INSTRUCTIONS

AND REPAIR PARTS LIST....

for

Eaton's

Viking

OUTBOARD MOTORS

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

DeLuxe Reversing Alternate Firing Twin
Model No. C 2G7

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. 551276

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 ¾ 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 ½ 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. Pull starter handle forcibly. Repeat 3 or 4 times. If motor does not start, repeat priming instructions described in paragraph 3.

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 re-adjust 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 cylinders.

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 coil 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 .030 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 cables free from oil and do not permit it to become frayed or broken. Clean the spark plugs 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: Remove motor covers and run motor for a few minutes. Set speed control lever at "FAST" and then adjust carburetor control until motor runs smoothly. Now move speed control lever to "SLOW." Turn idle adjusting screw, located on right hand side of carburetor, towards "RICH OR LEAN" until satisfactory low speed performance is obtained. The carburetor is now adjusted for average conditions. Special setting may be necessary for best performance with heavy boat loads or very slow trolling.

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 the flywheel rigid and unscrew the flywheel nut about two full turns until it tightens again. The nut now acts as a flywheel puller. Have someone lift up on the flywheel and then place a piece of bar solder or a block of lead over the flywheel nut and tap flywheel nut a sharp blow with a hammer. If flywheel does not come off loosen nut a trifle more. When flywheel comes off, use care not to lose the key by which the flywheel is held in engagement with the shaft. When again replacing flywheel, draw up the nut that holds it as tight as possible. Use a hammer on the wrench to insure good tightening.

HOW TO REMOVE THE STARTER—Remove three screws holding starter housing to gasoline tank. Lift off entire starter housing assembly. If the starter is damaged, the motor can be started by using a rope on the pulley on top of the flywheel.

When reassembling the starter housing assembly on the motor, pull the starter cord slowly until the starter engages. Make sure the starter housing fits tight against the gasoline tank before assembling the three hold down screws. Before tightening screws, try starter to check alignment.

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 plugs. 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 holes, thus forcing all water out of cylinders 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 handle.

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 plugs, gasoline line and carburetor are reassembled on the motor. Pour two teaspoonfuls of pure lubricating oil in cylinders through the spark plug holes.

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 plugs, put two teaspoons of pure lubricating oil in cylinders and revolve the flywheel several times to spread a coating of oil over the cylinder walls, and replace the spark plugs. 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 coil file or a nail file to polish them. Set the points at the proper distance (.020-inch.).

Clean the strainer screen in bottom of 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 careburetor.

Clean the spark plugs and replace with new ones if 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 An Authorized Service Depot.

