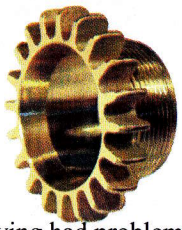
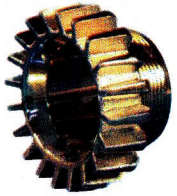
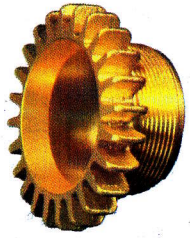
LT March 2013



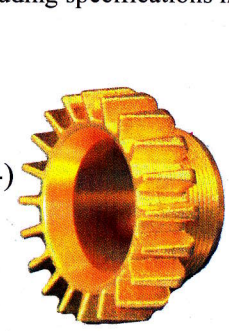
RGM Norton Ltd.

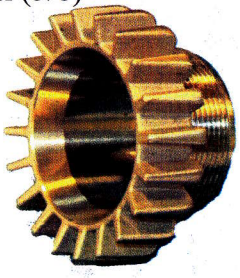


Having had problems for some time now with the quality and supply of exhaust roses particularly for singles we have recently commissioned a very large batch costing in excess of £50,000.00. This has given us access to serious machining facilities and has allowed us to produce Roses of the highest quality and consistency at reasonable cost. The choice of materials includes Naval brass, plated or raw, chosen for its strength and high expansion rate (helps stay tight). Lightweight LM25 alloy for the racing fraternity. and Stainless steel, strong and everlasting. We have initially kept the price very low in order to move some stock and get them into the market place where they can be judged. The range including specifications hitherto unavailable is as follows..



062464 Twin cylinder exhaust rose 1946 to 1973 naval brass plated as original (3/4)
062464B Twin cylinder exhaust rose 1946 to 1973 naval brass raw (3/4)
062464A Twin cylinder exhaust rose 1946 to 1973 LM24TF alloy anodised black (3/4)
062464S Twin cylinder exhaust rose 1946 to 1973 stainless steel (3/4)
063555 Twin cylinder later squared fin rose long thread naval brass plated as original (3/4)
063555B Twin cylinder later squared fin rose long thread naval brass raw (3/4)
063555S Twin cylinder later squared fin rose long thread stainless steel (3/4)
063988 Twin cylinder later squared fin rose naval brass plated as original (5/8)
063988B Twin cylinder later squared fin rose naval brass raw (5/8)
063988S Twin cylinder later squared fin rose stainless steel (5/8)
A2/168 Single cylinder exhaust rose naval brass plated as original (5/8)
A2/168B Single cylinder exhaust rose naval brass raw (5/8)
A2/168S Single cylinder exhaust rose stainless steel (5/8)
A2/168A Single cylinder exhaust rose alloy anodised black (5/8)
18197MB Manx single cylinder exhaust rose naval brass raw (7/8)
18197MS Manx single cylinder exhaust rose stainless steel (7/8)
18197MA Manx single cylinder exhaust rose alloy anodised black (7/8)





NOTES

The thread spec on Norton singles and Twins is identical, only the Diameter changes. All the single cylinder OHV and OHC bikes, Model 18, 50, ES2 Inter Manx etc. have the same thread only the length changes, Manx and Inters being longer. Similarly with the twins the thread remained the same right from the Model 7 through to the last 850 MK3, in fact except for the port angle nothing changed. The shorter threaded twin cylinder rose was designed to be used on 850 machines with balanced pipes as they have collets. The actual port is identical to the earlier Twins. The thread length is indicated in brackets after the description.

A word of warning regarding the threads, the specification of these threads has been carefully calculated using original factory drawings and relevant British Standards. The conclusion then being checked against a number of samples covering the full production span and A good selection of new cylinder heads both singles and twins. Our aim has been to eliminate errors in form and maximise the thread engagement, the effective diameter being a function of major and minor diameters plus errors it was found that some other roses as much as .020“ undersize could still feel to be a good fit in the cylinder head. The roses supplied by RGM are guaranteed to fit any correctly threaded head and maximise engagement but prior to fitting you must remove any dirt carbon or sealant. Ideally a 14 T.PI. Thread scraper should be used but failing that a small 14 T.P.I. Tap can be used as a scraper or an old exhaust rose with the thread cut through with a hacksaw can be screwed in and this should remove the debris. In order to compliment this quality product we have also designed a special three piece spanner, easily carried when dismantled The three engagement pegs eliminate the need for the unsightly blocks seen on many roses and prevent the breakage or bending of the fins. The close fitting of the engagement pegs necessitates there being three different heads as follows.....One to suit the single cylinder roses, one for the pre 850 roses and one for the 850 squared fin pattern roses. We supply the spanner assembled for each specific application, or as a set consisting of all three spanner heads and one handle assembly or each head individually.... Twin cylinder assembly 050652. Head only 060655. Twin cylinder squared fin (850) assembly 060653. Head only 060656. Single cylinder assembly 060654. Head only 060657, and the set of three heads and one handle assembly 050658.

It is a recommended purchase to preserve the roses and again offered at a special price.