

## Chapter 21: Control Cables

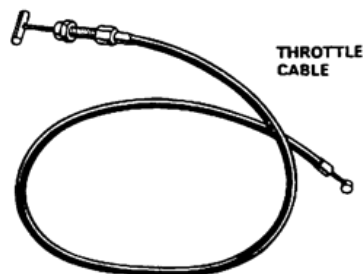
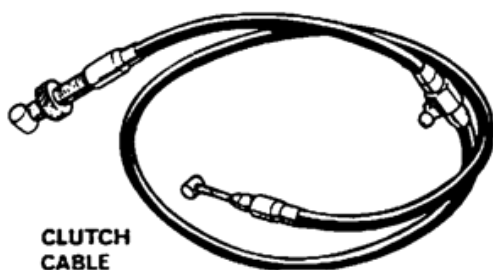
**Important – It may surprise experienced mechanics but every day we get complaints from customers who have, for example bought BSA clutch cables for their NORTONS and find they don't fit. End fitting, adjusters and true length are all specific to individual bikes. Order by the part number in the charts 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

Make/Model	UK Models (Low Bars)				North American Export Models			
	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

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>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

<b>We can get other cables made to pattern - minimum 10 of each</b>
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## Clutch Cables

## Front Brake Cables

UK Models  
(Low Bars)Export  
ModelsUK Models  
(Low Bars)Export  
Models

Make/Model	Part No.	Length	Part No.	Length	Part No.	Length	Part No.	Length
<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****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>								
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"	SCM003
B25/44	1966-67	2'9"	SCM003
A50/65	1966-72	2'9"	SCM003
B25	1971-72	2'1"	TCM001
A75	1969-72	2'4"	TCM003
<b>Matchless - see G15</b>			
<b>Norton</b>			
Genuine Cable with Armour, Atlas, G15, P11 & Commando	1968-69		03-0392
Commando	1970-75		06-1118G
<b>Triumph</b>			
Cub Sports		2'4"	TCC001
T20, T20SL	1962 on	2'4"	TCC001
TR5, T100	1954-58	2'4"	TCC001
T100SC/SR	1966-67	2'4"	TCC001
TR6, TR6S	1960-62	2'4"	TCC001
T20SS	1964-66	2'10 1/2"	82230
T20SM, T20	1966-67	2'10 1/2"	82230
T120	1964-65	2'10 1/2"	82230
TR6, TR6SS	1964-65	2'10 1/2"	82230
T25SS, T25	1971 on	2'1"	TCM001
T150	1969 on	2'1"	TCM001
T100	1968 on	2'4"	82105
T90, T100	1966-67	2'4"	SCM001
TR5T	1973-74	2'4"	60-3998
T120,TR6	1966-70	2'4"	TCM003
T150	1971-73	2'4"	TCM003
T120,TR6	1971 on	2'6"	TCM005
T140, TR7	1973-78	2'6"	TCM005
T150, T160	1974-76	2'6"	TCM005

## 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*