

NORTON ROADHOLDER FORKS FROM NEW

Just over a year ago Brian Crichton showed how to overhaul the Dominator items. Now he visits Mick Hemmings to cost out and build a set from entirely new parts.

- Assemble damper rod shuttle valve in order shown (pic one) using Loctite on the nut (pic two). Insert damper valve assembly and rod into damper body and tighten caps (pic three).

- Do the same to assemble the other

damper rod and tube. Smear instant gasket to the damper tube body (pic four) and fit fibre washer.

- Place slider over rod assembly and screw in damper tube securing bolt with washer (pic five). Tighten with 1/4" Whit socket (early forks); Commando, 1/2" AF.

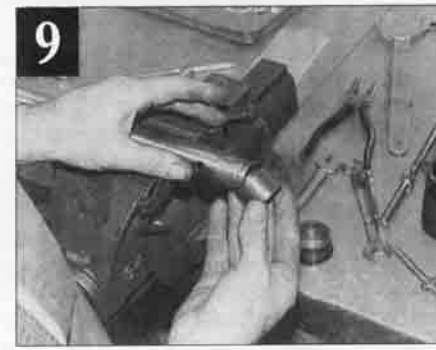
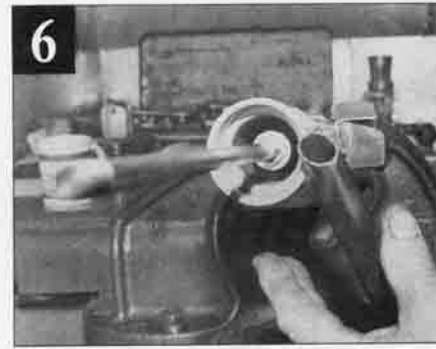
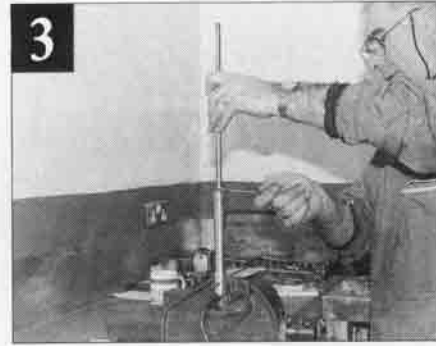
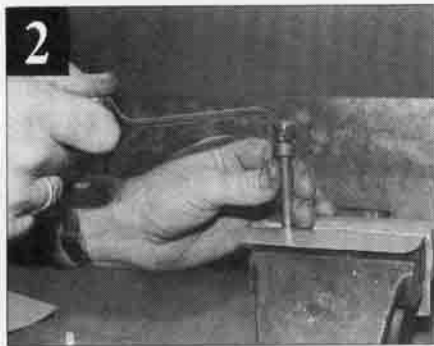
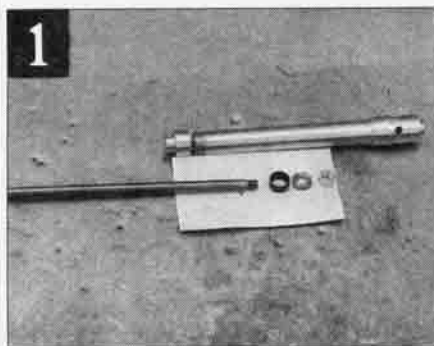
- If the damper tube assembly turns in the process of tightening, a simple locking tool can be made from a piece of flattened tube (pics six and seven). Beware of overtightening. You can strip the threads in the alloy damper tube if not careful. If the threads do strip a helicoil will be necessary. That said, Mick Hemmings likes to do them up

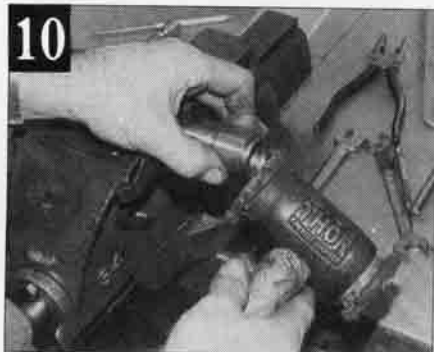
quite tightly.

- Make sure all components are clean and swarf free before assembly. Check, in particular, stanchions and sliders before fitment. Just look at the swarf in this stanchion! (Pic eight.)

- Place stanchion in vice. Fit bottom steel bush (pics nine and ten) and the circlip (pic 11). Oil the bush liberally and insert stanchion and bush into slider (pic 12).

