

# B.S.A. CYCLES Ltd.

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

SERVICE SHEET No. 13.

"SERVICE."

September, 1930.

## Tappet Guide Locking Studs on 1930 2.49 h.p. Side-valve, 2.49 h.p. O.H.V. and 3.49 h.p. Side-valve machines.

If the two hexagon nuts on the timing case cover are tightened up excessively it is possible that the tappet guide locking studs, on to which these hexagon nuts are screwed, will bind on the tappet guides themselves, causing just that small amount of distortion which will result in the tappets sticking in the guides.

If these hexagon nuts cannot be screwed up reasonably tightly without the tappets sticking in the guides, then the tappet guide locking studs may be dispensed with and replaced by two timing cover studs 27-1526, which can be obtained from "Spares," Small Heath.

To effect the necessary change over remove the timing case cover and the tappet guides. Withdraw the two locking studs. These are not screwed into the crankcase and can therefore be withdrawn.

Tap out the two crankcase holes from which these studs have been withdrawn with a standard  $\frac{1}{8}$  in. diameter Whitworth tap, taking care to see that the hole is tapped only one inch deep. This is important.

Tightly screw the new studs into the crankcase and see that the shoulders are just flush or a little below the joint face of the timing case.

Refit the tappet guides, taking care to see that the same are screwed home *dead tight*.

Rejoint the timing cover with gold size, shellac, or any other good jointing compound, and refit.

The two hexagon nuts taken from the locking studs can be used on the new studs.