

BSA Bantam Models

Here is some of the BSA Bantam history throughout the years, this includes the changes the Bantam went through during the course of 23 years in production. Should you notice any mistakes, errors or have any information about Bantams that I have missed or made an error with, please let me know. Any new information or personal views would be welcome.

1948 D1

Engine No:

UYD-101

Frame No:

YD-101

CC: 125cc

Colours:

All-over mist green, cream tank panels lined in red & gold. Maroon winged BSA logo. Piled-arms transfer on toolbox with 'BSA Cycles' lettering.

Changes:

After the first production models, fork gaitors were added.

1949

Engine No:

UYD-101

Frame No:

YD-101

Colours:

These were the same as the 1948 models, but had Bantam 'Cockerel' motif transfers applied to the tank panels.

Changes:

Originally a rigid frame, there was the introduction of a plunger frame, recognised by an 'S' in the serial number. The Bantam 'Cockerel' was introduced up to frame 'YD-2850'. The main or centre stand was being held up by the use of a 'C' shaped bracket & spring instead of using a clip. Also introduced was the D1 competition model.

1950

Engine No:

UYD-20001 / UYDL-101 (Lucas), YD-20001 / YDL-101 (Lucas)

Frame No:

YD1-20001 (Rigid models)

YD1S-20001 (Plunger models)

CC: 125cc

Colours:

No colour changes to the 1949 model.

Changes:

Bantam models from frame number YD24813 used an exhaust pipe being positioned over the rider footrest. Also, this year saw the introduction of the De-Luxe model with a Lucas generator and battery lighting system.

1951

Engine No:

YD1-40001 / YDL1-3001 (Lucas)

Frame No:

YD1-40001 (Rigid models)

YD1S-40001 (Plunger models)

CC: 125cc

Colours:

These were the same as the 1950 model.

Changes:

These used the Amal 361/1 carburettor, which replaced the 261/001D. The push-pull 'hexagon for on' fuel tap was replaced by the 'pull and turn' type. The Geni-Mag was replaced by the Wico-Pacy series 55 Mk 8 Generator from engine YD1-40661. The De-Luxe model Bantam used an electrical horn as standard with the button mounted in the handlebar. It had a revised light switch. Frame number up to: YD1-57331 and YD1S-57331, fork bushes were not detachable.

1952

Engine No:

YD1-63001 (Wico-Pacy)

YD1L-8001 (Lucas)

Frame No:

YD1-64001 (Rigid)

YD1S (Plunger)

CC: 125cc

Colours:

Same as the 1951 model.

Changes:

The strength of steering headstock was improved, it also used a headlamp switch fitted to models with direct lighting models.

1953

Engine No:

BD2-101 (Wico-Pacy)

BD2L-101 (Lucas)

Frame No:

BD2-101 (Rigid)

BD2S-101 (Lucas)

CC: 125cc

Colours:

Same as 1952 model, there was also a black option available.

Changes:

Wheel rims got a chrome-plated makeover, the rear wheel spindle diameter was increased, there also was a dual seat option, & the pillion footrests were a standard fitting. A tubular type replaced the previous Bantam models flat type silencer. The crankcase screws were increased from 11 to 13, and the engine numbers were stamped under the carburettor instead of the front mounting lug. The De-Luxe Bantam D1 (Lucas) model was discontinued. It also used a new style front mudguard, using fixing mounts on the lower fork leg and was slim-valenced.

1954

Engine No:

D1 models: BD-101 (Direct & Comp) / BDB-101 (Battery)

D3 models: BD3-101 (Direct & Comp) / BD3B-101 (Battery)

Frame No:

BD2-14600 (Rigid models)

BD2S-14600 (Plunger models)

CC: 125cc & 150cc

Colours:

The D1 was as 1953. All wheel rims were chrome-plated, Pastel Grey with cream tank panels & 'Bantam Major' tank transfers added. These also had the 'BSA Motorcycles' piled-arms transfers on the toolbox.

Changes:

The D1 had a headlamp cowl added; the D3 Bantam Major was introduced. The engines had larger fins added to all models. There were heavier forks for the D3

models, rubber-damping tubes were added to all the forks. The rear stop/tail unit fitted to the battery models housed 3 bulbs. Right-hand side crank oil seal, which was positioned between the bearings, was altered and positioned against the flywheel. Thick rim flywheels, similar to the Lucas type were fitted to all models, as well as having oil-way drillings to allow the gearbox and primary chaincase oil to lubricate the right-hand main bearing.

1955

Engine No:

D1 models, DD-101 (Direct & comp) / DDB-101 (Battery).

