MATCHLESS

MODERN MOTOR CYCLES

1952

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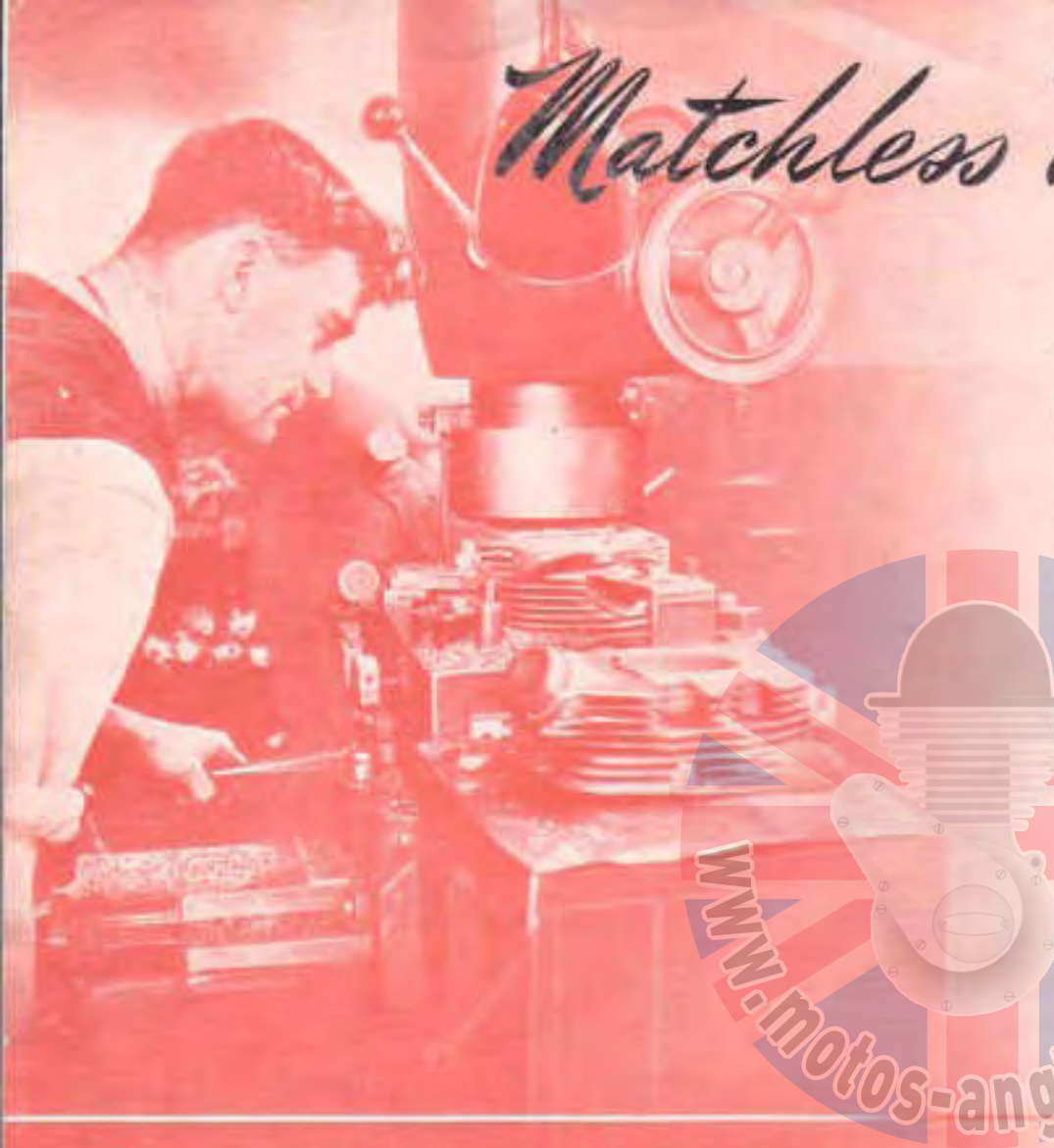

Matchless Models for 1952

FOREWORD

The 1952 range of MATCHLESS Motorcycles has been evolved with the primary object of providing high quality motor cycles incorporating the latest and most desirable features in design, at a price that can be afforded by the discriminating motor-cyclist.

The successful attainment of this objective has been greatly assisted by the installation of new machine tools permitting the adoption of improved methods of production, and the 1952 Models will undoubtedly add to the enviable reputation enjoyed by their predecessors for quality, performance, unfailing reliability and a standard of mechanical silence that can only be achieved by manufacture to the closest possible limits of accuracy.

MATCHLESS MOTOR CYCLES

Proprietors: ASSOCIATED MOTOR CYCLES LTD.

