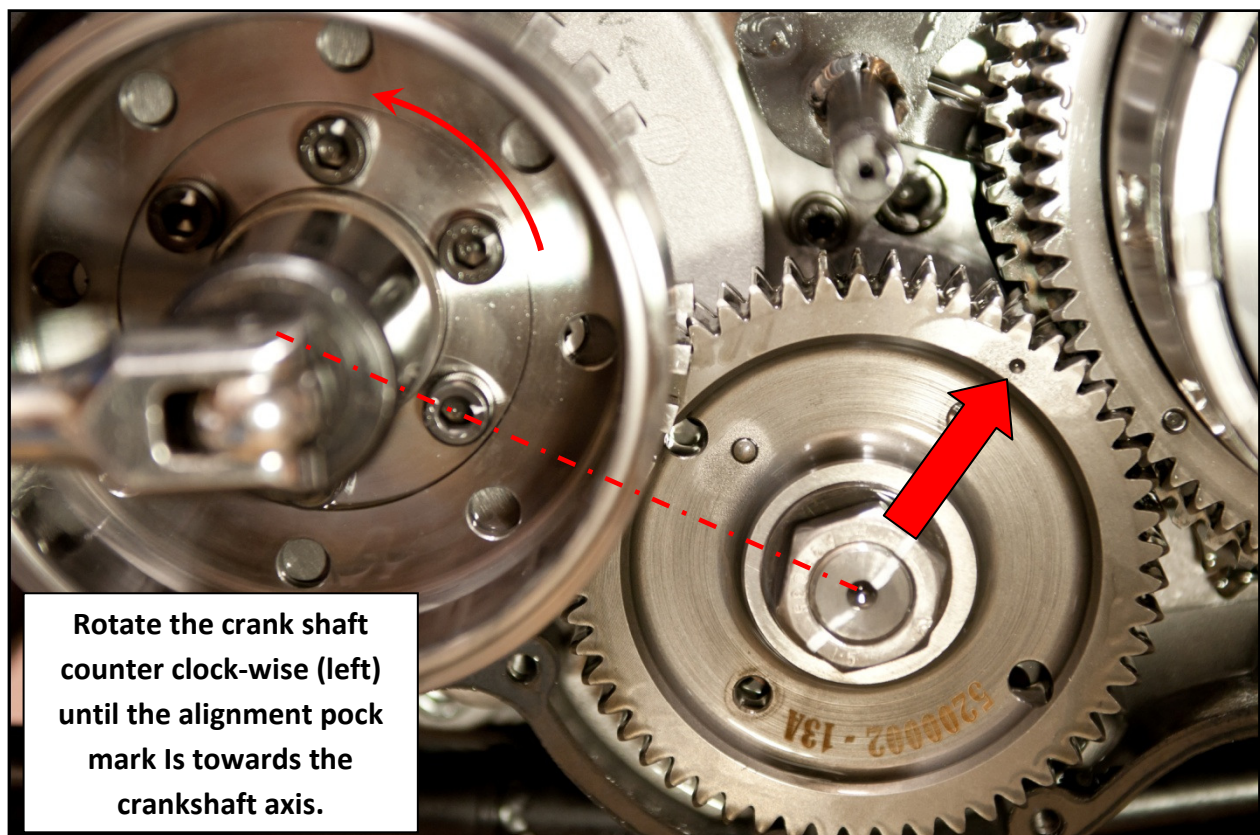
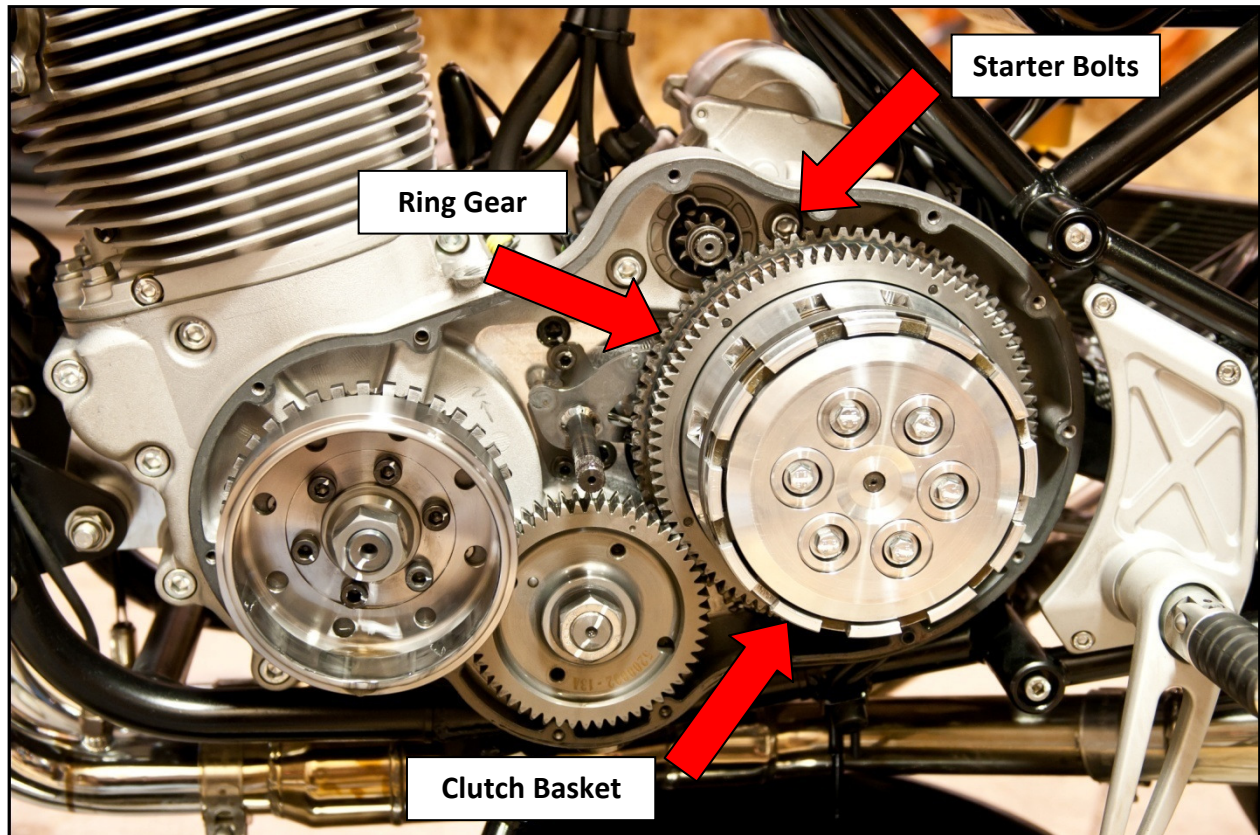
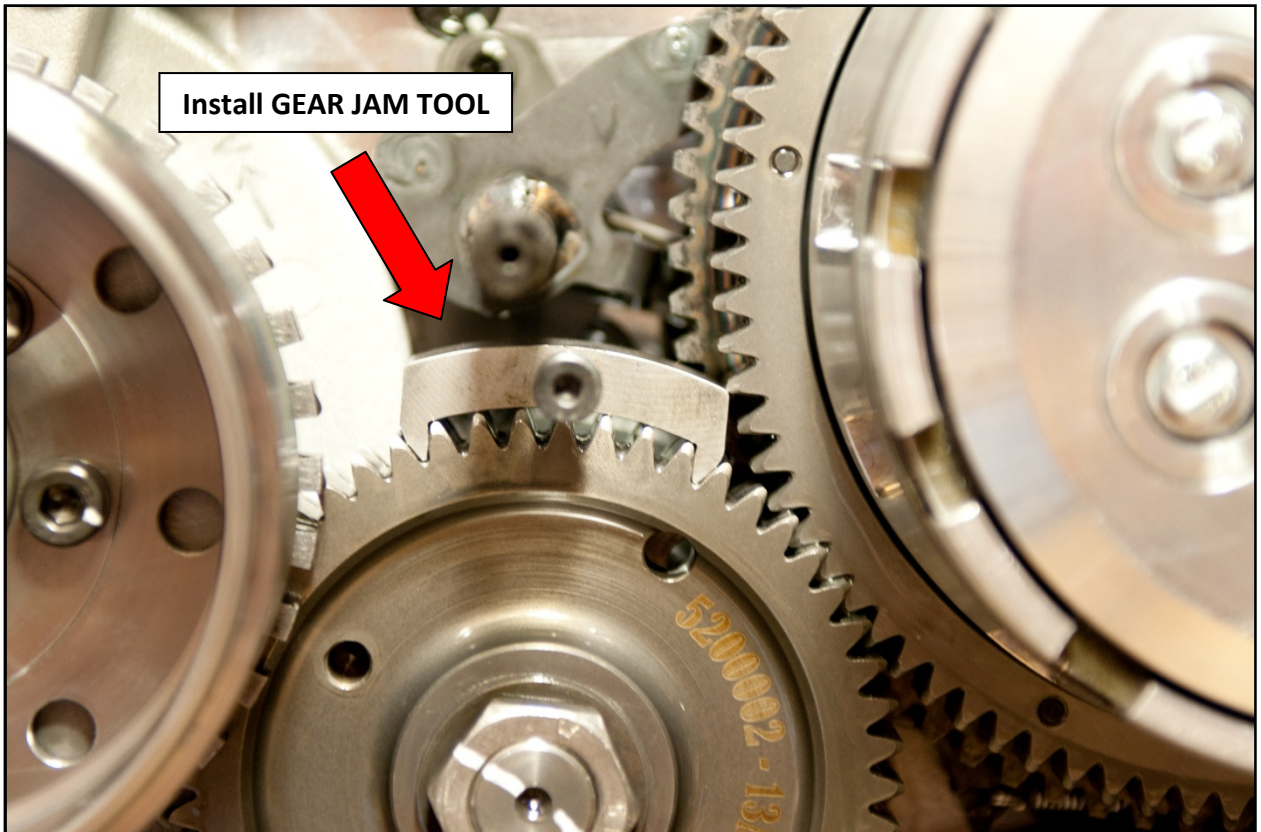
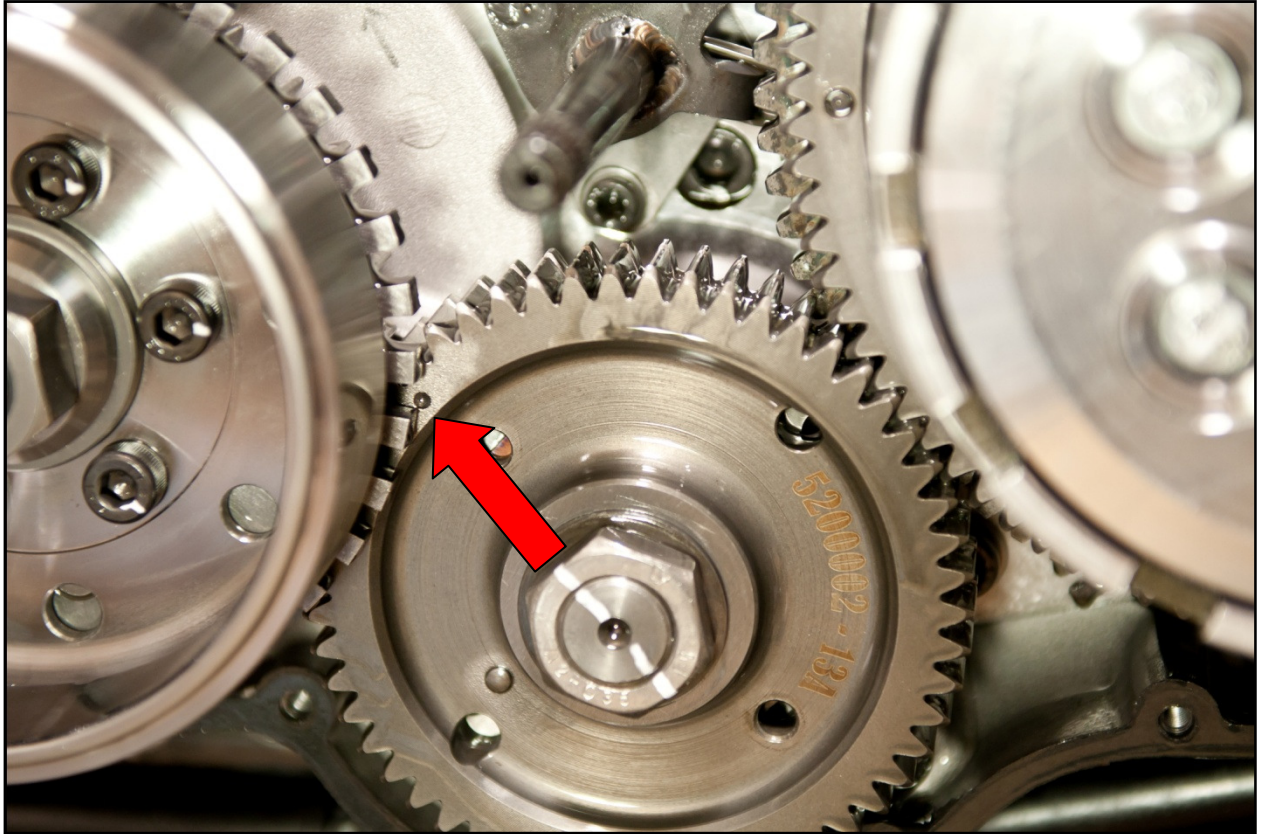


