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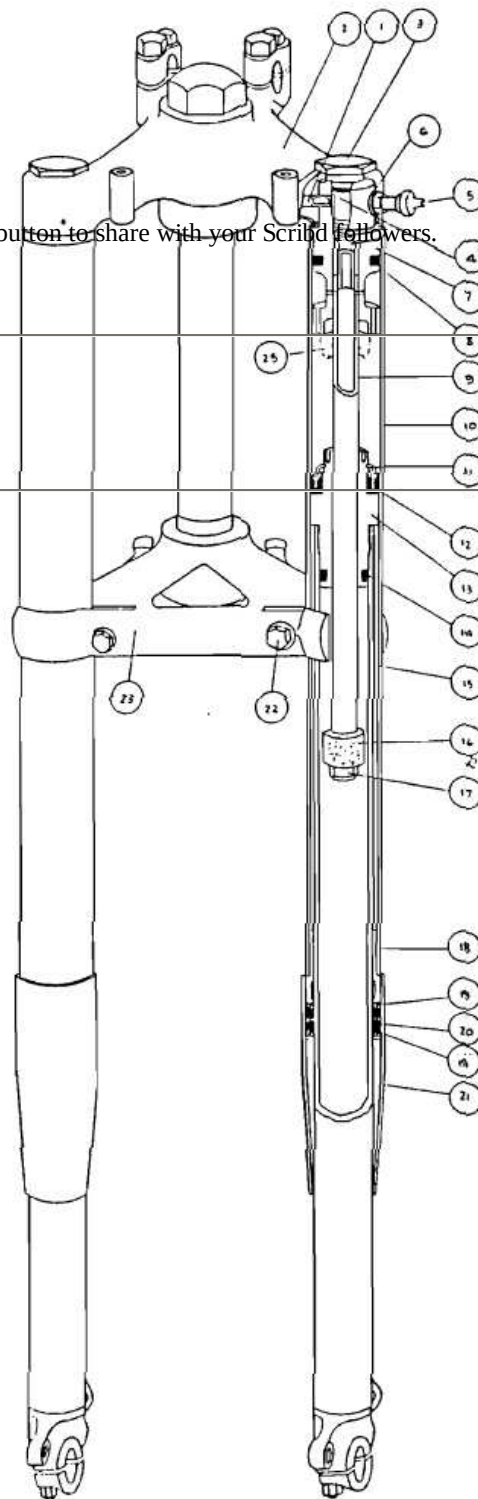
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DESCRIPTION

1. PIPE, PRESSURE BALANCE.
2. CLIP, HANDLE BAR LUG.
3. PLUG, FILLER.
4. FILLER PLUG.
5. LATION VALVE.
6. LITTING TOP.
7. STATIC SEAL, INTERNAL LITTING TOP.
8. TUBE, CARRYING BUFFER.
9. CUBE, OUTER.
10. RING, RETAINING PISTON SEAL.
11. PISTON.
12. STATIC SEAL, PISTON.
13. RING, INNER SLIDING.
14. PISTON, RUBBER.
15. PISTON, CUSHION.
16. BEARING, LOWER.
17. BEARING, UPPER.
18. BEARING, LOWER.
19. BEARING, UPPER.
20. BEARING, LOWER.
21. BEARING, UPPER.
22. BEARING, LOWER.
23. BEARING, UPPER.
24. BEARING, LOWER.
25. BEARING, UPPER.

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1. PIPE, PRESSURE BALANCE.
2. CLIP, HANDLE BAR LUG.
3. PLUG FILLER.
4. STATIC SEAL, FILLER PLUG.
5. VALVE, INFLATION.
6. SEAL, INFLATION VALVE.
7. INTERNAL FITTING TOP.
8. STATIC SEAL, INTERNAL FITTING TOP.
9. TUBE, CARRYING BUFFER.
10. TUBE, OUTER.
11. RING, RETAINING PISTON SEAL.
12. SEAL, PISTON.
13. PISTON.
14. STATIC SEAL, PISTON.
15. TUBE, INNER SLIDING.
16. CUSHION, RUBBER.
17. LOCKNUT, CUSHION.
18. BEARING LOWER.
19. RING, LOCATING SCRAPER.
20. RING, SCRAPER.
21. SHROUD TAPER.
22. BOLT, PINCH.
23. CROWN, FORK FITTING.
24. BOLT, STEERING TUBE PINCH.
25. CUSHION, DASHPOT.

(Not Required on Models 60/70.)