PLUMSTEAD ROAD · LONDON, S.E.18 · ENGLAND

Telephone: WOOlwich 1223 Telegrams: MATCHLESS WOE LONDON

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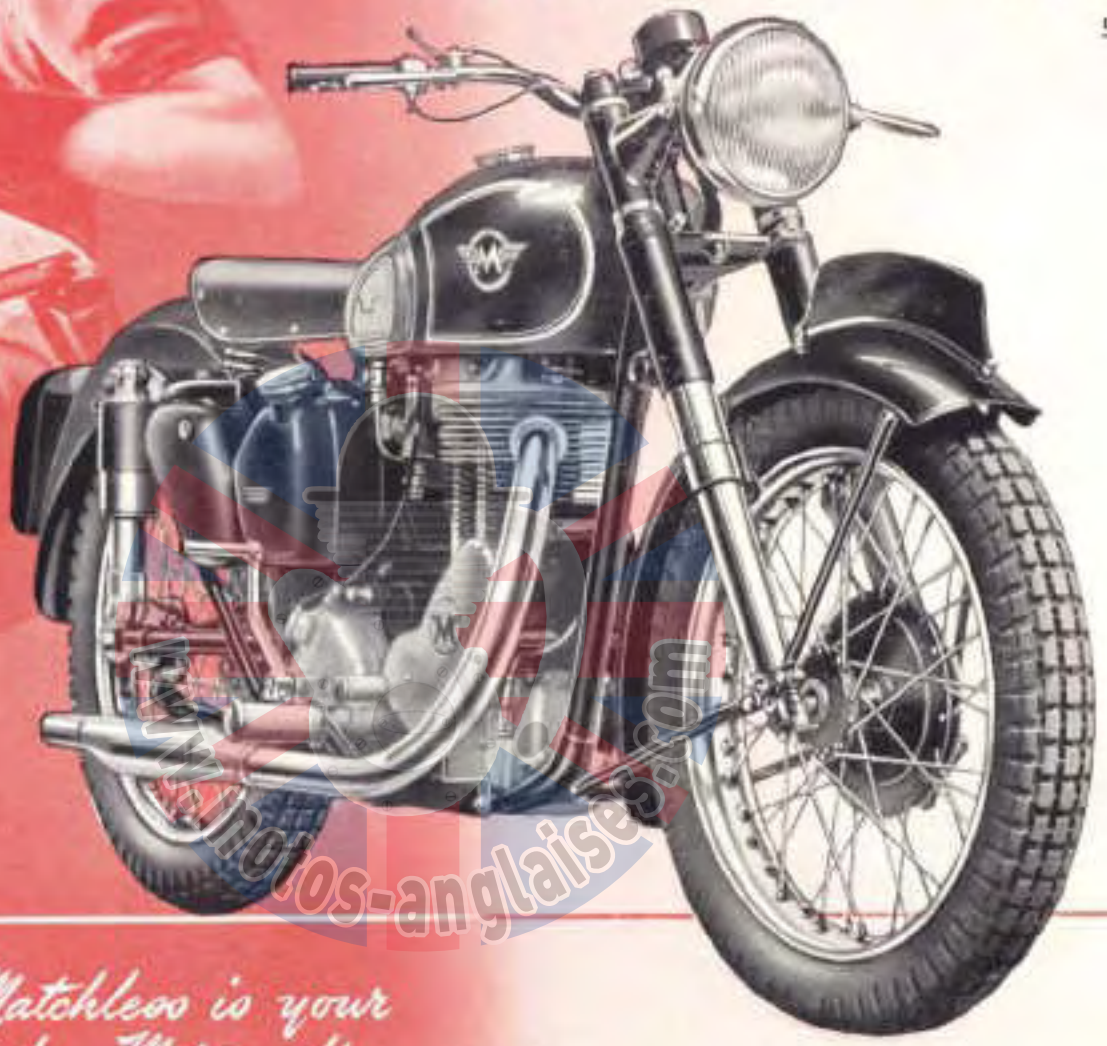
Model G80S

500 c.c. O.H.V.



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For full specification see page 10

