

# B.S.A. CYCLES LTD.

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SERVICE SHEET No. 48.

*Service, February 1936.*

## MOTOR CYCLE.

### OIL LEAKAGES FROM PRIMARY CHAINCASE.

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Oil leakage from the primary chaincase of any 1935-6 model will be due to an excessively high oil level in the trough formed in the rear half of the case or in the enclosed oil bath on Empire Star models. This may be brought about by an excess quantity of lubricant being fed to the chain.

On 1.49 h.p. O.H.V., 2.49 h.p. Side Valve, and 2.49 h.p. O.H.V. Lightweight models, examine the primary chain oil stud and ascertain whether this is of the latest type, i.e. fitted with a small bush, the object of which is to restrict the amount of lubricant fed to the primary chain.

On the larger machines, with the exception of the 9.86 h.p. Twin, an adjustable control valve is provided on the near side of the crankcase, it being possible after slackening off the primary chain oil control valve spindle locknut to turn the spindle with the aid of a screwdriver in a clockwise direction, thus reducing the opening of the valve and consequently the quantity of oil fed to the chain. Should it be found that the leakage persists with the control valve spindle turned in a clockwise direction as far as it will go, remove the spindle and solder up the small slot on the taper seating. The slot, or groove, has been omitted from the latest type valve, and the fitting of this, or the carrying out of the above recommendation will permit of the delivery of oil being reduced to any desired amount.

Leakage from an Empire Star chaincase indicates too high an oil level in the case and the level can be reduced by removing the level plug from the front half of the case and allowing the excess to drain away.