

HINTS AND TIPS ON

SERVICE

For **BSA** Dealers

from **BSA** Incorporated, 639 Passaic Avenue, Nutley, N. J.

Service Bulletin #200

December 3, 1965

WARNING! YOU MUST READ AND ACT

ON THE INFORMATION CONTAINED IN

THIS SPECIAL FACTORY SERVICE

BULLETIN

BATTERIES AND FUSE IN 1966 A65 LIGHTNING, THUNDERBOLT AND ROYAL STAR 500 MODELS: MUST BE INSPECTED & SERVICED AS FOLLOWS:

It will be necessary for you to call in the new 1966 A50 and A65 models you have sold, and inspect the machines you have on your floor or in stock and take immediate action as instructed below:

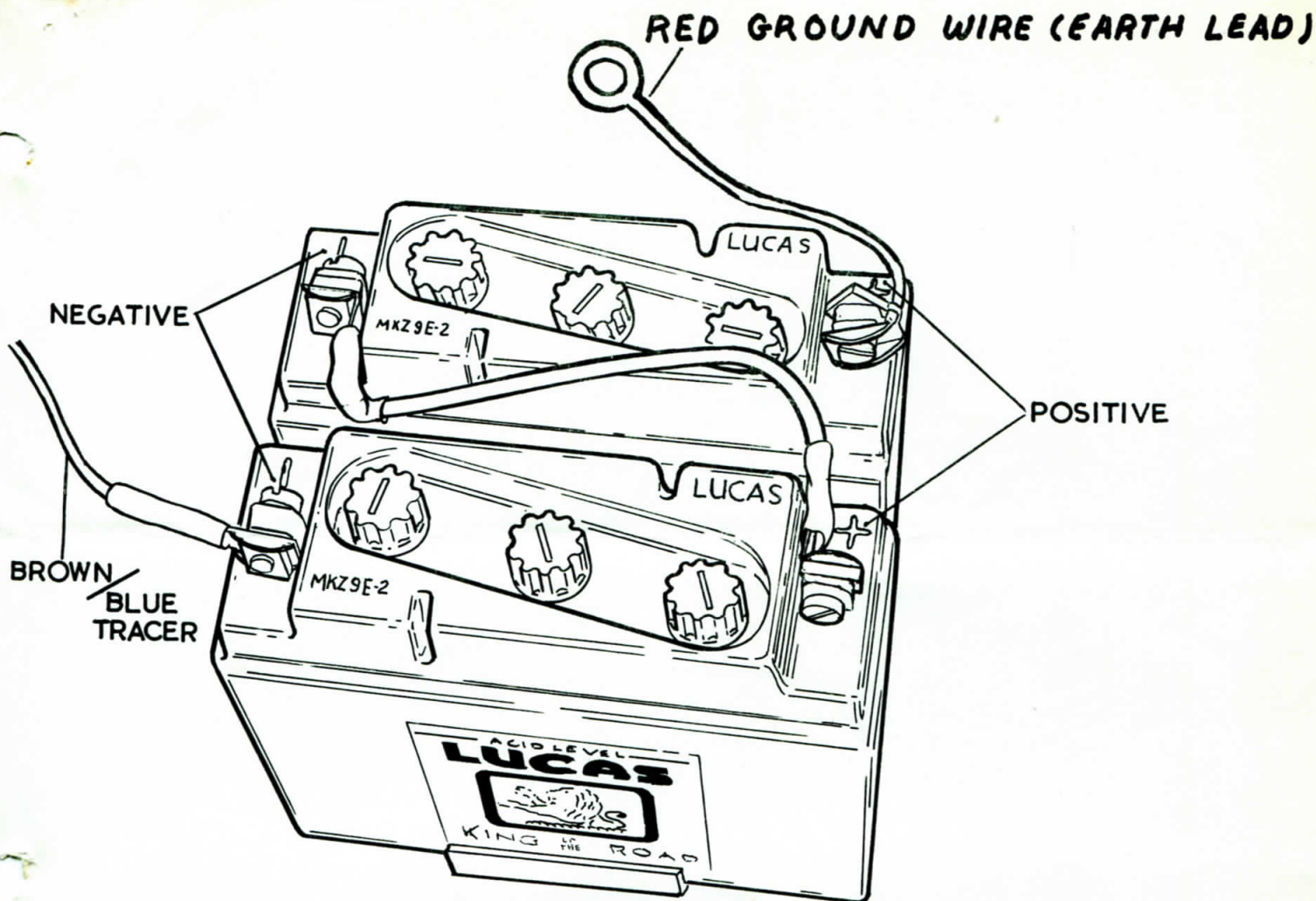
1. You must double check the batteries to make sure they are assembled correctly as shown on the attached sketch.
2. You must remove the fuse from the battery ground wire (earth lead) and replace with a standard non-fused wire as instructed on the attached sheet.
3. It is of utmost importance that you take this action immediately to prevent an excessive overload in the heat sink which is designed to function in connection with the Zener diode, and which could lead to mechanical engine failure should the present ground fuse blow out.

