



BSA

SPEED & SPORTS PARTS



from **BSA** Incorporated Service Dept.

Speed Bulletin #1

April 17, 1964

CONVERT A C15 MODEL FOR NOVICE CLASS "C" DIRT TRACK RACING

A BSA C15 Model can be converted into an ideal machine for 250cc Class "C" Novice Dirt Track Racing by assembling a rigid rear frame section, light wheel hubs, light gas tank, tachometer and megaphone. The items listed below are the principal parts required:

<u>QUANTITY</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>LIST PRICE</u>
1	B628	Rigid Rear Frame Section (up to 1963)	\$42.20 B
1	B631	Front Wheel Hub w/Bearing and Axle	29.98 B
1	B629	Rear Wheel Hub w/Bearing and Axle	48.75 B
1	B630	Rear Hub Sprocket Flange	13.12 B
1	B625	Crankcase Cover w/Tacho. Mount	28.12 B
1	B626	Tacho. Drive Nut	1.06 B
1	B633	Gas Tank - 2 Gallon - Fiber Glass	48.00 B
1	B618	Megaphone for 1½" Pipe	8.95 B
1	B619	Meg. to Exhaust Pipe Bush-1-3/8" to 1½"	.80 B

INFORMATION ON: Wheels, Sprockets, Tachometer, Megaphone and Forks

1. The wheels can be built up with the original steel rims or with alloy rims. Spokes #24-7012 for 19" front wheel. Spokes #90-5584 and 90-5583 for the 19" rear wheel and spoke nipples 27-6813.
2. The 52-56-60T C15-S rear wheel sprockets can be used with the sprocket flange B630. The C15-S-15T and 16T gear box sprockets can be used to obtain suitable gear ratio recommendations for one half mile dirt track racing.
3. The crankcase cover B625 has been modified so that a Gold Star Clubman tachometer angle drive can be mounted and the Clubman tachometer and cable can be assembled. It will be necessary to replace the original camshaft nut with the special nut B626.
4. The megaphone listed is for a 1½" exhaust pipe but when the standard 1-3/8" C15 exhaust pipe is used, it is necessary to assemble the bush B619.
5. The front end can be lowered by shortening the front fork springs 2 inches.

Walter Brown
WALTER BROWN

Service Manager

PRICES SHOWN ARE SUBJECT TO CHANGE WITHOUT NOTICE
THIS BULLETIN AMENDS SPEED BULLETIN #1 dated March 5, 1963

