Service Introduction

Norton F1

CONTENTS

NORTON F1

INSTRUCTIONS FOR COMMISSIONING

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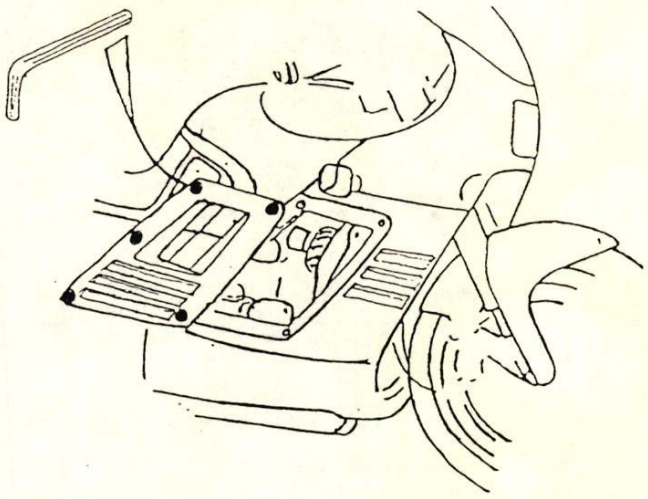
1. Removal of Main Body

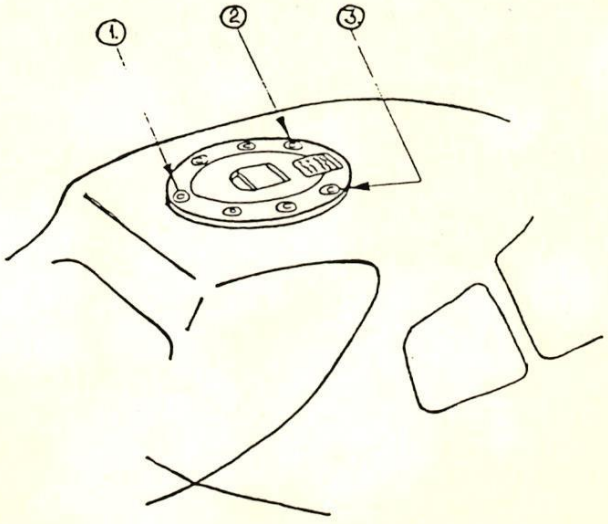
For access to the battery, it is necessary to remove the main body and fuel tank.
The correct procedure is as follows :-

A) With the hexagon key attached to the key ring, unfasten the five 'DZUS' screws on each vent panel and remove the panels.

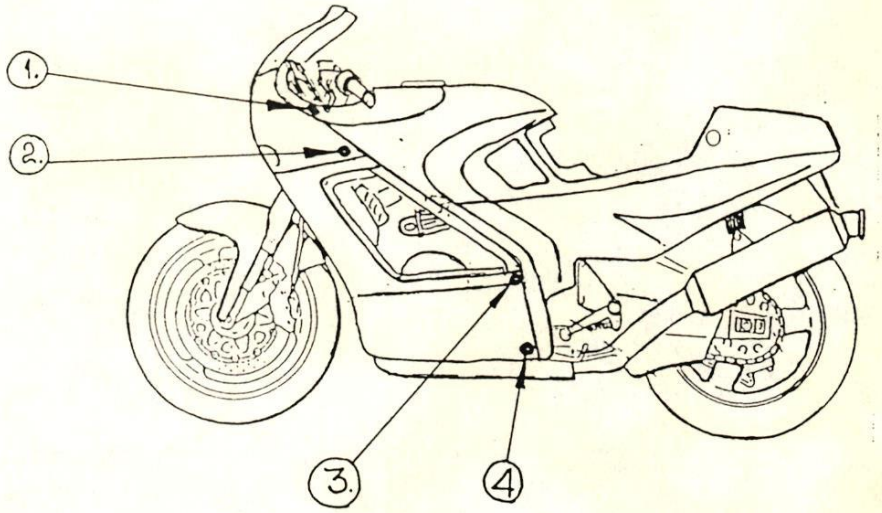


Showing side panel detachment

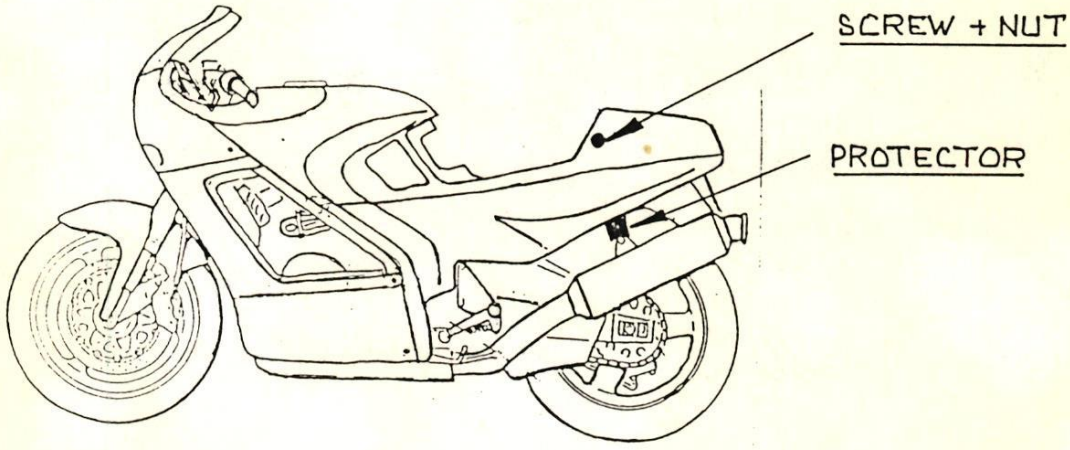
B) Using the same hexagon key, remove three screws from the fuel filler cap.



C) With a number 1 cross-point screwdriver remove four screws on each side fixing the main body to the front body.



