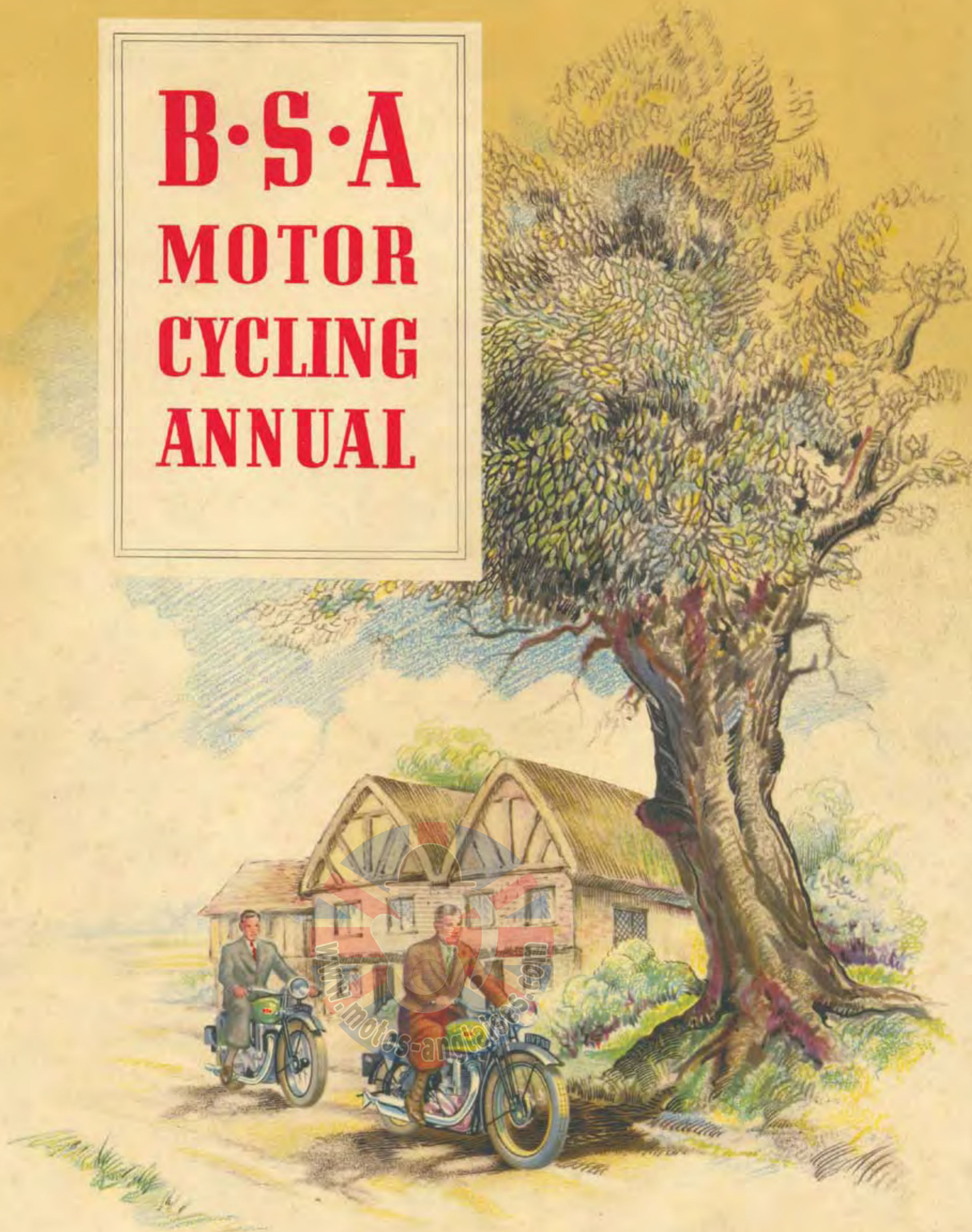


B·S·A
MOTOR
CYCLING
ANNUAL



Copy of B.S.A. Motor Cycle and Sidecar Guarantee

which is given by B.S.A. Cycles Ltd. to Dealers in B.S.A. Motor Cycles and Sidecars

Every motor cycle and/or sidecar which is sold by us carries the following express agreements, which take the place of and exclude all conditions, warranties, and liabilities whatsoever which exist either by Common Law, statute or otherwise. Any statement, description, condition, or representation contained in any catalogue, advertisement, leaflet, or other publication shall not be construed as enlarging, varying or overriding these.

1. We give no guarantee as to performance, quality, or fitness for any particular purpose. Should any defect be alleged in material or workmanship within six calendar months after purchase of a motor cycle or sidecar from us or our accredited Dealers we undertake, on the immediate return of the part which is alleged to be defective to our Works, carriage paid, within such period to examine the same, and should any fault be found by us on examination to be solely due to defective material or workmanship, we will repair the defective part or supply a new part in the place thereof free of charge. We do not undertake to bear the cost of any work involved in reinstating a repaired or inserting a new part.

2. This guarantee as to material or workmanship does not extend to (1) a second-hand motor cycle and/or sidecar, or (2) to a motor cycle and/or sidecar which has been used for "hiring out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (3) a motor cycle and/or sidecar from which our trade marks or manufacturing numbers have been removed, or (4) to a motor cycle to which has been attached a sidecar by any form of attachment not provided, supplied, or approved by us, or (5) to a motor cycle to which has been attached a sidecar in such a manner as to cause damage or render the cycle unsafe when ridden or (6) to a motor cycle or combination which has carried more persons or a greater weight than they are designed to bear. And this guarantee does not extend to defects caused by racing, wear and tear, dirt, neglect, misuse, or accident.

3. Our responsibility is limited to the terms of this guarantee, and we will not be answerable for any contingent or resulting liability or loss arising through any defect or from any claim for labour, material, or other expenditure incurred in remedying any defect.

4. When claiming under this guarantee the claimant must furnish us with the number of the machine and engine (which will be found stamped on the seat lug and crankcase respectively), the name of the Dealer from whom he purchased, and the date of the purchase.

5. This guarantee shall apply to parts repaired or replaced under Clause 1, and such guarantee shall run concurrently with, and shall terminate on the same date, as the guarantee given under Clause 1, all the aforesaid implied conditions, liabilities, and warranties being excluded.

6. When returning machine for repairs all accessories should be removed. This guarantee shall not apply to any parts of a motor cycle or sidecar which are not manufactured by us and all conditions, warranties, and liabilities whatsoever implied either by Common law, statute, or otherwise relating to such parts are hereby excluded, but we will assist the purchaser by any guarantee given to him by the manufacturer of such parts as shall not have been made by us.

PROPRIETARY INSTRUMENTS, FITTINGS AND ACCESSORIES.—No expense is spared to secure as standard equipment the most suitable and highest quality instruments and accessories. Nevertheless, the Company's guarantee does not cover such parts, and in the event of trouble being experienced the parts in question should be returned to and claims made direct on the actual manufacturers, who will deal with them on the terms of their respective guarantees, as follows:—Tyres: Dunlop Rubber Co. Ltd., Fort Dunlop, Birmingham. Saddles: Herbert Terry & Sons, Ltd., Redditch. Electrical Equipment: Joseph Lucas Ltd., Birmingham. Electric Horns: Joseph Lucas Ltd., Birmingham. Speedometers: S. Smith & Sons (M.A.) Ltd., Cricklewood, London. Carburettors and Twist Grips: Amal Ltd., Perry Barr, Birmingham. Oil Pressure Gauges: Joseph Tomey & Sons Ltd., Catherine Street, Birmingham. Grease Guns: Tecalemit Ltd., Great West Road, Brentford, Middlesex. Oil Indicators: Rotherham & Sons Ltd., Spon Street, Coventry.

SPECIAL NOTE.—Prompt attention to all claims under guarantee will be ensured if your covering letter gives—(1) Make, year and model of motor cycle; (2) Date of purchase and name of Dealer from whom obtained.

B.S.A. CYCLES LTD., BIRMINGHAM, 11

Directors: J. W. BRYAN. G. D. BURTON. W. F. JANES. J. LEEK. A. H. POLLEN.

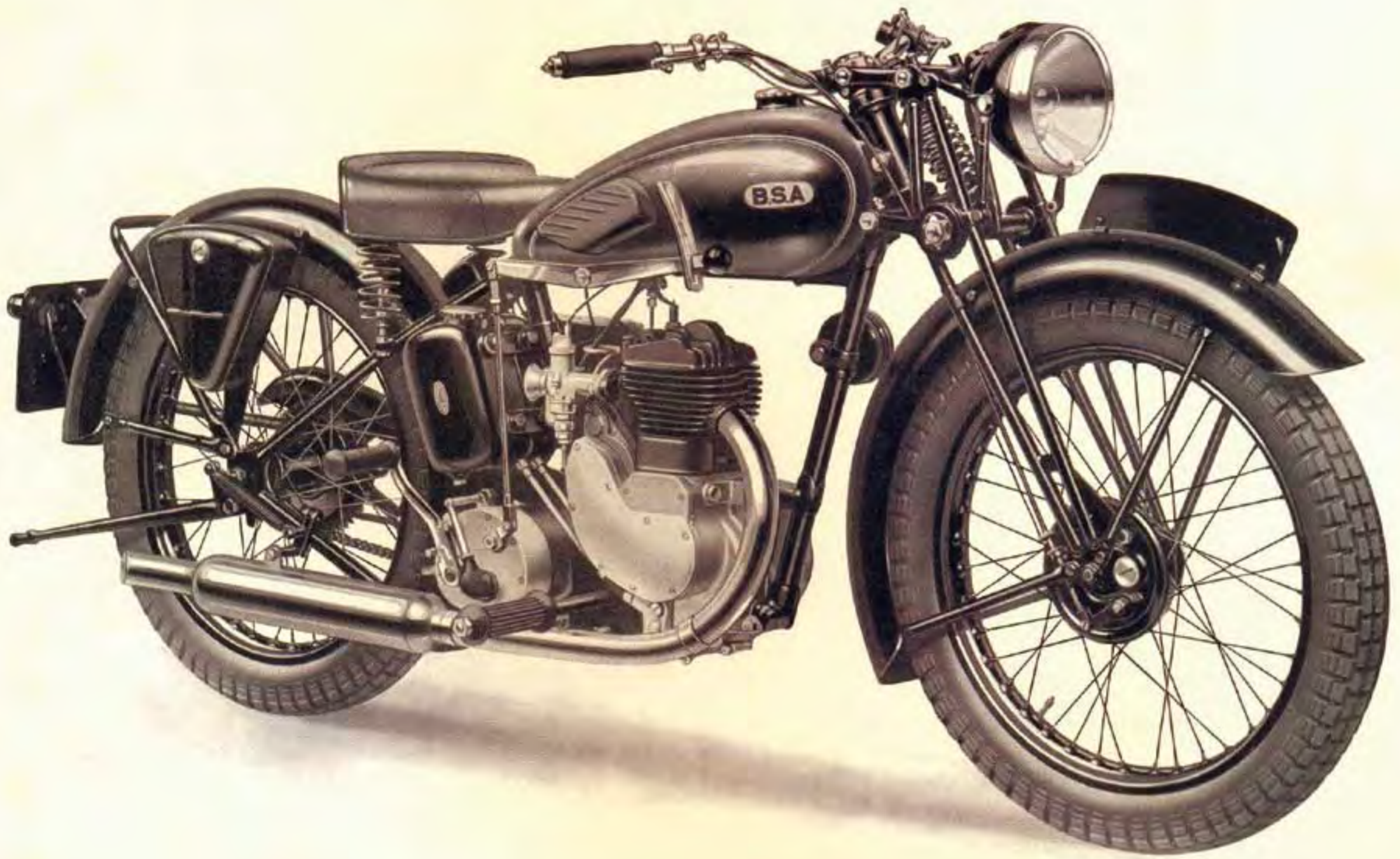
Telephone: Birmingham Victoria 2381 (9 lines).

Telegrams and Cables: "Salcyc, Birmingham"

Copyright B.S.A. Cycles Ltd.

B.S.A. 250 c.c. S.V. Tourer

Model B 20



The rider who wants an economical light-weight utility machine will find that this model meets his requirements admirably. It has ample power for solo and pillion work.

Engine

Single cylinder S.V. 63 mm. bore x 80 mm. stroke. 249 c.c. capacity. B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Roller big-end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed valves; Detachable cylinder head; Amal carburetter; Efficient exhaust silencing.

Transmission

Engine-shaft cush drive. Front chain $\frac{1}{2}$ in. x .305 in.; Self-contained primary chain oilbath; Rear chain $\frac{1}{2}$ in. x .305 in.; Two plate cork clutch running in oil; B.S.A. four-speed constant mesh gearbox with horizontal gear lever on tank; Screw adjustment for front chain; Gear ratios: 6.6, 8.6, 13.2, 19.4.

