



Norton Notice

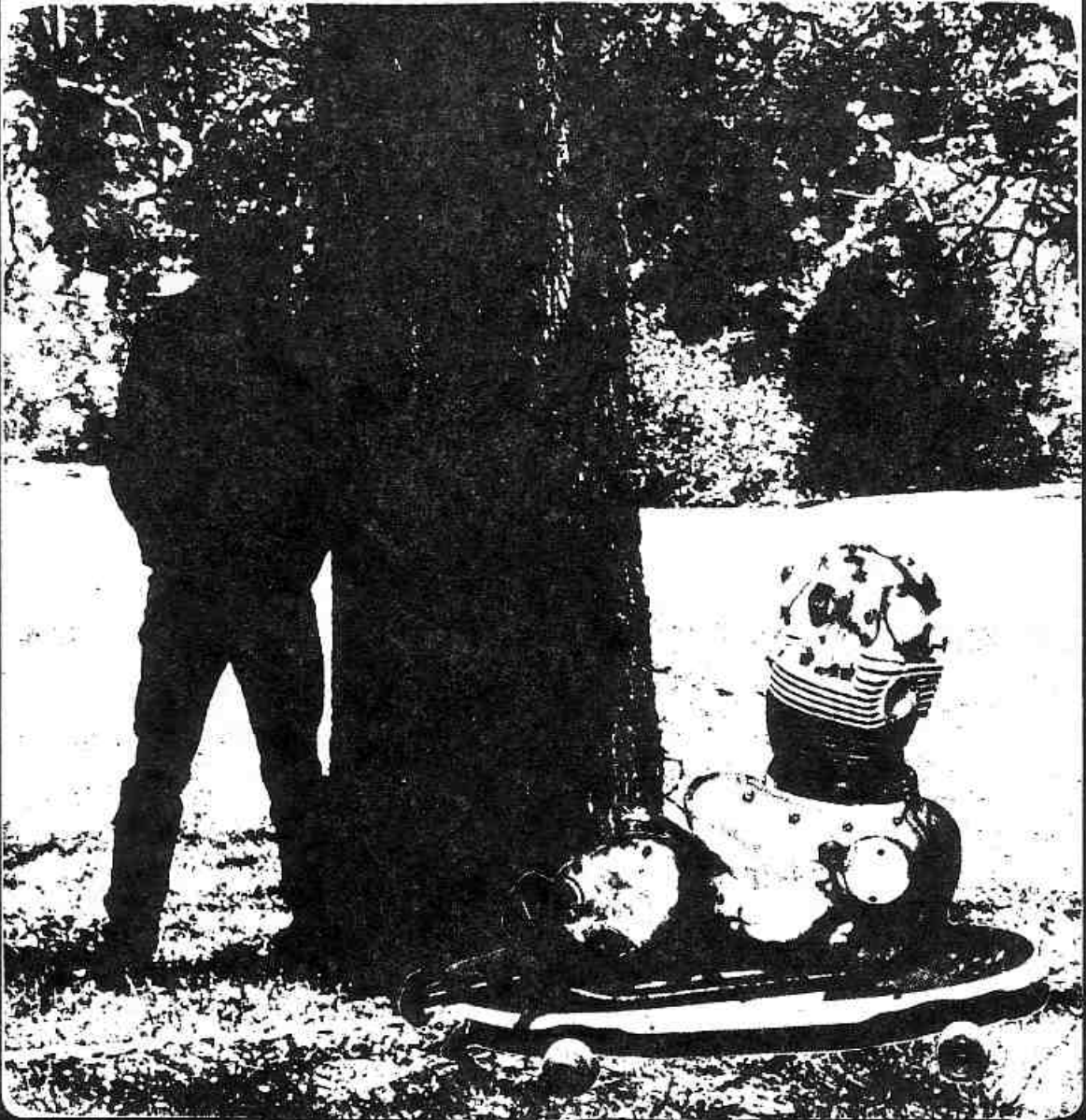


The Newsletter of the Norton Owners Club

No.132

April, 1989

Second Annual S.R. Award





The Newsletter of the Norton Owners Club



Norton Notice

is published by the Northern California Branch of the Norton Owners Club. Its purpose is to inform and entertain members regarding all aspects of the Norton motorcycle, including history, technical advice, and preservation of the marque.

NORTON NOTICE is a reflection of its readership, who are encouraged to submit any article, technical tip, photograph (original or otherwise) as long as it is in good taste, so that other Norton enthusiasts may enjoy it. For Branch members who cannot attend club meetings or club rides, the NORTON NOTICE affords an opportunity to share experiences and information with the membership of the Branch, and to bring the Branch members closer together.

The deadline for items to be submitted for publication is the 15th of each month.

Membership in the Northern California Branch of the Norton Owners Club is available for **\$10.50 (pounds sterling) + \$18.00**

Membership dues are payable to the Branch Secretary/Treasurer.

Renewal dues are payable at the end of the individual's membership year, that month being designated by the last number of the individual's membership number as located on the mailing label of the NORTON NOTICE or the membership card. For example, 745/2 denotes member 745 with dues expiring on the 1st of February.

All changes of address should go to the Branch Secretary/Treasurer, not the NOTICE Editor.

