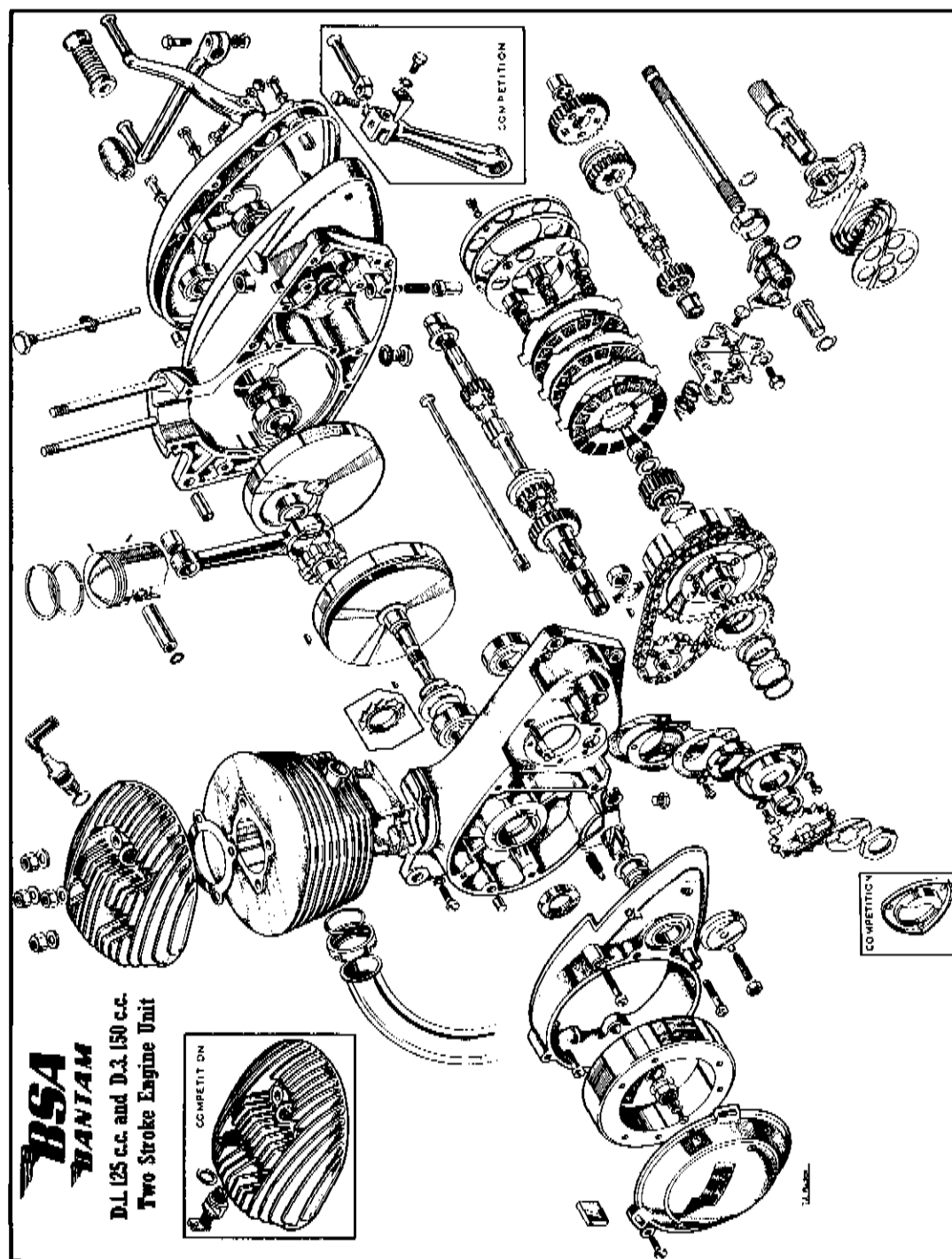


BSA SERVICE SHEET No. 501

Revised June, 1959.