Please study the sketch and instructions attached and make the corrections at once.

Thank you for your cooperation.

WB/jw
Encl.

Walter Brown
WALTER BROWN
Service Manager

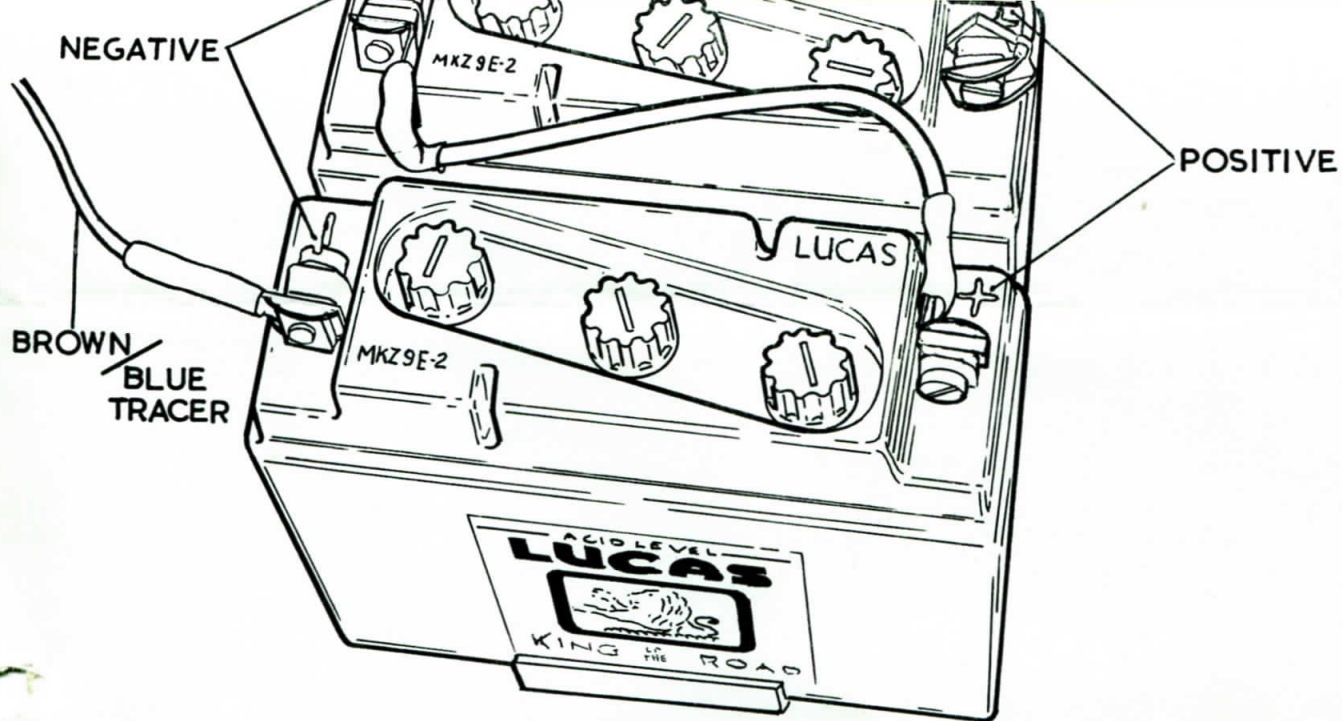


1966 A50 and A65 Models.

The first deliveries of 1966 battery ignition models are fitted with fuses in the red earth (ground) wire from the positive battery terminal. Experience has shown that failure of this fuse can lead to mechanical trouble should the engine continue to run while the battery is in open circuit.

To safeguard against this problem, the red fused lead must be replaced by a ground wire without a fuse before machines are sold.

In addition to this replacement it is important to note that a few machines have left the factory with the uncharged batteries fitted to the machine the wrong way round. Dealers must note the correct position of each



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In addition to this replacement it is important to note that a few machines have left the factory with the uncharged batteries fitted to the machine the wrong way round. Dealers must note the correct position of each battery and the wires connecting the batteries as shown in the above illustration and should not simply replace the battery pack in its original position following filling and initial charge.

Caution: Be sure the battery connecting wires are in place and do not touch or rub against the battery carrier bracket.