

NISONGER

Corporation

MOTORCYCLE

CATALOG



SMITHS

INSTRUMENTS

NISONGER IMPORTS
ARE MADE TO THE MOST EXACTING STANDARDS OF
TRADITIONAL BRITISH CRAFTSMANSHIP



Royal Enfield

www.britcycle.com.au

125 MAIN ST., NEW ROCHELLE, N. Y. • 5220 W. JEFFERSON, LOS ANGELES, CALIF.

SERVICE ON SMITHS NISONGER

IS ASSURANCE OF

- 1** FRU (Factory Replacement Units) are not just repaired: they are rebuilt. As such they carry new instrument guarantees—a Nisonger advantage.
- 2** Exact quotations can be given customer.
- 3** Nisonger honors all warranty on behalf of Smiths of England.
- 4** Save in shop expense and eliminate customer annoyance.
- 5** Extra profit through fixed prices.
- 6** You get fast dependable service.
- 7** Only genuine authorized parts are used—these have been tested by factory trained mechanics on factory machines.

**To be sure of the best in
PRICE, WORKMANSHIP and SERVICE
operate the NISONGER FRU Scheme.**

IMPORTED FOR THOSE
WHO KNOW!



K.L.G.

SPARKING PLUGS

MAGNETIC TACHOMETERS

- Maximum revolutions per minute, ratio and rotations available as follows -

MAX. R.P.M.	9,000	10,000	12,000
RATIO	4 : 1 or 2 : 1	4 : 1 or 2 : 1	4 : 1
ROTATION	Clockwise	Clockwise	Clockwise or anti-Clockwise
ATRC SERIES			



3" T TYPE

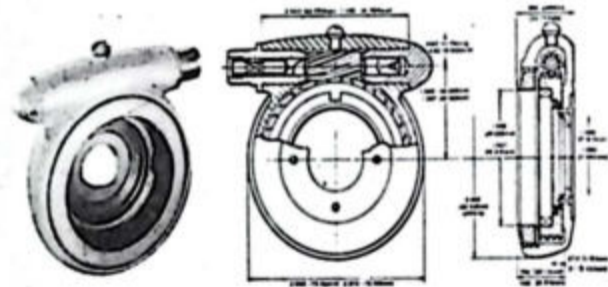
- Black dial, white figures and pointer, black bezel.
- Waterproof.
- Right angle drive can be fitted if desired.
- Same construction as instruments used on Rolls Royce.

IMPORTANT: This type of revolution indicator must not be used on a racing machine without the MS1001/00 anti-vibration mounting ring.

MAGNETIC SPEEDOMETERS

ANTI-VIBRATION MOUNTING incorporated in the instrument case is an important feature of these new instruments.

This new type of anti-vibration mounting within the instrument case has been designed to counteract vibrations and frequencies, set up when the machine is in motion, which could otherwise affect the correct functioning of the instrument. The illustration below shows the built in anti-vibration mounting on the new 80 mm motorcycle speedometer (left). Fully geared counter assembly eliminates any possibility of mileage "slip" or "jumping".



Gear Box Code No. BG.5330 & BG.5331 Series
(Replacing 52283/50-88, BG.5101 & BG.5103 Series)
This hub gear box has a thicker body section than those in the BG. 5303 Series (Previously 52283 1-49 Series) and uses the larger felt seal. It can be used where the hub is slotted to provide the necessary engagement or where other provision can be arranged. Clockwise or anti-clockwise input. Ratios: 1:1 & 2:1
Suitable Flexible Drive DF.9110 or DF.9111 Series.

RIGHT ANGLE GEAR BOXES



Code No. BG 1508 series.
Plain phosphor bronze bearings.
Ratios 1 : 1, 2 : 1 and 4 : 1.

These gear boxes reverse the rotation of the shaft to which they are attached, i.e. clockwise shaft gives anti-clockwise cable rotation and vice versa. The rotation is determined by looking immediately on to the end of the engine spindle with which the gear box or flexible drive is engaged.



Code BG 1507 series.
Ball race bearings.
Ratio 2 : 1 and 4 : 1.

Reversing or non-reversing as required, i.e. clockwise or anti-clockwise cable depending on type.

1964 ARIEL

<u>MODEL</u>	<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPLETE CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
Pixie	SSM 1100/00		DF 7231/00	2'3"	BG 5351/000
Leader 250cc	SSM 5003/00 (C)		DF 9111/02	3'1"	
TS2 Arrow 250cc	SN 3170/29 SSM 2001/00 (D)		DF 1111/19 DF 9111/02	3'1" 3'1"	

ARIEL 1965-1966

Pixie Moped 50cc	SSM 1100/04		DF 7231/00	2'3"	BG 5351/000
Leader TS Twin 250cc	SSM 5003/00A (C)		DF 9110/02	3'1"	
Arrow TS Twin) Std. 199cc) Arrow TS Twin) S.S. 250cc)	SSM 2001/00		DF 9111/02	3'1"	

(C) With trip
(D) Introduced early 1964
Std. Standard
S.S. Super Sports

TERMS AND CONDITIONS OF SALE

TERMS: Net 10 days.

FREIGHT: All shipments, F.O.B. our establishment.

PRICES: Subject to change without notice.

WARRANTIES:

Smiths Instruments.

