

# SPECIALS for AJS and MATCHLESS

**ON** all models with a gauze filter in the base of the oil tank feeding into a large-bore plastic pipe, care should be taken to see that the filter is well up inside the tank.

After lengthy service it is possible for the filter to work down in the pipe and restrict the rate of flow. Cure is to replace the plastic pipe.

■ An elusive oil leak at the rear of the cylinder on a six-fifty twin may not be due to a defective base gasket. The leak occurs between the crankcase halves where there is high pressure in an oil gallery. A build-up of carbon in the oilways from the gallery can cause the pressure to rise excessively.

The oilways should be cleared and great care taken to remake the crankcase joint properly.

Normally the joint is metal-to-metal, but on a machine which has covered a substantial mileage it might be necessary to use a gasket cut from thin paper to give a better seal.

■ On models with rear-wheel drive for the speedometer, occasionally check to see that the bearing locking ring is tight.

The speedometer is driven off the adjuster ring. If the locking ring is not home, the effect will be to tighten the adjuster and seize the bearings.

■ Some owners of the twins conscientiously change the engine oil and clean the oil-tank filter, but overlook the filter which can be extracted from the front of the crankcase on the left.

This should be removed and washed in petrol as a routine job.

■ Valve-spring strength of CSR six-fifties from 1960 onward is on the high side. Lighter springs reduce wear on the cams and followers without any adverse effects such as valve float.

Suitable substitutes are BSA Gold Star springs with which pre-1960 AMC spring caps and collets should be used.

■ A slipping clutch on a model with the heavyweight AMC gear box can often be overcome by fitting springs from the pre-AMC Norton clutch.

These springs are slightly stronger; lever action will be heavier but not excessive.

■ Lubrication of the rear-fork pivot is through an oilway closed by a screw on the right-hand end.

The job is made easier if a grease nipple is fitted in place of the screw and oil pumped in with a gun. In addition, the nipple acts as a non-return valve.


■ Sometimes the fork top covers (carrying the headlamp brackets) develop an annoying rattle. A way of curing this is to use two leather washers of the type which are normally placed between the main fork springs and bottom yoke.

The top yoke should be loosened and eased up a shade to give room to slip the washers (which have been cut radially), one between the base of each cover and the upper face of the bottom yoke.

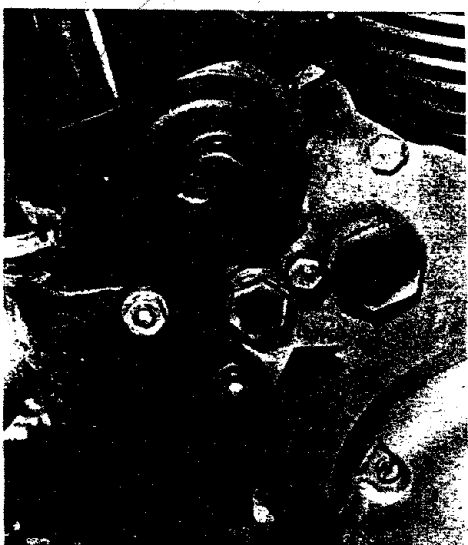
Finally, the top yoke should be tightened down to pinch the washers.

■ Because the oil compartment on two-fifties and light three-fifties is on the small side, oil changing at 1,500-mile intervals (instead of the recommended 3,000 miles) is worth while. Remember to clean the felt filter at the same time.


If, on these models, frequent failure of the headlamp dip filament is experienced, try a 30/30-watt bulb instead of the standard 30/24-watt.



On rear-wheel-drive speedometers, a loose bearing locking ring will ruin the bearings



Don't overlook the crankcase oil filter (arrowed) when changing engine oil on Matchless and AJS twins



Replacing the screw indicated with a grease nipple makes lubrication of the rear-fork pivot easier