



SERVICE BULLETIN

SEC. VIII, DIV. "A"
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Impulse Starter

Below is listed the suggested application of impulse starters. Please review this since Engineering has revised somewhat on this application.

I. HEAVY DUTY STARTER

Use for all engines up to and including 4-1/2 B.H.P. and all installations which use these engines.

II. LOW PROFILE AND STANDARD IMPULSE STARTER

Use on vertical shaft, Gem, Clintalloy and Panther engines. Not to be used on installations that impose a heavy starting load on the engine.

III. LOW PROFILE COMPACT IMPULSE STARTER

Used on horizontal and vertical Gem, Clintalloy and Panther engine not to be used on installations that impose a heavy starting load on the engine.

Below is listed a "Starting Procedure" in case problems are experienced in starting engines equipped with impulse starters.

1. Choke Procedure-The throttle lever must be in the full choke position prior to starter release and kept there until the engine starts.
2. To Activate Starter-Rotate handle in clockwise direction until the spring is wound tight. (Approximately 6-1/4 turns.)
3. To Release Starter-Push down on the starter handle and hold firmly against the stop until the starter releases. Occasionally there will be a hesitation or time lag of several seconds between the time you push in on the handle and the time the starter releases.
4. Failure of Engine to Start-Make the following checks if the engine has failed to start after 5 releases:
 - (a) Remove air cleaner and check the choke plate to see if it is fully closed when the throttle lever is in full choke position. (Adjust touch and go bracket if choke is not fully closed.)
5. Repeat Items #1, 2 & 3.

NOTE: The occasional hesitation prior to release of the starter is caused by the piston traveling thru its compression stroke. The hesitation will not occur if the piston is traveling on any other stroke at the time of release.

This Bulletin has been released so that Sales & Service may forwarn the customer of the starting procedure of the low profile impulse starter and the customer will not be alarmed when the hesitation occurs.

The above has been listed for your review. In certain starting problems, correction of problems has been accomplished by use of heavy duty starter, however, the starting problem could have been corrected if the belt tension is corrected, if the engine would have gone to full choke and/or if the carburetor had been properly adjusted. Under normal conditions, replacement with the heavy duty starter would not be allowed under warranty.