



SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 58/2.

1957 TWIN CYLINDER MODELS

Crankcase Release Valve (Engine sprocket fixing bolt)

The Tufnol diaphragm introduced for the 1957 Season has been superseded by the steel type, Part No. 016676. A release valve spring Part No. 018282 must be used in conjunction with the steel diaphragm.

When dealing with complaints of excessive oil consumption, oil leakage from the front chaincase, clutch slip, or high oil content in chain case, the release valve should be checked and modified parts fitted.

The release valve must be removed from the crankshaft to fit the new parts, an attempt to replace the diaphragm with the valve in situ will cause it to become trapped during assembly and become inoperative.

Modification introduced after Engine No. 06384 (600cc. Models)
Engine No. 51280 (500cc. Models)

ALL TWIN CYLINDER MODELS

Oil Distributor Washer

The oil distributor is mounted in the drive side crankcase, to the right and just above the felt filter compartment. A fibre washer Part No. 011642, was originally used between the oil distributor cap and the crankcase. The use of a thin non-standard washer at this position can cause the oil distributor to seize in the crankcase. When servicing these models (prior to 1958) discard the fibre washer and use in its place the copper type, Part No. 023106.

COMPETITION SCRAMBLES MODELS

Hairpin Valve Springs

If contact between the valve spring coils and the plate welded to the valve spring seat occurs, the sharp corner of the plate should be ground at an angle to provide clearance.

continued ...

Issued by:

ASSOCIATED MOTOR CYCLES LTD · LONDON S.E.18
MANUFACTURERS OF AJS. AND MATCHLESS MOTORCYCLES

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SERVICE BULLETIN No.58/2 - continued:

1957/8 CLUTCH ASSEMBLY

Clutch Spring Adjustment

An alteration to the clutch spring cup and pressure plate, which can easily be effected by servicing staff, is recommended when dealing with machines affected with clutch slip. Retention of the clutch spring cups will prevent the clutch spring adjusting nuts unscrewing, thus causing the clutch to slip. A drawing for this alteration accompanies this bulletin.

1958 SINGLE CYLINDER MODELS

Driving Side Bearings

When fitting replacement bearings it is essential that the inner member of each bearing is free to rotate, also independently to avoid end loading. Bearings that do not rotate freely after assembly should be replaced with two bearings to give a less interference fit, which are obtainable from our Spares Department.

1957/58 MODELS

Footchange mechanism

If difficulty occurs in selecting gears, when changing from top gear to the lower ratios, the fault can be rectified by elongation of the two fixing bolt holes for the gear change stop plate, Part No.040052, shown on page 50, illustration 23, 1958 Instruction Book. With the gear box outer cover removed, take out the stop plate, elongate by filing the two fixing bolt holes to the extent of $1/32''$ to allow the plate to be moved UPWARDS towards the TOP of the cover. When refitting the plate, hold it in its uppermost position whilst tightening the two fixing bolts. Verify the pawl spring location, i. e. straight leg uppermost before the cover is assembled.

1956/7/8 MODELS
FRONT FORK ASSEMBLY

Headlamp mounting

Headlamp side movement is due to the fork tube rubber seat, Part No. 021912 settling down. The use of a fork spring leather washer, Part No. 021786 above the rubber seat will secure the top fork cover tubes sufficiently to prevent movement. If the leather washer is split, the handlebar lug released and tapped upwards, the washer can be introduced round the fork inner tube and so avoid dismantling the fork assembly.

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SERVICE BULLETIN No.58/2 - continued

1958 MODELS

Coloured Frame Parts

When ordering replacement mudguards, petrol tanks, etc., please state the colour required.

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REVISED ACCESSORY PRICES

AIR CLEANERS COMPLETE

1957/1958 G3LS, G80S, G3CS, G80CS, G9, G11, G11CS)35s/-
16MS, 18S, 16CS, 18CS, 20, 30, 30CS)

1957/1958 G3CT, 16CT 33s/6d

1959 G2, 14 30s/-
(250cc.)

PILLION RESTS

021984 ... 15s/11d. pr.
024435 ... 21s/- pr.
042590 ... 14s/- pr. (250cc.)

STOP LIGHT SETS

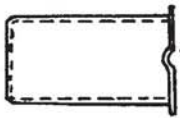
022002 ... 14s/- set.
024437 ... 14s/- set.
024436 ... 14s/- set.
042565 ... 12s/6d set. (250cc.)

CRASH BAR SET

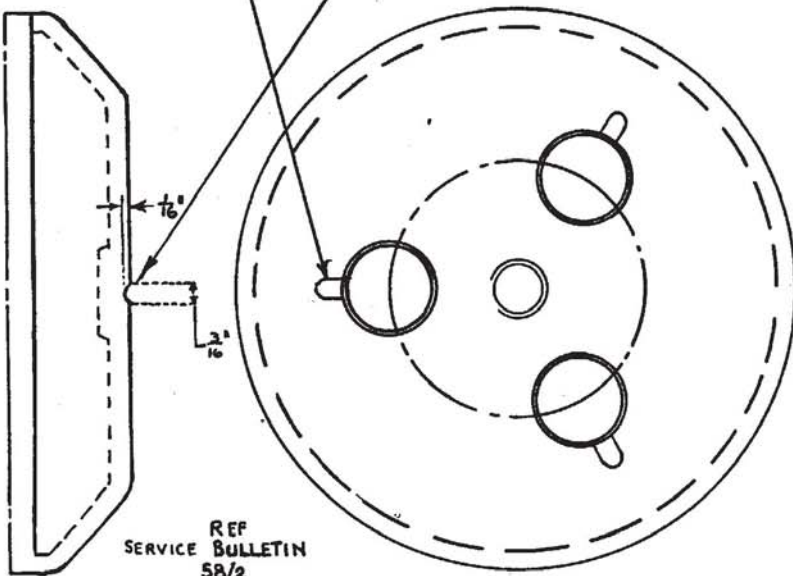
023271 ... 85s/- set.

Enc:

MAKE 1 DEPRESSION IN EACH
CUP AS SHOWN



CUT 3 GROOVES AS SHOWN



REF
SERVICE BULLETIN
58/2