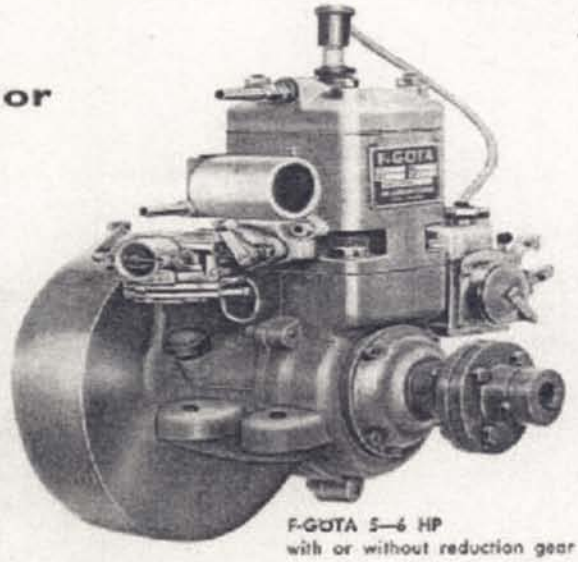
Swedish Marine 2-stroke Engine

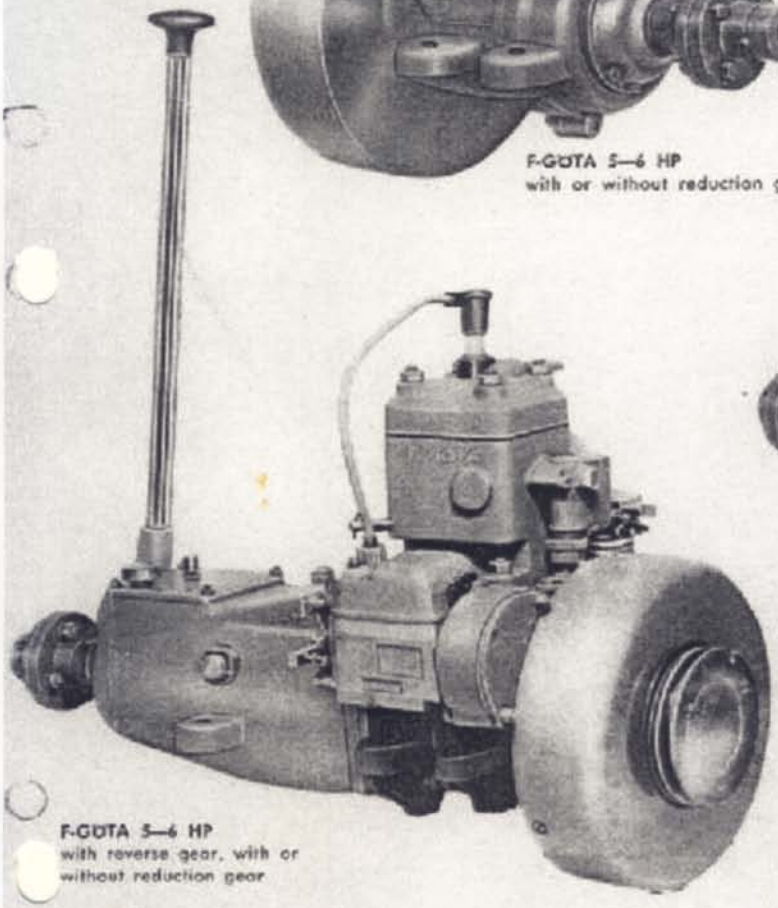
F-GÖTA

5-12 HP

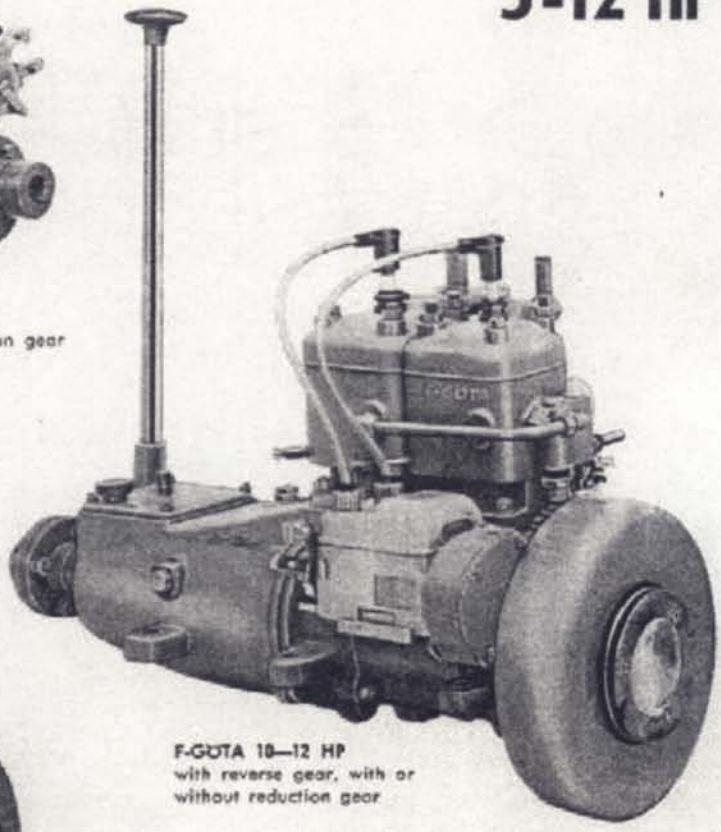
Gasoline or Kerosene



F-GÖTA 5—6 HP
with or without reduction gear



F-GÖTA 5—6 HP
with reverse gear, with or without reduction gear



F-GÖTA 10—12 HP
with reverse gear, with or without reduction gear

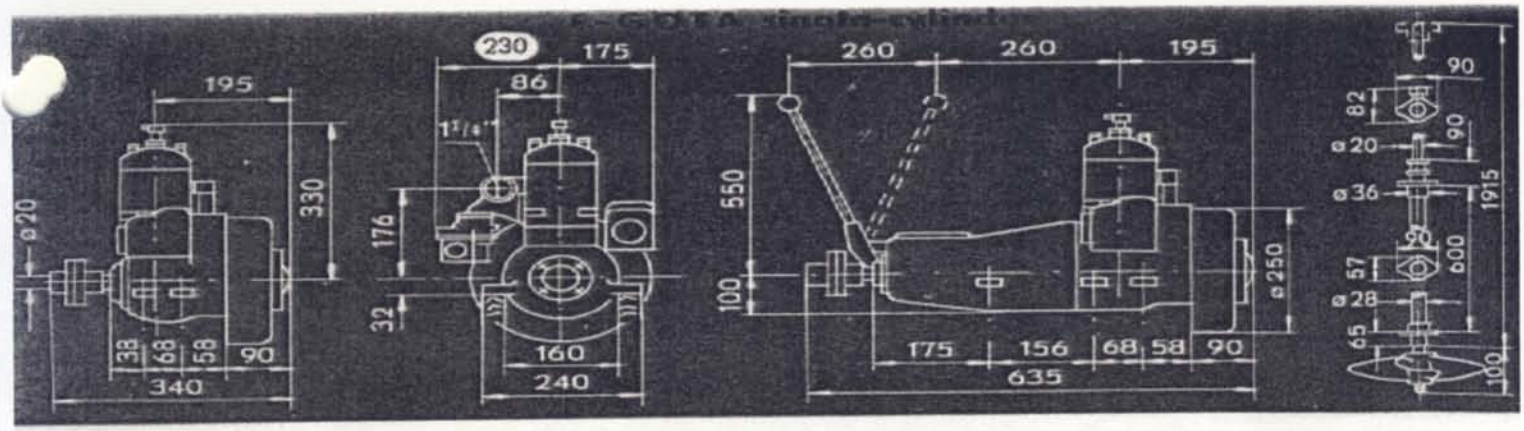
Motor	F-GÖTA											
Type*)	5	5 B	5 V	6 R	6 BR	6 VR	10	10 B	10 V	12 R	12 BR	12 VR
HP	5	5	5	6	6	6	10	10	10	12	12	12
Number of cylinders	1	1	1	1	1	1	2	2	2	2	2	2
Cylinder volume cm³	270	270	270	270	270	270	540	540	540	540	540	540
Cylinder stroke mm	70	70	70	70	70	70	70	70	70	70	70	70
Cylinder diameter mm	70	70	70	70	70	70	70	70	70	70	70	70
Motor r.p.m.	2000	2000	2000	2500	2500	2500	2000	2000	2000	2500	2500	2500
Propeller r.p.m.	2000	2000	2000	830	830	830	2000	2000	2000	830	830	830
Net weight, motor kg ca:	40	60	40	50	65	50	60	80	60	70	85	70
Gross weight, motor kg ca:	70	100	70	80	100	80	100	125	100	110	125	110
Net weight, equipment kg ca:	9	9	21	10	10	22	12	12	28	13	13	29
Gross weight, equipment kg ca:	21	21	33	22	22	34	24	24	40	25	25	41
Shipping box, motor, m³ ca:	0,20	0,25	0,20	0,20	0,25	0,20	0,25	0,30	0,25	0,25	0,30	0,25
Shipping box, equipment, m³ ca:	0,05	0,05	0,05	0,05	0,05	0,05	0,05	0,05	0,05	0,05	0,05	0,05
Fuel consumption lit/h ca:	2,1	2,1	2,1	2,6	2,6	2,6	4,3	4,3	4,3	5,2	5,2	5,2
Fuel	Gasoline or kerosene											

