AMF HARLEY-DAVIDSON SERVICE BULLETIN

No. M-760

November 16, 1979

SPARK PLUGS AND IGNITION ROTOR / 1980 MODELS

"R" type resistor spark plugs are being introduced in 1980 models to provide radio ignition noise suppression and improve the reliability of the transistorized Magnavox ignition system.

Resistor spark plugs are recommended for use in all 1980 models to prevent possible ignition system malfunction due to radio frequency interference.

The 1200/1340cc spark plugs were changed from No. 5A6A to No. 5R6A in engines produced after September 26, 1979 - crankcase date code 269 (middle 3 digits).

5R6 plugs can be used in place of 5R6A plugs if gap is reset from .025 to .040 inches.

The 1000cc spark plugs were changed to the resistor type in engines produced after November 5, 1979 - crankcase date code 309 (middle 3 digits).

Initially, these resistor plugs will have the old 4-5 marking but will be identifiable by a black terminal connection at the top. Later, this plug will be supplied with the correct 4R5 marking on the porcelain.

We recommend warranty replacement of non-resistor spark plugs with the resistor type in all earlier 1980 motorcycles. Complete and return a warranty claim form for all such replacements to obtain labor and parts credit.

The following table shows spark plug application for all models:

Part No.	Туре	Nominal Gap (In.)	Engine (CC)	Model Year	
32310-77	5A6	(.025)	1200/1340	1978 and earlier	
32310-78	5A6A	(.040)	1200/1340	1978½-79	
32312-77	5R6	(.025)	1200/1340	1978 and earlier	
*32312 - 78	5R6A	(.040)	1200/1340	1980	
32301-78A	4-5	(.040)	1000	1978-79	
32301-78B	4-5 black terminal	(.040)	1000	1980 production	
*32301-80	4R5	(.040)	1000	1980	

*Recommended for replacement use in all 1980 models.

Note: Resistor type plugs are designated by Letter R, except 4-5 plug identified by black terminal which is also a resistor plug.

TRIGGER ROTOR BOLT

The ignition system rotor on very early 1980 models was attached to the cam gear shaft end with a "Pozidriv" cross-slot screw, part No. 2611. Starting in July, 1979, this screw was replaced with a large hex head cap screw, part No. 2611A, to provide a means for accurate torquing. Loctite Lock 'N Seal, part No. 99625-77 is applied to the screw threads to prevent loosening.

If the timer compartment of very early engines is opened up for service, the Pozidriv screw should be replaced with hex screw, part No. 2611A, with Loctite on the threads and torqued to 75-80 inch pounds (in-lbs).

CAUTION - Loctite Lock 'N Seal 99625-77 provides proper screw thread locking friction. DO NOT USE ANY OTHER GRADE OF LOCTITE!

HARLEY-DAVIDSON MOTOR CO., INC.

ROUTING:	 SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	 RETURN THIS TO:
INITIAL							
HERE				L	<u> </u>		