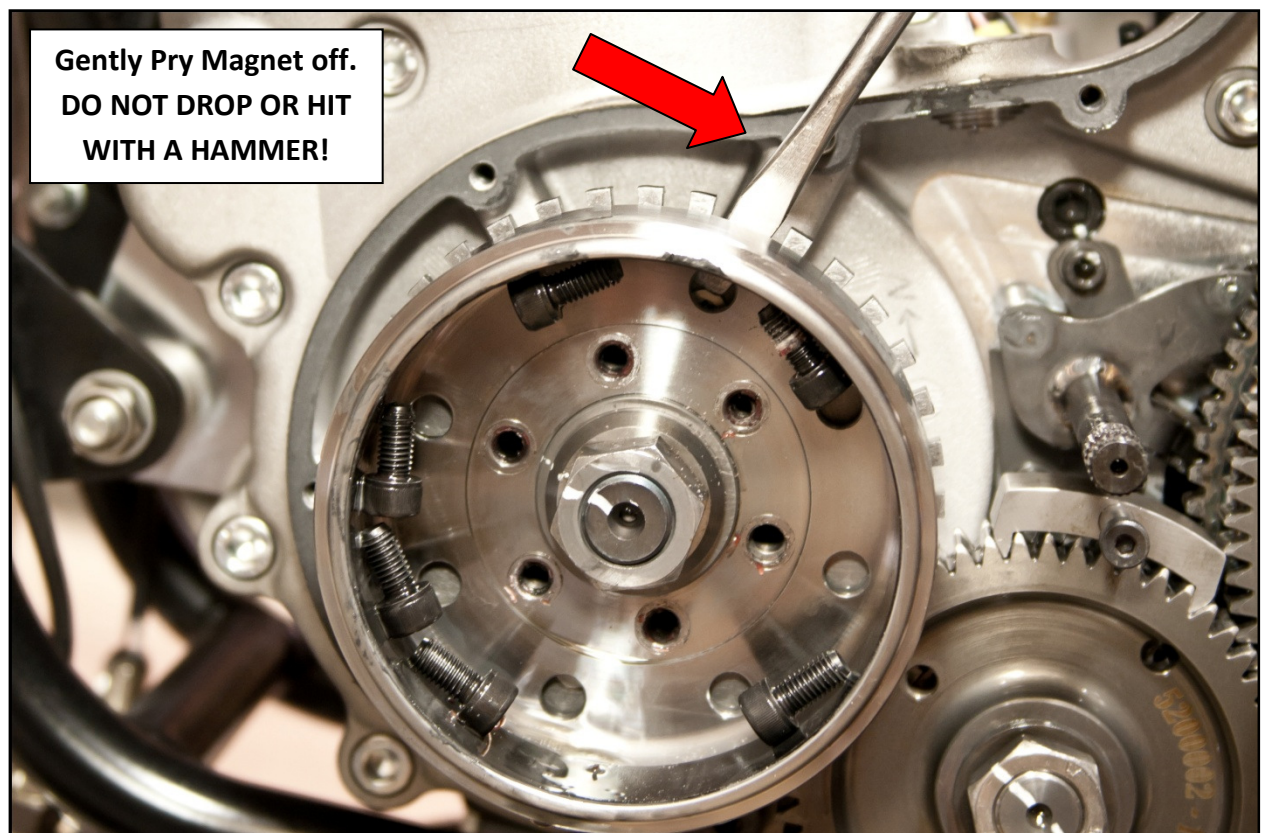
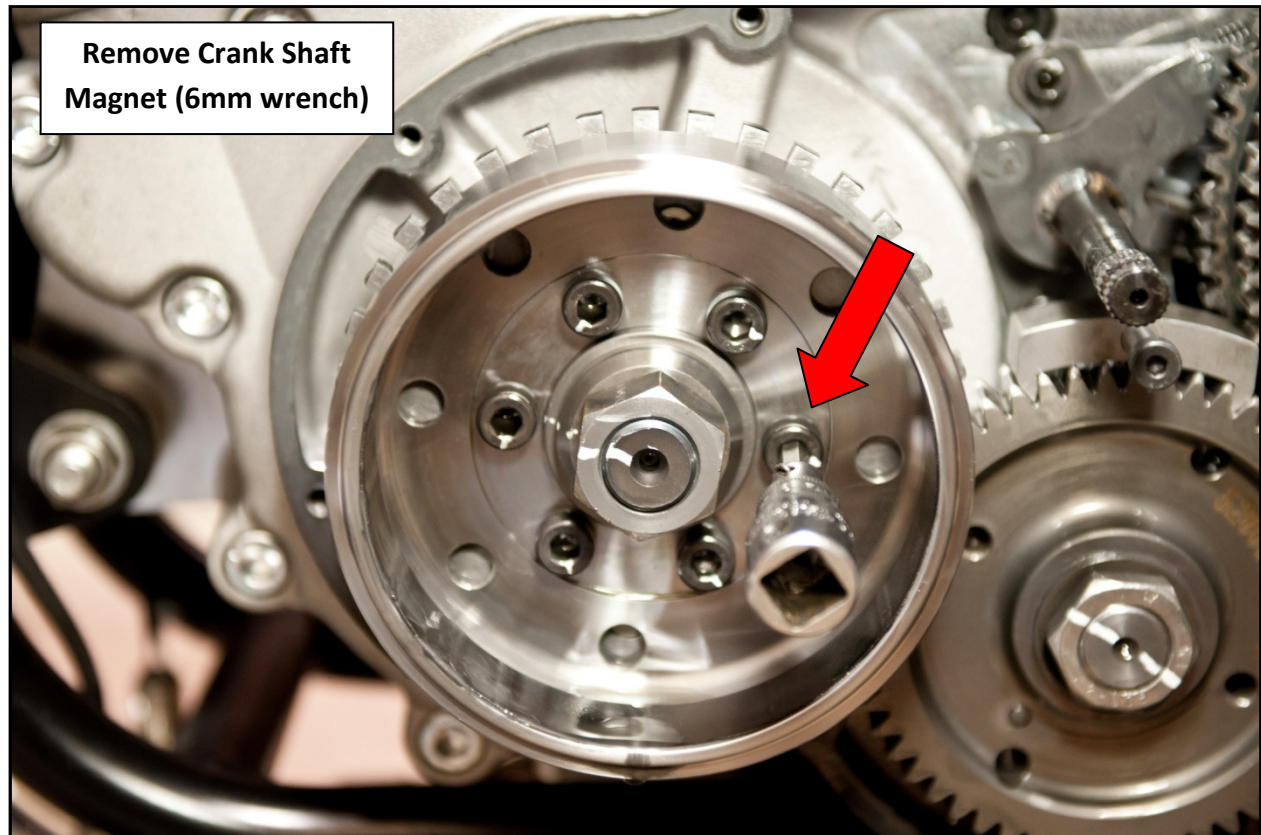


