BSA SERVICE SHEET No. 907

June 1957

Dandy 70

FRAME AND FORKS

The front forks are of the leading link type and require no adjustment. The only maintenance necessary is lubrication of the suspension arm bushes every 1,000 miles by applying a grease gun to the nipples provided, as shown in Fig. Z17.

DISMANTLING THE FORKS

Remove the front wheel as described in Service Sheet No. 906. Detach the brake cable from the right-hand suspension arm by unscrewing the adjuster. Take out the two pivot bolts, which also secure the mudguard stay. Unscrew the two bolts holding the upper ends of the fork springs. These will be found inside the legs of the forks. The arms with springs attached can then be taken away. If it is desired to change the springs, they can simply be unscrewed from the scrolls formed on the arms. The top scrolls are screwed out in a similar manner.

The pivot bearings in the arms are composed of a bush and distance tube, with a dust cap at each end of the bush.

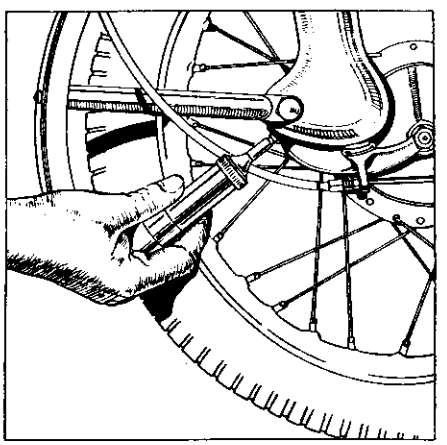

Fig. Z17. Greasing Front Forks.

RE-ASSEMBLING THE FORKS

Screw the springs firmly on to the top and bottom scrolls. Pass each spring up inside the fork legs and replace the top bolt. Assemble the pivot bearings in the arms and guide them into position, using a suitable piece of rod for lining up with the bolt holes.

STEERING HEAD ADJUSTMENT

With the front wheel clear of the ground, test for play by grasping the handlebars as shown in Fig. Z18 and attempting to rock the steering head up and down. If any play is present, the bearings require adjustment.

Slacken the locknut "B," Fig. Z19, and turn the adjusting nut "C" until the play has been taken up. Do not over-tighten or the steering will be stiff, and the ball races may be damaged. Tighten the locknut firmly.

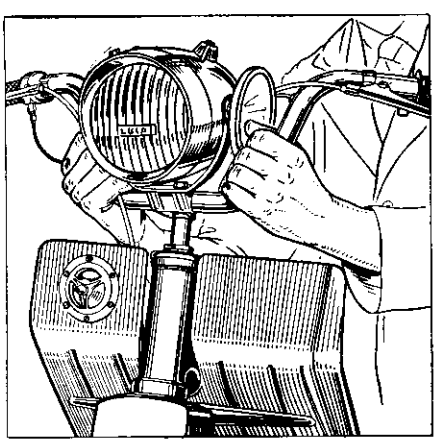

Fig. Z18. Checking Steering Head.

DISMANTLING THE STEERING HEAD

Remove the front wheel, as described in Service Sheet No. 906. Unscrew the bolt "A," Fig. Z19, a few turns and tap it down to release the handlebar stem expander cone. Pull the handlebars up out of the steering head. Take off the two nuts "B" and "C" while supporting the weight of the forks. Then, lower the forks until the steering column is clear of the frame. Take care not to lose any of the ball bearings; there should be twenty-four 3/16in. balls in the upper cup, and twenty ¼in. balls in the lower cup.

These bearings require cleaning out and re-packing with grease at intervals of approximately 10,000 miles.

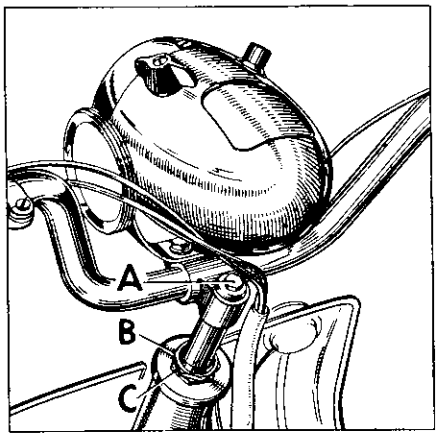

Fig. Z19.
Steering Head Adjustment.

RE-ASSEMBLING THE STEERING HEAD

Re-assemble the bearings, using fresh grease, and adjust as described above. Replace the front wheel and handlebars. Line up the latter squarely with the wheel and tighten the bolt "A" securely.

THE REAR FORKS

The lower extremities of the rear forks are held by two bolts on each side to the chain-case and swinging arm plate. The two suspension springs are mounted on top of the forks by means of special fixing plates and nuts and bolts. No lubrication or adjustment is necessary.

The bushes on which the engine and rear forks pivot are of the rubber silentbloc type. These require no attention and have an extremely long life.

WHEEL ALIGNMENT

At intervals, and particularly after the rear wheel has been moved, the alignment of the wheels should be checked. Set the front wheel straight ahead and place a long straight edge alongside the two wheels. It should touch the tyres in two places on each wheel simultaneously.

An even more accurate method is to measure the distances between the straight edge and the rims at the front and rear of each wheel, since the sides of the tyres may not always be perfectly true. These measurements should all equal.

If the wheels prove to be out of line, it may be that one of the chain adjusters has been screwed in or out more than the other. If this point is in order, then the result must lie in the frame or forks and they should be returned to a B.S.A. Dealer for checking over.

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