'68 BSA range and technical data

175 c.c. D14/4

The best value in the motorcycle world, low in price, economical to run. The D14/4 gives over 100 m.p.g. from its new 13 b.h.p. engine. Light and easy to handle, this model is offered in a choice of de luxe colour finishes black and chrome or electric blue and chrome.

175 c.c. D14/4S

The really sporty 175 c.c. With four-speed gearbox, upswept exhaust pipe with heat guard, separate chromium headlamp, brand new sports front forks with rubber gaiters – in fact, all the extras that make it an eye-opener and a lot of motorcycle. Finished in flamboyant red and chrome.

175 c.c. BUSHMAN D14/4B

A motorcycle for any type of country. Originally built for the Australian market for use in the tough conditions of the outback. The Bushman will take a lot of punishment and still give you safety, speed and economy. Competition tested front forks and trials tyres as standard. Finish is bushfire orange and white with frame and forks in black.

250 c.c. STARFIRE B25

This is the fastest production 250 ever made by BSA. Built round a competition type frame with glass fibre petrol tank and side panels and incorporating a high performance sports engine developed from the famous Victor Grand Prix. The overall feel of this machine is of immediate response to your control. Completely reliable and very fast. Finished in sapphire blue, ivory and chrome.

441 c.c. SHOOTING STAR B44-SS

The Shooting Star, the bigger brother of the Starfire, offers even more power and riding comfort. The square finned power unit is almost identical to the famous Victor G.P. Specifications include built-up crankshaft assembly, forged steel flywheels, roller bearing big end and forged steel H-section connecting rod. Finish is cherokee red and chrome.

441 c.c. VICTOR SPECIAL B44-VS

The machine that took Jeff Smith to victory in the World Moto-Cross Championships two years in a row. A 'beefy' bike with a competition tank, square finned alloy cylinder barrel, competition tested forks and upswept exhaust, to mention a few of the special features of this eminently successful machine. Finished in BSA racing yellow polished alloy and chrome.

500 c.c. ROYAL STAR A50

One of the finest touring machines ever produced by BSA. A really powerful 500 c.c. twin with steering, suspension and braking that are all absolutely smooth and positive. Standard equipment include 12 volt electrics with twin coil ignition, single 1" Amal concentric carburetter, 8" diameter front brake, 150 m.p.h. speedometer and separate sports headlamp. The Royal Star is finished in flamboyant red and chrome.

650 c.c. THUNDERBOLT A65-T

The 650 c.c. Thunderbolt, the epitome of power and reliability. Surging power, vivid acceleration and flexibility combine with steering and suspension that are both light and responsive to the rider and road conditions. Chrome blade-type mudguards, new style petrol tank with sports 'snap' filler cap, rubber gaitered front forks, sports headlamp and racing styled dualseat are all standard equipment. Colour finish is black with chrome guards and tank panels.

650 c.c. LIGHTNING A65-L

A sports model with a pedigree feel and appeal. Speed equipped. Matched rubber-mounted speedo and tachometer, twin leading shoe front brake and special two-way front fork damping. All this and a lot more make this a machine in a million – the envy of other road users – very fast but easy to handle and ultra reliable under all conditions. Finished in flamboyant red, chrome and polished alloy.

650 c.c. FIREBIRD SCRAMBLER A65-FS

A winner time and again in the toughest American competitions, the Firebird is essentially a competition machine. Fitted with a brand new twin leading shoe front brake, provision for capacitor ignition, racing saddle and footrests front and rear. One of the fastest accelerating motorcycles ever tested. It's a real 'toughie'.

650 c.c. SPITFIRE Mk. IV SPECIAL A65-SS

The really big one – like its airborne namesake, this machine has real punch! Things classed as extras on other motorcycles are standard on this one. Tuned engine with racing pistons. Racing style glass fibre petrol tank. Twin Amal concentric carburetters, light alloy rims and a brand new twin leading shoe front brake are but a portion of this motorcycle's host of special features. Cherokee red, chrome and polished alloy finish give the Spitfire the looks to match its brilliant performance.

