INSTRUCTIONS

AND REPAIR PARTS LIST....

for

Eaton's

Viking

OUTBOARD MOTORS

1.5 O. B. C. CERTIFIED BRAKE HORSE-POWER AT 4000 R. P. M.

Standard Single Cylinder
Model No. C-IG10

ALWAYS GIVE COMPLETE MOTOR MODEL NUMBER WHEN ORDERING PARTS—

Manufactured expressly for

THE T. EATON COMPANY LIMITED, CANADA

by

OUTBOARD, MARINE & MFG. CO. OF CANADA, LTD. — PETERBORO, CANADA

PART NO. 551497

WARRANTY

VIKING OUTBOARD MOTOR

We warrant each new outboard motor to be free from defects in material and workmanship under normal use and when operated according to these instructions. Within 90 days from date of sale to the original purchaser we will exchange free of charge any part which our examination shall disclose to our satisfaction to be defective.

This warranty shall not apply to any motor which has been subject to misuse, alteration, or accident; or which has been used for racing or equipped with a racing propeller.

All transportation charges on motors or parts returned to the factory must be prepaid.

THE T. EATON Co LIMITED

OPERATION AND CARE OF

THE VIKING OUTBOARD MOTOR

This outboard motor is designed and built to give years of satisfactory service. The fine materials and high standards of workmanship used assure durability and lasting performance.

Read these instructions carefully before attempting to operate the motor.

HOW TO OPERATE THE MOTOR

FUEL AND LUBRICATION—In an outboard motor the bearings, pistons, rings and other moving parts are lubricated by mixing oil with the gasoline.

Use any good grade of medium (regular) gasoline and Medium Heavy S.A.E. 30 motor oil. Mix the oil and gasoline thoroughly. For best results strain the fuel through a chamois or through a funnel with a fine gauge strainer screen. **Never pour gasoline or oil into the tank unmixed.**

Keep the gear housing filled with a good waterproof outboard motor gear grease. To fill the gear housing, remove the grease screw plug in gear housing. Also remove the drain plug screw located in the gear housing cap on the propeller end of housing. (This will allow water to drain out.) Then fill housing with grease thru the grease plug hole. Housing is filled when grease comes out of drain plug hole. Do not use automobile differential or cup grease.

OILING INSTRUCTIONS—1. For first five hours, mix 3/4 pint of regular Gas-Engine oil, medium heavy S.A.E. No. 30 with each gallon of gasoline.

2. After five hours of operation, reduce oil to 1/2 pint per each gallon of gasoline.

3. Mix the oil and gasoline thoroughly in a clean separate can before pouring into fuel tank.

4. Keep gear housing filled with outboard motor gear grease.

HOW TO ATTACH THE MOTOR TO THE BOAT—Hang the motor over the stern of the boat with the bracket in the center of the stern board or transom. Tighten the bracket thumb screws securely. Do not use a wrench. Change the angle adjustment on the rear of the stern bracket, if necessary, so that the motor is in a vertical position when the boat is loaded and running. The motor is made for use on a standard 15 inch height stern. If the stern is higher cut down to 15 inches to accommodate the bracket so that the propeller will be at the right depth.

OPERATING INSTRUCTIONS—1. Open gasoline shut-off valve. Open vent screw in filler cap on the gasoline tank. The motor will not operate when vent is closed.

2. Move speed control lever to position marked "START."

3. Turn carburetor control knob to extreme left to word "PRIME" and hold in this position about 8 to 10 seconds then release.

4. Wind starter cord on pulley in clockwise direction and pull forcibly. If motor does not start on first attempt, pull rope 2 or 3 times with control knob set at prime.
5. After motor starts turn carburetor control knob slowly to the right until motor runs smoothly. Advance speed control lever toward "FAST" position to increase speed.
6. When motor warms up it may be necessary to readjust both speed control lever and carburetor control knob in order to attain maximum speed.
7. To stop motor move speed control lever to position marked "STOP."
8. It is not necessary to prime the motor when starting, if it has been warmed up.

REMOVING MOTOR FROM BOAT—When removing motor from boat, lift motor in a straight upward position and hold in this position until all water is drained from the underwater exhaust tube and water cooling system. Do not stand motor on magneto or carry with the magneto down as this may allow water to enter the powerhead from muffler or underwater exhaust tube.

When the motor is left on the boat, tilt it out of the water so the underwater exhaust outlet is above the water line. The motor should be tilted so that the shaft hangs on an angle that will allow the water to drain from the exhaust tube. A stick inserted between the shaft and stern bracket will hold the motor so it will not drop back in the water from any movement of the boat. If the exhaust pipe is left in the water, water may enter the cylinder.

HOW TO CARE FOR THE MOTOR

BREAK-IN PERIOD—Reasonable care in the operation of the motor during the first several hours of use, will improve its performance and insure longer life. Follow the oiling instructions carefully. Do not run at full speed for the first few hours, to give the rings and bearings a chance to become well seated. The motor will develop full speed and power after approximately 20 hours of operation.

MAGNETO—The correct magneto point gap is .020 in. maximum opening. It needs no attention as long as the spark is good. To clean points, use a very fine point file or nail file. A piece of hard paper drawn between the points will remove dirt and grease. Be careful not to leave any lint from the paper on the points.