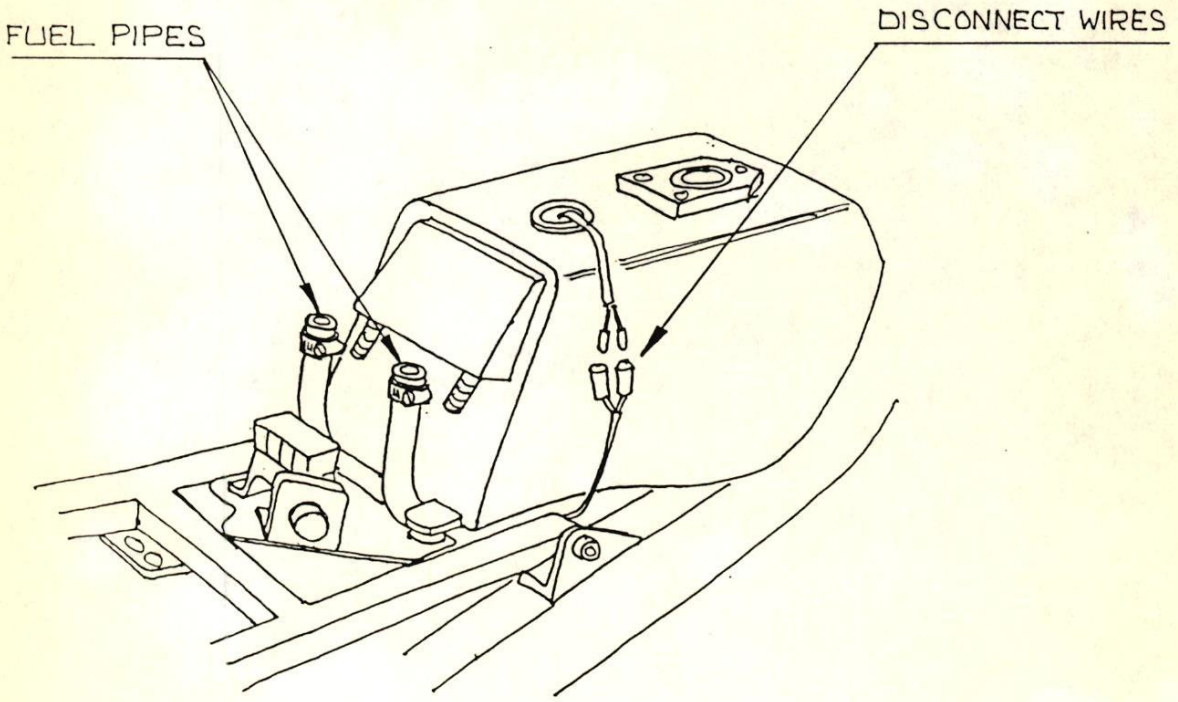
D) Using a number 2 cross-point screwdriver and a 10mm A/F ring spanner remove the screw each side of the seat fairing.



E) Ensure that the muffler stay protectors remain in position and place the front wheel in the straight ahead position.

F) Unlock and open the fuel filler cap and standing at the left of the machine, hold this cap and the rear body. Pull upwards and rearwards to remove the complete rear body.

G) Disconnect the level unit wires form the main harness, remove the fuel pipes from the rear of the tank, and raising the tank, turn the main tap to 'OFF' and disconnect the main fuel pipe. The tank may now be removed.



2. Battery

A) Disconnect both negative and positive battery leads and observing the route of the breather pipe, remove the battery.

B) Fill the battery with sulphuric acid specific gravity 1280 at 20 °C and charge at 1.4 amps for 15 hours.

C) After charging. allow to cool and top up to level mark with distilled water.

D) Replace the battery on the machine routing the breather pipe as original, connect the positive lead and then the two negative leads.

WARNING

Ensure the correct polarity of leads; red lead to '+' terminal of battery.

3. Replacement of Body

A) Replace the fuel tank in reverse order to removal, ensuring that the main tap is switched to 'ON'.

B) Replace the main body, fitting the three screws at the filler cap first but do not tighten fully at this stage.

C) Align main and front body and replace four screws at each side and two screws at seat fairing.

D) When all screws are in place, tighten all fully.

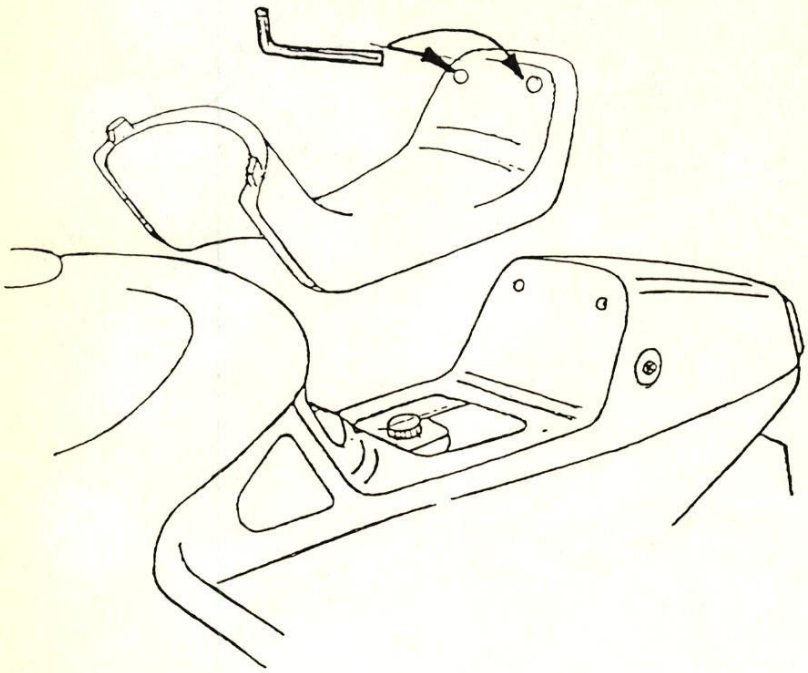
E) Replace side vent panels and remove the muffler stay protectors.

4. Engine Oil and Fuel

A) Check the level in the oil tank under the seat; the maximum level should be 25-30mm below the top of the filler neck. If over-filled, excess oil may escape through the breather pipe in the filler cap.

B) Fill the fuel tank with leaded or unleaded gasoline, minimum octane rating 95 RON.

5. Replacement of Seat



6. Tyre Pressures

Front : 2.2 bar (32 PSI) cold

Rear : 2.6 bar (38 PSI) cold

7. Checking Controls

A) Operate all levers, twistgrip and steering and ensure each has freedom of movement.

B) Switch ignition to 'ON' and listen to fuel pump -

Throttle closed = rapid ticking noise

Throttle open = Slower ticking noise and eventual stop

8. Starting the Engine

CAUTION : REFER TO OPERATORS MANUAL

When the engine has started do not allow it to idle for long periods with the choke closed. This may lead to plug fouling with a new engine and require replacement of the spark plugs.

It is better to ride the machine and open the choke as soon as conditions allow.

NORTON F1

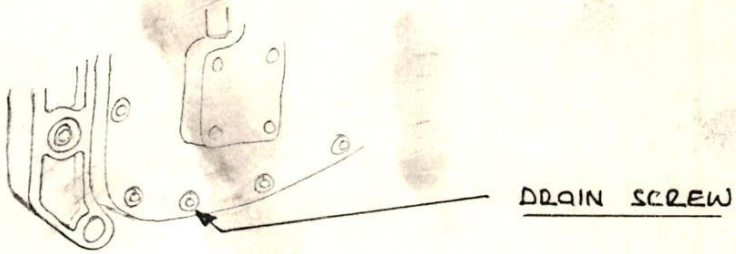
Procedure - 1000 mile First Service

1. Remove side vent panels, main body, and fuel tank.

2. Drain oils from gearcase and primary drive case:

   - Gearcase drain plug - 13 mm hexagon screw on front face accessible from left side;

   - primary case drain plug - 5 A/F socket screw on lower edge of cover;



   - Replace washers if damaged and replace screws;

   - Refill gearcase, via black nylon plug on upper face of gearcase (adjacent to spark plugs), with 950 cc of Castrol GTX 20W/50 or 15W/50.

