20-015***"C" Wrench for Adjustable Shock Absorbers***Part no. P239**Economy Tool  
Part no. P239E***Triumph Tappet Block Removal And Replacement Tool***Part no. 61-6008***Thread Gauge**

Contains 46 leaves covering imperial and metric threads.

*Part no. 99-7100***Gas/Oil Line Ferrule Crimping Tool***1/4"**Part no. 97-017**5/16"**Part no. 97-017/5**1/2"**Part no. 97-017/2***Shock Absorber Spring Removal Tool***For removal and replacement of springs and/or shrouds on GIRLING, ARMSTRONG & NJB shocks.**Part no. 99-4751***Valve Guide Servicing Tool***For removal and replacement of guides.**Part no. P175**Economy Tool**Part no. 35-0056***Special Tool to Install Pilot & Throttle Screw "O" Rings on Concentric Carbs***Part no. PD002***Tool Roll***(Tools not included)**BSA**Part no. B29**Norton**Part no. B29A**Triumph**Part no. B29B**Unmarked**Part no. B29BB***Original Type Bsa A50/65 Tool Bag***With Zipper**Part no. 68-9134***Tool Pouch***All black vinyl, one compartment. (Tools not included)**BSA**Part no. B29C**Noron**Part no. B29D**Triumph**Part no. B29E**Unmarked**Part no. B29EE***Bearing Splitter***Heavy duty tool for removing bearings eg crankshaft inner races on Norton twins.**Part no. 03979***Shock Absorber Tool***Tool for removing and replacing shrouds and springs**Part no. 99-4751***Mag/Timing Pinion Extractor***AJS & Matchless Twins**Part no. 01-5273***BSA/Norton/Triumph Fork Stanchion Top Bolt Wrench***Part no. P259F***Triumph Shuttle Valve Service Tool***Part no. 60-0220***Vac Bag***Re-usable storage bag to seal up your Bike (or other valuables) to protect from the Elements**Part no. 99-VACBAG*



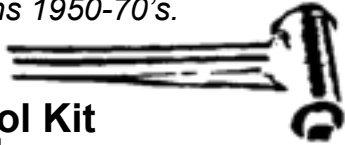
## Genuine Norton Commando Tool Kit

A tool set in the spirit of the original unit supplied with the Norton Commando. Larger and more comprehensive, with UK sourced tools packed in a high quality vinyl tool roll branded with the Norton Logo.  
Part no. **06-7268**



## Special Valve Adjuster Tool

For BSA & Triumph Twins 1950-70's.  
Part no. **35-0018**



## Reproduction Tool Kit For 1969 Onwards Triumph

Part no. **60-7166**



## Clutch Locking Tool

Triumph/BSA 500/650/750 Twins  
Part no. **P249**

Norton Commando  
Part no. **P250**

## Tie- Downs

Best quality Canadian made. 750lbs working safe load.

6' long. Red (other colours available to special order.)  
Part no. **10-600**

## 18" Tie Down Loops

Can be used to either loop or create a slip knot to any appropriate part of the motorcycle to prevent scratching. Attach the other end to a regular tie down.  
Part no. **161-0592**



## Special Tools for Removing Norton Twin Cylinder Heads

1/4 Whit x 3/8 Drive Socket  
Part no. **KD.MSW.204**

1/4 Whit x 5/16 Box Wrench Genuine  
Part no. **06-7624CH**

1/4 Whit Combination Wrench  
Part no. **KD.CSW204**

## Genuine Obstruction 1/4 Whit Combination Wrench

For easier access  
Part no. **13-1660**



## King Dick Wrenches

Made in England. Were original equipment on many British bikes, now back in production.