SPARK PLUG—The correct spark plug gap is .025 in. Plugs are set properly at the factory and are right when the motor is received. We recommend Champion J-9J or J-10 Commercial J spark plug for replacement. Keep the spark plug cable free from oil and do not permit it to become frayed and broken. Clean the spark plug periodically and reset the gap.

CARBURETOR ADJUSTMENT—The carburetor is adjusted for both high and low speed operation at the factory. If further adjustment is necessary proceed as follows: Run motor for a few minutes with the speed control lever set at "FAST" and then adjust the carburetor control until motor runs smoothly. Now move speed control lever to "SLOW." Turn idle adjusting screw, located directly above carburetor control knob, until satisfactory low speed performance is obtained.

The carburetor is now adjusted for average conditions. Special setting may be necessary for best performance with a heavy boat or other unusual conditions.

COOLING SYSTEM—The motor is water cooled. Water enters through two holes in the propeller hub. A positive action rotary pump circulates it through the cylinder jacket. Weeds or mud may clog the water intake and prevent the water from circulating. If the motor heats, turn it off at once and clean out the water inlet passages. To continue to run the motor without the water circulating through the cooling system may cause damage.

REPLACE THE SHEAR PIN—A shear pin is used on the propeller and will shear off when the propeller strikes an obstruction. When the pin shears off the motor continues to run but the propeller will not turn. This prevents damage to the gears and shafts. **Turn off the motor immediately when a pin shears.** To replace the pin, unscrew the propeller shaft nut and slip off the propeller. Remove the old pin and replace it with a new one. Always carry extra shear pins in your tool kit.

REVERSING—An important feature of the motor is that it can be turned completely around in its pivot bearing, permitting backing up and better maneuverability. With the

motor in its reversed position the reverse lock prevents the thrust of the propeller from forcing the lower unit out of the water. The reverse lock should be kept lubricated with grease and checked periodically for proper operation. For SAFETY'S SAKE do not attempt to reverse the motor at any speed higher than half throttle.

HOW TO REMOVE FLYWHEEL—Hold flywheel firmly to prevent turning and unscrew the crankshaft nut two or three turns. While another person lifts up on the flywheel, strike crankshaft nut a sharp blow with a lead, brass or plastic hammer. This will loosen flywheel from the tapered end of crankshaft. When removing flywheel, be careful not to lose key that locks flywheel to crankshaft. When replacing flywheel, tighten crankshaft nut as tightly as possible, using a light hammer to strike wrench.

SPEED CONTROL LEVER ADJUSTMENT—Should the speed control lever become so loose that it will not remain in a set position, it can be tightened by tightening the armature base clamp screw underneath the flywheel base.

CARBURETOR CONTROL KNOB ADJUSTMENT—Should the carburetor control knob become so loose that it will not remain in a set position, it can be tightened by drawing down on the packing nut. If tightening of the packing nut will not help, it may be necessary to replace the packing. To replace packing, remove the control knob from carburetor also packing nut. Remove old packing, replace with new and reassemble.

PROPELLER—Motors are equipped with a propeller to give the best all around performance on the average boat.

Adding a high speed propeller to a motor will not increase the speed of the boat unless the boat itself is light and designed to develop higher speed. We cannot be responsible for wear or damage to a motor used for racing or equipped with a racing propeller.

MOTOR USED IN SALT WATER—The motor should be removed from the boat when not in service. Flush the motor thoroughly by running it in a tank or barrel of fresh water. Wipe the motor dry and go over all parts with an oily cloth.

DO NOT RUN MOTOR OUT OF WATER—If motor is being run in a tank or barrel of water be sure that the gear housing as well as propeller is fully submerged while running. Watch motor very closely as the churning of the water by the propeller may create an air pocket and cause the motor to race and do serious damage to motor. DO NOT RUN THE MOTOR IN A TANK FOR MORE THAN TWO MINUTES. NEVER RACE THE MOTOR WHEN RUNNING IN A TANK.

MOTOR USED IN COLD WEATHER—The motor will not freeze while in use, but when it is idle, drain it by setting it in an upright position and revolving the flywheel. If the motor is to be stored during cold weather be sure that no water is left in the motor or it may freeze.

MOTOR THAT HAS BEEN SUBMERGED—A motor that has been submerged is temporarily out of working order. It must be dried out thoroughly before it can be used again. Remove all the fuel and dry the motor slowly over heat.

The magneto may need special attention. Remove the flywheel and dry the armature thoroughly with a rag and allow to remain open until completely dry. Be sure coil is dry by leaving magneto in open air for 24 hours or bake in a temperature not exceeding 100° F. for an hour. Do not spin flywheel while magneto is wet as it may short coil.

Remove, dry and clean spark plug. Remove carburetor, drain out all water, and flush thoroughly with gasoline.

Rotate motor slowly by means of propeller while pouring a small quantity of lubricating oil through spark plug hole, thus forcing all water out of cylinder and crankcase.

When magneto is thoroughly dry, reassemble on motor and check spark by holding end of ignition cable about 1/8" away from cylinder head while spinning flywheel with starter rope.