This section shows how to remove the Clutch Basket.

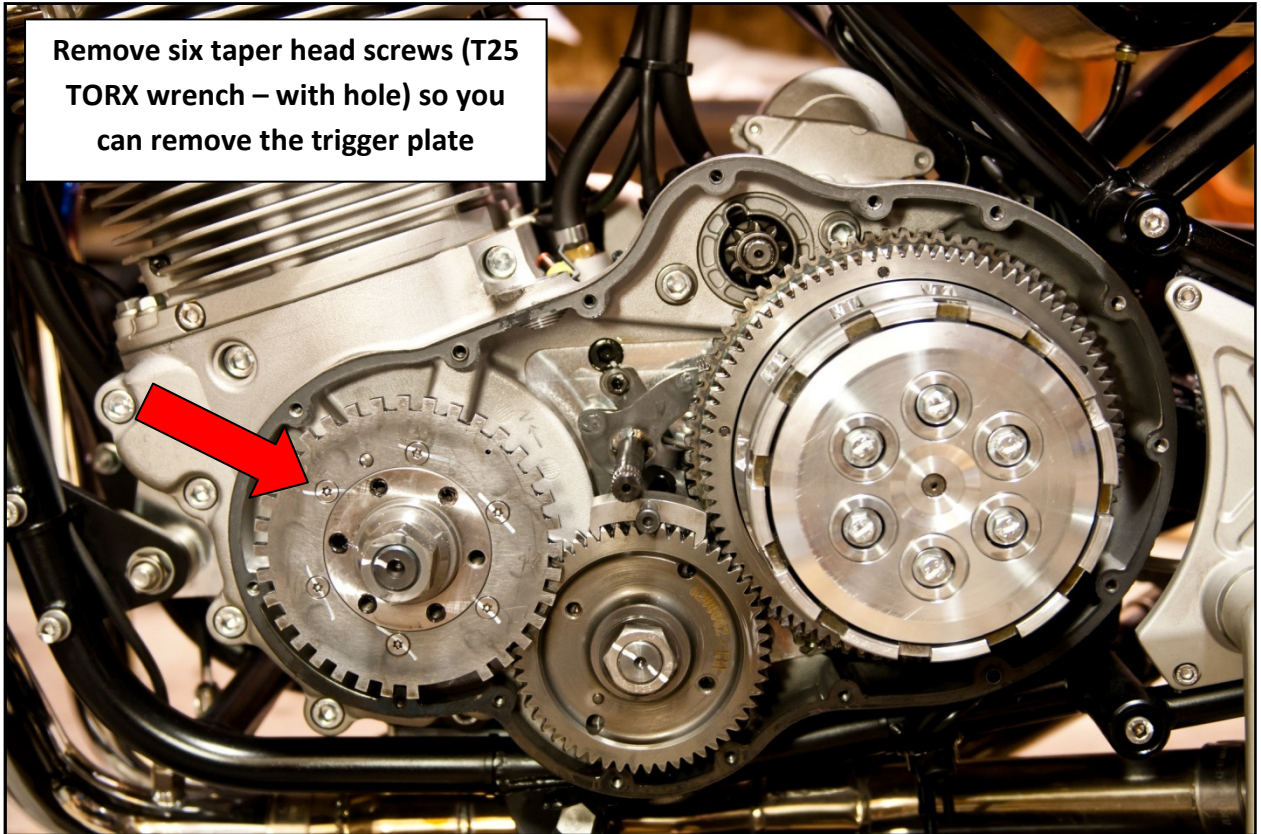
With the Cover removed, you can now start the procedure to remove the clutch basket. Removing the Clutch basket is the only way to get to a tricky Starter Bolt.



