



SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD.58/3.

250cc. O.H.V. MODEL

ENGINE ASSEMBLY

Before an attempt is made to remove the drive side crankcase from the flywheel assembly, the crankcase must be uniformly pre-heated to relieve the interference fit of the driving shaft ball races. The exploded view of the engine in the Spares List clearly illustrates the assembly sequence of the drive side bearings, also the ported crankcase release valve.

Two woodruff keys are used on the drive side shaft, the inner one 017602 engages with the rotating member of the crankcase release valve 042219. If the flywheel assembly is either pressed or driven out of the crankcase without pre-heating, the inner ball race 012542 will shear the key 017602 and cause damage.

EXCESSIVE OIL CONSUMPTION

When dealing with a complaint of this kind and where the engine is reasonably new, the fault may be due to an excess supply of oil to the inlet valve, which is controlled by a regulating screw in the cylinder head. (See illustration 3 in the Instruction Book). A short test with the regulating screw fully home to cut off the oil supply entirely, will confirm if this is the source of the trouble. Reset the regulating screw by unscrewing it the LEAST AMOUNT POSSIBLE, ensure the screw does not move whilst re-tightening the lock nut.

Excessive oil consumption may also be due to over-filling the oil reservoir. In the timing half crankcase, to the left and above the oil return passage from the sump, there is a drilling which passes through the drive side crankcase breaking out in the cavity formed by the rear portion front chaincase and the drive side crankcase - this aperture is the oil reservoir air vent.

If the oil level is unintentionally high, losses will occur through the vent hole, thus causing leakage between the rear portion front chaincase and the drive side crankcase. This can be confused with a leakage between the INNER and OUTER front chaincase. The correct oil level is one inch below the bottom of the filler cap orifice.

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MANUFACTURERS OF A.J.S. AND MATCHLESS MOTORCYCLES

Service Bulletin & Technical Data (FVN/DD 58/3) - continued:

ELECTRICAL SYSTEM

If the speedometer instrument is removed it is essential to correctly position the speedometer lamp bulb holder, which is at earth potential, to prevent a short circuit with the battery connection for the main head lamp bulb when the head lamp front is refitted. Looking at the speedometer dial the speedometer bulb holder should be at 2 o'clock and behind the ignition switch.

When dealing with faults such as lamp bulbs blowing, low output, etc., the battery earth connection should be checked for good contact. The earth connection is made between the rectifier and its mounting on the rear mudguard. Loose or corroded battery terminals will also adversely affect the lighting system.

1958/9 350cc. AND 500cc. SINGLE CYLINDER MODELS

DRIVE SIDE SHAFT LOCATION

To ensure that the contact points separate at the precise moment, i.e. when the magnetic flux has broken, the location of the driving side axle is of vital importance. A mark in the form of a "dot" is made on the driving side flywheel face, for correct location. The key for the ROTOR should line up with the flywheel marking.

SPARE PARTS LISTS

The draft for the 1959 Spares List is with our Printers, your further kind indulgence is requested. A Master Spares List Supplement for the 1959 Models is to be used in conjunction with the March issue of 1958 Master Spares List will be issued in due course.

Spare Parts Lists for the 250cc. O.H.V. Model are now available.

PRICE INCREASE

As from 1st December 1958, the cost of Amal carburettors and parts will be increased. The increase is not general and represents approximately 5% on the majority of parts listed by Messrs. Amal Limited.

December, 1958.