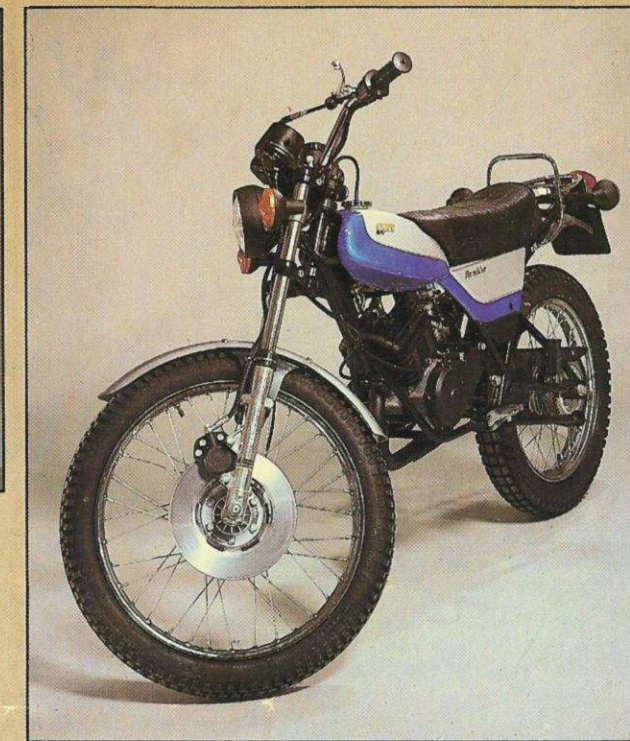


# Get off to a good start...



Easy-Rider ER1



Rambler 175/6



Rangers ERJ

**NVT** MOTORCYCLES  
*Ride the Flag*





# with **NVT**'s growing family

A stimulating range of products from a British manufacturer.  
Engineered for those who appreciate simplicity, good looks, top quality,  
and expect continuous carefree mileage. Having many safety features  
and backed by enthusiastic dealers. You'll have fun on any of these  
models and you'll find there's one, just made for you.

