

Front Wheel Removal.

To remove the front wheel from the forks, take off the nut (C) Fig. 17. Turn the steer plate, disconnect the brake cable, then slacken the pinch bolt (A). Remove the nut (B), this has a right-hand thread and unscrews in an anticlockwise direction. Then insert a timing bar into the hole in the head of the spindle and pull the spindle. As the spindle is withdrawn support the weight of the wheel; when it is clear the wheel can be pulled away from the right-hand fork leg and removed from the machine.

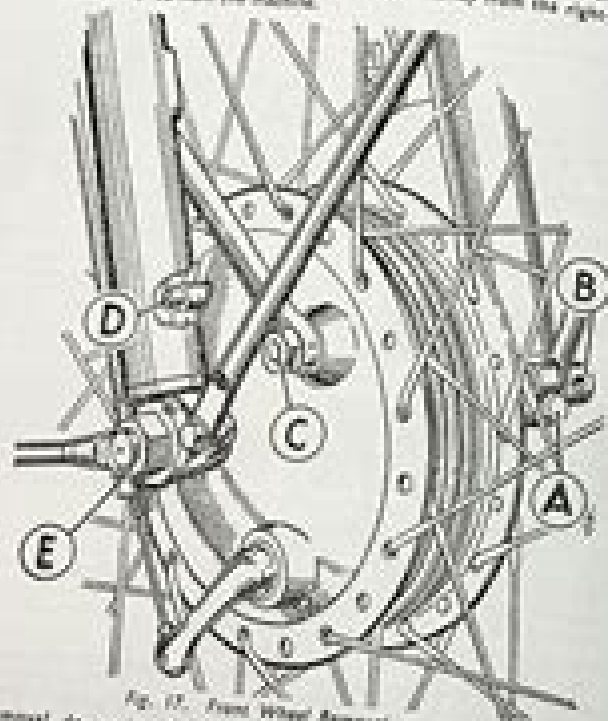


Fig. 17. Front Wheel Removal.

After removal, do not let the wheel fall on to the bush which projects from the brake drum side of the hub; although the bush is pressed in, it may, if subjected to a sharp blow, be forced back into the hub. If this should happen, the bush can be retrieved and repositioned with the aid of the wheel spindle.

The wheel is replaced in the reverse order to that for removal. It is most important that after the spindle has been rightened and before the pinch bolt is rightened, the forks are depressed once or twice to enable the left-hand fork and so position itself on the spindle shank. If this precaution is not observed, the fork leg may be clamped out of position and will not function correctly.



Rear Wheel Removal and Reassembly.

To remove the rear wheel, place the machine on its stand. Take off the nut (A) Fig. 18, so free the brake anchor screw and disconnect the brake cable. Unscrew the four retaining nuts (B) Fig. 18, leaving the wheel on the chainwheel. On machines fitted with a fully enclosed chaincase, this operation is carried out after removing the rubber plug (C) Fig. 19. Then, place a spacer bar in the spindle end as (D) Fig. 18, and unscrew in an anticlockwise direction until it can be withdrawn. The spacer plate (E) can then be removed and the wheel can be withdrawn to the right, when it can be taken downwards and rearwards. Note that the large nut (A) Fig. 19, on the left-hand end of the spindle retains the chainwheel and should not be disturbed. Reassembly is carried out in the reverse order, but it is most important that the four retaining nuts are screwed up tight when the wheel is replaced.



Fig. 18. Rear Wheel Removal and Rear Chain Adjustment.

Rear Chain Adjustment.

The rear chain must be adjusted when the machine is on its stand and the wheel is at the lowest point in the suspension. Rotate the wheel slowly until the rightmost point on the chain is found, then check its up and down movement in

Workshop Manual For Bsa B31

John Haynes



Workshop Manual For Bsa B31:

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

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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 **BSA Workshop Manual** BSA Motor Cycles, Birmingham Small Arms Co., Ltd, 1971 **BSA A50 & A65 Series Owners Workshop Manual** Mark Reynolds, 1974 *Instruction Manual for BSA , 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 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 motor cycles are subjected to considerable confusion surrounding the appropriate selection from the multitude of reprints that have recently flooded the on line

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