*) Designation: B = Reverse gear, V = Reversible propeller, R = Reduction gear, E = Electric equipment

1 kg = 2,205 lbs, 1 m³ = 35,3147 cubic foot, 1 lit. = 0,22 Imp. gallon, 25,4 mm = 1"

AB GÖTAMOTORER - OSBY

Tel. 100 25 **SWEDEN** **Tel. 112 05**



SPECIFICATIONS

Cylinder block with detachable cylinder head is made of special finegrained, alloyed cast iron possessing high tensile strength and resistance to wear. The cylinder bore is accurately ground and water and gas jackets of ample size. Reverse lateral flow provides increased efficiency and reduced fuel consumption.

Crankshaft is forged of alloyed steel, with accurately ground journals, and is statically and dynamically balanced.

Main bearings consist of amply dimensioned **SKF** ball bearings.

Piston is of aluminium alloy with domed top and provided with three compression rings.

Connecting rod of drop forged H section steel has the big end provided with an accurately ground race for double **SKF needle bearings.** Piston pin bushing is of bronze.

Piston pin is of alloy steel hardened and ground and securely fitted to the piston.

Exhaust and intake manifold is cast in one piece. Preheating the fuel-air mixture provides complete combustion of the fuel, whether petrol or kerosene.

Water pump is of the plunger type and of an efficient and wear resistant design. It is cam-operated, runs in oil and requires no maintenance.

The carburetter of the brand Tillotson is a diaphragma type. **Not dropping that eliminates the danger of fire.**

Ignition is by magneto, gear operated from the crankshaft, with the middle gear wheel made of Ferobestos. The silent drive runs in oil, the level of which is measured by a stick. The spark plug is protected by a splash guard.

Lubrication of the motor is by oil mixed with the fuel.

Sealing of the main bearings and pump plunger is obtained by self-adjusting spring loaded rings. Flat surfaces are provided with high grade oil resistant gaskets. Cylinder top gasket of Klingerit.

Reverse gear is enclosed in a robust casing and provided with **SKF** ball bearings running in oil for silent operation and insignificant wear. The oil level is measured by a stick.

Starting is accomplished by cord, crank handle or by electric motor. The engine starts easily hot or cold.

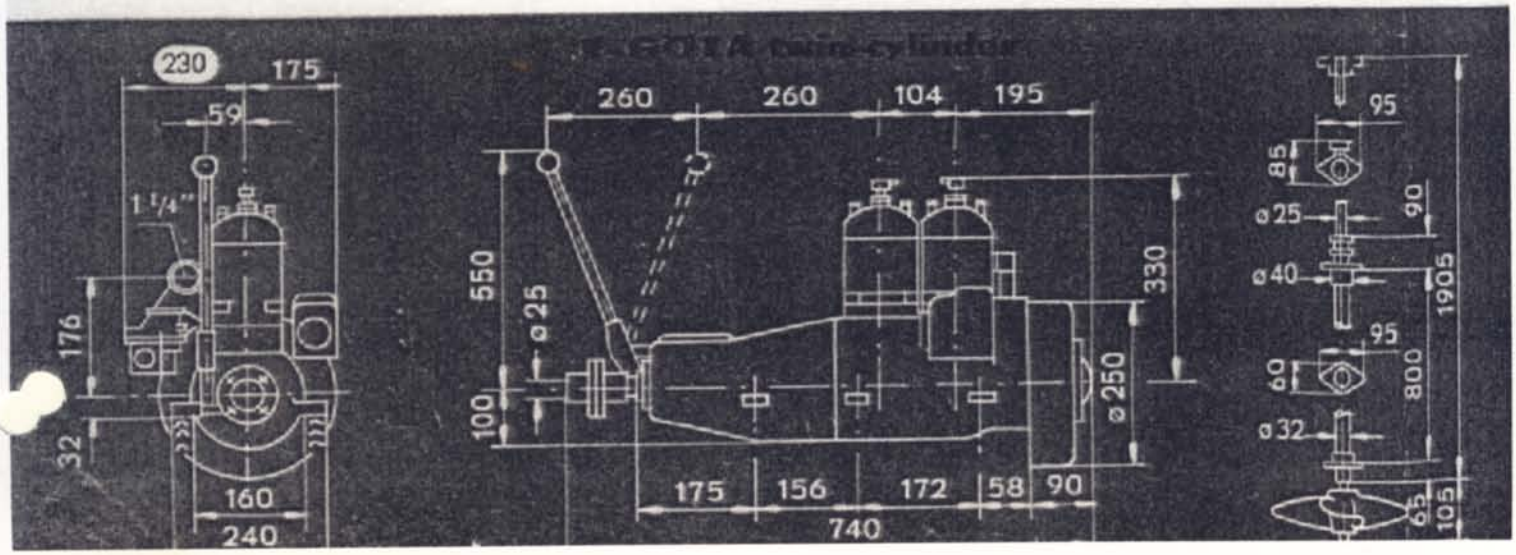
Warranty. Each engine is thoroughly tested prior to delivery. It is sold with a warranty against defective material and workmanship for a period of one year.

Propeller equipment, consisting of propeller shaft and stern bush of brass and of propeller and propeller bearing of bronze. Bearing lining made of Ferobestos. The equipment can also be supplied with reversible blades. Length of propeller shaft 2.0 Metres (6' 6.3/4"), Standard length of stern bush 0.8 M. (2' 7½").

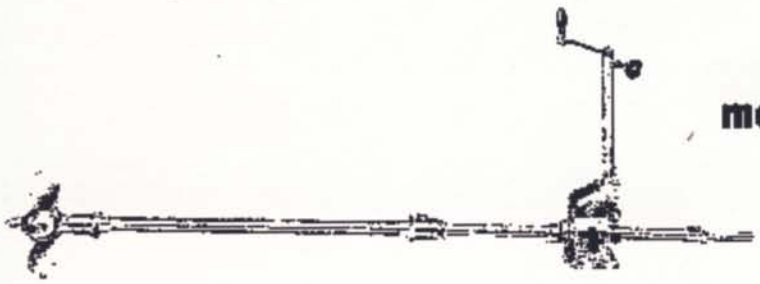
Assembly fittings consisting of oil fuel tank for petrol and paraffin, cock, cock mountings and fuel flexible tube. Cooling water equipment consisting of a filter, sea cock with mountings and hose for sea inlet and exhaust.

