

CARBURETOR LOW SPEED MIXTURE SETTING/FLH-80

A revised carburetor low speed mixture setting is being used for FLH-80 (1340cc) engines in motorcycles VIN 3G 68332 H8 and above produced on and after March 29, 1978. On that date, the setting was made 1/2 turn leaner than the original factory calibration setting to improve the emissions performance by reducing CO (carbon monoxide) exhaust emissions.

The new low speed mixture setting is recommended for service application to all FLH-80 motorcycles below VIN 3G 68332 H8. Until carburetor part number can be changed, all carburetors incorporating the leaner setting are temporarily being marked with a blue paint spot on the idle mixture limiter cap for easy identification.

The mixture setting change is simple to perform and can be made at the customer's convenience when the motorcycle is brought in for service. This adjustment should also be made on affected unsold motorcycles in your possession before delivery to the purchaser.

PROCEDURE FOR CHANGING TO NEW SETTING

Check VIN to be sure that setting change is required (change only VIN's 3G 68332 H8 and below which do not have a blue paint identification mark on the idle mixture limiter cap.)

1. Remove air cleaner cover 3 socket head screws and washers to release cover, baffle plate and filter element.
2. Remove 3 screws securing backing plate to carburetor and 2 bolts with washers securing backing plate to engine brackets.

Lower backing plate to provide access to low speed mixture adjustment needle.

3. Set nylon limiter cap to centered position (midway between adjustment limits) and using a screwdriver blade, pry cap from mixture screw.

IMPORTANT!

This must be done without changing the screw setting. With screwdriver, turn mixture needle clockwise exactly 1/2 turn and reinstall limiter cap on screw in centered position.

4. Reinstall air cleaner.

The limiter cap provides $\pm 1/4$ turn of richer or leaner adjustment from center position of the calibration setting. It is very important that the new setting be made very carefully to provide specified emissions performance and motorcycle driveability.

If a mistake is made in following the above procedure or the original setting has been lost for any reason, follow the procedure on page 3-39 of the Service Manual, part No. 99482-78E, to return the low speed mixture adjustment to its approximate original calibration setting. The new setting is 3/4 turns open from fully seated needle position instead of 1½ turns open as previously specified.

In some case the new leaner setting may produce a lean running condition even when the low speed mixture is adjusted to the rich limit. In this case, be sure to check other causes for lean operation, such as possible air intake leaks, insufficient fuel supply, high altitude operation and other causes listed in the chart, pages 3-42 of the service manual, part No. 99482-78E.

If it is certain that other causes are not producing the lean running symptoms, restore the low speed mixture setting back to the original 1/2 turn richer position. Because of manufacturing variations, the original setting may produce the proper mixture for satisfactory engine performance.

HARLEY-DAVIDSON MOTOR CO., INC.