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EASTERN STATES DISTRIBUTOR FOR BSA MOTORCYCLES / A SUBSIDIARY OF THE BIRMINGHAM SMALL ARMS COMPANY, LTD. OF ENGLAND

despatch to all dealers:

SERVICE BULLETIN #16-69

April 25, 1969

FROM: Walter Brown, Service Manager

SUBJECT: Ignition Timing - B25 and B44 Models.

Correct ignition timing is the only way to obtain optimum conditions for starting the engine and for performance on the road.

Too much ignition advance can cause trouble just as much as insufficient ignition advance and may result in:-

1. Difficult starting.
2. 'Kick back' on the crank (liable to damage kickstart mechanism).
3. Poor performance.
4. Excessive gas consumption.
5. Overheating.

If conditions 1 and 2 exist and the ignition timing appears to be correct, examine the auto-advance unit underneath the contact breaker, as the bob weights may be sticking in the advanced position.

Contact breaker cam spindles fitted after July, 1968, have a dry lubricant treatment during assembly. If wet lubricant is introduced it combines to form a glue which virtually seizes the bearing. If this has occurred, the assembly should be dismantled and thoroughly cleaned before being replaced.

Ensure that the spring anchorages are not bent inwards as this reduces spring tension and allows timing to advance too quickly.

Conditions 3, 4 and 5 may also be present and can result from too much ignition advance, although they may also be due to other causes, such as excessive carbon deposit, burnt valves, or incorrect carburetor settings.