Electrical equipment supplied on special order includes motor-generator, instrument panel, wiring accessories but less battery and cables.

Data and illustrations are subject to modifications



SCREW PROPELLER EQUIPMENT



with

movable blades

for

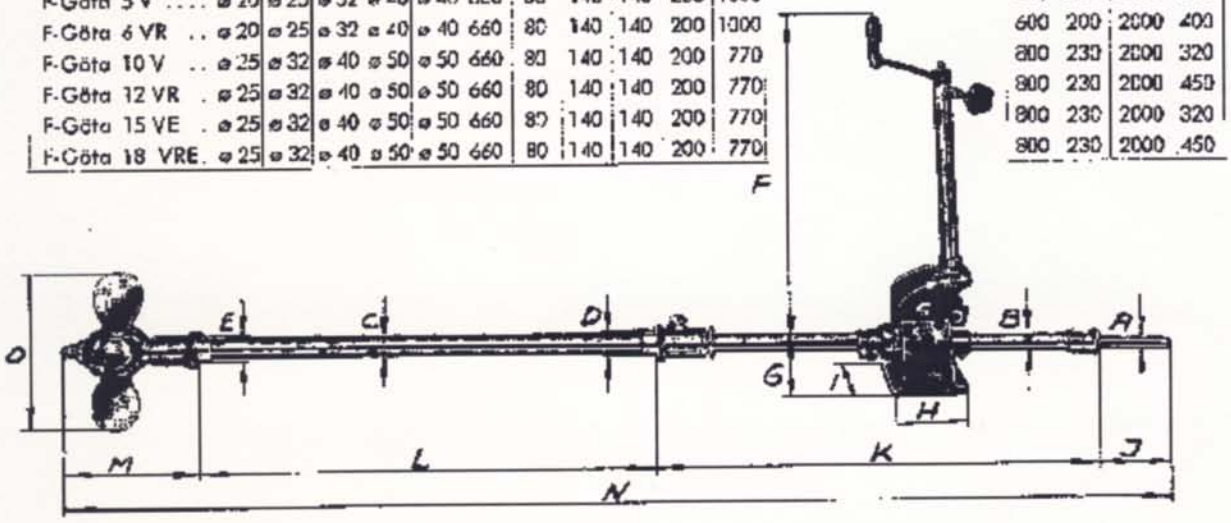
F-GÖTA 5-18

SPECIFICATIONS

Propellershaft, Shifting collar, Propeller shaft stem casing, Thrust bearing casing, Bearing flanges, Clamp collars and Stuffing box are made of first class brass.
Manouver-housing made of cast steel.
Manouvring nut made of brass.
Manouvring shaft made of stainless steel, Locking handwheel of Bakelite, Handle of Bakelite.
Propeller bearing casing, Propeller hub housing and propeller blades made of bronce.
The bearing cups are made of ferobestos.
The propellerthrust is caught by a SKF- thrust bearing housed in the manouvring screw.
The propellerblades can be placed into the position most suitable when sailing.

Type of motor	A	B	C	D	E	F	G	H	I	J	K
F-Göta 5 V	ø 20	ø 25	ø 32	ø 40	ø 40	660	80	140	140	200	1000
F-Göta 6 VR ..	ø 20	ø 25	ø 32	ø 40	ø 40	660	80	140	140	200	1000
F-Göta 10 V ..	ø 25	ø 32	ø 40	ø 50	ø 50	660	80	140	140	200	770
F-Göta 12 VR .	ø 25	ø 32	ø 40	ø 50	ø 50	660	80	140	140	200	770
F-Göta 15 VE .	ø 25	ø 32	ø 40	ø 50	ø 50	660	80	140	140	200	770
F-Göta 18 VRE.	ø 25	ø 32	ø 40	ø 50	ø 50	660	80	140	140	200	770

L	M	N	ø
600	200	2000	300
600	200	2000	400
800	230	2000	320
800	230	2000	450
800	230	2000	320
800	230	2000	450



Dates and pictures are valid with the reservations for amendments of design.

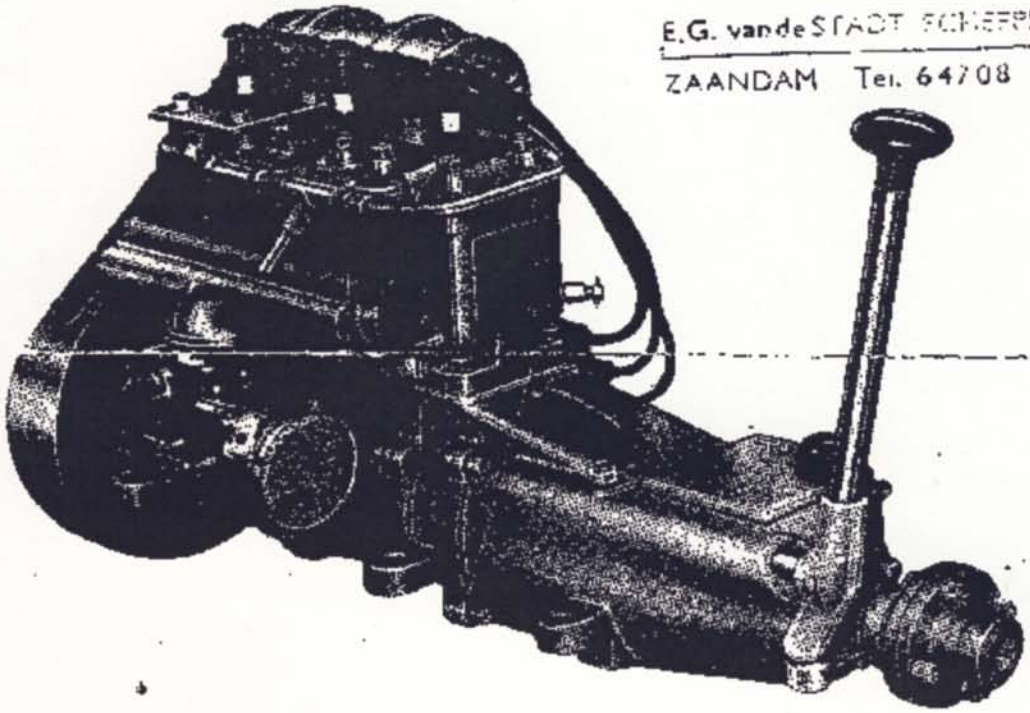
AB GÖTAMOTORER - OSBY

TELEPHONE OSBY 100 25, 112 05 — WIREADDRESS: "GÖTAMOTORER SWEDEN"

FÄRE-GÖTA

GASOLINE or KEROSENE

E.G. van de STADT SCHEEPSWERF N.V.
ZAANDAM Tel. 64708 HOLLAND



TECHNICAL DATA	
No. of cylinders	3
Type	2 stroke
Bore	70 mm
Stroke	70 mm
Cylinder volume	870 cm
Effect at 2000 r/m	15 HP
Effect at 2500 r/m	18 HP
Fuel consumption	6 l/h

Easy to operate.

Electrical starter and generator for instantaneous starting and for light.

