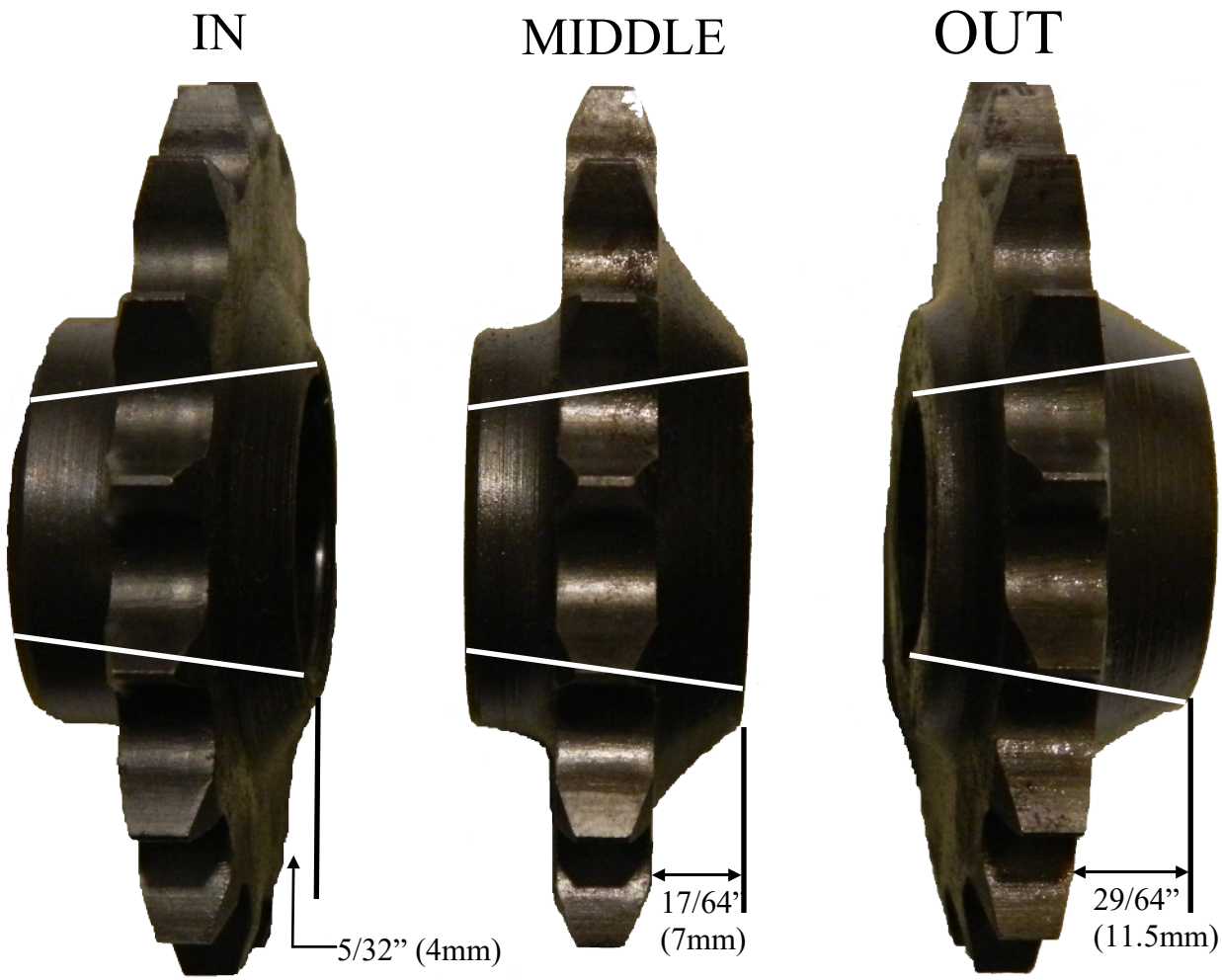
Single cylinder engine Sprocket offset dimensions and fitment details



For the road going singles we stock engine sprockets with three different offsets as indicated above
As we make more versions than ever existed we have introduced a simple part number system as follows

First digit	I=INNER M=MIDDLE O=OUTER (Position of teeth relative to engine)
Next two digits	SP=SPROCKET
Fourth digit	E=ENGINE
Fifth digit	S=SINGLES

Next two digits indicate number of teeth and last digit T is just teeth ie
ISPES14T Is inner sprocket engine singles 14 teeth, we stock 14 to 23 teeth with three offsets as shown above
And for the pre commando twins SPET15T would be Sprocket engine, twins, fifteen teeth, for the twins we stock Sprockets with 15 to 25 teeth.
For the OHC bikes we do not stock many so can actually use A derivative of the Norton number.
A11-473 Is the Norton number for an O.H.C. engine sprocket. We add C for central meaning the teeth are Located centrally on the sprocket. The C central location indicates the sprocket would be used on a Featherbed. The lack of a C indicates the sprocket would be pre Featherbed then the number of teeth followed by T for teeth. So. A11-473C-18T Would be an 18 tooth sprocket for a featherbed International.
A11-473-18T Would be a pre Featherbed Inter 18 tooth engine sprocket. Some Manx engines with a tapered shaft Would also use these sprockets. For the O.H.C. Engines we only stock 18-21 teeth sprockets.
General notes. All singles and pre Commando single row chain twins use 1/2”X5/16” primary chain.
(The Commando is Triplex, the lightweight twins Duplex)
Road Singles, OHC Singles, Twins, and Commando all have a tapered crankshaft output shaft, only the size varied. Road singles being the smallest, OHC bikes slightly larger, Twins larger again, right through to the Commando Which has the same size output shaft as the very first twin. (Manx and very very very early singles excepted).