

SUNBEAM

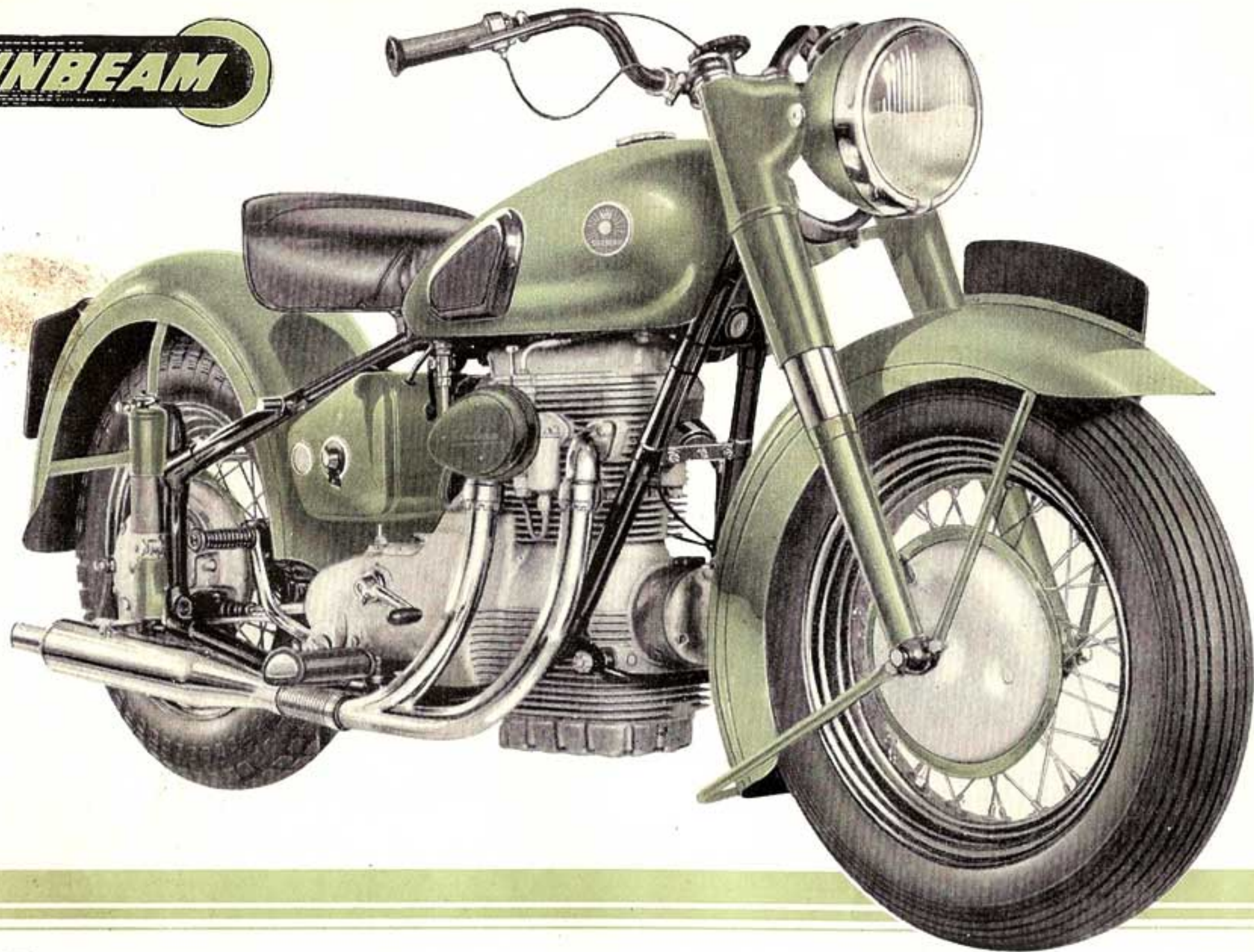


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Superlative in design, and splendid in performance, the two Sunbeam models described in these pages enhance the traditional quality and dignity which has long been associated with the name Sunbeam. Judged by the highest possible standards they earn the unstinted approval of the connoisseur of design, and enjoy the enthusiastic appreciation of the most critical.

For the purchaser who will not be content with less than the acme of luxury, model S7 is the obvious choice. The rider who is willing to concede a fractional degree of luxury in return for an appreciable gain in performance will select model S8 as the ideal Motor Cycle.