### Whitworth Combination:

3/16"

Part no. **KD.CSW203**

1/4"

Part no. **KD.CSW204**

5/16"

Part no. **KD.CSW205**

### 3/8 Drive Whitworth Sockets:

3/16"

Part no. **KD.MSW203**

1/4"

Part no. **KD.MSW204**

5/16

Part no. **KD.MSW205**

### Open Ended Whitworth Wrenches:

3/16 x 1/4

Part no. **KD.SLW603**

1/4 x 5/16

Part no. **KD.SLW604**

### 5 Piece Whitworth Combination Set

Part no. **KD.TKC5W**

### 4 Piece Whitworth Open End Set

Part no. **KD.TK04W**

### 4 Piece Whitworth Box End (Ring) Set

Part no. **KD.TKR4W**

### Best Quality 6 Piece 3/8" Drive Socket Set

Part no. **221-25**



## Oriental Made Whitworth Wrench Set

Good Quality

6 Piece Open End Set  
Part no. **99-1803E**



6 Piece Combination Set  
Part no. **99-2203E**



8 Piece 3/8" Drive Socket Set  
Part no. **221-25E**

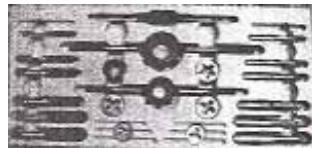
## Taps & Dies

All the taps and dies we sell are HSS (High Speed Steel) We recently had an engineering firm manufacture 200 special Grade 5 bolts using one of our 3/8 BSF dies. They made well over 100 of them before they needed a second die.

### Professional Quality Boxed Sets:

In boxes with handles. Includes taper & bottoming taps.

CEI (26tpi) Set 17 pieces  
Part no. **SBXTDBB1**



BSF Set 20 Pieces  
Part no. **SBXTBF1**

## Individual Taps & Dies

In addition to the items listed, we can supply a huge range of individual taps and dies in regular (uk quality) and high Speed steel – please contact us with your requirements

### Cei taps - taper:

1/4"  
Part no. **CEI-TAP1/4**

5/16"  
Part no. **CEI-TAP5/16**

3/8"  
Part no. **CEI-TAP3/8**

7/16"  
Part no. **CEI-TAP7/16**

1/2"  
Part no. **CEI-TAP1/2**

## CEI Taps - Bottoming

1/4"  
Part no. **CEI-TAP1/4B**

5/16"  
Part no. **CEI-TAP5/16B**

3/8"  
Part no. **CEI-TAP3/8B**

7/16"  
Part no. **CEI-TAP7/16B**

1/2"  
Part no. **CEI-TAP1/2B**

## CEI Dies

1/4"  
Part no. **CEI-DIE1/4**

5/16"  
Part no. **CEI-DIE5/16**

3/8"  
Part no. **CEI-DIE3/8**

7/16"  
Part no. **CEI-DIE7/16**

1/2"  
Part no. **CEI-DIE1/2**

## BSF Taps -Taper

3/16"  
Part no. **BSF-TAP3/16**

7/32"  
Part no. **BSF-TAP7/32**

1/4" Use **CEI-TAP1/4**

9/32"  
Part no. **BSF-TAP9/32**

5/16"  
Part no. **BSF-TAP5/16**

3/8"  
Part no. **BSF-TAP3/8**

7/16"  
Part no. **BSF-TAP7/16**

1/2"  
Part no. **BSF-TAP1/2**

5/16 BSF Bottoming Tap

1/4"  
Part no. **BSF-TAP5/16B**



**BSF Dies**

3/16"  
Part no. **BSF-DIE3/16**

7/32"  
Part no. **BSF-DIE7/32**

1/4" Use **CEI-DIE1/4**

9/32"  
Part no. **BSF-DIE9/32**

5/16"  
Part no. **BSF-DIE5/16**

3/8"  
Part no. **BSF-DIE3/8**

7/16"  
Part no. **BSF-DIE7/16**

1/2"  
Part no. **BSF-DIE1/2**

**Gas Tank Taps - Tapered**

Tap for threading regular 1/2" diameter petcock threads, most Triumph & Norton machines 1960-70  
Part no. **BSP-TAP1/4**

Tap for threading regular petcock threads BSA A50/65 etc. to 1970  
Part no. **BSP-TAP3/8**

**BA Taps - Taper**

1BA  
Part no. **1BA-TAP**

2BA  
Part no. **2BA-TAP**

3BA  
Part no. **3BA-TAP**

4BA  
Part no. **4BA-TAP**

**BA Dies**

1BA  
Part no. **SDEBA01A**

2BA  
Part no. **SDEBA02A**

3BA  
Part no. **SDEBA03A**

4BA  
Part no. **SDEBA04A**

**Thread Repair Kits**

Kits include:

High speed steel ground tap, quantity of inserts, installation/ tang break-off tool & easy to follow instructions. Spark plug kits include pilot nose tap which guides and cuts to a larger size, drilling not required. Each of the following kits includes 10 inserts. Replacement inserts are available to special order. Many other kits available to special order. Please call if you don't see the kit you are looking for.

