

## 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**

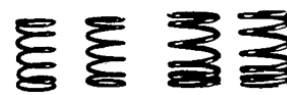
### Valve Guide Circlips

*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 Norton

Part 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 &amp; 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

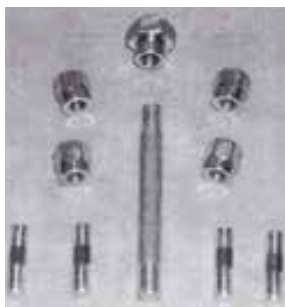
Part no. **06-7562**

### 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	<b>06-3192S/S</b>
Top Front Head Nut with Washer (Genuine)	2	<b>06-7529S/S</b>
Top Centre Head Bolt with Washer	1	<b>DCE8</b>
Rear Head Nut (between carbs- no washer used)	1	<b>06-7870S/S</b>

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

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

<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	19145/020E	
	+.040"	1964-73	19145/040E	
	+.060"	1964-73	19145/060E	
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	19342/020E	
	+.040"	1973 on	19342/040E	

## 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	18786/020E	
	+.040"	1967-73	18786/040E	
	+.060"	1967-73	18786/060E	

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

### 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**

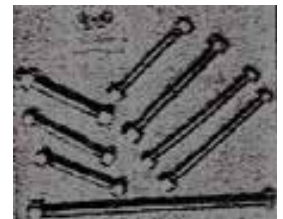
**Kit To Fasten 69-70 650  
Triumph Crankcases  
Together**  
Part no. **RS119**



### 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. EBS15*

T100 1969

*Part no. EBS16*

T100 1970

*Part no. EBS17*

T100 1971-74

*Part no. EBS18*

650 Twins 1965-68

*Part no. EBS20*

650 Twins 1969

*Part no. EBS22*

650 Twins 1970

*Part no. EBS23*

650 Twins 1971-72

*Part no. EBS24*

750 Twins 1973 on

*Part no. EBS25***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*

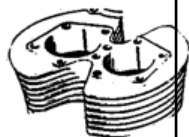
Triumph 650 (all 9 stud)

*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*