



MICK HEMMING'S

MOTORCYCLES LTD.

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International Racing Motorcyclist.

Norton and Triumph Specialist



2002

Silverstone 1st

2000

Goodwood Revival
"Lennox Cup" Winner
Mallory Park 1st

1998

Goodwood Revival
"Lennox Cup" Winner
Manx Grand Prix 11th

1994

Brands Super prix 1st

1993

International G.P. Monza
"100 Mile Classic" 1st

1992

Tsukuba Japan
"Battle of Twins" 2nd

1991

Tsukuba Japan
"Battle of Twins" 1st
Paul Ricard
"Historic Grandprix" 1st
International G.P. Monza
"100 Mile Classic" 1st
Isle of Man Manx G.P.
Newcomers Award
Team Prize

1990

Tsukuba Japan
B.O.T. Pole Position

1989

CRMC
Race of the year 1st
Paul Ricard
Historic Grandprix 1st

1988

Snetterton GP3 1st
Snetterton 500 1st
Monza G.P. Nazioni
Moto Storiche 1st

HEMMINGS QUAIFE 5-SPEED CLUSTER (MKII NEEDLE ROLLER TYF

ASSEMBLY INSTRUCTIONS WITH NEEDLE ROLLER TYPE SLEEVE GEAR

- 1) Fit Cam-plate spindle. Turn cam-plate to NEUTRAL.
- 2) Fit MAINSHAFT with SLEEVE GEAR into Main Bearing.
- 3) Fit MAINSHAFT DOUBLE GEAR (3rd/2nd) with No. 1 selector. Slide selector into cam-plate. Fit short $\frac{5}{16}$ bolt from outside box through selector spindle hole to hold selector in position.
- 4) Make sure LAYSHAFT is a sliding fit into bearing. If not, ease with emery cloth. Fit layshaft assembly with 3rd, 2nd, 5th gears and No. 2 selector, slotting selector into cam-plate and into No. 1 selector (SEE NOTES ON PAGE 3).
- 5) Fit LAYSHAFT 4th Gear and No. 3 selector.
- 6) Oil selector-rod, and fit; put a spot of loctite into selector-rod hold from the outside: (DO NOT PUT ON SELECTOR-ROD) then pass through selectors.
- 7) Fit the MAINSHAFT GEARS and Layshaft 1st gear; Finish assembly as normal, referring to Workshop Manual.

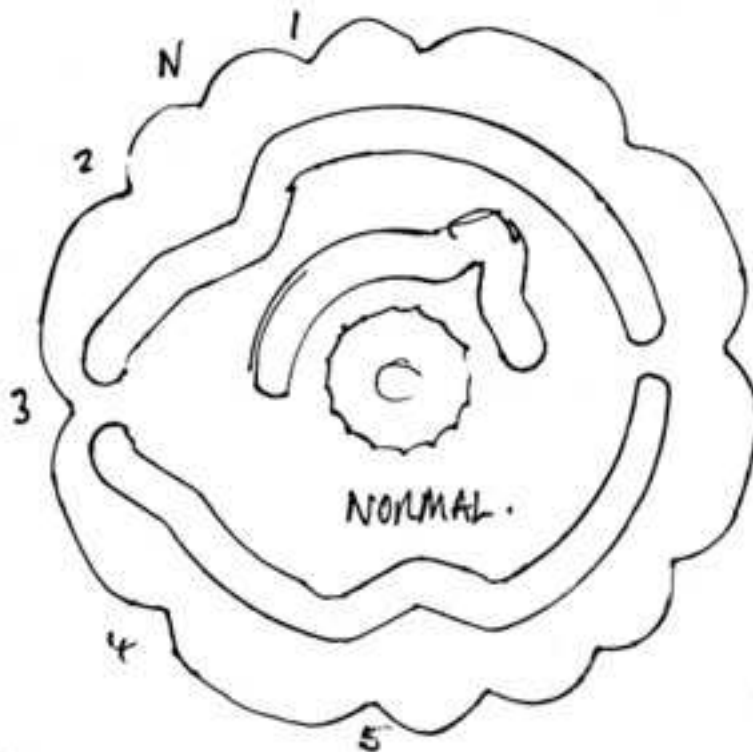
NOTE: ORDER OF GEARS FROM SLEEVE GEAR (5th) OUT IS:-

5- 2- 3- 4- 1 .

