

BSA SERVICE SHEET No. 313

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A and B Group Models with Swinging Arm Frame

REAR SUSPENSION

REMOVING AND DISMANTLING THE SUSPENSION UNITS

Support the machine on the central stand. Take out the top and bottom bolts securing the suspension units and pull them away from the mounting lugs.

The upper shroud is retained by split collets, and the spring must be compressed before the collets can be removed. The assistance of a second person may be necessary for this operation. Alternatively, Service Tool No. 61-3503 can be used, as shown in Fig. B24.

Place the tool in position on the shroud, insert the pin through the top lug and turn the handle until the shroud has been pressed down far enough to allow the collets to be withdrawn. After the tool has been released, the spring and both shrouds can be removed.

No further dismantling is possible, and if the damper units are damaged, they must be replaced.

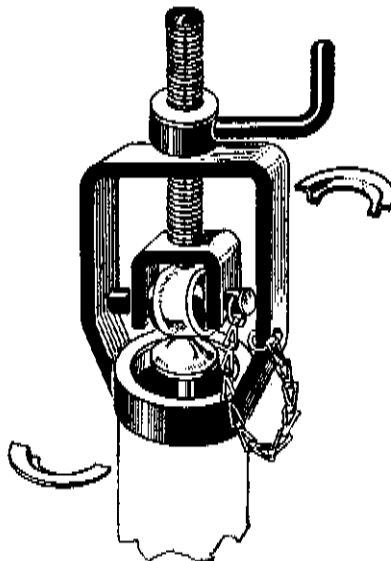


Fig. B24.

REMOVING AND REPLACING THE SWINGING ARM FORK

With the machine on the centre stand, take out the rear wheel in the normal manner. Detach the chainguard, or chaincase, and remove the chain and sprocket assembly. Remove the brake pedal and, on 1956 models, withdraw the crossover shaft. Take out the two bottom bolts from the suspension units, and pull these clear of the mounting lugs. Unscrew the large nut on the offside end of the fork spindle, and also the small bolt from the spindle locking plate on the nearside. Drive out the spindle with a suitable drift, taking care not to damage the threaded end.

Now take hold of the two fork ends and twist the whole fork in a clockwise direction. It can then be drawn away towards the rear.

On some models, the rear mudguard extends down between the arms of the fork, behind the pivot. In this case, the mudguard also must be removed before the fork can be taken out.

The 'Silentbloc' spindle bushes have a very long life, and replacement is rarely necessary.

Reassembly of the fork into the frame is carried out in the reverse order to dismantling, except that the final tightening of the spindle nut should be left until all other parts have been refitted. Then, take the machine off the stand and load it with the weight normally carried. Tighten the spindle nut fully so as to clamp the centre sleeves of the bushes to the frame members in the correct position.