

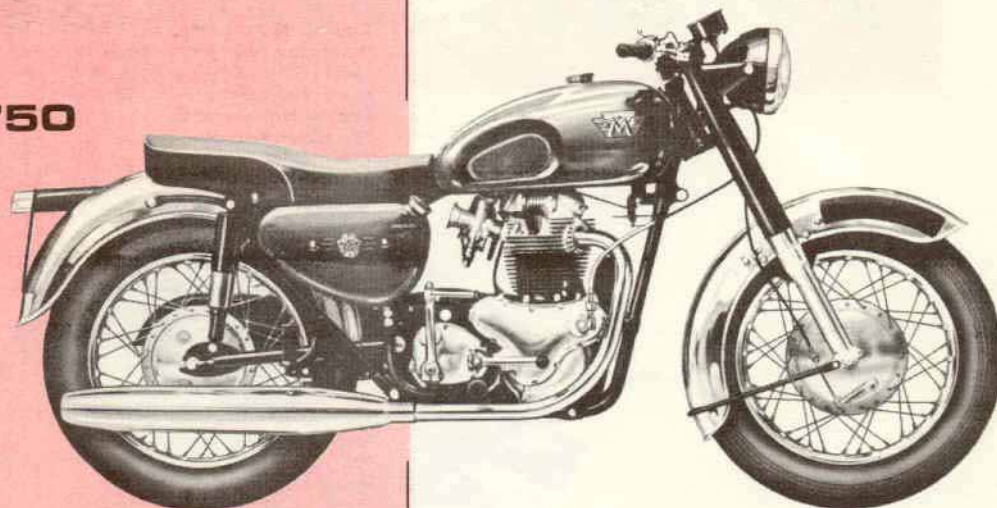
Matchless



FOR PERFORMANCE

Matchless by name

G15 750



Engine. 745cc o.h.v. vertical twin (73mm bore x 89mm stroke): alloy cylinder head: parallel induction tracts with large diameter inlet valves: forged steel rockers: alloy pushrods: iron alloy tappets: single chain driven camshaft: built up forged steel crankshaft with large diameter central iron flywheel: plain big end bearings: two piece connecting rods: alloy pistons: (C.R. 7.6:1) cast iron cylinder: gear type oil pump: carburation by twin Amals: Lucas ignition with automatic advance and retard.

Transmission. Separate four speed gearbox: wide tooth heavy duty pinions: driven through five plate clutch: primary chain housed in cast alloy oil-bath.

Frame. Brazed and bolted construction: twin tube duplex cradle: rear sub-frame loops are short and swinging fork braced for rigidity: rear suspension is controlled by fully adjustable oil-damped Girling units.

Forks. "Roadholder" forks with built in thief proof lock: two way oil damping: large diameter heat treated tubular steel stanchions: alloy sliders with chromed steel extensions.

Wheels. Large diameter alloy hubs: front brake drum cast into hub: one piece rear drum and sprocket separate from hub: ball journal bearings. Brake sizes — 8" x 1½" front, 7" x 1½" rear. Tyres 3.25 x 18 and 4.00 x 18.

Lighting. 12 volt crankshaft mounted alternator: two 6 volt batteries mounted in series: Zener Diode: 7" headlamp; 50w/40w head bulb: combined rear and stop light with integral reflector.

Tanks. 4½ gallon petrol tank completely rubber mounted: single two level tap 4 pint oil tank.

Colours. All black and chrome.

Rugged construction and reliable power unit . . . two important characteristics of the G85 CS specification — specially tailored to the needs of the scrambles enthusiast.

Matchless for performance

The most outstanding Matchless features are blended powerfully with the potent Atlas engine, resulting in exciting performance coupled with superb roadholding and braking.

Engine. 498cc (86mm x 65.5mm). All alloy o.h.v. single developed solely for scrambling. 1 $\frac{3}{8}$ Amal Grad Prix carburettor; alloy cylinder head with shrunk in valve seats and central plug. Racing hairpin valve springs; special high lift cams. Built up steel crankshaft assembly supported on two ball and one roller bearings. C.R. 12.5:1. High capacity gear type oil pump; competition magneto high level open exhaust pipe.

Gearbox. Four speed with wide tooth heavy duty pinions.

Frame. Brazed and Sit Bronze Welded using chrome-Molybdenum steel tubing throughout. Twin down and seat tubes braced with malleable iron head lug.

Rear Suspension. Constructed with chrome-Molybdenum steel tubing supported on silent block bushes heavy duty chain adjusters; fully adjustable oil damped units.

Forks. Special design for scrambling, long movement two way damping; rubber gaiters, heat treated tubes.

Mudguards. Polished alloy.

