

SPARK PLUG CHART

| MODEL NUMBER | ENGINE | LIGHT SERVICE | SEVERE SERVICE |
|--------------------|--------|----------------------|----------------------|
| SD15M28B (XX-1300) | 292 | 38058 (N60 or *41XL) | 38068 (N57 or 41XC) |
| SD15M26B (XX-1340) | 340 | 38058 (N60 or *41XL) | 38068 (N57 or 41 XC) |

*Optional

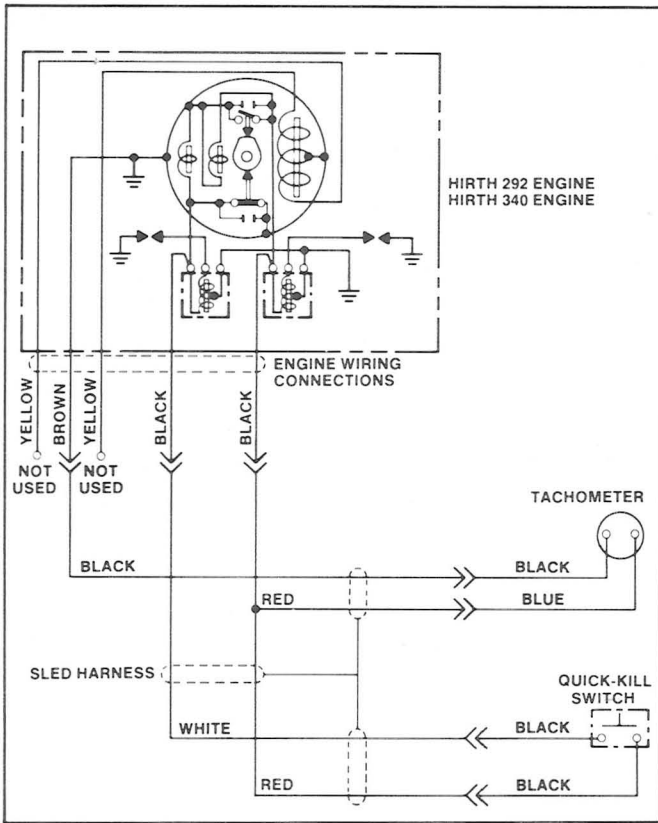


Figure 12

Wiring Diagrams

The electrical wiring diagram (figure 12) is provided for the trained technicians using this manual.

Troubleshooting

ENGINE HARD TO START. Fuel line blocked or leaking; ruptured fuel-pump diaphragm; water in fuel, flooded or loose impulse line; ignition or switch wiring loose or grounded; spark plug(s) fouled or faulty; contact breaker points pitted or burned; quick-kill switch in off position.

ENGINE STOPS. Fuel tank empty; fuel flow obstructed; ignition system faulty. Spark plug(s) fouled or dirty. Engine too hot and pistons seizing; carburetor setting too lean or incorrect grade of oil being used, impulse line loose.

ENGINE OPERATES IRREGULARLY. Spark plug(s) loose, fouled or faulty; ignition switch wiring shorted; carburetor out of adjustment or dirty. Engine holddown bolts loose; ignition timing off.

ENGINE WORKING FOUR-STROKE. Choke shut; carburetor settings incorrect; dirt preventing carburetor inlet needles from seating properly.

ENGINE LOSES POWER. Poor compression due to loose head and crankcase bolts. Faulty ignition; timing; piston rings sticking due to the use of improper oil. Carbon deposits in cylinder.

ENGINE BACKFIRES THROUGH CARBURETORS. Carburetor fuel-supply channel clogged. Carburetor set too lean.

ENGINE BACKFIRES THROUGH EXHAUST. Incorrect or faulty spark plug(s); faulty ignition coil or condenser; loose ignition wiring.

ENGINE OVERHEATS. Insufficient or incorrect grade oil in fuel mixture; carburetor or fuel line partly clogged; carburetor setting too lean; ignition timing too slow.

BRAKES. Excessive play in handbrake due to loose brake cable or worn pads.

TRACTION BELT. Poor traction; check traction belt for alignment and tension; worn sprockets.

CLUTCH. Automatic clutch fails to engage at proper RPM's (see figure 13). Check variable-speed drive belt for proper tension and alignment.