

## REVISED IGNITION TIMING — 1000 / 1340cc

Some owners of 1000cc and 1340cc engines built since January 1, 1978, have experienced a "knocking" and/or "pinging" effect due to the unavailability of fuels with high enough octane ratings.

Reducing the spark advance on these engines a small amount (anywhere between 1° - 10°) can help to eliminate this problem. Use the following procedure when re-setting the ignition timing.

### NOTE

*Although retarding the spark advance will help to eliminate the "knocking" and/or "pinging" in an engine, a slight loss of power and fuel economy may be noticed by the owner*

### PRESTOLITE IGNITION SYSTEMS

1979 XL models

1978½-1979 FL/FX Models

1. Check the ignition timing as described in the Service Manual under CHECKING ADVANCE TIMING WITH STROBE TIMING LIGHT. Set the timing if necessary.
2. See Figure 1. Turn the engine over until the timing mark (7) is at the extreme front edge of the timing hole (9).
3. Make a new timing mark (8) with a piece of chalk at the extreme rear edge of the timing hole.
4. Start the engine and set the idle speed at 2000 rpm. Retard the timing by shifting the timer plate (4) so the new timing mark (8) moves toward the front of the timing inspection hole. The timing advance should only be reduced in 2½° increments and on-

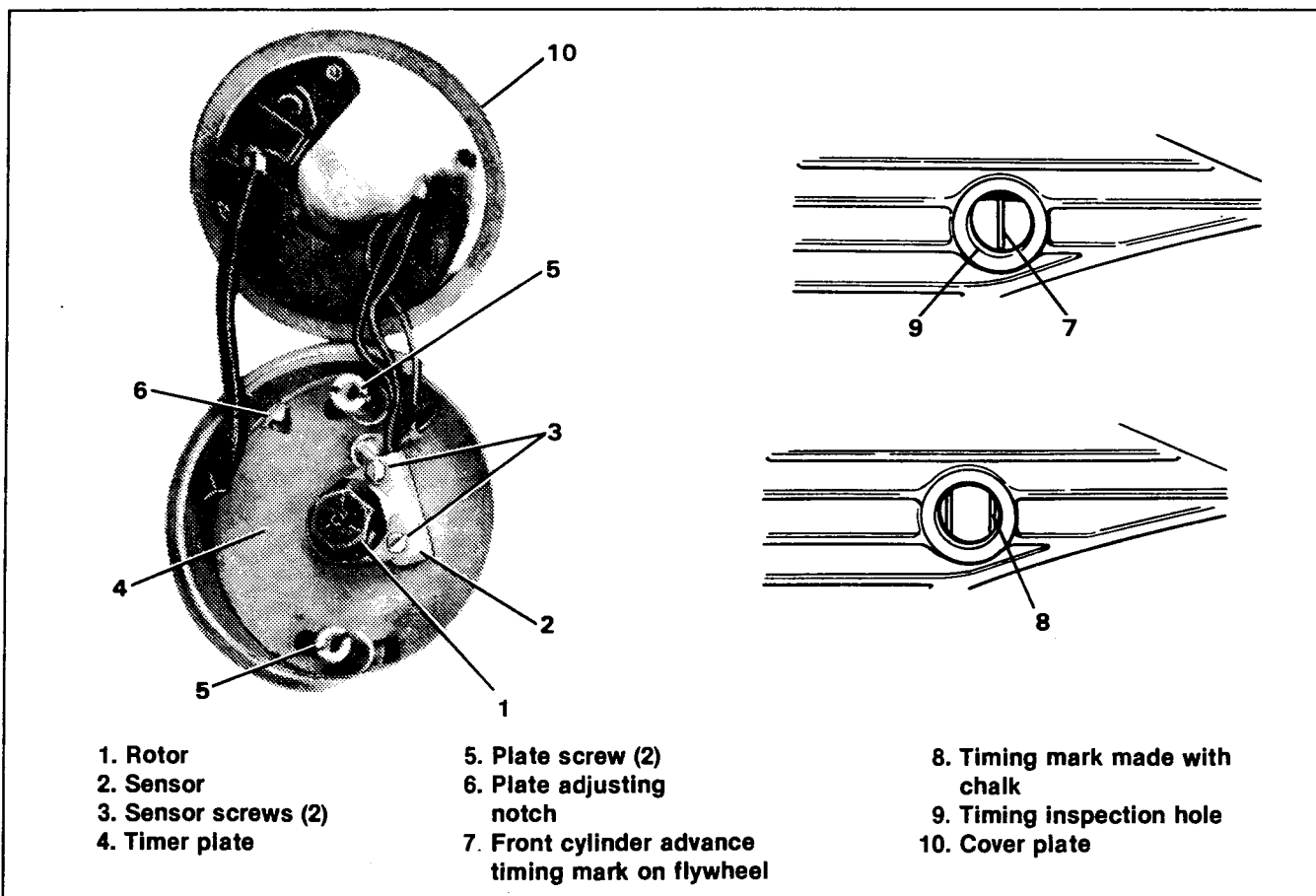
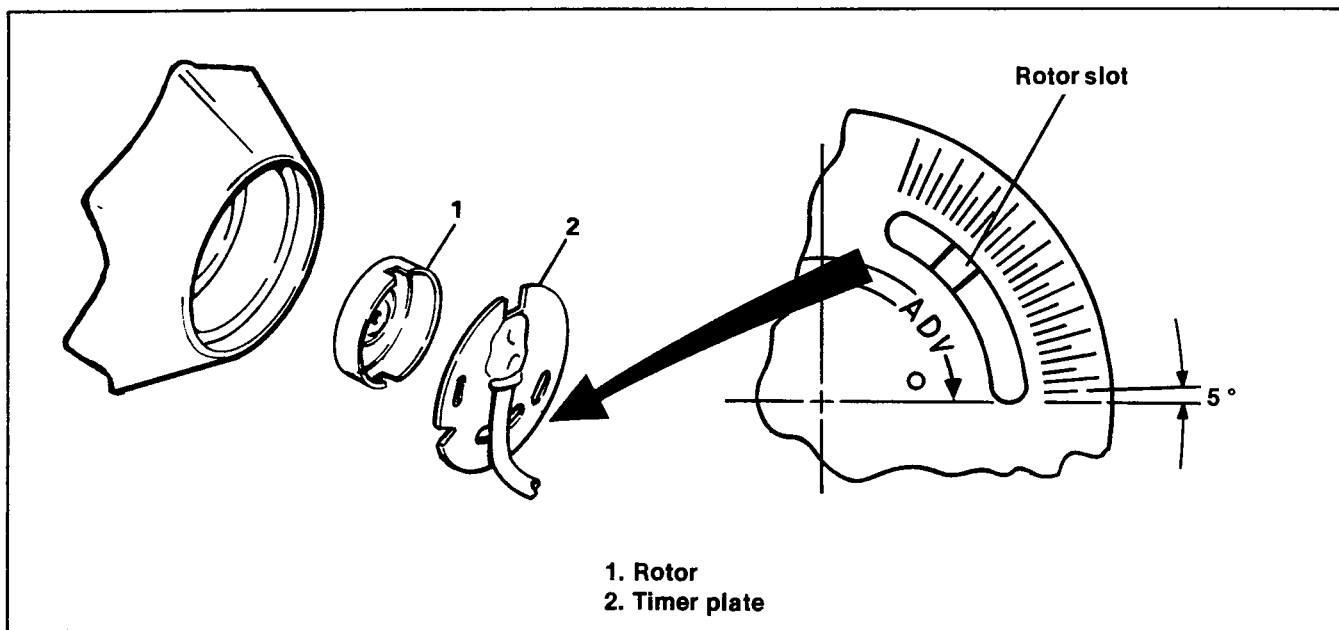


Figure 1. Prestolite Timer and Flywheel Timing Marks

5. Reassemble the ignition timer cover.

### 1980 and Later All Models

2. See Figure 2. Set the engine speed at 2000 rpm. Shine a light into the timer compartment until the rotor slot (1) can be seen in the timer plate (2).
3. Loosen the timer plate screws and shift the timer plate (2) in the opposite direction of arrow to retard the timing.
4. Shift the timer plate from the edge of the rotor slot in 2½ ° increments until the problem is corrected. Do not change the timing more than 10°.
5. Reassemble the ignition timer cover.



### Figure 2. Magnavox Ignition Timer

HARLEY-DAVIDSON MOTOR CO., INC.

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