   - Refill primary drive case with 500 cc of Castrol GTX 20W/50 or 15W/50.

3. Replenish engine oil tank with approved lubricant

   Rotella 40
   Castrol CR1 40
   Castrol TTS
   Silkolene Comp 2 premix

4. Check coolant level in overflow tank and replenish with 50% Glycol/water to level line if necessary; do not remove pressure cap on radiator.

5. Check fluid levels in brake and clutch reservoirs - replenish with DOT 4 fluid from a sealed can (if necessary).

6. Check battery electrolyte level and replenish with distilled water if necessary.

7. Check and adjust oil pump setting according to Steps 3 - 11 of Assessment Instruction DN 0583 p55 attached - ensure all ferrules are properly seated before making adjustments.

8. Check all hydraulic hoses for leaks and rectify if necessary.

9. Replace fuel tank, ensuring tap is switched to 'ON', and check function of fuel delivery system.

   - Ignition switched on, neutral gear position, throttle closed gives rapid clicking from fuel pump;

   - Opening throttle more than ¼ - clicking slows down and eventually stops;

   - closing throttle - rapid clicking returns.

   Consult Norton Motors Limited if function incorrect.

10. Replace body and vent panels.

11. Check brake pads for wear.

12. Check tyre pressures: Front 32 psi cold
    Rear 36 psi cold

13. Check tyres for damage.

14. Check function of light bulbs and electrical equipment.

15. Check rear chain tension and adjust as necessary:

   - Optimum 'up and down' movement at mid travel of rear suspension is 25 mm;

   - Check wheel alignment with a straight edge;

   - Rear spindle nut torque 100 lb.ft. - always check adjuster screw tightness after tightening spindle.

16. Lubricate rear chain with aerosol lubricant which is O ring compatible.

17. Check and adjust steering head bearings

   - Top nut torque 40 lbsft.

18. Start engine and allow to reach normal operating temperature.

   - Check idle speed and adjust to 800 ± 100 rpm as necessary;

   - Turn adjuster knob at front of radiator core clockwise to increase speed and vice versa.

19. Check tightness of all screws and nuts on wheels, forks, and brake components.

MODIFICATIONS			
DATE	ISSUE & MOD. No.	MADE BY	D.O.R. No. OR DETAILS OF MODIFICATION
18-5-90	1	P.C.W	DoR 874
25-5-90	2-3690	P.C.W	2 * NOTES ADDED.

(2) * NOTE : ENSURE ALL FERRULES ARE PROPERLY SEATED ON CABLE BEFORE MAKING SETTING.

Assembly Instruction :- F1 Oil Pump Setting.

1) Set idle speed using throttle stop.

2) Remove side panels and main body panel.

3) Adjust throttle cable until there is approximately 0.5 mm slack. (Use adjuster at handle-bar end of cable).

4) Locate cable entry into oil pump cover on primary drive case.

5) Slide rubber cover up oil pump cable and unscrew cable cap-nut completely.

6) Rotate twist grip very carefully until the slack in the cable is just taken out. (View throttle barrel on carburettors to make sure it does not move).

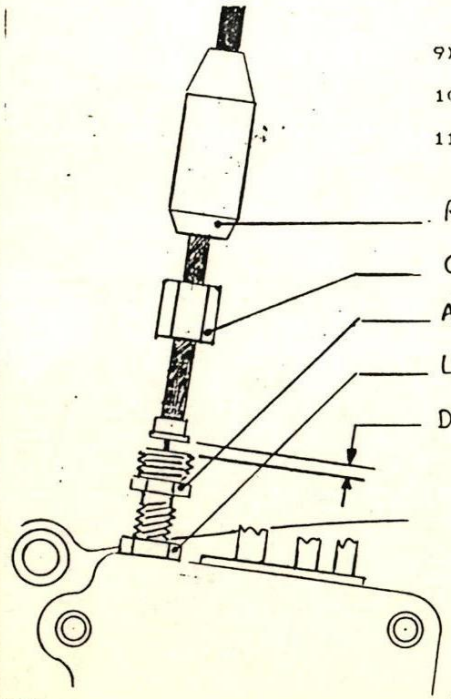
7) Check dimension A.

8) If incorrect, slacken lock-nut and move adjuster until dimension A is within tolerance shown.

9) When dimension A is correct, lock assemby using lock-nut.

10) Re-fit cap-nut and rubber cover.

11) Check free action of throttle cable several times.



(2) * NOTE : ALWAYS CHECK SETTING AFTER CARBURETTORS HAVE BEEN REMOVED.

DIMENSIONS mm / ~~inches~~

PROJECTION 3rd ANGLE

WORK TO DIMENSIONS — DO NOT SCALE

GENERAL NOTES

Remove burrs. Sharp edges to be radiused R0·1/R0·2 (R·004"/R·008")

All symbols & abbreviations in accordance with BS 308.

Machined surface not exceeding 3·2 μ mm (125 μ inch.) CLA.

0·8 Ground — e.g. Machined surface texture and process.

Open dimensions:-
Up to 100 TOL ± 0·2 (4" TOL ± ·008")
Over 100 TOL ± 0·4 (4" TOL ± ·016")
Angular tolerance ± 1/4°
Max. error eccentricity. 0·2 (·008") FIM.
Hole centres or PCD TOL ± 0·1 (± ·004")
Castings: TOL ± 0·5 (·016") Draw angle 2°
Precision Casting. TOL ± 0·2 (·008")

SIMILAR PART

PE APPROVED

SIGN RELEASE

DRAWN P.W.C. MAKER

CHECKED

SCALE —

PART No. DN 0583 PSS

COMPONENT CLASS
CRITICAL
TRACEABLE
PROPRIETARY
STANDARD

MATERIAL	TREATMENT	FINISH
—	—	—

PART No. AND DRAWING ISSUE No. MUST BE MARKED ON COMPONENT AT 'Z-Z' BY VIBRO ETCHING, STAMPING OR BY THE FOLLOWING:-

NORTON MOTORS LTD. ENGLAND

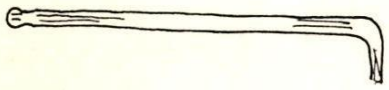
DESCRIPTION
ASSEMBLY INSTRUCTION : OIL PUMP CABLE