Frame

Triangulated cradle type frame of great strength; Constant wheelbase front forks with adjustable shock absorber; Saddle

tank holding $2\frac{3}{4}$ gallons petrol; Knee grips; Dunlop Universal 3.00—19 tyres; $5\frac{1}{2}$ in. dia. brakes, front operated by lever on handlebar, rear by left toe pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard.

Equipment

B.S.A. Handlebar with lever controls; Single control carburetter with twist grip; Terry Spring Seat; Metal tool box with complete kit of tools; Inflator; Gear-driven Lucas 6-volt Magdymo Lighting Set with compensated voltage control; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra.

Finish

Black and chromium; B.S.A. green tank with gold lining. Chromium tank with green panels 15/- extra. Wheelbase 52 in.; clearance $4\frac{7}{8}$ in.; saddle height $28\frac{1}{2}$ in.

£38

Tax 22/6. Speedometer extra.

B.S.A. 250 c.c. O.H.V. Sports

Model B 21



This model combines a really snappy performance with remarkably low running costs, and will suit the rider who wants an economical machine in the sporting class.

Engine

Single cylinder single port O.H.V. 63 mm. bore x 80 mm. stroke. 249 c.c. capacity. B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Roller big end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed O.H.V. gear with pressure oil feed from engine; Amal carburetter; Efficient exhaust silencing.

Transmission

Front chain $\frac{1}{2}$ in. x .305 in. Self-contained primary chain oil bath; Rear chain $\frac{1}{2}$ in. x .305 in.; Two plate top clutch running in oil; B.S.A. four-speed constant mesh gearbox; with horizontal gear lever on tank; Screw adjustment for front chain; Gear ratios: 6.2, 8.1, 12.4, 18.2.

Frame

Triangulated cradle type frame of great strength; Constant wheelbase front forks; Shock absorber with finger adjustment;

Saddle tank holding $2\frac{3}{4}$ gallons petrol; Knee grips; Dunlop Universal 3.00—19 tyres; $5\frac{1}{2}$ in. dia. brakes, front operated by lever on handlebar, rear by left toe pedal, both with finger adjustment. Spring-up rear stand; Lifting handle on rear guard.

Equipment

B.S.A. controls with twist grip for throttle; Terry Spring Seat; Metal toolbox with complete kit of tools; Inflator; Gear-driven Lucas 6-volt Magdyno Electric Lighting Set with compensated voltage control; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra.

Finish

Black and chromium; Chromium tank with B.S.A. green panels. Wheelbase 62 in.; clearance $4\frac{7}{8}$ in.; saddle height $28\frac{1}{2}$ in.

£40. 10s.

Tax 22/6. Speedometer extra.

B.S.A. 250 c.c. O.H.V. Empire Star

Model B 22



For the man who wants the finest possible sporting machine in the 250 c.c. class this new Empire Star is just the mount. This entirely new model is offered with fullest confidence as a machine of unparalleled distinction in value, specification, performance and reliability.

Engine

Single cylinder single port O.H.V. 63 mm. bore x 80 mm. stroke. 249 c.c. capacity. Specially tuned; Air-hardened cylinder; Dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Roller big end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed O.H.V. gear with pressure oil feed from engine; Amal carburetter; efficient exhaust silencing. Low level exhaust pipe standard, upswept pipe optional.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x .305 in.; Self-contained primary chain oil bath; Rear chain $\frac{1}{2}$ in. x .305 in.; Three plate cork clutch running in oil; B.S.A. four-speed constant mesh gear box; Enclosed foot gear change with gear position indicator; Screw adjustment for front chain; Gear ratios; 6.6, 8.6, 13.2, 19.4.

Frame

Triangulated cradle type frame of great strength; Constant wheelbase front forks; Shock absorbers with finger adjust-

ment; Steering damper; Saddle tank holding $2\frac{3}{4}$ gallons petrol, with quick release filler cap; Knee grips; Dunlop Universal tyres, 3.00—20 front, 3.25—19 rear; $5\frac{1}{2}$ in. dia. brakes, front operated by lever on handlebar, rear by left toe pedal, both with finger adjustment. Spring-up rear stand; Lifting handle on rear guard; Front stand; Adjustable footrests.

Equipment

Adjustable handlebar with B.S.A. controls with twist grip for throttle; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolbox with complete kit of tools; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/6 or pillion seat 8/6 extra.

Finish

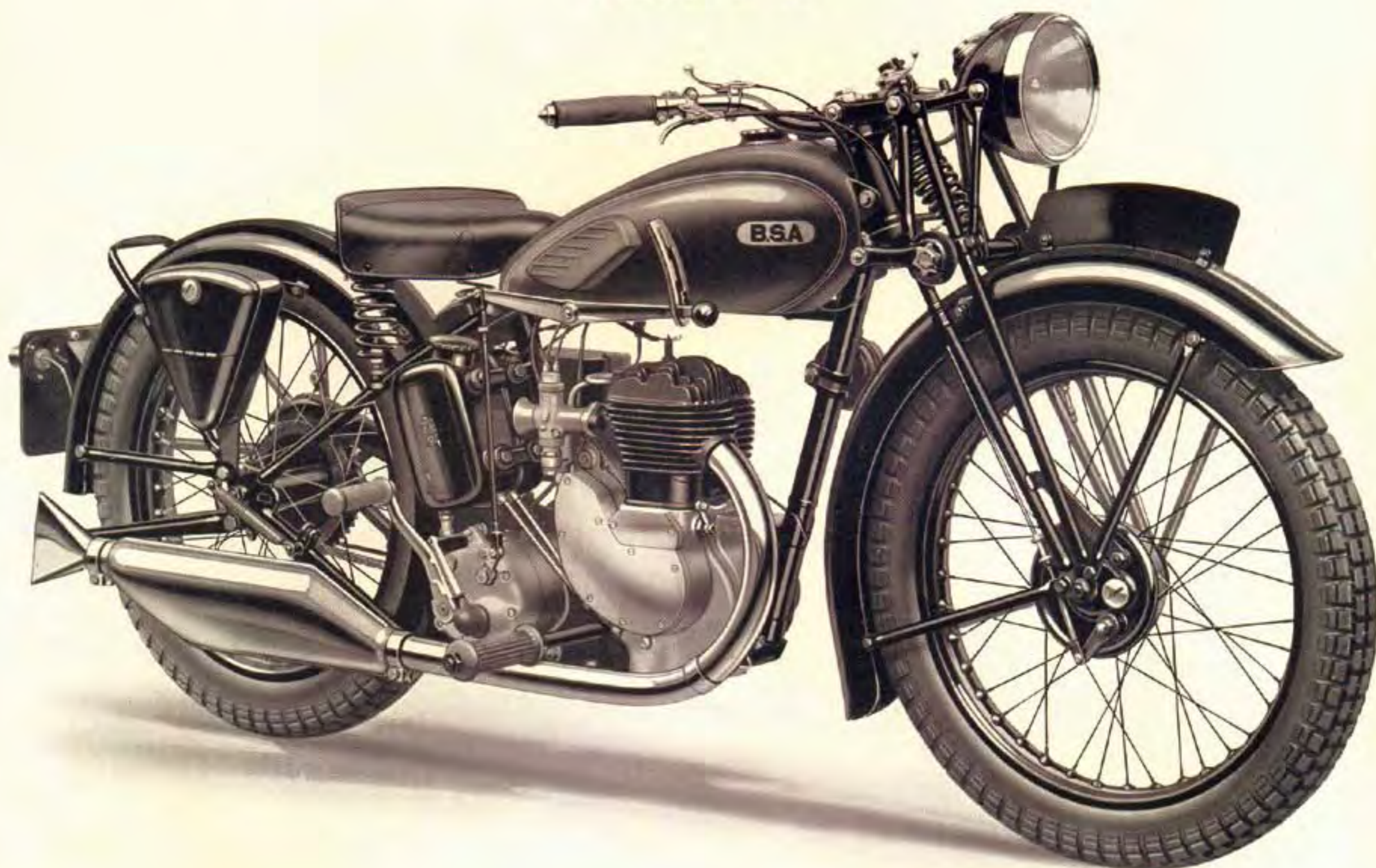
Black and chromium. Chromium tank with Empire Star green panels. Chromium wheel rims. Wheelbase 52 in.; Clearance $4\frac{7}{8}$ in.; Saddle height $28\frac{1}{2}$ in.

£45. 5s.

Tax 22/6. Speedometer extra.

B.S.A. 350 c.c. S.V. Tourer

Model B 23



This new 350 c.c. side valve model has been designed to meet the demand for a straightforward general purpose touring model, light in weight, economical and of adequate performance.

Engine

Single cylinder S.V. 71 mm. bore x 88 mm. stroke. 348 c.c. capacity. B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Totally enclosed valves; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Detachable cylinder head; Amal carburettor; Large capacity silencer giving subdued exhaust note.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x 305 in.; Self-contained primary chain oil bath; Rear chain $\frac{1}{2}$ in. x 305 in.; Three plate cork clutch running in oil; B.S.A. four-speed constant mesh gear box with horizontal gear lever on tank; Screw adjustment for front chain; Gear ratios: 6.2, 8.1, 12.4, 18.2.

Frame

Triangulated cradle type of great strength; Constant wheelbase front forks with adjustable shock absorber; Saddle tank

holding $2\frac{3}{4}$ gallons petrol; Knee grips; Dunlop Universal 3.25—19 tyres; $5\frac{1}{2}$ in. dia. brakes, front operated by lever on handlebar, rear by left toe-pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard.

Equipment

B.S.A. handlebar with twist grip control for throttle; Adjustable Terry Spring Seat; Metal tool box with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra.

Finish

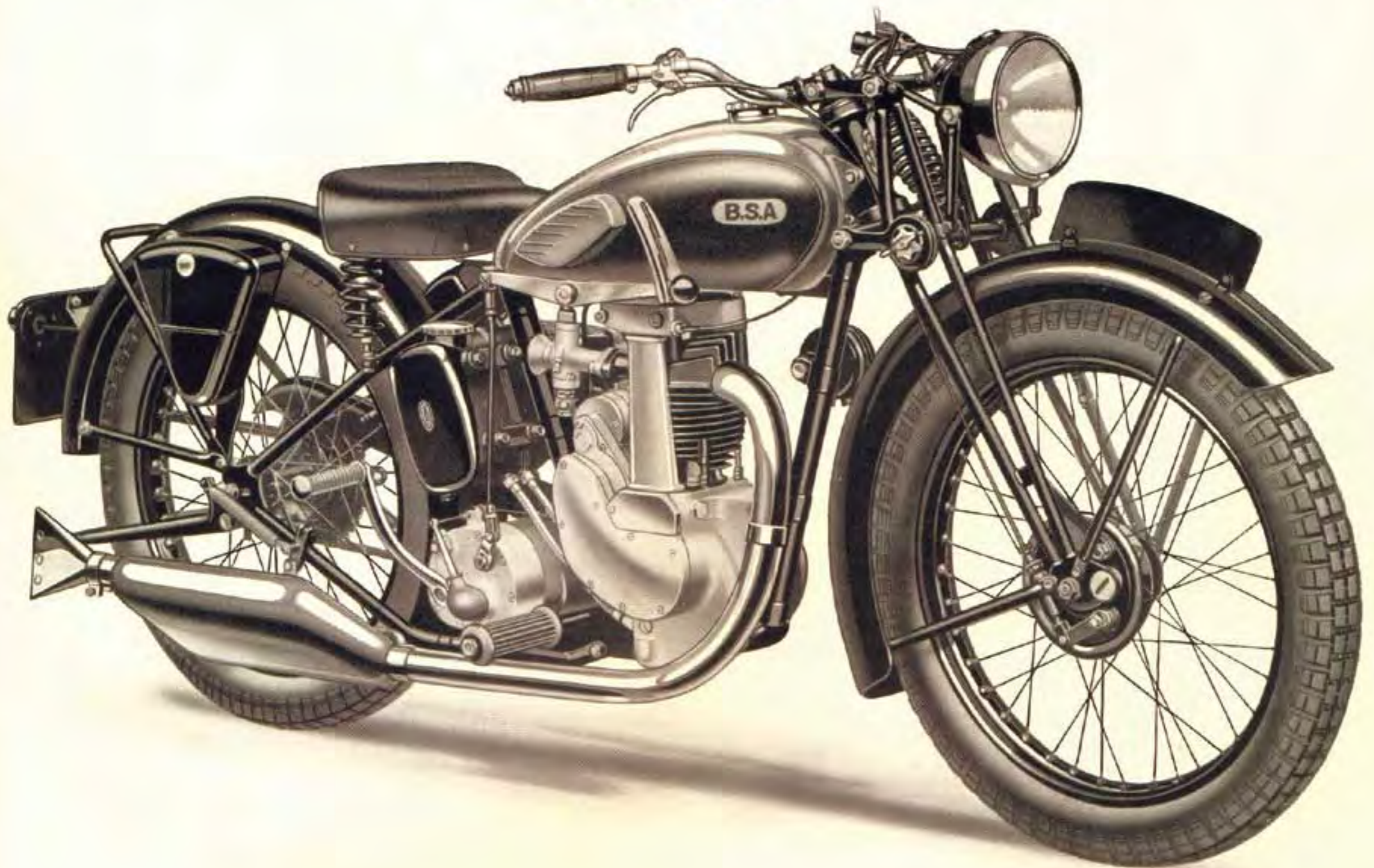
Black and chromium; B.S.A. green tank with gold lining. Chromium tank with green panels 15/- extra. Wheelbase 52 in.; Clearance $4\frac{7}{8}$ in.; Saddle height $28\frac{1}{2}$ in.