Subscription to the NORTON NOTICE only is available for \$18.00 per year. This does not include membership in the Northern California Branch of the Norton Owners Club, nor does it afford any of the rights or privileges of membership in the NOC.

Membership in the Northern California Branch of the Norton Owners Club entitles a member to monthly issues of the NORTON NOTICE and bi-monthly issues of ROADHOLDER magazine, which is sent directly from England, keeping members informed of Norton owners' activities worldwide. Membership provides voting privileges at all NOC and Branch meetings, and allows one to purchase Norton spares directly from England, at significant savings, through the NOC Spares Program.

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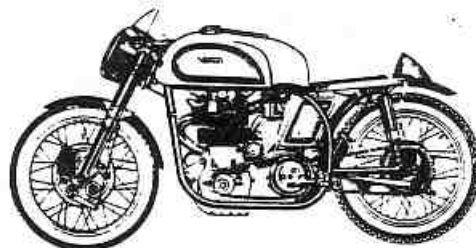
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NORTON OWNERS CLUB

Important!

(Please take note of the following fine print.)

The object of the Northern California Branch of the Norton Owners Club is to promote, encourage and develop all motor-cycling activities. The Club's members are owners of Norton motorcycles, and they often submit for publication in the Norton Notice technical tips pertaining to motorcycles of the Norton marque. Technical tips so published have been reviewed for technical content and are believed to be both acceptable and workable, but no guarantee is made or implied that they will work correctly, nor is any liability assumed by either the Norton Owners Club or the authors for any problems resulting from use of these technical tips. The Club also assumes no responsibility for the acts or omissions of its members in connection with Club activities. Norton Notice articles or other material express the authors' views only and not necessarily the official policy of the Norton Owners Club or its Northern California Branch. The editor reserves the right to accept, reject or alter all editorial and advertising material submitted for publication. Advertising published does not imply endorsement of products, goods or services. Now you know.



1963 catalog drawing of Manx 30M and 40M

UPCOMING EVENTS

CLUB RIDES:

Coordinated by Margie Slegal

April 23 Rally of European Motorcycles, at the Monterey Fairgrounds. Poker run starting cutoff is 11 AM. The cost of \$8.00 Contact Gerry Reynolds at 408-373-8197 or write to P.O. Box 894, Pacific Grove, CA 93950. meet at HoJo's on N. First in San Jose at 8:30 am, or at the Capitola Cafe, at 41st Ave off-ramp on Rt 1 in Santa Cruz at 9:30 am.

April 30 Tulare Vintage Cycle Show and Swap Meet. Meet at Rabers Cycle on Almaden Road, S.J. at 10 am Saturday or at the Chinese Restaurant at the corner of 156 and 25 in the center of Hollister at 12 Noon. This is an overnight ride.

May 20 All-British Car & Bike Show in Sparks, NV, organised by the MG club and Jim Meadows, our Nevada subchapter chairman. Call Jim at 702-348-6338 for details.

July 19-23 International Norton Rally, Burnaby, British Columbia. See Alan's Wrench and the letter from Sam Jowett for details, If you're planning on attending, please let Alan know.

Club Meeting Schedule

The club meets on the 2nd Thursday of each month, at 7:30 PM. The location rotates between Peninsula, East Bay, City, and South Bay locations

May 11 East Bay

Gino's Pizza
2629 Ashby (near College Ave)
Berkeley Ave

This is a new meeting location recommended by Corey Levinson. Upstairs seating, good food, bottled beer only.

June 8 San Francisco

Once more we are meeting at the Harbor Light Pub, 780 Embarcadero at Berry St. This is south of the Bay Bridge, across from The Sailing Ship Restaurant. They close at 10 so the meeting will start promptly at 7:30.

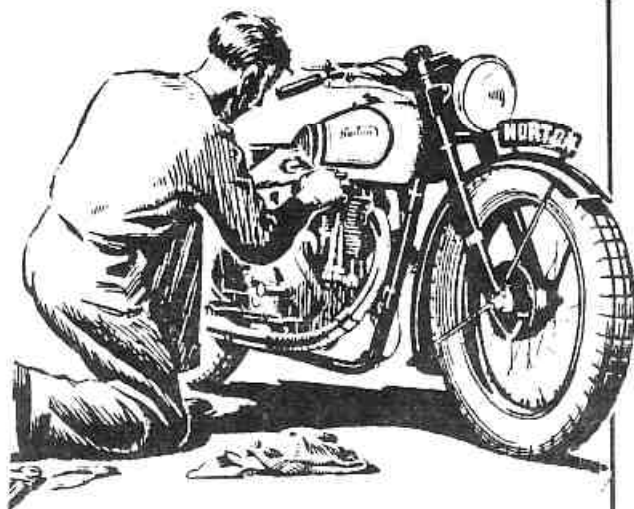
July 13 Peninsula

Prince of Wales Pub
106 E. 25th Avenue
San Mateo, Ca

Great selection of beers and dartboards in our private meeting room.

Alan's Wrench

Tech tips and gossip from The Editor



In this trendy state of California new forms of sport are evolving all the time. Last winter we saw the sudden appearance of snowboarding, which by 1992 will either be forgotten or an Olympic event. The spring equivalent of this sport is about to end its season. I'm speaking of course about dirtboarding, or Moto-Skate, as it is officially called. Now while our Club usually focuses on road-riding, when a member does well in motorsport, it deserves special mention, and the rider and machine featured on the cover are a good example.

