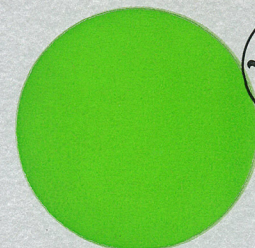


Model	650 SS	750 Atlas
Engine	OH.V. 647 c.c. (39.5 cu. in.)	OH.V. 745 c.c. (45 cu. in.)
Bore and stroke	68 x 89 mm. (2.68 x 3.50 in.)	73 x 89 mm. (2.87 x 3.50 in.)
Compression ratio	8.9 : 1	7.6 : 1
Carburettors	Amal	Amal
Gear ratios:		
Top	4.4 : 1	4.4 : 1
Third	5.4 : 1	5.4 : 1
Second	7.5 : 1	7.5 : 1
First	11.3 : 1	11.3 : 1
Electrics	Lucas 12V.	Lucas 12V.
Chains (front)	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .305
Chains (rear)	$\frac{5}{8}$ x .380	$\frac{5}{8}$ x .380
Tyres (front)	3.00 x 19	3.00 x 19
Tyres (rear)	3.50 x 19	3.50 x 19
Brake dia. (front)	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "
Brake dia. (rear)	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "
Petrol tank (gallons)	$3\frac{5}{8}$ Imperial (4.35 U.S.A.)	$3\frac{5}{8}$ Imperial (4.35 U.S.A.)
Oil tank (pints)	$4\frac{1}{2}$	$4\frac{1}{2}$
Seat height	31"	31"
Wheel base	55 $\frac{1}{2}$ "	55 $\frac{1}{2}$ "
Ground clearance	6 $\frac{1}{4}$ "	6 $\frac{1}{4}$ "
Weight (lb.)	400 (182 kg)	400 (182 kg)

Norton Villiers Limited
 Norton Matchless Division
 44 Plumstead Road, London S.E.18



NORTON 650 SS AND ATLAS 750



650 SS and Atlas 750

Among the true motor cycling enthusiasts no road bikes are more popular than these two husky Norton twins, both of them bristling with performance qualities perfected on the race circuits of the world.

Here are two 100-mile-an-hour-plus road machines, identical in everything but engine capacity and tyre sizes—machines as tractable and docile in the built-up areas as they are exciting and breathtaking on the open roads. In brief, two of the finest models to carry the famous Norton name.

Norton 650 SS

Engine

647 c.c. o.h.v. vertical twin (68 mm. bore x 89 mm. 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: (CR 8.9 : 1) one-piece cast-iron cylinder blocks: crankshaft driven gear type oil pump: twin Amal Concentric carburettors: coil capacitor ignition, with automatic advance and retard.

Gearbox

Separate 4-speed, with medium-close ratios: wide-tooth heavy-duty pinions: driven through five plate clutch which incorporates rubber vane shock absorbers: single primary chain housed in pressed-steel oil bath.

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.

Wheels

19" diameter chrome plated steel rims fitted with high hysteresis tyres—sizes: Front 3.00 x 19; Rear 3.50 x 19 Grand Prix.

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 1¼", Rear 7" x 1¼".

Lighting

12-volt: crankshaft mounted alternator: two 6-volt batteries mounted in series: Zener diode: adjustable 7" diameter headlamp with 50/40w. double filament head bulbs: combined rear and stop light with integral reflectors.

Tanks

3½ gallon petrol tank, completely rubber mounted: single two-level tap: 4.5 pint oil tank.