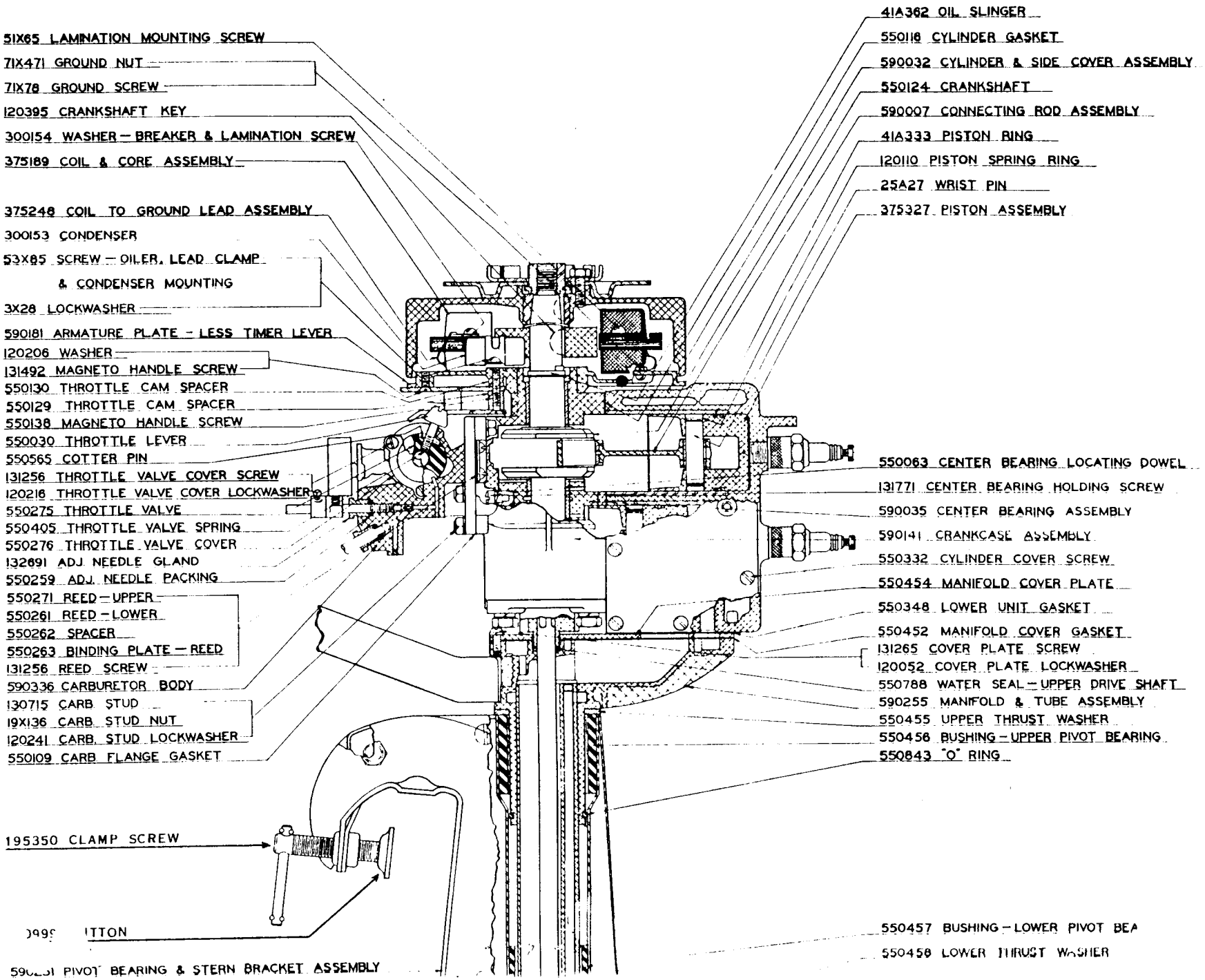
HOW TO ORDER REPAIR PARTS—This instruction book gives you a complete repair parts list for your outboard motor. Should you need to order repair parts they may be obtained through the nearest Parts Distributor

