

Welcome to the British Cycle Supply Catalogue

Just click on the rectangle to go directly to the index and click on the items to go to the pages. Alternatively you can use the “search” function on the bar above to search by description or part number. If you don't have the current BCS Priceguide, simply e-mail us and we will e-mail one right back to you. Please include your name and address, telephone number, and the serial number of your motorcycle. This will allow us to add you to our database and facilitate any future contact. (If you are already a customer, please tell us and include your customer number, if possible.)



<mailto:info@britcycle.com>

Please visit us on the web:

<http://www.britcycle.com>

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Part Number Information

Parts Man's Prayer

If you have any problems or questions please contact us.

Tel: (902)542-7478 Fax: (902)542-7479

New Feature: Click on any of the red URL's to go directly to the web page for the indicated product!

Click on the <mailto:info@britcycle.com> on any page to e-mail.

Thanks for trying our catalogue!



WORLDWIDE CATALOGUE #14

PUBLICATION 101-009

(This book should be used with the illustrated "factory" parts book for the specific year and model motorcycle being worked on, and the BCS Priceguide.)

PARTS AND ACCESSORIES FOR PRE 1988



And Other Classic British Bikes

From: **BRITISH CYCLE SUPPLY COMPANY**

604 DAVISON ST, RR3 WOLFVILLE, NOVA SCOTIA, CANADA, B4P 2R3

& 146 PORTER STREET, HACKENSACK, NEW JERSEY, USA, 07601

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WEB SITE: <http://www.britcycle.com>

IMPORTERS AND WAREHOUSE DISTRIBUTORS OF:

*** ORIGINAL * REPLACEMENT * TOURING * HIGH PERFORMANCE * CUSTOM *
PARTS AND ACCESSORIES FOR CLASSIC BRITISH MOTORCYCLES**

SUPPLYING PARTS TO RIDERS AND THE TRADE SINCE 1977!

WAREHOUSES IN MELANSON, NOVA SCOTIA, CANADA AND HACKENSACK, NEW JERSEY, USA

Riders, you can also have your favourite Brit Bike Shop contact us for parts.

HOW TO USE THE BCS PRICEGUIDE TO FIND PRICES AND AVAILABILITY

The BCS Priceguide is designed to be used in conjunction with the "factory" parts book for a particular year and model motorcycle. The original equipment manufacturer's part numbers can be referenced in the Priceguide to show price and availability as of publication date.

Norton Part Numbers: Early Norton part numbers can appear in a variety of ways:

E3135 becomes NME3135 and supersedes to 06-7584

T2166 becomes NMT2166 and supersedes to 06-3995

25060 becomes NM25060 and supersedes to 06-7903

(please note: the early Norton numbers are found in the front part of the Priceguide section as NME3135; NMT2166; NM25060; etc.)

BSA Part Numbers: When consulting your BSA parts book, check carefully to be sure you have written the part numbers correctly. BSA part numbers are composed of two digits, a dash, and at least four digits following. Occasionally, there will be a six digit number followed by a slash mark and one, two or three digits. For example, BSA part numbers may be listed as:

67-0946

42-6528/88

97-3896/3

97-3795/177

However, some of the older BSA parts books may show the part numbers in an entirely different way. In all cases, BSA part numbers must be entered on your parts order with two digits, a dash, and at least four digits following. When you look up a BSA part number in a BSA part book, and it does not show two digits, a dash, and at least four digits, it will be necessary to convert to this form, to either enter the part number correctly on your parts order, or to assist you in looking up a price in the Priceguide section. To convert old part numbers, fill in the missing digits with zeros.

2-525 becomes 02-0525

(Only the last two digits before the dash are the

40-24 becomes 40-0024

start of the part number; some early parts books

67-949 becomes 67-0949

listed a price code first, which should be ignored.)

Triumph Part Numbers: In 1973 Triumph introduced a numerical part numbering system which supercedes the old alpha-numeric system, in most cases. The old alpha-numeric numbers convert as follows:

DXXXX becomes 60-XXXX

EXXXX (4 digits) becomes 70-XXXX

EXXXXX (5 digits) becomes 71-XXXX

FXXXX (4 digits) becomes 82-XXXX

FXXXXX (5 digits) becomes 83-XXXX

HXXXX becomes 97-XXXX

SXXXX becomes 21-XXXX

TXXXX becomes 57-XXXX

WXXXX becomes 37-XXXX

Some exceptions to the above are listed in the Priceguide. Some Triumph numbers are found in the early part of the Priceguide section as WE479; S262; S661; etc.

WE479 becomes 70-6869

S262 becomes 60-4250

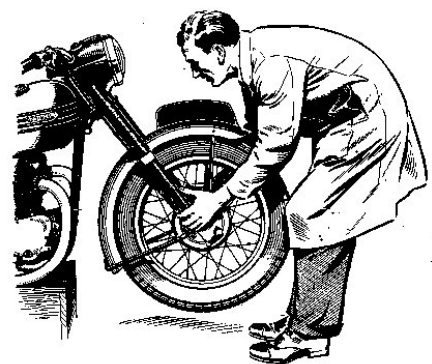
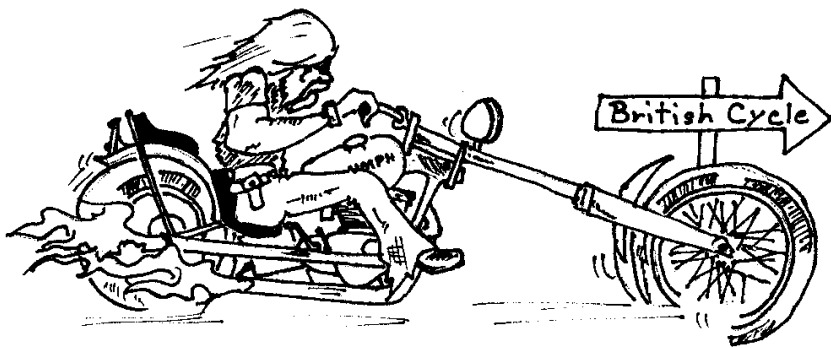
S661 becomes 60-4253

**Call British Cycle Supply Company
(902)542-7478 if you have any questions.**

Support Your Local Parts Man

Blessed be he who *abuseth not* his parts man,
for his orders *shall not* be forgotten,
and *he shall ride* in the days of summer.

Accursed be he who *greeteth his parts man
with scorn and disdain*, for his orders shall be
mislaidd, he shall suffer many backorders,
and *he shall not ride* until the days of summer
are gone and the snow doeth fly.



British Cycle Supply Company

Importers and distributors of original, replacement, speed and custom parts and accessories for
CLASSIC TRIUMPH - BSA - NORTON MOTORCYCLES

604 DAVISON ST, RR3 WOLFVILLE, NS, CANADA, B4P 2R3

& 146 PORTER ST, HACKENSACK, NJ, USA, 07601

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CALL THE BRITISH PARTS SPECIALISTS

(902)542-7478 TO PLACE AN ORDER OR MAKE AN ENQUIRY

HISTORY: British Cycle Supply Company Limited has been in business since 1977. Our warehouse just outside Wolfville, Nova Scotia, was opened in 1983, after taking over the parts stock and distribution activities of Raymond-Burke Motors Ltd, former Canadian Triumph/BSA importers. In 1990, a U.S. warehouse was opened in New Jersey to better serve our American and international customers. In late 1991, the parts stocks of former Canadian Norton importer, Firth Motorcycles, and long time BSA importer, McBride Cycle, were added to British Cycle Supply Company's already extensive inventory. In 1992, the well known British motorcycle parts distribution operation of Ian Kennedy Motorcycles in Ontario, Canada, was also taken over by BCS. British motorcycle parts are shipped worldwide by a full time staff of fifteen; with customers in such places as Spain, Israel, Hawaii, New Zealand and Alaska! We are not a "virtual company"! We have warehouses and staff in Canada and the USA devoted to the sale of British motorcycle parts. It is all we do!

PARTS INVENTORY: Over 23,000 part numbers are carried, worth over 3 million dollars, in our computerized inventory. In addition, an extensive inventory of used parts is on hand in a separate department. We are still processing inventories of BSA, Enfield and Ariel N.O.S. parts that we have acquired. As we are an official distributor of Genuine Norton Parts, a full stock of Norton Commando parts is always on our shelves. Our Triumph and BSA stock consists mainly of currently manufactured and New Old Stock parts for unit construction twins, singles, and triples; although we do have a fair stock of pre-unit parts on hand. We also carry an excellent inventory of "Cafe Racer", "Custom", "Performance" and "Touring" components, along with service tools, motorcycle literature, patches, T-shirts, pins, etc. New items are constantly being added to our range as they become available. Please ask!

CATALOGUE: Unfortunately, the pressure of working to give fast service on parts orders has prevented completion of as detailed a catalogue as we would like. We do sell a complete range of "Factory" parts books, each book listing every nut, bolt, washer and component for a specific year and model of motorcycle. These parts books (also available on CD's) are a virtual necessity, as orders with part numbers and descriptions can be processed much more quickly and accurately than orders which require us to look up every part number.

QUOTES: Answering letters, faxes and e-mails requesting prices and supply information tends to be rather inefficient, partly due to the fact that price and supply constantly change, and because we usually carry a great variety of similar parts which could make a written reply to what seems a simple

request take a lot of explanation. In our experience we have found that most questions can be answered promptly and efficiently by telephone. We ask you to phone us despite the added expense as we believe that this is the best method of discussing your parts requirements. Our trained parts personnel can answer your questions between 9:00 a.m. and 10:00 p.m. Eastern Standard Time Monday through Thursday, 9:00 a.m. to 5:00 p.m. Fridays; we are closed weekends.

We hope that we can assist with your parts requirements by phone, rather than by letter, fax or e-mail, which at best could only give approximate price and availability of items and could take a great deal of time to reach you.

TERMS: We have no open accounts at this time. Orders can be shipped COD (in Canada and the U.S.A.) or charged to VISA, MASTERCARD, AMERICAN EXPRESS, DISCOVER or DINERS CLUB and J.C.B. International customers can prepay by PayPal, money order, but a credit card is best. If you must use a personal cheque, please remember that it will be held by the banks for three to four weeks, causing your shipment to be delayed.

ORDERS: We try to ship parts as quickly as humanly possible, usually next working day, but during very busy times, unfortunately, delays may occur. For best service please call:

- 1) State your name and customer number when ordering.
- 2) Order by part number with description and quantity.
- 3) Separate any items without part numbers from the rest of the order, along with any technical questions.
- 4) Have engine and frame serial numbers available.

U.S. & FOREIGN CUSTOMERS: U.S. and Puerto Rico customers are invoiced in U.S. dollars. Invoices for all other customers are in Canadian dollars.

U.S. CUSTOMS: If you are charged U.S. customs duty on parts which have to come from our Canadian warehouse, please send us a copy of your bill for these charges with a copy of the invoice from us. The charges levied will be credited toward your next order. This does not include any brokerage fees. This policy is to help keep your costs equivalent to those of our Canadian customers. In most cases your parts will be shipped straight from our well stocked New Jersey warehouse.

SHIPPING: Orders from our Canadian warehouse go by fastest mail whenever possible. Orders being shipped from our American warehouse are normally sent by UPS ground. Credit card customers can have their orders shipped Next Day Air if desired. Larger orders may have to be shipped by

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BRITISH CYCLE SUPPLY COMPANY LIMITED

(902)542-7478 FOR CLASSIC TRIUMPH, BSA AND NORTON PARTS

truck. All orders are insured against loss to the maximum amount available; but any damage in transit must be claimed against the shipping company. (We will assist with this.) Retain packaging and packing material if there are any shortages or if there is any damage.

BACKORDERS: Occasionally we can't fill an order completely, and "backorder" out-of-stock items rather than hold up your main order. These items, if they total ten dollars or over, are shipped when in unless otherwise requested. Non-standard items, which must be especially ordered for you, may not be cancelled in most cases, and a deposit may be required. We are unable to hold a shipment until we can fill it completely.

RETURN POLICY: If any problems are encountered, please contact us before returning parts. **IT IS IMPORTANT FOR THE INVOICE TO BE RETURNED ALONG WITH THE PARTS, AS WE ARE UNABLE TO ACCEPT ANY PARTS RETURNED WITHOUT A COPY OF THE INVOICE AND PRIOR AUTHORIZATION.** Please see the return policy for complete details.

OPEN HOURS: Our telephone order lines are open 24 hours a day, however on weekends and nights you will get our voice mail. If leaving a parts order or message, please speak slowly and clearly, especially when leaving your name and phone number; but it is best to phone back next working day to check. We are primarily a motorcycle parts warehouse, but we welcome visitors by appointment.

DEALER POLICY: British Cycle Supply Company Limited does NOT offer wholesale pricing to the public! List prices are those our retail department uses in dealing with the general public; net prices are applicable to qualified motorcycle businesses only. In order to qualify as a dealer, the local telephone listing must specifically indicate a motorcycle business or we must be supplied with invoice copies from three other recognized wholesalers as proof of dealer status. A BCS dealer application is available on request.

LIABILITY: All parts are sold with the understanding that they are to be installed by a qualified mechanic in accordance with the original equipment manufacturer's service manual using the correct service tools. We are unable to accept any liability for damages as we are neither manufacturer nor installer. Buying from us indicates acceptance of these terms.

SPECIAL NOTES: We annually produce a Canadian and American Catalogue/Priceguide of our computerized inventory, supplied at \$5.00 postpaid or free with an order. The pricelist can be e-mailed to you at no charge and our catalogue can be downloaded in Adobe Acrobat format. Visit us at www.britcycle.com for details. Published prices are correct to

the best of our knowledge as of the printing date, but are continually being revised upwards or downwards as new stocks arrive. Items showing no price were not on the shelves as of the publishing date but may have arrived since then. Please inquire with part numbers on items not priced. New part numbers are being added on a daily basis.

Vincent and Velocette parts listed with or without prices are available on special order only as of the publication date. We can also supply some Ariel, Enfield, AJS & Matchless items.

Many part numbers have been changed and an * after a new part number or a superseding part number indicates that there may be some differences; but any new part number should interchange. Many parts are carried with the same part number but with a variety of suffixes following a slash (/). (i.e. /ER indicates an Economy Replacement part which should be similar in appearance and function to the original.) A variety of alternative parts are also available in High Performance or Stainless Steel.

Whenever possible we attempt to offer parts manufactured by or for the original motorcycle manufacturers; but due to supply problems, we may have to send an alternative item. If this is not acceptable, please advise us at the time of your order. Bear in mind that this restriction may make it impossible to fill your requirements.

Regretfully, due to the relatively high costs of handling small orders, we have been forced to add a surcharge to orders of less than \$10.00 to bring the parts total up to that amount.

A NOTE FROM THE MANAGEMENT: Thank you for your interest in British Cycle Supply Company's worldwide parts service. The revival of interest in British Motorcycles has a revitalized British Industry manufacturing parts for the many Norton, Triumph, and BSA motorcycles which are being restored and put back on the road. Please contact us if there are any parts requirements or technical problems we may assist you with. With our dedicated, enthusiastic staff, and our constant communication with the manufacturers, I'm sure we can be of help.

**Supporting
Better Business
as a member of the
Better Business Bureau
for decades.**



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Exclusively for British Motorcycle enthusiasts, restorers and shops. Discover our easy free downloads: catalogue, help files, Amal tuning secrets, and much more. We will e-mail you the correct current priceguide upon request. We know you will love our website. Log on today and add us to your “favorites”! Protect your BSA, Triumph or Norton motorcycle with parts from the proven company you know and trust.

Riders, you can also have your favorite Brit Bike Shop contact us for parts. Ride safe!

British Cycle Supply Company
Tel: (902)542-7478 - Fax: (902)542-7479



To best deal with us, we strongly suggest that you have the correct parts book for the particular motorcycle you are working on, the appropriate shop manual, the current British Cycle Supply Catalogue and BCS Priceguide. This catalogue only shows a fraction of our stock - see the BCS Priceguide for a full list.

Our Priceguide is divided into two main categories:

Original Equipment Manufacturer's parts are listed by original BSA, Triumph, Norton and Velocette numbers.

BCS parts, which include Lucas, Amal, Girling, Smiths, and Renold, as well as other "aftermarket" parts, are listed:

200 Series: Paraphernalia

300 Series: Electrical Components

400 Series: Engine Components & Miscellaneous Hardware

500 Series: Chassis Components

600 Series: Fuel/Air/Oil System Components

700 Series: Exhaust Systems & Components

(Most OEM part numbers for aftermarket parts supersede to BCS numbers)

When Ordering:

- 1) Please have your customer number. If you are a new customer we will give you one.
- 2) Please order by part number with description and quantity of the item you want.
- 3) Please have engine and frame serial numbers available.
- 4) Please separate any items without part numbers from the rest of the order, along with any technical questions.
- 5) Please read our terms carefully to avoid misunderstandings.



General Books On British Motorcycles

211-F459 Whatever Happened to the British Motorcycle Industry? The Classic Inside Story of Its Rise and Fall by Bert Hopwood.

The true, inside story of what caused the dramatic decline of the British motorcycle industry at a time when it had to face up to increasing competition from foreign manufacturers. Sftbd., 6 1/2"x 9", 320 pgs., 240 b&w ill.

213-7459 Classic British Two-Stroke Trials Bikes by Don Morley

From the demise of the Villiers engine to the arrival of the Japanese fleet, British two-stroke trials bikes reigned supreme. 28 marques chronicled! Hardbound, 192 pgs, 8-1/2"x7-1/2", 200 b&w photos.

213-8609 Restoring Motorcycles - Two-Stroke Engines by Roy Bacon

Deals with everything! The necessary tools, dismantling and inspection to refurbishment and assembly. Softbound, 128 pg, 160 b&w illus, 10-1/2"x7-3/4".

214-01 Modern Motorcycle Mechanics by J.B. Nicholson

For those operating or restoring any of the English makes or early American motorcycles, Modern Motorcycle Mechanics is the best source for technical details, specifications and general servicing information. 7th Edition, hdbd., 760 pgs, 360 ill.

214-0312 The Handbook of Classic British Bikes

Covers the first century of the British Motorcycle Industry, from its beginnings to the present day. Divided into four chronological sections: The Pioneers, Vintage Days, The Classic Era, Endings and Beginnings - it profiles almost 100 of the best loved machines that have helped shape the last 100 years. Softbound, 8-1/4"x6-3/8", colour illus, 192 pgs.

214-04 Motorcycle Electrics Without Pain by Mike Arman

Covers all aspects of a bike's electrics. A totally non-theoretical approach to making it run again. Great reading and valuable no matter what you ride. A must for every motorcyclist who works on his own bike, as well as motorcycle shops. Sftbd., 11" x 8-1/2", 64 pgs, 53 photos, 52 diagrams.

214-14 Classic Motorcycle Engines by Vic Willoughby

A new perspective on 20 outstanding designs! Hardbound, 144 pg, b&w illus, 8-3/4"x11".

214-2800 Great British Motorcycles of the Sixties by Bob Currie

It surveys a cross-section of outstanding motorcycles from the decade when the British industry was slipping towards near-extinction, with bikes representing the once-famous marques, from AJS to Vincent. Lavishly illustrated throughout with photographs and reprints of the original sales brochures and road tests. 140 pages of fascinating history, in a book measuring approx. 8"x11", this is something that everyone with a love of these magnificent machines should own!

<http://www.britcycle.com/Products/books/BooksGeneral.htm>

General Books On British Motorcycles

214-3933 The Motorcycle Restorer's Workshop Companion by Geoff Purnell

The complete guide to techniques and tools for motorcycle restoration and repair. Shop set-up, tools required, analysis and use of metals, casting and lathe work -even advice on heat treatment. Valuable information for experienced or first-time restorers. Special guidance for sidecar restoration. Hardcover, 7 1/4" x 9 1/2", 160 pgs., 150 b&w ill

214-4199 Cafe Racers of the 1960's by Mick Walker

Subtitled: Machines, Riders and Lifestyle: A Pictorial Review. Renowned motorcycle expert Walker profiles the exciting range of nostalgic 60s cafe racers superbike specials in this easy-to-use reference. Includes chapters on Goldie, Triton, Dunstall, Rockers, Homebrew, Cottage Industry, and Foreigners. Softbound, 7 1/4" x 10 1/4", 96 pages, 114 b&w ill.

214-4269 British Classic Bike Guide: Choosing, Riding and Enjoying the Machine of Your Dreams by F. Westworth

Subtitled: Choosing, Riding and Enjoying the Machine of Your Dreams. This expert handbook delivers comprehensive information and essential advice on buying the best bike at the best price. From the greats like BSA, Norton and Triumph to the other minor classics, this volume recounts the history of each marque, the evolution and construction of the machine and its power plant, the pros and cons of ownership, and so much more. Hdbd., 8 1/2"x 11", 192 pgs., 300 b&w ill.

214-4901 British Motorcycles Since 1900 by Paul Collins

All of the great British manufacturers BSA, Triumph Norton, Ariel, Velocette, Vincent and more are fully chronicled in this A to Z history of each of the manufacturers that gave Britain its pre-eminence. Illustrated throughout with a superb selection of photographs that recall the glory years of British motorcycles. Hardcover, 6-3/4"x 9-1/4", 128pg

214-6674 The British Motorcycle Directory: Over 1,100 Marques from 1888 by Roy Bacon

An A-Z of British motorcycle marques, from the famous to the obscure, with each entry giving a complete history of the manufacturer and its most important machines, with illustrations. This book is the most comprehensive directory of British motorcycle manufacturers and their respective products ever compiled. Hardcover - 288 pp - 8-1/2" x 11" - 850 b/w

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Books About AJS/Matchless Motorcycles

213-7556 Matchless & AJS Restoration by Roy Bacon

All Post-War Road Singles & Twins Restoration. Bacon outlines the history of the Matchless and AJs and uses archival photography to illustrate his step-by-step guide to renovating and restoring these bikes. Sftbd., 7 3/4 x 10 1/2, 240 pgs., 233 b&w ill.

214-7088 Matchless: The Complete Story by Mick Walker

Matchless was one of the true pioneer motorcycle manufacturers. Their first machine was manufactured in London in 1899, and the company really came to prominence in 1907 with victory in the single-cylinder class of the first Isle of Man TT. Over the next seventy years, Matchless produced many distinguished bikes, from singles to magnificent four-cylinder machines. In 1931 Matchless acquired the ailing AJS concern, and the two companies were merged to form AMC - Associated Motorcycles. From then on Matchless and AJS machines became increasingly similar, and for a long time the machines of each mark were practically identical. Mick Walkers history of this famous marque takes in every machine and also looks at the competition fortunes of the company. Well illustrated with archive photographs, this book is a worthy tribute to this famous London manufacturer. Hardcover - 8" x 10" - 216 pp - 20 color, 20 b/w

214-GOLD/03 A.J.S. & Matchless 1945-1966 Gold portfolio by R.M. Clarke

This volume contains 48 articles including road test reports from such popular magazines as Cycle World, Motorcycle and Motorcycle Mechanics. Plus articles on new model reports, performance data, history, service notes, engine analysis, specs and tuning. Sftbd., 8" x 10 3/4", 172 pgs., approx. 300 b&w ill.

<http://www.britcycle.com/Products/books/AJSmatchless.htm>

Books About Ariel Motorcycles

214-6456 Ariel: The Complete Story by Mick Walker

From the first Ariel in 1901, over the next 60 years the name would be associated with some of Britains best motorcycles, such as the Square Four. After the Second World War Ariel became part of the BSA group, but sadly the name then disappeared. Hardcover - 8" x 10" - 208 pages - 200 b/w, 25 color

214-6242 Ariel Leader-Golden Arrow - Road Test Limited Edition Extra by R.M. Clarke

Traces the story of Ariel Leader and Arrow models from their first announcement in 1958. A book of contemporary road and comparison tests, specification and technical data, new model introductions, riders reports, long-term tests, development, racing, history. Technical guidance is given on maintenance, engine and fork strip-downs, supertuning and servicing. Softbound, 136 pages, 350 illustrations

214-6234 Ariel Square Four 1948-1959 -Road Test Limited Edition Extra by R.M. Clarke

Detailed reports covering post-war Square Fours manufactured up to 1959. A book of contemporary road tests, specification and technical data, new model introductions, development, riders impressions, history, touring, technical articles on tuning, engine stripping, decoking. Softbound, 136 pages 136, 8w x 10.75h

<http://www.britcycle.com/Products/books/Ariel001.htm>

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Books About BSA Motorcycles

211-F479 BSA Competition History by Norman Vanhouse

This highly regarded account provides an in-depth history of BSA and details its many successes in trials, scrambles, motocross and road racing. Written from first-hand experience and the recollections of BSA personnel and fully Illustrated throughout with archive photographs including many exciting action shots. Detailed appendices list principal titles won by BSA. This classic book sets the record straight on the variety of BSA models that achieved successes in cycling competition. Hardcover, 7"x 9-1/2", 346pg.

213-669 BSA Twin Restoration by Roy Bacon

The only comprehensive guide to the classic BSA twins. This guide is essential to renovating and restoring all post-war models. Also includes development history, general maintenance, how to recognize parts and improve specs. Sftbd., 8"x 10 3/4", 240 pgs, 270 ill.

213-1181 Classic Motorcycles, BSA by Don Morley

An outstanding collection of crisp, clear photos of BSA bikes from around the world. featuring a comprehensive spread of models, only the finest examples have found their way onto the pages of this exciting, all-colour photo collection. Sftbd., 8 1/4"x 9", 120 colour ill.

213-3682 BSA Twins and Triples by Roy Bacon

The Book contains a detailed machine analysis, around 150 illustrations and comprehensive specifications. Each subject receives input from the recognized marque and model experts and photographs are obtained from around the world. Hdbd., 7 1/2"x 8 1/2".

213-7092 BSA Singles Restoration by Roy Bacon Packed with hard-to-find valuable information. An expert details the history of BSA from 1945 to 1973 and covers the nuts and bolts of restoration, maintenance, specs, improvements and finding parts. A must for the BSA enthusiast. Sftbd., 8"x 10 1/2", 320 pgs, 250 ill.

214-0180 Triumph and BSA Triples: The Complete Story of the Trident and Rocket 3 by Mick Duckworth

The 750cc three-cylinder BSA Rocket 3 and Triumph Trident represented the first of a new and refined breed of multi-cylinder super bikes when they were launched in 1968. Offering tremendous performance and pleasing flexibility, they scored many racing successes and have become much sought-after classics. Hardcover - 8" x 10" - 192 pp - 20 color, 300 b/w

214-5395 BSA Bantam by Own Wright

The diminutive BSA Bantam is one of the icons of British motoring in the twentieth century. It was not fast, or glamorous, or particularly well built; but it was cheap, easy to ride and reasonably reliable. It was an introduction to motoring for thousands of men and women in the fifties and sixties, and it still holds an important place in the memory of many. This book charts the huge success of the little bike from Birmingham that started its life in pre-war Germany and went on to conquer the world. Topics covered: Full history of the BSA Bantam. - Special panels on important features and people. - Full specifications for major models. Hardcover - 7-1/2" x 9-1/2" - 192 pages - 8 color, 175 b/w himself.

<http://www.britcycle.com/Products/books/BSA001.htm>

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More Books About BSA Motorcycles

214-5723 BSA Motor Cycles Since 1950 by Steve Wilson.

All the classic BSA models since 1950. This information packed work is fully illustrated with period photographs and drawings, plus BSA company stories, model histories, and detailed year-by-year machine changes. A must-have for BSA motorcycle enthusiasts! Hardcover, 8-1/4"x 10-1/3", 164pg,

214-6898 BSA Unit Twins by Matthew Vale

The BSA 500 and 650cc Unit Twins were the top-of-the-range models for BSA from the early 1960s through to the Rocket 3 of 1969. The model range covered every angle, from staid tourer, through off-road racers through to true road burners. This book has two parts - the first describes the design and development of the range from its inception in 1962 to the final demise of BSA in 1973, detailing the various models produced each year. The second part of the book looks at the practicalities of restoring and running the model, through documenting both owners experiences and a full restoration of a typical bike. The illustrated record of the restoration of a 1965 Lightning identifies the pitfalls that will confront the restorer and the practical modifications that can be made to provide a reliable mount for todays traffic conditions. Hardcover - 8" x 10" - 200 pp - 20 color, 150 b/w

214-7023 BSA The Complete Story by Owen Wright

Now available in softbound! Owen Wright charts the fascinating history of this unique company. Sixty years of the great BSA motorcycles – Roundtank, Sloper, Empire Star, Gold Star, bantam, Golden Flash and more. Profiles the evolution of BSA to the final calamity that brought an end to the company. Filled with insights into the men and the machines who built BSA. Paperback, 7-3/4"x 10", 192 pg, 114 b&w ill.

214-9818 The Rupert Ratio BSA Unit Singles Manual C15, B40, B25, B44, B50

Armed with this book even the least experienced 'spanner man' has a reasonable hope of not only being able to dismantle and rebuild a BSA Unit Single, but of making it go better and more reliably than even BSA thought possible! This book quite literally takes the BSA (and Triumph) Unit Single engine apart. All the weak points and many of the strengths of the Unit Single lie exposed and the remedies carefully explained. Everything from tuning the carburettor to a complete engine rebuild is described in great detail with a host of illustrations to make the job easier. There are tuning tips to enable the owner to improve the performance of his machine and complete specifications to ensure a knowledge of what was originally fitted. Unit Single Owners everywhere will find this book to be a gold mine of useful advice.

214-9842 When Rosie Meet Aneka by Steve Wilson

Imagine a motorcycle that could talk. Not just any old motorcycle but a very special one, a BSA called Aneka that is nearly 50 years old and very much in need of some tender loving care. But Aneka only talks to Rosie as she and her father struggle not only to restore the bike but also find the answer to the age-old mystery of the 3,000 year old White Horse at Uffington in Oxfordshire - the only thing which can save her Dad's job at the local university archaeology department...Beautifully illustrated by Jacinthe Betts, this book is written for all those who love the landscape of Oxfordshire, Celtic art and of course old motorcycles, especially BSA's. Steve Wilson is a well known author and writer on classic motorcycling as well as being a BSA rider himself. He is married with a small daughter and lives in the shadow of the White Horse itself. Colour and black& white illustrations; 76 pages; 9-1/4" x 6-1/8'.

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214-GOLD/01 BSA Twin A50 A65 62-73 Gold Portfolio by R.M. Clarke

This volume contains articles on Royal Star, Rocket, Cyclone Lightning, Thunderbolt, Spitfire, Special II & III, and Hornet. Including road test reports from such popular magazines as Cycle World, Motorcycle and Motorcycle Mechanics. Plus articles on new model reports, performance data, history, service notes, engine analysis, specs and tuning. Sftbd., 8"x 10 3/4", 172 pgs., 250+ b&w ill.

214-GOLD/02 BSA Twin A7 A10 46-62 Gold Portfolio by R.M. Clarke

60 articles including 23 road test reports. Includes touring, new model reports, performance data, specifications and tuning. Covers Road Rocket, Gold Flash, Super Rocket, Gold Star, Star Twin & Shooting Star. Format: Softbound, pages: 172, Length: 8w x 10.75h

214-GOLD/07 BSA & Triumph Triples 68-76 Gold Portfolio by R.M. Clarke

This volume contains articles on BSA Rocket 3, Triumph Trident, T150, T160 and Hurricane. Including road test reports from such popular magazines as Cycle World, Motorcycle and Motorcycle Mechanics. Plus articles on new model reports, performance data, history, service notes, engine analysis, specs and tuning. Sftbd., 8"x 10 3/4", 172 pgs., 250+ b&w ill.

214-GOLD/08 BSA Singles 1945-63 Gold Portfolio by R.M. Clarke

This volume contains articles on Starfire Scrambler, Catalina, Sports Star, Gold Star, Super Sports, 250, 350, 500 and 600. Including road test reports from such popular magazines as Cycle World, Motorcycle and Motorcycle Mechanics. Plus articles on new model reports, performance data, history, service notes, engine analysis, specs and tuning. Sftbd., 8" x 10 3/4", 172 pgs., 250+ b&w ill.

214-GOLD/09 BSA Singles 1964-74 Gold Portfolio by R.M. Clarke

This volume contain 48 articles including road test reports from such popular magazines as Cycle World, Motorcycle and Motorcycle Mechanics. Plus articles on new model reports, performance data, history, service notes, engine analysis, specs and tuning. Contains specific articles on Starfire, 250, 350, 441, 500, Shooting Star, Gold Star, Manx, Baja, Victor, Special and MX. Softbound, 8" x 10 3/4", 172 pages, 250+ b&w ill.

214-MONO/01 BSA Bantam, All Models 1948 - 1971, Monograph by Roy Bacon

The first Bantam, Variations D1, D3, D5, D7, D10, D14, D175, Competition, Specifications. 48 pgs, 8-1/2"x6", hardbound, b&w illus.

214-MONO/10 BSA A50/A65 Twins, All Models 1962 - 1972, Monograph by Roy Bacon

BSA A65/A50 500 & 650 twins, Range, Competition, Specifications. 55 pgs, 8-1/2"x6", hardbound, b&w illus.

<http://www.britcycle.com/Products/books/BSA001.htm>

Books About Norton Motorcycles

213-2021 Norton, The Complete Illustrated History By Mick Woollett

Hardcover edition of 214-9847 - Please see below.

213-4239 Norton Twins - The Postwar 500, 600, 650, 750, 850 and Lightweight Twins by Roy Bacon

The definitive marque history. Hardbound, 8-1/2"x7-1/2", 191 pg, b&w illus.

213-7084 Norton Twin Restoration by Roy Bacon

A must for all Norton fans and owners. Complete history and renovation information on all Norton twins produced from 1948-1977. Includes detailed chapters on engines, gearboxes, clutches, carbs, frames and parts. also provides original colours, specs, production data and how to improve the bikes. The best source for information and repairs on these classics. Sftbd., 7 3/4"x 10 1/2", 256 pgs, 250 ill.

214-0210 Norton Commando: Haynes Great Bikes Series by Mike Duckworth

The Norton Commando is arguably Britain's most well-developed twin-cylinder motorcycle. Launched in 1967, it was an outstanding sales success, both at home and overseas, and is still a practical means of transport today, with expert service and spares supply available. Here is a detailed history and owners guide to this famous machine, including contemporary reaction to its launch, model changes, buying tips and technical specifications. Hardcover - 7-3/4" x 10-1/4" - 144 pages - 30 b/w, 80 color.

214-0570 Norton Commando: Ultimate Portfolio by R.M. Clarke

A portfolio of contemporary reports on the Commando S, SS, Production Racer, Roadster, Fastback, Dunstall 810, Interstate, Mk.2A, John Player Special and Mk. 3. Included are road tests, new model introductions, specifications, history, technical and performance data plus an engine rebuild and buyers guide. Sftbd., 8 x 10 3/4, 208 pgs., approx. 375 b&w ill.

214-5705 Norton Rotaries: Limited Edition Road Tests by R.M. Clarke

The story of the Norton Rotaries is traced from its announcement in the early 80s. Included are road, comparison and prototype tests, racing and riding impressions and full performance data. All models are covered including the Classic, Commander, F1 and F1 Sport. Format: Softbound. Pages: 136. 8x 10.75.

214-5731 Norton Motor Cycles From 1950 by Steve Wilson.

This information-packed work is fully illustrated with period photographs and drawings, plus Norton company stories, model histories, an detailed year-by-year machine changes. A must-have for Norton enthusiasts! Hardcover, 8-1/4"x10-1/3", 187 pg.

214-5734 Norton Dominator Performance Portfolio 1949-1970 by R.M. Clarke

A portfolio of contemporary reports on the Domiracer, Featherbed Twins, 750 Metisse, 7, 77, 88, 99, 650SS, 750 Atlas, Scrambler and Dunstall. Includes road and combination tests, model introductions, specifications and performance data. 42 articles are sourced from Classic Bike Guide, Cycle, Cycle World, Motor Cycle, Motor Cycling and Motor Cycling, and Motorcycle Mechanics. Format: Softbound. Pages: 136. Length: 8w x 10.75h

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More Books About Norton Motorcycles

214-9847 Norton, The Complete Illustrated History By Mick Woollett

"The Untouchable Norton" is how racer Rem Fowler described his machine after winning the twin-cylinder class of the first TT in 1907. The company would use the phrase in advertising for the next 50 years. This book charts the history of one of the oldest marques in the world: both the glorious racing tradition and the production machines, from the first clip-on engines to the F1 rotary superbike. Interviews with those closely involved (including James Nortons daughter Grace, who kindly provided original documents and photographs reproduced here for the first time) make this the definitive account of a key contribution to motorcycle history. Paperback - 7-3/4" x 10-9/16" - 320 pp - 260 b/w, 2 diagrams

214-MONO/02 Norton Commando, All Models, Monograph by Roy Bacon

Norton Commando, the Launch Commando, Production, 850 Commando. Road Racing and Specials, the Interpol, Specifications, 55 pgs, 8-1/2"x6", hardbound, b&w illus.

214-MONO/09 Norton Dominator Twins, 1949 - 1970, Monograph by Roy Bacon

Model 7, Featherbed, More Capacity, Variations for the 1960's, Twins in Competition, Specifications, 56 pgs, 8-1/2"x6", hardbound, b&w illus.

214-MONO/17 Norton Singles OHV & SV, 1931 - 1966 Monograph by Roy Bacon

Final Design, The Thirties, Wartime, Postwar Days, Featherbed Finale, Competition, Specifications, 55 pgs, 8-1/2"x6", hardbound, b&w illus.

<http://www.britcycle.com/Products/books/Norton001.htm>

Books About Royal Enfield Motorcycles

<http://www.britcycle.com/Products/books/RoyalEnfield001.htm>

214-0665 Royal Enfield Big Twins 1953-1970 Limited Edition Extra by R.M. Clarke

Format: Softbound; Pages: 128; Length: 7.87w x 10.75h

214-6668 Royal Enfield 250s 1956-1967 Limited Edition Extra by R.M. Clarke

Format: Softbound; Pages: 128; Length: 7.87w x 10.75h

214-5638 Royal Enfield: The Complete Story by Mick Walker

Topics covered include: Complete history of Royal Enfield, including Enfield India Numerous specifications Royal Enfields in competition

About the Author: Mick Walker started his own business, Mick Walker Motorcycles, in 1969 and was a leading race sponsor during the 1970s. In 1994 he formed Mick Walker Racing, following the death of his son Gary at Brands Hatch that year. The team has achieved no fewer than five British Championship wins. A complete history of one of the best-known names of the British motorcycle industry – Royal Enfield – still in popular production 60 years after its launch.

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Books About Triumph Motorcycles

211-F352 Trident Super Profile by Ivor Davies

8-3/8" x 10-5/8", Softcover, 56 Pages, B & W Illus.

History, Evolution, Specifications, Road Tests, Owner's View, Buying, Clubs, Specialists & Books, Photo Gallery! It's all here!

211-F489 The Development History of the Pre-Unit and Unit Const. 500cc Twins by J.R. Nelson

Beginning with the introduction of the then new, sporting 500cc Tiger 100 model of 1939 and continuing up through to the end of production during 1974, this volume profiles the original separate engine and gearbox designs, and the redesigned unit-construction Daytona models. Contains detailed specs on a year-to-year basis for each model. Sftbd., 6 1/2" x 9", 168 pgs., 232 b&w ill. ISBN: 1859604285

211-F957 Bonnie: The Development of the Triumph Bonneville by J.R. Nelson

Subtitled: The Development History of the Triumph Bonneville. This full story of the Triumph Bonneville has been completely updated with 16 extra pages of text and photos, plus a comprehensive appendix giving exact specs and major part numbers for every year of production. Chronicles the Bonnevilles development year-by-year, including highly detailed mechanical and cosmetic changes, right down to the color schemes. 2nd ed. Sftbd., 6 1/2 x 9, 184 pgs., 135 b&w ill., SBN: 0854299572

213-4288 Triumph Triples by Andrew Morland.

Morland delivers this classic color collection of Triumph triples featuring original and all-now three-cylinder models. Appropriately, the book also covers the outstanding, all-new range of triples produced by the reborn Triumph company - the 750/900cc Trident, 900cc Daytona, and the 900cc Tiger enduro bike. Sftbd., 8 1/4" x 9", 128 pgs., 122 color ill.

213-5669 Triumph Singles by Roy Bacon

Subtitled: Late Prewar Models, Terrier, Cub, Trophy, Blazer and Scooters. The classic history of Triumph motorcycles from the first model in 1902 to the late 1960s. Bacon highlights the late pre-war singles for road and competition including the Terrier, Cub, Trophy, Blazer and scooters. Filled with extensive specs, production years, colors, recognition points, and more. Rev. ed. Hdbd., 7 1/2 x 8 1/2, 128 pgs., 100 b&w.

213-6355 Triumph Twin Restoration by Roy Bacon

Bacon outlines the history of the Triumph Twin and uses archival photography to illustrate his step-by-step guide to renovating and restoring these bikes. Sftbd., 7 3/4 x 10 1/2, 240 pgs., 250 b&w ill.

213-7009 Triumph Twins & Triples: The 350, 500, 650, 750 Twins and Trident by Roy Bacon

192 pages, black-and-white illustrations; 190x215mm, hardcover.

214-0180 Triumph and BSA Triples: The Complete Story of the Trident and Rocket 3

by Mick Duckworth. The 750cc three-cylinder BSA Rocket 3 and Triumph Trident represented the first of a new and refined breed of multi-cylinder super bikes when they were launched in 1968. Offering tremendous performance and pleasing flexibility, they scored many racing successes and have become much sought-after classics. Hardcover - 8" x 10" - 192 pp - 20 color, 300 b/w

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More Books About Triumph Motorcycles

214-03 Triumph Tuning by Stan Shenton

This book is the bible for tuning Triumph 500 and 650 twins and 750 triples. Although dealing specifically with unit-construction motors, much of the information given is applicable to the pre-unit 500 and 650 twins. It's all here! 56 pgs, well illustrated with black and white photos and diagrams, 8"x 10".

Contents: Gas Flowing, Valves, Valve Springs, Valve Guides, Rockers, Compression Ratios, Plug Position, Crankshaft, Balancing, Pistons, Large Bore Conversions, The Crankcase, Camshafts and Tappets, Cam Timing, Cam Choice, Con Rods, In the Timing Case, The Clutch and Primary Chain Case, Primary Chain, Alternator, Carburetors, The Ignition System, Standard Coil System, Transistor Ignition, Ignition Timing, Gearbox, Exhaust System, Brakes, Suspension, Rear Damping, Wheels and Tyres, Race Preparation, Torque Settings.

214-10 The Chopper Bible

Along with the advent of the Classic restoration, custom bike building has made a comeback. If you are building a "Chopper" or customizing your Triumph we can help!

Before you start, we recommend that you purchase "The Triumph Chopper Guide". This 122 page reprint of an early 70's "Chopper Bible" covers virtually everything you will need or want to know about building the bike you want. The pictures may not be very clear but the information is great! 8-1/2"x11" , 122 pg, b&w illus.

214-1743 Triumph Racing Motorcycles In America by Brooke

From the early prewar victories, through the glory era of Nixon, Romero, Mulder, Baird, and Ekins, Brooke dives deep into the rich sporting history which earned Triumph countless diehard fans. Filled with nostalgic and never-before seen period photographs. Foreword by Gene Romero. Sftbd., 8 1/4x 10 5/8, 160 pgs., 175 b&w ill.

214-3126 Triumph, Twins and Triples by Tim Remus

Filled with decades of Twin and Triple history, including coverage of Bonneville, Daytona, Trident, Trophy, competition bikes, and the newest range of Triumphs launched under industrialist John Bloor. Includes specs and technical notes. Sftbd., 8 1/4 x 9, 96 pgs., 6 b&w ill., 80 color.

214-4137 The Triumph Story: Racing and Production Models from 1902 to the Present Day by David Minton

The entire story of the famed British marque and its road and race bikes. Format: Hardbound; Pages: 192
Length: 8.5w x 10.87h

214-4564 Triumph : A Century of Passion and Power by Lindsay Brooke

Travel the twisting turns of Triumph history as you maneuver from its beginnings at the turn of the century through its resurgence in popularity since the 1990s and beyond. Nostalgic archival photographs together with vivid new color images transport you through the production history of every Triumph model. Speed Twin, Tiger, Trophy, Thunderbird, TR6, Bonneville, Daytona, TT Special, Trident, and other special and racer models are all examined in detail. Hardcover, 10" x 10", 192 pages, 100 color and 100 b/w

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214-458X Triumph by Ivor Davies

The story of the Triumph company is a fascinating account of the success and failure of the British motorcycle industry as a whole. In Triumph, Ivor Davies examines every Triumph model, lists updates and improvements, and chronicles important figures in Triumph's history. More than 100 illustrations, ride details of classic bikes in original condition. Includes of Triumph's racing successes. Paperback, 9"x 6-1/4", 160pg

214-5131 Triumph Bonneville: Year by Year by Paul Hazeldine

The Triumph Bonneville is a motorcycling icon. Launched to great acclaim in 1959, and made famous by racers and film stars, it was a powerful and good-looking machine. Taking the history of Triumph motorcycles as its starting point, the author goes on to describe the birth of the 'bonnie' and chronicles the changes that Triumph made to the bike, year by year. Hardcover, 7-1/2"x 9-1/2", 192pg

214-5443 The Tiger Cub Bible by Mike Estall

Incredibly comprehensive, this book is the ultimate reference source to every aspect of these machines, including 22 very detailed model profiles and delivery details of 113,000 individual machines to 153 countries, color schemes and much, much more. It contains full international history of the popular Triumph Tiger Cub & Triumph Terrier motorcycles, technical and design specifications of engine and transmission components, lubrication, fuel and electrical systems. Hardcover • 8-1/4" x 9-3/4" • 208 pages • 208 b/w

214-557X Tales of Triumph Motorcycles and the Meriden Factory by Hughie Hancox

Paperback; 250 x 207mm; 144 pages; over 80 photographs and line illustrations. A unique "inside look" at a famous motorcycle manufacturer.

214-5715 Triumph Motor Cycles From 1950-1988: Roadsters of 250cc and Over by Steve Wilson

This information-packed work is fully illustrated with period photographs and drawings, plus Triumph company stories, model histories, an detailed year-by-year machine changes. A must-have for Triumph enthusiasts! Hardcover, 8-1/4"x10-1/3", 187 pg.

214-5877 Turner's Triumphs : Edward Turner and His Triumph Motorcycles by Jeff Clew

Subtitled: Edward Turner and his Triumph Motorcycles. A biography of the man who was probably the most important individual in the history of the British motorcycle industry. Including many photographs from the Turner familys collections, this book gives you the inside story on Turner life and how he found the inspiration to come up with so many innovative and successful motorcycle designs. From the Speed Twin to the Tiger, from the Thunderbird to the Bonneville, these Turner creations helped Triumph live up to its advertising slogan, "The Best Motorcycle in the World." Hdbd., 8 1/4 x 9 3/4, 160 pgs., 150 color and b&w ill.

<http://www.britcycle.com/Products/books/Triumph001.htm>

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214-6122 The Triumph Trophy Bible by Harry Woolridge

Including unit-construction Trophy-based Tiger models. Check out this year-by-year development of the Triumph Trophy - the first book devoted to the Trophy. Since the first Triumph Trophy rolled off the factory line in 1949, 113, 181 models have been built and sold in the U.S., U.K. and Europe and throughout the world. Individual models from 1949 to 1983 are covered in chronological order, and include the TR5, TR6, TR5A/C, T100C, TR7 and TR5T. The author includes a definitive list of engine/frame numbers by year; model type identification; color schemes for photographs; the history of Trophy and a brief history of Triumph; and stand-out Trophy achievements. Hardcover, 8"x 9", 144pg

214-6792 Triumph Bonneville by Steve Wilson

The spearhead of a highly successful export drive, a winning production racer and the top street fighter of its day, the Triumph Bonneville retains a special place in the hearts of motorcyclists worldwide. Motorcycle expert Steve Wilson offers personal recollections from those who have tuned, raced and restored Bonnevilles; details of the Bonnies racing successes; buying and tuning tips; and technical specifications to deliver this detailed study of the machine and the men who helped make it a motorcycle icon. Hardcover - 7 1/2" x 10" - 160 pages - 100 b/w and color ill.

214-7768 Original Triumph Bonneville - The Restorer's Guide by Gerard Kane

This reference provides a detailed portrait of original specifications, production changes, color schemes, and appointments for both European and American machines, including competition variants. An invaluable resource for restoring a Bonnie. Hardbound, 8-3/4" x 11-1/2", 128 pg, color illus.

214-8262 The Triumph Speed Twin & Thunderbird Bible by Harry Woolridge

A complete technical development history of the Triumph Speed Twin and Thunderbird motorcycles. As a reference, this book will be an invaluable asset for anyone aiming to restore a Speed Twin or a Thunderbird to the correct specifications. Used as a guide, it will enable a potential buyer or owner to establish the exact year of manufacture and identify the precise model type. Hardcover - 8" x 10" - 144 pp - 150 color, 20 b/w

214-GOLD/05 Triumph Bonneville Gold Portfolio by R.M. Clarke

Comprises approximately 50 articles reprinted as they appeared in the motorcycle press of the time. Included are numerous road tests covering most years, articles on mechanics & tuning & copies of original advertising material. They provide an excellent overview of the development of their respective models. 200mm x 270mm, 172 pages, softbound, b&w illustrations.

214-GOLD/07 BSA & Triumph Triples 68-76 Gold Portfolio by R.M. Clarke

This volume contains articles on BSA Rocket 3, Triumph Trident, T150, T160 and Hurricane. Including road test reports from such popular magazines as Cycle World, Motorcycle and Motorcycle Mechanics. Plus articles on new model reports, performance data, history, service notes, engine analysis, specs and tuning. Sftbd., 8"x 10 3/4", 172 pgs., 250+ b&w ill.

214-TRI/02 Cycle World On Triumph 1967-1972

Your favorite Triumph motorcycles! Reprinted articles from the pages of Cycle World magazine. Sftbd., 8 1/2 x 11, 80 pgs., b&w ill. throughout.

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Books About Velocette Motorcycles

211-F283 Velocette Motorcycles: MSS to Thruxton by Rod Burris

This is the early edition of 214-8289 as described below. 214-8289 is updated.

213-6320 Velocette Flat Twins All Flat Twins From LE of 1948 - plus LEMkll, Vogue, Valiant, Vee Line and Viceroy-to LElll of 1971 by Roy Bacon

214-2620 The Velocette Saga by C.E. "Titch" Allen

Subtitled: The Story of a Great Motorcycle. The dynamic story of the Velocette firm and the designers and engineers who worked for Velocette. Above all, it is the story of the fascinating motorcycles they and a largely unrecorded workforce turned out over a period that encompassed two world wars and the 1930's depression, from the early 1900s to the closure of Velocette in 1971. Hdbd., 8 1/2"x 9 3/4", 229 pgs., 206 b&w ill.

214-6937 Velocette by Ivan Rhodes

Velocette (pronounced velo-set) is an icon of the classic British motorcycle scene. Engineering excellence mattered more than the whims of the market to the Goodman family, owners of Veloce, Ltd., manufacturer of the Velocette motorcycle.

This painstakingly assembled book details the history of the machines development and competition successes, as well as the story of the family behind the marque. Run with honesty and integrity, the company gained a loyal following and a reputation for building quality machines before closing its doors in 1971, beset by the economic factors that caused the downfall of the whole of the British motorcycle industry. Paperback - 7-3/4" x 10-1/2" - 192 pages - 226 b/w

214-8289 Velocette Motorcycles: MSS to Thruxton by Rod Burris

The Venom Thruxton is considered the ultimate post war sporting Velocette with a pedigree stretching back to at least the 1930s. Run as a family concern by the Goodmans, who designed, manufactured and rode the bikes, they created a fascinating technical evolution which is fully described and illustrated. Models covered include: MSS 1954-1970; Viper 1955-1968; Venom 1955-1970; MSS Scrambler 1953-1964; Venom Clubman 1960-1970; Viper Clubman 1960-1968; Viper Special 1962-1965; Venom Special 1962-1965; and Venom Thruxton 1965-1970. The standard work on Velocette, now updated and. A comprehensive chronicle & technical analysis of Velocette motorcycle development from MSS tourer to Thruxton racer between 1954-1970. 2nd ed. Hardcover - 9-3/4" x 8-1/4" - 160 pp - 32 color, 270 b/w

<http://www.britcycle.com/Products/books/Velocette001.htm>

Book About Villiers Motorcycles

213-4867 Villiers Singles & Twins by Roy Bacon

The postwar British two-stroke lightweight motorcycle. Ambassador, Cotton, DMW, Dot, Excelsior, Francis-Barnett, Greeves, James, Norman, Panther, Sun and two dozen more marques. Hardbound, 8-1/2"x7-1/2", 188 pg, b&w illus.