£41. 10s.

Tax 45/-. Speedometer extra.

B.S.A. 350 c.c. O.H.V. Sports

Model B 26



Real sports performance, with extreme flexibility and perfect road-holding are features of this 350 c.c. model which will appeal to the sporting rider.

Engine

Single cylinder single port O.H.V. 71 mm. bore x 88 mm. stroke. 348 c.c. capacity; B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Enclosed O.H.V. gear with pressure oil feed from engine; Aluminium alloy high compression piston with slotted scraper oil control ring; Roller journal bearing on drive side of mainshaft; Amal carburetter; Large capacity silencer giving subdued exhaust note. Two-port head with upswept exhaust pipes and tubular silencers 30/- extra.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x .305 in.; Self-contained primary chain oil bath; Rear chain $\frac{5}{8}$ in. x $\frac{1}{4}$ in.; four plate cork clutch running in oil; B.S.A. four-speed constant mesh gearbox, with horizontal gear lever on tank; Screw adjustment for front chain; Gear ratios: 5.7, 7.3, 11.4, 16.2.

Frame

Triangulated cradle type of great strength; Constant wheelbase front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding $2\frac{3}{4}$ gallons; Knee grips; Dunlop Universal 3.25—19 tyres; $5\frac{1}{2}$ in. dia. front brake operated by lever on handlebar; 7 in. dia. rear brake operated by left toe pedal, both with finger adjustment. Spring-up rear stand. Lifting handle on rear guard. Front stand.

Equipment

B.S.A. handlebar with special controls, including twist grip for throttle, and lever ignition; Adjustable Terry Spring Seat; Metal toolbox with complete kit of tools; Inflator; Gear-driven Lucas 6-volt Magdynamo Lighting Set with compensated voltage control; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra. Provision for pillion footrests.

Finish

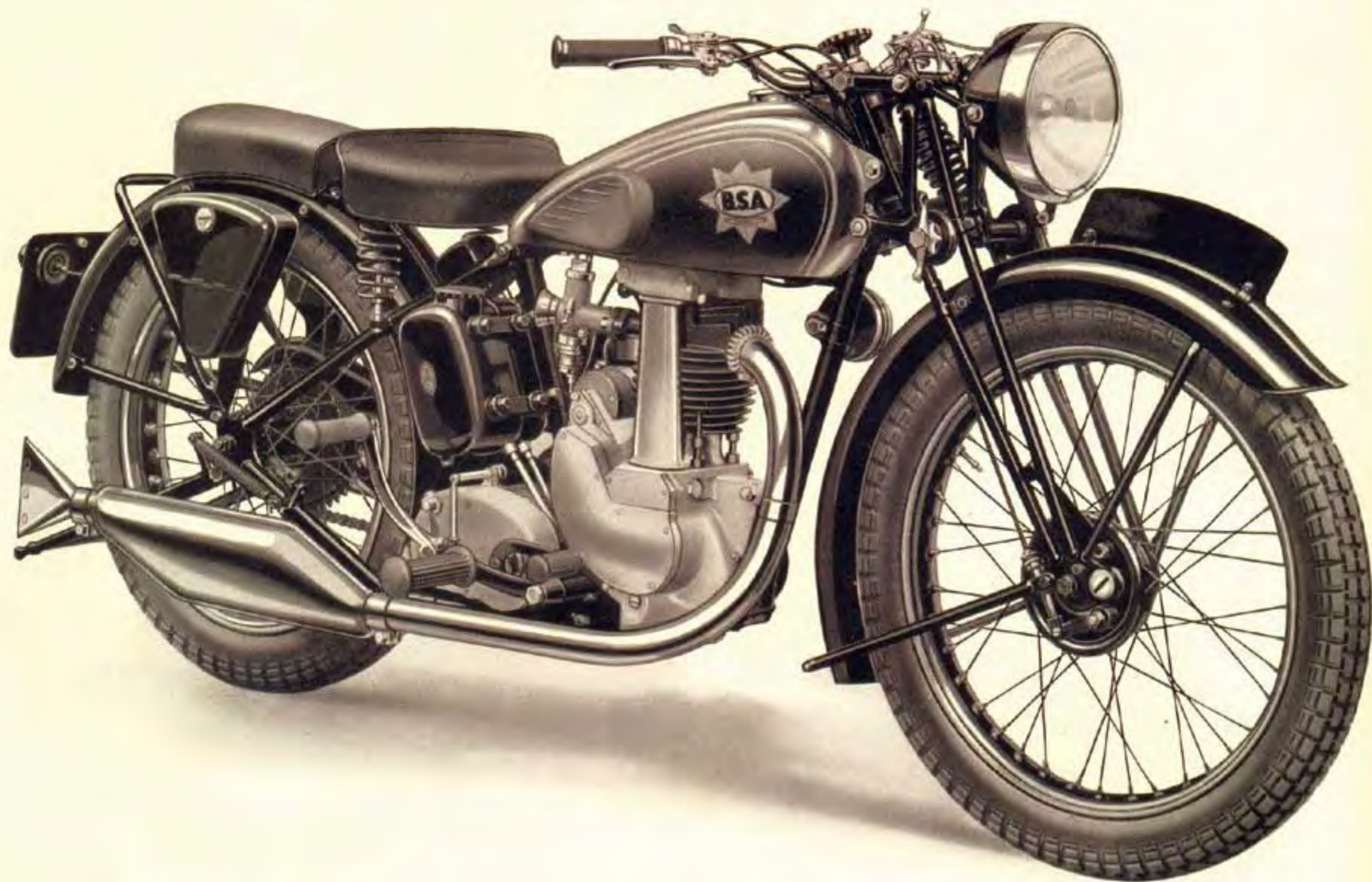
Black and chromium. Chromium tank with green panels. Wheelbase 52 in. Clearance $4\frac{7}{8}$ in. Saddle height $28\frac{1}{2}$ in.

£44. 5s.

Tax 45/-. Speedometer extra.

B.S.A. 350 c.c. O.H.V. Empire Star

Model B 24



This entirely new Empire Star model will make an instant appeal and should prove extremely popular amongst those who favour a machine in the 350 c.c. class.

Engine

Single cylinder single port O.H.V. 71 mm. bore x 88 mm. stroke. 348 c.c. capacity. Specially tuned. Air-hardened cylinder; B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Enclosed O.H.V. gear with pressure oil feed from engine; Roller journal bearing on drive side of mainshaft; Aluminium alloy high compression piston with slotted scraper oil control ring; Amal carburetter; Large capacity silencer giving subdued exhaust note; Low level exhaust pipe standard. Upswept pipe optional. Two port head with upswept exhaust pipes and tubular silencers 30/- extra.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x .305 in. Self-contained primary chain oil bath; Rear chain $\frac{5}{8}$ in. x $\frac{1}{4}$ in.; Four plate cork clutch running in oil; B.S.A. four-speed constant mesh gearbox. Enclosed foot gear change with gear position indicator; Screw adjustment for front chain; Gear ratios: 5.5, 7.1, 10.9, 15.5.

Frame

Triangulated cradle type of great strength; Constant wheel-

base front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding $2\frac{3}{4}$ gallons petrol, with quick-release filler cap; Knee grips; Dunlop Universal tyres, 3.00—20 front, 3.25—19 rear; $5\frac{1}{2}$ in. dia. front brake operated by lever on handlebar, 7 in. dia. rear brake operated by left toe pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard. Front stand; Adjustable footrests.

Equipment

B.S.A. handlebar with special controls, including quick action twist grip for throttle, and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolboxes with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Pillion seat; Provision for pillion footrests.

Finish

Black and chromium. Chromium tank with Empire Star green panels. Chromium wheel rims. Wheelbase 52 in.; Clearance $4\frac{7}{8}$ in.; Saddle height 28 $\frac{1}{2}$ in.

£49. 15s.

Tax 45/-. Speedometer extra.

B.S.A. 350 c.c. O.H.V. Competition

Model B 25



Specially built and equipped for strenuous trials conditions, this model will appeal particularly to sporting riders who are keen on trials riding.

Engine

Single cylinder single port O.H.V. 71 mm. bore x 88 mm. stroke. 348 c.c. capacity. Specially tuned. Air-hardened cylinder; B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 4 pints); Enclosed O.H.V. gear with pressure oil feed from engine; Roller journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Amal carburetter; Upswept exhaust pipe; Two-port head with upswept pipes 30/- extra.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x 305 in.; Self-contained primary chain oil bath; Rear chain $\frac{1}{2}$ in. x $\frac{1}{4}$ in.; Four plate cork clutch running in oil; B.S.A. four-speed constant mesh gearbox. Enclosed foot gear change with gear position indicator; Screw adjustment for front chain; Gear ratios: 6.0, 7.8, 12.0, 17.0.

Frame

Triangulated cradle type of great strength; Constant wheelbase front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding $2\frac{3}{4}$ gallons petrol, with

quick release filler cap; Knee grips; Dunlop Competition tyres, 2.75—21 front, 4.00—18 rear; $5\frac{1}{2}$ in. dia. front brake operated by lever on handlebar, 7 in. dia. rear brake operated by left toe pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard; Front stand; Adjustable footrests.

Equipment

B.S.A. handlebar with special controls, including twist grip for throttle, and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolbox with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Anti-vibration battery; High frequency electric horn; Licence holder; Mudguard pad; Provision for pillion footrests.

Finish

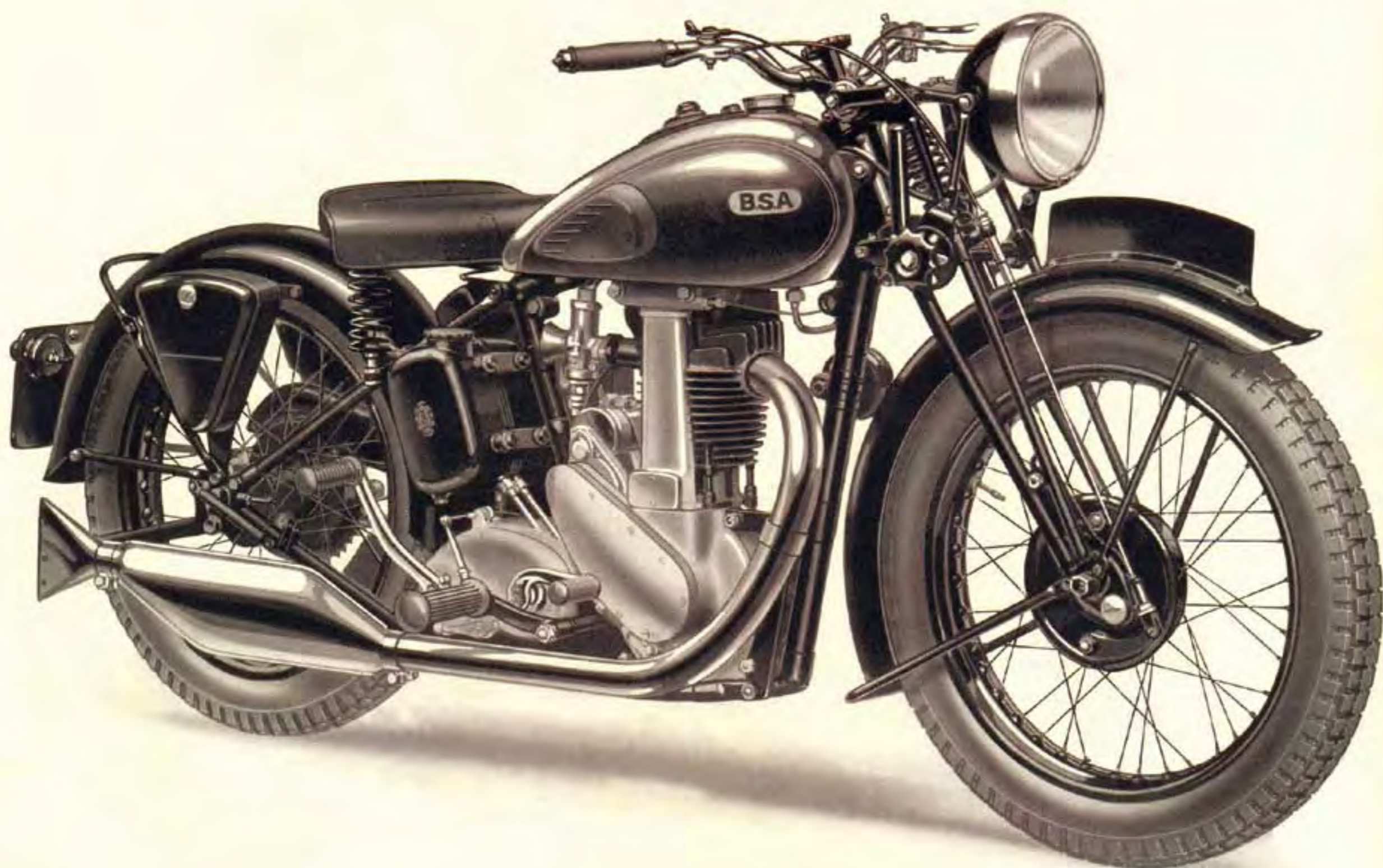
Black and chromium; Chromium tank with Empire Star green panels; Chromium plated rims, chain case, mudguards and prominent parts of hubs and brakes. Wheelbase 52 in. Clearance $4\frac{1}{2}$ in.; Saddle height $28\frac{1}{2}$ in.

