



SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD.59/3.

July, 1959.

PREFACE

We apologise for some of the seemingly elementary details contained in this bulletin, which are no reflection on the ability of Staff who service machines of our manufacture. Often simple faults are more difficult to locate than those of a serious nature and it is for this sole reason they are included in our bulletins.

1959 - 650cc. TWINS

ENGINE PUSH RODS

The part number for these push rods is not shown in the 1959 Spares List. The appropriate part number is 025049, they can be readily identified as they are half an inch longer than the earlier type push rods.

ALL 250cc. MODELS

DRIVING SIDE SHAFT LOCATION

Two keys at 180° to each other are used on the driving side shaft for the flywheel. If for any reason this shaft is removed from the flywheel, it must be replaced with the key for the rotor at 12 o'clock in line with the crankpin on T.D.C.

CYLINDER HEAD GASKETS

Machines commencing with engine number 4533 are assembled with a solid copper type cylinder head gasket, part number 042840. This gasket now supercedes the earlier type.

OIL RESERVOIR AIR VENT HOLE

On machines with engine number before 3780, the oil reservoir air vent hole was drilled through the crankcase (See Service Bulletin 59/2). The air vent hole is now transferred to the uppermost corner of the timing side crankcase, venting into the crankcase interior. Should it be necessary to fit a replacement drive side crankcase to an engine with a number before 3780, the early type crankcase issued prior to the modification must be used. A new type TIMING SIDE crankcase can be fitted to early models without alteration. The object of this modification is to overcome oil losses caused by overfilling the oil reservoir.

continued

Issued by:

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

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CONTACT BREAKER PIVOT PIN

A keep washer is used to locate the contact breaker arm on its pivot pin. This washer must **NOT** be removed to take off the contact breaker arm as replacements are not listed or supplied by the makers of this equipment. Contact points should be cleaned with the contact breaker arm in situ.

CRANKPIN

An improved type crankpin made from 85 ton tensile material specification will be fitted to engines after number 4613. In addition, heat treated crankpin nuts to a hardness range of 383-440 VPN are included. With this combination, crankpin nuts are tightened to a torque loading of 150 ft. lbs.

GEARBOX

To rectify a fault of top gear jumping out of mesh, remove cam segment plunger bolt 041335, the spring 040045, and plunger 040034 (see exploded view of engine unit in Spares List). These parts are shown adjacent to gearbox final drive sprocket. Discard the plunger and fit in its place a plunger, part number 042835, which has a sharper point to prevent gear disengagement. Replace parts removed in reverse order for dismantling.

GEARBOX LUBRICATION

Due to the seemingly large gearbox oil content, it has been assumed that the details on this subject in the Instruction Book are incorrect. It is stressed that the normal oil content, after draining, is three (3 pints) (1.8 litres).

Errata Data - Page 4 Instruction Book for 250cc. Model - oil capacity front chaincase. Delete 200cc. add 568cc.

350cc. ALTERNATOR MODELS

If an oil leak develops from the cap 000765, covering the aperture for the exhaust camshaft bush in the cover 024016, or if the cap becomes dislodged, this is due to a little end play between the exhaust camshaft and the crankcase. The use of a normal .005" shim washer placed over the shaft for the cam wheel will take up end play and remove the hydraulic effect, when the camshaft oscillates. A new cap is also necessary when oil leakage has occurred.

continued ..

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ALL MODELS

CHROMIUM PLATED TOP COMPRESSION RINGS

This type of piston ring, which is a standard fitting, has a slight taper exterior and when new are marked on one side TOP for correct assembly.

After investigating complaints of plug oiling, excessive smoking from exhaust system, the fault has been found to be caused by this type of piston ring being inadvertently reversed in the ring groove, thus allowing oil to enter the combustion chamber.

650cc. TWIN CYLINDER MODELS

CARBURATION

Engines having signs of rich mixture at idling speed, which cannot be corrected by pilot air screw adjustment, should be fitted with a pilot jet size 25 in place of size 30 used with the original equipment.

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