<http://www.britcycle.com/Products/books/Vincent001.htm>

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Books About Vincent Motorcycles

214-1000 A Photographic Miscellany: The Vincent - H.R.D. Owners Club by Geoff Preece

Subtitled: The Vincent - H.R.D. Owners Club. The unique and often advanced design features of Vincent, HRD, and Vincent HRD motorcycles have attracted an enthusiastic and dedicated following which led to the formation of the Owners Club in 1948. This nostalgic volume reflects more than 40 years worth of fine photographs of Vincent machines. Geoff Preece has incorporated a selection of these photographs to portray his own personal reminiscences in book form and in celebration of the Clubs Golden Anniversary. Sftbd., 11 3/4"x 8 1/4", 202 pgs., 408 b&w ill.

214-5166 Vincent Motorcycles by David Wright

From its creation in 1928 to its demise thirty years later, Vincent produced motorcycles that were among the very best. Names like Black Shadow, Rapide and Black Lightning are bywords for good looks, good engineering and exceptional performance. This detailed history examines the company from its roots at the beginning of the Twentieth century and explores the design and production of each one of the Stevenage firms models. Complete with detailed specifications, archive illustrations and specially-commissioned color photography, this book is a fitting tribute to one of the gems of the late British Motorcycle Industry. Hardbound, 200 pgs, 7.5w x 9.5h

214-6238 Vincent Motorcycles by P. Richardson

Subtitled: A Practical Guide Covering All Vincent and Vincent H.R.D. Models From 1935. Valuable information on every aspect of your Vincent, including front end, drive and clutch, gearbox, fuel system, ignition, racing specs, sidecars and accessories. Detailed appendices. Rev. 3rd ed. Sftbd., 5 3/4x 8 1/4, 205 pgs., 15 b&w ill., 87 color.

214-9200 H.R.D. Motorcycles - Produced by a Rider - by Geoff Preece

The full and fascinating history of H.R.D. Motors Ltd., from the early years with Howard R. Davies through 1929. Chapters include: Howard R. Davies - The Early Years; H.R.D. Motors Ltd. the beginning; Early competitions & Sales; 1925 Road Tests; Tourist Trophy, 1925; Expansion and Development; Competitions and Sales Summer 1925 - Spring 1926; Olympia Show 1925; Road Test 1926; Tourist Trophy, 1926; Olympia Show 1926; Around the World - D.R. Hill; Competitions and Sales Summer 1926 - Spring 1927; Tourist Trophy, 1927; Competitions and Sales Summer 1926 - Spring 1928; Company troubles - The End July 1927 - January 1928, Competitions and Sales 1928 onwards; The Continuing Story - Existing machines and their owners; Appendix - Spare Parts List 1926. Filled with original b&w photographs of popular H.R.D. bikes and their owners. Hardcover in dustjacket. 8 1/2" x 11". 237 pages. Profusely illustrated with b/w photographs and illustrations.

214-9834 Original Vincent Motorcycle - The Restorer's Guide to postwar Singles and Twins

by J.P.Bickerstaff, James Mann (Photographer) Covers the models from 1946 to 1955 with large format photos and excellent reference material. Hardcover, 128 pages, over 200 colour photos.

214-GOLD/06 Vincent 1945-1980 Gold Portfolio by R.M. Clarke

Reprinted articles from majorautomotive magazines deal specifically with your favorite Vincent models. Sftbd., 8x 10 3/4, approx. 175 pgs., 300 b&w ill.

<http://www.britcycle.com/Products/books/Vincent001.htm>

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BCS Book #214-10: The Chopper Bible

Along with the advent of the Classic restoration, custom bike building has made a comeback. If you are building a "Chopper" or customizing your Triumph we can help! Before you start, we recommend that you purchase "The Triumph Chopper Guide". This 125 page reprint of an early 70's "Chopper Bible" covers virtually everything you will need or want to know about building the bike you want.
The pictures may not be very clear but the information is great!

Triumph Chopper Guide Contents



*1970 Triumph
500 cc Chopper*

How To Buy A Triumph	Springers, Girders And Trick Stuff
Designing Your Triumph	Disassembling The Engine
Stripping Your triumph	Reassembling The Engine
What to Cut Off The Swingarm Frame	The Triumph Transmission
What To Cut Off The Rigid Frame	Triumph Head Work
Specifications	Pistons
Raking The Neck	Cams
Struts And Hardtails	Clutch Repair
The Soft Tail	Amal Carbs
Attaching The Gas Tank	Jetting
Sissy Bars	Dressing Up The Triumph Engine
Fenders And Fork Stops	Triumph Electrics
Frame Molding	Polishing
Painting	Chroming
Triumph Hub - Harley Rim	Tuning
Slugs Can Kill You	Triumph Speed Secrets
Extending Your Front Legs	Big Bore Kits

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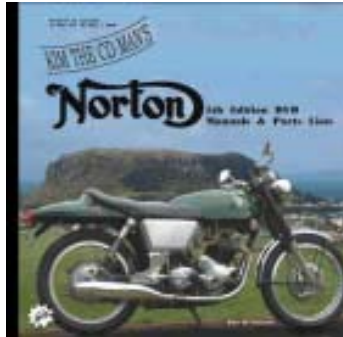
Email: <mailto:info@britcycle.com>

Parts Books & Shop Manuals on CD & DVD!



BCS Part # 150-11

The BSA CD covers A7, A10, A50, A65, A75 Rocket 3, B31, B32, B33, B34, all Bantams, C10, C11, B25, C25, B44, B50.



BCS Part # 150-21

The Norton CD covers Commando plus Models 7, 19, 50, 88, 99, C15, G15, P11, ES2, Inter 30 & 40, Manx 30 & 40 and the Rotary models.



BCS Part # 150-31

The Triumph CD covers virtually all post-war models to a large extent.



DVD's and CD's Currently Available from BCS

- 150-01 CD, LUCAS ELECTRICS
- 150-11 DVD, BSA PTS. BOOKS & SHOP MANUALS, 5TH EDITION
- 150-12 CD, BSA 1914-30, PARTS CATALOGUES
- 150-13 CD, BSA 1940, 1947-52, PARTS CATALOGUES
- 150-14 CD, BSA 1930-39, PARTS CATALOGUES
- 150-15 CD, BSA SERVICE SHEETS 1946-1963
- 150-21 DVD, NORTON PTS. BOOKS & SHOP MANUALS, 5TH EDITION
- 150-31 DVD, TRIUMPH PTS. BOOKS & MANUALS, 5TH EDITION
- 150-32 CD, TRIUMPH 101-BASIC CARE, MAINTENANCE
- 150-41 CD, ARIEL PARTS BOOKS & OWNERS MANUALS
- 150-51 CD, ENF. SINGLE PTS. BOOKS & MANUALS, 30'S-60'S
- 150-52 CD, ENF. TWINS, PTS. BOOKS AND MANUALS
- 150-53 CD, ENFIELD BULLET SERVICE MANUAL, DELUX
- 150-61 CD, AJS/MATCHLESS, PTS. BOOKS & SHOP MANUALS
- 150-71 DVD, MC MEMORIES IN MOTION (VIDEO, NICHOLSON)

<http://www.britcycle.com/Products/150/150.htm>

All CDs contain lots of other interesting material, photos, articles, etc. and come in a CD case with insert. Unfortunately, these CDs are by no means a totally complete compendium of ALL parts and service manuals available for these bikes. Please peruse the lists, and if what you want is not there, we may have it listed in our selection of printed books.

Please see our website for the complete content list for each CD:

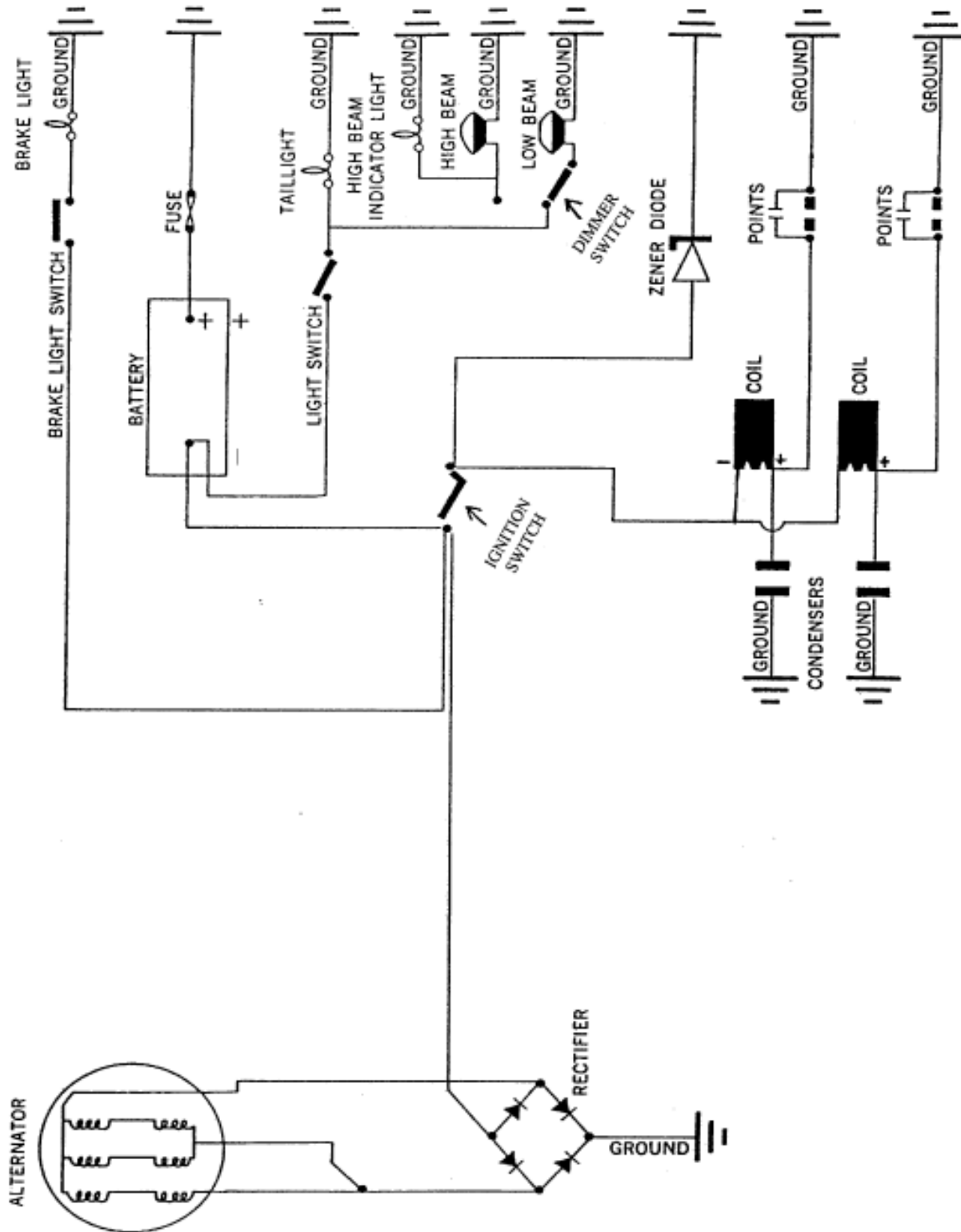
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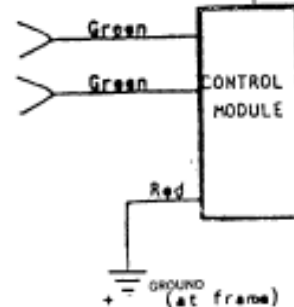
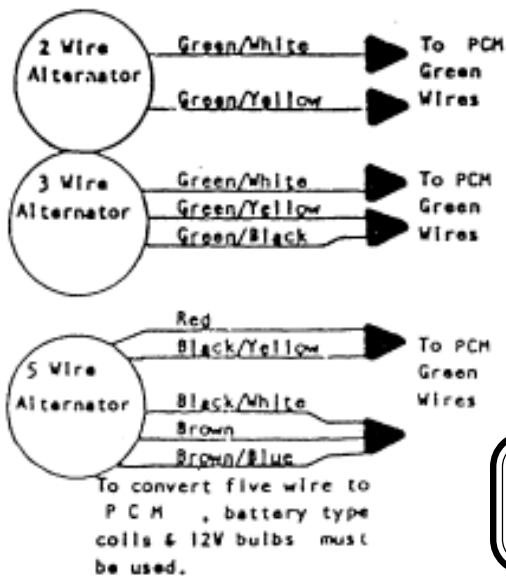
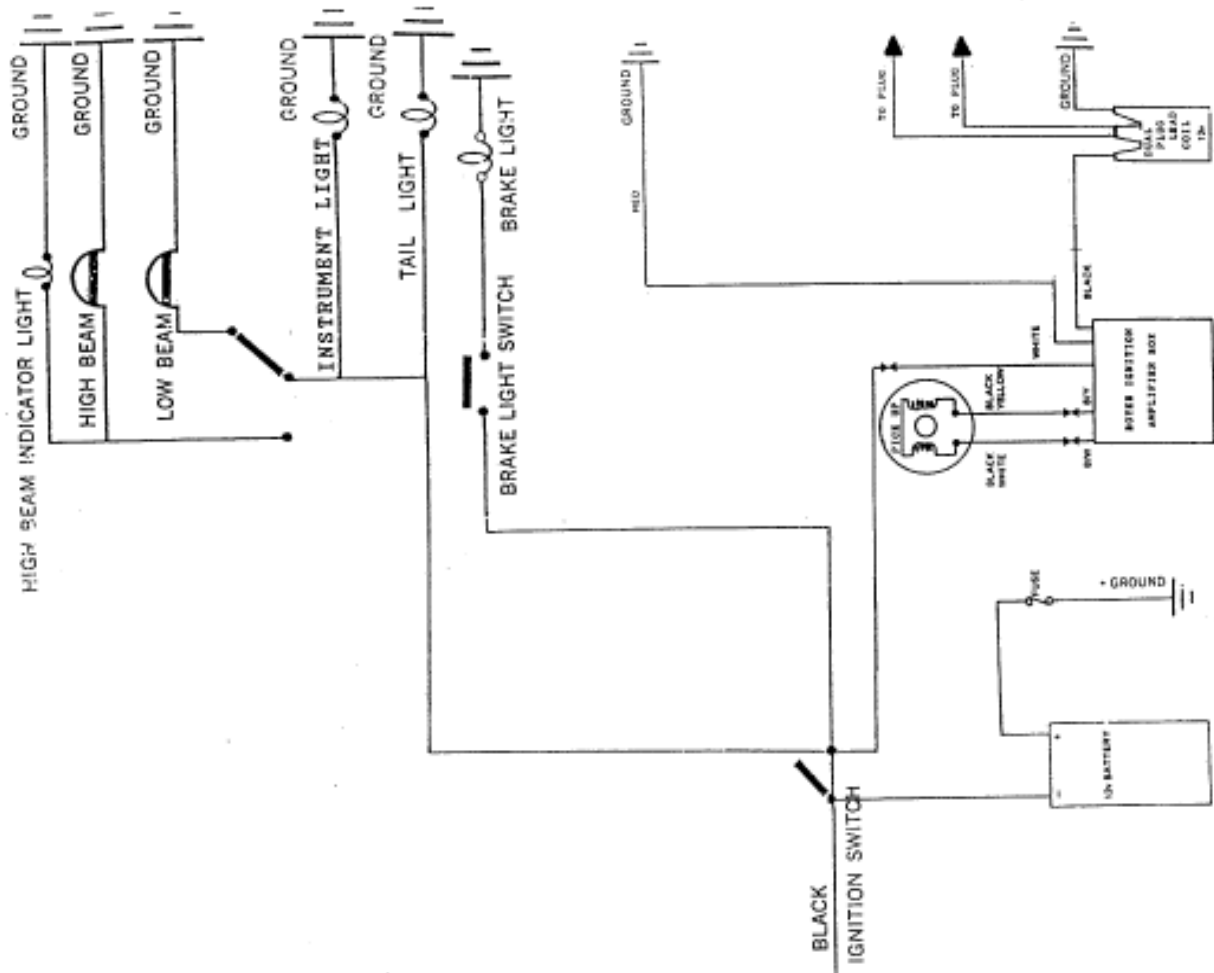
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Simplified Wiring Diagram For British Twins From The Chopper Guide (Book # 214-10)



<http://www.britcycle.com/help.htm>

Simplified Wiring Diagram For British Twins Using A Boyer Electronic Ignition And A Power Control Module



TRIUMPH, BSA and NORTON
(Positive Ground)
All Triumph's, BSA's, and Nortons use one of the three types of alternators shown below. Determine how many wires your alternator has and use appropriate diagram, following color code.

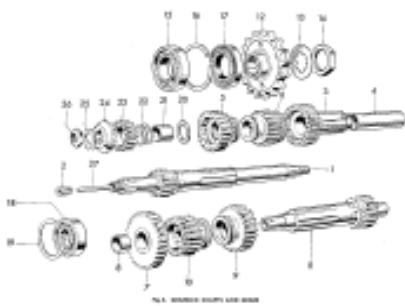
Tympanium 332-104/A identical fitting except green = yellow & black = brown

<http://www.britcycle.com/help.htm>

"Factory" Parts Books for Triumph, BSA and Norton Motorcycles

We have over 23,000 part numbers listed on our computer, most of which are found in the parts books originally issued by Triumph, BSA and Norton for the use of their dealers. We now provide a very large range of these books for your personal use. If your bike is a post World War II Triumph, BSA, or Norton we can usually help: If you provide us with the serial number of your bike we can set you up with the parts book for your specific year and model motorcycle. Some pre-World War II parts books are also available, as well as books for some other British marques. **Parts books are excellent guides to assembly** when used with a workshop manual. In most cases, exploded diagrams show all the parts and the way they are fitted together. **Parts books give a part number for each part**, which will enable you to order by part number. Having the number for the part you want will ensure that you don't spend needless time on the phone explaining what you need and still get the wrong part due to communication difficulties. **If you call with part numbers we can give you instant price and availability.** You won't have to spend time writing letters and waiting and waiting for answers. These books are usually seventy to ninety pages long and measure 8-1/2"x 11". Some are new-old-stock, some are newly printed in England, and some are reprinted by us if otherwise unobtainable. The books we reprint are spiral bound with a good stiff cover for easy reference. **We highly recommend that you purchase the parts book and workshop manual for the motorcycle that you are working on. Please see the 216-series in the Price Guide section for the current list of parts books.**

<http://www.britcycle.com/Products/216partsbooks.htm>

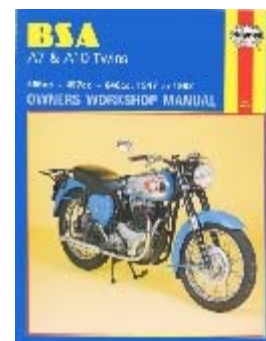
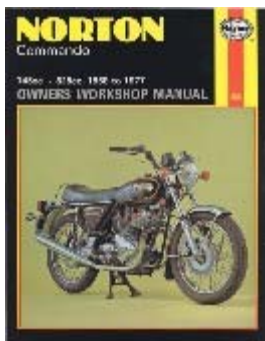


SEARCH SHAFTS AND GEARS					
1	T888	FORWARD (LOW GEAR) SET	---	---	---
2	T889	Clutch roll-over	---	---	---
3	T890	REARWARD (HIGH GEAR) SET	---	---	---
4	T891	High gear bush	---	---	---
5	T892	Mainshaft (low gear) (21/32")	---	---	---
6	T893	Mainshaft (second gear) (21/32")	---	---	---
7	T894	Mainshaft (third gear) (21/32")	---	---	---
8	T895	Mainshaft (fourth gear) (21/32")	---	---	---
9	T896	Mainshaft (fifth gear) (21/32")	---	---	---
10	T897	Low gear bush	---	---	---
11	T898	Low gear bush (21/32")	---	---	---
12	T899	Low gear bush (21/32")	---	---	---
13	T900	Low gear bush (21/32")	---	---	---
14	T901	Low gear bush (21/32")	---	---	---
15	T902	Low gear bush (21/32")	---	---	---
16	T903	Low gear bush (21/32")	---	---	---
17	T904	Low gear bush (21/32")	---	---	---
18	T905	Low gear bush (21/32")	---	---	---
19	T906	Low gear bush (21/32")	---	---	---
20	T907	Low gear bush (21/32")	---	---	---
21	T908	Low gear bush (21/32")	---	---	---
22	T909	Low gear bush (21/32")	---	---	---
23	T910	Low gear bush (21/32")	---	---	---
24	T911	Low gear bush (21/32")	---	---	---
25	T912	Low gear bush (21/32")	---	---	---
26	T913	Low gear bush (21/32")	---	---	---
27	T914	Low gear bush (21/32")	---	---	---



http://www.britcycle.com/Products/shop_manuals.htm Workshop Manuals for British Motorcycles

If you are restoring or repairing a British bike we can help with a workshop manual. We carry a complete line of Haynes manuals for Triumph, BSA and Norton, and a very large selection of "factory" workshop manuals, currently being reprinted in England. Some manuals we reprint ourselves if they are otherwise unobtainable. We also stock some manuals for other British motorcycles. **These manuals contain virtually all the information on repair that you will need or want to know:** Assembly and dismantling instructions, specs, wiring diagrams, tuning and setup information, service tool pictures, etc. **Workshop manuals go hand-in-hand with parts books.** We highly recommend that you have both before you start your project. **Every Haynes motorcycle manual is based on a complete teardown and rebuild,** and contains hundreds of photos with step-by-step instructions, comprehensive routine maintenance and troubleshooting information, and detailed wiring diagrams. The unique nature of Haynes manuals - with each one written and photographed from the "hands-on" experience gained by a complete teardown and rebuild of the bike - continues to set Haynes manuals apart from all others.



<http://www.britcycle.com/Manuals/211HaynesMCmanuals.htm>

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New Old Stock Parts Books

We have on hand a limited quantity of New Old Stock part books, mostly for BSA motorcycles. If you would like the original parts book for your bike please call and we will check to see if we have the one for you. (Please bear in mind that due to limited quantities the New Old Stock parts books are more expensive than the reprints that are listed in the price guide under the 216-Series.) Some shop manuals are also available. We also stock a large variety of owners manuals for Triumph, BSA and Norton. The owners manuals are all New Old Stock or current UK reprints, identical to the originals. (Prices are as listed under the 215-Series.)



217-Series: Wallcharts & Posters

We stock some very interesting and useful technical wallcharts. Some are laminated to protect them in the shop. Of special note: we have on hand the Norton MkIII Electric Start set.

Please see the 217-Series in the Priceguide section for wallcharts and posters.

218 Series: Calendars

218-01 Classic Triumph Calendars.

They are typically 12" x 16" and feature photographs of restored Triumphs of the 50's, 60's and 70's in full color. Each model is described in some detail. These calendars are collector's items and have been used as restoration guides!

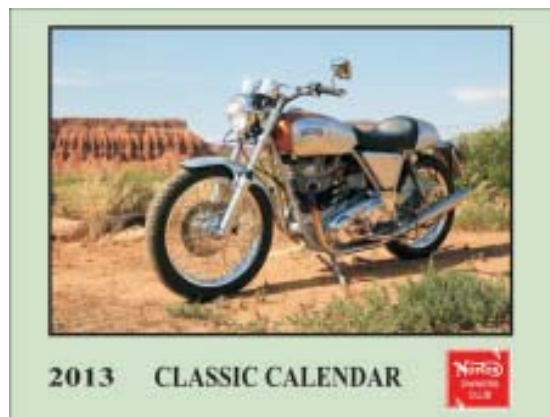
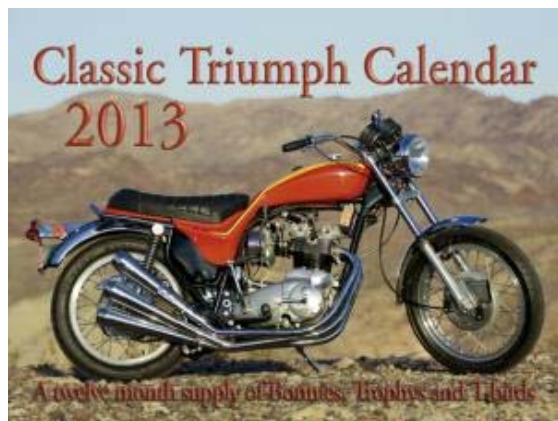
218-02 Classic Norton Calendar

The NOC Classic Calendar is printed in full colour on A3 paper (297 x 420mm) 16-1/2" x 11-3/4".

It features 12 pages of classic Nortons and has space to write notes in for each day and also shows dates for the previous and following months.

http://www.britcycle.com/Products/218/218_01_2013.htm

http://www.britcycle.com/Products/218/218_02_2013.htm



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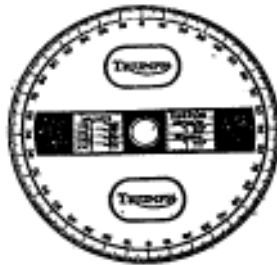
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221- Series: General Tools - See the Website for much more!



221-02
Chain Breaker



221-04
Timing Degree Wheel



221-062551
Reversible Screwdriver



221-102
Top Dead Center Tool



221-12
Spoke Wrench



221-16 Toolbag with Logo
221-17 Toolroll with Logo



Whitworth Spanners
221-20 Five Piece Open End
221-21 Five Piece Box End



Whitworth Spanners
221-22 Seven Piece Combination



221-25 Whitworth Socket Set
3/8" Drive; 6 Piece; 12 Point
8 piece set also available



221-30
Thread Gauge



221-64947081
Shock Spring Adjusting Tool

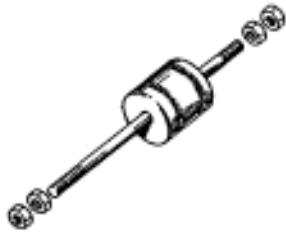


Ring Compressor
(State Size)

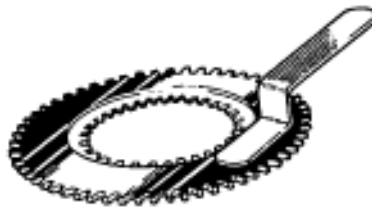
<http://www.britcycle.com/Products/221/221.htm>

Norton Tools

<http://www.britcycle.com/Products/222/222.htm>



222-190
Auto Advance Puller, Commando



222-061015
Clutch Locking Tool, Commando



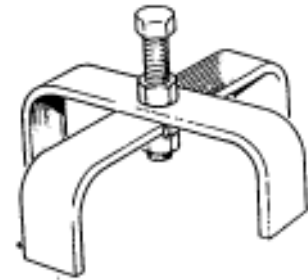
222-061359
Points Seal Guide CEI



222-060949
Auto Advance Locking Tool



222-064292
Drift Set, Timing Cover Seals



222-168
Clutch Compressor, Commando



222-183
Exhaust Collar Wrench
Norton Twins



222-189
Norton Rocker Spindle Puller



222-158
Norton/Triumph
Crank Pinion Puller

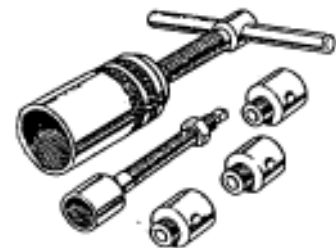
Triumph/BSA Tools



222-617013
Points Seal Guide UNF



222-601858
Timing Tool, Triumph/BSA Triples



222-155
Cam Gear Puller
Triumph 2 & 3 Cylinder

Triumph and BSA Tools

<http://www.britcycle.com/Products/222/222.htm>



222-616008
Tappet Block Drift



222-617019
Rocker Shaft Oring Tool



222-602108
Primary Adjusting Tool
Triumph Unit Twins



222-127
Clutch Puller
Triumph/BSA Twins, 26tpi



222-192
Clutch Puller
Triumph/BSA Triples



222-110
Clutch Puller
Triumph/BSA Twins, 20tpi



222-121
Clutch Puller
Triumph/BSA Unit Singles



222-613005
BSA Forkseal Holder Tool, Early



222-616017
Triumph Type
Forkseal Holder Tool

Tools may not be exactly as illustrated. Some tools are in limited supply. We have more tools available than we have space to illustrate them. Please see the 221 and 222 series in the Price Guide. Consult the factory workshop manual for the particular motorcycle you are working on for the special tools applicable to your job. Most tools are listed there with part numbers. The factory numbers should be superceded in our Price Guide to our numbers. If you require help with tools please call.

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Chemicals



231-08 K&N Filter Oil

This is the only oil specially formulated to work in combination with the cotton fabric in K&N elements providing a superior air filtration system. When used as directed it quickly penetrates the filter pleats, where it remains suspended in the cotton fabric. For K&N elements and assemblies please see the 633 Series in the Price Guide.



232-02 Cleaner/Degreaser For K&N Filters, 12 Oz.

235-02 Gas Tank Sealer



Phenol Novolac Epoxies are a new breed of chemical resistant materials, able to withstand permanent immersion of many harsh solvents, fuels and oils. This Epoxy has much better bond strength than single component products, with strengths of up to 3000 PSI, and this higher strength reduces the need for a clinically clean surface, as the epoxy actually prefers to bond to a rough rusty surface. Our new phenol novolac is more thixotropic, which means it 'hangs' on the tank walls during the coating process. This gives a thicker overall coating. There is more volume of material in the kit to allow for this.

http://www.britcycle.com/Products/235/235_02.htm



233-09 Liquid Gasket Three-Bond 1194 Semi-Dry, Grey

The good stuff for between cases as well as on gaskets.

http://www.britcycle.com/Products/233/233_09.htm

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244-SERIES: CLOTHING

Our traditional black shirts have the Motorcycle logo silkscreened on the front and our logo on the back. T-shirts, sweatshirts, and kangaroo sweats! We have Motorcycle designs as shown below! The BSA logo is red and white; the Triumph is red; and the Norton logo is red.



<http://www.britcycle.com/clothing/clothing.htm>



241-SERIES: GOOGLES



241-01
Halcyon
Mark 4
Silver Cross
Goggles



241-05 & 241-06
Halcyon
Mark 49
Black or Brown
Leather Goggles



241-08
Halcyon
Mark 9
Black Racing
Goggles

<http://www.britcycle.com/Products/241.htm>

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251-Series: Decals

Many decal manufacturers are now reverting to the varnish style decal that was originally used on most British Motorcycles. Below are instructions on how to apply these decals. They are easy to recognize as the image is reversed as you are looking at it. Gold size is obtainable at art supply stores; it is used as adhesive for gold leaf. These decals are supposedly better in the long run than either the vinyl decals such as are currently available for the Norton gastanks with the peel-and-stick cut out letters, or the mylar self-adhesive modern type. You may also run into the other decals noted below. One word of warning: New Old Stock Decals, although interesting souvenirs, are in all probability dried completely out.

Varnish Type:

The transfers are printed on duplex paper, i.e., one sheet as a guide to place the transfer in position, and the other as a support to the transfer. These two sheets must be separated before transferring. They can be divided by rubbing a corner of the transfer.

Before complete separation is made apply a very thin and even coat of adhesive varnish to the face of the transfer. Keep as closely as possible to the lines of the design so as not to overlap. Allow this varnish to set until it becomes very tacky and then place the transfer in the required position on the article.

Press the transfer down evenly and firmly, and drive out all air bubbles, by rubbing with a soft cloth rolled into a ball, commencing from the centre and working towards the edges. Then with a damp (not wet) sponge or washleather press down again, taking care not to shift the transfer. It is absolutely essential that the transfer should be in direct contact with the surface in every part. When this is certain apply water freely by means of a wet sponge, and when the paper support is well soaked, lift it up by one corner and peel or slide it off. Then press the transfer down again to make sure it is fully in contact.

After doing this, sponge with clean water in order to remove the composition remaining on the surface of the transfer. This is an extremely important detail, as unless it is properly done the transfer will crack.

To remove traces of superfluous adhesive varnish around the transfer, use a wet sponge to which has been added a little paraffin. Then quickly wipe it off with a damp washleather, away from the centre.

When the transfer is perfectly dry on the article (usually about twenty-four hours) it can be varnished to add to its lustre. It must NOT be varnished directly it is transferred.

Dry Fix:

Peel off the thin backing paper. Apply the sticky side to surface and rub down, giving extra pressure to the end from which the backing paper will be peeled. Leave for ten seconds, peel off backing paper gently. Rub down again for maximum adhesion. For extra protection the decals may be clearcoated.

Peel and Stick:

Remove backing paper, position transfer and rub down. This is the diecut vinyl type used for Norton tank and side covers, or the mylar type with clear sheet.

Water Slide:

Soak transfer in water for not more than thirty seconds. When decal comes free, slide it off into position. Press down well, wiping gently from the centre outwards to squeeze out surplus water and air bubbles. Leave at least twenty-four hours to dry and clearcoat if required. With water slide decals you get a bit of a second chance to correct mistakes.

Note: Ensure all work is done at room temperature. We can not be responsible for decals damaged during installation or clear coating.

<http://www.britcycle.com/help.htm>

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A very few examples of the huge selection of decals that we carry are illustrated here. Most decals are listed in the factory parts book applicable to a particular year and model bike. Sometimes they are not illustrated but they are nearly always listed by the original equipment manufacturer's part number. To be sure of the decal for your application please use that number. If you do not have the parts book call us with the serial number and we can probably provide one. Some custom decals are listed in the 251-Series of the priceguide.



68-9448
Lightning Power



68-8113
Lightning



65-9270
Piled Arms



251-2205
Thunderbolt



06-4880
Gold Norton Tank Decal
06-4881
Black Norton Tank Decal
06-4882
Silver Norton Tank Decal
These decals are die-cut vinyl



06-2019/A
Gold 750 Commando Decal
06-2020/A
Black 750 Commando Decal
06-3184/A
Silver 750 Commando Decal
These decals are die-cut vinyl



06-5095
Silver 850 Commando Decal
06-5096
Black 850 Commando Decal
06-5097
Gold 850 Commando Decal
These decals are die-cut vinyl



60-4149
Red Trident Decal



60-3950
Bonneville V Decal



60-3748
Triumph 5 Speed Decal

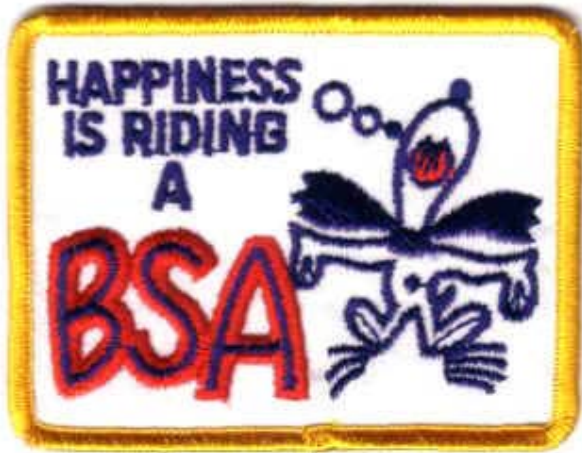


251-20/B
Black Triumph Decal
Please see the 251-Series
for more custom decals.

Many other decals in stock!

252 Series: Cloth Patches

<http://www.britcycle.com/Products/252/252.htm>



252-01 - 4" x 3"
Happiness is...Patch



252-1018/B - 3.5"
BSA Circle, Black



252-1528 - 3" x 1"
BSA Letters As Flag



252-2023 - 4" x 2"
BSA Letters As Flag



252-2118 - 9" x 4" Norton, Black On White

253 Series: Lapel Pins

<http://www.britcycle.com/Products/253/253SeriesLapelPins.htm>



253-ARIEL/01
Horseshoe Logo



253-ARIEL/02
Triangle "A"



253-ARIEL/03
Logo On Black



253-BRIT/01
British Flag



253-BSA/01
Piled Arms Logo



253-BSA/02
Round With Wings



253-BSA/03
Piled Arms, Wings



253-BSA/04
Logo As Letters



253-BSA/05
BSA Silver Star
Coloured



253-BSA/06
Logo & Arms Red



253-BSA/07
Oval Logo



253-BSA/08
Jumbo, Red & Yellow



253-BSA/09
"TriBSA" Blue



253-BSA/10
Jumbo Silver Star



253-BSA/11
BSA Silver Star Blue



253-BSA/12
Silver Star Round



253-BSA/13
Piled Arms, Green



253-BSA/14
BSA Eagle



253-BSA/15
"TriBSA" Red



253-BSA/16
Logo & Arms, Red



253-BSA/17
Bantam



253-BSA/18
Super Rocket



253-BSA/19
Golden Flash



253-BSA/20
Goldstar



253-DUNSTALL/01
Logo, Round Blue



253-ENF/01
Enfield Cannon



253-ENF/02
Enfield Wings



253-MATCH/01
Matchless "M"



253-MATCH/02
Matchless "M"

These pins are made in England and come with the traditional "safety-pin" clasp.

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

253 Series: Lapel Pins

<http://www.britcycle.com/Products/253/253SeriesLapelPins.htm>



253-NOR/01
Norton Logo



253-NOR/02
Norton Logo Cutout



253-NOR/03
Norton Wings



253-NOR/04
Commando Logo



253-NOR/05
Norton Logo, Blue



253-NOR/06
Jumbo Flag, Red



253-NOR/07
Jumbo
Norton/Triumph



253-NOR/08
Small
Norton/Triumph



253-NOR/09
Norton Eagle



253-NOR/10
Jumbo, Red Logo



253-NOR/11
Norton F1



253-NOR/12
Norton Commando



253-PANTHER/01
Panther Leaping



253-SCOTT/01
Scott Logo



253-SUNBEAM/01
Sunbeam Round



253-SUNBEAM/02
Sunbeam Rectangle



253-TRI/01
Triumph Logo, Blue



253-TRI/02
Triumph Logo, Wings



253-TRI/03
Triumph With Globe



253-TRI/04
Rectangular Logo



253-TRI/05
Triumph Checker



253-TRI/06
Triumph
Jumbo Checker



253-TRI/07
Triumph
Jumbo Black



253-TRI/08
Triumph Bonneville



253-TRI/09
Triumph
Small Black



253-TRI/10
Triumph Eagle



253-TRI/11
Triumph Logo Cutout



253-TRI/12
1990 Daytona



253-TRI/13
Triumph Patent Plate



253-TRI/14
Triumph Tiger

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

253 Series: Lapel Pins



253-RUDGE/01
Rudge Logo



253-TRITON/01
Triton Logo



253-VELO/01
Velocette Logo



253-VIN/01
Vincent HRD



253-VIN/02
The Vincent



253-ARIEL/04
Ariel
License Plate Stud



253-BSA/21
BSA
License Plate Stud

LICENSE PLATE STUDS

They come with a stud attached and include the securing nut.



253-Norton/13
NORTON
License Plate Stud



253-tri/15
TRIUMPH
License Plate Stud

254 Series: Keytags

<http://www.britcycle.com/Products/254/254Series.htm>

Please see the 254 Series in the Price Guide for current price and availability. We are always adding new ones. They are genuine leather and made in England.



Please see the website for more belt buckles!

<http://www.britcycle.com/Products/256BeltBuckles.htm>

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

258 Series: Parking Signs



Parking Signs measure 12" x 18". All steel with an epoxy powder base coat, red letters and outline on a white background. Water resistant signs look like the real thing! "Norton Parkway" signs are 6" x 18" with white letters on blue. Made in the USA.

258-5008 TRIUMPH PARKING ONLY

258-5009 NORTON PARKING ONLY

258-5010 BSA PARKING ONLY

258-5067 BRITISH PARKING ONLY

258-6113 NORTON PARKWAY

256 Series: Belt Buckles

<http://www.britcycle.com/Products/256BeltBuckles.htm>



256-4112 - Norton Rectangle Buckle 3-1/4" x 1-3/4"



256-4441 - Triumph Rectangle Buckle 3-1/4" x 2-1/8"



256-4221 - BSA Buckle 2-7/8" in Diameter



256-4113 - Norton Buckle 1-3/4" in Diameter



256-4442 - Triumph Triangle Buckle 3" x 3" x 3"

More belt buckles will be added as they become available.

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

259 Series: Coffee Mugs



259-01/AJS
Gold On White



259-01/ARIEL
Logo On White



259-01/BSA/A
Red On White



259-01/BSA/B
Goldstar On Grey



259-01/BSA/C
Piled Arms Logo



259-01/ENF
Royal Enfield Cannon



259-01/JACK
Union Jack



259-01/MATCH
Matchless Logo



259-01/NOR
Gold Norton Logo



259-01/NOR/A
Black Logo On Grey



259-01/NORB
Gold On Black



259-01/OIL
Minimum Oil Level
Black On White



259-01/OIL/B
Minimum Oil Level
White On Black



259-01/RUDGE
Rudge-Whitworth



259-01/SCOTT
Scott Logo



259-01/TRI
Triumph Logo
Blue On White



259-01/TRI/B
Triumph Logo
White On Blue



259-01/TRI/C
Triumph Logo
Gold On Black



259-01/TRI/D
Triumph Logo
Gold On White



259-01/TRI/E
Bonneville Logo
Gold On Black



259-01/TRI/F
Triumph Logo
Gold/White On Black



259-01/TRI/G
Triumph Logo
Black/Silver On Blue



259-01/VELO
Velocette Logo



259-01/VIN
Vincent Logo

Also Available:

259-01/OIL/A
Minimum Oil Level
Gold On Black

259-01/TRI/A
Triumph Logo
Red On White

We are constantly adding new and exciting items to our range of parts and accessories exclusively for British Motorcycles. If you are looking for a particular item give us a call! We may have added it to our range since the printing of this catalogue.

http://www.britcycle.com/Products/259/259_series.htm

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

321-SERIES: HEADLIGHT BRACKETS

<http://www.britcycle.com/Products/321.htm>



321-05

Large Alloy Side Mount
Headlight Bracket Set



321-02

Chrome Bracket Set,
side mount, with holes



321-04

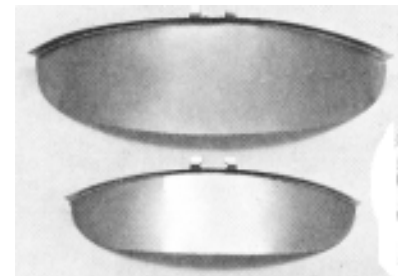
Side Mounted Bracket Set,
rubber mounted



321-05

Small Alloy Side Mount
Headlight Bracket Set

*We stock lots of custom
headlights and
components.
Don't see what you're
looking for?
Just ask! We may have it
anyway!*



323-30

Chrome Visor for 7" Headlight

323-31

Chrome Visor for 5" Headlight

http://www.britcycle.com/Products/321/321_05.htm

http://www.britcycle.com/Products/323/323_series.htm



323-41/A

5-3/4" Bottom Mount Headlight
Halogen



323-42/A

5-3/4" Side Mount Headlight
Halogen

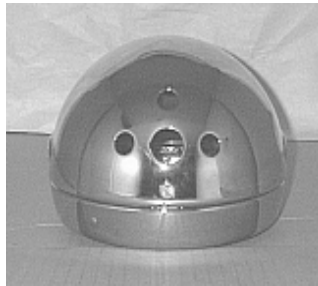
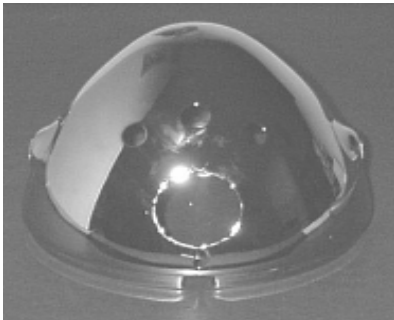
Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

323- Series: 7", 5-3/4" & Flatback Shells - Made in UK

with holes drilled for virtually all applications that use this type headlight



323-700/A shell, blank top, 3 bottom holes, 7" headlight
 323-700/B shell, 3 warning lts & 1 sw. hole, 3 bot. holes, 7" hdl.
 323-700/C shell for 2 warning lts, toggle sw. & ammeter, 7" hdl.
 323-700/D shell, w/ ammeter hole, 7" headlight
 323-700/E shell, 3warn. lt & 1 sw. hole, 1 bot. hole, 7" hdl.
 323-700/F shell for 2 warn lt, rotary sw. & ammeter, 7" hdl.
 323-700/G shell for 2warn light & ammeter, 7" headlight.
 323-700/H shell for 1warn lt, rotary sw. & ammeter, 7" hdl.
 323-700/I shell, 1 warning light, toggle sw. & ammeter, 7" hdl.
 323-700/J shell, 1 warning light, rotary switch & ammeter, 7" hdl.
 323-700/K shell, 2 warning lights & ammeter, 7" headlight
 323-700/L shell, blank top, 1 bot. hole, 7" headlight
 323-700/M shell, 1 toggle sw. hole, 3 bottom holes, 7" hdl.
 323-700/N shell, 2 warning light, rotary switch, 7" hdl.

323-66/A headlight shell, 5-3/4", blank, with rim
 323-66/B headlight shell, 5-3/4", black, with rim, blank
 323-66/C headlight shell, 5-3/4", 3 warning lts, 1sw. hole, w/ rim
 323-66/D headlight shell, 5-3/4", 1 warning lt, small switch, w/ rim
 323-66/E headlight shell, 5-3/4", 3 warning lt, 1 lg. sw. hole, w/ rim

323-69/A headlight shell, flatback, no holes, w/ rim
 323-69/B headlight shell, flatback, 3warning lt & 1 sw. hole, w/ rim
 Rims come with the flatback and 5-3/4' shells.

All 7" headlight units use grommet 319-862217 except flatback which use 391-54524048. 7" headlight rims (391-553248) and light units (391-516798) sold separately; see the 391-Series for the choices available. 5-3/4" headlight rims (391-534343) and 5-3/4" light units (391-54525272) sold separately. 391-504665 "W" clip, 391-144921 retaining plate screw, 391-534296 retaining plate, warning lights and switches are sold separately. Let us help you get a complete headlight in "kit" form.

http://www.britcycle.com/Products/323/323_series.htm



In addition to our full line of British made headlight shells for British bikes, we also carry most of the fast moving shells in economy priced replacement manufacture for those on a budget. Nicely made and with excellent chrome.

323-700/A/ER - shell, blank, 3 bot. holes, 7", w/ rim, econo
 323-700/C/ER - shell, 2 warn lt, toggle sw & amm, 7" w/ rim, econo
 323-700/D/ER - shell, w/ amm. hole, 7" hdl. w/rim, econo
 323-700/E/ER - shell, 3 warn lt & 1 sw & 1 bot. hole, 7" w/ rim, econo
 323-700/L/BLK/ER - shell, black, blank, 1 bot. hole, 7", w/ rim, econo
 323-700/L/ER - shell, blank, 1 bot. hole, 7", w/ rim, econo

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

324-SERIES: TAILLIGHTS, PARTS AND BRACKETS

http://www.britcycle.com/Products/324/324_series.htm



324-01
Tombstone Style Taillight
(Chrome)
324-01/A
Tombstone Taillight Lens



324-83
Tailight & License Bracket
(Polished Steel)
Takes **391-53454**
Tail Lamp Unit



324-91
Polished Stainless
License Backing Plate
Stop those breaking license
plates!



324-11
Red Universal Reflector
With hardware
(Ideal for the bracket below)



324-84
Classic Universal
Taillight & License Bracket
Takes **391-53454**
Tail Lamp Unit



82-2698
Front Numberplate
With Chrome Trim
Early Triumph Style
324-92
Front Numberplate
Without Chrome Trim
BSA style



324-82
Chrome Side Mount
Taillight Assembly



324-85
Universal Alloy
Taillight & License Bracket
Takes **391-53454**
Tail Lamp Unit
(sold separately)



324-93
Tax Disc Holder, UK
324-93/SS
Tax Disc Holder, Stainless

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

331- SERIES: BOYER ELECTRONIC IGNITION KITS

Boyer Bransden Ignitions
Electrifying Performance



331-SERIES: BOYER IGNITION KITS FOR CLASSIC TRIUMPH, BSA & NORTON REPLACES POINTS, POINTS PLATE, AUTO ADVANCE UNIT AND CONDENSERS

The Boyer-Bransden MKIII is a contactless ignition system utilising an advanced and patented trigger switching system and featuring electronic advance and retard. The kit replaces the auto advance unit, points, points plate and condensers. Engines function best with a retarded spark for starting and low revs, but need ignition advance to run at high speed. The MKIII's analogue system simply advances the spark at a set rate from fully retarded to maximum advance, as engine speed rises from zero to 4,000 revs. Thus eliminating the inaccuracy of mechanical advance/retard units. The Boyer-Bransden Mark 3 Contactless Transistor Ignition provides absolutely accurate timing for motorcycles. Once set it cannot vary its precision. It incorporates an advance and retard circuit which has no moving parts and is fully sealed for life in a material which is water, petrol and oil proof. It simply cannot wear out. There are no "rubbing parts" - no friction. There is a much better spark - at all engine r.p.m. figures. For improved economy, starting, smooth running, and all round performance, you can't beat the MK III!! See the 331-Series in the Price Guide for price and availability. Replacement parts are also available. Warrantied!

The Micro Digital Ignition provides almost total control over ignition functions. In common with the MKIII, it offers electronic control of advance and retard functions. However, because the Micro Digital features a built in computer, the size of a postage stamp, it can make more than a million ignition decisions per second, to constantly monitor engine speed and time the spark precisely to suit. The programming of this microprocessor also gives control over ignition coil energy, starting speed, tickover stabilization and rev limits.

In common with the MKIII, these systems are manufactured using the finest semiconductors and are fully encapsulated to protect against moisture intrusion. All units are guaranteed five years.



MICRO DIGITAL BOYER IGNITION KITS FOR CLASSIC TRIUMPH, BSA & NORTON

NOTES: Coil Requirements - Boyer electronic ignition Kits work best with less than six ohms total resistance on the primary side of the coils. Since the coils are wired in series, the resistance is the total of all the resistance in all the ignition coils in the system. Stock 12 Volt coils have 3.5 ohms of resistance each, so a twin cylinder bike with two coils has a total resistance of seven ohms, and a three cylinder bike has a total resistance of 10.5 ohms; both more than the limit of the Boyer kits. The modification is to install 6 Volt ignition coils, which have a resistance of approximately 1.7 ohms each, so that the total resistance in a twin is 3.4 ohms, and in a triple is 5.1 ohms, both within the allowed impedance range. Only the the ignition system is involved, nothing else needs to be changed. Since single cylinder bikes have one coil (3.5 ohms) they do not require a new coil. Later Norton Commandos have six volt coils with a ballast resistor so the coils are kept and the ballast resistor removed. *Every kit is supplied with complete instructions and a troubleshooting guide.*

http://www.britcycle.com/Products/331/331_series.htm

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

**GENUINE BOYER BRANSDEN MICRO POWER DIGITAL IGNITION SYSTEMS
COMPUTER CONTROLLED IGNITION FOR ROAD AND
RACING MOTORCYCLES**

Boyer Bransden Ignitions
Electrifying Performance

(Includes High Power Minature Coil(s) as required)

Kits Available:

http://www.britcycle.com/Products/331/331_series.htm

- 331-13/B (KIT00261) TRIUMPH/BSA SINGLES DIST. TYPE
- 331-12/B (KIT00280) TRIUMPH/BSA SINGLE WITH SIDE POINTS
- 331-02/B (KIT00281) TRIUMPH/BSA UNIT TWIN
- 331-01/B (KIT00284) NORTON ATLAS/COMMANDO
- 331-03/B (KIT00285) TRIUMPH/BSA THREE CYLINDER
- 331-14/B (KIT00300) ENFIELD BULLET



**GENUINE BOYER BRANSDEN ALTERNATOR POWERED
RACING IGNITION SYSTEMS**

Ignition Box combines the Boyer Amplifier with the Power Box that replaces the rectifier, zener diode and capacitor.

