

B.S.A. CYCLES Ltd.

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

SERVICE SHEET No. 6.

"SERVICE."

May, 1930.

Adjustment of Steering Head.

The Steering Head is one of the most neglected parts of a motor cycle. Actually it is essential that frequent attention be given to its lubrication and adjustment.

On a new machine the head should be inspected frequently and adjusted as necessary, since during the initial running the races may bed themselves down and looseness develop, between the head races and the cups in the frame.

A grease gun nipple is fitted on the steering head of 1930 models (and an oil hole on earlier machines) and should be used regularly every 250 miles.

To adjust the head, support the machine by a box underneath the crankcase of sufficient height to raise the front wheel clear of the ground.

If a steering damper is fitted it must be slackened right off.

Unscrew the ball head clip nut, tighten the adjusting nut down until there is no perceptible shake in the head—that is, until there is no perceptible movement between the steering stem race and the bottom cup in the frame when the handlebars are shaken up and down.

Screw down the adjusting nut only enough to take up the play in the head races and to allow the handlebars to swing from side to side with perfect freedom. If tightened up too much the handlebars will tend to bind, this being more pronounced when the front wheel is in contact with the ground, giving rise to a "snaking" movement on the steering at low speeds.

Tighten up the ball head clip nut and adjust the steering damper if fitted, to suit personal requirements.