



SERVICE BULLETIN AND TECHNICAL DATA

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FWN/DD. 55/1

February, 1955.

1955 SINGLE CYLINDER MODELS

<u>Matchless</u>	55/G3	27973	<u>A. J. S.</u>	55/16	25381
	55/G80	27880		55/18	...	27882

All single cylinder models with engine numbers after those quoted above are fitted with a modified exhaust valve guide (Part No. 022208) and seat for the exhaust valve spring. The modification consists of a groove machined on the outside diameter of the guide to take a circlip, similar to the arrangement used on the twin cylinder models. A slight counter bore is made on the lower face of the valve spring seat, to clear the radius formed by the circlip, when the guide is in position.

To remove this type of guide, the cylinder head should be gently and uniformly heated, then the guide can be tapped out from inside the port sufficiently to enable the circlip to be removed. After removing all traces of burnt oil from the exposed portion, the cylinder head should be reheated, when the guide can be tapped downwards through the port. An attempt to remove or replace the guide without pre-heating, will cause scruffing and spoil the interference fit. This guide can be used on earlier models providing the valve spring seat is either changed or modified.

NOTE: The Part Number for this guide is not shown in the Spares Lists issued for the 1955 Models, which should be recorded for future reference.

SINGLE CYLINDER MODELS 1949 TO 1953:

For the 1954 Season an alteration was made to the rocker box on the single cylinder models, to improve the oil supply for the inlet valve end and valve spring collar. Early type rocker boxes can be converted by -

- (a) Enlarging the hole drilled in the boss for the exhaust valve rocker to a diameter of 3/16".
- (b) Insert a metering plug, Part No. 018890 (small hole first) in enlarged hole, tap home with a centre punch, which will 'bell out' the larger hole, to secure the plug.
- (c) Fit new inlet and exhaust rockers (valve end only) Part No. 021262 and No. 021263.

Issued by :

ASSOCIATED MOTOR CYCLES LTD · LONDON S.E.18

MANUFACTURERS OF A.J.S. AND MATCHLESS MOTORCYCLES

Handwritten notes:
 May
 holders are in
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SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 55/2.

REAR WHEEL HUBS ALL 1955 MODELS

Recently, a small number of damaged rear wheel bearings has been reported. An immediate investigation has been carried out to ascertain the cause, which we attribute to a light pre-loading of these bearings.

It is now considered that a slight increase in end play is necessary for the rear wheel hub bearings on all 1955 Models, with a Frame Number before 31617. *= ALL MACHINES IN STOCK OR SOLD UP TO May 1st.*

In our mutual interest, your assistance is solicited by re-adjusting these bearings on machines you have in stock, also on machines returned to you for service or repair.

The adjustment can be effected by:-

- Unscrewing nut securing speedometer drive (16)
- Take out withdrawal wheel spindle (1)
- Remove speedometer drive (15)
- Remove rear wheel
- Release slightly, lock ring (13)
- Unscrew hub bearing adjusting ring (14) to extent of 1/3 of a turn only.
- Pass withdrawal spindle (1) through hub, from brake drum end, to act as a drift.
- Using a raw hide mallet, deliver a light blow on the toggle end of withdrawal spindle to move the hub bearing sleeve (7) towards the hub adjusting ring.
- A witness to indicate that the sleeve has moved, is shown by a stiffness in moving the hub adjusting ring.
- Replace parts in reverse order and ensure the lock ring is firmly tightened.

NOTE: - The figures in parentheses refer to Illustration No. 22 in current Instruction Book.

May, 1955.

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