- If tight you have to work the slider on to the stanchion. With new bush and sliders they can be tight, but this is preferable to a loose fit. If the fit is overly tight, coat the stanchion with Graphogen to help the stanchion and





bush bed in. In addition, you can liberally oil the bush as already mentioned.

- Fit the top bush (pic 13). Use the spacer (pic 14) to push it home to where the bush fits against a ledge.

- Fit the oil seal (pic 15) with the spring pointing downwards (towards the oil) followed by a paper washer (pic 16), and screw in the oil seal cover.

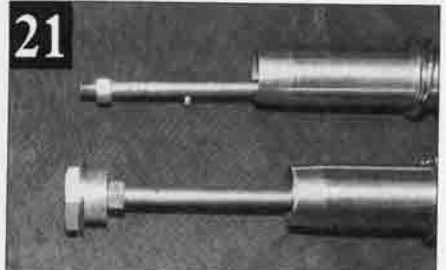
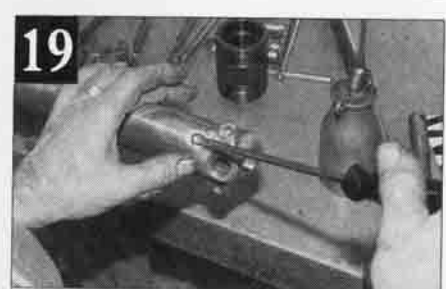
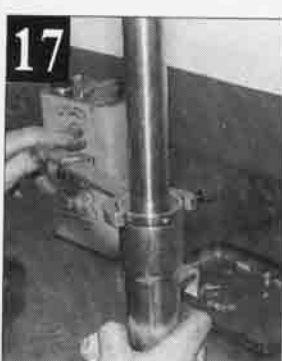
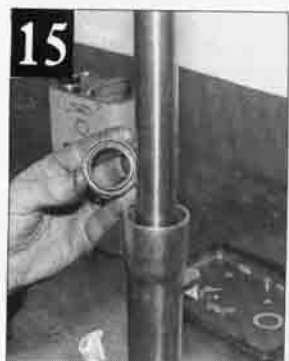
- This type of fork with the Manx-style outer fork springs have special oil seal covers — so a special tool is required (pic 17).

- The drain plug and fibre washer should be smeared with instant gasket (pic 18) before fitting. Not only does it stop it leaking, it reduces the possibility of the screw (pic 19) coming out.

- Place the external spring over the stanchion and tighten the coils at the bottom (pic 20). Now the fork legs can be fitted to the machine and filled with oil when fully extended. Fill with 150cc of grade 20 fork oil.

- Fit the top locknut (early models 5/16" Whit, Commando 9/16" UNF) and screw the top nut and washer on to the damper rod (pic 21). This top cap nut requires a 3/4" Whitworth socket.

- A tip to prevent snapping the slider pinch bolt is to place a fibre washer into the gap (pic 22) to act as a cushion. You can 'nip up' on the washer rather than risk snapping the lug through over-tightening.



SPARES PRICES

Qty	Part number	Description	Price (ex-VAT)
2	Tx0100	Alloy top nuts	£12
2	Tx1348	Spring retainers	£20
2	Tx1419	Manx springs	£25
2	06-7511	Washer	£1.32
2	14-0403	3/8" UNF nut	30p
2	MH-001	Fork tubes	£52
2	06-5483	Seal	£5.78
2	06-7520	Washer	20p
2	06-7521	Bronze bush	£5.20
2	06-1347	Damper cap	£2.60
2	06-0346	Damper rod	£7.04
2	06-7633	Valve	96p
2	06-7634	Pin	32p
2	03-0584	Seat	£8.70
1	14-0302	5/16" UNF nut	14p
2	06-7519	Steel bush	£9.98
2	06-7636	Circlip	28p
2	06-1888	Damper tube	£17.66
1	06-0352	Drum slider	£68.76
2	06-3318	P/bolt	£88.50
2	06-7514	Washer	66p
2	14-0113	Bolt	13p
2	06-7517	Washer	96p
2	06-0354	Plug	62p
2	00-0203	Washer	52p
4	06-3189	Stud	£1.44
4	60-2320	Washer	40p
4	06-0355	Nut	80p
1	06-0362	Front wheel axle	£14.49
1	06-0361	Front axle nut	£1.30

Labour at £30
Total price £438.97 including VAT

● *Stripdown and prices provided by Norton specialists Mick Hemmings Motorcycles of 72-74 Overstone Road, Northampton NN1 3JS (Tel 0604-38505).*