
Instruction Manual For Bsa Models B31 350 Cc Ohv B32 350 Cc Ohv Competition B32 350 Cc Ohv Gold Star B33 500 Cc Ohv B34 500 Cc Ohv Competition And B34 500 Cc Ohv Gold Star

WALNECK'S CLASSIC CYCLE TRADER, JANUARY
1988

WALNECK'S CLASSIC CYCLE TRADER, JUNE 2002
BSA C10-C10I-C11-C11g-C12 'Service Sheets'
1945-1958 for All Pre-Unit S.V. and O.H.V. Rigid,
Spring Frame and Swing Arm Models
YOUR step-by-step colour illustrated guide to
complete restoration

How to Restore Triumph Trident T150/T160 & BSA
Rocket III

WALNECK'S CLASSIC CYCLE TRADER, MARCH
1988

Clymer Vintage British Street Bikes: BSA, Norton,
Triumph Repair Manual

BSA M20, M21 and M33 'Service Sheets'

1945-1963 for All Rigid, Spring Frame, Girder and
Telescopic Fork Models

All Models 1948 to 1971

BOOK OF THE BSA SUNBEAM & TRIUMPH TIGRESS
175cc & 250cc SCOOTERS 1959 TO 1965

Motor-cycling for Women 1928

The Complete Story including the Triumph
Derivatives

BSA C15-C15t-C15s-C15ss-B40-Ss90-B40e
'Service Sheets' 1958-1967

Instruction Manual For Bsa Models C15, C15t,
C15s, B40

BSA Bantam Owners Workshop Manual

WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER
1988

123cc 148cc 174cc 1948-1971

Mercian Motorcycle Manuals

WALNECK'S CLASSIC CYCLE TRADER, FEBRUARY
1988

B.S.A. Model D10 Instruction Manual, -1967

Maintenance Manual and Instruction Book for
Motor Cycle (solo) 500 C.c. S.V. BSA Model M20

BSA Instruction Manual

The Rupert Ratio Unit Single Engine Manual for
BSA C15 B25 B40 B44 B50

'58-'72

BSA BANTAM D1-D3-D5-D7 'SERVICE SHEETS'
1948-1966 RIGID, SPRING FRAME AND SWING
ARM 125cc-150cc-175cc MODELS
WALNECK'S CLASSIC CYCLE TRADER, ISSUE #33
Original 1911 Edition

B. S. A. Singles Restoration
Service, Repair, Maintenance
Instruction Manual for BSA Models C15, C15T,
C15S, C15 SS80, B40, B40SS90
Federal Reserve Manual
A Book for the Lady Driver, Sidecar Passenger
and Pillion Rider

54-61

BSA Pre-unit Singles Owners Workshop Manual,
No. 326
BSA Sunbeam & Triumph Tigress Scooter
1959-1965 Workshop Manual
WALNECK'S CLASSIC CYCLE TRADER, ISSUE #32
The Book of the BSA - An Owners Workshop
Manual for Pre-War BSA Motorcycles
Maintenance Manual and Instruction Book for
Motorcycle Bsa M20
The BSA Bantam Bible
BSA B31 - B32 - B33 - B34 'Service Sheets'
1945-1960 for All Pre-Unit Rigid, Spring Frame
and Swing Arm Models

Instruction
Manual For
Bsa Models
B31 350 Cc
Ohv B32
350 Cc Ohv
Competition
B32 350 Cc
Ohv Gold
Star B33
500 Cc Ohv
B34 500 Cc
Ohv
Competition
And B34
500 Cc Ohv
Gold Star

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REEVES ALENA

WALNECK'S
CLASSIC
CYCLE
TRADER,
JANUARY 1988
Veloce
Enterprises,
Incorporated
222 pages,
and more than
250
illustrations
and charts,
size 8.25 x
10.75 inches.
In 1945, after
the war had
ended, BSA
resumed
production of
their civilian
line of
motorcycles.

