

HEY—
you too want a
BSA Bantam!



GUARANTEE

We reserve the right to modify or deviate from the Published Specification without notice.

1. In this Guarantee the word "machine" refers to the motorcycle purchased by the Purchaser.
2. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.
3. Claims under Guarantee should be made through your BSA Dealer.
4. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- (a) Hiring out.
- (b) Racing and Competitions.
- (c) Adaption or alteration of any part or parts after leaving our Works.
- (d) The attaching of a sidecar in a manner not approved by us or to an unsuitable machine.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed or in which has been used any part not supplied or approved by us, or to tyres, seats, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specifications.

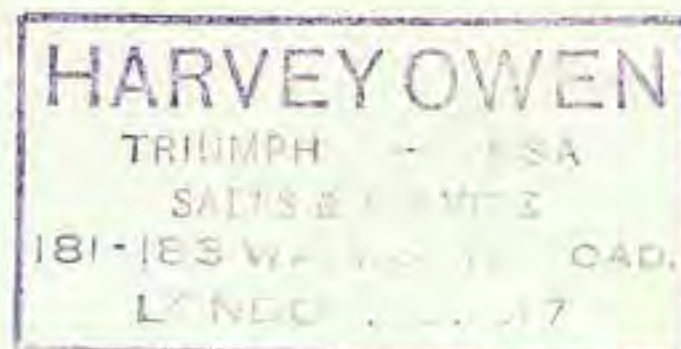
5. Our liability and that of our dealer who sells the machine shall be limited to that set out in paragraph 2, and no other claims including claims for consequential damage or injury to person or property shall be admissible. All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

TECHNICAL DATA

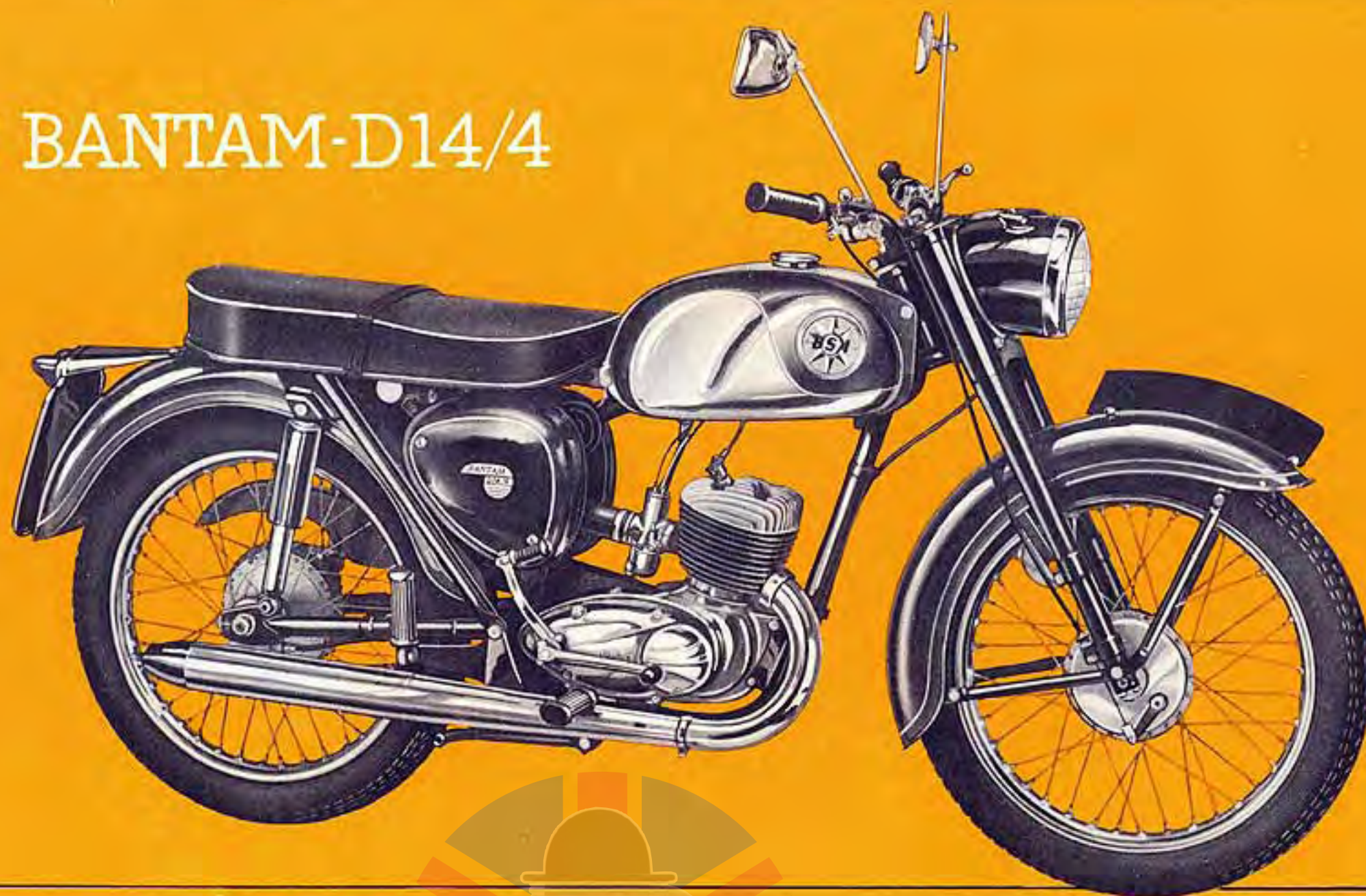
ENGINE	D14/4	D14/4S	BRAKES	D14/4	D14/4S	
Bore, mm. (ins.)	61.5 (2.42)		Diam., front, ins. (cms.)	5½ (13.97)		
Stroke, mm. (ins.)	58 (2.28)		Diam., rear, ins. (cms.)	5½ (13.97)		
Capacity, cc. (cu. ins.)	173 (10.55)		DUNLOP TYRES			
Compression Ratio	10					
Valves	None		Size, front	3.00 x 18		
Lubrication	Petrol		Size, rear	3.00 x 18		
Ignition	Coil		ELECTRICAL			
TRANSMISSION						
				Battery	10 a.h.	
				Headlamp dia. ins. (cms.)	5". (12.7)	
				Voltage	6	
				MISCELLANEOUS		