Should the above test fail to produce a spark or produces only a weak spark, take it to an authorized service depot. Before starting motor, be sure all parts, including magneto, spark plug, gasoline line and carburetor are reassembled on the motor. Pour two teaspoonfuls of pure lubricating oil in cylinder through the spark plug hole.

TO STORE THE MOTOR—Store the motor in a dry place and be sure it is thoroughly dry before storing. Drain the gasoline tank. Remove the spark plug, put two teaspoons of pure lubricating oil in cylinder and revolve the flywheel several times to spread a coating of oil over the cylinder walls, and replace the spark plug. Pack the gear housing with grease. Wipe the entire motor with a cloth saturated with oil. Wrap the motor in cloth or heavy paper, or place it in the motor shipping box. Store it in a dry place.

PUTTING MOTOR IN USE AFTER STORAGE—Inspect the motor thoroughly before you use it. Pack the gear case full of new outboard motor grease. Do not use ordinary automobile grease. Clean the contact points by running a piece of hard paper or cardboard between them. Be careful not to leave any lint from the paper on the points. If they are very dirty or rough use a fine point file or a nail file to polish them. Set the points at the proper distance (.020-inch).

Clean strainer screens, one at gas tank outlet, the other at inlet to carburetor. Clean out the tank, the gasoline feed pipe and the carburetor. Mix the oil and gasoline, fill the tank and be sure the gasoline is flowing to the carburetor.

Clean the spark plug and replace with a new one if it is cracked, broken or badly burned.

Replace any damaged parts. Tighten all screws and nuts. After long continuous, hard service, a very complete overhauling by an expert is advisable.

HOW TO OBTAIN SERVICE—If your Outboard Motor refuses to operate or does not perform properly and you can find nothing in this booklet which covers the possible cause for failure, we suggest that you take the motor to the nearest authorized service depot.

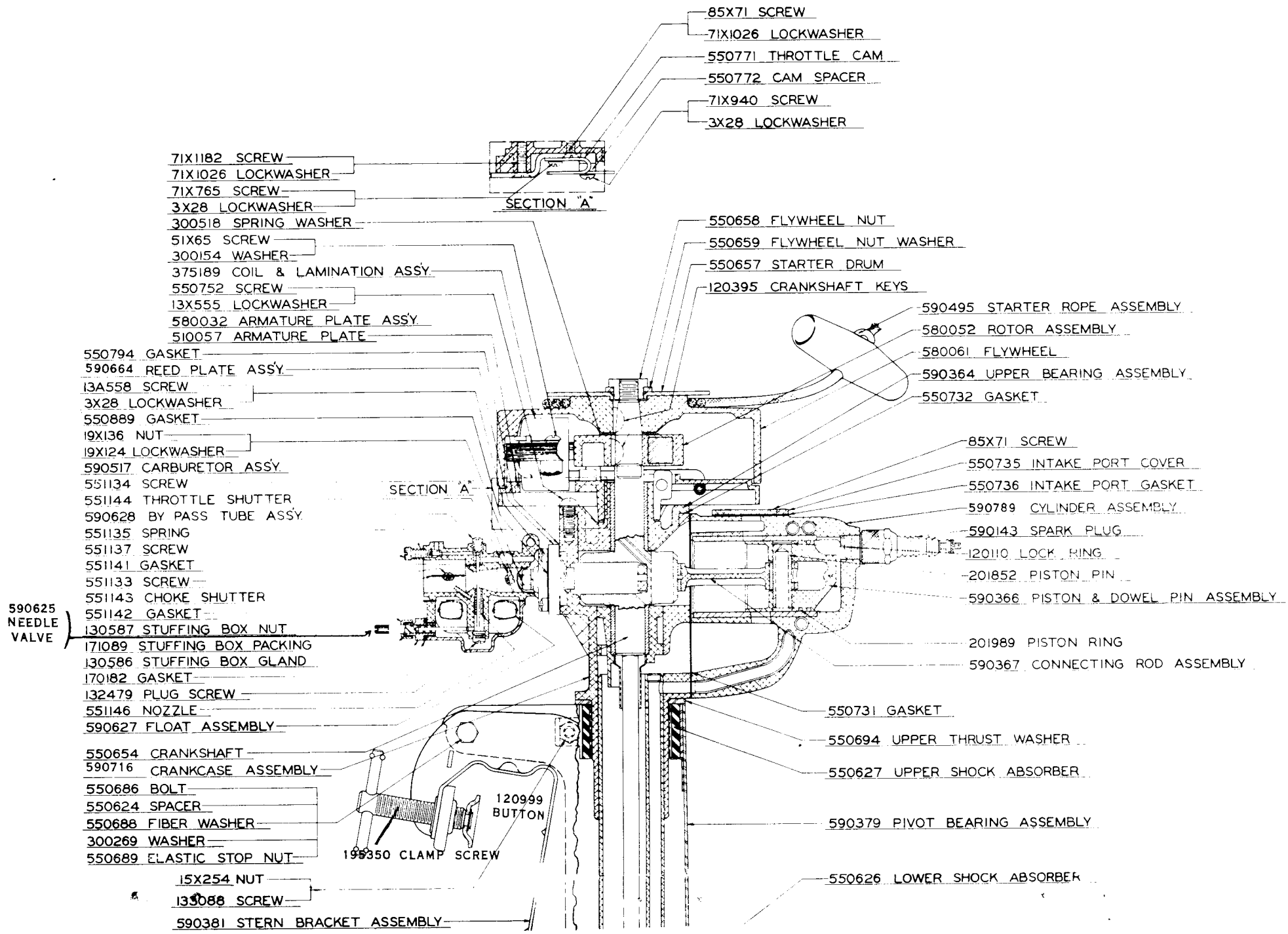
HOW TO ORDER REPAIR PARTS—This instruction book gives you a complete repair parts list for your Outboard Motor. Should you need to order repair parts they may be obtained through the nearest branch of the T. EATON CO or parts distributor.