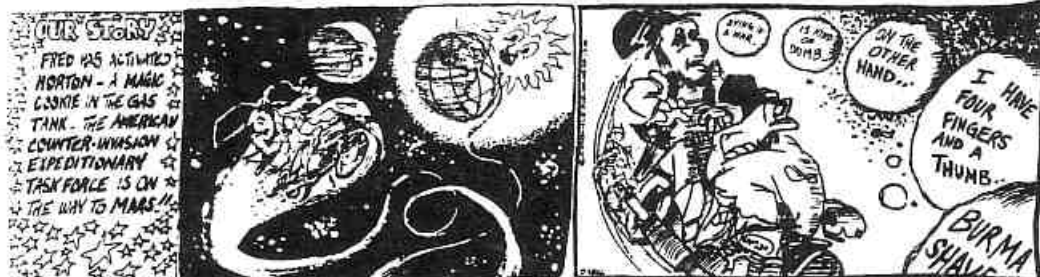
Club member Dudely Hoser of Aptos CA, has been setting new records riding his Norton-engined dirtboard on local tracks, and has surprised the competition more than once. With the spring Moto-Skate

season closing on April 16th, Dudely is sure to keep his lead in points. This outstanding performance as a rookie has won him the NOC Silly Racing Award for 1989. Watch for Dudely to be a tough competitor in the Fall Classic sand-drag coming up in October.

On a less-silly note, our real Club Racer Eric Swortsfigure won his race at Daytona in the 750 Sportsman class, on a very clean Norton owned by "Mr. Jags" of San Jose. Congratulations Eric, and how about a story! What does it feel like to ride a Norton that fast on a track like Daytona? What was the competition like? Is there a videotape of the race available anywhere?

The Clubman's Show last Sunday was excellent. Most of you were there so I don't need to go into too much detail. Art Sirota's exquisite '48 Inter won best Norton, Chris Nichol won the 441 Victor raffle bike, and there were plenty of Norton parts reasonably priced. We had new Club riding Jerseys in a bright green color which sold very well. We also signed up about 6 new members, one of which failed to provide a mailing address. If anyone knows a Nortonist named Bruce McGregor ('71 Commando) please tell him to send Harry his address. (continued on page 5)

Odd Bodkins



(Reprinted with the permission of Dan O'Neill)

We have several more excellent meets coming up in quick succession: on April 23 is the 6th annual Rally of European Motorcycles, at the Monterey Fairgrounds. The Poker run starts at 9 AM, starting cutoff is 11 AM. The cost of \$8.00 (\$7 prereg) includes the Poker Run and raffle prizes, and rally pin. Barbecue lunch is available separately for around \$5. For info contact Gerry Reynolds at 408-373-8197 or write to P.O. Box 894, Pacific Grove, CA 93950. For the ride down, meet at HoJo's on N. First in San Jose at 8:30 am, or at the Capitola Cafe, at 41st Ave off-ramp on Rt 1 in Santa Cruz at 9:30 am.

On April 29-30 is the Tulare Vintage Cycle Show and Swap which I like to make the first overnighter of the season. Meet at Rabers Cycle on Almaden Road, S.J. at 10 am Saturday or at the Chinese Restaurant at the corner of 156 and 25 in the center of Hollister at 12 Noon (sounds like a showdown or something). The route down 25 to Coalinga is fast and beautiful and not yet too hot at this time of year, so lets ride!

Finally, On Saturday, May 20th is the All-British Car & Bike Show in Sparks, NV, organised by the MG club and Jim Meadows, our Nevada subchapter chairman. Call Jim at 702-348-6338 for details.

My plans to attend the International Norton Rally British

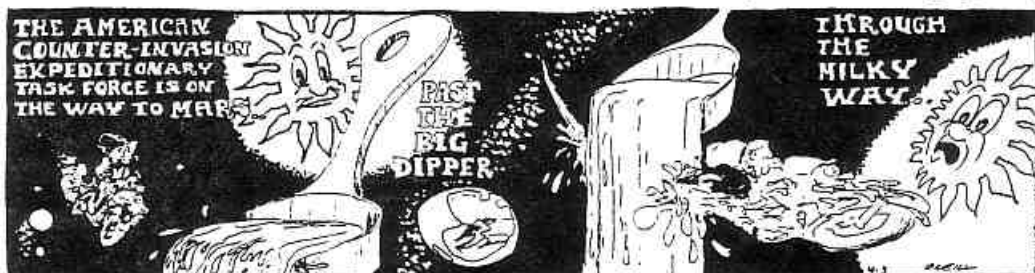
Columbia (July 19-23) are firming up (see Sam Jowetts letter elsewhere in this issue). I'd like to travel north through Vancouver, then east to the Rally site, and take the Rockies route on the way back through Montana and Idaho. This is all unknown country so if you've been there let me know your recommendation. Or better yet, come along as a tour guide. The more Nortons the better.