(For no lights operation only)

Boyer Bransden Ignitions
Electrifying Performance

Kits Available:

- 331-12/C (KIT00065) FOR UNIT SINGLES WITH SIDE POINTS
- 331-13/C (KIT00067) FOR UNIT SINGLES WITH DISTRIBUTOR
- 331-02/C (KIT00066) FOR TRIUMPH/BSA UNIT TWINS
- 331-03/C (KIT00068) FOR TRIUMPH/BSA TRIPLES



Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

SOME HELP WITH FAULT FINDING ON MACHINES FITTED WITH BOYER BRANSDEN IGNITIONS

NO SPARK CHECK:

BATTERY HAS POWER. (Switch on headlamp, this should stay bright for one minute)

THE FUSE KEEPS BLOWING. Replace the fuse with a 21 watt indicator bulb. As the electrical circuits are switched on the bulb will glow dimly, if a faulty circuit is connected the bulb will glow brightly. If the bulb glows bright with nothing switched on, remove wires from components in turn until the bulb goes out, the last one removed will be the area of the faulty circuit.

IGNITION UNIT HAS POWER. Using a bulb or voltmeter check the main power feed in to the ignition unit. This would be the wire from the ignition switch or kill switch. A 21 watt indicator bulb with wires attached makes a very good test lamp. With this connected between the frame and ignition feed wire, the lamp should glow brightly. If dim or varying, try moving the fuse holder, wiring, handlebars, to locate any faulty connections. Also test between the feed wire and the wire used to ground or earth the system, as a poor earth connection can be most difficult to find. The bulb draws similar current to the ignition and is a more useful test than the voltmeter only.

THE UNIT HAS POWER. Most MKIII ignition units will produce a spark on switching on and off; if this is so and sparks are produced on all cylinders then the ignition coils must be in good order. If one or more fail to spark, a coil could be faulty. On four cylinder machines try disconnecting one coil at a time, and switching on and off, checking for sparks. On other machines the coils are used singularly or connected in a chain in series. One coil failing can stop sparking but if it becomes short circuit to its case the coils after it in the chain will stop working. It is possible that a working coil is shorting to case, and stopping the other coils in the chain from working. This is very common when a Lucas coil is over tightened in the metal clamp, the case becomes crushed and touches the windings inside. This can occur when the coil warms up. The Micro-MKIII, Micro-Digital and Micro-Power units all turn off when not being triggered, therefore it is best to carry out the next test as you may not always have a spark on turning on and off.

SPARKS ON SWITCHING ON & OFF but not on cranking. Disconnect the wires from the ignition box that go to the stator plate. With the ignition on, touch these two wires together, making and breaking should produce a spark at the spark plugs. If sparks are present then the ignition box is most likely to be in good order, if none are present the box is faulty. The only units that will not trigger in this way are the racing crank triggered Digital and Norton rotary units. Check that the rotor magnets are running within the two metal pole pieces. On British machines, if necessary the rotor can be moved out slightly by placing a thin metal shim around the taper. The ignition will not fire if turned by hand at less than 200 RPM.

CHECKING THE STATOR PLATE. A full visual check of the condition of the circuit board and coils looking for loose or broken parts. Check for signs of the rotor touching the solder connections. Using a multimeter check the resistance of each pickup coil and then the total resistance across the wires or terminals. With the meter still connected, run your fingers around the coils, if the resistance changes there could be a broken winding inside.

CHECKING THE ROTOR. The magnets should just hold the weight of the rotor when placed against a piece of steel. Check the marking spots are the same way round. All magnets should have a similar amount of strength.

SPARKS ON CRANKING BUT WON'T FIRE. Check the stator wires do not change colour in the wiring loom, as swapping these will make the ignition fire over 50 degrees retarded. With a digital system check you have suppressed plug caps fitted of approx. 5,000 ohms. If timing has just been done, don't forget that the timing angle on the camshaft is half of the crankshafts (i.e. on a 650 Triumph full advance timing is 38 degrees crankshaft but is set at 19 degrees on the camshaft).

CONTINUOUS SPARKING WITHOUT CRANKING THE ENGINE. A poor battery with a battery charger connected or one or more bad cells in the battery. A high resistance in the wiring circuit or earth return. Check that the engine is earthed back to the frame and battery circuit. Plastic coated frames must have a good earth return to the engine case. A wrong type of ignition coil with a very low primary resistance, this will draw a very high current and produce a large volt drop across the wiring. The unit will keep turning on and off generating a chain of sparks.

ENGINE RUNS FAST AT IDLE, KICKS BACK ON STARTING. Poor fuse connection or wiring running low or variable voltage to the ignition. As the alternator charges into the system with increasing speed the problem can clear up.

ENGINE RUNS UP BUT REVLIMITS. Poor ignition switch or bad connection vibrating on and off. Plug caps open circuit (suppressors broken up).

Thanks to John Healy and Ernie Bransden for the above.

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

332 SERIES: POWER UNITS

<http://www.britcycle.com/Products/332PowerUnits.htm>

We stock Solid State Voltage Regulators for motorcycles equipped with Lucas dynamos. A new solution to poor lighting and battery charging problems!

The six volt regulator is a direct replacement for the original Lucas mechanical regulator. The completely weatherproof unit can be mounted anywhere suitable.

The twelve volt regulator allows conversion to a twelve volt electrical system with no modification to the standard Lucas six volt dynamo.

Both the six and twelve volt regulators are available in positive and negative ground. Maintenance free! 2-1/2" x 2-3/8" x 1-1/4" deep! Flange mounted.



**SOLID STATE REGULATORS
PLEASE SEE THE 332-SERIES
FOR PRICE & AVAILABILITY**



332-104/A TYMPANIUM UNIT

Single Phase Power Control Module replaces the zener diode & rectifier. American made; warranted. 1-7/8" x 2-1/8" x 7/8", flange mount.



332-104/C SPARX SINGLE PHASE UNIT

Replaces Rectifier and Zener Diode
2-3/8" x 2-3/4", Finned



332-104/B BOYER POWER MODULE

Does the same job as the Single Phase Mity Max. From the manufacturer of Boyer Electronic Ignitions Kits! 35mm high, 63mm wide, 60mm long; 90mm x 60mm over brackets. Has built-in capacitor.



#331-18/A BOYER 12 VOLT TWIN OUTPUT IGNITION COIL

For Use With Boyer Electronic Ignition Systems: Standard and Microdigital. Complete with leads and spark plug wires. We have a variety of caps for sale. Must be heatsinked. Dimensions: Body 2-1/2", with brackets 4"; maximum thickness 2".

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

333-131/A HI-OUTPUT ALTERNATOR KIT, SOLID STATE



This kit consists of a 220 Watt 3 Phase stator, a high output magnetic rotor with markings suitable for British singles, twins, and triples, and a 12V regulator/rectifier powerbox, to replace the stock LUCAS charging system completely while offering much higher output at all engine speeds. This should ensure a well charged battery and allow installation of brighter lights and usage of accessories such as heated clothing, etc. and will work on any alternator equipped British bike where space allows.

Please Note: When using SPARX regulator rectifiers you must use resisted spark plugs as circuitry is sensitive. Using unresisted plugs can cause over charging.

<http://www.britcycle.com/Products/333131AAlternatorKit.htm>

345 SERIES: WIRING HARNESSES

<http://www.britcycle.com/Products/345Harnesses.htm>

These fabric wrapped wiring harnesses for Triumph, BSA and Norton motorcycles are the best! The colour coding is as original, the connectors are correct for the application, the wires are the correct length and they look great! Call today!



Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

Lucas Magnetos, Replacement Kits and Parts



Reconditioned Magnetos and Generators

The magnetos and generators that we have on hand are reconditioned both mechanically and cosmetically. We also have parts. Please give us a call to discuss your needs.

http://www.britcycle.com/Products/334/334_series.htm

B.S.A. A50/A65 (Pre 1970) 334-1281

Increase the performance, reliability and looks of your BSA with this Joe Hunt BSA magneto kit. Kit includes beautifully polished side cover that mounts the Joe Hunt Magneto. Simply remove stock cover and points plate and install the Joe Hunt side cover. Outside mounting of the magneto makes for easy on the spot timing. The BSA Magneto is currently a special order item.



Triumph, BSA and Norton

Pre-Unit Construction Type 334-1278

The Joe Hunt completely self contained magneto replaces that worn troublesome stock ignition on your pre-unit. Remove stock ignition and insert magneto.



Triumph 500/650

Unit Construction Type 334-1279

Designed and engineered to increase power and RPM, prolong plug life and simplify tuning, This model is completely self contained. Just remove stock points cover and plate and install.



http://www.britcycle.com/Products/joe_hunt_magnetos.htm



Norton Twins with Right Hand Points - 334-1280 Special Order Item

Parts also stocked for Joe Hunt and old style (points) ARD mags.

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

335-SERIES: BATTERIES



Part #335-02/A
(12N94B-1 Type)
Sealed 12 Volt Kickstart Battery

These modern maintenance free sealed batteries require no filling with electrolyte, and have been custom made for BCS to replace the old style batteries above. Just make sure it is fully charged, and install - no more vent tubes, electrolyte level checks, and possible acid damage to your classic!

http://www.britcycle.com/Products/335/335_series.htm

Batteries for many other applications are available.
Please see the 335-Series in the Priceguide.

336-SERIES: CHAMPION SPARK PLUGS

(If your bike is not listed, ask!)

http://www.britcycle.com/Products/336/336_series.htm

BSA

750	Rocket III	336-N3C
650	All 650 models	336-N3C
500	All 500 models	336-N3C
440	B44 VS & SS	336-N4C
250	All 250 models	336-N3C

NORTON

850	Commando	336-N7YC
750	Commando	336-N7YC
750	Atlas	336-N6YC
650	Dominator, Mercury, Manx	336-N4C
600	All models with 3/4" reach	336-N74C
500	All models with 3/4"reach	336-N4C

TRIUMPH

750	Trident	336-N3C
750	1979 T140E	336-N74C
750	T140V, TR7RV	336-N3C
650	T120, TR6	336-N3C
500	T100, TR5T TR5MX, etc.	336-N3C
250	TR25W	336-N3C
200	Cub	336-L86

*Spark Plugs for almost all other
Brit Bike applications are available here.*



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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

337 SERIES - PAZON IGNITION KITS

http://www.britcycle.com/Products/337/337_series.htm

A new range of premium grade electronic ignition kits has been introduced to complement our extremely popular line-up of traditional Boyer Bransden ignitions for those who would like a system with a few more features. Since we are unable to obtain new stocks of the high quality Lucas RITA kits at this time due to supply problems (April 2006) limiting us to only what we have in stock of them, we are happy to be able to offer the Pazon Ignition as an alternative.

Like Boyer and RITA, Pazon was also based in England, but has just set up a new factory in New Zealand to produce both standard (Analogue) ignition kits for normal street use, and higher performance Digital kits for those who are working on a high performance or race bike, though the digital kits will also give advantage even in normal use.

The Pazon Standard (Analogue) kits have the following advantages, plus more, over others:

- *Available for both 6 and 12Volt bikes.
- *Pickup plates have degree markings to aid in achieving precise timing adjustments.
- *Compact ignition module (amplifier box) for easy fitting and hiding.
- *Reverse polarity protection on 12V kits, to save your kit in case of a wiring error during installation.
- *Extremely detailed full colour 16pg. installation and owner's booklet included with every kit.
- *Low cranking speed required, for easier starting.

The Pazon Digital Ignition Systems have the following advantages, plus more, over others:

- *Less voltage is required to work properly than others, which is to particular advantage on bikes equipped with electric start such as T160, T140ES, and Norton MK3, since starters do cause a large voltage drop when being operated. Consistent timing is maintained even at low voltage and low cranking speeds for easy starting.
- *User programmable revlimiter button is on ignition module for engine protection from over revving if desired.
- *All Digital kits are totally complete with miniature high energy ignition coils, plug wires, resistor plug caps, etc. Nothing left to buy!
- *Kill button connection.
- *Electronic tachometer connection.
- *On board static timing light, on pickup plate, for easier timing without use of a strobe light
- *Reverse polarity protection to save your kit in case of a wiring error during installation
- *Digital Hall Effect trigger gives extremely precise timing, without spinning magnets.

In addition to the normal Pazon kits, complete Magneto Replacement Systems are also available, which include a ball bearing equipped 3 bolt alloy housing, coils, etc. to replace worn out K1F, K2F, and BTH mags. These kits are available in 6 or 12V analogue, or 12V Digital, to upgrade older bikes.

Digital Systems can also be supplied for twin plug heads, offset cranks, V-twins, etc, and new systems are constantly being developed.

Of course, all Pazon components are covered by a full 7-1/2 year manufacturer's warranty against defects from date of sale to original owner, and spare parts and technical assistance are readily available if ever required.

337-PA1 PAZON electronic. ign, TriBsa single, 64on, called the Pazon Sure-Fire
337-PA2 PAZON elec. ign, TriBSA unit Twin & NorTwin, called the Pazon Sure-Fire
337-PAMT1-6 PAZON elec. ign. magneto repl. kit, 6V
337-PD1 PAZON digital ign, TriBsa single, 64on, called the Pazon Smart-Fire
337-PD2B PAZON digital ign, RH point Commando & A65, called the Pazon Smart-Fire
337-PD2T PAZON digital ign, Tri. unit twin & Atlas, called the Pazon Smart-Fire
337-PD3 PAZON digital ignition, TriBSA triples, called the Pazon Smart-Fire



337-PA2



337-PAMT1-6

Note: All kits come complete with instructions, connectors, terminals, ties, etc. needed for installation.

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

UNIVERSAL HANDLEBAR SWITCHES



341-01 Universal kill switch,
push on/off



341-04 Horn Button, universal



341-06 Handlebar switch,
universal multi-purpose



341-06/A Handlebar switch,
universal multi-purpose with wires



341-08 Handlebar switch,
universal hi/lo/horn, Miller type



341-3857/ER "Ducon" handlebar
switch, econo, with wires



341-07 Handlebar switch,
universal hi/lo



341-3858/ER "Tricon" handlebar
switch, econo, with wires

http://www.britcycle.com/Products/341/341_series.htm



342-02 Universal Brake Light Switch



343-01 Chrome
Ignition Switch Bracket



343-11 Universal
Key Switch

<http://www.britcycle.com/Products/343/343001.htm>

HORNS



344-01 universal, 12V, chrome
344-01/A universal, 6V, chrome



344-01/BLK universal, 12V, Black
344-01/A/BLK universal, 6V, Black

Spark Plug Wires

<http://www.britcycle.com/Products/plugwires3.htm>



345-01

Plug wire kit, universal, black, copper, 7mm

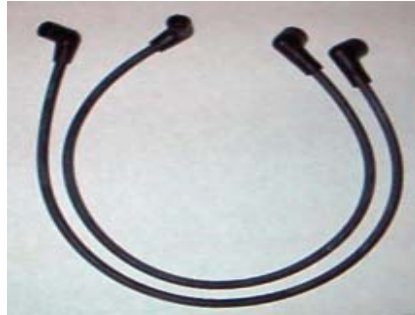
34" of black silicone US made Packard 440 copper core wire with a black rubber plug cap fitted on each end plus two straight and two right angle coil boots and terminals, supplied loose in bag. Cut the wire to length as needed and attach appropriate coil ends. One kit needed for pre-oil-in-frame Triumph, BSA and Norton twins; two for oil-in-frame Triumph and BSA twins; three for triples. Ideal for custom and performance applications!
(Not for use with Boyer Micro-Digital Ignition!)



345-1396

Plug wire set T160, black

24" black resistor wires, made up for T160 Triumph Triple, fitted with soft black plug caps and right angle coil boots. Supplied as set of three.



345-1140

Plug wire set, black, long type, for oilframe twins, Champion resistor

22" black resistor wire, fitted with soft black Champion logo plug caps and right angle coil boots to suit underseat coils on oil-in-frame Triumph and BSA twins as well as some other applications. Supplied in pairs. Excellent for restorations!



345-03

Plug wire & cap, black, resistor, 24", 7mm

Same applications as 345-1140, but made of 24" of black resistor wire with black rubber plug caps. Sold "each."

345-03/A

Plug wire & cap, copper, 24", 7mm

Same applications as 345-1140, but made with copper core wire. (Black silicone US made Packard 440.) Sold "each".
(Not for use with Boyer Micro-Digital Ignition!)



345-1202

Plug wire set, black, short type, for twins, Champion resistor

7" of black resistor wire; made up to suit 71on Commandos and pre-oil-in-frame Triumph unit twins with coils under tank; may suit other applications. Fitted with soft Champion logo plug caps; angled coil boots. Supplied in pairs. Ideal for restorations!



345-04

Plug wire & cap, black, resistor, 10", 7mm

Same applications as 345-1202 but made of 10" of black resistor wire fitted with black, soft rubber plug caps and straight coil boots. Sold "each".

345-04/A

Plug wire & cap, copper, 10", 7mm

Same applications as 345-1202 but made of 10" of black silicone US made Packard 440 copper core wire fitted with black, soft rubber plug caps and straight coil boots. (Not for use with Boyer Micro-Digital Ignition!)

(Note: Resistor plug wires must be used with Boyer Micro-Digital Ignition Kits.)

New 345-06: 36" of red US made 8mm resistor wire with a black rubber plug cap fitted on each end plus two straight and two right angle coil boots and terminals, supplied loose in bag. Cut the wire to length as needed and attach appropriate coil ends. One kit needed for pre-oil-in-frame Triumph, BSA and Norton twins; two for oil-in-frame Triumph and BSA twins; three for triples. Ideal for custom and performance applications! Fattest plug wires we sell!

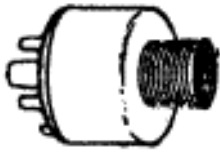
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Website: <http://www.britcycle.com>

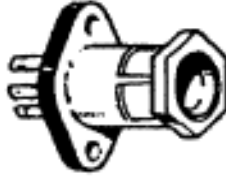
Email: <mailto:info@britcycle.com>

391-SERIES: LUCAS ELECTRICAL PARTS

http://www.britcycle.com/Products/391/391_series_0.htm



391-30552
ignition switch, 4 position
(comes w/ nut, washer & spacer)



391-30608
ignition switch, 2 position



391-54335169
tumbler & keys for
391-30552 & 391-30608



391-31563
handlebar switch



391-34419 (8 terminal)
391-31788 (5 terminal)
headlight switch (3 position)



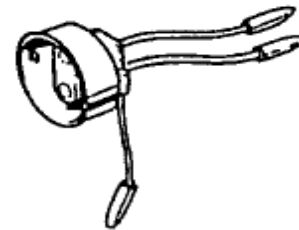
391-34660
headlight switch, 2 position



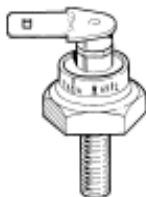
391-54033234
brakelight switch, early



391-34815
brakelight switch, late



391-554602
headlight bulb holder, pre-focus



391-49345
zener diode, positive ground
391-49589
negative ground, (1979 on)



391-36403
ammeter



60-2133 early
oil pressure switch
(tapered thread)

60-3719 late
oil pressure switch
(straight thread)

LUCAS

We stock more Lucas parts than we could possibly illustrate. Please use the Original Equipment Manufacturer's part numbers from the factory parts book when ordering and put the prefix 391- in front of the number. Check the priceguide section for price and availability in the 391-Series. See the Priceguide for economy replacements, too, which in some cases are the only type available at this time.

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391-SERIES: LUCAS ELECTRICAL PARTS & REPLACEMENTS



4CA
391-54415803 POINTS
 (used with condensers
 on points plate)
 1963-1967
 1 & 2 Cylinder



391-425377
 Condenser
 (with tab for mounting
 on points plate or coil
 bracket)
 1963-1967



6CA
391-54419827 POINTS
 (held down with 1 screw)
 1968 - on
 1 & 2 Cylinder



391-54420128
 Condenser
 (for mounting in rubber
 cover)
 Most 1968 - 1976



10CA
391-60600271 POINTS
 (held down with 2 screws)
 Mid 1973 & later
 1 & 2 Cylinder

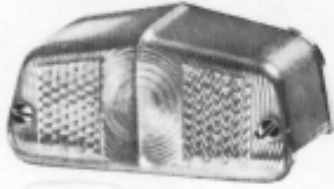


391-60410181
 Condenser
 (most unit singles; E.T.
 equipped bikes; and
 some T140/TR7)

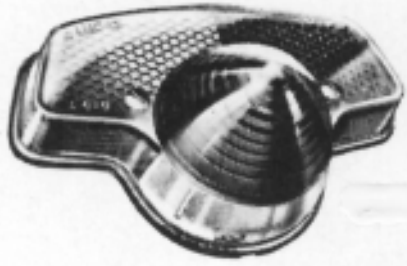


7CA
391-54419828 POINTS
 Triples

*Please note: These
 illustrations are provided
 to assist in identification
 of the points and
 condensers that are on
 the bike. Make sure that
 you check what you have,
 as these are only some
 of the applications.*



391-53454
Tail Lamp Unit
 pre-1967
391-54576001 Lens



391-53973
Tail Lamp Unit
 1967-1972
391-54577109 Lens



391-56513
Tail Lamp Unit
 1973 and later
391-54584930 Lens



391-56605 short
391-56605/A long
Signal Light Assembly
Lens 391-60600621



391-516798
British 7" Head Light Unit
391-54525272 5-3/4" Light Unit
 Pre-focus with pilot light



391-553248 7" Head Light Rim
391-534343 5-3/4" Rim

391-504665 "W" clip
 391-144921 retaining
 plate screw
 391-534296 retaining plate

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

392-SERIES: LIGHT BULBS

- 392-01 bulb,hdlt,H4,55/60W,6V
- 392-02 bulb,mini speedo/tach
- 392-166 USE 392-312 *
- 392-233 bulb,inst,12 Volt bayonet
- 392-233/ER bulb,instrument,econo repl.
- 392-281 bulb,warning lights
- 392-281/ER bulb,warning lights,econo.repl.
- 392-282 bulb,warning lights,6volt
- 392-312 bulb,headlight,6 volt,repl.
- 392-370 bulb,headlight,45/40 watt
- 392-380 bulb,stop/tail,12 volt
- 392-380/A bulb,stop/tail,12 volt,halogen
- 392-380/ER bulb,stop/tail,12volt,econ.rep
- 392-382 bulb,turn signal,12 volt
- 392-382/ER bulb,turn signal,econ.rep
- 392-384 bulb,stop/tail,6 volt,repl
- 392-384/ER bulb,stop/tail,6 volt,econo.repl.
- 392-410 bulb,hdlt,45/40 watt,late
- 392-410/ER bulb,headlight,12V,econo
- 392-414 USE 392-446
- 392-417 bulb,hdlt,60/40watt,late
- 392-417/A bulb,hdlt,100/80watt,late
- 392-446 bulb,hdlt,50/40watt,repl*
- 392-446/A bulb,headlight,halogen,BPF
- 392-446/ER bulb,hdlt,12v economy rep*
- 392-472 bulb,hdlt,QuartzH4,60/55w
- 392-484 bulb,hdlt,quartz,H4,100/80W
- 392-501 bulb,inst,"flashbulb"type,5 Watt
- 392-504 bulb,inst,"flashbulb"type
- 392-504/ER bulb,instrument,econo repl.
- 392-951 bulb,inst&pilot,6Vbayonet
- 392-987 bulb,inst,12V.screw type
- 392-987/ER bulb,inst,12V.screw type,econo
- 392-988 USE 392-951
- 392-989 bulb,pilot,12Volt bayonet
- 392-989/A bulb,pilot,12VHalogen,bayonet
- 392-989/ER bulb,pilot,econo
- 392-990 bulb,inst,6V,screw type,3Watt



392-233



392-281
392-282



392-312



392-380



392-382



392-384



392-410 & 392-417



392-446

<http://www.britcycle.com/Products/392.htm>



392-472
392-484



392-501



392-504



392-987



392-989
392-951



392-990



**392-446/A Halogen Headlight Bulb
65/55W British PreFocus**

No need to change your lightunit,
this bulb fits the standard base.

**Also on hand
392-989/A Halogen Pilot Light Bulb**

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HARDWARE



411-SERIES: ALLEN BOLT SETS

Please see the 411-Series in the priceguide for a complete list of kits that are available. Supply may vary.

<http://www.britcycle.com/Products/411AllenKits.htm>



412-SERIES: ACORN NUTS

413-SERIES: ACORN NUT SETS

Please see the 412-Series in the priceguide for a complete list of individual acorn nuts and the 413-Series for acorn nut kits. Supply may vary.

<http://www.britcycle.com/Products/413/413Page001.htm>



415-SERIES: BOLTS

416-SERIES: NUTS

Please see the 415-Series in the priceguide for a complete list of individual bolts and the 416-Series for individual nuts that are available. Bolts are listed by size, threads per inch and length; nuts are listed by size and threads per inch, lock or plain. Supply may vary.



417-SERIES: SHIM KITS

Please see the 417-Series in the priceguide for shim kits. Supply may vary.

<http://www.britcycle.com/Products/417/417.htm>



418-SERIES: TAB WASHER SETS

Please see the 418-Series in the priceguide for tab washer sets. Supply may vary.

<http://www.britcycle.com/Products/418TabWasherSets.htm>

Nut And Bolt Sets

http://www.britcycle.com/Products/414/414_series.htm

414-000088	mtg.set,tank,63-66 Tri650*	ST
414-000089	mtg.set,tank,54-59 TriPU	ST
414-000091	mtg.set,tank,68-70 TriTwins*	ST
414-000105	mtg.set,tank,TR7/140	ST
414-00800	mtg.set,tank,57-63 3/5TA	ST
414-14	mtg.kit,tank,duplex frame	ST
414-00160	fastener kit,cases,TR6/120,63-68	ST
414-01	T160type"hd.fix kit",Hyde	ST
414-00187	boltkit,hd,BSA M20/21,1949on	ST
414-00187/A	boltkit,hd,BSA M20/21,pre1949	ST
414-05	boltkit,alloy head BSA A10	ST
414-06	boltkit,iron head BSA A10	ST
414-07	boltkit,hd,BSA A50/65,late	ST
414-07/A	boltkit,hd,BSA A50/65,early	ST
414-12	boltkit,hd,preunit Tri	ST
414-15	boltkit,hd,unit 350/500 Triumph	ST
414-067097	fastener kit,cyl.hd,Nort*	ST
414-999948	boltkit,hd,TR6/120,63-70*	ST
414-00803	mtng.kit,rubber mt.bars	ST
414-02	nutkit,cyl,Nort.850,ss	ST
414-03	nutkit,cyl,pre72Nor750,ss	ST
414-04	nutkit,cyl,72onNort750,ss	ST
414-00801	mtng.kit,pegs,TR6/120,64-68	ST
414-00802	mtng.kit,pegs,TR6/120,69/70	ST
414-067094	stud & nut kit,preMk3 crank	ST
414-067095	stud & nut kit,Mk3 crank	ST
414-067120	stud & nut kit,650SS crank	ST
414-08	mtg.set,oiltank top,A50/65	ST
414-09	stud set,oilpump,A7/10	ST
414-10	bolt set,allenBSF,MORGOrotary pump	ST
414-13	mounting kit,rearsets,DBD34	ST
414-110/A	tappet retaining kit,A10 late	ST
414-110/B	tappet retaining kit,A7 & early A10	ST
414-113/A	mounting kit,oiltank bot, A75/X75	ST
414-11	mtg.set,c.stand,A7/10,etc.	ST
414-999949	mtg.set,c.stand,66on500Tri	ST
414-999950	mtg.set,c.stand,60-62 TriPU	ST
414-999951	mtg.set,c.stand,1980on	ST
414-999952	mtg.set,c.stand,54-59 TriPU	ST
414-999953	mtg.set,c.stand,71-79 oilframe	ST
414-999955	mtg.set,c.stand,69/70 650Tri	ST



414-00091



414-00187/A



414-00801



414-999949

**Supply on kits may vary. More are being added.
Give us a call for current price and availability.**

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

Engine Mounting Hardware Sets

414-EBS1	eng.mt.hdwe,A7/10,pre1957	ST
414-EBS11	eng.mt.hdwe,C15/B25/B40/B44,pre71	ST
414-EBS14	eng.mt.hdwe,unit350/500,pre1965	ST
414-EBS15	eng.mt.hdwe,unit350/500,1965-68	ST
414-EBS16	eng.mt.hdwe,unit350/500,1969	ST
414-EBS17	eng.mt.hdwe,unit350/500,1970	ST
414-EBS18	eng.mt.hdwe,T100C/T100R,71on	ST
414-EBS19	eng.mt.hdwe,TR6/120,1963/64	ST
414-EBS20	eng.mt.hdwe,TRI650,1965/66	ST
414-EBS21	eng.mt.hdwe,TR6/120,1967/68	ST
414-EBS22	eng.mt.hdwe,TR6/120,1969	ST
414-EBS23	eng.mt.hdwe,TR6/120,1970	ST
414-EBS24	eng.mt.hdwe,TR6/120,1971-72	ST
414-EBS27	eng.mt.hdwe,TRIPreunitSA,1954-59	ST
414-EBS28	eng.mt.hdwe,TRI650,1960-62	ST
414-EBS29	eng.mt.hdwe,Commando,pre75	ST
414-EBS3	eng.mt.hdwe,B31/32/33/34,1954on	ST
414-EBS30	eng.mt.hdwe,Commando,MK3	ST
414-EBS31	eng.mt.hdwe,Featherbed	ST
414-EBS4	eng.mt.hdwe,A7/10,rigid&plunger	ST
414-EBS5	eng.mt.hdwe,A50/65,pre1969	ST
414-EBS6	eng.mt.hdwe,A50/65,1969/70	ST
414-EBS7	eng.mt.hdwe,A50/65,oilframe	ST
414-EBS8	eng.mt.hdwe,B25/50,oilframe	ST



<http://www.britcycle.com/Products/414EngineMountingKits.htm>

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

421- SERIES: SHELL BEARINGS, CRANK AND ROD

Vandervell



421-SERIES: SHELL BEARINGS

Please see the 421-Series in the priceguide for the complete list of shell bearing sets. Or look up by O.E.M part number.

422-SERIES: BEARING BALLS

Please see the 422-Series in the priceguide for the complete list of bearing balls. Or look up by O.E.M part number.



99-3733/A Taper Bearing Kit
Pre Oil-In-Frame Unit Triumph 650, 500 &
750 Triples.
Other kits available; see the 423-Series



ALPHA

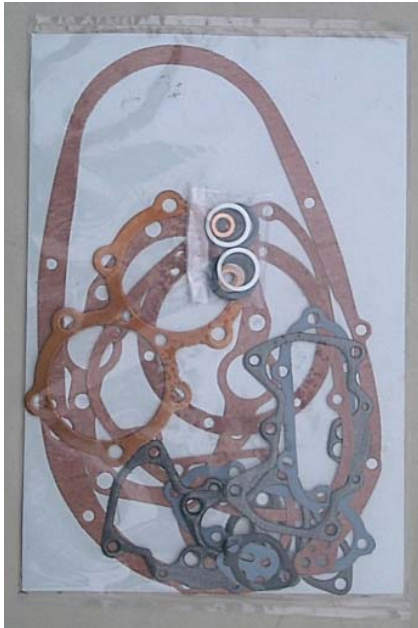
423-SERIES: BEARING & SETS

Please see the 423-Series in the priceguide for the complete list that includes: cam bushing sets; bushing and pin sets for swingarms; cup and cone sets for the steering head; bushing and seal kits for the front forks; crank pin assemblies. Individual parts are also available. Please use part numbers from the part book for the bike being worked on and reference the priceguide for price and availability. Supply may vary.

http://www.britcycle.com/Products/423/423_series.htm

432-SERIES: GASKET SETS

Our standard replacement gasket sets are made in England to original or better than original specs. They are listed in the 432-SERIES in the Priceguide section. Please check there for price and availability.



433-SERIES: EMGO GASKET SETS

Made in Taiwan. Top end and complete sets for Triumph 650 and 750 Twins and well as an economy line of individual gaskets.

INDIVIDUAL GASKETS

are listed under the Original Equipment Manufacturers part numbers.

431-SERIES: LOOSE GASKETS

431-01 gasket, outer gbx cover, Tri. unit 500

431-02 gasket, inner gbx cover, Tri. unit 500

431-03 gasket, timing cover, Tri. unit 500

431-04 fiber washer assortment pack

431-05 gasket, outer gbx cover, Tri. Pre-unit

431-07 gasket, timing cover, Tri. Pre-unit

SOME SPECIAL GASKETS

71-1448 gasket, outer gbx. cover T120/40/50

71-3096 gsk, inner gbx. cvr T120/40, RH shift

57-7012 gsk, inner gbx. cvr T140, LH shift

71-7263 gasket, timing cover T120, T140

<http://www.britcycle.com/Products/432&433.htm>

434-SERIES: OIL SEAL KITS

434-01 sealkit, 3cyl, 4 speed

434-02 sealkit, 3 cyl, 5 speed, A75V & T150V

434-03 sealkit, Triumph T160V

434-04 sealkit, 68on Triumph/BSA single cyl.

434-05 sealkit, 1963-1967 Triumph 650

434-06 sealkit, 1968 & 69 triumph 650

434-07 sealkit, 1970on Triumph 650 4 speed

434-08 sealkit, Triumph 5 speed twin

434-09 sealkit, 1959-1963 Triumph 350/500

434-10 sealkit, 1963-1967 Triumph 350/500

434-11 sealkit, 1968 & 69 Triumph 350/500

434-12 sealkit, 1970on Triumph 500

434-13 sealkit, pre-1969, BSA A50/A65

434-14 sealkit, 1969on BSA twins

434-15 sealkit, pre-1975 Norton twin

434-16 sealkit, 1975 Norton 850 MKIII

434-17 gearbox rebuild kit, pre 1975 Norton

INDIVIDUAL OIL SEALS ALSO

AVAILABLE

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BRITISH CYCLE SUPPLY COMPANY PISTON GUIDE

Pistons:

Please specify standard or oversize when ordering. If in doubt, give us exact bore size in thousands of an inch at lower unworn portion and any numbers on top and inside of piston. If the wear toward the top of the bore is over .008", you should rebore and install next oversize pistons available. Please always note your first and second choices for oversize and compression ratio. We have underlined piston set numbers that are still being manufactured, but we still run into some old stock of other numbers, and occasional partial sets, though these are the exception rather than the rule.

Clearances noted in our chart following are **minimums**. Piston skirt clearances are measured at bottom of skirt and at right angles to the pin, and should be increased for larger oversizes, racing, or when a cast iron cylinder has been sleeved. If your machine shop says a rebore is necessary, please wait until you receive pistons before reboring. If you still turn out to need a larger oversize, we will exchange for a small service charge if returned with our authorisation and a copy of the invoice. Larger oversizes may require boring the head gasket bores oversize, too.

General Rules for Ring Installation:

Cylinders should be deglazed before fitting new rings, fully cleaned with hot water and soap, and then oiled. Never reuse old piston rings.

Always ensure you have sufficient ring endgap, checked by using the piston skirt to hold the rings squarely in the lower unworn portion of the bore. While .004" or .005" endgap per inch of bore size is recommended as a minimum, a bit of excess should not create any problem as long as rings are new and piston skirt clearance is correct. Always make sure that rings are free in grooves without excessive up and down play, and that you install them with gaps staggered and none facing directly to the front or rear of the engine. When replacing rings, any markings should always face upwards. If rings are unmarked, any taper on the inside should face up, and any taper on the outside should face down. If chrome rings are fitted, they are always in the top groove.

General Rules for Sleeve Installation:

These tips are intended to be a guide for installing sleeves into cylinders. There are always exceptions to the rule and care must be taken on special applications.

- 1) Interference fit for cylinder sleeve to aluminum bore is .004.
- 2) Interference fit for cylinder sleeve to a cast iron bore is .002 to .003.
- 3) Installation of flange type sleeves follow the same rules, but the top of the cylinder must have a countersink to the correct depth to accept the flanged sleeve.
- 4) Heating the cylinder for 45 minutes to an hour at 350 to 450 degrees is preferable.
- 5) Freeze your sleeve.
- 6) The sleeve should slide in very easily when the cylinder is properly heated.
- 7) Remember to rap the sleeve down after the cylinder has cooled off.
- 8) Milling the top deck of the cylinder always adds a quality touch. A caution here, some cylinders may not be able to have the top surface decked.

SPECIAL NOTES: Piston sets include rings, wrist pins, and circlips except where noted. Measurements in the chart are in inches. Pistons and rings are sourced from a variety of manufacturers where Hepolite production has ceased on many numbers.

SEE THE 441-SERIES IN THE PRICE GUIDE SECTION FOR PISTON PRICES AND THE 442-SERIES FOR PISTON RING PRICES. AVAILABLE OVERSIZES ARE SHOWN THERE. SEE THE 443-SERIES FOR CYLINDER SLEEVES.

<http://www.britcycle.com/Products/443CylinderSleeves.htm>

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BRITISH CYCLE SUPPLY COMPANY PISTON GUIDE

BRAND	MODEL	CYL	YEAR	NOMINAL BORE	COMP.	NOMINAL SKIRT CLEAR.	441-PISTON SET	442-RINGS	443-SLEEVES
BSA	125 BANTAM	D1	1	1947-63	2.047	.004	10399	3620	
BSA	150 BANTAM	D3	1	1954	2.2244	.004	12543	5560	
BSA	150 BANTAM	D3	1	1955-57	2.2244	.004	12923	5560	
BSA	175	D5/D7	1	1958-63	2.4213	.004	14178	10940	
BSA	175 BANTAM	D7	1	1964-66	2.4213	7.5:1 .0035	17293	10940	
BSA	175	D10/D14	1	1967-69	2.4213	.0035	17952	23080	
BSA	250	B2/18	1		2.480	.004	7150	3640	
BSA	250	C11/2 OHV	1		2.480	7:1 .004	<u>8267</u>	3640	
BSA	250	C15	1		2.6378	6.5:1	15417	23010	
BSA	250	C15	1		2.6378	7.5:1 .003	<u>15137</u>	23010	
BSA	250	C15	1		2.6378	9:1 .0035	16114	23010	
BSA	250	C15	1		2.6378	10:1 .0045	15305	23010	
BSA/TRI	250	B/T25	1		2.638	10:1 .003	<u>16945</u>	23010	PRE69 180 69ON 187
BSA	250	C25	1		2.6366	10.5:1	17284		
BSA	500	M20	1		3.2283	4.9:1	<u>11957</u>	3670	821
BSA	600	M21	1	1939 ON	3.2283		<u>12659</u>	3920	821
BSA	350	B31	1		2.7953	6.5:1 .0035	<u>15504</u>	4530	
BSA	350	B31	1		2.7953	7.75:1	9939	4530	
BSA	350	B31	1		2.7953	9:1	11813	4530	
*The above pistons for B31 also do B32 to 1952.									
BSA	350	B40	1		3.110	7:1	15544	15490	186
BSA	350	B40	1		3.110	8.75:1 .0035	16687	15490	186
BSA	441	B44	1		3.110	9.5:1 .003	<u>17791</u>	15490	ROUND 186 SQUARE173
BSA	500	B33	1	1947-52	3.3764	6.8:1 .0035	<u>11341</u>	3680	
BSA	500	B33	1	1947-52	3.3764	7.5:1	<u>11342</u>	3680	
BSA	500	B33	1	1947-52	3.3764	8.5:1	<u>12010</u>	3680	
*The above three pistons are for "long rod" and do B34 "long rod" 1947-57.									
BSA	500	B33	1	1953-60	3.3764	7.5:1 .0035	<u>11744</u>	3680	
BSA	500	B33	1	1953-60	3.3764	8.5:1	12279	3680	
*The above two pistons are for "short rod".									

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BRITISH CYCLE SUPPLY COMPANY PISTON GUIDE

BRAND	MODEL	CYL	YEAR		NOMINAL BORE	COMP.	NOMINAL SKIRT CLEAR.	441-PISTON SET	442-RINGS	443-SLEEVE	
BSA	500 B34GS	1	1954	ON	3.344	7.25:1		12804	7700	SHORT	182
BSA	500 B34GS	1	1954	ON	3.344	8.5:1		13012	7700	LONG	248
BSA	500 B34GS	1	1954	ON	3.344	9:1	.003	18527	7700		
BSA	500 B50	1	1971	ON	3.307	10:1	.004	<u>19257</u>	26510	234	
BSA	500 A7	2	PRE 1951		2.4405	7:1		10030	3630	206	
BSA	500 A7	2	PRE 1951		2.4405	6.6:1		11151	3630	206	
BSA	500 A7	2	PRE 1951		2.4405	7.5:1		10739	3630	206	
BSA	500 A7	2	LATE		2.5984	6.66:1		11094	4550	482	
BSA	500 A7	2	LATE		2.5984	7.25:1		<u>11288</u>	4550	482	
BSA	500 A7	2	LATE		2.5984	8:1	.003	11603	4550	482	
BSA	500 A7	2	LATE		2.5984	9.5:1		12058	4550	482	
BSA	500 A50	2			2.5787	9:1	.003	<u>15934</u>	17360	174	
BSA	650 A10	2			2.7555	6.5:1		11016	3650	177	
BSA	650 A10	2			2.7555	7.25:1	.0035	11062	3650	177	
BSA	650 A10	2			2.7555	8:1		11431	3650	177	
BSA	650 A10	2			2.7555	8.5:1	.0035	<u>11787</u>	3650	177	
BSA	650 A10	2			2.756	9:1	.0045	11412	3650	177	
BSA	650 A10	2			2.756	10.5:1	.005	15638	3650	177	
BSA	650 A65	2	ALL YEARS		2.953	7.5:1	.0035	<u>15933</u>	17350	175	
BSA	650 A65	2	ALL YEARS		2.953	9:1	.004	<u>19233</u>	17350	175	
BSA	650 A65	2	ALL YEARS		2.953	10.5:1	.0045	<u>18732</u>	17350	175	
BSA/TRI	TRIPLES	3			2.638	9.5:1	.002	<u>19916</u>	23020	176	
BSA/TRI	TRIPLES	3			2.638	11:1	.0025	19917	23020	176	
NORTON	ES2	1	1948	ON	3.1102	6.45:1	.004	10226	3750	791	
NORTON	ES2	1	1948	ON	3.1102	7.1:1		<u>13346</u>	3750	791	
NORTON	ES2	1	1948	ON	3.1102	7.9:1		11960	3750	791	
NORTON	500	2			2.5984	6.75:1		10533	3730	482	
NORTON	500	2			2.5984	8:1	.003	10338	3730	482	
NORTON	500	2			2.5984	9.2:1		<u>18548</u>	3730	482	
NORTON	500	2			2.5984	9.45:1		11917	3730	482	

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BRITISH CYCLE SUPPLY COMPANY PISTON GUIDE

BRAND	MODEL	CYL	YEAR	NOMINAL BORE	COMP.	NOMINAL SKIRT CLEAR.	441-PISTON SET	442-RINGS	443-SLEEVES
NORTON	600	2		2.6770	7.4:1		<u>13325</u>	7970	142
NORTON	600	2		2.6770	8:1		<u>14629</u>	7970	142
NORTON	600	2		2.6770	8.5:1	.003	<u>18549</u>	7970	142
NORTON	600	2		2.6770	9:1		<u>18553</u>	7970	142
<hr/>									
NORTON	650	2		2.6770	8.9:1	.0045	<u>17839</u>	7970	142
<hr/>									
NORTON	750	2		2.874	7.5:1	.0035	<u>19488</u>	18020	214
NORTON	750	2	EARLY	2.874	8.7:1	.0035	<u>16001</u>	18020	214
NORTON	750	2		2.874	9:1	.0045	<u>19145</u>	26260	214
NORTON	750	2		2.874	10.5:1	.0055	<u>18554</u>	18020	214
NOTE: 26260 rings are for .175 inch deep oil ring groove; 18020 rings are for .125 inch deep oil ring groove.									
NOR	810 DUNSTALL	2		76 MM			<u>8901</u>		227
<hr/>									
NORTON	850	2		3.0315	8.5:1	.0045	<u>19342</u>	26730	143
<hr/>									
TRI	150 TERRIER	1		2.2441	9:1		<u>11982</u>	5570	
<hr/>									
TRIUMPH	200 CUB	1		2.4803	7:1	.003	<u>12581</u>	5810	480A
TRIUMPH	200 CUB	1		2.4803	9:1	.0035	<u>12600</u>	5810	480A
TRIUMPH	200 CUB	1		2.4803	10.5:1	.004	<u>13469</u>	10872	480A
<hr/>									
TRIUMPH	250 SINGLES		- PLEASE SEE BSA 250 SINGLES.						
<hr/>									
TRI	350 PREUNIT	2		2.1653	6.3:1		<u>10500</u>	3840	
TRI	350 PREUNIT	2		2.1653	7:1		<u>10499</u>	3840	
TRI	350 PREUNIT	2		2.1653	8:1	.0025	<u>10064</u>	3840	
<hr/>									
TRIUMPH	350 UNIT	2		2.2933	7.5:1		<u>13952</u>	10280	
TRIUMPH	350 UNIT	2		2.2933	9:1	.0035	<u>16986</u>	10280	
<hr/>									
TRI	500 PREUNIT	2		2.4803	7:1		<u>10334</u>	3850	ALLOY 185
TRI	500 PREUNIT	2		2.4803	7.8:1	.003	<u>11563</u>	3850	IRON 480A
TRI	500 PREUNIT	2		2.4803	8:1		<u>12420</u>	3850	
TRI	500 PREUNIT	2		2.4803	8.5:1		<u>18421</u>	3850	
TRI	500 PREUNIT	2		2.4803	9:1	.004	<u>18524</u>	3850	
TRI	500 PREUNIT	2		2.4803	12:1		<u>10652</u>	3850	
<hr/>									
TRIUMPH	500 UNIT	2	PRE-67	2.7165	7:1	.004	<u>15034</u>	13570	290
TRIUMPH	500 UNIT	2	PRE-67	2.7165	9:1	.004	<u>15123</u>	13570	290
TRIUMPH	500 UNIT	2		2.7165	9:1	.004	<u>18786</u>	13570	290
TRIUMPH	500 UNIT	2		2.7165	9.75:1	.004	<u>18782</u>	13570	290

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BRITISH CYCLE SUPPLY COMPANY PISTON GUIDE

BRAND	MODEL	CYL	YEAR	NOMINAL BORE	COMP.	NOMINAL SKIRT CLEAR.	441-PISTON SET	442-RINGS	443-SLEEVES
TRI	500 TRW SV	2		2.480		.004	19119	3850	
TRI	650 IRONHEAD	2		2.795	7:1		<u>11564</u>	11050	291
TRI	650 IRONHEAD	2		2.795	7.5:1		15695	11050	291
TRI	650 IRONHEAD	2		2.795	8.5:1		11134	11050	291
TRI	650 IRONHEAD	2		2.795	8.5:1		12713	11050	291
TRI	650 IRONHEAD	2		2.795	9:1		13414	11050	291
TRIUMPH	650	2		2.795	7.5:1	.003	<u>15897</u>	11050	291
TRIUMPH	650	2		2.795	8:1	.005	13529	11050	291
TRIUMPH	650	2		2.795	8.5:1	.005	13528	11050	291
TRIUMPH	650	2		2.795	8.5:1	.005	<u>15219</u>	11050	291
TRIUMPH	650	2		2.795	9:1	.005	13980	11050	291
TRIUMPH	650	2		2.795	9:1	.005	14087	11050	291
TRIUMPH	650	2		2.795	9:1	.0045	<u>17844</u>	11050	291
TRIUMPH	650	2		2.795	10.5:1	.005	15639	11050	291
TRIUMPH	650	2		2.795	11:1	.005	<u>18514</u>	11050	291
TRI	650 TR65 SHORTSTROKE	2		2.9916			20895	26490	483
MORGO	750 BIGBORE	2		2.975			<u>19074</u>	17350/020	750
ROUTT	750 BIGBORE	2		3.0000			<u>7504</u>		750
TRIUMPH	725	2	EARLY 73	75 MM			18998	17350	
TRIUMPH	750	2		2.9916	7.9:1	.004	<u>20432</u>	26490	483
TRIUMPH	750	2		2.9916	8.5:1	.004	<u>19255</u>	26490	483
TRIUMPH	750	2		2.9916	11:1		19378	26490	483
TRIUMPH	750 TSS	2			9.5:1		717651	997567	925

TRIUMPH 750 TRIPLES - PLEASE SEE BSA TRIPLES.

PLEASE NOTE: SOME NORTON 750 AND TIGER CUB PISTONS USED TWO TYPES OF RINGS. TO AVOID ERRORS, PLEASE MAKE SURE YOU HAVE THE ACTUAL PISTON CASTING NUMBERS AND/OR RINGS DIMENSIONS WHEN ORDERING.



