



Francis-Barnett MOTOR CYCLES 1959/60



GUARANTEE AND TERMS OF BUSINESS

NOTICE

We do not appoint agents for the sale on our behalf of our motor-cycles or other goods, but we assign to motor-cycle dealers areas in which we supply to such dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

TERMS AND CONDITIONS OF SALE AND GUARANTEE

1. In this Guarantee the word "machine" refers to the motor-cycle or scooter as the case may be purchased by the Purchaser.
2. In order to obtain the benefit of this Guarantee, the Purchaser must correctly complete the registration form provided with the machine and return it to us within fourteen days of the purchase.
3. We will supply, free of charge, a new part in exchange for, or if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.
4. Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information :—
 - (a) Name of purchaser and his address.
 - (b) Date of purchase of machine
 - (c) Name of dealer from where purchase was made
 - (d) Engine and Frame numbers of machine.
5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular :
 - (a) Hiring out
 - (b) Racing and competitions
 - (c) Adaptation or alteration of any part or parts after leaving our Works
 - (d) The attaching of a sidecar.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

6. Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether express or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

We reserve the right to alter specifications and/or prices without notice.

*Our front cover shows the new Coventry
Precinct Shopping Centre and the Cruiser 84.
This page shows a glimpse of the new
Coventry Cathedral under construction;
in the foreground is the Plover 86
finished in Burma Red.*