However, they continued their pre-war practice of publishing repair, overhaul and technical information in the form of individual 'Service Sheets'. These sheets were 'dealer only' publications and, as such, the print quality was at times somewhat questionable. It was not until the early 1960's that BSA eventually started publishing model specific workshop manuals that

were available to the general public. Consequently, these 'Service Sheets' were the only publications available for the maintenance and repair of BSA models that were manufactured through the early 1960's. At some point in the 1930's, BSA adopted the practice of identifying their various model types by 'groups' and the models manufactured from 1945 through the mid 1960's were in

Groups A, B, C, D and M. The service sheets that were associated to a particular group were identified numerically and, while there were some exceptions due to overlapping data between models, in general terms the numbers relate to a particular model group. They are as follows: The 200 series of service sheets were applicable to Group A models, the 300 series to

Group B, the 400 series to Group C, the 500 series to Group D and the 600 series to Group M. In addition, there were a 700 series applicable to mechanical maintenance and an 800 series for electronic service and wiring diagrams. Both the 700 and 800 series of service sheets contained information that was not model specific but was applicable across multiple model groups.

Unfortunately, as these service sheets were issued individually and at random times, the numbering sequence within any group is, at times, illogical and not necessarily consecutive. Consequently, assembling those individual sheets into a publication that serves as a model specific workshop manual is a somewhat difficult task and owners of BSA motor cycles are subjected to

considerable confusion surrounding the appropriate selection from the multitude of reprints that have recently flooded the on-line marketplace. Many of the reprints found on internet websites are from 'bedroom sellers' at enticingly low prices by individuals that really have no idea what they are selling. Many are nothing more than poor quality comb-bound photocopies that are

scanned and printed complete with greasy pages and thumbprints and, as such, are deceptively described as 'pre-owned', 'used' or even 'refurbished'! In addition, they are often advertised for the incorrect series and/or model years of motorcycles. The most complete compilation of the 1945 and onwards service sheets was issued by BSA in the form of a 'dealer only' ring binder

that contained all of the individual service sheets totaling to almost 500 pages, it is extremely scarce and difficult to find. This manual contains 63 service sheets (210 pages) extracted from that 'dealer only' publication, which cover the pre-unit 1945 to 1958 rigid and spring frame C10, C10L, C11, C11G and the 1956 to 1958 swing arm C12. Obviously, as the C10 was introduced in

1938 this manual will also be of use to owners of those earlier models. Please note that service sheets other than those in the 400 series that are included in this publication may also contain data that is applicable to 'other' model groups, as that was the original intention. For additional information the reader is directed to 'The Book of the BSA 250cc, 350cc, 500cc & 600cc	OHV & SV singles 1945 to 1959' (ISBN 9781588502292) which covers the B31, B32, B33, B34, C10, C11, C11DL, M20, M21 & M33 models. <u>WALNECK'S CLASSIC CYCLE TRADER, JUNE 2002</u> Veloce Publishing Ltd Haynes offers the best coverage for cars, trucks, vans, SUVs and motorcycles on the market today. Each manual contains easy to follow step-by-step instructions	linked to hundreds of photographs and illustrations. Included in every manual: troubleshooting section to help identify specific problems; tips that give valuable short cuts to make the job easier and eliminate the need for special tools; notes, cautions and warnings for the home mechanic; color spark plug diagnosis and an easy to use index. <u>BSA C10-C10I-C11-C11g-C12 'Service Sheets'</u>
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1945-1958 for All Pre-Unit S.V. and O.H.V. Rigid, Spring Frame and Swing Arm Models Veloce Enterprises, Incorporated Completed at home by an enthusiastic DIY mechanic who has great experience rebuilding bikes, this book covers the complete restoration of a Triumph Trident T150V and a Triumph T160. Each and every aspect of the dismantling, refurbishment and reassembly of these classic

bikes is covered in great detail, accompanied by a host of clear colour photos. *YOUR step-by-step colour illustrated guide to complete restoration* Veloce Enterprises Incorporated 196 pages, and more than 250 illustrations and charts, size 8.25 x 10.75 inches. In 1945, after the war had ended, BSA resumed production of their civilian line of motorcycles. However, they

continued their pre-war practice of publishing repair, overhaul and technical information in the form of individual 'Service Sheets'. These sheets were 'dealer only' publications and, as such, the print quality was at times somewhat questionable. It was not until the early 1960's that BSA eventually started publishing model specific workshop manuals that were available