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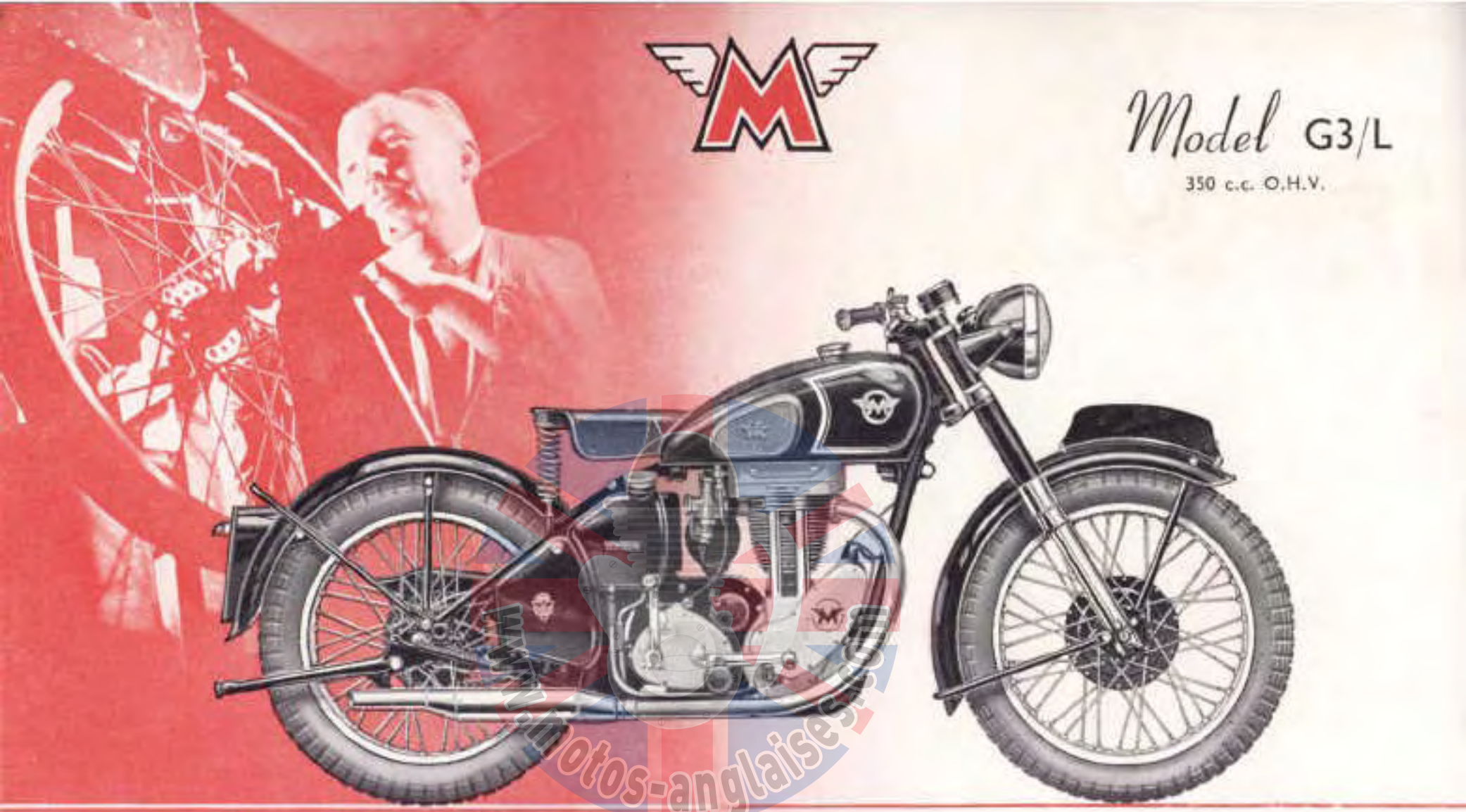

Model G3/L

350 c.c. O.H.V.

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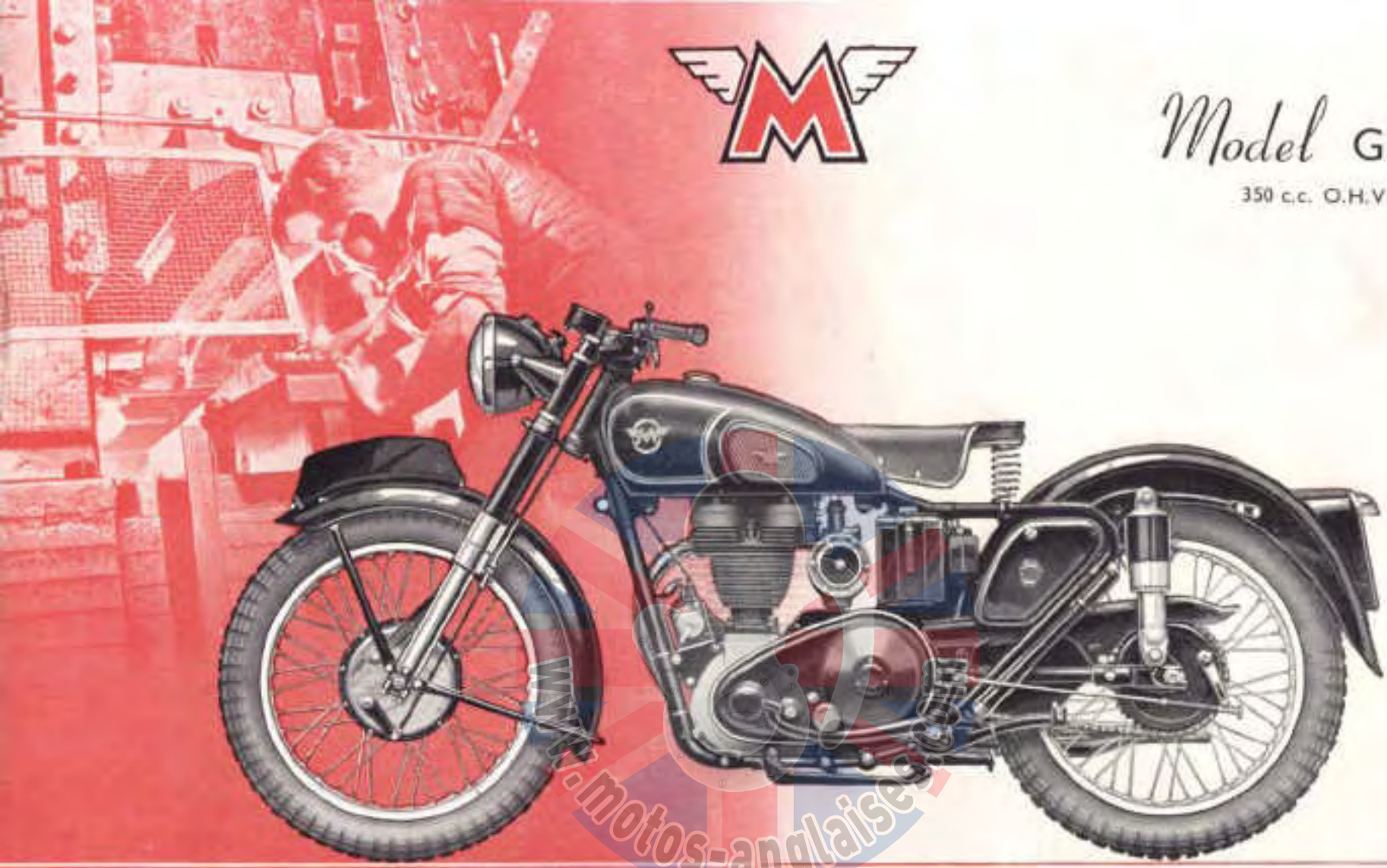
Model G3/LS

