

## BSA - bsa\_56\_2\_handbuch

Manual

for Motorcycles

B.S.A. MOTOR CYCLES LTD., BIRMINGHAM 11

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### SUPPLEMENT TO THE OPERATING INSTRUCTIONS FOR 1956 MODELS

(Please add these notes 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 given below.

#### Type D3 (150 cc Bantam Major)

These models are now equipped with swingarm rear suspension.

The two suspension units consist of a telescopic damper 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 should also be checked then. If the frame is damaged or warped, it must be replaced.

The silent blocks on the rear fork have an exceptionally long lifespan. Replacement will probably never be necessary.

#### C10L 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 1955 C11G models.

### C12 Models (250 cc O.H.V.)

This model replaces the 1955 C11G model. The main and special operating instructions are similar to those for the C11G. However, it is now equipped with swingarm rear suspension. Although this is not the same as on the D3 (see there), it is similarly constructed and the operating instructions are also essentially the same.

### Adjustment of the Secondary Chain on Types D3 and C12

To adjust the secondary chain, place the machine on its stand.

The adjustment is correct when the slack 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 no further lubrication is necessary. The machines run on ball bearings, which require no adjustment.

The brake adjustment is made on the pivot (of the brake shoes) which is located on the brake cover directly opposite the operating lever. For adjustment, grasp the square head 3 of the adjusting pin and turn it clockwise. This compensates for the wear of the brake lining.

The adjustment is locked by a spring, and the spring engages again and again when the pin is screwed in. You can feel this on the screw-driver. For adjustment, turn the adjusting pin in as far as it will go. Then turn back until you feel the spring engage once. This adjustment should be done when the machine is on its stand. The wheel should be lifted off the ground.

The camshaft of the brake is fitted with a grease nipple.

Every 1500 km (1,000 miles) a shot from the grease gun should be given.

### Wheel Removal (A and B Models with Swingarm Rear Suspension)

The removal of the front wheel is to be carried out as described in the book for the 1955 models. The rear wheel can be removed quickly. Proceed as follows: Unscrew the four round head nuts that secure the rear sprocket to the hub. Then unscrew the wheel axle on the right side of the machine. Remove the shim and finally push the wheel to the right, so that the pins slide out of the gear. The operating cable for the brake and the cable retaining pin must also be removed.

On machines with a chain guard for the secondary chain, you will find access to the 4 round head nuts that secure the gear (sprocket) to the hub if you remove the rubber plug on the chain guard. If you then rotate the wheel by 90 degrees each time, you can unscrew the nuts one after the other.

A7 Shooting Star and A10 Road Rocket

The inlet port now forms part of the cylinder head casting.

The two connection seats with the fixing screws are therefore no longer needed.

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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 types C and D, the fuel tap is opened by pulling 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 actuating the second tap.

On types B and M, there is a lever for reserve fuel on the upper part of the fuel tap. If this lever is placed in the position marked "RES", the reserve fuel becomes available. However, it should only be switched to "Reserve" when the main supply of the tank is exhausted.

### Ignition Switch

This is mounted on the back of the headlight. The switch positions are as follows:

Types D (Lucas Equipment):

(Not in use since 1954.)

"EMG" (for emergency start).

"OFF" (switched off).

"IGN" (for normal start).

Usually the machine is started with the switch in the "IGN" position.

However, if the battery is flat, 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 emergency 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, no matter what position the ignition switch is in, if the battery is not in the circuit; this also applies if the battery is completely discharged. If this regulation is not observed, it may happen that the current generated by the generator reaches such a high voltage that it blows the light bulbs if the headlight happens to be switched on.

(e.g. when starting at night).

### TYPES D

#### Wico Pacy Battery Lighting System

The three positions for the light switch are: "OFF" (off), "LOW"

(dipped 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 the battery lighting system described above. In contrast to the latter, however, there is an additional rectifier which converts alternating current into direct current for the purpose of charging the battery.

#### Light switch

If the battery is discharged, the light switch must be set to "LOW".

When the engine is running, the highest possible charging current for the battery is then supplied.

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#### Special Circumstances

If operating for a prolonged time without a battery it is necessary to disconnect the battery leads and remove the battery. The negative pole is then connected to ground.

In this case, the lighting and signaling system are out of order. If you fail to do this, the rectifier can be severely damaged.

Please note: When reinstalling the battery, connect the positive pole to ground.

#### Battery

The Varley battery (fully charged) is a lead-acid battery and has the same general properties as a lead-free acid battery.

On all Type D which are equipped with the Wico-Pacy equipment, the negative pole is connected to ground, on all other BSA motorcycles the positive pole.

#### Ignition Switch (Types C10L and C11G)

The regulations are as above, only here the positive pole is connected to ground. If you put the ignition switch on "EMG", you can also start without a battery, but in this case the negative pole must be connected to ground.

#### Air Flap (Types D)

This is located in the air intake funnel of the carburetor and consists

of a perforated disc which, when rotated, covers or exposes the corresponding holes in the air intake funnel. In this way, the airflow to the carburetor is regulated. The air

flap is closed by lifting a small lever on the right. The air flowing to the carburetor is reduced to a minimum and the engine is supplied with a very rich fuel mixture. Usually the air flap should always be open and only closed for cold starting.

#### Mixture Lubrication (Types D)

These engines are lubricated by the mixture system. The lubricating oil for the engine is mixed in the fuel. The correct mixing ratio must always be observed.

The mixing ratio and the types of oil recommended by us are indicated on the tank cap.

It is essential that the oil is completely distributed in the petrol. Mix