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Valve and Guide Reference Chart

(Use 453- before the valve # & 452- before the guide #)

Year	Model	VALVES		VALVE GUIDES	
		Inlet	Exhaust	Inlet	Exhaust
B. S. A.					
250 c.c.					
1939-58	C11, C11G, C12	V12 (65-208)	V12 (65-208)	G355 (65-37)	G355 (65-37)
1959-66	C15	V169 (40-165)	V170 (40-166)	G461 (40-133)	G461 (40-133)
1959-61	C15T, to Engine No. C15T-1320				
1959	C15S				
1960	C15S, to Engine No. C15S-2112	V210 (40-337)	V170 (40-166)	G461 (40-133)	G461 (40-133)
1961-65	C15T, from Engine No. C15T-1320	V210 (40-337)	V170 (40-166)	G461 (40-133)	G461 (40-133)
1961-65	C15S				
1961-66	C15SS80, Sportsman				
1967	B25, Starfire, C25 Barracuda From Engine No. C25-101 ...	V255 (68-0661)	V256 (68-0662)	G539PB (40-931)	G539PB (40-932)
1968-70	B25 Starfire	V255 (68-0661)	V256N (70-7777)	G539PB (40-931)	G539PB (40-932)
1971-72	B25	V255	V256	712231	712231
350 c.c.					
1950-53	B31, B32	V42* (6511-11)	V43* (65-1110)	G457 (65-1513)	G458 (65-1514)
1954-59	B31				
1960-63	B40, 350 Star	V211 (41-22)	V212 (41-23)	G510 (41-17)	G510 (41-17)
1962-65	B40SS90	V223 (41-24)	V212 (41-23)	G510 (41-17)	G510 (41-17)
441 c.c.					
1965-66	Victor Scrambler, Enduro (Round barrel)	V223 (41-0024)	V212 (41-0023)	G510PB (41-0632)	G510PB (41-0633)
1967-69	Victor (Square barrel)	V268 (41-788)	V269 (41-789)	G510PB (41-0632)	G510PB (41-0633)
500 c.c.					
1946-49	B33, B34	V97* (65-1239)	V98* (65-1240)	G459 (65-1515)	G431 (65-1242)
1946-49	M33				
1950-53	B33, B34	V97* (65-1239)	V98* (65-1240)	G459 (65-1515)	G460 (65-1516)
1954-59	B33				
1950-58	M33				
1939-58	M20		V20* (66-236)	G432 (66-140)	G433 (66-139)
All Years	Gold Star DBD	V243 (65-647)	V244 (65-2512)	G537PB	G538PB
1971-72	B50	V272 (71-1735)	V273 (71-1736)	G510PB (71-1626)	G539PB (71-1627)

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Valve and Guide Reference Chart

(Use 453- before the valve # & 452- before the guide #)

Year	Model	VALVES		VALVE GUIDES	
		Inlet	Exhaust	Inlet	Exhaust
500 c.c. TWIN					
1951-55	A7	V15 (67-394)	V16 (67-395)	G478 (67-31)	G478 (67-31)
1956-62	A7, from Engine No. CA7-5001	V15 (67-740)	V16 (67-741)	G478 (67-31)	G478 (67-31)
1951-55	A7, Star Twin	V15 (67-740)	V16 (67-532)	G478 (67-31)	G478 (67-31)
1956-62	Shooting Star from Engine No. CA755-4025				
1954-55	Shooting Star, to Engine No. CA7SS-4024	V15 (67-740)	V16 (67-532)	G478PB (67-1110)	G478PB (67-1110)
1966	A50, Royal Star, Wasp	V255 (68-0661)	V256 (68-0662)	G516 (68-0159)	G516 (68-0167)
1967	A50 Wasp	V255 (68-661)	V256 (68-662)	G516PB (68-809)	G516PB (68-809)
1967-69	A50 Royal Star	V255 (68-661)	V256 (68-662)	G516PB (68-809)	G516PB (68-809)
600 c.c.					
1939-59	M21	V19 (66-0235)	V20* (66-236)	G432 (66-140)	G433 (66-139)
650 c.c. TWIN					
1949-55	A10	V17 (67-323)	V18 (67-324)	G478 (67-31)	G478 (67-31)
1956-62	A10, from Engine No. DA10-651	V17 (67-742)	V18 (67-743)	G478 (67-31)	G478 (67-31)
1956-59	A10, Super Rocket, from Engine No. CA10R-6001	V127 (67-968)	V128 (67-967)	G478 (67-31)	G478 (67-31)
1960-63	A10, Super Rocket, from Engine No. DA10R-101	V215 (67-1551)	V128 (67-967)	G478 (67-31)	G478 (67-31)
Valve reference V215 is also available with head diameter 1/16" oversize for which the reference is V215/OS					
1962-63	A65, Star Twin	V226 (68-0156)	V254 (68-0663)	G516 (68-0159)	G516 (68-0159)
1964-65	A65, Star Twin, Rocket, Lightning	V226 (68-0156)	V254 (68-0663)	G516 (68-0159)	G516 (68-0167)
1966	A65, Lightning, Hornet, Thunderbolt, Spitfire Mk II	V253 (68-665)	V254 (68-0663)	G516 (68-0159)	G516 (68-0167)
1967-69	A65, Lightning, Hornet, Thunderbolt, Spitfire Mk II ..	V253 (68-665)	V254 (68-0663)	G516PB (68-809)	G516PB (68-809)
1971-72	A65	V253 (68-665)	V254 (68-0663)	G542PB (71-2300)	G542PB (71-2300)
750 c.c. 3 Cylinder					
1968-72	A75, Rocket 3	V270 (70-6422)	V271 (70-6423)	G540PB (70-6420)	G540PB (70-6420)

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Valve and Guide Reference Chart

(Use 453- before the valve # & 452- before the guide #)

Year	Model	VALVES		VALVE GUIDES	
		Inlet	Exhaust	Inlet	Exhaust
NORTON					
250 c.c.					
1959-66	Jubilee Twin	V183 (21457)	V184 (20744)	G498 (20728)	G498 (20728)
350 c.c. and 400 c.c.					
1955-58	Model 50	V140 (L13-142)	V140 (L13-142)	G269PB (D3T-140)	G269PB (D3T-140)
1959-63	Model 50	V140 (18737)	V140 (18737)	G479 (20050)	G479 (20050)
1964-66	Model 50 Mk2	V208* (026028)	V222* (028105)	G515 (026030)	G506 (024519)
1961-65	'Navigator'	V183 (21457)	V184 (20744)	G498 (20728)	G498 (20728)
1964-66	ES400				
500 c.c. Single					
1933-37	16H, S.V.	V141 (9120)	V29 (9120)	G394 (3715)	G394 (3715)
1939-45	16H, EX WD				
1935-47	18, ES2	V37 (A3-142)	V37 (A3-142)	G269 (A3-140)	G269 (A3-140)
1948-54	18, ES2				
1955-58	18, ES2	V37 (A3-142)	V37 (A3-142)	G269PB (D3T-140)	G269PB (D3T-140)
1954-58	500 T				
1959-63	ES2	V37 (A3-142)	V37 (A3-142)	G479 (20050)	G479 (20050)
1964-66	ES2 Mk2	V208* (026028)	V209* (026029)	G515 (026030)	G506 (024519)
500 c.c., 600 c.c. and 650 c.c. TWIN					
1949-59	Dominator, 77, 88, 99	V26 (T2010)	V27 (T2204)	G454 (T2011)	G454 (T2011)
1960-66	88, 99, 650ss, Manxman	V195 (17221)	V27 (T2204)	G454 (D12-140)	G454 (D12-140)
600 c.c. and 633 c.c. Single					
1935-58	Model 19, O.H.V.	V37 (A3-142)	V37 (A3-142)	G269PB (D3T-140)	G269PB (D3T-140)
750 c.c. TWIN					
1964-66	Atlas Valve reference V240 is also available with head diameter 1/16" oversize for which the reference is V240/1.	V240 (24330)	V27 (T2204)	G543 (T2011)	G544 (T2011)
1968-On	Commando 750	V263 (25501)	V264 (25500)	G543 (T2011)	G544 (T2011)
1973-On	Commando 850	V263 (064034)	V264 (063282)	G547 (062725)	G548 (T2011)

Valve and Guide Reference Chart

(Use 453- before the valve # & 452- before the guide #)

Year	Model	VALVES		VALVE GUIDES	
		Inlet	Exhaust	Inlet	Exhaust
TRIUMPH					
<p>Special inlet valves for T110, T120 and TR6 with head diameter 1/16" oversize are available, reference V137/1 and V245/1.</p> <p>Special exhaust valves in nimonic material are also available for the following models, 5T, T100, TR5, 6T, T110, T120 and TR6. Valve references are V14/N, V24N and V138/N.</p>					
150 c.c. and 200 c.c.					
1953-59	T15, T20, T20C	V48* (E3146)	V49 (E3147)	G461 (E3208)	G461 (E3208)
1959-66	T20, T20T, from Engine No. 56360	V191 (E3963)	V49 (3147)	G461 (E3208)	G461 (E3208)
1959-66	T20S, T20SL, T20S/S, T20SH, from Engine No. 45312 ...	V191 (E3963)	V49 (E3147)	G461 (E3208)	G461 (E3208)
1967-68	Bantam Cub, Super Cub ...	V191 (E3963)	V49 (E3147)	G461 (E3208)	G461 (E3208)
250 c.c.					
1959-64	'Tigress' Scooter	V189* (76-61)	V190* (76-60)	G503 (76-15)	G503 (76-15)
1968-70	TR25W	V255 (E8112)	V256 (E7777)	G539PB (E8225)	G539PB (E8226)
1971-72	See BSA B25				
350 c.c.					
1957-65	Twentyone 3TA	V135 (E3738)	V136 (E3739)	G461 (E3208)	G461 (E3208)
1963-65	Tiger 90	V232 (E4640)	V136 (E3739)	G461 (E3208)	G461 (E3208)
1966	3TA	V135 (E3738)	V136 (E3739)	G461 (E3208)	G461 (E3208)
1966-67	Tiger 90	V232 (E4640)	V136 (E3739)	G461PB (E6301)	G461PB (E6301)
1968-69	Tiger 90				
500 c.c.					
1946-59	5T	V14 (E1956)	V14 (E1956)	G420 (E1480)	G424 (E1604)
1946-50	T100	V14 (E1956)	V14 (E1956)	G420 (E2899)	G424 (E2900)

If you don't see the bike you are working on listed, please ask!

Valve and Guide Reference Chart

(Use 453- before the valve # & 452- before the guide #)

Year	Model	VALVES		VALVE GUIDES	
		Inlet	Exhaust	Inlet	Exhaust
TRIUMPH 500 c.c. — continued					
1951-59	T100 and TR5	V25 (E2969)	V14 (E1956)	G420 (E2899)	G424 (E2900)
1959-65	T100A, 5TA and T100S/S ...	V187 (E4012)	V188 (E4013)	G461 (E3208)	G461 (E3208)
1966	T100	V187 (E4012)	V188 (E4013)	G461PB (E6301)	G461PB (E6301)
1966	5TA	V187 (E4012)	V188 (E4013)	G461 (E3208)	G461 (E3208)
1966	T100C, T100S	V187 (E4012)	V188 (E4013)	G461PB (E6301)	G461PB (E6301)
1967	T100C, T100S	V265 (E6853)	V266 (E6854)	G461PB (E6301)	G461PB (E6301)
1966-67	T100R, T100T				
1968	T100C	V265 (E6853)	V266 (E6854)	G461 (E10229)	G461 (E10229)
1968-69	T100S, T100R	V265 (E6853)	V266 (E6854)	G461PB (E6301)	G461PB (E6301)
1970	T100T, T100T				
650 c.c.					
1949-62	6T, Thunderbird	V23 (E2903)	V24 (E2904)	G420 (E2899)	G424 (E2900)
1954-57	T110, TR6	V137 (3310)	V24 (E2904)	G420 (E2899)	G424 (E2900)
1958-63	T110, TR6	V137 (E3310)	V138 (E3927)	G420 (E2899)	G424 (E2900)
1959-63	T120, Bonneville	V137 (E3310)	V138 (E3927)	G420PB (E3827)	G424PB (E3828)
1963-65	6T, Thunderbird, from Eng. No. DU5825	V137 (E3310)	V138 (E3927)	G420 (E2899)	G424 (E2900)
1963-65	TR6, from Eng. No. DU5825 ...	V137 (E3310)	V138 (E3927)	G420 (E2899)	G424 (E2900)
1963-65	T120, Bonneville, from Eng. No. DU5825	V245 (E4603)	V24 (E2904)	G420PB (E3827)	G424PB (E3828)
1966	T120, Bonneville	V245 (E4603)	V24 (E2904)	G420PB (E3827)	G424PB (E3828)
1966	TR6, 6T	V137 (E3310)	V138 (E3927)	G420 (E2899)	G424 (E2900)
1966	TR6 from Engine No. DU44394	V245 (E4603)	V24 (E2904)	G420 (E2899)	G4244 (E2900)
1967-70	TR6	V245 (E4603)	V24 (E2904)	G420 (E2899)	G424 (E2900)
1967-On	T120 Bonneville	V245 (E4603)	V24 (E2904)	G420PB (E3827)	G424PB (E3828)
1973-78	T140/TR7	V245	V24	452-01/A	452-01
1979-ON	T140E	V245	V24	452-02	452-02
1971-73	Trident T150	V270	V271	G540/PB	G540/PB
1973-76	Trident T150/T160	V282	V283	G540/PB	G540/PB
Valves changed mid 1973					

(at engine # T150V04571)

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461-01/A Aerco 750cc Big Bore Kit For Triumph Unit 650cc Bikes

Contents: Aerco Big Bore Cylinder, two pistons with wristpins and circlips, Hepolite piston ring set, special big bore head gas-gasket, instructions. No Modifications are needed! Off with the old and on with the new. Fits all Triumph 650 engines with nine bolt heads.



http://www.britcycle.com/Products/461/461_01_A_001.htm

http://www.britcycle.com/Manuals/461_01_A_Aerco_Inst.pdf

HAYWARD BELT DRIVE KITS

Our current range of belt drive kits from the U.K. come with polyurethane steel lined belts with ten mm teeth in square tooth form. Front pulleys are hardened steel, with a heavy duty thick guide plate. These belt are superior to the standard type neoprene eight mm belts. They are oil proof, non-perishible, high reving, high temperature, low friction, non-stretch, 86 horsepower/10,000 rpm safe working load. The ability to run in oil allows much simpler installation on later Triumphs, as the breather system need not be redesigned. The belts weigh 4-1/2 ounces, compared to three pounds for a triplex chain. These belts are 99% efficient, consistently, when lubricated. A new chain is only 96% efficient, and this gets worse with usage, increasing power loss and fuel consumption. The advantages of the steel pulleys are: a) Front pulleys are less likely to work loose on the crankshaft splines. b) Wear on the pulleys is virtually eliminated. Please contact British Cycle Supply if there are any questions or special requiremants. Please note that all cast iron kits supplied by us with the polyurethane belt can use stock or heavy duty plates, also available through us. All alloy drum kits, except Norton, require special plates, which we also sell.

http://www.britcycle.com/Products/hayward_belt_drive_kits.htm



465-01/C Belt Drive Kit
Triumph 650 Unit Twin, Alloy, 25mm, 16 Plate



465-09 Belt Drive Kit
Pre 1975 Norton Commando, Alloy, 30mm

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MEGACYCLE CAMS

AVAILABLE FROM BRITISH CYCLE SUPPLY COMPANY (902)542-7478

ARIEL SQUARE FOUR

Hardfaced cam on customer core only.
Tappets - grind and hardface.

513x1	.303"	221°	107.5°	Reproduction of STOCK profile. Cam lift at Top Dead Center is .048" intake and exhaust.	3 btc/38 abc 38 bbc/ 3 atc
	.303	221°	107°		

MATCHLESS G-50

New billet cam, no exchange.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
582-x1	.500"	300°	108°	Road race profile. Team Obsolete grind.	42 btc/78 abc 77 bbc/37 atc	.007" .009"
	.420"	294°	110°			

MATCHLESS G-80 and AJS



Hardfaced on customer cores

581x2	.397"	288°	100°	High performance profile.	44 btc/64 abs 70 bbc/38 atc	.005" .007"
	.397"	288°	106°			
581x3	.375"	280°	106°	All around, mid range power.	34 btc/66 abc 70 bbc/30 atc	.008" .010"
	.355"	280	110°			
581-00	.477"	293°	105.5°	FULL RACE PROFILE. Requires extensive modifications	41 btc/72 abc 75 bbc/38 atc	.008" .010"
	.477"	293°	108.5°			

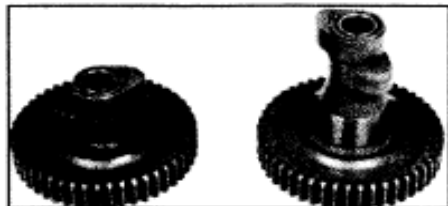
VELOCETTE

587-x1 Pushrod single.

587-x2 Pushrod single.

587-x3 KTT 350 MK III.

VINCENT



per pair, new billet cams or hardfaced on customer cores

Above timing figures are taken and .050" valve lift (NOT at .005" as in the Vincent manual).

All cams will have new bushings installed and honed after finish grinding.

CAM NUMBER	VALVE LIFT	DURATION AT .050"***	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE
554-x1	.330"	268°	104°	Improved version of Mark I profile.	30 btc/44 abc .001"-.003"
	.330"	268°	104°	Touring profile.	44 bb/30 atc .001"-.003"
554-x2	.365"	268°	97°	Improved version of Mark II profile.	37 btc/51 abc .001"-.003"
	.365"	268°	97°	Race Profile	51 bbc/37 atc .001"-.003"

All timing is quoted at .040" lift at the valve with zero checking clearance unless otherwise stated. *

<http://www.britcycle.com/Products/463/463.htm>

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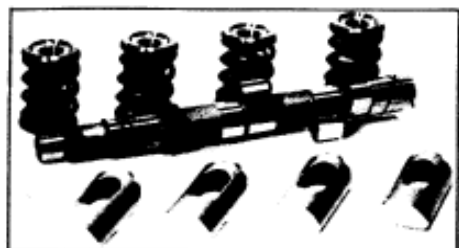
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MEGACYCLE CAMS

AVAILABLE FROM BRITISH CYCLE SUPPLY COMPANY (902)542-7478

NORTON 750/850 TWINS (also 500 ATLAS and 650)



Please call to discuss the various options available for your particular application.

Many cams are special order items; others are regularly stocked: Please see the 463-Series. Special valve spring kits are also available: Please see the 464-Series. Appropriate cam followers are also available.

We also carry genuine Norton stock & performance cams.

When flat follower is specified, it is O.K. to substitute the 3" radiused follower. However, when 3" radiused follower is specified, only radiused follower can be used.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
560-N-R	.350"	280°	104°	flat	Best all around performance for 750cc. Strong low and mid-range power band. Good torque. .139" lift at overlap intake and exhaust.	36 btc/64 abc 64 bbc/36 atc	.013" .013"
560-00	.395" .395"	277° 277°	104.5° 104.5°	3" radius	Best all around road/road race performance. Strong mid-range, increased top-end. Wide smooth power band. OK with stock pistons in 850 Commando. Check in all others models. Must use spring kit #901-N. or equivalent.	34 btc/63 abc 63 bbc/34 atc	.010" .010"
560-20	.400"	283°	103.5°	3"	Updated SSS profile to use with radiused tappets. Use racing piston and springs.	38 btc/65 abc	.008"
"SSS"	.355"	275°	106.5°	radius		64 bbc/31 atc	.010"
560-SS	.390" .335"	276° 272°	104° 104°	flat	Reproduction of factory "SS" profile. Use modified pistons and springs.	34 btc/62 abc 60 bbc/32 atc	.006" .008"
560-NSS	.359" .359"	284° 284°	104° 104°	flat	Norris SS profile. This is not the same as the factory SS profile shown above. This provides added top-end power . Especially good in 850cc and larger motors. Springs recommended.	38 btc/66 abc 66 bbc/38 atc	.008" .010"
560-D+	.405" .405"	296° 296°	105° 105°	flat	Norris fuel/drag competition cam. Racing springs, and pistons required. Race only.	43 btc/ 73 abc 73 bbc/ 43 atc	.015" .015"
560-N480	.436" .436"	312° 312°	106° 106°	**	Full race cam for top-end power. Must use racing pistons and springs. This is the Norris 480 profile. ** Special BSA A-65 follower, or radius stock followers to 1-1/4".	50 btc/82 abc 82 bbc/50 atc	.010" .010"
560-x10	.328" .328"	260° 260°	106° 106°	flat	Stock Atlas profile reproduction.	24 btc/56 abc 56 bbc/24 atc	.008" .010"
Stock	.330"	268°			850 Commando for reference.		

All Norton billet cams manufactured by Megacycle use 1/4-28 UNF threads in the threaded hole which secures the ignition advance mechanism. Some of the Norton original stock cams are threaded 1/4-26 BSW. In this case it will be necessary to replace your original bolt with the proper 1/4-28 bolt.

NORTON MANX

Hardfaced on customer cores

CAM NUMBER	VALVE LIFT	DURATION AT .040"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
589-x1	.545" .465"	296° 269°			Road race profile. TDC lift IN = .282", EX = .170"	43 btc/73 abc 58 bbc/31 atc	.014" .020"

ROYAL ENFIELD

Hardfaced on customer core.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
550-x1	.355" .355"	264° 264°	107° 111°	Race profile.	25 btc/59 abc 63 bbc/21 atc	.006" .008"
591-x1				Reproduction of BSA profile 65-2442.		

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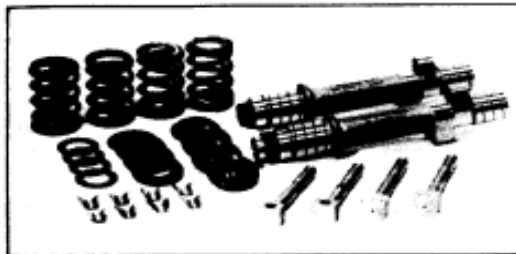
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MEGACYCLE CAMS

AVAILABLE FROM BRITISH CYCLE SUPPLY COMPANY (902)542-7478

TRIUMPH 650/750 Twin

Some original cams still on hand.



Please call any weekday to discuss the various performance cams, valve spring kits, pushrods, valve adjusters, valves, guides and cam followers available.

Tappets — "R" = 1/4" radius
 "STD" = 3/4" radius
 When R is specified you can also use STD which will produce more low RPM power.

CAM NUMBER	CAM LIFT	DURATION AT .020"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
510-05	.348" .348"	282° 282°	100° 102°	"R"	Best for low-end and some mid-range increase. Street/road performance 2500 to 7000 R.P.M. Should clear stock pistons, check clearance. Uses stock springs	41 btc/61 abc 63 bbc/39 atc	.010" .010"
510-15	.355" .355"	297° 297°	105.5° 105.5°	"R"	The legendary Kenny Harman #15 grind. (Also known as JOMO 15). TT, flat track, all around use. Must use modified pistons and springs.	43 btc/74 abc 74 bbc/43 atc	.007" .009"
510-x1	.401" .401"	308° 308°	102° 106°	"STD" only	Reproduction of Sifton 460. Racing Use. Mid-range and top-end power.	52 btc/76 bbc 80 bbc/48 atc	.008" .010"
510-65	.355" .355" TDC LIFT	292° 295°	101° 104.5° .163" in .150" ex	"R"	For 650 or 750. Best all around street and road cam. Broad power band, mid-range and top-end. TT style performance. Use modified pistons and springs. (Recommended by Motorcyclist Magazine)	45 btc/67 abc 72 bbc/43 atc	.010" .010"
510-75	.400" .400" TDC LIFT @	326° 326° 102° LC = .159" 105° LC = .146"	102° 105°	"STD" only	Racing use only. Must remove material from the tappet guide blocks to install this cam. High R.P.M. power. Must use racing springs and pistons. Check clearances.	61 btc/85 abc 88 bbc/58 atc	.008" .008"
510-x2	.375" .375"	296.5° 296.5°	103° 105°	"R"	New race profile. Best all around road-race. Best peak horsepower. May need to trim flywheel clearance. Use racing pistons and springs. TDC LIFT in = .174" @ 1.1 rocker ratio/with lash ex = .153"	45.5 btc/71 abc 73.5 bbc/43 atc	.008" .010"
Base circle diameter = .812"							
510-95	.400" .400"	340° 340°	108° 108°	"STD" only	Full race only. All racing components required. High R.P.M. drag race, grass track, competition.	62 btc/98 abc 98 bbc/62 atc	.008"- .014" .008"- .014"
Stock 650	.322" .322"	272° 272°			.322" 278° Stock for your reference. .322" 278° 750 short rod		

Since the 1984 purchase of Kenny Harman's K.H. Cams by Megacycle - K.H. grinds are available upon request.

TRIUMPH 500 Twin

All cams listed below will work with "R" or "STD" tappets.

CAM NUMBER	CAM LIFT	DURATION AT .020"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
512-05	.348" .348"	282° 282°	100° 102°	Designed for stock pistons and springs. Good Throttle response/ all around performance.	41 btc/61 abc 63 bbc/39 atc	.010" .010"
512-65	.355" .355"	292° 295°	101° 104.5°	Best all-around street/road race profile.	42 btc/67 abc 72 bbc/43 atc	.010" .010"
512-x5	.293"	237°		1938 Triumph 500 Twin stock reproduction.		
512-x8	.375" .375"	296.5° 296.5°	103° 105°	on "R" Best competition road-race profile. Maximum peak horsepower and throttle response. Must use racing pistons and valve springs. Trim flywheel for clearance.	44.5 btc/71 abc 73.5 bbc/43 atc	.008" .010"

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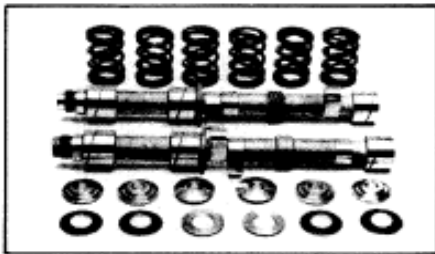
MEGACYCLE CAMS

AVAILABLE FROM BRITISH CYCLE SUPPLY COMPANY (902)542-7478

BSA twin A-10

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
544-x1	.347"	262°	107°	Reproduction of stock A-65 cam with timing retarded 3° for more top-end.	24 btc/58 abc	.006"
	.341"	262°	100°		51 bbc/31 atc	.007"
544-x2	.354"	266°	106°	Improved mid-range and top-end pull.	27 btc/59 abc	.005"
	.354"	266°	106°		59 bbc/27 atc	.007"
544-x4	.380"	244°	106°	Mid-range throttle response. Torque and acceleration.	16 btc/48 abc	.006"
	.380"	244°	106°		48 bbc/16 atc	.008"
544-x3	.400"	280°	103°	Road race profile. Mid-range and top-end power. Use racing springs and pistons.	37 btc/63 abc	.008"
	.400"	280°	103°		63 bbc/37 atc	.008"
544-x5	.349"	262°	103°	Copy of stock 67-357 cam.	28 btc/54 abc	
	.343"	262°	103°		54 bbc/28 atc	

TRIUMPH and BSA 3-cylinder



Some original cams still on hand.

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
511-05	.345"	282°	98°	"STD"	Best all around profile, road and touring. Use modified pistons and springs. This was the factory road race profile used by Dick Mann at Daytona. Smooth power band.	43 btc/59 abc	.005"
	.345"	282°	102°			63 bbc/39 atc	.007"
511-x5	.375"	287°	104.5°	"STD"	Road race profile. Strong mid-range, top-end. All out racing. Use modified pistons and valve springs.	39 btc/68 abc	.008"
	.375"	287°	107.5°			71 bbc/36 atc	.010"
511-35	.346"	268°	104°	"STD"	Short road race where throttle response is most important. Less top-end than the 511-00. Very strong mid-range.	30 btc/58 abc	.008"
	.346"	268°	104°			58 bbc/30 atc	.010"
511-75	.400"	274°	108°	"STD"	Full race. Must trim tappet guide blocks. High R.P.M. race application. Race components.	29 btc/65 abc	.008"
	.400"	274°	108°			65 bbc/29 atc	.010"
511-95	.400"	288°	100°		Special application race profile.	44 btc/64 abc	
	.400"	288°	100°			64 bbc/44 atc	
Stock	.328"	262°			For reference.		

"STD" tappet profile never came in triples stock, so stock tappets must be re-radiused. Please inquire.

If you don't see the cam you are looking for please give us a call, we may be able to help!

<http://www.britcycle.com/Products/463/463.htm>

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MEGACYCLE CAMS

AVAILABLE FROM BRITISH CYCLE SUPPLY COMPANY (902)542-7478

BSA 250, 441, 500 singles, TRIUMPH TR-5 MX

Note: Must specify
 keyway width narrow = .125" (1/8")
 wide = .156" (5/32")
 journal diameter
 both ends same diam. .747"± / .747"±
 or 1 small / 1 large .558"± / .747"±

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	TAPPET STYLE	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
541-x8	.358" .358"	278° 278°	104° 104°	radiused	TT style power. Good mid-range and some added top-end. Best off-road cam.	35 btc/63 abc 63 bbc/35 atc	.008" .008"
541-x1	.400" .400"	274° 274°	103° 103°	radiused	Must use modified piston and springs. Good for 1/2 mile and off-road riding. Retard 105° for more top-end.	34 btc/60 abc 60 bbc/34 atc	.008" .008"
541-x2	.400" .400"	288° 288°	105° 105°	radiused	Must use racing piston and springs. Short course road-race with tight infield corners.	39 btc/69 abc 69 bbc/39 atc	.010" .010"
541-x4	.400" .400"	288° 288°	108° 108°	radiused	BEST road-race profile. Good mid-range, maximum top-end power. Use racing springs and piston.	36 btc/72 abc 72 bbc/36 atc	.010" .010"
541-20	.397" .397"	284° 284°	105° 105°	flat	Good mid-range and top end power. Use racing springs and piston.	37 bbc/67 abc 67 bbc/37 atc	.008" .008"

If you send cam with gear on, we will remove and replace the gear with the proper tools taking special care not to damage the keyway. If radiused tappets are required, use BSA B-40 SS tappets or send tappets to be re-radiused.

BSA GOLDSTAR 500

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
543-x2	.428" .428"	264° 264°	100° 104°	Road race profile. Use modified piston and springs. Mid-range and top-end.	32 btc/52 abc 56 bbc/28 abc	.006" .008"
543-x1				Stock intake #65-2442 Stock exhaust #65-2246	65 btc/85 abc 80 bbc/55 atc	.006" .006"
543-x6	.397" .433"	270° 272°		Roller profile.		
543-x7	.433" .433"	272° 272°		Roller profile. H & C 1412		

BSA twin A-50, A-65, A-70

CAM NUMBER	CAM LIFT	DURATION AT .040"	LOBE CENTERS	DESCRIPTION AND APPLICATION	INTAKE OPEN/CLOSE EXHAUST OPEN/CLOSE	RUNNING CLEARANCE
542-00	.347" .341"	262° 262°	107° 100°	Reproduction of stock A-65 cam with timing retarded 3° for more top-end.	24 btc/58 abc 51 bbc/31 atc	.006" .007"
542-x2	.356" .356"	276° 276°	106° 106°	Improved mid-range. OK with stock pistons, springs and tappets.	32 btc/64 abc 64 bbc/32 atc	.005" .007"
542-x12	.375" .375"	274° 274°	102° 103°	Best all-around road race cam. Use high perf. pistons and R/D valve springs. New design strong mid-range and top-end power.	35 btc/59 abc 60 bbc/34 atc	.010" .012"
542-x3	.380" .380"	244° 244°	106° 106°	Mid-range throttle response, torque Use modified pistons and springs.	16 btc/48 abc 48 bbc/16 atc	.006" .008"
542-x1	.400" .400"	280° 280°	103° 103°	Road race profile. Mid-range and top-end power. Use racing springs and pistons.	37 btc/63 abc 63 bbc/37 atc	.008" .008"
542-x8	.400" .400"	290° 290°	103° 103°	Full race profile. High R.P.M. power. Sifton 460 reproduction.	42 btc/68 abc 68 bbc/42 atc	.008" .010"

Hardfaced lobes solve the lobe wear problems and provide extra long-wearing surface.

A core charge is payable on exchange cams shipped before an acceptable core has been received by us. This is creditable back upon receipt of an acceptable core with a copy of the invoice. Depending upon the model, we may have cams available outright, on exchange, or may require your old cam for reworking. Please call to discuss any weekday.

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

511 Series: Stock Seats

We have on hand a wide variety of stock and custom seats for Triumph, BSA and Norton Motorcycles. Stock cover kits are also on hand. Please see the 511 Series in the Priceguide for a complete list of stock seats; the 512 Series for seat covers; the 513 Series for bolt on custom seats; the 514 Series for custom application seats, pillion pads, etc.; and the 515 Series for sissybars and backrests.

http://www.britcycle.com/Products/513/513_MISC.htm



511-154 Norton Roadster 1974; 511-257 Triumph T150 Style;
511-202 Triumph T120 1963-66; 511-364 BSA A50/A65 Pre 1971; 511-105 Norton Wideline;
511-300 BSA A10 Swingarm.

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512 Series: Seat Cover Kits



<http://www.britcycle.com/Products/512SeatCovers.htm>

We stock a wide variety of seat cover kits for Triumph, BSA and Norton motorcycles. They are made in England and include clips and bottom strips. They also have the motorcycle logo. Please see the 512-Series in the priceguide.

513 Series: Bolt On Custom Seats



CUSTOM SEATS for Triumph, BSA and Norton motorcycles. Please see the 513-Series in the priceguide for current price and availability. Pictured opposite is 513-04 for pre-1971 BSA A65. These bolt on like stock with standard mounting hardware.



TOUR SEATS for Triumph, BSA and Norton motorcycles. Please see the 513-Series in the priceguide for current price and availability. Pictured opposite is 513-170 for pre-1975 Norton Roadster models. These bolt on like stock with standard mounting hardware.

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RACING SEATS for Triumph, BSA and Norton motorcycles. Please see the 513-Series in the priceguide for current price and availability. Pictured opposite is 513-12 for pre-1975 Norton Roadster models. These bolt on like stock with standard mounting hardware.

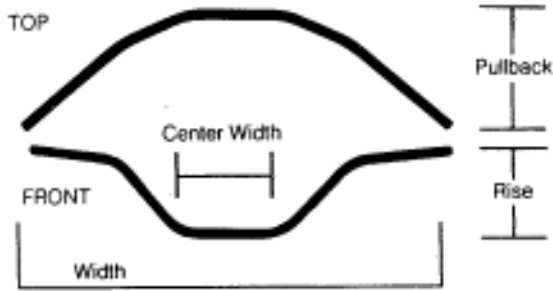


513-11 "A65 CLUBMAN" RACING SEAT. The rear section/seat pan is fiberglass. A very special look for your pre-1971 A65. The rear section is indented for a round tank badge, available separately.

We will be adding custom seats and components applicable to British bikes as they become available.

http://www.britcycle.com/Products/513/513_MISC.htm

521-SERIES: CUSTOM HANDLEBARS



Under the 521-Series we offer a wide variety of custom handlebars. The measurement guide opposite is provided to help you order the bars you want. Handlebars for stock bikes are listed under the original equipment manufacturer's part numbers in the price guide section. Please see the factory parts book for the particular stock bike you are working on. We have clip-on bars, apehangers, and virtually everything in between.

<http://www.britcycle.com/Products/Handlebars/handlebars.htm>

522-SERIES: HANDLEBAR GRIPS



522-01/ER

Excellent Copies Of The
Traditional Granturismo
Grips



522-02

Doherty Handlebar Grips



522-366011/012

Handlebar Grips
Genuine New Old Stock
AMAL



97-0230 Grips

TRIUMPH logo
For 1" Nacelle Bars
97-0230/A Grips
TRIUMPH Logo
For 7/8" Bars

http://www.britcycle.com/Products/522/522_series.htm

523-SERIES: HAND CONTROLS & COMPONENTS

http://www.britcycle.com/Products/523/523_series.htm



Under the 523-Series we offer a wide variety of hand controls and components. Please use the original equipment manufacturer's part numbers from the factory parts book for the model you are working on whenever possible for accurate reference. Please see this series in the priceguide for magneto, choke, clutch and brake levers; throttle controls and parts for controls. Give us a call if you need assistance.

524-SERIES: CONTROL CABLE COMPONENTS

Please see the 524-Series for control cable parts: nipples, clevises, ferrules, junction boxes, etc. Please use the part numbers from the factory parts book for the motorcycle being worked on whenever possible. http://www.britcycle.com/Products/524/524_series.htm

525-SERIES: UNIVERSAL CONTROL CABLES

Please see the 525-Series for universal control cables as well as Mikuni cables.

British Cycle Supply Company Cable Reference Guide

AIR CONTROL CABLES ("CHOKE")

SUITABLE REPLACEMENT FOR			Outer Length inches	Carb. Type	Date	Makers' Part No.	Ref. No.	Outer Length inches	Makers' Part No.	Ref. No.
								For	Western	H/Bars
B.S.A.										
175 c.c.	D10	Bantam Sports	24	626	1967	90-8640	28/34			
	D10	Bantam Bushman	28	626	1967	90-8633	32/34			
	D14/4	Bantam	26	626	1968-69	90-8633	30/34			
	D14/4	Bantam Sports	24	626	1968	90-8640	28/34			
	D14/4	Bantam Bushman	28	626	1968-69	90-8633	32/34			
250 c.c.	SS80	Sports Star	32	376	1961-65	40-8608	37/36			
	CI55S	Sportsman	32	376	1965-67	40-8608	37/36			
350 c.c.	B40	Standard	32	376	1960-66	41-8510	37/36			
	SS90	Sports Star	31	389	1962-66	41-8510	36/38			
500 c.c.	A50	Standard	33	376	1961-65	68-8551	M38/38	37	—	M42/38
	A50C	Cyclone	29	Dual	1964-65	68-8580	315	29	68-8580	315
		Long	6	376		68-8585	317	6	68-8585	317
	A50R	Royal Star	33	376	1965-67	68-8703	M38/36	37	68-8702	M42/36
	A50R	Royal Star	38	626	1968-	60-818	M42/34	38	60-818	M42/34
	A50W	Wasp	19	Dual	1966-67	68-8672	91	23	68-8671	96
		Long	11	389		68-8690	92	11	68-8690	92
650 c.c.	A65	Standard	33	389	1961-65	68-8511	M38/38	37	68-8514	M42/38
	A65R	Rocket	31	389	1964-65	68-8552	M36/38	35	—	M40/38
	A65L	Lightning	29	Dual	1964-65	68-8580	315	29	68-8580	315
		Long	6	389		68-8577	317	6	68-8585	317
	A65L	Lightning	19	Dual	1966-67	68-8672	91	23	68-8671	96
		Short	11	389		68-8690	92	11	68-8690	92
	A65L	Lightning	23	Dual	1968-	60-823	96	23	60-823	96
		Long	11	930		60-826	92	11	60-826	92
	A65T	Thunderbolt	33	389	1965-67	68-8685	M38/38	37	68-8684	M42/38
		Short	37	928	1968-	60-815	M42/38	37	60-815	M42/38
	A65H	Hornet	19	Dual	1965-67	68-8672	91	23	68-8671	96
		Long	11	389		68-8690	92	11	68-8690	92
	A65S	Spitfire 2	19	Dual	1965-66	68-8672	91	23	68-8671	96
		Long	19	Dual	1967	68-8672	91	23	68-8671	96
	A65S	Spitfire 3	11	932		68-8760	92	11	68-8760	92
	A65S	Spitfire 4	23	Dual	1968	60-823	96	23	60-823	96
		Long	11	932		60-826	92	11	60-826	92
	A65F	Firebird	23	Dual	1968-9	60-823	96	23	60-823	96
		Short	11	932		60-826	92	11	60-826	92
	A75	Rocket 3	60	Three	1969-	60-1968	456	60	60-1968	456
		Long	12	626		60-2060	457	12	60-2060	457
		Right	10			60-2061	458	10	60-2061	458
		Centre	9			60-2062	459	9	60-2062	459
		Left								
NORTON										
250 c.c.	Jubilee Twin		30	375	1958-60	P17/259	34/34			
			35	375	1961-66	S19/259	39/34	40	23761	45/36
350 c.c.	Navigator Twin		35	375	1960-65	S19/259	39/34	40	23761	45/36
	Model "50" Single		31	376	1960-63	20276	36/38	40	23595	45/38
			31	389	1964-66	20276	36/38	40	23595	45/38
400 c.c.	Electra ES400		34	375	1963-65	24891	38/34			
500 c.c.	Model ES2 Single		31	376	1960-63	20276	36/38	40	23595	45/38
			31	389	1964-66	20276	36/38	40	23595	45/38
	Dominator 88 Twin		31	376	1959-63	20276	36/38	40	23595	45/38
	88S/S	Long	19	Dual	1961-66	25008	91	23	28239	96
		Short	11	376		25033	92	11	25033	92
600 c.c.	Dominator 99 Twin		31	376	1959-62	20276	36/38	40	23595	45/38
	99S/S	Long	19	Dual	1961-62	25008	91	23	28239	96
		Short	11	376		25033	92	11	25033	92
650 c.c.	Dominator 650 Twin		31	389	1961-63	20276	36/38	40	23595	45/38
	650S/S	Long	19	Dual	1961-66	25008	91	23	28239	96
		Short	11	376		25033	92	11	25033	92
		Long	19	Dual	1967	031614	91	23	031612	96
		Short	11	930		033144	92	11	033144	92
750 c.c.	Atlas		37	376	1962-66	20618	42/38	37	20618	42/38
	Atlas - NISCS - PII & PIIA	Long	19	Dual	1962-64	25008	91	23	28239	96
		Short	11	389		25033	92	11	25033	92
		Long	19	Dual	1965-66	031614	91	23	031612	96
		Short	11	389		033144	92	11	033144	92
		Long	19	Dual	1967-68	031614	91	23	031612	96
		Short	11	930		033144	92	11	033144	92
	Commando & Commando	Long	19	Dual	1968-	031614	91	23	060908	96
	Fastback	Short	11	930		033144	92	11	033144	92

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British Cycle Supply Company Cable Reference Guide

AIR CONTROL CABLES ("CHOKE")

SUITABLE REPLACEMENT FOR				Outer Length inches	Carb. Type	Date	Makers' Part No.	Ref. No.	Outer Length inches	Makers' Part No.	Ref. No.
									For	Western	H/Bars
TRIUMPH											
350/500	T90 - T100S/S			36	624	1968	D742	40/34	36	D742	40/34
				40	624	1968-	D1824	44/34	40	D1824	44/34
500 c.c.	T100R - T100T			29	Dual	1968	D744	315	29	D744	315
		Long		34	626	1968-	D1821	454	34	D1821	454
		Short		8		1968-	D745	451	8	D745	451
650 c.c.	6T - TR6S/S			35	376	1962-65	D435	40/36	39	D507	44/38
	TR6S/S			39	389	1966-67	D507	44/38	39	D747	M44/38
	TR6S/S			39	930	1968	D747	M44/38	39	D747	M44/38
	TR6S/S			42	930	1968-	D1807	M47/38	42	D1807	M47/38
	T120 Bonneville	Long		23	Dual	1968-	D683	96	23	D683	96
		Short		18	930		D684	452	18	D684	452
	T120R - T120TT	Long		23	Dual	1968-	D1818	96	23	D1818	96
		Short		18	930		D684	452	18	D684	452
750 c.c.	T150 Trident	Long		60	Three	1969-	D1968	456	60	D1968	456
		Right		12	626		D2060	457	12	D2060	457
		Centre		10			D2061	458	10	D2061	458
		Left		9			D2062	459	9	D2062	459

THROTTLE CONTROL CABLES

SUITABLE REPLACEMENT FOR				Outer Length inches	T. Grip Type	Carb. Type	Date	Makers' Part No.	Ref. No.	Outer Length inches	Makers' Part No.	Ref. No.
										For	Western	H/Bars
B.S.A.												
125 c.c.	D1	Bantam	Drum Nipple	35	16	361	1959-62	90-8515	301			
			Ball Nipple	35	328	361	1959-62	90-8535	302			
			Barrel Nipple	35	306	361	1959-62	—	303			
175 c.c.	D7	Bantam Super		34	366	375	1958-65	90-8589	37/25 X			
		Bantam De-Luxe		30	366	375	1965-66	90-8595	33/25 X			
		Bantam Silver		30	366	376	1965-66	90-8620	33/27 X			
	D10	Bantam Supreme & Silver		30	366	376	1966	90-8620	33/27 X			
		Bantam 4-Speed Sports		29	366	626	1967	90-8630	33/31 X			
		Bantam Bushman		26	366	626	1967	90-8636	30/31 X			
	D14/4	Bantam		29	366	626	1968-69	90-8630	33/31 X			
	D14/4S	Bantam Sports		26	366	626	1968	90-8636	30/31 X			
	D14/B	Bantam Bushman		29	366	626	1968-69	90-8630	33/31 X			
250 c.c.	C15	Standard		35	366	375	1958-67	40-8516	38/25 X			
	SS80	Sports Star		35	366	376	1961-65	40-8516	38/27 X			
	C15S/S	Sportsman		35	366	376	1965-67	40-8516	38/27 X			
	C25	Barracuda		34	16	928	1967	40-8657	M38/35			
	B25	Starfire & Fleet Star		34	16	928	1967-	40-8657	M38/35			
350 c.c.	B40	Standard		35	366	376	1960-64	40-8615	38/27 X			
				37	366	376	1965-66	—	40/27 X			
	SS90	Sports Star		34	366	389	1962-64	—	38/29 X			
				36	366	389	1965-66	—	40/29 X			
440 c.c.	B44	Victor Roadster		34	16	389	1965-66	—	M38/29			
		Shooting Star		34	16	930	1967	40-8657	M38/35			
				34	16	930	1968-	40-8657	M38/35			
500 c.c.	A7	Standard		37	366	376	1958-62	67-8530	40/27 X			
	A50	Standard		36	366	376	1961-65	68-8510	M40/29 X	40	68-8513	M44/29 X
	A50C	Cyclone	Long	29	16	Dual	1964-65	68-8562	315			
			Short	9		376		68-8567	316			
	AS0R	Royal Star		34	16	376	1965-67	68-8540	M37/27	39	68-8546	M42/27
				34	16	626	1967	68-8708	M38/31	38	68-8706	M42/31
				38	16	626	1968-	60-807	M42/31	38	60-807	M42/31
	A50W	Wasp	Dual T. Grip	35	Dual	389	1966-67	68-8679	38/24D	39	68-8678	42/24D
650 c.c.	A10	Standard		37	366	376	1958-62	67-8531	M40/27 X			
	A65	Standard		36	366	389	1961-65	68-8510	M40/29 X	40	68-8513	M44/29 X
	A65R	Rocket		36	16	389	1964-65	—	M40/29	40	—	M44/29
	A65L	Lightning	Long	29	16	Dual	1964-65	68-8562	315	29	68-8562	315
			Short	11		389		68-8558	97	11	68-8558	97
			Dual T. Grip	35	Dual	389	1966-67	68-8679	38/24D	39	68-8678	42/24D
			Dual T. Grip	38	Dual	930	1968-	60-813	42/30D	38	60-813	42/30D

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British Cycle Supply Company Cable Reference Guide

THROTTLE CONTROL CABLES

SUITABLE REPLACEMENT FOR			Outer Length inches	T/Grip Type	Carb. Type	Date	Makers' Part No.	Ref. No.	Outer Length inches	Makers' Part No.	Ref. No.
									For	Western	H/Bars
A65T	Thunderbolt		34	16	389	1965-67	68-8663	M38/29	38	68-8696	M42/29 *
			38	16	928	1968-	60-804	M42/35	38	60-804	M42/35 *
A65H	Hornet	Dual T Grip	35	Dual	389	1965-67	68-8679	38/24D	39	68-8678	42/24D *
		Dual T Grip	34	Dual	930	1968	-	38/30D	38	-	42/30D *
A65S	Spitfire 2	Dual T Grip	36	Dual	GP2	1965-66	68-8692	306	36	68-8692	306 *
	Spitfire 3	Dual T Grip	36	Dual	932	1967	68-8699	40/30D	40	60-810	44/30D *
	Spitfire 4	Dual T Grip	40	Dual	932	1968	60-810	44/30D	40	60-810	44/30D *
A65F	Firebird	Dual T Grip	38	Dual	932	1968-69	60-813	42/30D	40	60-813	42/30D *
750 c.c.	A75	Rocket 3	43	16	626	1969	60 890	455	43	60-890	455 *
NORTON											
250 c.c.	Jubilee Twin		34	366	375	1960-66	P17/262	37/25X	37	24005	40/25X *
350 c.c.	Navigator Twin		34	366	375	1961-65	020617	37/25X	37	24005	40/25X *
	Model "50" Single		33	16	376	1959-63	020277	37/27	36	23594	40/27 *
			33	16	389	1964-66	020277	37/29	36	23594	40/29 *
400 c.c.	Electra		32	16	375	1963-65	024892	36/25	36	23594	40/27 *
500 c.c.	Model "ES2" Single		33	16	376	1959-63	020277	37/27	36	23594	40/27 *
	Dominator "88" Twin		33	16	389	1964-66	020277	37/29	36	23594	40/29 *
	Sports "88" SS	Long	19	16	Dual	1961-66	025008	91	23	28239	96 *
		Short	11				028238	97	11	28238	97 *
600 c.c.	Dominator "99" Twin		33	16	376	1959-62	020277	37/27	36	23594	40/27 *
	Sports "99" SS	Long	19	16	Dual	1961-62	025008	91	23	28239	96 *
		Short	11				028238	97	11	28238	97 *
650 c.c.	Dominator 650 Twin		33	16	389	1961-63	020277	37/29	36	23594	40/29 *
	Sports 650 SS	Long	19	16	Dual	1961-66	025008	91	23	28239	96 *
	and	Short	11				028238	97	11	28238	97 *
	Sports 650/99	Long	19	16	Dual	1967-	025008	91	23	28239	96 *
		Short	11				033145	99	11	33145	99 *
750 c.c.	Atlas		38	16	376	1962-66	021617	42/27	38	20617	42/27 *
	Atlas N15CS	Long	19	16	Dual	1963-66	025008	91	23	28239	96 *
	and P11 and P11A	Short	11				028238	97	11	28238	97 *
		Long	19	16	Dual	1967-68	031614	91	23	31612	96 *
		Short	11				033145	99	11	33145	99 *
	Commando & Commando Fastback	Long	19	16	Dual	1968	060923	91	23	031612	96 *
		Short	11				033145	99	11	033145	99 *
TRIUMPH											
200 c.c.	T20	Cub Standard	33	366	Zenith	1958-61	D406	443	*		
			33	366	32	1961-66	D453	448	*		
	Bantam Cub		33	366	375	1966-67	90-8595	36/25X	*		
	Super Cub		29	366	622	1967-68		33/31X	*		
	Sports Models		32	366	376	1960-67		445	*		
250 c.c.	TR2SW	Trophy	34	16	928	1968-	D420	M38/35	*		
350/500	JTA - STA - T100A	A/Sleeve	34	Own	375	1957-63	D383	AM39/24	*	38	D410
	JTA - STA		40	16	375	1963-66	D531	M43/27	*	42	D532
	T90 - T100S/S		40	16	376	1962-67	D495	M43/27	*		
			40	16	624	1968	D735	M44/31	*	43	
			43	16	626	1968-	D1823	M47/31	*	43	D1823
500 c.c.	T100R	Dual T grip	41	313	376	1967	D528	M44/24D	*	41	D528
			41	313	626	1968	D740	M44/26D	*	41	D740
			43	313	626	1968-	D1822	M46/26D	*	43	D1822
	T100T	Daytona	23	16	Dual	1967	D500	96	29	D516	96/6 *
		Long	11				D423	447	11	D423	447 *
		Short	27	16	Dual	1968-	D741	453	27	D741	453 *
			13				D739	449	13	D739	449 *
500 c.c.	T100C		43	16	626	1968-	D1823	M47/31	*	43	D1823
500/650	5T - T100 - T110 - 6T		34	Own	376	1950-61	D224	AM40/21	*		
	6T - TR6S/S		40	16	376	1962-66	D495	M43/27	*	40	D495
	TR6S/S		39	16	389	1966-67	D519	M43/29	*	39	D519
			40	16	930	1968	D746	M44/35	*	40	D746
			43	16	930	1968-	D1806	M47/35	*	43	D1806
650 c.c.	T120	Bonneville	21	Own	Dual	1959-63	D422	446	25	D425	446/4 *
		Long	11				D423	447	11	D423	447 *
		Short	23	16	Dual	1964-67	D500	96	29	D516	96/6 *
		Long	11				D423	447	11	D423	447 *
		Short	23	16	Dual	1968-	D683	96	29	D733	96/6 *
		Long	18				D733	450	18	D733	450 *
	T120R - T120TT	Dual T grip	41	313	389	1967	D528	M44/24D	*	41	D528
			40	313	930	1968	D660	M44/30D	*	40	D660
			43	313	930	1968-	D1819	M47/30D	*	43	D1819
750 c.c.	T150	Trident	43	16	626	1969-	D890	455	43	D890	455 *

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British Cycle Supply Company Cable Reference Guide