MY 251564 R

RED SLEEVE

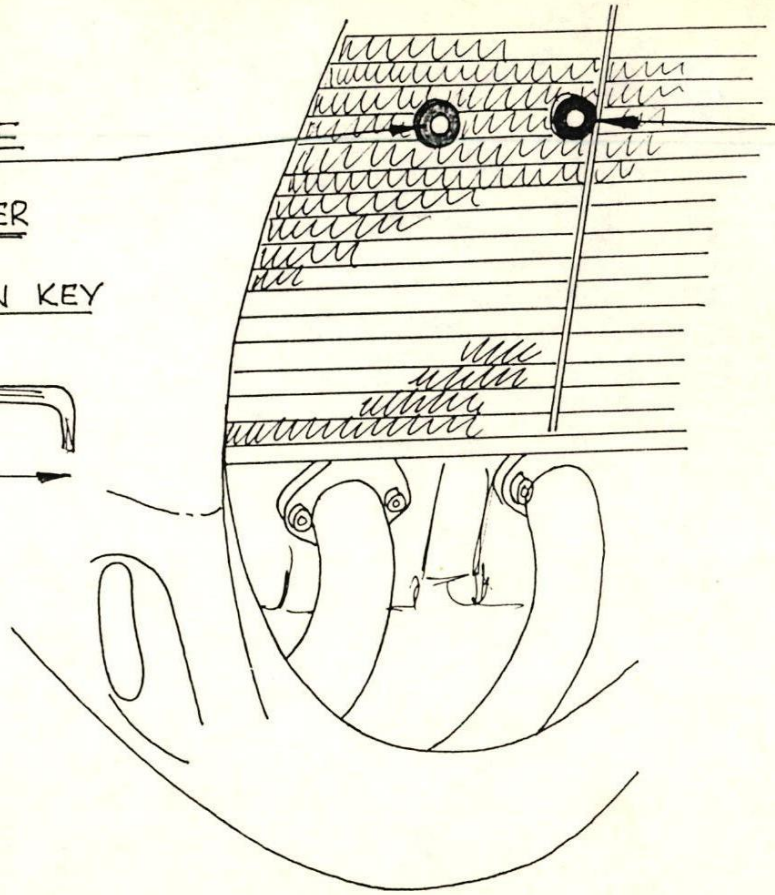
IDLE ADJUSTER

3 MM HEXAGON KEY



95MM.

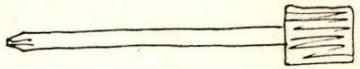
[PART NO 55.1562]



BLACK SLEEVE

BALANCE ADJUSTER

1 CROSS-POINT SCREWDRIVER



CARBURETTOR ADJUSTERS

Fuel System

The F1 fuel system comprises a main fuel tank, an auxiliary tank, a pump, and a solenoid-operated three way valve.

The purpose of the valve is to regulate the fuel pressure according to throttle opening, full pump pressure being applied to the carburettors at open throttle operation and reduced pressure at idling.

Control of the solenoid valve is accomplished by a micro-switch on the throttle butterfly spindle.

With the ignition switched on and the system operating correctly, the pump will 'click' rapidly while the throttle is closed and, with the engine stopped, slow down and stop when the throttle is open.

