

## CARBURETION AND IGNITION / 1200, 1340, 1000 CC

Current model motorcycles which incorporate emissions control design changes operate with leaner air/fuel mixtures and, therefore, are more sensitive to carburetor mixture settings and ignition spark.

For proper carburetion and smooth engine combustion we recommend the following corrective measures for irregular running and spit-back which are symptoms of an excessively lean mixture or improper ignition.

A. AIR CLEANER/MANIFOLD AIR LEAKS:

1. Check to see that the intake manifold seals and band clamps are installed properly. Using a squirt can with stanisol or kerosene, squirt on these connections with engine idling and see if there is any change (increase or decrease) in rpm which would indicate an air leak.
2. Air cleaner backing plate must be flat against carburetor flange gasket surface. Air cleaner mounting brackets must be adjusted and tightened properly per service manual procedure with no air leakage at carburetor mounting flange.

## B. IGNITION SYSTEM

1. See that spark plugs, cables, boots and wiring connections are in good condition. If irregular running or spit-back persist after making previously suggested checks, spark plug gap should be increased to .060 inch. This has been found to improve engine combustion in some cases.
2. See that ignition timer air gap is set as close as possible to the lower limit. Use a .004 inch feeler gauge to set clearance between sensor and trigger lobes per service manual procedure. Check both lobes to be sure they do not touch sensor body. See service manual ignition section for other possible ignition system faults.

HARLEY-DAVIDSON MOTOR CO., INC.

[illegible]