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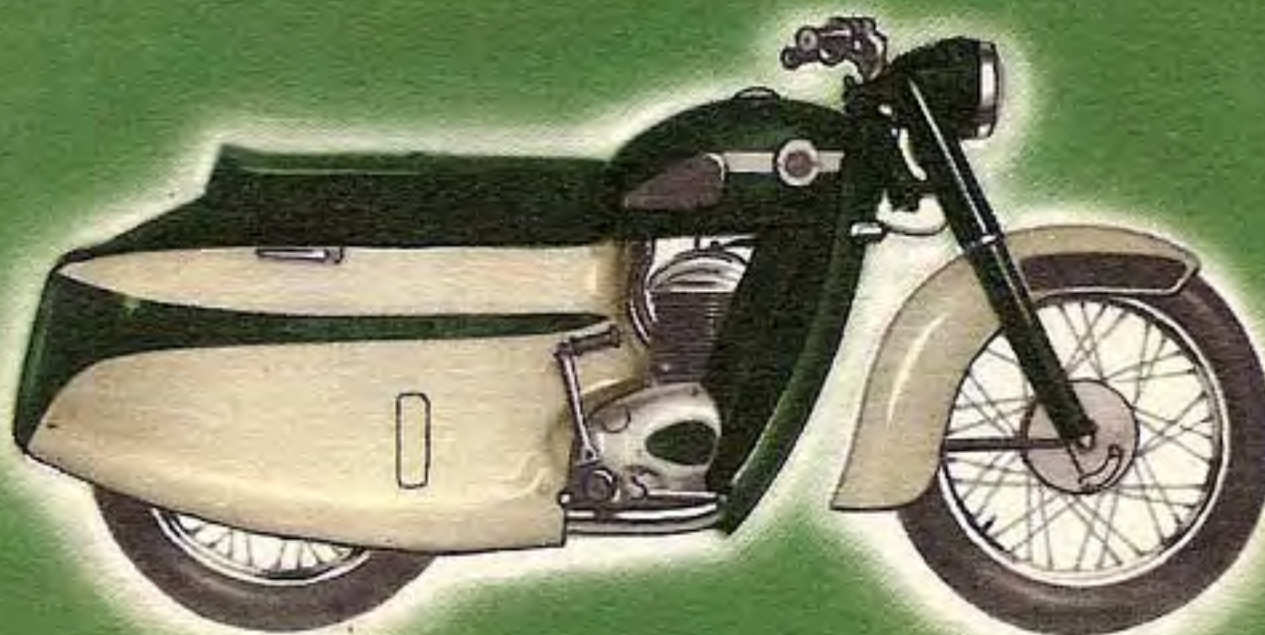
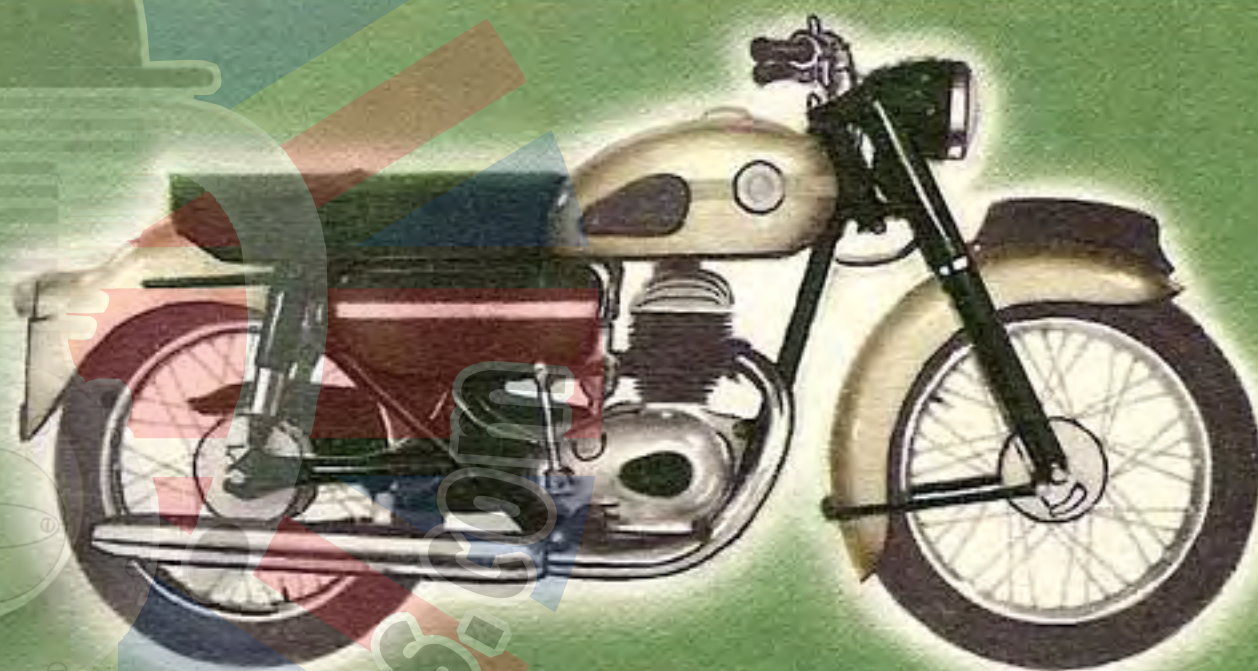
Francis-Barnett



If there's one thing that we may fairly claim to know something about, it is the design and manufacture of lightweight motor cycles of between 150 cc and 250 cc. We are specialists in this and make five distinctive touring models plus two highly specialised competition machines.

Inside these pages are full technical details. Our touring models are available in at least two colour schemes and the colours are shown on the inside and outside of this catalogue.

Francis-Barnett motor cycles are designed by engineers and draughtsmen who ride regularly and in all weathers. They are also made, tested, sold and serviced by motor cycle enthusiasts. As a firm we take a pride in making machines which are among the best of their kind.



Francis-Barnett

Plover 86

SPECIFICATION

ENGINE UNIT:

Mk. 15/T; 149 c.c.; 3-speed gearbox; flywheel magneto ignition; Amal 375 monobloc carburettor; $1\frac{1}{2}$ " pipe exhausting into free expansion chamber and then on through quickly detachable silencer, with side exit. This arrangement ensures minimum noise and maximum power.

FRAME AND SUSPENSION:

2" dia. main tube cantilevered from top of pressed steel centre section which houses battery, main cables and toolbox and also provides mountings for swinging rear fork and springs, rear engine mounting and footrests. Telescopic oil-damped front fork with self-lubricating bushes; spring-up centre stand.

A rear friction damper is available as an extra for use on very bad roads.

