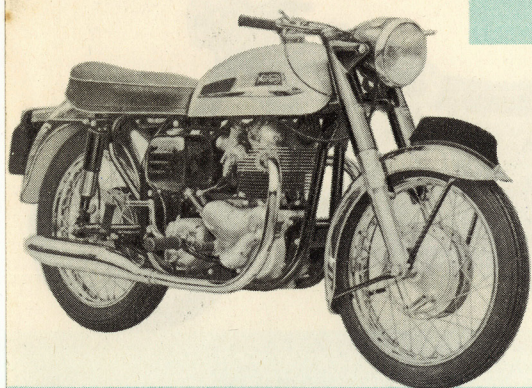


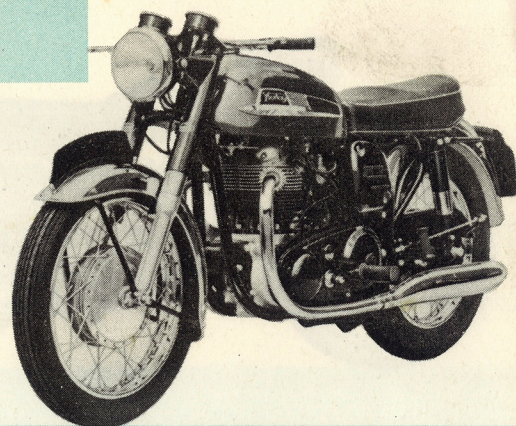
650SS

Norton

750 ATLAS



Le Spécialiste des Motos Rapides
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 DISTRIBUTEUR GÉNÉRAL
 22, Rue Roben-Lindoy, PARIS (15^e)
 Tél. VAUgirard 07-09 R.C. Seine 68 A 23814



The 650 Sports Special is a sports machine of proven high performance, engineered in the true Norton tradition.

ENGINE. 647 cc o.h.v. vertical twin (68mm bore x 89mm stroke). Alloy cylinder head with integral rocker box: parallel induction tracts with large diameter inlet valves: forged steel rockers: alloy push-rods: large diameter tappets: single chain-driven camshaft: built-up forged steel crankshaft with large diameter central iron flywheel: plain big-end bearings: 2-piece connecting rods: alloy pistons: one-piece cast-iron cylinder block: crankshaft driven gear type oil pump: carburation by twin Amal Monoblocs: ignition by magneto, with automatic advance and retard.

FRAME. The famous Norton 'Featherbed' with its race-bred handling and road-holding.

FORKS. 'Roadholders' with built-in thief-proof lock: progressive two-way oil damping: single rate springs housed within heat treated tubular steel stanchions: light alloy sliders with chromed steel extensions.

HUBS AND BRAKES. Large diameter alloy hubs: front brake drum cast into hub: one-piece rear drum and sprocket bolted up to hub: ball journal bearings. Brake sizes—Front 8" x 1 1/4". Rear 7" x 1 1/4".

COLOUR FINISH. Jet black primarily with silver petrol tank and chrome plated mudguards.

One of the finest—and most famous—British motor cycles in the world. Tremendous acceleration . . . race-bred handling . . . superlative road-holding . . . everything the enthusiast could wish for.

ENGINE. 745 cc o.h.v. vertical twin (73mm bore x 89mm stroke). Alloy cylinder head with integral rocker box: parallel induction tracts with large diameter inlet valves: alloy push-rods: built-up forged steel crankshaft with large diameter central iron flywheel: one-piece cast-iron cylinder block: crankshaft driven gear type oil pump: carburation by twin Amal Monoblocs: ignition by magneto, with automatic advance and retard.

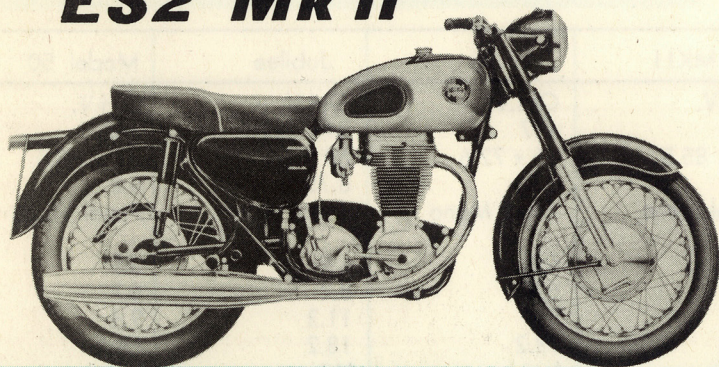
FRAME. The famous Norton 'Featherbed' with its race-bred handling and road-holding.

FORKS. 'Roadholders' with built-in thief-proof lock: progressive two-way oil-damping: single rate springs housed within heat treated tubular steel stanchions: alloy sliders with chromed steel extensions.

HUBS & BRAKES. Large diameter die-cast alloy hubs: front brake drum cast into hub: one-piece rear drum and sprocket bolted up to hub: ball journal bearings. Brake sizes—Front 8" x 1 1/4". Rear 7" x 1 1/4".

COLOUR FINISH. Jet black primarily with cherry red petrol tank and chrome plated mudguards.

