

# B.S.A. CYCLES LTD.

---

SERVICE SHEET No. 76.

August, 1937.

## MOTOR CYCLE.

### MID SEASON CHANGE.

#### EXCESSIVE OIL DELIVERY FROM THE CRANKCASE RELEASE VALVE OF 1937 "B" MODELS.

---

An excessive oil delivery from the crankcase release valve oil pipe is invariably an indication that the spring loaded ball valve located immediately below the lower end of the timing case cover is failing to seat correctly, possibly as the result of a particle of foreign matter having become deposited upon the seating.

To clean the spring loaded ball valve, remove the large cheese headed screw, from below the lower end of the timing case cover, and also the small spring and ball. Carefully clean the ball and its seating; lay the machine upon the nearside footrest, smear the ball with vaseline or clean grease, replace the ball carefully upon its seating, bearing in mind that it is a comparatively simple matter for the ball to be misplaced, then with the ball firmly on its seating, deal it a sharp tap with a hammer and punch to ensure that it is making a first-class seating; finally replace the spring and the retaining screw.

If attention to the spring loaded ball valve fails to remedy the excessive oil delivery from the crankcase release, then remove the timing case cover, withdraw the idler pinion and ascertain if there are two webs leading down from the back of the timing case to the magneto idler pinion bearing boss. If these webs are in evidence they must be chipped away by the aid of a sharp chisel as a means of preventing an accumulation of oil in the well formed by these webs and the idler pinion bearing boss.

Upon reassembly it will be necessary to re-time the magneto also the idler pinion. Details of the magneto timing will be found on Service Sheet No. 60, whilst the idler pinion can be timed by marrying the dot mark that will be found thereon with the dot mark upon one of the teeth of the inlet cam pinion.