

604 DAVISON STREET, RR3 WOLFVILLE, NOVA SCOTIA, B4P 2R3, CANADA
& 50 CONNECTICUT ROAD, LORING COMMERCE CENTER, LIMESTONE, MAINE, 04750, USA

TELEPHONE: (902)542-7478
FAX: (902)542-7479
e-mail: info@britcycle.com
website: www.britcycle.com

WORK TO DIMENSIONS, DO NOT SCALE. UNTOLERANCED DIMENSIONS +/- 0.0050"

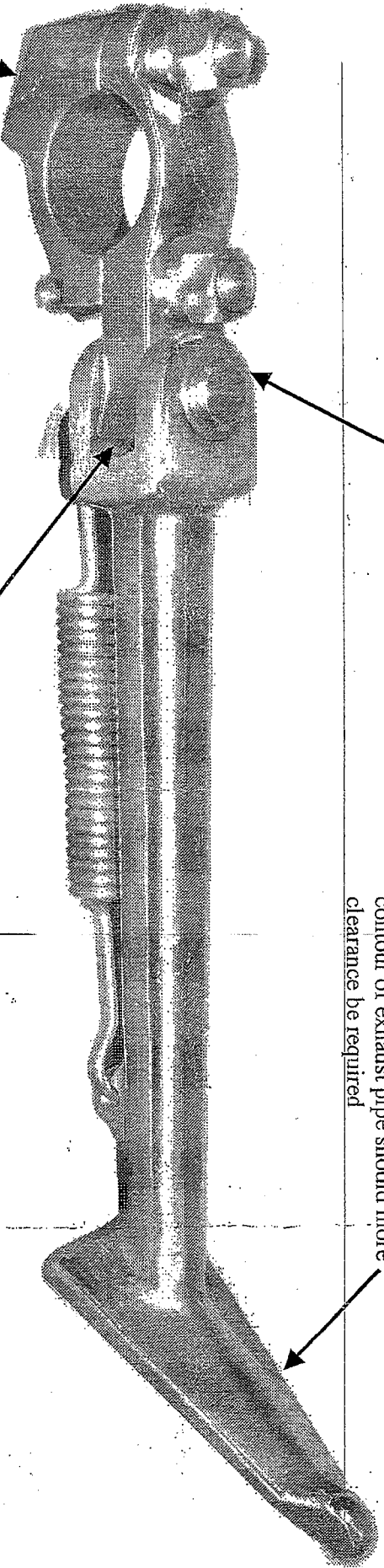
Thankyou for your order, please find your side stand enclosed, we have been working on these for some years now, and this is a new batch, using proper forgings for the leg rather than the cast examples generally available. We are trying to make a better product but I have had some difficulty in establishing the relevant dimensions. I sorted out all my samples, a total of three, plus another three on bikes. Not one was the same, the 54 wideline has a very spindly looking stand, the 650ss a sturdier looking job, both original, the 650 stand hit the exhaust pipe, the Manxman has a rather clumsy looking reproduction item, this hit the frame. Setting the angles on the stand is quite easy, but the optimum position for each application seems to vary slightly, rim size, shocker length, weight of bike, alloy engine plates etc all make a difference and for the time being we are going to supply these unpainted and would recommend that you do a dry run when fitting, and adjust as necessary prior to painting. If you have not fitted a stand before note you will really need to dismantle the entire primary and remove the inner cover, stand is positioned roughly adjacent to the large sump plug, taking the center line of the sump plug the pivot pin on the stand is roughly 1/2" to 1" rearwards, first thing to adjust is the lean angle then go from there.

Removing material from this area of the front clamp allows the stand to fold up higher.

This area can be shaped to match contour of exhaust pipe should more clearance be required

Removing material from this area of the front clamp allows the stand to fold further forward and increases the angle of lean.

The pad on the top of the rear clamp leans against the engine plates and can be altered if necessary to achieve the appropriate angle.



Please note that the studs, nuts, pivot pin and spring are all stainless steel.