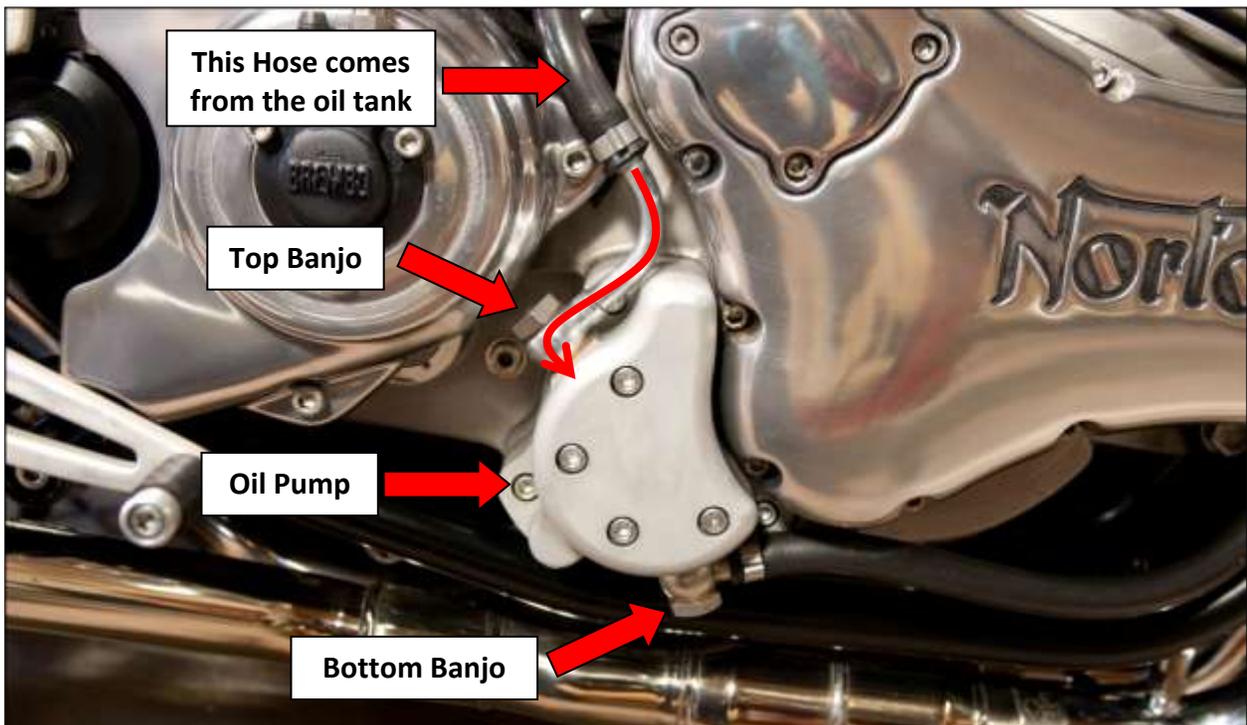
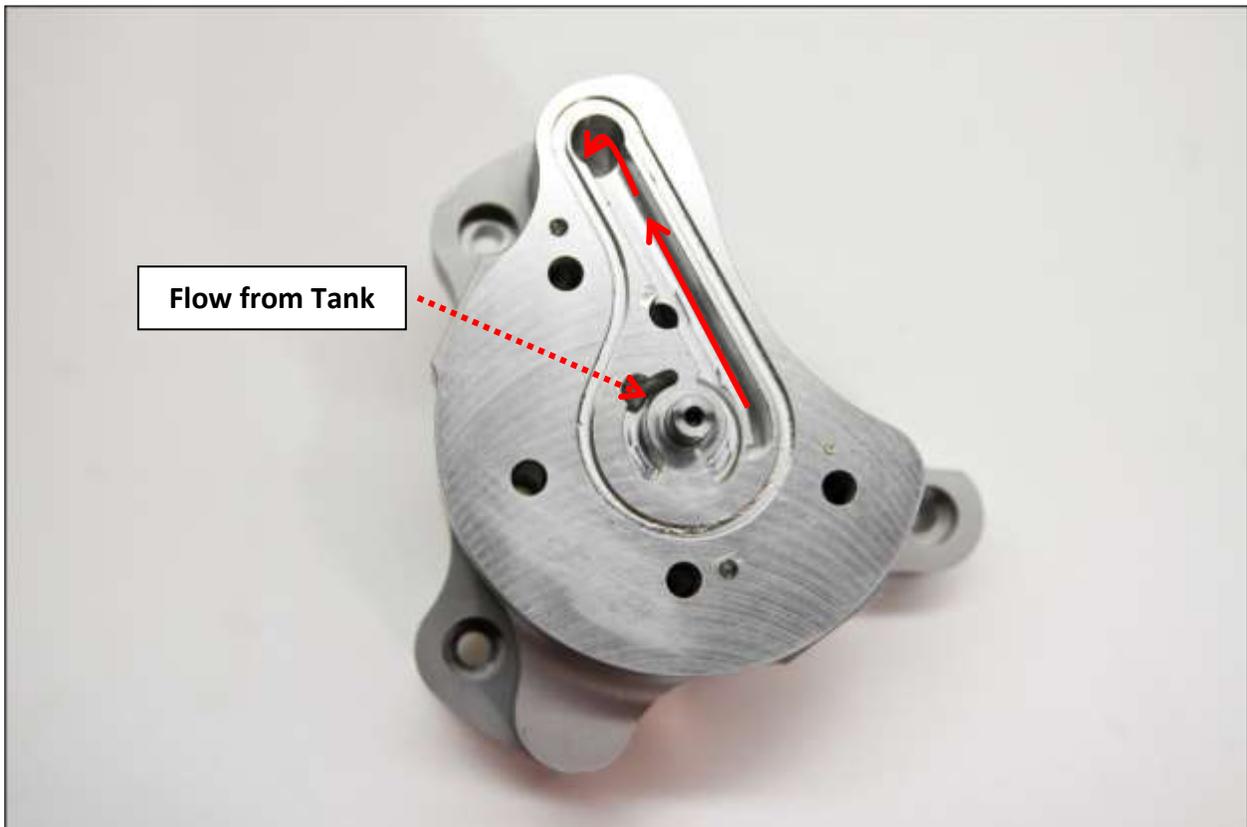
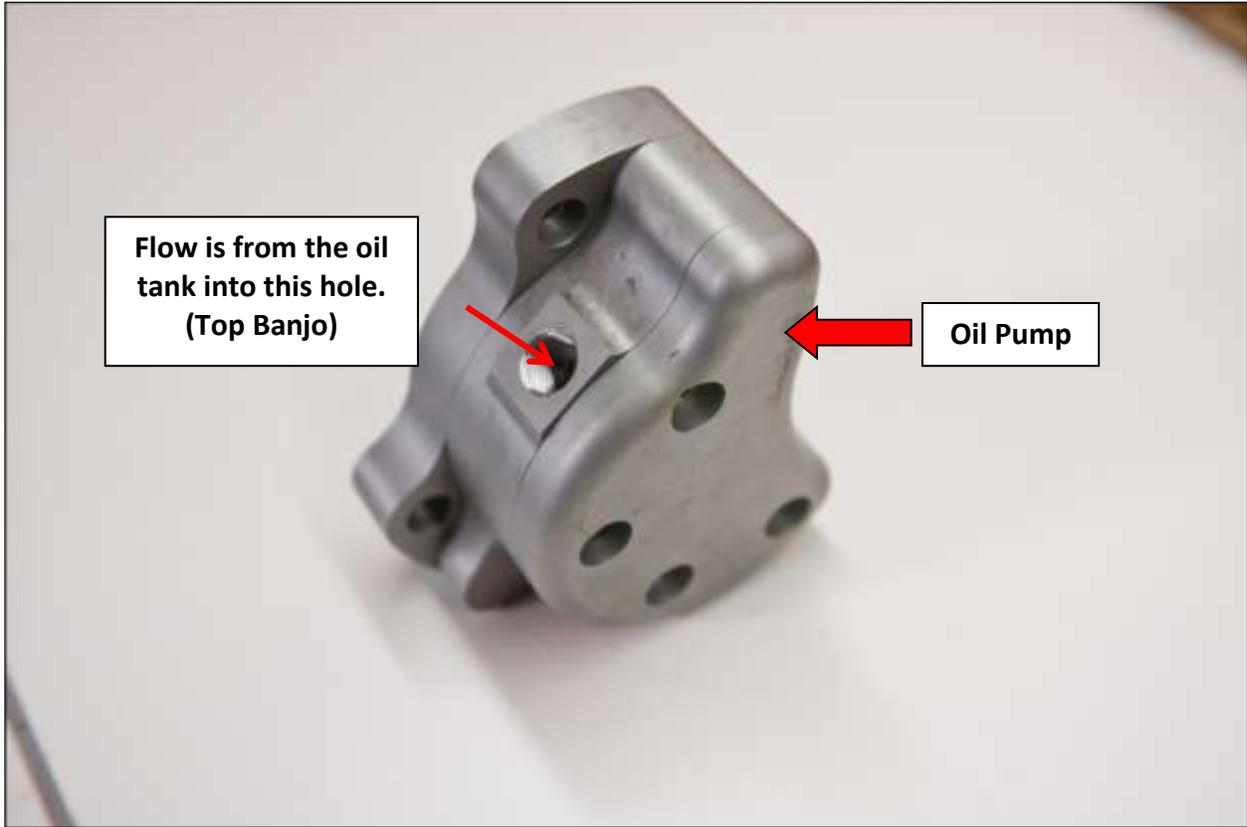