350 c.c. O.H.V.



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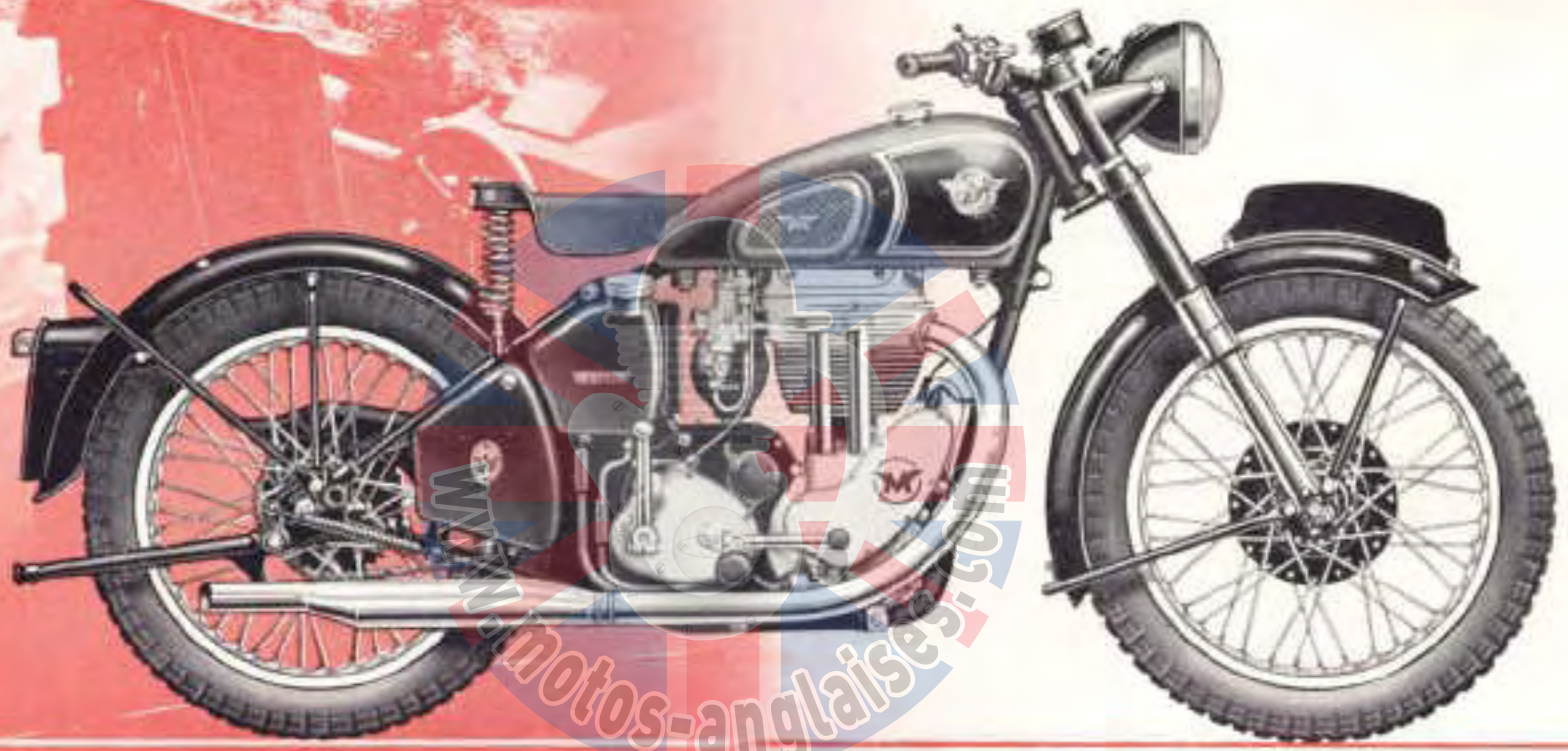
Model G80

500 c.c. O.H.V.