ES2 Mk II



Rated with the best on performance, reliability and economy, this large capacity single is one of the most popular Norton machines on the market.

ENGINE. 497cc o.h.v. single (86mm bore x 85.5mm stroke). Alloy cylinder head: chrome plated stellite tipped valves: exhaust valve lifter fitted: hairpin valve springs: built-up rockers housed in detachable light alloy rocker box: hiduminium pushrods: mushroom type cam followers: separate cam wheels: built-up crankshaft, with individually balanced steel fly-wheels and two-piece crankpin, supported by two ball, one roller main bearings: duralumin caged roller big-end bearing: steel connecting rod: alloy piston: cast iron cylinder barrel: gear type oil pump driven of timing side crankshaft: ignition by battery and coil with independent emergency start circuit.

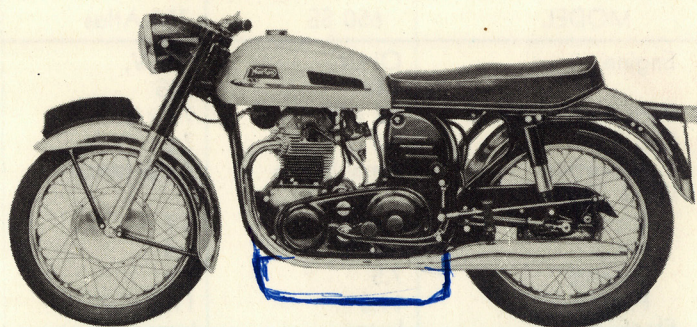
FRAME. Brazed and bolted construction with integral sidecar lugs: twin tube duplex cradle: rear sub-frame loops are short, rear swinging fork braced for rigidity: rear suspension controlled by fully adjustable oil damped Girling units.

FORKS. "Roadholder" forks with built-in thief proof lock: progressive two way oil damping: single rate springs housed within large diameter heat treated tubular stanchions: light alloy sliders, with chromed steel extensions.

HUBS AND BRAKES. Large diameter alloy hubs: front brake drum cast into hub: one piece rear drum and sprocket separate from hub: ball journal bearings. Brake sizes—front 8" x 1 1/4" rear 7" x 1 1/4".

COLOUR FINISH. All black and chrome.

88SS



Famous Norton 'Roadholder' forks and 'Featherbed' frame give outstanding stability and firm road grip on this powerful long-distance-event winner.

ENGINE. 88SS. 497cc o.h.v. vertical twin (66mm bore x 72.6mm stroke). Alloy cylinder head with integral rocker box: parallel induction tracts with large diameter inlet valves: forged steel rockers: alloy push-rods: large diameter tappets: single chain-driven camshaft: built-up forged steel crankshaft with large diameter central iron flywheel: plain big-end bearings: 2-piece connecting rods: alloy pistons: one-piece cast-iron cylinder block: crankshaft driven gear type oil pump: carburation by twin Amal Monoblocs: ignition by magneto with automatic advance and retard.

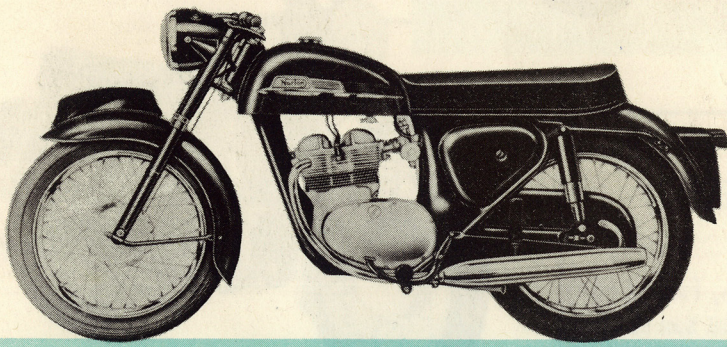
FRAME. The famous Norton 'Featherbed' with its race-bred handling and road-holding.

FORKS. 'Roadholders' with built-in thief-proof lock: progressive two-way oil damping: single rate springs housed within heat treated tubular steel stanchions: light alloy sliders with chromed steel extensions.

HUBS AND BRAKES. Large diameter alloy hubs: front brake drum cast into hub: one-piece rear drum and sprocket bolted up to hub: ball journal bearings. Brake sizes—Front 8" x 1 1/4". Rear 7" x 1 1/4".

COLOUR FINISH. Jet black primarily with silver petrol tank and chrome plated mudguards.

JUBILEE 250cc



Whether you're a learner on his first machine or an experienced rider with many miles behind him, the Jubilee 250cc is the ideal machine for you . . . brisk acceleration and sleek, handsome appearance.

ENGINE. 249cc o.h.v. twin cylinder; 60mm bore x 44mm stroke; twin high level camshafts; alloy cylinder heads; multirate coil valve springs; one piece rockers—short duralumin pushrods; one piece forged steel crankshaft supported by ball journal and roller bearings; plain big-end bearings; two piece alloy connecting rods; alloy pistons (c.r. 8.75:1); cast-iron cylinder barrels; crankshaft driven gear type oil pump; carburation by single Amal Monobloc; ignition by twin coils and dual contact breakers.