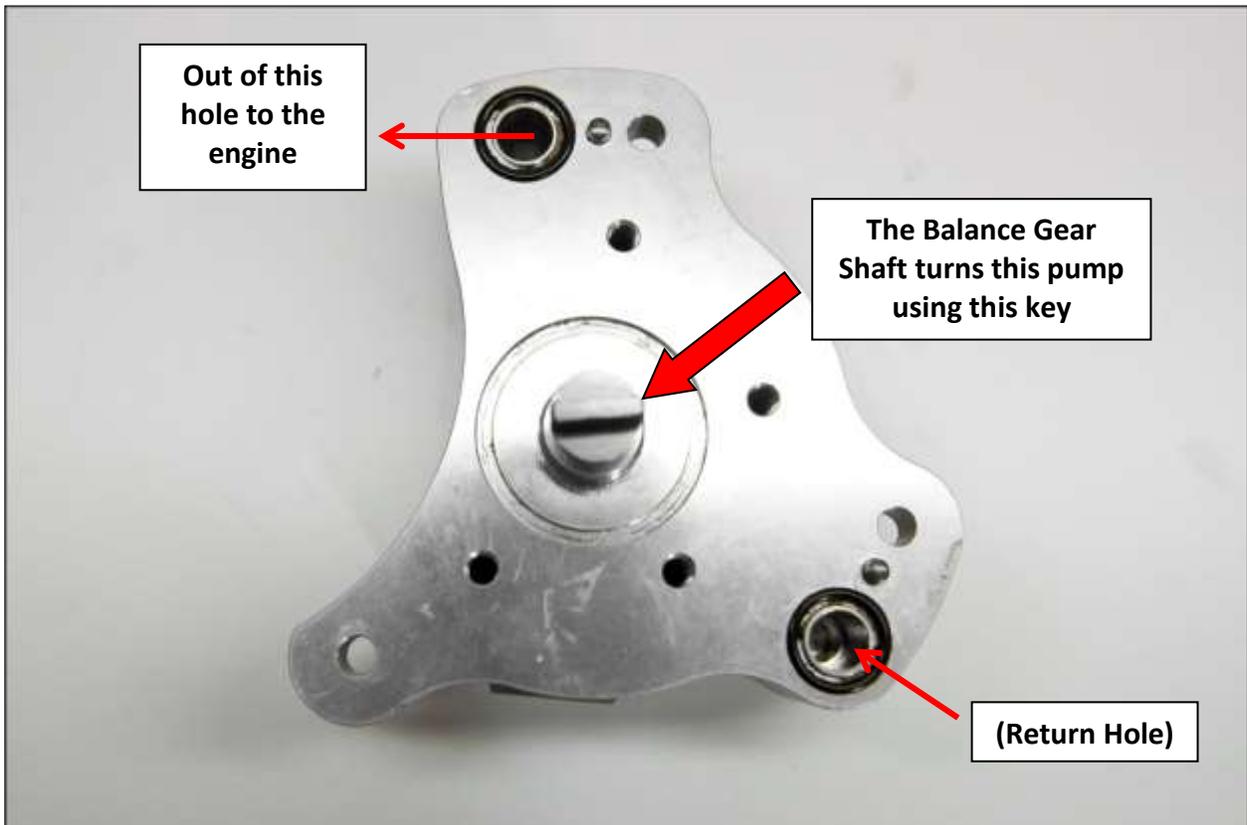


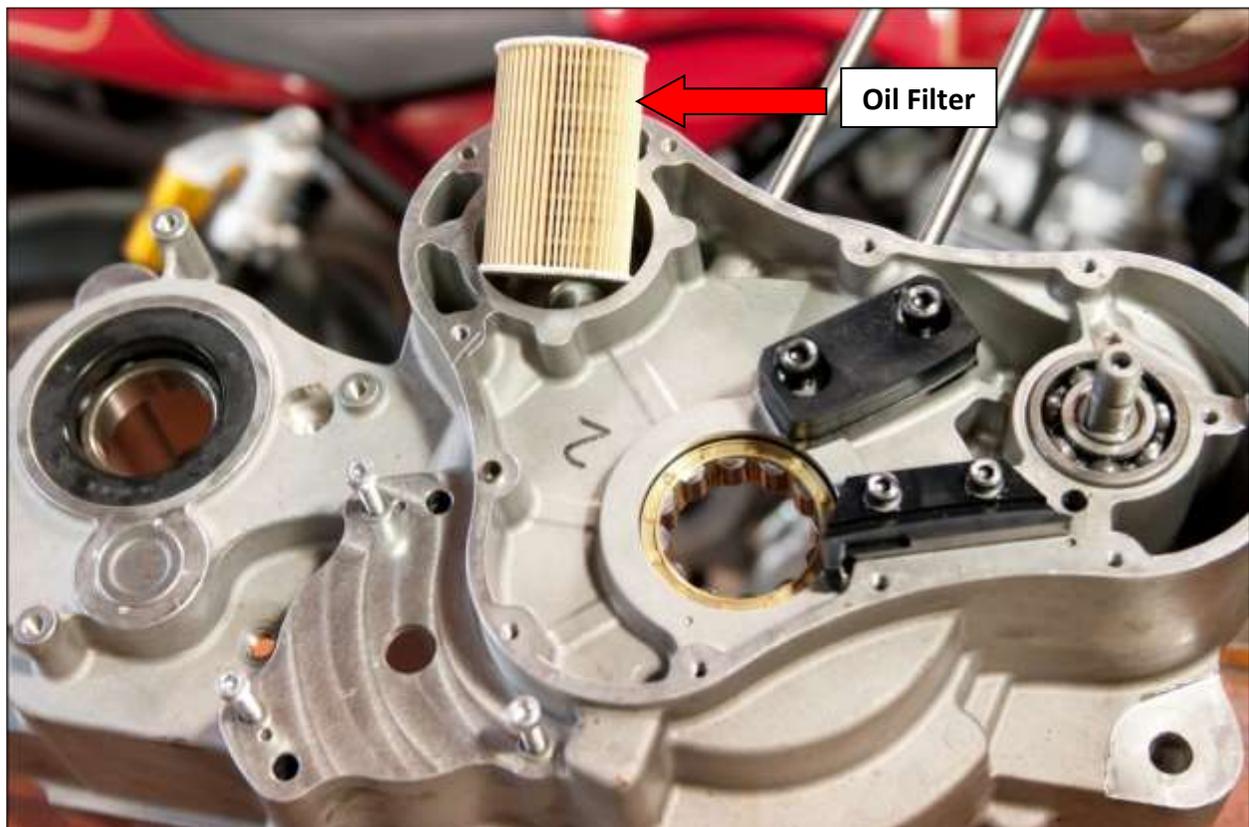
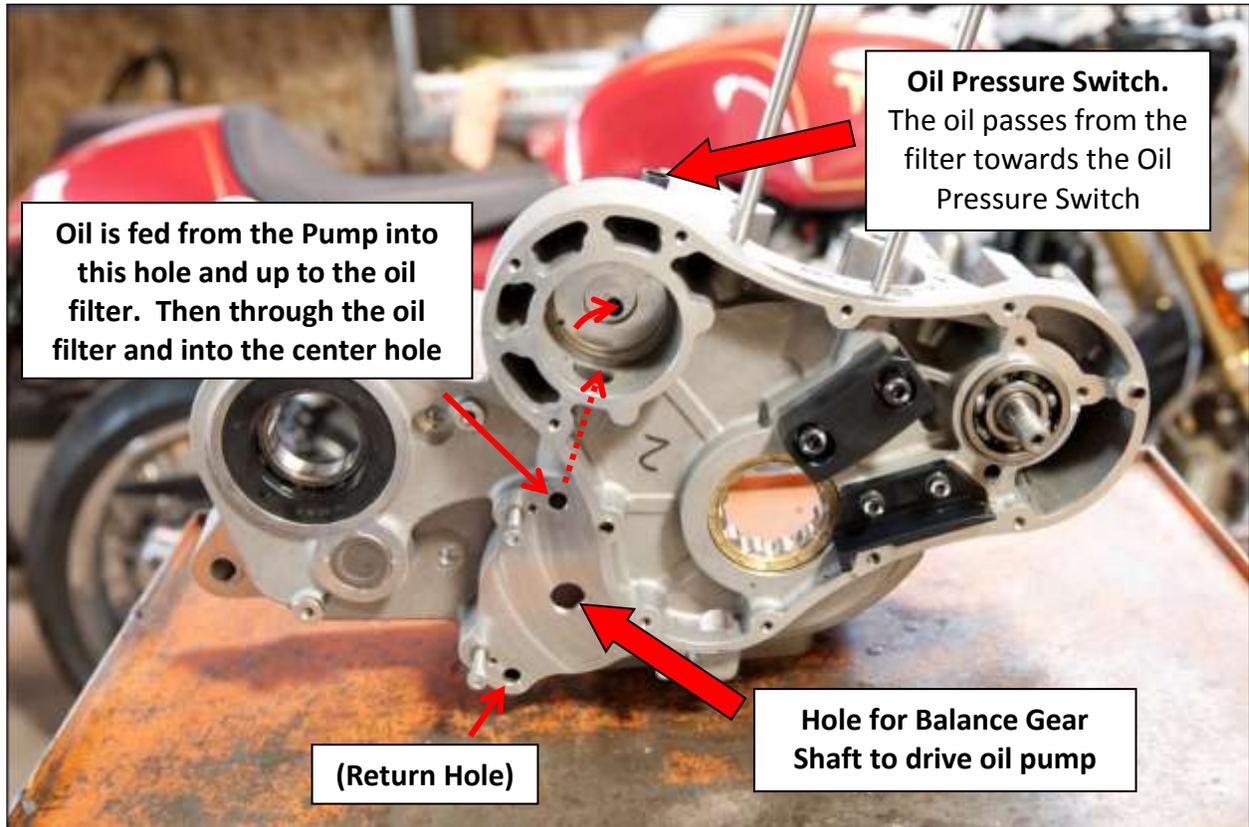
This section shows the route the oil takes through the engine

