

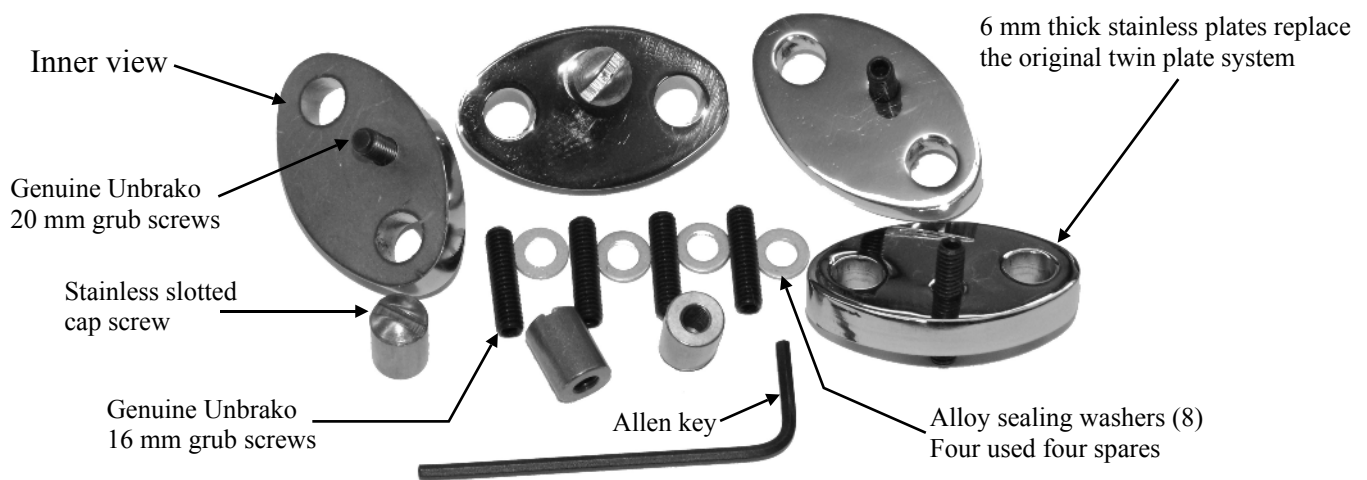
RGM

Norton

ROCKER SPINDLE POSITIVE LOCATION KIT

Part number 067579M £49.90 plus vat

Previously the only reliable method of affecting a permanent remedy was the tedious and expensive task of machining the cylinder head and bushing the spindle location bores. The remedy we have developed is a simple and reliable fit and forget solution. It replaces the two plate two gasket system with a 6 MM thick stainless outer plates, drilled and tapped to accept a grub screw with a stainless steel slotted nut to lock the grub screw in place and affect a seal. Once fitted the kit is aesthetically pleasing and unusually for a modification it is probably easier to fit than the standard set up.



Kit also includes four standard inner gaskets, standard Norton. (Not shown)

Remove the rockers/spindles, carefully check the bore of the rocker and the area of the spindle that engages with the rocker. Remove high spots and seizure damage if any. Should there be any damage in the bore of the rocker this can easily be removed by making a small mandrel from a suitable piece of alloy or wooden dowel with a slot cut in the end, wrap the dowel with fine wet and dry (abrasive paper) and spin with a drill. Once all clean and ready to assemble fit the rockers and spindles as normal, a little bearing fit could be used on the last 3/8" of the spindle as it enters the head should you wish but my testing was 100% successful without bearing fit. Offer up the spindle plates with the longer grub screw fitted, this will generally be the one to use but due to variations in the depth of the slot in the rocker spindle and differences in the depth of the spindle bore in the cylinder head we also supply four shorter grub screws. The maximum allowable external projection with the spindle fully home is 7 mm.

The spindle plate should be fitted with the grub screw orientated away from the oil hole, use a dab of grease or anti-seize and fit the grub screw, be sure to engage with the rocker spindle slot. Once fully tightened it will push the spindle hard against the end of the inner bore and the slight chamfer on the end of the spindle and in the bore locks the two together.

Having fitted and fully tightened the plate and grub screw the slotted screw can be used to check the projection, fit the slotted screw without the alloy sealing washer, should the screw go down to the plate then all is well, place the washer over the grub screw and fit the slotted screw.

When the engine is hot nip up the grub screw. Then after a few miles remove the slotted screw and see if the grub screw can be tightened further, hopefully after re-tightening two or three times no further movement will be obtained indicating the spindle is secure.

I have tested this set up by grinding a spindle down making it a few thou undersize such that it could be fitted and removed easily using only my fingers to a cold cylinder head. I also ground two flats on the spindle so that once fitted I could attempt to move the spindle with a spanner. Absolutely no movement at all could be obtained.