If you order repair parts, we need the following information to enable us to fill your order correctly:

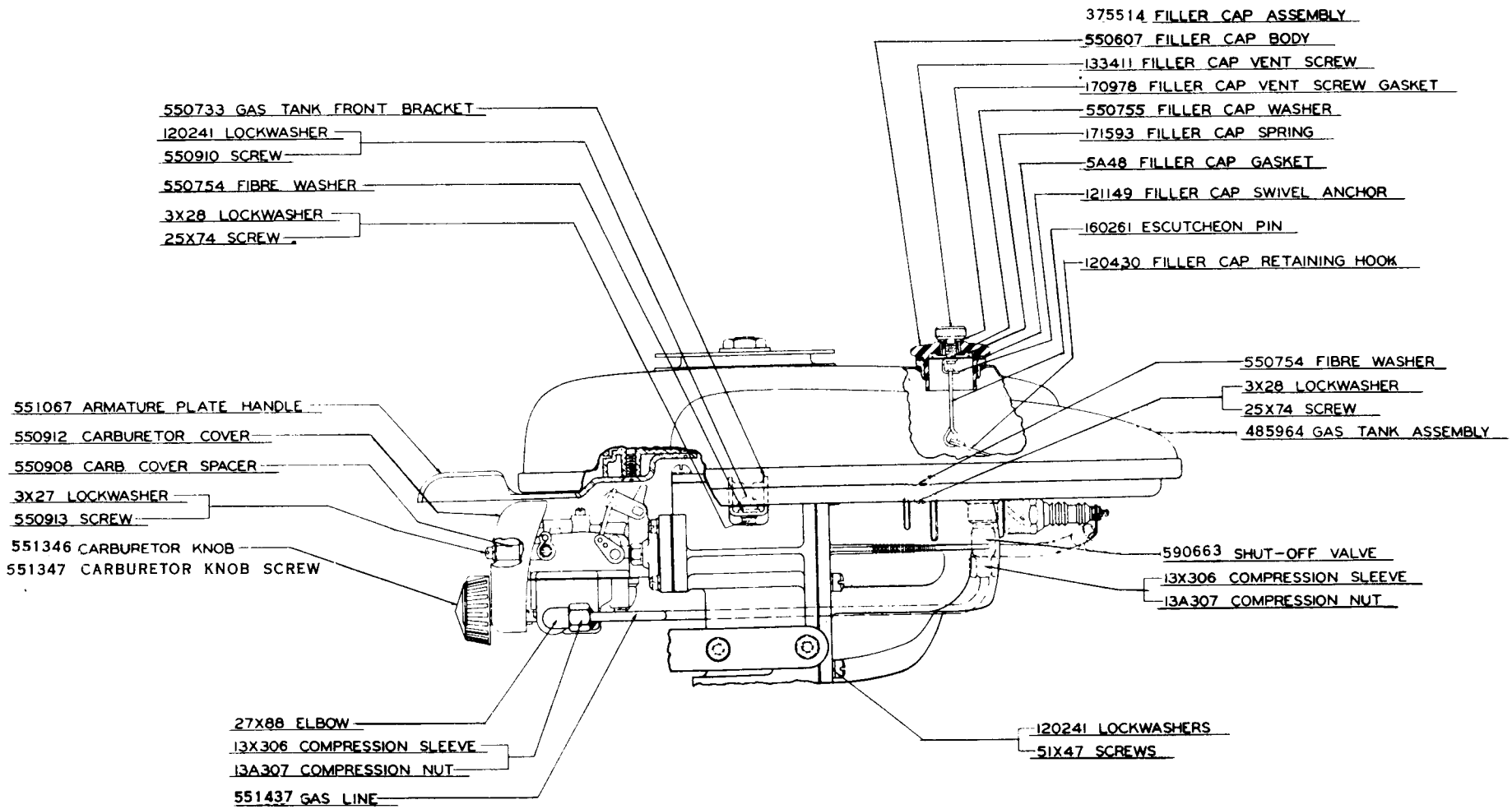
1. Part number and description of part as shown in this list.

