AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

No. 696 November 7, 1975

HIGH IDLE SPEED CONDITION SS-250

If a higher than normal idle speed is experienced under no-load conditions, we suggest the following checks and adjustments be performed.

1. Check for proper routing of throttle cable, and make certain throttle operates freely, without cable binding, and that the throttle slide in carburetor closes completely with a definite metallic click.

2. Idle speed adjusting screw should not be turned in so far as to coil-bind the tension spring. Idle mixture adjusting screw should not be unscrewed more than two turns from closed position.

3. Air cleaner must be properly assembled to provide an air-tight seal between air box, filter element and cover. Baffle plate must be properly positioned. Also, rubber coupling must be secured at carburetor and air box with clamps.

4. Check starting jet valve for proper operation. When lever is moved to closed position, valve piston should drop and close off the air passage. Air passage is visible through the inlet side of the venturi when air cleaner connection is removed.

5. Carburetor float level must be adjusted at 17.5 mm to 18.5 mm. Both floats must be parallel, (equal height above gasket surface). Use tool, part No. 97362-74P to gage this dimension per Service Manual instructions.

6. Metering pin must slide freely in main nozzle. The clip which holds metering pin must be seated flat against slide underneath return spring. Replace it if it is bent out of shape.

If the high idle condition persists, after the above checks have been made, we suggest that the left main crankshaft oil seal, 11037P be replaced to correct a possible air leak. When installing the new seal, lubricate the seal by filling the open area between the seal lip and the outer housing with Harley-Davidson Grease-All grease.

Note: The remedial action suggested in this bulletin also would apply to the SX-250 and other two-cycle models which possibly have this condition.

HARLEY-DAVIDSON MOTOR CO., INC.