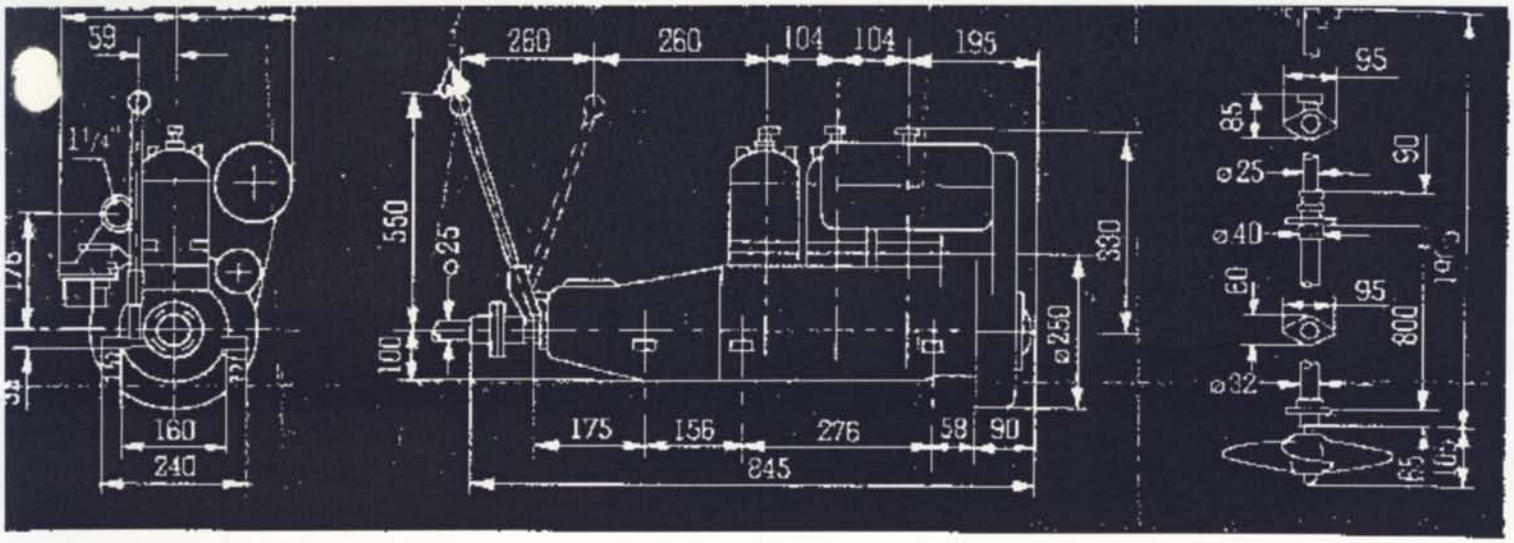
Built according to the most up to date principles.

Reliable in running.

Remarkably low weight and volume

JACHTWERF
G. STOLK
SCHALKWIJKERSTRAAT 22
TEL. [illegible] HAARLEM

SWEDEN



Measure in min.: 1" = 25,4 mm.

SPECIFICATION

The cylinder blocks have detachable covers and are constructed of special alloy, fine-grained cast iron offering great resistance to wear.
The cylinder walls are carefully ground, and cooling — and gas ports are of ample size. Reversed cross scavenging gives increased power and reduced fuel consumption.

The crank shaft is constructed of special steel with ground pins and is well balanced.

Connecting rods are of drop forged steel of H-section and provided with tempered and carefully ground bearing surfaces for their double precision needle bearings of SKF manufacture. Top end bearing of special bronze.

Main bearings have robust SKF ball bearings.

Pistons are of light metal with convex tops and have three compression rings.

Gudgeon pins are manufactured of tempered chrome nickel steel and carefully ground, being secured in the pistons by means of Seeger locking devices.

The exhaust- and inlet casing is cast in one unit, and preheating of the fuel-air mixture gives complete combustion.

The cooling water pump is an effective and robust cog wheel pump, one wheel being constructed of bronze and the other of Ferobestos, which makes for silent running. The pump is driven by a gear which runs in an oil bath. Oil level is determined by a sounding rod.

Ignitioned by Bosch 12 V equipment

The engine is **lubricated** by means of oil added to the fuel.

The packing of all rotating parts is by Zimmer rings and of plane surfaces by oil packing of best quality. Cylinder top gasket of Klingerit.

The reversing gear is totally enclosed and of robust construction with SKF ball bearings. It works in an oil bath giving very little wear and silent running. Oil level is determine by a sounding rod.

An **effective silencer** is fitted to the motor.

Electrical equipment is a standard fitting for all 3-cylinder motors. The equipment consists of a Bosch 12 V starter-generator with relay and starting switches, but exclusive of battery and cables.

A switchboard is included and consists of a board with 3 controls and thermometer.

Flame guard, also acting as an inlet damper is supplied to the motor.

Guarantee. Each motor is very carefully tested before delivery. 1 year's guarantee is given for defects of material or in manufacture.

EXTRA OUTFIT

Propeller equipment, consisting of propeller shaft and stern bush of brass and of propeller and propeller bearing of bronze. Bearing lining made of Ferobestos. The equipment can also be delivered with reversible blades. Length of propeller shaft 2,0 Metres (6' 6.3/4"). Standard length of stern bush 0.9 M. (2' 7½").

Assembly fittings consisting of oil fuel tank for petrol and paraffin, cock, cock mountings and fuel flexible tube. Cooling water equipment consisting of a filter, sea cock with mountings and hose for sea inlet and exhaust.

Type x)	15 B	15 V	18 BR	18 VR
Output, BHP	15	15	18	18
R.P.M.-engine	2000	2000	2500	2500
R.P.M.-propeller	2000	2000	830	830
Net weight, kos	137	146	143	153
Cross weight, kos	189	193	195	200
Volume, m^3	0,342	0,322	0,342	0,327

Data and illustrations are subject to modifications

x) B = reversing gear V = propeller with reversible blades R = reduction gear

Description of reverse gear for F-Gota

(The figures in paranthesis refer to the illustrated numbers of the spare part list, picture 10 & 11)

The reverse gear mechanism consists of a housing (176) together with a conical coupling, which in turn consists of a cone (184) and a bowl (186) for propulsion ahead, and a reversing coupling (199-205) for driving astern. The reversing coupling is housed in the front half of the conical coupling.

In the aft part of the housing an axial thrust bearing is placed together with an oilseal.

Movement ahead is accomplished by pushing the gear lever forward when the conical coupling engages.

Movement astern is accomplished by pulling the gear lever aft as far as possible and is fully engaged after weak resistance is felt.

The idling or neutral position of the gear lever lies between ahead and astern. The bowl and the cone inside the conical coupling are disengaged when idling by means of a compression spring (185).

For movement ahead the coupling ball (191) connected to the gear lever will move ahead, the three claws in their support (192) will grip and, in turn, force the aft part of the conical coupling, (the bowl), against the front half, (the clutch). These will rotate together and establish direct drive to the shaft. 1:1

If this coupling slips after having been used for a while, the claw support (192), after first having been released by unscrewing the locking (Allen) screw, must be turned slightly to the right (clockwise) and the locking screw then re-tightened, thus allowing the claws to obtain a tighter grip and a firmer coupling.

Movement astern is accomplished when the brake-band (187) firmly engages the aft half of the conical coupling, (the bowl), preventing it from turning and thus actuating the reverse movement. The gear lever is connected to the operating shaft (188) which by means of an oblique angled surface constricts the brake-lining. An adjusting (Allen) screw (237) on the upper part of the housing is provided for adjustment to the brake-lining. The adjustment should be carried out when gear is engaged in astern. The screw visible on the side of the housing (232) is a lock screw for the brake-lining and must not be used for adjustment. The adjustment screw (234) on the lower part of the housing is for adjustment of the brake-lining. This must not be touched before the upper adjustment screw has been screwed in to its limit. All adjustments can be performed when the inspections cover (177) has been removed. In no case should the inclination of the motor exceed 15°, and within this limit the level of lubrication oil must be high enough to cover the cogwheels of the equalising gear at the fore end of the mechanism. The graduation of the dip-stick is based on the motor being level.

Complete dismantling of the reverse gear is accomplished in the following manner:
The flange (5) is removed from the shaft.
The end-cover (178) is removed by means of a special tool.
Thereafter dismount the coupling link (189) entirely.
After removing the six connecting bolts, the housing of the reverse gear can be taken off completely.