The warranty period as stipulated by **SMITHS INDUSTRIES LIMITED** on instruments of its manufacture is generally identical with that of the manufacturer. Warranty is void if unit has been used in competitions. Warranty is limited to the instrument or part in question. It does not extend or cover any other resultant damage.

Each instrument for warranty consideration must be submitted in its original unopened state to the Nisonger Corporation with a properly documented warranty tag.

Factory Rebuilt Units.

The Nisonger F.R.U. policy includes a guarantee in same manner as new instruments.

Warranty coverage is forfeited if:

Local repairs have been attempted.

Parts have been tampered with or condition of the part indicates negligence or carelessness.

<u>MODEL</u>	<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPLETE CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
B.S.A. - 1964					
B1 Scooter) B2 Scooter)	SN 3170/18		DF 1106/14	4' 8½"	
B1S Scooter) B2S Scooter)	SN 3170/17		DF 1106/14	4' 8½"	
K1 Beagle 75cc	SSM 1100/00		DF 7231/00	2' 3"	BG 5346/421
C15 250cc) D7 175cc)	SSM 2001/00		DF 9110/00	4' 10½"	BG 5330/847
(C15 Trials & Cat) (C15 Starfire Rds.)	SSM 5001/03 (C)		DF 9110/00	5' 1"	BG 5330/247
(C15 Starfire) Scrambler) (B40 Enduro Star)	SSM 5001/03 (B)		DF 9110/00	5' 1"	BG 5330/247
B40 350cc) SS90 350cc)	SSM 2001/02		DF 9110/00	4' 10½"	BG 5330/247
A50 Star 500cc	SC 3313/00 (B)		DF 1110/20	3' 5"	
(A50 Cyclone) (A65 Spitfire) Hornet)	SSM 5001/03 (B)		DF 9110/02	3' 4"	
A65 Thunderbolt Rocket	SSM 5001/03 (B)		DF 9110/02	3' 8"	
A65 Lightning Rocket	SSM 5001/03 (B)	RSM 3003/02	DF 9110/02 DF 9110/00	3' 8" 2' 9"	

(B) With Trip

(C) As SSM 2001/03 but with dull chrome finish

<u>MODEL</u>	<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPLETE CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
B.S.A. -1965					
B1 Scooter) B2 Scooter)	SN 3170/18		DF 1106/14	4' 8½"	
B1S Scooter) B2S Scooter)	SN 3170/17		DF 1106/14	4' 8½"	
K1 Beagle 75cc	SSM 1100/00		DF 7231/00	2' 3"	BG 5346/421
C15 Star 250cc) D7 Star 175cc)	SSM 2001/00		DF 9110/00	4'10½"	BG 5330/847
(C15 Trials & Cat) (C15 Starfire Rds.) (C15 Starfire) Scrambler) (B40 Enduro Star)	SSM 5001/03A(C)		DF 9110/00	5' 1"	BG 5330/247
SS80 250cc	SSM 2001/02		DF 9110/00	4'10½"	BG 5330/847
SS90 350cc) B40 350cc)	SSM 2001/02		DF 9110/00	4'10½"	BG 5330/247
A50 Star) A65 Star) A50 Royal Star) A65 Royal Star)	SSM 4001/00A(C)		DF 9110/02	3' 4"	
A50 Cyclone) A65 Spitfire) Hornet)	SSM 5001/03A(C)		DF 9110/02	3' 4"	
A65 Thunderbolt) Rocket)	SSM 5001/03A(C)		DF 9110/02	3'8"	
A65 Lightning) Rocket)		RSM 3003/02A) RSM 3003/04A) RSM 3003/06A)	DF 9110/00	2'9"	
Daytona Racer 500cc	SSM 4001/00A(C)	RSM 3003/06	N.O.M.		
(C) With Trip RSM 3003/02A RSM 3003/04A RSM 3003/06A	0-8000 rpm Optional 0-9000 rpm Optional 0-10000 rpm Optional				

<u>MODEL</u>	<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPLETE CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
<u>B.S.A. - 1966</u>					
D7 Bantam Super 173cc	SSM 2001/00		DF 9110/00	4' 10½"	BG 5330/847
C15 Star 249cc	SSM 2001/00		DF 9110/00	5' 1"	BG 5330/847
C15 Sportsman 249cc	SSM 2001/02		DF 9110/00	5' 1"	BG 5330/847
C25 249cc) B40 Star 350cc)	SSM 2001/02		DF 9110/00	5' 1"	BG 5330/247
B44 Enduro 440cc)	SSM 5001/03A	RSM 3003/06(E)	DF 9110/00 DF 9110/00	5' 1" 2' 9"	BG 5330/247
A50 Royal Star) 500cc) A65 Thunderbolt) 650cc)	SSM 5001/03A	RSM 3003/06(E)	DF 9110/02 DF 9110/00	5' 6"	BG 5330/111
A50 Wasp 500cc) A65 Lightning) 650cc (HAP-) West) USA only) A65 Spitfire Std.) 650cc) A65 Spitfire 11) 650cc)	SSM 5001/03A	RSM 3003/06	DF 9110/02 DF 9110/00	5' 6" 2' 9"	BG 5330/31
A65 Lightning) 650cc)	RSM 5001/03A	RSM 3003/06	DF 9110/02 DF 9110/00	5' 6" 2' 9"	BG 5330/111

