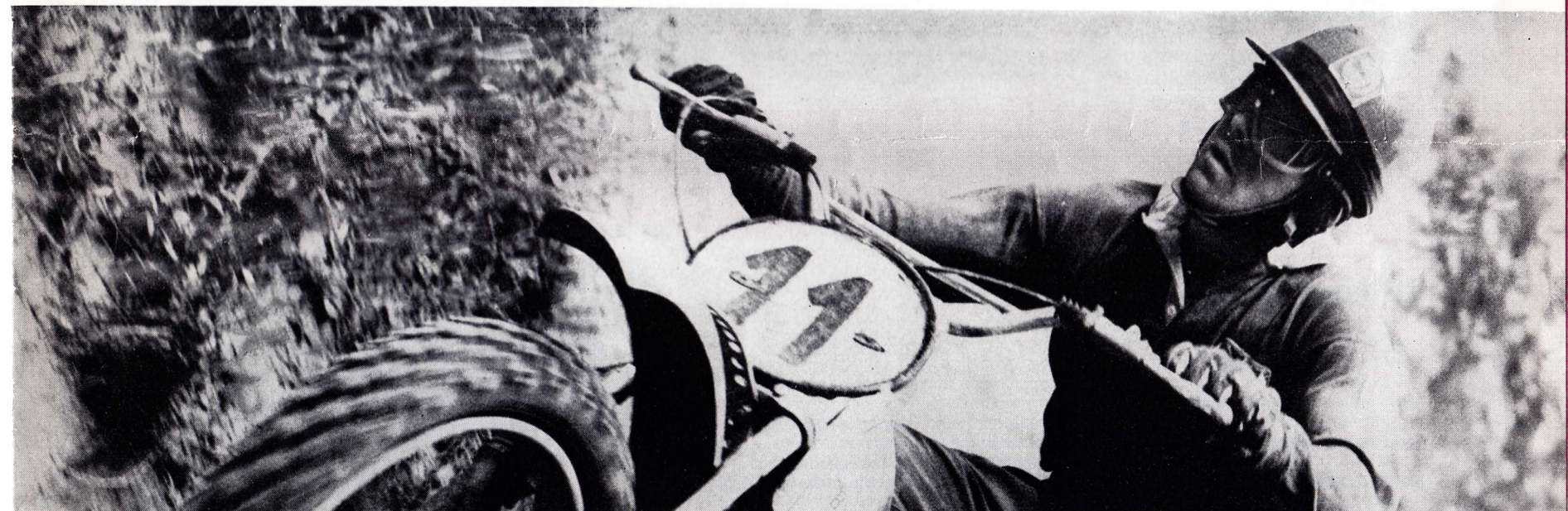


For the BIG escape rely on BSA for '71





New BSA'71 features the performance and handling BSA's continuing re

New improved performance air intake system

Into the space previously occupied by the oil tank, BSA have built a new, larger and improved air filter system incorporating a quick-change filter and a new intake silencer to reduce unacceptable noise. This feature plus the reshaped exhaust silencer give a distinct improvement in acceleration in the middle speed ranges.

New slim-line front fork

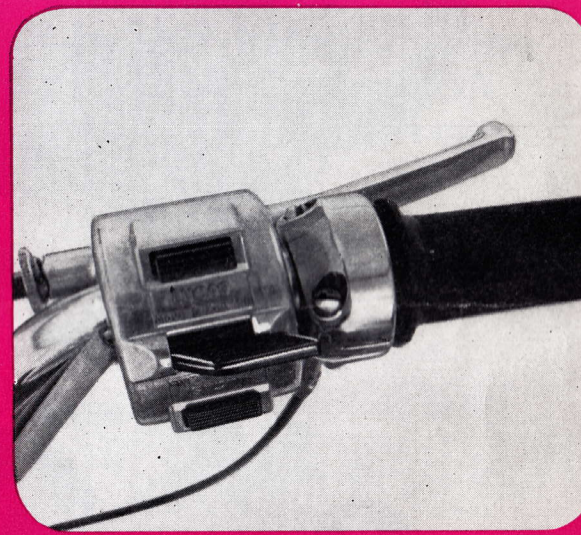
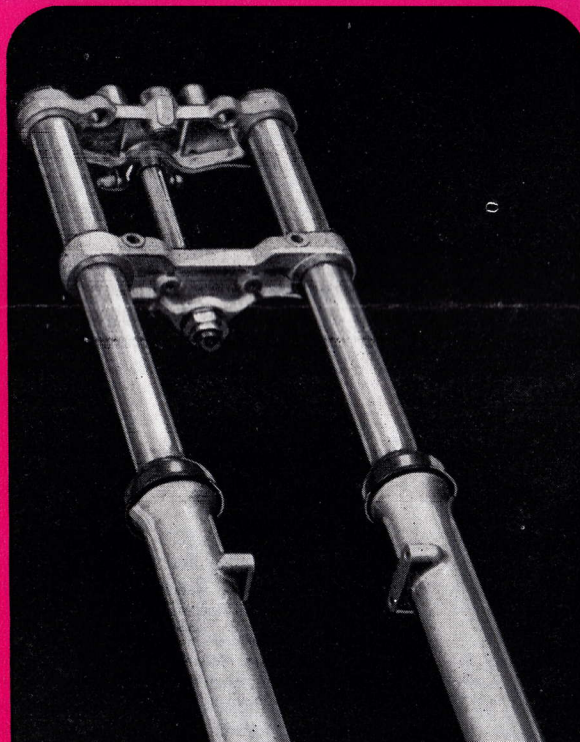
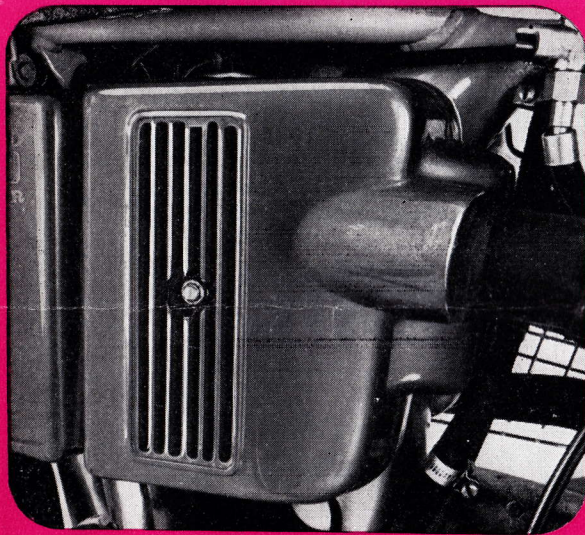
You can thank BSA scrambles experience for this new feature. Full 2-way hydraulic damping avoids over-reaction. For you, a smoother ride and greater cornering freedom. And, you can change springs without major dismantling.

New compact switch consoles

BSA puts all switches at your finger tips. Horn button, dip-switch, direction indicator switches and headlamp flasher are compactly arranged in two consoles that lie naturally under each hand. New 4-position ignition switch gives you the option of leaving parking lights locked on when ignition switch is locked off.

New cushioning pro instrument accurac

Instruments and headlamps are rubber mounted on new BSA models. The cushioning and shock, helps give you true instrument readings and constant headlamp beams.



