

# **BSA SERVICE SHEET No. 709**

## **All Models**

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### **FAULT FINDING**

No adjustments should be made, or any part tampered with, until the cause of the trouble is known. Otherwise adjustments which are correct may be deranged.

#### **Engine Stops Suddenly.**

- Petrol shortage in tank, or choked petrol supply pipe or tap.
- Choked main jet, or water in float chamber.
- Oiled up or fouled sparking plug.
- Water on high tension pick-up or on sparking plug.
- Choked vent hole in petrol tank filler cap.

#### **Engine Fails to Start, or is difficult to start.**

- Lack of fuel, or insufficient flooding if cold.
- Excessive flooding, allowing neat petrol to enter the cylinder.
- Oiled sparking plug, or stuck-up valve or valve stem sticky.
- Weak valve spring, or valve not seating properly.
- Throttle opening too large, or pilot jet choked.
- Contact points dirty, or gap incorrect.
- Flat battery, if coil ignition, or faulty electrical connections in ignition circuit.

#### **Loss of Power.**

- Valve, or valves, not seating properly.
- Weak valve spring or springs, or sticking valve.
- No tappet clearance, or excessive clearance.
- Lack of oil in tank.
- Brakes adjusted too closely.
- Badly fitting or broken piston rings.
- Punctured carburetter float.
- Incorrect ignition timing.

#### **Engine Overheats.**

- Lack of proper lubrication.
- Weak valve springs, or pitted valve seats.
- Worn piston rings, or late ignition setting.
- Air control to carburetter out of order, or punctured float.

#### **Engine Misses Fire.**

- Weak valve spring.
- Defective or oiled sparking plug, or oil on contact points.
- Incorrectly adjusted contact points or tappets.
- Defective sparking plug cable.
- Defective sparking plug.
- Loose sparking plug terminal.
- Carburetter flooding, due to stuck or defective float.
- Partly choked main jet.

#### **Excessive Oil Consumption.**

- Stoppage, or partial stoppage, in pipe returning oil from engine to tank.
- Clogged, or partially clogged, filter in sump, or oil tank.
- Badly worn or stuck-up piston rings, causing high pressure in engine crankcase.
- High crankcase pressure, caused by release valve (breather) action. (Disc may be damaged or jammed with dirt.)
- Air leak in dry sump oiling system.
- Non-return valve in system not seating.
- Ball valve in oil pump stuck on its seat.