

HEALEY

1000/4



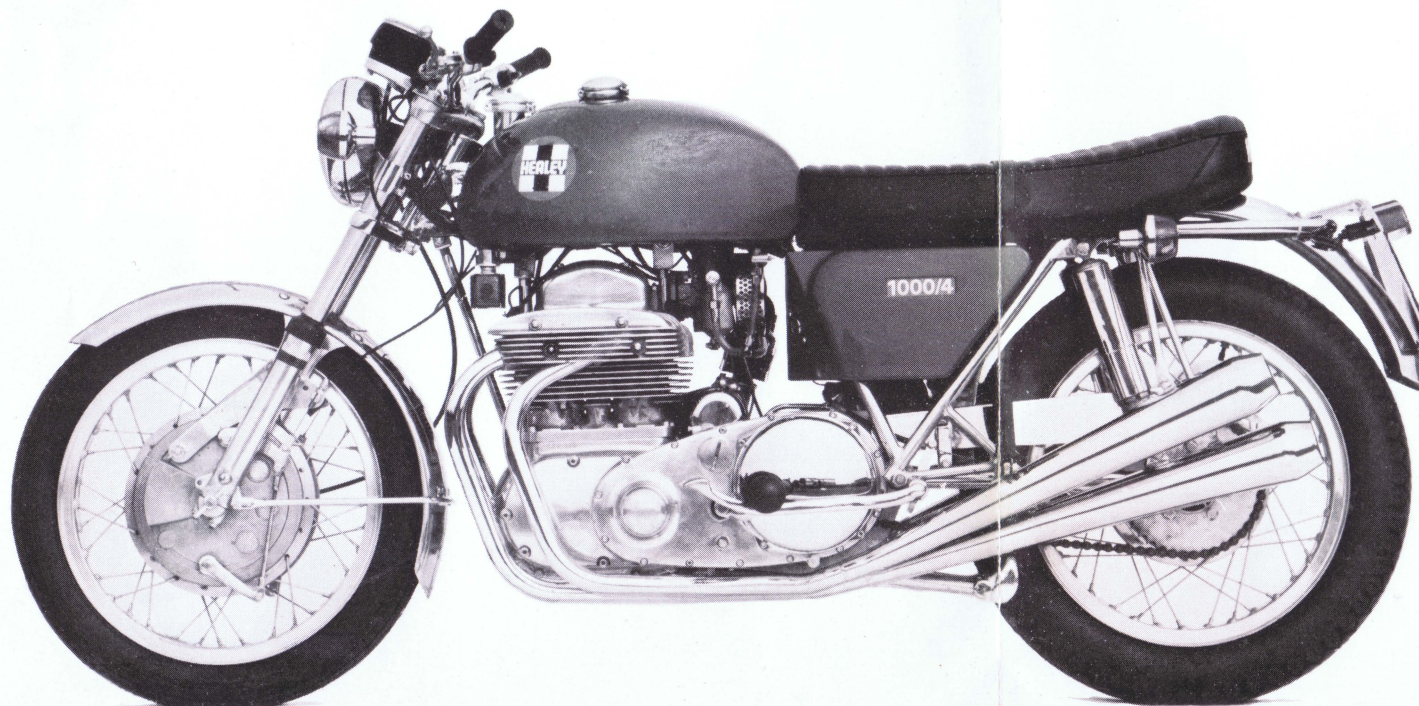
From the instant, electric response necessary for fast line chopping where constant direction and throttle changes are the order of riding, to long sweeping highway curves demanding not just precise steering, but an unwavering line during the accelerating keel into speed, the 1000/4, while cornering faster than most, corners safer than most as well.

No vibration, only the rhythmic thrum of four cylinders and their immense torque. Lighter than the current mass produced "Superbikes", the Healey 4 will outperform the best of them throughout its performance range, top gear running easily from 19—110+ mph. All accomplished in a manner available only to riders on mildly tuned, litre engined machines.

Whether for relaxed commuting, luxury touring or fast sports riding, the Healey 1000/4 covers the entire motorcycling spectrum as only a thoroughbred can.

Each motorcycle is hand built by craftsmen with a complete understanding of the machine they designed and the men who ride them, yet all are supported by a full scale spares and servicing system.

The Healey 1000/4 freedom wheeling in the classic style.



Specification:

ENGINE TYPE

All alloy, air cooled four-cylinder in square formation. Two transverse crankshafts coupled by straight cut gears on timing side.

CAPACITY

997 c.c. Bore and stroke: 65 × 75 mm.

VALVE OPERATION

Push-rod via single transverse camshaft between cylinders.

CARBURATION

Single S.U. instrument via replaceable air filter.

ELECTRICS

6V × 8 a.h. battery. 90W Lucas dynamo. Coil and distributor ignition.

