

B.S.A. CYCLES LTD.

Service Sheet No. 82.

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MOTOR CYCLE.

1937 and 1938 "B" and "M" GROUP MACHINES.

OIL LEVEL IN PRIMARY CHAINCASE.

It is important that oil be maintained at the correct level in the primary chaincase. An excessively high oil level will give rise to clutch drag, etc., thereby prejudicing the gear operation.

A plug is provided at the lower forward end of the outer half of the chaincase, and this must be removed periodically for the purpose of checking the oil level. If it be found that the oil is below the level of this plug, remove the inspection cover and add fresh oil until it commences to trickle out of the level plug hole, when the machine is standing on an even keel. All the surplus must be allowed to drain away before the plug is re-fitted.

Should an excessively high level of oil be found repeatedly when the level plug is removed, this is due to oil leaking from the crankcase, a state of affairs which indicates side play of the flywheel assembly, probably owing to the distance sleeve on the engine shaft having tightened up.

To overcome such a state of affairs, remove the outer half of the primary chaincase, followed by the cush drive spring retaining nut, cush drive spring, cam sleeve, primary chain, engine sprocket and cush drive bearing. Withdraw the distance sleeve from the driving side engine mainshaft.

Careful examination of the distance sleeve may reveal markings that are the cause, or the result of the sleeve binding upon the mainshaft, and if in evidence such markings must be polished off and the sleeve made an easy sliding fit upon the mainshaft, when it can be replaced and the cush drive assembly refitted. All side play of the flywheel assembly should now have been taken up by virtue of the cush drive spring pressure, and the absence of this end movement will prevent the leakage of oil along the engine shaft.