

Johnson MOTORS

WAUKEGAN ILLINOIS 60086



Johnson  
*Skee-Horse*  
SERVICE BULLETIN

SBS-#139

	✓
DEALER	
SERVICE MGR.	
SALES MGR.	
PARTS MGR.	
SERVICE MGR.	

February, 1966

SUBJECT: SUGGESTED SKEE-HORSE PRE DELIVERY INSPECTION  
AND 10-HOUR CHECK-UP.

To create and maintain good customer relations, a number of Skee-Horse dealers are performing, at their own expense, a Pre-Delivery Inspection and a 10 Hour Check-up. Other dealers, however, consider this "Customer Relations Program" expensive and unwarranted. Don't you make such a hasty decision.

If you are not engaged in a Goodwill, Customer Relations Program of this type at the present time, give these questions some serious thought:

1. How many complaints do you receive each day or each week concerning small matters which could have been corrected before vehicles left your premises, if they had been subjected to a Pre-Delivery Inspection?
2. How many customers have encountered difficulties because you or members of your staff failed to fully explain and demonstrate the basic maintenance and proper operation of their units?
3. How many service calls are you obligated to make for minor adjustments to vehicles that could and should have been adjusted at your shop during a pre-delivery inspection?

There are many more reasons which substantiate a Pre Delivery Inspection and a 10 Hour Check-up. The results could be two fold:

1. There will undoubtedly be a reduction in costly service calls.
2. Increased store traffic of satisfied customers will move additional shelf merchandise.

You should not pass up this opportunity to increase your annual profit.

Suggested Pre Delivery Inspection and 10 Hour Check-up procedures follow:

PRE DELIVERY INSPECTION

1. Inspect chain tension.
2. Inspect brake adjustment.
3. Inspect track tension and alignment.
4. Inspect electrical system connections, lights, etc.
5. Inspect and reposition engine air deflectors if necessary.
6. Lubricate rear suspension spring bushings.
7. Inspect floating tip of main leaf spring.
8. Inspect wiring of ignition coil.
9. Fill tank with proper fuel mixture.
10. Test run machine.
11. Explain necessity of proper carburetor adjustment to customer.
12. Explain proper mixing of fuel to customer.
13. Demonstrate the correct operation of the machine to your customer.

10 HOUR INSPECTION

1. Inspect and adjust chain tension.
2. Inspect and adjust brake adjustment.
3. Inspect belt for wear, 1/8" wear maximum.
4. Inspect track for proper adjustment.
5. Inspect and align skis. Approximately 1/4" tow in.
6. Inspect and tighten nuts on spring saddle bolts.
7. Check ski runners for wear. Replace if necessary with customers approval.
8. Inspect machine and re-torque nuts, bolts, screws, etc.
9. Inspect electrical system connectors, lights, etc.
10. Lubricate primary and secondary transmission with Texaco "All-Temp" grease P/N 112451.
11. Inspect and tighten exhaust manifold clamp.
12. Inspect and reposition secondary sheave return spring if necessary.
13. Adjust Carburetor.
14. Test run machine.

We strongly recommend that you follow the example set by other dealers and give each unit you sell a Pre Delivery Inspection and a 10 Hour Check-up. Advertise this service and it will bring excellent returns in improved customer relations and extra dollars in profit.

Start your "CRP", "Customer Relations Program" NOW!!!

JOHNSON MOTORS



N. Peter Hansen  
Administrative Assistant

NPH/rs

NOTE: Post on J1560, J2060 and J2065 Indexes under the heading "Miscellaneous".

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WAUKEGAN ILLINOIS 60086  
February, 1966



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# SERVICE BULLETIN

SBS-#138

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DEALER	
SERVICE MGR.	
SALES MGR.	
PARTS MGR.	
SERVICE MGR.	

SUBJECT: AXLE ALIGNMENT  
ON MODELS: J1560, J2060 AND J2065

Field reports indicate that many dealers are not following the correct procedure when installing replacement axles and are therefore not getting the axles properly aligned. Since misaligned axles can cause abnormal sprocket and track wear, improper track tension or even cause damage to the axle bearings, correct axle alignment is imperative.

## FRONT AXLE INSTALLATION

With the axle installed and the flangette bearing retainer screws tight, proceed as follows:

1. Adjust the axle to the right or left until a measurement of  $9/16"$  between the outside of the frame and the drive chain sprocket retaining ring is attained. (See Fig. 1.)