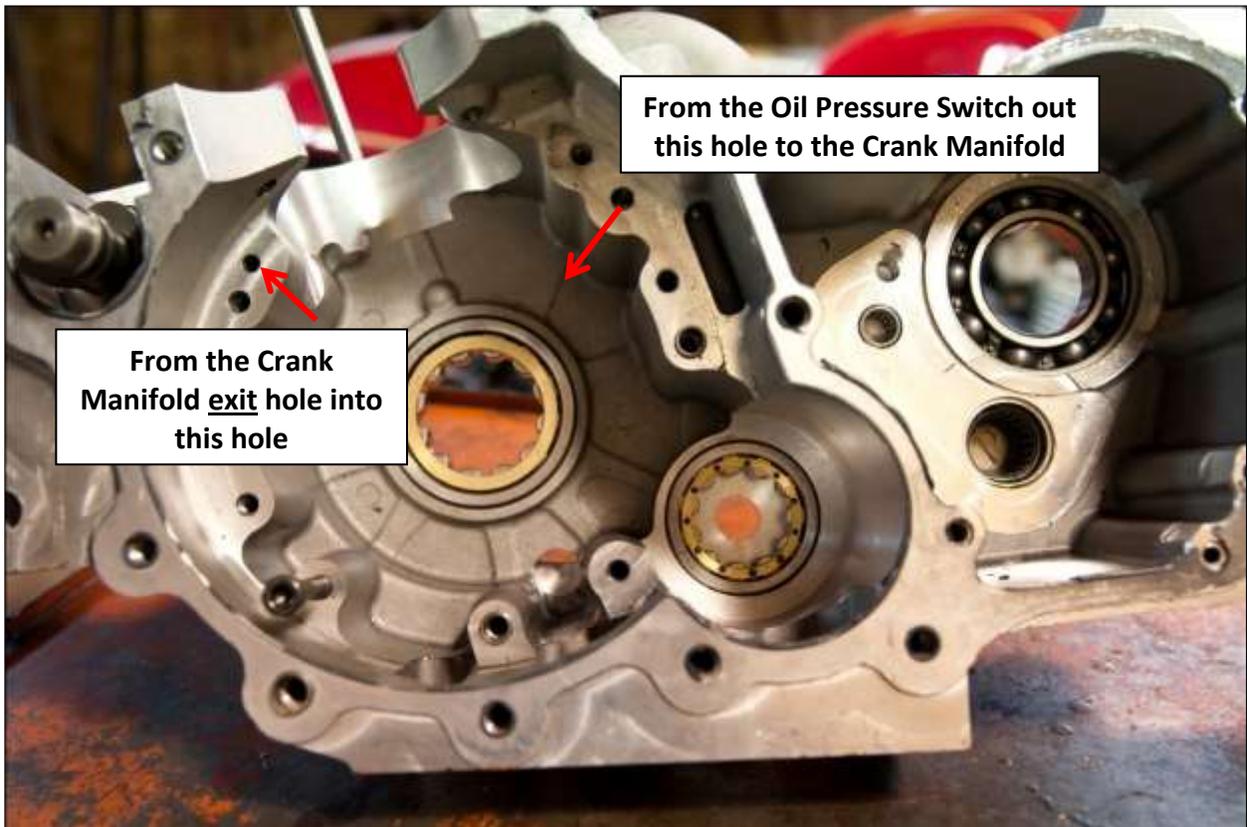
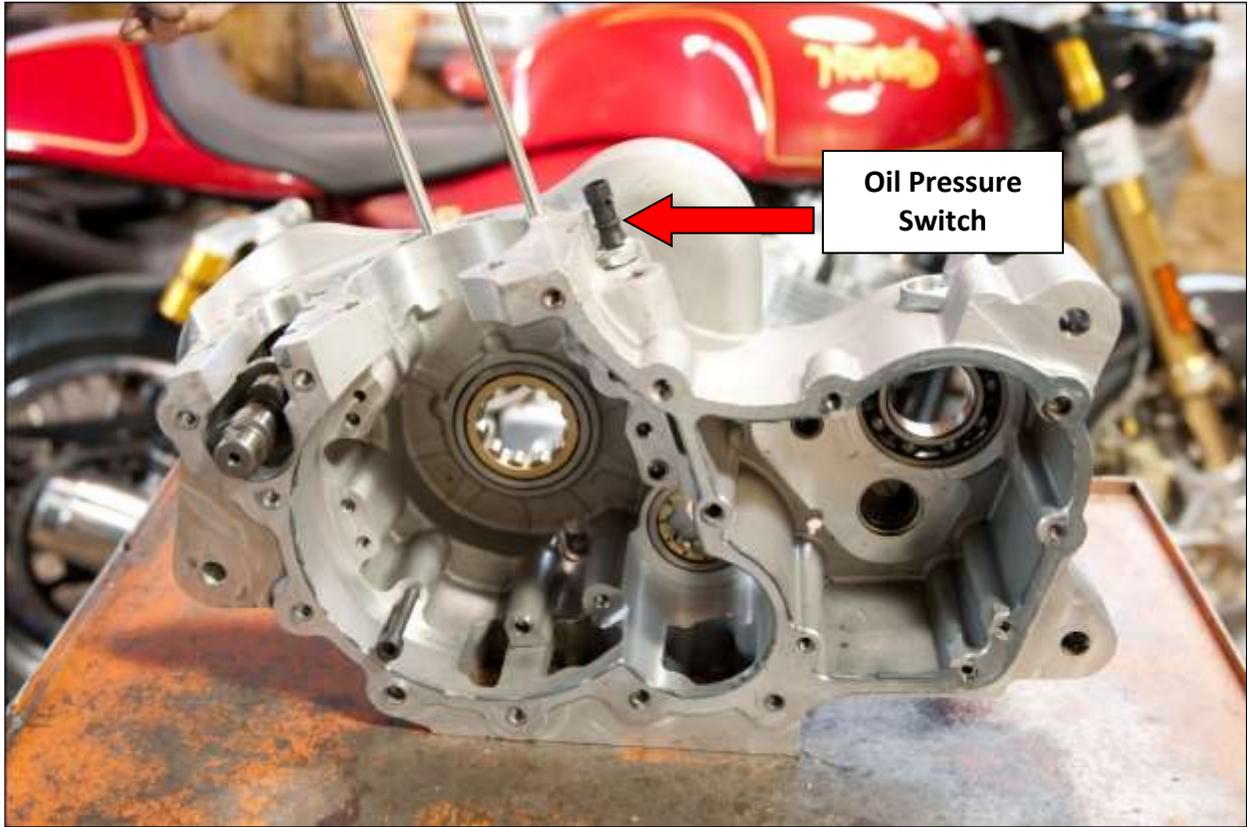
Oil Tank to Pump then through the Engine, back to the pump, through the cooler, back to the tank.

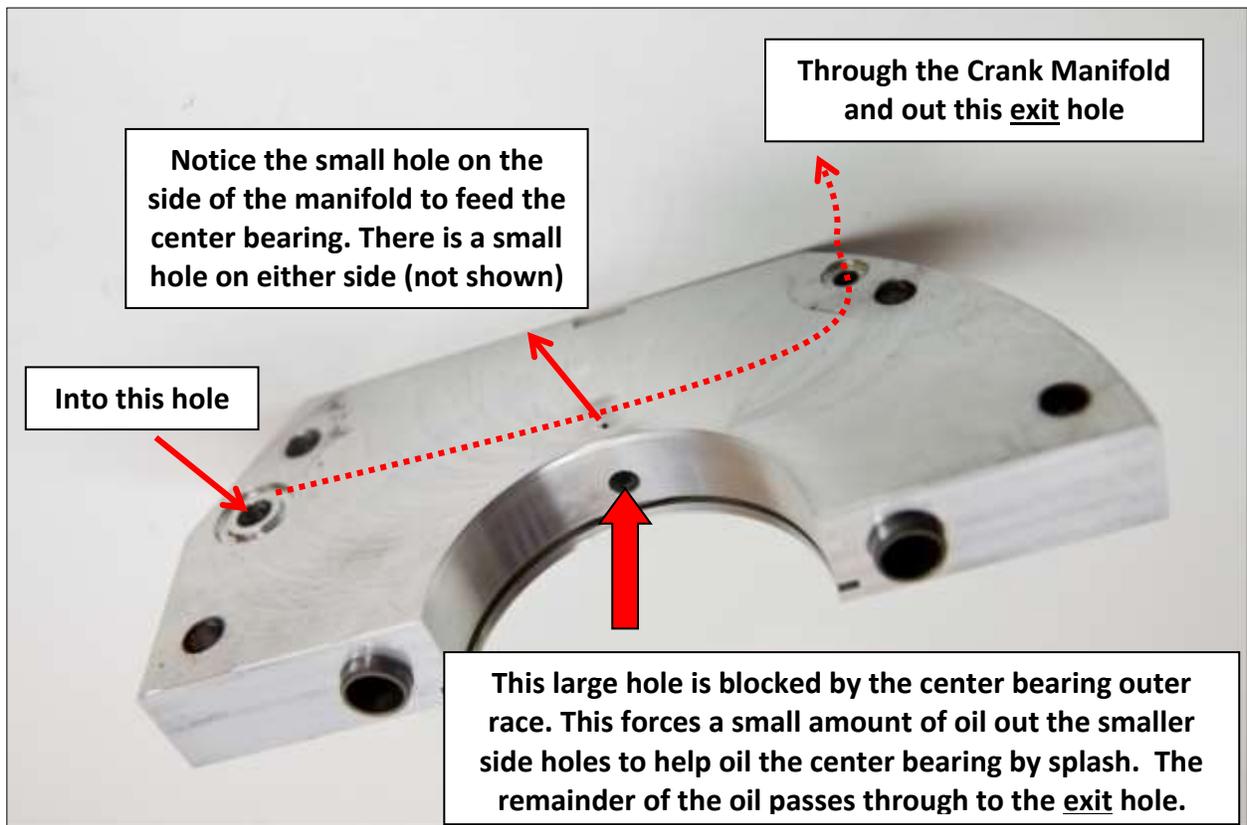
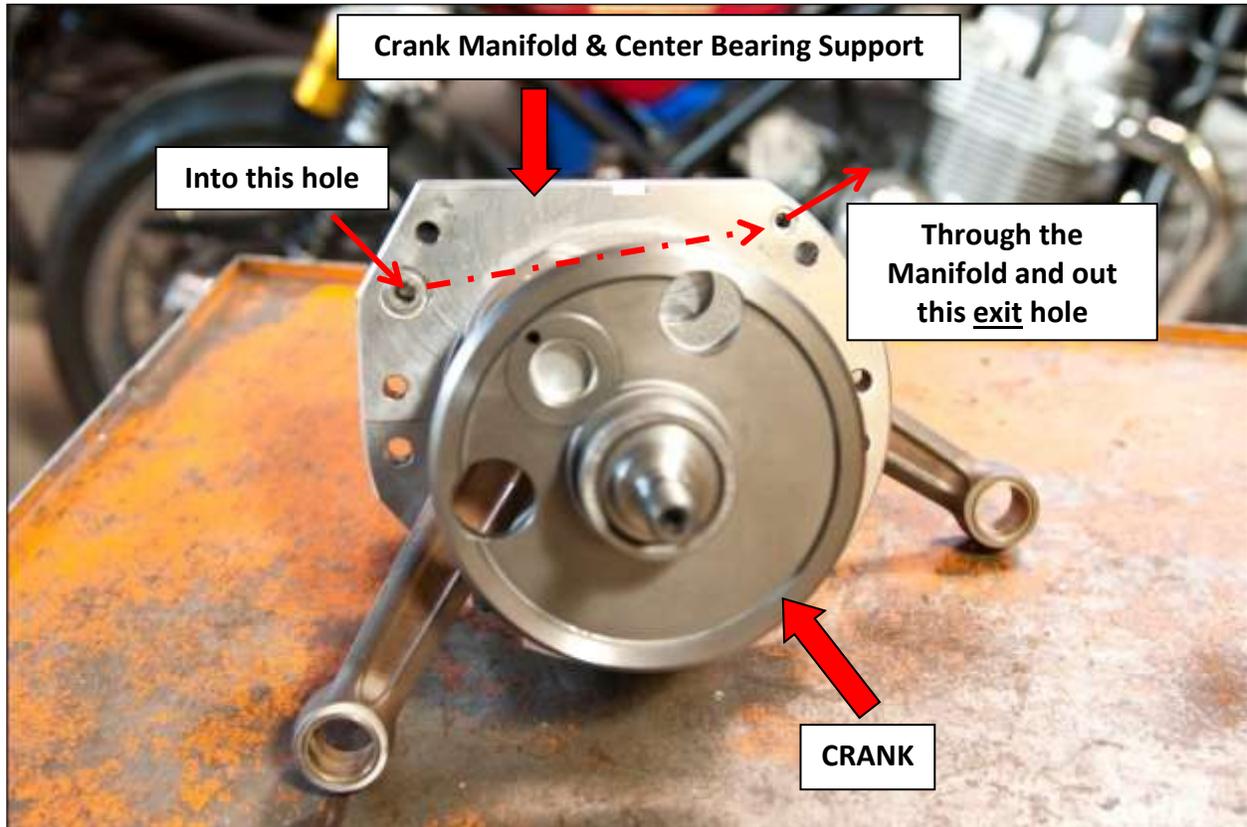