'1 features that improve and handling and underline continuing reliability.

switch consoles

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New cushioning protects instrument accuracy

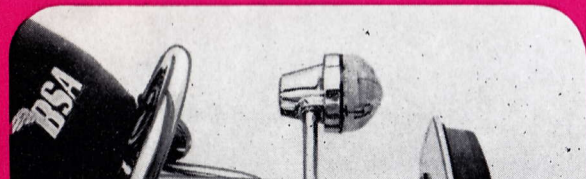
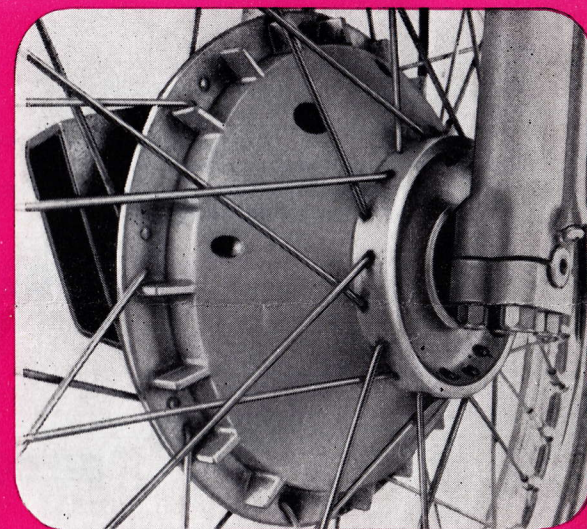
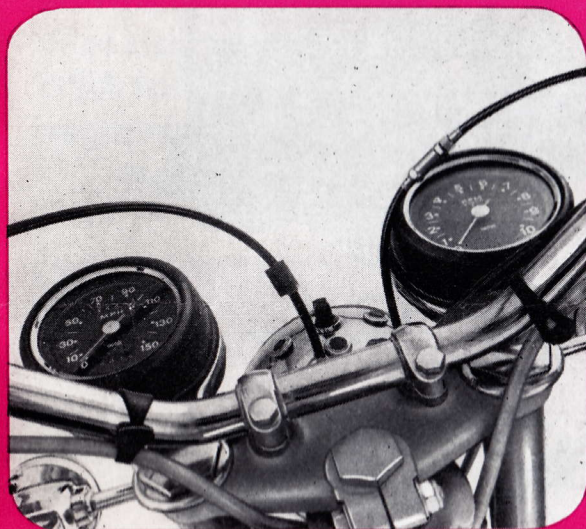
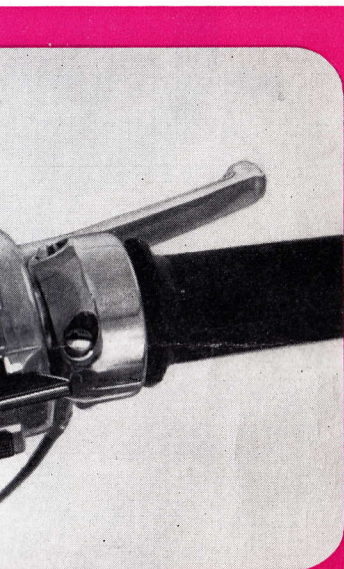
Instruments and headlamps are rubber mounted on the new BSA models. The cushioning absorbs road vibrations and shock, helps give you true instrument readings, constant headlamp beams.

New anti-stress frame doubles as oil container

New BSA frame gets its lightweight, racing rigidity from the same kind of design concept as the modern aero-frame. Large-diameter, narrow-walled tubular construction cuts weight, boosts strength. Added surface area means improved cooling for the engine lubrication oil carried inside the frame.

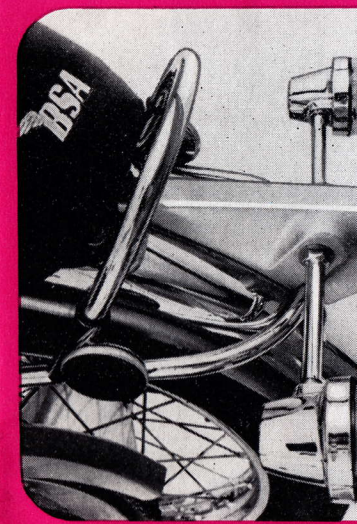
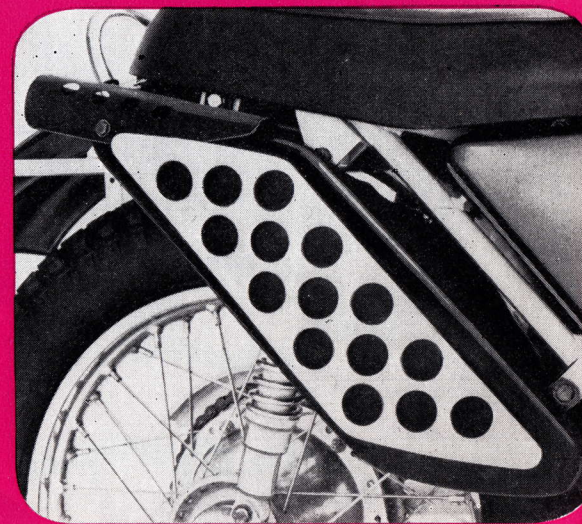
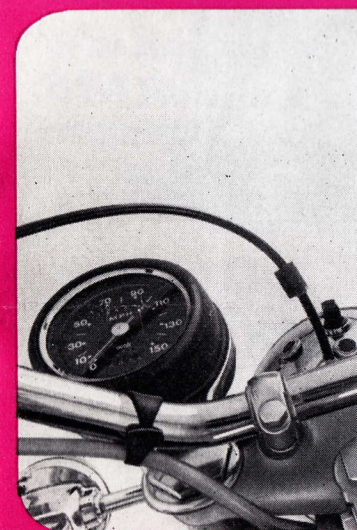
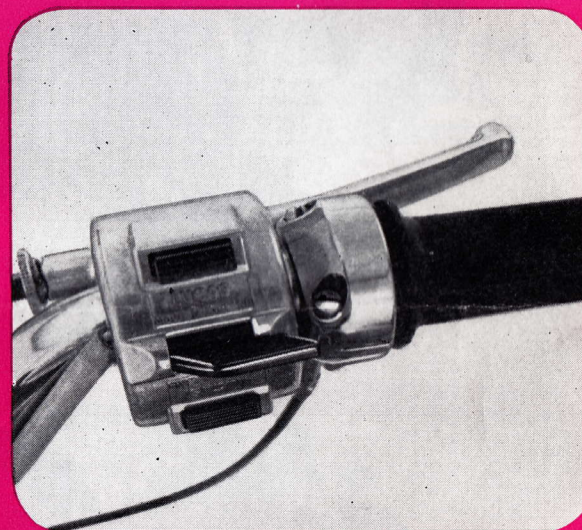
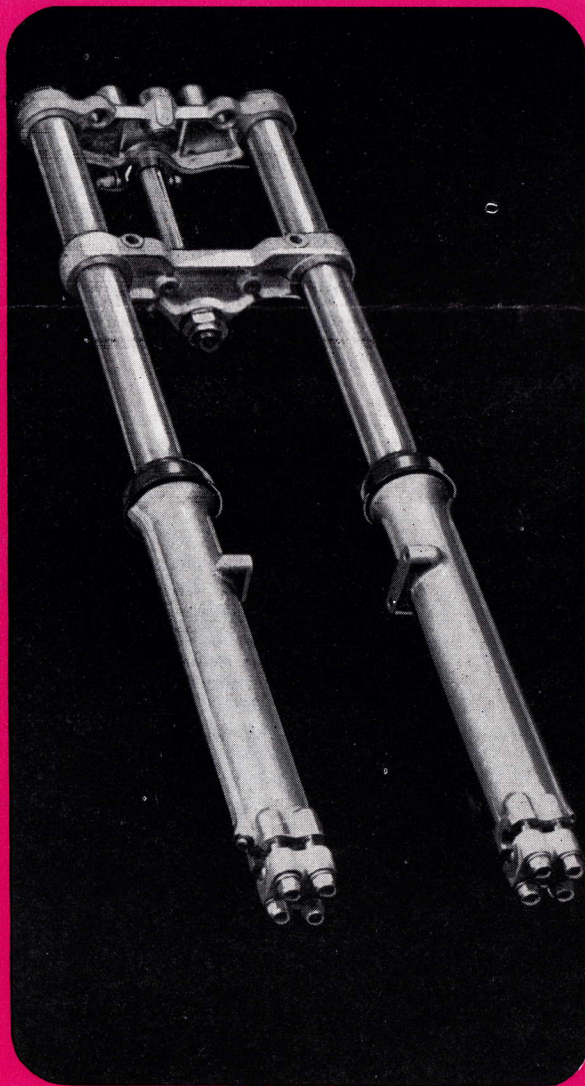
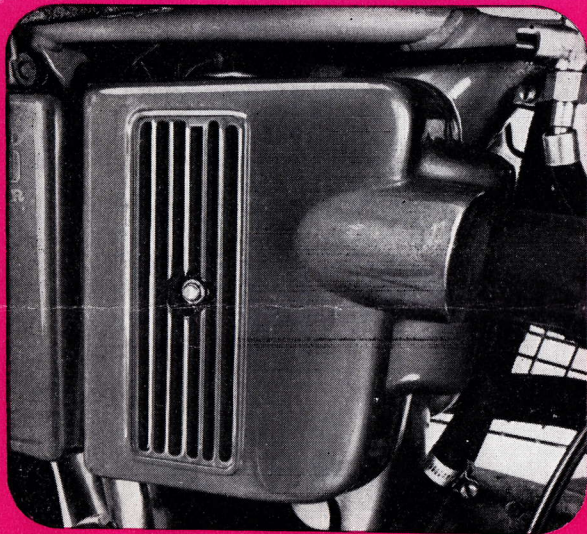
New conical hubs for dependable cooling