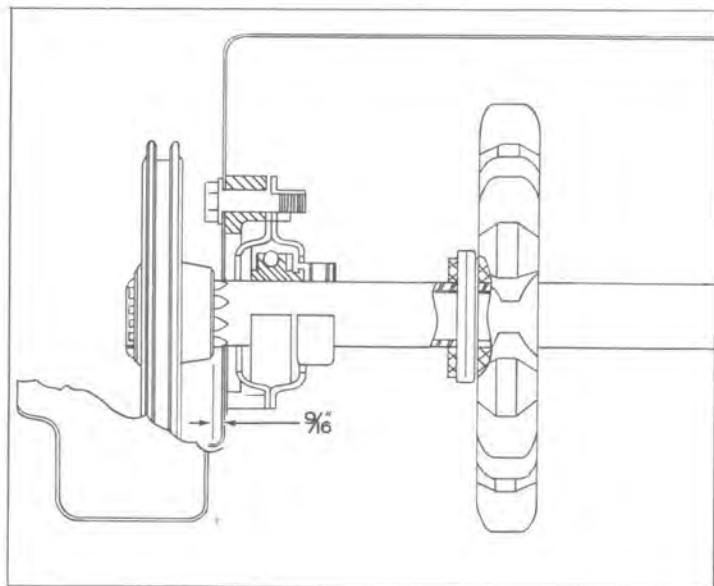


Figure 1

2. When the proper adjustment has been obtained, slide the eccentric collars into position against the flangette axle bearings. Grip the collar with your hand, pressing it against the flangette bearing while turning it in the direction of forward track rotation until it slips into its locked position.

Finish locking the collar in place with the aid of a hammer and punch. Apply "Loctite Screw Lock," Grade "A", to the collar set screws and tighten them into the collars. Rotate the axle to make sure it turns freely.

#### REAR AXLE INSTALLATION

With rear axle installed, but flange bearing retainer screws, mounting nuts and suspension springs loose, proceed as follows:

1. Move the axle up until the moveable suspension arms are against their stops. (See Figure 2.)
2. Measure and equalize the distances between the front and rear axles on the left and right sides of the vehicle.
3. Once these distances have been equalized, tighten one mounting nut on each side of the vehicle. (See Figure 3.) Clamp the moveable arms of the rear suspension against the mounting plates with vice-grip pliers or "C" clamps. Next, tighten the flange retaining screws. Remove the clamps and move the axle up and down to make sure that there is no binding between the moveable arms of the suspension and the mounting plates.
4. Center the rear axle by measuring and equalizing the distances "A" and "B" between the sprockets and the flange bearing retainer on the left and right sides of the vehicle. (See Figure 4).
5. When the axle is centered, slide the eccentric bearing collars into position against the flange bearings. Grip each collar with your hand, pressing it against the flange bearing while turning it in the direction of forward track rotation until it slips into its locked position. Finish locking the collar in place with the aid of a hammer and punch. Apply "Loctite Screw Lock," Grade "A", to the collar set screws and tighten them into the collars. ROTATE THE AXLE TO SEE IF IT TURNS FREELY!

