



We are the only supplier of Commando & Dominator parts made using the original factory drawings. Our products are mostly made in England to original specification. We also offer Norton Rotary spares, factory service manuals & literature for **NORTON** and **TRIUMPH** motorcycles.

INSIST ON GENUINE FACTORY PARTS PACKAGED WITH OUR A.N. LOGO

NORTON ENGINE RE-COMMISSION AFTER LAY-UP.

AIR COOLED AND WATER COOLED ENGINES.

If the motorcycle is new to you and you do not know what type of oil is in the oil tank then drain the tank and refill with the correct type of oil.

Also drain and refill the gearbox, primary drive case and rear chain case. Note that F1 and F1 Sport models do not have a rear chain case.

On models with SU carburettors empty and refill the dashpot reservoirs.

Do not be tempted to start an engine that has been laid up without following the procedure below.

Remove both spark plugs

On air cooled engines remove the air filter foam pads only. Do not remove the air filter housing

On water cooled engines remove the air filters only. Do not remove the air filter housings. On bikes that have been modified to KN/SB type filters and also F1 and F1 Sport models that have this type filter as standard then remove the filters from the mounting stubs.

If the bike has been laid up for longer than one year.

On air cooled engines pour 10ml of Redex upper cylinder lubricant into the air filter housing. Make sure that this goes into the centre plate orifice and is not retained in the air filter housing.

On watercooled engines pour 5ml of Redex down each air filter housing or air filter mounting stub . Make sure that this goes into each end plate and is not retained in the air filter housing.

Turn the engine by using the back wheel with the bike in gear or by removing the alternator cover on air cooled engines and using a socket or ring spanner on the alternator rotor nut. By looking down the plug holes (a mirror will be needed on water cooled engines if the radiator is in place and on F1 and F1 Sport engines) you will observe the rotor tip seals pass under the plug holes thus exposing the 3 rotor faces in turn. Pour 5ml of redex down the plug holes into each rotor face in turn.

Replace the spark plugs and turn the engine over slowly a couple of times to distribute the oil. Turn the engine over slowly 3 or 4 times a day for 4 or 5 days so that the redex can work into the seals and lubricate the side plates.

After 4 or 5 days remove the plugs and turn the engine over quickly (the starter motor can be used for this) to expel any surplus redex from the plug holes.

Repeat steps 1 to 3 but use engine oil this time and replace the plugs.

Turn the engine over slowly to distribute the oil. Turn the engine 3 or 4 times for 1 day.

Remove the plugs and turn the engine over quickly using the starter motor to expel surplus oil through the plug holes.

Fit clean plugs and start the engine. The plugs might get oiled and need removing and cleaning.

If the bike has been laid up for a few months over the winter.

Follow steps 1 to 3 above but use engine oil.

Replace the spark plugs and turn the engine over slowly a couple of times to distribute the oil. Turn the engine 3 or 4 times for one day.

Follow steps 8 and 9 above.

Best to start the bike outside or at least have the garage door open and warn the neighbours and local fire brigade about the clouds of smoke.