

LUBRICATION AND MAINTENANCE

COOLING SYSTEM



CAUTION: DO NOT remove radiator cap if engine is hot. If the cap is removed while engine is hot, steam and hot coolant may be discharged, resulting in burns or other injury. Allow engine to cool until cap can be comfortably touched with bare hand. Then, loosen cap to first notch to allow pressure to escape, then remove cap.

FIG. 109: Cooling system is filled at factory with antifreeze solution to protect engine and radiator to -34 degrees C (-30 degrees F).
Keep coolant level at 13 mm (1/2 in) below the filler neck opening. Check coolant protection for freezing each season.

NOTE: After adding coolant, start engine and operate until completely warm so coolant is mixed. Periodically check level of coolant in overflow reservoir to make sure level is located between marks when engine is cold.

Periodically check condition of hoses, belt, and clamps. Tighten or replace as necessary.
Keep radiator, radiator screen, and hood screens clean to permit maximum cooling.

IMPORTANT: Be careful when cleaning radiator to prevent cooling fin damage.

FIG. 110: The drain cock (1), located on left-hand side of engine, will drain coolant from the cylinder block and radiator. Replace coolant when contaminated with rust or sludge. Loosen the radiator cap to help drain coolant.
NOTE: When coolant is replaced, flush inside of radiator and engine block with clean water.

Radiator and engine must be drained if freezing temperatures are expected and cooling system is not filled with coolant having enough protection from freezing.

FIG. 111: Correct fan belt tension helps to make sure of enough coolant flow through the cylinder block and radiator.
Correct fan belt tension is approximately 13 mm (1/2 in) when thumb pressure is applied at the center of belt span.
CAUTION: Due to muffler position, allow to cool before checking or adjusting fan belt tension.



FIG. 109

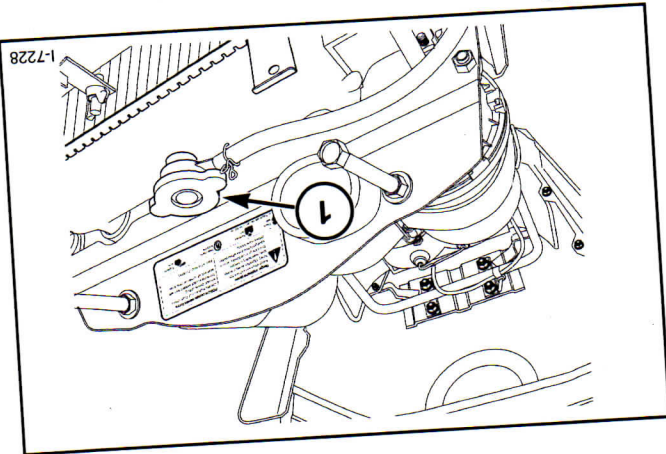


FIG. 110

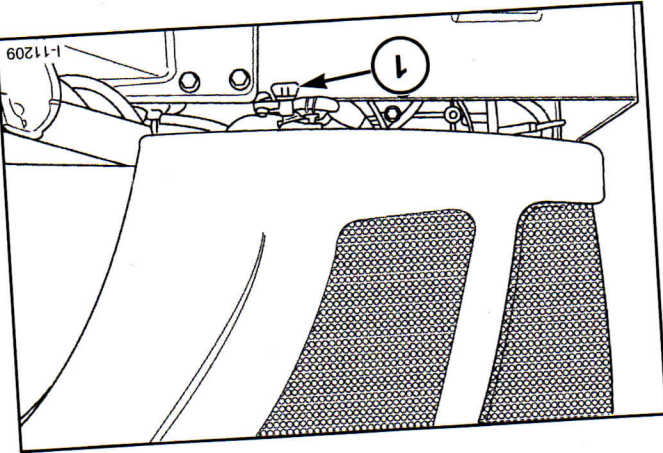


FIG. 111