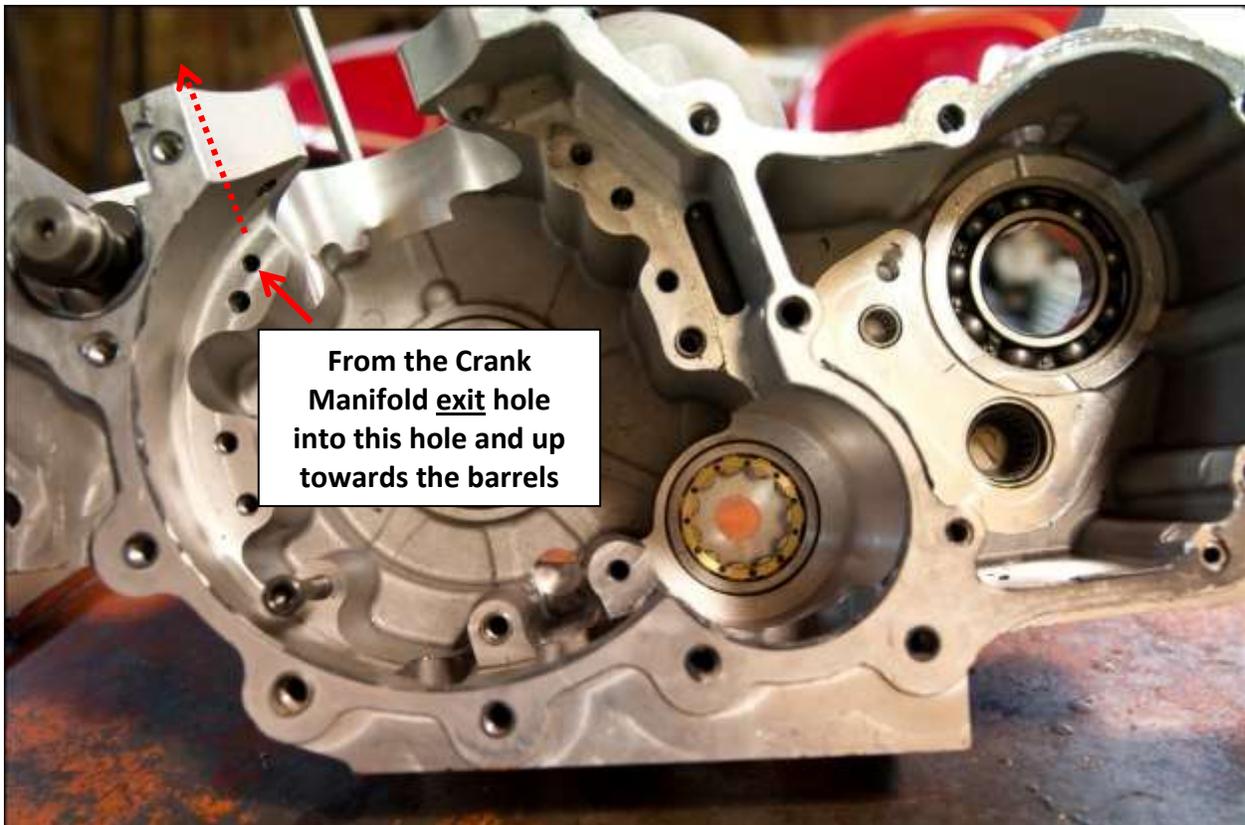


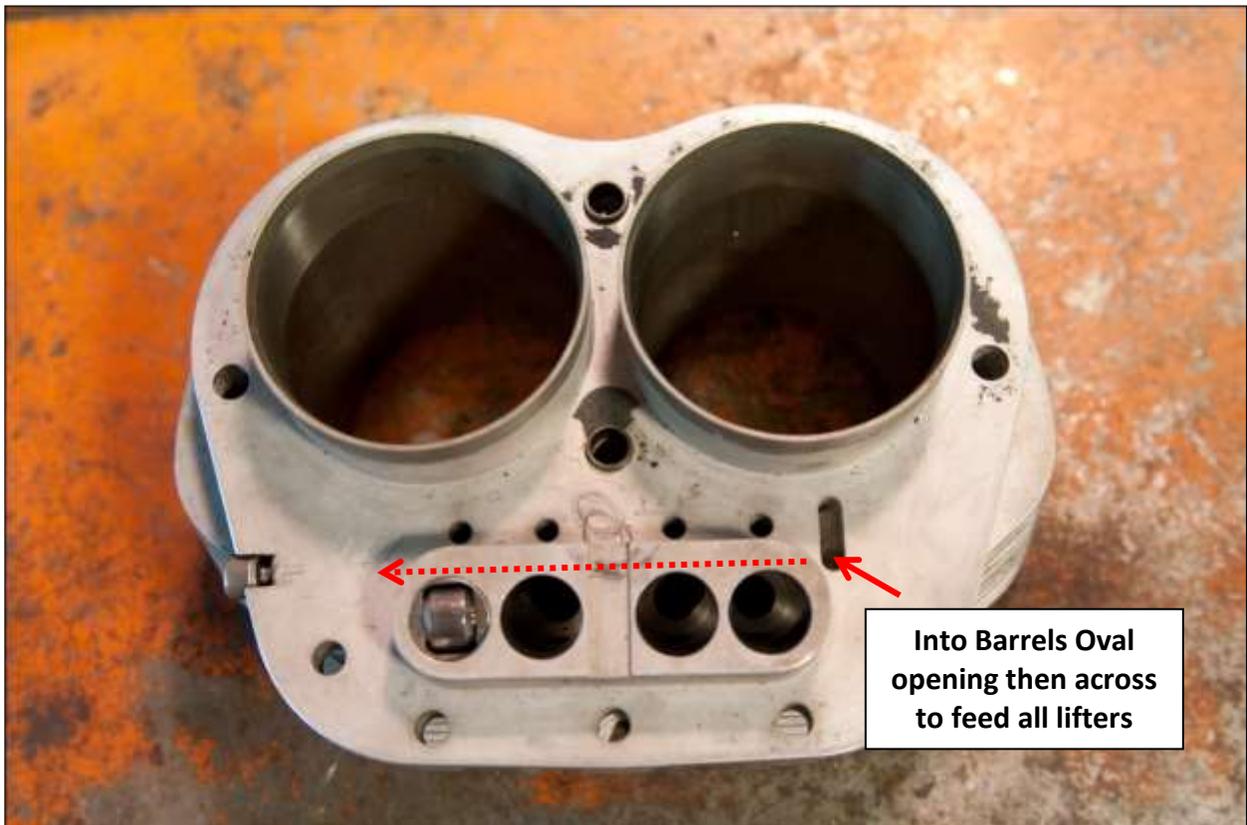




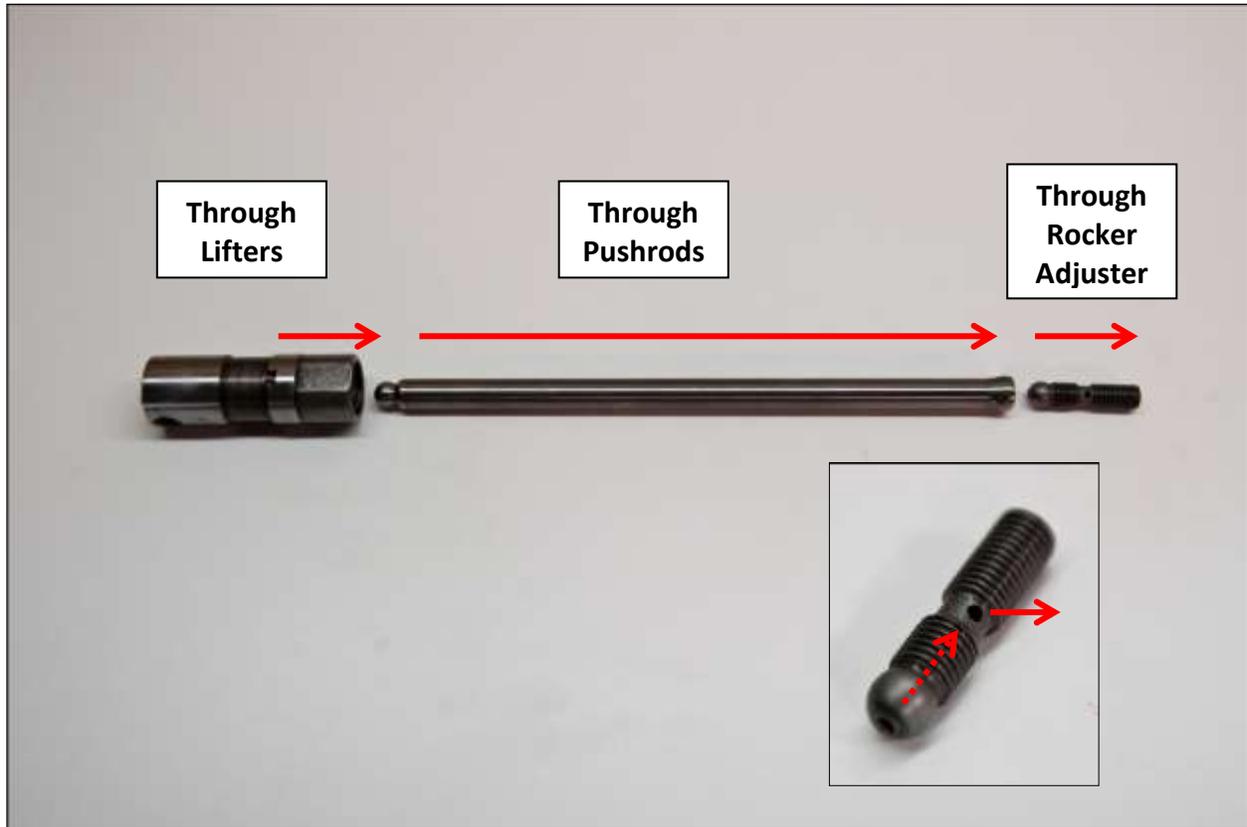