These new BSA light-alloy conical hubs are designed for both front and rear wheels. Weight is saved. Strength added. Most important, the design ensures increased surface area, heat is dissipated faster.



New competition-type brakes

New 8" front brakes give you fade-free performance from their twin leading shoes. There's a large air scoop, too, for even better cooling. 7" rear wheel brakes have a single leading shoe but with fully floating cam

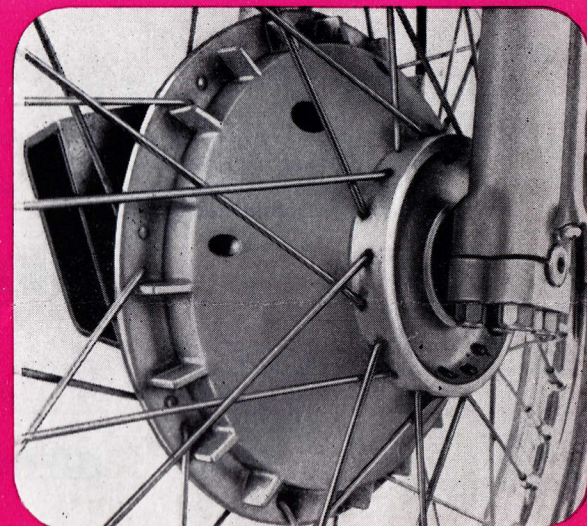
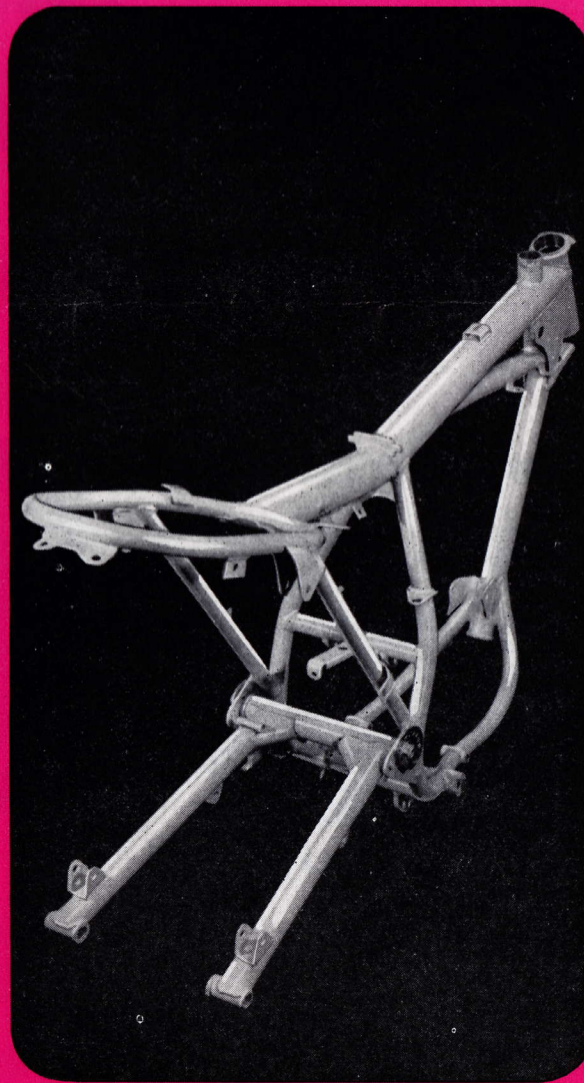
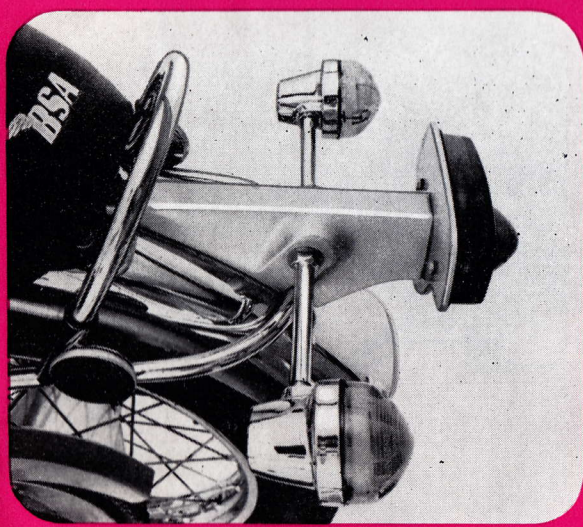
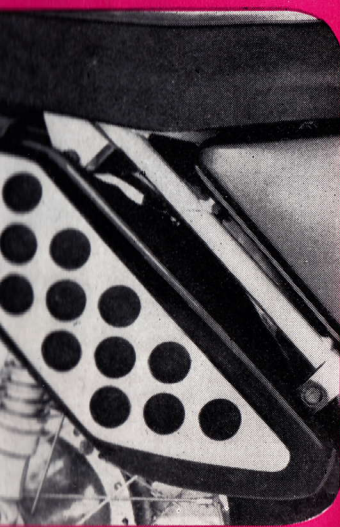
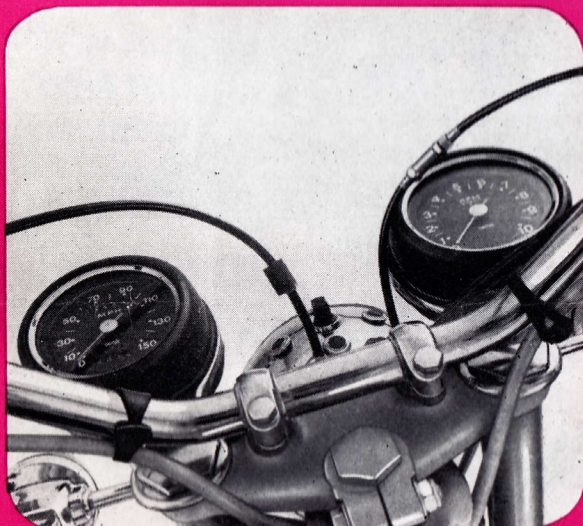
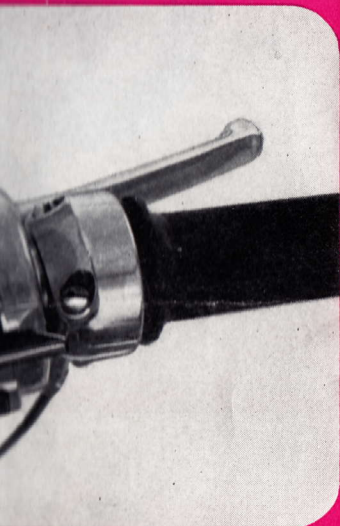