I called the USNOA Norton Hotline the other day (716-482-7070). The Norton news, which you may have already heard, is that the factory has obtained a 3-year racing sponsorship from John Player. Norton have already moved the race crew into a new 1000 square foot building complete with chassis dyno, and will be contesting 26 races this year including the full Grand Prix series. They have hired some of the best riders in England including Trevor Nation and Steve Cull, who holds the all-out 38-mile TT lap record at 119 mph. Go Norton!

Other news: the Commander is shipping at about 10 per week, at L7500 a pop. About half are going to civilian customers but none in the US yet.

Last month I wrote about the Smiths Magnetic speedometers and tachs used on Nortons and almost all other British bikes. Many of the failure modes can be handled without removing

(continued on page 6)



the faceplate, but some can't. In particular, broken glass is a common occurrence, and it can be replaced by the owner for about \$3 and some careful work. Other faults inside the unit such as loose faceplate retainer pins also require removal of the glass, as does full disassembly for rebuild, so this is a key step.

The glass cover is retained by a chrome-plated brass ring which is crimped in place and not designed for easy removal. Nevertheless, it can be successfully taken off and replaced with simple tools. Two small screwdrivers with 1/16" wide blades will work, or you can make some micro-tire-irons for the job, which is what I did. The technique is to simply lever the crimped edge up until the rim can be popped off, just like removing a tire from a wheel. Here are some tips that will help:

1) Remember that the brass can be stretched, but will become quite brittle due to a phenomenon known as work-hardening. Don't try to move any one part of the crimp-ring too far at one time. Rather, work your way around the ring several times, stretching the ring out evenly. If you use too much force or move too fast, the brass will crack and the rim won't be reusable.

2) Work on a padded work surface, such as a towel or a piece of leather. Some extra small screwdrivers or even dental picks can come in handy, so keep some close by.

3) If you start to lose patience with the &*%#)\$ thing, put it down for a while and go do something else.

Once you have the rim off, you can remove the three rubber-bushed screws from the back and slide the whole guts out in one piece. Be very careful not to bend the needle or touch any part of the faceplate. The paint on the face is usually badly oxidised and will show fingerprints readily. I have had little luck in cleaning the paint without damaging the markings, so be careful!

If you are replacing the glass, the correct size is 3 3/8 inch diameter which can be cut by most glass shops for around \$4. I have several made at once which lowers the cost to about \$3 each.

After carefully cleaning the inside face of the new glass, I apply a narrow bead of silicone windshield sealant around the outside edge. Then I put the glass into the ring and lay it face down on the soft work surface. It is much easier to ease the speedo case into the ring than to force the ring onto the case. Finally, with the unit still upside-down, I work around the ring edge with a small flat-end drift and crimp it down again, maintaining pressure on the case to keep the ring tightly in place. If it sounds simple, it is, but patience and a steady hand is required. See you down the road. PS. Change that oil, spring is just around the corner.



How to Buy a British Motorcycle

by I. Pushtit Holme

When going to view a British motorcycle for sale, choosing the proper attire is very important. Do not attempt to appear too hip by wearing a white shirt, striped tie and cowboy boots. Try instead to appeal to the seller's sense of humor by showing up in a black velure turtleneck and white buckskin shoes with blue spats. That way even if you do not actually purchase the motorcycle, at least you have maintained your reputation as a trendsetter.

Try to gain entrance into the seller's house by saying that you have to use the bathroom. Once inside, take a good look around. If you notice numerous unpaid bills piled high on his desk, you know you are in a strong bargaining position. If one of the bills is marked, "Final Notice," then you really have him over a barrel.

Always try to view the machine at night, preferably around dinner time. I have eaten many a free meal using this tact. Also, darkness makes it less likely that the seller will notice your cardboard belt and ragged pants. Nighttime also makes it possible for you to write a rubber check with impunity because all the banks are closed.

You should not let the seller attempt to start up the machine for you. Point out that Oscar Wilde once wrote, "If a man is a gentleman, he knows quite enough, and if he is not a gentleman, whatever he knows is bad for him." Besides, nobody these days actually *rides* British motorcycles and so things like pistons, valves, and connecting rods have become superfluous.

