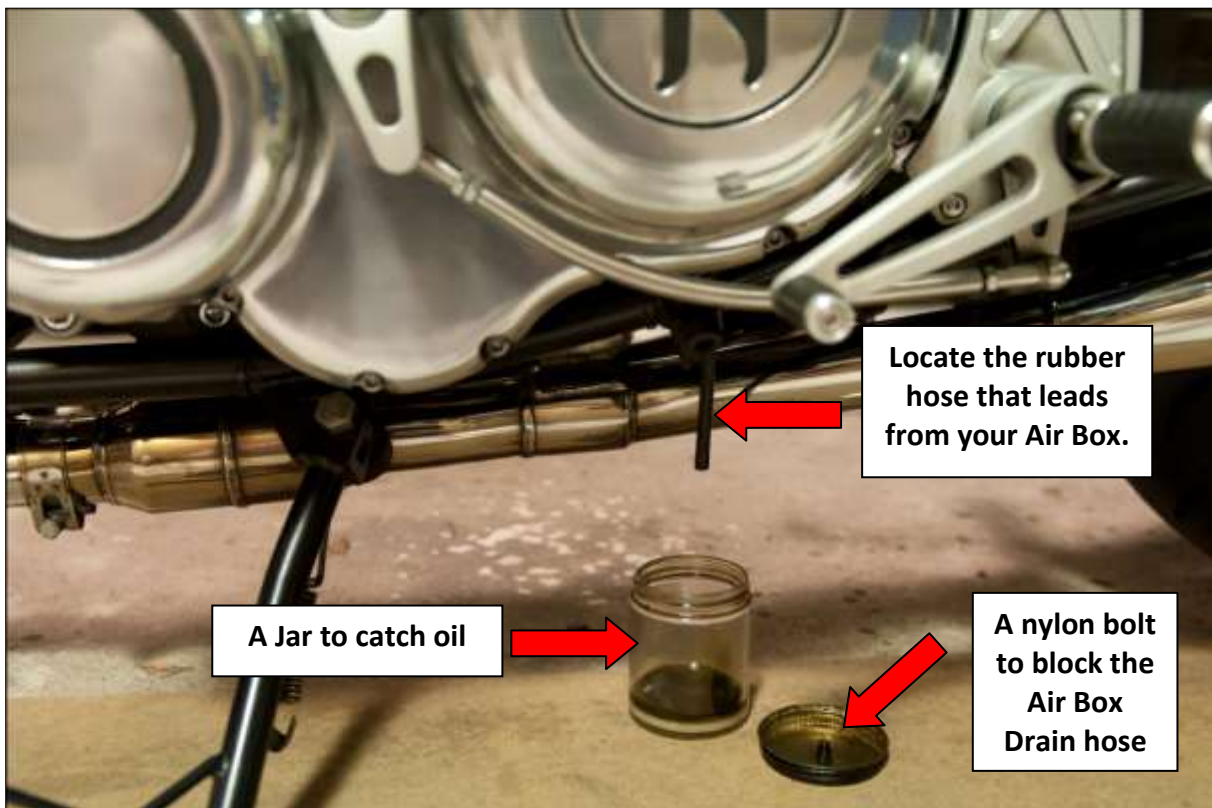




This section shows how to take care of the oil in your Air Box.





The Norton 961 Engine has an issue that causes engine oil to get into the Airbox. This is not anything to cause alarm but attention is required to prevent this oil from getting back into the cylinders and out the exhaust. If the oil is **NOT** drained from the Airbox and it starts going back into the engine via the cylinders, this can cause black smoke out the exhaust pipes and or faulting Oxygen Sensors (a.k.a. Lambda Sensors). In short, if you do not drain the oil from the Air Box periodically, the engine could run rough and you could damage an Oxygen sensor to the point it needs to be replaced.

I believe all bikes are shipped with an Airbox Drain plug, which on my bike is a nylon bolt stuffed in the end of the hose. They could get lost in transit, removed by dealers, or removed by the owner not knowing their reason.

SCENARIO ONE: You ride the bike with an un-plugged Airbox drain hose. You are having a great time on the twisties but need to make a hard stop using both front a rear brakes. Suddenly you have almost none existent rear brakes because oil has been dripping from the Airbox drain hose and the wind has carried it to your rear brake disc which is directly in line with the hose.

SCENARIO TWO: You never drain the oil from the Airbox (or haven't for a very long time) and make a hard stop. All of a sudden that large amount of oil that is in the Airbox flushes forward and is sucked into your running engine. Now you are stopped and the bike is running poorly and excessive smoke is coming out of the exhaust.

My recommendation; Keep the Airbox drain hose plugged when operating the bike! After the bike is shut off for the day, place a jar under the hose and remove the plug. Once the oil from the Airbox is drained, reinstall the plug. Do not disregard the oil in the jar! When you fill the jar to the point you believe the oil level could be low, check it and top up as required. DO NOT run your oil level low to prevent oil in the Airbox as this could cause engine damage. A good indication of when your oil level is getting low is when the "normal" amount of oil dripping from the hose after a decent ride is a lot less than you are used to seeing or none at all. Make it a habit to drain the Airbox at night and re-install the plug. Some may consider this a royal pain, others, like myself; call it adding to the character of the Norton 961.

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If there are any tools in this manual you would like to purchase, please email me at **richard@coote1.com** for prices and availability. We are slowly developing useful tools to help make it easier for you to work on your pride and joy.



2013 Norton Commando SE #107 being photographed by Dave Coote on the Blue Ridge Parkway during the INOA Rally in Asheville, North Carolina 2015.