New 'megaphone-type' silencers

All silencers are a compromise between the law — power development and the rider's individuality. BSA have solved the problem with this new speed-styled silencer that tunes in on a deeper, more power-packed engine note. The new BSA 250 and 500 range incorporate the all-new box type, silencer giving style with efficiency.

Blinker direction indicator now standard

All BSA road models are fitted with indicators both front and rear. They give the rider control and therefore to riding.



New competition-type brakes

New 8" front brakes give you fade-free performance from their twin leading shoes. There's a large air scoop, too, for even better cooling. 7" rear wheel brakes have a single leading shoe but with fully floating cam for optimum efficiency.

one-type'

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Blinker direction indicators now standard

All BSA road models are fitted with blinker direction indicators both front and rear. They are a positive aid to rider control and therefore to riding freedom.

Rely on any BSA for your big e

Looking for the *big* escape to a power-packed ride? Rely on BSA. Looking for the *big* escape to the open road where you can clock up the miles like a computer? Rely on BSA. Looking for the *big* escape from road and track to open country?

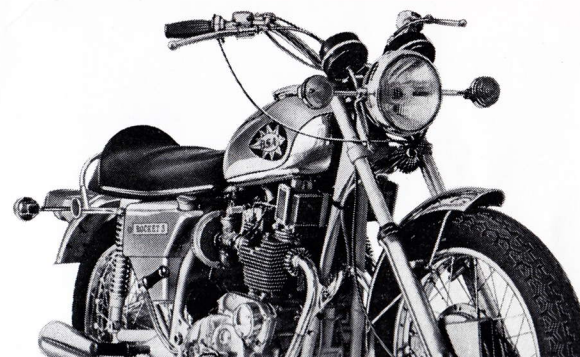
Rely on BSA. M escape with BSA competitive. Gra that riding has to BSA for '71. You escape to freedo

750 cm³ Rocket 3

Rely on BSA to build the *really* big one. Here's a machine that has more than power. The Rocket 3 has *thrust*. From take-off to ton in under 15 seconds. Smooth as a ski-run. Effortless as a free-fall. That's the performance you get from this BSA 750 cm³ triple cylinder OHV inclined engine with triple Amal carbs.

To help you handle this power-house

there are new BSA '71 features. New slim-line front fork, new competition-type brakes, new conical hubs, new 'megaphone-type' silencers, new cushioned instruments and headlamp, new switch consoles and front and rear blinkers. A new slimmer tank adds to the *look* of thrust that makes this the big bike for the big escape.



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Rely on BSA. Make the big
escape with BSA. Ride for fun. Go
competitive. Grab every nerve-tingle
that riding has to offer. You've got a
BSA for '71. *You* can make the *big*
escape to freedom.



500 cm³ Gold Star 500 SS

This one is new. This one is BSA
engineering thinking for the future. This
one is a Street Scrambler with all the
remembered guts and go and sheer world-
beating performance that made 'Gold Star'
the most famous IOM name in the 40's and
50's. That's why we revived the name. No
other was worthy to carry the BSA marque
on this brand new moto-cross bred and

Front brakes are the BSA '71 competition-
type – with 8" front with 2 leading shoes
and 7" rear with one leading shoe. Other
styled-for-the-future BSA features include
new slim-line front fork, new blinkers front
and rear, new cushioned instruments and
headlamp and new single unit electrics
box for one operation removal when you
take to the open country. Unswept exhaust
system has matt black box section silencer

Looking for the *big* escape to a power-packed ride? Rely on BSA. Looking for the *big* escape to the open road where you can clock up the miles like a computer? Rely on BSA. Looking for the *big* escape from road and track to open country?

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New slim-line front fork, new competition-type brakes, new conical hubs, new 'megaphone-type' silencers, new cushioned instruments and headlamp, new switch consoles and front and rear blinkers. A new slimmer tank adds to the *look* of thrust that makes this the big bike for the big escape.



650 cm³ Lightning

Any time you want to make the big escape from plain old everyday boredom you'll get all the help you need from the Lightning. Rides like a racing bike. And that's not just sales talk. Sure, it's a production machine. It has to be. But it's still the end product of a long line of BSA road racing winners. As you'll soon find out the moment you feed power to the 650 cm³ twin cylinder twin Amal carbs. OHV engine.

And new BSA '71 features to help it along. New anti-stress oil container frame, new slimline front fork, new air filter system, new cushioned instruments, new dual switch consoles, new competition-type brakes, slightly upswept 'megaphone-type' silencers permit a high angle of lean. BSA built this one for the quick boys. Feel like trying it?



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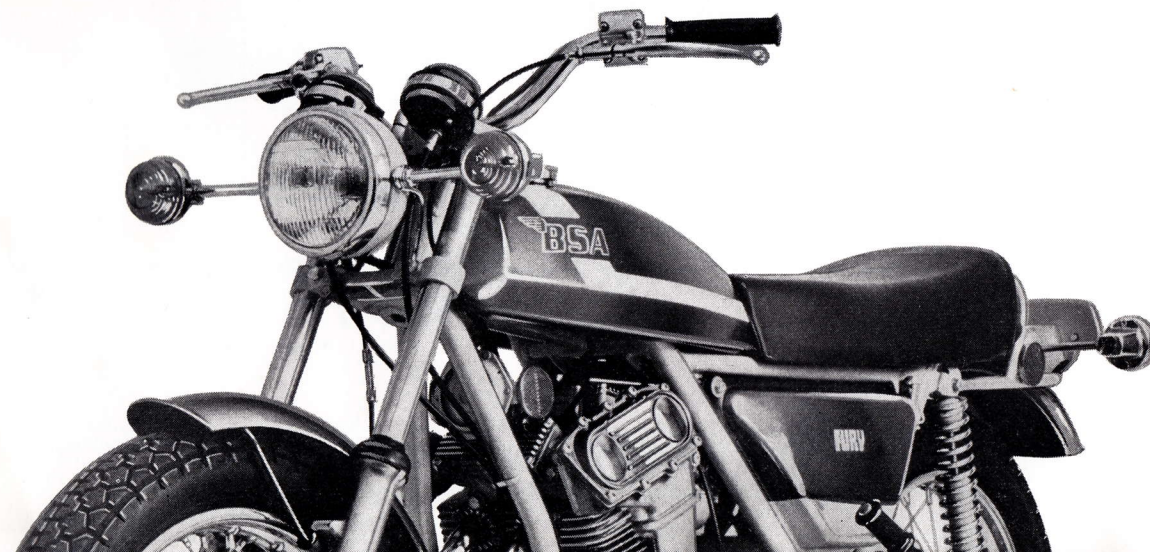
Rely on BSA. Make the big
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500 cm³ Gold Star 500 SS