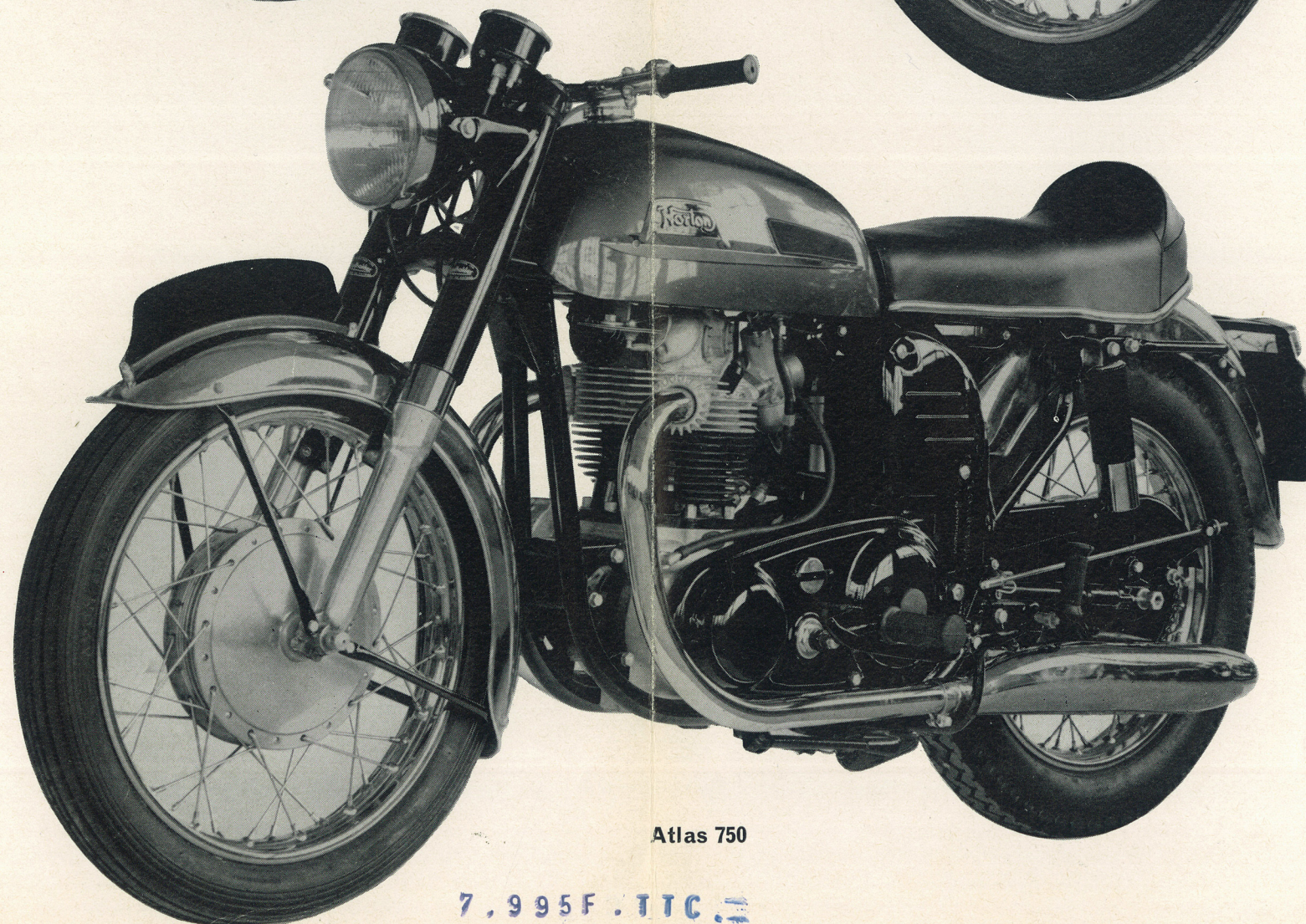
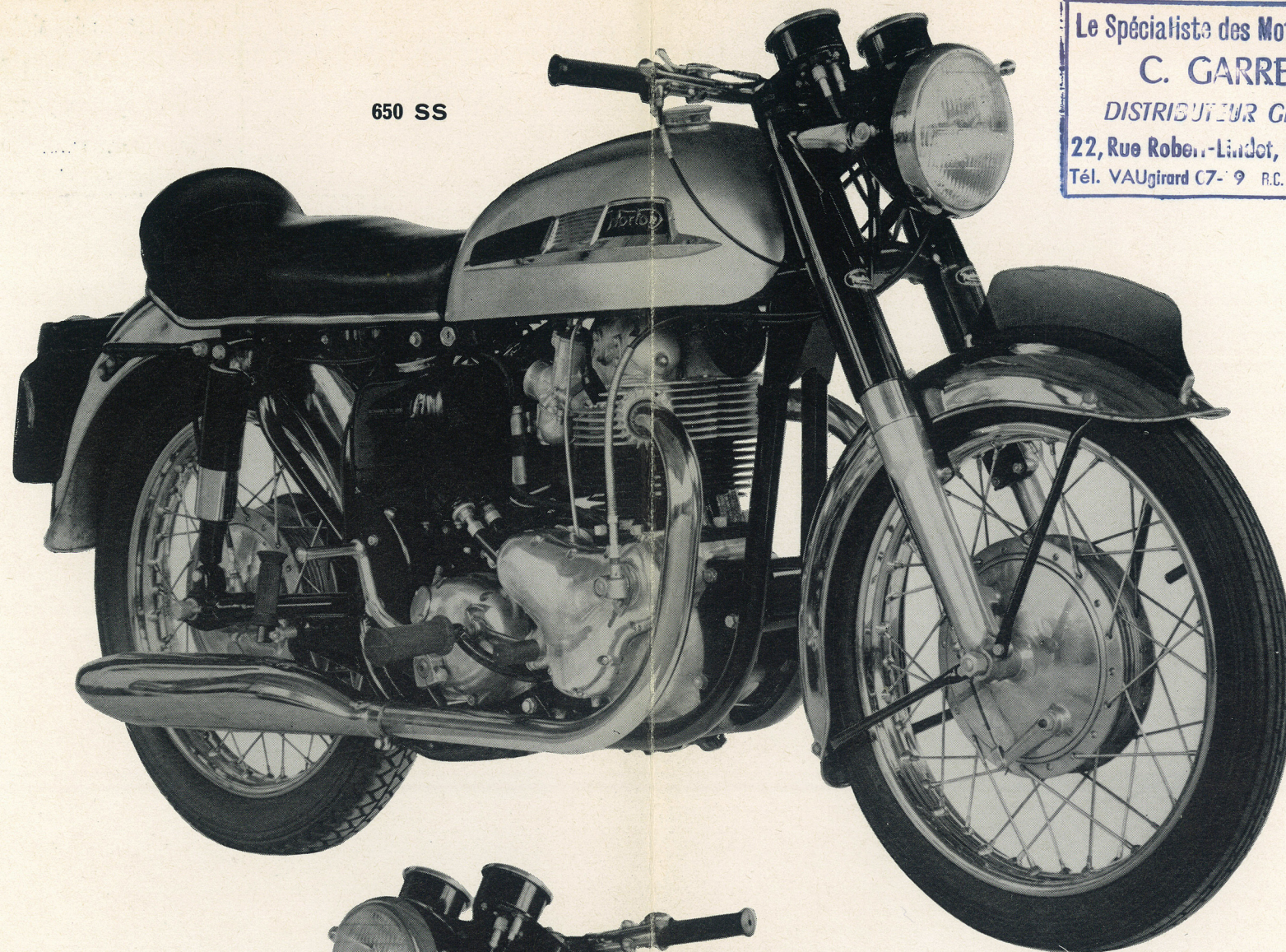
Colour Finish