1/4 CEI/BSF (26tpi)  
Part no. **30040U**

1/4 UNC (National Coarse—used on BSA & Triumph post 1968 engine cases)  
Part no. **33040U**

5/16 CEI  
Part no. **36500U**

5/16 BSF  
Part no. **30050U**

3/8 CEI  
Part no. **36600U**

3/8 BSF (Norton Cylinder Head Studs)  
Part no. **30060U**

7/16 CEI  
Part no. **3560-7/16K**

1/2 CEI  
Part no. **3560-1/2K**

14mm Spark Plug Kit  
Part no. **38142**

**Insert Packs:**

1/4 CEI  
Part no. **20043U**

1/4 UNC  
Part no. **23043**

5/16 CEI  
Part no. **26503U**

5/16 BSF  
Part no. **20053U**

3/8 CEI  
Part no. **26603U**

3/8 BSF  
Part no. **20063RU**

14mm Plug Inserts  
Part no. **28140U**

## Chapter 24: Sundry Nuts, Bolts & Washers

The following table provides a guide to the more common thread pitches. Please see TOOLS section of catalogue for our THREAD GAUGE.

Diameter	TPI/BSF	BSW	UNF	UNC	CEI
3/16"	32	24	32	24	
1/4"	26	20	28	20	26
5/16"	22	18	24	18	26
3/8"	20	16	24	16	26
7/16"	18	14	20	14	26
1/2"	16	12	20	13	26/20

### Loose Nut & Bolts

In line with customer requirements we stock a selection of hardware and kits covering the most common sizes used. The generic hardware we stock is mostly grade 5 and has a nickel plate finish. It is not suitable for applications where hardened fasteners are required - for example with the motor and/or brakes/forks.

### Nut, Bolt & Washer Kits

*Cycle Thread Nut & Bolt Kit 84 Pieces Mixed*  
Part no. **9-9001**

*UNF/UNC Nut & Bolt Kit 191 Pieces Mixed*  
Part no. **9-9002**

*Flat Washer Kit 75 Pieces Mixed*  
Part no. **9-9003**

*Lock & Spring Washer Kit 130 Pieces*  
Part no. **9-9004**

### Cycle Thread (CEI) Bolts Hex Head Nickle Plated

*1/4" x 1"*                      *1/4" x 2"*  
Part no. **04017**                      Part no. **04020**

*1/4" x 3"*                      *5/16" x 1"*  
Part no. **04021**                      Part no. **04022**

*5/16" x 2"*                      *5/16" x 3"*  
Part no. **04026**                      Part no. **04027**

*3/8" x 1"*                      *3/8" x 2"*  
Part no. **04028**                      Part no. **04032**

*3/8" x 3"*  
Part no. **04033**

### Cycle Thread Bolts Stainless Steel

*1/4" x 1"*                      *1/4" x 2"*  
Part no. **04017S/S**                      Part no. **04020S/S**

*5/16" x 1"*                      *5/16" x 2"*  
Part no. **04022S/S**                      Part no. **04026S/S**

*3/8" x 1"*  
Part no. **04028S/S**

### BSF Bolts

*1/4" x 1"*  
As Cycle Thread

*5/16" x 1"*                      *5/16" x 2"*  
Part no. **NB46**                      Part no. **NB47**

*3/8" x 1"*                      *3/8" x 2"*  
Part no. **NB48**                      Part no. **NB50**

### Cycle Thread Nut - Nickle Plated

*1/4"*                      *5/16"*  
Part no. **04034**                      Part no. **04035**

*3/8"*                      *7/16"*  
Part no. **04036**                      Part no. **04039**