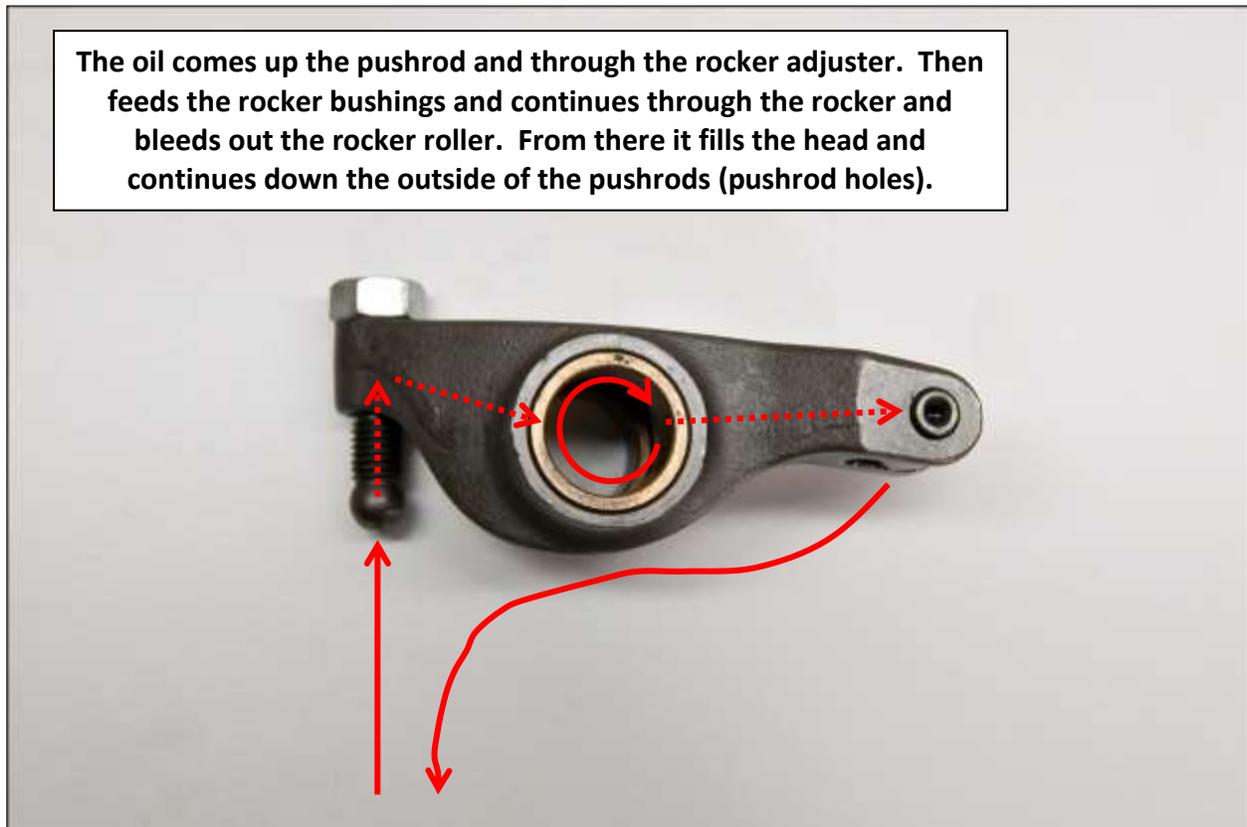




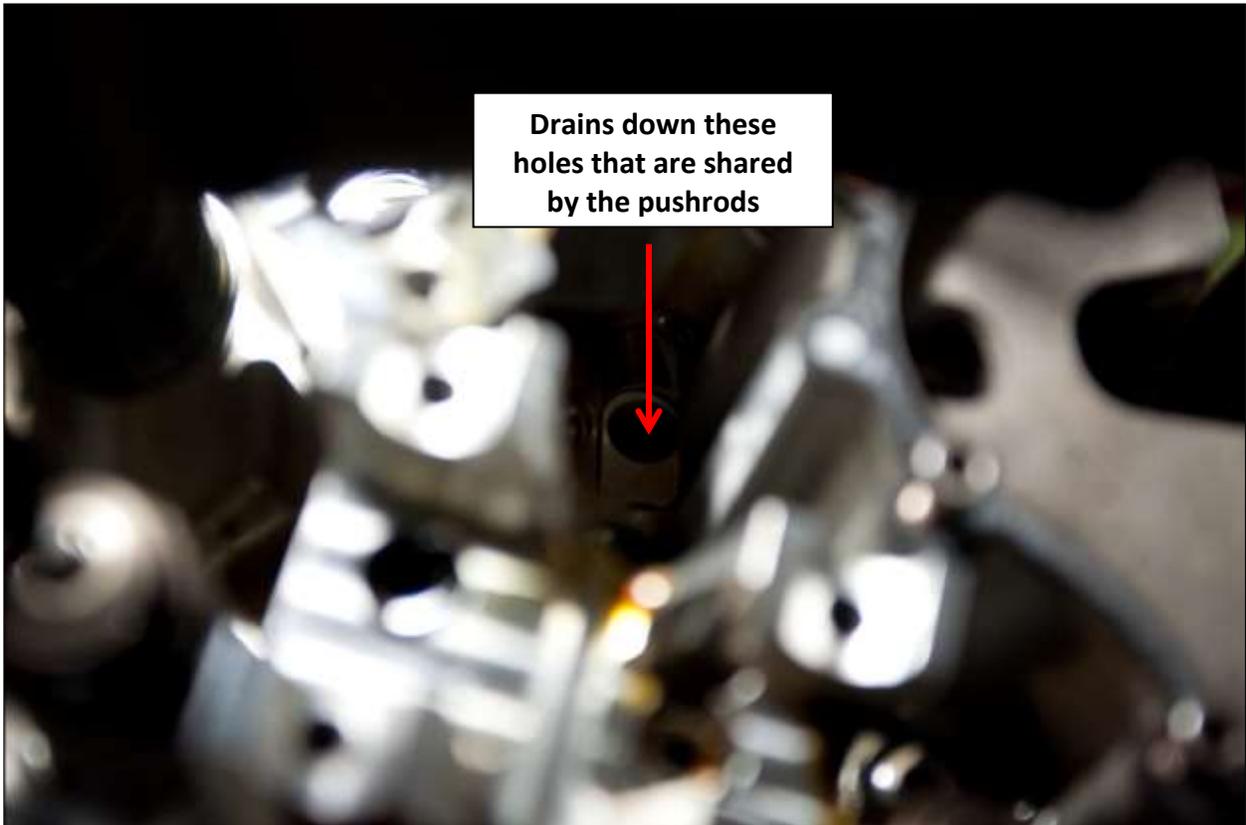


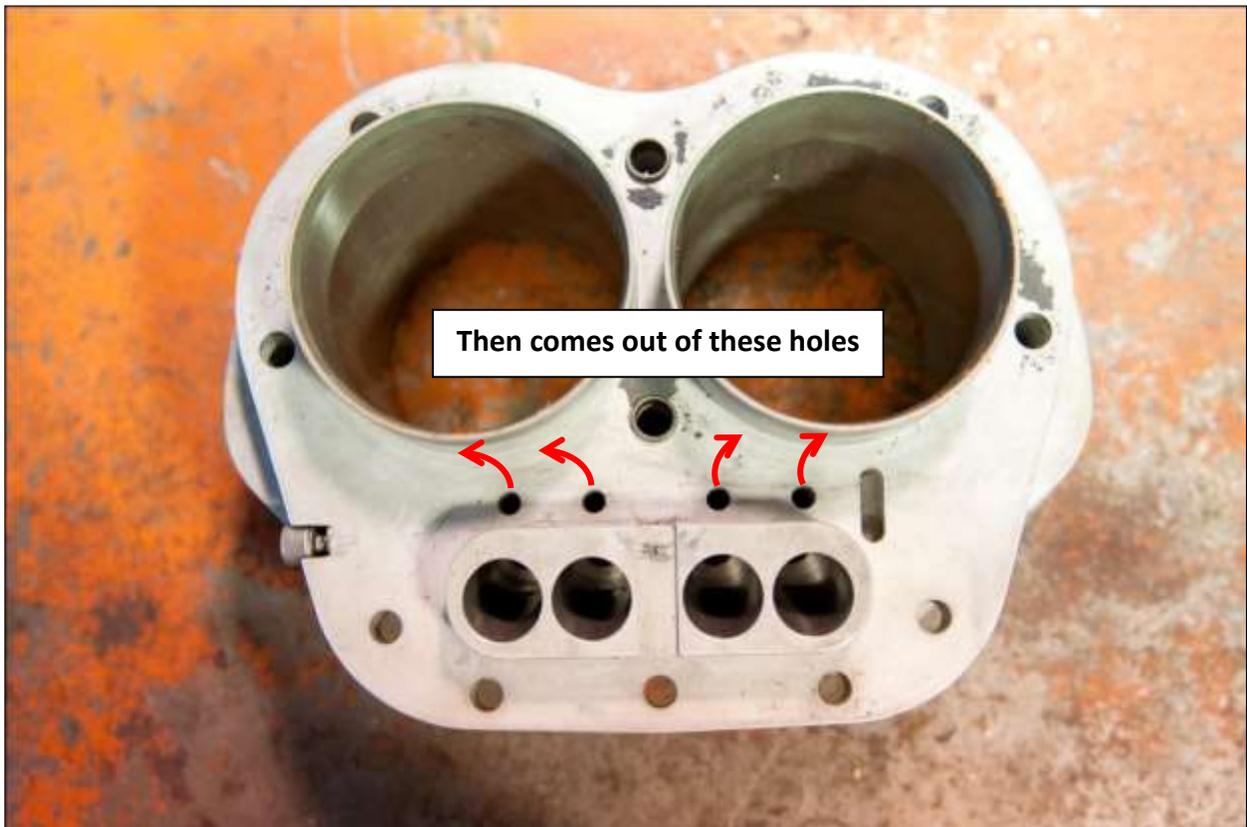
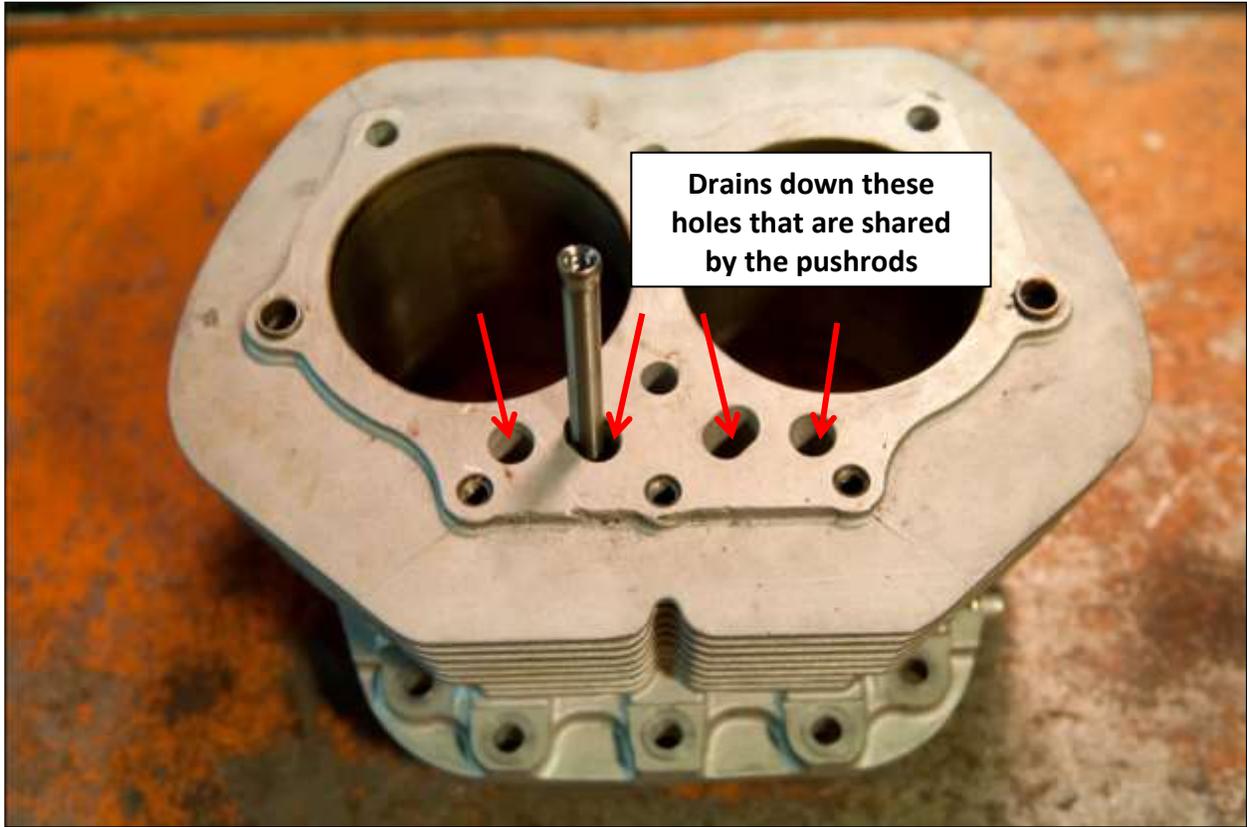


