

1973 MODEL SS / SX

This bulletin contains important information on the 1973 SS-350 and SX-350 which you should be aware of. Recommendations herein should be followed to prevent or remedy possible service complaints on these models.

1. Ignition Timing

The circuit breaker point gap has been decreased to .016 in. for all 1973 SS and SX motorcycles.

The timing inspection hole is now located on the outer left crankcase cover, and requires removal of the rubber plug for access. The timing marks are located on the alternator rotor and are identified as follows: (O) indicates engine top center, (R) indicates retard timing (12° BTDC), and (A) indicates advance timing (34° BTDC).

The ignition timing should be checked at idle speed, with a strobe timing light. The (R) mark on the rotor should align with the pointer in the view port. Adjust circuit breaker plate position as necessary to obtain correct alignment.

The engine speed should then be increased to 4500 RPM. If the advance mechanism is functioning correctly, the (A) mark should be visible in the hole.

2. Tappet Adjustment

The valve tappet adjustment specifications for the 1973 motorcycles are as follows:

Intake .002 in. cold (same as 1972)
Exhaust .003 in. cold (increased .001)

Tappets may be set with .001 more clearance than above, to allow for seating in during the initial 1000 mile break-in period.

3. Ignition Timer Cam

The first 1973 SS-350 motorcycles from 6A10000H3 through 6A10175H3 were produced with a rust preventive finish on the ignition timer cams. This surface finish has resulted in a rapid wear of the point rubbing block. This condition has been corrected on all 1973 SS motorcycles above 6A10175H3 and all 1973 SX motorcycles which have a polished surface on the timer cam which the rubbing block contacts.

If you have experienced difficulty with the breaker point gap closing up on an early 1973 SS with V.I.N. in the above range, we recommend that the cam be polished with a 600 grade sandpaper to remove the rough surface on only the area which the rubbing block rides.

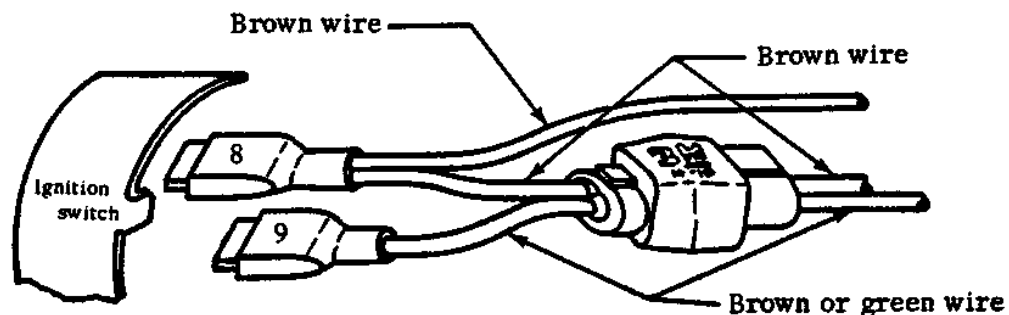
4. Battery

The new 12 volt battery installed in the 1973 SS and SX motorcycles is vented through the filler caps, and does not incorporate electrolyte level indicators. Therefore, the battery should be filled to a level where the acid just covers the plate separators. If the battery is overfilled, the excess acid can be discharged through the vent caps and may cause damage to the motorcycle. It is also important that when water is added to the battery as an item of regular maintenance, this level be strictly observed. Please caution all SS and SX owners not to overfill battery.

5. Charging System

We have received reports of difficulty in keeping the battery at a sufficient level of charge to efficiently operate the electric starter. The following procedures will help in correcting this problem.

- a. When activating the battery, and before putting the motorcycle into service, place battery on one (1) amp. charge until fully charged (1.240 or higher specific gravity at 80° F. electrolyte temperature). If battery case becomes hot, discontinue charging until battery cools down. It will take approximately 12 hours for battery to become fully charged.
- b. Where the motorcycle will be operated under conditions requiring headlamp operation, a change to a lower wattage headlamp will result in a higher charge rate to the battery. A 30/30 watt 12 volt sealed unit is available locally under trade number 4420.
- c. If motorcycle will be operated primarily without the headlamp on, an appreciable increase in charge rate can be obtained through the following procedure. Remove the chrome plated retaining nut from the ignition switch and release the switch from its mounting bracket. With a white "Scotchlock" wire connector, Part No. 70576-68, connect the single brown or green wire on Terminal (9) to one of the two brown wires on Terminal (8) (See sketch). NOTE: If blue or red "Scotchlock" connector is used, remove wire stop to permit both wires to pass through connector.



The above modification provides full alternator output with ignition switch in lights-off position as well as lights-on position and should only be used if there is a chronic under-charged battery condition.

6. Tool Kit Storage

The tool kit supplied with each new SS and SX-350 is located under the seat directly above the battery. If the tools are arranged so that sharp edges project downward, it is possible for the tools to contact and break the battery cover when the seat is lowered. For this reason care should be taken when the tool kit is replaced in its mounting after use. Please advise all SS and SX owners regarding correct tool storage.

HARLEY-DAVIDSON MOTOR CO., INC.