£55. 15s.

Tax 45/-. Speedometer extra.

B.S.A. 350 c.c. O.H.V. de Luxe

Model M 19



A medium-powered machine with a really good performance, this model should prove popular amongst those who want a fast solo or sporting sidecar mount.

Engine

Single cylinder single port O.H.V. 68.8 mm. bore x 94 mm. stroke. 349 c.c. capacity; B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 6 pints); Air-hardened cylinder; Oil indicator in tank panel; Enclosed O.H.V. gear with pressure oil feed from engine; Aluminium alloy piston with slotted scraper oil control ring; Ball and roller journal bearing on drive side of mainshaft; Roller bearing on gear side; Amal carburetter; Efficient exhaust silencing.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x .305 in.; Self-contained primary chain oil bath; Rear chain $\frac{1}{2}$ in. x $\frac{1}{4}$ in., with lower run guard; Four plate cork clutch running in oil; B.S.A. four-speed constant mesh gearbox. Enclosed foot-gear change with gear position indicator; Screw adjustment for front chain. Gear ratios: 5.7, 7.5, 11.8, 17.0 solo; and 6.7, 8.8, 13.8, 20.0 sidecar.

Frame

Triangulated cradle type with integral sidecar lugs; Constant wheelbase front forks; Shock absorber with finger adjustment;

Steering damper; Saddle tank holding 3 gallons petrol, with quick release filler cap; Knee grips; Two-level petrol tap; Dunlop Universal 3.25—19 tyres; 7 in. dia. x $1\frac{3}{8}$ in. wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment. Spring-up rear stand; Lifting handle on rear guard; Quickly detachable rear wheel; Adjustable footrests; Front stand.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grip for throttle, and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolboxes with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Tank instrument panel; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra. Provision for pillion footrests.

Finish

Black and chromium. Chromium tank with green panels. Wheelbase 54 in. Clearance $4\frac{1}{8}$ in. Saddle height 28 $\frac{1}{2}$ in.

£59

Tax 45/-. Speedometer extra.

B.S.A. 500 c.c. S.V. Tourer

Model M 20



Entirely redesigned for 1937, the 500 c.c. side valve model is a first-class reliable machine with ample power for medium sidecar work. Its delightful steering renders it also equally suitable for solo work.

Engine

Single cylinder S.V. 82 mm. bore x 94 mm. stroke. 496 c.c. capacity. B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 6 pints). Enclosed side valves; Detachable cylinder head; Ball and roller journal bearing on drive side of mainshaft; Roller bearing on gear side; Aluminium alloy piston with slotted scraper oil control ring; Amal carburetter; Oil indicator in tank panel; Large capacity silencer giving subdued exhaust note.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x $\frac{3}{32}$ in.; Self-contained primary chain oil bath; Rear chain $\frac{3}{8}$ in. x $\frac{1}{2}$ in. with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with horizontal gear lever on tank; Screw adjustment for front chain. Gear ratios: 5.3, 7.0, 10.9, 15.8, solo; and 5.9, 7.8, 12.2, 17.6 sidecar.

Frame

Triangulated cradle type with integral sidecar lugs; Constant wheelbase front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding 3 gallons petrol,

with quick release filler cap; Knee grips; Two-level petrol tap; Dunlop Universal 3.25—19 tyres; 7 in. dia. x $1\frac{1}{8}$ in. wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard; Quickly detachable rear wheel; Front stand; Adjustable footrests.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grip for throttle and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolboxes with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Tank instrument panel; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra. Provision for pillion footrests.

Finish

Black and chromium; B.S.A. green tank with gold lining; Chromium tank with green panels 15/- extra. Wheelbase 54 in. Clearance $4\frac{1}{8}$ in. Saddle height $28\frac{1}{2}$ in.

£58

Tax 45/-. Speedometer extra.



EMPIRE STAR

THE MASTERPIECE OF THE INDUSTRY



B.S.A. 500 c.c. O.H.V.

Empire Star

Model M 23

Completely redesigned for 1937 the new 500 c.c. Empire Star gains considerably in performance from the new engine. Brilliant acceleration, extreme flexibility, magnificent road-holding and perfect steering are features of this truly remarkable machine.

Engine

Single cylinder single port O.H.V. 82 mm. bore x 94 mm. stroke. 496 c.c. capacity; Specially tuned; Air-hardened cylinder; B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 6 pints). Oil indicator in tank panel; Enclosed O.H.V. gear with pressure oil feed from engine; Aluminium alloy piston with slotted scraper oil control ring; Ball and roller journal bearings on drive side of mainshaft, roller bearing on gear side; Amal carburettor; High efficiency absorption type silencer; low level exhaust pipe standard. Upswept pipe optional; Two-port head with upswept exhaust pipes and tubular silencers 30/- extra.

Transmission

Engine shaft clutch drive; Front chain $\frac{1}{2}$ in. x .305 in.; Self-contained primary chain oil bath; Rear chain $\frac{1}{2}$ in. x $\frac{1}{2}$ in. with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox. Enclosed foot gear change with gear position indicator; Screw adjustment for front chain; Gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.6, 7.3, 11.5, 16.6 sidecar.

Frame

Triangulated cradle type with integral sidecar lugs; Constant wheelbase front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding 3 gallons petrol with quick release filler cap; Knee grips; Two-level petrol tap; Dunlop Universal tyres, 3.00—20 front, 3.25—19 rear; 7 in. dia. x $1\frac{1}{2}$ in. wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal; both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard; Quickly detachable rear wheel; Front stand; Adjustable footrests.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grip for throttle and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolboxes with complete tool kit; Inflator; Gear driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dimmer control; Tank instrument panel; Anti-vibration battery; High frequency electric horn; Licence holder; Pillion seat.

Finish

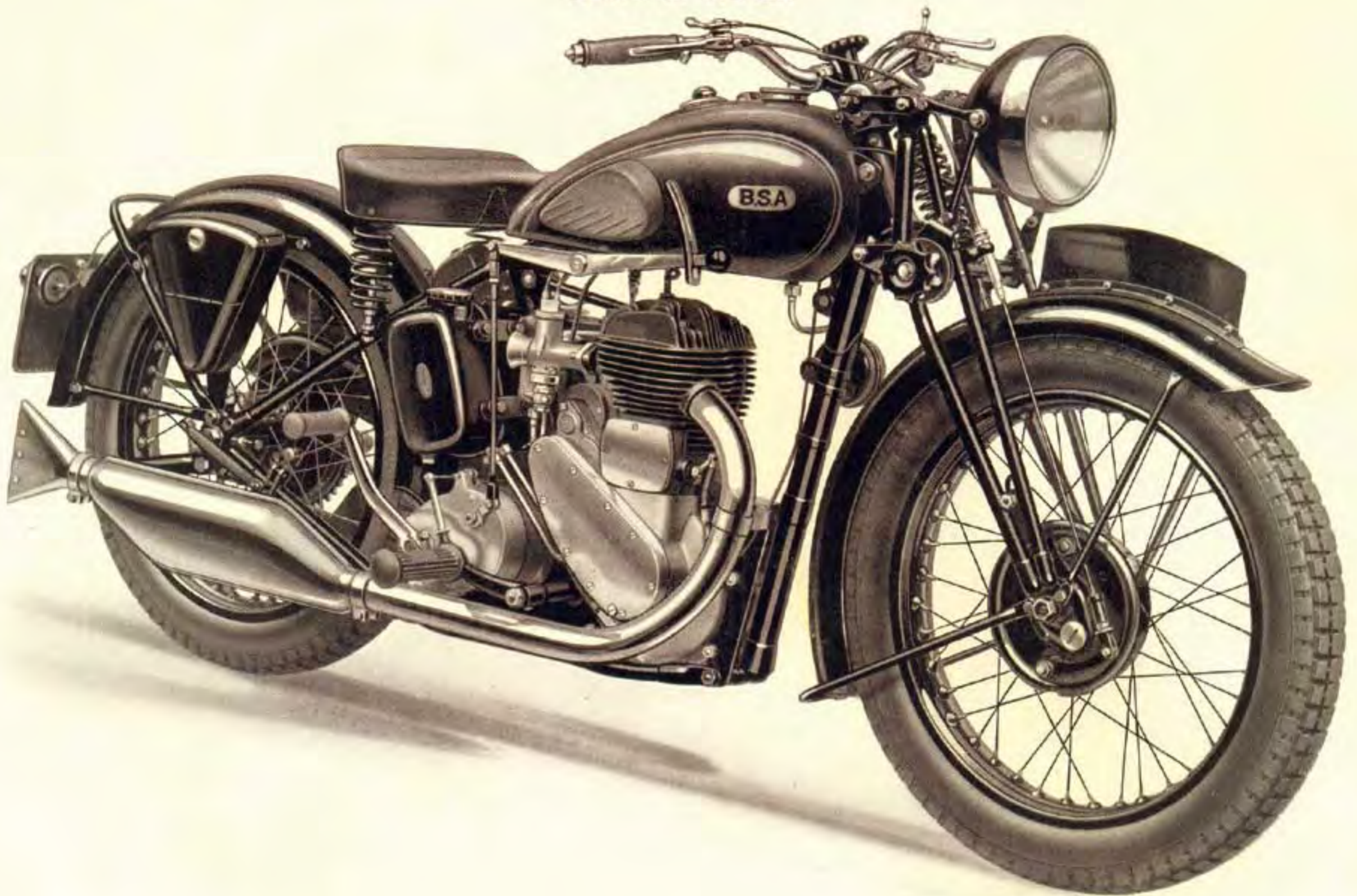
Black and chromium; Chromium tank with Empire Star green panels; Wheelbase 54 in. Clearance 4 $\frac{1}{2}$ in. Saddle height 28 $\frac{1}{2}$ in.

£65. 15s.

Tax 45/-. Speedometer extra.

B.S.A. 600 c.c. S.V. Tourer

Model M 21



This model is similar to the new 500 c.c. side valve, but having a larger engine is suitable for medium or heavy sidecar work. An astounding top gear performance and remarkable flexibility at low speeds are characteristics of this machine. It is also quite suitable for solo riding.

Engine

Single cylinder S.V. 85 mm. bore x 105 mm. stroke, 595 c.c. capacity. B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 6 pints); Oil indicator in tank panel; Enclosed inlet valve mechanism; Detachable cylinder head; Ball and roller journal bearings on drive side of mainshaft, roller bearing on gear side; Aluminium alloy piston with slotted scraper oil control ring; Amal carburetter; Large capacity silencer giving subdued exhaust note.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x .305 in.; Self-contained primary chain oil bath; rear chain $\frac{3}{8}$ in. x $\frac{1}{4}$ in. with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with horizontal gear lever on tank; Screw adjustment for front chain. Gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.6, 7.3, 11.5, 16.6 Sidecar.

Frame

Triangulated cradle type with integral sidecar lugs; Constant wheelbase front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding 3 gallons, with quick

release filler cap; Knee grips; Two-level petrol tap; Dunlop Universal 3.50—19 tyres; 7 in. dia. x $1\frac{3}{8}$ in. wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard; Quickly detachable rear wheel; Front stand; Adjustable footrests.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grip for throttle and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolboxes with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Tank instrument panel; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra. Provision for pillion footrests.