## Easy Riders

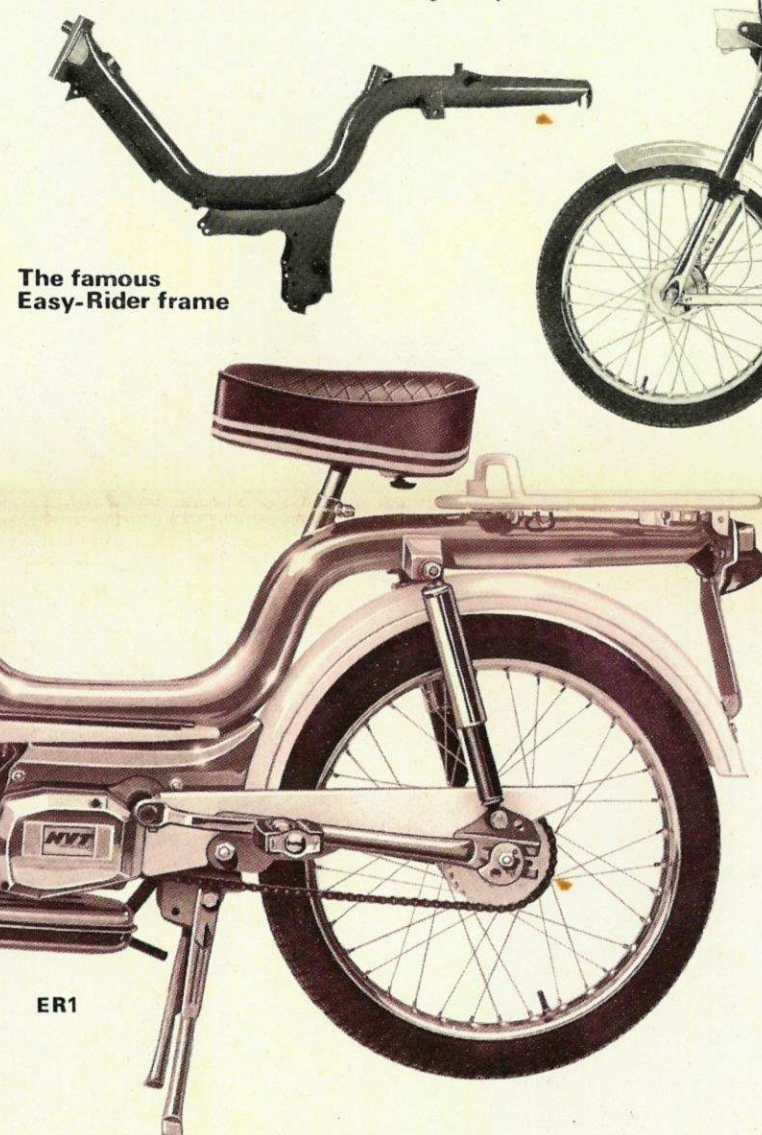
**TRAVEL EASY  
RIDE SAFE**

Easy Rider mopeds are just what the name implies. But the reason for their success is more than skin deep. It starts with the frame, which was amusingly described by one journalist as 'being part of the Forth Bridge'. In fact, he wasn't so far off the mark because, with this unusual design of spine tube, the Easy Rider has achieved more rigidity and much safer handling than any other comparable moped. You will also see that, by carrying the fuel within the main frame, we have avoided that 'cluttered' or 'tinny' look that is traditional with most other makes. Incidentally, the frame holds just over  $\frac{3}{4}$  gallon, and has a built-in reserve system sufficient for a further 15 miles. Having got this part of the design right, we then concentrated on the safety aspect... We fitted wide section tyres and incorporated reflectors into the pedals. We fitted an extra large rear light (the same as on a Norton 850) and we put in a heavy duty 23 watt generator to take care of the electrics. We also devoted a considerable amount of time and attention to comfort. Thus, all Easy-Riders are fitted with swinging arm rear suspension together with a fully adjustable extra deep riding seat – an absolute boon when it comes to that slightly longer journey. The handlebars can be raised or lowered to suit, and you will notice we use high quality ball-ended control levers. The Easy Rider is further enhanced by the inclusion, as standard, of a steering lock plus a heavy duty rear carrier complete with spring loaded retaining clip. Easy Riders are produced in a variety of colours (see Data panel)

utilising a very tough epoxy powder paint finish. Various fittings on the moped are in heavy duty chrome. Easy Riders are work horses. All weathers; all times of the day or night; in all parts of the country. To cope with these demands we fit a very robust aluminium engine of 50 c.c. which employs a simplified transmission. You have probably noticed that most mopeds have two chains to the back wheel. With our design, we have cut that maintenance problem in half – Easy Riders use a single chain. Simplicity is the name of our game! We offer two types of engine, both of them fully automatic. There is the single speed (ER1) for normal useage, or the two speed (ER2P or ER2) for hilly country. Top speed of both models is the same but the two speed gives slightly better acceleration from rest. With either engine though, there are no additional controls – everything is automatic. *To go, you pedal start the engine, open the throttle and away. To stop, you simply apply the brakes. It's about as difficult as riding a bicycle!*

*Remember too that mopeds have several built-in advantages over other vehicles, mainly to do with cost. For instance, the Road Tax and Insurance are normally about £15.00 per annum and, of course, mopeds can be ridden with a Car Driver's licence. Parking is always free and, when other traffic is at a standstill, it's no problem to reach the head of the queue. The low cost per mile of a moped is legendary; working out well under 3p per mile on an annual mileage of 5,000. This figure includes the initial purchase price, depreciation, maintenance, and all running costs. Why not try one today?*

