



# MATCHLESS MOTOR CYCLES LTD.

DIRECTORS

W. J. SMITH  
W. J. MARTIN

MANUFACTURERS OF A.J.S. MATCHLESS & NORTON

GENERAL ENGINEERS · M.O.A. APPROVED

CODES

A.B.C. 5TH & 6TH Edns. & BENTLEYS

TELEX No. 22617

Our Ref. JH/DR.

Your Ref. ....

PLUMSTEAD ROAD  
LONDON, S.E.18

TELEPHONE: WOOLWICH 1223  
TELEGRAMS: MATCHLESS · LONDON · TELEX

22nd November 1963.

Mr. I.P. Burdon.  
172, Harton House Road,  
South Shields,  
Co. Durham.

Dear Sir,

Thank you for your letter of the 3rd September, and we apologise for a considerable delay in replying, brought about by the large volume of correspondence we are handling at the present time. We are however, making every effort to catch up and regret any inconvenience caused by the delay.

To answer your query, you can fit an SS camshaft to your Model 88 and it is Part No: 22729; price £6. 10. 10d. the Daytona camshaft is the same price, to Part No: 21225, but of course this gives less lift.

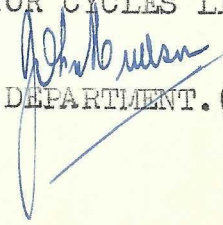
Both camshafts should be used with flat tappets Part Nos: 22771 left hand and 22772 right hand, the price of which is 13/-d each.

With regard to your oil pump which you consider is worn, if you would like to return it to the Works, we can attend to it and advise you of the cost involved in restoring it. We do not have a set charge for this, as we had in Birmingham. Finally, with regard to Spare Parts prices, since the list you refer to was published, there have been an increase of 5% one of 10% and a further one of 10% which applied after 1st June last.

Trusting this is the information you require.

We are,

Yours faithfully,  
MATCHLESS MOTOR CYCLES LIMITED.

  
SERVICE DEPARTMENT. (NORTON).



# MATCHLESS MOTOR CYCLES LTD.

MANUFACTURERS OF A.J.S. MATCHLESS & NORTON

GENERAL ENGINEERS · M.O.A. APPROVED

CODES  
A.B.C. 5TH & 6TH Edns. & BENTLEYS  
TELEX No. 22617

DIRECTORS  
W. J. SMITH  
J. F. KELLEHER

PLUMSTEAD ROAD  
LONDON, S.E.18

TELEPHONE: WOOLWICH 1223  
TELEGRAMS: MATCHLESS · LONDON · TELEX

Our Ref..... JH/TM

Your Ref.....

2nd April, 1964.

Mr. Ian P. Burdon,  
172 Harton House Road,  
South Shields,  
Co. Durham.

Dear Sir,

Thank you for your letter of 31st ult. regarding your 1954 Norton Model 88 engine, and your proposal to fit it into a 1959 ES2 frame.

We would mention that the frames differ, and that the ES2 frame has a narrow engine attachment point at the front, and that you would have to make up special engine plates and spacers to make up the difference in width between the narrow single cylinder engine and the wider twin.

*Dist  
Pcs.*

With regard to your engine modifications you can fit the pistons you describe, but they will not give 9.45 : 1 in your engine, because the 1960 or later cylinder head is required before you can obtain this ratio. They will give almost 9 : 1 in your engine.

*Cyl. hd*

You can fit the S.S. camshaft and tappets, but Norton siamese exhaust pipes will not fit because they will not clear the dynamo which is in front of your engine, and they were designed for the A.C. equipped machines of 1958 onwards.

*D.O.*

The ignition timing should be set at 30° B.T.D.C. fully advanced, the contact breaker points gap should be set at .012" and you should check on both cams before you time the spark.

The sparking plug points gap should be from .018" - .020" large inlet valves are not fitted to cylinder heads as standard until 1960. The solo engine sprocket size should be 19-teeth, the tappet clearances should be .006" inlet, and .008" exhaust.

You cannot fit the S.S. valve spring because they are shorter, and are designed for the downdraught cylinder head of 1962

only, /

Mr. Ian P. Burdon,  
South Shields.

only, and finally, we would mention that we do not normally consider it wise to step up the power output of an engine as old as this one, unless its bottom end, i.e. its main bearings, crankshaft and big end bearings, are in exceptional condition.

Trusting this is the information you require,

Yours faithfully,

WATCHLESS MOTOR CYCLES LTD.

  
Service Dept. (Worton)