

How to Service & Adjust Isolastic Engine Mountings

Andover Norton

ISOLASTIC ENGINE MOUNTINGS

The Mark III Commando Isolastic Suspension incorporates redesigned, adjustable front and rear mounting units employing fully bonded rubber bushes, simplifying assembly procedure and eliminating scuffing in service. Adjustment is straight-forward and requires no special tools. A spoke or suitable small dia. screwdriver is all that is required as a tommy bar to turn the adjustable end cap, which is located on the right hand side at the front and the left hand side of the rear mounting. The opposite side in each case has a fixed end cap located by a grub-screw lock.

ADJUSTING ENGINE MOUNTINGS

Prior to checking adjustment or dismantling note that Mark III models must be supported by a stand or strong box placed below the main frame tubes with the centre stand folded. This is necessary due to the stand being mounted direct onto the engine plates on these models. On such models the mountings would be under tension with the centre stand in use. Proceed as follows:

CHECKING AND ADJUSTING FRONT MOUNTING CLEARANCE

- 1 Slide the right side gaiter back to give access to the adjuster and plastic washer.
- 2 Push or lever the engine to the right until all slack in the Isolastic mounting has been taken up. Holding the engine unit in this position, use feeler gauges to measure the clearance between the plastic washer and bright plated adjuster collar. (See Fig. F20).
- 3 If the clearance exceeds 0.010 in (0.25 mm) the unit should be readjusted.
- 4 Following the procedure defined in Technical Data: Slack of the main mounting central bolt, and slide spring clips clear of holes in adjuster.

- 5 Insert suitable size tommy bar (spoke or similar) into a convenient hole in the adjusting collar and screw up until there is no clearance.
- 6 Back-off adjuster, moving $1\frac{1}{2}$ holes only (to unscrew), replace spring clip and gaiter.
- 7 Tighten main bolt to 30 lbs./ft. (4.15 Kg/m) torque.
- 8 The clearance will now be approximately 0.006 in (0.152 mm) as recommended.

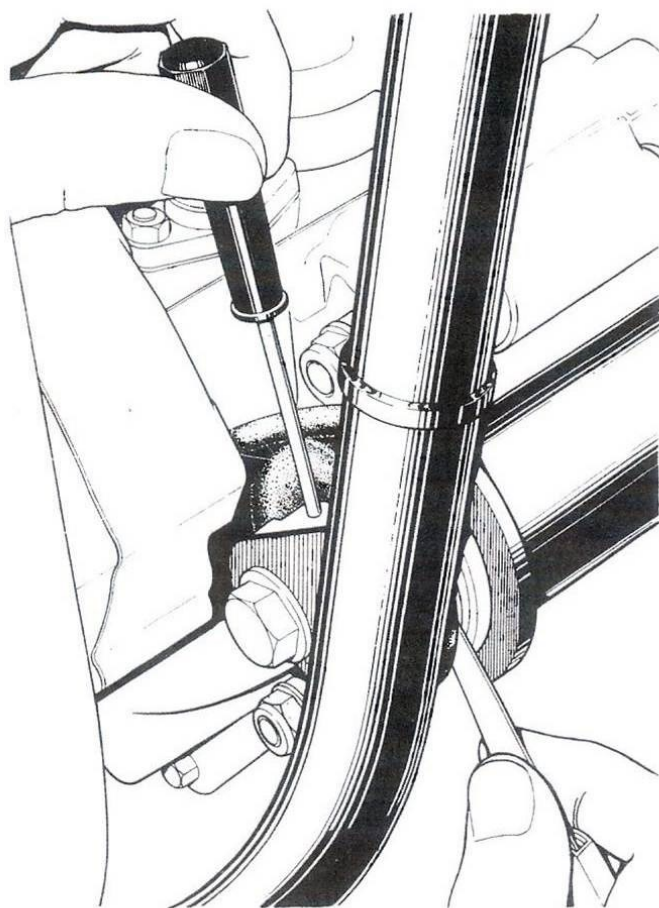


Fig. F20 Checking front mounting clearance

SECTION F16

ATTENTION TO REAR MOUNTING

After considerable usage it may be expected that the rear mounting end groups have suffered wear and deterioration due to corrosion. If the unit is to receive attention as in Section F15 the power unit must be removed from the frame as described in Section F1. However, the need for attention to these fittings is comparatively rare, and can usually be left until the power unit has to be dismantled for a major overhaul.

With the power unit removed as described in F1 the rear mounting is accessible, and although the mounting tube is smaller in diameter and longer, the basic design is similar in every aspect to the front layout, except for opposite – end adjustment and an easier fit of the rubbers in the bore – needing no special tool for extraction or assembly.

The procedure for dismantling, cleaning, lubricating and assembly are the same as for the front.