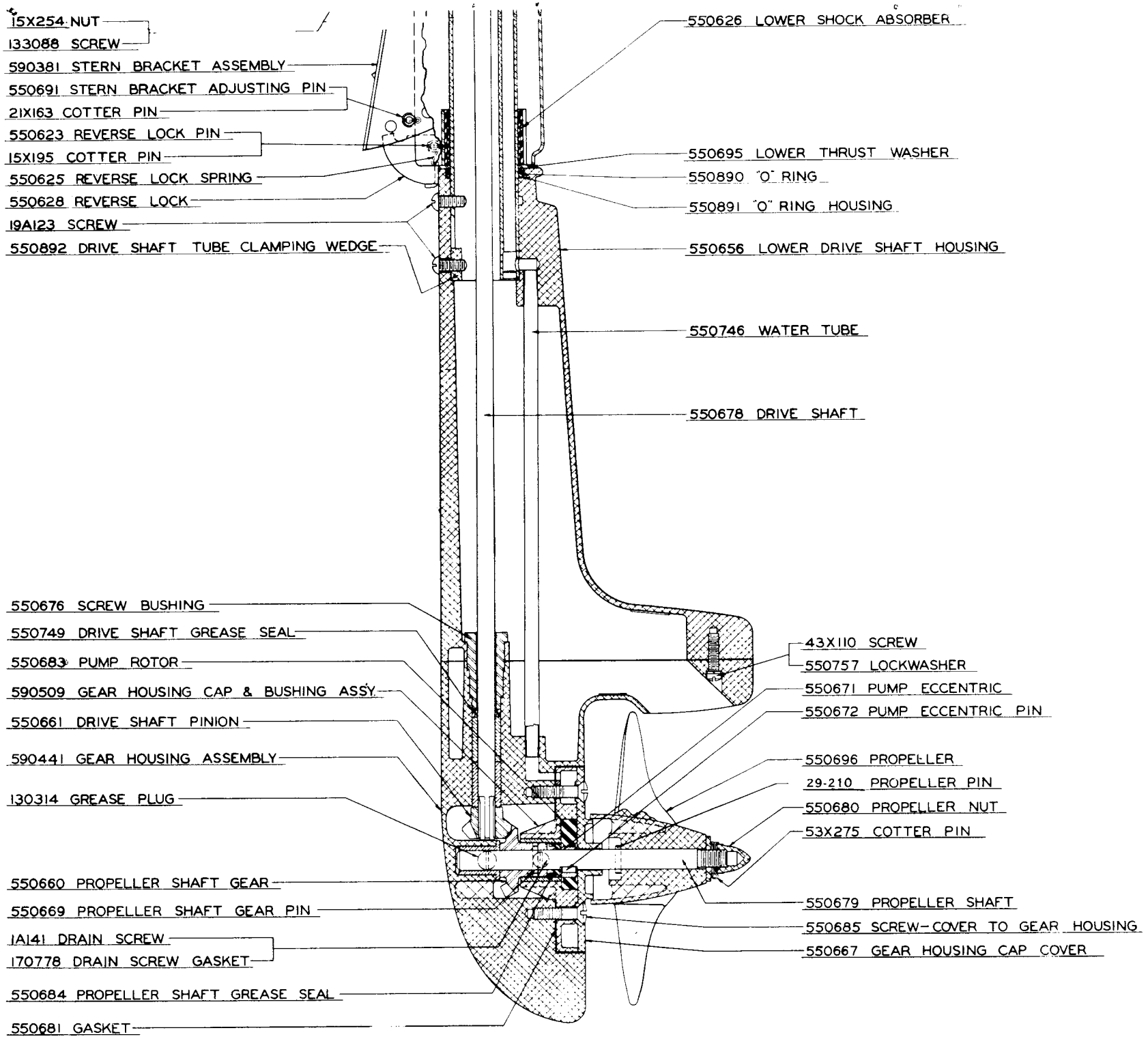
2. Complete motor Model Number and Serial Number. These numbers will be found stamped on the instruction plate located on the front of the stern bracket.