*1/2"*  
Part no. **NB228**

**Cycle Thread Nut - Stainless Steel**

2BA *1/4" 26tpi*  
Part no. **04041S/S** Part no. **04034S/S**

5/16" 26tpi *3/8" 26tpi*  
Part no. **04035S/S** Part no. **04036S/S**

7/16 26tpi  
Part no. **NB228S/S**

**BSF Nuts**

*1/4" as Cycle Thread above*

5/16" *3/8"*  
Part no. **NB241** Part no. **NB242**

7/16"  
Part no. **NB242A**

**1/4 BFS/CEI Lock Nuts**

*Nickel plated*  
Part no. **18/053**

*Stainless Steel*  
Part no. **18/053S/S**

**3/8 CEI Lock Nuts**

*Nickel plated*  
Part no. **04045**

**Cycle Thread Allen Bolts**

1/4 x1" *1/4 x1 1/4 "*  
Part no. **NB126** Part no. **NB127**

1/4 x3"  
Part no. **NB129C**

**UNC Allen Bolts**

Most 1969 on bikes.

1/4 x1" *1/4 x1 1/4 "*  
Part no. **99-NC1** Part no. **99-NC2**

1/4 x2" *1/4 x2 3/4"*  
Part no. **99-NC3** Part no. **99-NC4**

**2BA (3/16") Cheesehead Screws**

1/2" *1"*  
Part no. **040111** Part no. **04012**

**2BA (3/16") Nuts**

*Regular*  
Part no. **04041**

*Nylock*  
Part no. **04042**

**UNF Bolts**

1/4" x 1/2" *1/4" x 1"*  
Part no. **99-6405** Part no. **99-641**

1/4" x 1 1/2" *1/4" x 2"*  
Part no. **99-6415** Part no. **99-642**

5/16" x 1/2" *5/16" x 1"*  
Part no. **99-6505** Part no. **99-651**

5/16" x 1 1/2" *5/16" x 2"*  
Part no. **99-6515** Part no. **99-652**

3/8" x 1' *3/8" x 1 1/2"*  
Part no. **99-631** Part no. **99-6315**

3/8" x 2" *7/16" x 1"*  
Part no. **99-632** Part no. **99-671**

7/16" x 2" *7/16" x 3"*  
Part no. **99-672** Part no. **99-673**

1/2" x 1" *1/2" x 2"*  
Part no. **99-61** Part no. **99-62**

1/2" x 3"  
Part no. **99-63**

**UNF Nuts Regular**

1/4" *5/16"*  
Part no. **99-84** Part no. **99-85**

3/8" *7/16"*  
Part no. **99-83** Part no. **99-87**

1/2" *9/16"*  
Part no. **99-81** Part no. **99-89**

5/8"  
Part no. **99-858**

**UNF Nuts Nylock**

1/4" *5/16"*  
Part no. **99-841** Part no. **99-815**

3/8" *7/16"*  
Part no. **99-883** Part no. **99-817**

1/2" *9/16"*  
Part no. **99-821** Part no. **99-819**

5/8"  
Part no. **99-885**

**UNC Bolts**

<i>1/4" x 1"</i> <b>Part no. 99-741</b>	<i>1/4" x 1 1/2"</i> <b>Part no. 99-7415</b>
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<i>1/4" x 2"</i> <b>Part no. 99-742</b>	<i>5/16" x 1"</i> <b>Part no. 99-751</b>
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<i>5/16" x 1 1/2"</i> <b>Part no. 99-7515</b>	<i>5/16" x 2"</i> <b>Part no. 99-752</b>
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<i>3/8" x 1"</i> <b>Part no. 99-731</b>	<i>3/8" x 1 1/2"</i> <b>Part no. 99-7315</b>
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<i>3/8" x 2"</i> <b>Part no. 99-732</b>
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**UNC Nuts**

<i>1/4"</i> <b>Part no. 99-814</b>	<i>5/16"</i> <b>Part no. 99-851</b>
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<i>3/8"</i> <b>Part no. 99-838</b>
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**Domed Nut Polished Stainless Steel**

<i>1/4 BSF (26tpi)</i> <b>Part no. 70-2386S/S</b>	<i>5/16 CEI (26tpi)</i> <b>Part no. E3218S/S</b>
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<i>3/8 CEI (26tpi)</i> <b>Part no. 70-1435S/S</b>	<i>1/4 UNF (28tpi)</i> <b>Part no. 21-1809S/S</b>
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<i>5/16 UNF (24tpi)</i> <b>Part no. 21-0544S/S</b>	<i>3/8 UNF (24tpi)</i> <b>Part no. 21-0550S/S</b>
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**Fibre Washer Pack**