BSA Bantams are made by

BSA Motor Cycles Ltd.,
Armoury Road, Birmingham, 11



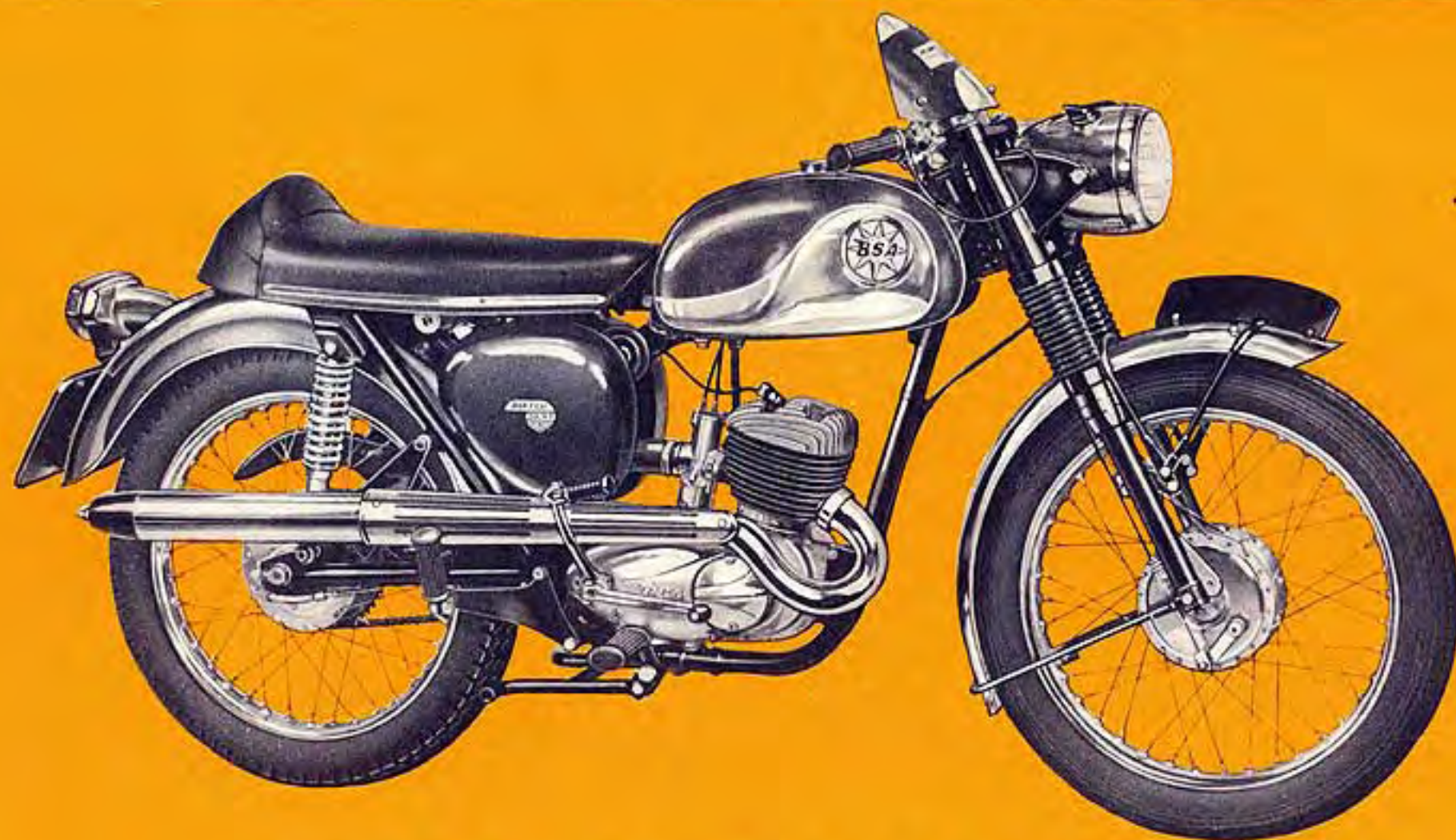
BSA BANTAM-D14/4



Meet the BSA Bantams—175 c.c. two-strokes offering a choice to fun-loving motorcyclists who take their fun—and their motorcycling—seriously. These machines, in their particular categories, are absolutely untouchable for sheer honest-to-goodness value for money. Look what they offer: A redesigned 175 c.c. engine with 10:1 compression ratio and which develops 13 b.h.p., providing real snappy performance at remarkably low running cost. Hydraulically-controlled suspension front and rear for maximum riding comfort. 5½ in. dia. brakes for super stopping power. Petroil lubrication, which means you have to refill with only one type of fuel—no separate oil supply to keep a check on.

The D14/4 Bantam is the "aristocrat" of the range. Now with 4-speed gearbox, a choice of two superb de luxe finishes, black and chrome or electric blue and chrome, and standard equipment which includes ball-ended levers, stainless steel handlebar mirrors, and pillion seat safety strap. You can confidently expect a performance of well over 60 m.p.h. and a petrol consumption of at least 100 m.p.g.