LIGHTING:

Direct from flywheel magneto; 6" dia. headlamp with pre-focused bulb and incorporating speedometer; large wide-angle tail lamp; combined dipper and horn switch on handlebar. Trickle charged battery for parking lights and stop lamp available as an extra.

FINISH:

Stove enamelled on rust proofed base in Arden Green with Dover White tank panels; alternatively in Burma Red with Dover White tank panels. Bright parts heavily chromium plated.

EQUIPMENT:

Smiths speedometer, electric horn, inflator and tool-kit.

For specially designed all-weather equipment, please see separate lists.



The Plover is easy to start and ride and requires minimum maintenance.

Light Cruiser 79

Francis-Barnett

SPECIFICATION

ENGINE UNIT:

Mk. 17/T; 171 c.c.; 4-speed gearbox with indicator; Amal 370 carburettor with strangler controlled by lever on handlebar; coil ignition with special emergency circuit for easy starting irrespective of battery condition; exhaust silencer quickly detachable for cleaning.

FRAME AND SUSPENSION:

Welded box-section forward member to which duplex loop tubes are bolted; centre frame member bridges loop tubes for additional rigidity and carries 6v., 9 a.h. battery, coil, rectifier and tool box; all these and the carburettor totally enclosed by quickly detachable side covers.

Swinging rear fork pivoted on centre member and loop tubes; fully damped hydraulic spring units adjustable for two-up or solo use; telescopic oil-damped front fork with self-lubricating bushes; wheels on journal bearings; knock-out spindle on front wheel.

Centre stand; front stand; pillion footrests; quick action non-spill filler cap.

LIGHTING:

Lucas A.C. generator giving full amperage at low engine speeds. 6" dia. headlamp with pre-focused bulb and incorporating speedometer, ignition warning light and ammeter; large wide angle tail lamp incorporating a stop light; combined dipper and horn switch on handlebar.

FINISH:

Stove enamelled on rust proofed base in Arden Green throughout with white motifs on tank and side covers. Or with Arden Green frame, forks etc. and Dover White guards, tank and side covers, or Arden Green frame, forks etc. and Burma Red guards, tank and side covers. Rims and bright parts heavily chromium plated.

EQUIPMENT:

Smiths speedometer, Lucas electric horn, inflator and tool-kit.

For extras and specially designed all-weather equipment please see separate lists.



The Light Cruiser follows the same good design as our well known Cruiser series but it is lighter in weight and costs less.

Falcon 87

SPECIFICATION

ENGINE UNIT:

Mk. 20/T; 199 c.c. 4-speed gearbox with indicator; Amal 376 monobloc carburettor with large air filter and handlebar operated air control; coil ignition with special emergency circuit for easy starting irrespective of battery condition; exhaust silencer quickly detachable for cleaning.

FRAME AND SUSPENSION:

Brazed and welded tubular loop main frame with bolt-on duplex cradle-type loop tubes forming rear stays. 6V., 11 a.h. battery, rectifier and carburettor air filter enclosed within covers of tool box compartment. Swinging rear fork with fully damped hydraulic spring units which are adjustable for two-up or solo use; telescopic oil-damped front fork with self-lubricating bushes; wheels on journal bearings; knock-out spindle on front wheel. Centre stand; front stand; pillion footrests. Quick action non-spill filler cap.

LIGHTING:

Wico-Pacy A.C. generator giving full amperage at low engine speeds. 6" dia. headlamp with pre-focused bulb and incorporating speedometer, ignition warning light and ammeter; large wide angle tail lamp incorporating a stop light; combined dipper and horn switch on handlebar.

FINISH:

Stove enamelled on rust proofed base in either Arden Green throughout with white motifs on tank and toolbox covers, or Arden Green frame, forks, etc. and Dover White guards and tank; rims and bright parts heavily chromium plated.

EQUIPMENT:

Smiths speedometer, Lucas electric horn, inflator and tool-kit.
For extras and specially designed all-weather equipment, please see separate lists.



Here is the model for the rider who wants maximum specification and performance and still to remain in the 200 c.c. insurance class.