Order By Part Number and Name Giving Motor Model and Serial Number

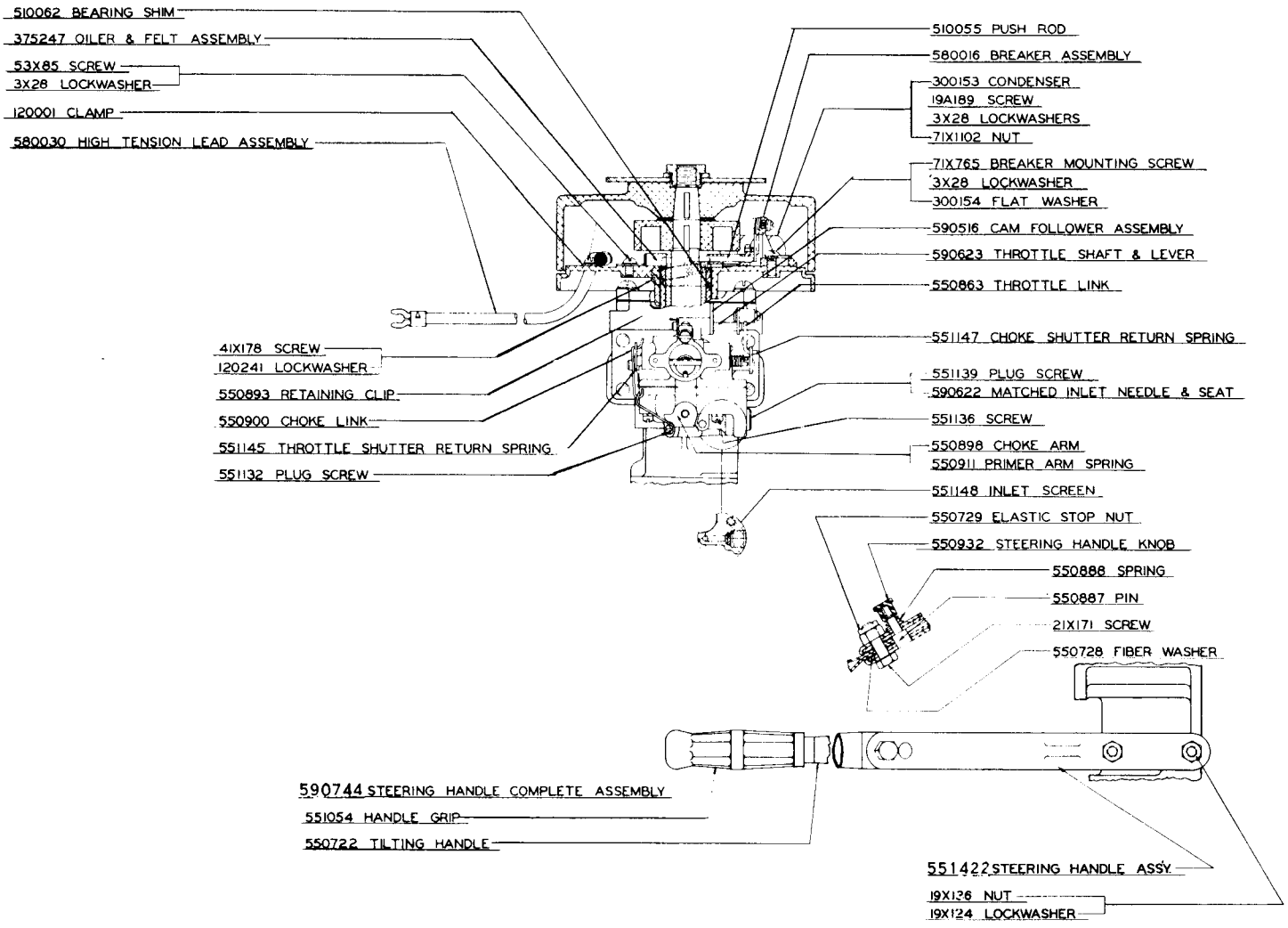


Order By Part Number and Name Giving Motor Model and Serial Number




15X254 NUT
133088 SCREW
590381 STERN BRACKET ASSEMBLY
550691 STERN BRACKET ADJUSTING PIN
21X163 COTTER PIN
550623 REVERSE LOCK PIN
15X195 COTTER PIN
550625 REVERSE LOCK SPRING
550628 REVERSE LOCK
19A123 SCREW
550892 DRIVE SHAFT TUBE CLAMPING WEDGE
550626 LOWER SHOCK ABSORBER
550695 LOWER THRUST WASHER
550890 "O" RING
550891 "O" RING HOUSING
550656 LOWER DRIVE SHAFT HOUSING
550746 WATER TUBE
550678 DRIVE SHAFT
550676 SCREW BUSHING
550749 DRIVE SHAFT GREASE SEAL
550683 PUMP ROTOR
590509 GEAR HOUSING CAP & BUSHING ASSY.
550661 DRIVE SHAFT PINION
590441 GEAR HOUSING ASSEMBLY
130314 GREASE PLUG
43X110 SCREW
550757 LOCKWASHER
550671 PUMP ECCENTRIC
550672 PUMP ECCENTRIC PIN
550696 PROPELLER
29-210 PROPELLER PIN
550680 PROPELLER NUT
53X275 COTTER PIN
550660 PROPELLER SHAFT GEAR
550669 PROPELLER SHAFT GEAR PIN
1A141 DRAIN SCREW
170778 DRAIN SCREW GASKET
550684 PROPELLER SHAFT GREASE SEAL
550681 GASKET
550679 PROPELLER SHAFT
550685 SCREW-COVER TO GEAR HOUSING
550667 GEAR HOUSING CAP COVER

Order By Part Number and Name Giving Motor Model and Serial Number



REPAIR PARTS

ORDER BY PART NUMBER AND NAME GIVING MOTOR MODEL AND SERIAL NUMBER

Part Number	Part Name	Price
1A141	Drain Screw	
3X27	Lockwasher	
3X28	Lockwasher	
5A48	Filler Cap Gasket	
13A306	Compression Sleeve	
13A307	Compression Nut	
13X555	Lockwasher	
13A558	Screw	
15X195	Cotter Pin	
15X254	Nut	
19A123	Screw	
19X124	Lockwasher	
19X136	Nut	
19A189	Screw	
21X163	Cotter Pin	
21X171	Screw	
25X74	Screw	
27X88	Elbow	
29-210	Prop Pin	
41X178	Screw	
43X110	Screw	
51X47	Screw	
51X65	Screw	
53X85	Screw	
53X275	Cotter Pin	
71X765	Screw	
71X940	Screw	
71X1026	Lockwasher	
71X1102	Nut	
71X1182	Screw	
85X71	Screw	
120-001	Clamp	
120-110	Lock Ring	
120-241	Lockwasher	
120-395	Crankshaft Key	
120-430	Filler Cap Retaining Hook	
120-999	Button	
121-149	Filler Cap Swivel Anchor	
130-314	Grease Plug	
130-586	Stuffing Box Gland	
130-587	Stuffing Box Nut	
132-479	Plug Screw	
133-088	Screw	
133-411	Filler Cap Vent Screw	
160-261	Escutcheon Pin	
170-182	Gasket	
170-778	Drain Screw Gasket	
170-978	Filler Cap Vent Screw Gasket	
171-089	Stuffing Box Packing	
171-593	Filler Cap Spring	
195-350	Clamp Screw	
201-852	Piston Pin	
201-989	Piston Ring	
300-153	Condenser	
300-154	Washer	
300-269	Washer	
300-518	Spring Washer	
375-189	Coil & Lamination Assembly	
375-247	Oiler & Felt Assembly	
375-514	Filler Cap Assembly	
485-964	Gas Tank	
510-055	Push Rod	
510-057	Armature Plate	

