



STEWART ENGINEERING

THE SUNBEAM SPECIALISTS

Sunbeam Service Sheet No. 2

Subject: **Adjustment of Engine Dampers (Models S7 and S8)**

Date: **September 1951**

The engine suspension of this model incorporates flexible mountings which absorb engine vibration. It is essential that the damper fittings be correctly adjusted when the unit is refitted to the frame. Furthermore if maximum efficiency is to be maintained, the damper clearances must be checked by means of a feeler gauge, and if necessary adjusted every 1,000 miles.

The damper plate at the top rear of the engine carries two horizontally opposed torque reaction buffers. The clearance between each of these buffers and the damper plate must be .015" to .020", giving an overall clearance of .030" to .040".

*Two more buffers are situated on either side of the base of the crankcase. The clearance between each of these buffers and the corresponding stops on the down tube must be .015" to .020".

Slotted washers .010" thick, part number 89-4412 are provided for fitting between the down tube and the head of the crankcase buffer stop, to compensate for wear on the buffer. When fitting new buffers, clearances may be increased to the correct setting by taking down the face of the buffer with fine emery cloth.

TO CHECK THE CLEARANCES, forcibly tilt the engine in each direction, checking the clearance between each buffer and its stop.

Slacken the torque reaction buffer clip and centralise the buffer so that the limit of movement in each direction is taken up simultaneously on both top and bottom buffers.

Tighten the nuts.

***NOTE:**

On later models, stops are fitted in place of the rubber buffers in the crankcase and adjustable buffers are fitted in the frame.

To adjust this mounting, undo the buffer locknut and rotate the buffer until the correct clearance is obtained.

SERVICE DEPARTMENT
B.S.A. CYCLES LIMITED