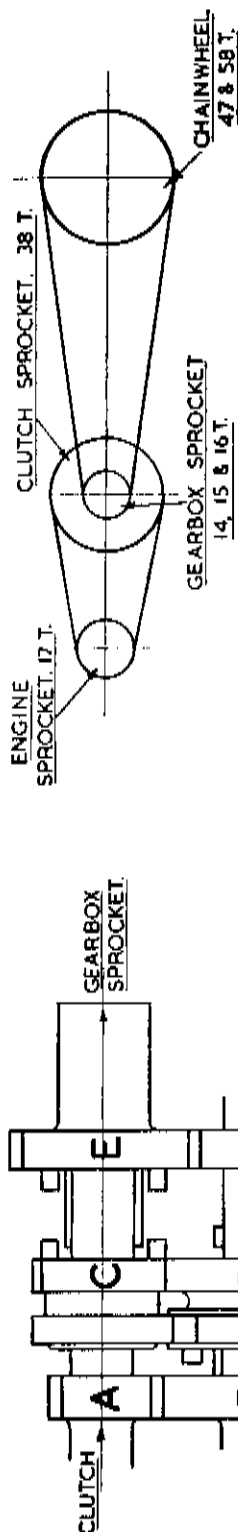
"D" Group Engine and Gearbox (Exploded View)



NOTE.—On D1 engines after 1954, and all D3 engines, the offside Crankshaft Oil Seal is placed next to the flywheel instead of between the two bearings.

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GEAR REFERENCE LETTERS ON SHAFT	STANDARD RATIO	CLOSE RATIO	WIDE RATIO	RATIOS OBTAINABLE BY VARYING INDIVIDUAL GEARS			
				COMPONENT	COMPONENT	COMPONENT	COMPONENT
GEARBOX SPROCKET	CHAINWHEEL	COMPONENT	TEETH	COMPONENT	TEETH	COMPONENT	TEETH
A	16	90-64	15	90-445	19	90-64	15
B	15	90-82	32	90-448	28	90-82	32
C	14	90-74	22	90-458	21	90-74	22
D	16	90-81	25	90-449	25	90-81	25
E	15	90-65	28	90-474	24	90-65	28
F	14	90-351	19	90-476	23	90-351	19
TOP		6.58	6.58	6.58	6.58	6.58	6.58
SECOND		11.75	12.8	11.75	12.8	11.75	12.8
BOTTOM		20.65	20.65	20.65	20.65	20.65	20.65
TOP		7	7	7	7	7	7
SECOND		11.75	12.8	11.75	12.8	11.75	12.8
BOTTOM		22	22	22	22	22	22
TOP		7.52	7.52	7.52	7.52	7.52	7.52
SECOND		12.6	13.7	12.6	13.7	12.6	13.7
BOTTOM		23.6	23.6	23.6	23.6	23.6	23.6
TOP		8.11	8.11	8.11	8.11	8.11	8.11
SECOND		13.58	14.8	13.58	14.8	13.58	14.8
BOTTOM		25.45	25.45	25.45	25.45	25.45	25.45
TOP		8.66	8.66	8.66	8.66	8.66	8.66
SECOND		14.5	15.8	14.5	15.8	14.5	15.8
BOTTOM		27.2	27.2	27.2	27.2	27.2	27.2
TOP		9.28	9.28	9.28	9.28	9.28	9.28
SECOND		15.5	16.9	15.5	16.9	15.5	16.9
BOTTOM		29.1	29.1	29.1	29.1	29.1	29.1

A, B, C, D, E, F REFER TO GEARBOX MAINSHAFT WITH GEAR CUT DIRECT ON TO SHAFT. LETTERS B, C & D REFER TO GEARS ONLY. E IS PRIMARY GEAR COMPLETE WITH 2 BUSHES.

F IS THE LAYSHAFT COMPLETE WITH GEAR. GEARS 90-458 (21 TEETH) & 90-457 (26 TEETH) CAN ONLY BE USED IN CONJUNCTION WITH 90-64 (15 TEETH) & 90-82 (32 TEETH).

D GROUP GEAR RATIOS

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Service Dept., Birmingham, 11
Printed in England.