Finish

Black and chromium; B.S.A. green tank with gold lining; Chromium tank with green panels 15/- extra. Wheelbase 54 in. Clearance $4\frac{1}{2}$ in. Saddle height 28 $\frac{1}{2}$ in.

£61

Tax 45/-. Speedometer extra.

B.S.A. 500 c.c. O.H.V. Sports

Model M 22



Consistent reliability and an ample reserve of power make this model ideal for the rider who wants a medium-powered machine for either solo or sidecar duty.

Engine

Single cylinder single port O.H.V. 82 mm. bore x 94 mm. stroke. 496 c.c. capacity; Air-hardened cylinder; B.S.A. dry sump lubrication system with separate oil tank under saddle (capacity 6 pints). Oil indicator in tank panel. Enclosed O.H.V. gear with pressure oil feed from engine; Aluminium alloy piston with slotted scraper oil control ring; Ball and roller journal bearings on drive side of mainshaft, roller bearing on gear side; Amal carburetter; Extra large capacity silencer; Two-port head with upswept exhaust pipes and tubular silencers 30/- extra.

Transmission

Engine-shaft cush drive; Front chain $\frac{1}{2}$ in. x 305 in.; Self-contained primary chain oil bath; Rear chain $\frac{3}{8}$ in. x $\frac{1}{4}$ in. with lower run guard; Multi dry plate clutch; B.S.A. four speed constant mesh gear box. Enclosed foot gear change with gear position indicator; Screw adjustment for front chain; Gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.6, 7.3, 11.5, 16.6 sidecar.

Frame

Triangulated cradle type with integral sidecar lugs; Constant

wheelbase front forks; Shock absorber with finger adjustment; Steering damper; Saddle tank holding 3 gallons with quick release filler cap; Knee grips; Dunlop Universal 3.25—19 tyres; 7 in. dia. x $1\frac{3}{8}$ in. wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment; Spring-up rear stand; Lifting handle on rear guard; Quickly detachable rear wheel; Front stand; Adjustable footrests.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grip for throttle and lever ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Metal toolboxes with complete tool kit; Inflator; Gear-driven Lucas 6-volt Magdyno Lighting Set with compensated voltage control; Large headlamp; Handlebar headlamp dipper control; Tank instrument panel; Anti-vibration battery; High frequency electric horn; Licence holder; Carrier 12/- or pillion seat 8/6 extra. Provision for pillion footrests.

Finish

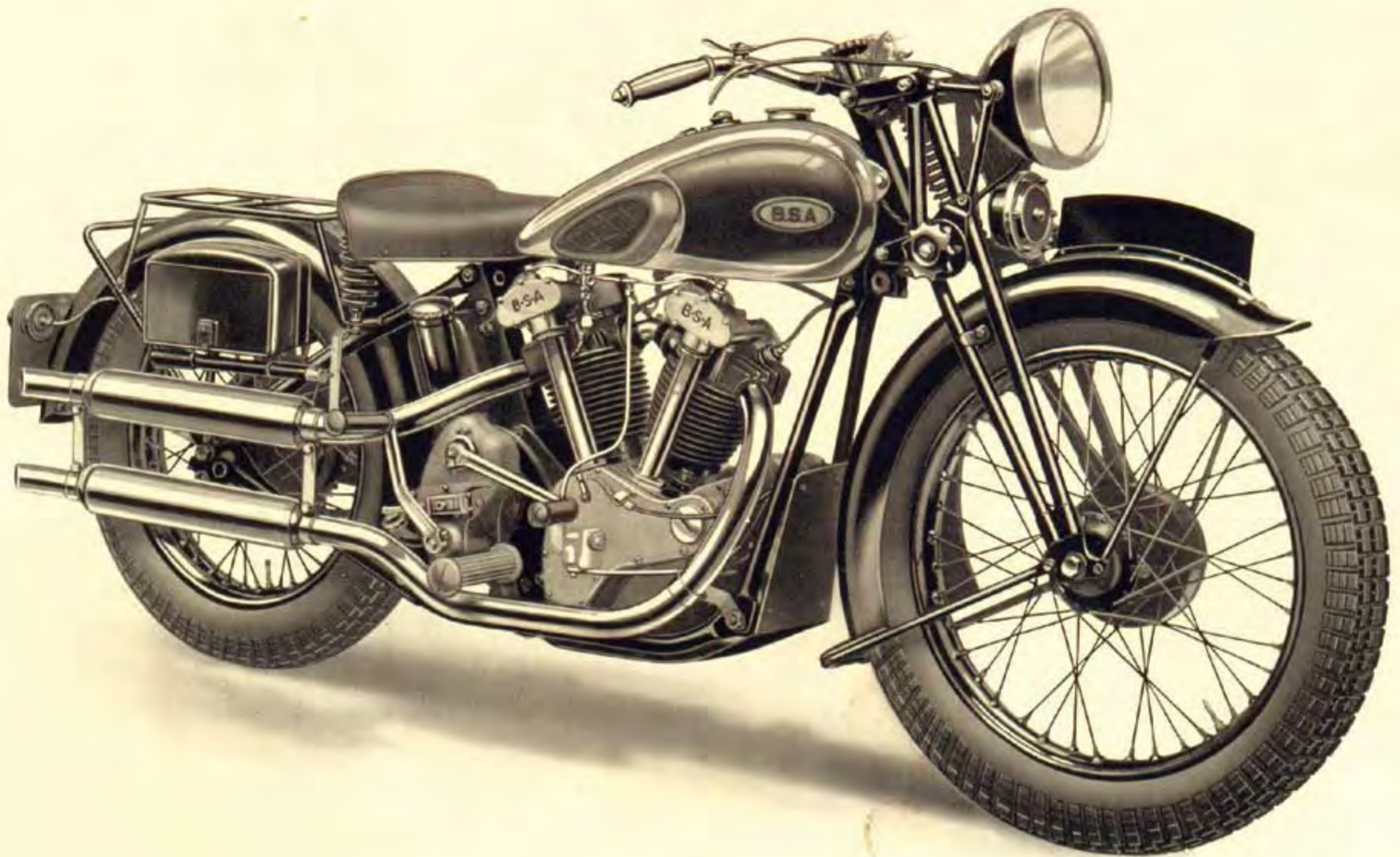
Black and chromium. Chromium tank with green panels. Wheelbase 54 in. Clearance $4\frac{1}{2}$ in. Saddle height $28\frac{1}{2}$ in.

£61

Tax 45/-. Speedometer extra.

B.S.A. 750 c.c. O.H.V. Vee-Twin

Model Y 13



A first-class, powerful machine which, whilst being eminently suitable for heavy sidecar work, is also an excellent model for de luxe solo sports work.

Engine

Vee-Twin cylinder O.H.V. 748 c.c.; 71 mm. bore x 94½ mm. stroke. Dry sump lubrication by double gear pump to articulated big-end bearing and overhead rocker gear. Oil returns to tank (4 pints) under saddle; Oil feeds to inlet valve stems; Pressure gauge in tank; Enclosed inlet valve mechanism; Mainshaft on ball and roller bearings on drive side and ball bearing on timing side; Low expansion aluminium alloy pistons, with slotted scraper oil control rings; Amal carburetter; Efficient exhaust silencing; Gear-driven Magdyno with shield.

Transmission

Engine-shaft cush drive. Front chain ½ in. x .305 in., lubricated by oil well in improved chaincase, automatically replenished from engine; Special gland plate at rear of chaincase. Rear chain ⅝ in. x ⅝ in. with lower run guard; dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control with indicator for gear positions; Screw adjustment for front chain; Gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.3, 6.9, 10.9 and 15.8 sidecar.

Frame

Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front forks, with quickly adjustable shock absorber and steering damper; Saddle tank (3¾ gallons) with quick release filler cap; Large knee grips; Spring-up rear stand; Lifting handle on hinged rear mudguard; Quickly detachable and interchangeable wheels; Dunlop Universal 4.00—18 tyres; Brakes 7 in. dia. x 1½ in. wide, front operated by lever on handlebar, rear by left toe pedal, both quickly adjustable.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Detachable carrier fitted, or approved pillion seat if specified; Twin metal toolboxes on mudguard with complete tool kit in leather case; Crankcase shield; Inflator; Gear-driven Lucas 6-volt Magdyno Electric Lighting set; Large head lamp; tank instrument panel and Altette electric horn; Anti-vibration battery; Licence holder.

Finish

Black and chromium. Tank chromium with green panels.

£77

Tax 45/-. Speedometer extra.

B.S.A. 1,000 c.c. Vee-Twin

Model G 14



For those who want plenty of power for heavy sidecar duty and commercial carrier work this 1,000 c.c. twin model has always been a favourite. Sturdy and reliable in the highest degree this machine will give years of hard work with a minimum of attention and expense.

Engine

Twin cylinder S.V. 986 c.c. 80 mm. bore x 98 mm. stroke. Enclosed side valves; Lubrication by double mechanical pump to front cylinder and double roller big-ends; Oil tank under saddle (4 pints); Roller bearing mainshaft; Aluminium alloy pistons with slotted scraper oil control rings; High efficiency detachable heads; Amal carburetter; Magdyno shield.

Transmission

Engine-shaft cush drive. Front chain $\frac{1}{2}$ in. x 305 in. lubricated by oil well in chaincase; Special gland plate at rear of chaincase; Rear chain $\frac{5}{8}$ in. x $\frac{3}{8}$ in., with lower run guard. Multi dry plate clutch; B.S.A. four-speed constant mesh gear box with inclined gear lever on tank; Screw adjustment for front chain; Gear ratios: 4.6, 6.0, 9.5, 13.7 solo; and 4.8, 6.3, 9.9, 14.3 sidecar.

Frame

Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front forks with quickly adjustable

shock absorber and steering damper; Saddle tank ($3\frac{3}{4}$ gallons) with quick release filler cap; Large knee grips; Spring-up rear stand; Lifting handle on hinged rear mudguard; Quickly detachable and interchangeable wheels; Dunlop Universal 4.00—18 tyres; Brakes 7 in. dia. x $1\frac{3}{8}$ in. wide, front operated by lever on handlebar, rear by left heel pedal, both quickly adjustable.

Equipment

B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition; Ratchet lever for front brake; Adjustable Terry Spring Seat; Detachable carrier fitted; Twin metal toolboxes on mudguard with complete tool kit in leather case; Crankcase shield; Inflator; Lucas 6-volt Magdyno Electric Lighting set with compensated voltage control; Large head lamp; tank instrument panel and Altette electric horn; Anti-vibration battery; Licence holder.

Finish

Black and chromium. Tank chromium with green panels.

£77

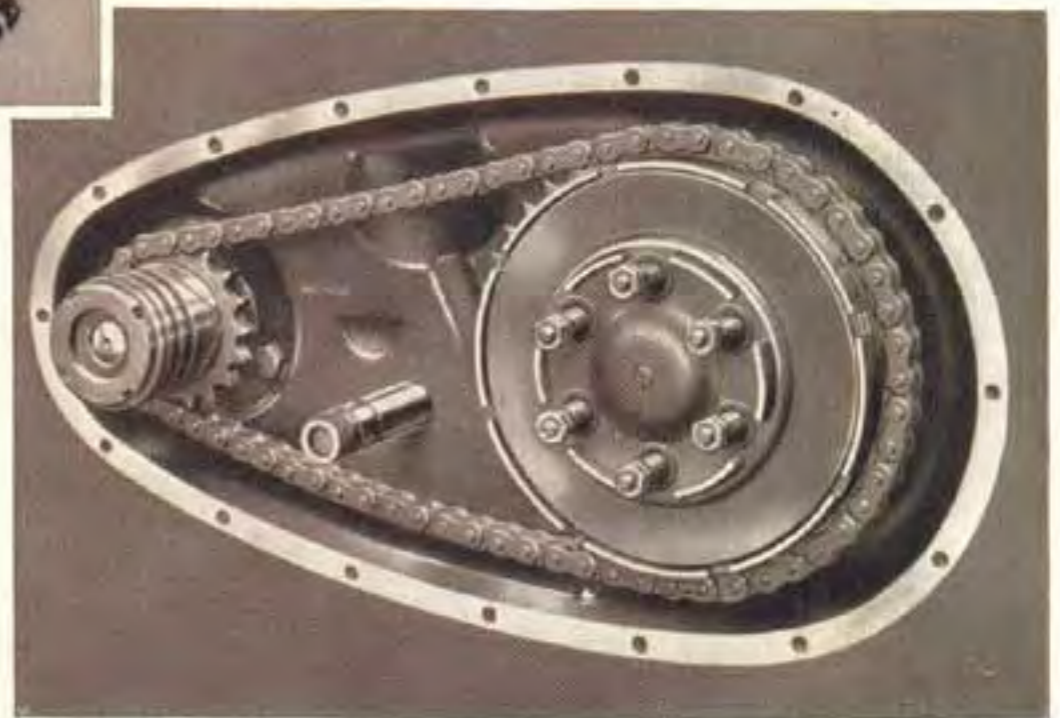
Tax 45/-. Speedometer extra.