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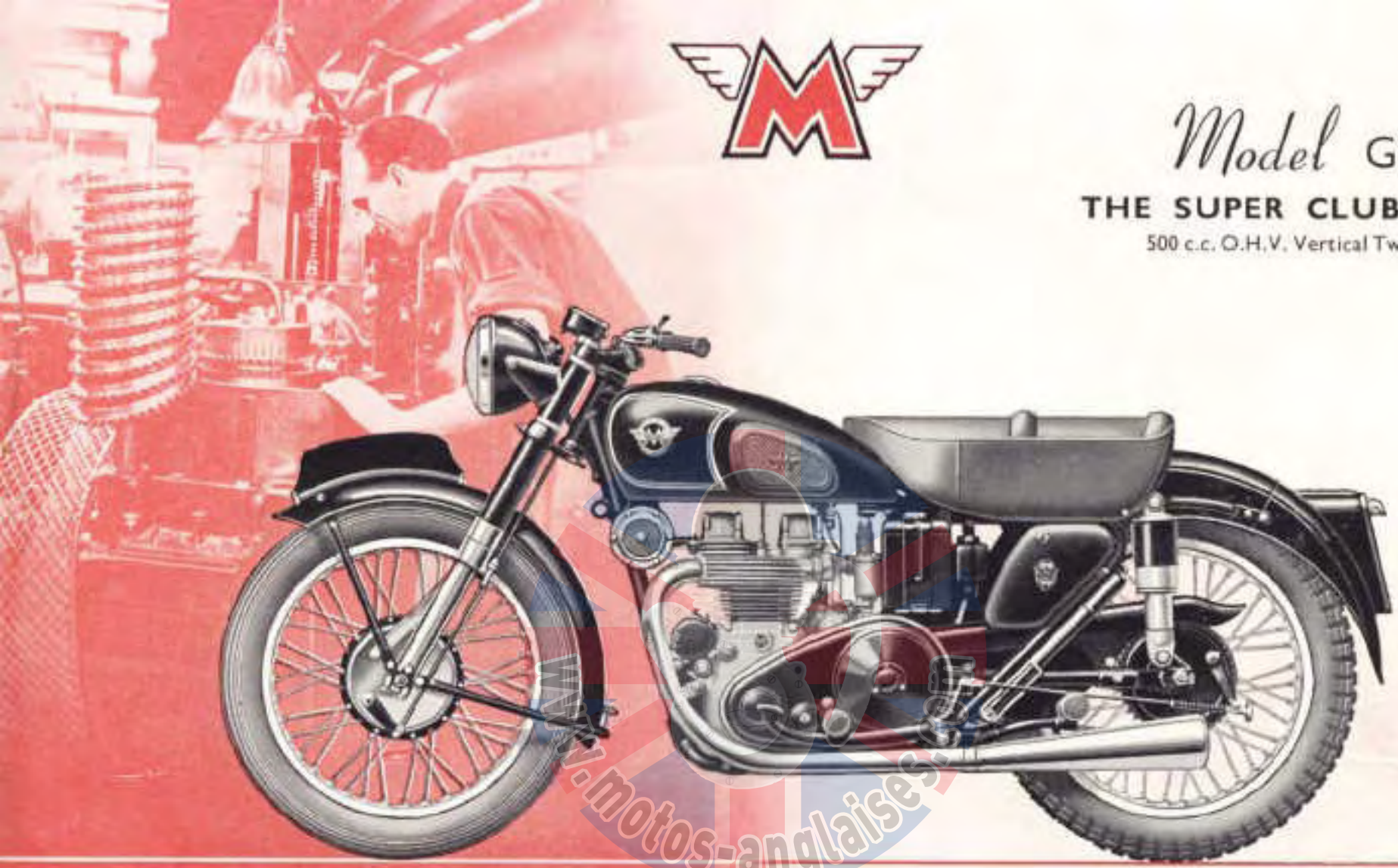
Model G9