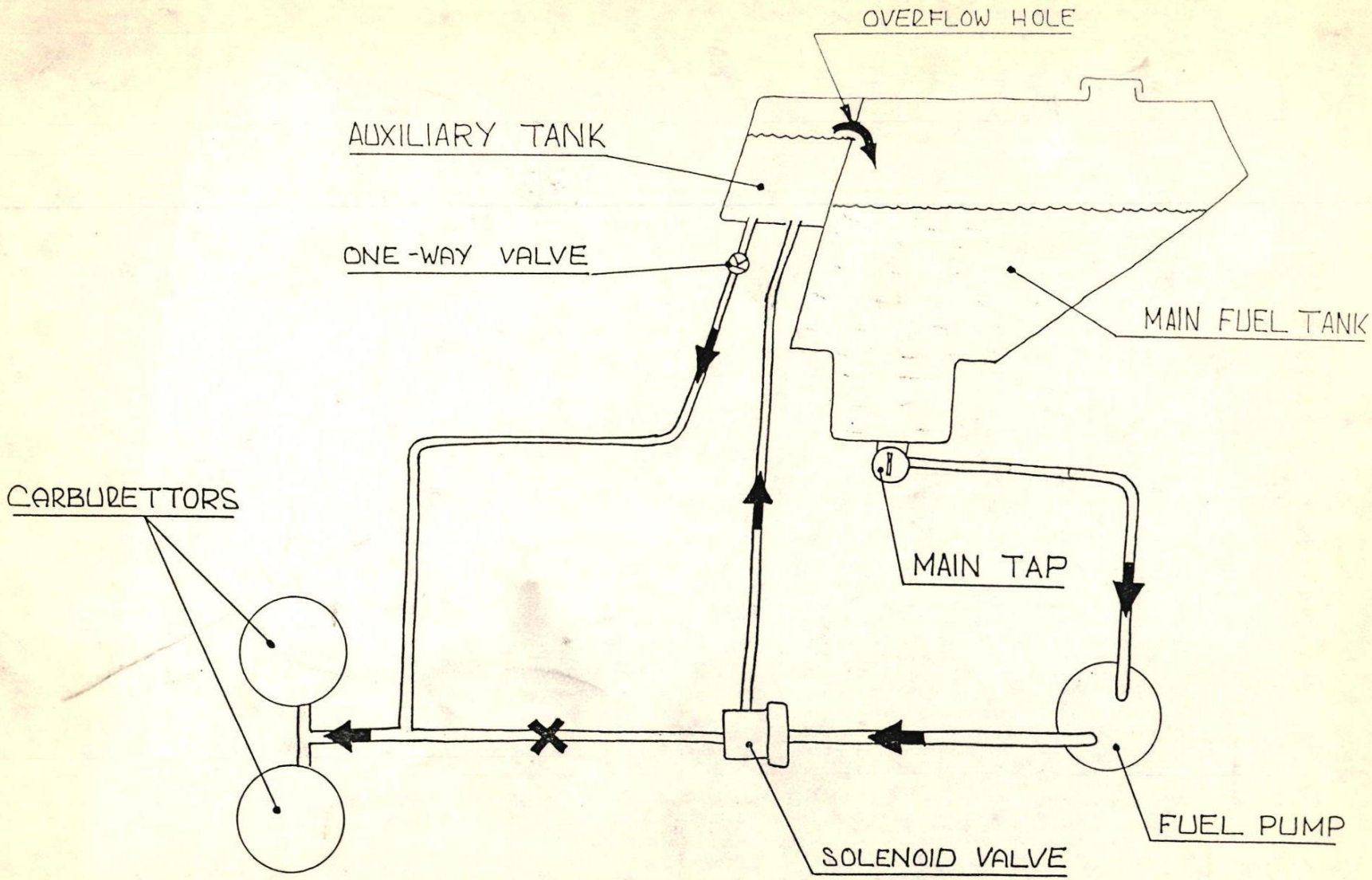


DIAGRAM - FUEL SYSTEM

THROTTLE CLOSED

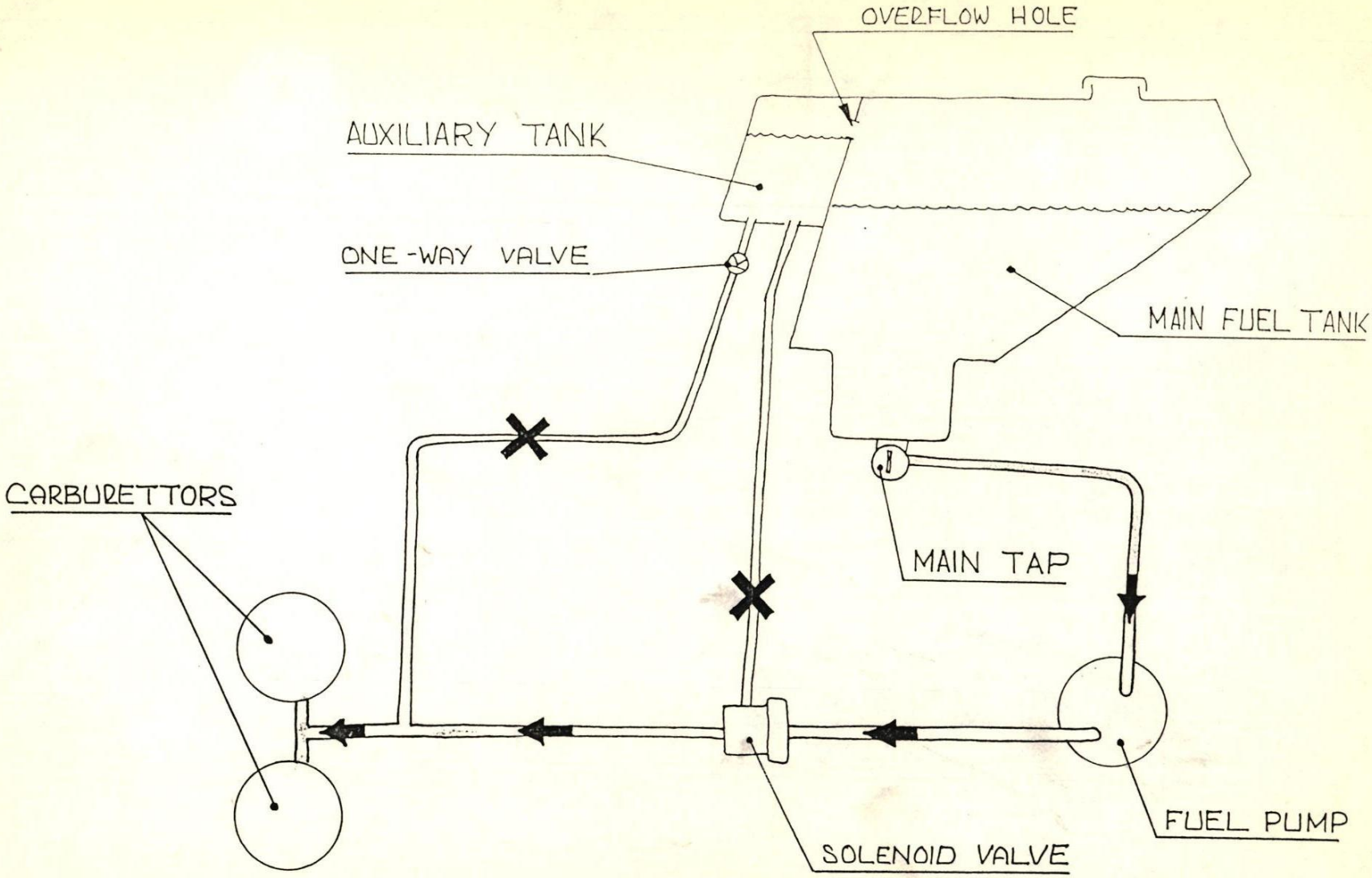
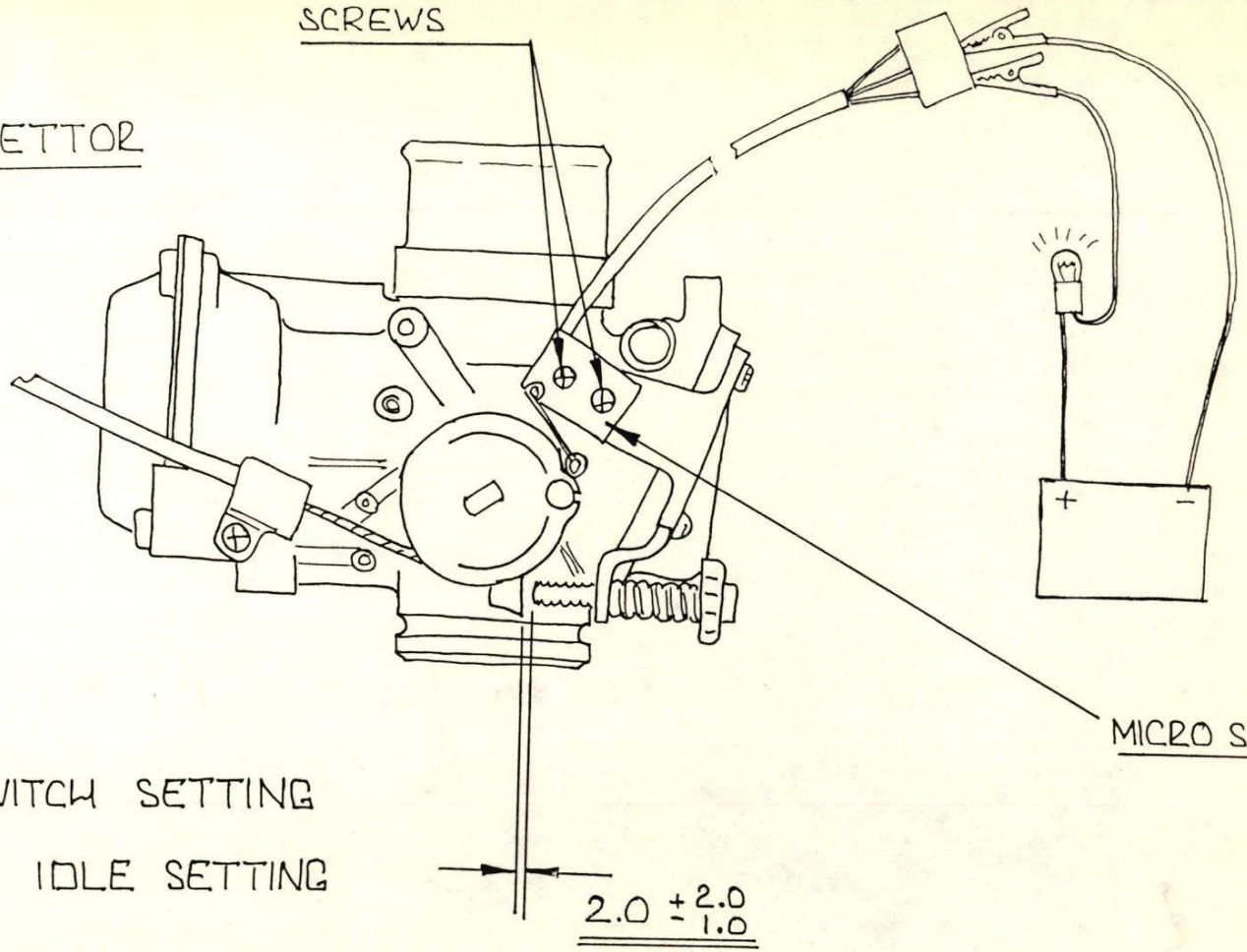


