



BSA Motorcycle Corporation • P.O. Box 6790 • Baltimore, Maryland 21204 • (301) 252-3400

February 5, 1972

Dear Mr. Dealer:

The new Dirt Racer (or call it enduro or scrambler) kit is now ready for shipment to you.

It converts a B50T or B25T to a slim, lighter weight more responsive unit for cross-country, cow trailing or anything you want to do in off- the- road riding.

It only costs \$29.95 - - - and with a few hours work you have an entirely new and desirable model on your floor.

Profit? You name it! We have some 1971 B50T's leftover at the special price of \$693.00, and some B25T's at a special price of \$539.00. Remember - - - when you install the D/R Kit you put about \$150.00 worth of parts on your shelf!

The off-road season is now! Look over the enclosed brochure (and sample of instructions for the conversion which is included in each kit), complete the order blank and put it in the mail today.

Cordially,

BSA MOTORCYCLE CORPORATION

Harry P. Chaplin
Eastern Sales Manager

HPC:dbl

Enclosures

B S A D/R K I T

INSTALLATION INSTRUCTIONS

1. GETTING READY: REMOVE turn signals, headlight and brackets, tail light and mount, horn and bracket, wiring harness, electric box- battery, battery carriers, stop light switch, all handlebar levers and switches, chainguard, muffler, speedometer, speedometer mount, speedometer cable, seat, seat hand rail and buddy pegs.
2. EXHAUST SYSTEM: Mount the spark arrester using the adapter and tail-pipe clamp in the kit. Use the stock muffler clamp on the spark arrester inlet pipe. The 3/8" x 1" bolt in the kit must be installed in place of the left rear footpeg. This secures the rear brake torque arm.
3. COIL AND CONDENSER: Mount the ignition coil above the air cleaner pleum using the rear battery carrier mounting hole and bolt. Use one of the spacers from the headlight bracket to space the coil away from the frame tube. The condenser is mounted by inserting the condenser ground tab between the coil clamp flanges which will pinch it securely in place when the mounting bolt is tightened. Do not tighten this bolt yet.
4. HEAT SINK AND ZENER DIODE: The lid from the electric box will be used for the heat sink. Remove the zener diode from the heat sink (electric box lid) and install the diode in the same hole from the other side. Be sure to use heat sink seating compound on the diode. Install the heat sink at the top and with the zener diode facing out. Use the battery carrier washers to space the heat sink away from the engine vent hose.
5. CAPACITOR: Install the capacitor mounting spring on the same bolt holding the heat sink. Now tighten the bolt to secure the coil, condenser, heat sink, and capacitor spring. The front of the heat sink is anchored by the 3" bracket and the 1/4" x 3 1/2" bolt supplied in the kit. Insert the capacitor in the spring with the male connectors pointing down.
6. RECTIFIER: Scrape the paint off the lower mounting lug for the battery carrier on the right frame down tube. Install the rectifier on this lug.
7. WIRING: Connect the long red ground wire to the rectifier mounting stud. Hook the other end of this wire to the positive terminal on the capacitor. Install the short red ground wire to the ground terminal on the rectifier and the other end to the treaded hole in the heat sink. Install the large lucar terminal with the brown wires on the zener diode. There are three brown wires on this

7. WIRING
CONTINUED:

terminal. Connect one to the negative terminal on the capacitor, and one to the center pole on the rectifier, and one to the negative terminal on the ignition coil. The two green wires in the kit are to be connected to the alternator leads from the engine, and to the outboard terminals on the rectifier. There are three black wires in the kit. Connect the short black wire to the condenser and the positive terminal on the ignition coil. The 12" black wire is also connected to the positive coil terminal with the other end plugged into the contact breaker lead from the engine.

8. KILL BUTTON:

The long black wire is to be plugged into the contact breaker lead and the other end routed to the handlebars for the kill button. Install the longer spark plug wire from the kit and the electrical system is complete.

9. CONTROLS:

Install the clutch and brake levers from the kit, and hook up the cables and kill button. The throttle and compression release control can now be reinstalled.