*Mixed Pack (15) 3/16" - 1 1/2"*  
**Part no. L145**

**Flat Washers Nickle Plated**

<i>3/16"</i> <b>Part no. 04053</b>	<i>1/4"</i> <b>Part no. 04054</b>
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<i>5/16"</i> <b>Part no. 04055</b>	<i>3/8"</i> <b>Part no. 04056</b>
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<i>7/16"</i> <b>Part no. 04057</b>	<i>1/2"</i> <b>Part no. 04058</b>
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**Flat Washers Stainless Steel**

<i>3/16"</i> <b>Part no. 04053S/S</b>	<i>1/4"</i> <b>Part no. 04054S/S</b>
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<i>5/16"</i> <b>Part no. 04055S/S</b>	<i>3/8"</i> <b>Part no. 04056S/S</b>
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<i>7/16"</i> <b>Part no. 04057S/S</b>	<i>1/2"</i> <b>Part no. 04058S/S</b>
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**Flat Washers Chrome**

Made in USA Excellent Quality

<i>1/4"</i> <b>Part no. 23569</b>	<i>5/16"</i> <b>Part no. 23570</b>
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<i>3/8"</i> <b>Part no. 23571</b>	<i>7/16"</i> <b>Part no. 23572</b>
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<i>1/2"</i> <b>Part no. 23573</b>
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**Spring Washers Nickel Plated**

Made in USA Excellent Quality

<i>3/16"</i> <b>Part no. 97-52108</b>	<i>1/4"</i> <b>Part no. 97-52109</b>
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<i>5/16"</i> <b>Part no. 97-52110</b>	<i>3/8"</i> <b>Part no. 97-52111</b>
--	---

<i>7/16"</i> <b>Part no. 97-52112</b>
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**Spring Washers Stainless Steel**

Made in USA Excellent Quality

<i>3/16"</i> <b>Part no. 97-52108S/S</b>	<i>1/4"</i> <b>Part no. 97-52109S/S</b>
---	--

<i>5/16"</i> <b>Part no. 97-52110S/S</b>	<i>3/8"</i> <b>Part no. 97-52111S/S</b>
---	--

<i>7/16"</i> <b>Part no. 97-52112S/S</b>	<i>1/2"</i> <b>Part no. 97-52113S/S</b>
---	--

**Lock Washers**

Made in USA Excellent Quality

<i>1/4"</i> <b>Part no. 97-52120</b>
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<i>5/16"</i> <b>Part no. 97-52121</b>	<i>3/8"</i> <b>Part no. 97-52122</b>
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**Copper Washers**

Made in USA Excellent Quality

<i>1/4" ID</i> <b>Part no. 97-44030</b>
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<i>5/16" ID</i> <b>Part no. 97-44031</b>	<i>3/8" ID</i> <b>Part no. 97-44032</b>
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## Grease Nipples

British made threads but designed to work with morden grease guns.

*1/4 BSF Straight*  
Part no. **L145A**



*2BA Straight*  
Part no. **L145C**

*1/4" BSF Angled*  
Part no. **L145B**

## Decorative Number Plate Mounting Studs

Made of Polished Alloy in the USA.

*Ariel*  
Part no. **NS05**



*Matchless*  
Part no. **NS02**

*BSA*  
Part no. **NS01**

*Triumph*  
Part no. **NS04**

*Norton*  
Part no. **NS03**

## Chapter 25: Decals

Only a small selection of the available decals is shown here. The total number of different British bike decals we can get from our various suppliers would fill this catalogue twice over!

We are going to make a new separate decal catalogue in due course however, in the meantime, if you don't see what you are looking for, ask us. Please let us have a picture of the decal you are looking for and preferably the original part number.

Of all the parts we sell, decals seem to cause customers the most installation problems. Over the years various types have been produced and the following list covers the four most common.

Be very careful when using varnish or clear coat over decals. This is best left to specialist painters. Most press & stick decals installed by the factories did not have anything over the top of them. Some types of modern clear coat can damage decals, especially if the initial coat is applied too heavily. It is recommended that a decal be tried on a test piece before being installed on the finished product.

