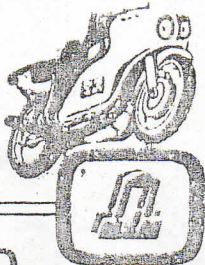


PHOENIX



HIGH WOODLAND LITTLE GAIN HILTON
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ENGLAND

MOTORCYCLES LTD.

DEVELOPMENT AND TEST FACILITY
AT HALFPENNY GREEN AIRPORT
UNITS 14 & 26.

SU CARBURETTOR CONVERSION - FITTING INSTRUCTIONS.

Application - NORTON COMMANDO 850 and 750 Models. Kit No. WZX 1805
Carburettor - SU HIF 6. Ph Com

Fitting the conversion;

N.B. READ INSTRUCTIONS THOROUGHLY PRIOR TO COMMENCING CONVERSION.

Tools Required; Allen Key for 5/16" Unified Screws, 13mm Spanner, Knife with sharp pointed blade (eg. a Stanley Knife), Small Screwdriver and Pliers.

Note; Use high temperature Loctite or similar on all threads to ensure retention of all screws and bolts. Hylomar or RTV Sealant (eg. Loctite or Hermetite RTV sealants) on manifold to cylinder head gasket

- 1/ Remove tank and side covers, original carburettors and manifold.
- 2/ Clean joint faces on rear of cylinder head carefully.
- 3/ 850 models with plastic "Black Box" filter unit, this should be retained after modification to accept the new foam filter unit supplied, but, if you prefer, it is possible to remove the box completely and run with the new filter exposed. We recommend that the box should be retained for better weather protection and ease of routing the breather pipe of the oil tank venting system. The front of the box should be cut out as shown in the diagram to provide space for the new filter unit.

On earlier models with the metal-cased paper filter, the filter and its metal plates should be removed completely
- 4/ Attach the new filter element supplied to the ram pipe casting, up to the machined shoulder, making sure the clamping joint is on the underside. This aids subsequent removal for cleaning. The element should be very lightly coated with light oil (eg SAE 20) before final assembly.
*** (press out centre carefully)**
- 5/ Lightly coat the new manifold gasket with Hylomar or RTV sealant and fit the new manifold using the two 5/16 UNC socket capscrews provided. (Do not forget to apply a little Loctite to the threads)
- 6/ If the "Black Box" filter case is used insert the new filter and ram pipe through the newly cut aperture and leave with the flange resting just outside the box.
- 7/ Remove the Black plastic cap from the top of the SU Carburettor carefully and top up the "dashpot" under this cap with clean 20/50 grade engine oil and refit cap and the attached damper rod taking care not to bend the rod. (DO NOT USE HEAVY GRADE OIL)
- 8/ Fit the SU Carburettor and the square gasket, using four of the M8 bolts provided. (We recommend using a light smear of grease on each side of this gasket) Use a spot of Loctite on each bolt but take care not to overtighten these bolts, which screw into alloy.
- 9/ Fit the other gasket on the carburettor, using the other two bolts