10. SEAT:

The seat may be left standard or cut to any desired length. Enclosed is a diagram for cutting the seat down to the same length as an MX. Remove the upholstery and cut the seat frame to size. Allow enough material for a bottom lip on the seat frame. Have an upholsterer shorten the pad and cover. The average charge by upholsterers for this job is less than \$5.00. Properly done, this makes a very nice looking and comfortable seat. Make sure the seat frame clears the rear fender before you have the cover refitted.

11. COMPLETE:

The D/R conversion is now complete. You may want to change the fenders, tires, or gearing to better suit the type of riding the motorcycle is to be used for. With careful installation of the kit and normal servicing, you now have a very competitive, dependable and enjoyable motorcycle.

HAPPY DIRT RIDING!

GCO:np

ORDER FORM FOR D/R KIT

FOR B50T and B25T

BSA MOTORCYCLE CORPORATION
P.O. Box 6790
Baltimore, Maryland 21204

Send me:

Quantity _____ D/R Kits @ \$29.95 each.

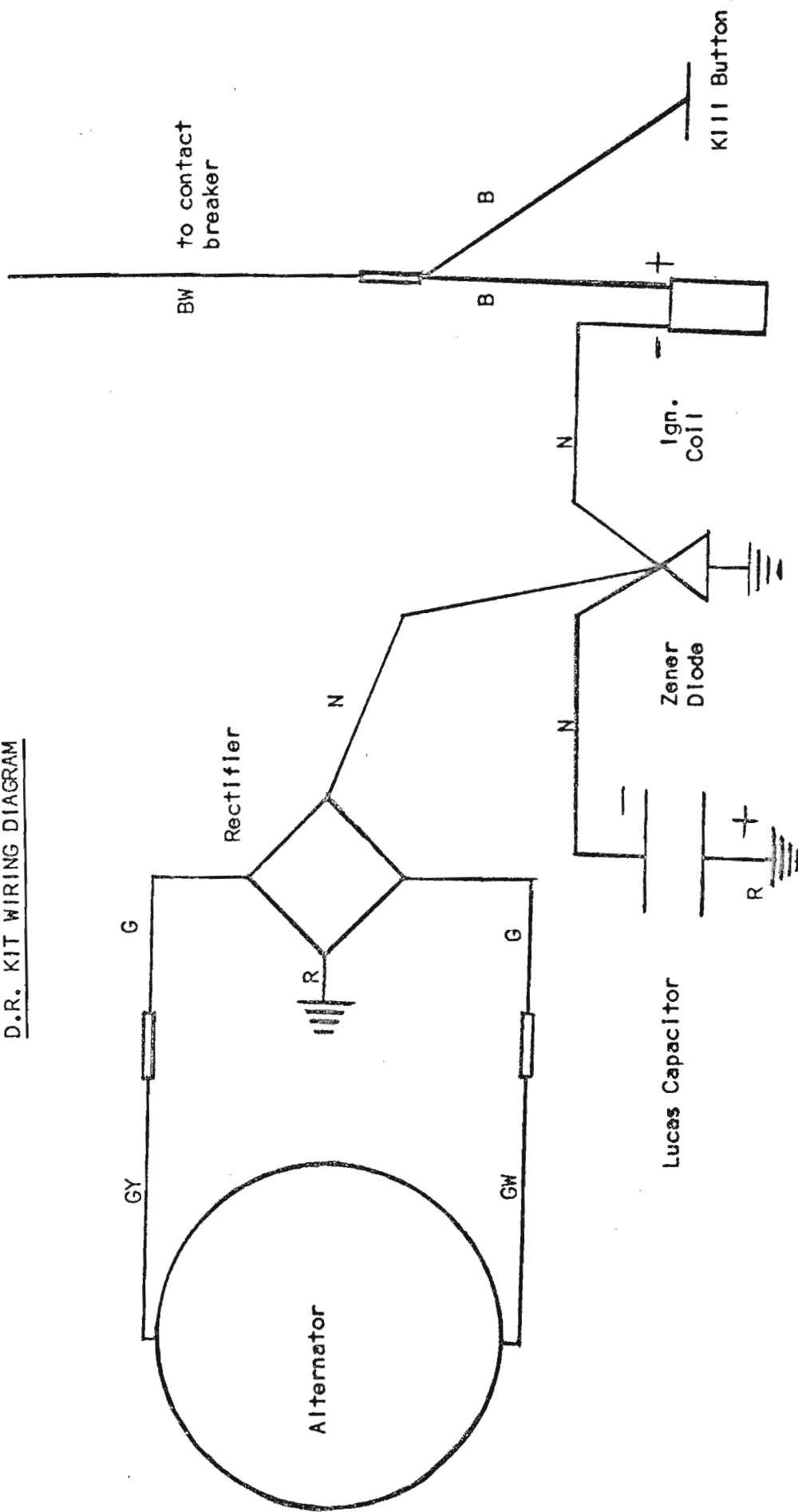
Dealer Name _____

Dealer Address _____

Dealer Number _____

HPC:dbl

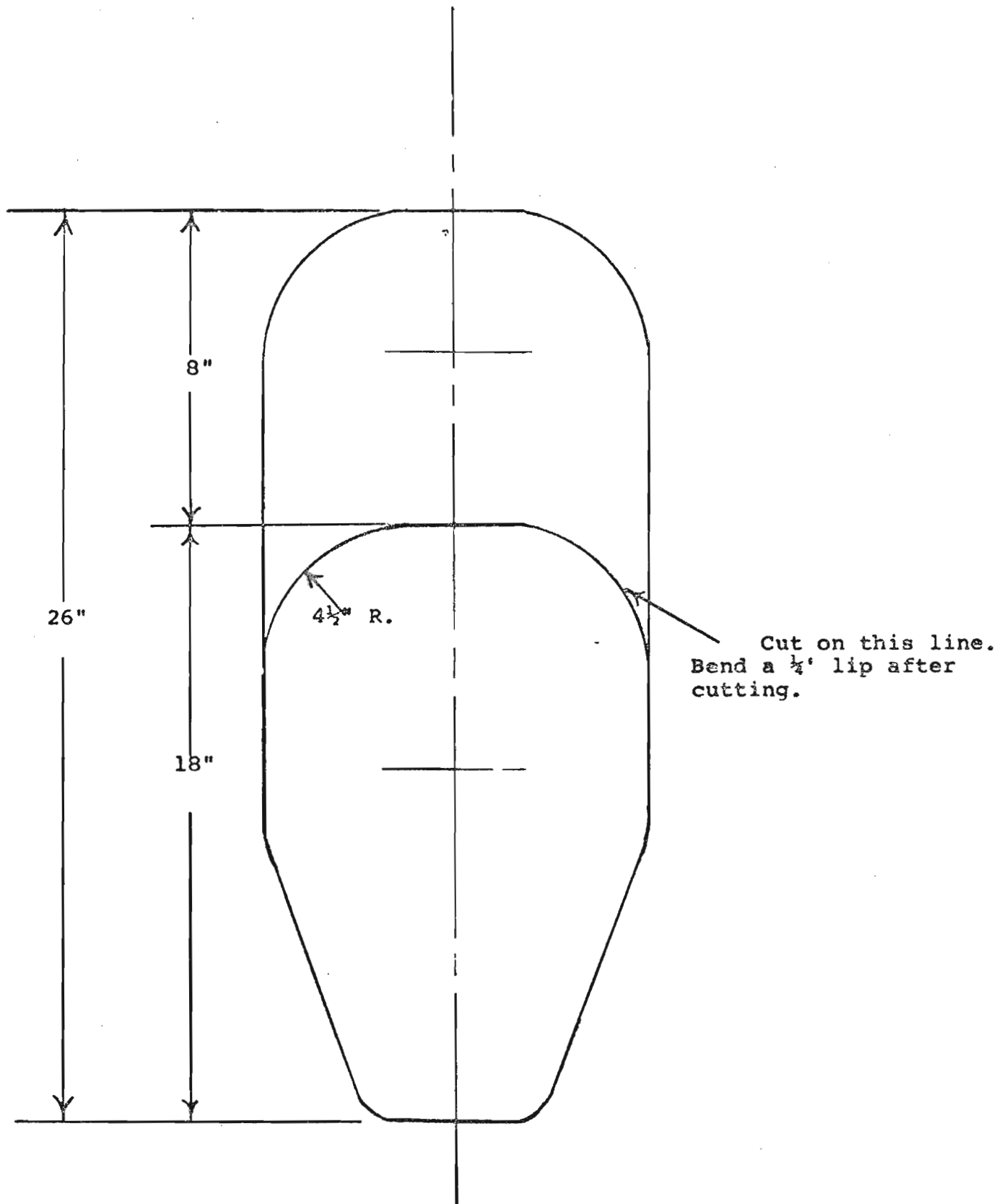
D.R. KIT WIRING DIAGRAM



Color Code

- N - Brown
- B - Black
- W - White
- Y - Yellow
- R - Red
- G - Green

Diagram for Seat Modification for B50T.

