

Service-Information



Group: 12 Engine - Electrical	March 1982	Bulletin No.: 12 005 82 (2055)
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- For U.S.A. and Canada Only -

RE: Idle Speed Variations

Dear Dealer:

It is possible that after some high mileages, models equipped with electronic ignition (starting with all 1981 models), that the idle speed becomes erratic after reaching its normal engine temperature. Normal idle speed is at 950 ± 150 RPMs. If the above problem exists, proceed as follows:

- (1) Make sure that ignition timing, idle adjustment valve clearances are correct.
- (2) Start engine, increase RPMs to 3500-4000 RPMs, shut off throttle if at this time the normal idle speed does not occur, engage transmission, and by slipping the clutch, obtain idle speed.
- (3) If this reduces the engine speed, the fault is the mechanical advance mechanism in the electronic impulse transmitter housing (distributor).
- (4) In order to free the sticking fly-weights of the auto advance unit, remove cover, start engine, use a spray penetrating lubricant (WD40, CRC556 or similar products) with an extended nozzle. Spray should be directed to the rear or near the advance mechanism. Allow unit to drain off any excess lubricant before installing cover.
- (5) If the problem continues, the entire transmitter housing (distributor) must be exchanged.

NOTE: It is against EPA regulations to tamper with this unit.

Checking advance/retard rates is not possible with a timing light, since the timing mark on the flywheel indicates only the correct timing mark "Z" (ignition timing 32° BTDC) at fully advanced position at 3500 RPMs.

Yours truly,

A handwritten signature in dark ink, appearing to be 'John J. Allen'.