

1955 JAMES SERVICE BULLETIN NO. 3.

K7 CAPTAIN AND K12 COLONEL.

FRONT FORK OIL LEAKS.

Under certain road conditions, owners of 1955 Captain and Colonel models may experience slight oil leaks from the fork legs due to oil escaping between the two bushes and the outer tube. This causes a column of oil to be built up between the bushes until it finally escapes past the oil seals.

If leakages occur, the oil should be drained from the fork legs (as described in instruction books for these models) and the quantity of damping oil may safely be reduced to as little as 55cc per fork leg, viz: one filler cap measure per leg. When the amount of oil is reduced, we advise the use of S.A.E.30 engine oil. These recommendations have been adopted at the Works and all K7 and K12 models are now being supplied with the reduced quantity of damping fluid.

In exceptional cases where the above does not effect a complete cure we can supply extra oil seals fitting below the top fork bushes. These consist of synthetic rubber rings (part number 003713, price 4/- pair). To fit the new seals detach top covers allowing them to drop to the mudguard bridge clips, and release the existing seals above the top bushes before removing the slider tubes. The new seals should then be eased over the lower bushes and pressed up against the underside of the top bushes with the lip of the seals facing downwards. If oil leaks are sufficiently serious to justify fitting the extra seals, it is desirable to drill two  $\frac{1}{8}$ " holes in the main tubes, the first  $\frac{1}{2}$ " above the lower bush and the second 1" immediately above so that the oil which accumulates between the bushes may return by gravity. When refitting the slider tubes set the upper seals in their original positions.

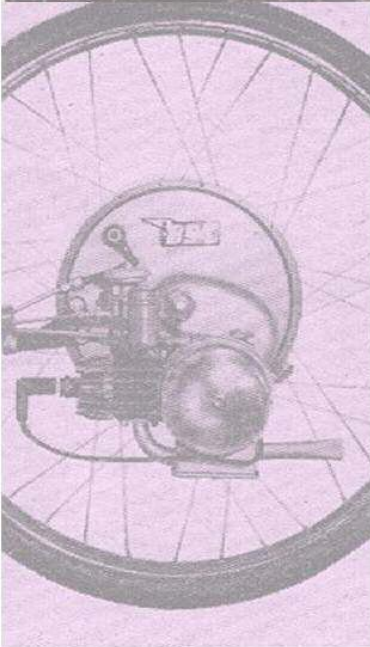
JAMES MOTOR CYCLES LTD.

SERVICE DEPARTMENT.

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