After removing the housing, the coupling itself is still firmly connected to the crankshaft of the motor. Release the locking screw in the front conical half of the cover of the reverse gear (182 - not shown in the drawing), the coupling can then be separated from the motor.

When the assembly is equipped with reduction gear (shown on the drawing to the right of the line B - B), dismantling is carried out in the same manner as before, except that the original coupling is attached to the motor by means of a ball-bearing only, which facilitates its removal.

When dismantling and later reassembling the cog-wheels in the traversing gear, careful note should be made of the markings.

When considering engine repairs, it should be borne in mind, that the best engineer is the least expensive in the long run.

Unless one is competent, a "do it yourself" repair may turn out to be the most costly.

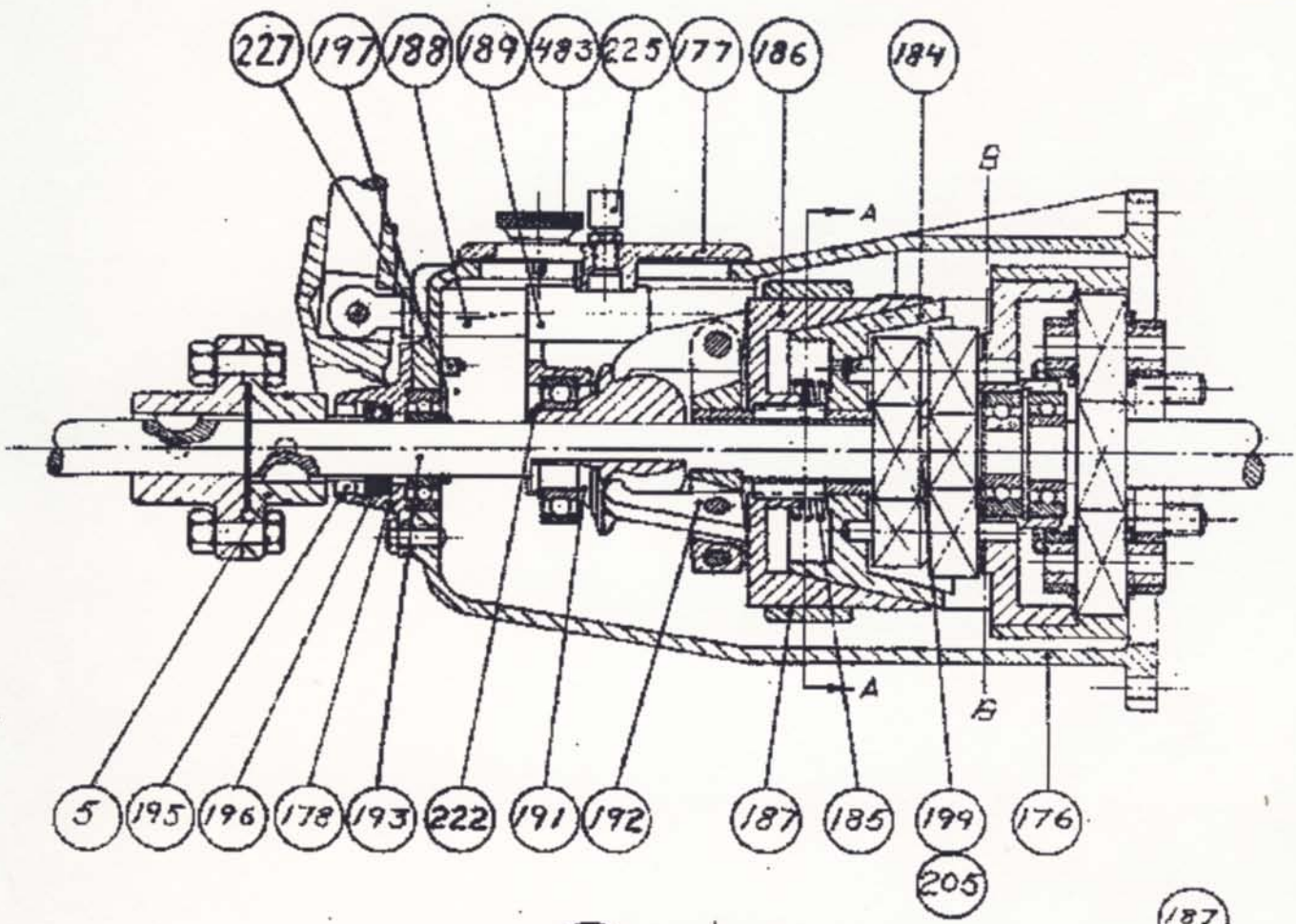
ADJUSTMENT

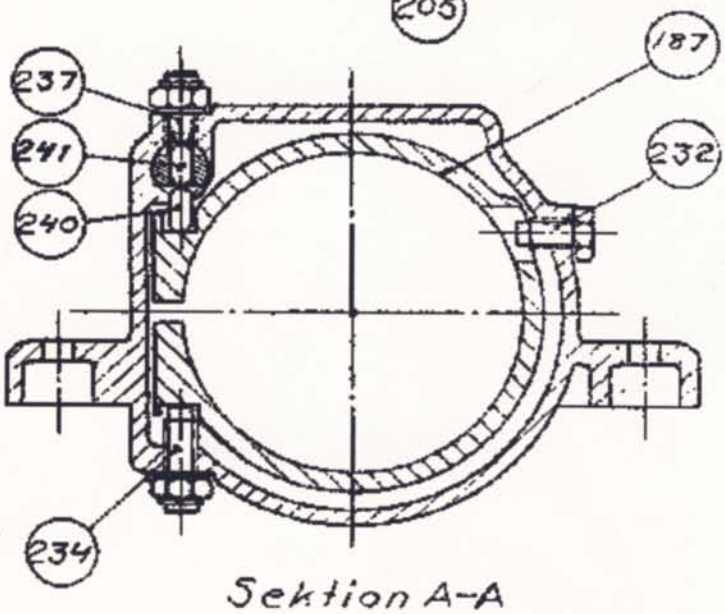
Movement Astern: The operating shaft (188) passes below the hole in the housing for the fine adjustment screw. The fine adjustment screw (237) should be turned clockwise as far as possible, thereafter released by one turn anti-clockwise. The bottom screw (234) should be screwed in until the brake-lining appears to be tight enough. Then check the fine adjustment screw (237) whilst holding the fine adjustment screw (237 and/or 234), tighten locking nuts (235 and 238). Take care not to injure the fibre washers (236 and 239) On the after end of the housing near the gear lever and operating shaft (188) is the travel adjusting screw which must be adjusted to give definite engagement of set-pins (241 and 240). If this screw is turned too far anti-clockwise slip will also occur.

Movement Ahead: Rotate the claw support (192) clockwise on the adjusting ring (222) until sufficient grip is obtained to avoid slip when the mechanism is put into forward gear. Tighten locking screw (220 with spring washer 221, not on drawing but located on claw support adjusting ring). Check and re-adjust if necessary. Replace inspection cover and check oil level.

Note

In either ahead or astern gear, if, the coupling or propeller is held stationary and the engine, in gear, cannot be turned by the starting cord then no slip will occur in usage. If, on the other hand, the adjustment are too tight, it will be difficult or impossible to fully engage the gears. It should not be necessary to apply a leverage of more than 50 lb/ins. to engage the gears.





Sektion A-A

483	Dipstick
241	Set pin short
240	Set pin long
237	Adjustment screw
234	Adjustment screw
232	Locking screw
227	Set screw
225	Air valve
222	Clamp ring
205	Details for reversing gear
199	Details for reversing gear
197	Clampring
196	Axial bearing (51104)
195	Jointing ring
193	Shaft for reversing gear
192	Claw holder
191	Clutch ball
189	Cluth coupling
188	Operating axle
187	Brake linning
186	Bowl
185	Spring
184	Cone
178	End cover
177	Top cover
176	Cap for reversing gear
5	Coupling flange

Nr	Benämning	Ant.	Material	Modell nr

Skala		Datum	Namn	Kontr.
1:2,5	Ritad	18-4-65	L. W.	