5 Speed CAMPLATES.



VIEW WITH CAMPLATE SPINDLE FITTED FROM BEHIND



(STD)

Norvil
PARTS

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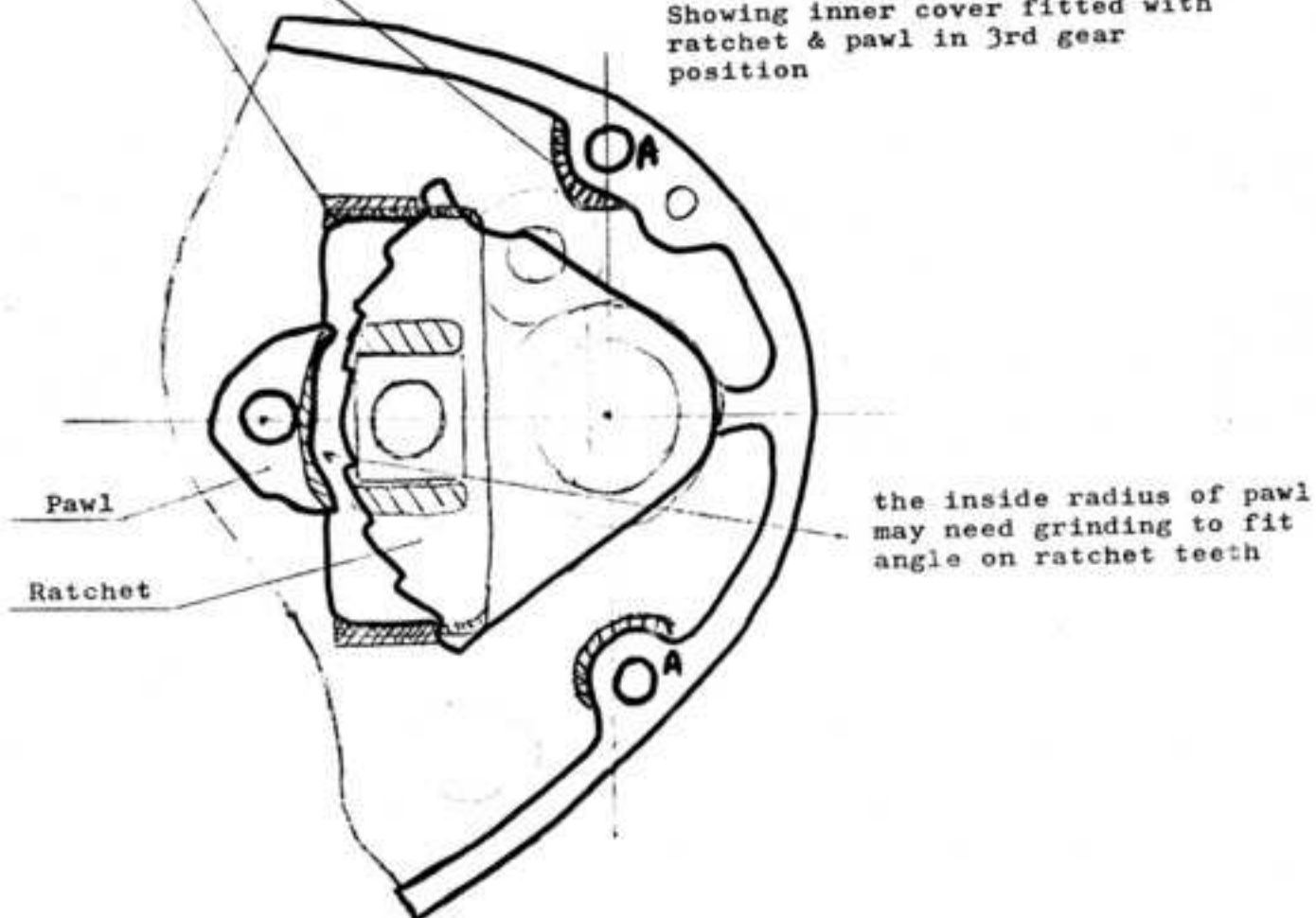
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TO ASSEMBLE GEAR-CHANGE MECHANISM
QUAIFE FIVE-SPEED CLUSTER TO NORTON BOX