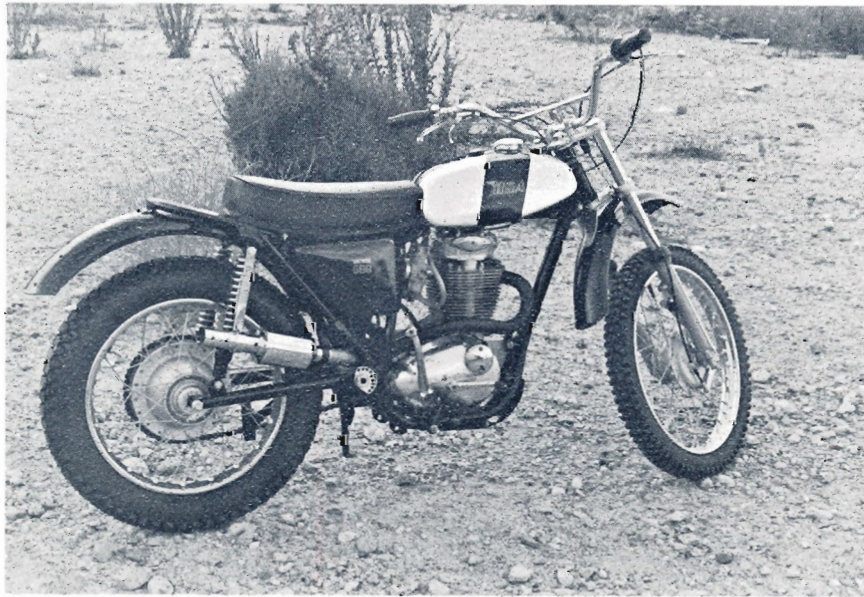


BSA MOTORCYCLE CORPORATION

A subsidiary of The Birmingham Small Arms Company Incorporated

NEW!