This one is new. This one is BSA engineering thinking for the future. This one is a Street Scrambler with all the remembered guts and go and sheer world-beating performance that made 'Gold Star' the most famous IOM name in the 40's and 50's. That's why we revived the name. No other was worthy to carry the BSA marque on this brand new moto-cross bred and competition tested design. Its single cylinder 4-stroke OHV 500 cm³ engine develops a snappy 34 BHP. Its frame is the new BSA anti-stress oil container type.

Front brakes are the BSA '71 competition-type – with 8" front with 2 leading shoes and 7" rear with one leading shoe. Other styled-for-the-future BSA features include new slim-line front fork, new blinkers front and rear, new cushioned instruments and headlamp and new single unit electrics box for one operation removal when you take to the open country. Unswept exhaust system has matt black box-section silencer with stainless steel heat shield. All steel tank with slim-line styling. Gold Star – this is the one that's going to take a lot of catching.



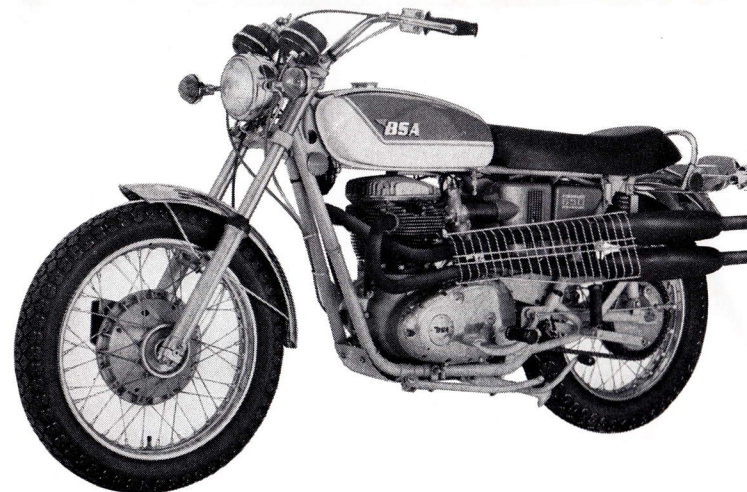
350 cm³ Fury

This is BSA offering you the big escape in the newest of all designs. This is BSA showing you how reliability can adventure into a new riding era. This is BSA answering the call of so many riders for a genuine high performance bike without the need to go as high as 500 cm³ to get it. BSA have done it all with a typically sound piece of engineering. The engine is an all-new twin cylinder BSA design. It has a 350 cm³ capacity and makes use of the modern overhead camshaft concept. With twin Amal carb. it delivers 34 BHP at 9,000 rpm. Maximum utilisation of the available revs is possible because of a 5-speed gearbox which also provides a high degree of flexibility. A full duplex space-type frame provides outstanding rigidity for extra cornering stability. Other BSA '71 features

650 cm³ Firebird Scrambler

BSA built this street scrambler to give riders like you the best possible machine for making the big escape from the ruck of other competitors. It has all the power, all the racing pedigree, all the superb handling

of the Lightning. Same engine. Same features. Exhaust system is fully upswept, in heat resistant black with stainless steel heat shield.



650 cm³ Thunderbolt

The Thunderbolt is BSA's way to show you that there's more than one way to make the big escape to the open road. This bike is exactly the same as the Lightning – with one exception. It has a single carburettor. But this modification shows up

noticeably in the Thunderbolt's performance. The single carb gives it greater flexibility with greater torque at lower rpm. More fun? That's for you to find out when you ride it. Why not make it soon!

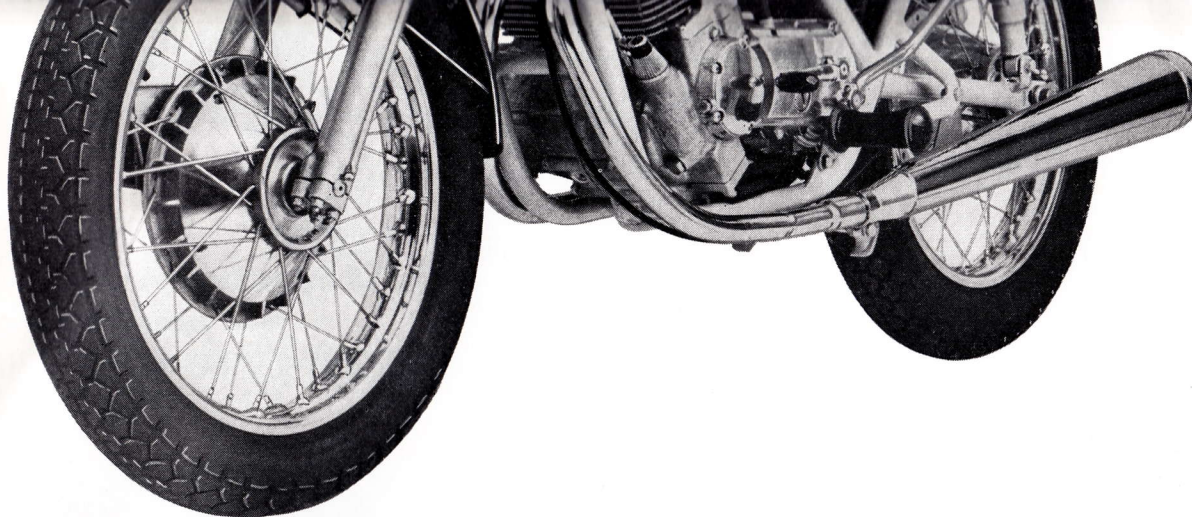
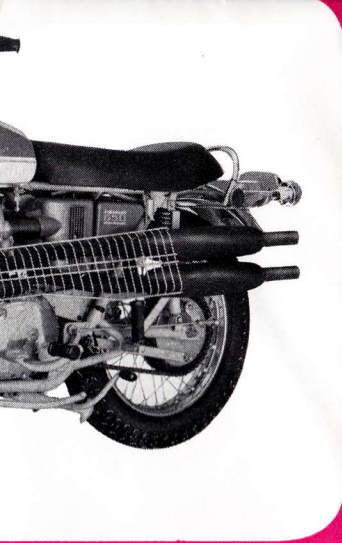


500 cm³ Victor

There's no limit to your choice of escape route on the 500 cm³ Victor. Road, trail, cross country, it's up to you. Ride it as a fun machine. Use it as a work horse. That dependable BSA single cylinder OHV engine will never falter. And just to add to its reliability, it has the new '71 BSA features: anti-stress oil container frame, conical hubs, new slim-line front fork, new 'blinkers', new cushioned instruments and

headlamp, new 6" front and 7" rear brakes. New upswept exhaust system has matt black box-section silencer with stainless steel heat shield. New single unit for all electrics. You can remove the unit in one operation any time you want to use the Victor off the road. New all steel tank with slim-line styling. Ride your 500 Victor just anywhere – and you'll know just what it means to rely on BSA for the *big* escape.