(E) - Optional

ENFIELD 1964

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>CABLE COMP</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
TURBO TWIN	250cc	SSM 2001/02		DF 9111/00	3' 4"	
Crusader Super 5) Crusader Sports)	250cc 250cc	SC 1304/04	RC 1302/00(E)	DF 1110/21 DF 1111/15	4' 4" 3' 7"	BG 5331/247 BG 1508/04
Continental) Bullett)	250cc 350cc	SSM 2001/02	RSM 2001/00(E)	DF 9110/00 DF 9111/00	4' 5" 3' 7"	BG 5330/847 BG 1508/04
Clipper) Clipper Airflow)	250cc 250cc	SC 1304/04		DF 1110/21 DF 1110/30(F)	4' 4" 4' 9"	BG 5331/247
Trials) I.S.D.T.)	250cc 250cc	SSM 3002/00 SSM 4001/00		DF 9110/00 DF 9110/00	4' 6" 4' 5"	BG 5331/247 BG 5331/247
(W.D.)	250 & 350cc	SSM 4001/02		DF 9110/00	4' 5"	BG 5331/247
Interceptor	692cc	SSM 3002/00	RSM 3002/02	DF 9110/00 DF 9110/00	4' 10" 3' 7"	BG 5331/247 BG 1506/01

(E) Optional
(F) Clipper Airflow Model

ENFIELD 1965-6

Turbo Twin) Turbo Twin Spts.)	250cc 250cc	SSM 2001/02		DF 9111/00	3' 4"	
Crusader Super 5) Crusader Sports) Continental) Continental GT) Bullett)	250cc 250cc 250cc 250cc 350cc	SSM 2001/00	RSM 2001/00(E)	DF 9111/00 DF 9111/00	4' 5" 3' 7"	BG 5330/847 BG 1508/04
Clipper) Olympic)	250cc 250cc	SC 1304/04		DF 1110/21	4' 4"	BG 5331/247
Clipper Airflow	250cc	SC 1304/04		DF 1110/30	4' 9"	BG 5331/247
Trials	250cc	SSM 3002/00		DF 9110/00	4' 6"	BG 5331/247
I.S.D.T.	250cc	SSM 4001/00		DF 9110/00	4' 5"	BG 5331/247
Interceptor	736cc	SSM 3002/00	RSM 3004/02(E)	DF 9110/00 DF 9111/00	4'10" 3'7"	BG 5331/247 BG 1506/01
Racer	250cc		RN 1102/00	DF 1111/15	2'10"	BG 1507/03

(E) Optional

MATCHLESS 1964

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
G 50	496cc		ATRC 2652N(A)	DF 1111/15	1'10"	BG 1507/00
G 3	350cc)					
G 80	500cc)	SSM 3002/00	RSM 3003/00(A)	DF 9110/00	5'7½"	BG 5330/257
G 12	650cc)			DF 9110/03	2'8"	BG 1508/05
G 12 CSR	650cc)					
G 2 CSR	250cc	SSM 2001/02		DF 9110/00	5'2"	BG 5330/857
G 15	)	SSM 3001/00	RSM 3003/00 (B)	DF 9110/00	5'7½"	BG 5330/257
G 15 CS	)			DF 9110/03	2'8"	
G 3C	350cc)	SSM 3001/00		DF 9110/00	5'7½"	BG 5330/1067
G 80 CS	500cc)					

(A) Mounting ring MS 1001/01 also required

(B) Optional

MATCHLESS 1965

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
G 2 CSR	250cc	SSM 2001/02		DF 9110/00	5'2"	BG 5330/857
G 3 Mercury	350cc)					
G 12 Majestic	650cc)	SSM 3002/00A	RSM 3003/00(E)	DF 9110/00	5'5"	BG 5330/257
G 12 CSR Monarch	650cc)			DF 9111/03	2'8"	BG 1508/05
G 80 Major	500cc)					
G 12 CSR Monarch	650cc)	SSM 3002/00A	RSM 3003/00(E)	DF 9110/00	5'5"	BG 5330/257
	)			DF 9111/03	2'8"	BG 1508/05
G 15	745cc)					
G 15 CSR	745cc)	SSM 3001/00A	RSM 3003/00(E)	DF 9110/00	5'5"	BG 5330/257
N 15	)			DF 9111/03	2'8"	BG 1508/05
N 15 CS)					
G 3C	350cc)	SSM 3001/00A	RSM 3003/00(E)	DF 9110/00	5'7½"	BG 5330/1067
G 80 CS	500cc)			DF 9111/03	2'8"	BG 1508/05

(E) Optional

MATCHLESS 1966

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
G2 CSR Monitor	248cc	SSM 2001/02		DF 9110/00	5'2"	BG 5330/857
G3 Mercury	348cc)					
G12 Majestic	646cc)	SSM 3002/00A	RSM 3003/00A(E)	DF 9110/00	5'5"	BG 5330/257
G12 CSR Monarch	646cc)					
G80 Major	497cc)			DF 9111/03	2'8"	BG 1508/05
G80 CS	497cc)	SSM 3001/00A	RSM 3003/00A(E)	DF 9111/03	2'8"	BG 1508/05
G12 CSR	646cc)					
G15 CS	745cc)	SSM 3001/00A	RSM 3003/00A(E)	DF 9110/00	5'5"	BG 5330/257
G15 Mk. 11	745cc)			DF 9111/03	2'8"	BG 1508/05
G15	745cc)					

