

# B.S.A. CYCLES LIMITED.

*Service Sheet No. 37.*

*"Service," January, 1935.*

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## REPLACEMENT OF THE PRIMARY GEAR OIL RETAINING RING AND OIL FLINGER WASHER UPON THE THREE WHEELER POWER UNIT.

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Dismantle the front of the vehicle as indicated in Service Sheet No. 23.

Take out the bolt securing the gear change tube to the crankcase and detach the gear change control cover from the gearbox.

Remove the junction box, electric horn and starter motor complete.

Withdraw the engine support bracket bolts, and remove the split pin followed by the nut and washer securing the front end engine anchorage.

The nuts and bolts securing the gearcase to the crankcase must next be removed and this will allow the gearcase complete with differential unit to be withdrawn from the chassis, leaving the engine loosely mounted upon the chassis frame.

Place the gear assembly upon a suitable bench, and lock the gears up solid by removing the small grub screw immediately above the outside end of the selector shaft, and then passing the shaft through from the opposite side, thus sliding the pinions into mesh, when the clutch hub nut can be removed, followed by the operating plate and clutch lever bracket secured to the gearbox shell by three nuts.

Withdraw the original primary gear oil retaining ring, and replace the same with the modified type component No. 35-4074 in conjunction with the modified type oil flinger washer component No. 35-4073. The oil flinger washer must be placed between the clutch lever bracket on the primary gear shaft and the lever itself, before the bracket is secured in position, when the clearance between the clutch lever bracket and the outer edge of the oil flinger washer can be checked to ensure that it does not exceed .006in.

Re-assembly is the reverse of the foregoing procedure, and providing the clutch is not interfered with whilst the gear assembly is removed, there is no reason why the clutch hub splines should not engage correctly with those of the clutch plates.