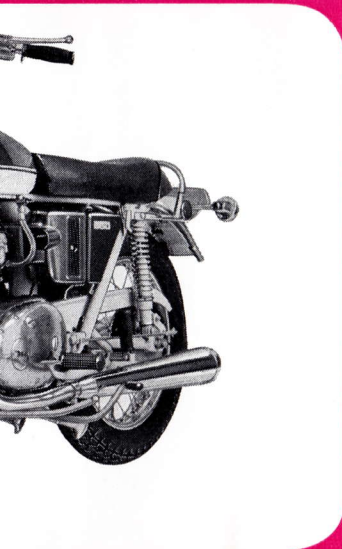




include new slim-line front fork conical hubs, 8" front brakes with 2 leading shoes, 7" rear brake with single leading shoe, front and rear blinkers, new 'megaphone-type' silencers, cushioned instruments and headlamp, dual switch consoles.

350 cm³ Fury SS

With such a winner as the new Fury now included in the BSA '71 range, we obviously couldn't afford to ignore you sports minded riders. So we've come up with this Street Scrambler version. Main point of difference is in the exhaust system. The Fury SS is upswept, and its paired megaphone-type' silencer is in matt black with a stainless steel heat shield.



250 cm³ Victor

This machine will go everywhere that the 500 cm³ Victor will go. And it has the same BSA '71 features. The same BSA reliability. The same BSA capacity for giving all it has for as long as you go on making demands

on it. Only difference is the smaller engine, 250 cm³ capable of developing 22.5 BHP at 6,200 rpm. Ride this machine first and you'll probably wonder why we bother to make two versions.



250 cm³ Gold Star 250 SS

Here's a Street Scrambler which will give you every bit of that *big* escape feeling you'd get from the 500 cm³ version. Only difference it has a 250 cm³ capacity engine. Yet in spite of the smaller bore, this BSA

miracle-engineered power unit delivers a surprising 22.5 BHP. How's that for developed power? All other features similar to the Gold Star 500 SS.

is exactly the same as the Lightning – with one exception. It has a single carburettor. But this modification shows up

rpm. More fun? That's for you to find out when you ride it. Why not make it soon!



500 cm³ Victor

There's no limit to your choice of escape route on the 500 cm³ Victor. Road, trail, cross country, it's up to you. Ride it as a fun machine. Use it as a work horse. That dependable BSA single cylinder OHV engine will never falter. And just to add to its reliability, it has the new '71 BSA features: anti-stress oil container frame, conical hubs, new slim-line front fork, new 'blinkers', new cushioned instruments and

headlamp, new 6" front and 7" rear brakes. New upswept exhaust system has matt black box-section silencer with stainless steel heat shield. New single unit for all electrics. You can remove the unit in one operation any time you want to use the Victor off the road. New all steel tank with slim-line styling. Ride your 500 Victor just anywhere – and you'll know just what it means to rely on BSA for the *big* escape.

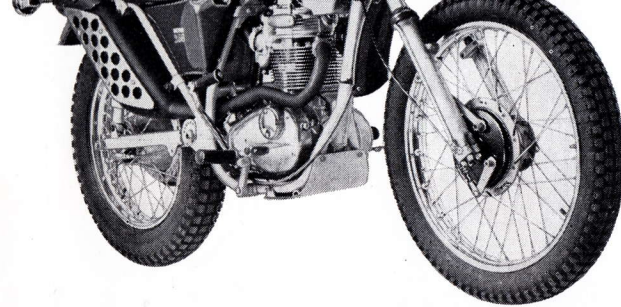


500 cm³ Victor MX

If you are planning to make the big escape into competitive riding in moto-cross, this is your machine. It's an over-the-counter version of the machine that the BSA team use in actual competition. You can take it up to the start and not need to lay a single modifying finger on it. Its engine is a Race-proved 500 cm³ Powerhouse. It has all the necessary BSA '71 features – new

fork, conical hubs, rigid weight-saving frame doubling as an engine oil container. But all non essential electrics have been stripped off leaving it fined right down for competition work. The result is a superb power-to-weight ratio. A string of world class moto cross successes proves BSA has the edge on the rest of the field.





The same BSA capacity for giving all it has for as long as you go on making demands

you'll probably wonder why we bother to make two versions.



250 cm³ Gold Star 250 SS

Here's a Street Scrambler which will give you every bit of that *big* escape feeling you'd get from the 500 cm³ version. Only difference it has a 250 cm³ capacity engine. Yet in spite of the smaller bore, this BSA

miracle-engineered power unit delivers a surprising 22.5 BHP. How's that for developed power? All other features similar to the Gold Star 500 SS.



175 cm³ Bantam

Small bike — *big* escape — that's BSA's Bantam. Lets you escape to the hills; to the beach; to the river; to the trail. Lets you escape the headaches, too. The tax and insurance headaches; the running cost headaches. Your BSA Bantam cuts the *cost* of escape all along the line, yet still gives you all the BSA reliability and

advanced design that are built into the big BSA competition models. 175 cm³ engine gives maximum efficiency. Competition tested hydraulically damped front forks. Speed styled petrol tank. Dual seat in foam rubber with passenger safety strap. The BSA Bantam is the big-hearted bike.

Specifications

ENGINE 175 cm³

Single cylinder, two-stroke engine. Light alloy cylinder head. Petroil lubrication with supplementary oil feed to main bearings from gearbox and chaincase. Roller big end and needle roller small end bearings.

ENGINE 250 cm³

Single cylinder OHV. Light alloy cylinder head; square finned alloy barrel with liner. One piece forged steel crankshaft with bolt-on flywheels. Dry sump lubrication. Car type oil filter in return line. Upswept exhaust system.

ENGINE 350 cm³

Twin cylinder. Chain driven twin overhead camshafts. Light alloy cylinder head; alloy barrel with liners. One piece crankshaft with crank pins at 180°. Dry sump lubrication.

ENGINE 500 cm³

Developed from the world championship-winning BSA scramblers. Single cylinder OHV. Light alloy cylinder head; alloy barrel with liner. Needle roller big end bearings; three main bearings.

ENGINE 650 cm³

Twin cylinder OHV. Light alloy cylinder head. Valve operation by inclined pushrods from single gear driven camshaft. Twin carburettors on Lightning and Firebird Scrambler. Twin contact breaker units. Dry sump lubrication by gear-type oil pump.

ENGINE 750 cm³

Inclined, transverse three cylinder OHV. Alloy cylinder head and die cast alloy block. Three 26 mm. Amal carburettors. Valves pushrod operated from high performance camshaft. Separate contact breaker units. Large rubber mounted oil tank. Flexibly

mounted oil cooler. High capacity gear-type oil pump. Non-mechanical crankcase breather.

FORKS

175 cm³ — Telescopic with hydraulic damping. All other models — New, with aluminium sliders to minimise unsprung weight. Two-way damping with readily accessible main springs.