The adjustment drill is identical – lock up lightly and “back-off” $1\frac{1}{2}$ holes after reassembly in the frame. The rear mounting stud is also torqued up to 30 lbs./ft. (4.15 Kg/m). Refer to F15 for details.

Note: Mark III model Commandos have been fitted with bronze-loaded PTFE plastic washers (brown in colour) in place of the cream coloured polyurethane washers fitted to earlier models. These washers resist wear and deterioration; therefore, we recommend they always be fitted as replacements.

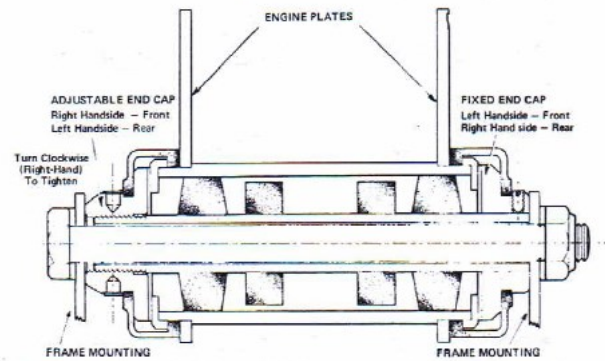


Fig. F21 Mark III adjustable isolastic mounting: Engineering diagram

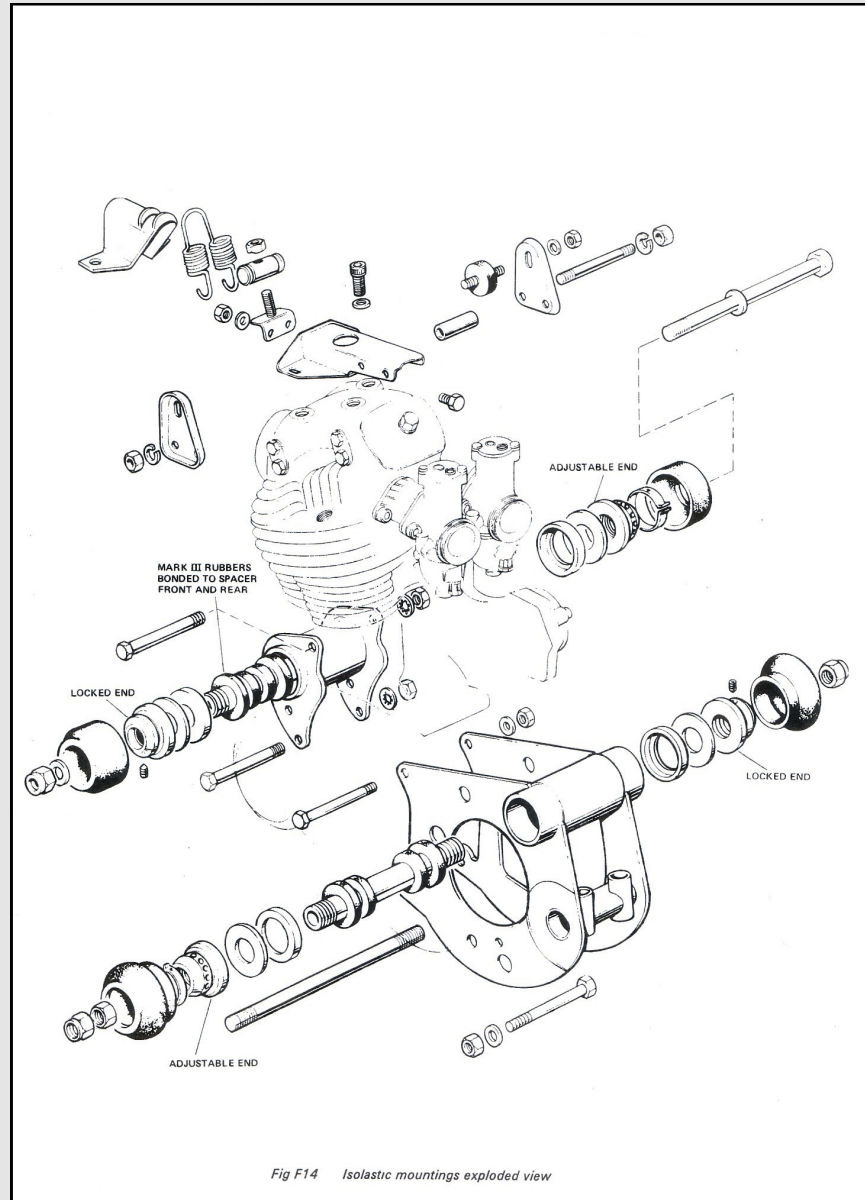


Fig F14 Isolastic mountings exploded view