1. **VARNISH ON** - These were previously by far the most common, and a great deal of skill is needed to install them. They give excellent results when properly installed. We currently do not sell this type of decal.
2. **MYLAR** - Easy to install. If you can read the decal while on paper the way it will appear on the bike it will be this type or Water Slide. Mylar are easy to identify because they feel like plastic and the piece which contains the decal extends to the edge of the backing paper. You just have to cut neatly around the outline of the decal and press into place. Most of the decals we get to special order from the USA are mylar - while immediate results are good, we find that if not installed carefully they can get scruffy around the edges in time.
3. **WATER SLIDE** - If you can read it and it's not Mylar, it's water slide. Put face up in a saucer of luke warm water, let it curl up and down and then slide carefully into place. Smooth out with a soft rag and, when dry, use clear varnish to protect. Most of our AJS & Matchless decals are water slide and we are gradually moving our BSA range over to this type, for ease of installation. BSA waterslide decals will have "W" at the end of the part number.

## UNC Stainless Steel Allen Screws

Most 1969 on timing cover and chaincases.

*1/4"x 1"*  
Part no. **99-981S**

*1/4" x 1 1/4"*  
Part no. **99-982S**

*1/4"x 2"*  
Part no. **99-983S**

*1/4"x 2 3/4"*  
Part no. **99-984S**

## Cycle Thread Allen Bolts Stainless Steel

Most 1969 on timing cover and chaincases.

*1/4"x 1"*  
Part no. **NB126S/S**

*1/4" x 1 1/4"*  
Part no. **NB127S/S**

*1/4"x 1 1/2"*  
Part no. **NB128S/S**

*1/4"x 2"*  
Part no. **NB129S/S**

*1/4"x 2 1/2"*  
Part no. **NB129BS/S**

*1/4"x 3"*  
Part no. **NB129CS/S**



4. **PRESS & STICK** - Most of the decals we sell are still this type. When properly installed they give the best results and this is the type used by BSA at the factory, amongst other manufacturers. Some customers return them because they feel they are no good, however we find that they work okay for us, and when we take them back to the UK supplier they seem to be able to make them work. They come on two part paper. The thin paper protects the sticky surface, which should be placed against the motorcycle. It is then necessary to rub the thicker paper all over to achieve a bond between the decal and the motorcycle. The thick paper is then carefully lifted away - you start at one edge very carefully and if the decal is still sticking to the paper you put it down and rub some more. This process can take 10 minutes on the larger decals and we find the back of a plastic spoon to be the best thing to rub with - patience is required.

**Note: Older press and stick decals which are no longer "tacky" can be used by putting a thin coat of Elmers rubber cement on them. Press them firmly into place, leave overnight then dampen and carefully remove the paper.**

## Union Jack Decals

1 3/4" x 1 1/4"  
Part no. **49346A**

3 3/4" x 2"  
Part no. **49346B**

5 3/4" x 3 1/2"  
Part no. **49346C**

9 1/2" x 6"  
Part no. **49346D**



## Air Filter Decal

"COPPER & ASBESTOS WASHER CO"  
Original decal for all round type Air Filters  
on BSA & Triumph machines  
Part no. **44-00215**

