Oil pump retaining pin: variations

Introduction

There are some small variations to the oil pump drive spindle retaining pegs. These variations are described in this article.

Variations

There are various oil pump drive spindle retaining pegs for different BSA models which share the same dimensions apart from the length. However, of particular note is the fact there are two different ones used for the M20/21 depending when the bike was built.

Wartime models and those produced until the beginning of the 1948 model year used Part No.66-2579. This was used in conjunction with Part No. 1-4621, which was a washer (oil pump drive spindle retaining pin washer).

Machines built after this used Part No. 65-2580 and the washer was deleted. The difference between the two pins is a length difference of approx .050".

Left: long version (65-2580), right: short version with washer (66-2579 and 1-4621).

From the outer end of the 'short' pin to the shoulder where it is reduced to engage the pump drive shaft is approx. .800" and this must be fitted with the washer to ensure correct engagement. The longer, later, pin measures approx. .850" between the same two points.

66-2579 fitted without 1-4621.

66-2579 fitted with 1-4621.

65-2580 fitted.

Another point worth noting is an error in the BSA workshop manuals. The manual advises using a timing cover screw (1/4" whitworth) to screw into the end of the pin to assist in its removal from the crankcase. The pins in fact have a 1/4" cycle thread internal thread. The error dates back to the pre war period when 1/4" cycle thread was used for cover screws.

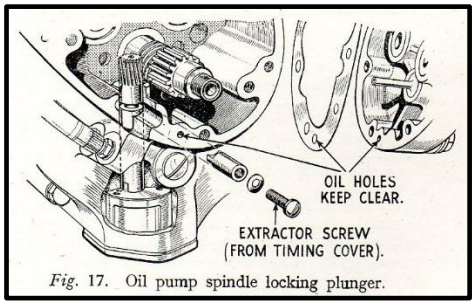

Fig. 17. Oil pump spindle locking plunger.

The error in the BSA manual.

And finally, if you have the pin with the washer fitted (at its outer end) the screw won't pass through the hole in the washer. The washer must be removed first.

The washer is not a standard 1/4" washer, as well as having a smaller hole in the middle the outside diameter is smaller. It is a snug fit into the crankcase and will need to be prised out using a small screwdriver or similar.

If making a washer from a standard 1/4" washer carefully file the outside diameter until it is a good fit in the crankcase and don't forget to check its thickness. There are some standard washers close the right dimension.