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Sunbeam

500 O.H.C. Twin Model S7

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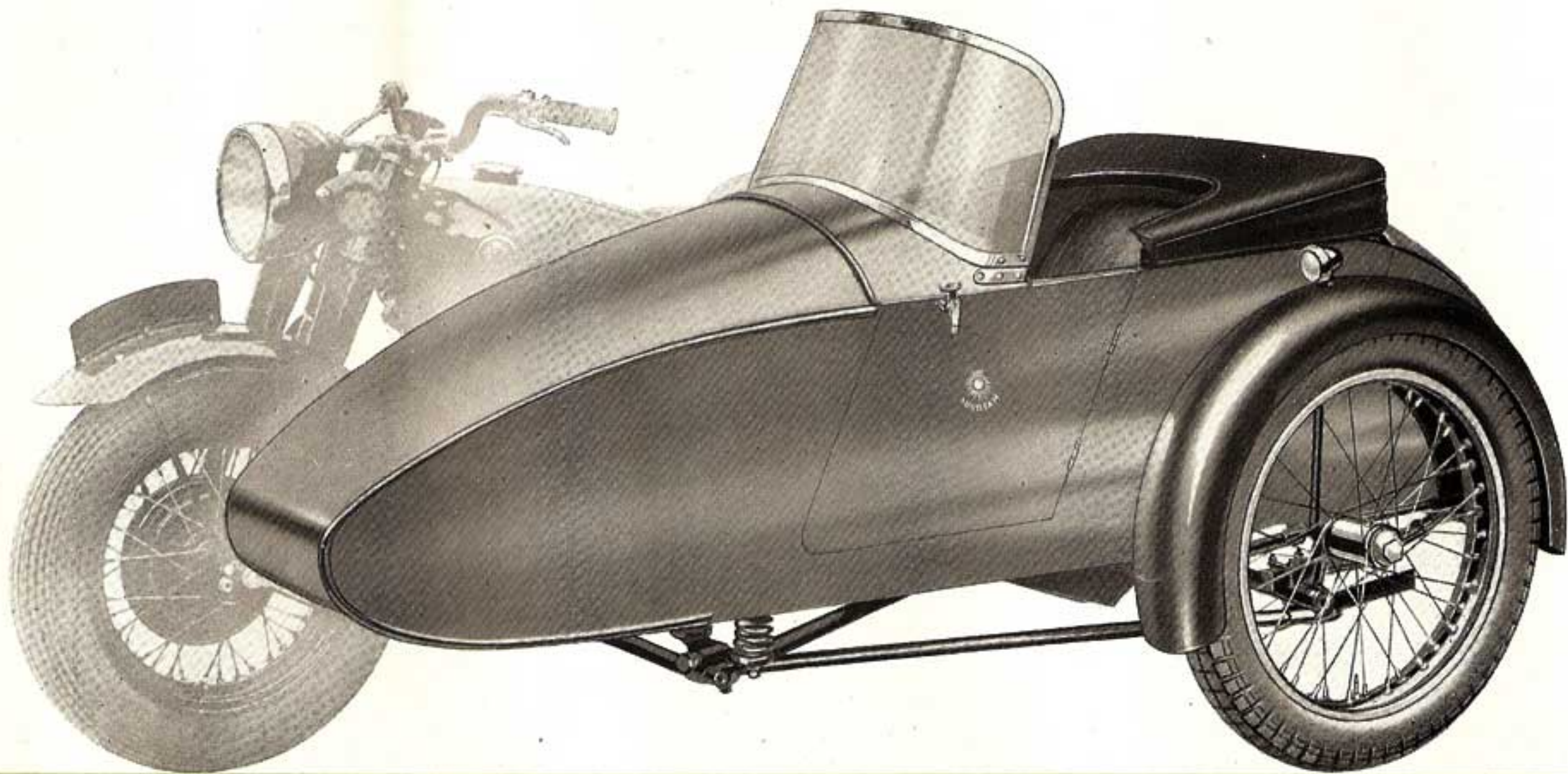


Sunbeam

500 O.H.C. Twin Model S8

A roomy, comfortable, well-sprung sidecar which offers generous luggage accommodation, and with a close fitting hood which gives the passenger ample protection in wet weather. The body is cellulose finished in either black—suitable for the model S8—or mistgreen, suitable for the model S7.