Features of B.S.A. Motor Cycles

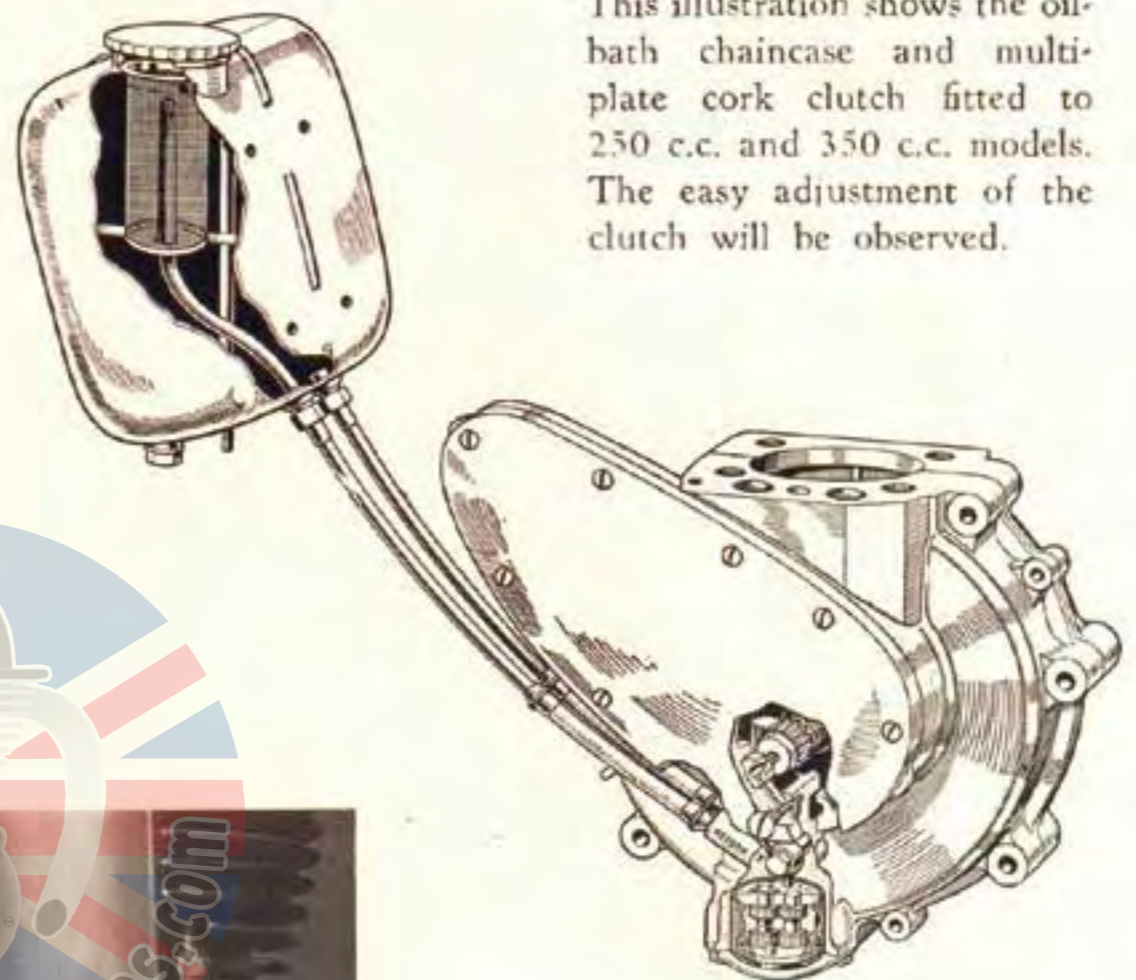


This is the duplex cradle frame fitted to the 350 c.c. O.H.V. De Luxe, the 500 c.c. and 600 c.c. models. Note the massive brazed-up construction and the rigid engine mounting.

The picture below of the totally enclosed overhead rocker gear shows clearly the special oil distribution to the valve rockers.

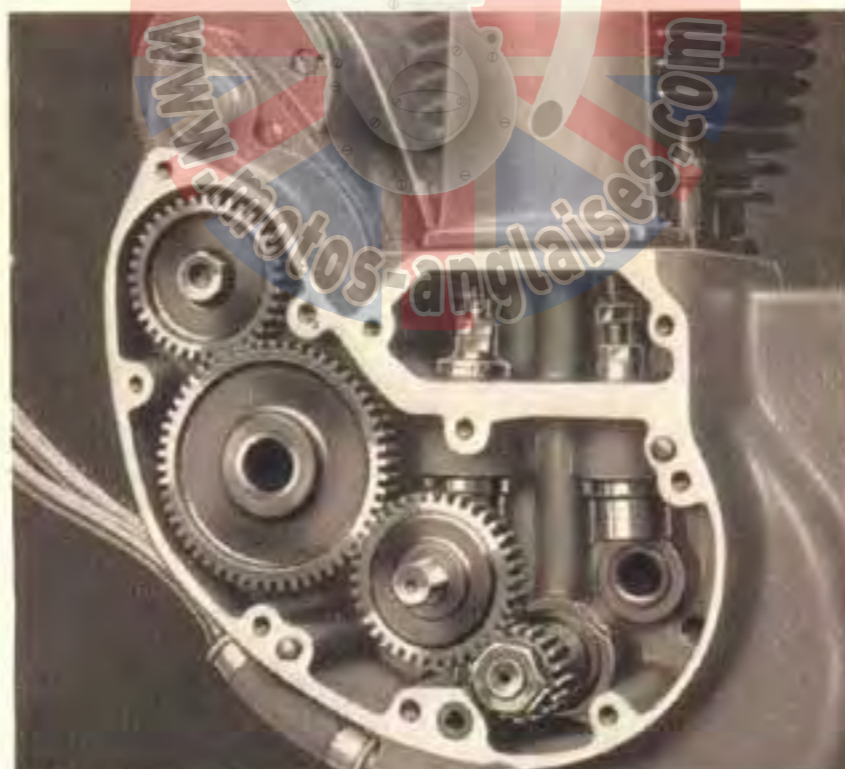


This illustration shows the oil-bath chaincase and multi-plate cork clutch fitted to 250 c.c. and 350 c.c. models. The easy adjustment of the clutch will be observed.



The photograph above of the totally enclosed overhead rocker gear with cover removed shows the pressure oil feed to the hollow rocker shafts on the 350 c.c. O.H.V. De Luxe and 500 c.c. O.H.V. models.

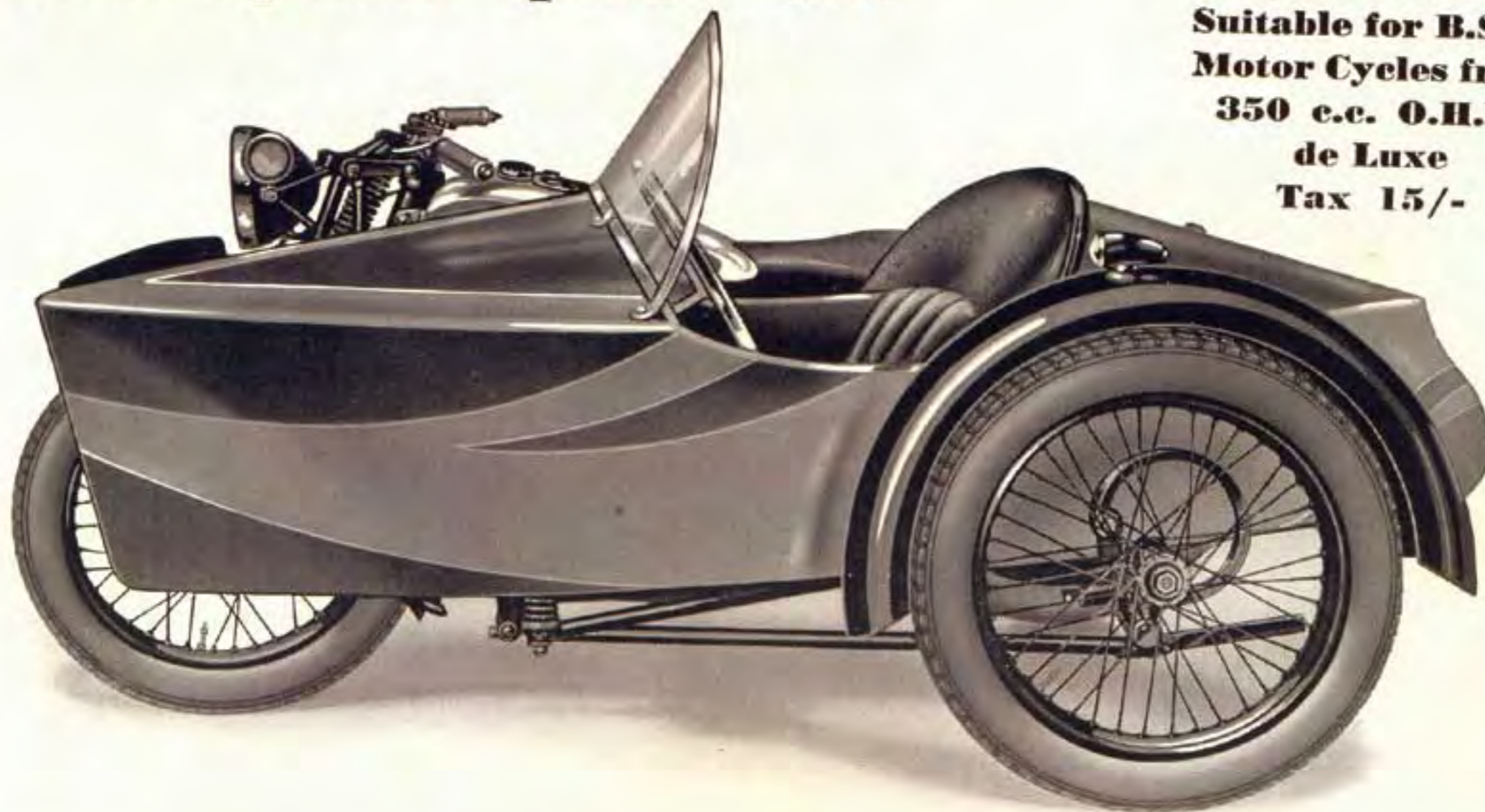
The timing gear on 250 c.c. and 350 c.c. models showing the large diameter "piston type" tappets and accessible tappet adjustment.



The above sketch shows the new B.S.A. dry sump lubrication system which is a feature of all 1937 single cylinder models.

B.S.A. Special Sports £17

Model 21-44
Suitable for B.S.A.
Motor Cycles from
350 c.c. O.H.V.
de Luxe
Tax 15/-



