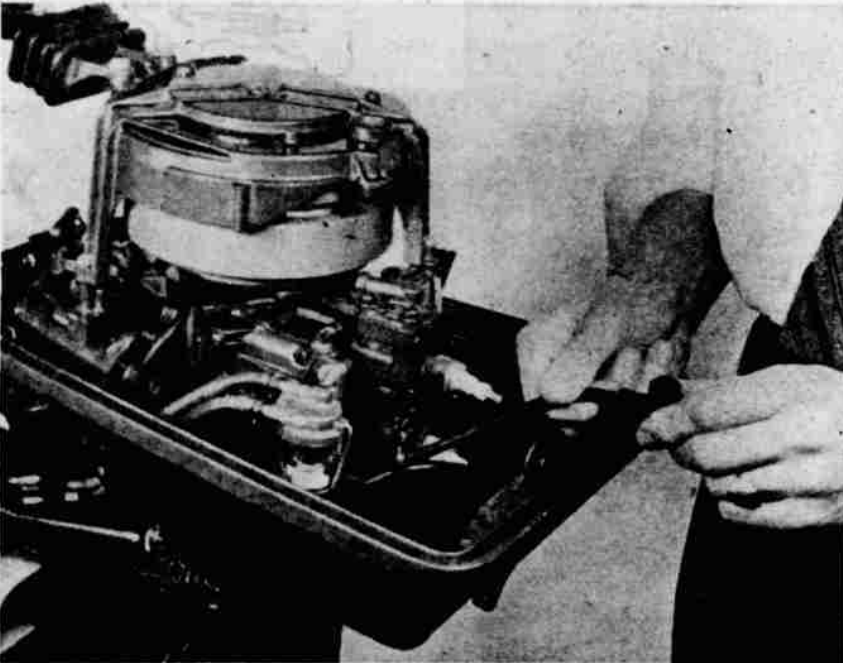


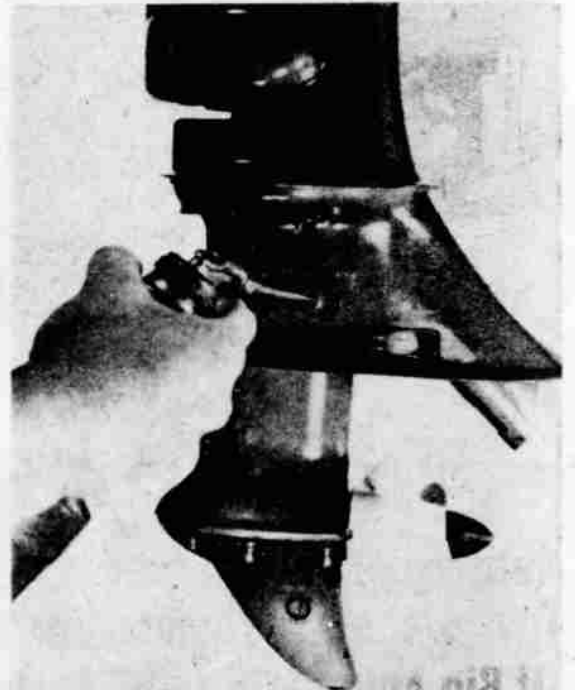
THE CARBURETOR sediment bowl prevents sludge from reaching the carburetor. It can be removed easily and should be rinsed clean of all foreign matter.



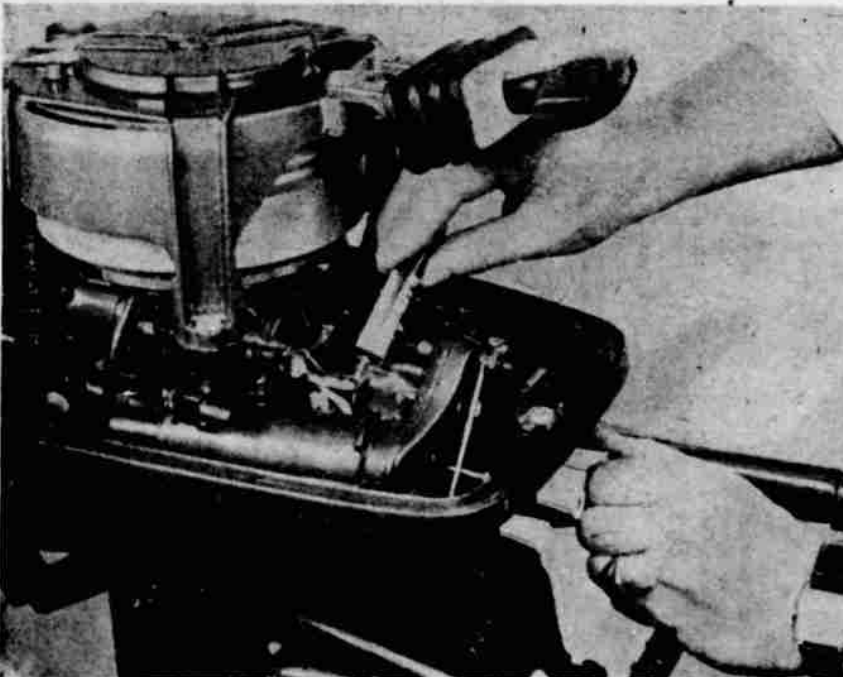
RUBBER FUEL LINES should be checked for wear and abrasion and, if they show signs of wear, should be replaced.



RUBBER INSULATORS which protect plugs should be checked and replaced if cracked or worn. Corroded contacts, resulting from faulty insulators, are a common cause of trouble.



USE A REPUTABLE SAE 90 automotive hypoid gear lubricant in the lower unit after a check of the propeller.



THROTTLE LINKAGE should get a liberal coat of grease which will usually prevent most trouble which arises in throttle control. Worn or loose linkage should be repaired.

Put Zing Of Spring Into Your Outboard Motor With Proper Maintenance

You can put the zing of spring into your outboard motor with a simple check requiring a minimum of experience and only a few basic tools.

Harry Ewald, chief engineer for Evinrude Motors, offers a few pointers which may go a long way toward summer fun afloat. Here's a rundown on what to look for if you're a do-it-yourself maintenance man:

First, take a look at the ignition system. Check your plugs before you go out on the water. If they're exceptionally dirty or have particles of carbon lodged within them, they should be replaced. The gap should be checked periodically. Spark plug connectors should be checked for corrosion. All high tension wires should be examined to see they are not worn or cracked.

Make certain the carburetor sediment bowl is clean. The bowl serves to protect the carburetor from dirt particles and water. A few turns of a thumb screw will release the bowl, which can be rinsed clean of all foreign par-

ticles. If the sediment bowl is exceptionally dirty Ewald recommends that the filter be removed and washed in neutral spirits or thinner.

Throttle linkage and all moving blocks and cables, including those of the steering wheel, should be thoroughly checked. Worn or loose linkage should be replaced and all linkage should be given a protective coat of grease. All grease fittings on the motor should be filled with grease at this time and greased every 30 days during the time the motor is in use.

Ewald recommends that the propeller and lower unit be examined closely. If you have a bent or "warped" propeller, either have your dealer straighten it or replace it before going afloat. The lower gear housing should have been drained and refilled when the motor was stored for the winter, but it should be checked again to see that it is properly filled with an

(Continued on Page 3)