

Loosen the nipple on the fuel injection valve side, set the regulator handle to the operating position and the decompression lever to the decompression position, and crank the engine. When no more bubbles appear in the fuel flowing from the end of the injection pipe, retighten the nipple.

(5) Check injection.

After bleeding the air, set the regulator handle to the operating position, set the decompression lever to the decompression position, and crank the engine. When fuel is being injected from the injection valve, an injection sound will be heard and you can feel resistance if you place your hand on the fuel injection pipe. This check must not be performed more than two or three times since overchecking will flood the combustion chamber with fuel, and faulty combustion will occur at starting.

2-1.6 Checking for abnormal sounds by cranking

- (1) Set the regulator handle to the STOP position, release the compression of the engine by setting the decompression lever, and crank the engine about 10 times to check for abnormal sounds.
- (2) Crank the engine with the starting handle (Always turn the engine in the proper direction of rotation.)

2-1.7 Checking the cooling system

- (1) Open the Kingston cock.
- (2) Check for bending and cross-sectional deformation of the cooling water inlet pipe.
- (3) Set all water drain cocks to the CLOSED position.

2-1.8 Checking the remote control system

- (1) Check that the remote control handle operates correctly.
- (2) Check that the engine stop remote control operates smoothly.

2-1.9 Checking the electrical system

- (1) Check the battery electrolyte level and add distilled water if low.
- (2) Check that the wiring is connected correctly. (Especially for polarity.)
- (3) Turn the battery switch on, set the main switch to the ON position, and check if the oil pressure lamp and charge lamp are illuminated and if the alarm buzzer sounds when the engine is stopped. (The charge lamp should be on while the engine is stopped and should be off while the engine is running.)

2-1.10 Checking appearance and exterior

- (1) Check for loose or missing bolts and nuts.
- (2) Check for loose or disconnected piping and hoses.
- (3) Check that there are no tools or other articles near rotating parts or on the engine.

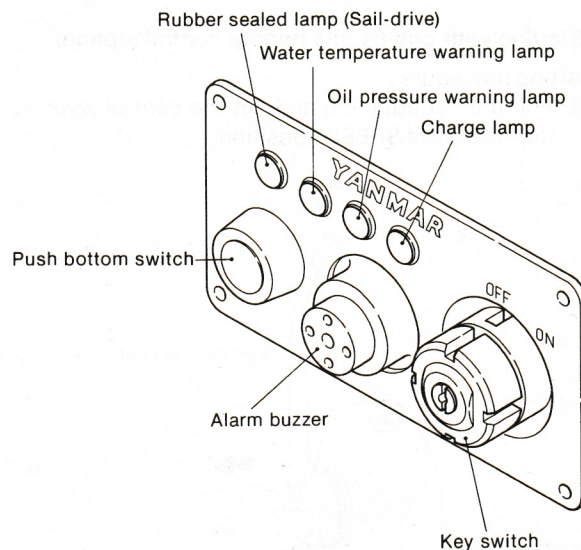
2-2 Starting and warm-up

2-2.1 Starting

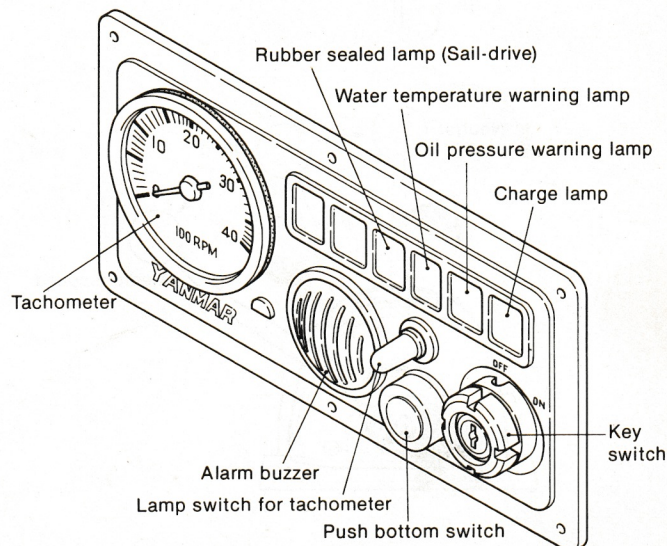
(1) Starting procedure

- 1) Set the clutch handle to the "NEUTRAL" position.
- 2) Set the governor lever to the "MEDIUM SPEED".
- 3) Keep the decompression lever in the "OPERATION" position.
- 4) Set the main switch to the ON position. The alarm buzzer will sound.
- 5) Push the starting button to start the engine. Release the start button after the engine has started.
- 6) When the engine has started, the alarm lamps and buzzer will go off. If the lamps or buzzer stay on, immediately stop the engine and check for trouble.