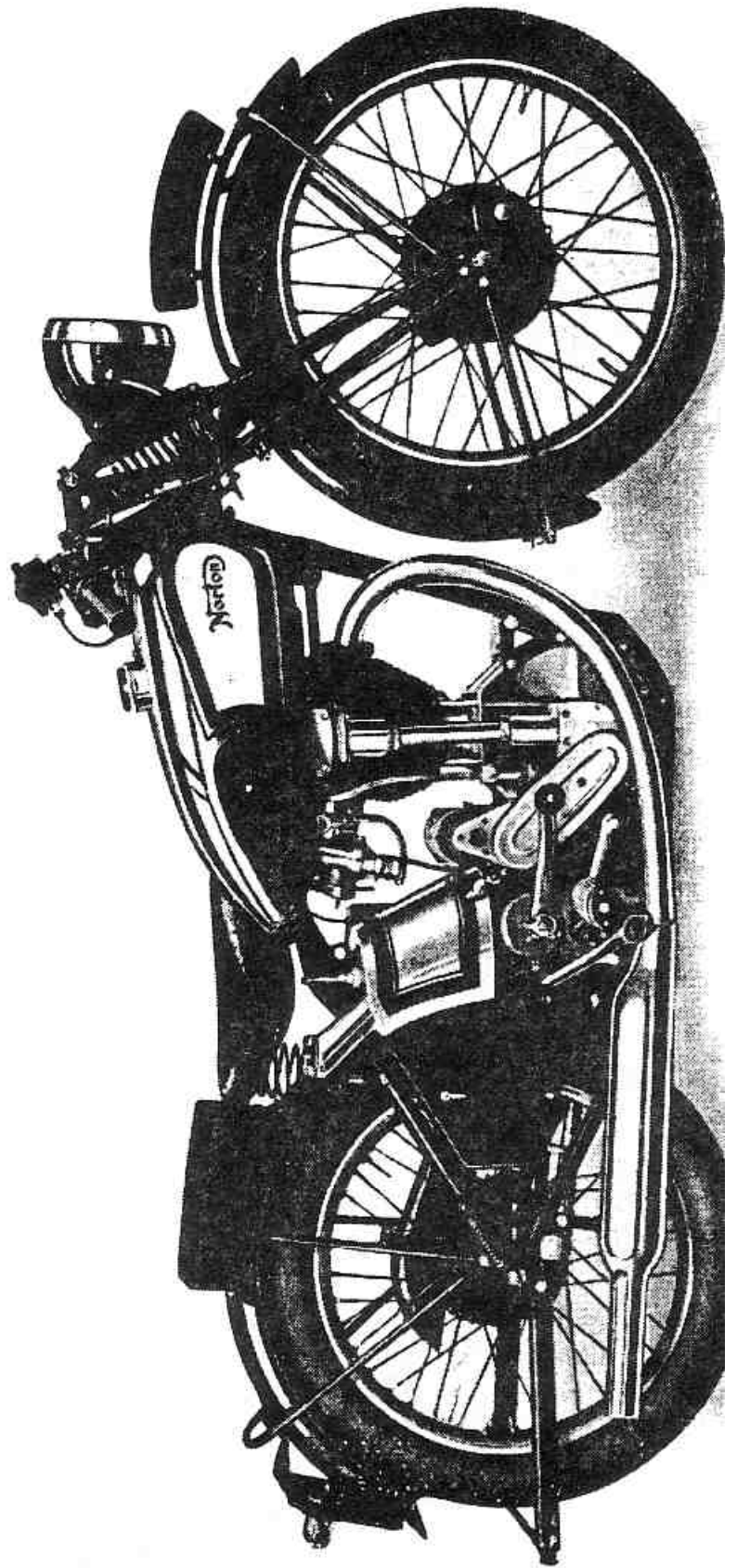
If the seller displays extensive technical knowledge of British bikes by using words like "torque," "teacup full of oil," or "solid copper head gasket," you can counter-attack with some phrases used frequently in British pubs which sound motorcycle-related: "Bar-end mirror," "chain-whip," and "end-float." (The first is obvious and the second two are names for popular drinks.)

If, however, the seller makes the ultimate faux pas of saying "Wentworth" instead of "Whitworth," then I advise ending the conversation immediately and taking your business elsewhere. Certain transgressions are beyond forgiveness.



INTERNATIONAL MODEL

MODEL NO. 40 3.48 H.P. O.H.C.



Code Word: TENBY

ENGINE.—Bore 71 mm. Stroke 88 mm. 348 c.c. Overhead camshaft. Inclined offset inlet port and offset exhaust port.

LUBRICATION.—Full dry sump—gear pump pressure feed to bearings and piston. Valve guide lubrication.

SILENCER.—Of scientific design, efficiently silencing the exhaust gases without interfering with engine performance.

CARBURETTOR.—T.T. needle instrument.

FRAME.—Racing type triangulated cradle frame, of immense strength, built throughout in jigs, all joints are brazed. High tensile steel tube. Graduated section lugs are used.

GEARBOX.—Four-speed. Ratios: 5.17; 5.68; 6.86; 9.15. Positive stop change-speed lever (Patent No. 424,154). Unless otherwise specified, a kick-starter is fitted. Gear ratios when kick-starter is fitted are: 5.17; 5.68; 6.86; 12.0. Shock absorber incorporated in clutch.

OIL BATH CHAINCASE.—NORTON. Patent No. 406,599.

TRANSMISSION.—Hans Renold chains.

BRAKES.—7" Internal expanding, 1½" wide, smooth and powerful in operation, providing a feeling of security quickly adjustable.

WHEELS.—Quickly detachable, fitted with journal bearings.

TYRES.—27 x 3 ribbed front, 27 x 3.25 triple stud rear, Dunlop Heavy Cord.

FORKS.—Patent No. 387,550, fitted with rebound springs and hand adjustable friction disc shock absorber. Fork link adjustment provided.

HANDLEBARS.—Patent No. 419,336, rubber mounted, fitted with steering damper.

SADDLE.—Flexible top, mounted so as to give an exceptionally comfortable riding position.

FOOTRESTS.—Adjustable. Lugs are provided for fitment of pillion footrests.

STANDS.—Front and rear with additional prop stand, foot operated.

PETROL TANK.—3½ gallons capacity. Chromium plated.

OIL TANK.—Chromium plated and lined. Capacity 3 quarts.

MUDGUARDS.—T.T. narrow racing type. Rear mudguard fitted with pad.