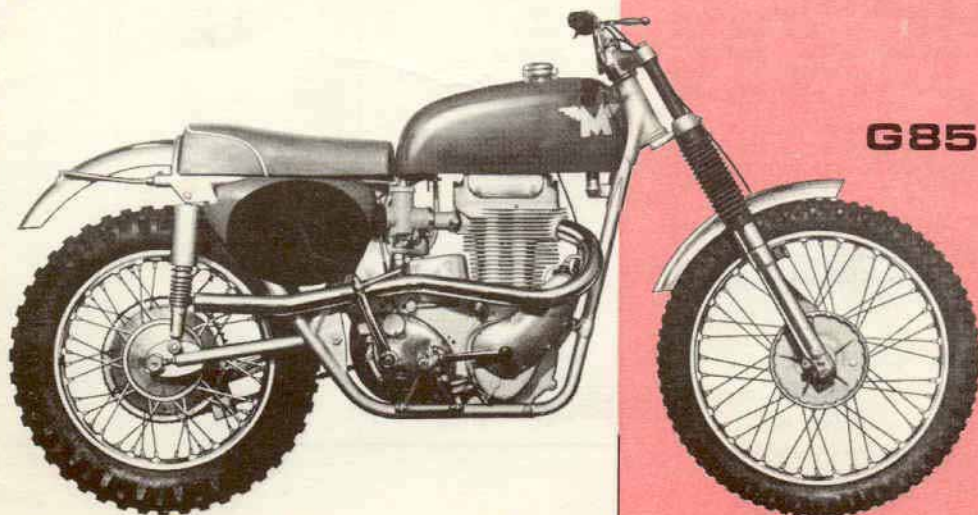
Wheels. Front 3.00 x 21 — Rear 4.00 x 18 competition tyres.

Hubs and Brakes. Alloy front hub 7" brake supported on 2 ball bearings. Elektron rear hub 8 $\frac{1}{2}$ " brake supported on roller and ball bearings.

Petrol Tank. 2 gallon glass fibre rubber mounted.

Oil Tank. Light alloy mounted above gearbox. Cap. 5 pts.

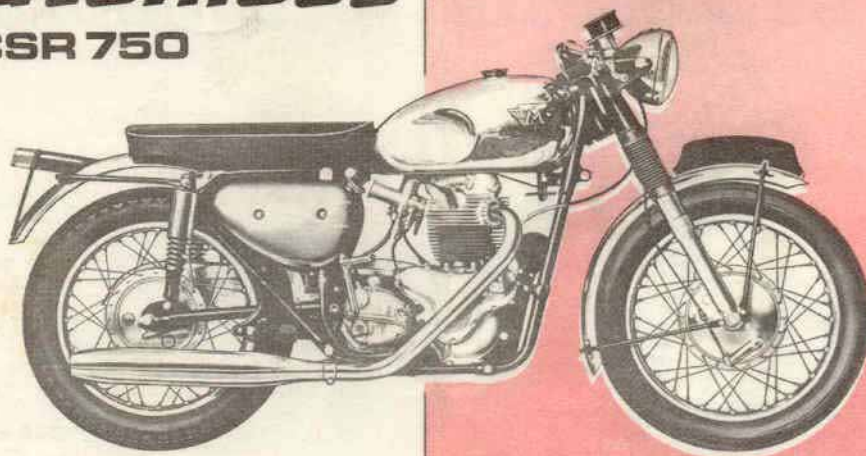
Handlebars. Adjustable fitted with ball ends to controls.



G85 CS 500

Matchless

G15 CSR 750



A super sports machine of very high performance, designed to meet the needs of the British enthusiast. Specification as G15 750 with the following refinements:

Engine. 745cc o.h.v. vertical twin (73mm bore x 89mm stroke): alloy cylinder head: parallel induction tracts with large diameter inlet valves: forged steel rockers: alloy pushrods: iron alloy tappets: single chain driven camshaft: built up forged steel crankshaft with large diameter central iron flywheel: plain big end bearings: two piece connecting rods: alloy pistons: (C.R. 7.6:1) cast iron cylinder: gear type oil pump: balanced and tuned carburettors fitted with special long Air Tubes: Lucas ignition with automatic advance and retard.

Frame. Brazed and bolted construction: twin tube duplex cradle: rear sub-frame loops are short and swinging fork braced for rigidity: rear suspension is controlled by fully adjustable oil-damped Girling units.

Finish. Red oil tank, Toolbox, Red and Chrome Tank, Chrome chainguard, suspension unit covers and springs, Polished alloy mudguards, Chrome plated Speedo/Rev. counter plate. Frame parts Black Enamel.

MODEL	G15	G15 CSR	G85 CS
Engine	OH.V. 745	OHV. 745	OH.V. 498
Bore and Stroke	73 x 89	73 x 89	86 x 85.5
CR	7.6	7.6	12.5
Carburettor	Amal	Amal	Amal GP
Gear Ratios			
Top	4.5	4.2	7.5
Third	5.5	5.1	9.1
Second	7.7	7.2	12.7
First	11.5	10.8	19.1
Electrics	Lucas 12V	Lucas 12V	Lucas magneto
Chain Front	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .305	$\frac{1}{2}$ x .305
Chains Rear	$\frac{3}{8}$ x .380	$\frac{3}{8}$ x .380	$\frac{3}{8}$ x .380
Tyres Front	3.25 x 18	3.25 x 19	3.00 x 21
Tyres Rear	4.00 x 18	3.50 x 19	4.00 x 18
Brake Diameter Front	8" x 1 $\frac{1}{4}$ "	8" x 1 $\frac{1}{4}$ "	7" x 1 $\frac{1}{4}$ "
Brake Diameter Rear	7" x 1 $\frac{1}{4}$ "	7" x 1 $\frac{1}{4}$ "	8 $\frac{1}{2}$ " x 1 $\frac{1}{4}$ "
Petrol Tank (Gallons)	4 $\frac{1}{2}$	4 $\frac{1}{2}$	2
Oil Tank (Pints)	4	4	5
Seat Height	29 $\frac{3}{8}$ "	32"	33"
Wheel Base	55 $\frac{1}{2}$ "	55 $\frac{1}{2}$ "	57 $\frac{1}{8}$ "
Ground Clearance	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "	8 $\frac{1}{2}$ "
Weight (lbs.)	426	426	310

NORTON MATCHLESS LIMITED

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