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NORTON

BSA

TRIUMPH



SRMB44

fitting instructions

- 1) Remove forks and yokes as per BSA workshop manual
- 2) Remove old outer races from the frame , note if it is difficult to remove them, simple tack weld an old bolt across the outer race and knock it out with a suitable drift.
- 3) Fit the outer cones to the upper and lower part of the frame. drift home using a suitable wooden drift or aluminium drift to avoid damage to the outer race. Ensure races are fully seated down inside the frame.
- 4) For plunger and rigid frames ONLY, as per diagram, relieve the corner edge top and bottom with a suitable grinding tool such as dremmel or similar , this is to make sure the inner bearing race does not foul with the frame.
- 5) Fit lower inner race to the lower fork yoke, making sure it is tapped down to the bottom of its seat, a suitable drift made from a tube that can fit over the steering stem will allow the bearing race to be drifted down without damage.
- 6) Fit the lower yoke to the frame, and slide top inner race over the steering stem, place dust cover over top bearing and fit the threaded sleeve nut and hand tighten down.
- 7) Fit top yoke and rest for front end as per BSA workshop manual.
- 8) Tighten threaded top nut with a tool so its tight, then slacken off 1/4 to 1/2 a turn , making sure forks move easily and do not bind.
- 9) fit top yoke lock stud and nut, and top stem nut and steering damper assembly.
- 10) After 10 or 20 road miles, recheck bearings, adjust if required, then recheck again after 500 miles.

SRMB44-OIF

Tapered roller conv

SRM TR8
Fitting instructions

- 1) Remove forks and yokes as per BSA workshop manual
- 2) Remove old outer races from the frame , note if it is difficult to remove them, simply tack weld an old bolt across the outer race and knock it out with a suitable drift.
- 3) Fit the outer cones to the upper and lower part of the frame, drift home using a suitable wooden drift or aluminium drift to avoid damage to the outer race. Ensure races are fully seated down inside the frame.
- 4) Fit lower inner race with the oil seal to the lower fork yoke, making sure it is tapped down to the bottom of its seat, a suitable drift made from a tube that can fit over the steering stem will allow the bearing race to be drifted down without damage.
- 5) Fit the lower yoke to the frame, and slide top inner race over the steering stem, place the dust cover on top of the bearing and fit the threaded sleeve nut and hand tighten down.
- 6) Fit top yoke and rest for front end as per BSA workshop manual.
- 7) Tighten threaded top nut with a tool so its tight, then slacken off 1/4 to 1/2 a turn , making sure forks move easily and do not bind.
- 8) fit top yoke lock stud and nut, and top stem nut and steering damper assembly.
- 9) After 10 or 20 road miles, recheck bearings, adjust if required, then recheck again after 500 miles.