## Smith Speedo Drive Decal

Part no. **44-00280**

## Magnetic Speedo Face Decal

Re Odometer.  
Part no. **44-00222**

## Lucas Lion Coil Decal

6V  
Part no. **44-00340**

12V  
Part no. **44-00339**

## AJS - Water Slide

AJS Large Initials - Gas Tank  
Part no. **00-9194**

AJS London - Oil Tank  
Part no. **02-3302**



## BSA

Made in England  
Part no. **K295/1759**

A10 Oil Tank etc.  
Part no. **K295/2068**

500cc Piled Arms  
Part no. **BSA025**



*650cc Piled Arms*  
Part no. **K295/1942**



*Spitfire etc Fibreglass Tank L/H*  
Part no. **68-8102**



*Victor Roadster Side Cover 1967*  
Part no. **K295/2207**

*Spitfire etc Fibreglass Tank R/H*  
Part no. **68-8103**

*Shooting Star Side Cover 1968*  
Part no. **TR1810**

*Spitfire 1966 Gas Tank Top*  
Part no. **TR1812**

*Shooting Star Side Cover 1969-70*  
Part no. **44-00140**



*Spitfire 1967 Gas Tank*  
Part no. **TR1801W**

*Victor Special 1969-70 Side Cover*  
Part no. **TR2213W**



*Spitfire 1967 Side Covers*  
Part no. **44-00254**



*Victor Special Gas Tank*  
Part no. **41-8107**



*Spitfire 1968 Side Cover (UK)*  
Part no. **TR1971**

*Royal Star 1967 Side Cover*  
Part no. **TR1967**

*Spitfire 1968 Side Cover (USA)*  
Part no. **49339**

*Royal Star Gas Tank*  
Part no. **TR1803**

**Norton Commando****Gas Tank Genuine:***Gold**Part no. 06-4880**Black**Part no. 06-4881**Silver**Part no. 06-4882***Side Cover 750 Genuine:***Gold**Part no. 06-2019**Black**Part no. 06-2020**Silver**Part no. 06-3184***Side Cover 850 Genuine:***Gold**Part no. 06-5097**Black**Part no. 06-5096**Silver**Part no. 06-5095**Gas Tank "Reserve"**Part no. 00-9195***Commando side cover decals with stripes**

Model	Gold	Silver	Black
750	8367	8368	8369
850 (73-4)	7808	7809	8370
850 MK3	8365	8366	8371

**Matchless - Water Slide***"Most also suit AJS"**Big Silver "M" - Gas Tank**Part no. 01-1051***For small oil tank (to 1956)***- Fill to here**Part no. 00-9198**- Minimum Oil**Part no. 00-9183**Gas Tank Reserve**Part no. 00-9195**Patent No – on tin primary chaincase**Part no. 00-9187**Oil level decal on tin primary chaincase**Part no. 00-9186**Side cover decal 1956 only – big wing "M"**Part no. 00-9201**Rear Fender**Part no. 00-9189**Oil Recommendation 1965 on**Part no. 03-0461**Maximum Oil - Silver**Part no. 02-3277**Minimum Oil - Silver**Part no. 02-3279**Small Laurel 6 colour - Oil Tank**Part no. 00-9188**Big Wing "M" Red, Silver, & Black**Part no. 00-9210***Triumph***Made in England**Part no. K295/1759**Minimum Oil Level**Part no. TR1736W**Queen's Award to Industry**Part no. TR2440**Bonneville (Long) 1969-71 Side Cover**Part no. K295/1977**Bonneville (Short) 67-70 Tank Top**Part no. TR2210W**Bonneville Script 1967-68 Side Cover**Part no. K296/2721*

*Daytona (Large) 1969-73 Side Cover*  
**Part no. TR2216W**

**Tiger 650 1969-70 (USA/Canada):**

*Large for side covers is*  
**Part no. 60-2102W**

*Small for Gas Tank*  
**Part no. 60-2102AW**

*World Speed Record Holder Gold*  
**Part no. K295/1974W**

*Trophy 500*  
**Part no. 49317W**

*Insert Set of Decals for top of oil tank*  
*(500/650 Pre oil-in-frame unit construction*  
*twins )*  
**Part no. 60-1816W**

**Decal sheet for 1963-70 Triumph 500/600**  
**Twins**

*Sheet of decals with most of the decals*  
*which went on these bikes*  
**Part no. CS9099**

**Decal sheet for pre-unit Bonneville**  
**Part no. 99-26643**

**Decal sheet for pre-unit thunderbird**  
**Part no. 99-82473**

## Chapter 26: Goggles, Patches, Key Fobs & Pins

### Key Fobs

*BSA*  
**Part no. KF001**

*Matchless*  
**Part no. 05-01501**

*Norton*  
**Part no. KF003**

*Triumph*  
**Part no. KF004**



### Jacket Pocket Badges

*BSA Small*  
**Part no. BB001**

*BSA Large*  
**Part no. BB004**

*BSA Rectangular*  
**Part no. BB001A**

*Norton*  
**Part no. BB002**

*Triumph*  
**Part no. P97WA**

*AJS*  
**Part no. BB005**

*Matchless*  
**Part no. BB006**



### Halcyon Motorcycle Goggles

We have for many years been proud to supply these superb quality, Made in England, goggles. In addition to the products listed below, which we carry as regular stock items, we can also obtain other Halcyon products with include goggles in a variety of colours and replacement parts and accessories.

