

# HINTS AND TIPS ON — SERVICE —

For **BSA** and **ARIEL** Dealers

Service Bulletin #155

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LET'S GET THE 1964 NEW MACHINE OWNERS STARTED OFF EASY  
INSTRUCT THEM TO "RUN-IN" THE MACHINES PROPERLY

We have a number of new high-performance models this year with dual carburetors - high compression pistons - racing camshafts, etc., so there will be a tendency for the boys who buy these machines to want to demonstrate their performance too soon after they take delivery.

There are several precautions that must be taken to be sure these machines are prepared properly for delivery and there are instructions to be given to the new owners so there will be less chance of difficulties during the "running-in" period.

1. YOU MUST use light oil #20 in the engine - gearbox and primary drive to assure free flow and complete lubrication during the "run-in" period and early life of the engine.  
BE SURE THE OIL IS CIRCULATING.
2. YOU MUST check the entire machine over according to the check sheet or a sheet similar to it to be sure everything is tight and properly adjusted and lubricated.
3. YOU MUST road test the machine yourself to be sure everything is functioning right and the machine is performing satisfactorily to your complete satisfaction.
4. YOU MUST instruct the new owner on the proper procedure for "running-in" the new machine. (They are not "run-in" at the Factory -- they are tested and ridden only 8 or 10 miles.)  
CAUTION: For the first 1000 miles -- no high R.P.M.s -- no high speeds -- no long full throttle runs.
5. YOU MUST tell the new machine owner what will happen if he runs it too fast too soon. Read Service Bulletin #67 and explain to him that he must take it easy until the engine is run-in. Then he will have a better performing engine and a trouble-free motorcycle.
6. YOU MUST read Service Bulletin #33 on Correct Lubrication and instruct your customers accordingly.

This advice applies to all new motorcycles as well as the Lightnings, Thunderbolts and Cyclones.

WB/jc

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