Cruiser 80

SPECIFICATION

ENGINE UNIT:

249 c.c. Mk. 25/T; 4-speed gearbox with indicator; fully enclosed Amal monobloc 389 carburettor with handlebar operated air lever; coil ignition with special emergency circuit for easy starting irrespective of battery condition; quickly detachable expansion chamber.

FRAME AND SUSPENSION:

Oval section forward member to which duplex loop tubes are bolted; pressed steel centre section houses 6V., 12 a.h. battery, coil, rectifier and main cables. Swinging rear fork with fully damped hydraulic spring units which are adjustable for two-up or solo use; telescopic oil-damped front fork with self-lubricating bushes; wheels on journal bearings; knock-out spindle on front wheel. Easy action centre stand with additional high lift for rear wheel removal; front stand; pillion footrests. Quick action non-spill filler cap on fuel tank.

LIGHTING:

Wico-Pacy A.C. generator giving full amperage at low engine speeds. 6" dia. headlamp with pre-focused bulb and incorporating speedometer, ignition warning light and ammeter; large wide angle tail lamp incorporating a stop light; combined dipper and horn switch on handlebar.

FINISH:

Stove enamelled on rust proofed base in either Arden Green throughout with white motifs on tank, or Arden Green frame, forks, etc. and Dover White guards, tank and centre section. Rims and bright parts heavily chromium plated.

EQUIPMENT:

Smiths speedometer, Lucas electric horn, inflator and tool-kit. For extras and specially designed all-weather equipment please see separate lists.



Our 250 engine unit has a relatively flat torque curve and a close-ratio gearbox which is a joy to use. The road performance is most impressive.

Cruiser 84

Here is the newest Cruiser styled to give built-in rider protection and complete enclosure of the rear end. The colour scheme is as illustrated, Arden Green and Dover White. The general specification closely follows that of the Cruiser 80 with the following additions:—

ENGINE AND LIGHTING:

A large air filter is fitted. The foot brake operates a stop light.

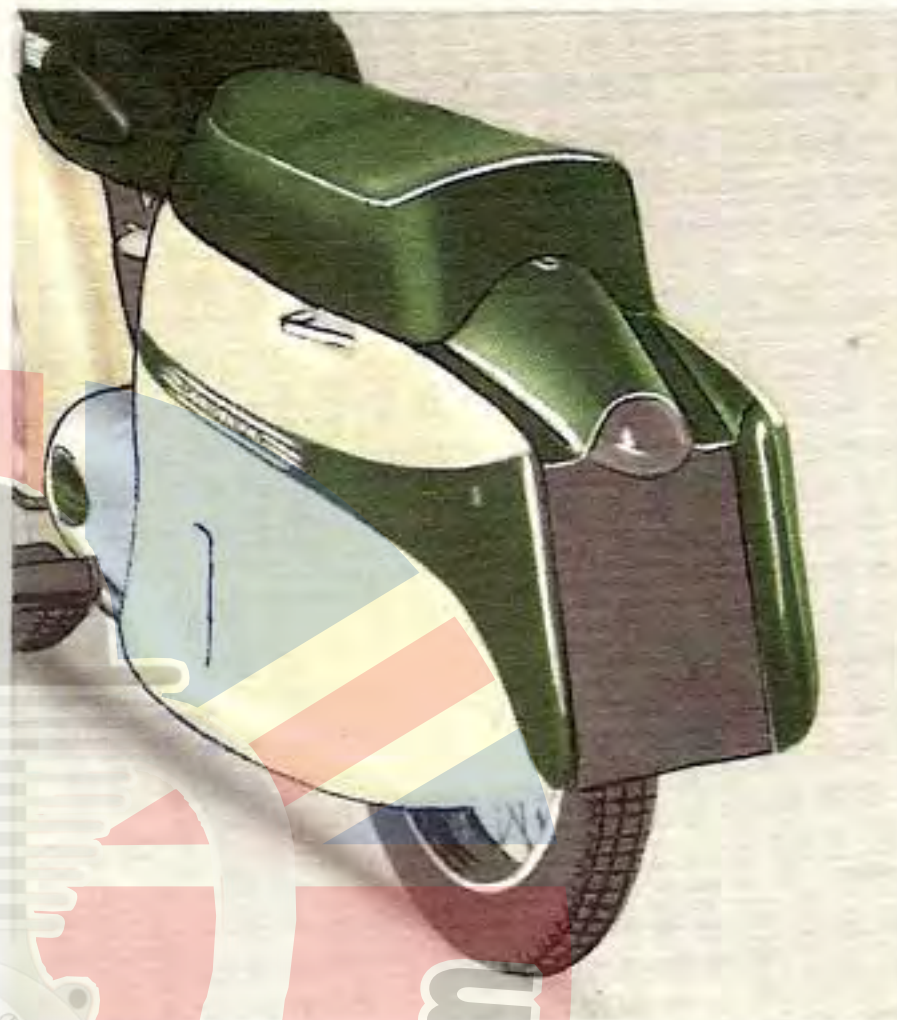
FRAME AND SUSPENSION:

Moulded panels enclose each side. These are of light but tough glass fibre laminate and are easily detached by a half turn on the Oddie fasteners which secure them; these fasteners press back into position. The seat is locked into position by another Oddie fastener, the release of which gives access to tool container and battery.

EQUIPMENT AND EXTRAS:

The front down member carries chromium plated safety bars and close fitting legshields. Screens and fairings are available as extras and when an Avon fairing is chosen, matching legshields, which are shorter than standard, should be specified.

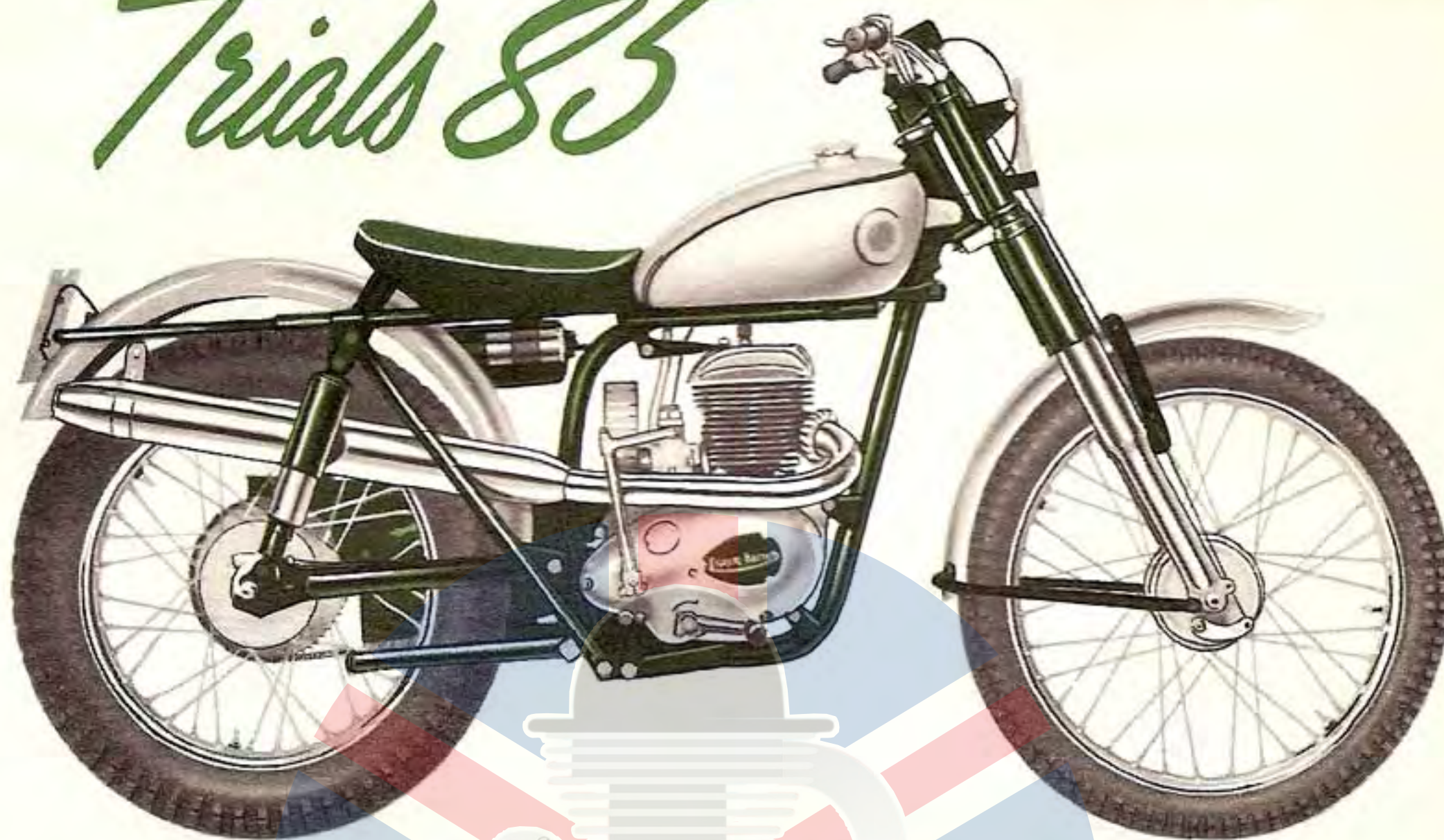
Luggage containers, moulded in glass fibre, a bolt-on carrier and a chromium panelled fuel tank are available as extras.