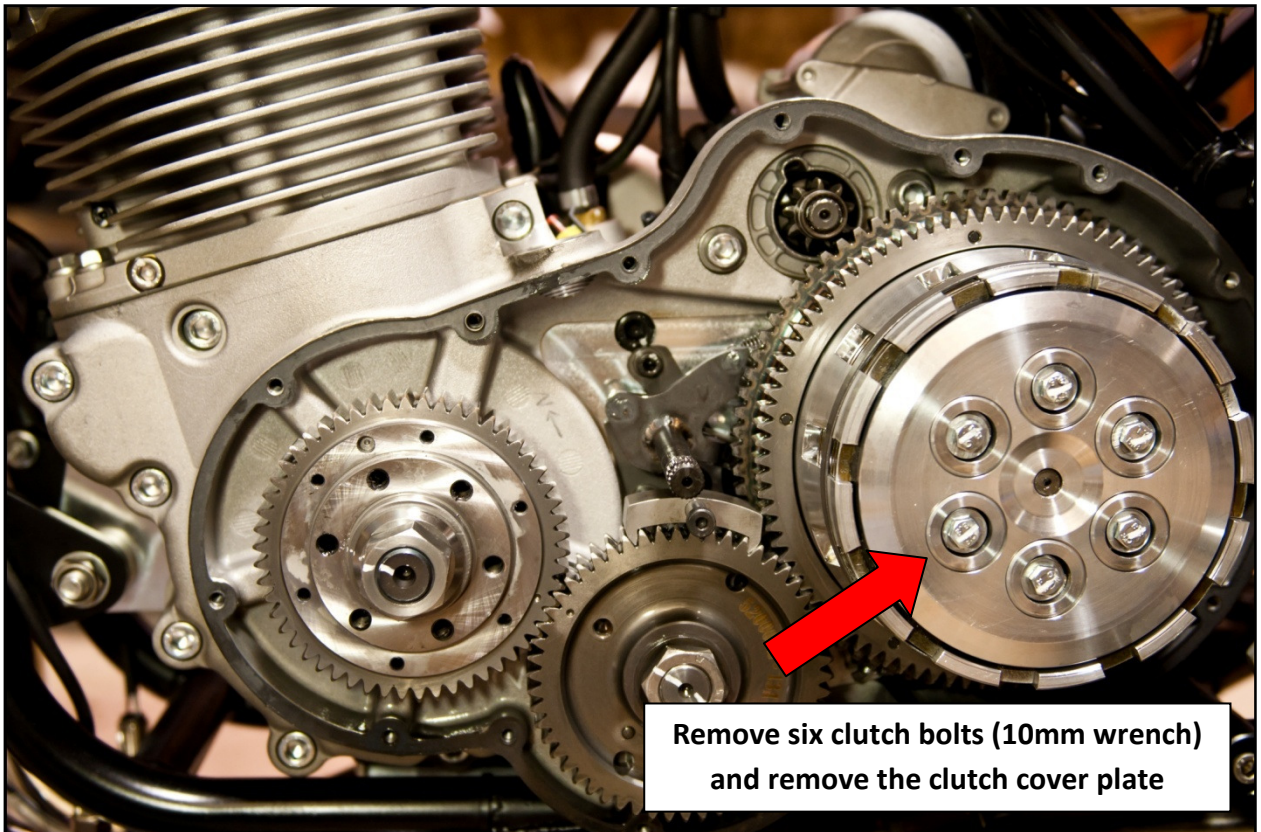


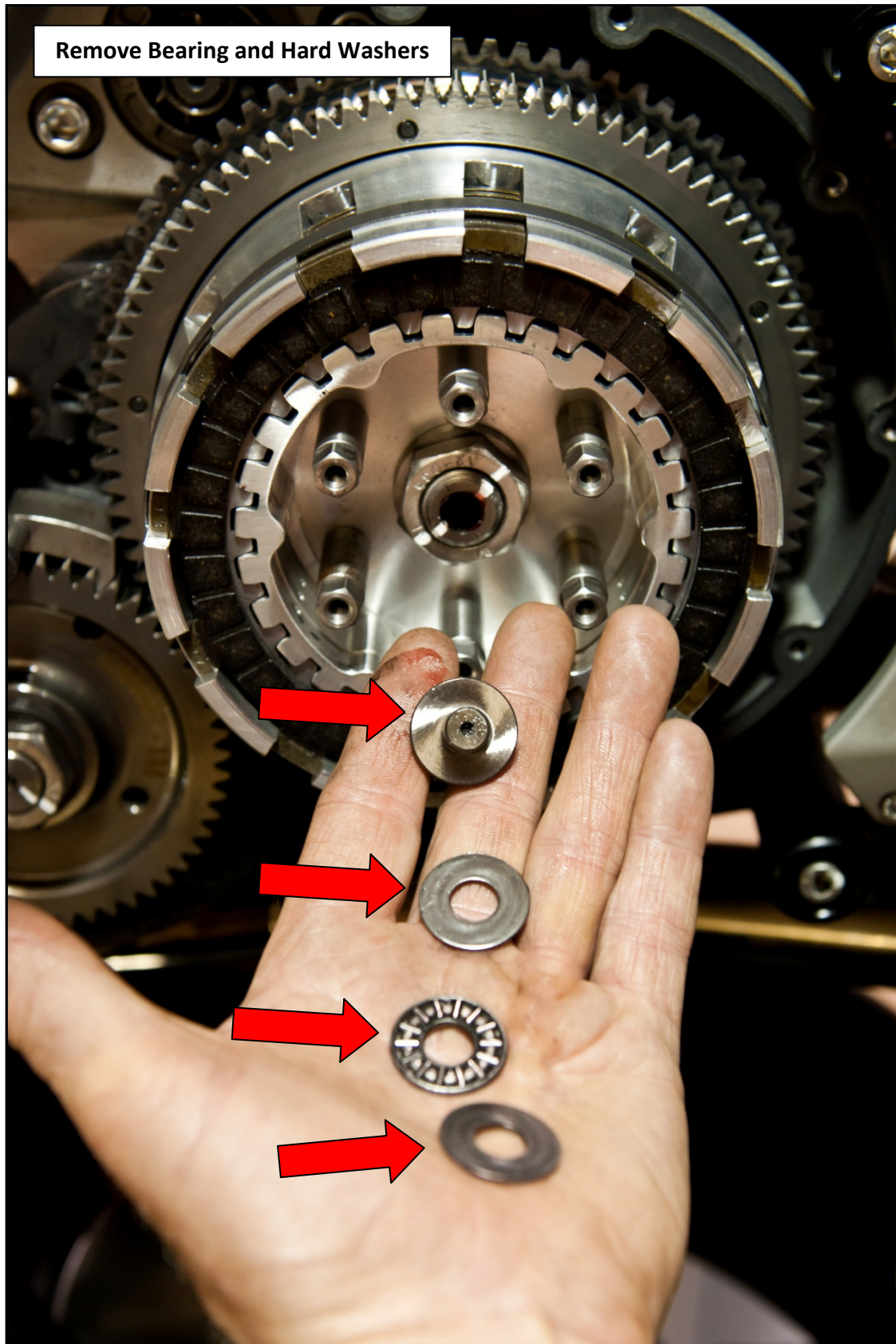


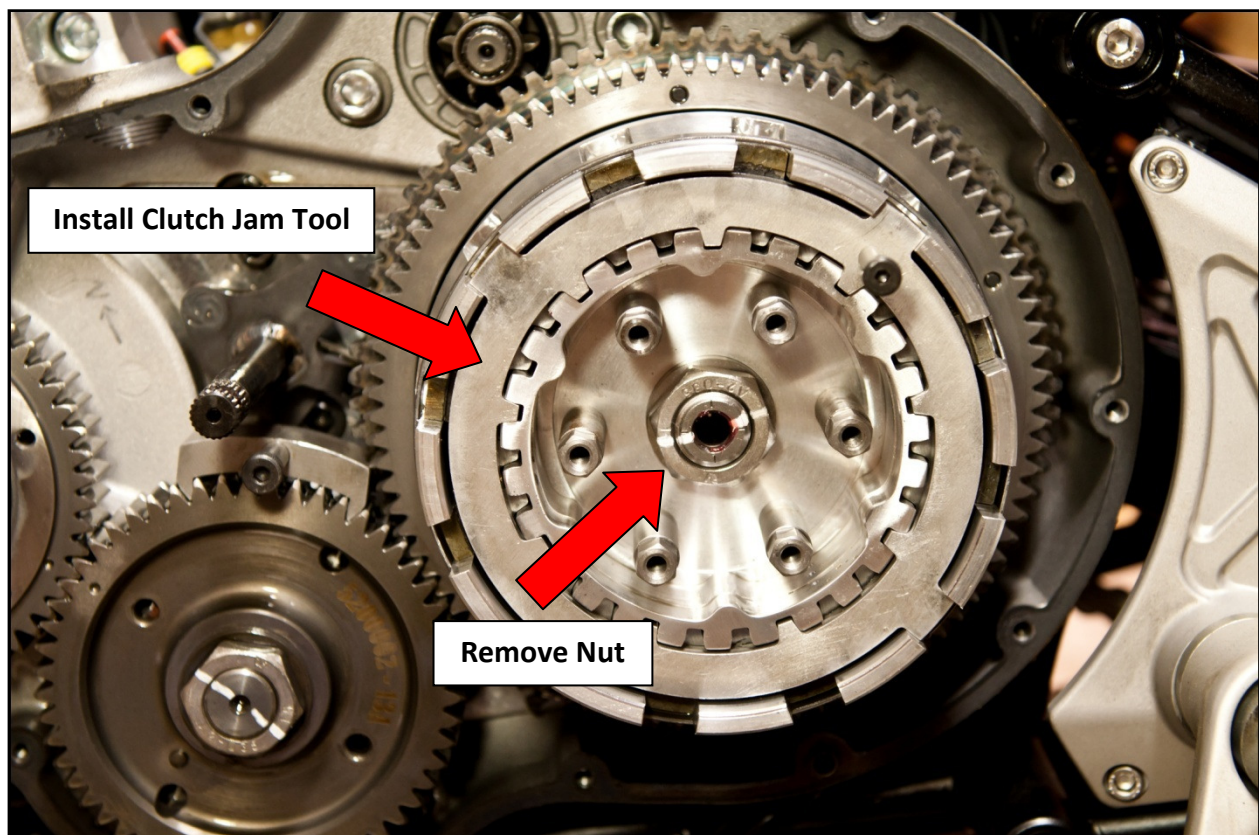
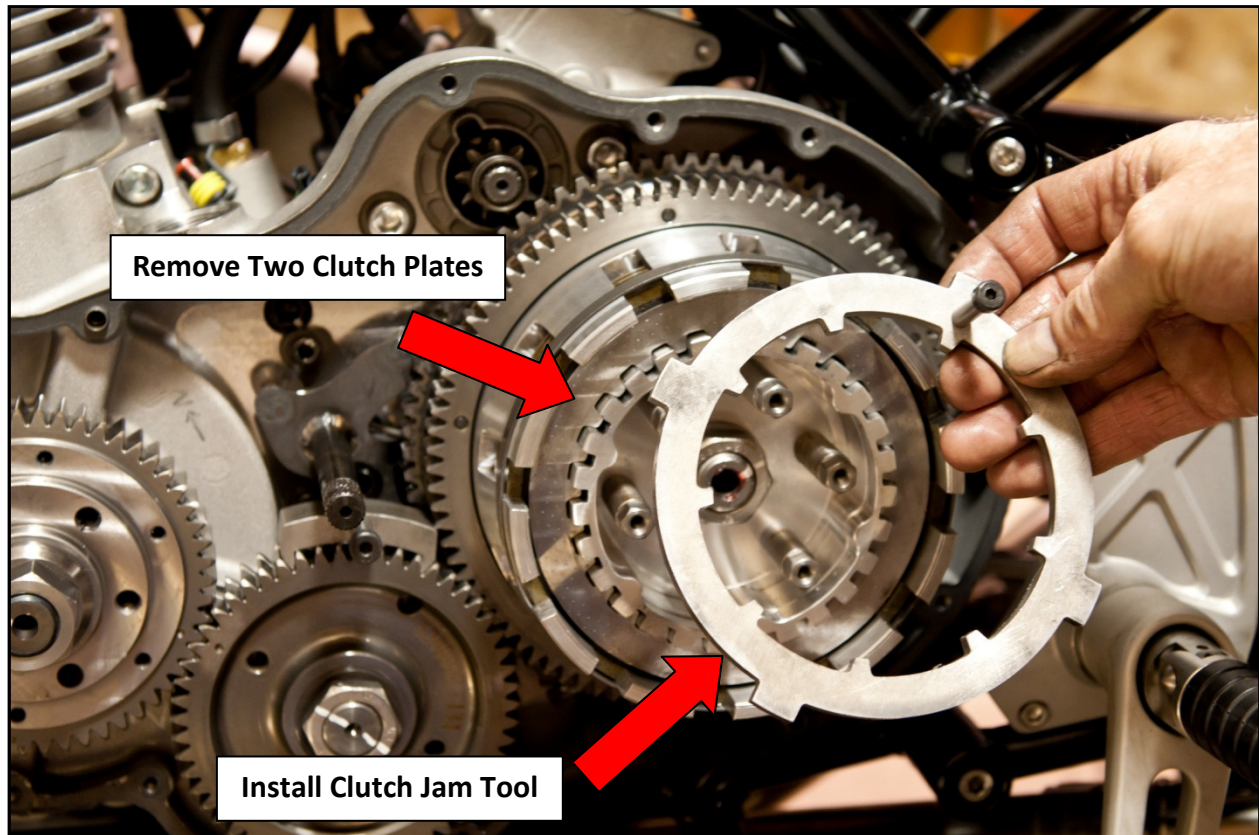
Remove six taper head screws (T25 TORX wrench – with hole) so you can remove the trigger plate