(E) Optional

NORTON 1964

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
Jubilee Navigator	249cc) 350cc)	SSM 2001/02		DF 9110/00	5'2"	BG 5330/857
E.S.B.	384cc	SSM 2001/02		DF 9110/00	5'2"	BG 5330/257
88 SS	497cc)	SSM 3002/00	RSM 3003/00	DF 9110/00	5'9"	BG 5330/257
650/99	650cc)			DF 9111/03	2'8"	BG 1508/05
Manxman	650cc)					
750 Atlas	750cc)					

NORTON 1965

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
Jubilee Navigator	250cc) 350cc)	SSM 2001/02		DF 9110/00	5'2"	BG 5330/857
E.S.B.	384cc)	SSM 2001/02		DF 9110/00	5'2"	BG 5330/257
E.S. 400	384cc)					
88 SS	497cc)	SSM 3002/00A	RSM 3003/00 (E)	DF 9110/00	5'7½"	BG 5330/257
650 SS	650cc)			DF 9111/03	2'8"	BG 1508/05
650/99	650cc)	SSM 3001/00A	RSM 3003/00 (E)	DF 9110/00	5'9"	BG 5330/257
Atlas	745cc)			DF 9111/03	2'8"	BG 1508/05
50 Mk. 11	348cc)	SSM 3002/00A	RSM 3003/00 (E)	DF 9110/00	5'5"	BG 5330/257
ES 2 Mk. 11	497cc)			DF 9111/03	2'8"	BG 1508/05

(E) Optional

NORTON 1966

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
Jubilee Navigator	249cc) 349cc)	SSM 2001/02		DF 9110/00	5'2"	BG 5330/857
E.S.B.	384cc)	SSM 2001/02		DF 9110/00	5'2"	BG 5330/257
ES 400	384cc)					
88 SS	497cc)	SSM 3002/00A	RSM 3003/00 (E)	DF 9110/00	5'7½"	BG 5330/257
650 SS Sports	647cc)			DF 9111/03	2'8"	BG 1508/05
650/99	650cc)	SSM 3001/00A	RSM 3003/00 (E)	DF 9110/00	5'9"	BG 5330/257
Atlas	745cc)			DF 9111/03	2'8"	BG 1508/05
N 15)					
N 15 CS)					
50 Mk. 11	348cc)	SSM 3002/00A	RSM 3003/00	DF 9110/00	5'5"	BG 5330/257
ES2 Mk. 11	497cc)			DF 9111/03	2'8"	BG 1508/05

(E) Optional

TRIUMPH 1964

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
Tina Scooter	97cc	SSM 1100/00		DF 7250/00	2'11½"	
T20	200cc	SSM 2001/00		DF 9110/00 DF 9110/00(A)	4'10" 2'10"	BG 5330/847
T20 SH	200cc)	SSM 2001/10	RSM 2002/00 (E)	DF 9110/00 DF 9158/00	4'10" 2'10½"	BG 5330/247
T20 SS	200cc)					
T20 Trials	200cc)					
T20 Scrambles	200cc)					
Tigress TS1	175cc)	SN 3170/18		DF 1106/14	4'8½"	
Tigress TW 2	250cc)					
3TA	348cc)	SSM 5002/00		DF 9110/00	4'10"	BG 5330/887
5TA	490cc)					
Tiger 100 SS	500cc)	SSM 5001/00		DF 9110/00	4'10"	BG 5330/287
Tiger 100 SC	500cc)					
T 90 Sports	500cc)					
TR6 Trophy	649cc)	SSM 5001/00	RSM 3001/02	DF 9106/01 DF 9158/00	3'4½" 2'10½"	
T120 Bonneville	649cc)					
6T Thunderbird	649cc	SSM 5002/00		DF 9106/01	3'8"	
(E) Optional						

TRIUMPH 1965

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
Tina Scooter	97cc	SSM 1100/00		DF 7250/00	2'11½"	
T20 Tiger Cub	200cc	SSM 2001/00		DF 9110/00	4'10"	BG 5330/847
T20 SH Tiger Cub	200cc)	SSM 2001/00	RSM 2002/00 (E)	DF 9110/00 DF 9158/00	4'10" 2'10½"	BG 5330/247
T20 SS	200cc)					
TR20 Trials Cub	200cc)					
T20 Scrambles	200cc)					
Tigress Single TS1.	175cc)	SN 3170/18		DF 1106/14	4'8½"	
Tigress Twin TW2	250cc)					
3TA Twenty One	348cc)	SSM 5002/00A		DF 9110/00	4'10"	BG 5330/887
5TA Speed Twin	490cc)					
T90 Tiger Spts.	348cc)	SSM 5001/00A		DF 9110/00	4'10"	BG 5330/287
T100 SS Tiger Spts.	490cc)					
T100 SC Tiger Spts.	490cc)					
TR6 SS Trophy	649cc)	SSM 5001/00A	RSM 3001/02 (E)	DF 9106/01 DF 9158/00	3'4½" 2'10½"	
T120 Bonneville	649cc)					
6T Thunderbird	649cc	SSM 5002/00A		DF 9106/01	3'8"	
(E) Optional						