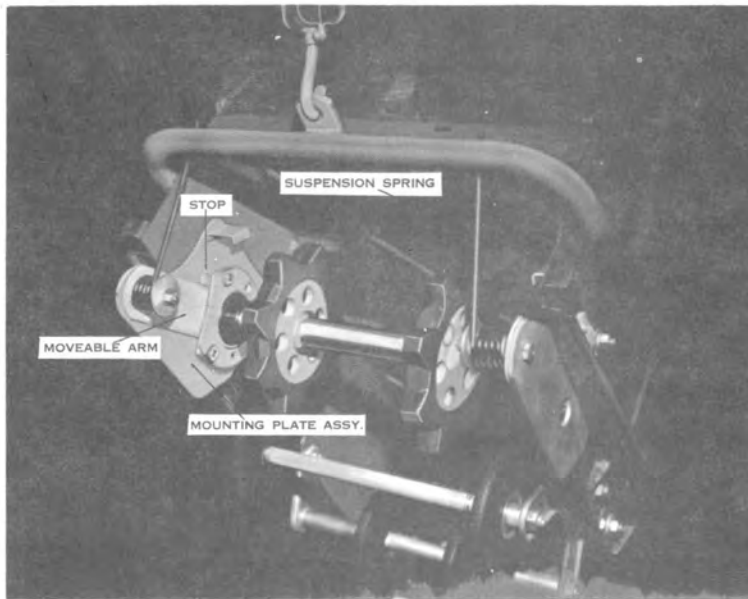


Figure 2

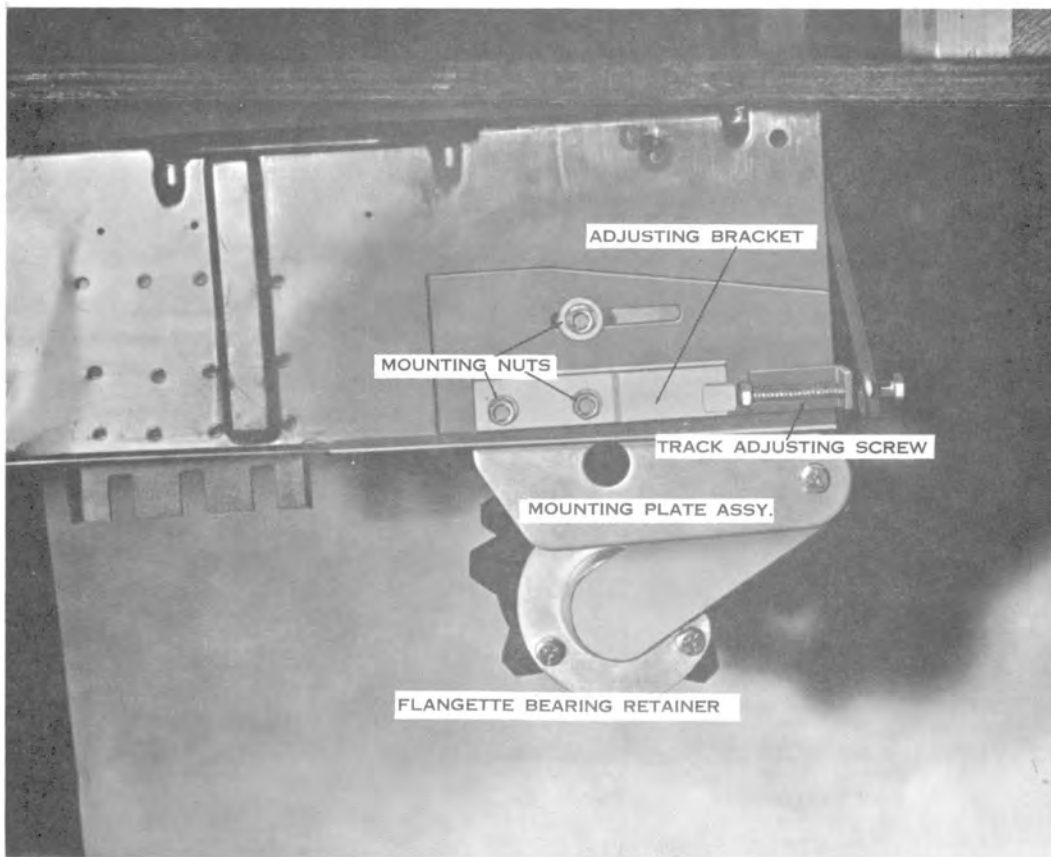


Figure 3

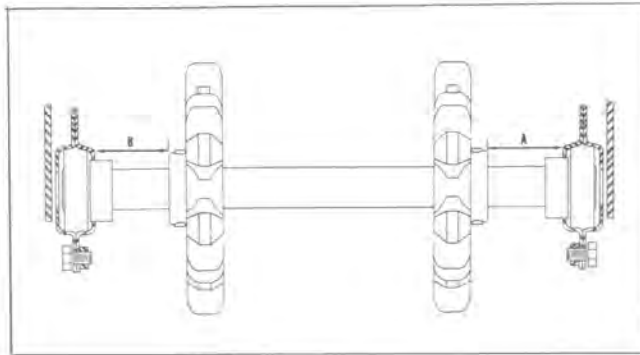


Figure 4

6. Install the track.
7. With the mounting nuts loose, adjust the track (with the track adjusting screws) until it hangs  $3/4$ " from the center dolly wheels.
8. Center the track on the rear sprockets by adjusting the track adjusting screws. The track should run free without climbing the sides of the sprockets. When the axle is centered, tighten the mounting nuts.

JOHNSON MOTORS

N. Peter Hansen  
Administrative Assistant

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NOTE: Post on your J1560, J2060, and J2065 Indexes under the heading "Track".

Johnson MOTORS

WAUKEGAN ILLINOIS 60086  
February 9, 1966



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*Skee-Horse*

# SERVICE BULLETIN

SBS-#141

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DEALER	
SERVICE MGR.	
SALES MGR.	
PARTS MGR.	
SERVICE MGR.	