DIAGRAM - FUEL SYSTEM

THROTTLE OPEN



NOTE : CHECK SWITCH SETTING

AFTER CHECKING IDLE SETTING

MICRO SWITCH SETTING

Electrical System

The system is similar to that of the Commander, employing a permanent magnet generator, solid-state voltage regulator, and inductive-discharge ignition.

The fuel reserve system employs a float switch in the fuel tank operating on the 'ground' side of the fuel pump relay. When approximately four litres of fuel remains, the float switch closes, switches off the pump and illuminates the reserve switch light. Operation of the switch re-activates the pump; after re-fuelling, the switch will stay illuminated until turned off.

The side stand incorporates a safety interlock such that the machine cannot be ridden with the stand down. With neutral selected the machine may be started and allowed to warm up with the stand down. If a gear is engaged however, the ignition cicuit is cut and the engine will stop.

In addition to controlling the fuel system the carburettor micro-switch is also employed to control the ignition advance curve. The thermal control, either a temperature switch or thermister, adjacent to the thermostat controls the amount of ignition retard depending on engine temperature. The micro-switch works in series with the thermal control such that when the engine speed is low and the throttle opened, the engine is given full advance immediately for better acceleration. With the throttle closed, the normal retard curve is applied to the engine to give reliable deceleration and idling.

PAGE	LINE	DESCRIPTION	SIZE	TORQUE	LOCTITE	REMARKS
3	4	NUT, FLYWHEEL	M18	150 lbs ft	270	
"	10	NUT, BALANCE WEIGHT	M20	150 lbs ft	270	
5	15	SCREW, AXIAL BEARING HOUSING	M5	5 lbs ft	—	
	16	SCREW, STOPPER LEVER SPRING	M5	—	270	
	17	STUD, ENGINE	¼" UNF	—	270	SETTING 224
	18A	" " , LONG	"	—	270	" 239
	26	SCREW, RETAINER, INPUT SHAFT BEARING	M5	5 lbs ft	270	
	28	GRUB SCREW OILWAY BLANKING	M8	5 lbs ft	270	
6A	7	GRUB SCREW AIRWAY BLANKING	M8	5 lbs ft	270	
	16	DRAIN SCREW, WATER	M6	6 lbs ft	—	
8	13	SCREW, OIL SEAL HOUSING	M5	5 lbs ft	—	
	22	NUT ENGINE STUD	¼" UNF	10 lbs ft	—	
9	11	SCREW, GENERATOR ROTOR TO FLYWHEEL	M6	6 lbs ft	270	
	12	SCREW, STATOR TO COVER	M6	6 lbs ft	270	
11	13	STUD GEARCASE	M8	6 lbs ft	270	
15	15	STOPPER SCREW	M8	14 lbs ft	270	
15A	3	PIN SELECTOR FORK SPINDLE	M5	—	648	
	8	BOLT, ENDPLATE TO GEARCASE	M8	18 lbs ft	270	
	9	BOLT, " "	M8	18 lbs ft	270	
	10	NUT, " "	M8	18 lbs ft	270	
	5	SCREW, COVER TO ENDPLATE	M6	6 lbs ft	270	
17	—	NUT, DRIVE SPROCKET	M20	50 lbs ft	270	

PAGE	LINE	DESCRIPTION	SIZE	TORQUE	LOCTITE	REMARKS
19	18	SCREW, CLUTCH CUSH ASSEMBLY	M5	5 lbs ft	270	
	24	NUT, CLUTCH CENTRE	M20	50 lbs ft	270	3492
21	17	SCREW, TENSIONER FRONT PLATE	M6	6 lbs ft	270	
	23	BOLT, TENSIONER TO ENDPLATE	M8	16 lbs ft	270	
26	1A	NUT, IMPELLER WATER PUMP	M8	10 ft lb	270	
28	15	UNION, OIL PUMP COVER	M8	—	270	
28A	8	SCREW, RETAINING PLATE, FUEL FEED	M5	—	270	
	13	ADAPTOR, INDUCTION HOSE	—	—	648	ONTO CARBURETTOR
	14	UNION, VACUUM	M6	—	648	
	23	ADAPTOR, INDUCTION HOSE	—	—	648	ONTO CARBURETTOR
30	21	PINCH BOLT, LOWER YOKE	M8	18 lbs ft	—	
30A	10	NUT REAR FRAME MOUNTING	M8	14 lbs ft	—	
	12	PIVOT LINK ASSEMBLY	—	—	648	
	22	NUT, PIVOT LINK TO SWING ARM	M12		—	
30B	4	NUT, BOTTOM LINK	½" UNF		—	
	7	SCREW RUBBING BLOCK	M6	6 lb ft	270	
	18	NUT, SUSPENSION UNIT	M10	30 lbs ft	—	
31	6	NUT, SWING ARM PIVOT	M20	100 lbs ft	270	
	12	NUT, GEARBOX TOP MOUNTING	M10	30 lbs ft		
	19	SCREW, FRONT MOUNTING	M8	18 lb ft	—	
	23	NUT " "	M10	30 lb ft	270	