TRIUMPH 1966

<u>MODEL</u>		<u>SPEEDOMETER</u>	<u>TACHOMETER</u>	<u>COMPL. CABLE</u>	<u>LENGTH</u>	<u>GEAR BOX</u>
T 10 Scooter	97cc)	SSM 1100/00		DF 7250/00	2'11½"	
T 20 Tiger Cub	200cc)	SSM 2001/00		DF 9110/00	4'10"	BG 5330/847
T 20 Bantam Club	200cc)	SSM 2001/00		DF 9110/00	4'10½"	BG 5330/847
T20 SR	)	SSM 2001/00	RSM 2002/00	DF 9110/00	4'10"	BG 5330/247
T20 SH	)			DF 9158/00	2'10½"	
T20 SM)					
T20 Trials)					
3TA Twenty One	348cc)	SSM 5002/00A		DF 9110/00	4'10"	BG 5330/287
5TA Speedtwin	490cc)					
T90 Tiger Sports	348cc)	SSM 5001/00A	RSM 3003/01 (E)	DF 9110/00	4'10"	BG 5330/287
T100SC Tiger Spts.	490cc)			DF 9158/00	2'4"	
T100SR Tiger Spts.	490cc)			<i>DF 9111/00</i>		
TR6 SR Trophy	649cc)	SSM 5001/00A	RSM 3003/01 (E)	DF 9110/00	5'5"	BG 5330/287
TR6 SC Trophy	649cc)			DF 9158/00	2'4"	
T120 Bonneville	)			<i>DF 9111/00</i>		
T120 Thruxton-Bonneville	649cc)					
6T Thunderbird	649cc)	SSM 5002/00A		DF 9110/00	5'5"	BG 5330/287

(E) Optional

COMPETITION TACHOMETERS

PART #	MAX. REVS.	RATIO	DIRECTION
ATRC 2652	9,000	4-1	Clockwise
ATRC 2654	12,000	4-1	Clockwise
ATRC 2654/1	12,000	4-1	Anticlock
ATRC 2794	15,000	4-1	Clockwise
ATRC 2794/1	15,000	4-1	Anticlock
ATRC 3151	9,000	2-1	Clockwise
ATRC 3541	10,000	2-1	Clockwise
RC 83 (RC 1302/00)	8,000	2-1	Clockwise
RC 87 (RC 1303/00)	8,000	2-1	Anticlock
RC 90 (RC 1302/01)	8,000	2-1	Clockwise
RC 95 (RC 1302/02)	8,000	4-1	Clockwise
RC 103 (RC 1303/01)	8,000	4-1	Anticlock
RC 109	10,000	4-1	Anticlock
RC 115	8,000	4-1	Anticlock
RC 126 (RC 1305/00)	8,000	2-1	Clockwise
RC 127 ()	9,000	4-1	Clockwise
RC 134 (RC 1501/00)	10,000	4-1	Clockwise
RC 145	12,000	4-1	Clockwise
RC 157 EX 1	12,000	2-1	Clockwise with tel-tale hand
RC 157 EX 4	12,000	4-1	Clockwise with tel-tale hand

R.S.M. SERIES COMPETITION TACHOMETERS

<u>PART #</u>	<u>MAX. REVS.</u>	<u>RATIO</u>	<u>DIRECTION</u>
RSM 2001/00			
RSM 2001/02			
RSM 2002/00			
RSM 3001/00			
RSM 3001/02	10,000	2-1	Anticlock
RSM 3002/01	10,000	4-1	Clockwise
RSM 3002/02	12,000	6-1	Clockwise
RSM 3003/00	8,000	2-1	Clockwise
RSM 3003/01	10,000	4-1	Clockwise
RSM 3003/02	8,000	3-1	Clockwise
RSM 3003/04	9,000	3-1	Clockwise
RSM 3003/06	10,000	3-1	Clockwise
RSM 3004/00	8,000	2-1	Anticlock
RSM 3004/01	10,000	4-1	Anticlock
RSM 3004/02	8,000	4-1	Anticlock

