



**BSA MOTORCYCLES**

CABLE ADDRESS: SELCYCLES, NUTLEY

A SUBSIDIARY OF  
BIRMINGHAM SMALL  
ARMS CO., LTD.  
BIRMINGHAM, ENGLAND



**ARIEL** MOTORCYCLES and **SUNBEAM** SCOOTERS

639 PASSAIC AVENUE

NUTLEY 10, NEW JERSEY

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Bulletin #319

April 5, 1961

TO ALL BSA DEALERS

We have received reports from the field that some difficulty has been experienced in starting the 1959 and 1960 C15S Model Starfire Scramblers and Roadsters.

The attached Service Bulletin #104 outlines what changes and improvements have been made in the 1961 C15S models to overcome the starting problem.

When you have a C15S Starfire Scrambler or Starfire Roadster machine that is difficult to start, you may order the parts shown in the Service Bulletin #104 and after you receive and assemble them on the machine, you may return the original parts for credit.

If you have already assembled a new six coil stator on a 1959 and 1960 C15S model, you may order the kickstarter parts and footrest parts and return the original parts for credit.

Please fill out and send in a Green Claim Tag giving full particulars and the invoice number you received the parts on, so we can give you the correct amount of credit.

We appreciate your cooperation in assisting us in taking care of this unusual problem.

Yours very truly,  
BSA Incorporated

*Walter Brown*  
Walter Brown  
Service Manager

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# HINTS AND TIPS ON — SERVICE —

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

Service Bulletin #104

April 5, 1961

## CHANGE 1959 - 1960 C15S STARFIRE SCRAMBLERS

### & ROADSTERS FOR QUICK STARTING

Changes and improvements have been made in the Ignition System, Kick-Starter, and Footrest on the 1961 C15S Models. These changes and improvements were made so that there is a more high tension ignition current at kick-over speed, also so that the engine can be kicked over rapidly without interference at the footrest.

The kickstarter spindle has been altered so that the kickstarter pedal is in a more forward position to obtain a full 180 degree sweep of the starter crank when the engine is kicked over.

The new six coil stator and modified kickstarter and footrest parts when installed in the early model C15S machines will overcome any starting problems that have been experienced.

C15S models with engine numbers C15S 1465 upward are equipped with the six coil stator.

These changes and improvements can be made on the 1959 - 1960 - C15S Models by assembling the parts listed below:

| <u>QUANTITY</u> | <u>PART NUMBER</u> | <u>DESCRIPTION</u>   | <u>LIST PRICE</u> |
|-----------------|--------------------|----------------------|-------------------|
| 1               | 47177              | Six Coil Stator      | 21.00             |
| 1               | 41-3020            | Kick Starter Crank   | 10.80             |
| 1               | 40-3125            | Kick Starter Spindle | 8.10              |
| 1               | 40-4826            | Footrest Bracket     | 3.96              |
| 1               | 29-7581            | Footrest             | 1.89              |
| 1               | 29-7583            | Footrest Rubber      | .47               |
| 1               | 29-7564            | Bolt                 | .21               |
| 1               | 36-382             | Washer               | .03               |
| 1               | 24-6040            | Nut                  | .15               |

Instructions for Timing the Ignition are being sent with each new six coil stator shipped out.

Information on changing the kick starter spindle is given in the C15 Service Sheet #422 in the Manual and in the Instruction Book.

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**BSA** Incorporated, 639 Passaic Avenue, Nutley N. J.

Hints & Tips on Tuning the C15S Models

1. Carburetor & Gas Supply.

- A. Tune the Carburetor as per instructions in the Manual and Instruction Book, also in Amal List #502.
- B. Set the throttle adjustment for a fast idle and when starting kick over the engine with the throttle in a fully closed position.
- C. When parking the machine, be sure to close both gas petcocks. If the petcocks are left open while the machine is parked, gas will overflow the carburetor float and flood the combustion chamber. The result will be hard starting.
- D. When the engine is flooded, it will be necessary to kick the engine over several times with the throttle in a fully opened position to clear it out.

2. Wiring.

- A. Check the wire terminals for loose connections:
  - 1. At the wiring harness junction block near the primary drive case.
  - 2. At the distributor.
  - 3. At the ignition coil under the seat.
- B. Make sure the wires are dry. When the wires are wet with oil or water, the engine will not start. Inspect all the wires closely and if there are any signs of oil or dampness, wash them with clean gasoline and allow to dry before attempting to start the engine.

3. Spark Plugs.

- A. Use a "WARM" spark plug for "Break-In" and General Road Riding -- Champion N-5, Lodge HLN (Lodge Platinum CLNP), or KLG FE70.
- B. Use a "COLD" spark plug for "Fast riding" and in Competition events -- Champion N-3, Lodge 3HLN (Lodge Platinum HLNP), or KLG FE100.

4. Emergency Starting. (To check out ignition system & carburetor settings).

- A. Use a standard Battery or a Dry cell Battery.
  - 1. Disconnect the red wire from the stator at the junction block near the primary drive.

2. Attach the "hot" wire from the battery to the "red" wire to the coil under the seat. Ground the other wire from the battery to the motorcycle frame or to the engine.

5. Compression Release Lever.

Assemble and adjust the compression release lever in an upward position so that it can be operated easily. Use the compression release at the start of a "kick" to obtain fast revolution of the alternator rotor and maximum ignition current.

When the improved stator and parts are assembled on the 1959 and 1960 C15S Models and when the above instructions are followed, no difficulty will be experienced in starting the engines.

Yours very truly,  
BSA Incorporated

*Walter Brown*

Walter Brown  
Service Manager

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