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JONES-NORLEY

Harley Davidson XLH Evo 1200cc Engine

In a Norton Wideline Frame

13th June 2023

In my last 'Blog' I said "This is the final chapter of my Harley Davidson / Norley Project"

But, obviously NOT . . . this one is probably going to be the final episode of this project.

The Norley has been 'Taxed, MOT'ed & Insured' and has been legally on the road for over a year, I can confirm that this project has definitely delivered the goods for me. It still looks great and sounds just like a Harley 'Evo' engine should do and it rides really well. And . . . it is *LOADZ Lighter* as an added bonus. It's pretty and it's good, but is it Pretty Good? YES! I think so.

Plenty of 'Show & Go' for me, so I am more than pleased.

The images (below) are from the July 2022 Blog and are intended to provide a bit of continuity from last year to more recent photos taken this year. But, unfortunately, I have not been able to upload *Videos* on this format. So you will just have to be satisfied with '*Stills*' from those videos instead of moving pictures. The only difference from last year to this year being the black painted exhaust pipes and the stronger, improved side-stand.



The photo (below) shows the S&S H1-4N Single Fire Ignition module that I fitted last year (shown here as I also re-timed the Norley again this April).



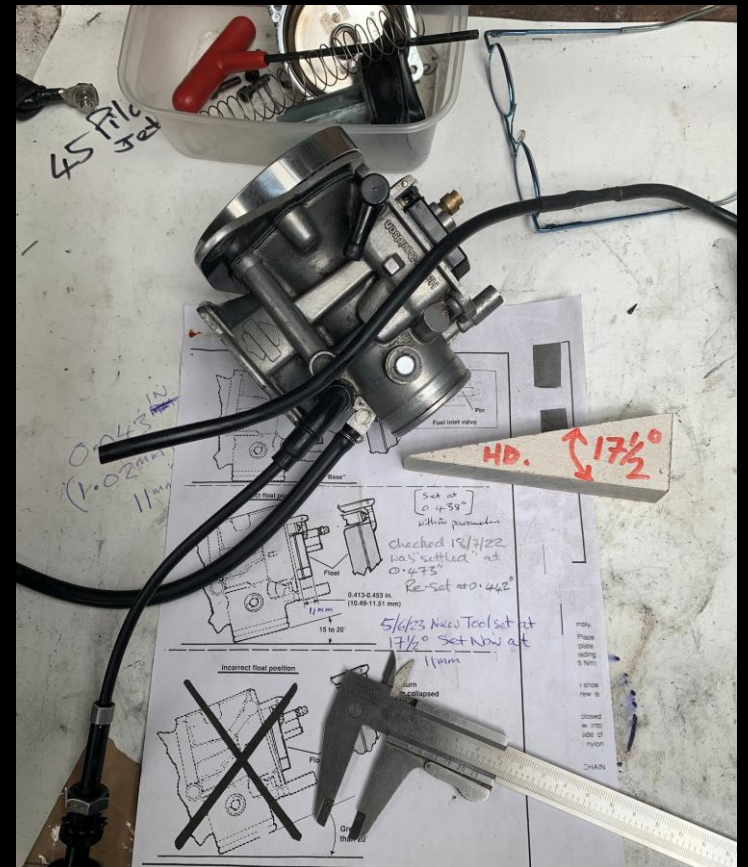
The photo (right) was also taken in April 2023 when I removed the Carburettor from the engine to recondition and re-set and refine the mixture & slow running, etc.



New parts ordered & fitted include:
Main slide with diaphragm. Accelerator-pump diaphragm.
Float bowl needle. Carb gasket & 'O' ring set And a length of new petrol hose (& fittings).

The two photos below show the Carb 'Off' the bike.

The photo right shows the Carb in a dismantled state ready for reconditioning. After a good clean and all jets and passage-ways blown through with compressed air, I then re-set the Float Bowl 'Level' (as per the H-D Repair Manual). I made a 17.5 degree setting tool (i.e. a wedge of wood set with an 'angle gauge) and using a spirit level to rest the setting tool on I was able to re-set the Float Level to the correct angle. The 'Float' position to carb-body was measured using a Vernier-gauge to 11mm as per the HD Repair Manual. I chose 17.5 degrees as a mid-point setting because the manual stated between 15 degrees & 20 degrees. This is the setting used as a 'Starting Point'.