<u>Model</u>	<u>Speedometer</u>	<u>Tachometer</u>	<u>Complete Cable</u>	<u>Inner Cable</u>	<u>Length</u>	<u>Gear Box</u>
<u>ARIEL – 1963</u>						
Leader 250cc	SC 5309/00		DF 1111/19	DI 1111/00	3' 1"	
Arrow TS2 250cc	SN 3170/28		DF 1111/19	DI 1111/00	3' 1"	
<u>B.S.A. – 1963</u>						
D7 175cc	SSM 2001/00		DF 9110/00	DI 1124/05	4' 10-1/2"	BG 5330/847
C15 250cc	SSM 2001/00		DF 9110/00	DI 1124/05	4' 10-1/2"	BG 5330/847
C15 Trials 250cc	SC 1102/14		DF 1110/21	DI 1124/00	5' 1"	BG 5330/847
C15 Sports 250cc	SSM 2001/02		DF 9110/00	DI 1124/05	4' 10-1/2"	BG 5330/847
C15 Starfire Roadster 250cc	SC 5301/03		DF 1110/20	DI 1124/00	4' 8"	BG 5331/247
C15 Scrambler 250cc	SC 5301/03		DF 1110/21	DI 1124/00	5' 1"	BG 5330/847
B40 SS90 350cc	SSM 2001/02		DF 9110/00	DI 1124/05	4' 10-1/2"	BG 5330/247
B32/34 G. S. Clubmans 499cc	SC 5301/23	RC 1302/00	DF 1110/20 DF 1111/15	DI 1124/00 DI 1111/00	3' 10-3/4" 3' 2"	BG 1508/04
B32/B34 Scrambler Model 499cc	SC 5301/07	RC 1302/00	DF 1110/20 DF 1111/15	DI 1124/00 DI 1111/00	3' 10-3/4" 3' 2"	BG 1508/04
A50 Solo 500cc	SC 3313/00		DF 1110/20	DI 1124/00	3' 5"	
A10 Super Rocket 646cc	SC 5301/06	RC 1303/00	DF 1110/20 DF 1110/20	DI 1124/00 DI 1124/00	3' 10-1/4" 2' 10-1/2"	
A10 Rocket Goldstar U.S.A. & Scrambler	SC 5301/23	RC 1303/03	DF 1110/20 DF 1110/20	DI 1124/00 DI 1124/00	3' 10-3/4" 2' 10-1/2"	
A10 Rocket Goldstar	SC 5301/03	RC 1303/00	DF 1110/20 DF 1110/20	DI 1124/00 DI 1124/00	3' 10-3/4" 2' 10-1/2"	
A65 Solo 650cc	SC 3313/02		DF 1110/20	DI 1124/00	3' 5"	
<u>MATCHLESS – 1963</u>						
G80 CS 500cc	SC 1302/01	RC 1304/00	DF 1110/22 DF 1111/15	DI 1124/00 DI 1111/00	5' 5" 2' 5-3/4"	BG 5330/267 BG 1506/01
G12 CS 650cc	SC 1302/01		DF 1110/22	DI 1124/00	5' 5"	BG 5330/267
G12 CSR 650cc	SC 1301/02	RC 1304/00	DF 1110/22 DF 1111/15	DI 1124/00 DI 1111/00	5' 5" 2' 5-3/4"	BG 5330/867 BG 1506/01
G15 750cc	SC 1301/02	RC 1304/00	DF 1110/22 DF 1111/15	DI 1124/00 DI 1111/00	5' 5" 2' 5-3/4"	BG 5330/867 BG 1506/01
<u>NORTON – 1963</u>						
500 SS 497cc "88"	SC 3303/46	RC 1309/00	DF 1110/22 DF 1111/18	DI 1124/00 DI 1111/00	5' 7-1/2" 2' 8"	BG 5330/257 BG 1508/05
ES2 OHV 490cc	SC 3303/17		DF 1110/22	DI 1124/00	5' 7-1/2"	BG 5330/257
650 Manxman 650cc	SC 3303/46	RC 1309/00	DF 1110/22 DF 1111/18	DI 1124/00 DI 1111/00	5' 7-1/2" 2' 8"	BG 5330/257 BG 1508/05
Atlas Twin 750cc	SC 3303/46	RC 1302/00	DF 1110/22 DF 1111/18	DI 1124/00 DI 1111/00	5' 7-1/2" 2' 8"	BG 5330/257 BG 1508/05
400cc Electra	SN 3170/26		DF 1110/24	DI 1124/00	5' 1-1/2"	BG 5330/247
<u>TRIUMPH – 1963</u>						
T 20 SH 199cc	SSM 2001/00 SN 3172/00	RN 1102/02	DF 9110/00 DF 1110/20 DF 1158/00	DI 1124/05 DI 1124/00 DI 1110/11	4' 10" 4' 10" 2' 10-1/2"	BG 5330/247
T 20 SS 199cc	SSM 2001/00 SN 3172/00	RN 1102/02	DF 9110/00 DF 1110/20 DF 1158/00	DI 1124/05 DI 1124/00 DI 1110/11	4' 10" 4' 10" 2' 10-1/2"	BG 5330/247
T 20 Scrambler 199cc	SSM 2001/00 SN 3172/00	RN 1102/02	DF 9110/00 DF 1110/00 DF 1158/00	DI 1124/00 DI 1124/00 DI 1110/11	4' 10" 4' 10" 2' 10-1/2"	BG 5330/247
T 20 Tiger Cub	SSM 2001/00		DF 9110/00	DI 1124/05	4' 10"	BG 5330/847
Tina Scooter	SSM 1100/00		DF 7250/00		2' 11-1/2"	
5TA Speed Twin 490cc	SC 3304/11		DF 1110/20	DI 1124/00	4' 10"	BG 5330/287
Tiger 100 SC 500cc	SC 5301/09		DF 1110/20	DI 1124/00	4' 10"	BG 5330/287
Tiger 100 SS 500cc	SC 5301/03	RC 1307/01	DF 1110/20 DF 1158/00	DI 1124/00 DI 1110/11	4' 10" 2' 10-1/2"	BG 5330/207
6T Thunderbird 649cc	SC 3304/12		DF 1106/11	DI 1124/00	3' 4-1/2"	
TR6 Trophy Twin 649cc	SC 5301/03	RC 1307/01	DF 1106/13 DF 1158/00	DI 1124/00 DI 1110/11	3' 4-1/2" 2' 10-1/2"	
T120 Thunderbird	SC 5301/23	RC 1307/01	DF 1106/13 DF 1158/00	DI 1124/00 DI 1110/11	3' 4-1/2" 2' 10-1/2"	

