

Attention to detail is a hallmark of AJS design. Every unit and component in these superbly-engineered machines has been proven in world-class race meetings, trials events and by thousands of riders all over the world. Braking receives top priority — the full-width 8-inch front brake stops these AJS seven-fifties quickly, safely and without judder. Try it for yourself!

Available only on the 33 CSR sports machine, the exposed coil-spring rear-suspension gives an exceptionally smooth ride and assists greatly in providing better handling and improved road-holding. Designed and built to road-racing standards, the rear suspension is the outcome of AJS skill, know-how and experience in every sphere of motorcycle manufacture.

| MODEL | Model 33 CSR | Model 33 |
|-----------------------|-----------------------|-----------------------|
| Engine | OH.V. 745 | OH.V. 745 |
| Bore and Stroke | 73 x 89 | 73 x 89 |
| CR | 7.6 | 7.6 |
| Carburettor | Amal | Amal |
| Gear Ratios | | |
| Top | 4.2 | 4.5 |
| Third | 5.1 | 5.5 |
| Second | 7.2 | 7.7 |
| First | 10.8 | 11.5 |
| Electrics | Lucas 12V | Lucas 12V |
| Chain Front | $\frac{1}{2}$ x .305 | $\frac{1}{2}$ x .305 |
| Chains Rear | $\frac{5}{8}$ x .380 | $\frac{5}{8}$ x .380 |
| Tyres Front | 3.25 x 19 | 3.25 x 18 |
| Tyres Rear | 3.50 x 19 | 4.00 x 18 |
| Brake Diameter Front | 8" x $1\frac{1}{4}$ " | 8" x $1\frac{1}{4}$ " |
| Brake Diameter Rear | 7" x $1\frac{1}{4}$ " | 7" x $1\frac{1}{4}$ " |
| Petrol Tank (Gallons) | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ |
| Oil Tank (Pints) | 4 | 4 |
| Seat Height | 32" | 29 $\frac{1}{2}$ " |
| Wheel base | 55 $\frac{1}{2}$ " | 55 $\frac{1}{2}$ " |
| Ground Clearance | 5 $\frac{1}{2}$ " | 5 $\frac{1}{2}$ " |
| Weight (lbs.) | 426 | 426 |



NORTON VILLIERS LIMITED
 NORTON MATCHLESS DIVISION
 44, PLUMSTEAD ROAD · LONDON S.E.18

Standard or Sports nothing but the best from



33 750

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.

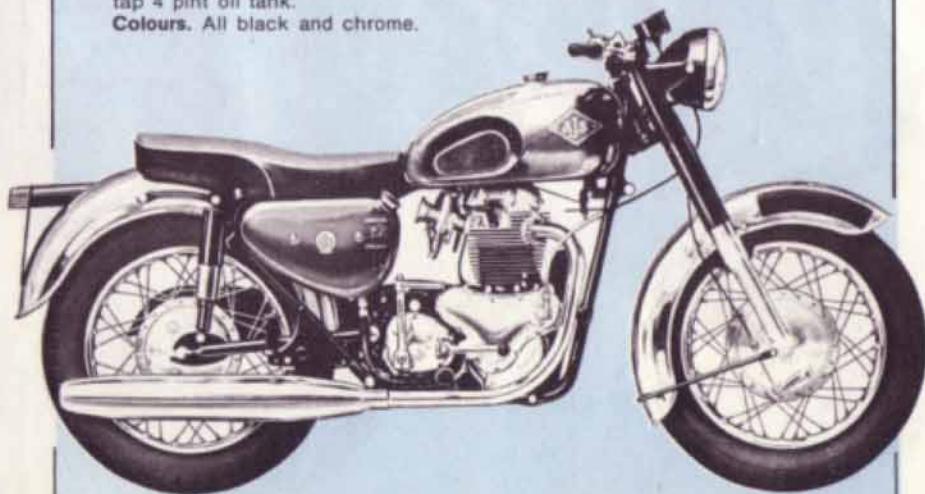
Forks. "Roadholder" forks with built in thief proof lock: two way oil damping: large diameter heat treated tubular steel stanchions: alloy sliders with chromed steel extensions.

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 1 1/4" front, 7" x 1 1/4" rear. Tyres 3.25 x 18 and 4.00 x 18.

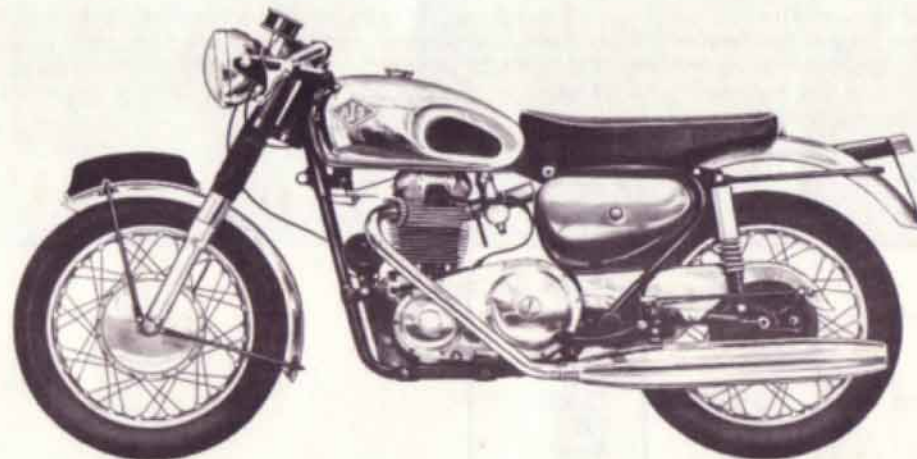
Lighting. 12 volt crankshaft mounted alternator: two 6 volt batteries mounted in series: Zener Diode: 7" headlamp; 50w/40w head bulb: combined rear and stop light with integral reflector.

Tanks. 4 1/2 gallon petrol tank completely rubber mounted: single two level tap 4 pint oil tank.

Colours. All black and chrome.



Safe handling, exceptional road-holding — plus power to spare — this is a machine you really must try.



33 CSR 750

Specification as Model 33, 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.

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.

Finish. Polychromatic Blue oil tank, toolbox, Polychromatic Blue and chrome tank, chrome chainguard, suspension unit covers and springs. Polished alloy mudguards. Chrome plated speedo/rev. counterplate. Frame parts black enamel.

A super sports machine for the man who appreciates all that's best in British motorcycling.