REAR SUSPENSION

Swinging fork rear suspension, hydraulically damped and adjustable for load. Exposed springs.

GEARBOX

Five speeds on 350 cm³ models. All other models have four speeds. Multiplate clutch with bonded composite segments and built-in transmission shock absorber (except 175 cm³). Single dry plate, diaphragm spring clutch on 750 cm³.

BRAKES

175 cm³ — 5½" diameter drum brakes. 350 cm³, 650 cm³ 750 cm³, 250 cm³ and 500 cm³ Gold Star — Front 8" twin leading shoe drum brakes with balanced cable operation and individual snail cam shoe adjustment. Other models — Front 6" single leading shoe drum brakes with cable adjustment. All four stroke models have 7" rear brake drums with floating cams.

ELECTRICAL AND LIGHTING EQUIPMENT

175 cm³ — 6-volt system. Alternator for battery charging and coil ignition. All other models — AC/DC lighting. 12-volt ignition system. Two coils on all twins, three on triple cylinder model. Crankshaft mounted alternator. New four position master electrical switch. New handlebar switch consoles. Direction indicators front and rear. Electric starter optional extra on 350 cm³ models. Single cylinder

four stroke models have electrical components in compact housing incorporating QD plug for headlamp.

FRAMES

175 cm³ — Steel tubular loop frame. 250 cm³, 500 cm³ and 650 cm³ models — New welded frame with large diameter top tube for strength and rigidity. Top tube doubles as oil container. Tapered roller steering head bearings. Swinging arm spindles with quadrant adjustment for rear chain (250 cm³ and 500 cm³ only). 350 cm³ — New all welded cradle frame for light and stiff construction. 650 cm³ and 750 cm³ — All welded Duplex cradle frame.

FUEL TANKS

Victor, MX500, Victor 500 Trail and Victor 250 Trail — Welded aluminium. All other models — All steel welded petrol tank. Quick release filler cap (all models).

WHEELS AND MUDGUARDS

Plated spokes and rims on all models. Full width conical aluminium front and rear hubs and sports mudguards on all four stroke models.

DUAL SEAT ASSEMBLY

Hinged seat on all twin cylinder models providing ready access to battery and other electrical equipment.

HANDLEBAR

Chromium plated bar with smooth action twist-grip. Heavy duty cables with built-in adjusters. Nylon lined clutch cable on 750 cm³. Clutch and front brake lever brackets with built-in mirror fixing points and electrical switches (except 175 cm³).

TOOLS

Good quality tool kit.

Technical Data

MODEL	BANTAM D175	GOLD STAR 250 SS	VICTOR 250	FURY	FURY SS	VICTOR 500	GOLD STAR 500 SS	500 VICTOR MX	A65T	A65L	A65FS	A75R
Engine Type	2 STROKE	OHV	OHV	2 OHC	2 OHC	OHV	OHV	OHV	OHV	OHV	OHV	OHV
No. of Cylinders	1	1	1	2	2	1	1	1	2	2	2	3
Bore/Stroke mm.	61.5 x 58	67 x 70	67 x 70	63 x 56	63 x 56	84 x 90	84 x 90	84 x 90	75 x 74	75 x 74	75 x 74	67 x 70
Bore/Stroke ins.	2.42 x 2.28	2.64 x 2.75	2.64 x 2.75	2.48 x 2.20	2.48 x 2.20	3.31 x 3.54	3.31 x 3.54	3.31 x 3.54	2.95 x 2.91	2.95 x 2.91	2.95 x 2.91	2.64 x 2.76
Capacity cm ³	173	247	247	349	349	499	499	499	654	654	654	740
Capacity cu. ins.	10.55	15.19	15.19	21.3	21.3	30.4	30.4	30.4	39.91	39.91	39.91	45
Comp. Ratio	9.5:1	10:1	10:1	9.5:1	9.5:1	10:1	10:1	10:1	9:1	9:1	9:1	9:1
Eng. Spr. Teeth	17	23	23	23	23	28	28	28	28	28	28	28
Clutch Spr. Teeth	38	52	52	52	52	52	52	52	58	58	58	50
G/Box Spr. Teeth	16	17	16	17	17	15	17	14	20	20	18	19
Rear Spr. Teeth	47	52	52	48	48	52	47	52	47	47	47	53
RPM @ 10 MPH (top gear)	940	941	960	870	870	843	699	893	649	649	721	715
Gear Ratio 5th				6.39	6.39							
" " 4th	6.58	6.92	7.35	7.37	7.37	6.45	5.14	6.90	4.87	4.87	5.41	4.98
" " 3rd	8.55	8.60	9.14	9.03	9.03	8.03	6.38	8.59	5.57	5.57	6.19	5.95
" " 2nd	12.04	11.35	12.06	11.84	11.84	10.58	8.42	11.30	7.79	7.79	8.65	8.42
" " 1st	18.68	18.33	19.48	17.1	17.1	17.1	13.6	15.04	12.23	12.23	13.58	12.15

Freehold Scrambler. Twin contact breaker units. Dry pump lubrication by gear-type oil pump.

ENGINE 750 cm³
Inclined, transverse three cylinder OHV. Alloy cylinder head and die cast alloy block. Three 26 mm. Amal carburettors. Valves pushrod operated from high performance camshaft. Separate contact breaker units. Large rubber mounted oil tank. Flexibly

175 cm³ - 6-volt system. Alternator for battery charging and coil ignition. All other models - AC/DC lighting. 12-volt ignition system. Two coils on all twins, three on triple cylinder model. Crankshaft mounted alternator. New four position master electrical switch. New handlebar switch consoles. Direction indicators front and rear. Electric starter optional extra on 350 cm³ models. Single cylinder

HANDLEBAR
Chromium plated bar with smooth action twist-grip. Heavy duty cables with built-in adjusters. Nylon lined clutch cable on 750 cm³. Clutch and front brake lever brackets with built-in mirror fixing points and electrical switches (except 175 cm³).

TOOLS
Good quality tool kit.