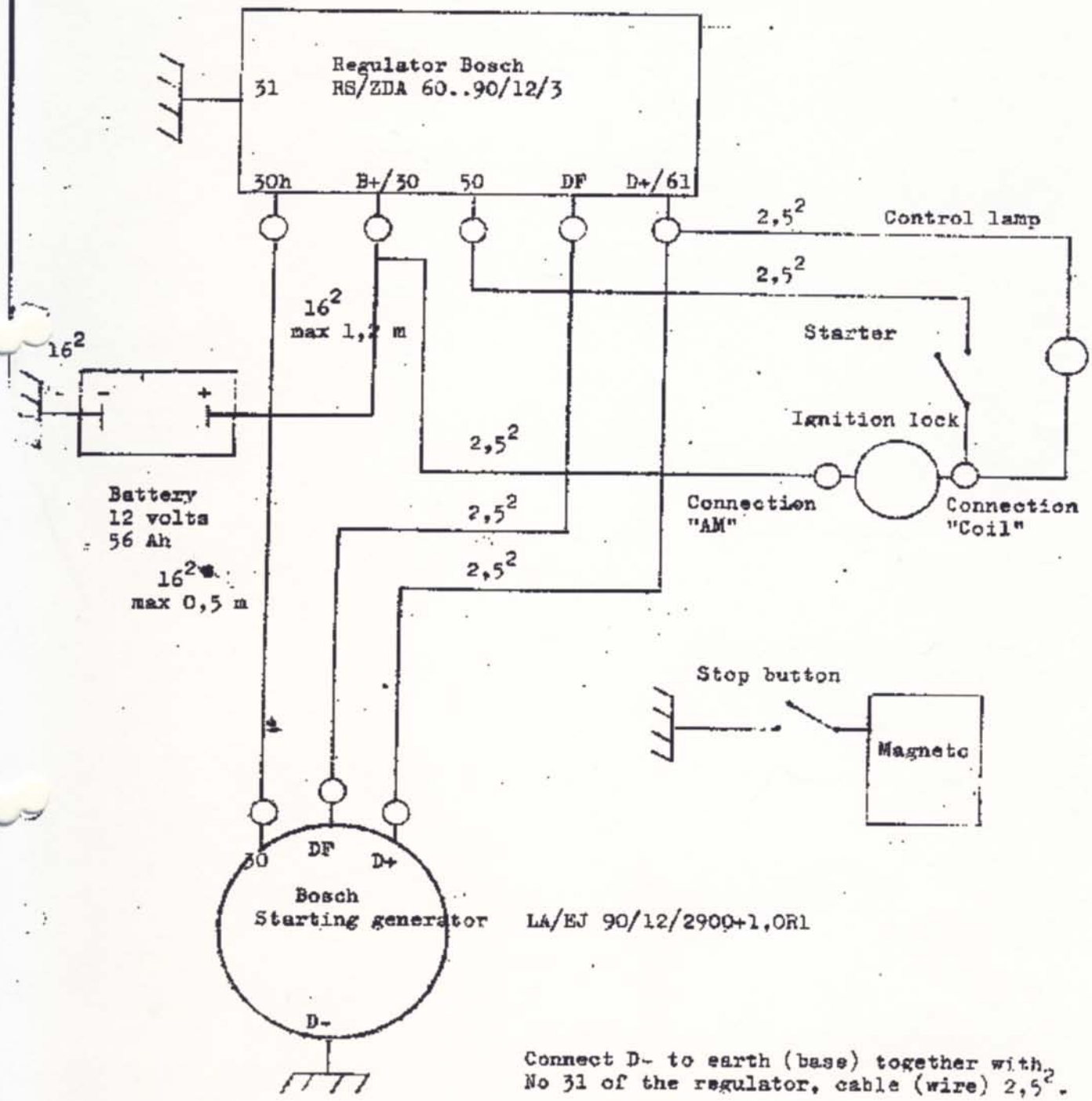
A.-B. GÖTAMOTORER - OSBY

REVERSE GEAR WITH REDUCTIONS-GEAR FOR F-GÖTA

A4-912

CONNECTION DIAGRAM FOR F-GÖTA 5 - 12 HP, BOSCH 12 VOLTS.

ATTENTION! Connect 31 together with D- of the starting generator to earth (base), $2,5^2$ cable (wire).



Connect D- to earth (base) together with No 31 of the regulator, cable (wire) $2,5^2$.

ATTENTION! For DF use always forked cableclips, for other terminals closed clips.

AB GÖTAMOTORER
OSBY

A4 - 910

Connecting diagram för Bosche electric equipment on marinmotor F-Göta

The regulator should not be mounted too close to the motor, so that risk for its heating up appears. When too high a regulatortemparature the tension of loading becomes altered with the result of unsatisfactory loading of the battery.

The regulator has to be mounted in such a manner, that it is well protected against splashing water. The mounting is to be made vertically with the terminals at the bottom end. Vibrations occuring in the support have to be repressed as far as possible.

Connection of the current has to take place by means of a separate cable (wire), 2,5 mm^2, between the terminals 31 of the regulator and the D-terminal of the starting generator.

The connecting cables (wires) ought not to be shifted as heavy damage can occur in the regulator and starting generator. For DF use forked cable clips and for the other terminals closed clips. If the lenght of the starting cables (wires) exceeds mentioned max. lenght, choose a cable with the next bigger size of area.

The V-belts have to be controlled by even intervals concerning the tension of the belts. When pressing the thumb on the belts they have to slack within 10 mm (3/8"). Too high a stretching pressure on the belts might cause damage on the bearings of the starting generator, and the contrary might cause starting difficulties and unsactisfactory loading. The capacity of the battery might not exceed 90 watts. Loads lasting very short (i.e. el.horn) exceeding this maximum of load may be granted.

SEM

MAGNETOS

Type E-2R
Type E-2L
Type E-2R35*
for twin cyl. 2- and 4-stroke engines

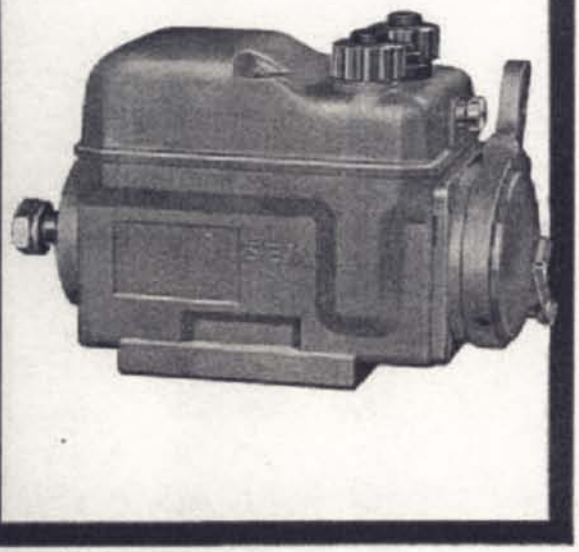
* For Färe-Göta engines model 10—12

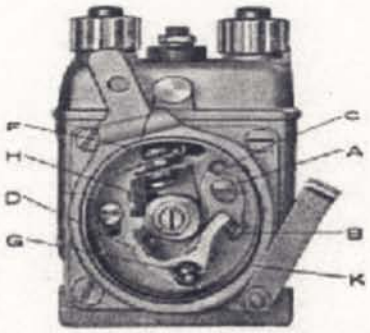
SEM
SERVICE-LIST
ME — 201

DATA

Cylinders: two
Timing range: 20°
Weight: 2.1 kgs
Drawing No. 17200 for E-2R(L)
No. 17218 for E-2R35

In the type designation »R» indicates right hand drive and »L» left hand drive.