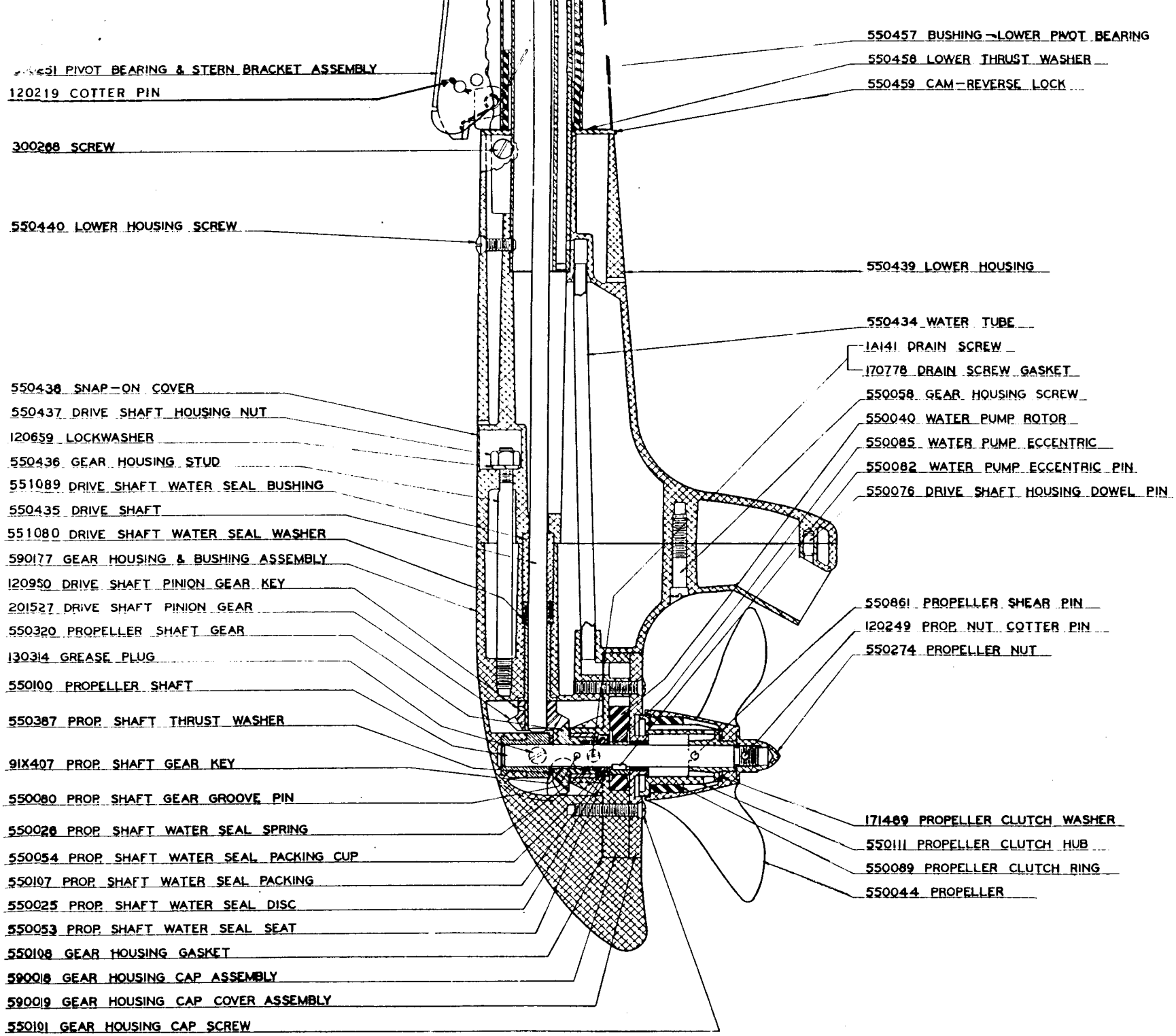
If you order repair parts we need the following information to enable us to fill your order correctly:

