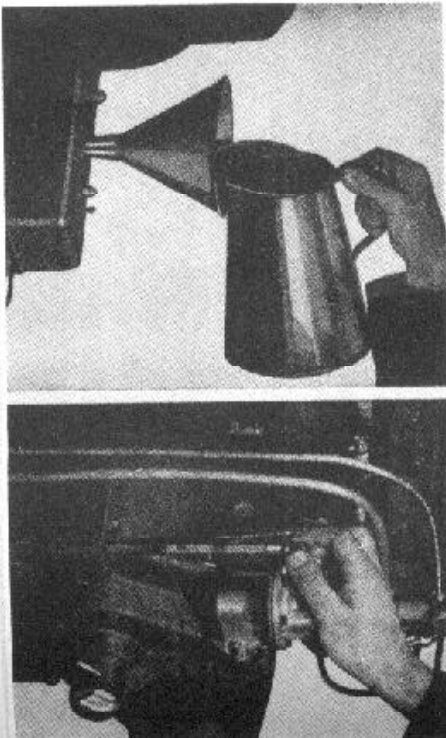


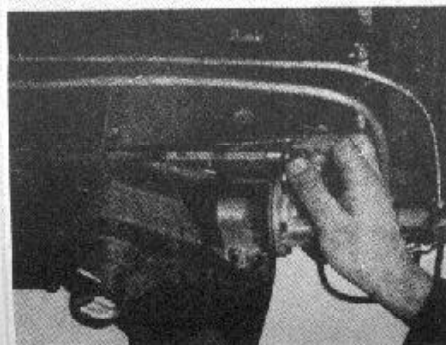
- g. **Fill Fuel Tank.** Use only 80-octane gasoline in this unit, which is U. S. Army Spec. 2-103A motor fuel (general purpose). Make sure gasoline is free from water and other foreign substances. Do not overfill the tank until the gasoline appears in the filler cap opening. Examine the tank and fuel line for signs of leakage as soon as you have added fuel.
- h. **Inspect Exhaust Line.** See that all joints are tight. Remember, exhaust pipes are deadly.

- i. **Crank Unit.** Before starting, turn the unit with the hand crank, with the ignition grounded to be sure that all parts move freely.



TL-90705

Figure 5. Filling the crankcase



TL-90706

Figure 6. Testing oil level with baronet gauge.

9. STARTING THE UNIT.

To start the engine, proceed as follows:

- a. Throw the manual knife-switch to the OFF position.
- b. Operate the priming lever (Fig. 2) on the fuel pump until the bowl is filled.
- c. On units equipped with ignition ground switch on the switchbox push ignition switch all the way in. Hold the choke button up and crank the engine.

- d. On units with ground button on magneto, pull the choke button up, and crank the engine.

- e. Check oil circulation after the engine has been started. Look through the small hole in the cylinder head cover (Fig. 1), to see if the oil pumps delivering oil from the copper tubing which is visible there. If oil is not being pumped, hold the butterfly valve on the carburetor almost closed. This is done by manually operating the governor lever so that the engine operates at very low speed until oil flows. If oil is not circulating, do not operate the unit.

- f. Allow the engine to warm up for a few minutes.

CAUTION: Do not put any load on this unit until the engine has warmed up to approximately 125° F. Check the thermometer on the radiator to see when the proper engine operating temperature has been reached.

10. STOPPING THE UNIT.

Throw the OFF-ON knife switch OFF, and stop the engine by pulling out the ignition ground switch located on the switchbox or by holding in the ground button on the magneto, as the case may be. If the unit is to be out of service for some time, drain fuel tank, crankcase, and radiator. When the unit is to be kept out of operator for a period of time where the surrounding temperature is below 0° F, use either of the following methods to keep crankcase oil fluid:

- a. When the engine is stopped, drain the oil while still hot into a clean container, which can be covered to keep out dirt and water. When the engine is to be restarted, heat the oil to the point where the bare hand can be held in it for a few seconds without burning, fill the crankcase with the hot oil and start the engine immediately.

- b. If the above procedure cannot be followed, drain the crankcase and dilute the drain oil with 20 percent gasoline by volume (5½ quarts oil, 1½ quarts gasoline). When preparing to restart the engine, fill the crankcase with the mixture, start the engine and allow it to run for 10 minutes to circulate the lubricant thoroughly.

NOTE: In sub-zero temperatures, add one quart of anti-freeze solution to radiator, after draining cooling system.