



## SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 59/1.

January, 1959.

### 250cc. O.H.V. MODELS

#### CRANKPIN NUTS

Engines from No. 501 up to No. 1396 were issued with crankpin nuts that are similar to the nut, 000230. During engine overhaul or when attention is necessary to the big end, it is essential that the original crankpin nuts are discarded and replaced by an improved type of nut, 042248, which is now a standard fitting.

### 1959 STANDARD TWINS

#### CRANKCASE RELEASE VALVE

This valve has been re-designed for the 1959 Twin Alternator models, by using a circular steel diaphragm retained by a steel collar that is 'peened' in to the valve body. A spring for the diaphragm is not used in this assembly. If this valve is removed to exchange the engine sprocket or for any other reason, extreme care should be taken to avoid the use of undue force when refitting this valve to the crankshaft. A hammer tight spanner **MUST NOT** be used for this application, as over-tightening can affect the true running of the rotor, apart from the risk of serious damage to the crankshaft.

#### IGNITION SUPPRESSORS

The use of a suppressor in both H. T. leads is discontinued. A single suppressor in series with the coil distributor lead, is now used on engines after No. 51937 (500cc.) and No. 08981 (650cc.)

continued ..

Issued by:

ASSOCIATED MOTOR CYCLES LTD · LONDON S.E.18

MANUFACTURERS OF A.J.S. AND MATCHLESS MOTORCYCLES



## SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 59/1 - continued:

-2-

### SINGLE CYLINDER BIG END ASSEMBLIES

We are frequently asked the reason for the figure marking on the connecting rod, also on the end of the crankpin. These markings are for selective assembly and the table of sizes shown with appropriate markings, will indicate the fine limits we use in the manufacture and assembly of these parts. To service the big end assembly, it is preferable to use a factory service con. rod (£1: 4: 11d. retail), which is graded so that a suitably graded crankpin can also be used:

<u>B. E. LINER DIAMETER</u>		<u>CRANKPIN DIAMETER</u>	
1)	1.7034"	1)	1.2032"
2)	1.7035"	2)	1.2033"
3)	1.7036"	3)	1.2034"
4)	1.7037"	4)	1.2035"
5)	1.7038"	5)	1.2036"
6)	1.7039"	6)	1.2037"
7)	1.7040"	7)	1.2038"
8)	1.7041"	8)	1.2039"

Crankpin can be fitted to a connecting rod bearing the same number or up to one above and one below, for example - No. 3 crankpin is suitable for Nos. 2, 3 or 4 connecting rod.

---

Issued by:

**ASSOCIATED MOTOR CYCLES LTD · LONDON S.E.18**  
**MANUFACTURERS OF A.J.S. AND MATCHLESS MOTORCYCLES**