BSA SERVICE SHEET No. 210

October, 1948
Reprinted Aug., 1958

A Group Models
(Without Swinging Arm Frame)
TRANSMISSION

Clutch Adjustment

Two adjustments are provided at the clutch control arm on the gearbox outer cover. The first of these is at the clutch push rod and is exposed when the inspection plate (Fig. A25) is removed. It consists of a grub screw and lock nut. Between the inner end of the screw and the clutch push rod a steel ball is inserted, and the grub screw must be adjusted so that there is just a little clearance between the ball and push rod.

To carry out this adjustment loosen the lock nut A and with the aid of a screwdriver adjust the grub screw B. Then re-tighten the lock-nut.

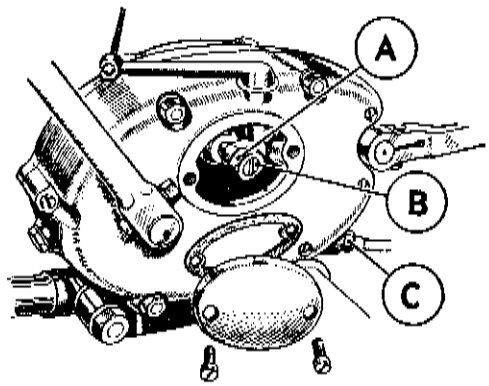

Fig. A25. Clutch control adjustment.

The other adjustment, to be used only if necessary, is provided by the cable adjuster on top of the gearbox, just under the magneto. Remember, however, that some free movement in the control arm is necessary, as if the adjustment is too tight there will be constant pressure on the clutch, with consequent wear and loss of efficiency.

Clutch Spring Pressure

After a considerable mileage it may be desirable to increase the spring pressure a little. First remove the outer half of the primary chaincase and then the domed clutch cover A (Fig. A26), which is secured to the clutch body by twelve screws. It will then be seen that the clutch plates are pressed together by springs, the tension of which is controlled by the nuts B. To increase the spring pressure tighten these nuts B a few turns. It is important that each of the six adjusting nuts be given an equal number of turns to ensure even pressure; otherwise the plates will slide unevenly and clutch drag may result. After adjustment, replace the cover and chaincase.

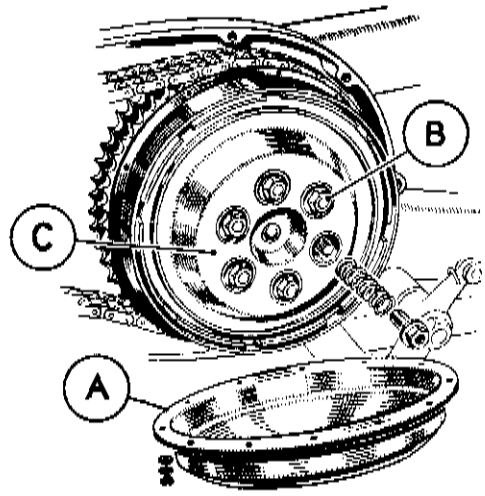

Fig. A26. Clutch spring adjustment.

Front Chain Adjustment

To adjust the front chain, remove the inspection plate plug A (Fig. A27) and then slacken off locknut B on the chain tensioner adjuster. Turn the adjuster C, screwing it up to reduce the slack in the chain, and down to increase it. Feel the tension by inserting the fingers through the inspection plug hole. The correct amount of slack, or up and down movement, on the front chain is half an inch. If the play is being increased, pressure on the kick starter will help to move the tensioner plate down. This is of course unnecessary when play is being reduced.

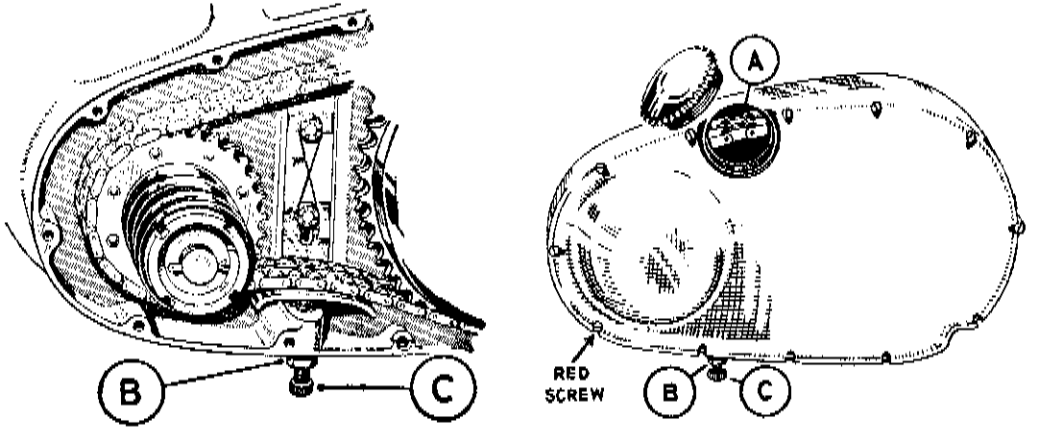

Fig. A27.

Rear Chain Adjustment (Rigid Frame)

The rear chain is adjusted by means of screw adjusters in the fork ends in front of the wheel spindle. Slacken off nut A (Fig. A29) and then unscrew the spindle a little by means of a tommy bar inserted in the hole in the spindle end B. Screw the adjusters C in or out until the chain tension is correct, with an up and down movement of three quarters of an inch. Make sure that the wheel is hard up against the adjusters when checking, and also that the adjustment is equal on both sides of the wheel, so that the latter is in correct alignment in the frame. This can be done either by glancing along the line of both wheels when the front wheel is set straight, or by means of a long straight-edge, or the edge of a plank placed along the sides of the wheels. The straight-edge should touch both walls of both tyres, if the tyres are of the same section.

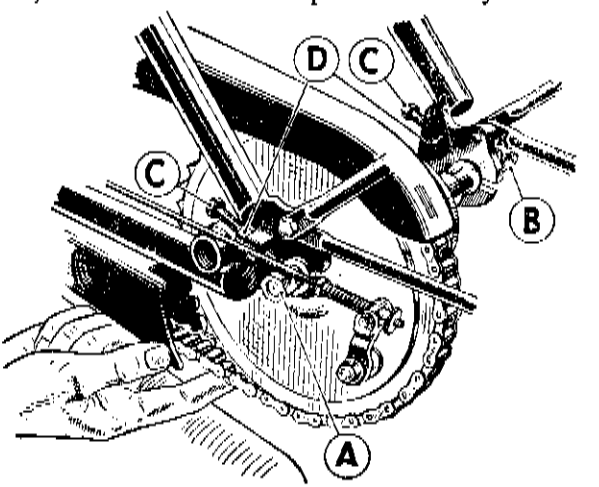

Fig. A29.

For rear chain adjustment on spring frame models see Service Sheet 212C.

NOTE. It may be necessary to re-adjust the rear brake, since this will have been altered by movement of the rear wheel.

B.S.A. MOTOR CYCLES LTD.
Service Dept., Birmingham, 11
Printed in England.

U/B2179