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scanned and printed complete with greasy pages and thumbprints and, as such, are deceptively described as 'pre-owned', 'used' or even 'refurbished'! In addition, they are often advertised for the incorrect series and/or model years of motorcycles. The most complete compilation of the 1945 and onwards service sheets was issued by BSA in the form of a 'dealer only' ring binder

that contained all of the individual service sheets totaling to almost 500 pages. This manual is a compilation of the service sheets that were collated and published by BSA in the late 1950's and early 1960's under part numbers 00-4017 (pre-swing arm) and 00-4047 (swing arm), which excluding duplicates, consisted of 44 service sheets in total. However, an additional 14 sheets from the ring bound 'dealer only' publication have been added to produce a single manual containing 58 service sheets (190 pages) that cover the entire range of pre-unit A7 and A10 models from 1947 to 1962. Please note that service sheets in the 300, 700 and 800 series that are included in this publication will also include data that is applicable to 'other' model groups, as that was the original intention. For additional information the reader is directed to 'The Book of the BSA Twins 650cc & 500cc 1948-1962' (ISBN 9781588500977).

How to Restore Triumph Trident T150/T160 & BSA Rocket III Veloce Enterprises, Incorporated Haynes disassembles every subject vehicle and documents every step with thorough instructions and clear photos.

Haynes repair manuals are used by the pros, but written for the do-it-yourselfer. *WALNECK'S CLASSIC CYCLE TRADER, MARCH 1988* Causey Enterprises, LLC 172 pgs, more than 240 illustrations and charts, size 8.25 x 10.75". In 1945, after the war had ended, BSA resumed production of their civilian line of motorcycles. However, they continued their pre-war

practice of publishing repair, overhaul and technical information in the form of individual 'Service Sheets'. These sheets were 'dealer only' publications and, as such, the print quality was somewhat questionable. It was not until the early 60's that BSA eventually started publishing model specific workshop manuals that were available to the general public. Consequently, these 'Service

Sheets' were the only publications available for the maintenance and repair of BSA models from 1945 through the mid 60's. At some point in the 1930's, BSA began identifying their various model types by 'groups' and the models manufactured from 1945 through the mid 60's were in Groups A, B, C, D and M. The service sheets were identified numerically and while there are

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series and/or model years of motorcycles. The most complete compilation of the 1945 and onwards service sheets was a BSA 'dealer only' ring binder that contained all of the individual service sheets totaling to almost 500 pages. This manual contains 51 service sheets(169 pgs) and includes 14 sheets(62 pgs) from that 'dealer only' publication plus the 37 service

sheets(107 pgs) that were published by BSA under part number 00-4021. It covers the S.V. and O.H.V. rigid, spring frame, girder and telescoping fork M20, M21 and M33 models from 1945-63. Obviously, as the M20 and M21 were introduced in 1937, this manual will also be of use to owners of those earlier models. Please note that service sheets other than those in the 600 series that are

<p>included in this publication may also contain data that is applicable to 'other' model groups, as that was the original intention. For additional information the reader is directed to 'The Book of the BSA 250cc,350cc,5 00cc & 600cc OHV&SV singles 1945-1959' (ISBN 97815885022 92) which covers the B31, B32, B33, B34, C10, C11, C11DL, M20, M21 & M33</p>	<p>models. The OHV 1955-1958 M33 models are also covered in 'The Book of the BSA OHV Singles 350cc & 500cc 1955-1967' (ISBN 97815885015 61) <i>Clymer Vintage British Street Bikes: BSA, Norton, Triumph Repair Manual Instruction Manual For Bsa Models C15, C15t, C15s, B40Instruction Manual for BSA Models C15, C15T, C15S, C15 SS80, B40, B40SS90BSA</i></p>	<p>Instruction ManualModels 1946-1955Inst ruction Manual for BSAModels B31 350 C.c. O.H.V ...Mercian Motorcycle ManualsInstru ction Manual BSA C10/11/12 250/350cc 1938-53B.S.A. Model D10 Instruction Manual, -1967Motor- cycling for Women 1928A Book for the Lady Driver, Sidecar Passenger and Pillion Rider Takes the BSA (and Triumph) Unit Single engine apart, and then</p>
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shows how to rebuild the engine. This book includes wiring diagrams, complete specifications, hundreds of illustrations, and, advice and tuning tips. It is of interest to BSA enthusiasts since it charts the development of one of the most successful machines to come out of Small Heath. BSA M20, M21 and M33 'Service Sheets' 1945-1963 for All Rigid, Spring Frame,

