



500 cm³ Gold Star

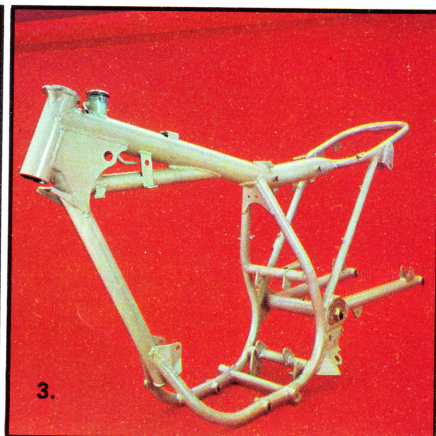
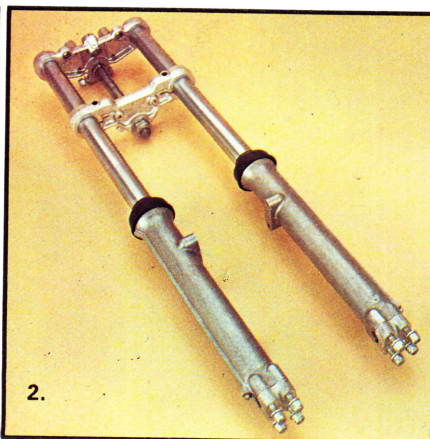
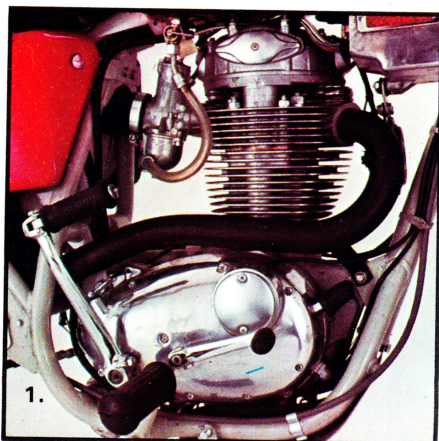


Just one example of how BSA moto-cross successes in tough International competition have paid off. The most famous BSA name of them all—Gold Star—re-born in a machine developed from those which notch up so many victories. A race proven frame, cleverly combined with a Street Scrambler specification to produce a machine which is hard to beat—at work or play.

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New 500 cm³ Gold Star



NEW FEATURES

1. Unique, the four stroke 500 cm³ engine is the direct result of years' successful competition on the International moto cross scene. Four stroke power means tremendous torque, additional engine braking—the right power at the right time: weighs little more than many successful smaller machines.
2. New front fork design with full two-way hydraulic damping, gives controlled ride whatever the conditions.
3. New frame: immensely strong and rigid because of the large diameter top tube. This carries the engine oil, saves weight, gives additional oil cooling due to increased surface area.

PLUS THESE EXTRA FEATURES:

- New switch arrangement with horn button, dip switch, direction indicator switches, headlamp flasher and ignition cut-out button in two compact consoles.
- New light alloy conical hubs, front and rear. Design adds strength, dissipates heat faster.
- New fade free brakes: Front 8" with twin leading shoes. Rear 7" with single leading shoe.
- Instruments and headlamp cushioned in new anti-shock mountings.
- New, upswept matt black, "box section" silencer

SPECIFICATIONS

ENGINE:

High torque single cylinder O.H.V. Light alloy cylinder head. Alloy barrel with liner. Needle roller big end bearings; three main bearings.

FORKS:

New, two-way damped, with strong alloy legs to minimise unsprung weight.

REAR SUSPENSION:

Swinging fork, hydraulically damped and adjustable for load.

GEARBOX:

Four speed. Multiplate clutch with bonded segments and built-in transmission shock absorber.

BRAKES:

Conical light alloy hubs with front 8" twin leading shoe drum brakes. Balanced shoe application and individual snail cam shoe adjustment. Rear brake with 7" single leading shoe with fully floating cam.

ELECTRICAL AND LIGHTING EQUIPMENT:

12 volt, single coil. Crankshaft-mounted alternator. New master electrical switch and handlebar switch consoles. Direction indicators.

FRAME:

New, welded frame with large diameter oil-containing top tube for strength and rigidity. Tapered roller steering head bearings. Swinging arm spindles with quadrant for accurate rear chain adjustment.

PETROL TANK:

All steel, welded, with quick release filler cap.

HANDLEBAR AND FITTINGS:

Chromium plated with smooth action twist grip.

Heavy duty cables with built-in adjusters. Clutch and front brake lever brackets have built-in mirror fixing points and switch consoles.

TECHNICAL DATA

Engine Type	OHV	Primary Chain Size	3/8" Duplex
No. of Cylinders	1	Rear Chain Size	5/8" x 1/4"
Bore/Stroke mm.	84 x 90	Tyre Size Front	3.25 x 18
Bore/Stroke ins.	3.31 x 3.54	Tyre Size Rear	3.50 x 18
Capacity cm ³	499	Front Brake dia/type ins/cm	8" 2LS 20
Capacity cu. ins.	30.4	Rear Brake dia/type ins/cm	7" 1LS 18
Comp. Ratio	10:1	Finish	Flam. Red
Eng Spr. Teeth	28	Seat Height ins/cm	32"/81
Clutch Spr. Teeth	52	Wheel base ins/cm	54"/137
G/Box Spr. Teeth	17	Length ins/cm	85"/215
Rear Spr. Teeth	47	Width ins/cm	29"/74
RPM @ 10 MPH (top gear)	699	Ground Clearance ins/cm	7"/18
Gear ratio 4th	5.14	Dry Weight lbs/kilos	310/141
" " 3rd	6.38	Petrol—Imp gallons/litres	2/9
" " 2nd	8.42	Oil—Imp pints/litres	4/2.3
" " 1st	13.6		
Carburettor Make	Amal		
" Type	R930		