Part Number	Part Name	Price
510-062	Bearing Shim	
550-609	Filler Cap Body	
550-623	Reverse Lock Pin	
550-624	Spacer	
550-625	Reverse Lock Spring	
550-626	Lower Shock Absorber	
550-627	Upper Shock Absorber	
550-628	Reverse Lock	
550-654	Crankshaft	
550-656	Lower Drive Shaft Housing	
550-657	Starter Drum	
550-658	Flywheel Nut	
550-659	Flywheel Nut Washer	
550-660	Propeller Shaft Gear	
550-661	Drive Shaft Pinion	
550-667	Gear Housing Cap Cover	
550-669	Propeller Shaft Gear Pin	
550-671	Pump Eccentric	
550-672	Pump Eccentric Pin	
550-676	Screw Bushing	
550-678	Drive Shaft	
550-679	Propeller Shaft	
550-680	Propeller Nut	
550-681	Gasket	
550-683	Pump Rotor	
550-684	Propeller Shaft Grease Seal	
550-685	Screw-Cover To Gear Housing	
550-686	Bolt	
550-688	Fiber Washer	
550-689	Elastic Stop Nut	
550-691	Stern Bracket Adjusting Pin	
550-694	Upper Thrust Washer	
550-695	Lower Thrust Washer	
550-696	Propeller	
550-719	Armature Plate Handle	
550-722	Tilting Handle	
550-728	Fiber Washer	
550-729	Elastic Stop Nut	
550-731	Gasket	
550-732	Gasket	
550-733	Gas Tank Front Bracket	
550-735	Intake Port Cover	
550-736	Intake Port Gasket	
550-746	Water Tube	
550-749	Drive Shaft Grease Seal	
550-752	Screw	
550-754	Fiber Washer	
550-755	Filler Cap Washer	
550-757	Lockwasher	
550-771	Throttle Cam	
550-772	Cam Spacer	
550-794	Gasket	
550-863	Throttle Link	
550-887	Pin	
550-888	Spring	
550-889	Gasket	
550-890	"O" Ring	
550-891	"O" Ring Housing	
550-892	Drive Shaft Tube Clamping Wedge	
550-893	Retaining Clip	
550-898	Choke Arm	
550-900	Choke Link	

REPAIR PARTS

ORDER BY PART NUMBER AND NAME GIVING MOTOR MODEL AND SERIAL NUMBER

Part Number	Part Name	Price
550-908	Carburetor Cover Spacer	
550-910	Screw	
550-911	Primer Arm Spring	
550-912	Carburetor Cover	
550-913	Screw	
550-932	Steering Handle Knob	
551-054	Handle Grip	
551-132	Plug Screw	
551-133	Screw	
551-134	Screw	
551-135	Spring	
551-136	Screw	
551-137	Screw	
551-139	Plug Screw	
551-141	Gasket	
551-142	Gasket	
551-143	Choke Shutter	
551-144	Throttle Shutter	
551-145	Throttle Shutter Return Spring	
551-146	Nozzle	
551-147	Choke Shutter Return Spring	
551-148	Inlet Screen	
551-346	Carb. Knob	
551-347	Screw	
551-422	Steering Handle Assembly	
551-437	Gas Line	

Part Number	Part Name	Price
580-016	Breaker Assembly	
580-030	High Tension Lead Assembly	
580-032	Armature Plate Assembly	
580-052	Rotor Assembly	
580-061	Flywheel	
590-143	Spark Plug	
590-364	Upper Bearing Assembly	
590-366	Piston & Dowel Pin Assembly	
590-367	Connecting Rod Assembly	
590-379	Pivot Bearing Assembly	
590-381	Stern Bracket Assembly	
590-441	Gear Housing Assembly	
590-495	Starter Rope Assembly	
590-509	Gear Housing Cap & Bushing Assembly	
590-516	Cam Follower Assembly	
590-517	Carburetor Assembly	
590-622	Matched Inlet Needle & Seat	
590-623	Throttle Shaft & Lever	
590-625	Needle Valve	
590-627	Float Assembly	
590-628	By Pass Tube Assembly	
590-663	Shut-off Valve	
590-664	Reed Plate Assembly	
590-716	Crankcase Assembly	
590-789	Cylinder Assembly	

TROUBLE CHART

The following chart aims to provide an outline for the systematic tracing down of trouble with the least amount of effort. Finding the cause of trouble usually suggests the remedy.

