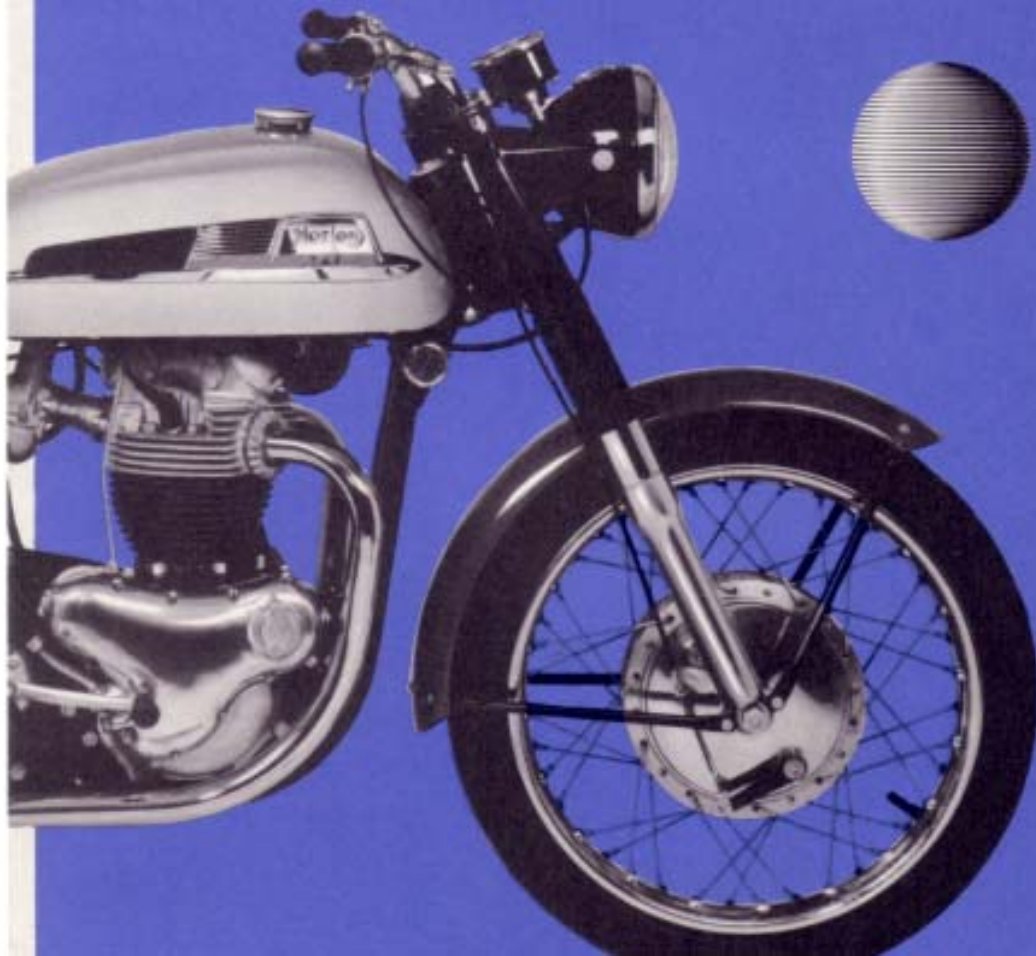


# The Norton Mercury 650

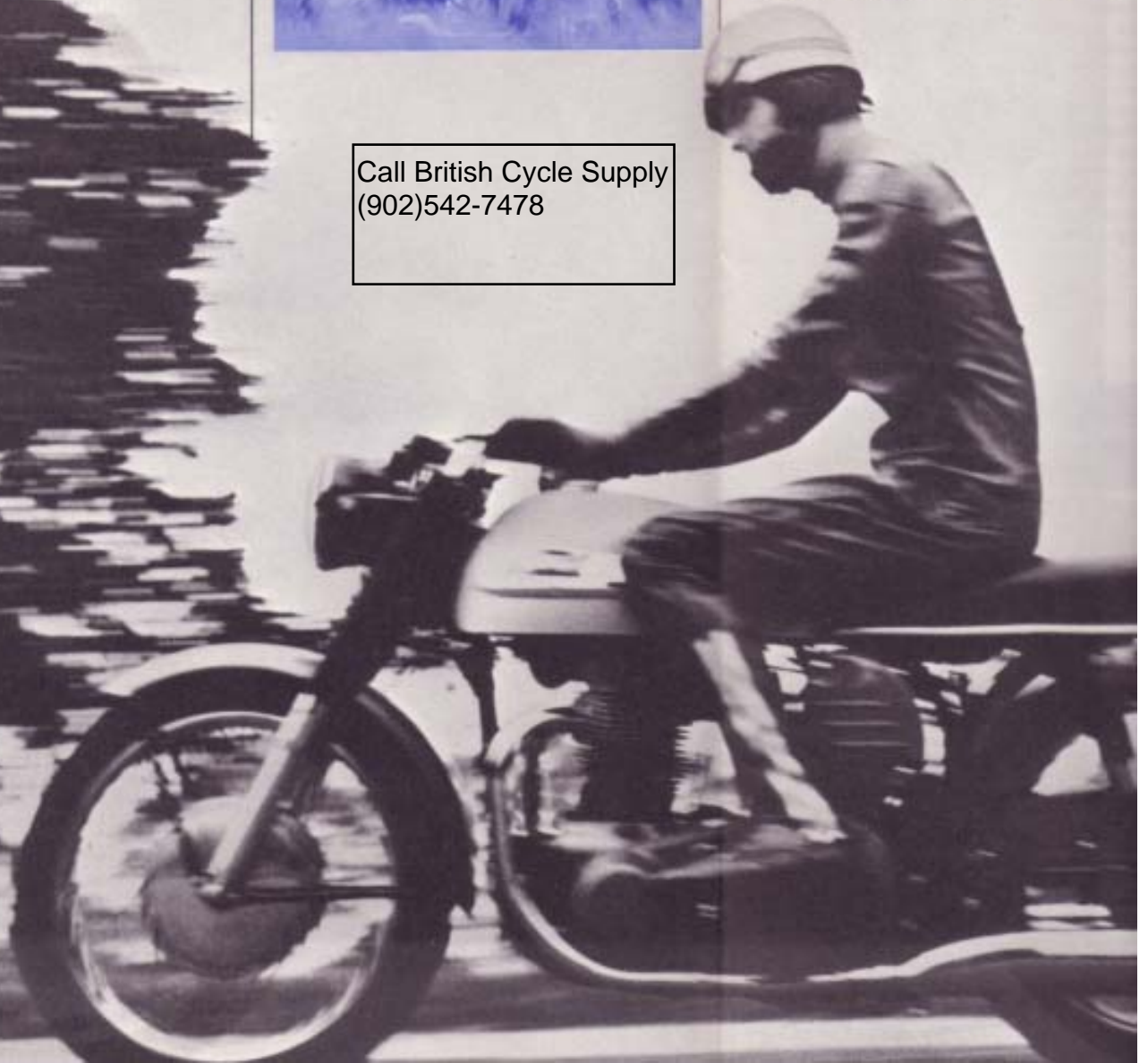


# Mercury The New roadburner in the true **Norton** tradition



Mercury. 650 c.c. of pure muscle up perfect control.  
Built around the legendary feather frame and fitted with a host of latest plus points no other manufacturer fits as standard equipment. Coil capacitor ignition for a start. Anytime.  
You can kickstart with a flat battery or no battery at all.  
And you still get a full set of lights. The new wiring loom puts the wires where it should be. Neat, easily accessible and yet out of the way. And the redesigned twin contact breaker spot-on timing for each cylinder child's play.  
There's a no-fuss single concentric cam gives trouble-free running even in city hour traffic and a re-ported cylinder head that helps churn out the best 47bhp captured in any big twin.  
Of course we slicked the whole thing up a bit too.  
GP mudguards, softer twinseat and bright new paint job.  
Quicksilver with Atlantic Blue.  
This is Mercury.  
The big, blue roadscorcher for '69.

Call British Cycle Supply  
(902)542-7478





Mercury. 650 c.c. of pure muscle under perfect control.

Built around the legendary featherbed frame and fitted with a host of the latest plus points no other manufacturer fits as standard equipment.

Coil capacitor ignition for a start.

Anytime.

You can kickstart with a flat battery – or no battery at all.

And you still get a full set of lights. The new wiring loom puts the wiring where it should be. Neat, easily accessible and yet out of the way. And with the redesigned twin contact breaker, spot-on timing for each cylinder is child's play.

There's a no-fuss single concentric that gives trouble-free running even in crush hour traffic and a re-ported cylinder head that helps churn out the beefiest 47bhp captured in any big twin.

