

The Summerton 1962 Manx Norton Works Style - Improved - Four Leading Shoe Brake

Still the best drum brake for safer late turn-in, powerful fade-free stopping power and faster lap times.

“For proven reliability and braking performance over 25 years of racing”

Standard Specification - Complete Magnesium Hub Wheel

- Four leading shoe, double sided, 7” front wheel
- External appearance¹ very similar to 1962 Manx Norton works specification
- Quality shouldered, Italian made Borrani, aluminium rims 18” WM3 or WM2.
- Magnesium parts aircraft spec chromate corrosion treated before coating to minimise corrosion risk
- Hubs and backing plates HPC satin black high temperature coated to resist corrosion.
- Needle rollers used on hardened cam spindles for reduced friction and improved performance



- High performance, fade free, user-friendly, no-bite, modern brake lining material used to provide braking second to none, civilised and suitable for both racing and road use
- Cadmium plated steel operating levers and adjustment linkage rods
- Plated plain 8g steel spokes
- Plain standard style brake cams
- Drums skimmed true after lacing to rims for optimum performance
- Improved internal construction for increased performance
- Complete wheel weighs approximately 9.5 kg
Hub & backing plates only – approx 7.3 kg
- **\$3,750 + P&H**

Other Configurations

Complete wheel (as above) but with aluminium hub and backing plates: \$AUS3600 + P&H
Performance extras options and details on next page

Ultimate Performance Extras:

- *Low Friction Brake Cams \$AU400*

Vastly superior braking performance with increased “feel” and ability to let the brakes off smoothly at a lower braking level means there is a lower risk of losing the front end whilst deep in the corner due to suspension reaction.

Consider this: In a conventional Manx brake your fingers must overcome the considerable sliding friction between FOUR brake cams and their brake shoe ends to provide braking.

The *Low Friction Brake Cams* have small needle roller bearings incorporated in their faces that contact the brake shoe ends. These bearings have a low friction rolling contact against the shoe ends compared to the crude scrubbing action that conventional cams provide.

This smooth rolling action ensures the maximum force from your fingers goes into braking and is not wasted overcoming power-sapping friction. Braking “feel” is considerably enhanced, *but*, most significantly, the brake “Switch off” is no longer as sudden when the servo action ceases. The risk of sudden fork rise as braking ceases abruptly with subsequent loss of traction is minimised when braking deep into corners.



- *Lightweight anodised aluminium actuating levers and rods: \$AU170.*
- *18" or 19" WM2 or WM3 rim sizes as required \$AU 0 (no extra cost)*
- *Butted 8g/10g Chrome plated steel spokes or other as required: \$AU85*
- *Alloy Spoke Nipples: \$AU TBA*
- *Stainless Steel Spokes³*

Notes:

1. The backing plates have an appearance which is very close to the factory item. The only minor difference being the addition of small bosses that protrude discreetly from the plates behind the levers to house needle roller brake spindle bearings instead of original specification bushes
2. Only fully built wheels are supplied because lacing a rim to the brake assembly will cause slight but significant distortion in the drum which must be machined out after the wheel is built. Only after final machining of the drum can the shoes be machined to suit and be ready to race with minimal run-in.
3. Stainless steel spokes are **not recommended** for racing and will **not** be supplied for use with magnesium hubs because of the corrosion risk. Chromium plating is much closer to magnesium on the differential metals table thus minimising potential corrosion problems

Greg Summerton

<http://www.eurospares.com/greg.html>

<http://www.youtube.com/user/grannyjumast>

Phone: +61 (0)8 8263 9018

Mobile: +61 (0)422 580 642