

SERVICE **HARLEY-DAVIDSON** **BULLETIN**

No. 629

November 9, 1971

MAGNETO-GENERATOR/1971 RAPIDO

We have been advised that a limited number of magneto-generator rotors of substandard quality were received in a shipment from the supplier.

There is a possibility that such rotors were installed in some early 1971 Rapido motorcycles which were delivered to your dealership.

We are enclosing a list of vehicle identification numbers for Rapido motorcycles shipped to your dealership which may possibly contain such substandard rotors.

We recommend that you remove the magneto rotors of the listed vehicles and inspect the back side of the rotor for hairline cracks on inside edge of the flange. If cracks are found, replace rotor with a new rotor part No. 29624-71P, ordered from the factory.

Because the new rotor is not marked with "A" and "O" marks, it will be necessary to retime the engine and mark rotor with piston top dead center mark "O" and 20° (.073) before piston top dead center, mark "A". This will require measurement of the piston .073 (approximately 5/64 in.) distance before top center.

This can be done most easily with a dial indicator through the spark plug hole. If a dial indicator is not available, the cylinder head must be removed and the distance measured with a scale.

Because piston remains stationary over several degrees of crankshaft rotation, turn crankshaft one way until dial reading or scale starts to move down and then the other way until movement is again obtained. Divide this difference in half for correct TDC position and mark rotor with "O" mark to line up with permanent mark on crankcase. Using dial indicator or scale, turn rotor clockwise 20° BTC to read .073 on dial indicator or 5/64 in. on scale. At this position, mark rotor with "A" mark to line up with permanent mark on crankcase.

Engine can now be timed with strobe timing light according to procedure in service manual.

HARLEY-DAVIDSON MOTOR CO., INC.