Technical Data

MODEL	BANTAM D175	GOLD STAR 250 SS	VICTOR 250	FURY	FURY SS	VICTOR 500	GOLD STAR 500 SS	500 VICTOR MX	A65T	A65L	A65FS	A75R
Engine Type	2 STROKE	OHV	OHV	2 OHC	2 OHC	OHV	OHV	OHV	OHV	OHV	OHV	OHV
No. of Cylinders	1	1	1	2	2	1	1	1	2	2	2	3
Bore/Stroke mm.	61.5 x 58	67 x 70	67 x 70	63 x 56	63 x 56	84 x 90	84 x 90	84 x 90	75 x 74	75 x 74	75 x 74	67 x 70
Bore/Stroke ins.	2.42 x 2.28	2.64 x 2.75	2.64 x 2.75	2.48 x 2.20	2.48 x 2.20	3.31 x 3.54	3.31 x 3.54	3.31 x 3.54	2.95 x 2.91	2.95 x 2.91	2.95 x 2.91	2.64 x 2.76
Capacity cm ³	173	247	247	349	349	499	499	499	654	654	654	740
Capacity cu. ins.	10.55	15.19	15.19	21.3	21.3	30.4	30.4	30.4	39.91	39.91	39.91	45
Comp. Ratio	9.5:1	10:1	10:1	9.5:1	9.5:1	10:1	10:1	10:1	9:1	9:1	9:1	9:1
Eng. Spr. Teeth	17	23	23	23	23	28	28	28	28	28	28	28
Clutch Spr. Teeth	38	52	52	52	52	52	52	52	58	58	58	50
G/Box Spr. Teeth	16	17	16	17	17	15	17	14	20	20	18	19
Rear Spr. Teeth	47	52	52	48	48	52	47	52	47	47	47	53
RPM @ 10 MPH (top gear)	940	941	960	870	870	843	699	893	649	649	721	715
Gear Ratio 5th				6.39	6.39							
" " 4th	6.58	6.92	7.35	7.37	7.37	6.45	5.14	6.90	4.87	4.87	5.41	4.98
" " 3rd	8.55	8.60	9.14	9.03	9.03	8.03	6.38	8.59	5.57	5.57	6.19	5.95
" " 2nd	12.04	11.35	12.06	11.84	11.84	10.58	8.42	11.30	7.79	7.79	8.65	8.42
" " 1st	18.68	18.33	19.48	17.1	17.1	17.1	13.6	15.04	12.23	12.23	13.58	12.15
Carburettor Make	Amal	Amal	Amal	Amal (2)	Amal (2)	Amal	Amal	Amal	Amal	Amal (2)	Amal (2)	Amal (3)
" Type	R626/31	R928	R928	R626/L626	R626/L626	R930	R930	R932	R928	R930/L930	R930/L930	R626
Primary Chain Size	$\frac{3}{8}$ " x 225	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Duplex	$\frac{3}{8}$ " Triplex	$\frac{3}{8}$ " Triplex	$\frac{3}{8}$ " Triplex	$\frac{3}{8}$ " Triplex
Rear Chain Size	$\frac{1}{2}$ " x 335	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{1}{4}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{5}{8}$ " x $\frac{3}{8}$ "
Tyre Size Front	3.00 x 18	3.25 x 18 K70	3.00 x 20 Trials	3.25 x 18 K70	3.25 x 18 K70	3.00 x 20 Trials	3.25 x 18 K70	3.00 x 20 Sports	3.25 x 19 K70	3.25 x 19 K70	3.50 x 19 K70	4.10 x 19 K81
Tyre Size Rear	3.00 x 18	3.50 x 18 K70	4.00 x 18 Trials	3.50 x 18 K70	3.50 x 18 K70	4.00 x 18 Trials	3.50 x 18 K70	4.00 x 18 Sports	4.00 x 18 K70	4.00 x 18 K70	4.10 x 18 K70	4.10 x 19 K81
Front Brake dia/type ins/cm	5 $\frac{1}{2}$ " 1LS14	8" 2LS 20	6" 1LS 15	8" 2LS 20	8" 2LS 20	6" 1LS 15	8" 2LS 20	6" 1LS 15	8" 2LS 20	8" 2LS 20	8" 2LS 20	8" 2LS 20
Rear Brake dia/type ins/cm	5 $\frac{1}{2}$ " 1LS14	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18	7" 1LS 18
Finish	Black, A/cft Blue or Flam. Red	Flam. Red	Flam. Red	Plum Crazy	Plum Crazy	Flam. Red	Flam. Red	Pol. Alumin. Black & Red Lining	Sterling Moss (Green)	Bronze	Bronze	White
Seat Height ins/cm	31"/79	32"/81	32"/81	30"/76	30"/76	32"/81	32"/81	32"/81.3	32"/81	32"/81	32"/81	32"/81
Wheel base ins/cm	50 $\frac{3}{4}$ "/129	54"/137	54"/137	59"/151	59"/151	54"/137	54"/137	54"/137	56"/142	56"/142	56"/142	57"/145
Length ins/cm	77 $\frac{1}{2}$ "/197	85"/215	85"/215	79 $\frac{1}{2}$ "/202	79 $\frac{1}{2}$ "/202	85"/215	85"/215	82 $\frac{1}{2}$ "/210	87 $\frac{1}{2}$ "/222	87 $\frac{1}{2}$ "/222	87 $\frac{1}{2}$ "/222	88"/223
Width ins/cm	27 $\frac{3}{4}$ "/71	29"/74	29"/74	27"/69	27"/69	29"/74	29"/74	29"/74	33"/84	33"/84	33"/84	33"/84
Ground Clearance ins/cm	7 $\frac{1}{2}$ "/19	7"/18	7 $\frac{1}{2}$ "/19	7"/18	7"/18	7 $\frac{1}{2}$ "/19	7"/18	7 $\frac{1}{2}$ "/19	7 $\frac{1}{2}$ "/19	7 $\frac{1}{2}$ "/19	7 $\frac{1}{2}$ "/19	7"/18
Dry Weight lbs/kilos	216/98	290/132	287/130	345/157	345/157	298/135	310/141	240/109	390/176	393/178	395/179	455/206
Fuel - Imp gallons/litres	1 $\frac{3}{8}$ /8.5	2/9	2/9	3/13.6	3/13.6	2/9	2/9	1/4.5	2 $\frac{1}{2}$ /11.33	2 $\frac{1}{2}$ /11.33	2 $\frac{1}{2}$ /11.33	2 $\frac{1}{2}$ /11.33
Oil - Imp pints/litres		4/2.3	4/2.3	4/2.3	4/2.3	4/2.3	4/2.3	4/2.3	5/2.8	5/2.8	5/2.8	5/2.8

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This one is new. This one is BSA engineering thinking for the future. This one is a Street Scrambler with all the remembered guts and go and sheer world-beating performance that made 'Gold Star' the most famous IOM name in the 40's and 50's. That's why we revived the name. No other was worthy to carry the BSA marque on this brand new moto-cross bred and competition tested design. Its single cylinder 4-stroke OHV 500 cm³ engine develops a snappy 34 BHP. Its frame is the new BSA anti-stress oil container type.

Front brakes are the BSA '71 competition-type — with 8" front with 2 leading shoes and 7" rear with one leading shoe. Other styled-for-the-future BSA features include new slim-line front fork, new blinkers front and rear, new cushioned instruments and headlamp and new single unit electrics box for one operation removal when you take to the open country. Unswept exhaust system has matt black box-section silencer with stainless steel heat shield. All steel tank with slim-line styling. Gold Star — this is the one that's going to take a lot of catching.



350 cm³ Fury

This is BSA offering you the big escape in the newest of all designs. This is BSA showing you how reliability can adventure into a new riding era. This is BSA answering the call of so many riders for a genuine high performance bike without the need to go as high as 500 cm³ to get it. BSA have done it all with a typically sound piece of engineering. The engine is an all-new twin cylinder BSA design. It has a 350 cm³ capacity and makes use of the modern overhead camshaft concept. With twin Amal carbs. it delivers 34 BHP at 9,000 rpm. Maximum utilisation of the available revs is possible because of a 5-speed gearbox which also provides a high degree of flexibility. A full duplex space-type frame provides outstanding rigidity for extra cornering stability. Other BSA '71 features include new slim-line front fork conical hubs, 8" front brakes with 2 leading shoes, 7" rear brake with single leading shoe, front and rear blinkers, new 'megaphone-type' silencers, cushioned instruments and headlamp, dual switch consoles.

350 cm³ Fury SS

With such a winner as the new Fury now included in the BSA '71 range, we obviously couldn't afford to ignore you sports minded riders. So we've come up with this Street Scrambler version. Main point of difference is in the exhaust system. The Fury SS is upswept, and its paired megaphone-type silencer is in matt black with a stainless steel heat shield.