D3 models, BD3-5138 (Direct & comp) / BD3B-5138 (Battery)

Frame No:

BD2-34701 (Rigid)

BD2S-34701 (Plunger)

CC: 125cc & 150cc

Colours:

Same as for the 1954 model, there was also a Maroon option available for the D1 model.

Changes:

There was a circlip introduced with the left-hand crankcase seal, the cylinder head & barrel stud centres were increased to 55mm.

1956

Engine No:

D1 models, DD-4801 (Direct) / DDB-3301 (Battery).

D3 models, BD3-10401 (Direct) / BD3B-12801 (Battery)

Frame No:

D1 models, BD2S-55001

D3 models, CD3-101

CC: 125cc & 150cc

Colours:

Same as for the 1955 model.

Changes:

The fuel tank filler cap was moved from the left-hand to the right-hand side. The DD & DDB model engines used shims fitted to the left-hand side of the main bearing. The D1 Competition & Rigid frames were discontinued, the D3 had the swing-arm frame only and the crankshaft oil fan replaced the plain collar.

1957

Engine No:

D1 models, DD-4801 (Direct) / DDB-3301 (Battery)

D3 models, BD3-10401 (Direct) / BD3B-12801 (Battery)

Frame No:

D1 models, BD2S-55001

D3 models, CD3-101

CC: 125cc & 150cc

Colours:

D1 models as per 1956. D3 models had the 'Black & Maroon' options available.

Changes:

This year saw the left-hand main bearing oil seal being positioned against the flywheel, with an additional left-hand oil seal added. There needed to be some drilling holes to enable the gearbox oil to lubricate the main left-hand bearing.

1958

Engine No:

D1 models, DD-8577 (Direct) / DDB-7849 (Battery)

D5 models, ED5-101 (Direct) / ED5B-101 (Battery)

Frame No:

D1 models, BD2S-65001

D5 models, FD5-101

CC: 125cc & 175cc

Colours:

D1 as per 1957. Black or Maroon options with the 'Bantam Super' tank transfer.

Changes:

The D5 replaced the D3 Major model, the crankcase studs were moved out to 60mm, (this was the D5 only). Big-end bearings with Duralamin cages were new, also radial drillings in the con-rod for all the models.

1959

Engine No:

D1 models, DD-10812 (Direct) / DDB-10628 (Battery)

D7 models, ED7-101 / (Direct) / ED7B-101 (Battery)

Frame No:

D1 models, BD2S-67581

D7 models, D7-101

CC: 125cc & 175cc

Colours:

D1 as per 1958 model. D7 models: 'Super black with ivory petrol tank panels & 'Bantam Super' tank transfers.

Changes:

The Bantam D5 model was replaced by the D7 model. The D7 model's engine had a left-hand outer cover with a 'Super' inscription on it, also the cycle & frame parts were completely revised.

1960

Engine No:

D1 models, DD-12501 (Direct) / DDB-12501 (Battery)

D7 models, ED7-1501 (Direct) / ED7B-7001 (Battery)

Frame No:

D1 models, BD2S-70501

D7 models, D7-8101

CC: 125cc & 175cc

Colours:

D1 models, The forks, headlamp, toolbox & frame were painted black, the tank & mudguards were in the mist green colour with the tank panels being ivory with red & gold lining. The options also included black or fuchsia red.

D7 models, they had black frame, forks & headlamp nacelle. The tank, mudguards & the central compartment were available in sapphire blue, fuchsia red or black with ivory tank panels.

Changes:

D1 models had the headlamp, frame & forks finished in black. D7 models were to have lugs added to the frame & lower steering yolk for the use on a padlock.

1961

Engine No:

D1 models, DD-14501 (Direct) / DDB-14501 (Battery)

D7 models, ED7-3001 (Direct) / ED7B-15501 (Battery)

Frame No:

D1 models, BD2S-73701

D7 models, D7-18401

CC: 125cc & 175cc

Colours:

Same as the 1960 models , the fuchsia red was changed to royal red.

Changes:

The bronze bushes on the little end were replaced for better wearing needle roller bearings. The tank also saw a change, red plastic (acrylic) pear shaped badges were added.

1962

Engine No:

D1 models, DD-15481 (Direct) / DDB-16413 (Battery)

D7 models, ED7-4501 (Direct) / ED7B-23001 (Battery)

Frame No:

D1 models, BD2S-76680

D7 models, D7-27450

CC: 125cc & 175cc

Colours:

Same as the 1961 D1.

Changes:

New silencer added, the bike had revised gearbox ratios & detail changes to the lay shaft. The rear wheel sprocket went from 46 teeth to 47 teeth. The small end of the con-rod received a needle bearing. There were 3 extra crankcase screws added.