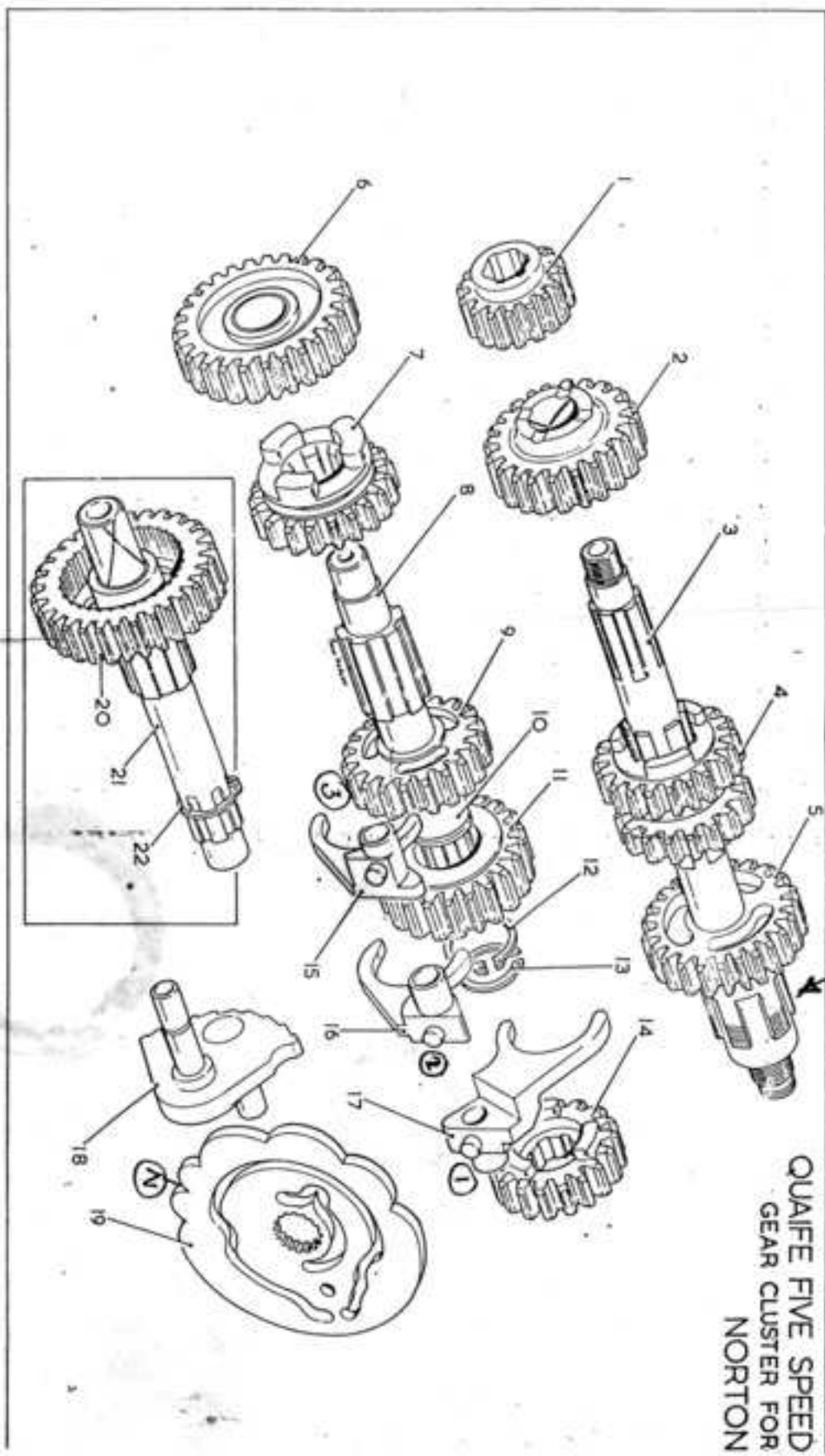
Area marked thus   may need filing when selecting 1st and 5th gears. Also, matching boss marked 'A' on outer cover.

Showing inner cover fitted with
ratchet & pawl in 3rd gear
position



If gear-change is found to be stiff, it could be due to:-

- a) clutch not adjusted correctly.
- b) bent selector rod
- c) selectors bearing too hard against camplate (pull bush out until free)
- d) Plunger spring housing fouling camplate.



QUAIFE FIVE SPEED
 GEAR CLUSTER FOR
 NORTON



LATER TYPE