THE SUPER CLUBMAN

500 c.c. O.H.V. Vertical Twin



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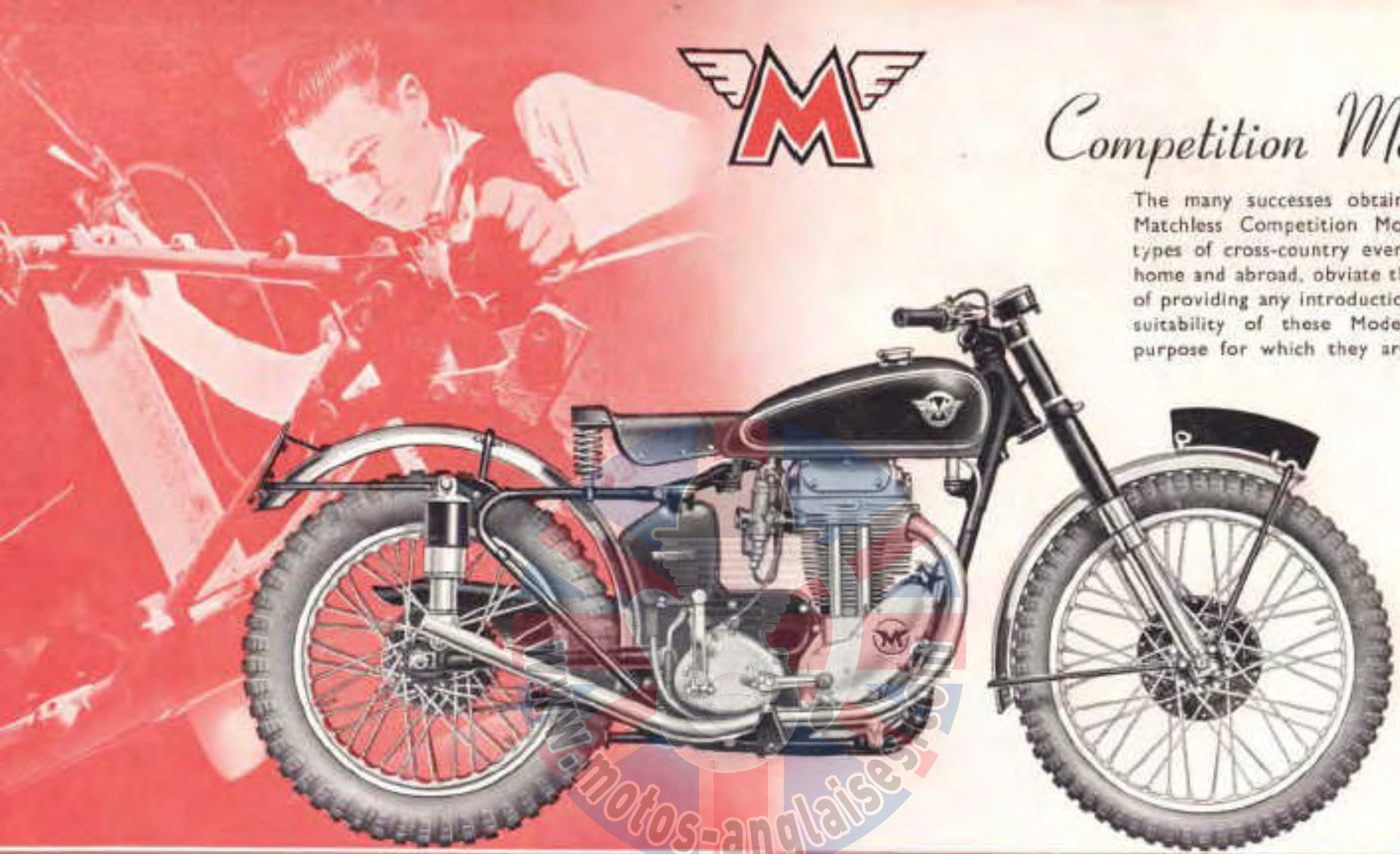
Competition Models

The many successes obtained by the Matchless Competition Models in all types of cross-country events, both at home and abroad, obviate the necessity of providing any introduction as to the suitability of these Models for the purpose for which they are intended.



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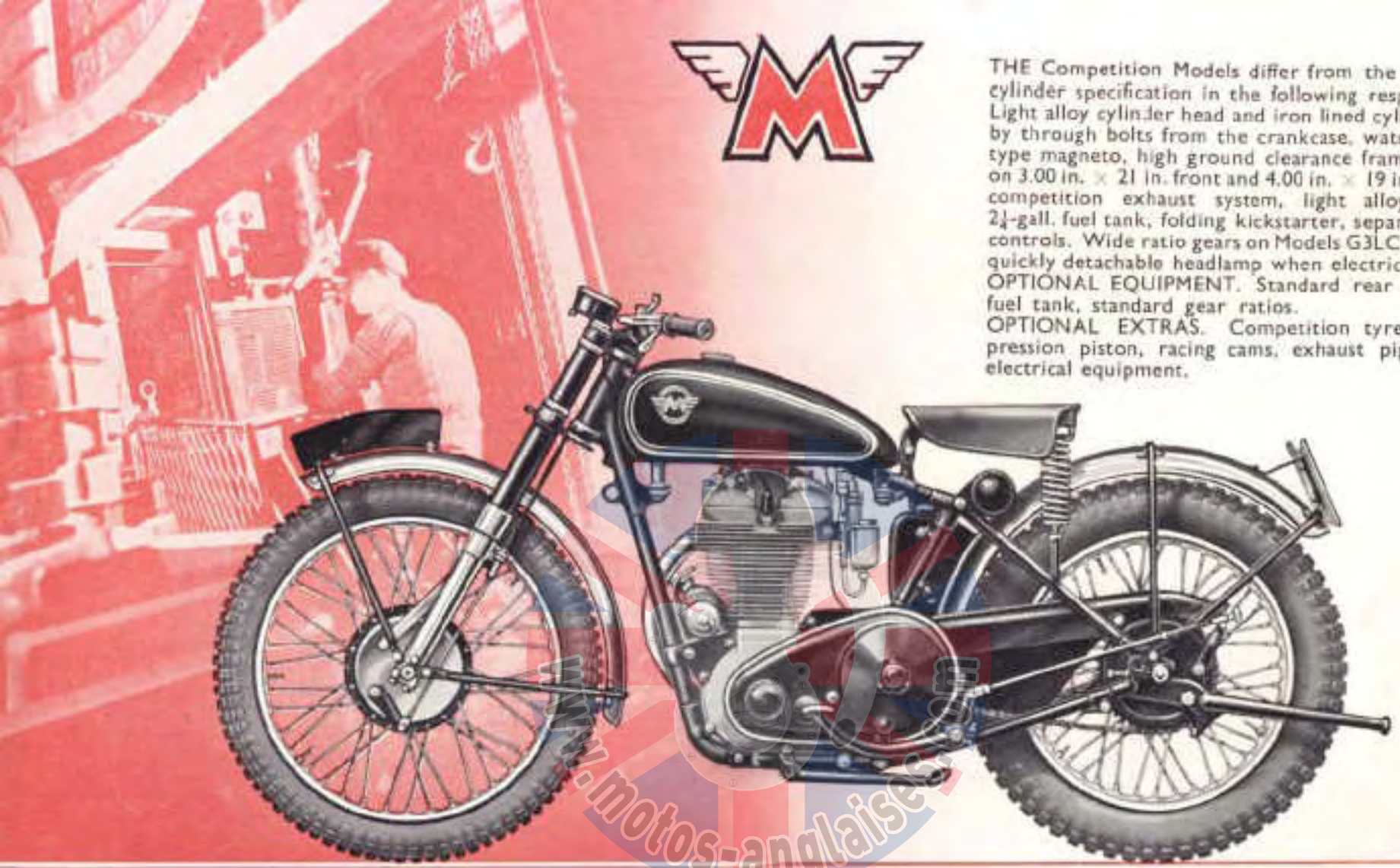
Model G80CS