A type



B type



(2) Starting precautions

- 1) Don't continue to push the starting button over 15 seconds.

If the engine doesn't start, wait 30 seconds or more.

- 2) When restarting the engine, always confirm the flywheel is stopped.

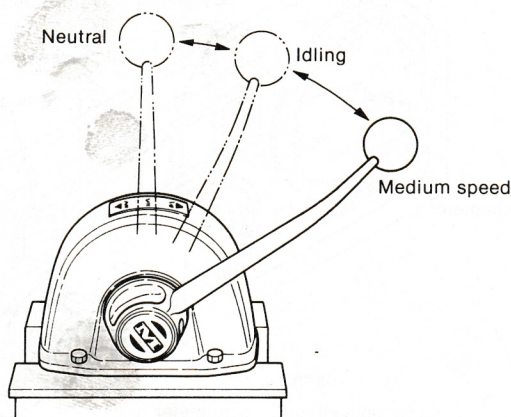
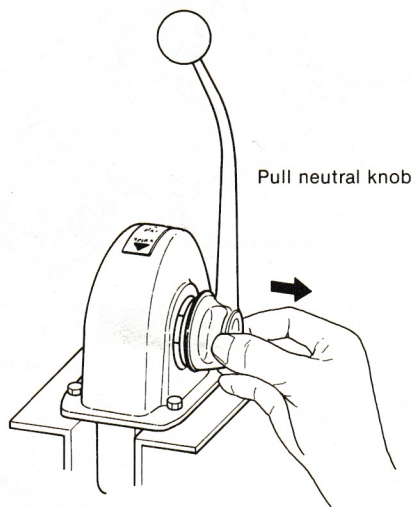
If you re-start the engine while the flywheel is rotating, the pinion gear of the starter motor and the ring gear of the flywheel will be damaged.

- 3) When starting is difficult in cold weather lift the decompression lever to decompress the engine, and turn the starting motor. Once the engine has reached a certain speed, return the decompression lever to the "OPERATION" position. In this way, starting is made easier while current consumption is reduced.

2-2.2 Starting with one-handle remote control (option)

(1) Starting procedure

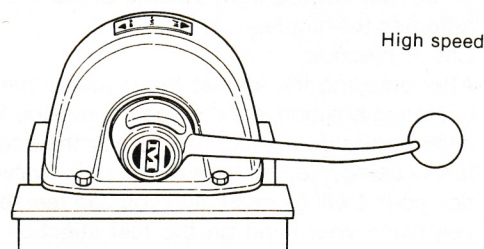
- 1) Pull the neutral knob and set the control lever to the "MEDIUM SPEED" position.



- 2) Set the main switch to the "ON" position, and push the starting button to start the engine.

(2) Starting in cold weather

- 1) Pull the neutral knob, and set the control lever to the HIGH SPEED position.



- 2) Set the decompression handle to the DECOMPRESSION position.
- 3) Set the main switch to the ON position and start the engine by pushing the starting button, at the same time putting the decompression lever to the COMPRESSION position. After the engine has started, return the control lever to the MEDIUM SPEED position.

*When the control lever is set in the HIGH SPEED position, injection timing is automatically delayed to facilitate starting.

CAUTION: When the engine is started with the control lever in the HIGH SPEED position, the starting button must be released immediately and the control lever must be returned to the idling position after the engine has started.

If the starting button is not released, the starter motor will overrun, causing it to be damaged or burnt out.

2-2.3 After starting

(1) Warm-up operation

The engine must not be suddenly operated at full load immediately after starting. Warm up the engine for about 5 minutes after starting by running the engine at about half speed, and begin full load operation only after the temperature of each part has risen to a uniform value. Neglecting to warm up the engine will result in:

- 1) Seizing of the piston and liner due to sudden heat expansion of the piston.
- 2) Burning of piston rings and seizing of bearings/bushings because of insufficient lubrication.
- 3) Faulty intake and exhaust valve seat contact and shortening of the life of each part due to sudden heating.

Warm-up time (no-load operation)

1,000 ~ 1,200 rpm 3 minutes

1,600 ~ 1,800 rpm 2 minutes

CAUTION: Do not run the engine at full speed for 50 hours after installation to assure proper break-in.