PAGE	LINE	DESCRIPTION	SIZE	TORQUE	LOCTITE	REMARKS
33	10	SCREW, CALIPER TO PLATE	M10	30 lbs ft	—	'COPASLIP'
34	4	BOLT, FOOTREST TO PLATE	M10	30 lbs ft	—	
	23	SCREW, RESERVOIR TO REAR FRAME	M6	6 lbs ft	270	
36	5	BOLT, FOOTREST TO PLATE	M10	30 lbs ft	—	
37	5	NUT, SIDE STAND BOLT	M8	18 lb ft	—	
39	10	SCREW, MAIN SWITCH TO UPPER YOKE	M6	6 lb ft	648	
	11	SCREW, UPPER YOKE	M8	18 lbs ft	—	
	13	NUT, STEERING STEM	M20	60 lbs ft	—	
	17	SCREW, HANDLEBAR CLAMP	M10	30 lbs ft	270	
	20	SCREW, HANDLEBAR	M8	18 lbs ft	270	
43	14	BOLT, CALIPER TO FORK LEG	M10	30 lbs ft	—	'COPASLIP'
55	23	UNION, PETROL TANK	M8	—	648	3497
59	14	UNION, OVERFLOW TANK	M8	—	648	
61	3	NUT, REAR SPROCKET	M10	30 lbs ft	—	
	7	SCREW, REAR DISC	M8	14 lbs ft	270	
	19	NUT, REAR SPINDLE	M20	100 ft lbs	—	
62	6	NUT, TORQUE ROD FRONT	M8	18 ft lbs	—	
	13	NUT, TORQUE ROD REAR	M8	18 ft lbs	—	
71	8	STUD AIR FILTER ELBOW	M6	—	270	
73	6	SCREW FRONT DISC	M8	14 lbs ft	—	
	15	SPINDLE FRONT WHEEL	M16	50 lbs ft	—	

SEALANT, LUBRICANT, & FUEL

PAGE	LINE	APPLICATION	GRADE	AMOUNT	REMARKS
3	12	APEX SEALS	PETROLEUM JELLY	—	'VASELINE'-TYPE
	20	SIDE SEALS	"	—	"
	22	APEX SEAL PIN	"	—	"
5	11	SEAL HOUSING RH	WELLSEAL	—	
6A	1	ROTOR HOUSING SIDE FACES	WELLSEAL	—	
	24	TAPPING POINT, ROTOR HOUSING	WELLSEAL	—	
	16	SCREW, WATER DRAIN	WELLSEAL	—	
8	11	SEAL HOUSING LH	WELLSEAL	—	
	16	SENDER, TEMP. GAUGE	RTV	—	
	18	THERMISTOR	HEAT SINK COMPOUND	—	
	19	DOWEL HOUSING	COPPER ANTI-SEIZE		
11	2	GEARCASE TO RH END PLATE	RTV	—	
	18	SEAL HOUSING TO GEARCASE	RTV	—	
15A	1	SELECTOR COVER TO RH END PLATE	RTV	—	
19	11	CUSH DRIVE ASSEMBLY	HELLERINE	—	
23	1	PRIMARY COVER TO RH END PLATE	RTV	—	
30	9-15	REAR FORK BEARINGS + SLEEVES	WATERPROOF GREASE	—	DUCKHAMS KEENOL OR EQUIV!
	17	BEARING, STEERING HEAD	"	—	"
	18+19	BEARING + THRUST WASHER, PIVOT LINK	"	—	"
	20	BOLT PIVOT LINK	COPPER ANTI-SIEZE	—	
30B	1	O-RING BOTTOM LINK	WATERPROOF GREASE	—	
	2	BOLT BOTTOM LINK	COPPER ANTI-SEIZE	—	

SEALANT, LUBRICANT, & FUEL

PAGE	LINE	APPLICATION	GRADE	AMOUNT	REMARKS
30B	17	BOLT, SUSPENSION UNIT	COPPER ANTI-SEIZE	—	
31	2	SPINDLE SWING ARM PIVOT	COPPER ANTI-SEIZE	—	
	10	BOLT, GEARBOX TOP MOUNTING	" "	—	
33	10	BOLT REAR CALIPER	COPPER ANTI-SEIZE	—	
34	6	PEDAL, REAR BRAKE	MEDIUM GREASE	—	CASTROL LM OR EQUIV!
	17	PIN CLEVIS	"	—	"
	25	HYDRAULIC BRAKE FLUID REAR	DOT 4	0.25L	
36	7	PEDAL, GEAR CHANGE	HMP GREASE	—	CASTROL LM OR EQUIV!
	24	PIVOT BOLT, SIDE STAND	HMP GREASE	—	"
42	1	HYDRAULIC BRAKE FLUID FRONT	DOT 4	0.5L.	
43	19	HYDRAULIC CLUTCH FLUID CLUTCH	DOT 4	0.25L.	
55	1	LEVEL UNIT OIL TANK ASSY	WELLSEAL	—	
61	14	SPINDLE, REAR WHEEL	COPPER ANTI-SEIZE	—	
	18	BUSH REAR CALIPER PLATE	HMP GREASE	—	CASTROL LM OR EQUIVALENT
62	3+17	O-RING TORQUE ROD	WATERPROOF GREASE	—	
66	4	NUT, EXHAUST PIPE FLANGE	COPPER ANTI-SEIZE	—	
	13	NUT, CENTRE SUPPORT	" "	—	
	17	NUT REAR FLANGE	" "	—	
73	15	SPINDLE FRONT WHEEL	COPPER ANTI-SEIZE	—	
	13	GEAR UNIT SPEEDOMETER	HMP GREASE	—	CASTROL LM OR SIMILAR.
76	16	SCREW - FAIRING	COPPER ANTI-SIEZE	—	

