SERVICE BULLETIN

Buell® AMERICAN MOTORCYCLES

B-029 March 15, 2000

CARBURETOR, IGNITION AND SPARK PLUG UPDATE

GENERAL

The purpose of this bulletin is to provide information on several running changes being made to all late production 2000 Model Year Buell motorcycles and to provide important information on the **new** 10R12 replacement spark plugs.

Running Changes for 2000-1/2 Model Year

All 2000-1/2 and later Model Buell motorcycles are currently being shipped from the factory with the changes outlined below:

Carbureted (M2):

- New Ignition Module (NOTE: Module has blue sheathing on wire harness for quick identification)
- 10R12 Spark Plugs (replaces 6R12) *(Part No. 27661-00Y)*
- Revised cylinder heads with new Engine Temperature (ET) sensor location (*Part No. 16828-98YB*)
- Addition of an ET sensor *(Part No. 32564-99YA)*
- Revised Carburetor with 195 main jet, and new vent path (plugged on DOM applications by boss on revised bacplate).

DDFI (X1, S3/S3T):

- New ECM
- 10R12 spark plugs (replaces 6R12) *(Part No. 27661-00Y)*
- Revised cylinder heads with new ET sensor location (*Part No. 16828-98YB*)
- Revised ET sensors with longer leads

To determine if a motorcycle has these changes, look for the presence of an ET sensor on M2 models and new location of ET sensor on X1 and S3/S3T models. Customers must use the 10R12 spark plugs as replacements.

VEHICLES INVOLVED

All 2000-1/2 Model Year Buell motorcycles for running changes. All Buell motorcycles for spark plug change.

DEALER ACTION

NOTE

Use only 10R12 spark plugs as replacement spark plugs for all model year Buell motorcycles. *The 6R12 spark plugs could not be superceded because they are still used on Harley-Davidson Sportster models.*

Inform customers to use the **new 10R12 spark plugs** when replacing spark plugs on their Buell motorcycles and not to use the 6R12 plugs specified in the owner's and service manuals. This change applies to all model year Buell motorcycles.

Make new M2 buyers aware of Engine Temperature sensor, its affects and its role in protecting the engine from overheating.

EXPLANATION OF NEW FEATURES

On **carbureted models (M2)**, with the new ignition module and addition of the engine temperature sensor, the ignition module is now able to sense when overheating is about to occur and it will automatically reduce power until the operating temperature returns to normal. The rider may experience this condition during extended high speed operation with high ambient temperatures or during extended periods at idle.

Inform customers of this new feature and explain that it protects the engine from overheating damage and should reduced power be experienced during high speed operation, normal operation may be continued without fear of engine damage, but slowing down slightly will assist engine cooling and make full power available again sooner. If reduced power is experienced during extended periods at idle, and if there is no way of increasing the flow of air across the engine, the motorcycle should be shut down and allowed to cool.

NOTE

The 2000 Model Year ECM software and overheat indication are explained in the 1999/2000 Buell Service Manuals for the X1 and S3/S3T.

On 2000 Model Year **DDFI equipped models (X1 and S3/S3T)**, as part of the standard software in the ECM, the check engine lamp will blink during operation to warn of potentially damaging engine temperatures. If the key is in the ON position and the check engine lamp is blinking, this indicates that the engine is approaching a potentially damaging temperature. While this condition is in effect, the ECM will automatically reduce engine power to assist in cooling the engine down to normal operating temperature. The check engine lamp will blink until the engine has cooled to normal operating temperature.

The rider may experience this condition during extended high speed operation with high ambient temperatures or during extended periods at idle. Inform customers of this feature and explain that it protects the engine from overheating damage and that if the check engine lamp blinks during high speed operation, normal operation may be continued without fear of engine overheating damage, but slowing down slightly will assist engine cooling and make full power available again sooner. If the check engine lamp blinks during extended periods at idle, and if there is no way of increasing the flow of air across the engine, the motorcycle should be shut down and allowed to cool.

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
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