

BULLETIN NO. 20/21-005 DATE: 13 Oct 21

TO: ALL ISR Affiliates

SUBJECT: Correct Testing Procedure ISR 120 Rev Limiter

IT IS THE RACERS RESPONSIBILITY TO HAVE A PROPERLY FUNCTIONING REV LIMITER

*FACT: There are VERY FEW Limiters that go bad. Most problems are from a bad wiring hook up, bad battery box switch or dead battery.

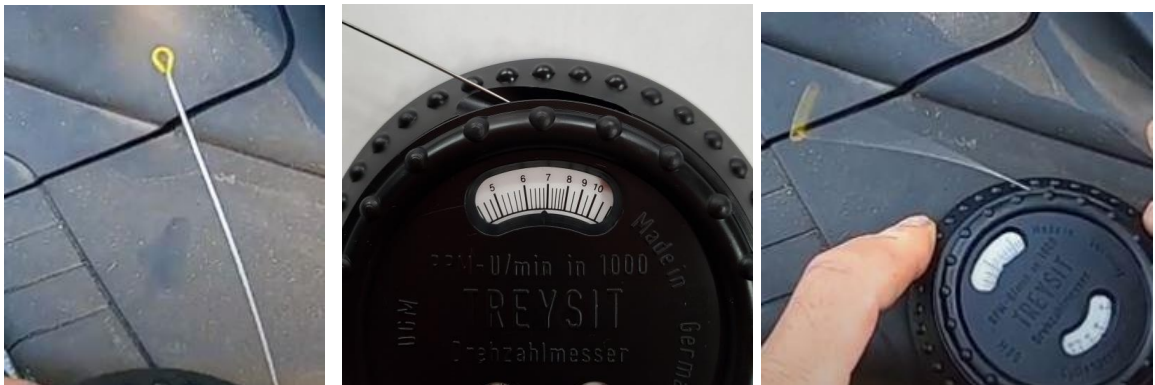
*FACT: Head light needs to be unhooked when using Rev Limiter due to possibility of R/F effecting limiter function.

*FACT: Rev Limiter will limit engine rpm range from 6750 to 6850 rpm. There are NO Rev Limiters that rev higher than others.

*Rev Limiter (**CAN NOT**) be tested by holding back of sled in the air and listening for engine to cut out. Carb jetting, Valve spring pressures and gearing will sometimes limit RPMs below the 6800 Limiter setting.

*Rev Limiter (**CAN NOT**) be tested with any inductive pickup or hard wired Tach, the R/F coming off the Limiter will cause Tach to scramble and read wrong.

*Rev Limiter testing can (**only be done**) with (**Recommended Tach Briggs Part# 19200**) as shown below.



TESTING Rev Limiter (IT'S SIMPLE)

1. Set Tach FIRMLY on any solid flat surface like RUNNING BOARD, ENGINE SHROUD or BULK HEAD. Tach can be mounted horizontally or vertically.
2. Hold throttle wide open rotate dial until YELLOW wire end vibrates to widest position. If tach dial reads 6850 or less Limiter is GOOD. If tach dial reads 6900 or over Limiter is not functioning.
3. NOTE: Lines on Tach are in 200 rpm increments so in between 6800 and 6900 is normal.
4. NOTE: If Rev Limiter is functioning lighting coil and flywheel have not been tampered with. The Rev limiter gets it's signal from the lighting coil.

TIP: Watch for racers who adjust their main jet before coming to tech to keep rpms low or strange wires spliced it to Rev Limiter that may go to a remote switch.

International Snowmobile Racing, Inc.