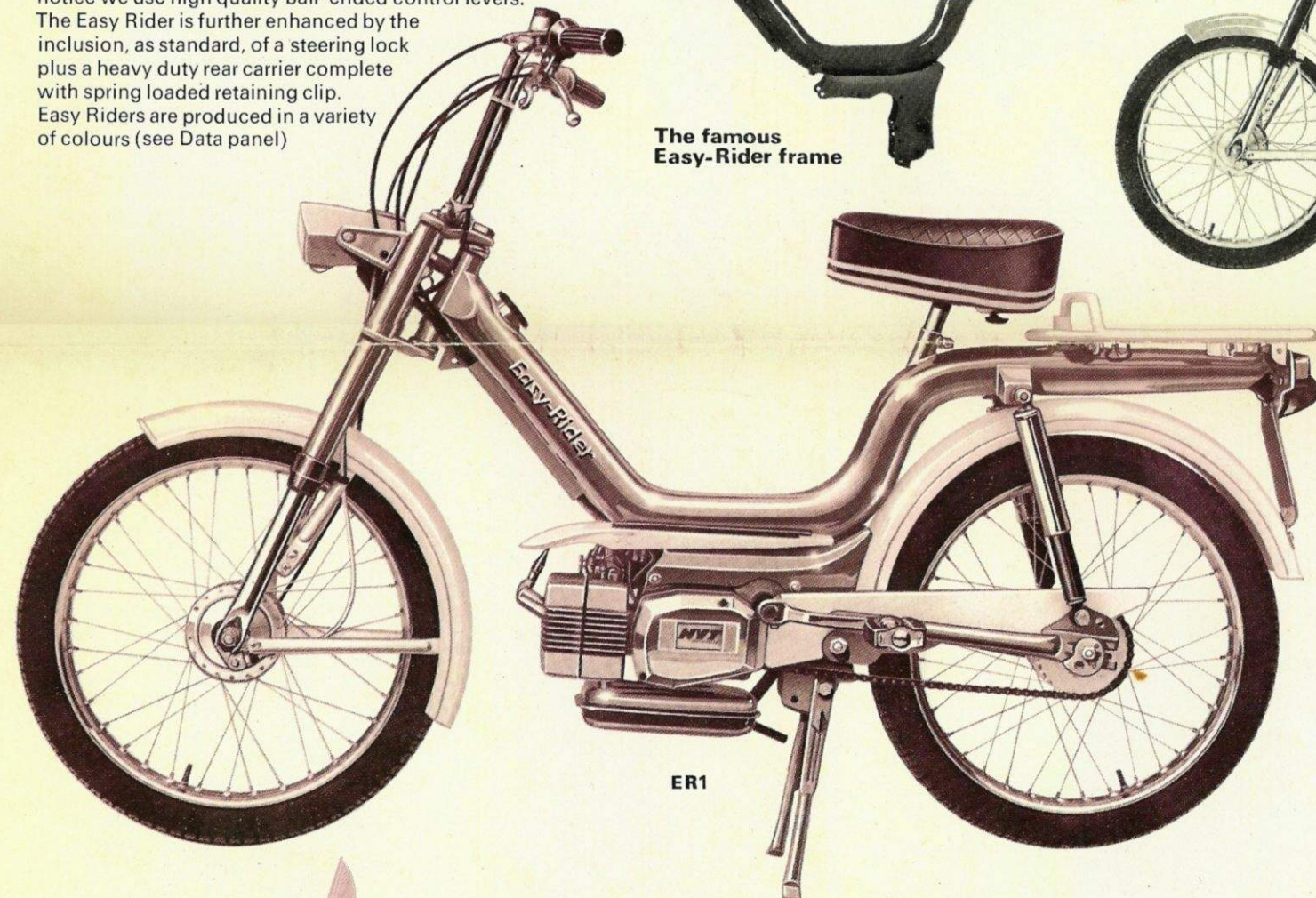
**We should also add that Easy Riders drink fuel at the rate of 140 miles per gallon!**