Distinctive and practical rear enclosure.



Trials 85



SPECIFICATION

ENGINE UNIT:

249 c.c. Special series Mk.25/C designed to operate on premium petrols; compression ratio 9.25:1. Amal monobloc 376 single lever carburettor with large fabric filter. A.C. generator with lighting coils. Sparking plug mounted centrally; release valve mounted in side of cylinder head. High level exhaust system calibrated for maximum extractor effect at low speeds. 4 speed positive foot change. Wide ratio gearbox.

FRAME AND SUSPENSION:

Main frame heavy gauge loop, brazed and welded; $1\frac{1}{2}$ " section down tube; bolt-on top and bottom rear stays, with offside outrigger to give protection to silencer etc. and top one extended forward to give reinforcement to main frame; centre stand quickly released or detached; chainguard on upper and lower chain runs with chain guide. Braced handlebars; 5" brakes in full width hubs running on journal bearings. Polished alloy mudguards.

Special heavy duty two-way hydraulically damped front fork having polished alloy sliders and quickly detachable front spindle. Girling rear spring units.

FINISH:

Arden Green stove enamel on rustproofed base. Fuel tank dull chromium plated to resist special fuels and lined green. Rims and bright parts chromium plated and polished.

EQUIPMENT:

Foam rubber seat. Ball ended clutch and hand brake levers. Competition number plate, toolbox, toolkit, inflator bulb horn. Smiths Chronometric speedometer. Q-D direct lighting set and 58T and 60T rear sprockets are available as extras.

Scrambler 82

As Trials 85 with following exceptions:

Engine is 249 c.c. Special series Mk. 25/S, designed to operate on super grade petrols; compression ratio 10.5:1. No release valve. Special Racing type A.C. Generator with matched H.T. ignition coil. Short racing exhaust pipe without silencer. Frame is not outriggered. 6" front brake. Close ratio gearbox.

As this model has been specially designed for cross-country speed events, no equipment is available to enable it to be used on the road. For the same reason it is not practicable to convert it for trials use.