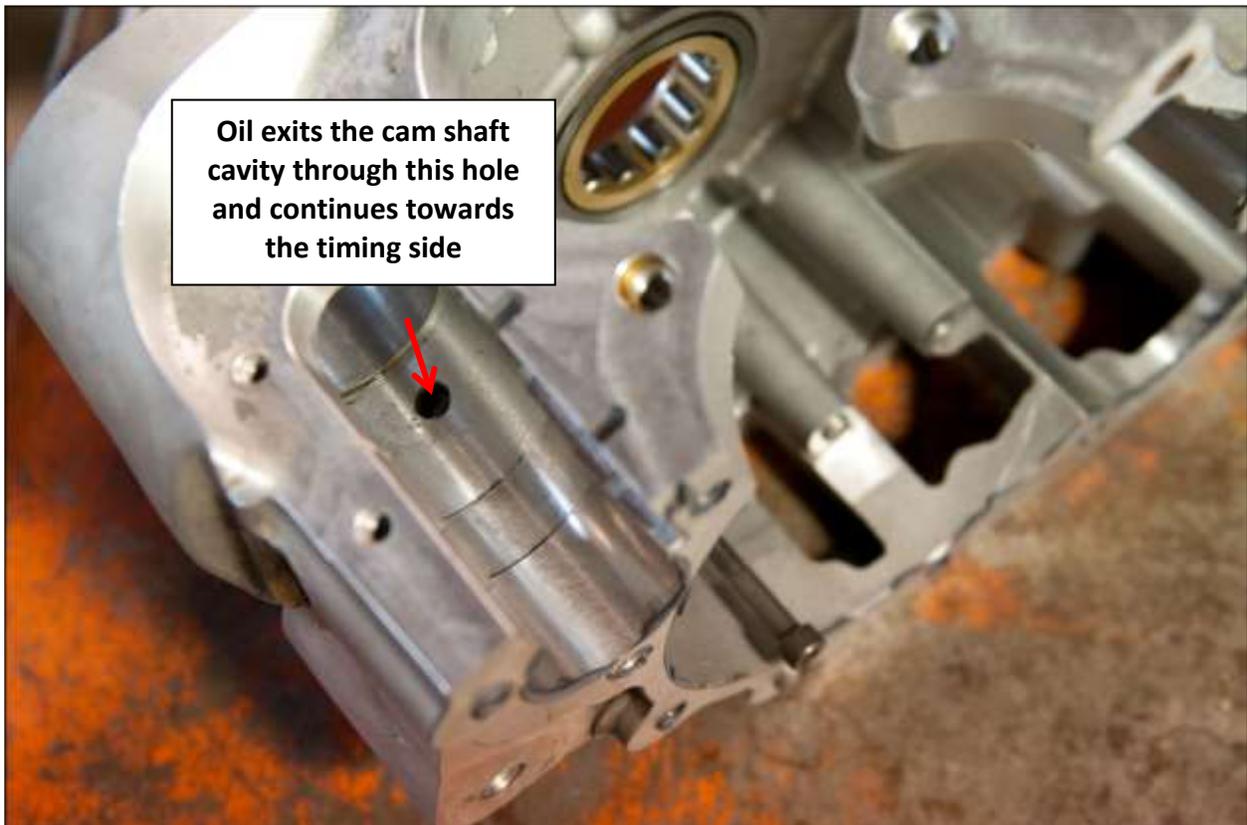
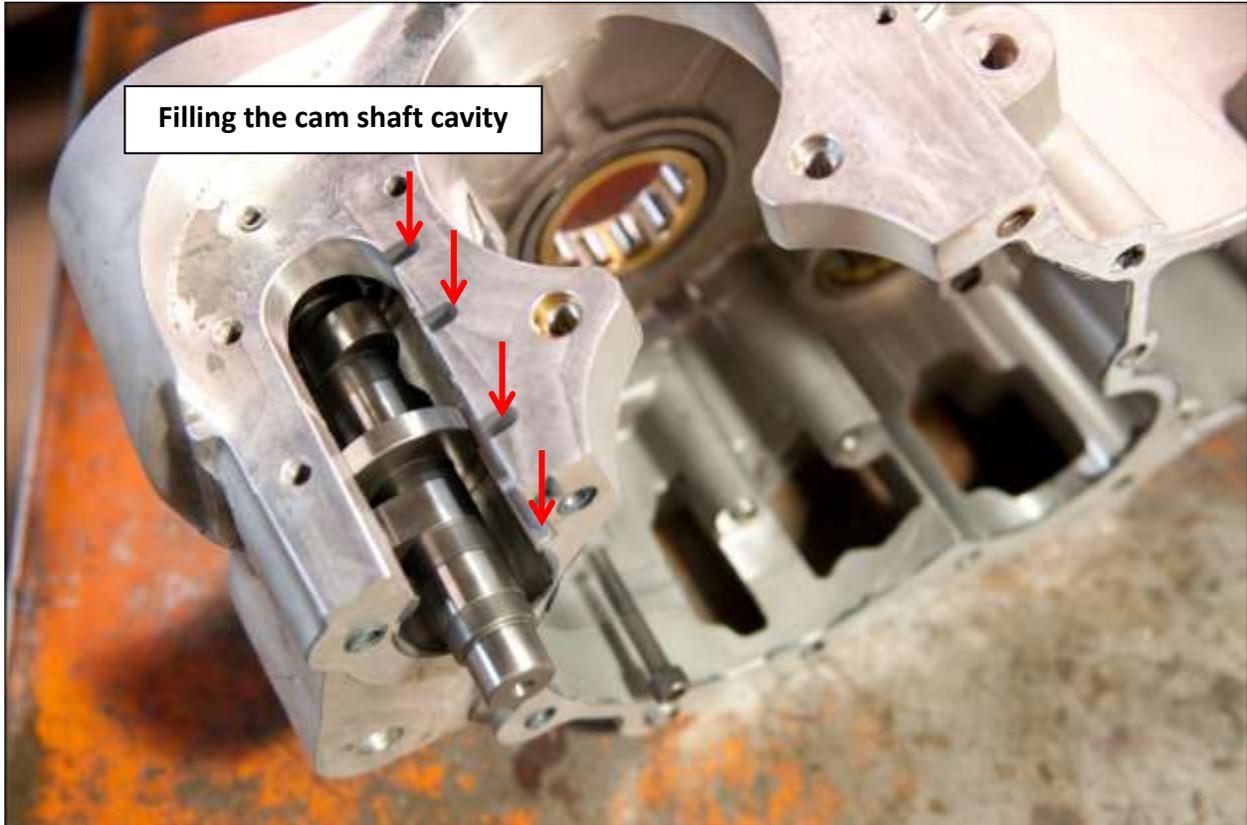
The oil comes up the pushrod and through the rocker adjuster. Then it feeds the rocker bushings and continues through the rocker and bleeds out the rocker roller. From there it fills the head and continues down the outside of the pushrods (pushrod holes).