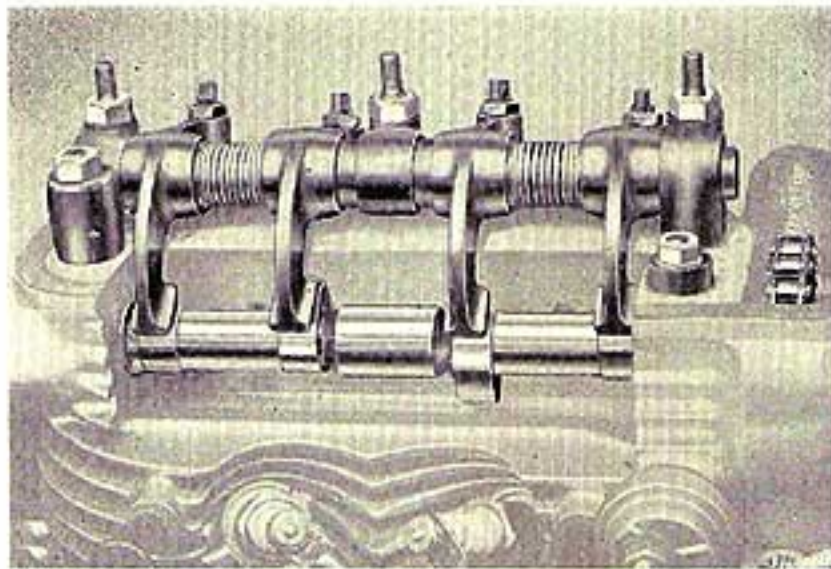
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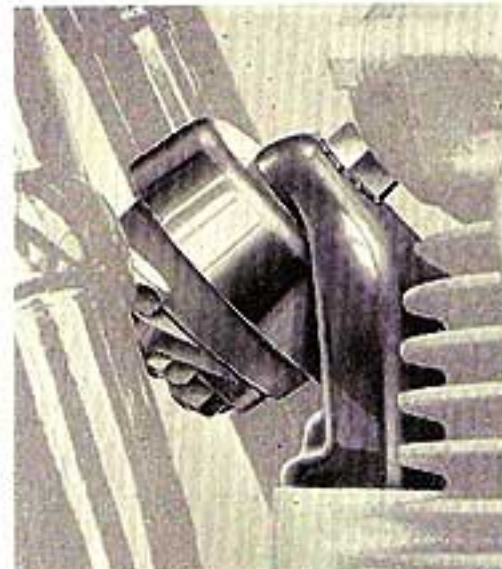
Sunbeam

de luxe Tourer Sidecar Model S22/50

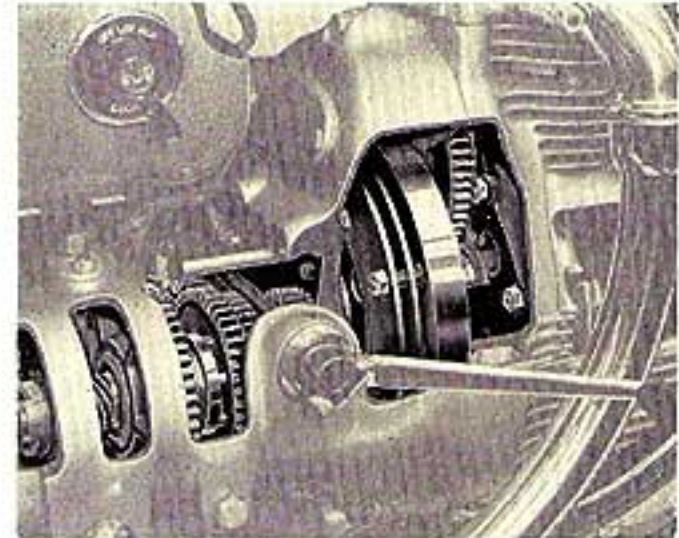
Sunbeam Features



The chain driven overhead camshaft is mounted on plain bearings of generous dimensions, pressure fed direct from the oil pump.



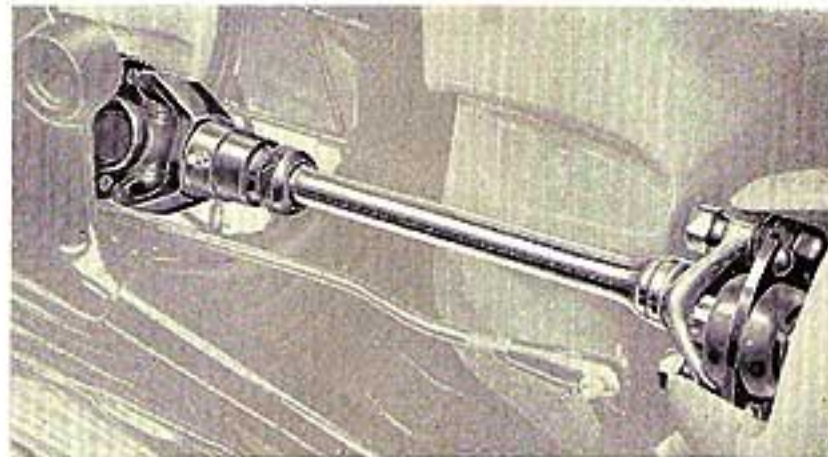
A smooth flow of power from the engine is ensured by its rubber mountings, the upper one being shown in the illustration. They are both oil and petrol proof.



