

SERVICE

SHOP DOPE

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125 MODEL CAUTION

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Few of the 125 models supplied to dealers to date have been sold and put into active service. Most of them are still retained for display and demonstration. This means that the engines of these motorcycles are being started frequently, so those interested may observe how easily engine starts and how it runs. Possibly now and then a short ride is taken, but seldom is engine run long enough to warm it up to normal operating temperature.

Combustion in any gasoline engine generates water vapor. When a cold engine is started, some of this vapor condenses on cold cylinder wall and piston. It is not until engine parts reach a temperature of approximately 160 degrees F. that internal condensation ceases and parts are free of moisture. Therefore, when an engine is frequently started cold, but is not run long enough to warm up, the cylinder wall and rings will soon be rusted, eventually to the extent that engine will be found "frozen" and can't be cranked. This condition will develop in any engine, whether four cycle or two cycle, however, it will develop sooner in a two cycle engine, because the two cycle engine lubricating oil is taken into engine in a diluted state, and cylinder wall does not have as heavy a coating of oil as the four cycle engine, to protect from moisture that may be present when engine is dead.

PREVENTIVE MEASURES

Whenever engine is started, run it long enough to thoroughly warm up, so that any moisture inside will be dried up.

OR

If short demonstrating starts and runs that don't warm up engine must be made, at the end of each day during which one or more starts and short runs have been made, remove spark plug, put a teaspoonful of engine oil into cylinder and crank engine several times (ignition off), to thoroughly distribute oil to cylinder wall/rings.

and

NOTE

The above "PREVENTIVE MEASURES" will not apply to a 125 model sold and put into private owner use. A private owner will usually start engine only when driving far enough to warm it up to normal operating temperature.

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