TOOL BOX.—With complete tool equipment.

GROUND CLEARANCE.—Approximately 3½".

PETRO-FLEX OIL AND PETROL PIPES.

Unless otherwise specified when ordering Oil Bath Chain-case is fitted; for racing specification an open chain guard can be supplied.

Art Sirota's Tech Tip

I do not claim to be an expert at installing a wiring harness on a motorcycle, but I have done it a few times and here's what I've learned.

New wiring looms are not available for many older machines. In this case, you would be wise to purchase some lengths or spools of different color-coded wire from an auto parts or electrical supply store. Usually the diameter of the wire needed for motorcycle applications is 20 gauge. You should also pick up some 50/50 solder, soldering paste, wire strippers, electrical tape, a propane torch, circuit testers with their own batteries, circuit testers that use the battery in the bike as a power source, cable ties, and a selection of crimp-type solderless terminals. Also purchase a variety of different diameter shrink-tubing.

For those of you unfamiliar with shrink-tubing, it's an insulating material that, when heated, shrinks 50% in diameter but 0% in length. The advantages over electrical tape are neater appearance and no unravelling. I use a propane torch to heat the tubing enough to shrink it, but you have to be careful not to apply too much heat for too long a time in one place or else the tubing itself will burn. Also, you must remember to cut the proper length of shrink-tubing and run it up one side of the splice you are going to solder before you solder! Once the splice is soldered, you will not be able to slip the shrink-tubing over the wires.

Soldering two wires together is the best way I know to make a proper, bullet-proof connection that won't come

apart in the middle of some back road in Eastern Montana. The trick is to use the proper type of solder and the correct amount of heat. Smear some paste on both ends of wire and twist them together. Now get the gun hot enough so that the paste on the wires begins to sizzle. The wires should get hot enough to melt the solder. When this happens, the liquid solder will follow wherever there is paste. By the way, everything has to be very clean. Solder will not stick to greasy wire. After the solder has cooled, slip the shrink-tubing over the splice and gently heat the area up with the propane torch. Be very careful not to point the lit torch at any painted parts or aim it anywhere near any gasoline or gasoline fumes.

Try to locate an electrical schematic for your bike. At first it may look like an imposing mess, but you will have to familiarize yourself with it. Remember that all Nortons made since 1952 are positive ground. Before installing the wiring harness, you will have to make sure that all the components are in perfect working condition. So, check the coils, switches, voltage regulator, battery, horn, rectifier, or magneto to make certain they are in working order. Where do you start? Well, with the petrol tank and seat removed, offer the wiring harness to the top frame member. Hook up the battery first and remove the fuse from the fuse holder. Now, for the rest of the procedure you can use the testers with their own batteries whenever you wish to determine if a certain wire is grounded. Just touch one end of the tester to any ground on the motorcycle and the other end to the wire. If the bulb lights, the wire is

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grounded. One word of caution: if the wire is a hot wire and you use the same testers, the bulb will burn out immediately. For hot wires, you need the testers without batteries in them to check and see if they are hot.

Remember that any circuit has to be complete before the accessory in that circuit will work. If a hot wire is going to the horn, for instance, the horn will not sound unless it is grounded, too. the symbol for a wire being grounded is -----|||.

A wise investment for those of you brave enough to build your own wiring harness would be to purchase a used, old, trashed wiring harness at a swap meet. These old harnesses have lots of useful goodies on them like original Lucas connectors, bulbs and holders, brake light switches, and fuse holders.

When you're all finished, you can use the circuit testers to trace any bad connections or shorts that can give you problems.

If confusion sets in concerning which wires go where into the ignition switch or headlight switch, use the circuit tester to figure out which terminals make electrical connections when the switch is in any of its various positions.

Use the cable ties to position the wires securely. Be careful not to tighten tightly any cable ties that go around speedo cables, tach cables, brake cables or clutch cables.

I'm sure that many of you out there know more about this subject than I. Perhaps you could write some additional tips to help us all keep more informed about this important topic.

NEW "SMOKE" THEORY OF ELECTRONICS

from Auspuff by Jack Benton

A sheet of paper crossed my desk the other day and as I read it, realization of the basic truth came over me. So simple! So obvious we couldn't see it. John Knowlen, Chairman of Paolmar Repeater Club, an amateur radio group, had discovered how IC circuits work. He says that smoke is the thing that makes IC circuits work because every time you let the smoke out of an IC circuit it stops working. He claims to have verified this with thorough testing.

I was flabbergasted! Of course! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Stopped working, didn't it? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your Alfa, Mini or Jag. And whenever the harness springs a leak, it lets the smoke out of everything at once, and then nothing works. The starter motor requires large quantities of smoke to operate properly, so that's why the wires are so large.

Feeling very smug, I continued to expand my thinking. Why are Lucas electronics more likely to leak than, say, Bosch? Well now, Lucas is British and all things British leak! British convertibles leak water. British engines leak oil. British displacer units leak hydrostatic fluid and, I might add, British tires leak air. The British defense unit leaks secrets . . . so naturally British electrics leak smoke.