SUBJECT: LIMITING SKI TILT - 1966 STYLE SKIIS ON 1965 SKEE-HORSE

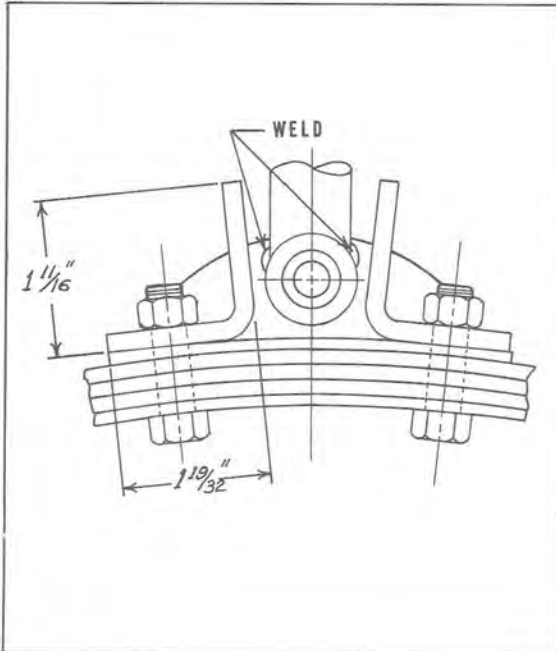


Fig. 1

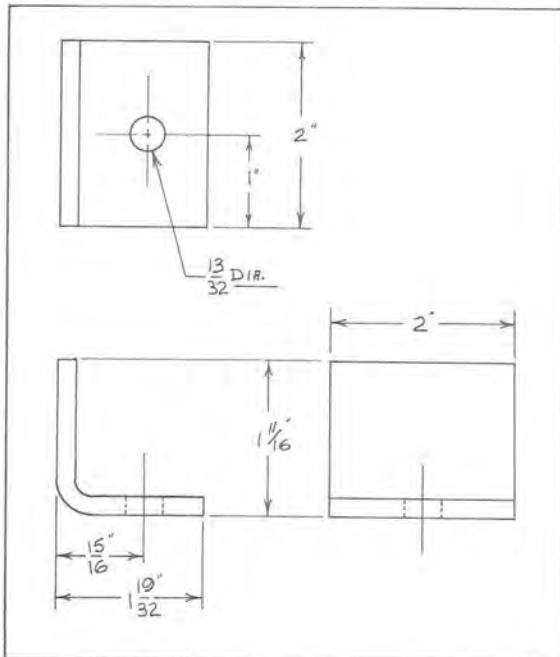


Fig. 2

It has been reported that chassis damage can result from the use of 1966 style skiis on the 1965 Skee-Horse.

The 1965 Skee-Horse ski column, in the area of attachment to the spring saddle, did not have ski tilt up limiting bosses as on the 1966 column. The chassis was protected from the trailing edge of the ski by a rubber bumper.

To limit fore and aft upward tilt of the 1966 ski on a 1965 vehicle, we are recommending that angular pieces of metal of the dimensions shown in fig. 1 and fig. 2 be attached at the spring saddle. Use 3/8-24 x 1-3/8 bolts and P/N 403864, 3/8-24 Self Locking Nuts.

UNDER NO CIRCUMSTANCES should the weld joint indicated in fig. 1 be ground down or filed flat. If after the angle brackets are installed tilt angle of the skiis is not satisfactory, the brackets should be bent slightly to obtain the desired tilt angle.

Material for the angular stops can be obtained from your local steel sales outlet. 3/16" x 1-3/4" angle iron will do very nicely, requiring slight handwork to obtain the finished dimensions. If 1-3/4" angle iron is not available, 2" stock can be substituted.

JOHNSON MOTORS

J. R. Penland  
Service Promotion Manager

Post on your J1400 Index under the heading "Steering".

**Johnson MOTORS**

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# SERVICE BULLETIN

SBS-#140

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DEALER	
SERVICE MGR.	
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PARTS MGR.	
SERVICE MGR.	

February 17, 1966

SUBJECT: CORRECT SECONDARY SHEAVE SPRING TENSION

TO OBTAIN PROPER SPRING TENSION, INSERT THE ENDS OF THE SPRING INTO THE HOLES IN THE MOVEABLE PULLEY HALF AND END CAP, THEN ROTATE END CAP, CLOCKWISE, 1/3 TURN. The nylon shoes on the end cap must rest with slight pressure on the ramp of the moveable pulley half.

To correct spring tension or install a new spring, proceed as follows:

1. Remove cab. CAUTION - Disconnect headlight wiring at white connector before lifting cab from vehicle.
2. Remove chain guard.
3. Loosen chain adjustment screw and drop chain.
4. Disconnect brake cable from brake assembly (15" models only).
5. Remove brake assembly (20" models only).
6. Remove two (2) mounting bolts and lift secondary sheave assembly out of vehicle.
7. Place assembly on bench; end cap side up. Press down on cap and remove retaining ring.
8. Install new spring and/or correct spring tension as outlined in paragraph 1.
9. Reassemble.

JOHNSON MOTORS

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NOTE: Post on your J1560, J2060 and J2065 Indexes under the heading "Transmission".