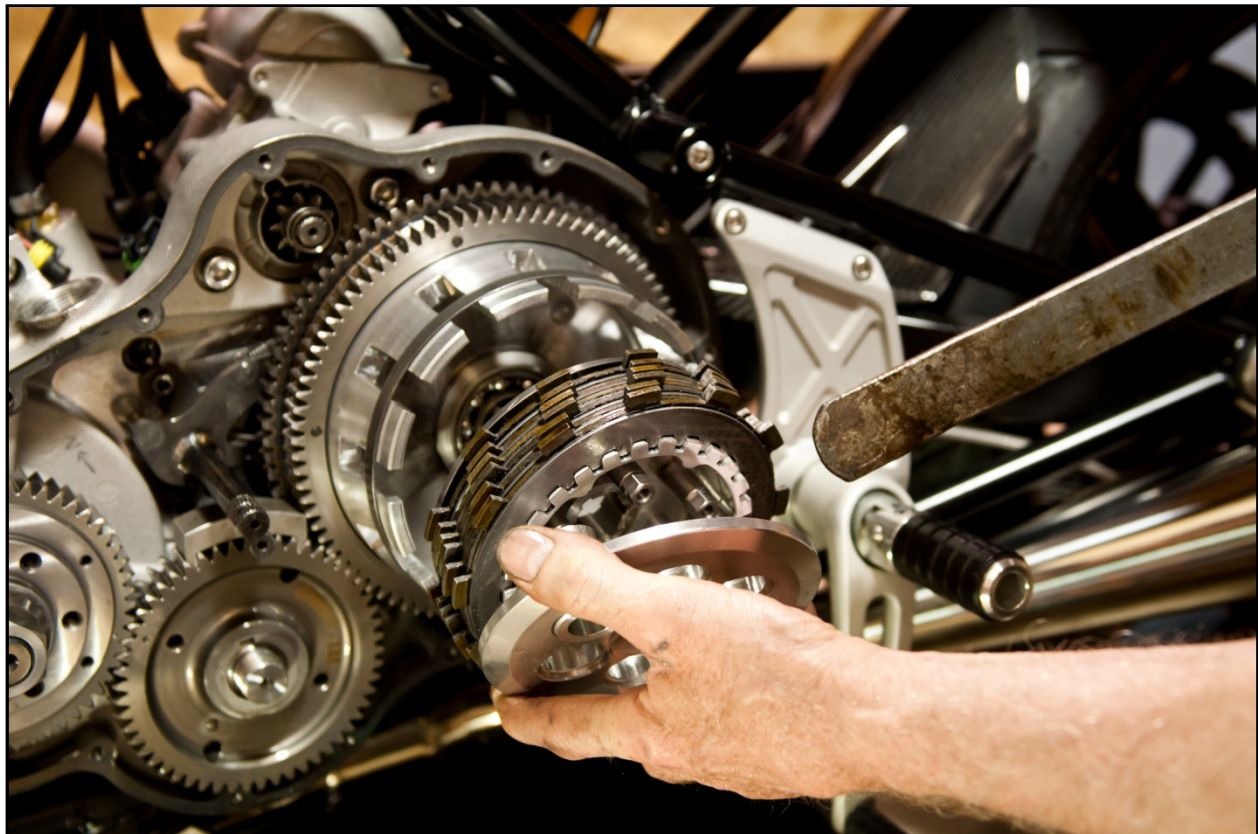
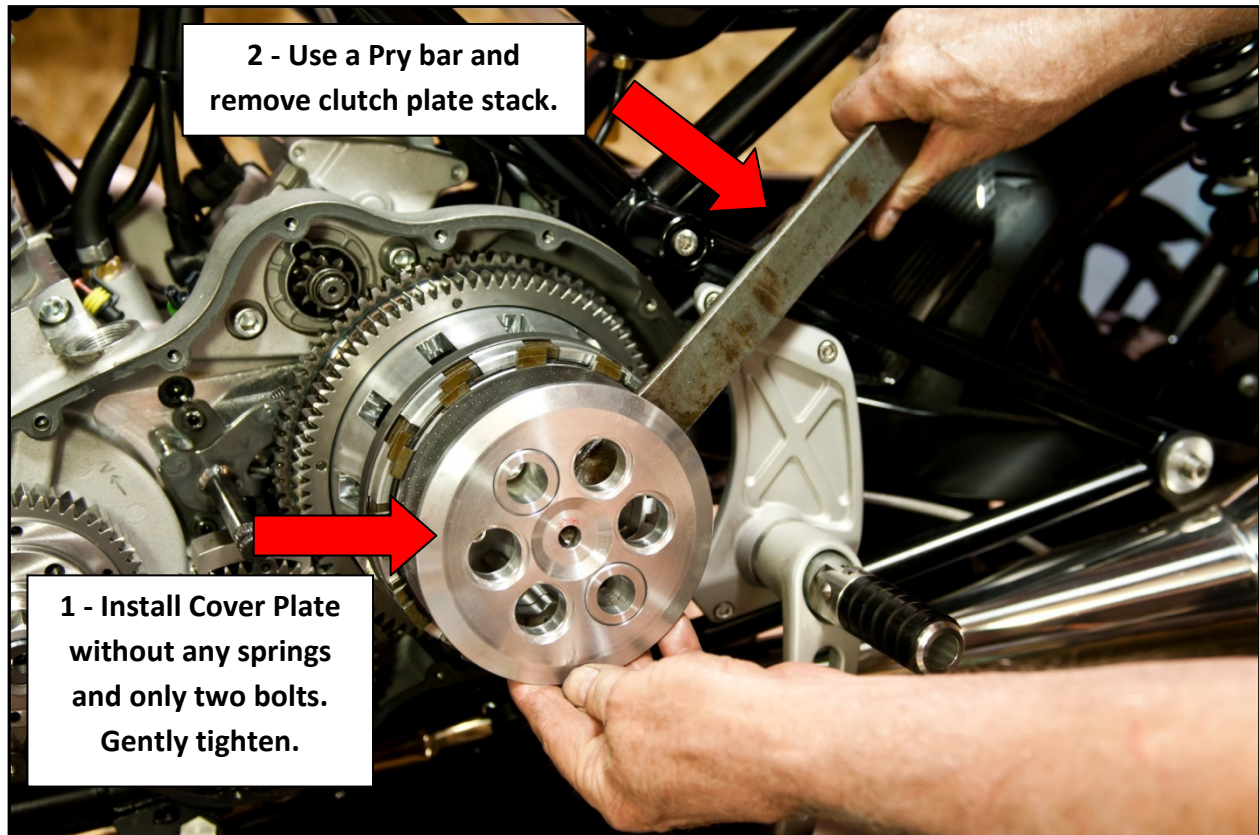


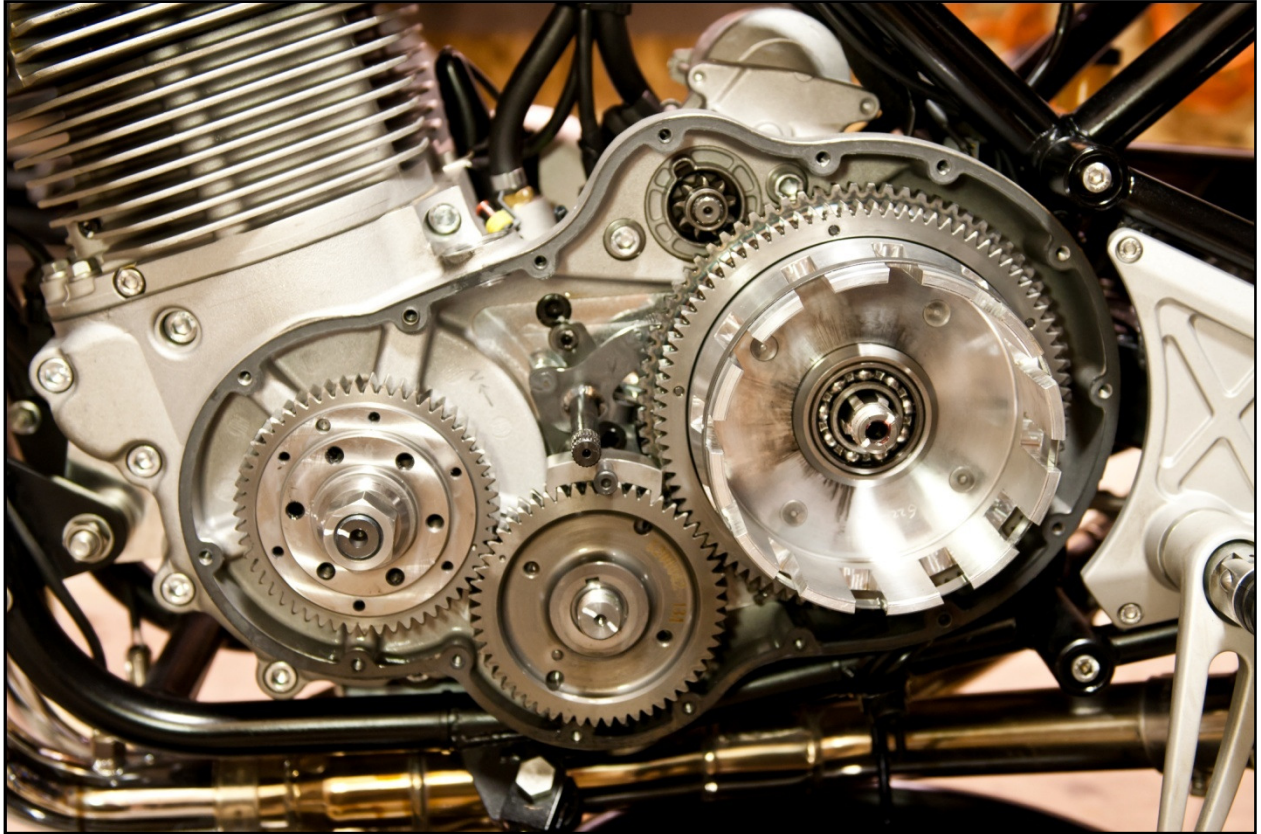
Remove six clutch bolts (10mm wrench) and remove the clutch cover plate



