B.S.A. CYCLES LTD.

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MOTOR CYCLE

1938 "B" GROUP 250 c.c. SIDE VALVE AND OVERHEAD VALVE MODELS.

ENGINE MAINSHAFTS AND FLYWHEELS.

The flywheels are manufactured in a high quality cast iron, and the engine mainshafts are secured by riveting over of the head of the shaft into the undercut slot formed in the boss of each flywheel.

Cast iron is comparatively brittle, and thus when dismantling an engine crankcase, it is important that no effort be made to split the crankcase joint by striking the end of the flywheel shaft, because, the blow would be transmitted to the shaft head and be liable to loosen the riveting or damage the slots in the flywheels.

TO REMOVE A SHAFT FROM A FLYWHEEL.

Hold the flywheel shaft firmly between vice jaws fitted with lead clamps, and cut away those portions of the shaft head that are riveted over into the flywheel slot. This can be done by means of a narrow cross cut chisel. The shaft can then be pressed out of the wheel in the normal manner.

TO FIT A REPLACEMENT SHAFT TO A FLYWHEEL.

Press the shaft into the flywheel in such a manner that the flats formed on the head of the shaft will match up with the slot formed in the wheel. Take care to see that the shaft is pressed right home into the wheel, and then firmly rivet over the sides of the head into the undercut slot in the boss of the wheel. This can be undertaken with the aid of a suitable punch.

NOTE.—It is essential that the mainshafts be a firm press fit in the flywheels.