***BSA* D/R KIT**

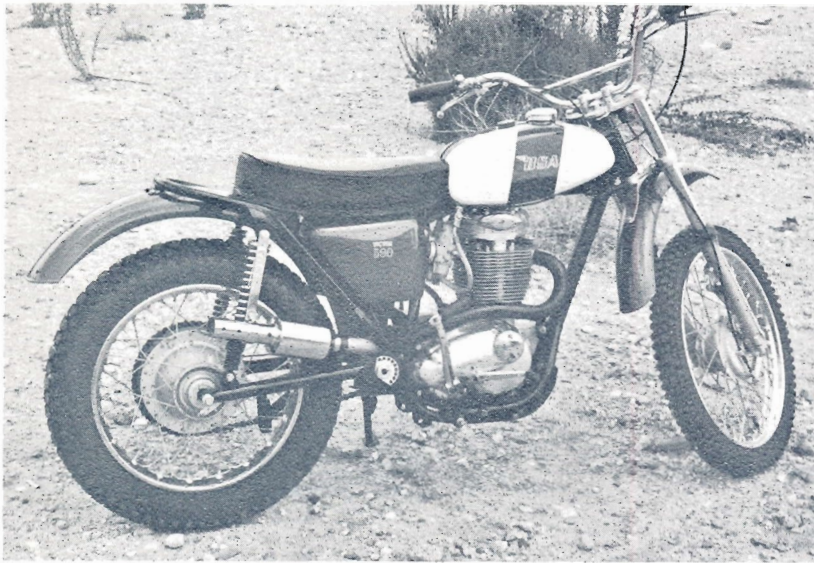


CONVERTS

250 - 500 *VICTOR* trail into

DIRT RACER

DICK MANN'S FAVORITE



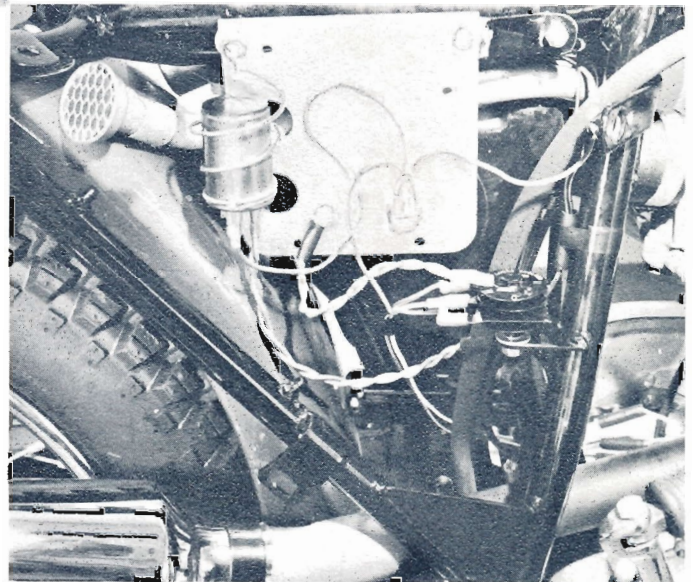
MX LOOK

ALL LIGHTS, TURN SIGNALS, WIRING HARNESS AND ELECTRIC BOX ARE REMOVED FOR CLEAN MX LOOK.

BATTERY AND BATTERY CARRIER ARE ELIMINATED TO REDUCE WEIGHT.

HIDDEN ELECTRICS

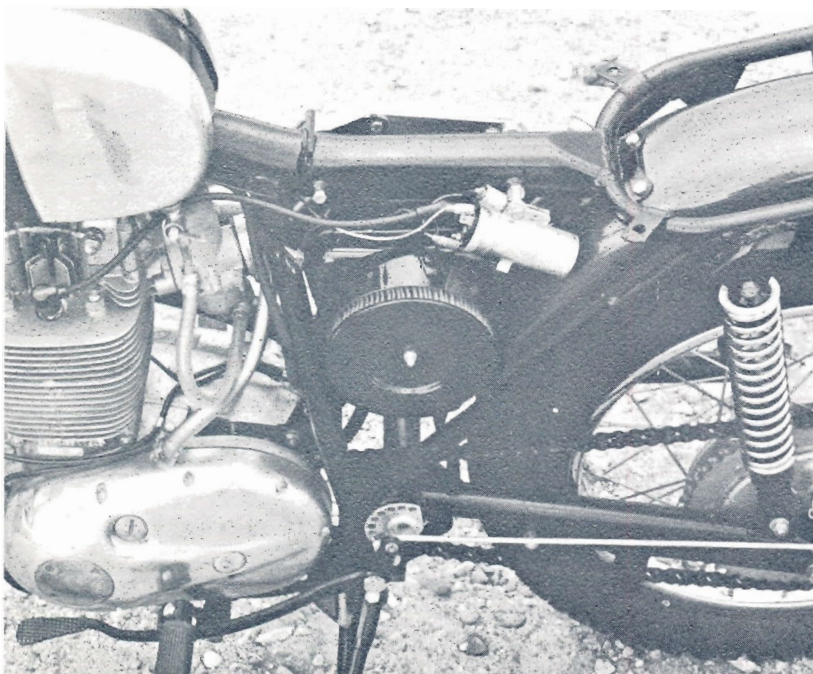
THE IGNITION ELECTRICS ARE REPOSITIONED UNDER THE SIDE PANELS. USE ORIGINAL CAPACITOR, RECTIFIER, ZENER DIODE, COIL, CONDENSER AND HEAT SINK. SPECIAL WIRING HARNESS AND CAPACITOR FURNISHED WITH D/R KIT.



SPARKS

COIL AND CONDENSER ARE MOUNTED UNDER LEFT SIDE PANEL.

4" LONGER HIGH TENSION LEAD IS FURNISHED.



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DIRT RACER

SEAT

THE DUAL SEAT CAN BE TRIMMED TO MX PROPORTIONS (DIMENSIONS INCLUDED IN INSTRUCTIONS).

