AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

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Replaces No. 562

CHECK AND SET IGNITION TIMING IN ADVANCED POSITION
ELECTRA GLIDE / SPORTSTER / SERVI-CAR

Although it has been the practice in the past to set the ignition timing in the retarded cam position on these models, it is now factory practice to set all production engines with circuit breaker cam fully advanced. Correct advanced timing is; 35° B. T. C. on Electra Glide, 45° B. T. C. on Sportster and 30° B. T. C. on Servi-Car models.

This practice is recommended for service timing checks also because good engine performance requires correct advanced timing and this procedure eliminates any variation which may occur in degrees of cam advance because of a tolerance build-up in parts. Retarded cam timing is not as critical since it is effective only at low speeds.

When checking or setting timing with a circuit tester or Strobe timing light according to procedure in Service Manual, ignition should occur when single mark on flywheel is in center of inspection hole in crankcase.

Note that cam must be turned clockwise with flyweights against stops, and held in this position while checking timing with a circuit tester. If a Strobe light is used engine must be run at 2000 RPM speed to be sure cam is fully advanced.

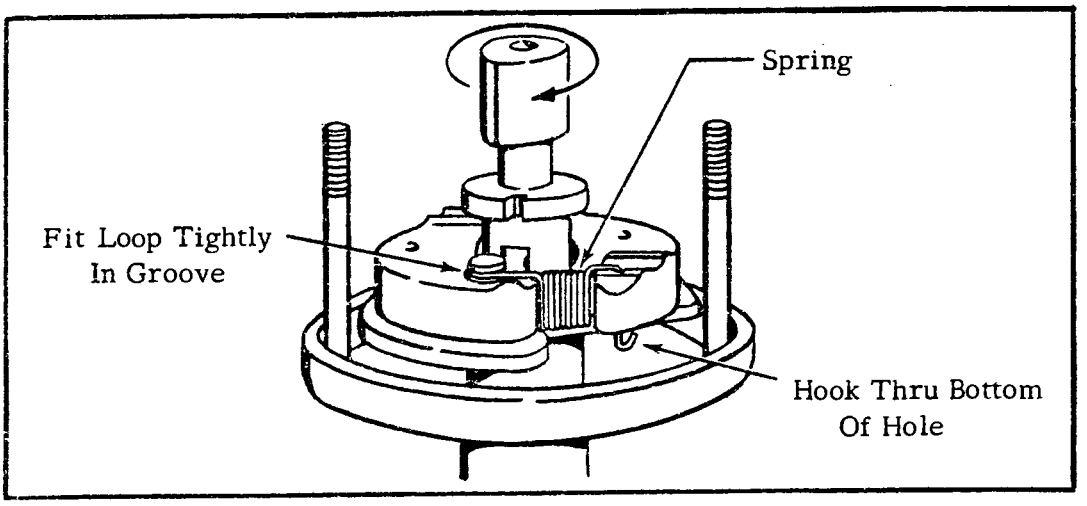
An increase in wire size of the two timer weight springs was made, starting January 3, 1969, to raise the engine speed at which timer advance occurs. This assures that the spark timing will be fully retarded at cranking speed, and will advance gradually as engine speed increases until fully advanced position is reached.

Spring Size	Part No.	Fully Advanced
New (.022 Wire)	32605-69	@ 1600 RPM
Old (.016 Wire)	32605-67	@ 900 RPM

Recommended Idle Speed	Springs Changed Engine Serial No.	
Electra Glide/800 RPM	69FL/FLH - 7928	Note that heavy timer springs permit a lower engine idle speed.
Sportster/1000 RPM	69XLH - 9070	

(OVER)

Before making ignition timing check, remove circuit breaker plate stud nuts, remove plate cover and check to see that cam flyweights move freely. It is most important that the cam returns to the retard position when the engine is stopped. Failure to retard fully usually causes starter drive failure.



On 1967 and later models, also see that bent end of each flyweight spring is hooked through bottom of hole and see that upper looped end of each spring grips retaining groove in pin tightly.

Replace breaker plate cover and set circuit breaker point gap at .020 in. before checking and setting advanced ignition timing.