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

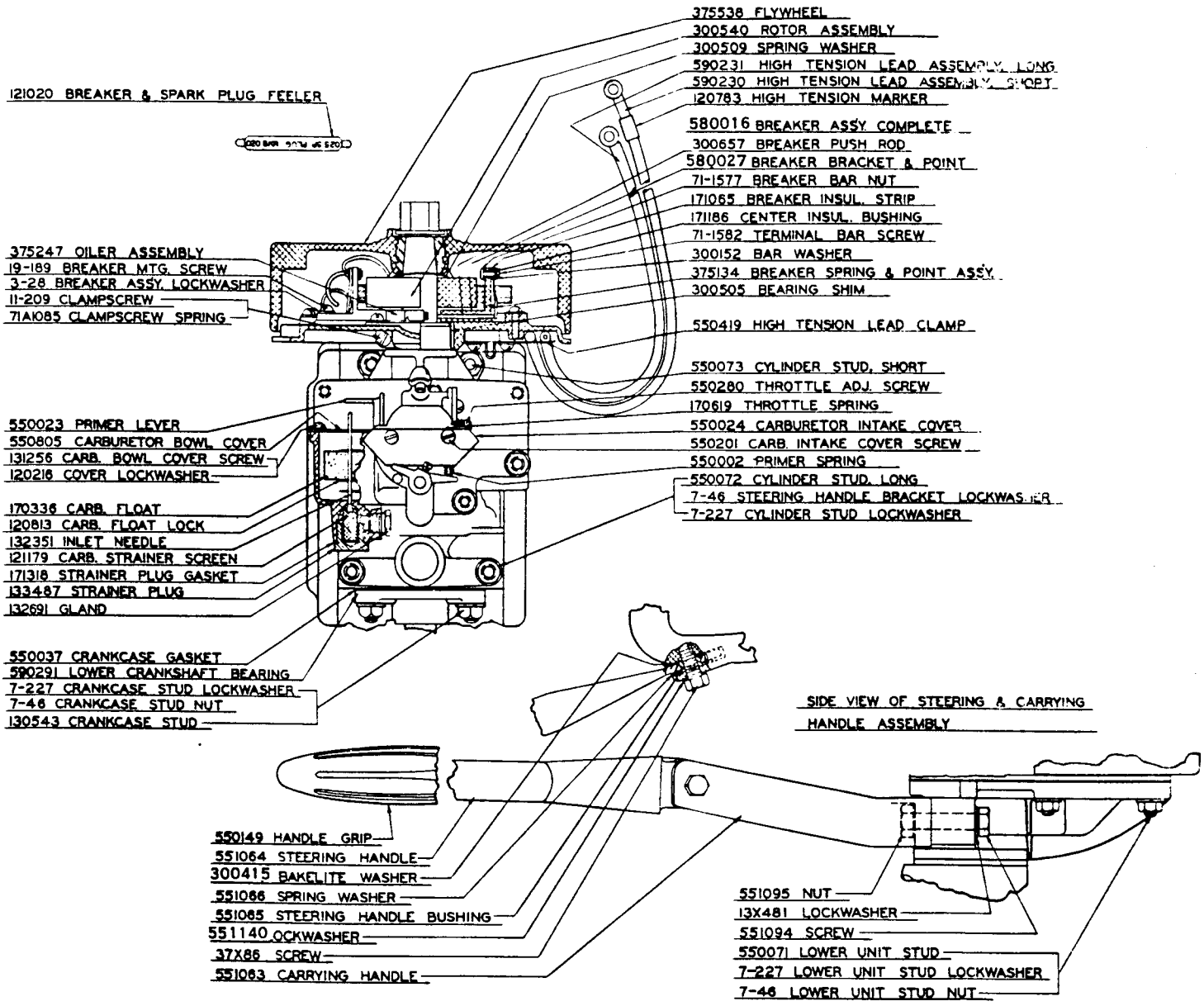
2. Complete motor Model Number and Serial Number. These numbers will be found stamped on the instruction plate located on the front of the stern bracket.

