

# HINTS AND TIPS ON — **SERVICE** —

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

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## COMPETITION MAGNETO FOR C15 & C15S MODELS

A competition Magneto is available for C15 Road machine owners who wish to convert their engine for competition riding and for C15 Scramblers owners, who wish to remove the A.C. generator and lighting equipment. The magneto can be ordered from our Parts Department in the usual manner.

1 B508 C15 Competition Magneto

Dealer Cost \$33.00 - Retail Price \$44.95

## INSTALLATION INSTRUCTIONS FOR BSA C15 MAGNETOS

READ CAREFULLY BEFORE ATTEMPTING INSTALLATION!

1. Remove outer primary drive.
2. Remove alternator stator assembly.
3. Remove rotor from crankshaft.
4. Remove spacers from studs.
5. Slide one of the 5/16" ID spacers supplied with the magneto on each of the mounting studs.
6. Place the magneto stator assembly on the mounting studs with the coil facing forward and the pole pieces facing outward.
7. Place the three remaining 5/16" ID spacers on the mounting studs.
8. Put the original nut and lock washer on the studs (do not tighten.)
9. You will find that the holes in the stator plate are much larger than the studs. This is to allow for proper adjustment of the air gap between the pole pieces and the rotor.

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10. While the nuts are still loose, grasp the coil and pull it as far toward the front of the engine as possible.
11. While holding it in this position, tighten the three nuts.

NOTE: You will notice that the rotor has two keyways in it. One will be marked with an R and one will be marked with an S.

The "R" keyway shall be used with all engines bearing "C15. The "S" keyway shall be used with all engines bearing "C15S. In both cases the engine timing shall be 40 degrees BTDC.

12. Slide the 3/4" X 1" OD X 1/4" long spacer into the shaft.
13. Make sure that the key is in the crankshaft and slide the rotor on to the shaft.
14. Insert a .005 feeler gauge in between each pole piece and the rotor.
15. With the feeler gauges in place, loosen the three mounting nuts and allow the stator plate to rest upon the feeler gauge.
16. With the feeler gauges still in place, tighten the nuts into place and then remove the feeler gauges.

NOTE: There must be at least .005 clearance between the rotor and pole pieces. A greater clearance is acceptable, but less than .005 is not.

17. After the nuts have been tightened, recheck for the .005 clearance. If you do not have it, repeat steps 14 through 16.
18. Remove distributor and lock the auto advance mechanism.
19. Reassemble distributor leaving the condenser out.
20. Reinstall distributor and "time" the engine for 35 to 40 degrees BTDC.

BSA Incorporated

*Walter Brown*  
Walter Brown  
Service Manager

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