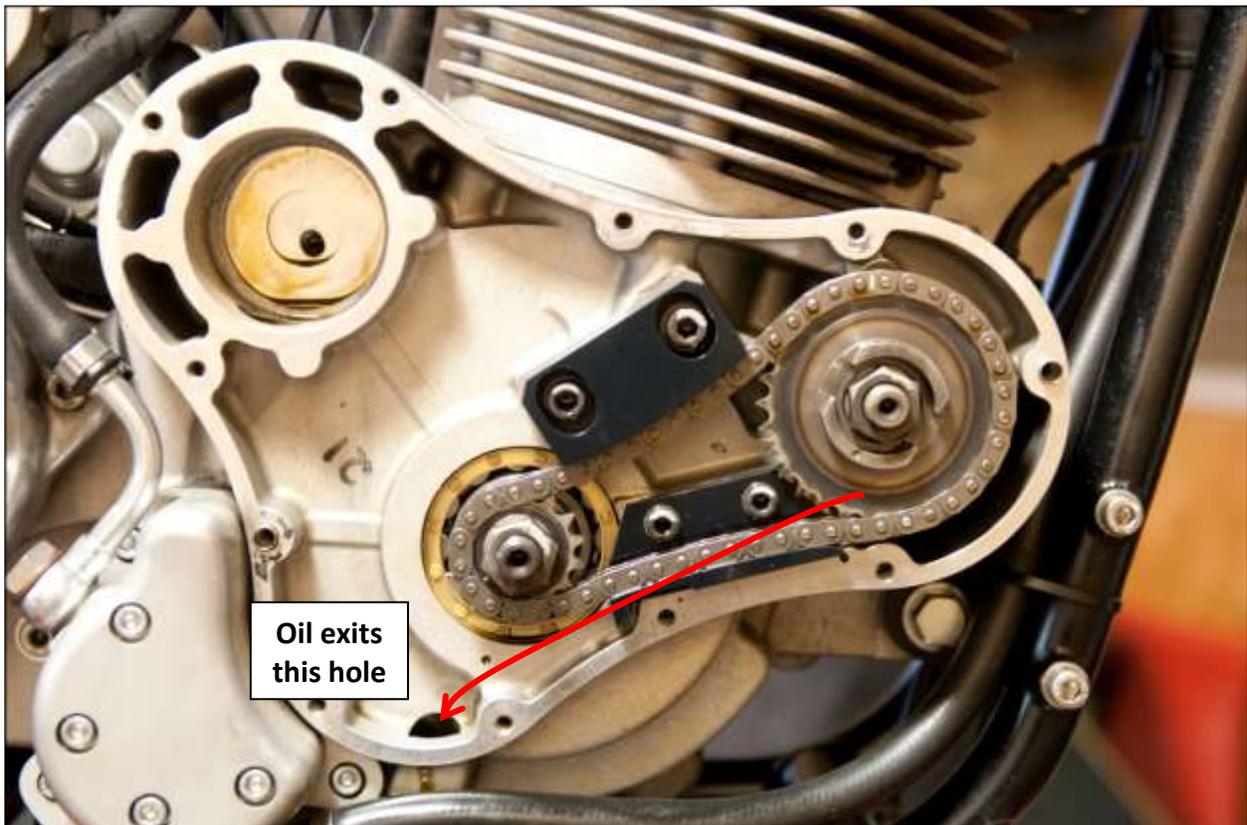
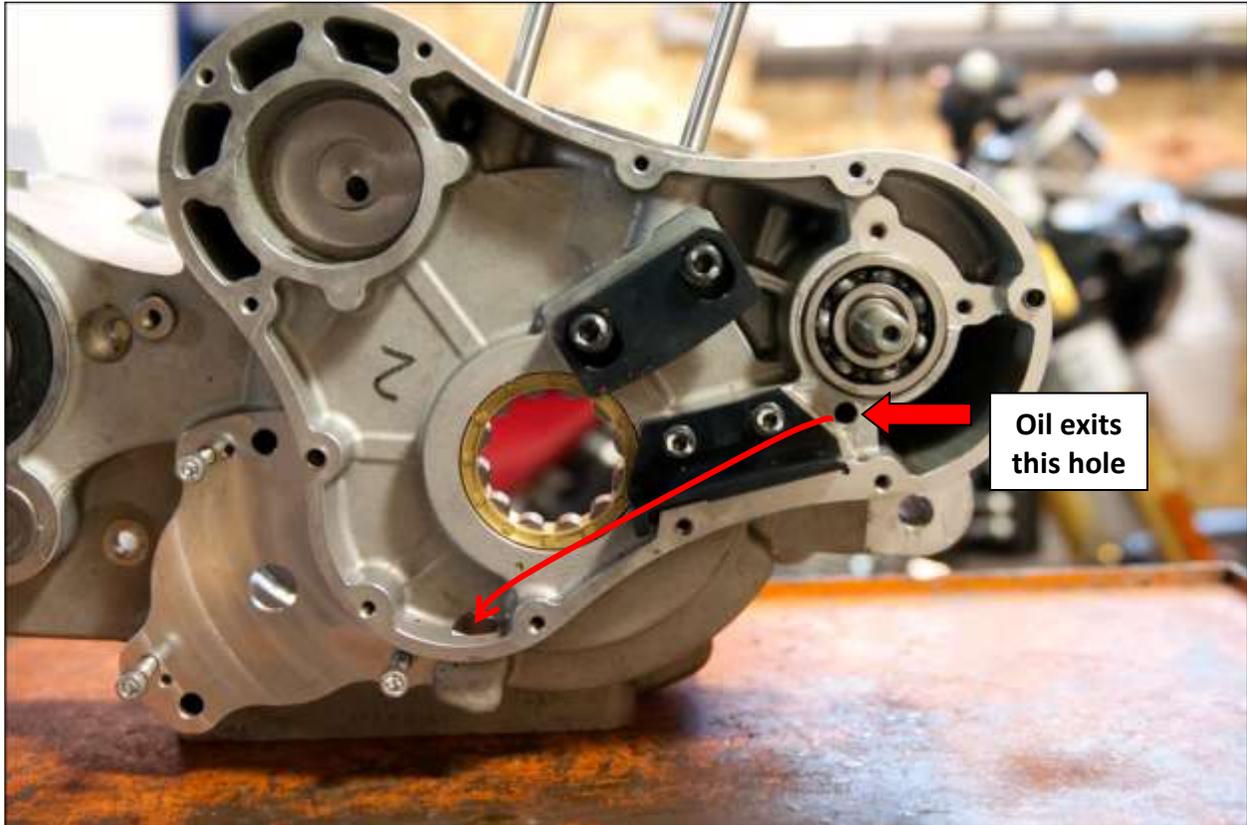


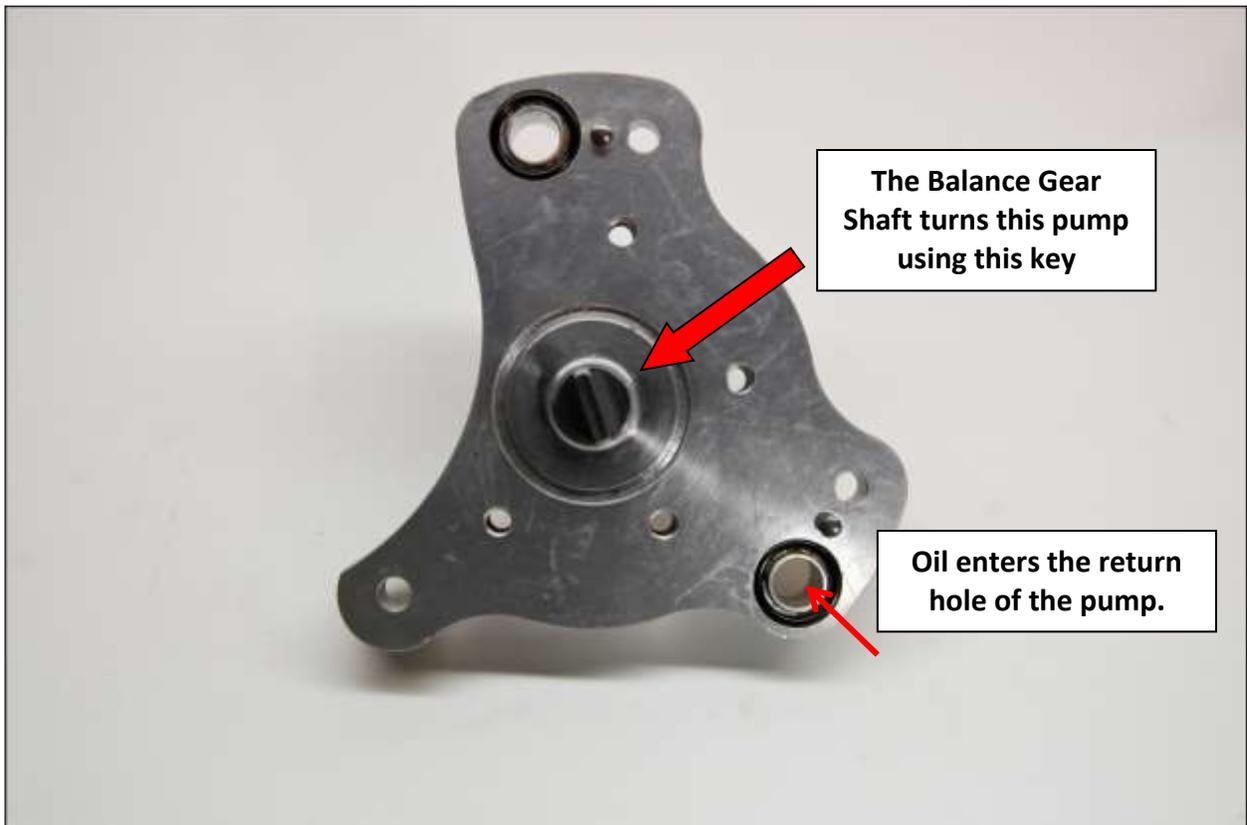
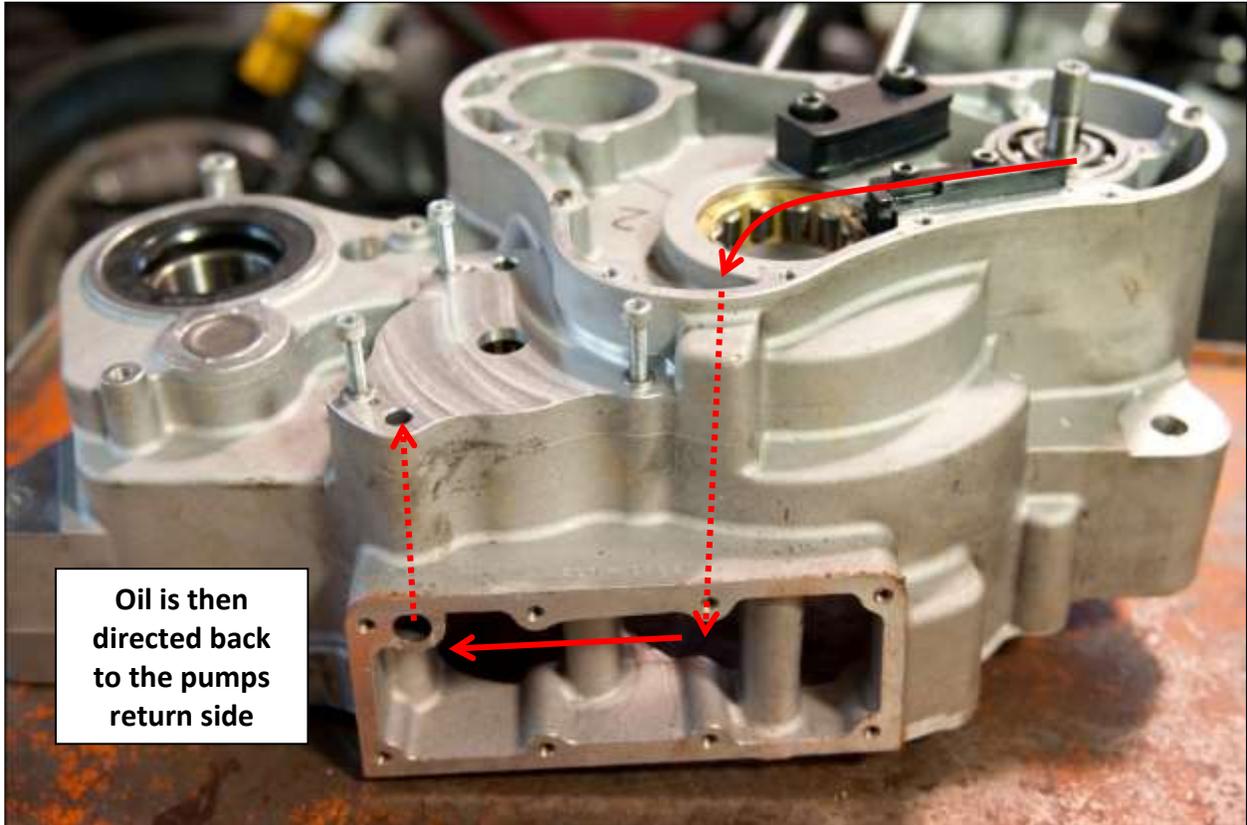