A few more photos below showing some of the bike's detail.



The two photos below right are of 'Me' enjoying the *Star Wars Sunshine* (May the fourth be with you) taken on Thursday 4th of May 2023
Again these photos are 'Stills' taken from a Video, which unfortunately I cannot include moving pictures using this format.





As you can see (from the photos below), I've come-over all patriotic-like and decorated my Norley & Velocette to commemorate the King's Coronation



So Up to this point, this web-page was updated on the 6th May 2023 on King Charles III Coronation Day. Long Live The King.



With my new-look exhaust pipes . . . Painted using VHT Black oil & petrol resistant paint (protects up to 800° C) 28th May 2023

'Photo Stills' (below) from a video taken on my one of my sunny May 2023 ride-outs.



Photo Left: The Norley parked outside the One-Stop Café at Quatford, Bridgenorth, Shropshire on 8th June 2023. The Norley engine is going extremely well now I've sorted the carburettor manifold leak (and mixture settings etc). It is both fast & light and very manoeuvrable, and always receives plenty of attention when I 'pull-up'.

But . . . on my ride back home I experienced a fair bit of unwanted 'clutch slip'.

How bldy annoying, especially as it's been going so well and it has been behaving itself of late.**

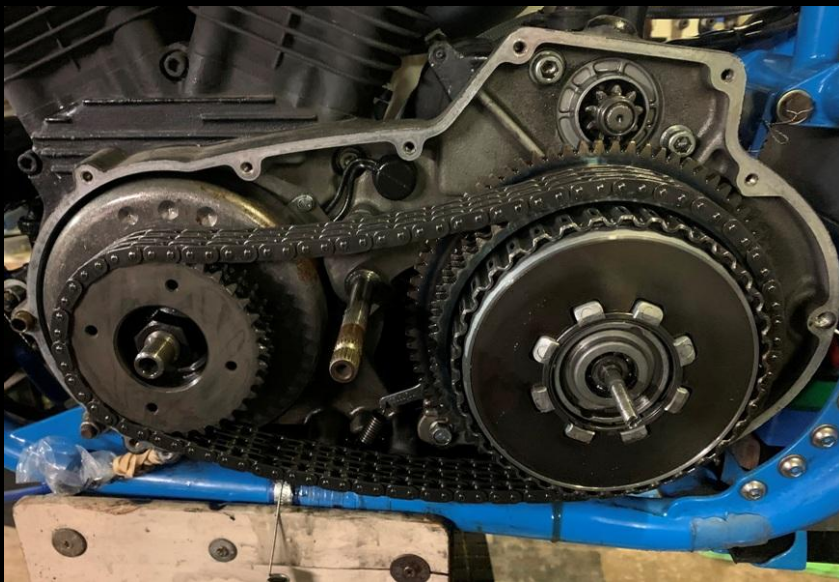
So, that's yet another little job I will have to tackle when I get chance.

As if I haven't got enough work to do on all of my other projects (already)! This is one of the 'Joys' (& trials & tribulations of running several 'Older Specials' on the road at the same time.

Bike on hydraulic stand (and suspended from roof-beam on chain-block for added safety) ready for clutch replacement work.



Photo below:
The chain-case bolts located in cardboard template to show where each bolt is positioned (as bolts are of different length).



Clutch suitably dismantled . . . I phoned my local Harley Davidson dealership to find out the cost & availability of a new clutch and was given a quote (which was close on eight-hundred quid) and was told delivery would probably take months rather than weeks.

In the meantime . . . I remembered that I had an old but serviceable set of HD clutch plates (that I've had stored in my garage for years) and it gave me the idea of putting the best of both sets together to make one good clutch out of both sets of plates.

Once the clutch had been dismantled each plate was measured with a micrometer (including the second set) and labelled with their 'sizes'. This then allows the plates with the greatest thickness can be used so that I can at least 'use' the bike until I can get my hands on a brand new complete Harley Davidson clutch.



Job completed. A workable clutch gets my Norley back on the road again (13th June 2023) = RESULT!



And . . . As stated in previous Blogs about this project, I've owned the original HD Sportster for twenty four years now.

Last updated on 13th June 2023 - <http://www.wyjc.co.uk/bikes.htm>