DESCRIPTION

SEM Magnetos type E-2R(L) and E-2R35 are of a design employing the rotating magnet principle. The permanent magnet of Alnico-steel is diecast in a single unit with the laminated pole pieces and the spindles to form the magneto rotor. The less robust parts, such as the coil and condenser, are stationary. The contact breaker, which does not rotate, is of the pivotal type and entirely enclosed in a metal casing. The magnetos are designed for service under the most arduous conditions. The entire units are enclosed within a dust- and moisture-proof metal frame. The coil is effectively insulated by a method which protects against deterioration and power leakage under adverse running conditions.

INSPECTION AND MAINTENANCE

When faulty ignition occurs, the high tension cables and sparking plugs should first be examined. If the insulation shows signs of deterioration or cracking, the cables must be exchanged. For this purpose the main cover of the magneto housing need not be removed. Unscrew the nut on the cable outlet and remove the cable. The new cable should not be bared but must be cut off flush to the required length. The rubber bush is pulled onto the cable for a distance of at least 40 mm from its end and the cable is pushed well down into the bottom of the insulator. The nut on the cable outlet must then be screwed home.

The plug electrodes burn away slightly in service whereby the gap length gradually increases. Examine and clean them from time to time, adjusting them to the right setting if necessary. The distance should normally be 0,4 mm.

ADJUSTMENT OF BREAKER POINTS

The contact breaker should be inspected from time to time. It is important that the contacts should be kept clean. If they are burned or blackened, they may be cleaned with a very fine carborundum stone or emery cloth. Care must be taken that all particles of dirt or metal dust are wiped away. This can be done with a cloth moistened with petrol.

The gap between the contacts, when fully opened, should be 0,4 mm. The distance can be checked by means of the gauge on the adjusting spanner. If adjustment is necessary, proceed as follows. Slack off the screw A (See fig.) slightly. Insert the screw driver of the adjusting spanner in the slot C. Turning the spanner to the left decreases, and turning to the right increases, the distance between the contacts. When the gap is set to the thickness of the gauge tighten the screw A.

If the cam is removed from the shaft for any reason, make sure that it is replaced in its original position. The end surfaces of the cam are marked with an R and an L respectively. On magnetos for a right-hand drive the letter R must be turned towards the breaker cover. On magnetos for a left-hand drive the letter L should have the same position.

If the moving contact D is to be replaced, unscrew the nut F with the adjusting spanner and remove the split pin G. Fill the groove of the contact breaker pivot with ball bearing grease and install the new moving contact. If the felt lubricator H is dry, add a few drops of thin machine oil onto the felt. When replacing the contact breaker housing, fill its lubricating groove with ball bearing grease before assembly.

REPLACEMENT OF CONDENSER

When replacing the condenser remove the two retaining screws. When reassembling ensure that the cable connections from the contact breaker and the wound core are replaced in their original positions. The eyelet from the winding and the nickel-plated cable terminal from the contact breaker are placed under one of the retaining screws. The brass cable terminal from the contact breaker and the eyelets from the ignition coil and condenser are placed under the retaining screw for the shorting spring clip.

CLEANING OF HIGH TENSION MOULDING AND SLIP RING

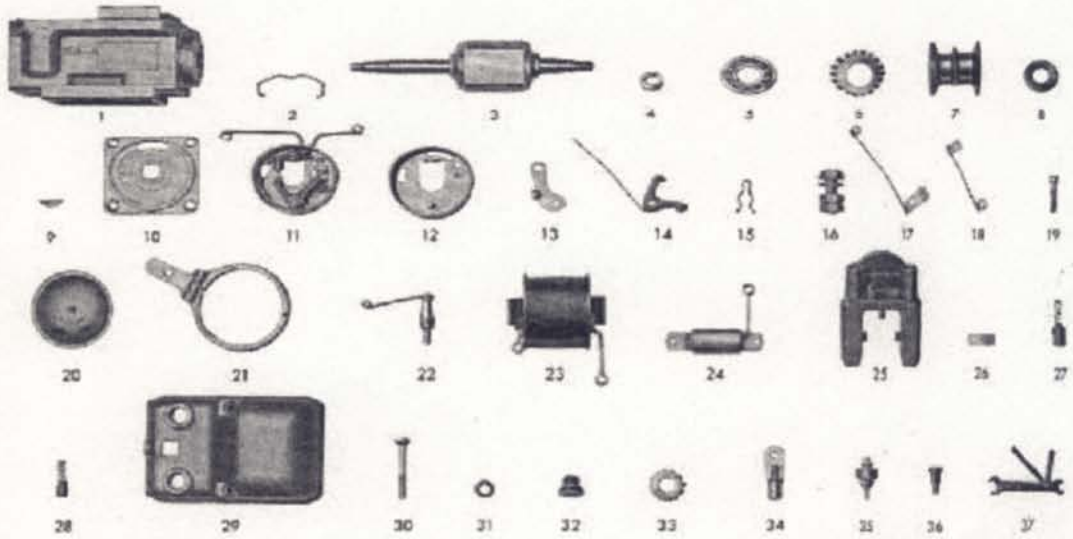
The high tension moulding should be removed about once a year and cleaned. Wipe off any deposits and polish with a fine dry cloth. See that the pick up brushes move freely in their holders. Before replacing the high tension moulding, clean the slip ring by inserting a soft cloth and at the same time slowly turning the engine. When reassembling ensure that the cable connections from the wound core, the condenser and the contact breaker are made according to the instructions for replacement of the condenser.

AKTIEBOLAGET SVENSKA ELEKTROMAGNETER · ÅMÅL · SWEDEN
TELEPHONE: 12010 Telegraphic address: MAGNETER

SEM
SERVICE-LIST
ME — 201

MAGNETOS type E-2R(L)

for twin cyl. 2- and 4-stroke engines and type E-2R35 for Färe-Göta engines model 10—12



SPARE PARTS LIST

Fig. No.		Order No.
1	Main housing, standard	17221
—	Main housing for magnetos type E-2R35	17224
2	Retaining spring	17030
3	Rotor	17231
4	Contact breaker cam	17239
—	Retaining screw with washers for contact breaker cam	17059
—	Woodruff key for contact breaker cam	17051
5	Ball bearing, breaker end	1761
6	Ball bearing packing, breaker end	17052
—	Felt packing, breaker end (diam. 28 hole 11)	1704
—	Adjustment washers (assortment of 4) diam. 17.5 hole 12	1750
—	Spring washer (diam 26 hole 12.1)	17240
7	Slip ring	17236
—	Ball bearing, drive shaft end	1760
—	Ball bearing packing, drive shaft end	17039
8	Rubber packing, drive shaft end	17038
9	Woodruff key, drive shaft end	1597
—	Washer for drive shaft (diam. 18 hole 10)	17053
—	Nut for drive shaft (L06M-9)	10110
10	Bearing plate	17061
11	Contact breaker housing complete	17245
12	Contact breaker housing	17064
13	Contact plate with contact	17069
—	Retaining screw for contact plate (PKCS 3.5×4.5)	17093
—	Washer for contact plate (diam. 7 hole 3.5)	10139
14	Contact breaker lever	17071
—	Washer for contact breaker pivot (diam. 8 hole 4.6)	17131
15	Lock spring for contact breaker pivot	17063
16	Screw for cable connection with bush, insulating washers and nuts	17097
—	Nut only for cable connection	17094
17	Earthing cable with felt lubricator	17246
18	Contact breaker cable connection	17080
19	Stop screw for contact breaker housing	17081
20	Contact breaker cover	17082
21	Timing lever	17088
—	Retaining screw for bearing plate	17086
22	Breaker cover spring and stud	17083
23	Wound core	17250
24	Condenser	17272
25	High tension moulding	17256
26	Short circuiting spring clip	17270
—	Screw for short circuiting spring clip (CS 4×8)	2638
27	Collector carbon with spring	1954
28	Collector carbon (cylindrical) with spring	17268
—	Retaining screw for high tension moulding (CS 4×18)	2720
—	Washer for screw 2720 (diam. 8 hole 4.1)	1766
—	Spring washer for screw 2720 (FB 4.3)	2463
29	Main housing cover, standard	17278
—	Main housing cover with hole for push button	17279
30	Retaining screw for main housing cover	17148
31	Insulating bush for high tension cable outlet	17145
32	Rubber bush for cable outlet	14122
33	Nut for cable outlet	17146
34	Flat terminal	1839
35	Contact screw for shorting cable	17147
—	Metal washer for same	17152
—	Insulating washer for same (diam. 15 hole 7)	17151
—	Nut for same	17157
36	Short circuiting push button, complete	17156
37	Spanner	1649

When ordering spare parts please state, in addition to the order number of the part (not number of the Fig.), also the type and factory number of the magneto.