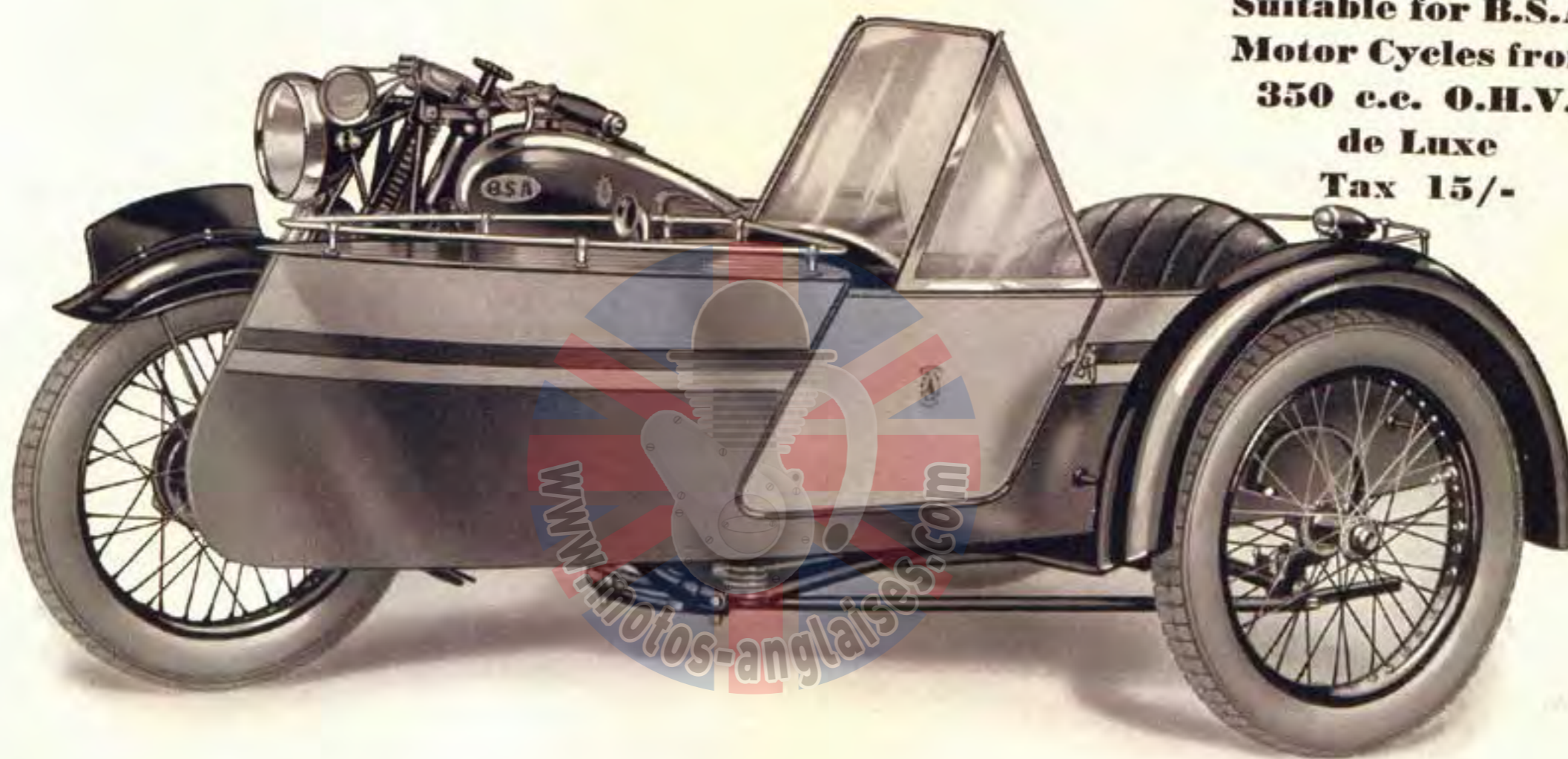
CHASSIS. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1937 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

BODY. Designed on modern lines, this model meets the

requirements of sporting appearance and low cost. The body construction is simple and rigid, and wind resistance low. Cellulose finished in two shades of blue with blue upholstery. Green and ivory (colour scheme as model 21-20) with green upholstery to order. Upholstery lifts to give access to capacious locker space at rear. Sports windscreen, apron and chromium plated semi-circular hand rail fitted. Electric sidecar lamp.

B.S.A. Launch £22. 10s.

Model 21-42
Suitable for B.S.A.
Motor Cycles from
350 c.c. O.H.V.
de Luxe
Tax 15/-



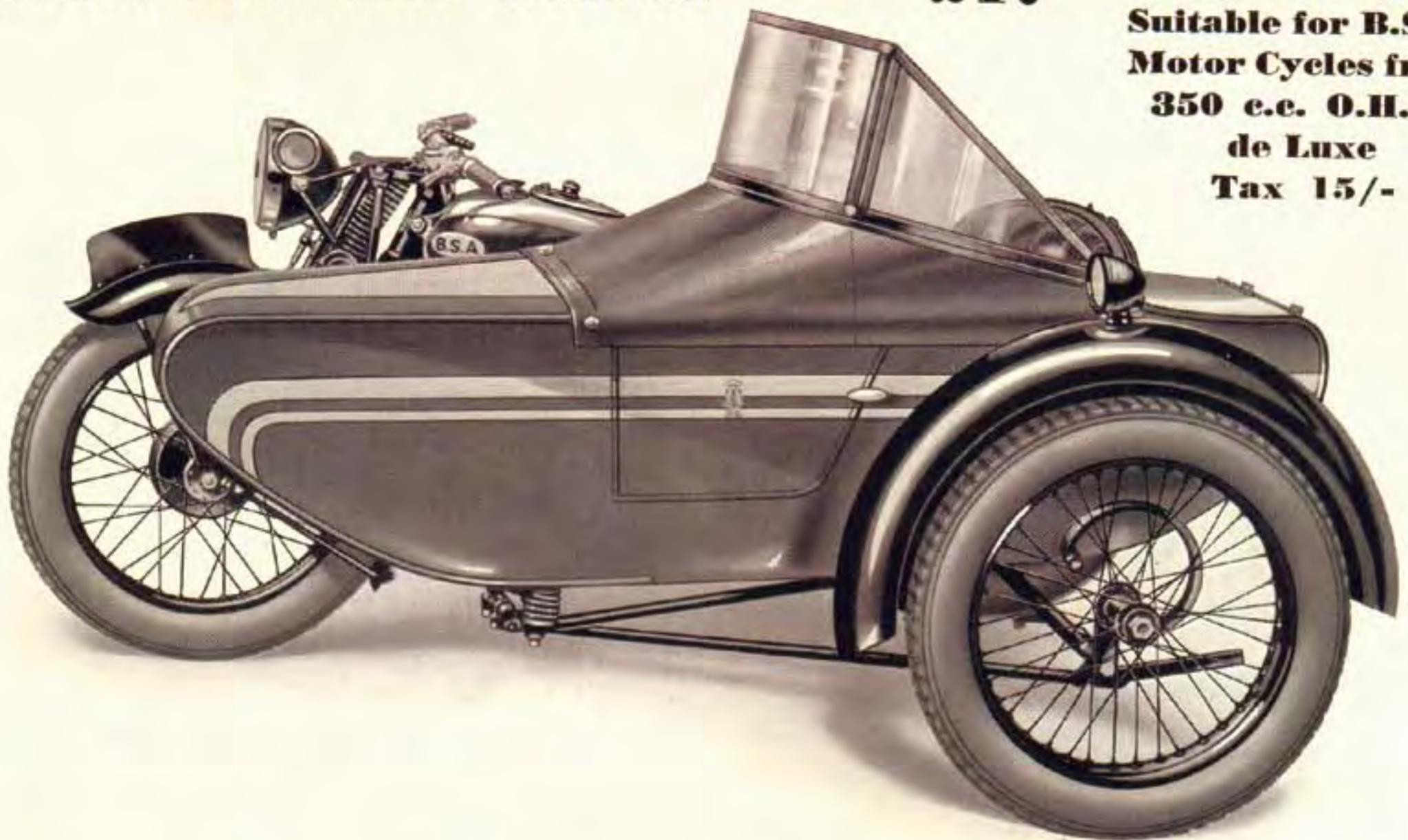
CHASSIS. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1937 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

BODY. An improved model of the well-known B.S.A. Launch, with deeper sides affording greater comfort and improving general appearance. Chromium plated deck rail fitted; complete weather protection provided by three-panel safety-glass windscreen, with chromium plated frame, and detachable hood. Electric sidecar lamp. Cellulose finished in maroon and ivory with maroon upholstery.

B.S.A. Medium Tourer

£17

Model 21-20
Suitable for B.S.A.
Motor Cycles from
350 c.c. O.H.V.
de Luxe
Tax 15/-

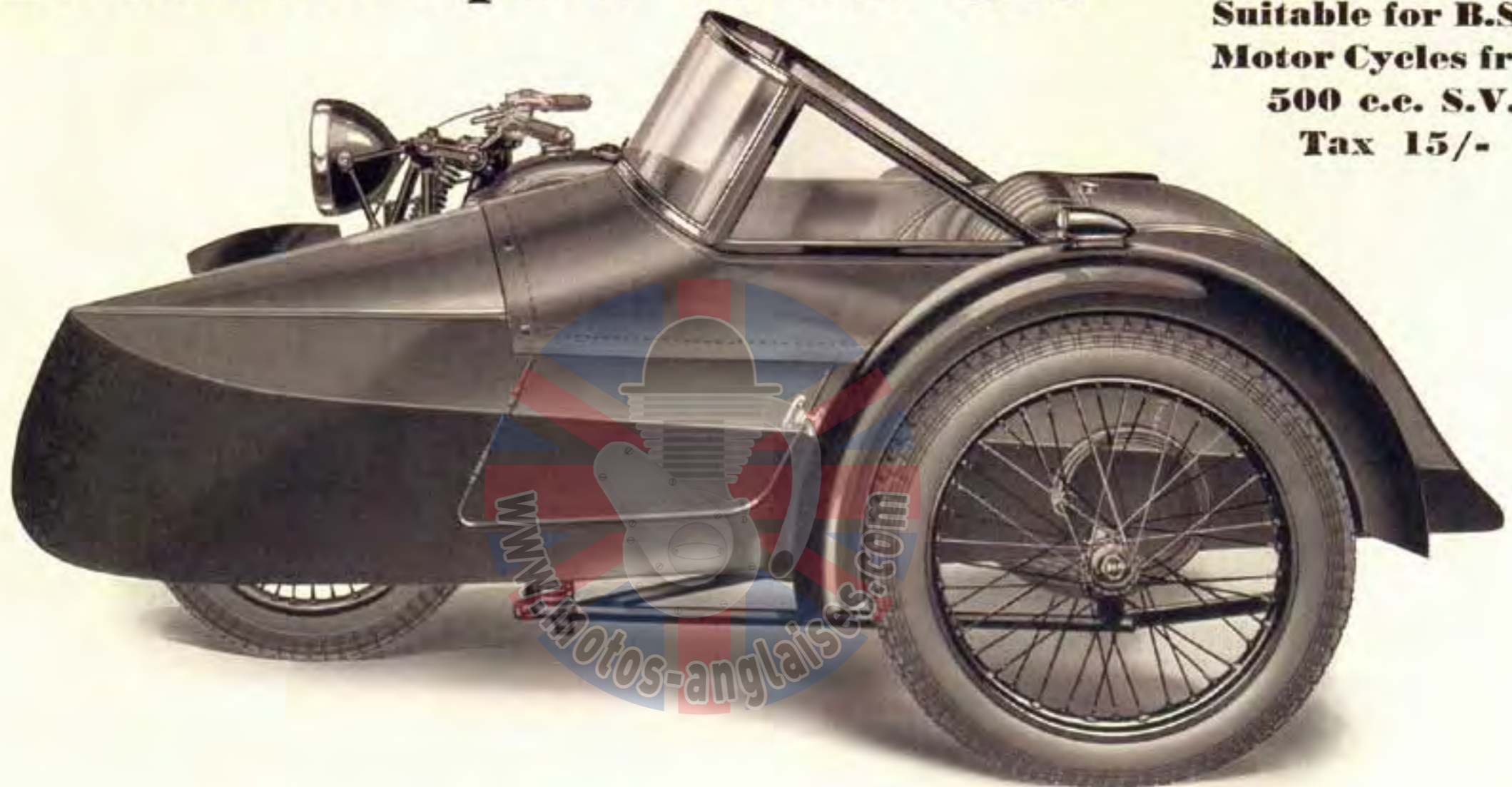


CHASSIS. Triangular construction with immensely strong rear axle tube. Universal type connections adaptable to any 1937 B.S.A. Motor Cycle suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

BODY. Cellulose finished in green and ivory, with green upholstery. Arm rests. Lock-up luggage compartment behind fixed seat back. Waterproof apron and windscreen. Electric sidecar lamp.

B.S.A. New Sports Tourer £20

Model 21-41
Suitable for B.S.A.
Motor Cycles from
500 c.c. S.V.
Tax 15/-



CHASSIS. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1937 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

BODY. A new body of large capacity giving ample accommodation, and having pleasing modern lines. Riding position is low, so that the passenger is comfortably seated and well protected. Commodious luggage locker behind seat back; locker lid shaped to blend with body contour. Electric sidecar lamp. Rear luggage rail and folding hood extra. Cellulose finished in green and ivory with green upholstery.

B.S.A. Standard Tourer £20

Model 6C-6 £25. 5s.

