

Featherlastic Specifications, Modifications and Suppliers

- **1967 Atlas Slimline Featherbed Frame** - AMR modified for isolastic mounts, Commando side stand and Triumph centerstand; additional modifications and welding by Brink Racecraft, Irving
- **1971/72 Norton 750 Combat Engine:**
 - Combat Head ported and flowed by Norvil
 - Lightened Rockers (Norvil)
 - Titanium Push Rods/Keepers/Valve Spring Collars
 - Stock 750 Crankshaft, balanced by AMR
 - Stock Hepolite 750 Pistons (standard bore) and Rods, polished
 - RMA Auto Timing Chain Tensioner
 - Modified Crankcase Breather (850 style plus Combat)
 - Modified Crankcase Oil Pickup in sump - Norvil
 - Nortec Anti-Wet Sump Conversion in Timing Cover - AMR
 - Norvil Tach Drive Seal Conversion (Honda seal)
- **1971/72 Commando Primary**
 - Norvil Belt Drive Conversion
- **1971/72 Norton AMC Transmission (4 speed):**
 - Superblend Layshaft Bearing
 - Kickstart and Gearshift "O" ring to garter seal conversion
- **Final Drive** - Commando Rear Hub w/ "O" Ring Chain conversion by RPM
- **Custom Head-steady and Rear Isolastics** - AMR
- **Custom Engine/Tranny Mounting Plates** - AMR, anodized in Irving
- **Custom Swingarm** w/tapered roller bearings - Mick Hemmings, UK
- **Petrol Tank** 1963 (appx.) Manxman, ebay
- **Oil Tank/Battery Box:** Original Atlas, sourced from individual in England (NOC);
 - Oil Tank modified for clutch cable cutaway, Brink Racecraft
 - Battery box modified for full-size battery
 - Custom mounting pedestal/frame brackets (to isolate from engine)
 - Norvil oil filter kit (Commando)
- **Exhaust System:**
 - Sweptback Pipes, Clubman Racing (modified)
 - Short Megas, Clubman Racing
 - Custom SS Muffler Brackets - AST Waterjet, Irving
- **Front End:**
 - Atlas/Early Commando Bottom Triple Tree
 - Norvil alloy Top Triple Tree and fittings
 - Norvil tapered Steering Head Bearings
 - '71/72 Commando Sliders, modified internally & externally
 - Commando TLS Front Brake Hub w/stiffener conversion by Vintage Brakes
 - Manx-style exposed Springs/Retainer Cups - Clubman Racing
 - Manx-style alloy "Y" brackets - Unity Equipe, UK
 - Manx-style alloy Front Fender - Unity Equipe
 - Morad (Akront molds) WM3 19" Alloy Rim, SS spokes - Central Wheel, UK
 - Commando Clock Holders
 - Speedo and Tach, Smith - rebuilt by Nissonger, NY
 - Headlight mounts - ebay (made in Canada)

Specs, cont'd...

- **Rear Wheel:**
 - Norton Commando Hub
 - Norton Commando Brake Plate, modified for Atlas swingarm, etc.
 - Morad WM4 18" Alloy Rim, SS spokes - Central Wheel; lacing by Steve, RPM
 - "Made in England" Rear steel fender (RPM shelf item)
- **Seat/Hump:**
 - Seat Pan (Unity Equipe), cut and modified for slimline frame
 - Leather Upholstery - Bobby Ellis, Custom Auto Design
- **Lighting:**
 - Atlas Front Headlight Shell with Norvil Halogen Conversion
 - Beck/Arnley 60's Rear Tail Light Housing, ebay w/NOS Lucas Lens
- **Electrical System:**
 - Dynatek DC7-1 Twin Fire Coil
 - Boyer Brandsen Micro Digital Electronic Ignition
 - 180 Watt 3 Phase Alternator - Norvil
 - Podtronics 3 Phase Voltage Regulator
- **Cables:** Stock Commando except for custom throttle and front brake by RPM
- **Clip Ons:** Tomaselli Adjustables - Unity Equipe
- **Rear Sets** in stainless by Norvil
- **New Chrome and Re-Chroming** by Al's Associates, Fort Worth
- **Powder Coating** by Custom Powder Coating, Irving
- **Body Work and Paint** by Jason Small, Texas Specialty Rebuilds
- **Pinstriping and Graphics** by Alton Gillespie

Special Thanks to...

Jason Small, Texas Specialty Rebuilds
Mike Brink, Brink Racecraft
Steve Martz, Custom Powder Coating
Keith Martin, RPM Motorcycles
Steve Adkins, RPM Motorcycles
Mike Harcourt, AMR Motorcycles
Les Emery, Norvil
Kate Emery, Norvil
Randy Ullery
Phil Dansby
My wife, Sandy (for tolerating me and my Nortons)