

SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 61/1.

April, 1961.

LIGHTWEIGHT 250cc. AND 350cc. MODELS

ENGINE SERVICE

The journal bearing 012542 is now replaced by a roller type bearing part number 012543, which must be fitted to the crankcase in the inside position, viz: nearest to the flywheel. The crankcase should be peened in three equi-distant places to retain this bearing.

LIGHTWEIGHT MODELS BEFORE 1960

When investigating a fault of oil accumulating in the crankcase or not returning to the reservoir in a satisfactory manner, take out the fabric filter in the crankcase and check the metal filter seat 042062 at the end of the filter compartment. If the seat is out of place it can seal or partially seal the oil return passage in the crankcase.

Gearbox Service

An improved type of footchange pedal return spring has been introduced for the lightweight gearbox. The new part number is 041689, which will interchange with the original.

Oil Filter for Crankcase

The metal gauze filter 042845 is now obsolete and is replaced by the fabric filter 042061. A conversion set will be supplied when the filter 042845 is ordered.

ALL HEAVYWEIGHT MODELS

Front Forks

In the event of movement between the top fork cover tubes with head lamp attachment and the fork crown, this is due to the rubber seating 021910, (No. 18 - illustration 29 Instruction Book) for the cover tube settling down. Rectification can be effected by using a fork spring leather washer 021785, with a single cut across the washer. To fit the washer release the two nuts on the fork stem (No. 45-46, illustration 29 Instruction Book), then tap upwards the handlebar lug sufficiently far enough to enable the split leather washer to be threaded round the fork inner tube between the cover tube and the fork crown. Re-align the head lamp, when on re-tightening the stem nuts the fork cover tubes will be tightly clamped, thus obviating the necessity of dismantling the front forks.

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SERVICE BULLETIN 61/1 - continued:

-2-

1960-1961 TWIN CYLINDER MODELS

Pressure Relief Valve

This valve, comprising part numbers 026133, 026132, 026134 and circlip 040049, is situated in the timing side half crankcase. It is inserted into the crankcase via the tunnel for the crankcase filter and made captive by the circlip and washer surrounding the piston or plunger. If this valve is held off its seating, the oil supply to the crankshaft will be cut off. During overhaul it is recommended that the timing cover is fitted to the timing side half crankcase, then test the piston or plunger for movement by passing a suitable tool down the filter tunnel and press on the end of the plunger and so verify the plunger does return to its seating.

1958-1959 TWIN CYLINDER MODELS

Clutch Assembly

In cases where persistent clutch slip is difficult to remedy a clutch conversion set can be used to convert into the bonded friction plate type and the parts required are listed below:

Clutch conversion to Bonded Type		- Heavyweight machines	
1	- 040584	Back Plate 15: 9d
1	- 040359	Clutch sprocket £3: 3: -
4	- 043191	Plain plate steel @ 3s/11d. 15: 8d
4	- 043192	Friction Plate @ 9s/2d.. £1: 16: 8d
1	- 043193	Friction Plate 6: 1d
			<u>£6: 17: 2d</u>

1950-1955 TWIN CYLINDER MODELS

Engine

The two layer big end shell, part number 018643 fitted to the top half of the connecting rod is now obsolete and is replaced by the three layer type 018644. This bearing should be changed when the H.C. pistons are fitted.

Q D. REAR WHEEL (HEAVYWEIGHT MODELS)

Rear wheel bearing failure

Upon investigating the cause of a rear wheel bearing failure (brake drum side only), it was found that the fault was due to the centre solid spindle being a tight fit in the rear wheel bearing inner member. When the spindle is driven through the hub and the spindle nut is tightened this has the effect of forcing the taper roller hard against the roller bearing sleeve, which loads the bearing. The cause can be due to a formation of rust, the spindle is bent or the spindle diameter itself. To prevent a repetition, the solid spindle should be an easy sliding fit through both wheel bearings.