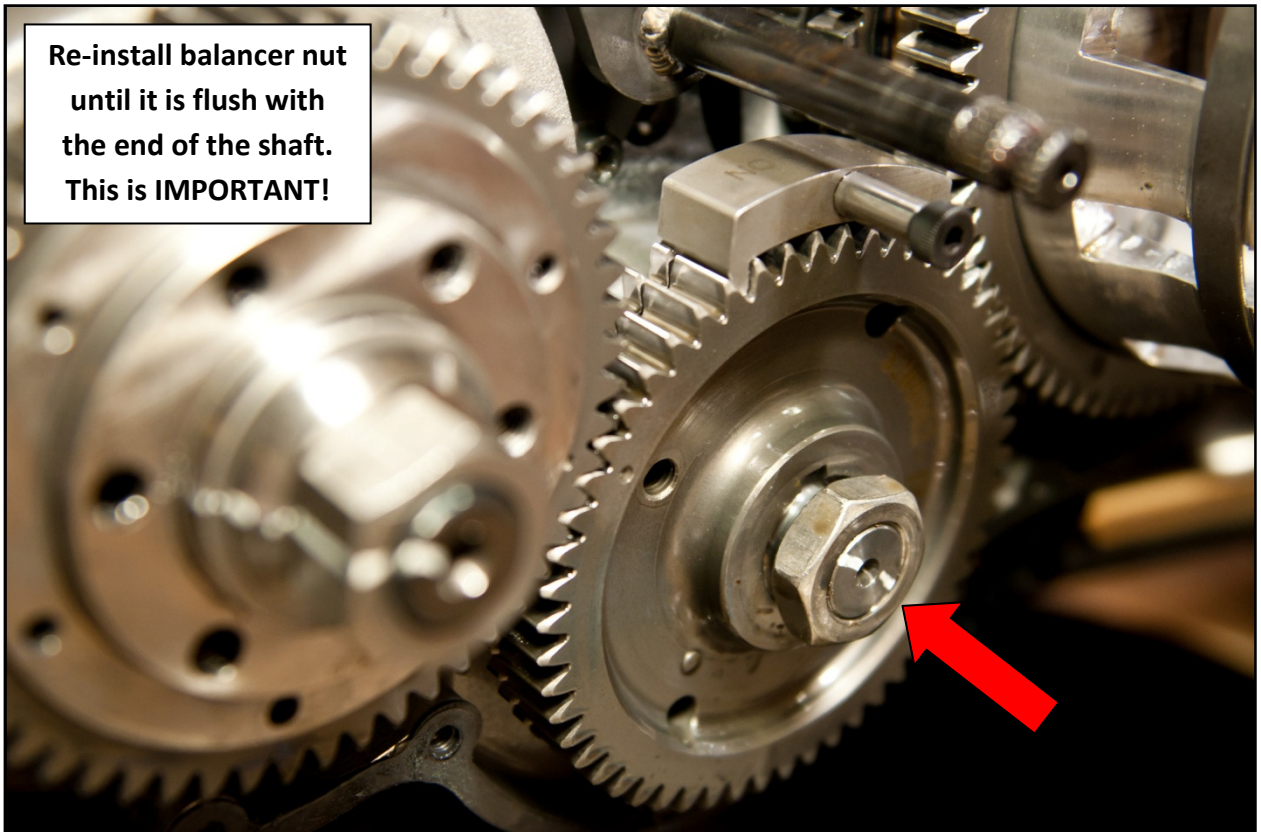


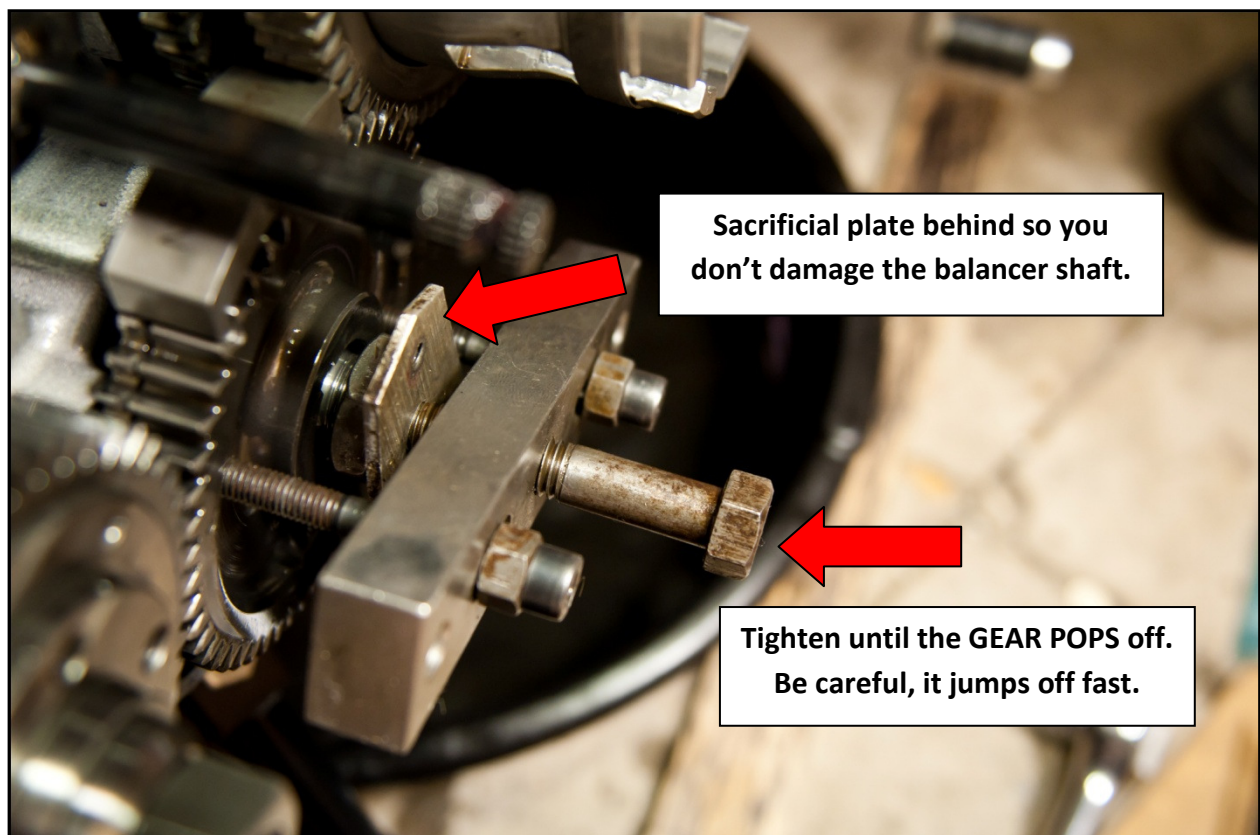
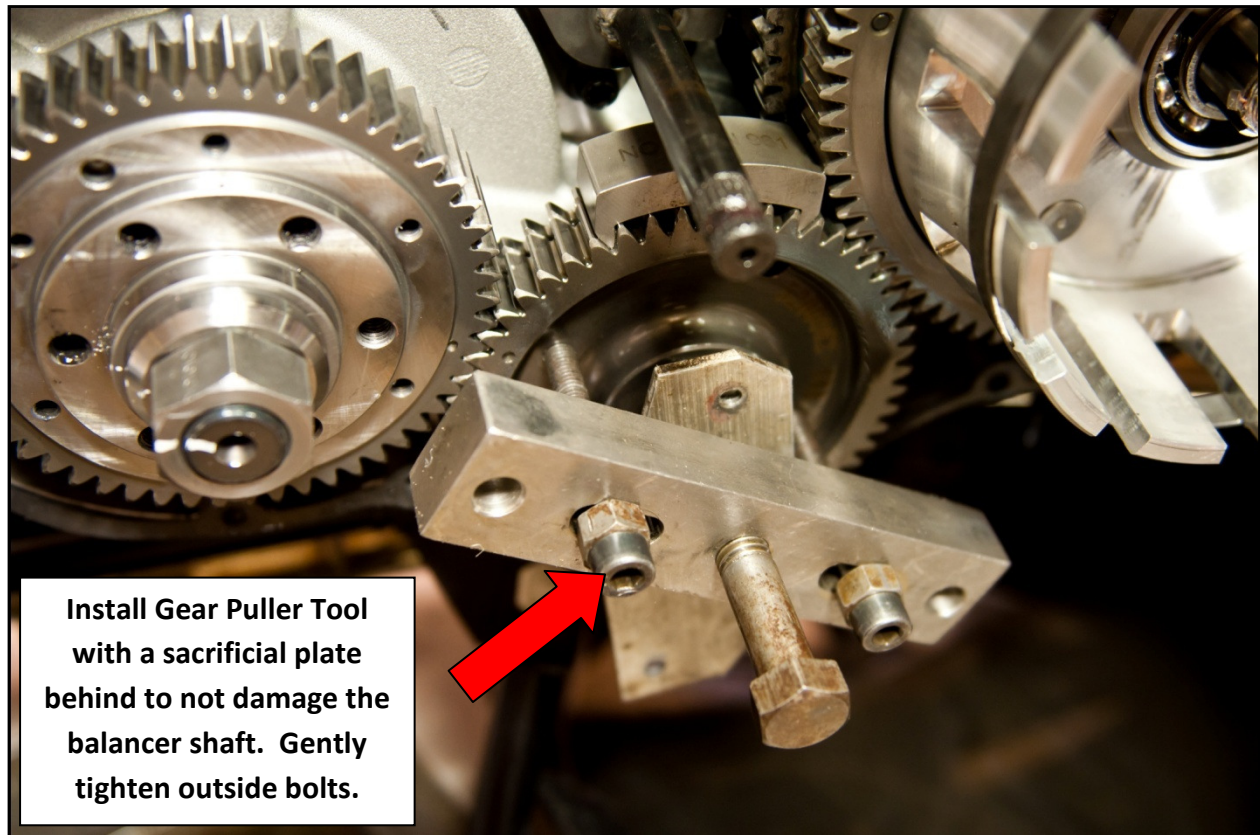


