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## B GROUP MODELS, (with Engine Prefix Letters GB) PRIMARY TRANSMISSION

### Clutch Adjustment.

Two adjustments are provided for the clutch control arm on the gearbox outer cover. The first of these is at the clutch push rod and is exposed when the inspection plate is removed. It consists of a grub screw *H* (Fig. B25) and locknut *G*. Between the inner end of the screw and the clutch push rod a steel ball is inserted, and the grub screw must be adjusted so that there is just a little clearance between the ball and push rod.

To carry out this adjustment loosen the locknut and with the aid of a screwdriver adjust the grub screw. Then retighten the locknut.

The other adjustment is provided by the cable adjuster on top of the gearbox. Remember that some free movement in the control arm is necessary as, if the adjustment is too tight, there will be constant pressure on the clutch with consequent wear and loss of efficiency. The control arm pivot should be greased occasionally by means of the grease nipple *F*.

### Primary Chain Adjustment.

Adjustment of the front chain is achieved by pivoting the gearbox backwards and forwards on the bottom support bolt. To adjust the chain, remove the knurled inspection cover on the primary chaincase and slacken the nuts *A* and *B* (Fig. B25) which clamp the top and bottom gearbox lugs in the rear engine plates. An adjuster is attached to the right hand side of the top gearbox bolt. Slacken the locknut *C* and screw the adjuster *D* backwards or forwards until the chain tension is correct. This is when the

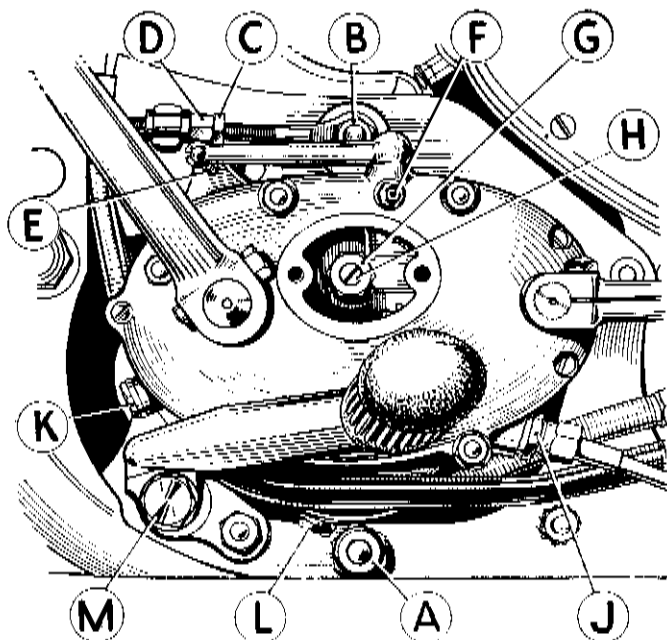


Fig. B25.

maximum up and down movement of the chain at the tightest point is  $\frac{1}{2}$  in. Tighten the gearbox bolt nuts *A* and *B*, also the adjuster locknut, and re-check the adjustment. Note that after re-adjusting the primary chain, the rear chain will be in need of adjustment.

### **Chaincase Removal.**

Drain off the oil in the case by removing the drain screw in the lower edge of the primary chaincase. Two of the screws retaining the primary chaincase outer cover have red painted heads. The front one of these is the chaincase oil level screw, and the rear one the drain screw. Remove the left hand footrest. This may be rather tight, but a few light blows on the front of the footrest should free it. Undo the small screws round the edge of the chaincase and pull off the outer half.

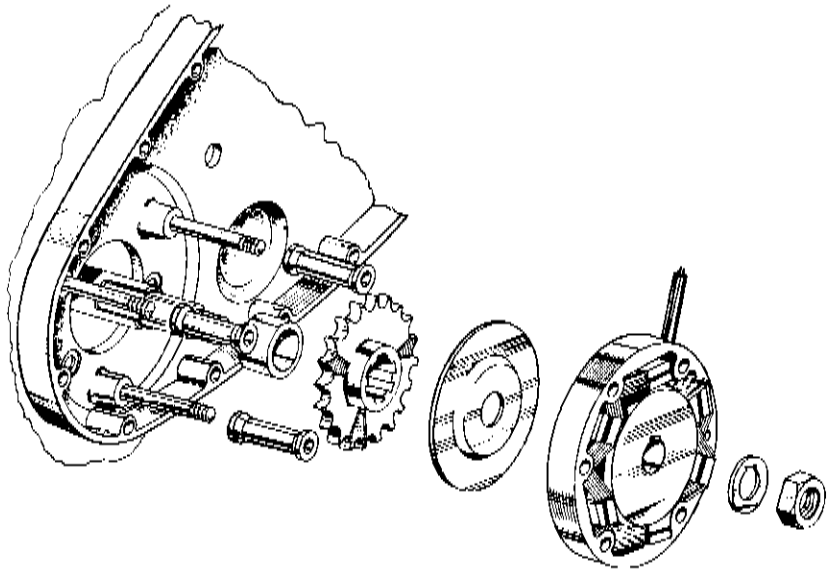


Fig. B26. Alternator Assembly.

The alternator assembly is dismantled by prising back the tab on the lock washer and unscrewing the large nut on the end of the engine shaft. If the nut is very tight, engage top gear and apply the rear brake to prevent the engine turning. Next take off the three nuts which retain the coil assembly. Lift this off the studs and withdraw the rotor, which is keyed to the shaft, also the spinner. Should the coil assembly prove difficult to remove, it may be gently prised off with a screwdriver, taking great care not to damage the windings.

Remove the clutch in the manner described in Service Sheet No. 315.

Remove the engine sprocket from the mainshaft. Unscrew the bolts which hold the inner half of the chaincase to the crankcase, after breaking the locking wire which passes through the heads of the bolts. There now remains only one bolt which secures the rear of the chaincase to the frame, and its removal will allow the chaincase to be detached.

Re-assembly of the primary transmission and chaincase should be carried out in the reverse order to dismantling.