SERVICE BULLETIN

NO. 8

SEC. VIII
SERVICE BULLETIN
ISSUED MARCH, 1962
REVISED MAY, 1962

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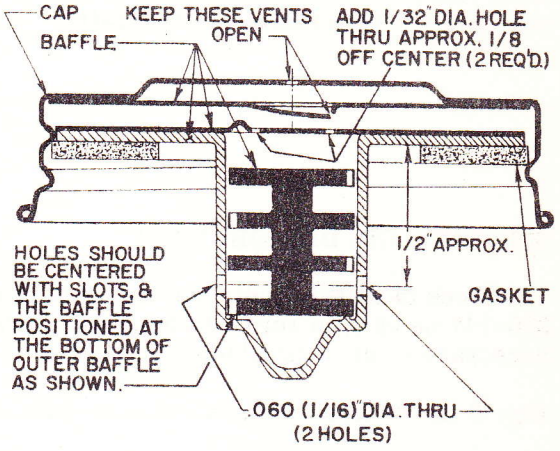
SUBJECT: FUEL TANK CAP

If a problem in high speed or idle setting is noted; loosen fuel cap to see if this affects the setting.

If Carburetor adjustment is affected by loosening cap, remove cap and disassemble. Drill two holes approximately 1/16" and not over 3/32" as illustrated. This secures adequate atmospheric venting.

An additional hole (1/32") should be added to center baffle. Clean parts prior to reassembly.



SUBJECT: BREAKER POINTS ASS'Y

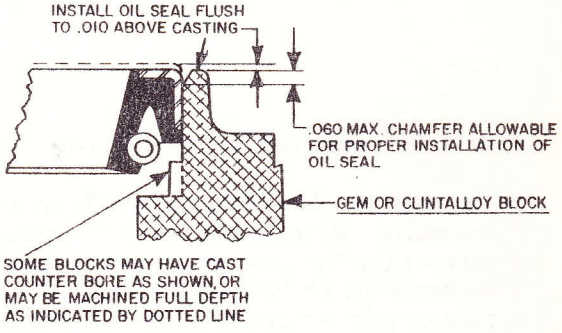
Please check the contact face on Breaker Points when a problem is encountered on Magneto output. If a dark oxidation is noted on the face of the contacts, restore the "lustre" of the contacts by polishing with CROCUS CLOTH only. DO NOT use point file, emery cloth, etc. After the contact face "lustre" or polish is secured, the points can be reset and then cleaned with Carbon Tetra-Chloride and dried with lintless tape. CAUTION: Keep cap on Carbon Tetra-Chloride container as exposure to the vapor can be harmful over a long period of time. Normally, points used for a short period of time can be polished with Crocus Cloth, to restore contact finish or luster, reset to proper gap, cleaned with Carbon Tetra-Chloride and dried with lintless tape. If only those cases where contact is actually pitted, should the points be replaced (See Engine Service Manual, Sec. VI, Div. D, Page 11, Fig. 22).

The Condenser should be tested and normally can be reused. Too many Breaker Point Assemblies and Condensers are replaced under warranty period when all that is necessary is the performance of the above. Replacement of Breaker Point Assembly and Condenser after normal hours of life received is not warranty and normal maintenance is to be charged to customer.

SUBJECT: BLOCK OIL SEAL INSTALLATION
4 CYCLE ALUMALLOY

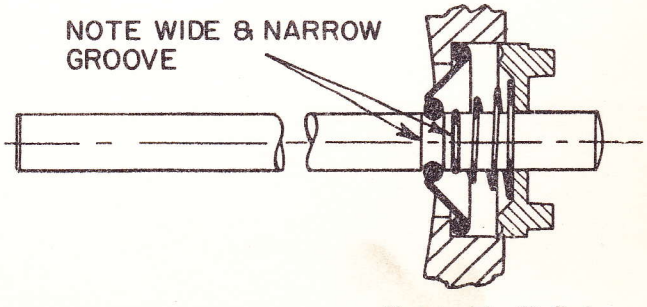
Figure illustrates the proper depth of installation for the Oil Seal in either Vertical or Horizontal 4 Cycle Alumalloy (400, 401, 402, 403, 404, 405, 408 & 409) also 4 Cycle Clintalloy models (406, 407 & 424); also Horizontal & Vertical Gem & Clintalloy models (100, 2100, 3000, 3100 & 4100).

In some cases the Oil Seal can be installed too far into the counterbore causing the lip of the Seal to touch the edge of the Block Bearing. This can result in Seal leakage due to the contact. Installation of Oil Seals is covered also in Sec. VI, Div. C, Pages 8, 12, 13 & 14.