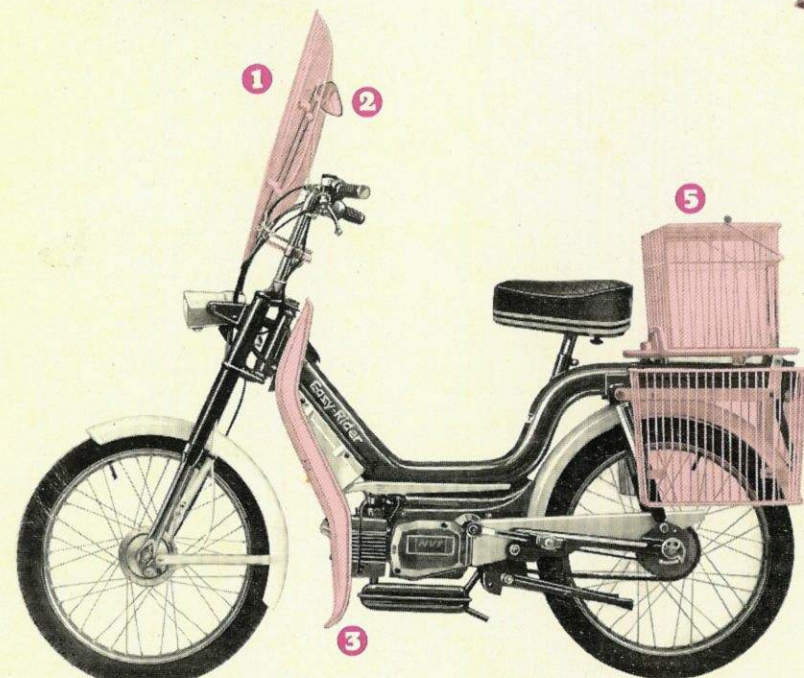
The famous Easy-Rider frame



ER2



ER1



## Accessories

A full range of accessories are produced by NVT for your moped. These are available from your dealer.

- 1. Wind Shield.** Handlebar mounted, fully adjustable for height. Complete with chrome plated fittings.
- 2. Mirror.** Rear view mirror fully adjustable. Secures to handlebar. Chrome plated.
- 3. Leg Shield.** Full length, styled to fit Easy Rider, quickly and simply. Offers protection from foot to knee. In white durable vacuum formed A.B.S. plastic. Complete with fittings.
- 4. Lock.** Basket/helmet lock, engages with carrier to lock lid and basket to machine. Also acts as helmet lock.
- 5. Basket.** White coated wire basket with carrying handle and lockable lid. Large enough to hold a full face safety helmet.
- 6. Pannier Frames.** Styled to match basket. Sturdily constructed in white coated wire. Generous carrying capacity yet, when fitted, are no wider than maximum width of machine. Sold complete with fixing brackets.
- 7. Shopping Cases (not shown).** White P.V.C. with rigid sides and 'dayglow' stripes to rear, fitting snugly into Pannier Frames (above). Supplied with carrying handles that fold down flush when not in use.

## Easy Riders

**Data**  
**Engine Type**  
Capacity  
Bore & Stroke  
Fuel  
Lubrication  
Transmission  
Generator  
Max. b.h.p.  
**Chassis**  
Tyre Size  
Dry Weight  
Overall Length  
Overall Width  
Overall Height  
Seat Heights

### Colour Choice

**ER1**  
air cooled 2 str  
49.6cc  
40/39mm  
2 star  
Premix (20:1)  
automatic s/speed  
6v-23w  
1.95  
2.25" x 17"  
102 lbs (46kg)  
66.5" (1690mm)  
28.0" (720mm)  
43.0" (109mm)  
30"-34"  
(760-860mm)  
**Frame & Forks/  
Mudguards etc**  
1. Blue/White  
2. Orange/White

