



SERVICE BULLETIN AND TECHNICAL DATA

FWN/DD. 59/2.

April, 1959.

TWIN CYLINDER MODELS

ENGINE SERVICE

Cam followers of an improved pattern have been introduced for the 1959 Twin-cylinder Models. The original part number is retained, new parts will interchange without alteration. Engines fitted with new followers after numbers 51907 for 500cc. Models and 08745 for 650cc. Models.

VALVE SPRING SEAT 014169

If the valve spring bottom seat is inadvertently reversed during engine service, the valve springs will become coil bound, when the valve is at full lift, thus causing damage to the cam operating gear. The wide face of the valve spring seat should abut against the cylinder head for correct assembly. The use of non-standard valve springs can create the same effect.

ALL 1959 CSR. MODELS

CLUTCH

These machines are fitted with clutch friction inserts bonded to the steel plate. Note carefully part number in the 1959 Spares List when ordering replacements.

A. J. S. 1959 CSR. MODELS

PETROL TANKS

The part number in the 1959 Spares List does not apply to the Blue finish petrol tanks used on the above models. The appropriate part number is now 025356.

TWIN ALTERNATOR MODELS

IGNITION

A modified capacitor for the distributor head is now in use. The 'clip in' type is superseded by a captive type with a threaded extension for fixing to the contact breaker base plate. New part number 54410769.

continued ...

Issued by:

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

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TWIN ALTERNATOR MODELS - continued:

RECTIFIER

A square section rectifier in place of the circular type is now included in the electrical equipment for Alternator Models.
New part number 47132A.

650cc. MODELS

AIR FILTERS

The correct main jet with air filter is size 380 for these Models. The use of a little adhesive on both ends of the rubber connection is recommended when this filter is installed.

ALL COLOUR MODELS

FRAME SERVICE

Small tins of air drying material, suitable for 'touching up' enamel blemishes, are available at 2s/6d. per tin, subject. Please clearly state colour required when ordering.

250cc. MODELS

REAR BRAKE ADJUSTMENT

To ensure the rear brake is free from binding, particularly when a pillion passenger is carried, it is essential to unscrew the adjuster eight complete turns from the brake shoe rubbing point. This adjustment is equally important on the 250cc. Scrambler Models.

250cc. ELECTRICAL EQUIPMENT

A two day electrical service training course is contemplated by the Wico-Pacy Sales Corporation Ltd at Bletchley. Home Dealers who are interested should apply for details to -

The Wico-Pacy Sales Corporation Ltd
BLETCHLEY. Bucks.

BURMAN SPARES

A spare parts price revision has been advised. The parts affected are listed, together with the current retail cost.

continued ..

Part Number			Current Retail Cost		
			£	s.	d.
20-7-3	...	...	Reduced to	..	- 3 3
20-7-1	...	...	Reduced to	..	- 3 3
11-7-10	...	...	Increased to	..	- - 8
19-8-13	...	...	Reduced to	..	- 1 6
G-6-2	...	...	Reduced to	..	2 2 -
G-10-2	...	...	Reduced to	..	1 8 6
G- 8-1	...	...	Increased to	..	1 6 6
G-13-2	...	...	Increased to	..	1 6 6
G-11-2	...	...	Increased to	..	1 6 6
G- 9-1	...	...	Reduced to	..	1 5 -
35-1-2	...	...	Increased to	..	- - 2
12-8-8	...	...	Reduced to	..	- - 3
12-12-1	...	...	Reduced to	..	- - 1
G-21-2	...	...	Increased to	..	- 9 4
G-22-1	...	...	Reduced to	..	- 12 9
G-23-1	...	...	Increased to	..	- 18 -
G45 - 1	...	...	Reduced to	..	- 4 6
36-2- 1	...	...	Increased to	..	- - 7
G-25-2	...	...	Increased to	..	- 11 -
G-24-2	...	...	Increased to	..	- 18 -
20-3-1	...	...	Increased to	..	- 2 -
G-29-4-L	...	...	Increased to	..	1 5 -
G-29-6-R	...	...	Increased to	..	1 5 -
35-3-1	...	...	Increased to	..	- - 7
16-1-4	...	...	Reduced to	..	- - 1
G-44-7	...	...	Increased to	..	- 17 6
10- 2-2	...	...	Reduced to	..	- - 9

CORRECT TIMING FOR AN
ALTERNATOR UNIT

AMC 6/59

Nil

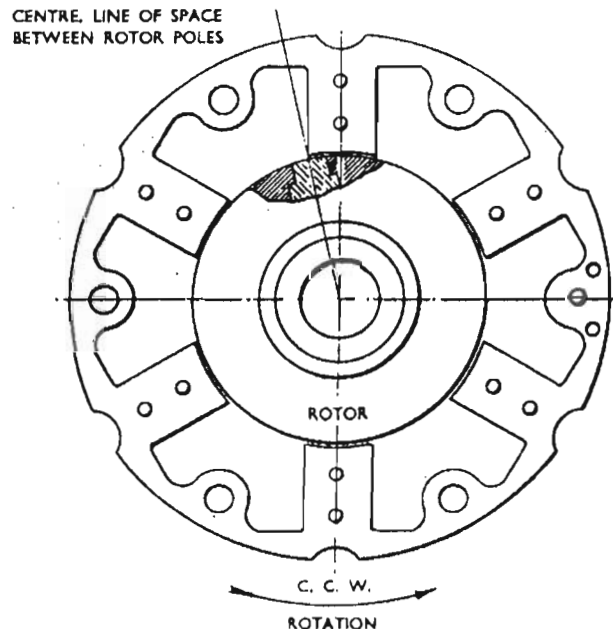
E.G.W.

No. 3
Manual

1.7.59

Some users of the A.J.S., model 14CS, and Matchless, model G2CS, fitted with A.C. Ignition have experienced difficult starting and, where we have been able to investigate, we found the main cause to be due to the timing of the engine in relation to the magnetic timing of the alternator.

An explanation of the ignition system would, we feel, help the user to make satisfactory adjustments to the machine.



The sketch illustrates the correct position of rotor pole in relation to stator pole when contacts are just opening.

The system uses an alternator which consists of a magnetic six pole rotor rotating inside a six pole stator. On this stator there are four coils, two of which are used for direct A.C. lighting, one coil is for supplying a small charge, via the rectifier, to the battery, the fourth coil supplies the A.C. Ignition Coil.

The energy for the Ignition Coil is produced in peaks, that is the current varies from negative through zero to positive and the contacts of the breaker unit must open at the peak of either positive or negative. As the duration of the peak period is only a few degrees the Engine Manufacturer's timing of 32° B.T.D.C. must be strictly adhered to—this means that the contact breaker setting should be .018" when the points are fully open and just opening when the piston is 32° B.T.D.C. It would be possible to start and run the engine with the contact opening at 28° B.T.D.C., but at 35° B.T.D.C. bad starting and erratic running would be experienced.

SEE ALSO INDIAN SERVICE RELEASE 6/75

MAY 9, 1960