JETS Team's Monterey Class Norton Mk IV-R Commando 850cc Motor by:





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- Gas flow head with 9/32 stem valves and guides
- Skim head .050" to give 9.5 : 1 compression
- Solid copper head gasket
- Standard big ends rebore +.020"
- Valve pockets in pistons
- 4S cam
- 34mm Mk2 "Smoothbore" Concentrics
- Crank lightened by 1000g and balanced
- Crank polished inside and outside
- Con rods lightened/balanced and matcheda
- Rockers lightened and polished
- Valve caps lightened

Balance figures:	Rods	850g	
	Pistons	791g	
	S/E 77/78	155g	the first
	Pistons + S/E	946g	
	63% of above	595g	
	B/E 347/348	695g	
	Add together	1290g = Bala	nce weight

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- Rods were
- Rockers were
- Intermediate gear lightened was
- Cam sprocket lightened was
 - Cam followers lightened dry were
- Cam followers with oil normally
- 875g down to 853g & equal 358g down to 332g & equal 366g down to 220g 105g down to 83g 312g down to 286g 316g

The crank has been shimmed to give .008" end float and bronze thrust washers have been used on the rocker spindles. Inlet manifolds were corrected and remachined. Clutch has been balanced, 6g removed from circumference. Engine cradle and front isolastic mounting black powder coated. Clutch friction plates changed to Surflex type which are lighter and have greater coefficient of friction than bronze plates especially when in oil. For running-in purposes use a straight sae 40 detergent oil in the engine, then if required 20w/50 or Rock oil. 15w/50 can be used. Do not use synthetic oil to run-in. Although there is an anti-drain valve in the timing cover oil can seep into the crankcase due to the oil pump design and the thinner oils whilst totally effective for lubrication can seep past more easily. Gearbox uses EP80/90. Primary case uses ATF or TQF automatic transmission fluid (do not overfill). All engine/gearbox mountings need to be checked regularly during running in and occasionally after due to engine being a stressed member with isolastics. When fitting the assembly, isolastics are set to suggested position (tight then back off 1:1/2 holes) and checked on assembly to give .006" clearance when tightened up.