FRONT BRAKE CONTROL CABLES

SUITABLE REPLACEMENT FOR				Outer Length inches	Date	Makers Part No.	Ref. No.	Outer Length inches	Makers Part No.	Ref. No.
								For	Western	H/Bars
B.S.A.										
125/150	D1 & D3	Bantam		31	1959-60	90-8520	521			
			Shackle End	31	1961-62	—	528			
175 c.c.	D7	Bantam Super		32	1959-60	90-8553	2/521			
				31	1961-65	90-8585	2/528			
		Bantam De Luxe		29	1965-66	90-8599	2/526	33	90-8586	2/527
		Bantam Silver		29	1965-66	90-8599	2/526			
	D10	Bantam Supreme		29	1966-67	90-8599	2/526	33	90-8586	2/527
		Bantam Silver		29	1966-67	90-8599	2/526			
		Bantam Sports	4 Speed	26	1966-67	—	2/523			
		Bantam Bushman		33	1966-67	90-8586	2/527			
	D14/4	Bantam		29	1968-69	90-8599	2/526			
		Bantam 4S Sports		29	1968	60-874	540			
		Bantam 4B Bushman		36	1968-69	60-896	2/540			
250 c.c.	C15	Standard		33	1961-63	40-8598	2/531	38	40-8601	2/524
				38	1964-67	40-8601	2/524			
		Sports Star		37	1961-65	40-8571	535	40	40-8574	535/3
	SS80	Sportsman		32	1965-67	40-8630	2/539			
	C15S5	Barracuda		33	1966-67	40-8587	539	36	40-8590	539/3
	C25	Starfire & Fleetstar	7" Brake	33	1966-67	40-8587	539	36	40-8590	539/3
	B25		7" Full width	31	1968	—	664	36	—	665
			Micro Switch	31	1969-	60-2053	667	35	60-2034	668
350 c.c.	B40	Standard		32	1960-64	41-8505	536	35	41-8525	536/3
				39	1965-66	41-8535	2/536	42	41-8538	2/536/3
	SS90	Sports Star		38	1962-66	41-8530	537			
440 c.c.	B44	Victor Roadster	7" Brake	33	1965-67	40-8587	539	36	40-8590	539/3
		Victor Special	8" Brake	35	1967	—	2/525/4			
		Shooting Star	8" Full width	36	1968	—	661			
			Micro Switch	35	1969-	60-2034	668			
500 c.c.	A7	Standard		33	1960	42-8793	533			
				33	1961-62	—	2/533			
	A50	Standard	7" Brake	38	1962-64	68-8524	537	43	68-8536	537/5
			8" Brake	38	1965	68-8518	2/538	43	68-8533	2/538/5
	A50C	Cyclone	Open Shackle	31	1964-65	68-8660	2/525	37	68-8600	2/525/6
	A50R	Royal Star	Open Shackle	31	1965-68	68-8660	2/525	37	68-8600	2/525/6
			Micro Switch	31	1969	60-2077	666	36	60-2076	666/5
	A50W	Wasp	Open Shackle	31	1966-67	68-8660	2/525	37	68-8600	2/525/6
650 c.c.	A10	Standard	8" Brake	33	1960	42-8771	534			
			8" Brake	33	1961-62	—	2/534			
	A65	Standard	8" Brake	38	1962-64	42-8771	538			
			8" Brake	38	1965	68-8518	2/538	43	68-8533	2/538/5
	A65R	Rocket	8" Brake	33	1964-65	68-8596	2/535			
	A65H	Hornet	Open Shackle	31	1965-66	68-8660	2/525	37	68-8600	2/525/6
			Alloy H/Levers	31	1967	68-8776	663	36	68-8770	663/5
	A65L	Lightning	Open Shackle	31	1965-67	68-8660	2/525	37	68-8600	2/525/6
			T/Leading Shoe	40	1968	60-868	662	44	60-858	662/4
			Micro Switch	31	1969-	60-2077	666	36	60-2076	666/5
	A65T	Thunderbolt	Open Shackle	31	1965-68	68-8660	2/525	37	68-8600	2/525/6
			Micro Switch	31	1969-	60-2077	666	36	60-2076	666/5
	A65S	Spitfire 2	Open Shackle	31	1965-66	68-8660	2/525	37	68-8600	2/525/6
		Spitfire 3	Alloy H/Levers	31	1967	68-8776	663	36	68-8770	663/5
		Spitfire 4	T/Leading Shoe	40	1968	60-871	2/663	44	60-861	2/663/4
	A65F	Firebird	T/Leading Shoe	40	1968	60-871	2/663	44	60-861	2/663/4
	A75	Rocket 3	Micro Switch	36	1969-	60-2076	666/5	36	60-2076	666/5
NORTON										
250 c.c.	Jubilee Twin	Barrel Nipple		26	1960-66	23438	576	32	24007	576/6
350 c.c.	Navigator Twin	Barrel Nipple		33	1961-65	23435	574	39	—	574/6
400 c.c.	Electra ES400	Pear Nipple		35	1963-65	24987	579			
350/650	Singles and Twins	Barrel Nipple		33	1956-64	20295	573	39	23592	573/6*
		Pear Nipple		35	1965-	24987	579	39	25038	579/4*
650 c.c.	650S.S.	Pear Nipple		35	1966	24987	579			
	650/99	Pear Nipple		35	1966-	24987	579	39	25038	579/4*
750 c.c.	Atlas	Barrel Nipple		33	1962-64	20295	573	39	23592	573/6*
		Pear Nipple		35	1965	24987	579	39	25038	579/4*
	NISCS	Pear Nipple		35	1955-	24987	579	39	25220	579/4*
	PII & PIIA	Pear Nipple		35	1967-68	24987	506	39	25038	506/5*
	Commando & Commando Fastback	T/Leading Shoe		32	1968-	06-0924	601	37	06-1076	602

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FRONT BRAKE CONTROL CABLES

SUITABLE REPLACEMENT FOR			Outer Length inches	Date	Makers' Part No.	Ref. No.	Outer Length inches	Makers' Part No.	Ref. No.
							For Western	H/Bars	
TRIUMPH									
200 c.c.	T20	Cub Standard	30	1956-62	D323	612	32	D321	612/2
		Large Barrel	29	1963-64	—	2/612	31	—	2/612/2
		Bantam Cub	29	1965-66	D505	2/613	33	D563	2/613/4
		Super Cub	29	1966-67	90-8599	2/526	33	90-8586	2/527
		Sports Models	29	1967-68	90-8599	2/526	33	90-8586	2/527
		Pear Nipple	33	1960-64	D429	627	35	D497	627/2
		Large Barrel	34	1965-67	D564	2/614			
250 c.c.	T20SH	Sports Roadster	33	1965-67	D569	2/615			
	TR25W	250 Trophy	36	1968	D862	665			
				1969	D2034	668			
350/500	3TA - STA - T100A	Pear Nipple	32	1959-64	D418	615	37	D419	615/5
	3TA - STA	Large Barrel	32	1965-66	D561	2/617	39	D577	2/617/7
	T90 - T100S/S	Pear Nipple	37	1961-64	D419	616	37	D419	616
	T90 - T100S/S - T100T	Pear Nipple	36	1965-68	D625	2/619	36	D625	2/619
	T90 - T100S/S - T100T	Large Barrel	36	1965-68	D560	2/616	36	D560	2/616
	T100S/S - T100T - T100R - T100C	Micro Switch	31	1969-	D2077	666	36	D2076	666/5
650 c.c.	6T	Pear Nipple	36	1959-61	D414	628	41	D415	628/5
	T110 - TR6 - T120	Pear Nipple	36	1961-64	D436	630	41	D437	630/5
	6T - TR6S/S - T120	Large Barrel	34	1965-67	D558	2/618	39	D559	2/618/5
		Pear Nipple	39	1966-67	D624	619	39	D624	619
	TR6S/S - T120	T/Leading Shoe	43	1968	D664	2/620	48	D665	2/620/5
	TR6 - T120	Micro Switch	31	1969-	D2077	666	36	D2076	666/5
750 c.c.	T150 Trident	Micro Switch	36	1969-	D2076	666/5	36	D2076	666/5

CLUTCH CONTROL CABLES

SUITABLE REPLACEMENT FOR			Outer Length inches	Date	Makers' Part No.	Ref. No.	Outer Length inches	Makers' Part No.	Ref. No.
							For Western	H/Bars	
B.S.A.									
125/150	D1-D3	Bantam	41	1950-63	90-8510	721			
715 c.c.	D7	Bantam Super	41	1958-65	90-8565	2/721			
		Bantam De Luxe	39	1965-66	90-8603	2/726			
		Bantam Silver	39	1965-66	90-8603	2/726			
	D10	Bantam Supreme	39	1966-67	90-8625	2/723			
		Bantam Silver	39	1966-67	90-8625	2/723			
		Bantam Sports	36	1966-67	90-8625	2/728			
		Bantam Bushman	42	1966-67	90-8572	2/724			
	D14/4	Bantam	39	1968-69	90-8625	2/723			
	D14/4S	Bantam Sports	39	1968	90-8625	2/723	42	90-8572	2/724
	D14/4B	Bantam Bushman	42	1968	90-8572	2/724			
250 c.c.	C15	Standard	53	1958-63	40-8512	731			
			58	1964	40-8594	2/731			
		Modfd. Gearbox	60	1965	40-8612	737			
			46	1966-67	41-8564	2/737			
	SS80	Sports Star	59	1961-64	40-8620	735			
			56	1965	40-8620	738			
		Modfd. Gearbox	46	1965-67	41-8564	2/737			
	C155'S	Sportsman	44	1966	40-8654	2/725	48	40-8615	733
	C25	Barracuda	44	1966	40-8654	2/725	48	40-8615	733
	B25	Starfire & Fleetstar	44	1966-67	40-8654	2/725	48	40-8615	733
			48	1968	40-8615	733	48	40-8615	733
			44	1969-	60-2082	2/733	48	60-2083	734
350 c.c.	B40	Standard	54	1960-64	40-8512	736	58	40-8594	2/731
			60	1965	40-8612	737			
	SS90	Sports Star	59	1962-64	40-8555	735			
			56	1965	40-8620	738			
		Modfd. Gearbox	48	1965-68	40-8615	733	48	40-8615	733
440 c.c.	B44	Victor and Shooting Star	48	1969	60-2083	734			

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CLUTCH CONTROL CABLES

SUITABLE REPLACEMENT FOR			Outer Length Inches	Date	Makers' Part No.	Ref. No.	Outer Length Inches	Makers' Part No.	Ref. No.
500 c.c.	A7	Standard	48	1959-62	42-8775	733	For	Western	H/Bars
	A50	Standard	49	1962-64	68-8528	729	55	68-8593	729/6
			55	1965	68-8611	2/729	55	68-8611	2/729
	A50C	Cyclone	55	1964-65	68-8611	2/729	55	68-8611	2/729
	A50R	Royal Star	55	1965-68	68-8611	2/729	55	68-8611	2/729
			55	1969	60-2081	739	55	60-2081	739
	A50W	Wasp	55	1966-67	68-8611	2/729	55	68-8611	2/729
650 c.c.	A10	Standard	48	1959-62	42-8775	733			
	A65	Standard	49	1962-64	68-8528	729	55	68-8593	729/6
			55	1965-66	68-8611	2/729	55	68-8611	2/729
	A65R	Rocket	55	1964-65	68-8611	2/729	55	68-8611	2/729
	A65H	Hornet	55	1965-66	68-8611	2/729	55	68-8611	2/729
		Alloy Levers	55	1966-67	68-8773	730	55	68-8773	730
	A65T	Thunderbolt	55	1965-68	68-8611	2/729	55	68-8611	2/729
			55	1969	60-2081	739	55	60-2081	739
	A65L	Lightning	55	1964-68	68-8611	2/729	55	68-8611	2/729
			55	1969	60-2081	739	60	60-2080	739/5
	A65S	Spitfire 2	55	1965-66	68-8611	2/729	55	68-8611	2/729
		Spitfire 3	55	1966-67	68-8773	730	55	68-8773	730
		Spitfire 4	55	1968	68-8773	730	55	68-8773	730
	A65F	Firebird	55	1968	68-8773	730	55	68-8773	730
			60	1969	60-2080	739/5	60	60-2080	739/5
750 c.c.	A75	Rocket 3	50	1969	60-1946	740	50	60-1946	740
NORTON									
250 c.c.	Jubilee Twin		52	1960-63	22449	765	58	24004	765 6
350 c.c.	Navigator Twin		52	1960-63	22449	765	58	24004	765 6
		With Mid-Adjr.	53	1964-65	25037	767			
400 c.c.	Electra ES400		53	1963-65	24868	766			
350/650	Singles and Twins		54	1959-64	19828	764	58	22546	764/4
		Pear Nipple	56	1965-	25035	769	61	25036	2/769
	650 S/S	Pear Nipple	56	1966-	25035	769			
	650/99	Pear Nipple	61	1965-	25036	2/769			
750 c.c.	Atlas	Barrel Nipple	54	1962-64	19828	764	58	22546	764/4
		Pear Nipple	56	1965-67	25035	769	61	25036	2/769
	NISCS	Pear Nipple	61	1966-67	25036	2/769			
	PII & PIIA	Pear Nipple	46	1967-68	26250	706			
	Commando & Commando Fastback	Pear Nipple	45	1968	060930	811	51	06-0919	811/6
TRIUMPH									
200 c.c.	T20	Cub Standard	51	1959-64	D331	795	53	D332	798
		Large Barrel	51	1965-66	D504	2/793	53	D562	2/793/2
	Bantam Cub	Large Barrel	51	1966-67	D504	2/793	53	D562	2/793/2
	Super Cub	Large Barrel	51	1967-68	D504	2/793	53	D562	2/793/2
	Sports Models	With Adjuster	53	1959-64	D332	798	53	D332	798
		Less Adjuster	53	1965-67	D567	2/794	53	D567	2/794
250 c.c.	TR25W	250 Trophy	48	1968	D966	733			
350/500	3TA - 5TA - T100A	Barrel Nipple	46	1957-62	D366	796	51	D408	796/5
	3TA - 5TA T90 - T100S/S	Pear Nipple	42	1962-64	D452	2/791	47	D466	2/792
	and T100C - T100R	Barrel Nipple	42	1965-68	D566	2/795	47	D565	2/796
500 c.c.	T100S/S - T100T - T100R - T100C	Barrel Nipple	42	1969-	D1995	2/795	47	D1994	2/796
650 c.c.	6T - TR6 - T110 - T120	Pear Nipple	61	1960-62	D432	799	65	D434	799 4
	6T - TR6S S - T120 and	Pear Nipple	47	1962-64	D466	2/792	47	D466	2/792
	T120R - T120T	Barrel Nipple	47	1965-67	D565	2/796	47	D565	2/796
	TR6S S - T120	With Adjuster	46	1968	D667	2/797	46	D667	2/797
	TR6 - T120	With Adjuster	46	1969-	D1993	2/797	46	D1993	2/797
750 c.c.	T150	Trident	53	1969-	D1946	800	53	D1946	800

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SUITABLE REPLACEMENT FOR	Outer Length Inches	Date	Maker's Part No.	Ref. No.	FOR WESTERN HANDLEBARS		
					Outer Length Inches	Maker's Part No.	Ref. No.
B.S.A.							
175 c.c. D175 Bantam ... Throttle	28	1969-71	90-8630	33/31X *			
Air	28	1969-71	60-2194	32/34			
Front Brake	29	1969-71	60-2224	540 *			
Clutch	39	1969-71	90-8625	2/723 *			
175 c.c. D175B Bushman ... Throttle	29	1969	90-8630	33/31X *			
Air	28	1969	60-2194	32/34			
Front Brake	36	1969	60-896	2/540 *			
Clutch	39	1969	90-8625	2/723 *			
250 c.c. B25 Starfire ... Throttle	34	1968-70	40-8657	M38/35 *			
Front Brake	31	1969-70	60-2053	667 *	35	60-2034	668
Clutch	44	1969-70	60-2082	2/733 *	48	60-2082	734
250 c.c. B25SS Gold Star ... Throttle	34	1971	40-8657	M38/35 *	34	40-8657	M38/35
Front Brake	41	1971	60-3075	669 *	41	60-3075	669
Clutch	48	1971	60-2083	734 *	48	60-2083	734
250 c.c. B25T Victor Trail ... Throttle	34	1971	40-8657	M38/35 *	34	40-8657	M38/35
Front Brake	41	1971	60-3390	670 *	41	60-3390	670
Clutch	48	1971	60-2083	734 *	48	60-2083	734
440 c.c. B44 Shooting Star ... Throttle	34	1968-70	40-8657	M38/35 *			
Front Brake	35	1969-70	60-2034	668 *			
Clutch	48	1969-70	60-2083	734 *			
500 c.c. A50 Royal Star ... Throttle	38	1968-70	60-807	M42/31 *	38	60-807	M42/31
Air	38	1968-70	60-818	M42/34	38	60-818	M42/34
Front Brake	31	1969-70	60-2077	666 *	36	60-2076	666/5
Clutch	47	1970	60-2456	2/739 *	47	60-2456	2/739
500 c.c. B50SS Gold Star ... Throttle	34	1971-72	40-8657	M38/35 *	34	40-8657	M38/35
Front Brake	41	1971-72	60-3075	669 *	41	60-3075	669
Clutch	48	1971-72	60-2083	734 *	48	60-2083	734
500 c.c. B50T Victor Trail ... Throttle	34	1971-72	40-8657	M38/35 *	34	40-8657	M38/35
Front Brake	41	1971	60-3390	670 *	41	60-3390	670
Front Brake	43	1972	60-3535	671 *	43	60-3535	671
Clutch	48	1971-72	60-2083	734 *	48	60-2083	734
500 c.c. B50MX Moto Cross ... Throttle	40	1971-73	60-3499	318 *	40	60-3499	318
Front Brake	43	1971-73	60-3535	671 *	43	60-3535	671
Clutch	48	1971-73	60-2083	734 *	48	60-2083	734
650 c.c. A65L Lightning and A70 ... Throttle	36	1969-71	60-0813	40/30D *	36	60-0813	40/30D
Throttle	40	1972-73	60-3638	M44/30D *	40	60-3638	M44/30D
Air-Long	23	1968-73	60-0823	96 *	23	60-0823	96
Air-Short	11	1968-71	60-0826	92 *	11	60-0826	92
Air-Short	11	1972-73	60-3635	319 *		60-3635	319
Front Brake	31	1969-70	60-2077	666 *	36	60-2076	666/5
Front Brake	41	1971-73	60-3557	669 *	41	60-3557	669
Clutch	47	1970	60-2456	2/739 *	47	60-2456	2/739
Clutch	47	1971-73	60-3077	2/739 *	47	60-3077	2/739
650 c.c. A65T Thunderbolt ... Throttle	38	1968-72	60-0804	M42/35 *	38	60-0804	M42/35
Air	37	1968-72	60-0815	M42/38	37	60-0815	M42/38
Front Brake	31	1969-70	60-2077	666 *	36	60-2076	666/5
Front Brake	41	1971-72	60-3557	669 *	41	60-3557	669
Clutch	47	1970	60-2456	2/739 *	47	60-2456	2/739
Clutch	47	1971-72	60-3077	2/739 *	47	60-3077	2/739
750 c.c. A75R Rocket 3 ... Throttle	39	1970-72	60-2202	460 *	39	60-2202	460
Air-Lever End	60	1969-70	60-1968	456 *	60	60-1968	456
Air-Carb. End, Right	12	1969-70	60-2060	457 *	12	60-2060	457
Air-Carb. End, Centre	10	1969-70	60-2061	458 *	10	60-2061	458
Air-Carb. End, Left	9	1969-70	60-2062	459 *	9	60-2062	459
Air-Lever End,	12	1971-72	60-3566	468 *	12	60-3566	468
Air-Carb. End	10	1971-72	60-2061	458 *	10	60-2061	458
Front Brake	36	1969-70	60-2076	666/5 *	36	60-2076	666/5
Front Brake	41	1971-72	60-3557	669 *	41	60-3557	669
Clutch	53	1970-72	60-2445	740 *	53	60-2445	740

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SUITABLE REPLACEMENT FOR	Outer Length Inches	Date	Maker's Part No.	Ref. No.	FOR WESTERN HANDLEBARS				
					Outer Length Inches	Maker's Part No.	Ref. No.		
NORTON									
750 c.c. Commando, Roadster, SS and Fastback	Throttle, Long	19	1968-70	06-0923	91	*	23	031612	96
	Throttle, Long	26	1971-73	06-1451	331	*	26	06-1451	331
	Throttle, Short	11	1968-73	033145	99	*	11	033145	99
	Air-Long	19	1968-72	031614	91	*	23	06-0908	96
	Air-Short	11	1968-74	033144	92	*	11	033144	92
	Front Brake	32	1968-70	06-0924	601	*	37	06-1076	602
	Front Brake	37	1971-74	062491	603	*	37	062491	603
	Clutch	45	1968-70	06-0930	811	*	51	06-0919	811/6
	Clutch	52	1971-74	062492	812	*	52	062492	812
	Clutch	52	1975-	062476	812	*		062477	8126
TRIUMPH									
250 c.c. TR25 W Trophy	Throttle	34	1968-70	D962	M38/35	*			
	Front Brake	36	1968	D862	665	*			
	Front Brake	35	1969-70	D2034	668	*			
	Clutch	48	1968	D966	733	*			
	Clutch	48	1969-70	D2083	734	*			
250 c.c. T25SS Blazer	Throttle	34	1971	D962	M38/35	*			
	Front Brake	41	1971	D3075	669	*		D3390	670
	Clutch	48	1971	D2083	734	*			
250 c.c. T25T Trail Blazer	Throttle	34	1971	D962	M38/35	*			
	Front Brake	41	1971	D3390	670	*			
	Clutch	48	1971	D2083	734*	*			
500 c.c. T100C Trophy	Throttle	43	1968-71	D1823	M47/31	*			
	Air	40	1971	D3270	44/34	*			
	Front Brake	36	1969-71	D2076	666/5	*			
	Clutch	47	1969-71	D1994	2/796	*			
TRIUMPH									
500 c.c. T100R Daytona	Throttle	43	1968-73	D1822	M46/26D*				
	Air-Long	34	1971-73	D3272	454				
	Air-Short	8	1968-73	D745	451				
	Front Brake	36	1969-72	D2076	666/51*				
	Front Brake	35	1973	D4114	672*1				
	Clutch	47	1969-73	D1994	2/796*				
500 c.c. TR5T Trophy Trail Adventurer	Throttle	43	1973	D1823	M47/31*				
	Air	38	1973	D3270	466†				
	Front Brake	40	1973	D4088	673†*				
	Clutch	47	1973	D1994	2/796*				
650 c.c. TR6C Trophy and TR6R Tiger	Throttle	40	1971-73	D746	M44/35	*	43	D1806	M47/35 *
	Front Brake	41	1971-73	D3557	669	*	41	D3557	669
	Clutch	47	1971-73	D3079	2/797	*	47	D3079	2/797 *
650 c.c. T120R Bonneville T120V	Throttle-Long	23	1968-73	D683	96	*	43	D1819	M47/30D*
	Throttle-Short	18		D733	450	*	(American Model with	Dual T/Grip)	
	Air-Long	23	1968-73	D1818	96	*	23	D1818	96 *
	Air-Short	18	1971-73	D3486	452	*	18	D3486	452
	Front Brake	41	1971-73	D3557	669	*	41	D3557	669
	Clutch	47	1971-73	D3079	2/797	*	47	D3079	2/797 *
750 c.c. TR7RV Tiger	Throttle-Home	40	1973	D746	M44/35	*			
	Throttle-U.S.A.	43	1973	D1806	M47/35	*			
	Air	11	1973	D4194	469	*			
	Clutch-Home	45	1973	D4168	2/798	*			
	Clutch-U.S.A.	50	1973	D3925	2/798/5	*			
750 c.c. T140V Bonneville	Throttle Dual T/G -U.S.A.	43	1973-74	D 1819	M47/30D*				
	Throttle-Home -T/G to J/Box	23	1973-	D683	96	*			
	Throttle-Home- J/Box to Carb.	18	1973-	D733	450	*			
	Air-Long	10	1973-	D4127	470	*			
	Air Short	6	1973-	D4128	495	*			
	Clutch	45	1973-	D4168	2/798	*			
	Clutch U.S.A.	50	1973-	D3925	2/798/5	*			
	Throttle U.S.A.		1975-	M20154	496	*			

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SUITABLE REPLACEMENT FOR	Outer Length Inches	Date	Maker's Part No.	Ref. No.	FOR WESTERN HANDLEBARS			
					Outer Length Inches	Maker's Part No.	Ref. No.	
750 c.c. T150 Trident	Throttle	43	1969-	D890	455	43	D890	455
	Air—Lever End	60	1969-70	D1968	456	60	D1968	456
	Air—Carb. End, Right	12	1969-70	D2060	457	12	D2060	457
	Air—Carb. End, Centre	10	1969-70	D2061	458	10	D2061	458
	Air—Carb. End, Left	9	1969-70	D2062	459	9	D2062	459
	Air—Lever, End	12	1971-72	D3566	468	12	D3566	468
	Air—Carb. End,	10	1971-72	D2061	458	10	D2061	458
	Front Brake	36	1969-70	D2076	666/5	36	D2076	666/5
	Front Brake	41	1971-72	D3557	669	41	D3557	669
	Clutch	53	1971-72	D2445	740	53	D2445	740
750 c.c. T150V Trident	Throttle	43	1973-75	D890	455			
	Air—Long	12	1973-75	D3566	468			
	Air—Short	10	1973-75	D2061	458			
	Front Brake	45	1973-75	D4185	674			
	Clutch	53	1973-75	D2445	740			
750 c.c. T160V Trident	Throttle	37	1975-	60-4457	497			
	Throttle—USA	42	1975-	60-4458	497/5			
	Clutch	52	1975-	60-4362	800			
	Clutch—USA	57	1975-	60-4454	800/5			

EXHAUST LIFTER CONTROL CABLES

SUITABLE REPLACEMENT FOR	Outer Length Inches	Date	Makers' Part No.	Ref. No.
B.S.A.				
All Bantam Models	25	1950-62	90-8525	111
All Standard Side Valve Models	33	1948-58	66-8530	113
All Standard O.H.V. Models	23	1948-59	65-8795	112
Models C15 Trials and Scrambles	35	1960-62	40-8564	114
Model B40 Standard and S590 Sports	35	1960-64	40-8564	114
NORTON				
All Standard Side Valve Models	29	1949-56	A2/271	131
All Standard O.H.V. Models	20	1949-56	A2/271	132
Model ES2 50 195	20	1957-62	18886	133

MAGNETO CONTROL CABLES

SUITABLE REPLACEMENT FOR	Outer Length Inches	Date	Makers' Part No.	Ref. No.
B.S.A.				
All Standard Touring Models	39	1946-62	65-8714	187
NORTON				
All Standard Touring Models	39	1948-55	A2/256	187
	39	1956-63	18890	187
TRIUMPH				
All Standard Touring Models with Lucas Magneto	41	1950-60	D100	192

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Suitable Replacement for	Outer Length Inches	Date	Maker's Part Number	REF. NUMBER
TRIUMPH				
750c.c. TR7RV Tiger				
Throttle-Home	40	1973-77	D 746	M44/35*
Throttle-USA.	43	1973-77	D1806	M47/35*
Air	11	1973-77	D4194	469
Clutch-Home	45	1973-77	D4168	2/798*
Clutch-U.S.A.	50	1973-77	D3925	2/798/5*
Throttle-Home	40	1978	D7060	478* †
Throttle-U.S.A.	43	1978	D7061	478/3* †
Air	11	1978	D4194	469
Clutch-Home	45	1978	D4168	2/798*
Clutch-U.S.A.	50	1978	D3925	2/798/5*
Throttle-Home	40	1979	D7183	479* †
Throttle-U.S.A.	43	1979	D7184	480* †
Air	11	1979	D4194	469
Clutch-Home	45	1979	D4168	2/798*
Clutch-U.S.A.	50	1979	D3925	2/798/5*
750c.c. T140V Bonneville				
Throttle-Home T/G to J/Box	23	1973-76	D683	96*
Throttle-Home J/Box to Carb.	18	1973-76	D733	450*
Throttle-U.S.A. Dual T.G.	43	1973-76	D1819	M47/30D*
Air-Long	10	1973-76	D4127	470
Air-Short	6	1973-76	D4128	495
Clutch-Home	45	1973-76	D4168	2/798*
Clutch-U.S.A.	50	1973-76	D3925	2/798/5*
Throttle-Home T/G to J/Box	23	1976-77	D683	96*
Throttle-Home J/Box to Carb.	18	1976-77	D733	450*
Throttle-U.S.A. T/G to J/Box	25	1976-77	D7001	496*
Throttle-U.S.A. J/Box to Carb.	18	1976-77	D733	450*
Air-Long	10	1976-77	D4127	470
Air-Short	6	1976-77	D4128	495
Clutch-Home	45	1976-77	D4168	2/798*
Clutch-U.S.A.	50	1976-77	D3925	2/798/5*
Throttle-Home T/G to J/Box	22	1978	D7069	499* †
Throttle-Home J/Box to Carb.	18	1978	D733	450*
Throttle-U.S.A. T/G to J/Box	25	1978	D7001	496*
Throttle-U.S.A. J/Box to Carb.	18	1978	D733	450*
Air-Long	10	1978	D4127	470
Air-Short	6	1978	D4128	495
Clutch-Home	45	1978	D4168	2/798*
Clutch-U.S.A.	50	1978	D3925	2/798/5*
Throttle-Home T/G to J/Box	23	1979	D7150	490* †
Throttle-Home J/Box to Carb.	15	1979	D7084	477* †
Throttle-U.S.A. T/G to J/Box	26	1979	D7149	494* †
Throttle-U.S.A. J/Box to Carb.	15	1979	D7084	477* †
Clutch-Home	45	1979	D4168	2/798*
Clutch-U.S.A.	50	1979	D3925	2/798/5*

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531-SERIES: FORK GAITERS

<http://www.britcycle.com/Products/531/531.htm>

- 531-15 gaiters, pre 1970 Norton, PR
- 531-23 gaiters, pre-unit Triumph, PR
- 531-24 gaiters, pre-1968 BSA, PR
- 531-25 gaiters, 1964-68 Triumph, PR
- 531-27 gaiters, 1968-70 TRI/BSA single & 68 A50/65
- 531-28 gaiters, 1969-70 Triumph 650 & 1969 on 500, PR
- 531-35 gaiters, 1970 on Commando UK, PR
- 531-37 gaiters, 1971 on Triumph UK, PR



531-23



531-25

532-SERIES: PEG, STAND & SHIFT RUBBERS

<http://www.britcycle.com/Products/532/532.htm>

- 532-04 rubber, rider, BSA oval EA
- 532-05 rubber, kick, BSA, closed end EA
- 532-08 rubber, kick, Buman gearbox EA
- 532-10 rubber, shift, Burman gearbox EA
- 532-11 rubber, shift, preunit, BSA EA
- 532-15 rubber, shift & stand, Triumph & BSA EA
- 532-18 rubber, kick, 1962 on Norton EA
- 532-19 rubber, kick, Cub & Bantam EA
- 532-21 rubber, rider, BSA, round EA
- 532-21/A rubber, rider, BSA logo EA
- 532-23 rubber, rider, Triumph EA
- 532-23/A rubber, rider, Triumph logo EA
- 532-23/B rubber, rider, Triumph (early) logo EA
- 532-23/C rubber, rider, Triumph (late) logo EA
- 532-38 rubber, passenger, BSA & late Triumph EA
- 532-38/A rubber, passenger, BSA logo EA
- 532-44 rubber, passenger, Triumph, flat type EA
- 532-44/A rubber, passenger, Triumph logo EA
- 532-47 rubber, kick, AMC gbx, closed end EA
- 532-49 rubber, shift & stand, Triumph, early EA
- 532-49/A rubber, stand & shift, Triumph, open end EA
- 532-49/B rubber, shift & stand, Triumph logo EA
- 532-51 rubber, kick, Triumph, closed end EA
- 532-51/A rubber, kick, Triumph logo EA
- 532-54 rubber, shift, Norton EA
- 532-58 rubber, passenger, Norton EA
- 532-74 rubber, kick, BSA open end EA
- 532-74/A rubber, kick, BSA logo EA
- 532-75 rubber, rider, front folding EA
- 532-75/A rubber, rider, BSA logo EA
- 532-80 rubber, kick, Triumph open end EA
- 532-80/A rubber, kick, Triumph open, logo EA
- 532-81 rubber, front & early rear, Norton EA
- 532-825022 rubber, rider, Cub, folding EA
- 532-832651 rubber, rider, oilframe BSA EA
- 532-837258 rubber, rider, LH, 79 on, Triumph EA
- 532-837259 rubber, rider, RH, 79 on, Triumph EA
- 532-904805 rubber, footrest, Bantam EA



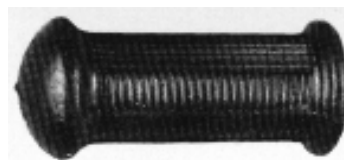
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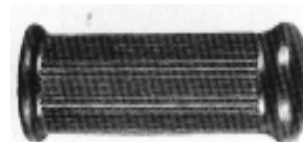
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532-23



532-38



532-44



532-54

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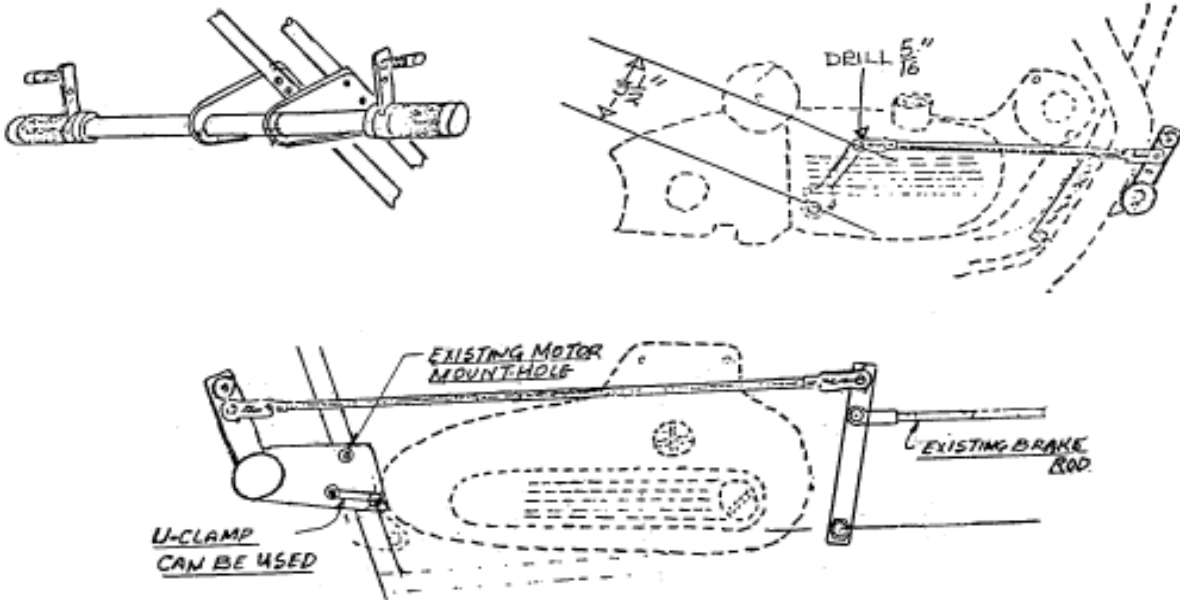
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BCS Forward Controls Part Number 541-41

These American-made heavy-duty stainless forward controls are designed for the unit construction 650 Triumph pre-1971 frames, but are adaptable to other applications, including our custom frames. New and improved! In keeping with our policy of improvement, our BCS 541-41 forward controls now have the rods and main assembly made of stainless steel for good looks and better durability. The control rod ends are now zinc plated aircraft type ball joints for more positive action than the old clevises.

Overall length = 28", footpegs = 6"; mounting plates are 2-1/8" apart.



http://www.britcycle.com/Products/forward_controls.htm

Installation Instructions:

- 1) Remove front motor mount stud.
- 2) Install forward control unit.
- 3) Remove brake arm.
- 4) Use new brake arm.
- 5) Connect existing brake rod.
- 6) Remove shifter arm.
- 7) Cut and drill shift arm to size.
- 8) Install and adjust rods to most comfortable position for rider.

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541-Series: Pegs And Foot Controls



**Part # 541-202 - Alloy Motor Mount Set
for Triumph 650's 1963 - 1970**



**Part # 541-203 - Finned Motor Mount Set
for Triumph 650's 1963 - 1970**



541-201 ISOLASTIC CONVERSION KIT
This is the complete kit to upgrade the Norton
Commando Isolastics to the adjustable MkIII
type. (The front motor mount must be short-
ened a bit.) Comes with instructions.



**Mid Controls for Triumph Unit 650 and 750
Twins with Right Side Shift**
Part # 541-51 with aluminum pegs
Part # 541-51/A with brass pegs
Plus everything in our universal factory brake
rod and rear brake arm kit.
(BCS Part 544-3006, also sold separately)



541-21 UNIVERSAL HIGHWAY PEGS



FOLDING FOOT PEGS WITH LOGOS
541-01 Triumph, 541-02 Norton, 541-03 BSA
& 541-07 Oring Style Universal Footpegs



HAGON SHOCK APPLICATION CHART

BSA	YEAR	SHOCK #
B25	1971>	543-33006
B25 STARFIRE, FLEETSTAR	1969-70	543-33008
B25T VICTOR, B25R/B25SS GS	1971>	543-33006
C15 SS80 SPORT STAR	1963>	543-29003
C25 BARRACUDA	1967>	543-33008
B40	1962>	543-29003
B44 SHOOTING STAR	1968-70	543-33008
A50	62>70	543-34003
B50	1971>	543-33006
A65	62>70	543-34003
A65L/T/SS	71>	543-33006
ROCKET 3	1968>	543-34003
A&B SERIES 350/500/650CC	1954>	543-33007
NORTON		
DOMMIE 88 (SLIMLINE)	1961>	543-30003
DOMMIE 88 (WIDELINE)	56-60	543-33001
DOMMIE NOMAD (WIDELINE)	56-60	543-33001
DOMMIE 99 (WIDELINE)	56-60	543-33001
DOMMIE 99/99SS (SLIMLINE)	1961>	543-30003
ATLAS (SLIMLINE)	1961>	543-30003
COMMANDO 750	68-69	543-33002
COMMANDO 750 MK2	69-73	543-33002
COMMANDO 850 MK2	73-74	543-33002
COMMANDO 850 MK3	1975>	543-33004
INTERSTATE 850 MK3	1975>	543-33004
TRIUMPH		
200CC T20 TIGER CUB	1954>	543-29003
250CC T25S	1971>	543-33006
250CC T25SS	1971>	543-33006
250CC TR25	68-70	543-33008
350CC 3TA	1958>	543-30005
350CC T90	63-69	543-30005
500CC 5TA	1959>	543-30005
500CC PRE UNIT ALL MODELS	1954>	543-33006
500CC T100	1969>	543-32004
500CC T100C TROPHY	1969>	543-33006
500CC T100R DAYTONA	1969>	543-33006
500CC T100SS	1969>	543-32004
500CC T100SS	63-68	543-30005
500CC TR5T ADVENTURER	1973>	543-33006
650CC 6T UNIT CONSTRUCTION	63-66	543-32004
650CC PRE UNIT ALL MODELS	1954>	543-33006
650CC T120 BONNEVILLE	63-70	543-32004
650CC T120R BONNEVILLE	69-70	543-33006
650CC TR6 ALL MODELS	1972>	543-32004
650CC TR6 ALL MODELS	1971	543-33006
650CC TR6 TROPHY	63-70	543-32004
650CC TR6C TROPHY	63-68	543-33006
650CC TR6R TROPHY	68-70	543-33006
750CC T140 BONNIE BONNE	1973>	543-32004
750CC T150 ALL MODELS	1968>	543-33007
750CC T160 ALL MODELS	1975>	543-33007
750CC TR7 ALL MODELS	1973>	543-32004
VELOCETTE		
VIPER, MSS, THRUXTON, VENOM	1957>	543-33401
B50MX, TR5MX BLK SPRINGS		543-34019
DOUGLAS, EARLEY FORKS		543-35017
ENFIELD BULLET		543-29010

Hagon, the company that bought out Girling shocks, makes replacement shocks that are virtually identical to the original shocks used on Triumph, BSA and Norton Motorcycles. The springs are a bit thicker, so they can't be fitted with original shrouds used on some models, but Hagon shrouds are available. They are made in England! Guaranteed for two years, unlimited mileage.

Please note: These applications are based on information supplied by the manufacturers for normal operation, load, and equipment. Please check length and spring rate listing before ordering to decide if appropriate for your use. We can supply replacement springs in a variety of rates if required, but, though we are pleased to install different springs at time of purchase for a \$10.00 charge, regretfully cannot exchange springs once tested on a bike.

HAGON SHOCK SPECIFICATION CHART

SHOCK #	LENGTH INCHES	TOP BUSH	BOTTOM BUSH	SPRING LB/IN
543-01	11.0	10X24	10X24	100/8*
543-01/A	11.0	10X24	10X24	100/8*
543-01/CHR	11.0	10X24	10X24	100/8*
543-29003	11.4	10X24	.5"X24	90/7
543-30003	11.8	10X24	8X19	110/8*
543-30005	11.8	10X24	10X24	110/8*
543-32004	12.6	10X24	10X24	100/8*
543-33001	13.0	8X19	8X19	110/8*
543-33002	13.0	10X19	10X19	110/8*
543-33002/BLK	13.0	10X19	10X19	110/8*
543-33003	13.0	10X19	10X19	129/8*
543-33004	13.0	10X19	10X24	110/8*
543-33006	13.0	10X24	10X24	100/8*
543-33007	13.0	10X24	10X24	110/8*
543-33008	13.0	10X24	.5"X24	100/8*
543-33401	13.1	10X22	SPEC	100/8*
543-34003	13.4	10X24	10X24	110/8.5*

SPRINGS NOTED * ARE PROGRESSIVE WOUND.

Bushings, springs, retainers and shrouds are available also.

For the budget minded we also have econo replacements for most shock applications.

http://www.britcycle.com/Products/hagon_shocks.htm

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>



544-SERIES CUSTOM FRAMES, TAILS AND PARTS

544-701 Plunger Frame for Triumph 650 & 750 cc Unit Twins.

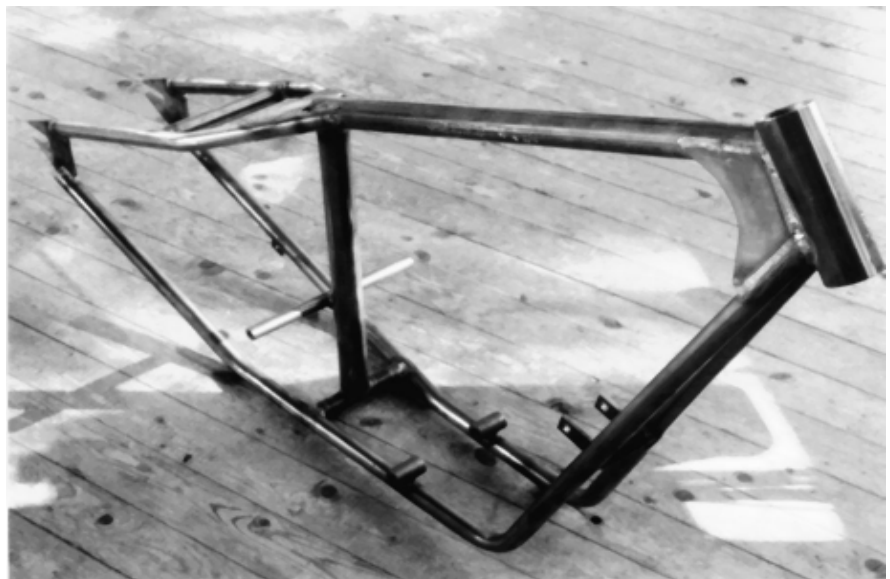
These raw metal frames come with either stock or eight degree rake. They feature chrome springs and chrome axle carriers. They use oil-in frame Triumph neck bearings and Triumph pre oil-in-frame motor mounts. Plunger frames are also available on special order for other models.

<http://www.britcycle.com/Products/customframe.htm>

544-700 Hardtail Frame for Triumph 650 & 750 cc Unit Twins.

These raw metal frames come with either stock or eight degree rake. They use oil-in frame Triumph neck bearings and Triumph pre oil-in-frame motor mounts.

Hardtail frames are also available on special order for other models.



544-SERIES: CUSTOM FRAMES, TAILS AND PARTS

<http://www.britcycle.com/Products/customsection.htm>

We stock raw metal hardtail and plunger sections for a variety of applications. Plunger sections come with chrome springs and axle carriers. (Sections may not be exactly as shown.) Please call to check current price and availability, as production is limited on some items. hardtails are available on special order for some other models.



544-11

544-11 hardtail, bolton, 63-70 triumph 650
(544-11 Also fits Triumph Tridents)

544-13 hardtail, weldon, oil-in-frame, drum

544-13/A hardtail, weldon, oil-in-frame, disc

544-14 hardtail, bolton, 59-on Triumph 500

544-15 hardtail, weldon, pre 71 BSA

544-5517 plunger, bolton, 63-70 Triumph 650

544-5519 plunger, bolton, unit Triumph 500

Extended brakerods also available!



BSA A50/A65 Hardtail Frame

544-800/A - 30 degree rake; 544-800 - 38 degree rake

<http://www.britcycle.com/Products/544/544800A001.htm>

Stretched approximately 2" in front and 4" in the rear. Based on the Triumph hardtail frame 544-700; measures 7-9/16" between axle carriers; use oil-in-frame neck bearings 97-4031 for 3/4" stem; if used with our springers the 544-800/A frame will sit level with the standard 546-96 springer and the 544-800 frame will sit level with the 546-96/6 6" over springer in most cases.

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

BCS #546-96 Springer Forks

Dimensions: 31" from the bottom of the triple tree to the axle hole.

Brake stay bosses at 6.5" and 8.0" from the axle hole.

Leg to leg 5.5"; Axle hole 0.62"; 0.75" neck stem, approximately 6.25" long, to suit our custom frames, utilizing oil-in-frame neck bearings 97-4031.

Main springs are 6" long, 2" wide; rebound are 4" long; 1.75" wide.

(BCS #546-96/6 Springer Forks +6" are also available)



http://www.britcycle.com/Products/springer_forks.htm



Triumph Custom Forkcrowns

546-71 wide & 546-72 narrow chrome steel forkcrowns to put pre 1971 style Triumph forks on later frames, including our 544-700 and 544-701 custom frames.

http://www.britcycle.com/Products/triumph_custom_forkcrowns.htm

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

Custom Gas Tanks



548-25 - 2.2 Gal. Chopper Tank - 1 Cap
548-25/A - 2.2 Gal. Chopper Tank - 2 Cap

548-25 & 25/A are approximately 7" high, 16-1/4" long, 9-3/4" at the widest point; 18" long from start to front tab to end of rear tab; tabs are undrilled; tank is raw steel; tunnel is 2-3/4" at the deepest point; tunnel is 2-1/2" wide; 3/8" NPT gas tap hole on the right hand side in front; two 1/4" NPT holes at the rear (The 1/4" NPT holes could be used for gas taps, but they are generally used for a balance pipe); uses old style HD "bayonet" style gas cap; the left hand side filler cap hole is non-functional, decoration only.



548-22/A - 3.3 Gal. Mustang, Shallow - 1 Cap
548-22 - 3.3 Gal. Mustang, Shallow - 2 Cap

548-22 & 22/A are approximately 7" high, 16-1/4" long, 11-1/2" at the widest point; 20" long from start to front tab to end of rear tab; tabs are undrilled; tank is raw steel; tunnel is 2-3/4" at the deepest point; tunnel is 2-1/2" wide; 3/8" NPT gas tap hole on the right hand side in front; two 1/4" NPT holes at the rear (The 1/4" NPT holes could be used for gas taps, but they are generally used for a balance pipe); uses old style HD "bayonet" style gas cap; the left hand side filler cap hole is non-functional, decoration only.



548-22/B - 2.8 Gal. Mustang, Shallow - 1 Cap
548-22/C - 2.8 Gal. Mustang, Shallow - 2 Cap

548-22/B & 22/C are approximately 7" high, 16-1/4" long, 10-1/2" at the widest point; 20" long from start to front tab to end of rear tab; tabs are undrilled; tank is raw steel; tunnel is 2-3/4" at the deepest point; tunnel is 2-1/2" wide; 3/8" NPT gas tap hole on the right hand side in front; two 1/4" NPT holes at the rear (The 1/4" NPT holes could be used for gas taps, but they are generally used for a balance pipe); uses old style HD "bayonet" style gas cap; the left hand side filler cap hole is non-functional, decoration only.

The plastic caps shown with the gas tanks are just for packing purposes.

The tanks will use #621-01 gas taps, HD Type; and #622-01 gas caps, HD Type.

It is highly recommended that all fuel tanks be fitted, pressure tested, and sealed before painting.

We recommend 235-02 Gas Tank Sealer: Two part epoxy, no solvents, so ground shippable mail and UPS.

Customers clean tank using thinner and screws, not included. Guaranteed with alcohol and fiberglass.

http://www.britcycle.com/Products/548/custom_gas_tanks.htm

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

548-SERIES: OIL TANKS, GAS TANKS & ELECTRICAL BOXES



548-8028 Oil Tank (Stainless)
wrap around, post mount, with
battery carrier.



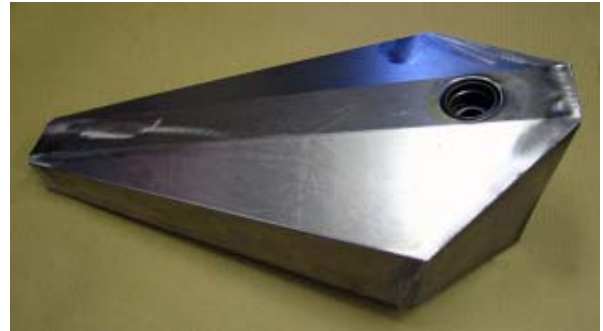
82-3179/A
Chrome Oil Tank Screen
No nut or spigot needed,
comes with washer



548-8004 Oil Tank (Stainless)
hexagonal, tab mount



548-4503 Stainless Electric Box
(Louvered style will shortly be discontinued)
Unpolished; 3-1/2" deep, 5-1/4" front, 6" back.
Front & top detach; held on with tab at back.



Part Number 548-24
"Coffin" Style Gastank



548-12 BSA A7/A10 Gastank (Replacement)



548-26/A Gas Tank, 2.2 GAL Alien, Dual Cap
548-26 Gas Tank, 2.2 GAL Alien, Single Cap

Lots of gastanks and oiltanks in stock!
Supply may vary. Give us a call for current price and availability.

Custom Round Oil Tanks

http://www.britcycle.com/Products/548/548_Custom_Oil.htm



548-9000/A — Round Alloy Oiltank with Threaded Alloy Cap, Top Mount, Center Fill, Unpolished. Flat ends. Width: 9-1/2", Diameter: 5"



548-9000/D — Round Chrome Oiltank with Threaded Alloy Cap, Top Mount, Center Fill, Dished Ends. Width: 10"; Diameter 5"



548-9001 — Round Alloy Oiltank with Threaded Alloy Cap, Top Mount, Right Side Fill, Polished Flat ends. Width: 9-1/2"; Diameter: 5"



548-9001/A — Round Alloy Oiltank with Threaded Alloy Cap, Top Mount, Right Side Fill, Unpolished. Flat ends. Width: 9-1/2"; Diameter: 5"



548-9001/B — Round Chrome Oiltank with Threaded Alloy Cap, Top Mount, Right Side Fill. Flat ends. Width: 9-3/4"; Diameter: 5"



548-9001/C — Round Chrome Oiltank with Threaded Alloy Cap, Top Mount, Right Side Fill, Domed Sides. Width: 10"; Diameter: 5-1/4"



548-9010 — Round Chrome Oiltank with Threaded Alloy Cap, Top Mount, Center Fill, Finned Ends.

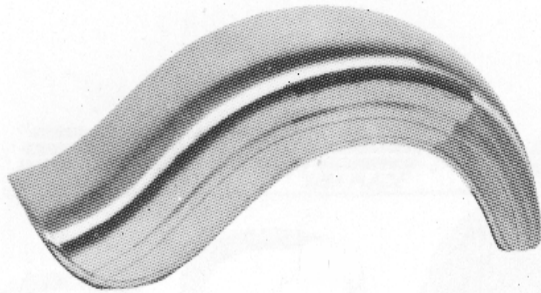
These tanks are American made, pressure tested and come with a threaded alloy cap. They use stock Triumph basket screen filter [82-3179/A](#) in feed line. T-fitting for rockerfeed. Proper breather pipe.

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

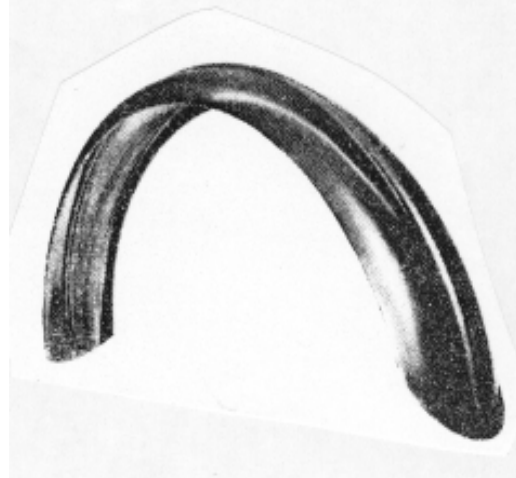
Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

549-SERIES: CUSTOM FENDERS



549-251 "fatbob" Fenders (raw metal).



See the 549-Series in the priceguide for current price and availability of ribbed fenders (chrome or unpainted).