498 c.c. O.H.V.

THE Competition Models differ from the normal single cylinder specification in the following respects:
Light alloy cylinder head and iron lined cylinder retained by through bolts from the crankcase, waterproof racing type magneto, high ground clearance frame, trials tyres on 3.00 in. × 21 in. front and 4.00 in. × 19 in. rear wheels, competition exhaust system, light alloy mudguards, 2¼-gall. fuel tank, folding kickstarter, separate handlebar controls. Wide ratio gears on Models G3LC and G80C and quickly detachable headlamp when electrically equipped.
OPTIONAL EQUIPMENT. Standard rear wheel, 3-gall. fuel tank, standard gear ratios.
OPTIONAL EXTRAS. Competition tyres, high compression piston, racing cams, exhaust pipe extension, electrical equipment.



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Model G3/LC

347 c.c. O.H.V.

Specification

ENGINE—Single Cylinder. Both the 350 c.c. and the 500 c.c. engines have been considerably altered for the 1952 Season. The magneto is now mounted in front of the cylinder and the drive from the exhaust camwheel enclosed in a cast aluminium chaincase of clean and attractive design. This alteration permits the rapid removal of the 32-watt dynamo for inspection or maintenance purposes. The other main features of these high output O.H.V. single port engines remain unaltered, and comprise light alloy die cast cylinder head with cast in valve seats, duplex hairpin valve springs, stellite tipped valves, wire wound low clearance piston, twin camshafts, duplex plunger oil pump and full dry sump lubrication system, 3-row Duralumin caged roller big end bearing, two-piece crankpin, crankshaft supported by twin ball races on drive side and plain bronze timing side bearing, spring-loaded cam type engine shaft shock absorber, all moving parts enclosed and positively lubricated.

CARBURETTOR. Amal semi-automatic with twist grip throttle control and separate air lever.

GEAR BOX. Exceptionally robust 4-speed box of new design with hand-operated multi-plate clutch and enclosed positive stop foot operated gear change.

FRAME. RIGID. Duplex cradle with brazed malleable lugs and forged fork ends; integral sidecar and pillion footrest lugs, front, rear and prop stands.

SPRING. As above but with swinging arm rear frame, self-lubricating bronze pivot bushes, flexibly mounted oil damped Teledraulic spring units, front, prop and centre stands, integral pillion footrest lugs plus pillion rests on Model G9 only.

BRAKES. Extremely efficient large diameter internal expanding with cast drums and finger adjustment.

TRANSMISSION. Primary chain enclosed in oil bath case and rear chain protected by deep section guard.

FORKS. Matchless patented Teledraulic. Oil damped and self-lubricating.

TANKS. Of welded steel construction with quick action filler caps, twin filter petrol taps and detachable fabric oil filter.

MUDGUARDS. Efficient ribbed steel guards, tubular stays and clean type number plates. All spring frame models fitted with valanced rear guard.

SADDLE. Large spring seat with three-point mounting and full adjustment. Model G9 fitted with Matchless "Twin Seat" of Vynide covered deep section Dunlopillo.

WHEELS. 350 c.c. Models: 3.25 in. × 19 in. Front and Rear.
500 c.c. Models: 3.25 in. × 19 in. Front and 3.50 in. × 19 in. Rear.
Steel hubs with adjustable large diameter taper roller bearings and heavy gauge cadmium plated spokes.

ELECTRICAL EQUIPMENT. 32-watt chaindriven dynamo, large diameter headlamp with handlebar controlled dipper switch, flexibly mounted voltage control unit, two panel car type rear light.

FINISH. Three coats best quality stoved black enamel on Bondcrised surface, chromium plated exhaust system, handlebars, filler caps, etc., polished aluminium fork sliders, wheel rims and other parts in contrasting aluminium finish, and tank handlined in aluminium and Aldwych red.

EQUIPMENT. Comprehensive tool kit, grease gun, tyre pump and 90-page Instruction Manual.
(For list of Optional Equipment, see rear cover and Spares Catalogue)

Engine Specification Model G9

As the 500 c.c. Vertical Twin cylinder engine fitted to the Model G9 is completely different from the single cylinder units, a full technical specification is provided herewith.

