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SERVICE SHEETS

BSA SERVICE SHEET No. 211

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A Group (Except Swinging Arm Models)

DISMANTLING AND RE-ASSEMBLING THE CLUTCH

Take off the nearside footrest, and then undo all the screws round the rim of the chaincase, noting the position of the red screw, which also serves as an oil-level plug. The joint washer should be carefully preserved.

The clutch is revealed by removal of the cover held in position by twelve nuts and bolts. Take care not to damage the oil sealing washer between the cover and the clutch body, when the clutch cover is drawn off.

The clutch spring plate which is now revealed may be removed after the six adjusting nuts have been unscrewed and the clutch springs and spring cups withdrawn.

The clutch plates may now be withdrawn. Take note of their position so that they may be re-assembled in the same order. Examine the clutch plates for oil or wear. The plates will require a thorough washing in petrol if there is any trace of oil on them. If the inserts are badly worn or glazed they must be renewed. The steel plates should be smooth and if badly scored they must be replaced.

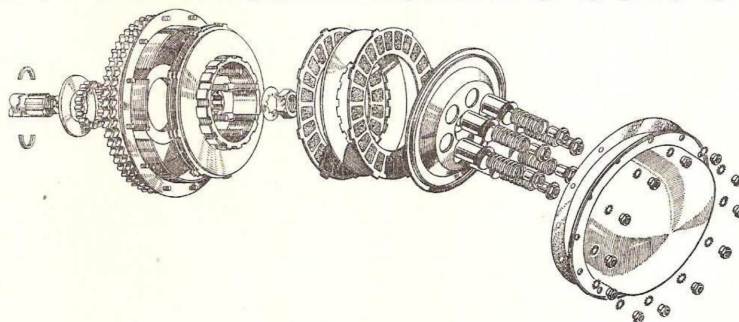


Fig. A30. Exploded view of clutch.

Removal of the clutch body entails removal of the engine shaft shock absorber and sprocket, and the operation is described fully in Service Sheet No. 206.

The clutch sprocket and clutch centre can then be examined for wear. Special attention should be paid to the slots in which the steel plates slide; if any grooves or notches are worn in the sides of these, they may be filed smooth if not too deep. If the sprocket teeth are worn to a hook shape, the sprocket must be replaced; otherwise rapid chain wear will

B.S.A. Service Sheet No. 211 (continued)

result. Finally, examine the rollers and tracks. If wear on the chainwheel bush or on the bearing boss of the clutch centre exceeds .0015 in. the bush or centre should be replaced.

Re-assembly of the clutch and mainshaft sprocket is described in Service Sheet No. 208. Reference to Fig. A.30 and Fig. A.23, Service Sheet No. 208, will show the order and method of assembly.

It is important that the pressure plate and clutch plates should slide out evenly when the clutch is operated, and if necessary the clutch springs should be adjusted to achieve even pressure all round.