



SERVICE SHEETS
www.lamaneta.com

SERVICE SHEET No. 709

All Models

October, 1948.

Reprinted Nov. 1957.

FAULT FINDING

No adjustments should be made, or any part tampered with, until the cause of the trouble is known. Otherwise adjustments which are correct may be deranged.

Engine Stops Suddenly.

- Petrol shortage in tank, or choked petrol supply pipe or tap.
- Choked main jet, or water in float chamber.
- Oiled up or fouled sparking plug.
- Water on high tension pick-up or on sparking plug.

Engine Fails to Start, or is difficult to start.

- Lack of fuel, or insufficient flooding if cold.
- Excessive flooding, allowing neat petrol to enter the cylinder.
- Oiled sparking plug, or stuck-up valve or valve stem sticky.
- Weak valve spring, or valve not seating properly.
- Throttle opening too large, or pilot jet choked.
- Contact points dirty, or gap incorrect.
- Flat battery, if coil ignition, or faulty electrical connections in ignition circuit.

Loss of Power.

- Valve, or valves, not seating properly.
- Weak valve spring or springs, or sticking valve.
- No tappet clearance, or excessive clearance.
- Lack of oil in tank.
- Brakes adjusted too closely.
- Badly fitting or broken piston rings.
- Punctured carburetter float.
- Incorrect ignition timing.

Engine Overheats.

- Lack of proper lubrication.
- Weak valve springs, or pitted valve seats.
- Worn piston rings, or late ignition setting.
- Carburetter setting too weak, or partly choked petrol pipe.

Engine Misses Fire.

- Weak valve spring.
- Defective or oiled sparking plug, or oil on contact points.
- Incorrectly adjusted contact points or tappets.
- Faulty condenser.
- Defective sparking plug or H.T. cable.
- Loose sparking plug terminal.
- Carburetter flooding, due to stuck or defective float.
- Partly choked main jet.
- Choked vent hole in petrol tank filler cap.

Excessive Oil Consumption.

- Stoppage, or partial stoppage, in pipe returning oil from engine to tank.
- Clogged, or partially clogged, filter in sump, or oil tank.
- Badly worn or stuck-up piston rings, causing high pressure in engine crankcase.
- High crankcase pressure, caused by release valve (breather) action.
- Air leak in dry sump oiling system.
- Non-return valve in system not seating.
- Ball valve in oil pump stuck on its seat.

B.S.A. MOTOR CYCLES LIMITED, Service Dept., Birmingham, 11

(PRINTED IN ENGLAND)