

# **BSA SERVICE SHEET No. 811**

*December, 1948.  
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## **Models D1, D3 and C10L**

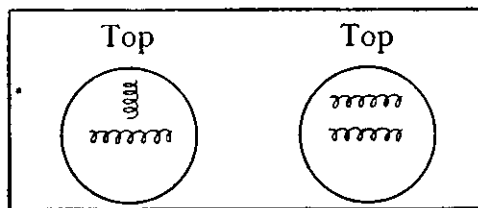
### **LAMPS (Wipac Lighting)**

#### **Headlamp.**

Two types of headlamp have been employed but they differ only with regard to the headlamp switch. Early models have the body of the switch mounted inside the headlamp shell but remotely controlled through a cable and a lever mounted on the handlebars. Later models have a switch mounted in the top of the headlamp so that it can be reached from the normal riding position.

The reflector and bulb holder assembly are housed in the front rim and to obtain access to the bulbs, loosen the screw situated at the bottom of the lamp rim and lift the rim outwards and upwards. To remove the bulb holder, bend down the small tab which projects from the base of the reflector. The holder can then be removed, after turning it anti-clockwise, making the main and parking bulbs easily accessible. When replacing the main bulb be sure that the word "TOP" on the bulb is uppermost.

If the bulb is not marked, assemble as illustrated:—



Correct way to fit double-filament bulbs.

The correct focus has been incorporated in the design of the headlamp and therefore no provision for adjustment has been necessary.

#### **Tail Lamp.**

To remove the rim of the lamp, undo the small 6BA screw and turn the rim slightly to the left, it can then be easily withdrawn. On later models a bayonet fitting is employed and it is merely necessary to push the lamp cover in, twist it to the left and then pull it away.

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The bulb holder is of the bayonet pattern and the bulb is removed by the usual push and turn method. When a stop light is fitted a double filament bulb is used. Ensure that the bulb is the right way up. The portion marked "TOP" should be uppermost when the bulb is inserted, but if the bulb is not marked, check that it is located correctly by operating the foot brake and ensuring that the brighter filament is illuminated.

### Switching.

No adjustment of the later type switch is necessary but it may occasionally be required to synchronise the earlier type of switch with the handlebar lever. This can be easily carried out after slackening the locknut on the adjuster which connects the Bowden cable to the lever assembly. Screw the adjuster in or out until the switch positions are synchronised with the lever positions, then tighten the locknut. Four positions are provided on the lever and these correspond to Parking, Head Dipped, Head Full On and Off.

### Parking Battery.

Where D.C. lighting is employed a Varley accumulator is fitted. On models employing A.C. lighting a dry battery is fitted inside the headlamp shell. This is a 3-volt bicycle battery, type 800. To fit a new battery, hold it so that the vertical contact strip faces towards the lamp, the battery should then be positioned in the holding bracket in such a manner that the vertical contact connects with the metal battery holder at the rear of the lamp, while the horizontal contact fits inside its corresponding contact.

### Replacement Bulbs

Headlamp (main)	...	D1 and D3	24/24 watt, double filament, 6/7 volt.
		C10L	30/30 watt, double filament, 6/7 volt.
Headlamp (parking)	...	A.C. lighting	... .25 amp. 2.5 volt M.E.S.
		D.C. lighting	... 6/7 volt, 3 watt, M.E.S.
Tail lamp (single filament)	...	...	6/7 volt, 3 watt S.B.C.
		(with combined stop light)	... 6/7 volt, 18/3 watt, S.B.C.
		(with separate twin stop lights)	... 6/7 volt, 3 watt, M.E.S.
Speedometer	...	...	6.5 volt, .3 amp.

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