Exceptionally robust dynamically and statically balanced iron alloy 3 bearing crankshaft, large diameter roller outer main bearings with Vandervell three layer centre main and big end bearings, die cast crankcase of spherical shape, separate deeply spigotted cylinders and heavily finned light alloy cylinder heads retained by through bolts from the crankcase, overhead stellite tipped valves, eccentric rocker spindle valve adjustment, Duralumin pushrods, twin gear-driven camshafts and gear type oil pumps evenly distributing oil to all moving parts through centre main bearing, full dry sump lubrication system, forged light alloy connecting rods, wire wound pistons, flange mounted geardriven magneto and 45-watt dynamo.

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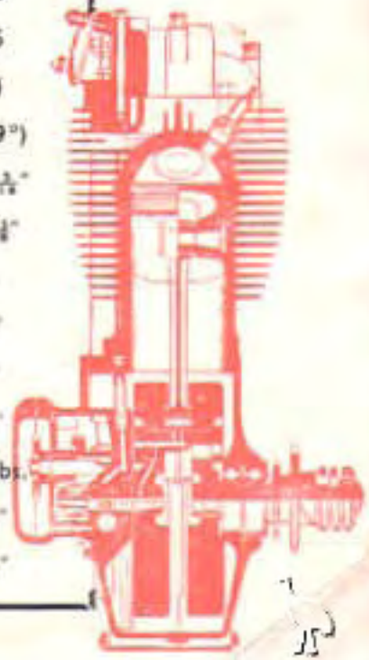
Matchless Data

ITEM	G3/L	G3/LS	G3/LC	G3/LCS	G80	G80/S	G80/C	G80C/S	G9
Bore and Stroke ...	69 × 93 mm.	69 × 93 mm.	69 × 93 mm.	69 × 93 mm.	82.5 × 93 mm.	82.5 × 93 mm.	82.5 × 93 mm.	82.5 × 93 mm.	66 × 72.8 mm.
Capacity	347 c.c.	347 c.c.	347 c.c.	347 c.c.	498 c.c.	498 c.c.	498 c.c.	498 c.c.	498 c.c.
Comp. Ratio ...	6.35 : 1	6.35 : 1	6.35 : 1	6.35 : 1	5.9 : 1	5.9 : 1	5.9 : 1	5.9 : 1	7 : 1
Gear Ratio:	15.4, 9.9, 7.6 & 5.8 : 1	15.4, 9.9, 7.6 & 5.8 : 1	20.4, 13.6, 9.7 & 6.6 : 1	17.3, 11.2, 8.6 & 6.6 : 1	13.3, 8.5, 6.5 & 5.0 : 1	13.3, 8.5, 6.5 & 5.0 : 1	18.3, 11.8, 8.4 & 5.8 : 1	15.4, 9.9, 7.6 & 5.8 : 1	13.9, 8.9, 6.9 & 5.3 : 1
Petrol Capacity ...	3 G./13.6 L.	3 G./13.6 L.	2½ G./10.2 L.	2½ G./10.2 L.	3 G./13.6 L.	3 G./13.6 L.	2½ G./10.2 L.	2½ G./10.2 L.	3 G./13.6 L.
Fork Oil per Leg SAE 20.	185 c.c.	185 c.c.	185 c.c.	185 c.c.	185 c.c.	185 c.c.	185 c.c.	185 c.c.	185 c.c.
Suspension Oil per Leg SAE 20 ...	85 c.c.	85 c.c.	85 c.c.	85 c.c.	85 c.c.	85 c.c.	85 c.c.	85 c.c.	85 c.c.
Main Jet	150	150	150	150	180	180	180	180	180
Needle Jet	.105	.105	.105	.105	.105	.105	.105	.105	.105
Throttle Slide ...	6/4	6/4	6/4	6/4	29/4	29/4	29/4	29/4	6/4
Ignition Advance ...	½" (39°)	½" (39°)	½" (39°)	½" (39°)	½" (39°)	½" (39°)	½" (39°)	½" (39°)	⅝" (39°)
Primary Chain ...	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"	½" × ³⁄₁₆"
Rear Chain	⅝" × ½"	⅝" × ½"	⅝" × ½"	⅝" × ½"	⅝" × ½"	⅝" × ½"	⅝" × ½"	⅝" × ½"	⅝" × ½"
Dynamo Chain ...	⅜" × .225	⅜" × .225	⅜" × .225	⅜" × .225	⅜" × .225	⅜" × .225	⅜" × .225	⅜" × .225	—
Wheelbase	54"	55½"	53"	55½"	54"	55½"	53"	55½"	55½"
Ground Clearance ...	5½"	5½"	6½"	6½"	5½"	5½"	6½"	6½"	5½"
Saddle Height ...	30"	31"	32½"	32½"	30"	31"	32½"	32½"	31½"
Weight	342 lbs.	368 lbs.	295 lbs.	321 lbs.	350 lbs.	380 lbs.	298 lbs.	324 lbs.	405 lbs.
Length	85"	86½"	82"	85½"	85"	86½"	82"	85½"	86½"
Width	29½"	29½"	29½"	29½"	29½"	29½"	29½"	29½"	29½"



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Under the late Elizabeth the enterprise of men like Drake and Frobisher opened up the markets of the New World to British goods. In this second Elizabethan age, markets are won more peacefully by the sheer quality of products of British Craftsmanship such as MATCHLESS MOTOR CYCLES
Throughout the world, wherever there is a road, you will find a MATCHLESS
MATCHLESS
Clubman
STAND 17
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