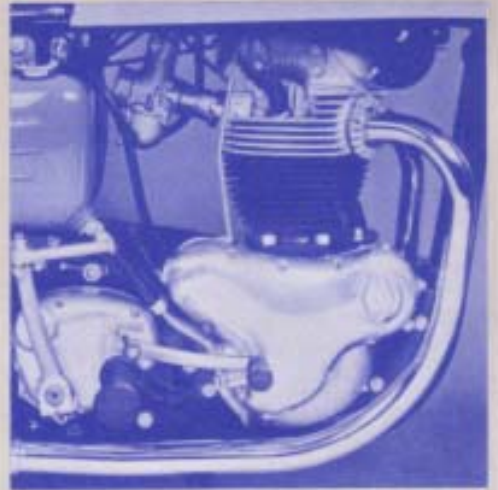
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**The 'no-frills'  
sportscycle  
made for  
the real  
enthusiast.**



  
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## MERCURY TECHNICAL DATA

### Engine

Cylinder head and rocker box form an integral unit with widely spaced exhaust ports for maximum scavenging efficiency. Valve operation through forged steel rockers. Alloy pushrods. Large diameter tappets actuated by single chain driven camshaft. Built-up forged steel crankshaft, large diameter central iron flywheel, plain big-end bearings, two piece conrods, alloy pistons and one piece cast iron cylinder block.

Type Air cooled ohv. vertical twin.  
Capacity 39.5 cu. inch : 647 cc  
Bore 2.7 inch : 68 mm  
Stroke 3.5 inch : 89 mm  
Compression 8.9 : 1

### Carburettor

Single Amal concentric type 930  
Main jet 280 Throttle valve No. 3  
Pilot jet 25 Needle jet 0-106  
(with bleed hole)

### Gearbox

Separate four speed footshift in medium-close ratio. Wide tooth heavy duty pinions driven through a five plate clutch. Single run primary chain housed in a pressed steel chaincase.

Gear ratios: 4th 4.42 : 1  
3rd 5.39 : 1  
2nd 7.52 : 1  
1st 11.32 : 1

### Electrical system

12 volt battery with zener diode rectification. Crankshaft mounted alternator with capacitor (can be used with or without battery, retaining full lighting and ignition in either case). 7 inch headlamp with 50/40 twin filament bulb. Horn button/dipswitch mounted on handlebar. Stop/tail lamp at rear with integral reflector.

### Chains

Front:  $\frac{1}{2}$  inch x .305 inch Simplex  
Rear:  $\frac{3}{8}$  inch x  $\frac{3}{8}$  inch Simplex

### Brakes

Single leading shoe mated to drum cast into full width alloy hub on front, single leading shoe mated to integral drum/sprocket at rear.  
Front: 8 inch x  $1\frac{1}{4}$  inch SLS  
Rear: 7 inch x  $1\frac{1}{4}$  inch SLS

### Fuel tank

Large pressed steel fuel tank rubber mounted with two security bolts at front, band retainer at rear. Two position fuel tap gives reserve supply. Capacity: 4.35 US gallons  
3.62 Imperial gallons  
16.5 litres.

### Oil tank

All steel tank located at right side within the frame structure. Capacity: 5.4 US pints  
4.5 Imperial pints  
2.55 litres

### Tyres and wheels

Chromed steel rims with steel spokes, alloy hubs. Highgrip tyres with inner tubes.  
Sizes: 3.00 x 19 inch ribbed front.  
3.50 x 19 rear

### Recommended pressures:

25 lb/in<sup>2</sup> 1.7577 Kg/cm<sup>2</sup> front.  
22 lb/in<sup>2</sup> 1.5458 Kg/cm<sup>2</sup> rear.

### Frame

The renowned slimline Featherbed developed from the original Manx frame. Full duplex design strengthened at the steering head with large gusset plates.

### Forks

Roadholder forks with progressive two-way damping and single rate springs housed within heat treated tubular stanchions. Chromed steel extensions to the alloy sliders. Thiefproof lock fitted to top yoke.

### Colours

Black enamelled frame. Polished alloy and chromed cycle and engine parts. Atlantic blue mudguards, oil tank battery box and primary chaincase.

Quicksilver fuel tank.

### Dimensions

Wheelbase: 55 $\frac{1}{2}$  inches : 141 cm  
Length overall: 84 inches : 213 cm  
Width overall: 25 $\frac{1}{2}$  inches : 64 $\frac{1}{2}$  cm  
Ground clearance: 6 $\frac{1}{4}$  inches : 16 cm  
Weight (dry): 398 lbs : 180 $\frac{1}{2}$  Kg.

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