

BSA SERVICE SHEET No. 315

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B GROUP MODELS (with Engine Prefix Letters GB)

CLUTCH

Dismantling.

Remove the chaincase as described in Service Sheet No. 314. Remove the four spring retaining nuts and withdraw the springs and spring cups. The spring pressure plate and other clutch plates can then be removed, and if only attention to these items is required the clutch need not be dismantled further. The steel plates should be smooth, and if badly scored must be replaced, while the cork inserts may require washing in petrol if the oil on them is thick and gummy. If the inserts are burnt or glazed they should be replaced.

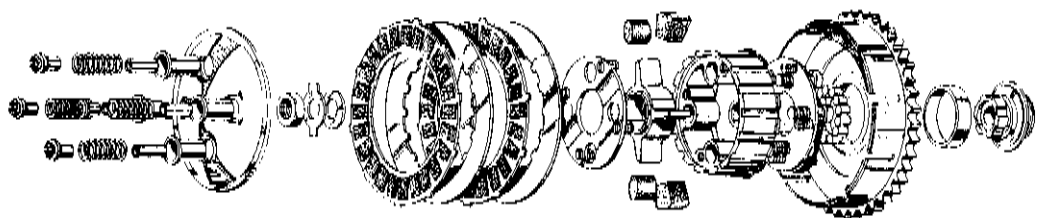


Fig. B27. Exploded View of Clutch.

To dismantle the remainder of the clutch, turn back the tab washer on the main shaft and take off the nut which has a right-hand thread, note the position of the plain washer. The complete clutch can now be withdrawn from the mainshaft, making sure that the rollers do not fall out from between the clutch centre and the chainwheel.

Lift the chainwheel from the clutch centre and remove the 20 rollers. The four bolts, eight screws and the two cover plates from the clutch centre can also be removed to expose the vane and stock absorber rubbers. If the rubbers require attention, the vane must be pushed out with the aid of a suitable drift.

Re-assembly.

Before commencing re-assembly examine the roller tracks on the chainwheel bush and clutch centre, and if the wear on either of these components exceeds .0015 in. it should be replaced.

B.S.A. Service Sheet No. 315 (contd.)

If the chainwheel teeth are worn to a hook shape, the chainwheel must be replaced or rapid wear on the chain will result.

To re-assemble the vane into the clutch centre, first replace the vane and the four thicker rubbers which should be on the left-hand side of each vane arm. (Fig. B28). Hold an old gearbox mainshaft in a vice and position the vane centre on it to prevent it rotating. Rotate the clutch centre so as to compress the rubbers and slip the remaining four rubbers into position. The clutch centre can best be gripped with the aid of a plain clutch plate. Replace the clutch centre cover plates and the four bolts and eight retaining screws.

The remainder of the clutch assembly is quite straightforward. Position the 20 rollers carefully on the clutch centre before sliding the chainwheel over them. Re-position the remainder of the clutch on the shaft and replace the nut and washer. Make sure that the nut is fully tightened before the tab washer is turned over.

Replace the clutch plates ensuring that the thick plain back plate is put in first. When the spring assemblies have been replaced the retaining nuts should be tightened down firmly on to the distance pieces.

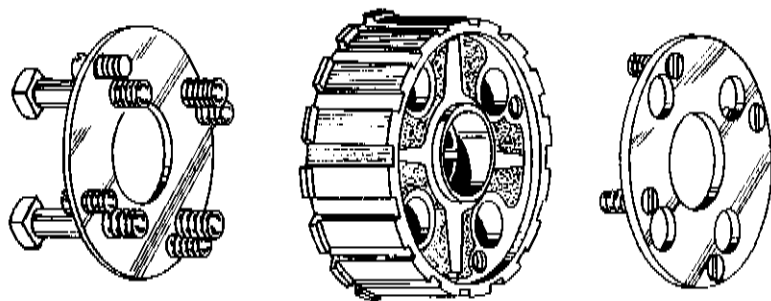


Fig. B28. Vane Assembly.