NISONGER CORPORATION

125 MAIN ST., NEW ROCHELLE, NEW YORK
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DEALERS' SCHEDULE - K. L. G. NET PRICES

	LIST	LESS THAN 60	60 & OVER	* Contract
POPULAR TYPES				
14 mm F 20, F 50, F70, F 75, F 80, F 100, FA 50, FA 70 FE 30, FE 50, FE 70A, FE 75, FE 80, FE 100 TFS 30, TFS 50, FS 70, FS 75, FS 100	1.10	.55	.51	.45
10 mm TEN L30, TEN L50, TEN L70	1.25	.65	.60	.55
12 mm TW 100	1.10	.60	.55	.50
18 mm M50, M60, M80	1.25	.65	.60	.55
PROJECTING CORES				
14 mm FS 45 P, FS 55 P, FE 55 P, FE 65 P, F 55 P, F 65 P	1.10	.55	.51	.45
18 mm MT 35 P, MT 45 P, MT 55 P	1.10	.70	.64	.58
MARINE PLUGS				
Special Packing (Nickel Finish)				
14 mm F 50 H, F 75 H, FA 50 H, FE 50 H FE 75-H, FS 75 H, FS 100 H	1.50	.80	.75	.68
18 mm M 30 H, M 60 H	1.50	.90	.84	.76
SPORTS RANGE				
10 mm T90, TENL100	1.50	.90	.84	.76
12 mm TW 220	1.25	.80	.75	.68
14 mm F 220, FE 220	1.50	.90	.84	.76
18 mm M 100, ML 100	1.50	.90	.84	.76
SUPER PLUGS				
Special Packing (Zinc Plated)				
14 mm DF 50, DF 75, DF 80, DFE 50, DFE 75, DFE 80	1.25	.90	.84	.76
18 mm MT 30, MT 50, TMT 50	1.10	.82	.75	.71
PLATINUM POINT				
10 mm P TENL 50 P TENL 70, P TENL 80, P TENL 100	2.65 4.25	1.80 3.10	1.68 3.05	1.52 2.75
14 mm PF 50, PFE 50, PF 70, PFE 70	4.75	3.60	3.50	3.25
PLUG COVERS				
"P" Type without suppressor	.70	.48	.43	.40
"PS" Type with suppressor	.80	.50	.46	.43
GASKET	.05			
SPRING CLIP	.05			

RACING PLUGS

10 mm T240, T260, T280, T300, T320 TE 240, TE 260, TE 280, TE 300, TE 320	LIST PRICE	\$4.50
	DEALERS COST	3.50
14 mm F 250, F 260, F 280, F 290, F 300, F 320, F 340 FE 250, FE 260, FE 280, FE 290, FE 300, FE 320, FE 340	}	
14 mm (wide range) FE 275, FE 285, FE 295 F 255, F 275, F 285, F 295		LIST PRICE	$3.75
	DEALERS COST	2.75

* CONTRACT PRICE - is determined by the quantity of plugs purchased in the initial order. An order for 300 assorted plugs gives the purchaser a continuing price of 45¢ on standard plugs listed at \$1.10



In order to obtain the longest, trouble-free life from plugs in motorcycles, the following points should be kept in mind.

1. Fit the correct KLG spark plug for the duty performed by the machine. The above chart recommendations cover average conditions for which the specific model was designed; i.e., a sports model, on which the operator will be engaged in higher than average speed or rpm, is reflected in the recommendations. If, however, a sports model is used for average city and traffic use, the installation of a plug having a warmer heat range is suggested — conversely, if a standard road model is to be used for high speed touring or sports use, a plug having a colder heat range should be employed. If a standard machine is converted for racing and the compression is increased, a colder plug in the 100 to 220 range is recommended.

2. Always make certain that the spark plugs are clean and correctly gapped. A good rule to follow is to always have a spare plug or set of plugs for your machine; these can be fitted and used, allowing time to clean and re-gap those removed from the engine. When servicing, file the electrodes lightly to restore the sharp edges. This will keep voltage low, assisting starting, and extends maximum useful life between servicing. This is particularly important for motorcycles, the ignition systems of which do not provide very high outputs.

3. If you own a twin cylinder machine with magneto ignition, it is good to switch the plugs as you service them. The sparks, being of alternate polarity, erode the center electrode of one and the ground electrode of the other. Switching every 3000 miles evens this out.

4. Spark plugs in two-stroke engines fire twice as often as those in four-strokes: Generally gearing is lower, because spark plug life is usually determined by "sparks per mile," the life cannot be expected to equal that of a four-stroke machine.

5. Two-stroke failures (because of the malfunction of the spark plug due to "whiskering"), can be eliminated or reduced to a minimum by the use of special two-stroke oils that are properly mixed and blended with gasoline in a container from which the fuel tank on the machine is filled.