Girder and Telescopic Fork Models Motorbooks International 184 pages, and more than 120 illustrations and charts, size 8.25x10.75 inches. This manual is a compilation of three factory publications including the owner's instruction manual, the parts/spares manual and a set of service sheets. These publications cover all three variations of the 175cc two-stroke and the 250cc four-stroke

and electric start models manufactured from 1959-1965. Neither BSA nor Triumph ever published a workshop manual for these models, however, the combination of these three publications provides the most comprehensive maintenance and repair information that was ever made available from the manufacturer. **MANUALS & TECHNICAL PUBLICATIONS** : Maintenance, repair and

service information was issued under both the BSA and Triumph name. However, as the machines were identical in all aspects, any technical documentation can be applied to either manufacturer without hesitation.

SERVICE SHEETS: Beginning in December 1959, both BSA and Triumph began publishing repair, overhaul and technical information in the form of individual (dealer only) 'Service Sheets'. It should be noted that it was never intended that these service sheets would be distributed to the general public. However, they were eventually combined into a single publication and released under both the BSA and Triumph names, the contents being identical in either case.

INSTRUCTION MANUAL: Both BSA and Triumph published an identical 'Instruction Manual' the only difference being the name on the front cover. These publications were somewhat more detailed than typical 'owner's manuals' as they included overhaul information in addition to general maintenance and adjustments. As these instruction manuals were included with each new scooter purchased,

<p>there were a number of 'editions' published during the lifetime of the model, however, the contents remained basically unchanged. When combined with the 'Service Sheets' they are a reasonable substitute for a workshop manual.</p> <p>PARTS (or) SPARES MANUAL: The parts manuals are also identical and include exploded component diagrams that are extremely</p>	<p>helpful in the rebuilding or restoration process.</p> <p>ADDITIONAL DATA: There is an addendum to the rear of this manual that contains a number of communications that were sent from the UK factory to their US distributors. These documents are somewhat rare and they may be of help in assisting in the maintenance of one of these machines.</p> <p>DESIGN & GENERAL SPECIFICATIO</p>	<p>NS: Designed by Edward Turner (Triumph) and sold under both BSA and Triumph brand names to take advantage of established distribution networks, this badge engineering was one of the last uses of the Sunbeam name. The differences between the BSA Sunbeam and Triumph Tigress were entirely cosmetic-the former in polychromatic green paint, also two-tone red and cream, with a BSA badge;</p>
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the latter in a shell blue or mimosa and ivory (two-tone) with a Triumph badge. Introduced in late 1959, the scooter was available with a 250 cc four-stroke twin (10hp), or 175cc two-stroke single cylinder engine (7.5hp). Both engines were forced-air-cooled. The two-stroke was a development of the BSA Bantam engine but the four-stroke was a completely new parallel-twin with a gear drive to the gearbox. The contact-breaker fed two separate ignition coils, each of which connected directly to its own spark plug without the need for a distributor. Drive to the rear wheel was by a fully enclosed chain in an oil bath. Both versions had four, foot-operated gears. Some of the 250 twins were fitted with an electric starter and a 12 volt (not 6 volt) electrical system, they were identified as either B2S (Sunbeam) or TW2S (Triumph). The 250 cc four-stroke model was discontinued in 1964 and the 175cc two-stroke model in 1965.

All Models 1948 to 1971
Haynes
Manuals N. America, Incorporated
Haynes offers the best coverage for cars, trucks, vans, SUVs and motorcycles on the market today. Each manual contains easy

to follow step-by-step instructions linked to hundreds of photographs and illustrations. Included in every manual: troubleshooting section to help identify specific problems; tips that give valuable short cuts to make the job easier and eliminate the need for special tools; notes, cautions and warnings for the home mechanic; color spark plug diagnosis and an easy to use index.