3

The main members consist of two outer tubes (10), clamped by pinch bolts (22) to the fork crown fitting (23) and attached to the handlebar clip lug (2) by spigots on the top internal fittings (7). A steering tube is brazed into the fork crown fitting and passes through a hole in the handlebar clip lug where it is located by means of a lock nut. A substantial high tensile steel pad bolt prevents rotation of the steering tube relative to the handlebar clip lug.

The axle attachment fittings are brazed into the lower sliding tubes. These vary in design on different machines depending on whether the wheel spindle is fixed or of the 'knock-out' type. The tubes carry light alloy pistons, which are glanded to retain pressure. On Mod. 60/70 forks the piston (13) itself is the upper bearing, its point of application being immediately below the sealing gland. On all Mod. 100 forks the upper bearing is made of 'Mintex' (impregnated asbestos anti-friction material). This bearing is split in two halves so that it may be assembled into a groove in the piston above the gland ring. Synthetic rubber sealing rings (14) below the threaded portion of the piston prevent leakage into the cavity between the inner and outer tubes.

The lower bearings (18) are brazed into the outer tubes and ingress of foreign matter is prevented by double-lipped scraper rings (20) located by tapered shrouds.

Small diameter tubes (9), brazed to the top internal fittings, pass through the piston centres and carry synthetic rubber cushions (16) at their lower ends.

Mod. 100 forks are provided with synthetic rubber dashpot cushions beneath the top internal fittings, whilst in 60/70 models the dashpot is a recess machined into the top internal fitting.

Synthetic rubber seals (8) prevent air leakage from the top internal fittings which are connected by a pressure balance pipe (1).

The inflation valve (5) is fitted to the near-side top internal fitting. It is threaded to fit a cycle pump connection.

FUNCTION.

The fork is air sprung and oil damped. Air springing has the advantage of allowing considerable deflection for normal surface irregularities whilst maintaining the ability to absorb considerable shocks without excess fork movement.

The movement of the synthetic rubber cushions in oil provides approximately equal and opposite damping in both directions without the contact and resultant wear of working parts. These cushions also absorb the shock should the forks extend to the oil cushion between the pistons and internal top fittings prevents the forks from closing on compression.

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The main members consist of two outer tubes (10), clamped by pinch bolts (22) to the fork crown fitting (23) and attached to the handlebar clip lug (2) by spigots on the top internal fittings (7). A steering tube is brazed into the fork crown fitting and passes through a hole in the handlebar clip lug where it is located means of a lock nut. A substantial high tensile steel pad bolt prevents rotation of the steering tube relative to the handlebar clip lug.

The axle attachment fittings are brazed into the lower sliding tubes. These vary in design on different machines depending on whether the wheel spindle is fixed or of the 'knock-out' type. The tubes carry light alloy pistons, which are glanded to retain pressure. On Mod. 60/70 forks the piston (13) itself is the upper bearing, its point of application being immediately below the sealing gland. On all Mod. 100 forks the upper bearing is made of 'Mintex' (impregnated asbestos) halves so that it may be assembled into a groove in the piston above the gland ring. Synthetic rubber sealing rings (14) below the threaded portion of the piston prevent leakage into the inner and outer tubes.

The lower bearings (18) are brazed into the outer tubes and ingress of foreign matter is prevented by double lipped scraper rings (20) located by tapered shrouds.

Small diameter tubes (9), brazed to the top internal fittings, pass through the piston centres and carry synthetic rubber cushions (16) at their lower ends.

Mod. 100 forks are provided with synthetic rubber dashpot cushions beneath the top internal fittings, whilst in 60/70 models the dashpot is a recess machined into the top internal fitting.

Synthetic rubber seals (8) prevent air leakage from the top internal fittings which are protected by a pressure balance pipe (1).

The inflation valve (5) is fitted to the near-side top internal fitting. It is threaded to fit the normal motor cycle pump connection.

FUNCTION.

The forks are air sprung and oil damped. Air springing has the advantage of allowing considerable deflection for normal surface irregularities whilst maintaining the ability to absorb considerable shocks without excess fork movement.

The movement of the synthetic rubber cushions in oil provides approximately equal and constant damping in both directions without the contact and resultant wear of working parts. These cushions also absorb the shock should the forks extend fully, whilst the oil cushion between the pistons and internal top fittings prevents too rapid closing on compression.

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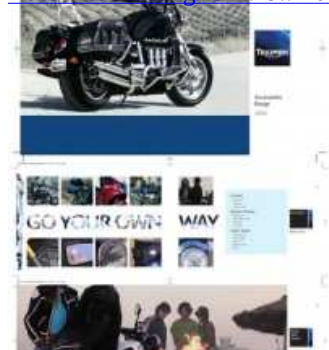
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