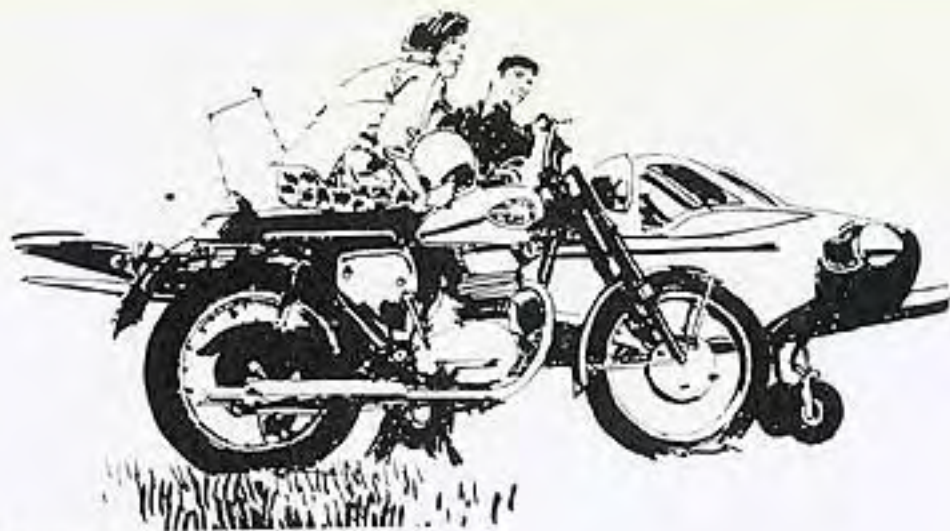




BSA BANTAM-D14/4S

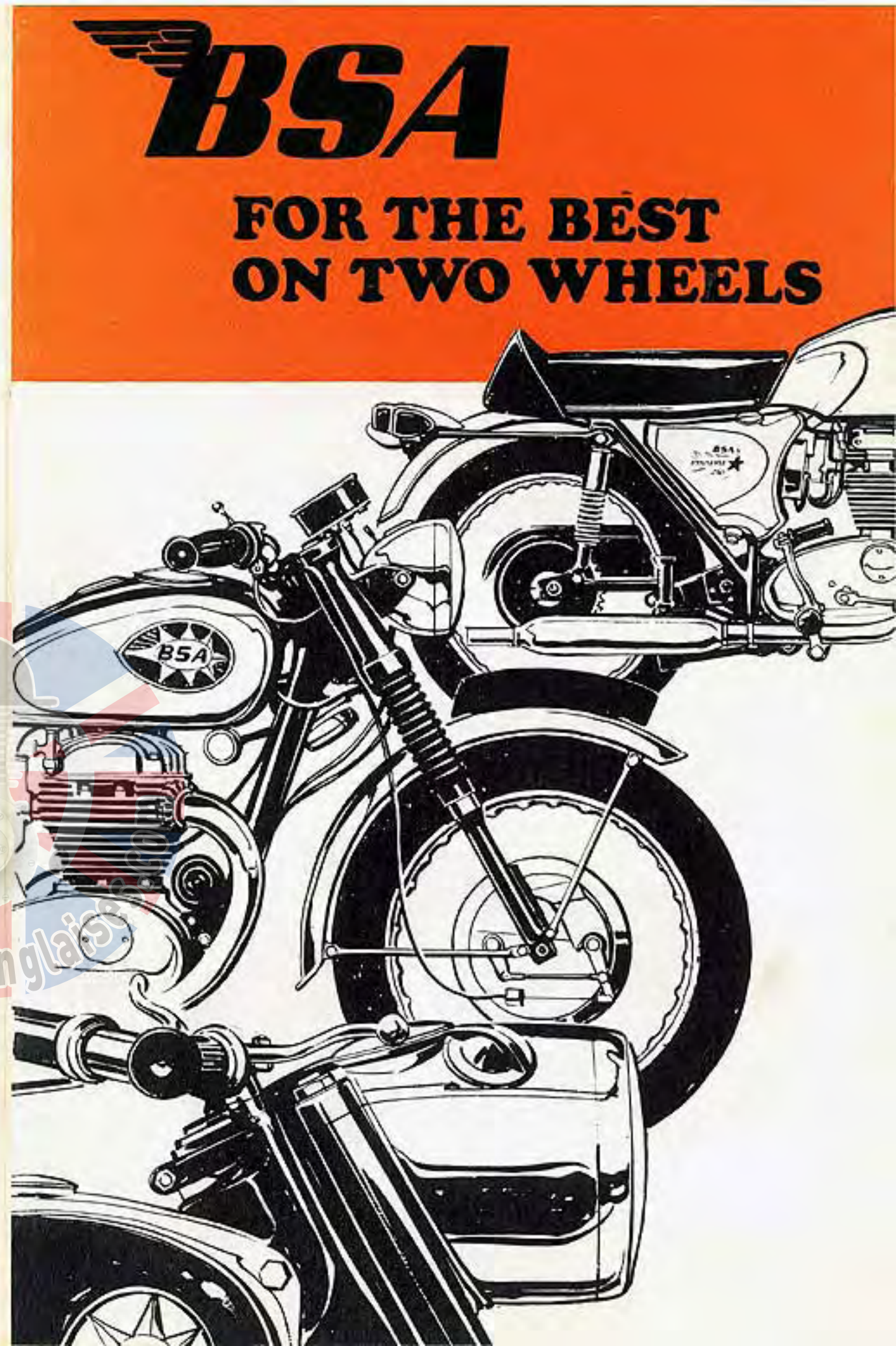
The D14/4S Bantam is a sports machine with a performance as snappy as its looks. That's why it has proved a real winner among sports enthusiasts ever since it was first introduced. The sporty specification includes re-designed 175 c.c. engine with new port shapes and timing; modified combustion chamber giving 10:1 ratio and power output of 13 b.h.p. at 5,750 r.p.m.; 4-speed gearbox; upswept exhaust system; racing type dual seat; full-width hubs; flyscreen; flamboyant red and chromium finish.





650 c.c. Spitfire Mk. IV Special

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 carburettors, 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 machine the looks to match its brilliant performance.