T A B L E O F T E C H N I C A L D A T A

	PLOVER 86	LIGHT CRUISER 79	FALCON 87	CRUISER 80	CRUISER 84	TRIALS 85	SCRAMBLER 82
ENGINE BORE AND STROKE	55 mm. × 62 mm.	59 mm. × 62.68 mm.	59 mm. × 72 mm.	66 mm. × 73 mm.	66 mm. × 73 mm.	66 mm. × 73 mm.	66 m.m. × 73 mm.
PLUG: LODGE	H.L.N.	CCL.14	CCL.14	CCL.14	CCL.14	2.H.L.N.	RL.49
GEAR RATIOS: TOP	6.9	6.9	6.5	6.2	6.2	8.0	8.0
.. .. THIRD	—	8.96	8.6	8.1	8.1	11.5	10.4
.. .. SECOND	9.1	12.77	12.0	11.5	11.5	19.4	14.9
.. .. FIRST	17.7	20.15	19.1	18.3	18.3	28.6	23.4
SPRINGING, FRONT MOVEMENT	4½"	4½"	4½"	4½"	4½"	5½"	5½"
REAR SPRING MOVEMENT	3½"	3"	3"	3"	3"	3"	3"
RIMS	WMI.18	WMI.18	WM2.18	WM2.18	WM2.18	Front WMI.21 Rear WM2.19	Front WMI.21 Rear WM2.19
TYRES	3.00" × 18"	3.00" × 18"	3.25" × 18"	3.25" × 18"	3.25" × 18"	Front 2.75"×21" Rear 4.00"×19"	Front 2.75"×21" Rear 3.50"×19"
BRAKES	Front 4" Rear 5"	5"	5"	6"	6"	5"	Front 6" Rear 5"
REAR WHEEL SPROCKET	46 Tooth	52 Tooth	50 Tooth	52 Tooth	52 Tooth	56 Tooth	56 Tooth
TANK CAPACITY	2½ Gals. (10 Litres)	3½ Gals. (17 Litres)	3½ Gals. (14.7 Litres)	3½ Gals. (17 Litres)	3½ Gals. (17 Litres)	2½ Gals. (10 Litres)	2½ Gals. (10 Litres)
WHEELBASE	49½" (125.7 cm.)	51" (129.5 cm.)	49½" (126.5 cm.)	51½" (131 cm.)	52½" (132.7 cm.)	52½" (134 cm.)	52½" (134 cm.)
GROUND CLEARANCE	5" (12.7 cm.)	5½" (14 cm.)	6" (15.24 cm.)	5½" (14 cm.)	6" (15.24 cm.)	8½" (21.6 cm.)	8½" (21.6 cm.)
OVERALL WIDTH	26½" (67 cm.)	26" (66 cm.)	26" (66 cm.)	26" (66 cm.)	26" (66 cm.)	29½" (75 cm.)	29½" (75 cm.)
OVERALL LENGTH	76½" (194 cm.)	78" (198 cm.)	78" (198 cm.)	80" (203 cm.)	81" (205.75 cm.)	80½" (204.5 cm.)	80½" (204.5 cm.)
OVERALL HEIGHT	37½" (95.25 cm.)	39" (99 cm.)	39" (99 cm.)	39" (99 cm.)	39" (99 cm.)	43" (109 cm.)	43" (109 cm.)
SEAT HEIGHT	29½" (75 cm.)	29½" (75 cm.)	30½" (77.5 cm.)	30" (76 cm.)	30" (76 cm.)	31" (78.75 cm.)	31" (78.75 cm.)
WEIGHT	171 lb. (78 kg.)	247 lb. (112 kg.)	267½ lb. (121.5 kg.)	290 lb. (131.5 kg.)	307 lb. (139.5 kg.)	271 lb. (123 kg.)	263 lb. (119.5 kg.)

G U A R A N T E E A N D T E R M S O F B U S I N E S S

N O T I C E

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T E R M S A N D C O N D I T I O N S O F S A L E A N D G U A R A N T E E

