



MOLNAR MANX 90 BORE ENGINE SPECIFICATION

All parts are machined from original castings to ensure authentic appearance.

90mm bore x 78.42 stroke = 499cc

Pressed up crank assembly, with integral mainshafts, made from EN36 forgings hardened and ground all over. 40mm parallel pin and INA needle roller big end bearing. Titanium or Carrillo con rod. We believe that these proven crankshafts give the optimum combination of rigidity and flexure for the Manx, but if the customer insists, we can supply our engines with a one piece EN40 billet crank and carrillo con rod at extra cost.

Special forged 2 ring piston, running in a ceramic bore in a lightweight barrel casting. Maximum safe RPM = 8,200.

Revised and updated compact combustion chamber machined from castings made from original Norton patterns. Inlet valve 2" diameter. Compression ratio up to 13:1 can be achieved but the efficient combustion chamber design allows the use of 100 octane unleaded fuel. Minimum carb size 1.1/2" (38mm). Single, near central spark plug with twin spark option. Revised detail machining of cambox castings to allow for improved cam profiles and neatly enclosed valve springs.

Almost every part has been worked on to reduce the weight of the engine to 78 pounds (35.5 kg) excluding magneto and carb.

For countries where it is permitted, this engine can be supplied 2mm oversize on the bore to give 92mm bore x 78.42 stroke = 521cc. The extra cost is £300.00

New 90 Bore Manx Norton Classic Racer

For most "Club" riders this bike provides the optimum combination of power, weight, handling & reliability

90 Bore Molnar Manx Engine with MPL Electronic Ignition

40mm Delorto Carb

Quaife 6 speed gearbox – All Magnesium

Lightened belt drive primary & alloy cover

Polished & Lightened dural engine plates & stainless fasteners

MPL Manx "Featherbed" frame, powder coated gloss black with Maxton, K-Tech or Falcon Shocks

Short Manx "Roadholder" forks with cast Alloy sliders, exposed springs, magnesium yokes, quality hydraulic steering damper

Fontana 210mm 4LS front brake, all Magnesium, built into 18" alloy rim with stainless spokes & fitted with Avon Tyre.

Manx Conical rear hub, cast in magnesium with floating brake plate, built into 18" alloy rim with stainless spokes & fitted with Avon Tyre.

Polished 3 gallon "Sprint" alloy petrol tank & oil tank

Full glassfibre fairing with your choice of colour in the gel coat

Scitsu electronic tacho

High level, silenced (105DbA), stainless exhaust system

Glassfibre mudguards & seat

Quality (Alloy & Stainless) footrests, levers and ancillary parts

Price: £34,000 + VAT as appropriate

Options available at extra cost:

TTI Gearbox

Left Foot Gear Change

K-Tech Fully Adjustable Fork Cartridges

Different Carburettor

Painted Tank(s)

Works rear hub (opposite side brake drum)

Etc