

The *manxman*

650 c.c. (40 cu. in.) for 1961

MADE BY

Norton

The most famous name in motor cycling



Norton know about fast motor cycles. Norton, and Norton alone, have the unique and enviable record of success in International racing which provides the knowledge, the skill and the craftsmanship to produce the big fast machine. Brakes, frame, gearbox, every feature of a Norton is a direct development of Grand Prix racing and it is this know-how, gained from winning races all over the world during the last fifty years, including 32 T.T. Races, which gives a Norton the race-bred performance which is second to none.

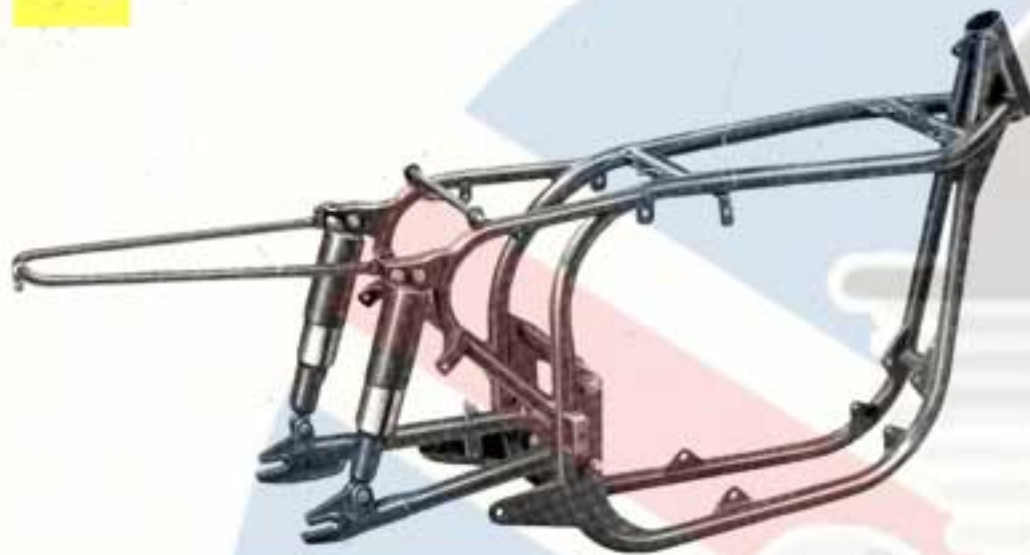
The Manxman is built on this experience of successful racing. It's a winner, all the way. Turn on the gas and feel the tremendous surge of sheer power from the 650 c.c. vertical twin engine. Marvel at the roadholding characteristics of the race-bred 'Featherbed' frame, unequalled in any other machine. Sense the superb handling and hair-line steering of the world-famous 'Roadholder' front forks. Revel in the racing reliability of this outstanding machine. Get out in front, stay out in front, on the Manxman.

FEATURES

which make your

manxman

the most outstanding machine in the world



The design of this frame incorporates all the experience gained in the successful participation in world wide racing.

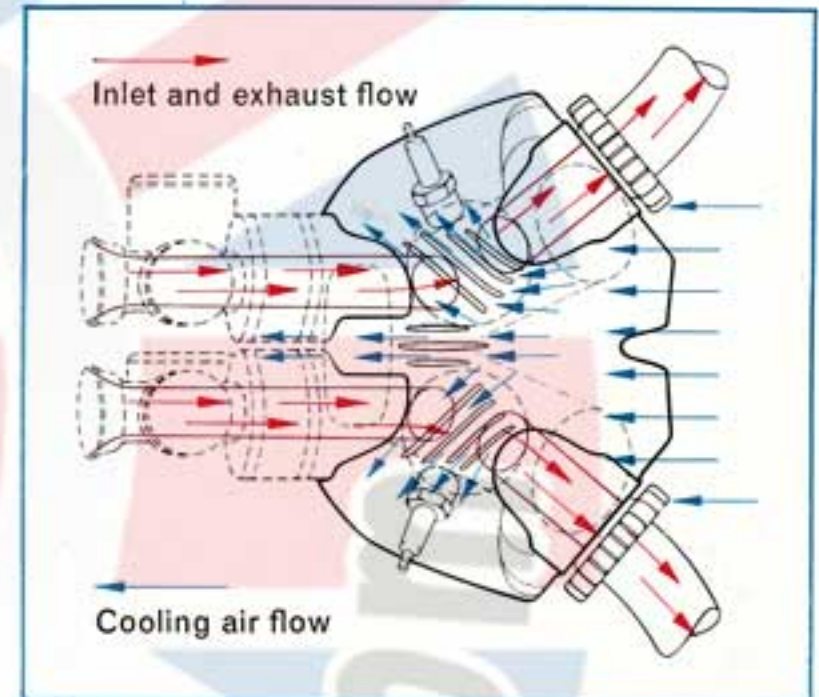
The 8" diameter front brake is deep finned for efficient cooling and is similar to that fitted to our racing machines.



This unusual patented crankshaft is unique because it tapers in hollow section, from large to small, in perfect stress harmony.



The famous 'Roadholder' front forks give the Manxman all the superb handling attributes of a racing machine.



Diagrammatic sketch of the light alloy cylinder head of unique and patented design. This is the only engine which is naturally provided with perfect cooling passages across the cylinder heads.

ENGINE

Parallel Twin 650 c.c. O.H.V. (40 cu. ins.). Bore: 68 mm. Stroke: 89 mm. C. ratio 8.9. Power output 52 b.h.p. at 6500 r.p.m. High efficiency aluminium cylinder head of unique construction. Magneto ignition with automatic advance mechanism. Twin carbs or a single carb are available and either scheme may be fitted with an efficient air filter as optional extra equipment. A special high lift camshaft, light alloy tubular pushrods, and special multirate valve springs are fitted to this engine. The crankshaft is supported in 1 roller and 1 ball bearing of robust proportions, i.e. 72 mm. x 30 mm. x 19 mm. A rev. counter drive is incorporated in the engine.

MACHINE

The primary chain runs in an oilbath and the rear chain can be fitted with a totally enclosed chaincase as an optional extra fitment. The machine has a special petrol tank of 2½ gallon capacity and also has a folding kick starter crank. The exhaust system has 2 exhaust pipes and 2 high efficiency silencers but may also be equipped alternatively with a "two into one" exhaust pipe and one silencer. Western handlebars are fitted and the machine is finished in Polychromatic Blue with chrome plated details such as mudguards, stays, outer chaincase, etc., whilst the dualseat is in an attractive red colour.

Gear ratios: Top 4.53, 3rd 5.52, 2nd 7.57, 1st 11.6

Tyre sizes: Front 325 x 19, Rear 400 x 18 Brakes: 8" dia. front, 7" dia. rear

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