SEALANT, LUBRICANT, & FUEL

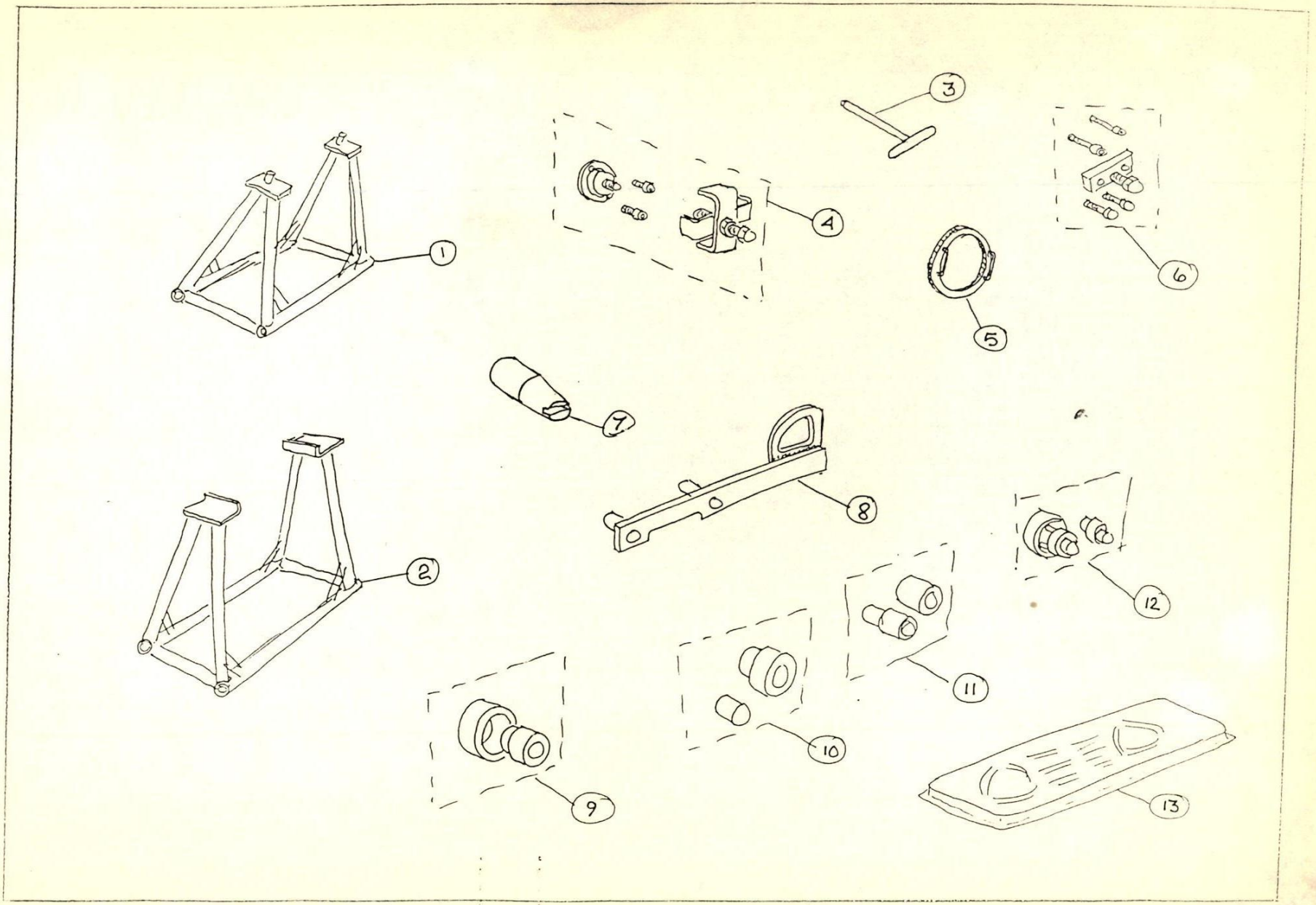
PAGE	LINE	APPLICATION	GRADE	AMOUNT	REMARKS
3	12	APEX SEALS	PETROLEUM JELLY	—	'VASELINE'-TYPE
	20	SIDE SEALS	"	—	"
	22	APEX SEAL PIN	"	—	"
5	11	SEAL HOUSING RH	WELLSEAL	—	
6A	1	ROTOR HOUSING SIDE FACES	WELLSEAL	—	
	24	TAPPING POINT, ROTOR HOUSING	WELLSEAL	—	
	16	SCREW, WATER DRAIN	WELLSEAL	—	
8	11	SEAL HOUSING LH	WELLSEAL	—	
	16	SENDER TEMP. GAUGE	RTV	—	
	18	THERMISTOR	HEAT SINK COMPOUND	—	
	19	DOWEL HOUSING	COPPER ANTI-SEIZE		
11	2	GEARCASE TO RH END PLATE	RTV	—	
	18	SEAL HOUSING TO GEARCASE	RTV	—	
15A	1	SELECTOR COVER TO RH END PLATE	RTV	—	
19	11	CUSH DRIVE ASSEMBLY	HELLERINE	—	
23	1	PRIMARY COVER TO RH END PLATE	RTV	—	
30	9-15	REAR FORK BEARINGS + SLEEVES	WATERPROOF GREASE	—	DUCKHAMS K.E.E.NOL OR EQUIV.
	17	BEARING, STEERING HEAD	"	—	"
	18.19	BEARING + THRUST WASHER, PIVOT LINK	"	—	"
	20	BOLT PIVOT LINK	COPPER ANTISIEZE	—	
30B	1	O-RING BOTTOM LINK	WATERPROOF GREASE	—	
	2	BOLT BOTTOM LINK	COPPER ANTI-SEIZE	—	

SEALANT, LUBRICANT, + FUEL

PAGE	LINE	APPLICATION	GRADE	AMOUNT	REMARKS
30B	17	BOLT, SUSPENSION UNIT	COPPER ANTI-SEIZE	—	
31	2	SPINDLE SWING ARM PIVOT	COPPER ANTI-SEIZE	—	
	10	BOLT, GEARBOX TOP MOUNTING	" "	—	
33	10	BOLT REAR CALIPER	COPPER ANTI-SEIZE	—	
34	6	PEDAL, REAR BRAKE	MEDIUM GREASE	—	CASTROL LM OR EQUIV!
	17	PIN CLEVIS	"	—	"
	25	HYDRAULIC BRAKE FLUID REAR	DOT 4	0.25L	
36	7	PEDAL, GEAR CHANGE	HMP GREASE	—	CASTROL LM OR EQUIV!
	24	PIVOT BOLT, SIDE STAND	HMP GREASE	—	"
42	1	HYDRAULIC BRAKE FLUID FRONT	DOT 4	0.5L.	
43	19	HYDRAULIC CLUTCH FLUID CLUTCH	DOT 4	0.25L.	
55	1	LEVEL UNIT OIL TANK ASSY	WELL SEAL	—	
61	14	SPINDLE, REAR WHEEL	COPPER ANTI-SEIZE	—	
	18	BUSH REAR CALIPER PLATE	HMP GREASE	—	CASTROL LM OR EQUIVALENT
62	3+17	O-RING TORQUE ROD	WATER PROOF GREASE	—	
66	4	NUT, EXHAUST PIPE FLANGE	COPPER ANTI-SEIZE	—	
	13	NUT, CENTRE SUPPORT	" "	—	
	17	NUT REAR FLANGE	" "	—	
73	15	SPINDLE FRONT WHEEL	COPPER ANTI-SEIZE	—	
	13	GEAR UNIT SPEEDOMETER	HMP GREASE	—	CASTROL LM OR SIMILAR.
76	16	SCREW - FAIRING	COPPER ANTI-SIEZE	—	

SEALANT, LUBRICANT, & FUEL

PAGE	LINE	APPLICATION	GRADE	AMOUNT	REMARKS
—	—	OIL, GEARCASE	CASTROL GTX	0.95 L	3492
—	—	OIL, PRIMARY DRIVE	CASTROL GTX	0.5 L	3492
—	—	OIL TANK	SHELL ROTELLA X SAE40	2.6 L.	
—	—	FUEL TANK	UNLEADED PETROL	10 L	To BS.7070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Item	Part Number	Description
1	92-2463	Front wheel stand
2	92-2464	Rear wheel stand
3	DN 0644 P55	Carburettor balance tool
4	69-0833	Compressor - clutch spring
5	50-0410	Locking tool - clutch
6	50-0797	Extractor set; flywheel, sprocket, and clutch
7	50-0813	Guide tool - water pump seal
8	50-0811	Restrainer - flywheel and balance weight
9	TBA	Press tool - water pump bearing and seal
10	TBA	Press tool - gearbox bearings
11	TBA	Press tool - steering head bearings
12	00-5911	Press tool - main bearing
13	T64-0006	Tray - rotor seals