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SERVICE SHEETS

BSA SERVICE SHEET No. 412

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Models C10, C11 and C11G (With Plunger Type Rear Suspension) ADJUSTMENT, DISMANTLING AND RE-ASSEMBLY OF REAR HUB AND BRAKE

Wheel Removal

Undo the spring link of the rear chain and allow the chain to hang down. A piece of clean paper should be placed below the machine so that the chain does not pick up grit.

Remove the brake rod adjuster D (Fig. C33) and loosen the nuts E. On three-speed models the speedometer drive cable must also be detached. The wheel can then be moved to the rear and withdrawn from the machine.

When replacing the rear wheel ensure that the slot in the brake torque plate is located on the extended head of the pinch bolt on the right hand rear suspension lug, and that the wheel alignment has not been disturbed.

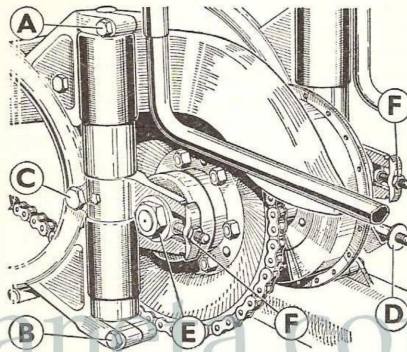


Fig. C33. Rear Wheel Removal

Hub Dismantling and Re-assembly

After unscrewing its retaining nut D (Fig. C34) withdraw the brake plate complete with brake shoes.

Removal of the sleeve nut C will permit the spindle, complete with speedometer drive or dust cover, to be pulled out of the hub from the chainwheel end.

Prise off the dust cap and remove the felt oil seal from the brake drum end of the hub. Then with the aid of a suitable soft drift unscrew the bearing retaining ring A which has a left hand thread. Displace the central distance piece J in the hub and drive out the bearing E with the aid of a suitable drift. As the bearing comes away it will carry with it the oil seal, oil seal holder and oil seal retaining washer.

Remove the distance piece and drive out the other bearing. Unscrewing the nut H will permit the speedometer drive or dust cover to be withdrawn, to leave only the short distance collar F and its retaining nut G on the spindle. The chainwheel can be detached after bending back the lockwashers and undoing the retaining nuts.

Re-assembly is carried out in the reverse order to that for dismantling. Both bearings should be greased before re-assembly. Position the distance collar L in the brake drum side of the hub and insert the bearing B until it is firmly against the collar. Replace the flat oil seal washer and then screw in the bearing retaining collar A which has a left hand thread. Ensure that this collar is quite tight before replacing the felt oil seal and its retaining dust cap.

The centre distance piece J can then be replaced, followed by the chainwheel side bearing and its oil seal assembly. Pass the spindle through the two bearings and the central distance piece and lock the assembly up tight with the sleeve nut C. Replace the speedometer

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drive gearbox (3-speed models) making sure that the dogs on the inside of the gearbox sleeve engage in the two notches on the end of the hub. Ensure that the washers fitted one on either side of the speedometer drive or dust cover are not omitted.

Replace the brake plate and secure with the aid of the spigot nut D. This completes the re-assembly.

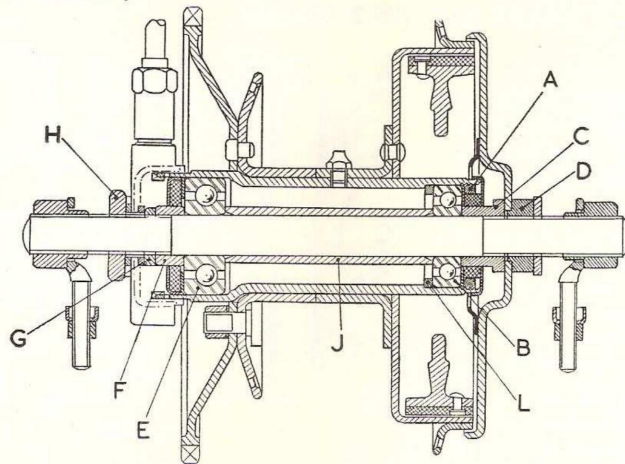


Fig. C34
Section view of
the Rear Hub.

Brake Shoe Re-lining

When the brake plate is removed from the drum it should be laid on a bench, shoes uppermost. Insert two small levers under the edge of the shoes and lever them up and away from the plate. They can then be drawn over and free of the cam and fulcrum pin. The operating cam and fulcrum pin should be inspected but it is unlikely that more than greasing will be necessary. If the cam pads on the brake shoes show excessive wear then new shoes should be fitted. To replace the shoes, attach the springs and push the shoes over the cam and pivot by reversing the dismantling procedure.

For instructions on removing and replacing the brake shoe linings see Service Sheet No. 612.

Rear Chain Adjustment

First place the machine on its centre stand so that the rear wheel is clear of the ground. The wheel must be at its lowest point in the suspension when the adjustment is made. Slacken the two nuts E (Fig. C33) then draw the wheel rearwards by means of the two chain adjusters F to tighten the chain. Turn each nut by an equal number of turns so that the wheel alignment is not altered. The chain should be adjusted so that there is a total up and down movement of $\frac{1}{2}$ in. at its tightest point. Tighten the nuts E and check the adjustment.

The wheel alignment can be checked by means of a taut piece of string which should be equidistant from the front and rear of each wheel. Note that the rear brake may need adjusting when the chain adjustment has been altered.

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B.S.A. MOTOR CYCLES LTD.
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