

BSA SERVICE SHEET No. 612

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M Group Models FITTED WITH TELESCOPIC FORKS ADJUSTMENT, DISMANTLING and RE-ASSEMBLY OF THE HUBS AND BRAKES

Removal of Front Wheel

To remove front wheel from forks, detach brake cable, then slacken the pinch bolt "A" (Fig. M.40) at the front of the nearside fork end. Insert tommy bar in the hole in the spindle end "B" and unscrew. Note that this has a left-hand thread and unscrews clockwise. Spindle can then be pulled out, and by sliding distance bush "C" in fork end outwards to its fullest extent, the wheel will drop out.

In replacing wheel, it is most important that when spindle is replaced, and before pinch bolt is tightened, the forks must be depressed once or twice to enable the nearside fork end to position itself on the distance bush. If this precaution is not observed, the fork leg may be clipped out of position and will not function correctly.

Front Hub

This is fitted with ball journal bearings and no adjustment is necessary or provided for. The only attention required is periodical grease gun lubrication.

If it becomes necessary to replace the bearings unscrew the nut retaining the brake anchor plate and remove the plate together with the brake mechanism.

Unscrew the cap "A" (Fig. M.41) noting that this has a left hand thread and therefore unscrews in a clockwise direction. Using a hide mallet, drive out the hollow spindle "B," which will carry with it the nearside ballrace "C," dust cap "D," and distance piece "E."

Only the offside ballrace "F" now remains in the hub and this should be driven out with the aid of a soft drift.

Re-Assembly

This is carried out in the reverse order to the procedure for dismantling. Extreme cleanliness is of course essential and the bearings should be liberally coated with grease before assembly.

Front Brake

The details given for the Girder Fork Model apply equally to the Telescopic Fork Model. (See Service Sheet No. 611).

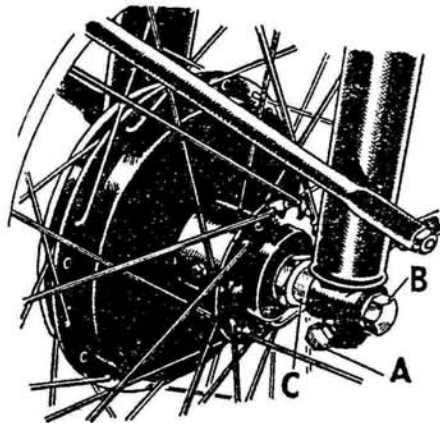


Fig. M.40.

B.S.A. Service Sheet No. 612 (cont.)

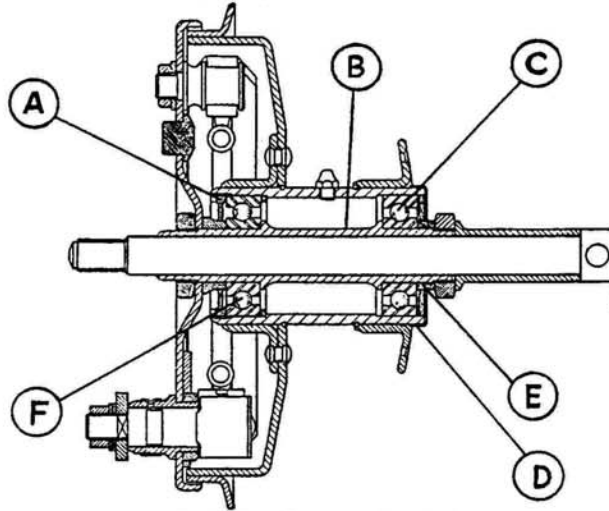


Fig. M.41. Section of front hub.

Rear Hub and Brake

The Rear Wheel is of the non-detachable type with a rivetted up brake drum. Otherwise the construction of the Hub and Brake are identical with those fitted to the "Girder" Fork model and the instructions given for Adjustment and Dismantling will apply. It will be noted that the speedometer drive must be removed to gain access to the bearing adjusting nut.

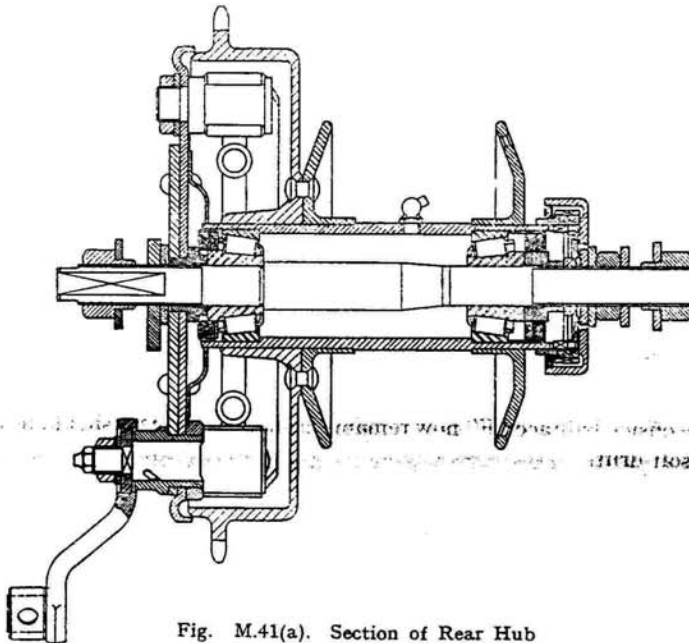


Fig. M.41(a). Section of Rear Hub

NOTE : On 1949 models the speedometer drive is taken from the gearbox. A dust cap Part No. 66-5541 replaces the speedometer drive on rear wheel.

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