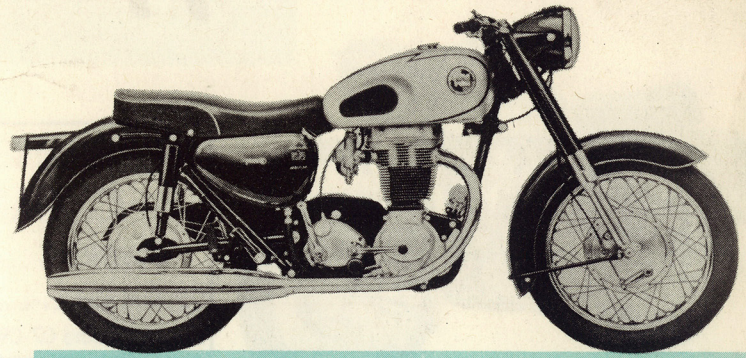
FORKS. Extremely efficient, multi-rate, telescopic type giving riding comfort at all speeds with road-holding and steering in the best Norton tradition.

FRAME. Duplex type with very rigid centre channel section and pressed steel front member. Two-way hydraulically damped rear swinging arm pivoting on bonded rubber bushes.

BRAKES. 6" dia. x 1" smooth acting, efficient with full width hubs front and rear and chromium styling flanges.

COLOUR FINISH. Flamboyant Burgundy and Black.)

MODEL 50 350cc



One of the pace-setters in the Norton range—designed for the enthusiast who appreciates immaculate engineering and superlative performance day-in, day-out.

ENGINE. 348cc o.h.v. single (72mm bore x 85.5mm stroke). Alloy cylinder head: stellite tipped valves: hairpin valve springs: built-up rockers: hiduminium pushrods: mushroom type cam followers: separate cam wheels: built-up crankshaft with individually balanced steel flywheels and two-piece crankpin, supported by two ball, one roller main bearings: duralumin caged roller big-end bearing: steel connecting rod: alloy piston: cast iron cylinder barrel with integral pushrod tunnels: gear type oil pump: ignition by battery and coil with independent emergency start circuit.

GEARBOX. Separate four speed box: wide tooth heavy duty pinions: multi-plate clutch with integral rubber vane shock absorber: primary drive housed in cast alloy oil bath.

COLOUR FINISH. All black and chrome.

MODEL	650 SS	750 Atlas	ES2 MKII	88 SS	Jubilee	Model 50
Engine	OH.V. 647	OH.V. 745	OH.V. 498	OH.V. 497	OH.V. 249 twin	OH.V. 348
Bore and Stroke	68 x 89	73 x 89	86 x 85.5	66 x 72.6	60 x 44	72 x 85.5
CR	8.9	7.6	7.6	9.5	8.75	8.8
Carburettor	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono
Gear Ratios						
Top	4.4	4.4	4.79	5.2	6.8	5.5
Third	5.4	5.4	5.8	6.3	8.2	6.7
Second	7.5	7.5	8.1	8.8	11.3	9.4
First	11.3	11.3	12.3	13.2	18.2	14.1
Electrics	Lucas 12V	Lucas 12V	Lucas 6V	Lucas 12V	Wipac 6V	Lucas 6V
Chains Front	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .305	$\frac{3}{8}$ Duplex	$\frac{1}{2}$ x .305
Chains Rear	$\frac{1}{2}$ x .380	$\frac{1}{2}$ x .380	$\frac{1}{2}$ x .380	$\frac{1}{2}$ x .380	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .380
Tyres Front	3.00 x 19	3.25 x 19	3.25 x 18	3.00 x 19	3.00 x 18	3.25 x 18
Tyres Rear	3.50 x 19	4.00 x 18	3.50 x 18	3.50 x 19	3.25 x 18	3.25 x 18
Brake Dia. Front	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	6" x 1"	8" x $1\frac{1}{4}$ "
Brake Dia. Rear	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	6" x 1"	7" x $1\frac{1}{4}$ "
Petrol Tank (Gallon)	$3\frac{5}{8}$	$3\frac{5}{8}$	$4\frac{1}{4}$	$3\frac{5}{8}$	3	$4\frac{1}{4}$
Oil Tank (Pints)	$4\frac{1}{2}$	$4\frac{1}{2}$	4	$4\frac{1}{2}$	$3\frac{1}{2}$	4
Seat Height	31"	31"	$29\frac{3}{8}$ "	31"	$29\frac{1}{2}$ "	$29\frac{3}{8}$ "
Wheel Base	$55\frac{1}{2}$ "	$55\frac{1}{2}$ "	$55.13/32$ "	$55\frac{1}{2}$ "	$52\frac{1}{2}$ "	$55.13/32$ "
Ground Clearance	$6\frac{1}{4}$ "	$6\frac{1}{4}$ "	$5\frac{1}{2}$ "	$6\frac{1}{4}$ "	$5\frac{1}{2}$ "	$5\frac{1}{2}$ "
Weight (lbs)	400	400	399	390	320	390

AMC

first and foremost makers of motor cycles

NORTON MOTOR CYCLES LIMITED
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