



SERVICE BULLETIN AND TECHNICAL DATA

29th April, 1960.

Reference 60/2. FWN/DD.

SPARE PART PRICES

Owing to recent National Awards within the Industry, coupled with rising material prices, spare parts of our manufacture will be increased by 5% on existing prices. This increase will be effective on 2nd May, 1960.

650cc. TWIN CYLINDER MODELS

The nominal cylinder bore size is 2.8345 ins. When a rebore is carried out by dealers or grinding specialists, the finished bore size in the instance of a first rebore (+.020") must be 2.8555 ins. In the case of a second rebore (+.040") the finished size must be 2.8755 ins.

600cc. TWIN CYLINDER MODELS

The nominal cylinder bore size for this model is 2.8345 ins. Cylinders should be rebored to 2.8555 ins. (+.020" and to 2.8755 ins. (+.040")

NOTE: The dimensions given for both types of engine have a tolerance of plus and minus .0005 ins.

1960 TWIN CYLINDER MODELS

The fabric type crankcase filter used on previous models is not adaptable to the current type engines, due to the use of the oil pump pressure relief valve piston 026133, which is located in the timing side end of the oil filter tunnel.

TWIN CYLINDER ENGINE OVERHAUL

During a complete engine overhaul, special precautions are essential to prevent premature wear on the big end bearings, also the cam gear. When crankshafts are re-ground away from the Factory both the big end and centre web journals must be directionally hand-lapped to give a mirror-like finish. The drive side, also centre web journals are lapped in the direction of engine rotation - the timing side journal in a reverse direction.

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Issued by:

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