SUBJECT: INSTALLATION OF BREAKER SEAL, SPRING, PUSH ROD & SEAL ON A1600, 1800, B2500, 2790, 414, 418, 420 & 422 SERIES

The proper assembly of the parts illustrated will prevent Oil from leaking into the Breaker Point area. Note the position of the Seal & Spring. Replace worn or damaged parts prior to reassembly.



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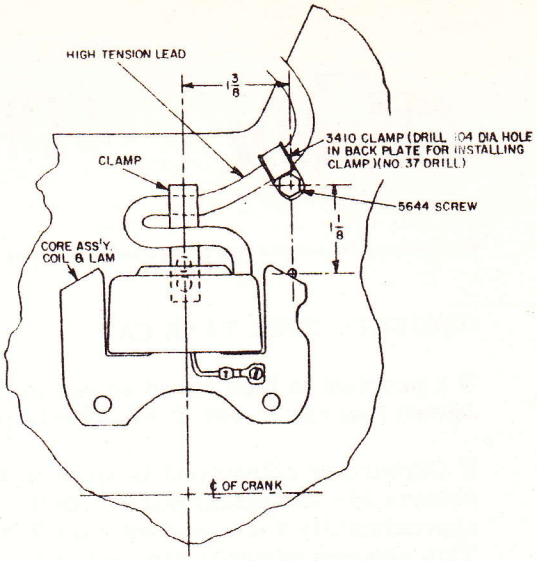
SUBJECT: FRAYING OF HI TENSION LEAD
(Models-A1600, 1800, B2500 & 2790)

Figure illustrates the addition of and positioning of a 3410 Clamp and 5644 Screw. Should fraying of hi-tension lead be caused by contact with Flywheel, the fastening of Lead as illustrated, will remove the reoccurance of the problem. If leakage has been experienced on the hi-tension lead, replace with a new lead and then fasten as illustrated.

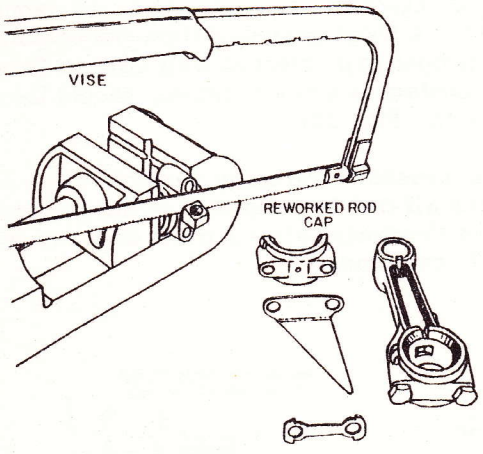


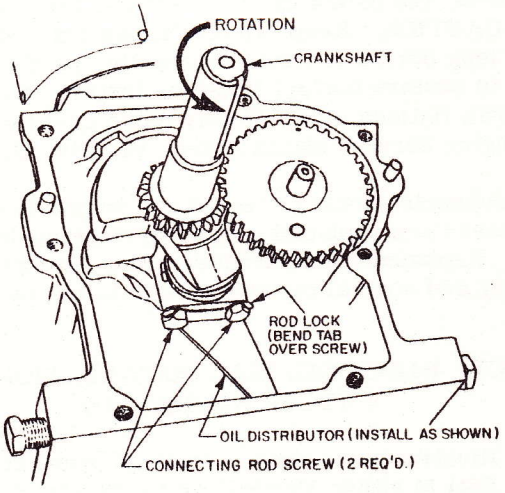
SUBJECT: OIL DISTRIBUTORS

The Stock of 31017-1 Oil Distributor is exhausted at the factory and this will require that Oil Distributor 220-147 be used in service when field stock used up. Fig. 1 illustrates Rods with oil scoop & removal is necessary to use Distributor 220-147.

Fig. 2 illustrates Oil Distributor in place and 31018 Rod Lock should be used with 220-147 Oil Distributor.

NOTE: If Rod is held in vise, protect Rod face's from burring or damage also smooth Rod Cap after cup cut-off to secure smooth flat surface for distributor.

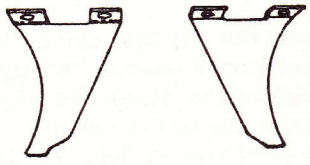




VIEWED FROM P.T.O. SIDE

SUBJECT: 4007 OIL DISTRIBUTOR

A few 4007 Oil Distributors have been manufactured incorrectly. Illustration shows the correct and incorrect Oil Distributor. Prior to installing a new distributor check for correctness. If incorrect, return to your source of supply as new defective stock. The use of incorrect distributor will cause engine failure.



CORRECT INCORRECT

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