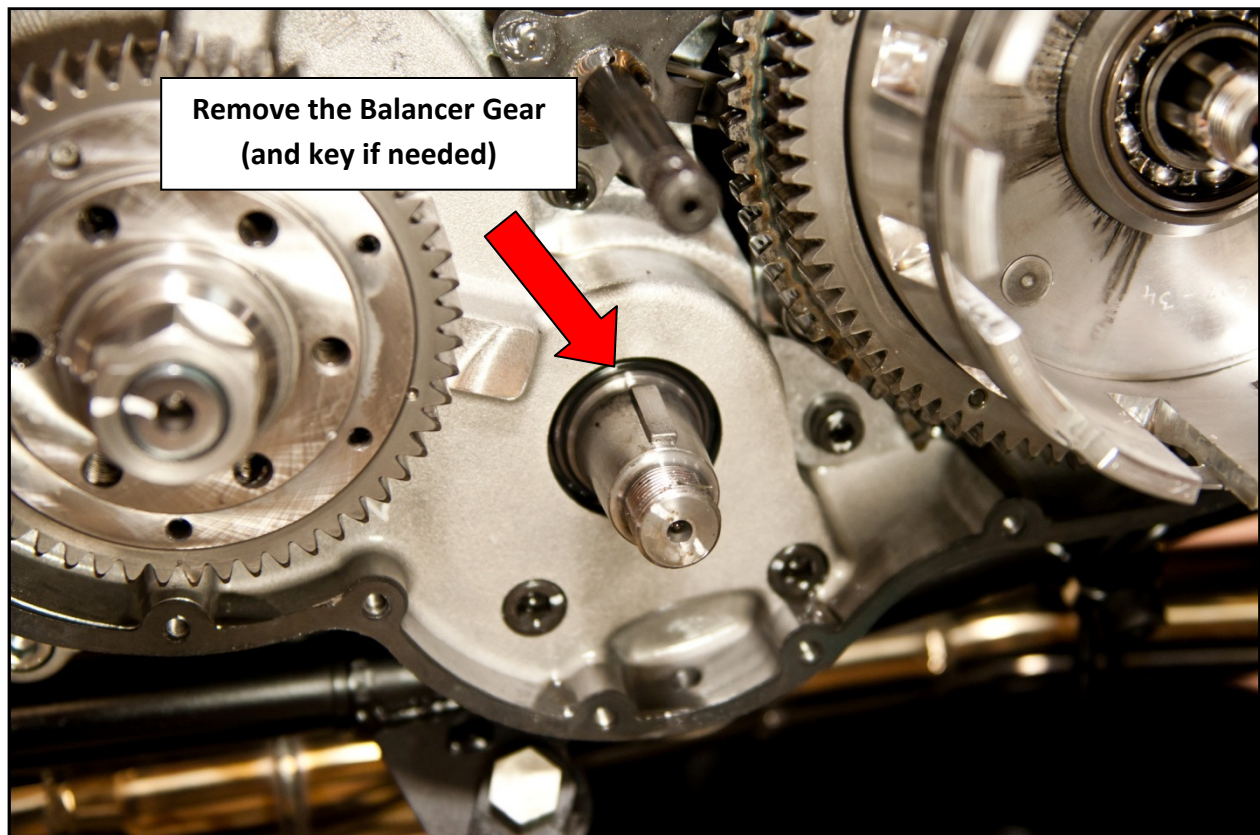
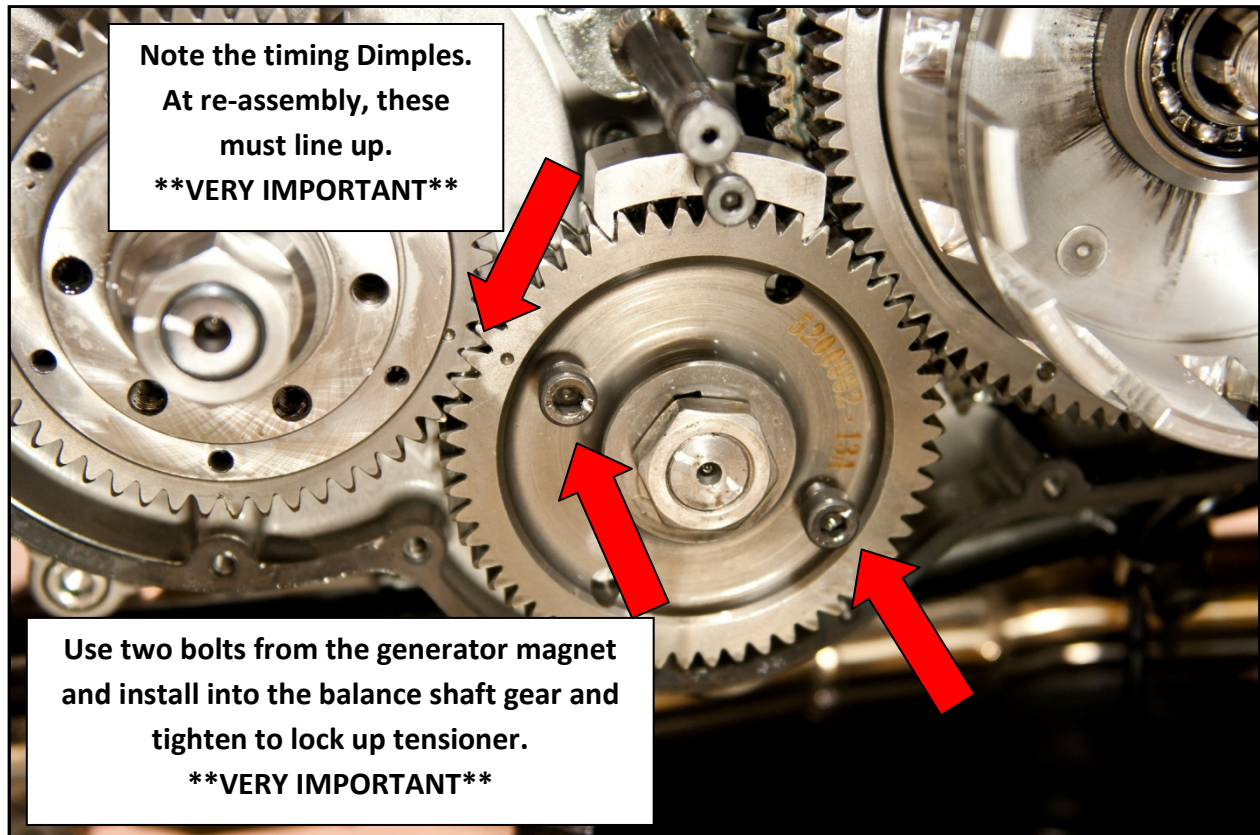