#### MARK10 Deluxe

*Soft black PVC mask.*  
*Curved lens. Chrome plated*  
*frames, Knurled screw nose*  
*bridge adjustment.*  
**Part no. MARK10**



#### MARK49

*High quality soft black*  
*leather mask. Split lenses*  
*Highly polished chrome*  
*frames. Knurled screw nose*  
*bridge adjustment.*  
**Part no. MARK49**



#### MARK49 Compact

*Black leather compact face*  
*mask chrome compact goggle*  
*frames. High impact split lens*  
*Knurled screw nose bridge*  
*adjustment.*  
**Part no. MARK49C**





**MARK410**

*Black leather face mask  
Curved lenses Highly  
polished chrome frames  
Knurled screw nose  
bridge adjustment.  
Part no. MARK-410*

**MARK8 Rider**

*Soft black PVC fasce mask  
Sliding nose bridge Split  
lenses Silver painted frames  
Part no. MARK8*

**MARK9 Deluxe**

*Soft black PVC mask  
Split lenses Bright chrome frames  
Knurled screw nose bridge adjustment.  
Part no. MARK9*

**Halcyon Parts****Standard Black Headband**

*Part no. 089*

**Deluxe Black Headband**

*Part no. 045*

**Clear Split Lenses**

*Part no. 489*

**Smoke Split Lenses**

*Part no. 4895*

**All other Halcyon parts available to special order.**

**Red Baron Aviator**

*Flat black metal frames with replaceable lightly tinted acrylic lenses, three position lens adjuster, air vents and fully adjustable elastic headband. Leather like appearance and feel. Acrylic non-scratch lens  
Part no. 49-0481*

**Road Hawk Chrome Goggle**

*Acrylic non-scratch lens on chrome frame with adjustable elastic headband.  
Part no. 01-122*

**RPM Value Line Goggles**

*100% Shatterproof Polycarbonate Lens, Soft foam padding with a Dense Foam under layer. Black Frame Clear Lens  
Part no. 4585*

**Value Line Over Glass Goggles**

*100% Shatterproof Polycarbonate Lens. Durable soft padding. Can be worn over many styles of prescription eyeglasses or as a regular goggle.*

*Clear Lens*

*Part no. 4595*

*Smoke Lens*

*Part no. 4590*

**Over Glass Goggles**

*100% Shatterproof Polycarbonate Lens. Includes nylon case with handy belt clip, and microfiber cleaning cloth. This goggle is made to fit comfortably over most prescription eyeglasses. The ventilated black plastic frame with soft contoured foam padding provides a tight seal to keep out wind. Comes with UV 400 antifog polycarbonate lenses with adjustable headband to ensure a perfect fit to all head sizes.*

*Clear Lens*

*Part no. 9305*

*Smoke Silver Mirror Lens*

*Part no. 9300*

**Lapel Badges**

*Union Jack*

*Part no. LBP008*

*Norton*

*Part no. LBP003*

*Norton*

*Part no. LBP009*

*BSA*

*Part no. LBP001*

*BSA*

*Part no. LBP002*

*Triumph*

*Part no. LBP010*

*Triumph*

*Part no. LBP004*

*Triumph*

*Part no. LBP005*



**Shoulder Flashes**

BSA  
Part no. SB001

Ariel  
Part no. SB002

Norton  
Part no. SB003

AJS  
Part no. SB004

Triumph  
Part no. SB005

Matchless  
Part no. SB006

Velocette  
Part no. SB007

Vincent  
Part no. SB008

Lambretta  
Part no. SB009

**Special Sew on Patches**

BSA Rectangular  
Large  
Part no. BB1

Small  
Part no. BB2

Triumph Winged  
Large  
Part no. BT1

Small  
Part no. BT2

Triumph Eagle  
Large  
Part no. BT3

Small  
Part no. BT4

Triumph Rectangular  
Large  
Part no. BT5

Small  
Part no. BT6



Triumph Silver Wing  
Part no. BT7



Triumph Leaping Tiger T100  
Part no. BT9



Norton Flame  
Large  
Part no. BN1



Royal Enfield  
Patch  
Part no. BR1

Crest  
Part no. BR2



Union Jack

Part no. BF1



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**WANTED: Inventories of parts for all Japanese makes,  
old dealer stocks etc.**



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