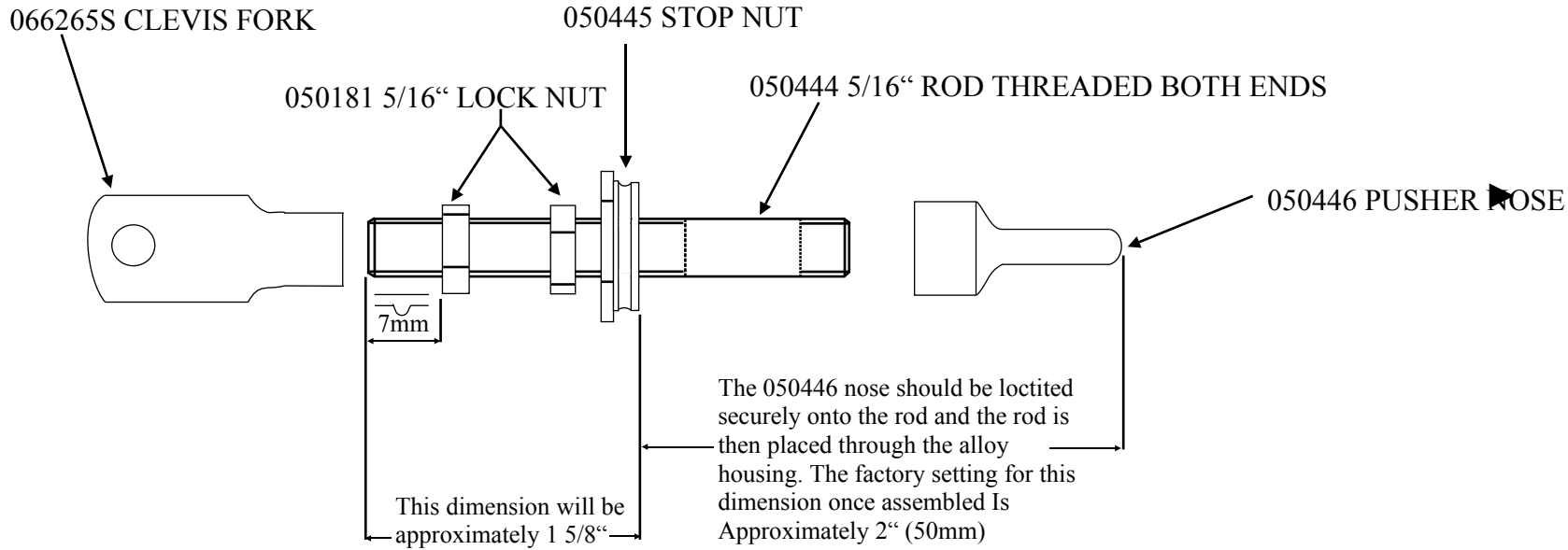




**MK3 REAR MASTER CYLINDER PISTON PUSHER 050033**



When Nortons introduced their first rear disc, on the 850 MK3. They utilised the front wheel disc used since 1972 with the same caliper and the same bore master cylinder. They were concerned that this brake would be too powerful and pose problems with wheel lock-up. Special low friction pads were used and the stop 050445 was set by the factory as a safety measure. When new with the stop incorrectly set it was very easy to lock the back wheel in wet conditions. Today few seem to work so well as age takes its toll on efficiency. Rather than use the factory settings it is easier to bleed the system with the stop nut positioned closer to the clevis fork and test on a quiet road moving the stop along the rod until wheel lock is just prevented. The stop should then be fixed in position with one of the half width lock nuts, the other being used to securely locate the clevis fork. Before using in earnest be sure to carefully test on a wet road.

**F19**

**C** RGM MOTORS CUMBRIA LTD

DESCRIPTION MASTER CYLINDER PISTON PUSHER	MATERIAL FREE MACHINING STAINLESS STEEL (303)	HEAT TREATMENT NIL	FINISH AS TURNED	PART NO 050032
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