

TRACKSTER

SERVICE BULLETIN

Service Dept. CUSHMAN MOTORS Lincoln, Nebraska



11A

Rev. 2/73

POOR ENGINE PERFORMANCE

We have received reports from the field of poor engine idle and excessive spark plug fouling on the TRACKSTER engine. Some dealers have installed hotter spark plugs which will not correct the problem and may result in burned or scored pistons.

Listed below are corrections for the most common causes of the above problems.

1. Carburetor Adjustment

Low Speed	5/8 turn open
High Speed	1 1/8 turn open
	(Altitudes of 7,000 to 10,000 ft. -- 1 1/8 to 1 turn open)
	(Altitudes of 10,000 plus -- 1 to 7/8 turn open)
Idle Speed	1000 to 1100 R.P.M.

2. Restriction in the carburetor to fuel tank return line. The most common cause is installing the fuel pickup hose too far on tank fitting.
3. Breaker point gap (ignition timing). An automotive-type timing light should indicate the yellow flywheel fin in the center of the slot located in the upper area of the fan housing. The timing light can be connected to either spark plug. Correct point gap is .020 to .022.
4. Air leak between intake manifold and reed plate due to warped intake manifold.
5. Saturated air cleaner element due to one of the above problems.
6. Excessive oil in fuel. The correct fuel mixture ratio is 50 parts of a good grade, regular gasoline to one part oil. For ease of measurement, this is equivalent to 13 oz. of oil to five gallons of gasoline. See fuel mixing instructions in the owner's manual. NOTE: Non-leaded gasoline is not approved for use in the TRACKSTER.

Use only Evinrude, Johnson or Outboard Marine Corporation approved oil or a reputable automotive engine oil, SAE 40 MS or MM.

DO NOT USE MULTIPLE VISCOSITY OILS, SUCH AS 10W30, OR ANY OUTBOARD MOTOR OILS OTHER THAN THOSE SPECIFIED PREVIOUSLY.