MOTOR WON'T START

GASOLINE TROUBLE

Tank empty.
Shut-off Valve closed.
Carburetor flooded, if motor is warm.
Mixture too thin, if engine is cold.
Too much oil mixed with gasoline.
Water in carburetor, tank or strainer.
Pipe clogged.
Spray nozzle or feedhole in carburetor clogged.
Vent in filler cap closed.

NO SPARK

Wire to contact screw disconnected.
Wire to spark plug disconnected.
Water, oil, or carbon on magneto breaker points.
Magneto breaker points do not come together when flywheel is revolved.
Magneto breaker points do not separate when flywheel is revolved.

SPARK PLUG FAULTY

Fouled with carbon, oil or moisture.
Porcelain cracked.
Center pole loose.
Points not properly adjusted—should be apart .025

MOTOR OVERHEATS—

Lack of oil or water.
Wrong propeller.

MOTOR KNOCKS—

Flywheel nut loose.
Carbon in cylinders (caused by too much oil in gasoline).
Motor too hot, causing pre-ignition.
Bearings loose or worn.
Piston or cylinder worn.

MOTOR IS STIFF OR CRANKS HARD—

Rust in cylinders.
Bearings out of line.
Crankshaft bent.
Gear shaft bent.
No grease in gear case.

WATER STOPS CIRCULATING—

Obstruction in water intake.
Leak at water pipe connections.
Broken water pipe.
Motor not setting deep enough in water.
Worn pump rotor.

POOR COMPRESSION—

Piston rings carbonized and stuck in groove.
Cylinder scored.

MOTOR MISSES—

WIRING

Broken or loose wiring.
Poor insulation.
Wires short circuited with moisture, oil or foreign material.

MAGNETO

Breaker points corroded.
Breaker points improperly spaced.
Weak coil.
Weak condenser.
Weak magneto.
Foreign matter or oil on breaker points.

CARBURETOR

Foreign matter in spray nozzle or needle valve or feed hole.
Gasoline line restricted.
Water or foreign matter in carburetor strainer.
Water in carburetor.

MOTOR LOSES POWER—

IMPROPER MIXTURE

Too rich (will slow down).
Too thin (will backfire or "spit" as well as slow down).

LACK OF COMPRESSION

Improper gas and oil mixture.
Scored cylinders.
Worn rings.

MOTOR RUNS BUT PROPELLER DOES NOT REVOLVE—

Propeller pin sheared off.
Broken drive on Propeller shaft.

MOTOR VIBRATES—

Faulty ignition.
Loose pivot bearing.
Bent propeller wheel.
Motor loose on boat.

MOTOR RUNS BUT BOAT MAKES LITTLE OR NO PROGRESS—

Propeller blades bent.
Rope or other obstruction dragging in water.
Weeds on propeller.

PRINTED IN CANADA

SUPPLEMENT TO PARTS LIST FOR MODEL C-1G10 VIKING MOTOR

Since the printing of this Owner's Guide, there have been some changes made in parts and part numbers, as well as a few parts added to the motor. These changes and additions are listed below.

When ordering parts be sure to refer to this supplement to see if the part number has been changed. EXAMPLE: If you determine that you require part number 130314 as shown in line drawing, by referring to this supplement you will note that part number 27-283 should be used. This is the part you should order.

If part number does not appear in supplement, then the part number as shown in line drawing should be ordered. The new parts aslisted below as having been added are described sufficiently to enable you to idehtify them on the motor, even though they are not shown on the line drawings.

IMPORTANT: Always order by part number, giving motor model number and serial number.

Old Part #	Use Part #	Description
71-765	551168	screw-throttle cam
71-940	131270	screw-throttle cam
71-1182	131492	screw-throttle cam
85-71	551150	screw throttle cam
130314	27-283	grease plug-gearcase
550625	551733	spring-reverse lock
550669	551674	pin-prop shaft gear
550733	590872	gas tank bracket
550752	551725	screw
550863	551677	link-throttle
550889	551262	gasket-carb. to reed plate
550893	71-1052	retaining clip
550900	551686	link-choke
550910	132823	screw-gas tank brkt. mtg. -front
590509	590465	gear hsg. cap and seal
590516	590918	cam follower assy.
590517	590917	carburetor assy.
590623	551636	throttle shaft
590664	590995	reed plate assy. with reeds

ADDITIONAL PARTS
(not shown on drawings)

Part #	Description
19-191	screw-reed plate mtg.
27-284	washer-grease plug
51-137	lockwasher-c'case upper brg. screw
132346	screw-gas line support mtg.
550261	reed -lower
551685	guide-carb. choke link
551695	sleeve-timing lever
551696	support-gas line
551697	grommet-gas line support
551705	screw-gas tank mtg. -rear
551706	screw-gas tank mtg. -front
551707	spacer-gas tank mtg. -rear
551792	reed-upper stop
590365	piston & conn. rod assy.
590442	prop. shaft & gear assy.
590583	st. brkt. & pivot brg. assy
590760	gear hsg. & lower hsg.
590781	gear hsg. & d. s. hsg.
590996	carb. & reed plate
590997	carb. & reed plate assy.