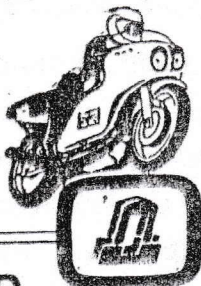


# PHOENIX

## MOTORCYCLES LTD.



MAYBANK HOUSE HOPE STREET WORDSLEY  
STOURBRIDGE WEST MIDLANDS DY8 5QB  
ENGLAND

DEVELOPMENT AND TEST FACILITY  
AT HALFPENNY GREEN AIRPORT  
UNITS 14 & 26.

### SU CARBURETTER CONVERSION KIT - NORTON COMMANDO

Phoenix Motorcycles Limited are now able to supply this kit, suitable for Norton Commando 850 and 750 models.

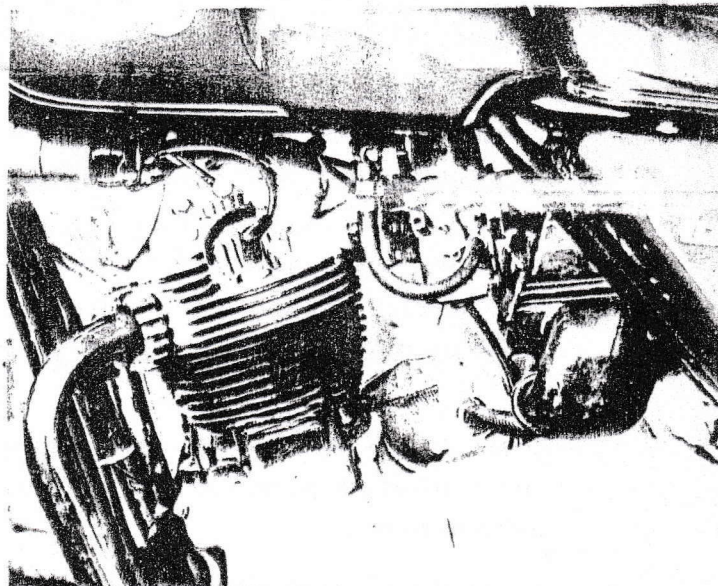
Development work on our chassis dynamometer, and during extensive road testing under all types of weather conditions has been completed. The special version of the superb SU HIF6 carburetter has been finalised by our own engineers in co-operation with experts from SU Fuel Systems.

Many Norton enthusiasts will be aware that, prior to its closure in 1976, the Norton factory had developed new versions of the Commando fitted with an SU HIF6 carburetter. Although very successful and scheduled for production, the works found it necessary to make changes to the frame. This virtually eliminated any hope of conversion by owners of earlier models.

Phoenix have, thanks to experience with other successful conversions, now produced a kit which can be fitted without frame modification.

We have no less than three works Nortons with SU carburetters, and hold development data from the Norton works development programme.

Our own Commando Mk2a, illustrated, tested over an extended and varied period of road use, gave the very impressive results below;



Average of 8 tests... 79.05 miles per gallon.

Worst figure ... 67.5 mpg (making use of the full potential of the 850 Commando).

On-the-road power and speed are comparable with twin-carburetter models, but tractability is greatly improved and throttle response from as low as 1000 RPM in top gear is superb. Idling is more reliable and the well known fiddling and balancing of the twin carbs is eliminated. The SU is virtually a "set and forget" instrument, made to operate over an extended period in applications where frequent adjustment is totally unacceptable.

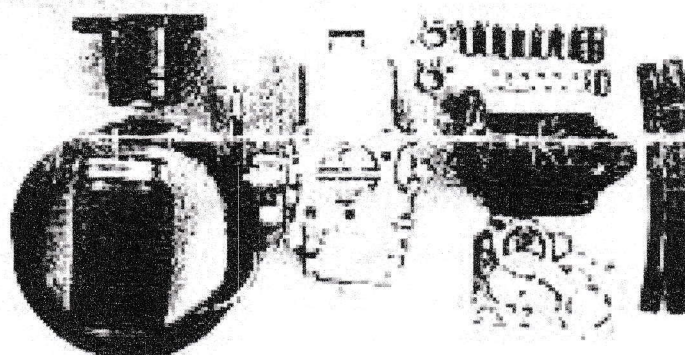


The kit, illustrated on this page, comprises the SU HIF6 1 1/4" carburettor, a specially developed manifold, a special bellmouth designed to carry the filter, gaskets, bolts and screws, a foam air filter which can be fitted in place of the original airbox or fitted within an easily made aperture in the front of the original airbox, two control cables to suit the existing throttle and air lever, and comprehensive illustrated fitting instructions. (Tools and sealants needed for the job are typical DIY supplies, not included in the kit) Fitting time around two hours.

In addition we supply with the kit two lengths of special rubber fuel pipe and clips, to avoid any hassle with the old pipes which may have hardened.

Good service back-up is assured because we are small enough to respond quickly to the needs of our customers, yet have the backing of the SU Fuel Systems organisation. SU are experts in high quality carburettors with experience built up since 1910. Phoenix is associated with a well-equipped development engineering organisation which carries out projects for leading motorcycle manufacturers in a wide range of countries.

One or two customers have asked whether it is possible to transfer their kit to another machine at a later date. This is possible and presents little problem providing the original parts are carefully retained and the "new" machine is of the same type. This can be a factor since you may well wish to avoid the outlay of a second kit if you decide to update your bike.



Full order price of the complete kit is £49.95 which includes packing and insured postage within the UK. No VAT is payable as we are not VAT registered.

Cheques should be made payable to Phoenix Motorcycles Limited.