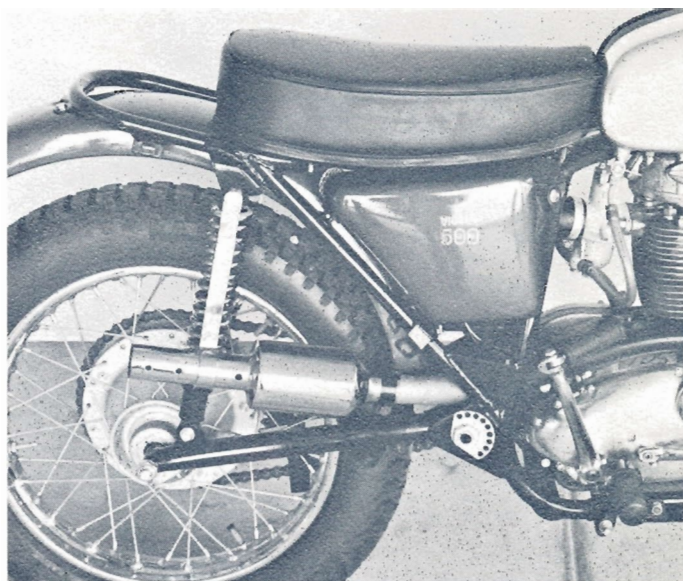
EXCHANGE COVER IS AVAILABLE. IF PREFERRED, MX SEAT #83-2746 WILL FIT RIGHT ON.



SPARK ARRESTER

MUFFLER IS REPLACED WITH APPROVED SPARK ARRESTER. Db LEVEL IS BELOW THAT RECOMMENDED FOR OFF ROAD VEHICLES.

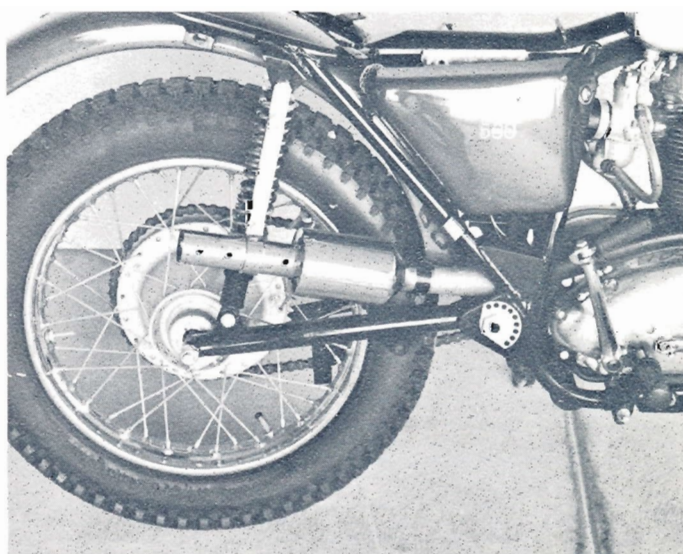
SPARK ARRESTER, ADAPTER, CLAMPS AND BRACKET INCLUDED IN KIT.



CONTROLS

HANDLE BAR CONSOLE SWITCHES REPLACED WITH DOUGHERTY CONTROLS.

D/R ADVANTAGE OVER MX: SIDE STAND 2½ GALLON TANK, SKID PLATE AND EASIER STARTING (24° 1GN ADVANCE).



**B50T
VICTOR TRAIL**



**DIRT RACER
READY**

D/R KIT INCLUDES: CONTROL LEVERS COMPLETE, KILL BUTTON, CAPACITOR MOUNT SPRING, ALL NUTS, BOLTS AND SPACERS, SPARK PLUG WIRE, WIRING HARNESS, APPROVED SPARK ARRESTER, COMPLETE WITH ADAPTER AND CLAMP, HEAT SINK STEADY BRACKET
..... LIST \$42.50.

INSTRUCTIONS FREE OF CHARGE.

KIT NO. DR500 ORDER FROM:

BSA MOTORCYCLE CORPORATION

P.O. BOX 337, DUARTE, CALIFORNIA 91010

P.O. BOX 6790, BALTIMORE, MARYLAND 21204