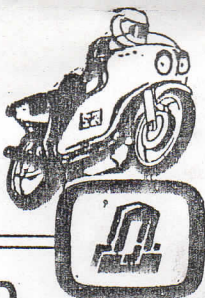


# PHOENIX



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

## MOTORCYCLES LTD.

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

### SU CARBURETTOR CONVERSION KIT - NORTON COMMANDO

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

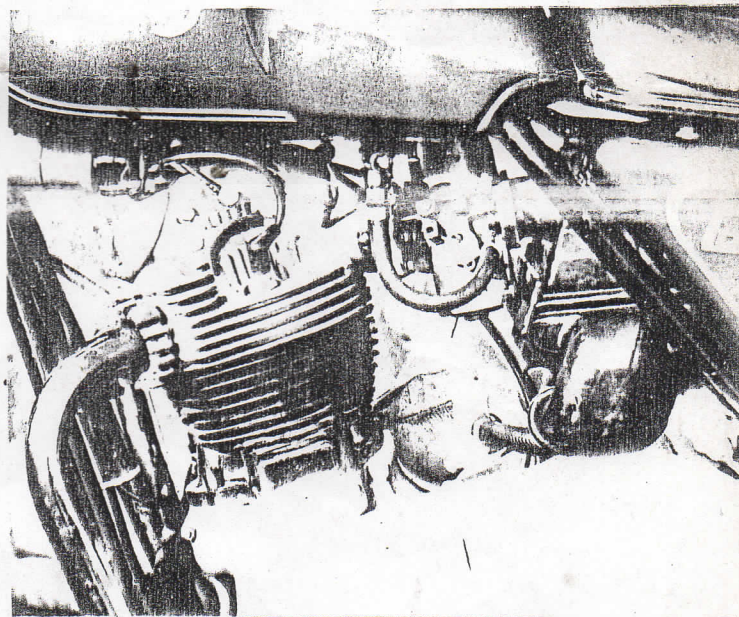
Development work on our chassis dynamometer, and during extensive road testing under all types of weather conditions has been completed. The special version of the superb SU HIF6 carburettor has been finalised by our own engineers in co-operation with experts from SU Fuel Systems.

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 carburettor. 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 carburettors, 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-carburettor 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.