**ER2P (Popular)**  
air cooled 2 str  
49.6cc  
40/39mm  
2 star  
Premix (20:1)  
automatic 2 speed  
6v-23w  
1.95  
2.25" x 17"  
105 lbs (48kg)  
66.5" (1690mm)  
28.0" (720mm)  
43.0" (109mm)  
30"-34"  
(760-860mm)  
**Frame & Forks/  
Mudguards etc**  
Red/Wh te

**ER2**  
air cooled 2 str  
49.6cc  
40/39mm  
2 star  
Premix (20:1)  
automatic 2 speed  
6v-23w  
1.95  
2.25" x 17"  
105 lbs (48kg)  
66.5" (1690mm)  
28.0" (720mm)  
43.0" (109mm)  
30"-34"  
(760-860mm)  
**Frame & Forks/  
Mudguards etc**  
1. Black/  
Stainless Steel  
2. Candy Apple/  
Stainless Steel

## The Ranger

**ERJ (Junior)**  
air cooled 2 str  
49.6cc  
40/39mm  
2 star  
Premix (20:1)  
automatic s/speed  
6v-18w  
1.90  
2.75" x 14"  
89 lbs (41kg)  
61" (1550mm)  
28" (720mm)  
36" (930mm)  
24" (620mm)

**Frame & Forks/  
Seat & Tank Top  
Unit**  
1. Silver/Red  
2. Silver/Blue

## Ranger "Junior"

**Goodies**  
1. Front and rear mud flaps.  
2. Control lever covers.  
3. Throttle disc.  
4. Set of racing numbers.  
5. Ranger decals.  
6. Ranger tee-shirts (illustrated).  
7. Heavy duty rear shock absorber (over 6 stone).

## Rambler

**Engine Type**  
Capacity  
Bore & stroke  
Comp ratio  
Fuel  
Lubrication  
Max horsepower  
**Transmission**  
Overall ratios  
Gear box/rear wheel sprocket  
Rear chain  
**Electrical**  
Ignition type  
Battery  
Headlamp  
Tail/Stop Lamp

**125/5**  
Air cooled 2 str  
torque induction  
123cc  
56/50mm  
7:1  
2 star  
Autolube  
13.5 @ 7000 r.p.m.  
Helical gear primary drive to 6 plate clutch  
5th 10.52  
4th 11.94  
3rd 15.00  
2nd 20.59  
1st 30.99

**175/6**  
Air cooled 2 str  
torque induction  
171cc  
66/50mm  
6.8:1  
2 star  
Autolube  
15 @ 7000 r.p.m.  
Helical gear primary drive to 6 plate clutch  
6th 8.43  
5th 10.12  
4th 13.18  
3rd 16.44  
2nd 23.29  
1st 36.89  
157/49T

**Tyres**  
Front  
Rear  
**Brakes**  
Front  
Rear  
**Capacities**  
Fuel tank  
Oil tank  
**Dimensions**  
Dry weight  
Overall length  
Overall width  
Overall height  
Wheel base  
Seat height  
Ground clearance  
Front fork travel  
Rear wheel travel

**125/5**  
2.75" x 21"  
3.50" x 18"  
(both tyres – Dunlop Trials Universal)  
260mm disc, hydraulically operated  
140mm drum  
conventional pedal  
1.2 gallons  
1.7 pints  
208 lbs (94kg)  
78.7" (2000mm)  
35" (890mm)  
45.1" (1145mm)  
52.5" (1320mm)  
29.5" (750mm)  
9.5" (240mm)  
5.1" (130mm)  
4.9" (115mm)

**175/6**  
2.75" x 21"  
3.50" x 18"  
(both tyres – Dunlop Trials Universal)  
260mm disc, hydraulically operated  
140mm drum  
conventional pedal  
1.2 gallons  
1.7 pints  
212 lbs (96kg)  
78.7" (2000mm)  
35" (890mm)  
45.1" (1145mm)  
52.5" (1320mm)  
29.5" (750mm)  
9.5" (240mm)  
5.1" (130mm)  
4.9" (115mm)

