

Electric Starter

BSA GOLDSTAR SPECIALIST PEARSON EDWARDS STARTERS FITTING INSTRUCTIONS FOR BSA GOLDSTAR B31 & B33 350/500/600

I recommend that a Pearson clutch and oil seal is used when fitting the starter kit as the bearings in the mechanism unit must have a good supply of oil.

Battery preparation, follow the instructions on assembling the battery, once the liquid is sealed in the battery turn it onto its end so the negative terminal is facing to the floor, this is to aid the removal of any excess acid and leave to stand for 72 hrs. In this position.

Remove the Battery and charging regulator from tool box, outer primary cover, clutch unit, primary chain, Cush drive unit, inner case.

Fit new regulator and solenoid panel. The hole in the toolbox for the cables will need to be enlarged to 7/8" to take the extra wires. Ensure that you use a grommet to prevent chaffing.

Check the three threads in crank case... Longer bolts might be needed as the new inner case is thicker. A small amount has to be removed from the crank case where the oil feed pipe to the rockers was once used. Angled across to allow clearance for the sprocket on the back of the new inner primary

The inner is already polished but may need a slight matching to your outer primary as all outers vary slightly

If using the original inner primary, the chain guard should not need cutting, but please check.

Temporary fit inner case. Mark chain guard to be able to remove the part that fowls the fitting of the inner case, this is because the new inner case is thicker. Now remove chain guard by removing rear mud guard bracket. Remove end of guard with grinder with slitting disc. Refit guard check you have removed enough so when the suspension bottoms it won't touch.

Remove lower gearbox stud and the engine plate stud in front of the gearbox stud. Replace these with the starter motor mounting bolts, these to be fitted from the oil tank side. The starter can now be fitted, leave slack to be able to adjust chain later.

Temporary fit start engagement so it can be moved to adjust chain to Cush drive. Fit inner case
Temporary fit new sprocket to crank with Cush drive. Fit chain from engagement to crank sprocket. Move engagement so the chain is nice fit, not too tight. Mark around engagement with scribe, strip down so you can seal and tighten engagement to inner case. Reassemble fitting clutch and primary chain, ensure that you check the clutch and engine sprocket is running in-line as this may cause chain wear or clutch damage, adjustment can be made by the crankshaft spacer.

Fit battery in the original position but on its end with the terminals facing to the oil tank.

Battery to be connected negative earth, you will have to repolarize the dynamo. Fit starter button on handle bars on the throttle side. Swap the wires around on the amp meter as to see the charge is not showing as a discharge. Fit all new 12 volt bulbs. **Also ensure that you are running an inch of oil in the primary chain case to ensure that the mechanism gets oil, APPROX 380 to 400ml of 20/30 multi-grade oil**

Polarizing the dynamo to switch bike to negative earth:

Your battery's NEGATIVE terminal should be connected to the chassis or frame.

Disconnect the D & F wires from the dynamo. Run a wire from the unearthed terminal on the battery (i.e. positive) and "flash" it onto the F terminal on the dynamo. By flash I mean brush it over the F terminal 2 or 3 times until a small blue spark can be seen.

Contact Numbers for Assistance – Phil JNR 07930 109694 or Email info@bsagoldstar.bike

(IMPORTANT Batteries must be filled and left to stand for 24 hours)

12 Months Warranty on all parts from date of purchase.

Exide Y TZ14 BS Model

What's included:

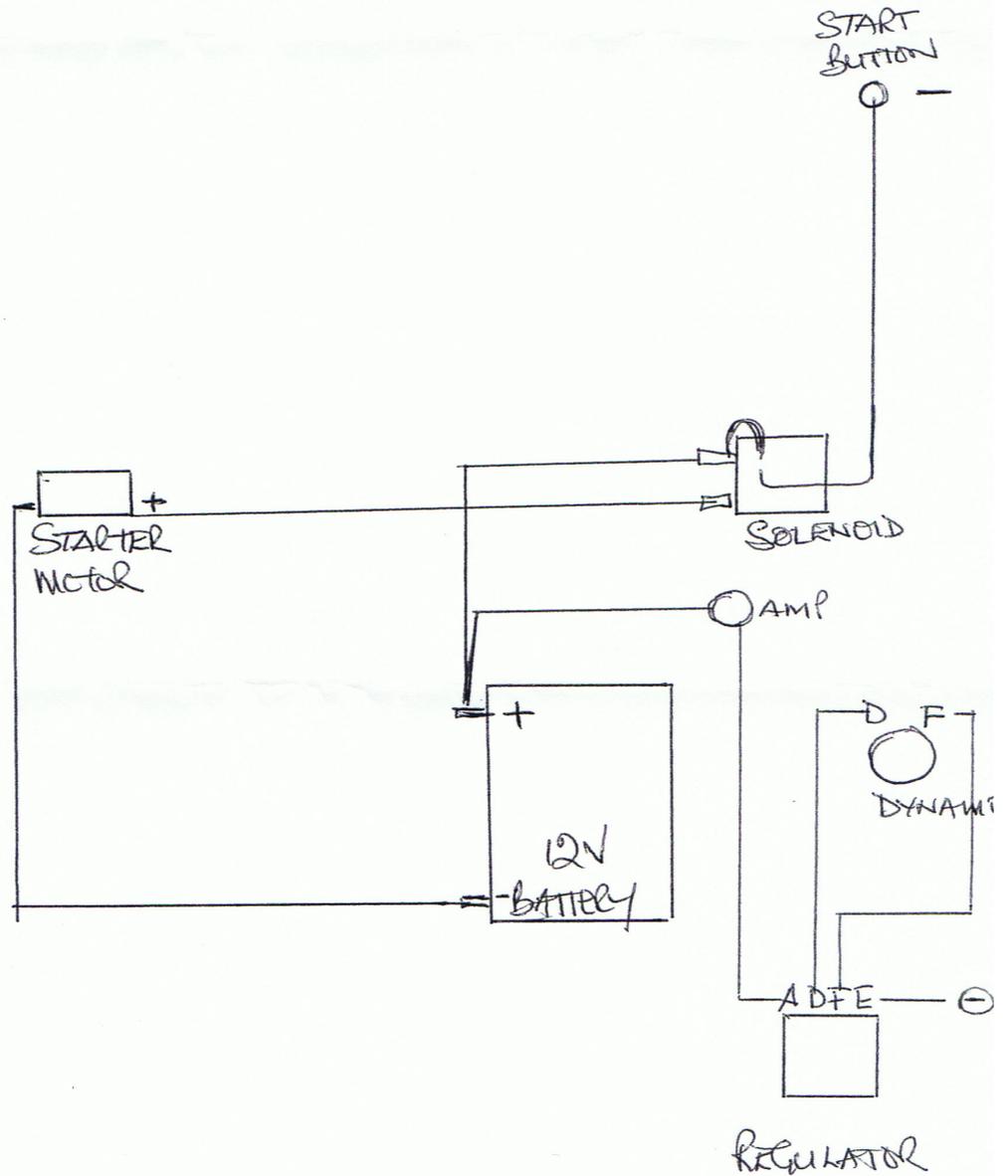
1. Inner Primary with Mechanism attached.
2. Electronic Panel with Regulator and Solenoid.
3. 4 Cables, Long Red for starter motor, Long Black for earth from battery to motor, Short Black earth from Battery to frame, Short red for battery to Electric Panel.
4. Gaskets, Inner Primary, Clutch Felt, Crank shaft gasket.
5. Bulbs x 4 (Headlight, 2 Side Lights, 1 Stop/Tail)
6. Sprocket of Choice, 21 22 or 23.
7. Chains x 2 with split links
8. Push Button Switch
9. Motor Assembly on bracket with bolts.

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REMOVE OLD CHARGE REGULATOR FROM TOOLBOX AND FIT NEW PANEL.

FIT NEW BATTERY, NOW TO BE NEGATIVE EARTH. POLARISE DYNAMO .FIT STARTER BUTTON AND RUN WIRE FROM SOLENOID TO BUTTON.

