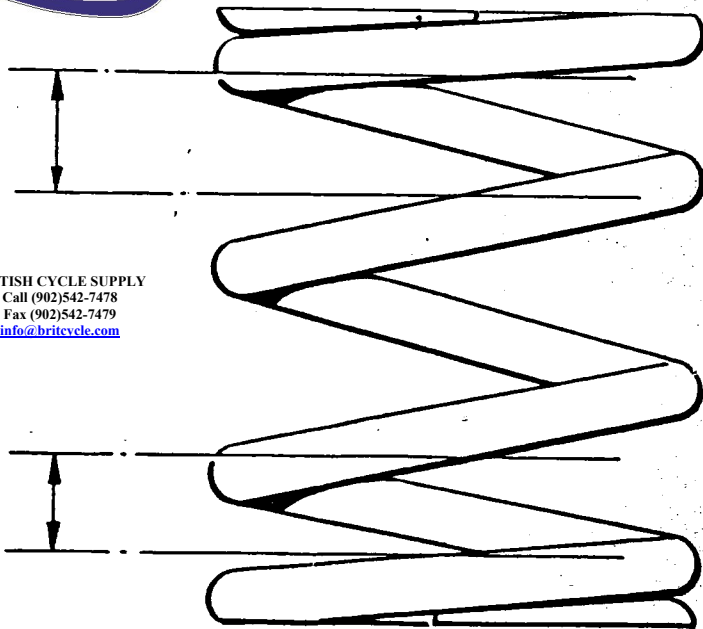


NORMAN HYDE VALVE SPRINGS

These have been designed specifically to fit Norton Commando engines and can be used with most high lift cams without head modification.

Always fit the close coiled end to the cylinder head (see illustration).

It is the fitter's responsibility, however, to ensure that the installed length is compatible with the camshaft that is in the engine.



BRITISH CYCLE SUPPLY
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TO
HEAD

NORMAN HYDE VALVE SPRINGS

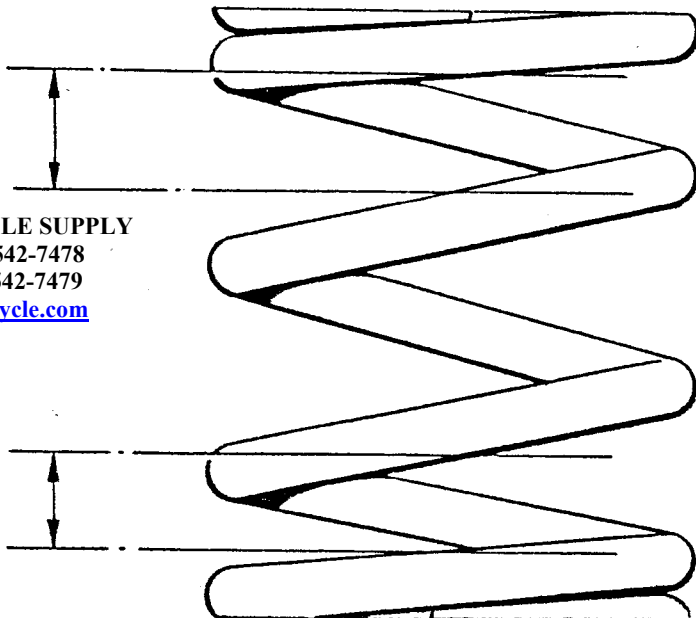
These have been designed specifically to fit Triumph engines and can be used with high lift cams without head modification.

Always fit the close coiled end to the cylinder head (see illustration).

Our inner springs are a slightly larger diameter than original so as to be a tight fit in the outer to damp out surge. Because of this, the inner spring will not readily fit into the stock bottom cup. It is possible to force them in using a vice but under no circumstances must the inner spring be left resting on top of the bottom cup. We recommend use of Norman Hyde bottom cups which will solve this problem. Always be certain on the twin cylinder engines that you have the correct depth of bottom cup. We produce four types of bottom cups:-

- No.1061 - T150/T160/A75R and T140, with titanium top collars.
- No.1062 - T140 with shouldered guides, and T120s with titanium top collars (to replace original deep bottom cups).
- No.1063 - T120s (to replace original deep bottom cups).
- No.1096 - T140 with circlip guide.

Sometimes T120 and T140 parts are used in one engine so it is important to remember that the fitted length of standard outer spring or Norman Hyde springs should be $1\frac{7}{32}$ " inlet, $1\frac{5}{32}$ " exhaust.



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