**Colour Choice**  
**Tank & S'panels/  
Frame/M'guards**  
1. Red & White/  
Black/Silver  
2. Blue & White/  
Black/Silver

**Colour Choice**  
**Tank & S'panels/  
Frame/M'guards**  
1. Red & Silver/  
Black/Silver  
2. Blue & Silver/  
Black/Silver

## Rambler

Ramblers – something a little different on the street/trail scene. Take another look at the Rambler picture and maybe you will see what we mean. You have probably already noticed the front disc brake but what about the cantilever rear suspension? Or the rubber headlight? And who else supplies a chrome luggage grid *within* the basic price of the bike?

NVT took a long hard look at the street/trail market before we embarked on our Rambler project. It is a young man's market – these single cylinder dual purpose devices – but the buyers know their machines through and through; all in all they're a pretty discerning bunch. Not all of them ride on the rough but they like to know the bike will do it, if required. They demand looks and performance for town riding plus the specification of a twin cylinder sports machine for that trip into the country. So our brief was to provide all the obvious qualities that the British Companies do best. Things like a frame that, from the very first weld, is designed to *handle* with a capital 'H'! Lighter too, and more rigid than the opposition. Next came the general geometry. We chose a compact 52.5" wheelbase, dialled in plenty of suspension movement, and arranged everything else to give a riding position that felt *right*, for everyone – at least, all those in the 5' 4" to 5' 10" mould! Oh yes, some of our test riding was done with a slip of a girl on the back, so no worries there...

NVT's policy on outside suppliers is to go to the industry leader in each speciality. For the Rambler we therefore chose engines from the world's most successful manufacturer of off-road motorcycles. We simply fit these engines and forget about them, secure in the knowledge that they are the most proven product available. The same policy applies to our forks and brakes. Famous makers both, producing their

well-known components especially for us, to our dimensions.

Finally, as you can see, the Rambler is a very appealing marriage of all the best parts one could possibly imagine. A handsome, rugged bike indeed. But don't just take our word for it. Check one out at your NVT Dealer today.

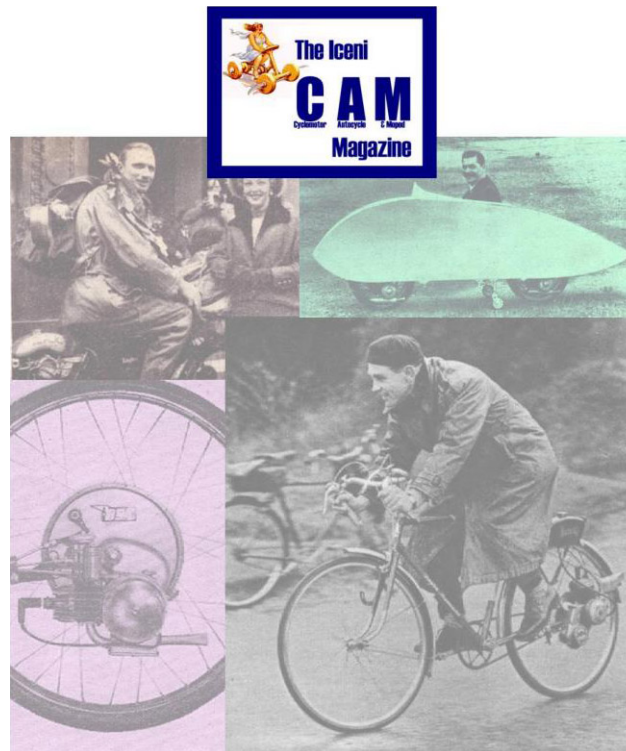
The cantilevered Rambler frame



The 125 Rambler



# IceniCAM On-Line Library



[www.icenicam.org.uk](http://www.icenicam.org.uk)