Letters to the Editor

6630 Gilley Ave
Burnaby, BC V5H 3W9

Dear Norton Nutters,

I thought it might be timely to write a quick one to the "Notice" regarding next July's International Norton Rally (which I understand is not a rally for International Nortons seulement) at Kimberly in beautiful BC.

I should perhaps mention at this point that I'm not in any way involved in the organization of the event, nor have I actually been to Kimberly! However I have been close by and am able to tell you that Kimberly is a small Bavarian-styled ski resort town a little ways up in the hills not very far from the U.S. border and west of the Rockies.

I see from Steve Coburn's letter that there will be an expedition from San Diego to Kimberly via Vancouver Island (presumably crossing to the Island from Port Angeles on the Olympic Peninsula). This is a great way to go if one has the time but as Kimberly is about 400 miles due east of Vancouver, obviously one could cut out a lot of mileage by going via N.E. Washington, the Idaho panhandle, and/or N.W.

Montana, all three states offering equally nice ways to get there - quiet roads and interesting country.

Assuming] that Steve and Co do go via Vancouver (a city well worth seeing for its setting) and they feel like calling in at a bike shop or two, I'd recommend Murray Niebel's "Modern Motorcycling" at 2816 Commercial Drive (at 12th Ave.), Vancouver./ Murray has a nice model 99 Norton and more than one Manx which, at that time, he'll be fettling for the major vintage car/bike race weekend to be held July 22/23 at nearby Westwood. It's a pity that Kimberly isn't a bit closer to Vancouver, otherwise the natural thing would be to head for Westwood to take in the weekend of vintage racing action.

The most successful vintage racer in Vancouver also has a bike shop (BMW, Suzuki and Harley) This is Dave Wildman (ex Manx GP racer and as stylish a pilot as you'll ever see), and he can be found with 2 talented sons at Caribou Motorcycles 3066 St. John's St, Port Moody, which is about 20 miles East of downtown Vancouver.

There are several different routes from Vancouver to Kimberly, all of them delectable

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rides. The most obvious one is to follow Rt 3 (the Raven Highway) which winds its way from Rt. #1 at Hope, staying fairly close to the border and crossing several mountain ranges as it heads East. The alternate route would be to keep to the #1 (Trans-Canada) up the impressive Fraser Canyon, and either turn south at Revelstoke and journey down thru peaceful Nakusp and New Denver, or carry on over the fast Rogers Pass and then keep south at Golden, straight down to Kimberly. While at Kimberly, try and find time to head up this road to the hot springs at Fairmont, about 45 miles. All great riding country.

Unfortunately, besides clashing with the vintage racing weekend, the Norton Rally also coincides with the Velocette Club of North America summer ride/rally held July 17-23 in S.Oregon/N. California. Otherwise, you'd probably be joined at Kimberly by more thumpers in basic black. By the way, helmets are required in BC but not lights. So go for it - and have a great one.

Best regards
Sam Jowett
Velocette O.C. of N. America

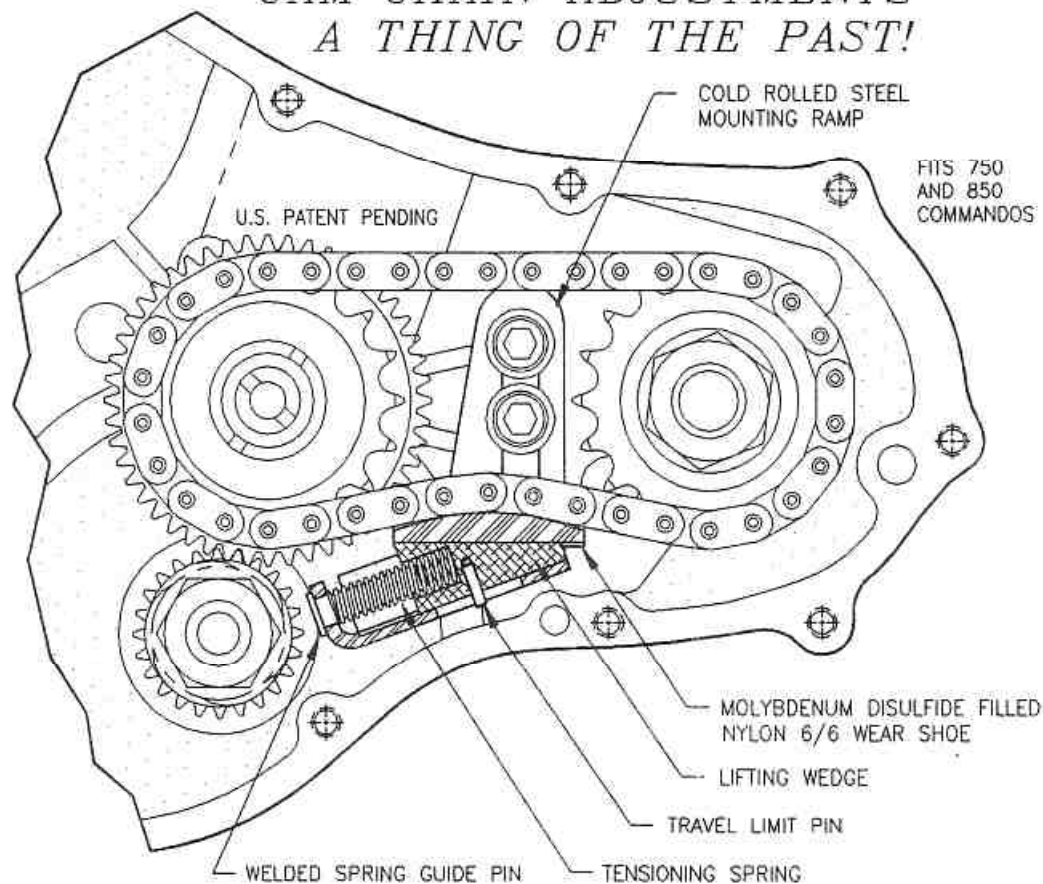
Classifieds

1974 850 Commando "Gentleman's Express":

