

From Roger at Draganfly. <http://draganfly.co.uk/>

Well here is the info you asked for! I started with a listing that I compiled, before the despatch records were available, from numbers given to me by customers and recorded at rallies etc. Although I am a railway buff I have never been train spotting!

It would appear that Burman's changed their models around the end of the year rather than the industry norm of around September, which is why there is more than one gearbox listed for some years. I have included the month letter of the second gearbox in a particular year, which will give a guide to when it was introduced. It is not possible to be more accurate than that, as it is quite clear from the records, that the gearbox was fitted from a particular date and not from a particular engine number. As the bikes were not built in engine number order it is not possible to give an engine number in spite of some sources giving a number for the introduction of the GB gearbox.

All Burman boxes from 1946 onwards have a number commencing with the model then a month letter, year and then serial number. The month letter uses 'A' for January, 'B' February etc through to 'M' for December ('I' was not used). The gearboxes were undoubtedly stamped at Burmans' and consequently are likely to be dated a little earlier than the despatch date, although not by much usually. The CP and BA boxes both start 'G' only the NH and 1948 KH G50, G67 and G76 were CP boxes (not including VCH here).

Variations in brief are:-

1947 change to chronometric speedo gears

1948 bushes altered from being part of the gears to being fixed on layshaft, clutch splines lengthened and sprocket oil seal added.

1950 amendment to speedometer ratio.

1956 mainshaft length increased on swinging arm models so that extra clearance is created for the FERC by moving the clutch out.

All BA boxes are essentially the same apart from speedo ratios changing every 5 minutes and the SQ4 with a longer mainshaft, sleeve gear and different kickstarter ratio. Likewise all GB boxes are essentially the same apart from the mainshafts and SQ4 kickstarter ratio (again I am not including competition models). GB, by the way, does not seem to indicate a particular design of gearbox as the Leader, Colt and my 1953 150cc Excelsior all have gearboxes prefixed 'GB'! Strictly speaking the 'CP' should be called 'C' as the P refers to 'Pivotal' as opposed to being mounted on studs and really if the CP is called 'CP' the BA ought to be called 'BAP' but this term is usually used for the BA fitted to Panthers and Vincent Comets. Burmans' are almost as confusing as BSAs'!

I could go on but you are all probably asleep by now.

	NH	VH/VB/VHA	KH	SQ	VCH or HS
1946	G6	G7		G8	
1947	G6	G7		G8	
	G30K46	G31K46		G32A47	
1948	G30	G31	G50	G32	
	G41D48	G48D48	G67D48	G49D48	
	G75G48	G77G48	G76H48 *	G78G48	
	The later 2 gearboxes have sprocket oil seal and other modifications.				
1949	G75	G77	G76	G78	G70
	G92M48	G90K48	G89M48	G91A49	G90
			G90F49		
			G107M49 !!		
1950	G92	G90	G90	G91	G70/80 £
	G108M49	G107M49	G107M49 !!	G106M49	G90/98/107 £
		Later gearbox has modified speedo drive gear ratios.			
1951	G108	G107	G107	G106	G107
			G108 !!!		
1952	G108	G107	G107	G106	G107/GB6 £
	GB5	GB6M51	GB6A52	GB7	GB9/10 £

GB fitted from	Approx TB 707 3/1/1952	Approx TC 1522 (VHA TCA 143) 9/1/1952	Approx TE 1025	Approx TM 571	Approx TR 132
1953	GB5	GB6	GB6	GB7	GB6/10 £
1954	GB5	GB6	GB6	GB7	GB34
1955	GB5	GB6	GB6	GB7	GB5/6/34 £
1956	GB39	GB40	GB40	GB7	GB45
1957	GB39	GB40	GB40	GB7	GB45
1958	GB39	GB40		GB7	GB45
	LH	HT	FH	Leader	
1954	GB30		GB25		
1955	GB30	GB11	GB25		
1956	GB33	GB47	GB44		
1957	GB33	GB47	GB44		
1958	GB33	GB47	GB44		
1959-65				GB55	

* Only 14 bikes!

!!! 2 only, making this a rather rare gearbox.

!! Production of 1949 models continued into January 1950, although the 1950 production had already started.

£ Optional gearboxes fitted rather than changes over time, except for the G107