See the 549-Series in the priceguide for current price and availability of flat fenders (chrome or raw metal; 5 or 6 inch).



See the 549-Series in the priceguide for current price and availability of rounded fenders for front and rear.

http://www.britcycle.com/Products/549/549_series.htm

These are just a few of the universal and custom mudguards that we stock. See the 549-Series in the priceguide for a complete list of custom fenders that are available. Supply may vary. Please bear in mind that stock fenders are listed in the priceguide under the original equipment manufacturer's part numbers. Please use the parts book for the stock bike to reference these.

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

552-SERIES: DRIVE CHAIN AND LINKS

<http://www.britcycle.com/images/KCMprimary.htm>

PRIMARY CHAIN

BSA				
552-114038/70	1967-72	B25	70L	duplex
552-116038/80	1963-72	A50/A65	80L	triplex
552-16038/82	1969-72	A75	82L	triplex
Norton				
552-110046/76	1962-68.	Atlas	76L	single row
552-116038/92	1969-75.	Commando	92L	triplex
Triumph				
552-114038/70	1967-72	T25	70L	duplex
552-114038/78	1960-74	T100.	78L	duplex
552-114038/84	1963-74	TR6/T120.	84L	duplex
552-116038/84	1973 on	TR7RV/T140.	84L	triplex
552-116038/82	1969-74	T150.	82L	triplex
552-114513/70	1975	T160.	70L	duplex (special)

RENOLD CHAIN



REAR CHAIN

http://www.britcycle.com/Products/552/552_series.htm

BSA		
552-110054/110	1967-70	B25
552-110054/110	1971-72	B25
552-110056/110	1966-70	A50
552-110056/110	1966-70	A65
552-110056/110	1971-72	A65
552-110056/110	1969-72	A75
Norton		
552-110056/110	1962-68	Atlas
552-110056/110	1969-74	Commando
552-110056/110	1975	Commando
Triumph.		
552-110054/110	1967-70	T25
552-110054/110	1971-72	T25
552-110056./110	1966-74	T100
552-110056./110	1966-70	TR6/T120
552-110056./110	1971-74	TR6/T120
552-110056./110	1973 on	TR7RV/T140
552-110056./110	1969-74	T150
552-110056./110	1975	T160

Note: Drive chain is generally stocked in 110 link. The number of links in a drive chain varies from bike to bike. The 110 link chain can be cut to fit most applications. Overlength drive chain is stocked for custom applications.

CHAIN LINKS:

552-11004626	Connecting link, c/w clip, primary
552-11005426	Connecting link, c/w clip, rear, 5/8"x1/4"
552-11005626	Connecting link, c/w clip, rear, 5/8"x3/8"
552-11005630	Offset link, (1½ links), rear
552-110056107	Connecting link (rivet, for permanent join), rear
552-11403826	Connecting link, (duplex), c/w clip, primary*
552-11603826	Connecting link, (triplex), c/w clip, primary*
552-11005926	Connecting link, c/w clip, rear.

GRAND PRIX REAR CHAIN

New heavy duty rear chain, with thicker heat treated side plates and non-shouldered bearing pins, to give a tough hard wearing chain.

552-119059/110 replaces 552-110056/110 chain

CAMSHAFT AND MAGNETO CHAINS

Norton				
552-110037/42	1962-68	Atlas	42L	magneto or contact breaker drive
552-110037/42	1968-69	Commando	42L	contact breaker drive
552-110038/38	1962-75.	All	38L	camshaft drive

More chains are available than in the charts; please see your parts book and the 552-Series in the pricelist section.

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

553-SERIES: SPOKE SETS, CUSTOM & PERFORMANCE



BUCHANAN'S
Spoke & Rim, Inc.

We stock stainless spoke kits for virtually all common BSA, Norton and Triumph motorcycle wheels. When ordering please use the original equipment manufacturer's part numbers from the parts book for the particular year and model motorcycle being worked on. This will help us reference the set appropriate for the application. We also stock some individual spokes under the O.E.M. part number. Please see the 553-Series in the priceguide for price and availability.

<http://www.britcycle.com/Products/553/553SpokePage.htm>

554-SERIES: CUSTOM RIMS

Please see the 554-Series in the priceguide for the price and availability of various chrome, polished stainless steel, and alloy rims for custom applications. For all stock style rim applications please see the factory part number in the priceguide.

558-SERIES: PERFORMANCE BRAKE PARTS AND KITS

Please see the 558-Series in the priceguide for the price and availability of high performance and custom brake and clutch parts, brakehose kits, hydraulic clutch release kits, adjustable mastercylinders and much more. Give us a call to discuss your special needs. We stock all parts to convert Triumph to dual disc.



558-CP2696 Alloy Caliper 1-5/8"

2 Piece Aluminium Alloy Body, Aluminium Alloy Pistons, Hard Anodised Surface Treatment & Split Pin Pad Retainer. Fits Right or left Hand. Alternate for standard Triumph cast caliper. Bleed screw tightening torque to be 17.0Nm (12.5 lbsft).
Seal Repair Kit #558-CP4518K
Disk Pad Cotter Pin #558-K19866TP
Disk Pad # 99-2769

http://www.britcycle.com/Products/558/558_series.htm

558-20 Hydraulic Clutch Kit - Fits All Triumph 650/750 Unit Twins 1963-1987



The hydraulic clutch conversion allows use of stronger clutch springs for high performance use with an easy lever pull, and also allows feather light lever pull for those who don't like to work out every time they ride. Installation is simple - just order this kit, our 558-09 universal Goodridge braided steel hydraulic hose kit. Left hand master cylinders can be obtained at motorcycle wrecking yards.

<http://www.britcycle.com/Products/55820.htm>

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

555-SERIES: TYRES

http://www.britcycle.com/Products/555/555_series.htm

555-325X19/AM26 3.25X19 Avon Roadrider front
 555-400X18/AM26 4.00X18 Avon Roadrider rear
 555-410X19/AM26 100/90X19 Avon Roadrider
 555-475X18/AM26 120/90X18 Avon Roadrider rear
 555-500X18/AM26 130/80X18 Avon Roadrider rear



555-350X18/C180 3.50x18 Cheng Shin tyre, K70 copy
 555-350X19/C180 3.50x19 Cheng Shin tyre, K70 copy



555-350X18/C223 3.50x18 Cheng Shin tyre, ribbed

555-325X19/K70 3.25x19 Dunlop K70 tyre
 555-350X19/K70 3.50x19 Dunlop K70 tyre
 555-400X18/K70 4.00x18 Dunlop K70 tyre



555-360X19/K81 3.60x19 Dunlop K81/TT100
 555-410X18/K81 4.10x18 Dunlop K81/TT100
 555-410X19/K81 4.10x19 Dunlop K81/TT100
 555-425X18/K81 4.25x18 Dunlop K81/TT100



555-350X18/K82 3.50x18 Dunlop K82/TT100



555-410X19/RR 100/90H19 Avon Roadrunner



555-350X19/SC 3.50x19 Avon Sidecar

555-325X17/SM 3.25x17 Avon SafetyMileage
 555-350X19/SM 3.50x19 Avon SafetyMileage
 555-400X18/SM 4.00x18 Avon SafetyMileage
 555-400X19/SM 4.00x19 Avon SafetyMileage
 555-500X16/SM 5.00x16 Avon SafetyMileage



555-300X20/SPEED 3.00x20 Avon Speedmaster
 555-300X21/SPEED 3.00x21 Avon Speedmaster
 555-325X17/SPEED 3.25x17 Avon Speedmaster
 555-325X19/SPEED 3.25x19 Avon Speedmaster
 555-350X19/SPEED 3.50x19 Avon Speedmaster



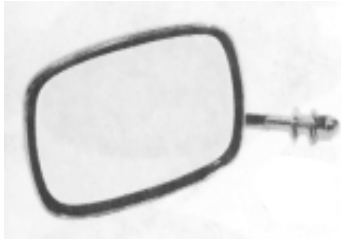
Tubes, rim bands and rim locks are also available!

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

561-SERIES: HANDLEBAR MIRRORS



561-01
5/16" rectangular short
stem mirror, bolt through
Also in die cast



561-02
clamp-on chrome mirror
fits 3/4, 7/8, 1" bars



561-03
clamp-on chrome mirror
fits 3/4, 7/8, 1" bars



561-04
8mm round, short stem
mirror, screw in type



561-05
561-05/BLK
Classic style
Barend mirrors
fits 7/8 or 1" bars
Chrome & Black
on hand.
Econo Version



561-607249
10mm round, Triumph,
1979 on, matte finish
561-620060
8mm round, Triumph
1973-1978



561-HBM28NOR/A
Original style
Commando Mirror



561-07 Maltese cross mirror,
5/16" bolt through
561-08 Maltese cross mirror,
clamp on



561-HBM28
clamp on, rectangular, 14"
561-HBM28M 5/16 bolt through, 14"
561-HBM28516 5/16 threaded, 10"
561-HBM288MM 8mm,
threaded, 10"

561-HBM29
clamp on, round, 14"
561-HBM29M 5/16 bolt through, 14"



561-HBM30
7/8" clamp-on mirror,
suits right or left

571 & 572 Series: Tach & Speedo Cables, Drives & Parts

Make	Model	Year	Speedo Cable	Speedo Drive	Tach Cable
BSA	A50/A65	1967-69	571-69/A	572-BG5330171	571-33/A
	A50/A65	1970	571-69/A	572-BG5330171	571-33/A
	A75	1969	571-69/A	572-BG5330168	571-25/A
	A75	1970-72	571-69/A	572-BG5330171	571-25/A
	A65	1971-72	571-69/A	572-BG5330171	571-33/A
NORTON	Atlas	1965-68	571-69/A	572-BG5330171	571-30/C
	Commando	1968-70	571-69/A	572-BG5330171	571-30/C
	Commando	1971-74	571-69/A	572-BG5330171	571-30/C
	Comm MKIII	1975	571-69/A	572-BG5333171	571-30/C
TRIUMPH	TR6/T120	1967-69	571-67/A	572-BG5330168	571-28/C
	T100	1966-74	571-63/A	572-BG5330287	571-28/C
	TR6/T120	1970	571-67/A	572-BG5330168	571-28/C
	T150	1970	571-69/A	572-BG5330168	571-25/C
	TR6/T120	1971-74	571-69/A	572-BG5330164	571-30/C
	T150	1971-72	571-67/A	572-BG5330164	571-28/C
	T150	1973-74	571-69/A	572-BG5330164	571-30/C
	TR7RV/T140	1973 on	571-69/A	572-BG5330164	571-30/C
	T160ES	1975	571-71/A	572-BG5333164	571-30/C

Chronometric Cables (as used for original equipment up to 1964).

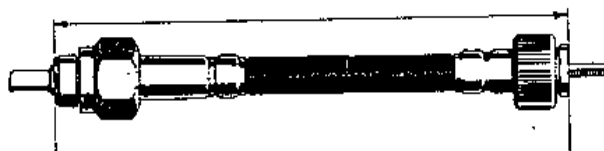
571-41/B	Speedo cable, 3'5", B.S.A. etc.
571-44/B	Speedo cable, 3'8", Triumph etc.
571-46/B	Speedo cable, 3'10", B.S.A. etc.
571-67/B	Speedo cable, 5'7", Norton.
571-28/D	Tach cable, 2'4", Triumph etc
571-32/D	Tach cable, 2'8", Norton etc.
571-38/D	Tach cable, 3'2", B.S.A. etc.

Cable ends:

- /A = square/square for magnetic instrument
- /B = square/square for chronmetric instrument
- /C = spade end for magnetic instrument
- /D = spade end for chronmetric instrument
- /E = square /square for mini gauge
- /F = spade end for mini gauge

Veglia style instruments and speedo drives are available. Other cables and parts are available.

Always measure your cable before ordering to be sure of the length required. We can supply special lengths also.



572-02 Magnetic speedo and tach bezel kits are on hand. They include the bezel, glass and o-ring, to go between the bezel and glass. Other bezels are available, as are seals, etc. Please see the 572 Series in the priceguide for a complete list.

http://www.britcycle.com/Products/572/speedo_tach_drives.htm

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

572 Series: Tachs And Speedos

Now Available: A new range of speedometers and tachometers to replace the out-of-production Smiths and Veglia gauges for popular Triumph applications. These units differ only slightly in appearance from the originals, but have the advantage of modern internal design and good availability, with no exchange unit or core charge required. At present, they are only available in the ratios listed, but no doubt others will be added in the future. In the meantime, with use of the correct drive gearbox, these can be used on virtually all Triumph models using the "large" (3.14" O.D.) gauges, except for certain ones which drive instruments directly off the engine or transmission since they have a different ratio. It should be noted that these instruments have no manufacturer's name on the face, which is similar to original design as used on late model Smiths (black face with white numerals and needle) and that standard cables fit on as original with no adaptors required.

The stud mounted instruments will bolt onto stock instrument "brackets" as original, using the original nuts (21-0778). The instruments will also fit rubber cup mounting as used on most Triumph models 1971 and later.

When ordering, if possible quote numbers of the old instrument or speedo drive unit; if the old speedometer is not a 1000 rpm per mile unit, a replacement rear drive of the correct ratio may be required.

For comparison purposes, sizes are as follows: BCS Replacement instruments: O.D. 3.14"; Height 2.15"

Veglia Instruments: O.D. 3.14"; Height 2.23" - Smiths Instruments: O.D. 3.14"; height 1.78"

At present, we do not have replacement instruments suitable for BSA or Norton models.

http://www.britcycle.com/Products/new_tachometers_and_speedometers.htm



572-11/B Tachometer
4:1 ratio; 10,000 RPM
Black, Late Face
Includes Bulb and Bulbholder



572-11/C Tachometer
4:1 ratio; 10,000 RPM
Grey Face
Includes Bulb and Bulbholder



572-23/A Speedometer
1,000 RPM per mile; for 1:25:1 ratio drive,
150 MPH, with studs.
Black, Late Face
(bottom view; with studs; side tripometer.)
Includes Bulb and Bulbholder



572-23/B Speedometer
1,000 RPM per mile; for 1:25:1 ratio drive,
150 MPH, with studs.
Grey Face
(bottom view; with studs; side tripometer.)
Includes Bulb and Bulbholder

We also offer an instrument rebuild service!

Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

621-SERIES: FUEL PETCOCKS
http://www.britcycle.com/Products/621/621_series.htm



**621-121
Push-Pull**

Pre-1971 BSA A50/A65
Type

The taps we supply differ slightly from the illustration. An adaptor is supplied that screws into the tank. - 3/8" BSP. The 1/4" BSP tap then screws into the adaptor. The outlet is 3/16" BSP. Used with gasket 82-9204 against the tank and with 623-02/A seal between the adaptor and the tap. Uses spigot 623-14 & 623-16 nut. Replacement plungers and corks available separately.



**621-607508 Gas Tap LH
Female Inlet Late Tri-
umph**
**621-607509 Gas Tap RH
Female Inlet Late Tri-
umph**

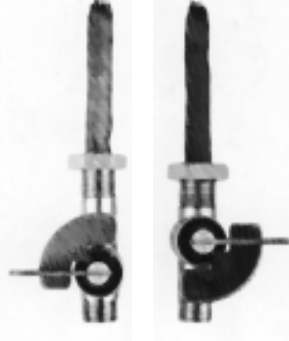


**621-131 Reserve
621-132 Main**

Lever type 1/4" x 1/4" BSP taps used on most British Motorcycles except pre-1971 BSA's. British-Made are metal to metal seal. The economy version are sealed with neoprene. Used with flat washer 83-0002 against jam nut and 70-7351 bonded washer against the tank. Uses spigot 623-13 & 623-15 nut. Angled spigots are also available.



**621-02 Left Hand,
Off/On/Reserve, 1/4"
BSP**
**621-03 Right Hand,
Off/On/Reserve, 1/4"
BSP**



**621-136 Reserve
621-137 Main**

Lever type 1/4" x 1/4" BSP taps used on late Triumph Twins. British-Made are metal to metal seal. The economy version are sealed with neoprene. Used with flat washer 83-0002 against jam nut and 70-7351 bonded washer against the tank. Uses spigot 623-13 & 623-15 nut. Angled spigots are also available.



**621-428075 Gas Tap
3/8" Banjo Type**



**621-678057 Gas Tap 1/8
Banjo Type**



**BCS #621-54
Gas Tap 1/4" BSP
Dual Plunger**

These long unavailable taps are as used on Norton Atlas, Triumph T100S, and other British bikes with a single, 1/4 BSP threaded hole in the tank, to give main and reserve from one tap. This nicely made item is the same as Norton numbers NM23305 and 06-7836, and Triumph number 82-1717 (formerly F1717).

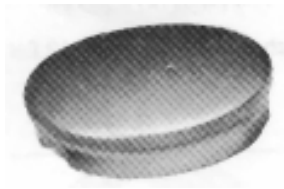


**621-607266 Paoli,
Main, 1/4 BSP, Late
Triumph**
**621-607267 Paoli,
Reserve, 1/4 BSP,
Late Triumph**

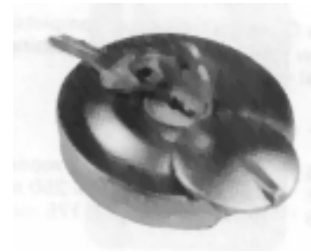
622-SERIES: FUEL TANK CAPS

<http://www.britcycle.com/Products/622.htm>

Give us a call if you are looking for something you can't find, maybe we can help.



622-04 Gas Cap, Pre 1982
Triumph Type
622-04/A Gas Cap, Domed
Gasket 82-4048 included



622-05 Gas Cap, Pre 1982
Triumph Type, Locking
Gasket 82-4048 included



06-0681 Gas Cap, Commando
& BSA Twins & Triples '68-72
Gasket 06-0681/B included
06-0681/A Gas Cap
as above but locking

*Other gas caps are stocked!
Please check the pricelist section using the Original Equipment Manufacturer's part number from the factory parts book. Please use O.E.M. part numbers for oil caps also.*



622-607503 Gas Cap
Late Triumph Type

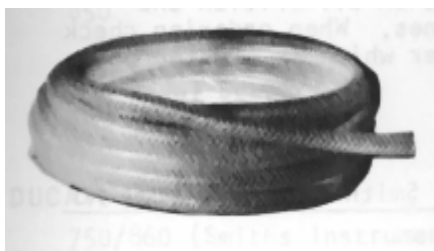
623-SERIES:FUEL & OIL LINE FITTINGS

For fuel tap parts plus gas and oil line fittings, please see the 623-Series in the Priceguide section or ask the salesman for assistance when placing an order.

http://www.britcycle.com/Products/623/623_series.htm

624-SERIES: FUEL AND OIL LINE

http://www.britcycle.com/Products/624/624_series.htm



We stock a large variety of fuel & oil line. Please see the 624-Series in the Priceguide section for price and availability. Clear braided and original type "herringbone" pattern is available.



Call Canada (902)542-7478 - Copyright British Cycle Supply Company - Call USA (201)880-0366

Website: <http://www.britcycle.com>

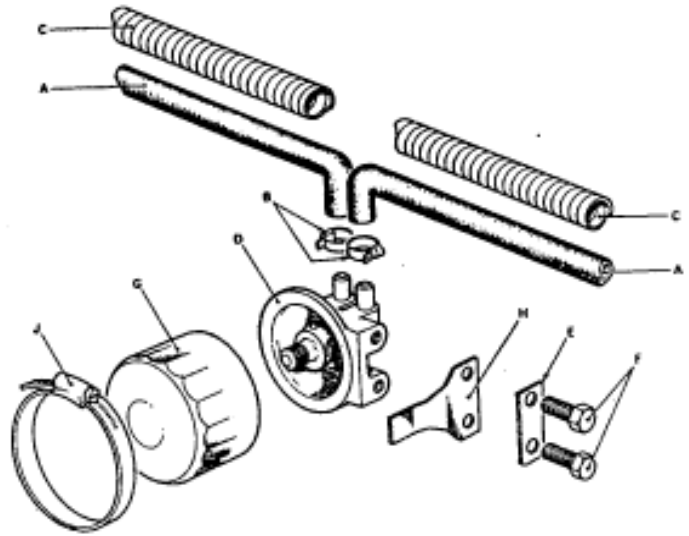
Email: <mailto:info@britcycle.com>

631-SERIES: CUSTOM OIL FILTERS

<http://www.britcycle.com/Products/631Series001.htm>

CONTENTS

Plate Ref.	Quantity Used	Part Number	Description
A	2	063144	Return pipe
B	4	063248	Oil pipe clip
C	2	063367	Protection spring
D	1	063139	Mounting head
E	1	063142	Tab washer
F	2	22403	Screw
G	1	063371	Filter
H	1	063368	Retainer strip
J	1	063369	Screw clip



06-4283 FULL FLOW OIL FILTER KIT

Intended to be used on early Commandos that were not originally fitted with oil filters, this kit is adaptable to many other models by using the mounting head and filter.
Uses stock Commando oil filter 06-3371.



BCS #631-02

CARTRIDGE OIL FILTER KITS

BCS #631-02 - Pre Oil-In-Frame Triumph & BSA
BCS #631-03 - A7/A10 BSA Type
BCS #631-04 - Oil-In-Frame Triumph/BSA Type

All types use the 70-6571 triple oil filter element and come complete with brackets, clamps and hoses.

632-SERIES: FUEL FILTERS



Replacement glass body with chrome end caps. Each includes hose clamps and a spare nylon filter element.

634-SERIES: VELOCITY STACKS

See the 634-Series in the priceguide for price and availability of screw-on velocity stacks for Amal 375, 389, 689, 376, 600, 900 & 1900 carburetors. Please use the Amal part number for tuned velocity stacks held on with set screws.



AMAL



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633-Series: Air Filters and Elements



633-600 for 376 & 600 Carbs
633-900 for 389 & 930 Carbs
Offset Air Filters for Amal
Monoblocs & Concentrics
(requires adaptor)



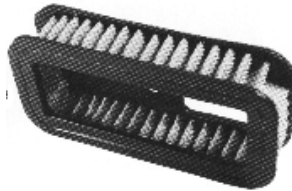
633-600/A for 376 & 600
633-900/A for 900
633-389/A for 389
Central Mount Air Filters for
Monoblocs & Concentrics



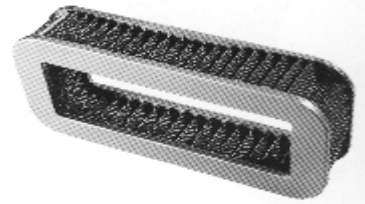
633-01 Air Filter Element
for 376, 389, 600 & 900
Series Amal Carbs



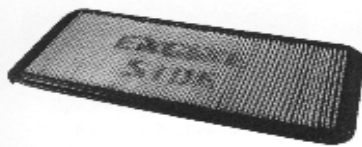
60-3618 Air Filter
for Triumph Twins 1972-74
with round hole



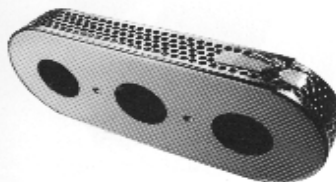
60-4265 Air Filter
for Triumph Twins 1974 on
with rectangular hole



60-3072 Air Filter
for Triumph & BSA Twins
with open back
(Use on all oil-in-frame twins
for best power)



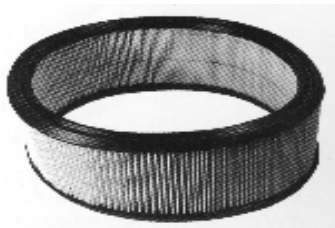
83-5092
Element for 1975 T160



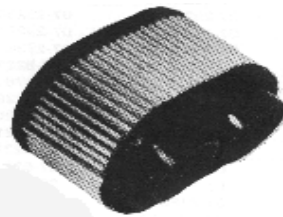
60-2567 Air Filter
for Triumph and BSA Triples



70-9138 Element for
Triumph & BSA Triples 68-74



06-0673 Air Filter Element
Norton Commando 68-74



06-0673/B Air Filter Assembly
Replaces the stock airbox
for Norton Commando.
06-0673/C for Atlas



06-4536 Air Filter Element
Norton Commando ES 1975

Adaptors for offset filters

633-02 for 900

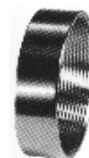
633-03 for 389

633-04 376/600

633-05 for 289/375

for offset airfilters

to clamp to carb



We stock K&N air filter elements and assemblies for various carbs, including Amal MkII's and Mikunis. Also a variety of alternatives are available for the stock air filters. Please see the 633-Series for some of these. Also check the part number from your parts book and see that number in the price list. Please ask if you need help finding what you need.

http://www.britcycle.com/Products/633/633_series.htm

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

K&N PERFORMANCE PRODUCTS FOR BRITISH BIKES
<http://www.britcycle.com/Products/K&N/KNProducts.htm>



K&N Products For Norton

- A - 03-3188 Element, Air Filter, Norton P11, K&N
- A - 06-0673/A Element, Air Filter, Commando, K&N
- B - 06-0673/B Air Filter Assy, Commando, K&N, Thick
- B - 06-0673/C Air Filter Assy, Atlas Type, K&N, Thin

K&N Filter Oil & Filter Cleaner

- 231-08 Filter Oil, K&N, 8 Oz. Bottle
- 232-02 Filter Cleaner/Degreaser, K&N, 12 Oz. Bot.



Clean and degrease your K&N annually for more performance!

K&N BSA B44 Element

- 41-7858 Air Filter Element, Early BSA B44, K&N



Triumph & BSA Triples

- A - 70-9138/A Air Filter Element, BSA & Triumph Triples, K&N
- B - 633-RC16 Air Filter Assemblies, Triumph T160V, K&N
- C - 633-RC17 Air Filter Assemblies, Triumph T150, BSA Rocket 3 & X75 Hurricane



Air/Fuel Monitor (Special Order)

- 573-01 Monitor, Air/Fuel, With Sensor, K&N



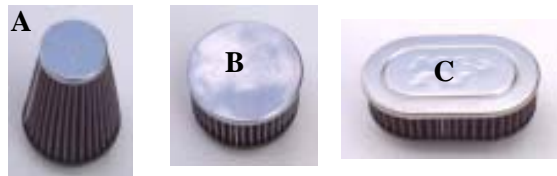
Triumph Crankcase Breather Assemblies

- 633-621040 Breather T150, K&N
- 633-621220 Breather T160V, K&N
- 633-621340 Breather 74on Triumph Twins, K&N
- 633-621360 Breather 70-73 Triumph Twins, K&N



Elements & Assemblies For Amal Carburettors

- A - 633-01/A Air Filter Element, Amal 600, 900 Etc. Round, Washable, K&N
- B - 633-RC109 Air Filter Assembly, Tapered, Amal 900, K&N
- C - 633-RC17 Air Filter Assembly, Amal 376 & 600, K&N
- C - 633-RC33 Air Filter Assembly, Offset, Amal 900, K&N



Air Filter Assemblies For Mikuni & MK11 Amal Carburettors

- A - 633-RC125 Air Filter Assembly, Tapered MKII & Mikuni, K&N 633-RC2870 Air Filter Assembly Mikuni 26&28mm, K&N
- B - 633-RC1950 Air Filter Assembly, Offset, MKII & Mikuni, 30-34mm, Thick, K&N
- B - 633-RC1950/A Air Filter Assembly, Offset, MK11 & Mikuni, 30-34mm, Thin, K&N
- B - 633-RC850 Air Filter Assembly Mikuni 36/38mm, K&N
- C - 633-RC2362 Air filter Assembly Norton, Dual MKII, K&N

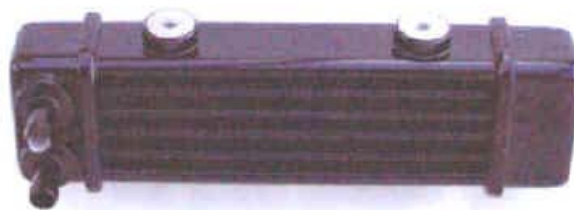


641-SERIES: OIL COOLERS AND SUMP VALVES



The BCS #641-06 **Setrab vertical cooler** mounts to a frame down-tube, spaced away from the frame to allow airflow to both the oil cooler and engine's cylinders. The cooler is mounted to the frame using unique, highly durable, Uralite mounts.

The BCS #641-07 **Setrab horizontal cooler** is designed to mount either at the front of the fuel tank, similarly to the original Triumph Trident and BSA Rocker 3, or to mount low in front of the engine, depending on the application. **Note:** both are 8" long, 2" wide, 1-1/4" thick, with 3/8" O.D. spigots



<http://www.britcycle.com/Products/641/641.htm>



**641-09 Oil Control
Thermostat for Triples**



**641-10 Oil Control
Thermostat for Twins**



**641-12 Oil Cooler
Manual Bypass Valve**



Universal Inline AntiDrain Valve Pt # 641-21

Is your Norton or BSA single or twin dumping all its oil from the tank into the crankcase when you leave it parked? Make sure you are running thick enough oil (50 wt Summer, 40 wt Fall and early Spring) and are parking it on compression (pistons at top of stroke to block off any conrod oilholes).

If the problem persists, you can replace your gear type oilpump with a new one (expensive and sometimes not easily available), or install one of our Anti-drain valves into the feed line from the tank to the oilpump. Based on a design used by Velocette for many, many years, these spring loaded valves open as soon as the engine is started. Make sure your valve is installed in the correct direction and well primed with oil, and your problem is solved.

<http://www.britcycle.com/Products/Antidrainvalve.htm>

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Website: <http://www.britcycle.com>

Email: <mailto:info@britcycle.com>

651-SERIES: CARB MANIFOLD ADAPTOR KITS, CUSTOM & PERFORMANCE

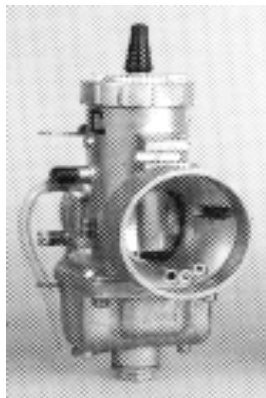
<http://www.britcycle.com/Products/651/651.htm>

We supply manifolds for various custom applications. Please see the list below and check the priceguide for current price and availability. For conversion to Amal MKII's or Mikunis the following items are needed: a manifold or pair of manifolds (for twin carb models) at the head; adaptor rubbers for mounting the carbs to the manifold(s); the carbs themselves; appropriate air cleaners; and a new throttle cable or cables. Mikuni carbs can be adapted to many applications. Give us a call to discuss your particular needs.

651-01 Manifold, 1 MKII/Mikuni, 36-38 mm Commando
651-02 Manifold, 1 MKII/Mikuni, 30-34 mm Commando
651-03 Manifold, 1 concentric, pre Commando
651-04 Manifold, 1 concentric or monobloc, Comm.
651-05 Manifold, 1 Mikuni, 30-34mm, pre Commando
651-09 Manifold, 1 MKII/Mikuni, TR6 or TR7
651-10 Manifold rubber, flanged, 30-34 mm
651-11 Manifold rubber, flanged, 36-38 mm
651-12 Manifold rubber, flanged, 26-28 mm
651-13 Mani. pr., pre69 Bonnie, MkII/Mikuni, 20 TPI
651-14 Mani. pr., 69-71 Bonnie, MkII/Mikuni, 16 TPI
625-25 Manifold, bolton, MKII/Mikuni
651-26 Manifold, pair, Dual MKII Amals, Commando
651-26/A Manifold, pair, Dual Mikunis, Commando

692-SERIES: MIKUNI CARBS AND PARTS

Please see the 692-Series in the priceguide for a complete list of Mikuni carbs and some parts. Please check current price and availability there.



651-13 Screw-in Manifolds For Early Triumph Bonneville; Shown With Rubber Adaptors and Clamps



651-01 Commando Single MKII/Mikuni Manifold



651-25 Bolt-on Manifolds For Later Triumphs; Shown With Adaptors and Clamps

693-SERIES: BING CARB PARTS

Please see the 693-Series for price and availability of Bing carb parts.

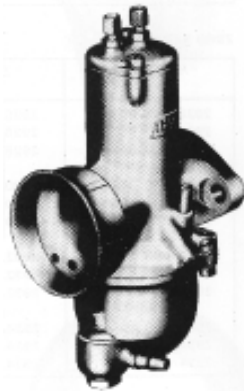


Carburettors and Parts **AMAL**

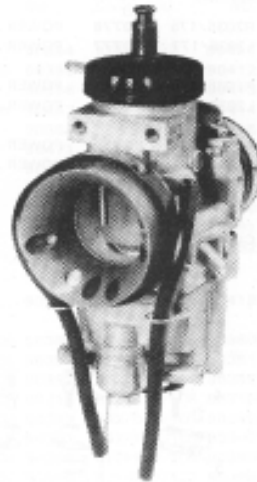
We stock **AMAL Monobloc, Concentric MkI and MkII Carbs** and a full line of parts! Some **Pre-Monobloc Parts** are also available. And, due to popular demand, we are now stocking **Mikuni Carbs, Adaptors, and Manifolds** to suit British bikes. Please call to discuss your needs. Please see the 691-Series in the Priceguide section for AMAL carbs and parts; and the 692-Series for Mikuni carbs and parts.



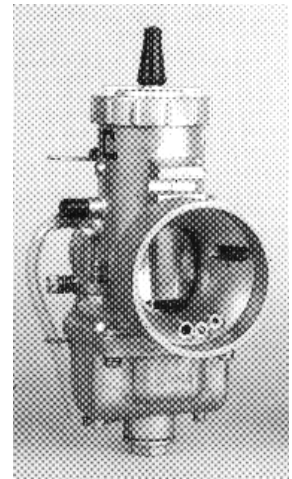
Monobloc



Concentric



Amal MkII



Mikuni

691-622238

Concentric Repair Kit includes:

- 691-622067 needle clip
- 691-622197 float needle
- 691-622076 pilot adj screw
- 691-622077 throttle adj screw
- 691-622082 two orings
- 691-622073 bowl gasket
- 691-622101 flange oring, thin
- 691-13163 fiber washer
- 691-376093 gauze filter
- 691-622151 fiber washer

691-389121

Monobloc Gasket Kit

691-2441048

Monobloc Flange Oring for 376, 389 and 689.



Now On Hand!
**Grand Prix
Carbs & Parts!**

691-622208

MkI Concentric Gasket & Oring Kit w/ thin flange oring 622101

691-622208/A MkI Gasket & Oring Kit w/ 70-9711 thick flange oring used later Triumph 6/750 twins

691-622235

Concentric Update Kit includes:

- 691-622124 needle
- 691-622122/106 jet
- 691-622128 jet holder

To update early concentrics to latest specs.(except 850 Norton)

691-622172 Shielded Tickler Kit

691-2928178 MkII Repair Kit
691-2622144 MkII Gasket Kit

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Email: <mailto:info@britcycle.com>

691-Series - Carburettors

Now on hand! Brand new Classic 276 Series Amal carbs and parts for most pre-1955 British bikes and many American Indian motorcycles!

Produced in England with brand new tooling on CNC machinery to original Amal drawings, these beautiful carbs are virtually identical to the originals and are available in a range of sizes, styles and settings. Both clip and flange mounted are in stock.

Virtually all replacement parts are available.



691-276AE/1BE - NORTON



691-276BR/1B - BSA M21



691-276C/1B - BSA M20



691-276DK/1AT - TRI. 5T



691-276FH/1AT - TRI. T100



691-276GG/1DB - BSA A10

List of 276 Carbs Currently Available From BCS

<http://www.britcycle.com/Products/276SeriesCarbs.htm>

691-276AE/1BE	carb, 1" clip mt, Norton 16H
691-276AU/1BE	carb, 1-1/16" clip mt, Norton ES2
691-276BR/1B	carb, 1-1/16" flange mt, BSA M21
691-276C/1B	carb, 1", flange mt, BSA M20
691-276CH/2DS	carb, 1-1/16" clip mt, Vin. Rapide, Rear
691-276DK/1AT	carb, 15/16", flange mt, Tri. 5T
691-276DQ/1DV	carb, 1-1/16" clip mt, Vin. Rapide Front
691-276EU/1DB	carb, 15/16", flange mt, BSA A7
691-276FH/1AT	carb, 1", flange mt, T100
691-276GG/1DB	carb, 1-1/16" flange mt, BSA A10

British Cycle Supply also has an inventory of Pre Monobloc carbs and parts that is being processed, so if you don't see what you are looking for please call us .

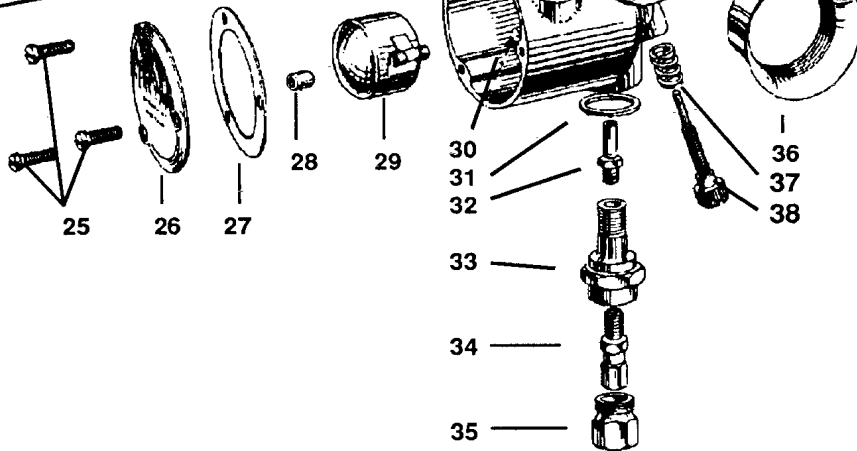
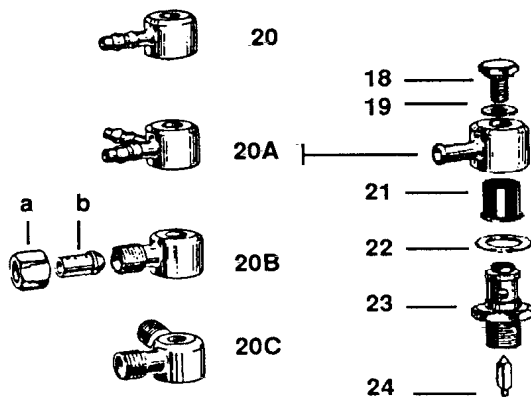
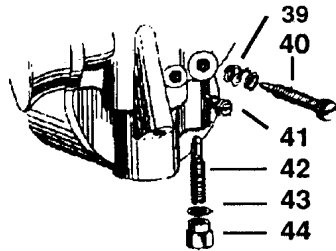
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Website: <http://www.britcycle.com>

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AMAL MONOBLOC CARBURETTOR PARTS

VIEW OF PILOT JET AND AIR ADJUSTER ASSEMBLY



http://www.britcycle.com/Products/691/691_series.htm

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AMAL MONOBLOC CARBURETTOR PARTS

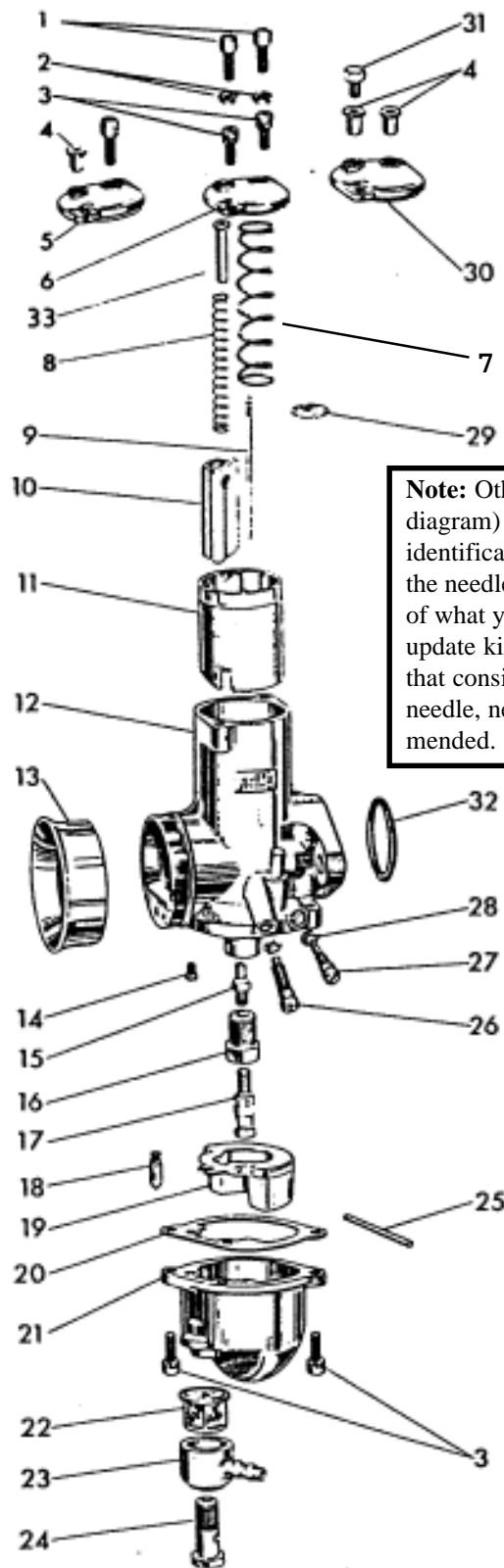
Number	Component Description	Carburetor Series 375	Carburetor Serles 376	Carburetor Serles 389	Carburetor Series 689
1	Cable Adjusters	691-4035	691-4035	691-4035	691-4035
2	Screw <i>for</i> cap spring	691-4241	691-4241	691-4241	691-4241
3	Spring for mixing chamber cap	691-4235	691-4235	691-29201	691-29301
4	Mixing chamber cap	691-375065	691-376065	691-389065	691-389065
5	Mixing chamber top	691-375064	691-376064	691-389064	691-389064
6	Air Valve Guide	691-5047			
7	Jet Needle	691-375063	691-376063	691-389063	691-389063
8	Throttle Valve Spring	691-375061	691-376061	691-389092	691-389092
9	Spring for air valve	691-4046	691-4046	691-4046	691-4046
10	Air valve	691-375062	691-376062	691-389062	691-389062
11	Clip for Jet Needle	691-4230	691-4230	691-4230	691-4230
12	Throttle Valve (state size)	691-375060	691-376060	691-389060	691-689060
13	Jet block (Specify carb deetails)	state size	state size	state size	state size
14	Tickler body	691-343011	691-343011	691-343011	691-343011
15	Tickler	691-376086	691-376086	691-376086	691-376086
16	Washer for jet block	691-375067	691-376067	691-376067	691-376067
17	Tickler Spring	691-376087	691-376087	691-376087	691-376087
18	Banjo bolt	691-376091	691-376091	691-376091	691-376091
19	Banjo bolt washer	691-376092	691-376092	691-376092	691-376092
20	Banjo fitting .single push-on	691-376097	691-376097	691-376097	691-376097
20A	Banjo fitting .double push-on, 60 degree	691-376098	691-376098	691-376098	691-376098
20B	Banjo fitting .1/4 BSP	691-376090	691-376090	691-376090	691-376090
a	Fuel pipe nipple	691-14026	691-14026	691-14026	691-14026
b	1/4 BSP union nut	691-14025	691-14025	691-14025	691-14025
20C	Banjo fitting .double 1/4 BSP, 90 degree	691-376108	691-376108	691-376108	691-376108
21	Nylon filter	691-376093	691-376093	691-376093	691-376093
22	Banjo washer	691-14175	691-14175	691-14175	691-14175
23	Float Needle Seating	691-376088	691-376088	691-376088	691-376088
24	Float Needle .Viton tipped	691-622197	691-622197	691-622197	691-622197
25	Screws for side cover	691-376079	691-376079	691-376079	691-376079
26	Side cover	691-376077	691-376077	691-376077	691-376077
27	Washer for side cover	691-376078	691-376078	691-376078	691-376078
28	Float spindle bush	691-376094	691-376094	691-376094	691-376094
29	Float	691-376083	691-376083	691-376083	691-376083
30	Float Spindle	691-376085	691-376085	691-376085	691-376085
31	Washer for jet holder	691-376074	691-376074	691-376074	691-376074
32	Needle jet (state size 105, 106,107, 109, 113 or 120)	691-376072	691-376072	691-376072	691-376072
33	Jet holder	691-375077	691-376073	691-376073	691-376073
34	Main jet (state size)	691-376100	691-376100	691-376100	691-376100
35	Main jet cover nut	691-376075	691-376075	691-376075	691-376075
36	Velocity tube		691-376066	691-389085	691-389085
37	Spring for throttle adjusting screw	691-376069	691-376069	691-376069	691-376069
38	Throttle adjusting screw	691-376068	691-376068	691-376068	691-376068
39	Spring for pilot air adjusting screw	691-4148	691-4148	691-4148	691-4148
40	Pilot air adjusting screw	691-332017	691-332017	691-332017	691-332017
41	Locating peg for jet block	691-376070	691-376070	691-376070	691-376070
42	Pilot jet (size 10, 15, 20, 25, 30, 35, 40, 45 or 50)	691-376076	691-376076	691-376076	691-376076
43	Washer for pilot jet cover nut	691-116162	691-116162	691-116162	691-116162
44	Pilot jet cover nut	691-376095	691-376095	691-376095	691-376095
45	Mounting flange '0' rings	691-244765	691-2441048	691-2441048	691-2441048

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AMAL 600 AND 900 SERIES CONCENTRIC CARB



Note: Early concentrics used a pilot jet (#14 in the diagram). This was later replaced with a brass bushing around 1970. To be sure of what you have before ordering, please consult the parts book for your particular motorcycle, or your salesperson.

Note: Other throttle needles (#9 in the diagram) are available. Please check identification grooves on the very top of the needle above the clip groove to be sure of what you need. In most cases the update kit can be installed (691-622235) that consists of the latest spec throttle needle, needle jet and jet holder. Recommended.

http://www.britcycle.com/Products/691/691_series.htm

AMAL CARBURETTOR PARTS CONCENTRIC 600 AND 900 SERIES

Key to Illustration	PART	Carburettor Series 600	Carburettor Series 900
1	Cable Adjuster	691-4035	691-4035
2	Cable Adjuster Locknut	691-5077	691-5077
3	Float Bowl and Carb Top Securing Screws	691-622086	691-622086
4	Cable Ferrules (Top Hat)	524-6132	524-6132
5	Mixing Chamber Top for Adjuster & Ferrule	691-622097	691-928097
6	Mixing Chamber Top for Two Adjusters	691-622064	691-928064
7	Throttle Valve Spring	691-622131	691-622131
8	Air Valve Spring	691-622129	691-622129
9	Throttle Needle	691-622124	691-622124
10	Choke Slide	691-622062	691-928062
11	Throttle Valve (Specify Cutaway)	691-622060	691-928060
12	Carburettor Body	691-R/L622	691-R/L930
13	Air Intake Tube	691-376066	691-928066
14	Pilot Jet (Specify Size)	691-124026	691-124026
15	Needle Jet (Specify Size)	691-622122	691-622122
16	Jet Holder	691-622128	691-622128
17	Main Jet (Specify Size)	691-376100	691-376100
18	Float Needle (Viton Tip)	691-622197	691-622197
19	Float	691-622069	691-622069
20	Float Chamber Washer	691-622073	691-622073
21	Float Chamber Body	691-622050	691-622050
22	Filter	691-376093	691-376093
23	Banjo Single	691-376097	691-376097
23	Banjo Double Ninety Degree	691-376135	691-376135
23	Banjo Double Fifty-five Degree	691-376410	691-376410
23	Banjo Double 180 Degree	691-376419	691-376419
Not Illustrated	Banjo Washer (for Alcohol only)	691-14175	691-14175
24	Banjo Bolt	691-622078	691-622078
Not Illustrated	Banjo Bolt Washer (for Diecast Banjos only)	691-13163	691-13163
25	Float Spindle	691-622071	691-622071
26	Throttle Stop Adjusting Screw	691-622077	691-622077
27	Pilot Air Adjusting Screw	691-622076	691-622076
28	'O' Rings	691-622082	691-622082
29	Needle Clip	691-622067	691-622067
30	Mixing Chamber Top for Two Ferrules	691-622098	691-928098
31	Plug for Mixing Chamber Top	691-4137	691-4137
32	'O' Ring for Flange Sealing *	691-622101	691-622101
33	Choke guide	691-622234	691-928103
	Tickler Kit Complete, Shielded Type	691-622172	691-622172
	Gasket Washer Set	691-622208	691-622208

***New complete 600 and 900 series carburetors
are available***

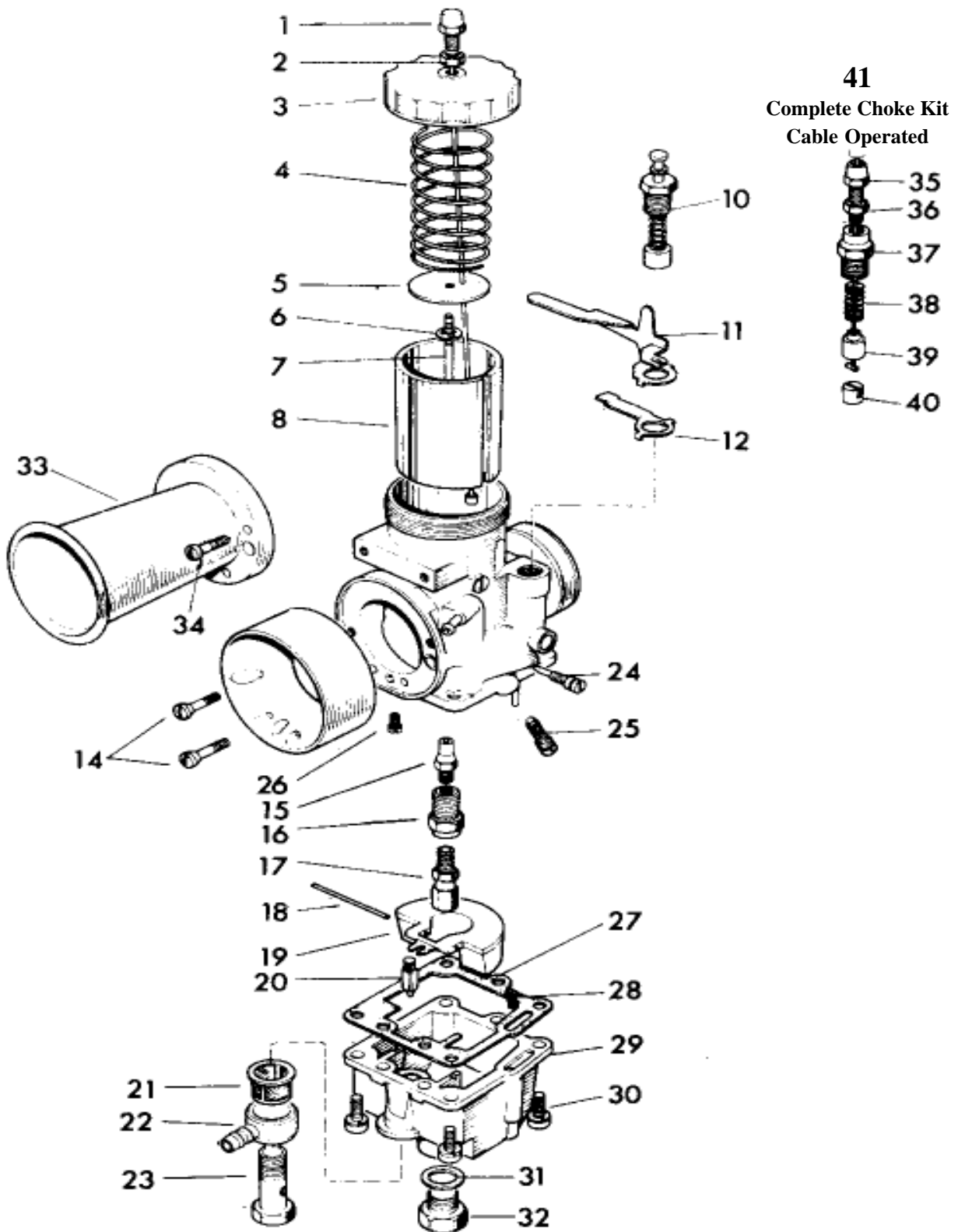
* Thicker 70-9711 oring used on 1969 and later Triumph 650 and 750 twins that have carbs held on with stepped studs.