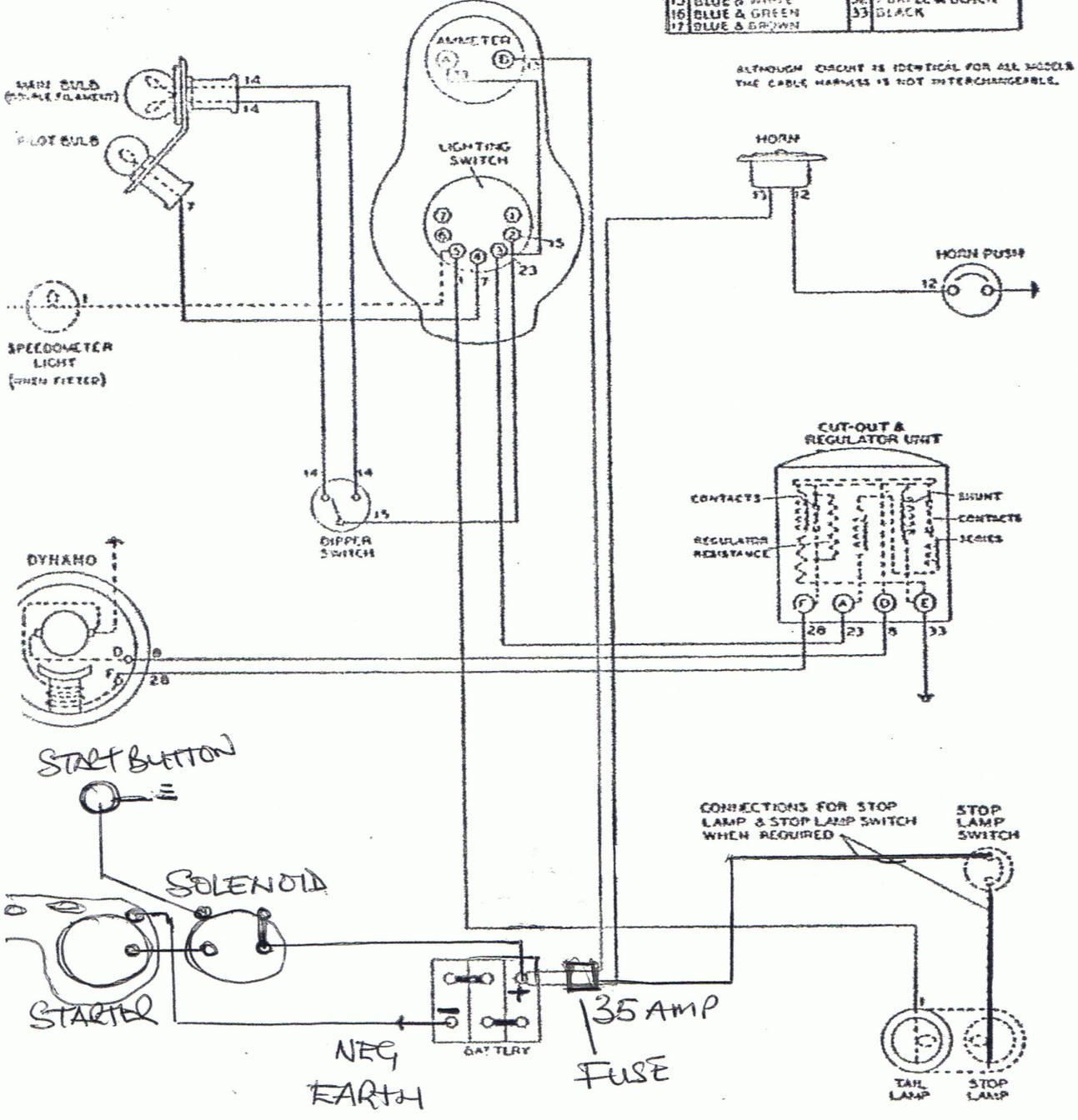
CHANGE OVER WIRES ON AMP METER . CHANGE ALL BULBS TO 12 VOLT.



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2	RED & YELLOW	12	DIANE & BLACK
3	RED & BLUE	20	WHITE
4	RED & WHITE	21	WHITE & GREEN
5	RED & GREEN	22	WHITE & BROWN
6	RED & BROWN	23	WHITE & PURPLE
7	RED & BLACK	24	WHITE & BLACK
8	YELLOW	25	GREEN
9	YELLOW & BLUE	26	GREEN & BROWN
10	YELLOW & GREEN	27	GREEN & PURPLE
11	YELLOW & BROWN	28	GREEN & BLACK
12	YELLOW & PURPLE	29	BROWN
13	YELLOW & BLACK	30	BROWN & PURPLE
14	BLUE	31	PURPLE
15	BLUE & WHITE	32	PURPLE & BLACK
16	BLUE & GREEN	33	BLACK
17	BLUE & BROWN		

REAR VIEW OF PANEL
PANEL MOUNTED ON HEADLAMP



ALTHOUGH CIRCUIT IS IDENTICAL FOR ALL MODELS
THE CABLE HARNESS IS NOT INTERCHANGEABLE.