1963

Engine No:

D1 models, DD-16129 (Direct) / DDB-17606 (Battery)

D7 models, ED7-5505 (Direct) / ED7B-26904 (Battery)

Frame No:

D1 models, BD2S-78746

D7 models, D7-33268

CC: 125cc &175cc

Colours:

Changes:

The Bantam D1 was discontinued. The silencer was revised and the bikes had magnetic type Speedo's introduced on them.

1964

Engine No:

D7 models, ED7-6887 (Direct)

FD7-101 (Battery)

Frame No:

D7 models, D7-38400

CC: 125cc & 175cc

Colours:

Same as the 1963 model, also had the option of chrome plating on the tanks side panels.

Changes:

The bikes received detail changes to the big end to assist with the lubrication, with a stub form tooth on the gearbox profiles.

1965

Engine No:

D7 models, ED7-9001 (Direct)

FD7-3001 (Battery)

Frame No:

D7 models, D7-42878

CC: 125cc & 175cc

Colours:

D7 models, D7 De-Luxe had ruby red with white lining on the mudguards and side panels. The tank received changes, chrome plated tank with used round 'Silver Star' badges.

Changes:

The D7 'De-Luxe' models were introduced. It used a new style exhaust, there was no fishtail exhaust, the control levers were ball-ended, had a grab rail for a dual seat. The fuel tank changed to a new style.

1966

Engine No:

D7 models, ED7-101 (direct)

FD7-9076 (battery)

Frame No:

D7 models, D7-49855 to 51960

CD7-101 to 8616.

CC: 175cc

Colours:

Same as the D7 De-Luxe 1965 model, D7 Silver Blue with silver tank panels also had round Silver Star plastic (acrylic) tank badges.

Changes:

The Bantam Silver replaced the Bantam D7 Super. During this year the D10 was introduced. The D10 Supreme was similar to the D7 'De-Luxe', the D10 Sports used a 4 speed gearbox, a racing seat, a high-level exhaust & had a fly screen. The D10 Bushman also used a 4 speed gearbox, lower gearing, had a high cradle frame, used an up swept exhaust & larger rear tyres.

1967

Engine No:

D10 models, Supreme D10-101

Sports & Bushman D10A-101

Frame No:

D10 models, Supreme D10-101

Sports D10A-101

Bushman BD10A-101.

CC: 175cc

Colours:

These models had black frame and forks, D10 Supreme Flamboyant blue & had a chrome tank with matching blue mudguards & centre plate.

D10 Silver was as the D7 Silver. The D10 Sports was as the Supreme but Flamboyant red which had a black & white chequered tape down the centre of the petrol tank.

The D10 Bushman was finished in bushfire orange with a white tank & centre panels, along with white mudguards.

Changes:

The Sports & Bushman were supplied with heavier front forks & all models used the Amal concentric carburettors.

1968

Engine No:

D14 models, Supreme & Sports D13B-101 to 780 & D14B-781

Bushman D13C-101 to 780 & D14C-781

Frame No:

D10 models, Supreme D13B-101 to 780 & D14B-781

Sports D13B-101S to 780 & D14B-781S

Bushman BD13C-101 to 780 & D14C-781B

CC: 175cc

Colours:

The Bantam D14/4S was as the Sports but it had the tank base colour & chrome partitioning reversed. The D14/4B was as the D10 Bushman.

Changes:

The Bantam D14/4 models the D14/4 Supreme, the D14/4S Sports & the D14/4 Bushman were introduced. These used a larger diameter exhaust pipe & had a 10:1 compression ratio.

The new 2 letter coding which was introduced was used to denote the age / month & year of manufacture of all vehicles. These were set as each letter indicates a month;

A = Jan, B = Feb, C = March, D = April, E = May, G = June, H = July, J = Aug,

K = Sept, N = Oct, P = Nov, X = Dec

The year codes were as were represented as;

C = Sept 1968 to July 1969, D = Aug 1969 to July 1970, E = Aug 1970 to July 1971

1969

CC: 175cc

Colours:

The B175 was Flamboyant Blue as the D14/4 Supreme model.

Changes:

The B175 & B175 Bushman was introduced in the February of this year. It was similar to the D14/4, used an improved crankshaft, clutch needle bearings & used UNF types of threads. It had a centrally fitting spark plug and used heavier type forks with use of the rubber gaiters.

1970

CC: 175cc

Colours:

1970 model, Flamboyant Blue, Red & an all black version

1970

CC: 175cc

Colours:

These were black only.