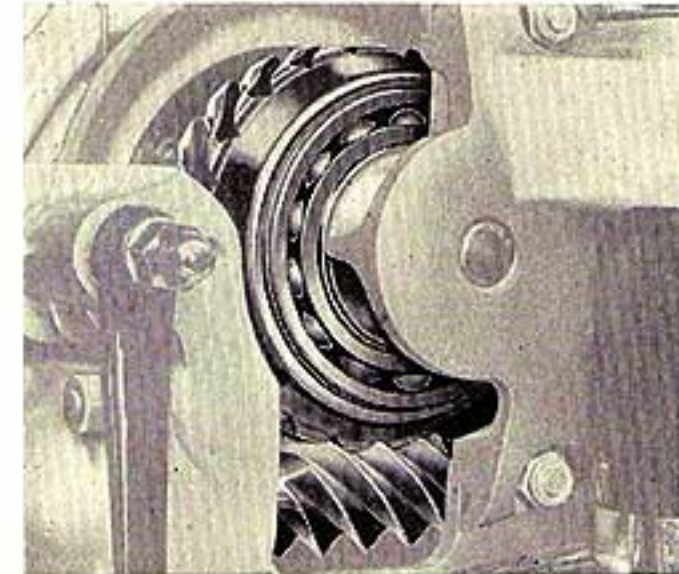
A four-speed gearbox and a single plate dry clutch are in unit construction with the engine.



Superb steering is provided by the telescopic front forks fitted with automatic progressive hydraulic damping.



Shaft drive is now accepted as the ideal form of power transmission. The Sunbeam design is of sturdy construction and incorporates a needle roller universal joint at the rear.



The worm reduction gear is of robust proportions, requires little maintenance, and is unaffected by the removal of the rear wheel.

General Specification Models S7 and S8

POWER UNIT: Fully floating power unit, mounted on rubber, with high frequency vibration damper.

ENGINE: Unit construction vertical twin, $2\frac{3}{4}$ in. bore x $2\frac{1}{2}$ in. stroke; crankcase and cylinders in one-piece aluminium alloy casting and austenitic cylinder liners; one-piece aluminium alloy cylinder head; overhead camshaft drive by chain with automatic tensioner; totally-enclosed and specially lubricated cam and rocker gear; light alloy connecting rods with indium flashed lead-bronze big-end bearings; Amal carburetter; air cleaner.

LUBRICATION: Car type engine lubrication; separate oil supply for gearbox and rear drive; other parts by grease gun.

TRANSMISSION: Direct drive from engine through single plate car-type dry clutch to gearbox; four speeds with positive stop foot gear change; shaft drive to rear wheel from gearbox layshaft through one shock absorber and one needle bearing universal joint; final drive from shaft to rear wheel by totally enclosed worm gear; gear ratios: solo 5.3, 6.5, 9.0 and 14.5 to 1; sidecar 6.13, 7.4, 10.3, 16.6 to 1.

FRAME: Tubular duplex cradle; telescopic front forks with automatic hydraulic damping; rear suspension by totally enclosed plunger springs; rubber mounted petrol tank (capacity three gallons with half gallon reserve); easy action central stand; integral frame lugs for L.H. or R.H. sidecar attachment. Domed and valanced mudguards, rear hinged.

CONTROLS: Twist grip throttle, front brake and horn button on right bar; clutch and dip switch on left bar. Handlebar and footrests adjustable to suit rider.

EQUIPMENT: Dunlop tyres; Lucas 6 volt 60 watt dynamo lighting set with compensated voltage control; 8 in. headlamp with integral speedometer, ignition and oil warning lights; coil ignition with automatic advance. Coil, cut-out, switch, ammeter and spare bulb holder in offside box protected from weather; battery in rubber buffers in nearside box. Electric horn; spring seat saddle; metal toolbox complete with toolkit; tyre inflator; licence holder; folding prop stand. Saddle type pillion seat and folding pillion footrests extra.

Model S7

Silencer: Absorption type, chromium plated.

Wheels: Instantly detachable and interchangeable.

Tyres: Front: 4.50-16 ribbed. Rear: 4.75-16 studded.

Brakes: 8" diameter.

Saddle: Sprung cradle mounting, adjustable for rider's weight.

Finish: Mistgreen with black frame and chromium plated exhaust system, etc.

Model S8

Baffle type, cast aluminium.

Instantly detachable.

Front: 3.25-19 studded. Rear: 4.00-18 studded.

Front: 7" diameter. Rear: 8" diameter.

Three-point attachment.

Black lustre with chromium plated exhaust pipes, etc. Alternative colour, Silver Grey.

SUNBEAM CYCLES LTD., Birmingham 11

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Sunbeam Cycles Ltd. reserve the right to alter the designs or any constructional details of their manufactures at any time without giving notice.