BSA

FOR THE BEST ON TWO WHEELS

BSA MOTOR CYCLES LTD ARMOURY ROAD BIRMINGHAM 11 ENGLAND
Telephone VICTORIA 2381
Telegrams: SELMOTO BIRMINGHAM

Ref. 3/68 EX Printed in England by W. P. Co. Ltd., Warwick

650 c.c. Lightning

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

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'.



BSA
For full-powered fun

SPECIFICATION

MODEL	175 cc D14/4	175 cc D14/4S	175 cc Bushman D14/4B	250 cc B25 Starfire	441 cc B44SS Shooting Star	441 cc B44VS Victor Special
ENGINE						
Bore, mm. (ins.)	61.5 (2.42)	58 (2.28)	61.5 (2.42)	67 (2.64)	79 (3.11)	79 (3.11)
Stroke, mm. (ins.)	58 (2.28)	58 (2.28)	58 (2.28)	70 (2.75)	90 (3.54)	90 (3.54)
Capacity, cc. (cu. ins.)	173 (10.55)	173 (10.55)	173 (10.55)	249 (15.19)	441 (26.9)	441 (26.9)
Compression ratio	10:1	10:1	10:1	10:1	9:4:1	9:4:1
Valves	None	None	None	O.H.V.	O.H.V.	O.H.V.
Lubrication	Petrol	Petrol	Petrol	Dry sump	Dry sump	Dry sump
Ignition	Coil	Coil	Coil	Coil	Coil	Coil
TRANSMISSION						
Sprockets:						
Engine	17	17	17	23	28	28
Clutch	38	38	38	52	52	52
Gearbox	16	16	16	16	17	17
Rear wheel	47	47	47	49	47	49
Top gear	6.58	6.58	6.58	6.92	5.14	5.36
Third gear	8.55	8.55	8.55	8.6	6.42	6.70
Second gear	12.04	12.04	12.04	11.4	8.97	8.84
First gear	18.68	18.68	18.68	13.6	13.6	14.20
Chain (front)	3/8 x 250	3/8 x 250	3/8 x 250	3/8 x 250	3/8 Duplex	3/8 Duplex
Chain (rear)	3/8 x 205	3/8 x 205	3/8 x 205	3/8 x 205	3/8 x 1/2	3/8 x 1/2
BRAKES						
Diam., front, ins. (cms.)	5 1/2 (13.97)	5 1/2 (13.97)	5 1/2 (13.97)	7 (17.78)	8 (20.32)	8 (20.32)
Diam., rear, ins. (cms.)	5 1/2 (13.97)	5 1/2 (13.97)	5 1/2 (13.97)	7 (17.78)	7 (17.78)	7 (17.78)
DUNLOP TYRES						
Size, front	3.00 x 18	3.00 x 18	3.00 x 18	3.25 x 18	3.25 x 18	3.25 x 19
Size, rear	3.00 x 18	3.00 x 18	3.00 x 19	3.50 x 18	3.50 x 18	4.00 x 18
ELECTRICAL						
Battery	10 a.h.	10 a.h.	E.T.	10 a.h.	10 a.h.	10 a.h.
Headlamp dia., ins. (cms.)	5" (12.7)	5" (12.7)	5" (12.7)	6 1/2 (17)	6 1/2 (17)	6 1/2 (17)
Voltage	6	6	E.T.	12	12	12
MISCELLANEOUS						
Fuel, galls. (litres)	2 (9)	2 (9)	2 (9)	1 1/2 (8)	1 1/2 (8)	1 1/2 (8)
Oil, pints (litres)	31 (79)	30 1/2 (77)	30 1/2 (77)	4 (2 1/2)	4 (2 1/2)	5 (3)
Seat height, ins. (cms.)	27 1/2 (73)	23 (58.4)	27 1/2 (73)	31 (79)	31 (79)	32 (81.3)
Width, ins. (cms.)	77 1/2 (196)	77 1/2 (196)	78 (198)	28 (71)	28 (71)	32 (81.3)