TRANSMISSION

All chain, incorporating shock absorbers on crankshaft and rear wheel. Dry, multi-plate clutch.

GEARS

Four-speed, positive stop, up-for-down selection. Ratios: 1st 9.91—1, 2nd 6.36—1, 3rd 4.89—1, 4th 3.74—1.

FRAME

Spine-type incorporating taper roller head bearings and needle roller pivoted fork bearings with ballrace side thrust bearings.

SUSPENSION

Front: two-way damped Ceriani-type tele-forks. Rear: pivoted fork with two-way damped adjustable Girling units.

WHEELS

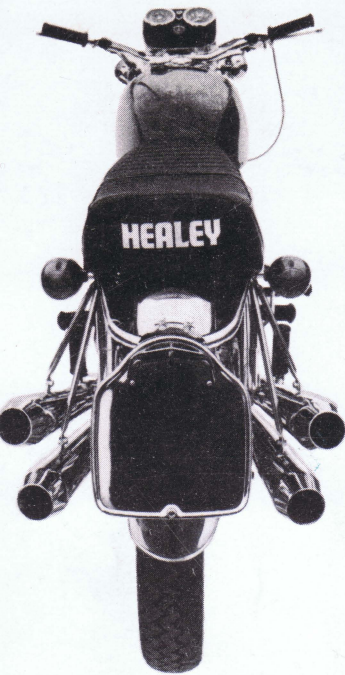
Front: 3.25 × 18 in., alloy WM2 rim.
Rear: 4.00 × 18 in., alloy WM3 rim.
Brakes: front, duplex 4 ls with diecast alloy drum; rear, single ls with diecast alloy drum.

INSTRUMENTATION AND LIGHTING

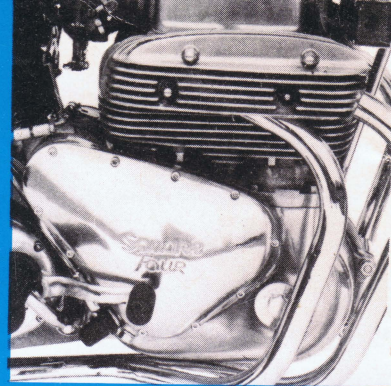
7 in. Lucas headlamp with 45/36W bulb. Stop light switches on both brakes. Flasher signal lamps with repeater. Ammeter, oil pressure and indicator warning lights.

DIMENSIONS AND WEIGHT

Wheelbase 57½ in. Ground clearance (sump) 7½ in., (exhaust pipes—lowest point) 7 in. Seat height 31½ in. Width at widest point (handlebars) 27½ in. Silencers 24 in. Weight with fuel, oil and tool kit 380 lbs.



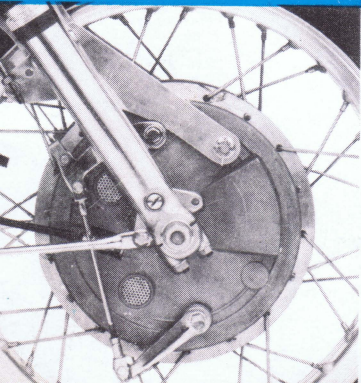
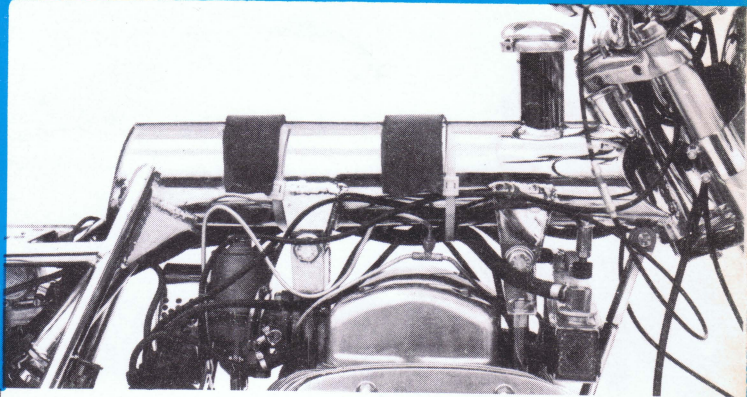
50 bhp at 6000 rpm, ten bhp more than the old Ariel "Square Four", and 80 lbs less in weight. It all adds up to performance.



The spine frame, race developed. No curved tubes, amazingly good road-holding, and an oil reservoir in its backbone.

A bike for riding. For the long distance men, whether basking in the bliss of coastal roads in high summer sun, or needing the security and faith of a trustworthy machine in mountain blizzards. The 1000/4 has it.

If Ariel had seen a decade hence at their decline, this is what they would have wanted, surely.



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