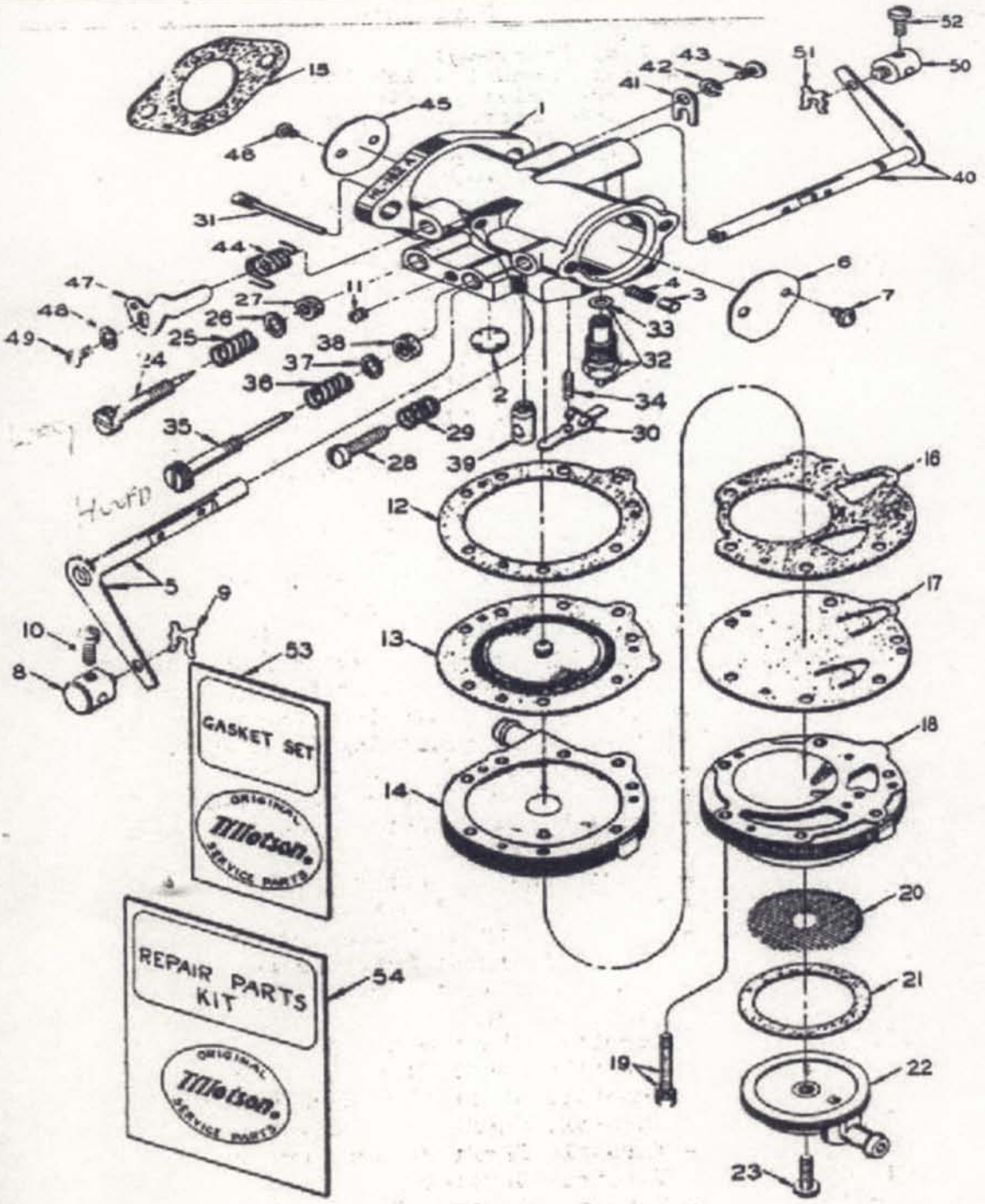
AKTIEBOLAGET SVENSKA ELEKTROMAGNETER · ÅMÅL · SWEDEN

TELEPHONE: 120 10 Telegrahic address: MAGNETER

Ref. No.	H1-162A Part No.	Part Name
1	013204	Body (service)
2	02531	* Body Channel Welch Plug
3	05454	Choke Friction Pin
4	08805	Choke Friction Spring
5	013199	Choke Shaft & Lever
6	09195	Choke Shutter
7	08942	Choke Shutter Screw (2)
8	012406	Choke Wire Connection
9	010392	Choke Wire conn. Ret. Clip
10	058	Choke Wire Ret. Screw
11	02232	Diaphragm Chamber Drain Screw
12	012473	Diaphragm Gasket
13	012475	* Diaphragm
14	010834	Diaphragm Cover
15	012354	Flange Gasket
16	012930	Fuel Pump Gasket
17	012708	* Fuel Pump Diaphragm
18	010525	Fuel Pump Body
19	010098	Fuel Pump Body Screq & Lockwasher (6)
20	010530	* Fuel Strainer Screen
21	010529	Fuel Strainer Cover Gasket
22	010527	Fuel Strainer Cover
23	010571	* Fuel Strainer Cover Ret. Screw
24	011498	* Idle Adjustment Screw
25	08793	* Idle Adjustment Screw Spring
26	011428	Idle Adjustment Screw Washer
27	011401	Idle Adjustment Screw Packing
28	05095	* Idle Speed Regulating Screw
29	0788	* Idle Speed Regulating Screw Spring
30	010513	* Inlet Control Lever
31	010581	* Inlet Control Lever Pinion Screw
32	012655	* Inlet Needle, Seat & Gasket
33	012656	Inlet Seat Gasket
34	011503	* Inlet Tension Spring
35	013195	* Main Adjustment Screw
36	08793	* Main Adjustment Screw Spring
37	011428	Main Adjustment Screw Washer
38	011401	Main Adjustment Screw Packing
39	012458	Nozzle Check Valve
40	013202	Throttle Shaft & Lever
41	09678	Throttle Shaft Clip
42	0992	Throttle Shaft Clip Lockwasher
43	01974	Throttle Shaft Clip Ret. Screw
44	010775	* Throttle Shaft Return Spring
45	012283	Throttle Shutter
46	08942	* Throttle Shutter Screw & Lockwasher (2)
47	010783	Throttle Stop Lever
48	06396	* Throttle Stop Lever Ret. Lockwasher
49	06393	* Throttle Stop Lever Ret. Screw
50	012406	Throttle Wire Connection
51	010392	Throttle Wire Conn. Ret. Clip
52	058	* Throttle Wire Ret. Screw
53	GS-170	* Gasket & Packing Set
54	RK-585	Repair Parts Kit

(*) Indicates contens of Repair Parts Kit

June 25, 1963



THE TILLOTSON MFG. CO. - TOLEDO, OHIO

A 18 GOTAMOTORER

1L-162 A