

B.S.A. CYCLES Ltd.

(Proprietors: The Birmingham Small Arms Co. Ltd.)

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"SERVICE."

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The fitting of 1927, 1928 and 1929 Flywheels into New Crankcases on inclined engine models.

The engine shaft ballrace recess in the gear side crankcases Nos. 24-298 and 24-303 is $\frac{1}{8}$ in. less in depth from the joint face of the crankcase than the earlier patterns fitted to the following machines, the change commencing with engine number stated.

The original dimension from the joint face to the back of the recess was $2\frac{1}{4}$ in., now altered to $2\frac{3}{8}$ in.

Engine No. S 144	...	...	...	4.93 h.p. O.H.V. Single-port.
" No. P 9364	...	...	...	4.93 h.p. O.H.V. Two-port.
" No. D 1950	...	...	...	3.49 h.p. O.H.V. Super.
" No. J 382	...	...	...	4.93 h.p. de Luxe.
" No. H 9083	...	...	...	5.57 h.p. de Luxe.

When fitting these new gear-side crankcases 24-298 and 24-303 to earlier engines—i.e., when the above dimension is $2\frac{3}{8}$ in.— $\frac{1}{8}$ in. must be machined off the flywheel shaft boss on the gear-side flywheel. The peg which drives the inner ballrace, being removed beforehand, shorten similarly by $\frac{1}{8}$ in. and subsequently replaced if desired.

Glut pegs are not fitted to the flywheels of 1930 machines, and these pegs can be dispensed with on earlier machines.

If the above is not carried out correctly re-assembly of the engine will be impossible, and serious damage will result if undue force is exercised in an attempt to complete the assembly.

If the new crankcase half is fitted with a ballrace that is not slotted the glut peg on the flywheels boss *must* be removed.

The fitting of New Flywheels into 1927, 1928 and 1929 Crankcases on inclined engine models.

The engine shaft boss on the gear-side flywheels No. 24-311, 15-1533, and 24-318 (4.93h.p. Super tuned only) stand $\frac{1}{8}$ in. further below the rim of the flywheel than earlier patterns fitted to the following machines, the change commencing with the engine number stated.

The original dimension from the rim of the flywheel to the face of the boss was .029in., now altered to .091in.

Engine No. S 144	...	...	...	4.93 h.p. O.H.V. Single-port.
" No. P 9364	...	...	...	4.93 h.p. O.H.V. Two-port.
" No. D 1950	...	...	...	3.49 h.p. O.H.V. Super.
" No. J 382	...	...	...	4.93 h.p. de Luxe.
" No. H 9083	...	...	...	5.57 h.p. de Luxe.

All engines having earlier numbers are fitted with a gear-side crankcase, the ballrace recess of which is $2\frac{1}{8}$ in. deep from the joint face, and must have the clearance that will result by fitting this new type flywheel taken up by a special washer, Component No. 24-114.

The short peg driving the inner ballrace from the flywheel can be replaced by the longer peg 24-111.

This glut peg can be dispensed with on all engines if desired.

Glut pegs are not fitted to the flywheels of 1930 machines.