BSA

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BSA technical data

MODEL	175 c.c. D14/4	175 c.c. D14/4S	175 c.c. Bushman D14/4B	250 c.c. Starfire B25	441 c.c. Shooting Star B44-SS	441 c.c. Victor Special B44-VS	500 c.c. Royal Star A50	650 c.c. Thunderbolt A65-T	650 c.c. Lightning A65-L	650 c.c. Firebird Scrambler A65-FS	650 c.c. Spitfire Mk. IV A65-SS
ENGINE											
Bore, mm. (in.)	61·5 (2·42)		61·5 (2·42)	67 (2·64)	79 (3·11)	79 (3·11)	65·5 (2·58)	75 (2·95)	75 (2·95)	75 (2·95)	75 (2·95)
Stroke, mm. (in.)	58 (2·28)		58 (2·28)	70 (2·75)	90 (3·54)	90 (3·54)	74 (2·91)	74 (2·91)	74 (2·91)	74 (2·91)	74 (2·91)
Capacity, c.c. (cu. in.)	173 (10·55)		173 (10·55)	249 (15·19)	441 (26·9)	441 (26·9)	499 (30·45)	654 (39·91)	654 (39·91)	654 (39·91)	654 (39·91)
Compression ratio	10 : 1		10 : 1	10 : 1	9 : 4 : 1	9 : 4 : 1	9 : 1	9 : 1	9 : 1	9 : 1	9 : 1
B.H.P. and R.P.M.	13 @ 5,750		13 @ 5,750	25 @ 8,250	31 @ 6,000	31 @ 6,000	35 @ 6,250	41 @ 6,250	55 @ 7,000	55 @ 7,000	56·5 @ 7,200
Max speed, M.P.H. (km./h.)	70 (112)		70 (112)	88 (141)	92 (148)	88 (141)	95 (152)	105 (169)	115 (185)	110 (177)	120 (193)
Valves	None		None	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Lubrication	Petroil		Petroil	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump
Ignition	Coil		E.T. coil	Coil	Coil	Coil	Twin coil	Twin coil	Twin coil	Twin coil	Twin coil
TRANSMISSION											
Sprockets:											
Engine	17		17	23	28	28	28	28	28	28	28
Clutch	38		38	52	52	52	58	58	58	58	58
Gearbox	16		16	16	17	17	18	20	20	20	20
Rear wheel	47		58	49	47	49	47	47	47	47	47
Top gear	6·58		8·1	6·92	5·14	5·36	5·41	4·87	4·87	4·87	4·87
Third gear	8·55		10·5	8·6	6·42	6·70	6·2	5·58	5·58	5·58	5·58
Second gear	12·04		14·8	11·4	8·97	8·84	8·67	7·8	7·8	7·8	7·8
First gear	18·68		23·0	18·3	13·6	14·20	13·6	12·27	12·27	12·27	12·27
Chain (front)	⅜″x·250″		⅜″x·250″	⅜″ Duplex	⅜″ Duplex	⅜″ Duplex	⅜″ Triple	⅜″ Triple	⅜″ Triple	⅜″ Triple	⅜″ Triple
Chain (rear)	½″x·205″		½″x·205″	⅝″x¼″	⅝″x¼″	⅝″x¼″	⅝″x⅜″	⅝″x⅜″	⅝″x⅜″	⅝″x⅜″	⅝″x⅜″
BRAKES											
Diam., front, in. (cm.)	5½ (13·97)		5½ (13·97)	7 (17·78)	8 (20·32)	8 (20·32)	8 (20·32)	8 (20·32)	8 (20·32) T.L.S.	8 (20·32) T.L.S.	8 (20·32) T.L.S.
Diam., rear, in. (cm.)	5½ (13·97)		5½ (13·97)	7 (17·78)	7 (17·78)	7 (17·78)	7 (17·78)	7 (17·78)	7 (17·78)	7 (17·78)	7 (17·78)
TYRES											
Size, front	3·00x18		3·00x19	3·25x18	3·25x18	3·25x19	3·25x19	3·25x19	3·25x19	3·25x19	3·25x19
Size, rear	3·00x18		3·00x19	3·50x18	3·50x18	4·00x18	4·00x18	4·00x18	4·00x18	4·00x18	4·00x18
ELECTRICAL											
Battery	10 a.h.		E.T.	10 a.h.	10 a.h.	10 a.h.	10 a.h.	10 a.h.	10 a.h.	10 a. h.	10 a.h.
Headlamp dia., in. (cm.)	5 (12·7)		5 (12·7)	6½ (17)	6½ (17)	6½ (17)	6½ (17)	6½ (17)	6½ (17)	5½ (14)	6½ (17)
Voltage	6		E.T.	12	12	12	12	12	12	12	12
MISCELLANEOUS											
Fuel, galls. (litres)	2 (9)		2 (9)	1¾ (8)	1¾ (8)	1¾ (8)	2¾ (10)	4 (18)	4 (18)	1⅞ (8½)	5 (22½)
Oil, pints (litres)				4 (2¼)	4 (2¼)	5 (3)	5 (3)	5 (3)	5 (3)	5 (3)	5 (3)
Seat height, in. (cm.)	31 (79)	30¼ (77)	30½ (77·5)	31 (79)	31 (79)	32 (81·3)	32 (81·3)	32 (81·3)	32 (81·3)	32 (81·3)	32 (81·3)
Width, in. (cm.)	27¾ (73)	23 (58·4)	27¾ (73)	28 (71)	28 (71)	32 (81·3)	28 (70)	28 (70)	28 (70)	28 (70)	28 (70)
Length, in. (cm.)	77½ (196)		78 (198)	82 (208)	82 (208)	82 (208)	85¼ (216)	85¼ (216)	85¼ (216)	85¼ (216)	85¼ (216)
Clearance, unladen	6¾ (17)		10 (25)	7½ (19)	7½ (19)	8½ (21·4)	8 (20·2)	8 (20·2)	8 (20·2)	7½ (19)	8 (20·2)
Weight, lb. (kilos)	215 (97)	221 (100)	222 (100)	306 (139)	329 (149)	306 (139)	408 (185)	404 (183)	412 (186)	411 (186)	408 (185)

Specifications are subject to alteration without notice and details of high performance equipment for certain models published separately.

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