Interstate tank & side covers, Fastback tail section & seat, Norvil style 1/2 fairing, JPN front fender. Black/silver w/red stripe, all in Imron. Many high performance modifications including Norvil front brake, Norvil head steady, Mk III isolastics, roller bearing swing arm with cottered pivot, stainless fork brace, rear set controls w/reversed cam plate (shifts like stock), braided stainless oil and brake lines, Sun alloy rims, stainless spokes & nipples, oil pressure, cylinder head and oil temp., ammeter and clock by VDO, oil filter head modified to accept Fram filter, Fiamme electric horns, halogen headlight, layshaft roller bearing, three phase 180 Watt alternator, Amal Mk II carbs, new chain & sprockets, 95% stainless fasteners. Full Size Krauser bags and mounts available for \$150. Priced at \$2900, You pay crating & shipping. Call Scot at (415) 829-3483 6-8PM Pacific Time Only.

1984 Honda XR350 Dirt Bike: Radial four valve head, disk brake, twin carb, four stroke single. 12" plus of suspension travel at each end, good knobbies, too. Just the thing to improve your street riding, take out your frustrations, etc. Unbreakable, comes with bark busters and extra levers. \$750 BO. Scot at (415) 829-3483 6-8pm Pacific Time Only.

*FINALLY, A DEVICE TO MAKE
CAM CHAIN ADJUSTMENTS
A THING OF THE PAST!*



HOW IT WORKS: AS THE CAM CHAIN STRETCHES AND THE SHOE WEARS, THE CONSTANT SPRING FORCE INSTANTLY MOVES THE WEDGE UP THE RAMP TO MAINTAIN CAM CHAIN TENSION AND PROPER ADJUSTMENT. THE MATERIALS THAT MAKE UP THE PARTS, AND THE ANGLE THAT THEY WORK AT, WERE DESIGNED SO THAT REFLECTIVE FORCES OF THE CHAIN AGAINST THE SHOE (WHICH OCCUR EVERY REVOLUTION OF THE CAMSHAFT) CAN NOT FORCE THE WEDGE BACK DOWN THE RAMP. THE WEDGE AND SHOE CAN MOVE UP BUT THEY CAN NOT MOVE DOWN. THE CAM CHAIN "SEES" A SOLID SURFACE, JUST LIKE THE STOCK UNIT, WITH THE ADDED ADVANTAGE OF BEING AUTOMATICALLY ADJUSTABLE. WEAR CHARACTERISTICS OF MDS NYLON ARE SUPERIOR TO THE HARD RUBBER THAT IS BONDED TO THE STOCK TENSIONER.

THE NORTON SHOP MANUAL RECOMMENDS THE STOCK TENSIONER BE ADJUSTED EVERY 6,000 MILES. WITH RMA Engineering's AUTOMATIC CHAIN TENSIONER, YOU WILL NEVER HAVE TO TEAR INTO YOUR TIMING CHEST AGAIN BECAUSE OF A SLACK CAM CHAIN!

ALL OTHER MOTORCYCLES AND AUTOMOBILES THAT USE ROLLER CHAIN TO DRIVE THE CAMSHAFT USE AUTOMATIC TENSIONING DEVICES; SO SHOULD YOUR NORTON!

PRICE: \$65.00 (30 DAY RETURN POLICY W/ CUSTOMER I.D. # AND ALL PARTS)

(INCLUDES SHIPPING AND HANDLING IN U.S., CALIFORNIA RESIDENTS ADD 7% SALES TAX)

WANT MORE INFORMATION? SEND \$3.00 TO COVER SHIPPING AND COPYING COSTS FOR COMMONLY ASKED QUESTION AND ANSWER SHEET + COMPLETE SET OF ILLUSTRATED ASSEMBLY INSTRUCTIONS.

REFUNDABLE WITH PURCHASE OF AUTOMATIC CAM CHAIN TENSIONER.

SEND CHECK OR MONEY ORDER TO:

RMA Engineering
4948 RUE LE MANS
SAN JOSE, CA 95136
(408) 972-4267



Genuine **Norton** Parts

means

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Norton Specialists

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95155

Send SASE for current lists.
24-hour answer phone service.
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Orders over \$250 shipped free.
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VALUE OF YOUR
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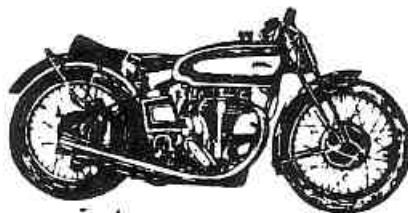
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