

# A Service Bulletin

FROM

# JAMES

**MOTOR CYCLES LIMITED**  
**GREET, :: BIRMINGHAM, 11, :: ENGLAND.**

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TELEGRAMS:  
JAMES GREET BIRMINGHAM  
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58/4.

## COMMODORE MODEL L25.

This machine was introduced in the 1957 season. Certain modifications have since been incorporated, which are itemised below:-

1. 1957 Models:
  - (i) 12 sided pressure rings supersede earlier 8 sided rings.
  - (ii) Radius added on second and third piston rings.
  - (iii) Primary chain alignment improved.
  - (iv) Bonded rubber bushes specified on rear suspension units.
  
2. 1958 Models:
  - (i) Silencing system modified: the lower back pressure gives improved power output. The silencer body is detachable for cleaning.
  - (ii) Carburettor. .320 main jet with mitred orifice supersedes .420 jet. No. 3 $\frac{1}{2}$  slide specified in lieu of No. 3.
  - (iii) 18T final drive sprocket available on request in lieu of 19T.

The following points require particular attention in the maintenance and servicing of the model L25:-

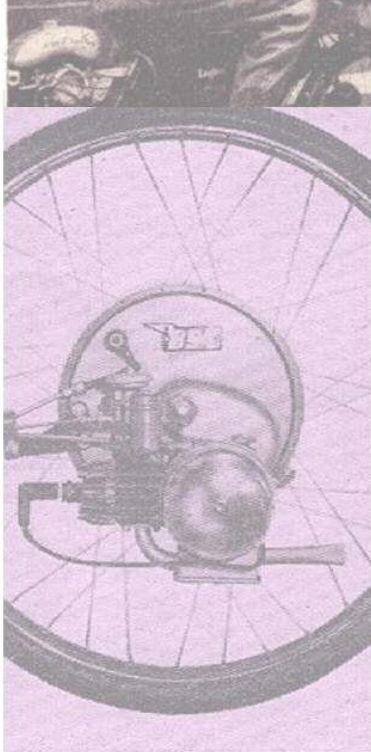
3.
  - (i) Careful running-in is absolutely essential and should be carried out for not less than 1000 miles. Abuse in the early miles of an engine's life may lead to gummed piston rings or - in extreme cases - to engine seizure.

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- (ii) The point gap must be maintained at 12 thou.; any variation will inevitably affect the timing of the unit.
- (iii) It is important to maintain good electrical contacts at all cable connectors in the wiring harness. Note that the lower connector may become fouled in road use.
- (iv) Ensure that the carburettor needle is set at the second notch from the top.
- (v) Should it become necessary to remove the gudgeon pin, the piston should be heated gently prior to this operation.
- (vi) A build-up in back pressure on the exhaust system of 1957 models L25 may be alleviated by drilling a hole  $\frac{3}{8}$ " diameter in the extremity of the silencer.
- (vii) If the machine is overgeared for the work for which it is being used, substitute an 18T final drive sprocket.

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