

BSA SERVICE SHEET No. 507

Models D1, D3, D5 and D7

Revised February 1959
Reprinted October 1964

PRIMARY TRANSMISSION

Clutch Adjustment

There must always be a slight amount of play in the clutch withdrawal mechanism in the gearbox, or a short length of free cable at the handlebar lever end. If the play becomes excessive, difficulty will be experienced in changing gear, as the clutch may not fully disengage, in which case the control should be adjusted.

The clutch adjustment will be found at the left-hand end of the gearbox mainshaft (Fig. D21) and it consists of an adjusting pin (A) screwed into the clutch withdrawal quick thread sleeve and a locknut (B) to secure it in position. This adjusting pin presses against the clutch withdrawal rod with a steel ball interposed. (On the model D.7. the adjuster is concealed underneath the pear shaped cover on the left-hand side of the engine.)

The withdrawal mechanism must at all times be so adjusted that there is a slight amount of play between the pin, the steel ball and the operating rod, in order to ensure that the clutch springs may exert their full pressure on the driving and driven plates. If there is not sufficient play there will be a tendency for the clutch to slip continually owing to reduced spring pressure, and this in turn will cause over-heating and serious damage to the clutch itself.

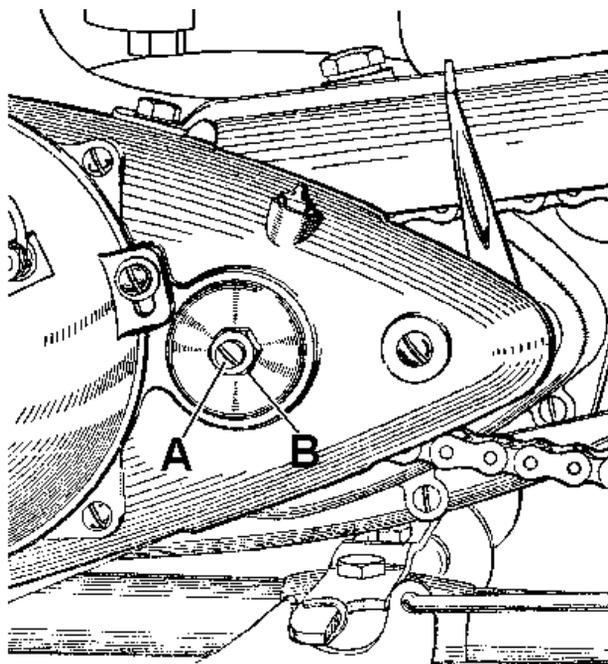


Fig. D21.—Clutch control adjustment

To adjust, release the locknut and holding it with a spanner turn the adjusting pin back one or two turns with a screwdriver. Then, still holding the locknut with a spanner, screw the adjusting pin gently in until it is felt to meet some resistance. Then unscrew it half-a-turn and holding it in this position retighten the locknut. If the adjustment is correctly made in this manner, it will be found that there is a small amount of free play at the clutch lever on the left handlebar before this is felt to take up the spring pressure during the action of declutching.

B.S.A. Service Sheet No. 507 (contd.)

Front Chain

The front chain runs on short fixed centres and adjustment for tension is neither required nor provided for.

This chain will run for many thousands of miles before examination is required. This operation involves the removal of the primary chain cover (Fig. D19) after the kickstarter and gear change pedals, both of which are mounted on splines and locked by pinch bolts ("B" and "C" respectively) have been removed together with the five securing screws ("D"). The normal up and down play on the front chain is up to $\frac{3}{8}$ in. (1 cm.) and the maximum permissible indicating that the chain is unduly worn and requires replacement, is about $\frac{3}{4}$ in. (2 cm.).

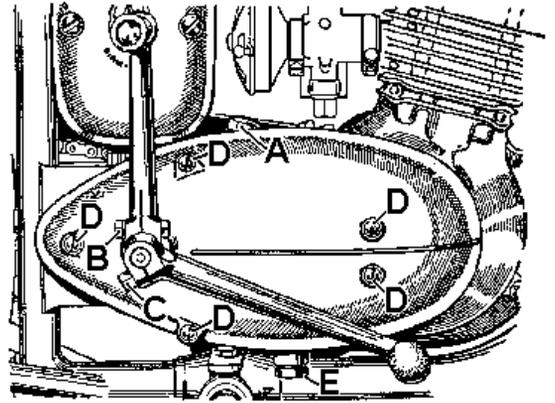


Fig. D19.

Remember when replacing a chain fitted with a detachable connecting link, that the spring fastener must always be put on with the closed end facing the forward direction of travel i.e. on the top run of the chain.