



Norton

Atlas

SCRAMBLER 750

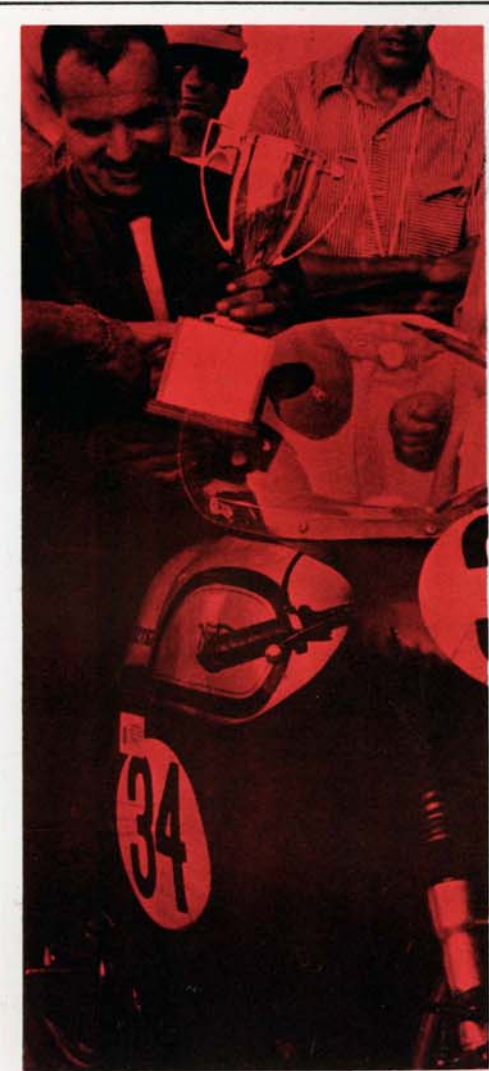
*Backed by
America's No. 1
Independent Distributor*

BERLINER MOTOR CORPORATION

Parts, service, and sales. The Berliner Corporation, America's No. One independent distributor of two wheeled imports, knows that these three elements, plus a network of enthusiastic dealers and motorcycle minded Berliner employees, are the essentials for a growing company. Ample parts supplies, efficiently processed by men who know the riders requirements, make happy motorcyclists. Factory engineers come to America each year to school dealers in the technical details of each model the Berliner Corp. carries.



Norton



ENGINE: OHV vertical twin, Bore 73mm, Stroke 89mm. Light-alloy cylinder head block with integral rocker-box and shrunk-in valve seats. Parallel induction tracts with large diameter intake valves. Double-helical valve springs. Forged steel rocker arms with screwed-in adjusters. Alloy pushrods with hardened steel fittings. Large diameter iron alloy tappets. . . Built up forged steel crankshaft with large diameter central iron flywheel, supported by both ball and roller bearings. Plain big-end bearings. Two-piece alloy connecting rods. Forged alloy pistons with three rings. One-piece cast-iron cylinder block integral pushrod tunnels. Crankshaft driven gear type oil pump. Carburation by dual Amal Monoblocs. Magneto ignition with automatic advance and retard.

GEARBOX: Separate four-speed, with medium-close ratios. Positive foot change. Driven through heavy duty five-plate clutch which incorporates rubber vane shock absorbers. Robust single primary chain housed in pressed steel oil bath.

FRAME: The famous Norton "Featherbed" with its racebred handling and roadholding qualities. Full twin tube duplex cradle welded construction, gusseted at the steering head and swinging fork pivot for extreme rigidity. Robust rear fork pivots on bonded bushings and movement controlled by adjustable Girling shock absorbers.

FORKS: New "Roadholders" with built-in theft-proof lock. Progressive two way oil damping, single rate springs housed within heat treated tubular steel stanchions. Light alloy sliders with chromium plated steel extensions.

WHEEL HUBS and BRAKES: Large diameter die-cast light alloy hubs, with deep cooling fins and integral strengthening webs. Front brake drum cast into hub. One piece rear drum and sprocket bolted up to hub giving Quickly detachable rear wheel. Front brake: 8 x 1 1/4". Rear brake 7 x 1 1/4".

WHEELS: Chrome plated steel rims fitted with Avon high hysteresis tires. Front: 3:25 x 19", Rear 4:00 x 18" . . .

LIGHTING: 12 volt, crankshaft-mounted alternators. Two 6-volt batteries. Zener diode. Adjustable 7" dia. headlamp with 50w/40w double filament bulbs. New style tail-stop-light. **TANKS:** 3 1/2 gallon pressed steel fuel tank, rubber mounted. 4 1/2 pint pressed steel oil tank. **COLOR:** Jet Black offset with chrome fenders and silver or "Hi-Fi" red.

Says Cycle World . . . we cannot think of a better motorcycle for the experienced rider. The Atlas's big engine gives it that sudden surge down the road that most of us like, and it is geared to give high cruising speeds and high reliability for those long tours."



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45 cu.in. POWERHOUSE!