Service-Information

G-190/G-220	November 22, 1983	Bulletin No. NA 0005

FOR NORTH AMERICA ONLY

G-190/220

1. To ensure proper lubrication of all engine parts on a new engine, the following procedure should be followed prior to the initial engine start up.

   A. Remove spark plugs

   B. Crank engine until oil pressure is registered on gauge. This ensures that the anti-corrosion oil, that is put in at the factory, is totally removed.

   C. Reinstall spark plugs and start engine.

2. On some engines, improper fresh water tank caps were installed. This may cause water loss via the overflow tube. If you have an improper cap, replace it with P.N. 11 53 1 328 892.

3. There have been some cases of power loss due to the improper operation of the automatic choke. As you know, the choke is a bi-metallic spring which is controlled by both water temperature as well as electricity. Both of these features govern the choke flap which must open fully and release the latch to the second stage of the carburetor. It has been found that the two following malfunctions may be present:

   A. The heating wire in the choke mechanism is burned off.

   B. The voltage from this wire is below 10 Volts.

   If the wire has been burned off, the choke must be replaced. If the voltage is below 10 Volts, you may connect the spare black and white wire in the harness to the number 15 connector on the back of the key switch. The other end of the wire is connected to the choke mechanism.

4. There has been a misunderstanding as it pertains to repair of the oil cooler assembly. The repair manual shows on page 31 a disassembled oil cooler. This picture is misleading in that the oil cooler is not repairable. This component should not be disassembled as this has been pressure tested during assembly and there are no spare parts available. If you have a defective cooler, you must order a complete cooler.

5. Should you encounter an engine that has a rough or no idle problem, the air correcting jet, P.N. 13 11 1 261 215, should be checked for possible blockage. This jet has a inner diameter of .015″, so it can only be cleaned with the proper diameter injector tip cleaner or proper size drill bit. If you cannot clean it, replacement is necessary.

Please route and initial before filing