

FWN/DD, 56/1



SERVICE BULLETIN AND TECHNICAL DATA

1956 TWIN CYLINDER MODELS

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After investigating a complaint of oil discharge from the oil tank vent pipe, it has been established that the fault is due to an unintentional high oil level transfer position.

To avoid losses by spilling, the oil level should be $5\frac{1}{2}$ " from the bottom of the oil tank, with cold oil. Similar oil losses can occur by over-filling.

Normally there is approximately 20 ozs. of oil in the crankcase sump, by draining, after the machine has been stationary for a short period. Should the oil tank be topped up under such circumstances, it will be clearly understood that when the engine is started, oil will return to the tank at a far greater rate than the delivery to the engine by virtue of the larger capacity of the return pump, thus over-filling the oil tank with an inevitable oil discharge from the tank vent pipe.

The engine should therefore be run for a few seconds to scavenge the sump before refilling to the recommended oil level.

CHECKING OIL PRESSURE

Now that the oil pressure relief valve, previously mounted in the timing side crankcase has been deleted, to avoid unintelligent interference, a very high oil pressure is built up in the oil filter compartment in the crankcase when the oil is cold.

To avoid damage to the pressure gauge recommended for checking oil pressure, it is essential to run the engine for a short while until the oil is warm, before the pressure gauge is fitted. For normal oil pressure, see details in the Instruction Book.

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1956 600cc. TWIN CYLINDER MODELS

CARBURETTOR

The carburettor main jet for this model is shown in the Instruction Book as No. 270, with needle in fourth position. The corrected setting is now size 260 without Air Cleaner, the needle location is in the centre position. Main jet size 250 is used when Air Cleaner is fitted.

ALL 1956 MODELS

A. V. C. UNIT

During the early part of the 1956 season all models were issued with the Automatic Voltage Control unit inverted in the battery compartment. It is recommended that this unit should be reversed with the unit cover uppermost. The cable length is sufficient for this alteration.

REAR BRAKE ROD ADJUSTMENT

When a heavy passenger is carried or pannier equipment is used, the rear brake adjusting nut should be released five turns from the rubbing point.

ALL 1952 - 1956 MODELS

CLUTCH OPERATING MECHANISM

Although details on this adjustment are given in the Instruction Book, it is known that the correct method is not always used, which has resulted in premature wear on the thrust dowel, Part No. 35-3-4, also causing a "clicking noise" when the clutch lever is operated.

The following instructions must be carried out, when dealing with clutch drag or lack of free movement in the operating mechanism, if the clutch is to function as intended:

1. First run down the clutch cable adjuster on gear box as far as it will go.
2. Turn to opposite side of clutch and remove cover.
3. Unscrew lock nut in centre of spring pressure plate.
4. With a screwdriver screw in thrust button until it touches push rod, then unscrew exactly half a turn only.
5. Re-tighten lock nut, ensure stud does not move, and replace cover.
6. Turn to other side of the gear box and unscrew cable adjuster until there is approximately $\frac{1}{8}$ " - $\frac{3}{16}$ " free movement between outer casing and adjuster.