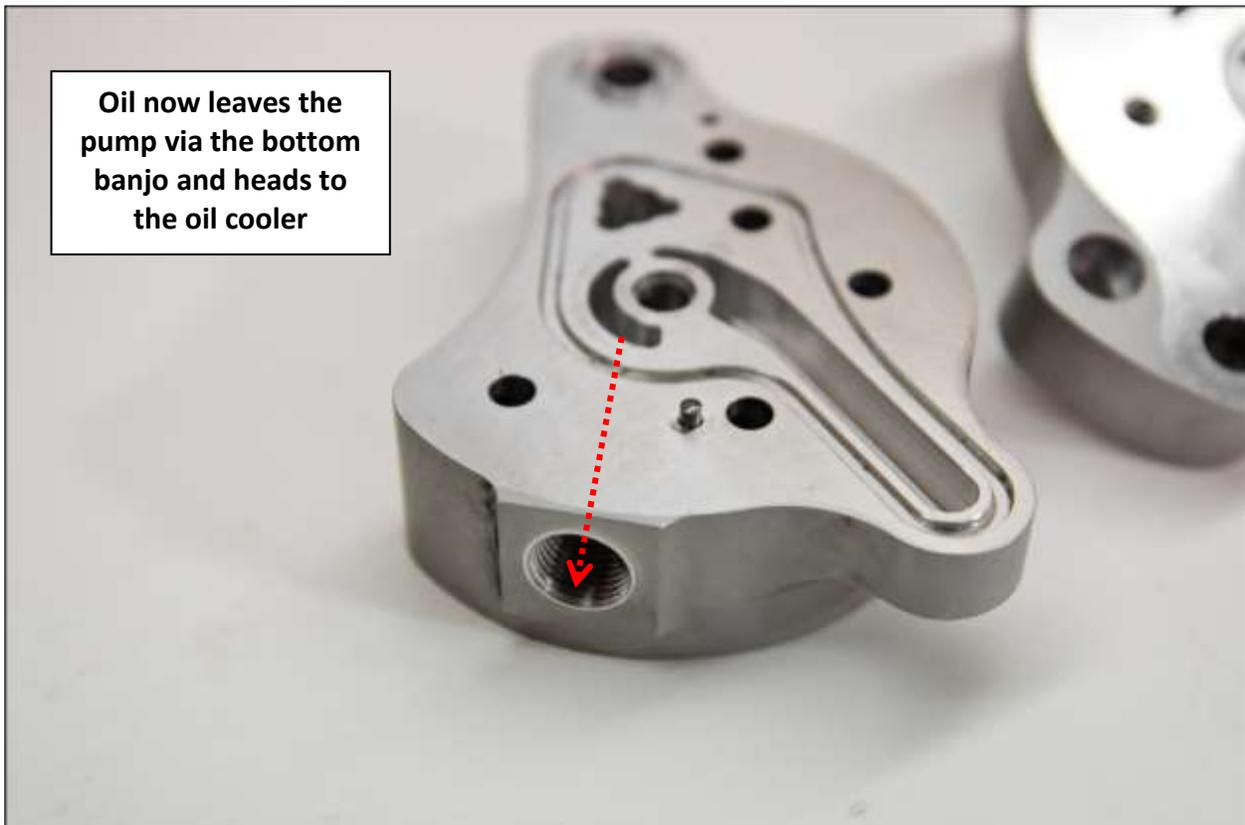
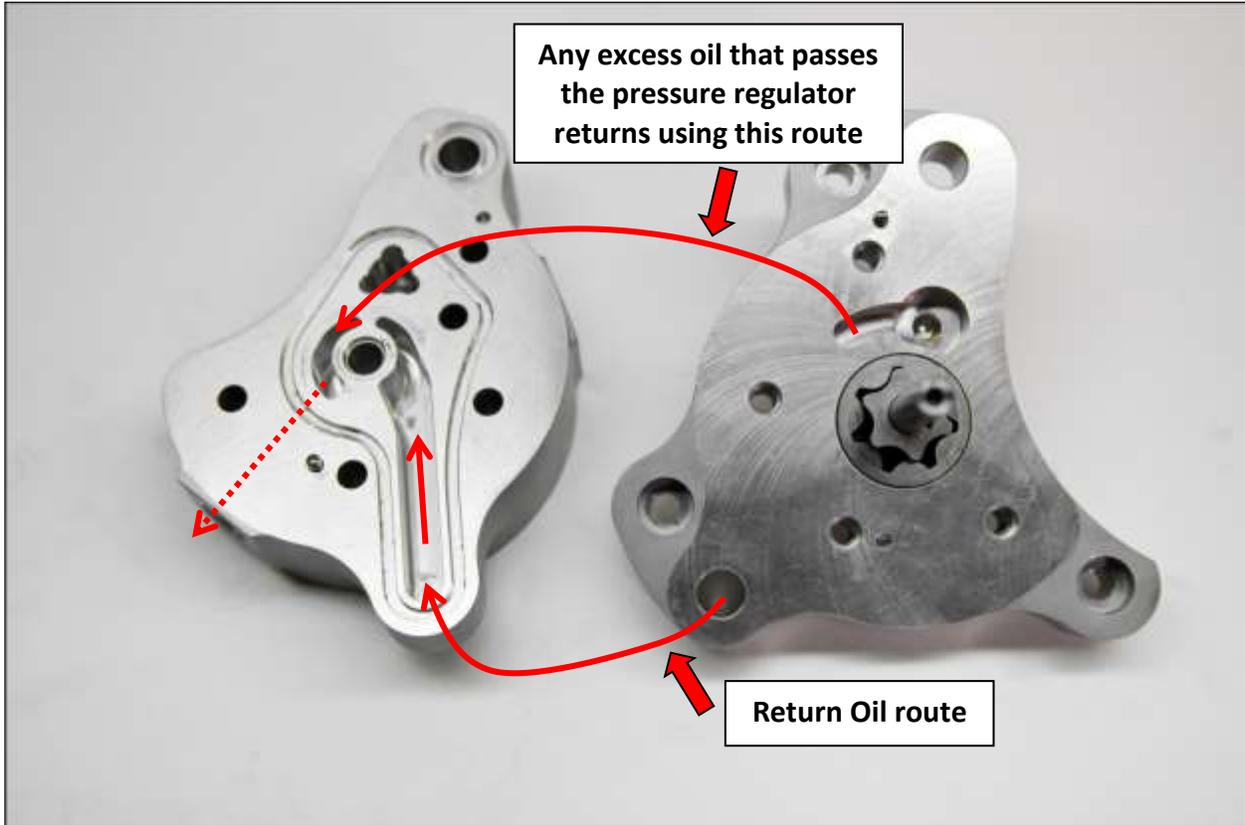


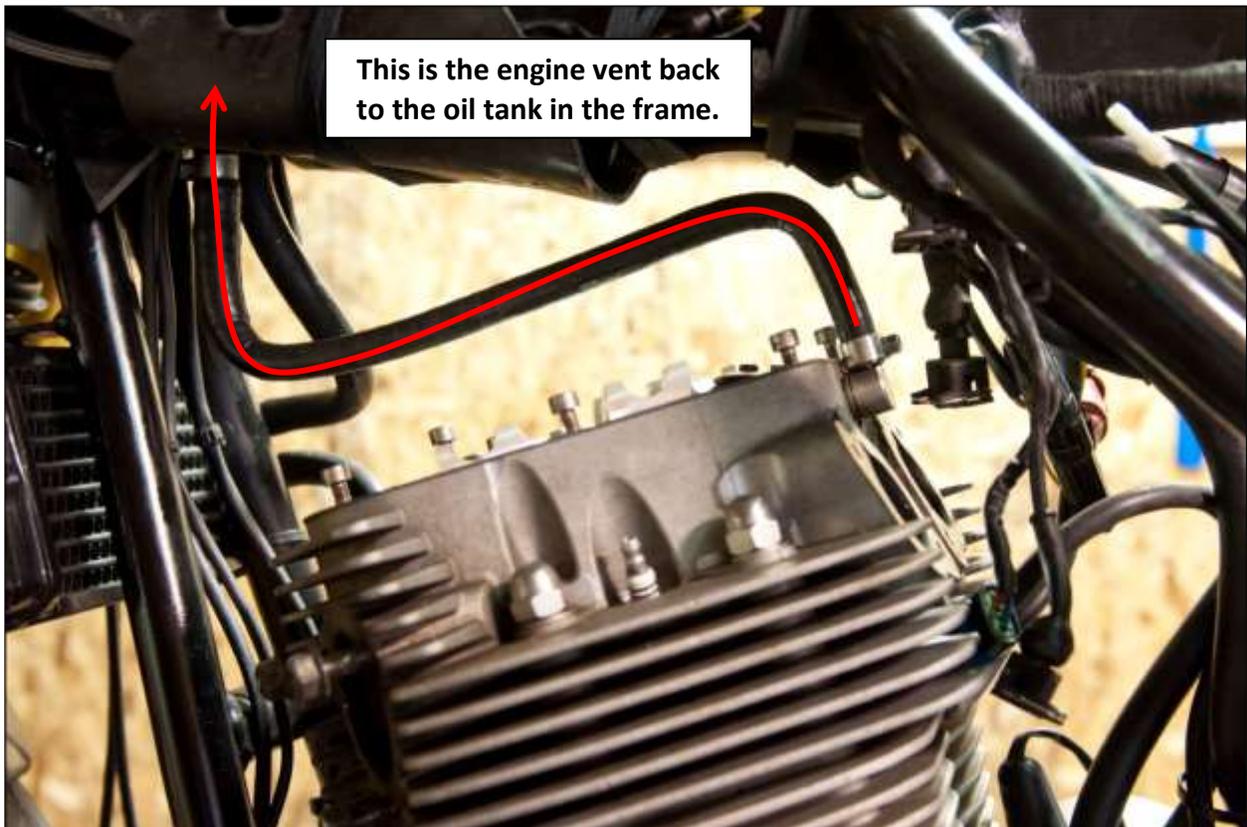












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We are slowly developing useful tools to help make it easier for you to work on your pride and joy. Specialty hand crafted tools for your modern Norton by **One07 Tools**, can be purchased from places like **Colorado Norton Works in the USA**. If there are any tools in this manual or other manuals you would like more information on, please email me at **richard@coote1.com**



Dave Coote working on SE#107 (March 2016). He can walk and has 90% of his left hand working again after the July 2015 incident. Time to get the bike back in top condition.