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

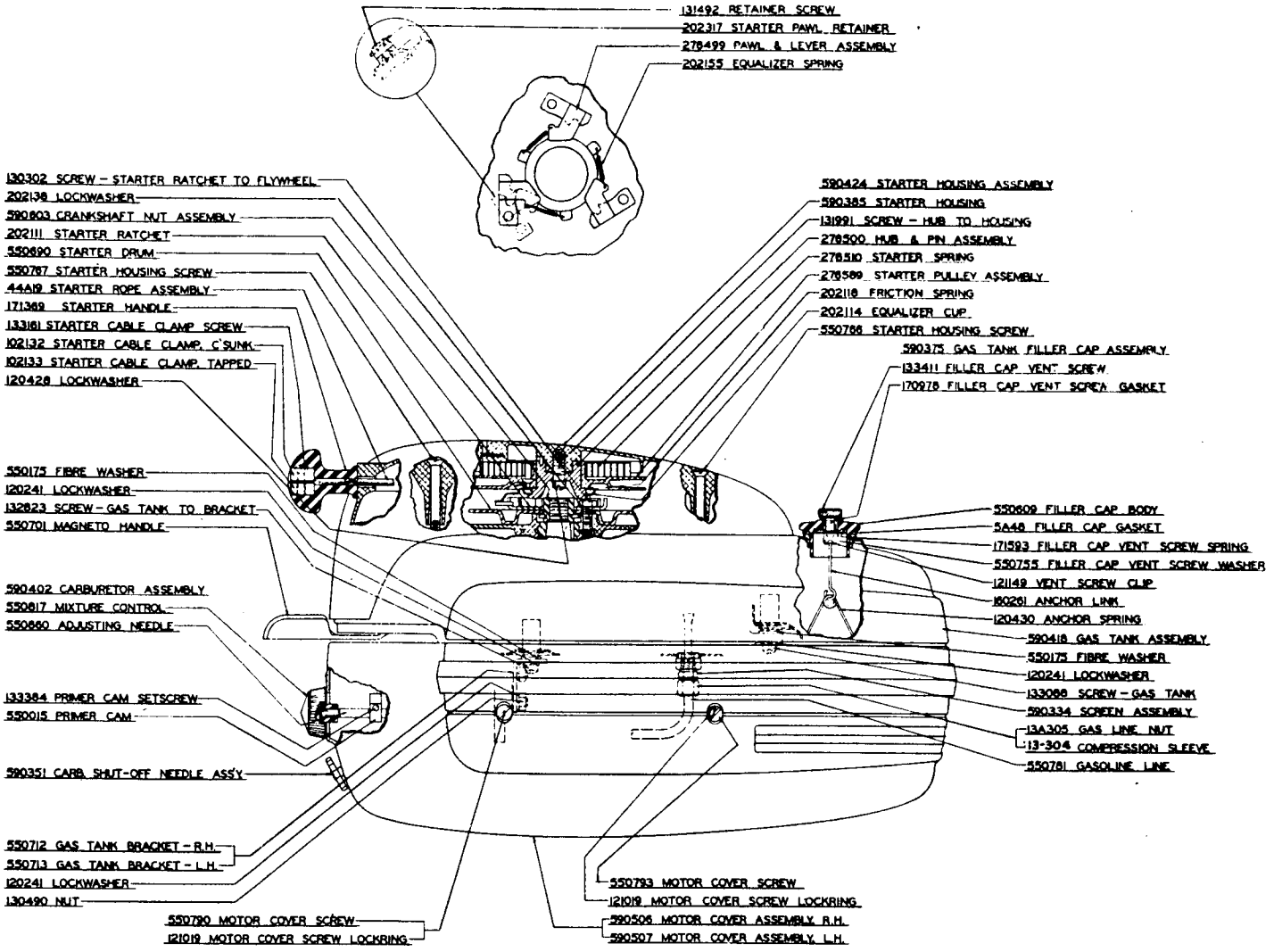



550457 BUSHING—LOWER PIVOT BEARING
550458 LOWER THRUST WASHER
550459 CAM—REVERSE LOCK
[illegible]51 PIVOT BEARING & STERN BRACKET ASSEMBLY
120219 COTTER PIN
300268 SCREW
550440 LOWER HOUSING SCREW
550439 LOWER HOUSING
550434 WATER TUBE
1A141 DRAIN SCREW
170778 DRAIN SCREW GASKET
550058 GEAR HOUSING SCREW
550040 WATER PUMP ROTOR
550085 WATER PUMP ECCENTRIC
550082 WATER PUMP ECCENTRIC PIN
550076 DRIVE SHAFT HOUSING DOWEL PIN
550438 SNAP—ON COVER
550437 DRIVE SHAFT HOUSING NUT
120659 LOCKWASHER
550436 GEAR HOUSING STUD
551089 DRIVE SHAFT WATER SEAL BUSHING
550435 DRIVE SHAFT
551080 DRIVE SHAFT WATER SEAL WASHER
590177 GEAR HOUSING & BUSHING ASSEMBLY
120950 DRIVE SHAFT PINION GEAR KEY
201527 DRIVE SHAFT PINION GEAR
550320 PROPELLER SHAFT GEAR
130314 GREASE PLUG
550100 PROPELLER SHAFT
550387 PROP. SHAFT THRUST WASHER
91X407 PROP. SHAFT GEAR KEY
550080 PROP. SHAFT GEAR GROOVE PIN
550026 PROP. SHAFT WATER SEAL SPRING
550054 PROP. SHAFT WATER SEAL PACKING CUP
550107 PROP. SHAFT WATER SEAL PACKING
550025 PROP. SHAFT WATER SEAL DISC
550053 PROP. SHAFT WATER SEAL SEAT
550108 GEAR HOUSING GASKET
590018 GEAR HOUSING CAP ASSEMBLY
590019 GEAR HOUSING CAP COVER ASSEMBLY
550101 GEAR HOUSING CAP SCREW
550861 PROPELLER SHEAR PIN
120249 PROP. NUT COTTER PIN
550274 PROPELLER NUT
171489 PROPELLER CLUTCH WASHER
550111 PROPELLER CLUTCH HUB
550089 PROPELLER CLUTCH RING
550044 PROPELLER