6. In fitting spark plugs, one should remember that a loose fit can cause a loss of compression and that a too tight a fit, which compresses the spark plug washer too greatly, will also not guarantee a perfect seal. 10-12mm plugs, in cast iron heads, should be "torqued down" 10-12 lb./ft. — where the engine is fitted with an aluminum head, 8-9 lb./ft. should be the maximum. 14mm plugs fitted to a cast iron head should be "torqued down" 23-25 lb./ft. — in the case of an aluminum head, the maximum should be between 20-22 lb./ft.

	KLG	Champion	NGK
10MM 1/2" Reach	T-90 Ten L-100	Z-10 Z-10	C-7HW/9H C10-HA
14MM 3/8" Reach	FS-50 FS-70 FS-75 FS-100	J-8 J-7 J-5 J-4	B-6 B-6 B-7 B-8
7/16" Reach	FA-50 FA-70	H-10 H-9	B-4L B-4L
1/2" Reach	F-50 F-70 F-75 F-80 F-100 F-220	L-10 L-7 L-7 L-81 L-5 L-60R	B-4H B-7HC B-7HC B-7H B-7H B-10H
3/4" Reach	FE-50 FE-70 FE-75 FE-80 FE-100 FE-220	N-8 N-5 N-5 N-5 N-63R N-3	B-6E B-6E B-6E B-7E B-7TEC B-7TEC

MOTORCYCLE RECOMMENDATION CHART

BENELLI 50cc Fireball & 125cc Cobra FE-80 200cc Sprite & 250cc Barracuda FE-100	DUCATI 50cc Falcon F-100 90cc - 100cc Cadet F-100 90cc - 100cc Mountaineer F-100 125cc Bronco F-70 125cc Sport F-100 160cc Monza Jr. F-80 200cc Americano F-80 250cc Monza F-80 250cc Diana F-100 250cc Scrambler F-100 350cc Sebring F-100 100cc Brio Scooter F-100	JAWA 50cc, 125cc, 175cc, 250cc, 350cc Models F-70/F-75 100cc Manet Scooter F-50
BIANCHI 75cc Gardena F-80	GILERA 125cc & 175cc Models F-75	KAWASAKI (OMEGA) 650cc Twin FE-75 175cc Models F-80 85cc, 125cc & 150cc Models F-75
BMW 250cc - R-27 F-80 500cc - R-50 F-80 600cc - R-60 F-80 600cc - R-69S F-100	GUZZI 65cc, 100cc & 160cc Models F-70 175cc, 200cc & 235cc Models FE-75	MATCHLESS 500cc & 650cc Models FE-220 750cc Models FE-75
BRIDGESTONE 50cc Models FS-70 50cc & 60cc Sport Models FS-75 90cc - BS-90 STD, Trail, Mtn-Sport PF-70 175cc Dual-Twin F-80	HARLEY-DAVIDSON Model "K" F-80 Models XLH, XLCH, FLH FS-75 Models BT, BTH, AH, FLHF, FL FS-75 Sprint "C" & "H" FE-80 Competition Sprint FE-100/220	MONTESA 250cc Scrambler F-280 175cc & 250cc Impala/Sport/Enduro F-80
BSA 75cc Beagle Ten L100 175cc Bantam F-75 250cc & 350cc Star FE-70 250cc & 350cc Sport Star FE-75 240cc Trials FE-70 250cc Scrambler FE-80 500cc Star & Cyclone FE-100 650cc Star, Rocket & Lightning FE-100	HONDA 50cc & 65cc Models T-90 90cc & 160cc Models TW-220/TW-240 150cc, 250cc, 350cc (CA) and TW-220/ 250cc, 250cc, 305cc (CB-72, CL-72, TW-240 CB-77) 450cc FE-280/FE-290	NORTON 500cc & 650cc Twin FE-100/FE-220 750cc Atlas FE-75 400cc Electra FE-75
BULTACO 175cc Mercurio, 200cc Metralla, FE-280 250cc Matador FE-300 250cc Scrambler FE-290 Sherpa "S"—125cc, 175cc, 200cc FE-290 Road Racers (TSS) 125cc, 175cc, 200cc, 250cc FE-300		PARILLA 250cc Tourist FE-100 125cc Wildcat F-80 125cc Olympia FE-80
CAPRIOLO 75cc Antelope FE-75 100cc Gazelle FE-75 125cc Cheetah FE-75		ROYAL ENFIELD 250cc Crusader F-100 250cc Turbo-Twin F-75 750cc Interceptor FE-100/220
COTTON 250cc Cougar F-260/F-280 250cc Cobra FE-280 250cc Trials Models F-75 250cc Telstar FE-280/FE-300		SUZUKI 50cc, 55cc, 80cc, 150cc, 250cc (T10) Models FS-100 250cc (T20) Models F-280
		TRIUMPH 650cc T120/R Bonneville FE-100 650cc T120/TT Bonneville FE-220 650cc (TR6/C) (TR6/R) Trophy FE-80 650cc 6T Thunderbird FE-80 500cc (T100/R) (T100/C) Tiger FE-80 200cc T20/M Mountain Cub F-80
		VELOCETTE 350cc & 500cc Scrambler & Enduro, FE-100 350cc Viper and 500cc Venom
		YAMAHA 50cc, 60cc, 80cc, 100cc Models F-75 125cc, 250cc & 350cc Models F-80

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