

# color me fun



Norton® Ranger





### **The world's finest all-purpose motorcycle**

We married the best in roadburner engines with a special lightweight scrambles frame and came up with the Ranger—the most exciting varipurpose motorcycle built today. Trickle through town, fly along the highway or gallop over the rough stuff, you'll find this one will do it all. With style. Hairline steering, smooth-as-silk transmission, scorching pick up in any gear and the kind of reliability you'd expect from a competition cycle are all part of the package.

Easy to see it's all Norton. All power. All safety. All purpose.

The apple colored Ranger is yours for the price of a motorcycle. And you get a good deal more.





**urpose motorcycle**

turner engines with a special  
and came up with the Ranger—the  
motorcycle built today. Trickle  
highway or gallop over the  
ne will do it all. With style.  
silk transmission,  
r and the kind of  
a competition cycle are

l power. All safety.

yours for the price of  
good deal more.



### Engine

Cylinder head and rocker box form an integral unit with widely spaced exhaust ports for maximum scavenging efficiency. Overhead valve operation thru forged steel rockers. Alloy pushrods. Large diameter tappets actuated by single chain driven camshaft. Built-up forged steel crankshaft, large diameter central iron flywheel, plain big-end bearings, two piece conrods, light alloy pistons and a one piece cast iron cylinder block.

Engine	O.H.V. Twin
Capacity	45 cu. in. (745 c.c.)
Bore	2.88 in. (73 mm)
Stroke	3.5 in. (89 mm)
Compression ratio	7.6 : 1
Carburettors	Twin Amal Concentric Type 930

### Gearbox

Four speed footshift with heavy duty wide tooth gears.

#### Gear ratios:

Top	4.42 : 1
Third	5.39 : 1
Second	7.52 : 1
First	11.32 : 1

### Electrics

12 volt with zener diode rectification

### Chains

Front  $\frac{1}{2}$  in. x  $\frac{1}{8}$  in. Rear  $\frac{3}{8}$  in. x  $\frac{3}{8}$  in.

### Hubs and brakes

Full width alloy hubs on front and rear; 7 in. diameter single leading shoe brakes. Two ball bearings at front, taper rollers at rear.

#### Brake diameters:

Front 7 in. x  $1\frac{1}{2}$  in. Rear 7 in. x  $\frac{3}{4}$  in.

### Gastank

Rubber mounted steel gastank of 2.7 U.S. ( $2\frac{1}{2}$  Imperial) gallons capacity. Quick-action screwblade gascap. Twin taps with reserve supply.

### Oil tank

All steel tank holding 6 U.S. (5 Imperial) pints.

### Tires

Front 3.25 x 19 21 lb/psi.  
Rear 4.00 x 18 21 lb/psi.

### Frame

Lightweight chrome-molybdenum steel Sifbronze welded frame with twin front downtubes, twin seat tubes and malleable iron head lug. Hefty alloy bash plate bolted on bottom loops. Redesigned lean-to stand. Swing arm with competition type shock absorbers.

### Forks

Competition type teledraulic pattern with long movement, two-way damping with check springs, heat treated tubes and black rubber fork boots.

### Colors

Candy Apple Red paintwork, black enamelled frame. Polished alloy and chromed cycle and engine parts.

### Equipment

120 mph speedometer; 8,000 rpm tachometer. Ammeter and main beam indicator built into headlamp shell.

Fully chromed downswep pipes with inclined mufflers. Quickly detachable baffles for competition riding.

Full buddyseat in black naugahyde.

Fold up foot pegs front and rear.

### Dimensions

Wheel base 56 $\frac{1}{2}$  in.  
Weight (dry) 381 lb. (173.2 Kg).

### Performance

Standing Quarter 14.2

Speed 89 mph.

0-60 mph 5.9 secs.

Top speed 110 mph  
according to conditions.

*Norton Villiers Limited reserve the right to alter specifications without prior notice.*

### Norton Villiers Limited

Norton Matchless Division  
44 Plumstead Road, London SE18  
England.



BRITCYCLE.COM