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



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
1-141	Drain Screw
3-28	Breaker Assembly Lockwasher
5-48	Filler Cap Gasket
7-46	Crankcase, Cylinder Stud Nut
7-227	Crankcase Stud Lockwasher
11-209	Clamp Screw
13-304	Gland
13-305	Gas Line Nut
13-481	Lockwasher
19-136	Nut
19-189	Screw
25-27	Wrist Pin
37-86	Screw
41-333	Piston Ring
41-362	Oil Slinger
44-19	Starter Rope Assembly
51-65	Lamination Mounting Screw
53-85	Oiler and Lead Clamp Mounting Screw
71-46	Lockwasher
71-78	Screw
71-471	Nut-Terminal Screw
71-1085	Spring
71-1577	Bar Nut-Breaker
71-1582	Terminal Bar Screw
91-407	Propeller Shaft Gear Key
102-132	Starter Cable Clamp (Counter Sunk)
102-133	Clamp
120-052	Lockwasher
120-110	Piston Spring Ring
120-206	Lockwasher
120-219	Cotter Pin
120-241	Lockwasher
120-249	Cotter Pin
120-395	Crankshaft Key
120-428	Lockwasher
120-659	Lockwasher
120-783	Tap Upper Spark Plug Wire
120-813	Float Lock
120-950	Drive Shaft Pinion Gear Key
121-019	Lock Ring
121-020	Breaker Point Feeler Gauge
121-179	Carburetor Strainer Screen
130-302	Screw-Starter Ratchet to Flywheel
130-314	Grease Plug
130-490	Nut
130-543	Stud
130-715	Stud
131-256	Screw
131-265	Screw
131-492	Screw
131-771	Screw
131-991	Screw-Hub to Housing
132-351	Inlet Needle
132-691	Gland
132-823	Screw
133-088	Gas Tank Screw
133-161	Screw
133-384	Set Screw

Part Number	Part Name
133-487	Strainer Plug
170-336	Float
170-619	Spring
170-778	Gasket
170-978	Gasket
171-065	Insulation Strip
171-186	Bushing-Insulation
171-318	Strainer Plug Gasket
171-369	Starter Handle
171-489	Propeller Clutch Washer
201-527	Pinion
202-111	Starter Ratchet
202-114	Equalizer Cup
202-118	Friction Spring
202-138	Lockwasher
202-155	Equalizer Spring
202-317	Starter Pawl Retainer
276-499	Pawl and Lever Assembly
276-500	Hub and Pin Assembly
276-510	Starter Spring
276-589	Starter Pulley Assembly
300-152	Bar Washer Breaker Spring
300-153	Condenser
300-154	Washer Breaker and Lamination Screw
300-268	Oval-Fillister Head Screw
300-416	Bakelite Washer
300-505	Bearing Shim
300-509	Spring Washer
300-540	Rotor
375-134	Breaker Spring Assembly
375-189	Coil and Lamination Assembly
375-247	Oiler Assembly
375-248	Lead Wire
375-327	Piston and Dowel Pin Assembly
375-538	Flywheel
485-717	Cylinder Assembly
550-002	Primer Spring
550-015	Primer Cam
550-023	Primer Lever
550-024	Carburetor Intake Cover
550-025	Propeller Shaft Water Seal Disc
550-026	Propeller Shaft Water Seal Spring
550-030	Throttle Lever
550-037	Crankcase Gasket
550-040	Water Pump Rotor
550-044	Propeller Deluxe Only
550-053	Propeller Shaft Water Seal Seat
550-054	Propeller Shaft Water Seal Packing Cup
550-058	Screw
550-063	Dowel Pin
550-071	Stud, Lower Unit
550-072	Stud, Cylinder, Long
550-073	Stud, Cylinder, Short
550-076	Drive Shaft Housing Dowel Pin
550-080	Propeller Shaft Gear Pin
550-082	Eccentric Pin
550-085	Eccentric