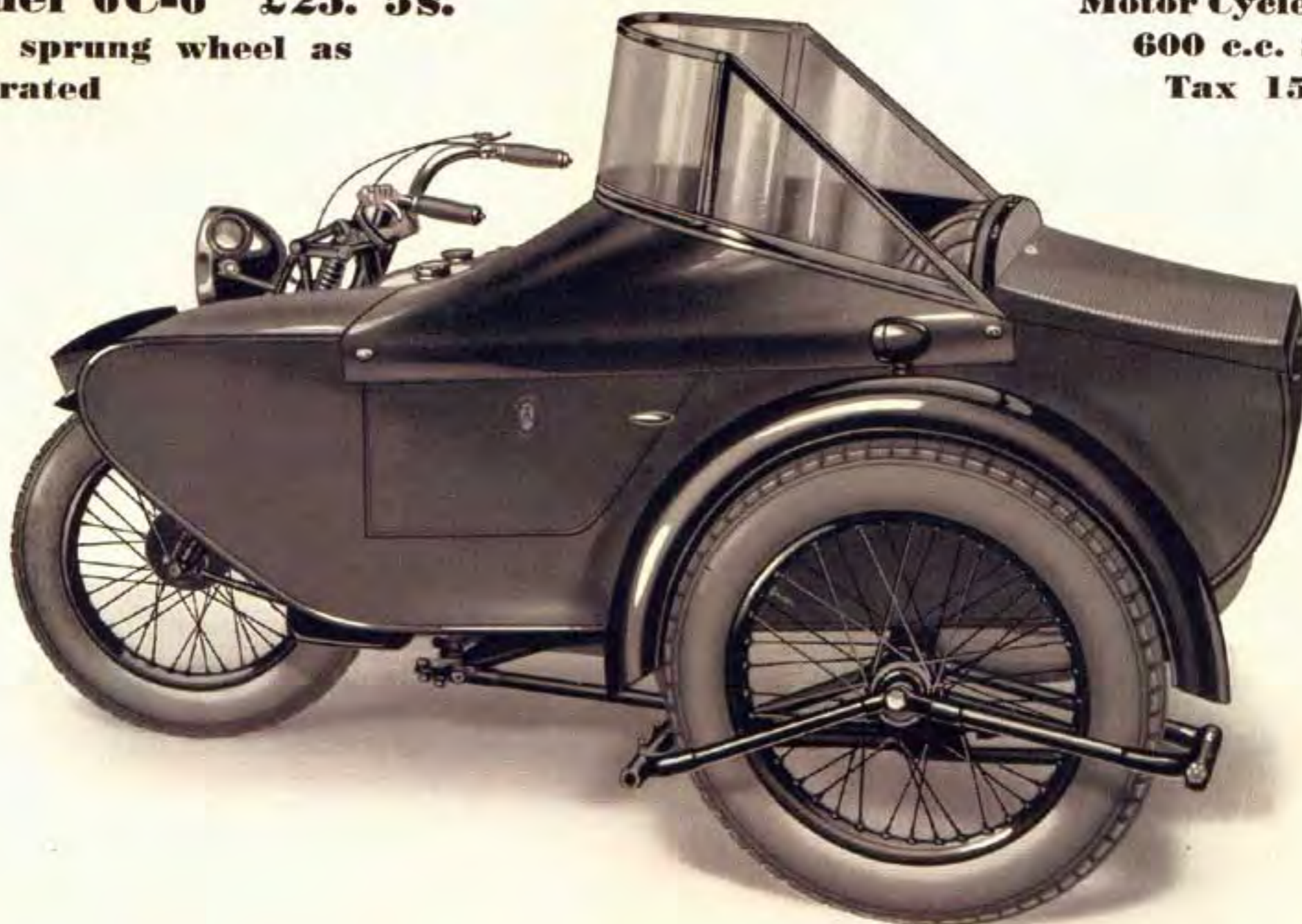
With sprung wheel as illustrated

Model 6B-6

Suitable for B.S.A. Motor Cycles from

600 c.c. S.V.

Tax 15/-



CHASSIS. Triangular construction. Four-point connection. Universal attachments as Light Touring Chassis. Transverse semi-elliptic spring at rear. Helical spring at front. Spring shackles lubricated by grease gun.

BODY. Body is designed on ample lines to give the maximum room and comfort. Coach finished in B.S.A. green with upholstery to match. Arm rests. Spring-seat cushion. Tool locker under seat. Lock-up luggage compartment in back, constructed to accommodate a child's seat. Seat and squab 15/- extra. Waterproof apron and windscreen. Electric side-car lamp. Spare wheel with tyre and fittings £5. 12. 6. extra.

B.S.A. Sidecars

Models B20 to B26 are intended for solo and pillion riding only, and are not suitable for sidecar work.

When ordering B.S.A. Sidecars separately from a motor cycle, it is essential that the type and year of machine should be quoted, as in some cases different front stays, front support tubes and saddle pillar tubes are required to suit each type. Full details and part numbers of the connections required

will be found in the special chart issued to B.S.A. Dealers on request. Fork links of special length are provided on Y 13 and G 14 models when these are ordered for sidecar work. When these machines are used for solo work links of standard length must be used.

When complete combinations are ordered tank can be finished to match sidecar body to order without extra charge.

Conditions of Sale of B.S.A. Motor Cycles and Sidecars

1. We do not appoint agents in the legal sense for the sale of our Motor Cycles or other goods. We assign to Motor Cycle Dealers who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased from us. A Dealer purchasing from us, or a Sub-dealer purchasing from him, may, on our behalf (as our agent for this purpose only) give the guarantee printed overleaf. Any such Dealer is not, without our express authority, to advertise, incur any debts, or transact any business whatsoever on our account, nor is he authorised, so as to bind us, to give any warranty or make any representation on our behalf, or to sell subject to or with any conditions other than those contained in such guarantee.

2. All motor cycles and sidecars are sent carriage paid to the Railway Station nearest to the Dealer's Premises (Great Britain and Northern Ireland only). The Railway Companies

decline liability unless damages or shortages are pointed out on delivery. We therefore label each consignment as follows: "It is important that this consignment is examined before accepting delivery from the Railway Company." It is not sufficient to sign "Not examined" in case of damage or shortage. In the case of any damages or shortages we should also be advised on day of receipt without fail.

3. B.S.A. Cycles Limited point out that they cannot hold themselves responsible for delivery, and that the prices in this catalogue are subject to alteration without notice. All orders received will be charged for at the prices ruling at the time of delivery.

4. B.S.A. Cycles Limited reserve the right to alter the designs or any constructional details of their manufactures at any time without giving notice.



**The World-Famous
B.S.A. Trademarks**



B.S.A. Service

It has always been the proud claim of B.S.A. that riders of B.S.A. Motor Cycles are backed by the most efficient Spares and Repair Service in the world.

B.S.A. interest in a B.S.A. rider does not cease when he has purchased his machine. In addition to the vast B.S.A. Service organisation at the B.S.A. Factory in Birmingham, there is, throughout the British Isles, a wide network of B.S.A. dealers covering all areas, all equipped to supply B.S.A. spare parts, and ready to carry out repairs, when necessary, promptly and efficiently.

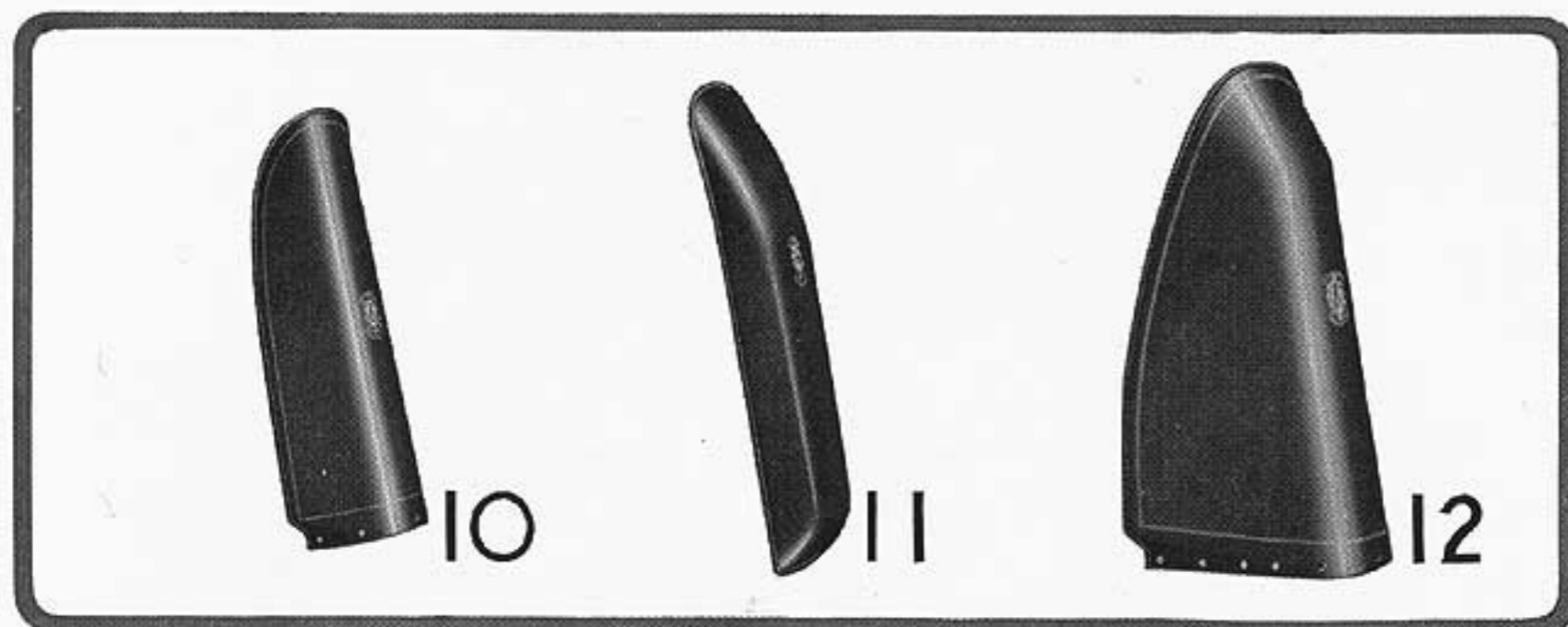
“Ixion”, writing in “The Motor Cycle”, referred to B.S.A. Service in these words: “As we all know, the B.S.A. People have long been famous for carrying full stocks of spares wherever they have customers, and these parts are almost universally obtainable at low cost.”

**You can't go wrong if you choose
a B.S.A.**



EQUIPMENT

Extras fitted at works to new B.S.A. Motor Cycles



Legshields	s.	d.
No. 10 Legshields on B models, with footboards	12	6
No. 11 Legshields for all footrest models	17	6
No. 12 Legshields on all M and G 14 models, with footboards	17	6

Electric Equipment	£	s.	d.
Nife Battery in lieu of Lucas	1	5	0
Lucas Stop Light	10	6	

Speedometers	£	s.	d.
Smith-Jaegar Trip Speedometer, 80 m.p.h.	2	10	0
Smith-Jaegar Trip Speedometer, 120 m.p.h.	2	16	0
Smith-Jaegar Non-Trip Speedometer, 80 m.p.h.	2	5	0
Smith-Jaegar Non-Trip Speedometer, 120 m.p.h.	2	11	0
Maximum Speed Needle on Speedometer	8	0	

Pillion Seats, Pillion Footrests and Carriers	£	s.	d.
Sponge Pillion Seat on models where not fitted as standard	8	6	
Detachable Carrier on all single-cylinder models	12	0	
B.S.A. Pillion Footrests, Folding Pattern, on models B 24, B 25, B 26, M 19, M 20, M 21, M 22, and M 23	5	6	
Ditto on models Y 13 and G 14	12	6	
Brooks' Pillion Footrests	5	6	

Special Finishes	£	s.	d.
Chromium Plated Rims with black centres on models not so fitted	13	0	
Chromium Plated Tank on models B 20, B 23, M 20, and M 21	18	6	

Oversize Tyres	£	s.	d.
3.25—19 Tyres on models B 20 and B 21	3	0	
3.50—19 Tyres on models B 20 and B 21	19	0	
3.50—19 Tyres on Models B 22, B 24, and M 23	17	6	

Oversize Tyres—continued	£	s.	d.
3.50—19 Tyres on models B 23, B 26, M 19, M 20, and M 22	16	0	
4.00—18 Tyres on models M 19, M 20, and M 22	1	6	0
4.00—18 Tyres on model M 21	10	0	

Sidecar Equipment	£	s.	d.
Spare Wheel w/Tyre with Fittings, models Y 13 and G 14	5	12	6
Spare Wheel w/Tyre less Fittings, models Y 13 and G 14	4	15	0
Luggage Grid, with Spare Wheel Carrier, on models Y 13 and G 14	3	3	0
Hood on models 6 B-6, 6 C-6, and 21-20	1	15	0
Dickey Seat and Squab on 6 B-6 and 6 C-6 Sidecars	15	0	

Miscellaneous	£	s.	d.
Enclosed Foot Gear Change in lieu of hand change	1	0	0
Upswept Exhaust System on B 21 and B 26	12	6	
Upswept Exhaust System on M 19 and M 22	15	0	
Crankcase Shield on B and M models	8	0	
Footboards in lieu of Footrests on S.V. models	10	0	
Air Cleaner	8	0	
Valanced Front Mudguard on M models only	8	0	
B.S.A. Grouped Controls on models B 20, B 21, B 23, and B 26	7	6	
Steering Damper, where not standard	7	6	
Adjustable Footrests (for rider) on models B 20, B 21, B 23 and B 26	3	6	