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Our Ref GRC.54/3

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SERVICE BULLETIN NO.54/3

MATCHLESS AND A.J.S. - COMPETITION SPRING FRAME MODELS

REAR SUSPENSION LEGS:

One or two cases of trouble with the damper action on the rear suspension legs fitted to the Competition Spring Frame Models have been reported. The suspected cause of the trouble is, incorrect adjustment during assembly.

We recommend therefore, that a check is made on any of these Models which are in stock and to those which, although in use, you can obtain access for servicing. The check should be carried out in the following manner:

1. Remove the rear legs, one at a time.
2. Hold the legs with the bottom end uppermost to prevent loss of oil, and unscrew the bottom pivot lug. This is accomplished by holding the leg firmly in a suitable clamp which will encircle the outer tube adjacent to the bottom pivot lug.
3. Removal of the lug exposes the damper valve which may then be easily withdrawn with the fingers.
4. Adjust with a screwdriver, the position of the screwed sleeve until the following condition is obtained:
   When forcing down the plunger against the action of the spring, it is observed that with the spring fully compressed one-half of the $\frac{1}{8}$" diameter hole drilled in the side of the valve body is uncovered by the top end of the plunger.
5. When correctly adjusted about $\frac{1}{8}$" of the screwed sleeve will project from the damper valve body, but the essential adjustment required is that, upon forcing the plunger down to the fullest extent of its movement, one-half of the side hole is uncovered.
6. With the conditions in (4) and (5) fulfilled, the damper valve can be replaced and the bottom pivot firmly screwed home.

NOTE: The suspected assembly fault is that the screwed sleeve has been tightened down to such an extent that the plunger does not uncover half of the $\frac{1}{8}$" diameter hole referred to. In consequence a hydraulic lock occurs on violent impact.