

Replaces No. 703 dated July 6, 1976

LUBRICATING OIL SUPPLY FITTING/SS, SXT-125

Note: This bulletin was reissued to clarify fitting dimensions shown in the illustration, and a paragraph was added giving another way to check for oil flow when engine is started.

Because of an error by the manufacturer of the oil line fitting (part No. 26400-73) that supplies oil to the intake manifold, a small number of SS/SXT-125 models may have been equipped with an incorrect fitting having a check valve that will not allow oil to flow to the engine. Although every 125 model now leaving the factory is being checked for proper oil flow, models already delivered could have the incorrect fitting. To prevent engine damage caused by a lack of oil flow to the engine, all SS/SXT-125 models should be checked to be sure that the fitting will allow oil to flow into the engine.

The fitting can be quickly checked without removing it or the carburetor as follows:

When the engine is started, check for indication of oil flow to fitting through transparent supply line. Flow should be visible or indicated by movement of air bubbles. Also, smoke should come from exhaust pipe.

(OR)

Remove the oil feed line from the fitting at the intake manifold. Use carburetor leakage tester (part No. 94750-68) to pressure test the check valve in the fitting. The valve should pass air and hold approximately 3 psi pressure. The incorrect fitting will not allow air to pass through.

(OR)

If a leakage tester is not available, the fitting can be checked by removing and carefully measuring it. The incorrect fitting is smaller in size across large diameter as shown below.

Replacement fittings should be checked by measurement or pressure test before being installed.

