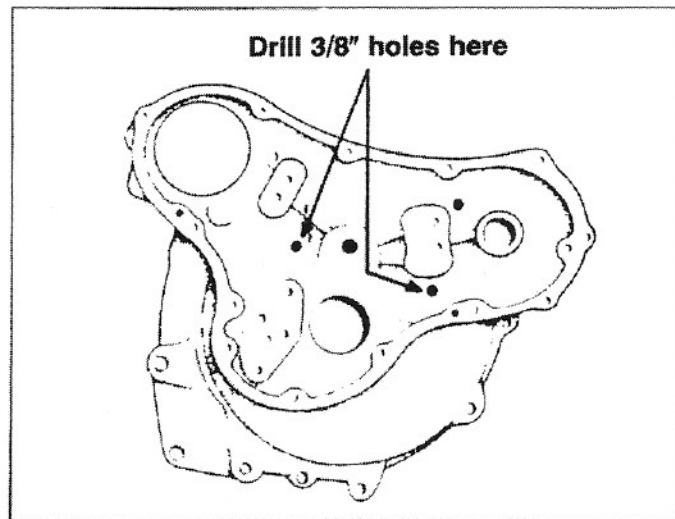


FIGURE 1-7. 750 Oil Breather Relocation



Potential Oil Pump Problems

Check the oil pump spindle nut when the timing cover is off. Occasionally, a projecting woodruff key will prevent adequate tightening of the nut. If this is the case, shorten the key by filing. You may need a claw extractor to get it apart. Then reassemble the pump. Loctite the nut or use a large locknut.

Wet Sumping

After sitting for long periods of time, some Norton's fill their engines with oil after it runs down through the oil pump gears from the oil tank. This can be prevented with an easy mod to the timing cover. Drill a .575 inch deep by 5/16 inch diameter hole at the oil pump outlet in the timing cover. You are actually enlarging the hole that is already there. The .575 is measured from the flat surface at the existing outlet hole and does not include the indentation that is provided for the oil pump outlet washer to seat into. The depth can be set by putting a piece of tape around your drill bit 5/16 inch from the end. Clean out all the swarf from the enlarged hole. Fit a spring (.575" free length, .260" diameter 8 turns of .015" wire) and a 1/4" steel ball (ball bearing) into the hole. Replace the timing cover. The spring forces the ball against the oil pump outlet preventing oil from running out of the pump (the cause of wet sumping). The pressure of the spring is not that critical. The pressure from the oil pump will lift just about anything you can place in the hole. The timing cover can be refitted by holding the ball and spring under tension by inserting a drill bit through the hole's side port that feeds the rocker line. When the cover is in place simply remove the drill bit and the ball and spring will snap into place.