

BSA SERVICE SHEET No. 212E

Reprinted June 1965

**"A" and "B" Group Models
(with Full Width Hubs)**

ADJUSTMENT, DISMANTLING AND RE-ASSEMBLY OF HUBS AND BRAKES

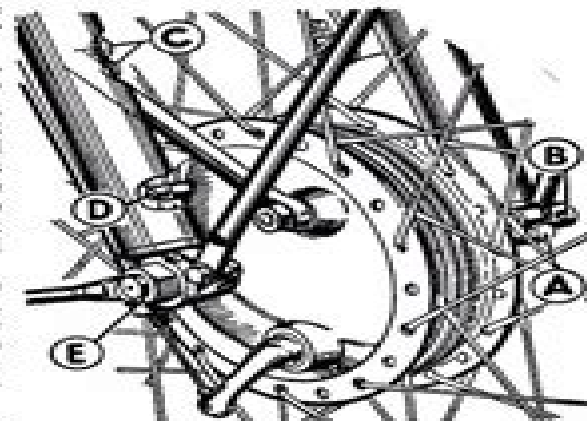
FRONT WHEEL REMOVAL AND REPLACEMENT

To remove the wheel, place the machine on both front and centre stands, take out the two bolts securing the brake anchor strap to the fork leg, and unscrew the large nut from the right-hand side of the wheel spindle. Disconnect the brake cable completely from the brake plate. If sufficient slack cannot be obtained by screwing down the cable adjuster, the outer casing may be released from its holder at the handlebar end.

Next, slacken the pinch bolt in the left-hand fork leg and draw out the spindle by inserting a tommy bar in the hole provided, and using a pulling and twisting motion. At the same time support the weight of the wheel to avoid damaging the bush which projects through the brake plate and partly enters the right-hand fork leg. Should this bush be pushed inadvertently back inside the hub, it can be re-positioned by inserting the wheel spindle from the left-hand side.

There is no distance piece fitted outside the hub, location being maintained by means of a shoulder formed on the spindle meeting the bush already referred to. Once the spindle has been removed, the wheel can be pulled away from the right-hand fork leg and withdrawn.

Refitting is carried out by reversing the procedure for removal, except that tightening the pinch bolt must be left until the machine has been taken off the stands. The forks should then be fully depressed and released several times to ensure that the left-hand leg takes up the correct position on the wheel spindle. The inner edge of the tommy bar hole should be approximately level with the outer face of the fork leg. Finally, tighten the pinch bolt and check the tightness of all other bolts and nuts which have been disturbed.



FRONT WHEEL REMOVAL AND REPLACEMENT (models with Frame prefix letters FA or FB)

To remove the wheel, place the machine on the stand, disconnect the brake cable by removing the split pin and clevis pin on the brake arm. Unscrew the four bolts holding the fork end caps when the wheel will then drop to the ground. Note that there is a register at each end of the spindle to clear the bolts, these also serve to locate the wheel in the forks.

REFITTING

This is simply the reverse of the above procedure but care must be taken to locate the lug on the right-hand leg in the groove on the brake cover plate.

Do not omit the split pin when re-connecting the brake cable.

Bsa B33 Service Manual

Floyd Clymer



Bsa B33 Service Manual:

WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 2001 Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, MAY 2005* Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, MARCH 2002** Causey Enterprises, LLC, BSA B31 - B32 - B33 - B34 'Service Sheets' 1945-1960 for All Pre-Unit Rigid, Spring Frame and Swing Arm Models Floyd Clymer, 2021-07-28 194 pages and more than 240 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 motorcycles 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 59 service sheets 190 pages extracted from that dealer only publication which cover the 1945 to 1960 pre unit rigid plunger and swing arm B31 B32 B33 and B34 plus Gold Star and Competition models Please note that service

sheets other than those in the 300 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 For later models see The Book of the BSA OHV Singles 350cc 500cc 1955 1967 ISBN 9781588501561 which covers the B31 B32 B33 B34 Star B40 SS90 **WALNECK'S CLASSIC CYCLE TRADER, MAY 2002** Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, MAY 2003* Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 1997** Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, MAY 1988 Causey Enterprises, LLC, **BSA A7/A10 Owners Workshop Manual** Jeffrey Robert Clew, 1973 BSA Workshop Manual for B44 Models Birmingham Small Arms Co., Ltd, 196? BSA A7 and A10 Twins Owners Workshop Manual, No. 121 John Haynes, 1990-06-29 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 M20, M21 and M33 'Service Sheets' 1945-1963 for All Rigid, Spring Frame, Girder and Telescopic Fork Models** Floyd Clymer, 2021-07-25 172 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 some exceptions 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 Also there was 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 a 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 motorcycles 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 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 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 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 1959 ISBN 9781588502292 which covers the B31 B32 B33 B34 C10 C11 C11DL M20 M21 M33 models The OHV 1955 1958 M33 models are also covered in The Book of the BSA OHV Singles 350cc 500cc 1955 1967 ISBN 9781588501561 SERVICE AND MAINTENANCE MANUAL FOR THE BSA BANTAM 1948-1966 W. C. HAYCRAFT,2009 **BSA A50 & A65 Series Owners Workshop Manual** Mark Reynolds,1974 BSA Workshop Manual BSA Motor Cycles,Birmingham Small Arms Co., Ltd,1971 **BSA Pre-unit Singles** Mansur Darlington,1977 Autocar ,2000 *BSA C10-C10L-C11-C11g-C12 'Service Sheets' 1945-1958 for All Pre-Unit S.V. and O.H.V. Rigid, Spring Frame and Swing Arm Models* Floyd Clymer,2021-08-11 222 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

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B.S.A. Unit Singles Marcus Daniels,1989 **BSA Unit Singles Owners Workshop Manual, No. 127** John Haynes,1990-06-29 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

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