



SERVICE

BULLETIN



Service Release #6-66
February 5, 1960

1960 G2CS MATCHLESS GEAR RATIOS

The 1960 G2CS Matchless is geared low for scrambles when delivered, and must not be operated under normal highway conditions and speeds, unless the gear ratio is changed to prevent engine damage from over revving.

A suitable gear ratio can be obtained by using the sprockets which, will be available.

| Engine | Clutch | Gear Box | Rear Wheel | 1st | 2nd | 3rd | Top |
|--------|--------|----------|------------|-------|-------|-------|---------------|
| 17 | 37 | 17 | 70 | 21.62 | 16.55 | 11.63 | 8.95 Standard |
| 17 | 37 | 19 | 70 | 20.17 | 15.40 | 10.88 | 8.37 |
| 17 | 37 | 17 | 62 | 19.11 | 14.59 | 10.32 | 7.93 |
| 17 | 37 | 19 | 62 | 17.11 | 13.14 | 9.23 | 7.10 Highway |

| | | |
|--------|------------------------|---------------|
| 042717 | Engine Sprocket | 17 T Standard |
| 043170 | Clutch Case & Sprocket | 37 T Standard |
| 041255 | Gear Box Sprocket | 17 T Standard |
| 041269 | Gear Box Sprocket | 19 T Optional |
| 042638 | Rear Wheel Sprocket | 70 T Standard |
| 042873 | Rear Wheel Sprocket | 62 T Optional |

THE INDIAN COMPANY

Service Department