Length, ins. (cms.)	63 (17)	63 (17)	10 (25)	82 (208)	82 (208)	82 (208)
Clearance, unladen	6 1/2 (17)	6 1/2 (17)	7 1/2 (19)	7 1/2 (19)	7 1/2 (19)	8 1/2 (21.4)
Weight, lbs. (kilos)	215 (97)	221 (100)	222 (100)	306 (139)	329 (149)	306 (139)
MODEL	500 cc A50 Royal Star	650 cc A65-T Thunderbolt	650 cc A65-L Lightning	650 cc A65F-S Firebird Scrambler	650 cc A65-SS Spitfire Mk. IV	
ENGINE						
Bore, mm. (ins.)	65.5 (2.58)	75 (2.95)	75 (2.95)	75 (2.95)	75 (2.95)	
Stroke, mm. (ins.)	74 (2.91)	74 (2.91)	74 (2.91)	74 (2.91)	74 (2.91)	
Capacity, cc. (cu. ins.)	499 (30.45)	654 (39.91)	654 (39.91)	654 (39.91)	654 (39.91)	
Compression ratio	9:1	9:1	9:1	10:1	9:1	
Valves	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	
Lubrication	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump	
Ignition	Twin coil	Twin coil	Twin coil	Twin coil	Twin coil	
TRANSMISSION						
Sprockets:						
Engine	28	28	28	28	28	
Clutch	58	58	58	58	58	
Gearbox	18	20	20	20	20	
Rear wheel	47	47	47	47	47	
Top gear	5.41	4.87	4.87	4.87	4.87	
Third gear	6.2	5.58	5.58	5.58	5.58	
Second gear	8.67	7.8	7.8	7.8	7.8	
First gear	13.6	12.27	12.27	12.27	12.27	
Chain (front)	3/8 x 250	3/8 x 250	3/8 x 250	3/8 x 250	3/8 x 250	
Chain (rear)	3/8 x 205	3/8 x 205	3/8 x 205	3/8 x 205	3/8 x 205	
BRAKES						
Diam., front, ins. (cms.)	8 (20.32)	8 (20.32)	8 (20.32)	8 (20.32)	8 (20.32)	
Diam., rear, ins. (cms.)	7 (17.78)	7 (17.78)	7 (17.78)	7 (17.78)	7 (17.78)	
DUNLOP TYRES						
Size, front	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	
Size, rear	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	
ELECTRICAL						
Battery	10 a.h.	10 a.h.	10 a.h.	10 a.h.	10 a.h.	
Headlamp dia., ins. (cms.)	6 1/2 (17)	6 1/2 (17)	6 1/2 (17)	6 1/2 (17)	6 1/2 (17)	
Voltage	12	12	12	12	12	
MISCELLANEOUS						
Fuel, galls. (litres)	2 1/2 (10)	4 (18)	4 (18)	1 1/2 (8 1/2)	2 (25 1/2)	
Oil, pints (litres)	32 (81.3)	5 (3)	5 (3)	5 (3)	5 (3)	
Seat height, ins. (cms.)	28 (70)	32 (81.3)	32 (81.3)	32 (81.3)	32 (81.3)	
Width, ins. (cms.)	85 1/2 (216)	28 (70)	28 (70)	28 (70)	28 (70)	
Length, ins. (cms.)	8 (20.2)	85 1/2 (216)	85 1/2 (216)	85 1/2 (216)	85 1/2 (216)	
Clearance, unladen	8 (20.2)	8 (20.2)	8 (20.2)	7 1/2 (19)	8 (20.2)	
Weight, lbs. (kilos)	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.