BOOK OF

**THE BSA
SUNBEAM &
TRIUMPH
TIGRESS
175cc &
250cc
SCOOTERS
1959 TO
1965** Veloce Enterprises, Incorporated The BSA range of unit construction singles was in production for fifteen years, and spanned the time of BSA's greatest success, to the eventual failure of the company. In that time, the range provided BSA with their basic 'bread and butter' machines, gave

thousands of learners an introduction to motorcycling, provided BSA with many national and world championship wins in the off road arena, mobilized the British Army and gave trail riders the world over the means to further their hobby. This illustrated history of the BSA unit singles runs from the 250cc ohv single cylinder C15 Star of 1958 to the B50 of 1971 and includes all the Triumph-

badge derivatives. Matthew Vale provides not only the history but much practical advice relating to the purchase, restoration and maintenance of these machines. <i>Motor-cycling for Women</i> 1928 Causey Enterprises, LLC Year-by-year evolution of the BSA Bantam, a simple commuter bike that thousands learnt to ride on. It became the standard GPO 'telegram	bike' in the 1950s and was a huge success, with 100,000 built in the first four years of production. It's a story with interesting asides, like the Hummer, Harley-Davidson's version of the DKW that inspired the Bantam, and survived into the 1960s. But it's a sad story too - BSA failed to follow up the Bantam's early success by developing it, and by the mid-1960s it was looking outdated,	especially next to the new breed of four-stroke Hondas. That the Bantam was allowed to fizzle out in 1971 symbolised the state of the industry that produced it, but today there's a thriving community of Bantam owner/riders. The book ends with a guide to buying a secondhand Bantam, along with useful appendices on specifications, engine/frame numbers, and contacts among the clubs and
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<p>Bantam specialists. Every Bantam owner, or would be owner, needs this book - the Bantam Bible!</p> <p>The Complete Story including the Triumph Derivatives</p> <p>BoD - Books on Demand Betty and Nancy Debenham were a pair of young adventurous lady motorcyclists who entered trials competitions on equal terms with men in the 1920's. Although they</p>	<p>were serious motorcyclists they never let this get in the way of their tremendous sense of fun. Their spirit shines through in 'Motor Cycling for Women'. A practical and yet at times eccentric and quirky book from a bygone era that will make you smile.</p> <p><i>BSA C15-C15t-C15s-C15ss-B40-Ss90-B40e 'Service Sheets' 1958-1967</i></p> <p>Causey Enterprises, LLC Instruction Manual For Bsa Models</p>	<p>C15, C15t, C15s, B40Instruction Manual for BSA Models C15, C15T, C15S, C15SS80, B40, B40SS90BSA Instruction ManualModels 1946-1955Inst ruction Manual for BSAModels B31 350 C.c. O.H.V ...Mercian Motorcycle ManualsInstru ction Manual BSA C10/11/12 250/350cc 1938-53B.S.A. Model D10 Instruction Manual, -1967Motor-cycling for Women 1928A Book for the</p>
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<p>Lady Driver, Sidecar Passenger and Pillion RiderSteve Brown <u>Instruction Manual For Bsa Models C15, C15t, C15s, B40 Causey Enterprises, LLC Haynes disassembles every subject vehicle and documents every step with thorough instructions and clear photos. Haynes repair manuals are used by the pros, but written for the do-it- yourselfer. BSA Bantam</u></p>	<p><i>Owners Workshop Manual Panther Publishing Limited</i> 162 pages, and more than 200 illustrations and charts, size 8.25 x 10.75 inches. In 1945, after the war had ended, BSA resumed production of their civilian line of motorcycles. However, they continued their pre-war practice of publishing repair, overhaul and technical information in the form of individual</p>	<p>'Service Sheets'. These sheets were 'dealer only' publications and, as such, the print quality was at times somewhat questionable. It was not until the early 1960's that BSA eventually started publishing model specific workshop manuals that were available to the general public. Consequently, these 'Service Sheets' were the only publications available for the maintenance</p>
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there were some exceptions due to overlapping data between models, in general terms the numbers relate to a particular model group. They are as follows: The 200 series of service sheets were applicable to Group A models, the 300 series to Group B, the 400 series to Group C, the 500 series to Group D and the 600 series to Group M. In addition, there were a 700 series applicable to