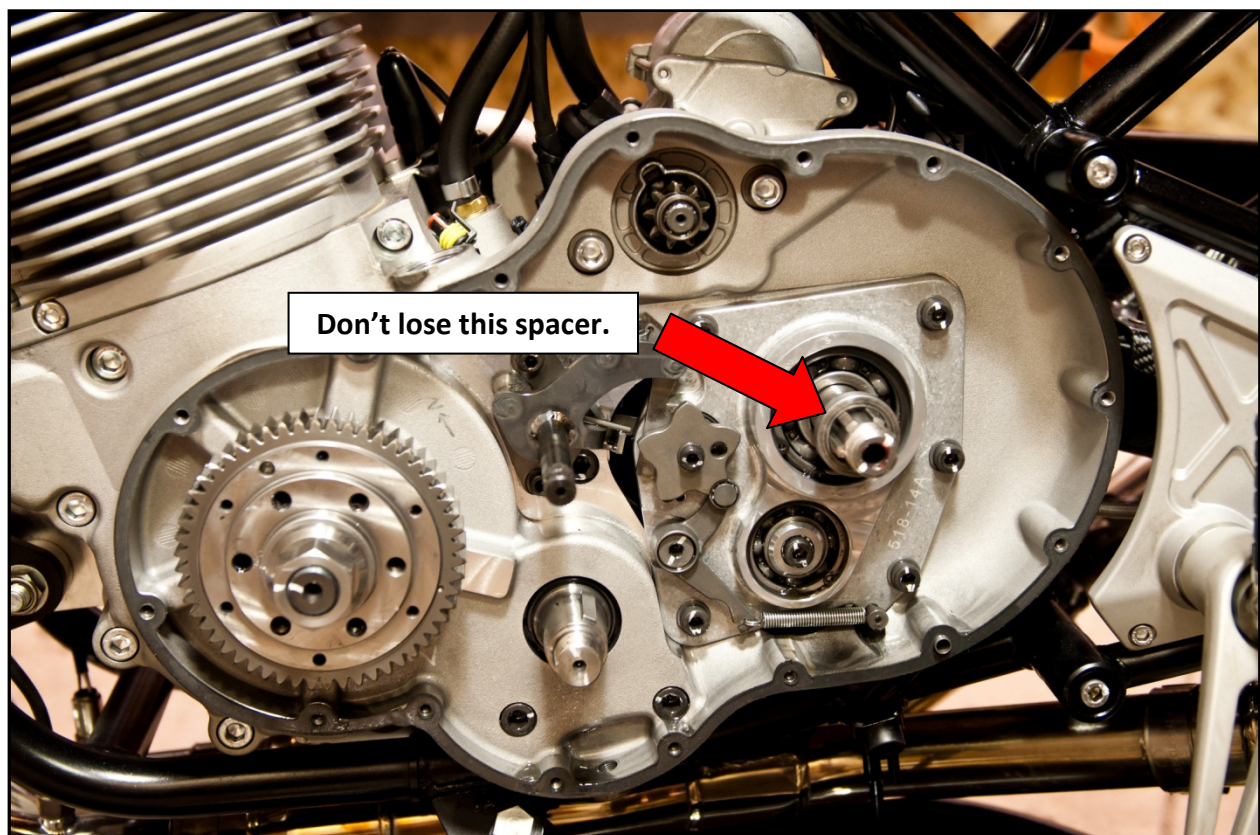
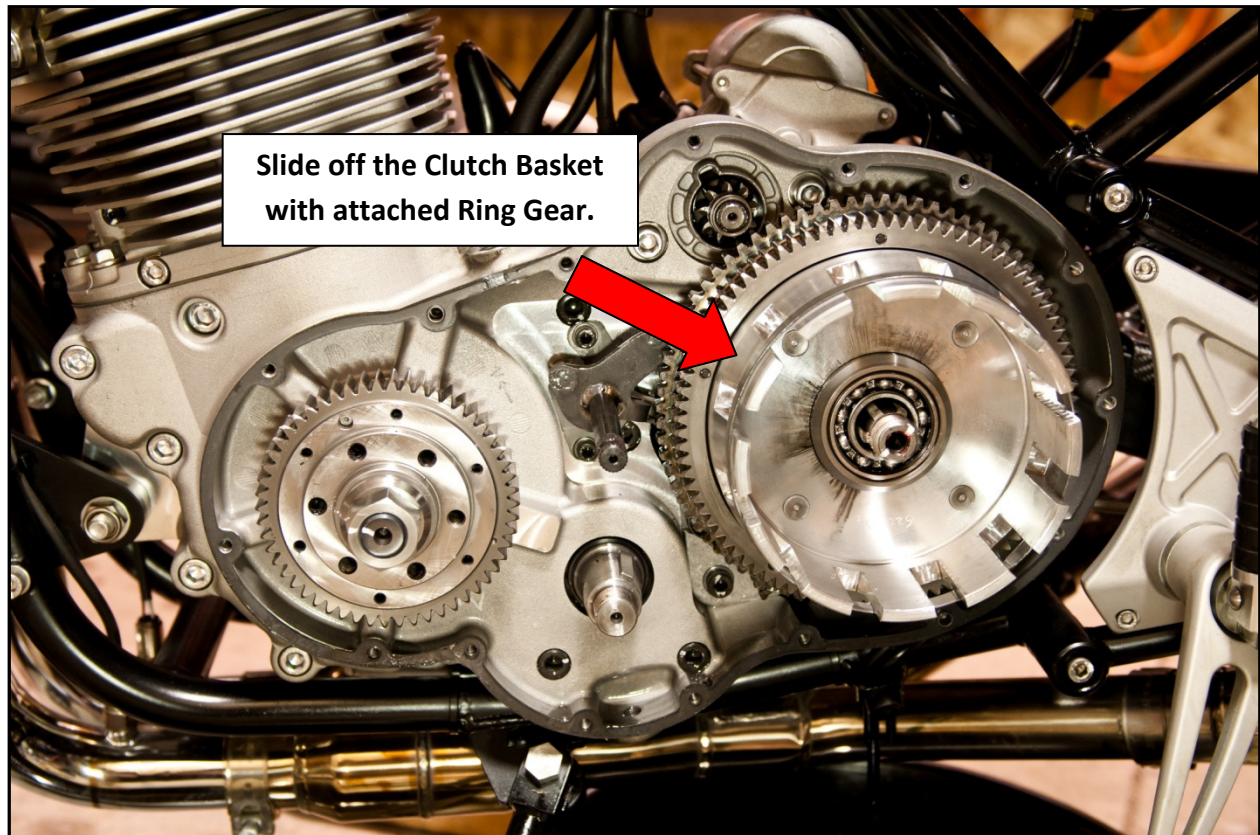


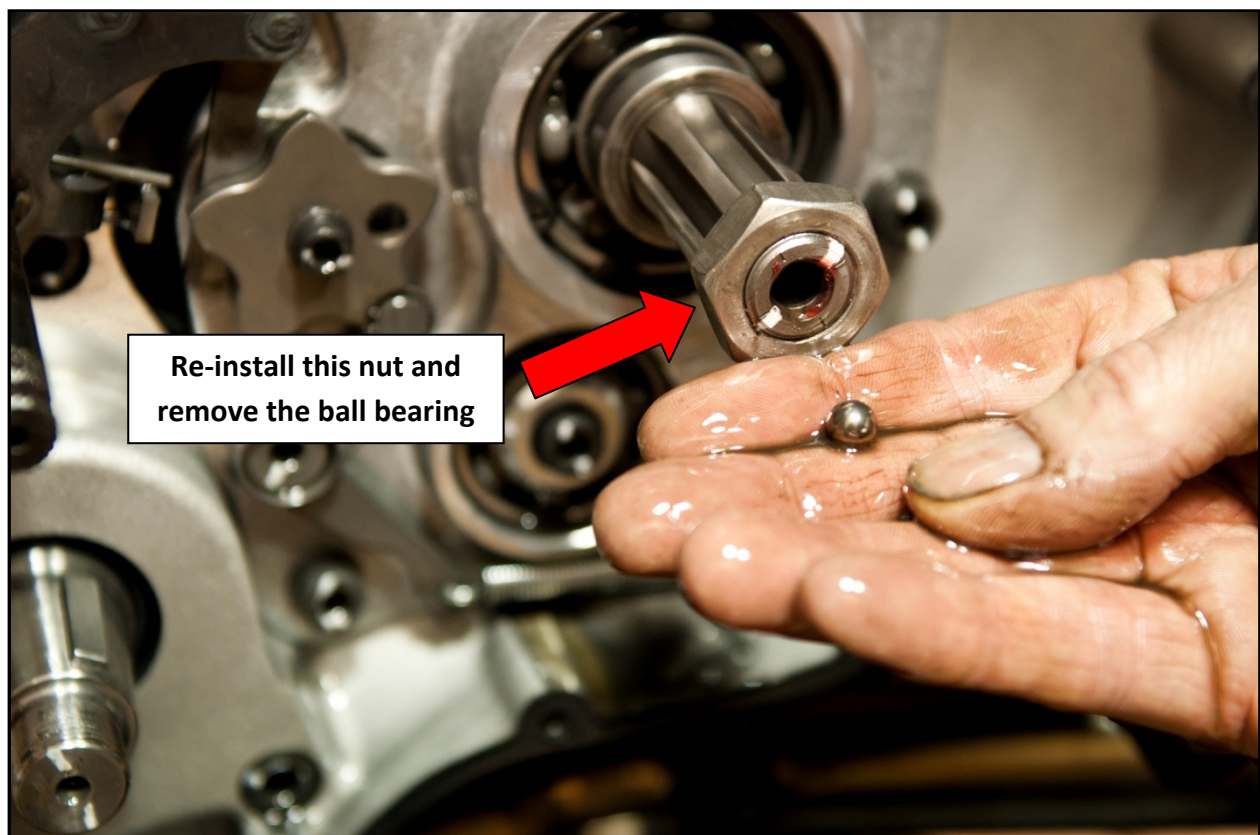
Re-install balancer nut
until it is flush with
the end of the shaft.
This is IMPORTANT!











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If there are any tools in this manual you would like to purchase, please email me at **richard@coote1.com** for prices and availability. We are slowly developing useful tools to help make it easier for you to work on your pride and joy.



2013 Norton Commando SE #107 (left) 2014 Norton Commando SE#112 (right)