

# 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

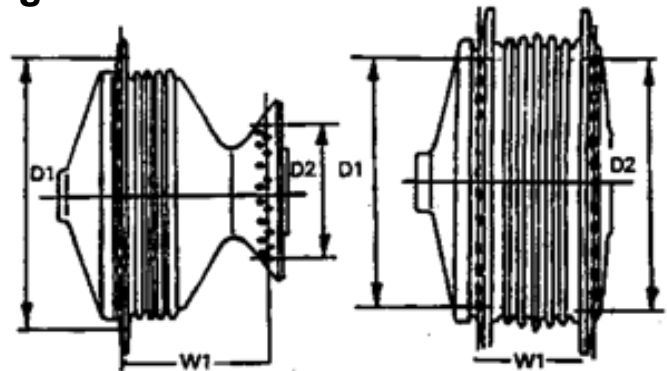
While opinions differ on this subject, it is our position that wheel building is not a job for the amateur, but is an art learned via a long apprenticeship. Classic Bike Magazine, an excellent publication, did an article on wheel building in which readers were encouraged to "have a go". We sell a great 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. Diffcult 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.

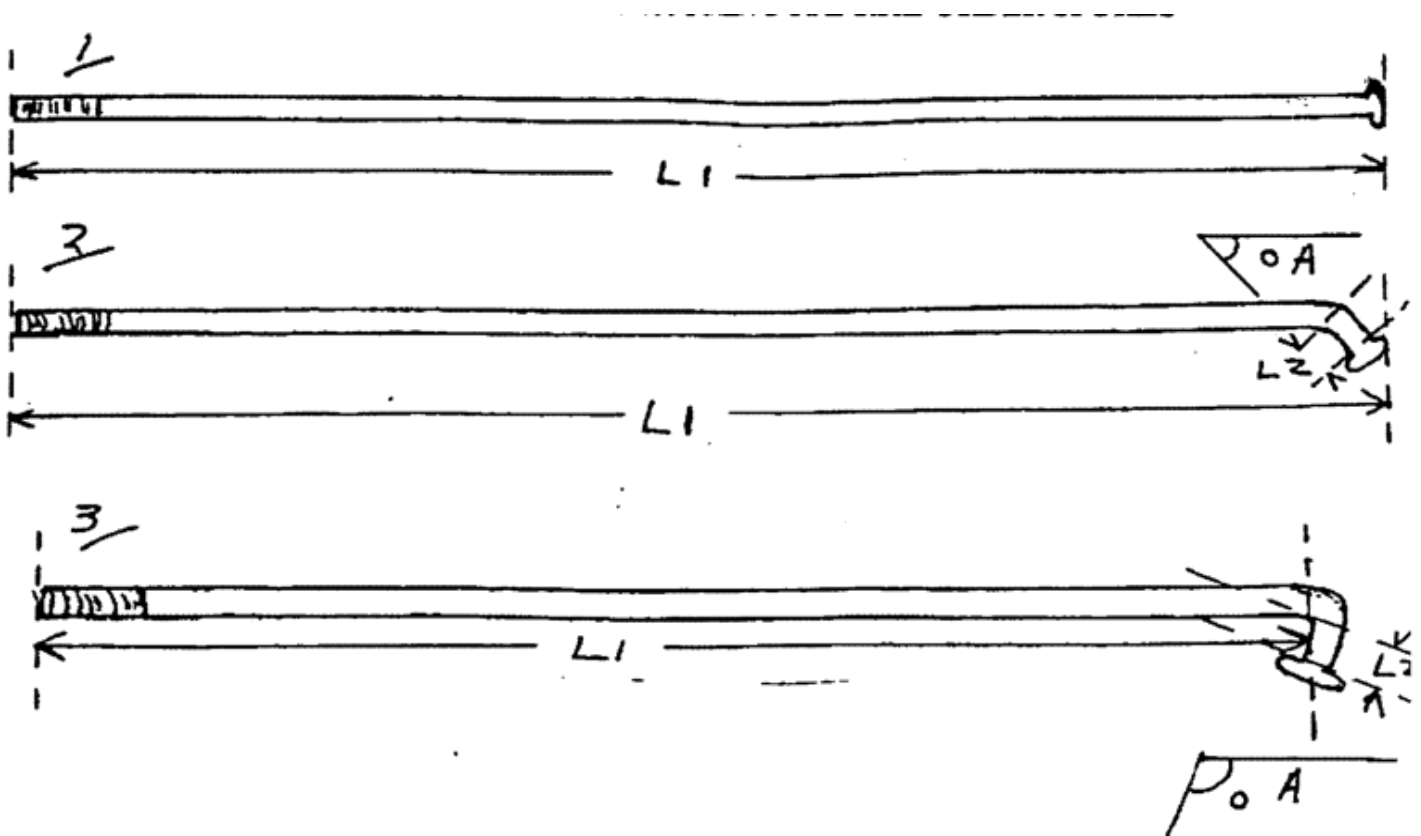
Please Note: The angle (A) is always the number of degrees the spoke has been bent from being straight. Sets include bright nickel plated brass nipples.

Galvanized Spoke Sets

Polished Stainless Steel Sets (non-buttet)

Polished Stainless Steel Sets (butted or "swaged")

Unpolished Stainless Steel



## Regular Stock Chrome Rims

Make/Model	Year	Italian Chrome		British Chrome	
		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.

Make/Model	Year	Italian Chrome		British Chrome	
		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**

Make/Model	Year	Front Rim	Rear Rim	Front Rim	Rear Rim
<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.

Make/Model	Year	Front Rim	Rear Rim	Front Rim	Rear Rim
<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.

Make/Model	Year	Galvanized		Stainless Steel	
		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)

Make/Model	Year	Galvanized		Stainless Steel	
		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. **06-7718GREY** 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  
BSA A65 1971-72  
BSA A75 1971-72  
Triumph Twins 1971-78  
Triumph Triples 1971-74  
Part no. **BG5330/164**

3/4" Axle Hole, 15:12 Ratio  
BSA A75 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)  
BSA A65 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**