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manual includes the 27 service sheets (84 pages) published by BSA under part number 00-4020. However, an additional 15 service sheets have been added from that 'dealer only' publication, to produce a single manual containing 42 service sheets (150 pages) that cover the 1948 to 1966 rigid, spring frame, swing arm D1, D3, D5 and D7 Bantam. Obviously, as the 1966 D10 and the 1968

to1970 D14 models share many mechanical similarities with the D7, this manual will also be of use to owners of those later models. Please note that service sheets other than those in the 500 series that are included in this publication may also contain data that is applicable to 'other' model groups, as that was the original intention. For additional information the reader is

directed to 'The Book of the BSA Bantam' (ISBN 9781588502100) which covers all Bantam models from 1948 to 1971. WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 1988 Steve Brown Complete Factory Handbook for the BSA Model B20 500 c.c. 123cc 148cc 174cc 1948-1971 Skyhorse Publishing, Inc. A reprint of the first Boy Scouts handbook

from 1911 covers woodcraft, camping, signs and signaling, first aid, chivalry, and games. <u>Mercian Motorcycle Manuals</u> Veloce Enterprises, Incorporated 94 pages, 54 illustrations, size 5.5 x 8.5 inches. An illustrated Owner's Workshop Manual covering Pre-War BSA Single and Twin-Cylinder SV and OHV Motorcycles. This is a faithful reproduction of the Floyd	Clymer (W.C. Haycraft) Book Of The BSA originally published in the US in 1947. Much more detailed than the owner's handbook, this manual includes complete technical data, service and maintenance information and detailed instructions for the repair and overhaul of the major mechanical and electrical components for the majority of the pre-war BSA single and twin cylinder motorcycles.	However, as this manual was written specifically for the motorcycles constructed between 1936 through 1939 the information may not be quite as comprehensive for the earlier versions of these models. There is adequate detailed text and diagrams to assist in major refurbishing such as an engine rebuild or even a complete mechanical renovation, making it an
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<p>invaluable resource for collectors and restorers of these classic BSA motorcycles. OHV and SV Models covered by this publication are: 150c.c. - X0. 250c.c. - B1, B2, B18, B20, B21, B22, C10, C11. 350c.c. - B23, B24, B25, B26, M19, R4, R5, R17, R19, R20. 500c.c. - J12, M20, M22, M23, M24, Q7, Q8, Q21, W6. 600c.c. - M10, M21. 750c.c. - Y13. 1,000c.c. - G14.</p> <p><i>WALNECK'S CLASSIC</i></p>	<p><i>CYCLE TRADER, FEBRUARY 1988</i> Veloce Enterprises, Incorporated 110 pages, and 70 illustrations and charts, size 5.5x8.5 inches. This publication covers all three variations of the BSA Sunbeam and Triumph Tigriss 175cc two-stroke and the 250cc four-stroke and electric start models manufactured from 1959 to 1965. Originally published under the same title in</p>	<p>1967 as a corrected version of the previous 1963 edition by J. Thorpe, this book is one of The Motorcyclist's Library series published in the USA by Floyd Clymer by arrangement with the original publishers, Pitman Ltd. of London, England.</p> <p>MANUALS & TECHNICAL PUBLICATIONS : Neither BSA nor Triumph ever published a workshop manual for these models, however, those owners</p>
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interested in manufacturer. overhaul and
acquiring Maintenance, technical
additional repair and information in
technical service the form of
information information individual
are directed to was issued (dealer only)
our under both 'Service
publication the BSA and Sheets'. It
ISBN Triumph should be
97815885025 name. noted that it
37 which However, as was never
includes a the machines intended that
compilation of were identical these service
the 3 major in all aspects, sheets would
factory any technical be distributed
manuals documentatio to the general
identified n can be public.
below. The applied to However, they
combination either were
of these three manufacturer eventually
publications without combined into
provides the hesitation. a single
most SERVICE publication
comprehensiv SHEETS: and released
e Beginning in under both
maintenance December the BSA and
and repair 1959, both Triumph
information BSA and names, the
that was ever Triumph contents
made began being identical
available from publishing in either case.
the repair, INSTRUCTION

MANUAL: Both BSA and Triumph published an identical 'Instruction Manual' the only difference being the name on the front cover. These publications were somewhat more detailed than typical 'owner's manuals' as they included overhaul information in addition to general maintenance and adjustments. As these instruction manuals were included with each new scooter purchased, there were a number of 'editions' published during the lifetime of the model, however, the contents remained basically unchanged. When combined with the 'Service Sheets' they are a reasonable substitute for a workshop manual.

PARTS (or) SPARES MANUAL: The parts manuals are also identical and include exploded component diagrams that are extremely helpful in the rebuilding or restoration process.

