



SERVICE

BULLETIN



Service Release #6-78
November 29, 1960

MATCHLESS ENGINE OILING

The following modifications have been made in the oiling system on the Matchless engines.

1955 Models

Engines with numbers before 26762 were built with a brass jet in place of the oil distributor. This jet was discontinued as it was subject to clogging which prevented proper lubrication to the upper valve mechanism.

The jet should be discarded and the new style oil distributor, housing cap and copper washer installed. When making the conversion, the oil passages in the cylinder head must be checked to be sure they are free of obstructions.

1956 Models

The oil feed to the upper valve mechanism and cam followers was balanced by using two metering plugs in the crankcase to restrict oil feed to the cam followers.

The oil relief valve (blow off valve) in the timing side crankcase, close to the oil feed pump, was discarded.

The hole in the oil distributor was changed to 1/32 inch.

A magnet filter was installed in the crankcase.

The felt filter in the oil tank was discontinued.

The oil feed to the upper valve mechanism from the oil distributor flows along an oversize hole at the upper front crankcase bolt. This is sealed by a special rubber faced washer.

1957 Models

The non-return valve in the crankcase oil filter was made to a sealed unit.

The hole in the oil distributor was increased to 3/64 inch.

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The crankcase release valve, steel diaphragm and spring were replaced by a Tufnol (fiber) diaphragm. This wore very rapidly and was replaced by the original steel diaphragm and spring.

1958 Models

The oil hole in the oil distributor was discontinued. A flat area machined on the oil distributor side allows for the flow of oil.

1959 Models

The four oil metering plugs in the cylinder heads were discontinued.

The crankcase release valve was redesigned to a sealed unit.

1960 Models

To provide increased lubrication to the left cylinder, an oil hole was drilled into the inlet camshaft tunnel from the cylinder spigot bore in the crankcase. Engine numbers X1994 to X2619 had a 3/16 inch hole in the left cylinder spigot. These proved unsatisfactory and tended to over oil the left cylinder. To prevent possible over oiling, drilled cylinders are fitted on the right side only.

An oil relief valve (blow off valve) was incorporated in the timing end of the crankcase oil filter socket.

A close mesh metal filter with a built in non-return valve was used in place of the felt filter. This filter must be removed and thoroughly cleaned every 3000 miles in warm weather and every 1000 miles in cold weather or if short trips are taken.