

## CHAPTER TWO

### PERIODIC MAINTENANCE AND LUBRICATION

Regular maintenance is the best guarantee of a trouble-free, long-lasting motorcycle. An afternoon spent now, cleaning and adjusting, can prevent costly mechanical problems in the future and unexpected breakdowns on the road.

The procedures presented in this chapter can be easily carried out by anyone with average mechanical skills. The operations are presented step-by-step and if they are followed, it is difficult to go wrong.

#### SERVICE INTERVALS

The services and intervals shown in **Table 1** are recommended by the factory. Strict adherence to these recommendations will go a long way in ensuring long service life from your Norton.

For convenience in maintaining your motorcycle, most of the services shown in the table are described in this chapter. However, some procedures which require more than minor disassembly or adjustment are covered elsewhere in this book as indicated.

#### TIRE PRESSURE

Tire pressures should be checked and adjusted to accommodate rider and luggage weight. A simple, accurate gauge can be purchased for

a few dollars and should be carried in the motorcycle tool kit. The appropriate tire pressures are shown in **Table 2**.

#### BATTERY ELECTROLYTE LEVEL

The battery is the heart of the electrical system. It should be checked and serviced as indicated. The majority of electrical system troubles can be attributed to neglect of this vital component.

The electrolyte level may be checked with the battery installed. However, it's necessary to remove the left cover plate (**Figure 1**). The electrolyte level should be maintained between the 2 marks embossed on the battery case (**Figure 2**). If the electrolyte level is low, it's a good idea to remove the battery from the motorcycle so that it can be thoroughly serviced and checked.

1. On 750 and 850 Mark II models, slide the metal loops off the hold-down bar and remove the bar (**Figure 3**). On 850 Mark III models, disconnect the battery strap buckle from the hook on the battery carrier (**Figure 4**).
2. Disconnect the electrical leads from the battery terminals—first the positive (ground) and then the negative (**Figure 5**).
3. Disconnect the vent pipe and lift the battery out of the holder.

Table 1 SERVICE INTERVALS

Weekly	Check tire pressure
Every 2 weeks	Check battery electrolyte level
Every 250 miles	Check engine oil tank level
Every 1,000 miles	Check primary chaincase oil level Adjust rear chain Lubricate all control cables with oil Adjust both brakes (optional disc brake is non-adjustable) Check disc brake fluid level Examine disc brake pads for wear
Every 2,500-3,000* miles	Check timing and adjust contact breaker points Clean spark plugs and set gaps Change primary chaincase oil Check clutch adjustment Check primary chain adjustment Change engine oil Lubricate and adjust rear chain Check gearbox oil level Check front and rear rubber engine mountings for side-play Change oil in forks Grease rear brake pedal pivot Check isolastic mountings for free-play
Every 5,000-6,000* miles	Change gearbox oil Replace oil filter element Clean contact breaker points Lubricate contact breaker cam felt and auto advance unit Grease brake expander pivots (one stroke of grease gun) Check and adjust valve rocker clearances Check and adjust camshaft chain Fit new air filter element Check and oil swinging arm bushings
Every 10,000-12,000* miles	Repack wheel bearings (including the rear wheel sprocket bearing) with grease Dismantle and clean both carburetors and check for wear

\*Longer intervals correspond to factory-recommended intervals for 850 Mark II and Mark III models.

Table 2 TIRE PRESSURES

Load		Pressure*
Rider only (approx. 170 lb.)	Front	24 psi (1.7 Kg/sq. cm)
	Rear	26 psi (1.8 Kg/sq. cm)
Rider and passenger (approx. 340 lb.)	Front	26 psi (1.8 Kg/sq. cm)
	Rear	28 psi (1.969 Kg/sq. cm)
Rider and passenger plus 100 lb. luggage (approx. 440 lb.)	Front	28 psi (1.969 Kg/sq. cm)
	Rear	32 psi (2.250 Kg/sq. cm)

\*Dunlop only—Avon min. 26 psi front and rear.

