

Fig. H1 — Port side view of the HOME-LITE Four-Cycle outboard motor showing drain and filler plug location for power head and lower unit.

- B. Lower unit bleed plug
- C. Oil level indicator
- D. Oil reservoir drain plug
- P. Lower unit drain & filler plug

LUBRICATION

The four-cycle power head is lubricated by a pressurized oil system which uses a separate oil reservoir. Do not mix oil with the fuel. The oil pump should be drained and refilled with two quarts of a good grade automotive oil, SAE 30, type MS every 100 hours of operation, and oil level checked daily. If motor is operated at temperatures below 32°F., SAE 10, MS oil should be used. The lubricating system uses a cartridge type oil filter and the element should be renewed when oil is changed.

Refer to Fig. H1 for location of the engine oil reservoir drain (D) and oil level indicator (C) plugs. The engine oil filler cap on early motors is located under shroud on rear, port side of power head. On later motors, filler cap is just behind the ignition distributor. The oil filter cartridge is located on starboard side of block and can be renewed after removing shroud.

The lower unit gears and bearings are lubricated by oil contained in the gear case. The best available grade of SAE 30 outboard gear oil should be used. Gearcase capacity is 12 ounces. Drain the gear housing every 100 hours by removing the drain plug (P) and bleed plug (B). Refill

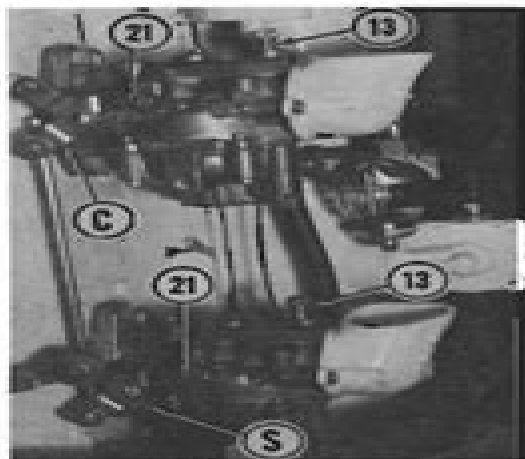
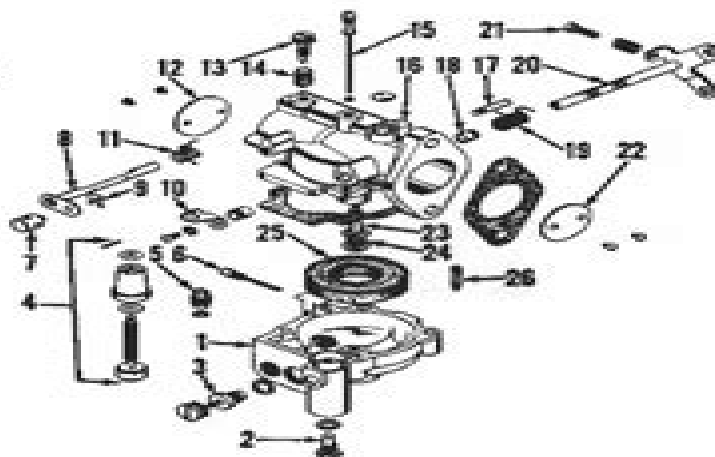


Fig. H2 — Installed view of carburetors showing points of adjustment.

- C. Clamp screws
- 13. Idle adjustment screw
- 21. Idle speed stop screw

Fig. H3 — Exploded view of Tillotson carburetor used on all models.

1. Float bowl
2. Stop screw
3. Solenoid needle valve
4. Accelerator pump
5. Solenoid valve
6. Float pivot
7. Choke armful
8. Choke shaft
9. Retainer
10. Adjusting lever
11. Choke return spring
12. Choke valve
13. Idle mixture valve
14. Spring
15. Idle tube
16. Carburetor body
17. Stop pin
18. Flange
19. Throttle anti-flo
20. Throttle shaft
21. Idle speed screw
22. Throttle valve
23. Main needle
24. Main jet
25. Float
26. Check valve



through drain plug hole (P) until the lubricant reaches level of bleed plug (B). Reinstall bleed and drain plugs securely, using new gaskets. Gearcase level should be checked each 25 hours of operation.

FUEL SYSTEM

The motor is equipped with two Tillotson model MD 1208 or C carburetors which may be identically adjusted and synchronized. Each carburetor supplies the fuel mixture for two of the four cylinders. An automotive, di-

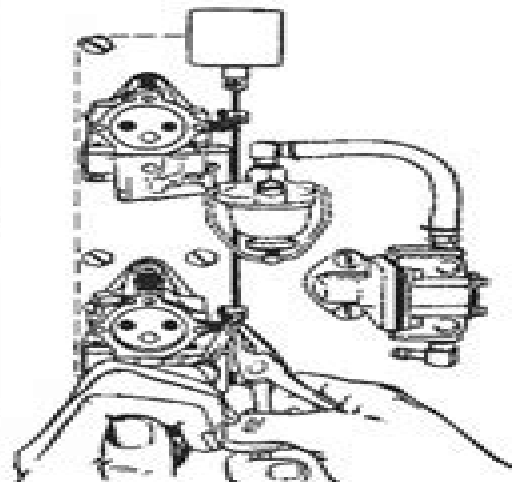


Fig. H4 — Make sure choke solenoid opens and closes both choke valves equally and completely and that solenoid plunger operates on a vertical plane with no side pressure.

aphragm type fuel pump is mounted on camshaft cover (front) of engine and is driven by a camshaft lobe.

CARBURETOR. Refer to Fig. H2 for an installed view of carburetors. Normal initial setting for the idle mixture needle (13) is 1 1/4 turns open from the closed position. Carburetor is equipped with a fixed high-speed jet. Idle mixture and speed adjustments should be checked under load after engine is at operating temperature, and both carburetors adjusted alike.

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Table of Contents Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide

1. Understanding the eBook Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - The Rise of Digital Reading Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Advantages of eBooks Over Traditional Books
2. Identifying Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - User-Friendly Interface
4. Exploring eBook Recommendations from Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Personalized Recommendations
 - Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide User Reviews and Ratings
 - Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide and Bestseller Lists
5. Accessing Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide Free and Paid eBooks
 - Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide Public Domain eBooks
 - Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide eBook Subscription Services

- Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide Budget-Friendly Options
- 6. Navigating Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide eBook Formats
 - ePub, PDF, MOBI, and More
 - Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide Compatibility with Devices
 - Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Highlighting and Note-Taking Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Interactive Elements Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
- 8. Staying Engaged with Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
- 9. Balancing eBooks and Physical Books Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Setting Reading Goals Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Fact-Checking eBook Content of Homelite Fisher Pierce 4 Stroke Outboard Motor Repair Guide
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends

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