

# Engine and Frame Serial Numbers

This document currently will help you identify from 1923 to 1975 Norton Models. Pre-war Models were manufacted from 1923 to 1939. Pre-war Models are identified by their Engine Serial numbers. These numbers can be found in Table 4.

Post-war models are denoted from year 1945 on. Post-war Serial Numbers consist of three parts. First a Model Number (Table 2), second a letter code (Table 3), and last a unique number (Table 1). Serial Numbers are found on the Frame and Engine.

The Serial Numbers on the Frame and Engine from 1945 to 1974 should match. The serial numbers from 1960 to 1945 should include a year letter code.

Engine Numbers:

The Engine Numbers are found on the front of the crankcase or on the left-hand crankcase just below the cylinder. The engine number may include the engine dimensions, especially on the singles with the 79X100 mm bore and stroke.

Frame Numbers:

Feather Bed Frames: The serial numbers are located on the primary case side, rear frame gasset (below to the rear swing arm bolt). The Model code is written horizontal with the year letter (if one is present) and the unique number is written vertically.

Commando Frames: The serial numbers on the Commando Frames are numbered on a plate rivited to the headstock.

Small Twins (ie Jubilee):The frame numbers are stamped on the right-hand frame lug which carried the rear fork up to 1963. From then on, it was on the pillion footrest bracket.

Other Frames: The serial numbers are on the headstock.

When trying to date a engine/frame, the year code letter is the most useful up to 1960. The serial numbers have been known to have some overlap from one model year, or calender year, to the next. There are some exceptions to this. The unique numbers written in Table 1 below indicte year end values.

## Both Frame and Engine Serial Numbers (Table 1)

|  |  |  |  |
| --- | --- | --- | --- |
| **Model** | **Date** | **Unique Number** | **Notes** |
| Determined from table below | 1945 | 1001 | Year end |
| " | 1946 | 2131 | " |
| " | 1947 | 7756 | " |
| " | 1948 | 13792 | " |
| " | 1949 | 35560 | " |
| " | 1950 | 42700 | " |
| " | 1951 | 48900 | " |
| " | 1952 | 55350 | " |
| " | 1953 | 60700 | " |
| " | 1954 | 66600 | " |
| " | 1955 | 71360 | " |  |
| " | 1956 | 77400 | " |  |
| " | 1959 | 80488 | " |  |
| " | 1960 | 87038 | " |  |
| " | 1961 | 94500 | " |  |
| " | 1962 | 101060 | " |  |
| " | 1963 | 105000 | " |  |
| Atlas (code 20) | Feb 1964 | 108000 | First Atlas |  |
| " | Sept 1964 | 111377 | -- |  |
| " | 1966 | 115871 | -- |  |
| " | 1967 | 120323 | -- |  |
| " | May 1967 | 121307 | N15CS |  |
| " | May 1967 | 121307 | Concentrics Carbs & coil ignition |  |
| " | May 1967 | 121665 | P11 |  |
| " | Aug 1967 | 123364 | -- |  |
| " | Jan1968 | 124372 | P11A |  |
| " | Sept 1968 | 128646 | P11A Ranger |  |
| " | Nov 1968 | 129145 | Last Ranger |  |
| Commando 750cc | Aug 1967 | 123666 | First Model |  |
| " | Feb 1968 | 126125 | First Production Machine |  |
| " | Mar 1969 | 131180 | Fastback |  |
| " | Mar 1969 | 131257 | S with Camshaft Points |  |
| " | Sept 1969 | 133668 | Fastback withcamshaft points |  |
| " | Sept 1969 | 134108 | First wolverhampton engines (P-suffix) |  |
| " | Mar 1970 | 135140 | Roadster |  |
| " | June 1970 | 135088 | Last S |  |
| " | Sept 1970 | 139571 | Fastback MK II |  |
| " | Jan 1971 | 141717 | Last Fastback MK II |  |
| " | Jan 1971 | 141783 | Fastback MK III |  |
| " | Jan 1971 | 142583 | Roadster MK II |  |
| " | Mar 1971 | 145234 | SS |  |
| " | Apr 1971 | 144343 | Fastback LR |  |
| " | May 1971 | 146074 | Hi-Rider |  |
| " | Oct 1971 | 150723 | Last SS |  |
| " | Jan 1972 | 200001 | Fastback MK IV |  |
| " | Jan 1972 | 200001 | Roadster MK IV |  |
| " | Jan 1972 | 200001 | FastbackLR MK IV |  |
| " | Jan 1972 | 200001 | Hi-Rider MK IV |  |
| " | Jan 1972 | 200001 | Interstate |  |
| 750cc | --- | 200976 | First Combat Engine |  |
| " | --- | 211110 | First Detuned |  |
| " | 1973 | 212278 | Interstate |  |
| " | Mar 1973 | 220000 | Roadster MK V |  |
| " | Mar 1973 | 220000 | Hi-Rider MK V |  |
| " | Mar 1973 | 220000 | Interstate MK V |  |
| " | Oct 1973 | 230935 | Last 750cc Commando |  |
| Commando 850 | Apr 1973 | 300000 | First 850 |  |
| " | Sept 1973 | 306591 | MK IA 850 |  |
| " | Jan 1974 | 307311 | Mk II and IIA 850 |  |
| " | Feb 1975 | F12001 | Frame number MK III |  |