175 c.c. Bushman D14/4B

A motorcycle for any type of country. Originally built for the Australian market for use in the unkind 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.



175 c.c. D14/4

The best value in the motorcycle world, low in price, economical to run. The D14/4 offers over 100 m.p.g. from its new 13 horse power 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 gear box, 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.



441 c.c. Shooting Star B44
The Shooting Star, the bigger brother of the Starfire, offers even more power unit is almost identical to the famous Victor G. P. Specifications include built-up crankshaft assembly, roller bearing big end and forged steel H-section connecting rod and forged steel H-section connecting rod. Finish is Cherokee Red and Chrome.



250 c.c. Starfire B25
This is the fastest production 250 ever made by B.S.A. Built round a competition type frame with glass fibre petrol tank and side panels sports incorporating a high performance Victor 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. Victor Special
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 exhaust, to mention a few of the special features of this eminently successful machine. Finished in B.S.A. racing Yellow, polished alloy and Chrome.



500 c.c. Royal Star and 650 c.c. Thunderbolt
The Royal Star, with its big brother, the 650 Thunderbolt, epitomise power and reliability. Two of the finest touring models ever made by B.S.A. combine surging power and vivid acceleration with steering and suspension that are both light and responsive to the rider and conditions. The Royal Star is finished in Flamboyant Red and Chrome and the Thunderbolt in Black and Chrome with Chrome plated guards as standard.



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