

# JAMES

## MOTOR CYCLES LIMITED

GREET · BIRMINGHAM 11

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GCF/JNG.

May 1956.

M O S T I M P O R T A N T .

Service Bulletin No. 4/56.

1. Fork Top Plates : 1956 Models L1 and L15.

We are forwarding to you, under separate cover, one set of reinforcing plates for each Comet and Cadet model delivered to you during the current season to date. One set comprises:

2 off reinforcing plate, top - maroon enamelled, Pt.No.004196.  
2 off reinforcing plate, bottom - cadmium plated, Pt.No.004197.

We must ask you to carry out the following modification to all such machines now in your stock AND THOSE ALREADY DELIVERED BY YOU:-

With all controls still in position, dismount the handlebar by unscrewing the two hex. bolts under the top plate. Fit the two maroon reinforcements in the two slotted recesses on the top of the fork plate and line up slots: the two plated reinforcements are fitted correspondingly underneath the fork plate: replace the handlebar in the normal manner.

Please acknowledge receipt of this instruction on the slip attached below and post it back to us at an early date.

2. Speedometer Cable, Part No. 002348, 1956 Models L15.

There have been recently cases of fracture of inner speedometer cables on the model L15; these have been caused by a too sharp bend in the cable under the steering head.

This cable is now re-routed as follows:-

From headlamp in front of crown pressing: below steering stem: between tank channel and frame, on offside immediately above tank fixing bolt: along beam tube and through cut-away in front top edge of centre section: between cross tube and front of centre section and thus to rear wheel drive. Clip cable to beam tube at front of centre section only.

There is no design modification involved. We recommend that the assembly of those models L15 in your stock at this date and on the road be amended suitably as the opportunity offers.

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3. Petrol Filler Cap - All 1956 Models.

The synthetic rubber sealing ring, Part No. 003661, has been found to swell in contact with the fuel, and has given rise to complaints of the filler cap sticking in the neck of the petrol tank.

A design modification has been introduced and the sealing ring now fitted has provision for this expansion without affecting the fit of the filler cap in the tank. The part number remains unaltered.

4. Gear Ratios - 1956 Models L15 and K7.

On present Cadet and Captain models a 45 tooth final drive sprocket, Part No. 003630, is fitted as standard, giving the following top gear ratios:-

L15	6.23 : 1
K7	5.54 : 1

If it is desired to lower these ratios, we have available a 48 tooth sprocket, giving in top gear:-

L15	6.66 : 1
K7	5.91 : 1

This may be fitted as original equipment if requested and is not subject to additional charge.

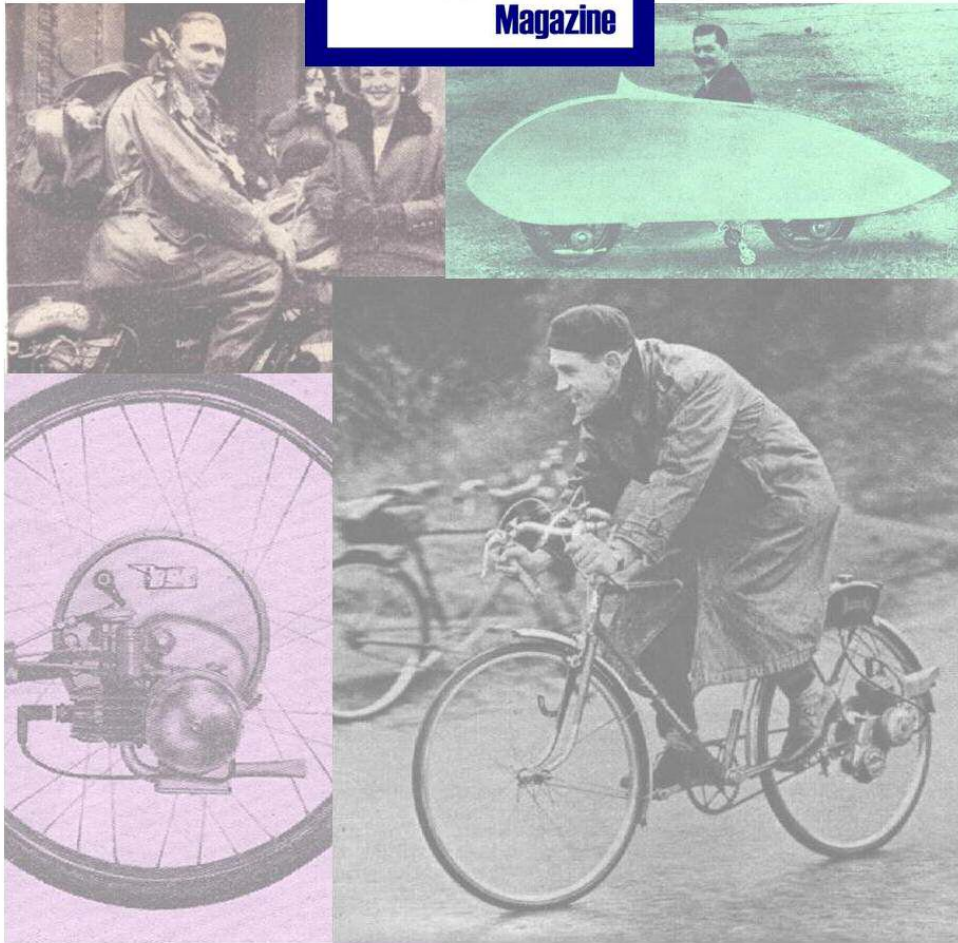
5. Service Bulletin No. 3/56.

Kindly note that rotary exchange prices quoted in the above Bulletin are all subject to a 10% surcharge - and accept our apologies for this error of omission.

6. Please complete and return to us the following acknowledgment slip:-



# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)