

List of features on the 920 project.

1. Head: ported and flow tested by Norvil in the UK.
2. Valves: Oversize 41 mm (1-5/8") intake valves.
3. Rockers: lightened and polished as per Dunstall spec.
4. Cylinder Barrels: Maney 920 kit. Aluminum Barrels
5. Crank: Maney Crank: balanced and Nitrided by Bel Engine Services.
6. Connecting Rods: Carrillo Rods
7. Pistons: Maney Forged pistons. (J-E pistons)
8. Camshaft: Megacycle 56-000
9. Vernier Camshaft sprocket.
10. Camshaft followers: 3" Radiused
11. Valve springs and retainers. Titanium retainers and High Tensile racing springs
12. Carbs: 35mm Kehin Flat Slides.
13. Exhaust: Maney 2 into 1 racing header system.
14. Left Hand Crankcase half: Reinforced bearing boss with 3/8 aluminum plate shrunk-fit onto bearing support
15. Crankcase breather fitted to tach-drive port. This effectively produces a negative case pressure up to about 4000 rpm and neutral pressure above that.
16. Belt drive for primary with Barnett dry clutch.
17. Transmission case: RGM heavy-duty case complete with high load bearings.
18. Maney Outrigger bearing support for transmission input shaft.
19. Head Steady: Norvil Isolastic.
20. O-ring style final drive chain:
21. Boyer ignition
22. Front Disk brake is Blanchard ground with high-performance brake pads and braided stainless brake line.
23. Aluminum gas tank purchased from Norvil and modified by Hugh McCourt in Edmonton. The tank was painted and hand pin striped by Cougar Paint and Collision. The tank and side covers feature "920 Commando" decals.