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AMAL MKII CARBURETTOR PARTS



http://www.britcycle.com/Products/691/691_series.htm

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AMAL CARBURETTOR PARTS MKII 2000 AND 2900 SERIES

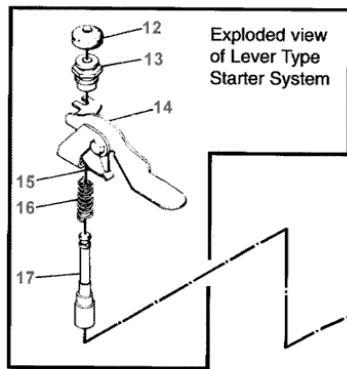
Number	Component Description	2000 Series 36 & 38 mm	2900 Series 28,30,32,34
1	Cable adjuster	691-4035	691-4035
2	Cable - adjuster locknut	691-5077	691-5077
3	Mixing - chamber top (standard)	691-2036064	691-2928064
4	Throttle—slide spring	691-2928061	691-2928061
5	Needle retaining disc	691-2928071	691-2928071
6	Needle clip	691-2622067	691-2622067
7	Throttle needle (paired with 2—cycle needle jet below)	691-2036063	691-2928063
7	Throttle needle (paired with 4—cycle needle jet below)	691-2622124	691-2622124
7	Throttle needle (for alcohol only)	691-2036077	691-2928125
8	Throttle slide (specify cutaway: 3, 3.5 or 4)	691-2036060	691-2928060
10	Cold start plunger assembly (lever operated)	691-2622079	691-2622079
11	Cold start lever and bracket assembly	691-2622075	691-2622075
12	Cold start click spring	691-2622087	691-2622087
14	Air intake adaptor securing screws	691-2622073	691-2622073
15	Needle jet 2—cycle engines (specify size: 107, 108 or 109)	691-2928079	691-2928079
15	Needle jet 4—cycle engines (specify size: 107, 108 or 109)	691-2928122	691-2928122
15	Needle jet for alcohol only (specify size: 120 or 125)	691-2929100	691-2928100
16	Jet Holder	691-622128	691-622128
17	Main Jet (specify size: 150 through 450)	691-376100	691-376100
18	Float spindle	691-2622069	691-2622069
19	Float (standard)	691-622069	691-622069
19	Float	691-622196	691-622196
20	Float needle	691-622149	691-622149
21	Float needle alcohol only	691-622279	691-622279
21	Filter	691-376093	691-376093
22	Banjo, single, push—on (<i>W</i> diameter tubing)	691-376097	691-376097
22	Banjo, double 1500 push—on (5/16" tubing)	691-376139	691-376139
22	Banjo, double. 550 push—on (5/16" tubing)	691-376410	691-376410
Not shown	Banjo washer (for alcohol only)	691-14175	691-14175
23	Banjo bolt	691-622078	691-622078
Not shown	Banjo bolt washer	691-13163	691-13163
24	Pilot—air adjusting—screw assembly	691-2622128	691-2622128
25	Throtle—stop adjusting—screw assembly	691-2622129	691-2622129
26	Pilot jet (specify size 20.25.30)	691-124026	691-124026
27	Float bowl washer	691-2622070	691-2622070
28	Cold start jet (specify size 35, 40, 45, 50)	691-124026	691-124026
29	Float bowl—0. 10 in. seating (2.5 mm)	691-2622055	691-2622055
30	Float—bowl securing screws	691-622086	691-622086
31	Float—bowl drain—plug washer	691-2622066	691-2622066
32	Float—bowl drain—plug	691-2622065	691-2622065
33	Velocity stack	691-2036126	691-2928126
34	Velocity stack securing screws	691-2036073	691-2036073
35	Adjuster	691-4035	691-4035
36	Adjuster locknut Alternative	691-5077	691-5077
37	Screw cable—operated	691-2622091	691-2622091
38	Spring cold start	691-2622084	691-2622084
39	Plunger cap	691-2622092	691-2622092
40	Plunger assembly	691-2622094	691-2622094
Not shown	Rubber stub adaptor (std.)	691-2036121	691-2928123
41	Choke kit, cable operated	691-2622149	691-2622149

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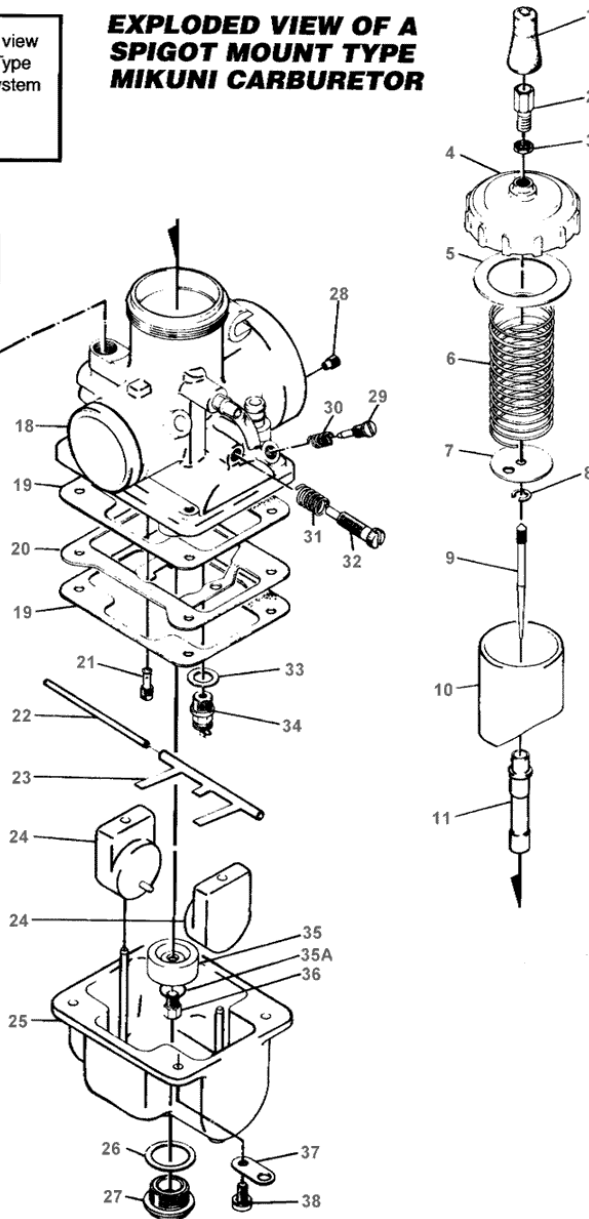
Website: <http://www.britcycle.com>

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MIKUNI VM CARBURETTOR PARTS



EXPLODED VIEW OF A SPIGOT MOUNT TYPE MIKUNI CARBURETOR



http://www.britcycle.com/Products/692/692_series.htm

MIKUNI VM CARBURETTOR PARTS

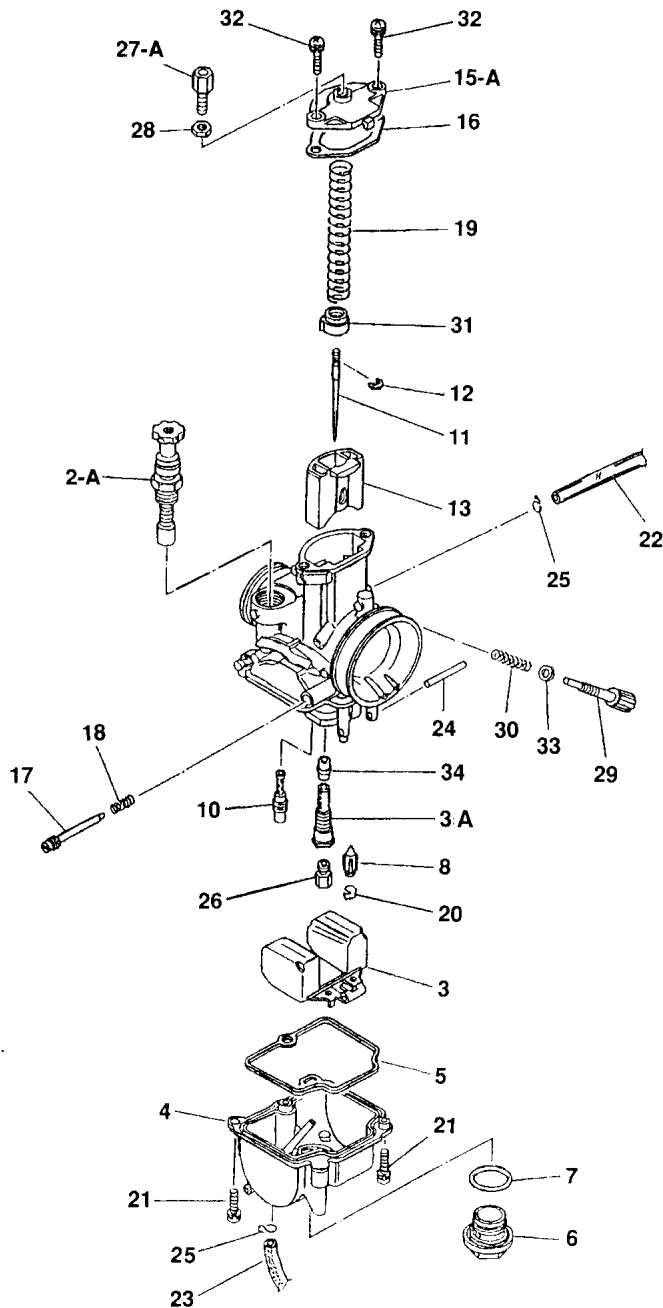
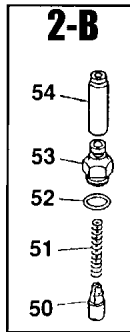
691-4042	MAIN JETS, SPECIFY SIZE 120 TO 300
692-002350/A	CHOKE ASSY, ARM OPERATED, VM36-3 ST
692-002350/B	CHOKE ASSY, ARM OPERATED, VM30-3 ST
692-002351	CHOKE PLUNGER ASSY, CABLE OPER, ST
692-002352	CHOKE PLUNGER ASSY, PULLUP TYPE EA
692-01/30	CARB SET, MIKUNI 30MM, BONNIE, ETC PR
692-01/32	CARB SET, MIKUNI 32MM, BONNIE, ETC PR
692-01/34	CARB SET, MIKUNI 34MM, BONNIE, ETC PR
692-02/30	CARB, MIKUNI 30MM, TR6, ETC. EA
692-02/32	CARB, MIKUNI 32MM, TR6, ETC. EA
692-02/34	CARB, MIKUNI 34MM, TR6, ETC. EA
692-03/34	CARB, MIKUNI 34MM, NOR. SINGLE CAR EA
692-03/36	CARB, MIKUNI 36MM, NOR. SINGLE CAR EA
692-03/38	CARB, MIKUNI 38MM, NOR. SINGLE CAR EA
692-04/26	CARB SET, MIKUNI 26MM, TRIDENT ST
692-04/28	CARB SET, MIKUNI 28MM, TRIDENT ST
692-05/32	CARB SET, MIKUNI 32MM COMMANDO, E PR
692-05/34	CARB SET, MIKUNI 34MM COMMANDO, E PR
692-06/34	CARB SET, MIKUNI 34MM VINCENT 10 PR
692-07/22	CARB, MIKUNI 22MM CUB, FLANGED EA
692-159P-2	JET, NEEDLE, MIKUNI EA
692-159P-4	JET, NEEDLE, MIKUNI EA
692-159P-6	JET, NEEDLE, MIKUNI EA
692-4/042	USE 691-4042 EA
692-4/053	USE 691-4053 EA
692-6DH3	NEEDLE, JET, MIKUNI EA
692-6DH4	NEEDLE, JET, MIKUNI EA
692-6DP17	NEEDLE, JET, MIKUNI EA
692-6FJ6	NEEDLE, JET, MIKUNI EA
692-B30/247	NUT, CABLE ADJ. EA
692-B34/52-0.5	WASHER, NEEDLEVALVE, MIKUNI EA
692-BS3097/2.0	JET, AIR, #2 EA
692-I-M22-10-3	ADJUSTER, CABLE, ANGLED* EA
692-M12F/46A	SPRING, AIR ADJ. SCREW, MIKUNI EA
692-M21/14	ADJUSTER, CABLE, STRAIGHT, STD. * EA
692-VM20/214	SCREW, AIR ADJ, MIKUNI EA
692-VM20/369	CLIP, JET NEEDLE EA
692-VM22/18	CAP, RUBBER, THR. CABLE, ANGLED EA
692-VM22210	JET, PILOT, STATE SIZE EA
692-VM26/26	NEEDLE&SEAT, MIKUNI, 26-28MM (1.5 EA
692-VM26/46	CAP, RUBBER, THR. CABLE, STRAIGHT EA
692-VM28/256	ADJUSTER, CABLE, STRAIGHT, LONG* EA
692-VM32/65	SLIDE, 2.5, MIKUNI EA
692-VM34/110	SLIDE, 2.5, MIKUNI EA
692-VM34/114	BAFFLE PLATE, MIKUNI EA
692-VM34/27	TOP CAP, CARB, 30-34MM MIKUNI EA
692-VM34/30	GASK, FLOATBOWL, 30-34MM MIKUNI EA
692-VM34/36	FLOAT, PLASTIC, MIKUNI EA
692-VM34/39	NEEDLE&SEAT, MIKUNI, 30-38MM (3.3 EA
692-VM34/68	FLOATBOWL, VM34 EA
692-VM36/07	FLOATBOWL, VM36 EA
692-VM36/17	RING, MAINJET, MIKUNI EA
692-VM36/20	GASK, FLOATBOWL, 36-38MM MIKUNI EA

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PWK CARBURETTOR PARTS



PWK CARBS & CARBURETTOR PARTS Currently Available From BCS

696-P02	PLUNGER ASSY, COLD START, PULLUP TYPE	EA
696-P02B	PLUNGER ASSY, COLD START, CABLE OPERATED	EA
696-P03	FLOAT, PWK CARB	EA
696-P05	GASKET, MOULDED, , FLOATBOWL, PWK	EA
696-P06	DRAIN PLUG, PWK CARB	EA
696-P07	ORING, DRAIN PLUG, PWK CARB	EA
696-P08	NEEDLE, FLOAT PWK CARB	EA
696-P10	JET, IDLE, PWK	EA
VARIOUS IDLE JET SIZES 15 TO 50 AVAILABLE		
696-P11	NEEDLE, JET, 97A, PWK CARB,	EA
696-P11/32	NEEDLE, JET, JJH, 32MM PWK CARB	EA
696-P12	CLIP, JET NEEDLE, PWK	EA
696-P13	THROTTLE VALVE, PWK CARB	EA
696-P15	CAP, TOP, PWK CARB	EA
696-P16	GASKET, TOP CAP, PWK CARB	EA
696-P17	SCREW, IDLE MIXTURE, PWK	EA
696-P18	SPRING, IDLE MIXTURE SCREW, PWK	EA
696-P19	SPRING, THROTTLE SLIDE, PWK	EA
696-P20	SPRING, FLOAT NEEDLE, PWK CARB	EA
696-P21	SCREW, FLOATBOWL, PWK	EA
696-P24	PIN, FLOAT PIVOT, PWK CARB	EA
696-P26	JET, MAIN, PWK CARB	EA
VARIOUS MAIN JET SIZES 80 TO 150 AVAILABLE		
696-P27	ADJUSTER, CABLE, PWK CARB	EA
696-P28	NUT, LOCK, CABLE ADJ, PWK CARB	EA
696-P29	SCREW, THROTTLE STOP, PWK	EA
696-P29/A	SCREW, BLANKING, THR. , STOP HOLE,	EA
696-P30	SPRING, THROTTLE STOP SCREW, PWK	EA
696-P31	PLATE, RETAINING, THROTTLE, PWK	EA
696-P32	SCREW, FLOAT BOWL, PWK CARB	EA
696-P33	WASHER, THROTTLE STOP SCREW, PWK	EA
696-P34	JET, NEEDLE, PWK CARB	EA
696-P35	JET HOLDER, PWK CARB	EA
696-P40	ADAPTOR RING, SPIGOT MOUNT PWK	EA
696-PWK26	CARB, PWK, 26MM, FLANGE MT	EA
696-PWK30	CARB, PWK, 30MM, FLANGE MT.	EA
696-PWK30/A	CARB, PWK, 30MM, SPIGOT MOUNT	EA
696-PWK32	CARB, PWK, 32MM SPIGOT, W/RUBBER	EA

**Please visit our Website
for instructions and jetting information.**

http://www.britcycle.com/Products/696/696_PWK_Superior_Carbs.htm

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711-SERIES: STOCK MUFFLERS



711-Z601
70-74 Commando Roadster



711-Z602
850 Commando MkIIA,
MKIII ES & T160



711-Z604
71/72 BSA/Tri 2&3 Cyl.



711-Z605
Triumph 500 Unit Twin



711-Z610
74 on Triumph



711-Z611
Norton Atlas



711-Z623
1963-1970 Triumph 650



711-Z624
Goldstar "Twitter"



711-Z628
Norton, early twin



711-Z629
T150/A75 Raygun



711-Z633
BSA B31/B33 Swingarm



711-Z634
M20/M21 Plunger



711-Z635
M20/M21 Rigid



711-Z636
A7/A10 Plunger



711-Z637
B31 Plunger



711-Z638
BSA C11



711-Z646
Norton Interstate



711-Z662
A7/A10 Swingarm



711-Z663
Pre 71, BSA A50/A65



711-Z664
Triumph Thunderbird



711-Z677
Tiger Cub, low



711-Z683
B25/B44 low



711-Z690
B44 69/70 High



711-Z691
Tiger Cub high



711-Z695
1938-54 Triumph, rigid

We supply stock mufflers for Triumph, BSA and Norton motorcycles from a variety of manufacturers. Variations on the above are available for various applications. New mufflers are always being added. Please see the priceguide for other stock mufflers, or ask your salesperson.

<http://www.britcycle.com/Products/711/711.htm>

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712-SERIES: CUSTOM MUFFLERS
<http://www.britcycle.com/Products/712Series.htm>



712-01 Turnout Style
 19" long; fits 1-3/4" or 1-1/2" exhaust pipes.



712-04 Tapered Style
 15" long; fits 1-3/4" or 1-1/2" exhaust pipes.



712-07 Tapered Style With Fishtail
 21" long; fits 1-3/4" or 1-1/2" exhaust pipes.



Universal "Dunstall" Style
712-102 Wide-Mouth Outlet
 27-1/4" long
712-114 Reverse Cone Outlet
 27-3/4" long
 Come complete with clamp, sliding bracket and adaptors to fit 1-3/4", 1-5/8" or 1-1/2" exhaust pipes.



712-02 Slash-Cut Style
 15" long; fits 1-3/4" or 1-1/2" exhaust pipes.



712-05 Reverse Cone Shorty megaphone
 17" long; fits 1-3/4" to 1-3/8" exhaust pipes.



712-Z639/1.5 Muffler Set
 22-1/2" Upswept Megaphone
 1-1/2" I.D. Inlet
 Removable baffle, adjustable bracket, and integral clamp



712-Z639A/1.5 Muffler
 22" Custom Megaphone,
 1-1/2" I.D. Inlet
 Removable baffle, adjustable bracket, and integral clamp



735-01 Chrome Fishtail Extension
 1-3/4" I.D.; 29" long



712-03 Shorty Style
 12" long; fits 1-3/4" or 1-1/2" exhaust pipes.



712-06 Upswept Megaphone
 24" long; fits 1-3/4" exhaust pipes. Sold Pair.

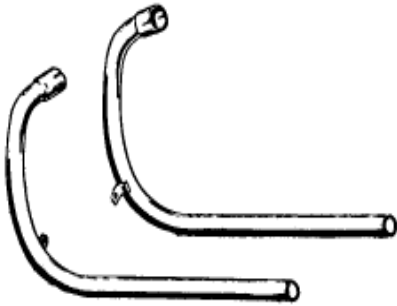


712-Z639 Muffler Set
 19" Upswept Megaphone
 1-3/4" I.D. Inlet
 Made in England
 Removable baffle, adjustable bracket and integral clamp.

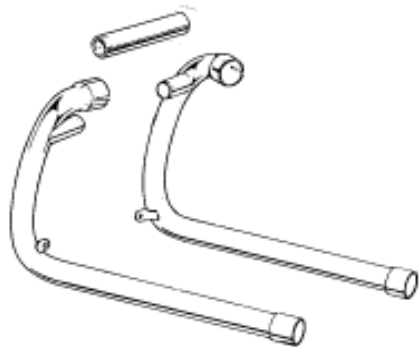


712-Z639A Muffler
 19" Custom Megaphone
 1-3/4" I.D. Inlet
 Made in England, fresh stock, beautiful quality!
 Removable baffle, adjustable bracket and integral clamp.

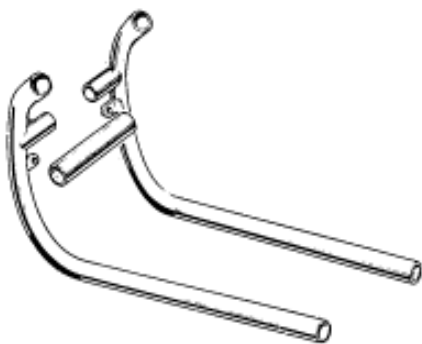
721-SERIES: STOCK EXHAUST PIPES
http://www.britcycle.com/Products/721/721_series.htm



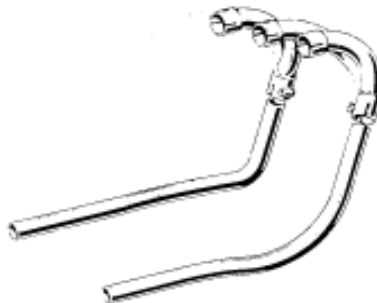
721-T68
Unit Triumph 650



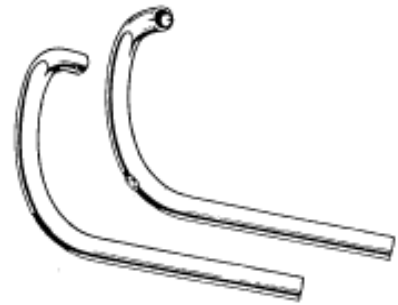
721-T77
69/70 Triumph 650



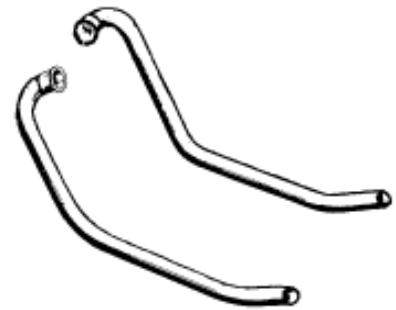
721-T85
Triumph 750 Twins



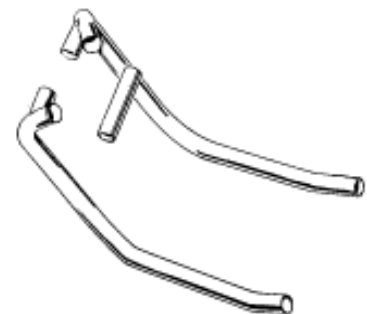
721-T86
Triumph T150



721-B87
BSA A50/A65



721-N63
750 Commando



721-N65
MKIII Commando

*We supply
stock exhaust
pipes for
Triumph, BSA
and Norton
motorcycles
from a variety
of
manufacturers.
Please see the
721-Series in
the priceguide
for a complete
listing.*

See the 727-Series in the priceguide for price and availability of Sweptback Exhaust Pipe Sets: BSA A65; BSA A7/A10; Norton Atlas; Commando; Triumph Unit 500 Twins; Triumph Unit 650 Twins; Triumph 500/650 Pre Unit Twins.

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Cycle Shack, Inc.

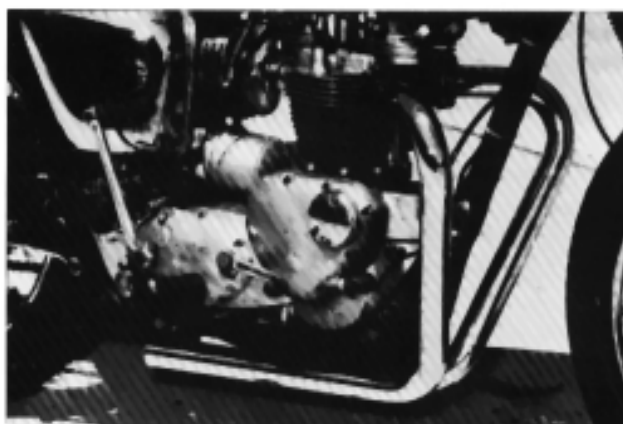
American Styling, Made with Pride in America!

Note: These exhaust pipes have no mufflers and are designed for use in closed course competition or in show competition only. They will exceed any noise standard anywhere and as such are illegal for on-highway use, except when baffles or mufflers are used.



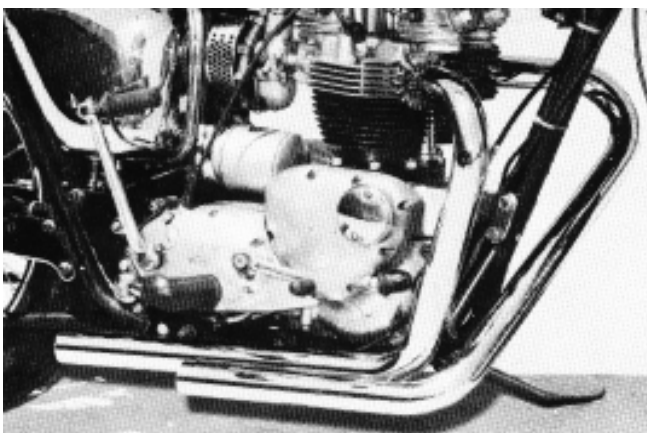
Replacement Pipes - 721-T68/B

Cycle Shack's stock replacement pipes fit the popular Triumph 650 and are designed to be used with either stock or aftermarket mufflers. They are of equal length, follow the original pipes' contours, feature show-chrome finish, and exit under the engine outside the frame. 1-3/4" diameter, "clamp-on" type. Used with two of our 743-1134 "P"clamps.



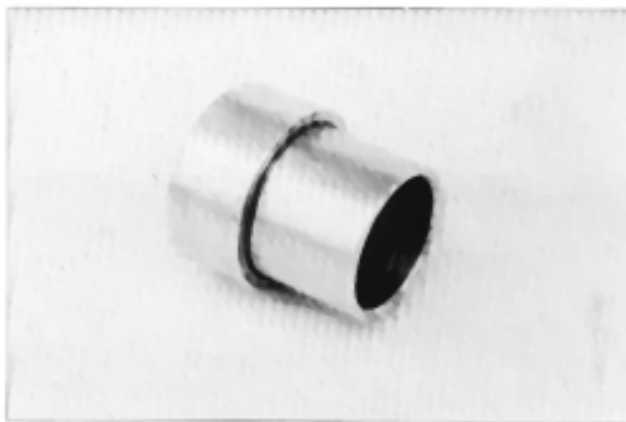
TT Pipes - 724-02

Cycle Shack's TT pipes exit under the center of the bike and feature show-chrome, equal length pipes, and include mounting hardware. Fits the popular Triumph 650. Designed to be used with aftermarket slip-fit mufflers or silencer inserts 744-134. 1-3/4" diameter, clamp-on type. Used with two 743-1134 "P" clamps.



Side Pipes - 726-01

Cycle Shack's side pipes for the Triumph 650 feature the cross-over drag pipe style and exit on the right hand side of the bike. They feature show-chrome, straight-cut ends, and include mounting hardware. 1-3/4" diameter, "clamp-on" type. Silencer inserts 744-134 can be used. Side pipes are adaptable to some BSA twins.



Triumph Reducer Flange - 745-01

This reducer flange permits our 721-T68/B, 724-02, and 726-01 early-style Triumph 650 pipes (1-3/4") to be used on later model 650 and 750 engines with "push-in" heads. Used with our 71-0216/A finned clamps. 745-02 adapters convert BSA "push-in" ports to take 1-3/4" Triumph exhaust pipes. 745-03 adapters convert late Triumph 500 "push-in" ports to take earlier "clamp-on" 500 exhaust pipes.

http://www.britcycle.com/Products/custom_pipes/custom_pipes.htm

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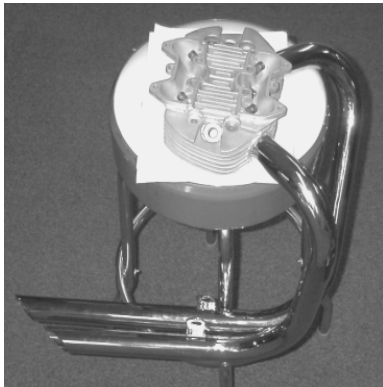
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724-Series TT Exhaust Pipe Sets

Please see the Priceguide for a complete list or ask your salesperson for help when you call.



726-Series Crossover Right Hand Exit Exhaust Pipe Sets

Please see the Priceguide for a complete list or ask your salesperson for help when you call.

727-Series Sweptback Exhaust Pipe Sets

Please see the Priceguide for a complete list or ask your salesperson for help when you call.

http://www.britcycle.com/Products/custom_pipes/custom_pipes.htm



731-Series Two-Into-One Exhaust Pipe Sets

Please see the Priceguide for a complete list or ask your salesperson for help when you call.

As well as stock exhaust pipe sets, we endeavor to have in stock various custom exhaust pipes as above. Supply does vary on these, so please give us a call to discuss your needs and to check current price and availability.



Finned Exhaust Pipe Clamps

We have in stock the finned exhaust clamps for most models. Please order by the original equipment manufacturer's part numbers.

Frame Clamps

Great for securing exhaust systems, oiltanks, footpegs, crash bars, etc., without welding.

Chrome three piece frame clamps:

BCS # 742-78 - 7/8"

BCS # 742-1 - 1"

BCS # 742-118 - 1-1/8"

BCS # 742-114 - 1-1/4"



Baffles

744-112 - 1-1/2"

744-134 - 1-3/4"



O.E.M. Style



Econo Style

The Original Equipment Manufacturer style muffler clamps come with the special washer and bolt for the original look. The Heavy Duty style have an allen bolt. (Only available in limited quantities in a few sizes right now - Sept. 2003) The muffler clamps are available in 1-3/8", 1-1/2", 1-5/8", 1-3/4" and 1-7/8". Please see the 742-Series in the Priceguide for complete list. Muffler clamps can also be ordered under the O.E.M. part numbers for individual pieces.

<http://www.britcycle.com/Products/742Series.htm>

A Brief Guide to Muffler & Clamp Sizes:

Please note that measurements given below are for stock, low, exhaust pipes. High pipes and custom exhaust may differ. When ordering for those, or any case where there is any question on size of clamp required, please advise us of O.D. of exhaust pipe at outlet in inches. Size of clamp required would be next size up, to allow for wall thickness of muffler. Outside Diameter of the Exhaust Pipe - Inside Diameter of the Muffler

1962-68 Norton Atlas - 1-5/8" - uses 1-3/4" clamp
 1968-69 Norton Commando
 (w/ Atlas style mufflers) - 1-5/8" - uses 1-3/4" clamp
 1970-75 Norton Commando - 1-3/8" - uses 1-1/2" clamp

All BSA Twins - 1-1/2" - uses 1-5/8" clamp
 1971-72 BSA A75 - 1-1/2" - uses 1-5/8" clamp
 Pre 1971 BSA A75 - 1-1/4" - uses 1-3/8" clamp

All Preunit Triumph OHV Twins - 1-3/4" - uses 1-7/8" clamp
 All Unit Triumph 650, pre 1975 - 1-1/2" - uses 1-5/8" clamp
 1973 on Triumph 750 Twins - 1-3/8" - uses 1-1/2" clamp
 Note: Triumph Triples and 500 Twins used various mufflers and clamps - please measure O.D. of mufflers.

Please see the 742-Series in the Priceguide

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INDIVIDUAL GASKETS

BSA

model	year	head	valve cover	rocker box	cylinder base
A75	1968-72	71-4250	71-1445	70-8773	70-6496
A65	1970-72	68-0827	71-2207	n/a	71-1433
	1962-69		71-1431	n/a	70-7823
A50	1962-70	68-0828	71-1431	n/a	70-7823
A10	1947-63	67-0255	67-0279	67-1583 (front) 67-1582 (rear)	67-0256
B25	1967-70	70-8081	70-1577	71-1426	71-2233
	1971-72			71-2198	
B44	1966-70	41-0638		71-1427	70-7727
B50	1971-73	71-1625	70-1577	71-1623	71-1624

TRIUMPH

750 III	1968-76	71-4250	71-1445	70-8773	70-6496
750 Twin	1973 on	71-3681	71-2574 (4 bolt) 71-3673 (6 bolt)	71-2599	70-6309
650	1971-72	70-4547	70-375 1	71-2599	70-6309
	1963-70			70-9348	
650 T120	1959-62	70-3614	70-1577	70-3552	70-6309
TR6, T110	1956-62				
650 6T	1950-62	70-3614	70-1577	70-1650	70-6309
500	1959-74	70-4675	70-375 1	70-9511	70-3798
500 ST	1947-58	70-2248 iron head	70-1577	70-1650	70-2249
TR6, T110	1951-S8	70-3003 alloy head			
250	1968-70	70-8081	70-1577	71-1426	71-2233
	1971			71-2198	

BSA

model	year	primary	engine sump	oil pump	point cover
A75	1968-72	71-1453 (inner) 71-1454 (outer)	71-1444	71-1442	71-1441
A50, A65	1962-72	71-1432	71-1424		
A7, A10	1954-63	42-7507	71-1424		
B25	1967-72	71-1418	71-1424	71-2115	71-1462
B44	1966-70			71-2115	
B50	1971-73				

TRIUMPH

750 III	1968-76	71-1453 (inner) 71-1454 (outer)	71-1444	71-1442	71-1441
750 Twin	1973on	71-7009	70-5315	71-3910	71-1462
650	1963-72		(copper washer)		
500	1959-74	71-1456	70-1577	71-3910	71-1462
650	1950-62		70-0487		
500	1947-58				
250	1968-71	71-1418	71-1424	71-2115	71-1462

A50 inner timing cover gasket 1962-1970 71-1437 A65 inner timing cover gasket 1962-1972 71-1437
 A7, A10 inner timing cover gasket 67-0261; outer timing cover gasket 67-0282

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FRAME SEALS

FORK SEALS AND ORINGS

seal location	part number	BSA		TRIUMPH	
		model	year	model	year
front forks	97-4001	A75	1971-72	750 III	1971-76
		A65	1971-72	750 Twin	1973 on
		B25	1971-72	650	1971-72
		B50	1971-73	500 TR5T 250	1973-74 1971
	97-1500	A75	1968-70	750 III	1968-70
		A65	1969-70	650	1964-70
		A50	1969-70	500	1964-74
		B25	1969-70	(except TR5T) 250 200	1969-70 1966
	97-2641	A65, A50	1962-68	250	1968
		A7, A10	1947-62		
		B31 - B34	1947-62		
		B44	1966-70		
		B40	1961-65		
		B25	1967-68		
	97-1461			650 500	1949-63 1947-63
damper tube retaining screw seal	97-4004	Use on all models that use fork seal #97-4001.			
O-ring for seal holder	97-2119	A75, A65, B25	1969-70	500, 650, 750	1967-70

SWINGARM ORINGS, GAITERS AND DUST EXCLUDERS

swinging arm grease retaining o-ring	82-8090	A50, A65	1969	750 III 650	1968-76 1968-70
	83-2244 (inner)	B50	1971-73	500 TR5T	1973-74
	83-3014 (outer)	B25	1971-72		
dirt excluder	83-2692	A65	1971-72	750 Twin 650	1973 on 1971-72
	83-1318	A50, A65	1970		
gaiter	82-7270			500 (except TR5T)	1967-74

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OIL SEALS

BSA

TRIUMPH

LOCATION	PART #	MODEL	YEAR	MODEL	YEAR
clutch operating rod	57-3644	A75	1968-72	750 III	1968-76
high gear bearing	60-3510	A75 (5 spd)	1971-72	750 III (5 spd.)	1971-76
	57-3634	A75 (4 spd.)	1968-72	750 III (4 spd.)	1968-72
	60-3512			750 Twin 650 (5 spd.)	1973 on 1971-72
	57-0946	A65 A50	1962-72 1962-70	650 500	1949-72 1947-58
	57-1478			500	1959-74
	70-8015	B50 B44 B25 C25	1971-73 1966-70 1967-72 1967	250	1968 on
	70-8025	B40 C15	1961-65 1959-65		
	67-3067	A7, A10 B31, B34	1947-62 1947-62		
mainshaft high gear	60-3500	A75 (5 spd.)	1971-72	750 III (5 spd.) 750 Twin	1971-76 1973 on
kickstart spindle	57-1956	A75	1968-72	750 III 750 Twin B50	1988-76 1973 on 1983-72
	57-2239			500	1967 on
	57-2641	B50 B44 B25	1971-73 1968-70 1968-72	250	1968-71
	70-4568	B44 B25 B40 C25	1966-67 1967 1965 1967		
gearshift spindle	60-3530	A75	1968-72	750 III 750 Twin 650 500	1968-74 1973-75 1949-72 1947-71
	57-2697			500	1972-74
rocker spindle	60-3548 (2 required)	A75 B50 B44 B40	1968-72 1971-73 1966-70 1961-65	750 III 750 Twin 650 500	1968-76 1973 on 1949-72 1947-74

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OIL SEALS

BSA

TRIUMPH

seal location	part number	model	year	model	year
timing cover points	70-4568	A75	1968-72	750 III	1968-76
		A65	1969-72	750 Twin	1973 on
		A50	1969-70	650 500	1963-72 1963 on
	70-8153	B50 B44 B25	1971-73 1966-70 1967-72	250	1968-71
	68-0026	A50, A65	1962-68		
timing cover crankshaft oil feed	70-4568			750 Twin 650 500	1973 on 1963-72 1969-74
	70-8154	B50 B44 B25 C25	1971-73 1966-70 1967-72 1967	250	1968-71
crankshaft drive side	70-3876			650 500	1963-69 1959-69
	97-1461			650 500	1958-62 1958
	70-8025	B44 B40 B25 C25 C15	1966-70 1961-65 1968-72 1967 1959-65	250	1968-71
	04-0132	A50, A65 A7, A10	1962-70 1949-62		
	57-3642 (2 needed)	A75	1968-72	750 III	1968-76
clutch	60-3500			750 Twin 650 (5 speed)	1973 on 1971-72
	70-7565			650 500	1968-72 1968-74
	70-4578	A50, A65	1962-70 1962-72	650	1963-67
	70-3833	B50 B44 B40 B25 C25 C15	1971-73 1966-70 1961-65 1968-72 1967 1959-65	500 250	1959-67 1968-71

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FRONT BRAKE SHOES AND SPRINGS

BSA

TRIUMPH

model	year	model	year	details	shoe set	spring
A50, A65 A65T	1962-64 1965			full width drum	68-5524/5525 set	37-2328
A50, A65L/S	1965			half width drum	67-5601	37-2328
B40SS	1965				68-5515/5516 set	37-2328
A65S	1966-67			full width drum	42-5564	37-2328
B25, C25 B40ES B44SS, VS	1967 1965 1966-67				37-2327	37-2328
B44VS A65T, A50R	1968-70 1968			8" half width drum	68-5541/5543 set	37-2328
A65L, S, F A75	1968-70 1968-70	500cc (T100T, R) 650cc 750III	1969-74 1968-70 1968-70	full width drum; double leading shoes	37-1996	37-0135
B25	1969-70	500cc (T100C, S) 250cc	1969-72 1969-70		37-3446	37-0135
B25	1967-68	250 TR25W 500 & 650cc 5T, 6T, TR5 5T, T100 T100S, C 6T	1968 1947-56 1957-58 1960-67 1968 1959-62	7" half width drum full width drum	37-1406/1407 set	37-0135
		500 (T100) 650cc (except 6T)	1958-59 1958-65		37-1410/1411 set	37-0135
B44SS	1968	500cc (T100T, R) 650cc	1968 1966-67		37-1732/1733 set	37-0135
A65, A75 B25H B50H, SS	1971-72	650cc 750cc	1971-72	8" double leading shoes	37-3713	37-3714
B25T, SS B50T, MX	1971-72 1971-73	250cc 500cc (TR5T)	1971 1973-74	6" drum	37-3804	37-2328

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REAR WHEEL SPROCKETS

BSA

model	year	details	size	part number
A7, A10	1958-62	full width brake drum 4 bolt hub	42T	42-6331
A50, A65	1962-65			
A50, A65	1965	brakedrum, Q.D. type		37-2318
A50, A65	1966-70		46T	68-6088/46
			47T	68-6088
			54T	68-6088/54
A65 A75	1971-72	conical hub	47T	37-3747
	1971-72		50T	37-3747/50
			53T	37-3747/53
B25, B44	1967-70		47T	37-2321/47
			49T	37-2321/49
			52T	37-2321/52
B25, B50	1971-72	conical hub	47T	37-3992/47
	1971-74		52T	37-3992/52
			56T	37-3992/56

TRIUMPH

500 650 750 III	1947-74	except sprung hub, and 1973-74 TR5T except sprung hub	46T	37-1499/46
	1950-70		47T	37-1499/47
	1968-70		48T	37-1499/48
			49T	37-1499/49
			50T	37-1499/50
			52T	37-1499/51
650 500 750 Twin 750 III	1971-72	TR5T only	47T	37-3747
	1973-74		50T	37-3747/50
	1973-74		53T	37-3747/53
	1971-74			
750 Twin	1976 on	rear disc	42T	37-7064/42
			43T	37-7064/43
			45T	37-7064/45
			46T	37-7064/46
			47T	37-7064/47
750 III	1976	rear disc: T160	46T	37-4209/46
			50T	37-4209
			52T	37-4209/52
250	1968-70		47T	37-2321/47
			49T	37-2321/49
			52T	37-2321/52
250	1971	refer to 1971 B25		

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BSA GEARBOX SPROCKETS

model	years	details	sprocket part #	# of teeth
A7, A10 B33, B34	1949-63 1958-62		67-3069 67-3055 67-3068 67-3064 67-3065 67-3065/A	15T 16T 17T 18T 19T 20T
A50 A65	1962-70 1962-72		68-3072 68-3093 68-3078 68-3073 68-3089 68-3089/22	17T 18T 19T 20T 21T 22T
B25 B44 B50	1967-72 1967-70 1971-74	also fits Triumph 250, 1968-71.	57-2776 57-2765 57-2701 57-2766 57-2766/19	14T 15T 16T 17T 19T
B44	1966		41-3058	18T
B40 C15	1961-65 1959-65		40-3072 40-3052 40-3049 40-3123 40-3124	15T 16T 17T 19T 20T
B series	1947-57		42-3015 42-3016 42-3048	16T 19T 20T

TRIUMPH GEARBOX SPROCKETS

500 650	1947-58 1950-62		57-1816 57-1815	17T 18T
500	1959-74		57-1476/16 57-1476/18 57-1476/19 57-1569 57-1476/21	16T 18T 19T 20T 21T
650 750 III	1963-72		57-1952 57-1953 57-1916 57-1917 57-1918 57-1919 57-1919/A 57-1919/22	15T 16T 17T 18T 19T 20T 21T 22T
650 750 III 750 Twin	1971-72 1971-76 1973 on	five speed five speed	57-4784 57-4783 57-4782 57-7067/21 57-7067/22	18T 19T 20T 21T 22T
200	1956-66		57-1513/16 57-1513/17 57-1513/18	16T 17T 18T

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CLUTCH PLATES

BSA		TRIUMPH		bonded plate	plain plate
MODEL	YEAR	MODEL	YEAR		
A75	1968-72	750 III	1968-76	57-3709	
A50	1966-70	500cc	1947-74	57-1362	57-1363
A65	1966-72	650cc	1949-72		
A7, A10	1962-63 (4 spring clutch)	750 Twin	1973 on		
A50, A65	1962-65			57-1362	68-3221
A7, A10	1954-62 (6 spring clutch)			42-3119	65-3824
B31, B32	1947-63				
B33, B34					
C15	1958-65	250cc	1968-71	57-2726	57-2725
C25	1967				
B25	1967-72				
B40	1961-65				
B44	1966-70				
B50	1971-73				
		200cc	1958-67	57-1503	57-1315

CLUTCH SPRINGS

BSA		TRIUMPH		spring	nut/pin
MODEL	YEAR	MODEL	YEAR		
A75	1968-72	750 III	1968-76	57-3718	
A50	1966-70	650cc	1963-72	57-1830	57-2526/57-4754
A65	1966-72	500cc	1964-74		
A50, A65	1962-65	750 Twin	1973 on	57-1560	57-2526/68-3217
A7, A10	1962-63 (4 spring clutch)	500cc	1947-63	57-1560	57-2526/57-0423
		650cc	1949-62		
B25	1967-72	250cc	1968-71	57-2727	57-4754 (nut)
B40	1961-65				
B44	1966-70				
B50	1971-73				

CLUTCH SHOCK ABSORBER RUBBERS

make	model	year	description	part number
BSA	A75	1968-72	12 rubbers/set	57-1723
Triumph	T150, T160	1968-76		
BSA	A50, A65	1966-72	6 rubbers/set	57-1722/3
Triumph	500cc	1963-74		
	650cc	1963-72		
	750 Twin	1973 on		
BSA	A50, A65	1962-65	8 rubber set	68-3238/9
Triumph	500cc, 650cc	1953-62	8 rubber set	57-1472/3
BSA	B25, B40	all years	8 rubbers/set	57-2723
	B44, B50			
	C15, C25			
Triumph	250cc	1968-71		

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CLUTCH CENTER AND END PLATE FIXING SCREWS

make	model	year	screws	center
Triumph	750 Twin 650cc 500cc	1973 on 1972 1972-74	21-0644	57-4438
BSA Triumph	A50, A65 500cc 650cc	1966-72 1963-71 1963-71	57-1040	57-1719
BSA	A50, A65	1962-65	68-3215	68-3220
Triumph	500cc 650cc	1953-62 1953-62	57-1040	57-1038

CLUTCH ROLLERS

make	model	year	part number
BSA Triumph	A7, A10 (4 spring clutch) A50, A65 500cc 650cc 750 Twin	1962-63 1962-72 1947-74 1949-72 1973 on	57-0394
BSA Triumph	B25 B40 B44 B50 C15 250cc	1967-72 1961-65 1966-70 1971-73 1959-65 1968-71	57-2719
BSA	B31, B33 B32, B34 A7, A10 (except plunger models, and 4 spring clutch)	1947-58 1947-62 1954-63	65-3910 (caged ball bearings)
BSA	A7, A10 (except swing arm models)	1947-54	26-0650 (BCS # 422-1414)

CHAINWHEEL

BSA

TRIUMPH

model	year	part number	model	year	part number
A7, A10	1954-62 (6 spring Clutch)	42-3223	500cc 650cc	1947-58 1949-62	57-1549
B31-B34	1947-62				
A7, A10	1962-63 (4 spring clutch)	57-1549	500cc 650cc	1959-74 1963-72	57-1570
A50, A65	1962-65	68-3230	750 Twin	1973 on	57-4640
A50	1966-70	57-2773	250cc	1968-70	57-2716
A65	1966-72			1971	57-4198
B25	1967-70	57-2716			
B40	1961-65				
B44	1966-70				
B25	1971-72	57-4198			
B50	1971-73	57-4303			

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CLUTCH THRUST WASHERS

BSA		TRIUMPH		washer number
model	year	model	year	
A50, A65	1966-1969	500cc	1959-1969	57-1735
		650cc	1963-1969	
A50	1970	500cc	1970-74	57-3931
A65	1970-72	650cc	1970-72	
B25	1971-72	750 Twin 1973 on		
B50	1971-74			

PRIMARY CHAIN TENSIONERS

BSA			TRIUMPH		
model	year	tensioner	model	year	tensioner
A7, A10 (except swingarm models)	1947-54	67-1261	500cc	1958-74	70-6283
A50	1962-70	70-8310	650cc	1963-72	70-6061
A65	1962-72		750 Twin	1973 on	70-5085
A75	1968-72	70-6061 (lower) 57-3610 (upper)	750 III	1968-73	70-6061 (lower) 57-3610 (upper)
B25	1967-72	70-8184	750 III	1974	57-4597
B44	1966-70				
B50	1971-73				
			750 III (T160)	1975	57-4937
			250cc	1968-71	70-8184

TENSIONER ROD AND ADJUSTING NUT

make	model	year	rod/nut
BSA	A75	1969-72	rod: 57-3983
Triumph	750III	1968-73	nut: 57-3617
Triumph	500cc	1958-74	rod: 70-4152
	650cc	1963-72	nut: 70-9703
	750Twin	1973on	

TENSIONER BLADE ADJUSTING BOLT

BSA	A50, A65	1962-72	adjusting bolt: 70-7793
			lock nut: 68-0237
			cap nut: 68-0377

Information on these pages from Richard Price, G.P. Cycle

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CLUTCH OPERATING ROD ADJUSTING PIN

BSA

TRIUMPH

model	year	part number	model	year	part number
A7, A10 B31-B34 M20, M21	1947-63 1947-63 1947-58	65-3403	500cc 650cc	1947-58 1949-62	57-0413
A50, A65 B25 B40 B44 B50 C15	1962-66 1967-72 1961-65 1966-70 1971-73 1958-65	57-2729	250cc 500cc 650cc	1968-71 1959-65 1963-65	57-2729
			500cc 650cc 750 Twin	1966-74 1966-72 1973 on	57-2159
A50 A65	1967-70 1967-72	57-2159			

CLUTCH OPERATING ROD & ROD BUSH

models	year	description	part number
A7, A10	1947-55	plunger, and rigid models	67-3183
A7, A10	1954-55	swing arm models	29-3860
A7, A10	1956-62		42-3108
A7, A10	1962-63	fitted on engine #DA10R 2443 onwards	42-3274
A50, A65	1962-72		rod: 68-3229 bush: 57-3988

model	year	description	part number
B33, B34 B31, B33 B31	1947-48 1958		65-3164
B31	1949-57	after engine #XB32-816 plunger and rigid	65-3940
B32, B34 B33	1949-53 1949-57	G/S Clubmans (plunger)	66-3067
B32, B34 B32, B34	1954-57 1954-62	rigid and swing arm Gold Star swing arm	29-3860
B31, B33	1954-55	swing arm	42-3050
B40	1961-64		40-3229
B25 B40 B44 B50	1968-72 1965 1966-70 1971-73		rod: 57-2733 bush: 57-1391

TRIUMPH

500cc	1947-57	model 5T	rod: 57-1552 bush: 57-3988
500cc 650cc	1947-57 1949-57		rod: 57-1552 bush: 57-3988
500cc	1959-74		rod: 57-1970 bush: 57-1 391
650cc	1958-62		rod: 57-1552 bush: 57-3988
650cc 750 Twin	1963-72 1973 on		rod: 57-1736 bush: 57-3988
250cc	1968-71		rod: 57-2733 bush: 57-1391

CLUTCH PULL ROD

BSA A75 Triumph 750 III	1968-72 1968-76		57-2552
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REAR BRAKE ROD & ADJUSTING NUT

BSA

TRIUMPH

model	year	model	year	brake rod
A75	1971-72			83-3242
		750 III	1971-73	82-7386
A75	1970	750 III	1974	82-7386
A75	1969			82-7386
A65	1971-72	650cc 750 Twin	1971-72 1973-74	83-2860
B50	1971-73	250cc	1971	83-2616
B25	1971-72	500 TR5T	1973-74	
		750 III 650cc (except 1954 6T) 500cc (except 1954 5T)	1968-70 1954-70 1954-74	82-7386 with nut 82-7387

Winged Adjusting Nut: Fits all of the above listed brake rods - 82-7387 UNF thread.

Triumph 500 & 650 brake rods prior to 1967 had BSF thread. When replacing only the adjuster nut on models before 1967, order adjuster 82-6070.

