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EASTERN STATES DISTRIBUTOR FOR BSA MOTORCYCLES / A SUBSIDIARY OF THE BIRMINGHAM SMALL ARMS COMPANY, LTD. OF ENGLAND

despatch to all dealers:

SERVICE BULLETIN #3-69

January 21, 1969

FROM: Walter Brown, Service Manager

SUBJECT: Oil Pressure Switch - All 1969 "A" Models.

All the motorcycles in the 1969 "A" Model range have an oil pressure switch fitted to the engine to indicate if there is insufficient oil or some failure in the lubrication system.

The switch is screwed into the crankcase adjacent to the release valve and is checked and pre-set by the manufacturer before being fitted to the engine at the factory.

Part number for this item is 19-6504 (Smiths PS.5307/05) and it has a 1/8" x 27 T.P.I. dryseal NPTF thread.

Electrical connection to the switch is by means of a "Lucar type" snap connector on the top of the switch body and a corresponding female connector in the wiring loom.

On switching the ignition to the starting position the oil warning light will operate but should then go out when the engine is started and the oil circulates.

Should the lubrication system malfunction in any way the oil pressure switch will operate by lighting the RED indicator on the headlamp, thus warning the rider who must immediately stop the machine and investigate the cause.

This switch cannot be adjusted, if it is found to be faulty, it must be replaced as repair is not possible.

When replacing the switch with a new one it is not necessary to use any form of gasket cement but it must be checked that the new one bears the identification 5307/05. The 05 suffix denotes that the switch is pre-set to 5 lbs. P.S.I. and it is possible to have a switch, identical in appearance, with other pressure settings (i.e. /10 or /15) which are not suitable.