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

Optional: Sidecar forks, gears and suspension, handlebars.

Optional extras: steering damper, safety bars.

650 SS



Atlas 750

7.995F.TTC.

Norton Atlas 750

Engine

745 c.c. o.h.v. vertical twin (73 mm. bore x 89 mm. 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 (CR 7.6 : 1): one-piece cast-iron cylinder block: crankshaft driven gear type oil pump: twin Amal Concentric carburettors: coil capacitor ignition, with automatic advance and retard.

Gearbox

Separate 4-speed, with medium-close ratios: wide tooth heavy-duty pinions: driven through five plate clutch which incorporates rubber vane shock absorbers: single primary chain housed in pressed steel oil bath.

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.

Wheels

Chrome plated steel rims fitted with high hysteresis tyres—sizes: Front 3.25 x 19; Rear 4.00 x 18.

Hubs and 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 1¼", Rear 7" x 1¼".

Lighting

12-volt: crankshaft mounted alternator: two 6-volt batteries mounted in series: Zener diode: 7" diameter headlamp with 50/40w. double filament head bulb: combined rear and stop light with integral reflector.

Tanks

3½ gallon petrol tank, completely rubber mounted: single two-level tap: 4.5 pint oil tank.

Colour Finish

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

Optional. Sidecar forks, gears and suspension, handlebars.

Optional extras as 650 SS.

Both machines are fitted with the celebrated race-bred 'Featherbed' frame and 'Roadholder' forks.

The all-welded duplex frame is built of high-quality steel tubing and is liberally gusseted at the rear to give maximum rigidity to the swinging arm. The unique head construction is one of the principal reasons for the excellent steering characteristics of these machines.

The world-famous 'Roadholder' forks use large-diameter main tubes and two-way hydraulic damping. The fork legs are designed to give the utmost rigidity for attachment to the wheel hub and strength at brake torque stop anchorage. The full-width 8 in. die-cast hub is deeply ribbed for maximum cooling, and has an 8 in. x 1¼ in. cast-in brake drum.

Le Spécialiste des Motos Rapides
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