DESIGN & GENERAL SPECIFICATIONS: Designed by Edward Turner (Triumph) and sold under both BSA and Triumph brand names to take advantage of established distribution networks, this badge engineering was one of the last uses of the Sunbeam name. The differences between the BSA Sunbeam and Triumph

Tigress were entirely cosmetic - the former in polychromatic green paint, also two-tone red and cream, with a BSA badge; the latter in a shell blue or mimosa and ivory (two-tone) with a Triumph badge. Introduced in late 1959, the scooter was available with a 250cc four-stroke twin (10 hp), or 175 cc two-stroke single cylinder engine (7.5 hp). Both engines were forced-air-cooled. The two-stroke was a development of the BSA Bantam engine but the four-stroke was a completely new parallel-twin with a gear drive to the gearbox. The contact-breaker fed two separate ignition coils, each of which connected directly to its own spark plug without the need for a distributor. Drive to the rear wheel was by a fully enclosed chain in an oil bath. Both versions had four, foot-

operated gears. Some of the 250 twins were fitted with an electric starter and a 12 volt (not 6 volt) electrical system, they were identified as either B2S (Sunbeam) or TW2S (Triumph). The 250cc four-stroke model was discontinued in 1964 and the 175cc two-stroke model in 1965.

B.S.A. Model D10 Instruction Manual, -1967
Crowood Press
UK
152 pages,

and more than 200 illustrations and charts, size 8.25 x 10.75 inches. In 1945, after the war had ended, BSA resumed production of their civilian line of motorcycles. However, they continued their pre-war practice of publishing repair, overhaul and technical information in the form of individual 'Service Sheets'. These sheets were 'dealer only' publications and, as such, the print

quality was at times somewhat questionable. It was not until the early 1960's that BSA eventually started publishing model specific workshop manuals that were available to the general public. Consequently, these 'Service Sheets' were the only publications available for the maintenance and repair of BSA models that were manufactured through the early 1960's. At some point

in the 1930's, BSA adopted the practice of identifying their various model types by 'groups' and the models manufactured from 1945 through the mid 1960's were in Groups A, B, C, D and M. The service sheets that were associated to a particular group were identified numerically and, while there were some exceptions due to overlapping data between models, in

general terms the numbers relate to a particular model group. They are as follows: The 200 series of service sheets were applicable to Group A models, the 300 series to Group B, the 400 series to Group C, the 500 series to Group D and the 600 series to Group M. In addition, there were a 700 series applicable to mechanical maintenance and an 800 series for electronic service and wiring	diagrams. Both the 700 and 800 series of service sheets contained information that was not model specific but was applicable across multiple model groups. Unfortunately, as these service sheets were issued individually and at random times, the numbering sequence within any group is, at times, illogical and not necessarily consecutive. Consequently, assembling those	individual sheets into a publication that serves as a model specific workshop manual is a somewhat difficult task and owners of BSA motor cycles are subjected to considerable confusion surrounding the appropriate selection from the multitude of reprints that have recently flooded the on-line marketplace. Many of the reprints found on internet websites are from 'bedroom
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sellers' at enticingly low prices by individuals that really have no idea what they are selling. Many are nothing more than poor quality comb-bound photocopies that are scanned and printed complete with greasy pages and thumbprints and, as such, are deceptively described as 'pre-owned', 'used' or even 'refurbished'! In addition, they are often advertised for the incorrect series and/or

model years of motorcycles. The most complete compilation of the 1945 and onwards service sheets was issued by BSA in the form of a 'dealer only' ring binder that contained all of the individual service sheets totaling to almost 500 pages, it is extremely scarce and difficult to find. This manual includes the 21 service sheets (87 pages) published by BSA under

part number 00-4082. However, an additional 13 service sheets have been added from that 'dealer only' publication, to produce a single manual containing 34 service sheets (148 pages) that cover the 1958 to 1967 unit construction, swing arm C15, C15T, C15S, C15SS and B40 models. Please note that service sheets other than those in the 400 series that are included in this

publication may also contain data that is applicable to 'other' model groups, as that was the original intention. For	additional information the reader is directed to 'The Book of the BSA OHV & SV singles 250cc 1954 to 1970' (ISBN 97815885015	85) which covers the C10L, C11G, C12, C15, C15SS, C15T. C15S, SS80, Sportsman, C15G, C25 Barracuda & B25 Starfire.
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