## Model Code Translater (Table 2)

|  |  |  |  |
| --- | --- | --- | --- |
| **Model Code** | **Model** | **Model Code** | **Model** |
| 2 | 16H | 122 | 88 |
| 3 | 18 | 13 | 50 |
| 3T | 500T | 14 | 99 |
| 4 | ES2 | 15 | 77 & Nomad |
| 6 | 19R | 16 | Nomad |
| 7 | Big 4 | 17 | Jubilee |
| 8 | 16H or Big Four Plunger | 18 | All 650 twins |
| 9 | 19S | 19 | Navigator |
| 10 | International 40 | 20 | Atlas |
| 10M | Manx 40 | 20M3 | Commando (distributor) |
| 10M2 | Manx 40 Featherbed | 20M3S | Commando (Camshaft points) |
| 11 | International 30 | 50 | AMC 50 |
| 11M | Manx 30 | ES | Electra |
| 11M2 | Manx 30 Featherbed | ES2 | AMC ES2 |
| 12 | Model 7 | --- | --- |

Notes For Translating Model Letters:  
Suffix D indicates de luxe twin  
Suffix SS indicates Sports Special Twins  
Suffix Q indicates quieting ramp cams (some 1947 singles)

## Year Letter Code Table (Table 3)

|  |  |  |  |
| --- | --- | --- | --- |
| **Year Code** | **Year** | **Year Code** | **Year** |
| A | 1946 | J | 1954 |
| B | 1947 | K | 1955 |
| C | 1948 | L | 1956 |
| D | 1949 | M | 1957 |
| E | 1950 | N | 1958 |
| F | 1951 | P | 1959 |
| G | 1952 | R | 1960 |
| H | 1953 | - | - |

## Pre-war Models Engine Serial Numbers (Table 4)

|  |  |  |  |
| --- | --- | --- | --- |
| **Year** | **Approx Engine Number** | **Year** | **Approx Engine Number** |
| 1923 | 4200 to 7550 | 1932 | 51820 to 54120 |
| 1924 | 7550 to 11900 | 1933 | 54120 to 56140 |
| 1925 | 11900 to 27500 | 1934 | 56120 to 59500 |
| 1926 | 27500 to 32800 | 1935 | 59500 to 62800 |
| 1927 | 32800 to 36900 | 1936 | 62800 to 69800 |
| 1928 | 36900 to 41000 | 1937 | 69800 to 81500 |
| 1929 | 41000 to 45600 | 1938 | 81500 to 87920 |
| 1930 | 45600 to 49250 | 1939 | 87920 to 94700 |
| 1931 | 49250 to 51820 | - | - |

350cc machines from 1929 to 1939 had seperate range of numbers. From 1929 to 1936 these ranged from 1000 to 6200. From 1937 to 1939 they ranged from 6201 to 10700.

## Return to [BBC Home Page](http://classicenglishbikes.com/index.html)