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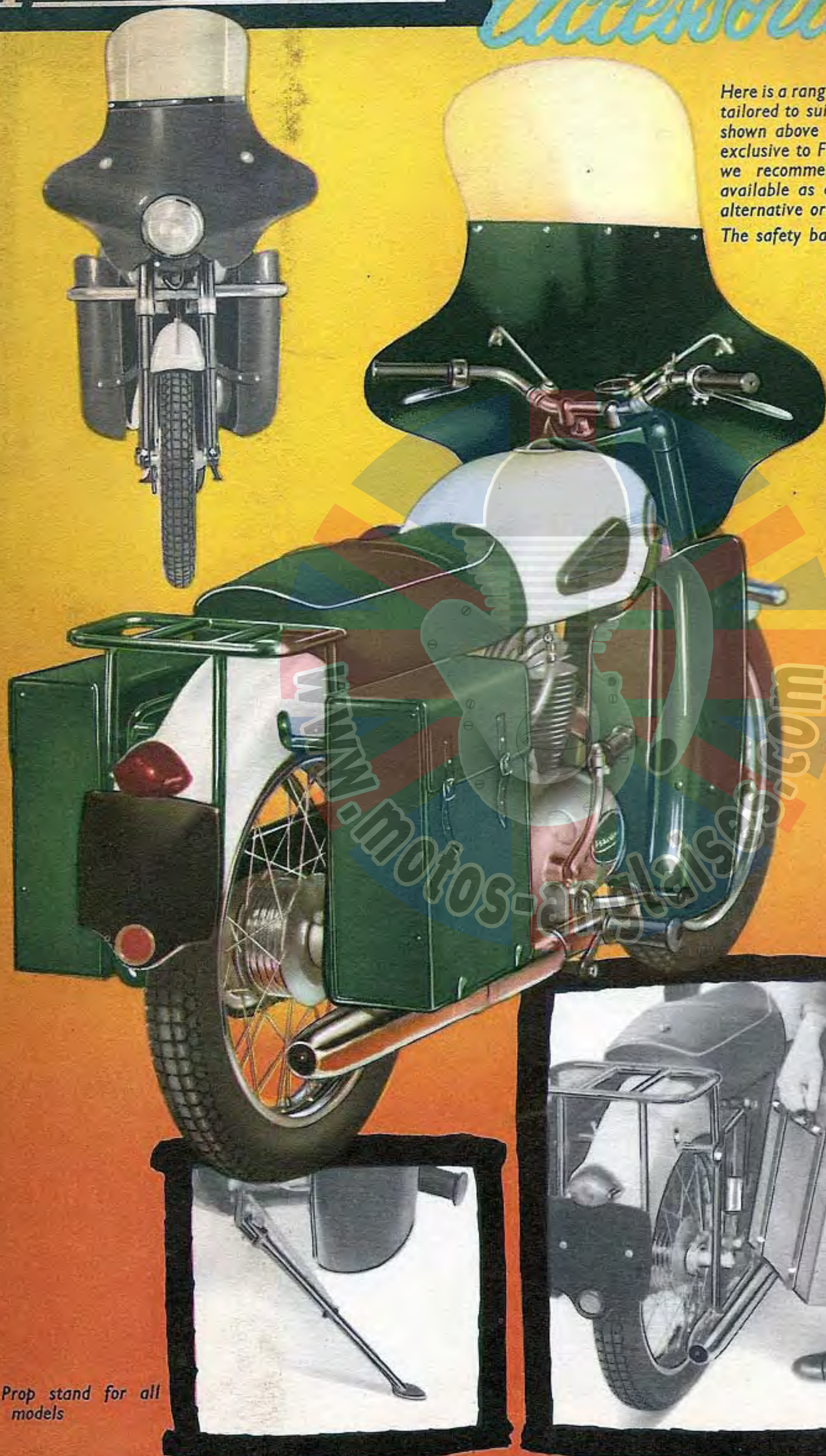
F R A N C I S & B A R N E T T L I M I T E D , C O V E N T R Y

Francis-Barnett

Accessories...

Here is a range of accessories each of which is individually tailored to suit exactly our different models. The fairing shown above is Avon made and has a sealed bulkhead exclusive to Francis-Barnett. For use with Avon fairings we recommend matching legshields and these are available as extras for models 79, 80 and 87, and as alternative original equipment on model 84.

The safety bar shown fits models 79, 80 and 87.



Prop stand for all models



Windscreen suitable for all models.



Legshields varying slightly in design available for all models.



Quickly detachable panniers for all models except 84. Carriers for all models except 84 and 86. (Note: carriers can only be fitted in conjunction with pannier frames.)

FRANCIS & BARNETT LTD . COVENTRY

Telephone : COVENTRY 3054

Telegrams : FRANBAR, COVENTRY