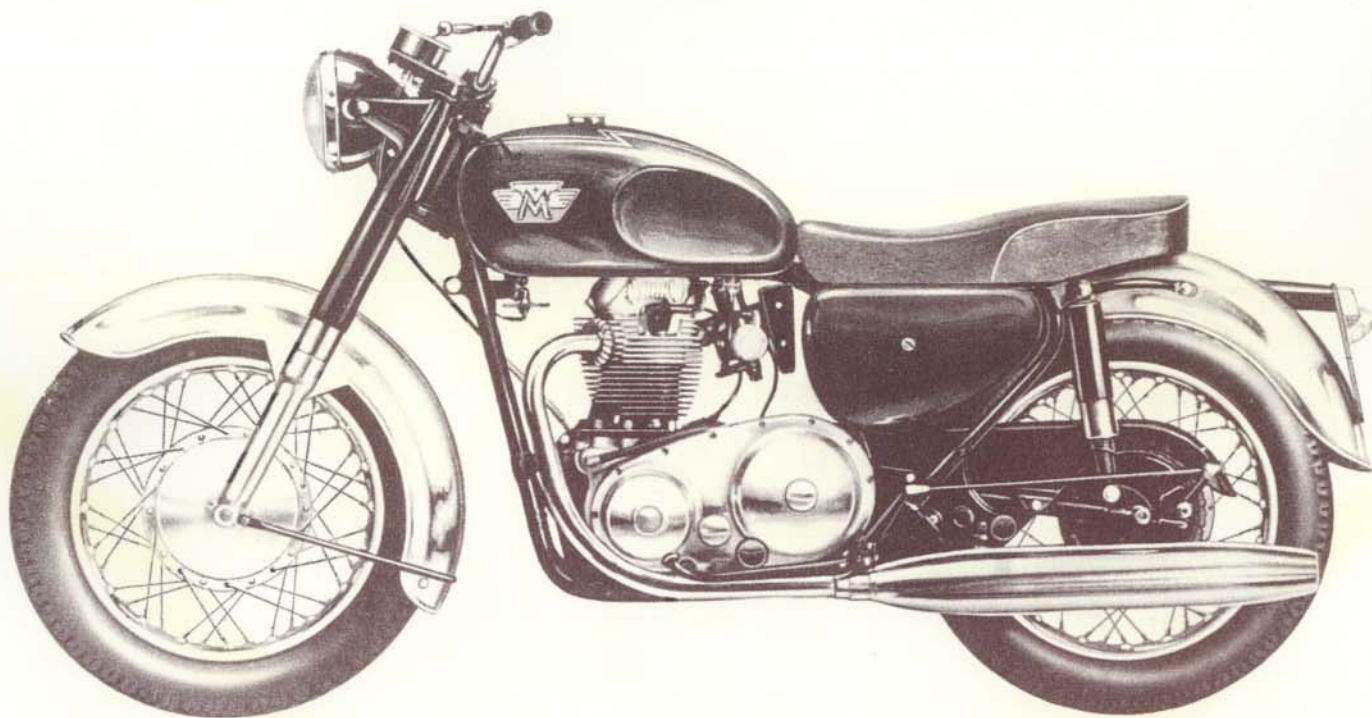


# PRIME MOVER

# (45 CID)



**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.

**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".

**LIGHTING:** 12 volt, crankshaft-mounted alternator. Two 6-volt batteries. Zener diode. Adjustable 7" dia. headlamp with 50w/40w double filament bulbs. New style tail-stop-light.



*Dual Amal Monobloc Carburetor  
Ignition by Lucas Magneto  
Lighting by battery & Alternator  
Aluminum alloy primary case  
Four speed A.M.C. Gearbox  
Full width finned alloy brake hubs  
Tachometer and Speedometer  
Dual exhaust pipes*

# G15

# Matchless

**J. B. MATCHLESS CORP.  
PLANT ROAD, HASBROUCK HTS. N. J.**