REPAIR PARTS

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

Part Number	Part Name
550-089	Propeller Clutch Ring
550-100	Propeller Shaft
550-101	Screw
550-107	Propeller Shaft Water Seal Packing
550-108	Gear Housing Gasket
550-109	Carburetor Flange Gasket
550-111	Propeller Clutch Hub
550-116	Gasket
550-124	Crankshaft
550-129	Throttle Cam Spacer—Long
550-130	Throttle Cam Spacer—Short
550-138	Magneto Handle Screw—Long
550-149	Handle Grip
550-175	Washer
550-201	Screw
550-259	Packing
550-261	Reed—Lower
550-262	Reed Binding Plate
550-263	Reed Binding Plate
550-271	Reed—Upper
550-274	Propeller Nut
550-275	Throttle Valve
550-276	Cover—Throttle Valve
550-280	Adjusting Screw
550-320	Propeller Shaft Gear
550-332	Screw
550-348	Gasket
550-387	Propeller Shaft Thrust Washer
550-405	Spring
550-419	Clamp High Tension Lead
550-434	Tube—Water
550-435	Drive Shaft
550-436	Stud—Gear Housing
550-437	Nut—Drive Shaft Housing
550-438	Snap-on-cover
550-439	Lower Housing Drive Shaft
550-440	Screw—Lower Housing
550-452	Cover Plate Gasket
550-454	Cover Plate
550-455	Thrust Washer—Upper
550-456	Bushing—Upper Pivot Bearing
550-457	Bushing—Lower Pivot Bearing
550-458	Thrust Washer—Lower
550-459	Cam—Reverse Lock
550-565	Cotter Pin
550-609	Filler Cap Body

Part Number	Part Name
550-690	Starter Drum
550-701	Magneto Handle
550-712	Gas Tank Bracket—R.H.
550-713	Gas Tank Bracket—L.H.
550-755	Filler Cap Vent Screw Washer
550-766	Starter Housing Screw
550-767	Starter Housing Screw
550-781	Gasoline Line
550-788	Water Seal—Upper Drive Shaft
550-790	Motor Cover Screw
550-793	Motor Cover Screw
550-805	Carburetor Bowl Cover
550-817	Mixture Control
550-843	"O" Ring
550-860	Adjusting Needle
550-861	Shear Pin
510-055	Push Rod
551-063	Carrying Handle
551-064	Steering Handle
551-065	Steering Handle Bushing
551-066	Spring Washer
551-094	Screw
551-095	Nut
580-027	Breaker Bracket
590-007	Connecting Rod Assembly
590-018	Gear Housing Cap Assembly
590-019	Gear Housing Cap Cover Assembly
590-035	Center Bearing Assembly
590-177	Gear Housing Assembly
590-181	Armature Plate Complete Less Timer
590-230	High Tension Lead Assembly
590-231	High Tension Lead Assembly
590-251	Pivot Bearing and Stern Bracket Assembly
590-255	Manifold and Tube Assembly
590-277	Breaker Assembly
590-291	Lower Crankshaft Bearing
590-334	Screen Assembly
590-336	Carburetor Body Assembly
590-351	Carburetor Shut-off Needle Assembly
590-375	Gas Tank Filler Cap Assembly
590-385	Starter Housing
590-402	Carburetor Assembly
590-418	Gas Tank Assembly
590-424	Starter Housing Assembly
590-457	Tool Kit
590-506	Motor Cover Assembly, R.H.
590-507	Motor Cover Assembly, L.H.
590-603	Crankshaft Nut
590-631	Crankcase and Stud

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