TRIUMPH DISC BRAKE COMPONENTS

750 Twins and Triples 1973 on

4 hole rotor chrome (dull hardchrome)	37-4275
4 hole rotor cast	37-7175
6 hole rotor for T140D chrome (dull hardchrome)	37-7079
6 hole rotor for T140D cast	37-7079/A
Disc Brake Pads - Front and Rear	99-2769 pair
Master Cylinder for front disc	60-4102
Master Cylinder for rear disc	60-4401
Master Cylinder barrel assembly, front and rear *	99-2770
Master Cylinder barrel, bare, front and rear *	99-7027
Repair Kit for front master cylinder	99-2768
Repair Kit for rear master cylinder *	99-7022
(Kit includes: diaphragm, trap valve, primary and secondary cups, piston washer, and rubber boot.)	
(* Also fits Norton MKIII rear, does not include diaphragm 60-4366)	
Repair Kit for front and rear caliper	99-7006

Please see the priceguide for stainless. Please state length for hoses.

*Check with us for
Hi-Performance Components:
master cylinders, calipers,
stainless caliper pistons,
braided stainless hose kits
and much more!*

NORTON DISC BRAKE COMPONENTS

750/850 Mid 1972 on

Rotor, front and rear	06-1885
Disc Brake Pads - Front and Rear	06-6005 pair
Repair Kit for front master cylinder	06-4244
Repair Kit for rear master cylinder, MKIII	99-7022
Repair Kit for front and rear caliper	06-4243

Master cylinders currently available in parts only. Please state length for hoses.

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REAR BRAKE DRUMS

BSA

model	year	details/exceptions	part #
C15	1961-65	Brake drum for use with bolt-on sprocket. Order sprocket separately - 40-6051.	40-6050
B25 B44	1967-70	Brake drum, bare, Quick Detach type.	37-2318
A50 A65	1966-70	Brake drum, bare.	37-2318
A75	1968-70	Brake drum for use with bolt-on sprocket. Order sprocket separately.	37-3585
B25 B50 A65 A75	1971 on	Conical hub, brake drum assembly	37-4179

TRIUMPH

500cc 650cc 750 III	1947-74 1949-70 1968-70	Brake drum for use with bolt-on sprocket. Order sprocket separately. Not used for 500 and 650 with Quick Detach rear wheel, 1973-74 TR5T, or sprung hub models.	37-3585
500cc 650cc	1947-74 1949-70	Brake drum c/w 46T sprocket. Not used on Quick Detach rear wheel, sprung hub, or 73-74 TR5T.	37-0951/43 T 37-0951/46 T
500cc 650cc	1956-70	Brake drum c/w sprocket. Use with Quick Detach wheel.	37-1040/43 37-1040/46
250cc	1968-70	Brake drum, bare. Order sprocket separately.	37-2318
250cc 500 (TR5T) 650cc 750cc	1971 on	Conical hub, brake drum assembly, c/w bearings.	37-4179

REAR BRAKE SHOES AND SPRINGS

make	model	details/exceptions	shoes/springs
BSA A7, A10 A50, A65 B31-B34 B25, B44 C25	1949-55 1965-70 1947-62 1967-70 1967	models with half width 7" drums models with quick detach wheels models with half width 7" drums	shoes: 37-2327 springs: 37-2328
TRIUMPH 250cc	1968-70		
BSA B40 B44	1961-65 1966		shoes: 40-5525 springs: 37-2328
BSA A50, A65	1962-65	models with full width hubs	shoes: 68-5515/5516 springs: 37-2328
BSA A75	1968-70		shoes: 37-1406/1407 springs: 37-0135
TRIUMPH 500, 650cc 750 III 500cc	1947-70 1968-70 1971-74	all models except sprung hub models all models except TR5T	
BSA A65, A75 B25, B50	1971 on		shoes: 37-3925/3926 springs: 37-2328
TRIUMPH 250, 650cc 750 III 500 (TR5T) 750 Twin	1971 on 1973-74		

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NORTON INDIVIDUAL GASKETS AND 'O' RINGS

750cc Atlas, 750cc Commando, 850cc Commando: Engine

NM24255	1962-64	Atlas copper head gasket - spigot barrel. (before engine 114870)
03-2044	1962-75	Oil junction block.
06-1092	1970-75	Timing cover, all
06-1282	1970-73	'O'ring, tachometer drive, 1/4 diameter. (before engine 307311)
06-2447	1970-75	Oil pump.
06-2548	1970-73	Inspection plate (rear of motor).
06-3056	1970-75	Vertical tachometer drive housing, base.
06-3458	all	Heat insulating block, carb. to head - all.
06-3811	1973-75	850cc. copper cylinder head gasket.
06-3812	1973-75	850cc. cylinder base.
06-3844	1965-73	750cc. eyeletted head gasket. (from engine 114870) Also in copper - 06-4071.
06-3995	pre-75	header pipe to cylinder head.
06-5051	1973-75	850cc. eyeletted head gasket.
06-5203	1973-75	'O'ring, tachometer drive, 1/16" diameter. (from engine 307311)
06-7550	1962-75	Rocker spindle cap - outer.
06-7551	1962-75	Rocker inspection cap - rear.
06-7554	1962-75	Rocker inspection cap - front.
06-7568	1962-69	Magneto or distributor unit to crankcase.
06-7580	1962-75	Rocker spindle cap - outer.
06-7842	1962-72	Heat insulating block, carb. to head - 30mm.
06-7845	1962-75	Heat washer, valve spring cap.
06-7869	1962-73	750cc. cylinder base.



Clutch, Chaincases, "AMC" Transmission

01-2443.	1968-74	Felt washer, inner chaincase to gearbox mainshaft.
04-0005.	1962-75	'O'ring - kick starter shaft.
04-0006	1962-74	'O'ring - gear change shaft.
04-0030	1962-75	Inner gearbox cover.
04-0055	1962-75	Outer gearbox cover.
04-0057	1962-75	Gearbox inspection cover.
04-0079	1962-75	'O'ring - ratchet.
04-0129	1962-75	'O'ring - securing bolt - camplate, quadrant.
06-0398	1968-74	Chaincase band, Commando only.
06-0711	1968-74	Inner chaincase to crankcase, Commando only.
06-2580	1968-75	'O'ring, inspection plug, chaincase, small.
06-2531	1968-75	'O'ring, inspection plug, chaincase, large.
06-2583	1968-75	'O'ring, chaincase oil level plug.
06-4689	1975	Inner chaincase to crankcase.
06-5534	1975	Chaincase, outer.
06-7627	1962-68	Chaincase band, Atlas/650 type. (tin primary cases)
02-5037		P11/G15/N15 type. (alloy primary cases)

Frame, Forks etc

06-0448	1964-74	'O'ring, swinging arm, small
06-0449	1968-74	'O'ring, swinging arm, large
691-622101	1970-75	'O'ring, headlamp bracket
06-7520	1962-75	Washer, forks, to oil seal.
06-7614	1962-75	Washer, felt, to wheel bearing.



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NORTON SPROCKETS

Engine Sprocket

06-0383 1968-74 Commando

Clutch

06-2482 1968-74 Commando



Gearbox

04-0010	1960-63	15 - 24 T	650SS etc. 5/8" x 1/4" narrow pitch, specify # of teeth.
04-0451	1964-75	17T	Commando/Atlas, for 5/8" x 3/8" chain
04-0458	1964-75	18T	Commando/Atlas, for 5/8" x 3/8" chain
04-0480	1964-75	19T	Commando/Atlas, for 5/8" x 3/8" chain
06-0931	1964-75	20T	Commando/Atlas, for 5/8" x 3/8" chain
06-0721	1964-75	21T	Commando/Atlas, for 5/8" x 3/8" chain
06-0759	1964-75	22T	Commando/Atlas, for 5/8" x 3/8" chain
06-3420	1964-75	23T	Commando/Atlas, for 5/8" x 3/8" chain
06-3421	1964-75	24T	Commando/Atlas, for 5/8" x 3/8" chain

Rear Wheel Sprocket/Brakedrums

NM50245	Early Norton, 7/16" X 26 CEI, 43T, for 5/8" x 1/4" chain
03-0052	1964-68 Atlas, 650SS, etc., 7/16" X 26 CEI, 43T, for 5/8" x 3/8" chain
06-0319	1968-70 Commando, 7/16" x 20 UNF, 42T, for 5/8" x 3/8" chain
06-2764	1971-74 Commando, rebound rubber series, for 5/8" x 3/8" chain
06-6011	1975 Commando, electric start, for 5/8" x 3/8" chain

The items on the preceding fourteen pages are a “*fast moving parts quick reference*” for your convenience. In no way is this a substitute for having the correct illustrated factory parts book for the bike being worked on. The parts books will be much more thorough, complete, and accurate.

Goodridge Stainless Brake Hose Kits

- 06-3508/A - Norton Commando Front Brake Hose Kit, All Lengths *
 - 06-6218/A - MKIII Commando Rear Brake Hose Kit
 - 06-6236/A - MKIII Commando Front Brake Hose Kit, All Lengths *
& Triumph Low Bar Front Brake Hose Kit, All Lengths *
 - 60-4175/A - Triumph Bottom Front Brake Hose Kit, All Lengths *
 - 60-4244/A - Triumph High Bar Top Front Brake Hose Kit, With
Stainless Steel Banjo Bolt, All Lengths *
 - 60-7028/A - Triumph Rear Early Brake Hose Kit, Low Caliper Type
 - 60-7233/SS - Triumph Rear Late Brake Hose Kit, High Caliper Type,
With Stainless Steel Banjo Bolt
- (*Note: One end is not attached, so one kit adapts to all lengths for a particular application.)



60-4244/SS



06-5561/A Stainless The Ultimate Norton Rocker Feed Kit:

Complete With
Three Stainless Banjo Bolts
And All Copper Washers
For All Norton Twins.



Brake Hose Kits: 558-Series

558-04	brake hose kit, SS, T140D/E type *	EA
558-05	brake hose kit, SS, T140/160V *	EA
558-08	brake hose kit, SS, Nort. Mk3 *	ST
558-09	hose kit, hydraulic, braided steel, univ	ST
558-12	brake hose kit, SS, dual disc*	EA
558-61	brake hose, braided stainless, teflon lined	FT



Steel Braided Fuel & Oil Line:

- 624-07 hose, 3/8" steel braided, 6 ft.
- 624-08 hose, 1/4" steel braided, 3 ft
- 624-09 hose, 5/16" steel braid, 6 ft



Goodridge Parts and Fittings for Various Applications:

06-7522/A	washer, sealing, GOODRIDGE 06-5561/A, outer	ST
06-7696/SS/A	bolt, banjo, for 06-5561/A kit	EA
558-51	olive, braided hose	EA
558-52	banjo bolt, 3/8x24 UNF, stainless	EA
558-52/A	banjo bolt, 3/8x24 UNF, w/bleed nipple, SS	EA
558-52/B	banjo bolt, 3/8x24 UNF, w/brakeswitch, SS*	EA
558-53	banjo bolt, M10X1, stainless	EA
558-53/A	banjo bolt, M10X1, w/ bleed nipple, stainless	EA
558-53/B	banjo bolt, M10X1, w/ brakeswitch, stainless	EA
558-54	washer, copper, banjo	EA
558-55	T fitting, 3/8x24 UNF, chrome w/bracket	EA
558-57	fitting, brakehose, male, M10x1, stainless	EA
558-58	fitting, brakehose, male, 3/8X24, stainless	EA
558-59	banjo, brakehose, stainless	EA

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Genuine Ferodo Brake Shoes And Pads



<http://www.britcycle.com/products/Ferodo.htm>

Need brake shoes for a BSA Bantam, Norton Atlas or Triumph Tiger Cub? British Cycle Supply Company is proud to announce we are handling the full range of genuine Ferodo brake shoes and pads for classic British motorcycles. These are a high end alternative to our current range of replacement shoes and pads.

06-0006 brake shoes, FERODO, Nort. front, DLS PR

06-3417 brake shoes, FERODO, Norton rear PR

06-6005/C brakepads, FERODO, Platinum PR

06-7715 brake shoes, FERODO, Norton SLS 8" front PR

37-0977 brake shoes, FERODO, Cub & Bantam PR

37-1406/1407 brake shoes, FERODO, nonconical, 7" PR

37-1732/1733 brake shoes, FERODO, SLS front PR

37-2327/A brake shoes, FERODO, 7" BSA, 1/2 hub PR

40-5525 brake shoes, FERODO, C15, B40 & 66 B44 PR

90-5520 brake shoes, FERODO, Cub, D1, D3 std. PR

99-2769/C brake pads, FERODO, "PLATINUM" fr. & r. PR

FERODO's all new organic compound for high performance road use combines leading edge technology gained from Ferodo's world racing program with the demands of the modern motorcyclist. This new formulation improves initial brake response with a high coefficient friction level that's been developed to be kind to both stainless steel and cast iron rotors. Using a unique vulcanization process, superior bonding of the friction material to a specially prepared backplate ensure consistent braking performance and longer pad life. Additionally, the backplates are alloy coated to eliminate corrosion and piston sticking. Low brake drag, excellent modulation and brilliant performance in both wet and dry conditions are all hallmarks of the new PLATINUM pads.

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Carillo Conrods

Building A Hotrod Brit Bike? The best insurance you can have for a bulletproof engine is the best rods in the world: US-made Carrillo steel rods - light, strong, and rigid. Don't take chances, call British Cycle Supply for Carrillo conrods for all British bikes. Huge stock on our shelves RIGHT NOW for most models! The Carrillo connecting rod is a precision, high strength, quality connecting rod, which when properly installed and maintained, will perform faultlessly in today's racing and high performance engines.



The Carrillo conrods below are stocked by BCS:

06-4896/A conrods, CARRILLO, Norton twins PR
41-0549/A conrod, CARRILLO, BSA B44 EA
67-1205/1206/A conrods, CARRILLO, BSA A10 PR
70-9525/B conrods, CARRILLO, Triumph 650, late PR
70-9740/B conrod set, 3cyl, CARRILLO, BSA/Triumph ST
70-9915/A conrods, CARRILLO, T100, B25, T25, late PR
71-1105/1106/B conrods, CARRILLO, BSA A50/A65 PR
71-1635/A conrod, B50, CARRILLO EA
71-3006/A conrods, CARRILLO, Triumph T140/TR7 PR

http://www.britcycle.com/products/carillo_conrods.htm

905-2210-37/A

Morgo Sq4 Rotary Oil Pump Pre 1953

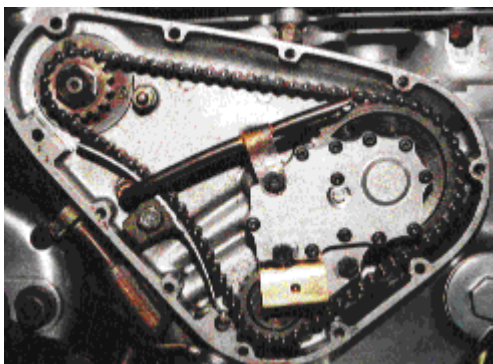


The new Morgo Square Four Rotary oil pump will fit all early engines with no modifications required to the engine casings or cycle parts.

Why should I buy a new Morgo Ariel Rotary Pump? To put the matter into simple terms it is all about quality, efficiency, reliability, heat, and peace of mind.

905-2210-56/A

Ariel Square Four Mk2 Rotary Oil Pump



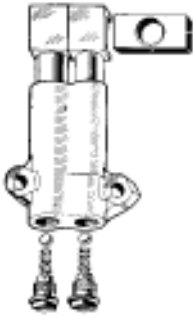
The new Morgo Square four rotary oil pump will fit all mk2 engines with single or duplex timing chains. Please specify timing chain style when ordering pump to ensure you get correct installation kit. No modification is required to the engine casings or cycle parts.

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Triumph Oil Pumps



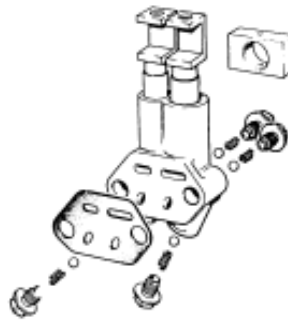
Stock Triumph Oil Pump, two valve type, fitted as stock on Triumph 500, 650 and 750 twins.

70-9421

Stock Triumph Unit Oil Pump (econo replacements also stocked)

70-3072

Stock Triumph Pre-Unit Oil Pump



71-7317

4-Valve Triumph Unit Oil Pump

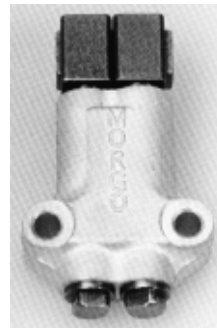
Stock Triumph Unit Oil Pump, four valve type, fitted as stock on unit construction Triumph late 750 twins. Retro fits to all earlier 650 and 750 unit twins. Comes with instructions. Some very minor modifications needed.



Morgo Plunger Oil Pump. Features brass body with hardened steel plungers and sliding drive block. Increased bore size on the scavenge pump makes for more efficient operation and lower sump oil level during operation, due to greater scavenge flow rate.

70-9421/B

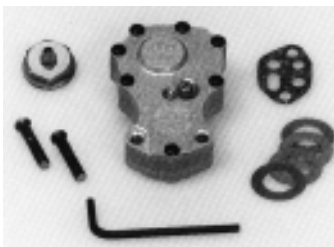
Plunger Morgo Triumph Unit Oil Pump



70-3072/A

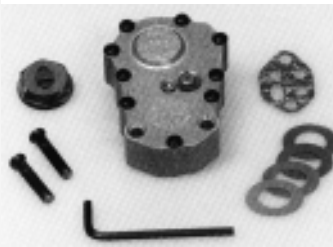
Plunger Morgo Triumph Pre-Unit Oil Pump

Morgo Plunger Oil Pumps have stood the test of time and always give good value for the money. Manufactured to the highest standard.



70-9421/A

Rotary Morgo Triumph Unit Oil Pump Kit



70-3072/B

Rotary Morgo Triumph Pre-Unit Oil Pump Kit

The new Morgo Super Rotary pump is capable of delivering approximately 3 to 4 pints of oil a minute when the oil is hot. A rotary pump of the new type will still pump oil adequately when the oil is in a very contaminated condition, and the pump is very worn.

Normally the contamination in the oil would hold open the ball valves in the plunger type pumps, and stop the pump working at pressure, scavenge, or both. Resulting in either no oil pressure or the crank case full of oil. No number of extra ball valves can eliminate this possibility.

What Year Is It?

From 1945 to 1974 these should match, and up to 1960 should include a year letter code. There will also be a number code for the model, and the serial number which ran from 1001 to over 300,000 over the years.

The engine number is stamped on the left-hand crankcase just below the cylinder and may include the engine dimensions, especially on the singles with the 79 x 100 mm bore and stroke. The frame number may be on the headstock, but Featherbed frames are numbered on the left-hand rear frame gusset, above the fork pivot. Normally the serial number is in a vertical line with the year and model codes above it. Commando frames are numbered on a plate riveted to the headstock. The small twins, such as the Jubilee, have their frame number stamped on the right-hand frame lug which carried the rear fork up to 1963. From then on, it went on the pillion footrest bracket.

There was some overlap of numbers from one model year, or calendar year, to the next, so the year code letter is more useful up to 1960. Therefore, the serial numbers given are approximate and relate to the year's end.

Note that there are exceptions and, thus, there is known to exist a 1946 ES2 with letter A year code, even though the model was not re-introduced until 1947.

The year code letters are :

A 1946	F 1951	L 1956
B 1947	G 1952	M 1957
C 1948	H 1953	N 1958
D 1949	J 1954	P 1959
E 1950	K 1955	R 1960

The model codes are :

2 16H	122 88
3 18	13 50
3T 500T	14 99
4 ES2	15 77 & Nomad
6 19R	16 Nomad
7 Big 4	17 Jubilee
8 16H or Big 4 plunger	18 all 650 twins
9 19S	19 Navigator
10 International 40	20 Atlas
10M Manx 40	20M3 Commando
10M2 Manx 40	(distributor)
Featherbed	20M3S Commando
11 International 30	(camshaft
11M Manx 30	points)
11M2 Manx 30	50 AMC 50
Featherbed	ES Electra
12 Model 7	ES2 AMC ES2

Suffix D indicates de luxe twin
 Suffix SS indicates Sports Special twin
 Suffix Q indicates quietening ramp cams
 (some 1947 singles)

Electra July 1963	650
Sept. 1964	6201
Aug. 1965	7961

Serial numbers for engine and frame :

1945 1001	1956 66600	1967 119760
1946 2131	1957 71360	1968 124300
1947 7756	1958 77400	1969 130000
1948 13792	1959 80488	1970 134700
1949 20701	1960 87038	1971 141700
1950 27100	1961 94500	1972 200001
1951 35560	1962 101060	1973 212278
1952 42700	1963 105000	1973 300000 (850)
1953 48900	1964 108000	1974 307311
1954 55350	1965 111650	1975 325000 (MkIII)
1955 60700	1966 115870	125001 (frame)

**Please check engine
and frame numbers!**

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What Year Is It?



More than one system was used for the various Triumph models and thus these are dealt with in turn. In most cases, the engine number has the model code as a prefix while the frame may have this or simply a letter T to indicate Triumph or nothing at all. Some engines may carry additional letters such as P for police or C for high compression, but these are not part of the normal numbering system. Norton featherbed frame numbers are included in this section for the benefit of potential Triton owners.

Prewar singles and Page twin

Year	Model	Engine number	Frame
1934	6/1	1V4	
1935	6/1	1V5	
1936	6/1	1V6	
	T70	T1L6	L
	T80	T2T6	SI
	T90	T5S6	SII

1937-40 For all models the engine had the model code as a prefix plus a year number such as 7, 8, 9 and 40 to cover the years concerned, and then the serial number.

Twins for 1938-49

For these models the engine had the model code as a prefix plus an indication of the year in the form of the last one or two digits of the year. Generally the prewar models will have an 8 or 9, and the postwar ones a 46, 47, 48 or 49, but this is not always so and the single figure may be found on some postwar motors. The prefixes used were T or 5T for the Speed Twin, T100 for the Tiger 100, 3T for the 350 twin and TR5 for the Trophy.

Postwar engine numbers commenced for each year as follows:

Year	Engine number
1946	72000
1947	79046
1948	88782
1949	100762

Frames are less easy to judge, but prewar they were prefixed TH for the 5T model and TF for the T100. Postwar the markings were TC for the 3T and TF for the 5T, 6T, T100 and TR5, but the numbers do not match those of the engines.

Twins for 1950-69

A new system was introduced with just the model code as the prefix and the serial number. The 1950 models have a letter N suffix, and from 1951 to 1952 they have an NA suffix. The smaller unit twins all have a letter H prefix, while the 650 engines in duplex frame have a letter D and the unit models have the letters DU as prefixes.

Year	Engine number for unit 350 & 500 cc	Engine number for Pre-unit 500 & 650 cc
1950		From 100N
1951		101NA-15808NA
1952		15809NA-25000NA, then 25000-32302
1953		32303-44134
1954		44135-56699
1955		56700-70929
1956		70930-82799, then 0100-0944
1957	H101-H760	0945-011115
1958	H761-H5484	011116-020075
1959	H5485-H11511	020076-029363
1960	H11512-H18611	029364-030424, then D101-D7726

Year	Engine number for unit 350 & 500 cc	Engine number for Pre-unit 500 & 650 cc	Year	Engine number
1961	H18612-H25251	D7727-D15788	1955	23323NA-23597NA
1962	H25252-H29732	D15789 on Unit 650 cc	1956	23598NA-25447NA
1963	H29733-H32464	DU101-DU5824	1957	25448NA-27127NA
1964	H32465-H35986	DU5825-DU13374	1958	27128NA-27175NA
1965	H35987-H40527	DU13375-DU24874	1959	27176NA-27346NA
1966	H40528-H49832	DU24875-DU44393	1960	27347NA-27645NA
1967	H49833-H57082	DU44394-DU66245	1961	27646NA-28185NA
1968	H57083-H65572	DU66246-DU85903	1962	28186NA-28464NA
1969	H65573-H67331	DU85904-DU90282	1963	28465NA-28827NA
			1964	28828NA-28986NA
			1965	28987NA-29605NA

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What Year Is It?

Singles, twins and Tridents for 1969-83

During 1969 a new coding system was introduced using a two-letter prefix for the month and model year, followed by the model type code and machine serial number. In the letter code, the first letter was for month and the second for model year, which ran from August of the previous calendar year to the following July. From July 1980 a letter A was added to the existing two to enable the system to continue, and was used for the larger unit singles, twins and triples. The letters were used as follows:

Letter	Month	Model year
A	January	Aug. 1978-July 1979
B	February	Aug. 1979-July 1980
C	March	Aug. 1968-July 1969
D	April	Aug. 1969-July 1970
E	May	Aug. 1970-July 1971
G	June	Aug. 1971-July 1972
H	July	Aug. 1972-July 1973
J	August	Aug. 1973-July 1974
K	September	Aug. 1974-July 1975
N	October	Aug. 1975-July 1976
P	November	Aug. 1976-July 1977
X	December	Aug. 1977-July 1978
KDA	1981 models	Sept. 1980-Apr. 1981
EDA	1982 models	May 1981-Jan. 1982
BEA	1983 models	Feb. 1982-Jan. 1983
T140V AEA34393		Last model Jan. 21, 1983

The first new machines of a new model year may start before August and thus carry an earlier prefix letter for the month, so be careful of this system.

TRW twins

Year	Engine number
1950	14401N-14459N
1951	6044NA-14320NA
1952	22001NA-22838NA
1953	22839NA-23273NA
1954	23274NA-23322NA

Devon twins

An easier system was used for these machines, with two letters followed by the serial number for each year in turn. The original prototype was broken up, but all the others were sold and are out in the marketplace. The numbers were used for the Bonneville and Tigers as they came off the line.

Year Engine and frame number

1985	FN000002-FN000191
1986	GN000192-GN000788
1987	HN000789-HN001176
1988	JN001177-JN001258 (built March 9, 1988)

Norton featherbed frames

These first appeared in 1952 when the sub-frame was bolted to the main loop, but from 1955 it was welded in place. In 1960 the frame was modified to pull the top rails in closer, and this became known as the slimline and the earlier type

Singles

Year	Engine number	Model
1953	101	T15
1954	101	T15, T20
1955	8518	T15, T20
1956	17389	T15, T20
1957	26276	T20, T20C
1958	35847	T20, T20C
1959	45312	T20, T20C
1960	56360	T20, T20S
1961	69517	T20, T20T, T20S/L
1962	81890	T20, T20S/S, T20S/H, TR20, TS20
1963	88347	T20, T20S/S, T20S/H, TR20, TS20
1964	94600	T20, T20S/S, T20S/H, TR20, TS20
1965	99720	T20, T20S/S, T20S/H, TR20, T20SM
1966	101	T20, T20S/S, T20S/H, TR20, T20SM
1967	—	T20S/C
1968	—	T20S/C

Scooters

Year	TS1		TW2	
	Engine	Frame	Engine	Frame
1959			W101	101T
1960	S101	4001	W3201	4001T
1961	S6720	18801B	W11790	18800T
1962	S11407	30140B	W17800	30140T
1963	S12498	31825B	W18485	31825T
1964	S13263	33661B	W19793	34286T
1965	S13576	34300B		(last)
Last		34468		

TW2S engines with electric start have letter E suffix

as the guideline. The frame number should be stamped on the left rear fork pivot gusset plate, with the year letter and model number at the top and the serial number in a vertical line beneath this. The number can be composed of two or three parts, with the model year letter (used up to 1960), the model code number and the serial number.

The codes were as follows:

Year	Letter	Code	Model
G	1952	4	ES2
H	1953	10	International 40
J	1954	10M2	Manx 40
K	1955	11	International 30
L	1956	11M2	Manx 30
M	1957	122	88
N	1958	13	50
P	1959	14	99
R	1960	18	650
		20	Atlas

TR25W without letters is 1968 or early 1969, after mid-1969 a 2 letter code was used.

T150T is early 1969, after mid-1969 a 2 letter code was used.

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What Year Is It?



Engine and frame numbers

Please check engine and frame numbers!

Until 1968, BSA used a numbering system with a distinctive prefix for each type of machine, so it is easy to see if the engine and frame are from the same model or not. They then turned to a system using a dating code which was common to all models. The engine and frame number of the first arrangement seldom match, but may in some cases, while they should match in the second. Some engines carry extra letters such as P for police and HC for high compression.

The bulk of the numbers given are for postwar machines, but those applying to the wartime M20 are included. These machines were built with matching engine and frame numbers but when they underwent a major service there was no attempt made to keep them together, so they seldom match now. Some data on the system used in the 1930s is included and also the series used by the Ariel Huntmaster 646 cc twin, in case you find one in your BSA frame.

Prewar models

From 1932-35 BSA used a system based on numbering the annual model range from 1 upward, plus a prefix letter for the model type. The engines during this period used a combination of a year letter and the range number. Thus for 1933 the range number began at 1 for the 249 cc side-valve single and ran up to 13 for the 1000 cc vee-twin.

The first was thus the B33-1 and the last the G33-13, having been the G32-10 the year before and becoming the G34-14 the following year, when the range size increased.

For 1936 the year numbers were left out, and from 1937 the system was amended. From then the engine and frame used the year letter followed by the model type and the actual number. This followed through for all engines, but the frames differed a little as some were used for more than one model so the one prefix was common to several. Thus the 1937 M20 numbers began from engine HM20-101 and frame HM19-101 with the same frame also being used by four other models. The year letters were: 1932=Z, 1933=A, 1934=B, 1935=E, 1936=D, 1937=H, 1938=J, 1939=K and 1940=W.

Wartime models

The wartime M20 models have a letter W prefix as used for the few 1940 machines which were built between the works returning from their annual holiday and the outbreak of war. Approximate dates of production are as follows:

1939	101-9719
1940	9720-27039
1941	27040-50549
1942	50550-70000
1943	70001-90000
1944	90001-110000
1945	110001 on

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What Year Is It?

Postwar models 1945-69

Bantam

Year	Model	Engine		Rigid frame	Spring frame
		<i>Wipac</i>	<i>Lucas</i>		
1949	D1	UYD-101			
	D1	YD-101		YD1-101	
1950	D1	UYD-20001	UYDL-101		
	D1	YD-20001	YDL-101	YD1-20001	YD1S-20001
1951	D1	YD1-40001	YDL1-3001	YD1-40001	YD1S-40001
1952	D1	YD1-63001	YDL1-8001	YD1-64001	YD1S-64001
1953	D1	BD2-101	BD2L-101	BD2-101	BD2S-101

Year	Model	Engine		Rigid frame	Spring frame
		<i>Direct/competition</i>	<i>Battery</i>		
1954	D1	BD-101	BDB-101	BD2-14600	BD2S-14600
	D3	BD3-101	BD3B-101	BD2-14600	BD2S-14600
1955	D1	DD-101	DDB-101	BD2-34701	BD2S-34701
	D3	BD3-5138	BD3B-5138	BD2-34701	BD2S-34701

Year	Model	Engine		Plunger frame
		<i>Direct</i>	<i>Battery</i>	
1956	D1	DD-4801	DDB-3301	BD2S-55001
1957	D1	DD-	DDB-	BD2S-
1958	D1	DD-8577	DDB-7849	BD2S-65001
1959	D1	DD-10812	DDB-10628	BD2S-67581
1960	D1	DD-12501	DDB-12501	BD2S-70501
1961	D1	DD-14501	DDB-14501	BD2S-73701
1962	D1	DD-15481	DDB-16413	BD2S-76680
1963	D1	DD-16129	DDB-17606	BD2S-78746

Year	Model	Engine		Swing arm frame
		<i>Direct</i>	<i>Battery</i>	
1956	D3	BD3-10401	BD3B-12801	CD3-101
1957	D3	BD3-	BD3B-	CD3-
1958	D5	ED5-101	ED5B-101	FD5-101
1959	D7	ED7-101	ED7B-101	D7-101
1960	D7	ED7-1501	ED7B-7001	D7-8101
1961	D7	ED7-3001	ED7B-15501	D7-18401
1962	D7	ED7-4501	ED7B-23001	D7-27450
1963	D7	ED7-5505	ED7B-26904	D7-33268
	D7 (Police)		ED7BP-26904	D7-33268
	D7A (USA)	ED7A-5505	ED7BA-26904	D7-33268
	D7 (Trail)	ED7-5505		D7-33268T
1964	D7	ED7-6887	FD7-101	D7-38400
	D7 (USA)	ED7A-6887	FD7A-101	D7-38400
	D7 (Trail)	ED7-6887		D7-38400
1965	D7	ED7-9001	FD7-3001	D7-42878
1966	D7 (de luxe)	FD7-101	FD7-9076	D7-49855 to 51960; GD7-101 to 8616
	D7 Silver	FD7-101	FD7-10127	D7-51320 to 51960; GD7-101 to 8616

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What Year Is It?

Bantam

Year	Model	Engine	Swing arm frame
1967	D10	D10-101	D10-101
	D10S Sports	D10A-101	D10A-101
	D10B Bushman	D10A-101	BD10A-101
1968	D14/4 Supreme	D13B-101 to 780	D13B-101
	D14/4S Sports	D13B-101 to 780	D13B-101S
	D14/4B Bushman	D13C-101 to 780	D13C-101B
	D14/4 Supreme	D14B-781	D14B-781
	D14/4S Sports	D14B-781	D14B-781S
	D14/4B Bushman	D14C-781	D14C-781B

C range

C10 and C11

Year	C10 engine	C11 engine	Rigid frame	Spring frame
1946-47	XC10-101	XC11-101	XC10G-101 Girders	
			XC10T-101 Telescopic	
1948	YC10-101	YC11-101	YC10-101	
1949	ZC10-101	ZC11-101	ZC10-101	
1950	ZC10-4001	ZC11-8001	ZC10-10001	
1951	ZC10-7001	ZC11-16001	ZC10-21001	ZC10S-101
	With four-speed gearbox			ZC10S4-101
1952	ZC10-10001	ZC11-25001	ZC10-29001	ZC10S-2601
	With four-speed gearbox			ZC10S4-2001
1953	BC10-101	BC11-101	BC10-101	BC10S-101
	With four-speed gearbox			BC10S4-101

C10L, C11G and C12

Year	Model	Engine	Rigid frame	Spring frame
1954	C10L	BC10L-101		BC10LS-101
	C11G	BC11G-101	BC11-101	BC11S-101
1955	C11G (4-speed)	BC11G-101	BC11R4-101	BC11S4-101
	C10L	BC10L-4001		BC10LS-4501
	C11G	BC11G-11501	BC11-801	BC11S-4001
1956	C11G (4-speed)	BC11G-11501	BC11R4-501	BC11S4-8001
	C10L	BC10L-7001		DC10S-101
1957	C12	BC11G-23001		EC12-101
	C10L	BC10L-		BC11S4-18001
1957	C12	BC11G-		DC10S-
	C12	BC11G-40001		EC12-
1958	C12			EC12-16001

B range

B31 and B33

Year	B31 engine	B33 engine	Rigid frame	Spring frame
1946	XB31-101		XB31-101	
1947	XB31-101	XB33-101	XB31-101	
1948	YB31-101	YB33-101	YB31-101	
1949	ZB31-101	ZB33-101	ZB31-101	ZB31S-101
1950	ZB31-9001	ZB33-4001	ZB31-9001	ZB31S-5001
1951	ZB31-15001	ZB33-7001	ZB31-14001	ZB31S-10001
1952	ZB31-21001	ZB33-11001	ZB31-19001	ZB31S-17001
1953	BB31-101	BB33-101	BB31-101	BB31S-101
1954	BB31-6001	BB33-2001	BB31-1386	BB31S-5895
	BB31-6001	BB33-2001		CB31-101
1955	BB31-15001	BB33-5001		BB31S-12001
	BB31-15001	BB33-5001		CB31-6001

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What Year Is It?

B range

B31 and B33

Year	B31 engine	B33 engine	Rigid frame	Spring frame
1956	BB31-22001	BB33-7301		EB31-101
1957	BB31-	BB33-		EB31-
1958	GB31-101	GB33-101		FB31-101
1959	GB31-1909	GB33-662		FB31-2572
1960		GB33-1001		GB33-101

B32 and B34

Year	B32 engine	B34 engine	Rigid frame	Spring frame
1946	XB32-101		XB31-101	
1947	XB32-101	XB34-101	XB31-101	
1948	YB32-101	YB34-101	YB31-101	
1949	ZB32-101	ZB34-101	ZB31-101	
1950	ZB32-3001	ZB34-2001	ZB31-9001	ZB31S-5001
Alloy	ZB32A-3001	ZB34A-2001	ZB31-9001	ZB31S-5001
1951	ZB32-4001	ZB34-3001	ZB31-14001	ZB31S-10001
Alloy	ZB32A-4001	ZB34A-3001	ZB31-14001	ZB31S-10001
1952	ZB32-5001	ZB34-4001	ZB31-19001	ZB31S-17001
Alloy	ZB32A-5001		ZB31-19001	ZB31S-17001
Sand cast		ZB34A-4001	ZB31-19001	ZB31S-17001
Diecast		ZB34A-5001	ZB31-19001	ZB31S-17001
1953	BB32A-101	BB34A-101	BB31-101	BB31S-101
1954	BB32A-201	BB34A-201	BB32R-12	CB31-101
1955	BB32A-251	BB34A-301	BB32A-201	
1956	BB32A-301	BB34A-351		CB34-101
1957	BB32A-	BB34A-		CB34-

Gold Star B32 and B34

Year	B32 engine	B34 engine	Rigid frame	Spring frame
1949	ZB32GS-101	ZB34GS-101	ZB31-101	ZB32S-101
1950	ZB32GS-2001	ZB34GS-2001	ZB31-9001	ZB32S-2001
1951	ZB32GS-3001	ZB34GS-3001	ZB31-14001	ZB32S-3001
1952	ZB32GS-4001		ZB31-19001	ZB32S-4001
Clubman	ZB32GS-6001		ZB31-19001	ZB32S-4001
Sand cast		ZB34GS-4001	ZB31-19001	ZB32S-4001
Diecast		ZB34GS-5001	ZB31-19001	ZB32S-4001
1953	BB32GS-101	BB34GS-101	BB31-101	BB32S-101
	BB32GS-101	BB34GS-101		BB32A-101 (Swing arm)
1954	BB32GS-1001	BB34GS-1001		CB32-101
	CB32GS-101	CB34GS-101		CB32-101
Daytona		BB34GSD-101	CB32D-101	
1955	BB32GS-2001	BB34GS-2001		CB32-1501
	CB32GS-501	CB34GS-501		CB32-1501
	DB32GS-101	DB34GS-101		CB32-4001
1956		DB34GS-501	BB32R-301	
Year	B32 engine	B34 engine	B34 DBD engine	Spring frame
1956	DB32GS-501	DB34GS-501	DBD34GS-2001	CB32-4001
1957	DB32GS-	DB34GS-	DBD34GS-2963	CB32-
1958			DBD34GS-3001	CB32-7001
Year	B32 engine	B34 engine	Spring frame	Catalina frame
1959	DB32GS-1501	DBD34GS-3753	CB32-7873	CB32C-101
1960	DB32GS-1601	DBD34GS-4601	CB32-8701	CB32C-351
1961	DB32GS-1741	DBD34GS-5684	CB32-10101	CB32C-601
1962	DB32GS-1794	DBD34GS-6504	CB32-11001	CB32C-741
1963		DBD34GS-6881	CB32-11451	CB32C-857

Note: Catalina models used 499 cc engine only.

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What Year Is It?

M range

Year	M20 engine	M21 engine	M33 engine	Rigid frame	Spring frame
1946-47	XM20-101	XM21-101		XM20-101	
1948	YM20-101	YM21-101	YM33-101	YM20-101	
1949	ZM20-101	ZM21-101	ZM33-101	ZM20-101	
1950	ZM20-4001	ZM21-5001	ZM33-3001	ZM20-7001	
1951	ZM20-6001	ZM21-8001	ZM33-4001	ZM20-10001	ZM20S-101
1952	ZM20-10001	ZM21-10001	ZM33-5001	ZM20-14001	ZM20S-301
1953	BM20-101	BM21-101	BM33-101	BM20-101	BM20S-101
1954	BM20-1001	BM21-1601	BM33-501	BM20-1502	BM20S-1192
1955	BM20-2501	BM21-4501	BM33-1301	BM20-4001	BM20S-4001
1956		BM21-7501	BM33-2101	BM20-7001	BM20S-8001
1957		BM21-	BM33-	BM20-	BM20S-
1958		BM21-11001		BM20-10001	BM20S-11001
1959		BM21-12033		BM20-10313	BM20S-12031
1960		BM21-12901		BM20-10451	BM20S-12031
1961		BM21-14301			BM20S-14201
1962		BM21-15453			BM20S-15061
1963		BM21-15588			BM20S-15159

Note: For 1961-63 some M21 engines had an alternator fitted. Where this was done a letter A was added to the engine number prefix.

C15 range

Year	C15 engine	SS80 engine	Frame
1959	C15-101		C15-101
1960	C15-11001		C15-11101
1961	C15-21251		C15-22001
		C15SS-101	C15-27644
1962	C15-29839	C15SS-1101	C15-31801
1963	C15-41807	C15SS-2705	C15-38035
1964	C15D-101	C15SS-3633	C15-42211
1965	C15F-101	C15FSS-101	C15-45501

Sportsman engine

1966	C15F-2089	C15FSS-2001	C15-49001
1967	C15G-101		C15G-101
		C15SG-101	C15SG-101

C15 competition range

Year	C15S engine	C15T engine	Frame
1959	C15S-101	C15T-101	C15S-101
1960	C15S-301	C15T-301	C15S-501
1961	C15S-2112	C15T-1056	C15S-2701
1962	C15S-3101		C15S-3601
		C15T-1451	C15S-10001
1963	C15S-4001	C15T-2001	C15C-101
1964	C15S-4373	C15T-2116	C15C-853
1965	C15FS-101	C15FT-101	C15C-1601

Other C15 models

Year	C15 USA engine	C15 police engine	Frame
1963	C15B-409	C15P-41807	C15-38035
1964	C15DB-101	C15DP-101	C15-42211
1965	C15FB-101	C15FP-101	C15-45501
1967		C15PG-101	C15PG-101

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What Year Is It?

Year	Pastoral engine	C15 Racer	Frame
1963	C15T-1602		C15A-137
		C15R-101	C15S-4123
1964	C15T-2116		C15E-101
1965	C15FT-101		C15E-136

Year	C15 Starfire	C15 Trials Cat	Frame
1963	C15-41807		C15C-101
1964	C15SR-225		C15C-853
1965	C15FSR-101	C15FT-101	C15C-1601

B40, C25, B25 and B44 ranges

Year	B40 engine	SS90 engine	Frame
1961	B40-101		B40-101
1962	B40-3601	B40BSS-101	B40-3511
1963	B40-4506	B40SS-180	B40-5017
1964	B40-5275	B40SS-426	B40-6668
1965	B40F-101	B40FSS-101	B40-7775
1966	B40F-1149		B40-9973
	B40G-101		B40-9973
1967	B40G-201		B40G-201

**Please check engine
and frame numbers!**

Model	Year	Engine	Frame
B40 (USA)	1963	B40B-563	B40-5017
B40 (Police)	1964	B40P-5275	B40-6668
	1965	B40FP-101	B40-7775
B40 Super Star	1964	B40B-1088	B40-6668
B40 Sportsman	1965	B40FB-101	B40-7775
B40 Enduro Star	1964	B40T-143	C15C-853
	1965	B40FE-101	C15C-1601
B40 Rough Rider	1969	HCB40-462M	HCB40-462M
C25	1967	C25-101	C25-101
B25	1967	C25-101	B25-101
	1968	B25B-101	B25B-101
B44GP	1966	B44-101	B44-101
	1967	B44-131	B44-267
B44VE	1966	B44E-101	C15C-3137
	1967	B44EA-101	B44EA-101
B44VR	1967	B44R-101	B44R-101
B44SS	1968	B44B-101	B44B-101SS
B44VS	1968	B44B-101	B44B-101VS

Semi- and pre-unit twins

Year	A7 engine	A7ST engine	A10 engine	Rigid frame	Plunger frame
1947	XA7-101			XA7-101	
1948	YA7-101			YA7-101	
1949	ZA7-101	ZA7S-101		ZA7-101	ZA7S-101
1950	ZA7-7001	ZA7S-4001	ZA10-101	ZA7-4001	ZA7S-6001
1951	AA7-101	AA7S-101	ZA10-4001	ZA7-6001	ZA7S-14001
1952	AA7-5001	AA7S-1001	ZA10-12001	ZA7-8001	ZA7S-26001
1953	BA7-101	BA7S-101	BA10-101	BA7-101	BA7S-101
1954	BA7-2001	BA7S-2001	BA10-7001		BA7S-8950
1955			BA10-11001		BA7S-15001
1956			BA10-14001		BA7S-18001
1957			BA10-16036 (Last)		BA7S-20289

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What Year Is It?

Year	A7 engine	A7SS engine	A10 engine	A10RR engine	Swing arm frame
1954	CA7-101	CA7SS-101	CA10-101	CA10R-101	CA7-101
1955	CA7-1501	CA7SS-501	CA10-4501	CA10R-601	CA7-7001
1956	CA7-2701	CA7SS-2301	CA10-8001	CA10R-2001	EA7-101
1957	CA7-	CA7SS-	CA10-	CA10R-	EA7-
1958	CA7-5001	CA7SS-4501	DA10-651	CA10R-6001	FA7-101
1959	CA7-5867	CA7SS-5425	DA10-4616	CA10R-8193	FA7-8522
1960	CA7-7101	CA7SS-6701	DA10-7801	DA10R-101	GA7-101
1961	CA7-8501	CA7SS-8001	DA10-13201	DA10R-3001	GA7-11101
1962	CA7-9714	CA7SS-9277	DA10-17181	DA10R-5958	GA7-21120
1963			DA10-17727	DA10R-8197	GA7-23643

Note: From 1961 some engines were fitted with an alternator and the engine number prefix would then have a letter A added to it. From 1958 the sports A10 model was the A10SR.

A10 Super Flash, Spitfire and RGS

Year	Engine	SF frame	Spitfire frame	RGS frame
1953	BA10S-101	BA10-101		
1954	BA10S-701	BA10S-701		
1959	CA10SR-776		FA7A-101	
1960	DA10SR-101		GA7A-101	
1961	DA10SR-401		GA7A-401	
1962	DA10R-5958		GA7A-536	GA10-101
1963	DA10R-8197		GA7A-748	GA10-390
Last RGS	DA10R-10388			GA10-1914

Unit twins

Model	1962	1963	1964	1965
A50	A50-101	A50-823	A50A-101	A50A-686
A50 (Police)			A50AP-101	A50AP-121
A65	A65-101	A65-1947	A65A-101	A65A-1134
A65 (Police)			A65AP-101	A65AP-267
A65R			A65B-101	A65B-334
A65R (Rev-counter)			A65C-101	A65C-1082
A65T/R			A65B-101	
Model above frame	A50-101	A50-2288	A50-5501	A50-8437
Above rod brake	A50A-101	A50-2701		
Model below frame			A50B-101	A50B-4001
A50C (USA)			A50B-101	A50D-101
A65L/R			A65D-101	A65D-1742
A65SH			A65E-101	A65E-701
A50CC (USA)				A50B-507
A50C and A50CC (UK)				A50DC-101
A65L and A65LC				A65DC-2158

Model	1966	1967	1968	1969
A50 Royal Star	A50R-101	A50RA-101	A50RB-101	A50RC-101
A50 Wasp	A50W-101	A50WA-101	A50WB-101	
A65 Thunderbolt	A65T-101	A65TA-101	A65TB-101	A65TC-101
A65 Lightning	A65L-101	A65LA-101	A65LB-101	A65LC-101
A65 Hornet	A65H-101	A65HA-101		
A65 Firebird			A65FB-101	A65FC-101
A65 Spitfire	A65S-101	A65SA-101	A65SB-101	
Frame number	A50C-101	As engine	As engine	As engine

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What Year Is It?

1969 and later

From 1969 on, a new coding system was used with a two-letter prefix for the month and model season year, followed by the model code and a serial number. This last began each year at 00101 and ran on irrespective of the machine it went on. The model season year ran from August to July.

The first letter was the month and the code was:

A January	E May	K September
B February	G June	N October
C March	H July	P November
D April	J August	X December

The second letter was the model year and the code was:

C August 1968 to July 1969
D August 1969 to July 1970
E August 1970 to July 1971
G August 1971 to July 1972
H August 1972 to July 1973

Model codes were:

1969-70 D175, D175B, B25S, B44SS, B44VS, A50R, A65T, A65L, A65F, A75
 1971 D175, B25SS, B25T, A65FS
 1971-72 B50SS, B50T, A65T, A65L, A75, A75V
 1971-73 B50MX
 1972 A70L

Scooters

Year	Single engine	Twin engine	Frame
1959		W101	101B
1960	S-101	W3201	4001
1961	S-6720	W11790	18800B
1962	S-11407	W17800	30140B
1963	S-12498	W18485	31825B
1964	S-13263		33661B
1965	S-13576		34300B

Note: Electric start twins had letter E added to engine number.

Dandy and Beagle

Year	Dandy engine	Dandy frame
1957	DSE-101	DS-101
1958	DSE-11001	DS-11501
1959	DSE-14462	DS-15165
1960	DSE-17901	DS-18001
1961	DSE-21651	DS-21801
1962	DSE-22164	DS-22268

Year	Beagle engine	Beagle frame
1964	K1-101	K1-101
1965	K1-3507	K1-3315

Ariel Huntmaster

Year	Engine prefix
1954	PJ
1955	LF
1956	MLF
1957	NLF 2858
1958	CNLF 4230
1959	CNLF 5838
Last	CNLF 6073

Please check engine and frame numbers!



* THE STORY YOU HAVE JUST HEARD IS TRUE... ONLY THE NAMES HAVE BEEN CHANGED...

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IMPORTANT

British Cycle Supply Company Return Policy:

We truly want to ensure satisfaction, however we reserve the right to exchange, credit, or charge a handling fee as we see fit; and are unable to be responsible for mechanic's labour, any shipping charges, or incidental expenses on returned parts. It is vital that a copy of the invoice, or packing slip, along with a detailed note be sent with any returns, as WE ARE UNABLE TO HANDLE ANY ADJUSTMENTS WITHOUT A COPY OF THE INVOICE AND PRIOR AUTHORIZATION!! Please allow a realistic amount of time for us to receive and process your return.

Goods "shipped as ordered but not wanted", "ordered in error", "supplied incorrectly", or found to be "defective upon receipt", can be returned prepaid to the nearest British Cycle Supply Company warehouse, carefully packed and insured, within twenty-one days of ship date for a full credit toward future orders, or exchange for the correct item. (If a refund is desired instead of a credit or exchange, a 15% handling charge will be deducted, minimum \$5.00; but after twenty-one days we are only able to issue a parts credit or exchange; no refunds.) After twenty-one days there is a 15% handling charge for parts credits or exchanges, minimum \$5.00. Any returns for credit or refund must be as originally supplied, unused, in resaleable condition, with a part number. Electrical parts cannot be returned for refund; only for exchange (or parts credit, if found defective upon testing and a replacement has already been supplied by us). Do not return entire ignition kits, just the component that has failed.

Goods found having manufacturing defects during use or after installation can only be exchanged or credited, upon receipt and examination of the return. This warranty is limited to sixty days except where the manufacturer offers a longer warranty.

If despatch of a replacement is required before a return is received by us, we will charge for the part and shipping upon despatch, and issue a credit for the parts cost toward future orders upon receipt of the item, after examination and approval.

We reserve the right to decline to accept for return any goods that have been modified or abused, damaged in shipping, returned without a copy of the invoice or packing slip and return authorization, or returned with charges owing.

We will still endeavor to give any problems you may encounter our best consideration even after the periods above have elapsed, if contacted with details, as we do appreciate your business. **BUT PLEASE REMEMBER THAT WE ARE UNABLE TO HANDLE ANY ADJUSTMENTS WITHOUT A COPY OF THE INVOICE AND PRIOR AUTHORIZATION!!**

