

BSA SERVICE SHEET No. 705

All Models

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PERIODICAL ATTENTIONS.

HUBS.

Every 1,000 miles.

Inject grease through the nipples located in the centres of the hubs. Do not overdo this, otherwise grease will penetrate to the brake linings and cause ineffective brakes. Three or four strokes of the gun should be ample. Where no grease nipple is provided the bearings should be removed and packed with grease when the machine is in need of complete overhaul.

BRAKE CAM SPINDLES.

Grease sparingly. Two or three strokes of the gun only, or if no grease nipple is provided, apply a few drops of engine oil between the brake arm and the spindle.

SPEEDOMETER DRIVE.

Grease well. Three or four strokes of the gun regularly.

ENGINE OIL.

Every 2,000 miles (except 2-stroke models).

The oil tank and sump should be drained (preferably when the engine is warm after a longish run), and the tank refilled with fresh oil.

In case of new or re-conditioned engines, the oil should be drained and renewed after the first 250 miles, and again after 1,000 miles.

REAR CHAIN.

Remove the rear chain, clean thoroughly in paraffin, and soak in engine oil or molten grease and graphite.

CONTACT BREAKER (except A and C Group Models).

A very small quantity of thin oil should be injected into the lubrication wick, and the face cam smeared with oil. The wick is accessible after removing the spring contact arm (held by the round-headed screw at the opposite end to the contact point) and is located in the hollow end of the round-headed screw which is revealed when the spring arm is removed.

When replacing the arm, it is important that the small curved backing spring is refitted correctly, i.e., with the bent portion facing outwards.

DYNAMO ARMATURE BUSH (A and C Group Models fitted with lubricator).

A few drops of oil injected through the lubricator are sufficient.

Every 5,000 miles.

Drain the gearbox and refill with new oil up to the level of the filler plug.

Drain the telescopic forks and refill each leg with correct amount of new oil.

In the case of new or re-conditioned gearboxes, change the oil after the first 1,000 miles.

New Machines.

CYLINDER HEAD BOLTS (except B and M O.H.V. engines).

Examine the cylinder head joint daily, and if leakage becomes apparent, tighten the bolts, working diagonally so as to pull the head down evenly. Do not over-tighten otherwise there is a possibility of distortion or bolt stretch.

CYLINDER BASE NUTS (except B and M O.H.V. engines).

There are five of these—one at each of the four corners outside, and one inside the tappet chest on the single cylinder models. A Group Models have eight cylinder base nuts and Model C11 six nuts. Tighten after the first 100 miles.

CYLINDER BARREL AND HEAD FIXING (B and M O.H.V. engines).

The barrel and head are both secured to the crankcase by four long bolts coupled to bushes screwed into the latter. Apply a spanner to the upper hexagon for tightening. These bolts have right-hand threads, and, being inverted, are tightened by turning the spanner to the right.