BSA - bsa_56_1_handbuch

Manual
for Motorcycles
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ADDENDUM TO THE OPERATING INSTRUCTIONS FOR
1956 MODELS
(Please add this information to the corresponding sections of the
following operating instructions!)
In essence, the instructions for the 1956 models are the same as
for the 1955 models. Any deviations are specified below.
Type D3 (150 cc Bantam Major)
These models are now equipped with swingarm rear suspension.
The two suspension units consist of a tele-damping
unit and a fully enclosed coil spring. The hydraulic
dampers require no maintenance of any kind. They are
sealed during manufacture. If they no longer work properly or are damaged, they must be replaced.
The suspension units can be removed from the frame
after removing the upper pivot bolts and the lower retaining nuts. The upper spring housing is held by 2 "collets". The spring must first be compressed before these can be removed.
The frame requires no maintenance. However, after an accident it should be
carefully checked. The wheel alignment must also be checked. If
the frame is damaged or warped, it must be replaced.
The silent blocks on the rear fork have an extraordinarily
long lifespan. Replacement will probably never be necessary.
C1OL Models (250 cc Side Valve)
These models are now equipped with hydraulically damped telescopic
front forks. In essence, the operating instructions are the same as for the C11G models of 1955.
C12 Models (250 cc O.H.V.)
This model replaces the C11G model of 1955. The main
and special operating instructions are similar. Only now is it equipped with a swingarm rear suspension. Although this is not the same as on the D3 model (see there), it is similarly constructed and the

operating instructions are essentially the same.
Secondary Chain Adjustment for Types D3 and C12
To adjust the secondary chain, place the machine on its stand.
The adjustment is correct when the play in the middle of the chain is 2 cm (3/4 inch).
B and A Models with Swingarm Rear Suspension
These models are now equipped with aluminum full hubs.
These are filled with grease during manufacture so that no further lubrication is necessary. The machines run on ball bearings, which require no adjustment.
The brake is adjusted at the pivot pin (of the brake shoes) which is located on the brake cover directly opposite the operating lever. For adjustment, grasp the square head
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OPERATING INSTRUCTIONS
Fuel Taps
These are located below the tank on the rear side.
These taps have a knurled and a hexagonal knob. To open the fuel tap, push in the knurled knob; to close it, push in the hexagonal knob.
On the C and D models, the fuel tap is opened by pulling it out and turning it to the left. To close the fuel tap, turn the knob to the right and push it in.
The A models have two taps, both of which are connected to the main tank. If only one of the two taps is opened, a reserve remains in the tank, which only becomes available after operating the second tap.
On the B and M models, there is a lever for reserve fuel on the upper part of the fuel tap. If this lever is moved to the position marked "RES", the reserve fuel becomes available. However, it should only be switched to "Reserve" when the main supply in the tank is exhausted.
Ignition Switch
This is mounted on the back of the headlight The switch positions are as follows:
Type D (Lucas Equipment):
(Not in use since 1954.)
"EMG" (for auxiliary start).
"OFF" (switched off).
"IGN" (for normal start).
Normally the machine is started with the switch in the "IGN" position.
But if the battery is dead, the switch must be switched to "EMG".
In certain cases, the switch must be set to "PILOT" so that the generator generates enough current for an auxiliary start without a battery.
As soon as the machine has started, turn the switch back to "IGN"; otherwise the battery would not be charged.
Please note: Never try to start the machine, regardless of the position of the ignition switch, if the battery

is not in the circuit; this also applies if the battery is completely
discharged. Failure to observe this regulation may result in
the current generated by the generator reaching such a high voltage that it
burns out the light bulbs if the headlight happens to be switched on
(e.g. when starting at night).
TYPE D
Wico Pacy Battery Lighting System
The three positions for the light switch are: "OFF" (off), "LOW"
(low beam and parking light) and "HEAD" (high beam). When parking, the power for the parking light is supplied by a dry battery located inside the headlight behind the reflector.
Wico Pacy Battery Set
This equipment is the same as that described above for the battery
lighting system. The difference from the latter, however, is that there is an additional rectifier here, which converts alternating current into direct current for the purpose of charging the battery.
Light Switch
When the battery is discharged, the light switch must be set to "LOW".
The highest possible charging current for the battery is then supplied when the engine is running.
5 40TABLE III
Tire Sizes - Tire Pressure
TypeFront Tire
Tire SizeRear Tire
Tire SizeSidecar Tire
Tire SizeFront Tire
PressureRear Tire
PressureSidecar Tire
Pressure
D1 .. .. ..
D3 .. .. ..C10L .. ..C11G .. ..B 31 .. .. .B 33 .. .. .M20 Solo .. ..M20 Sidecar ..M21 Solo .. ..M21 Sidecar ..M33 Solo .. ..M33 Sidecar ..A7 .. .. ..A7 S.S. .. ..A10 Solo .. ..A10 Sidecar ..A10 R.R. 2.7519
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16 (1.09)18 (1.22)18 (1.22)17 (1.16)17 (1.16)16 (1.09)22 (1.50)16 (1.09)22 (1.50)16 (1.09)22 (1.50)17 (1.16)17 (1.16)17 (1.16)19 (1.29)17 (1.16)20 (1.36)
22 (1.50)27 (1.83)26 (1.77)22 (1.50)18 (1.22)22 (1.50)22 (1.50)18 (1.22)22 (1.50)18 (1.22)22 (1.50)19 (1.29)18 (1.22)19 (1.29)23 (1.56)19 (1.29)

17 (1.16)

17 (1.16)

17 (1.16)

18 (1.22)

slightly open. The kick starter is depressed until the resistance
of the compression is felt. Then the decompressor is operated and the kick starter is depressed a little further downwards. The decompressor is released again, the kick starter is allowed to spring back and it is given a renewed, strong kick downwards.
This starting procedure should always be followed, as it allows the engine
to gather enough momentum to overcome the resistance on the following compression stroke.
Please note: When starting cold, the choke must be closed.
This is not necessary when the engine is warm.
During normal operation, the choke should always be open, although
sometimes on slow journeys on rising roads a small gain in power can be achieved by closing the choke slightly.
Normally, the motorcycle should be set to full advance
during the journey (if hand adjustment device is present). If the machine is more heavily loaded than usual, it may be advantageous to reduce the advance slightly. Adjusting the advance is primarily a matter of experience.
Start (Type D)
On the models with battery ignition, the start is carried out in the same way
as described above. Note, however, that here the
air throttling is to be found in the air intake funnel of the carburetor. To operate the choke, lift a small lever on the right upwards (air supply throttled) and push it down again as soon as the engine is running.
On the type D, with Wico-Pacy-Choppers (battery set), the
start is to be carried out as described above; however, the ignition key must first be turned to "0N".
Start (Type C)
Switch on the ignition (see under ignition switch) and then start
as described above. These models do not have a lever for air
throttling.
ALL TYPES
Engaging First Gear
The clutch lever is pulled in (i.e. the clutch is disengaged). The
foot shift lever is pulled upwards until it clicks into place (pushed downwards on type D). If resistance is felt when engaging first gear, move the motorcycle slightly forwards and backwards, applying slight pressure to the foot shift lever until the gear engages correctly.
Starting Off
Slowly and carefully open the throttle grip. Equally slowly
release the clutch lever. As soon as the clutch engages slightly, open
the throttle grip more strongly and when the clutch engages correctly, the machine can be accelerated to an appropriate road speed, which allows it to be shifted into the next gear.
Gear Shifting (up)
Close the throttle grip, pull in the clutch