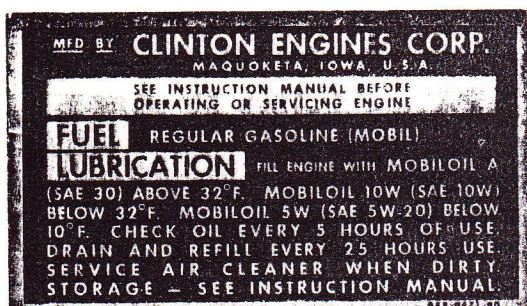




- I. Clinton is supplying General Equipment Co., Owatonna, Minnesota, two high performance vertical shaft two cycle engines. The 501-0000-029 and 501-0001-015 are built with the 245-110-500 silver plated rod and is governed at the factory at 4500 R. P. M. Clinton's standard warranty policy applies to these engines. (Refer to model variations page for a complete listing of parts.) The engines are used on a power drill.

II.



With the use of the Mylar name plate the engine model and serial numbers are stamped on the cylinder air deflector. These numbers are located next to the Mylar name plate.

- III. The Standard 501-0001-000 series engines use a fixed speed 39-876-500 carburetor. These engines are governed at the factory at 3200 R. P. M. + or - 200 R. P. M. The speed of the engine cannot be varied because the governor spring is located on the carburetor throttle shaft. The high speed adjustment screw, normally located on the bottom of the carburetor, is now what we used to call the idle adjustment screw located on the side of the carburetor. The setting on this screw is approximately 1-1/2 turn open. The carburetor parts break down is located on page 4 of the 501-0001-000 Basic Parts List.
- IV. Outboard parts breakdown and service instructions have been sent to all engine manual holders. With the growing population of Clinton manufactured outboards, we feel that every Clinton service account must have this information at his fingertips. The outboards in current production are called the J5, J6 & J9-1000. Please note the name plate may have J9-1101, J9-1102, etc. on the name plate. When these numbers appear on the name plate always refer to the Basic J9-1000 Parts List for proper parts usage. This also holds true for the J5 and J6. Many of the parts on the outboard are also standard engine parts. NOTE: On page 5 the recoil spring is not listed for the 265-223-500 starter, please mark your book on #4 spring to read 263-67. Did you know that you could also be selling the Clinton air cooled 5 H. P. outboard. For more information contact your source of supply or write the factory.
- V. Clinton is using a new 265-250-500 impulse starter with an optional remote release lever. The testing of this starter has proven reliable however if a failure occurs a unit replacement is authorized within the warranty period. Other parts that are used are 265-246-500 cup, 1-97 adaptor, 304-618 spacer, 257-98 screen, 183-254 nut barrel, (3) 183-25-500 nut, 26-668 bracket remote release, 81-13 clamp, (3) 258-81-500 screw & l'washer ass'y.
- VI. When a breather problem is encountered a change to the latest type breather is recommended. Breather number 29-32-500 or 29-35-500 should be used to replace the 6330 (29-36, 6354 (260-13) and 7150A (29-7-500) where applicable. Use 29-35-500 breather when one mounting stud is used except on 412 and 413 series engines and 29-32-500



breather on all models with two mounting screws. When breather is installed make sure the oil relief hole is in a down position. Refer to S. B. #13 for drawings of these breathers, however mark the breather with two mounting screws to read 29-32-500.

VII.

The Clinton Touch-'N-Go Control in conjunction with a control cable permits choking, varying the engine speed and stopping the engine by moving a single lever mounted on the equipment handle. The importance of the proper installation of the speed control cable to the throttle lever cannot be minimized. Proper installation facilitates the ease of engine operation. Many customer complaints arise from this simple problem. Below are instructions on how to properly install the speed control cable to the throttle lever.

1. Set Cable control to choke position. (Wire fully extended.)
2. Move throttle lever on engine all the way forward to choke position (see dotted lever below).
3. Insert control wire into hole in lower part of throttle lever (see below).
4. Loosen cable clamp screw and secure casing under clamp. Tighten screw.
5. Move cable control to stop position. The throttle lever should than move to rear of slot to stop and should touch the copper shorting device (you can check this by looking down into the throttle control lever slot at the stop end).

