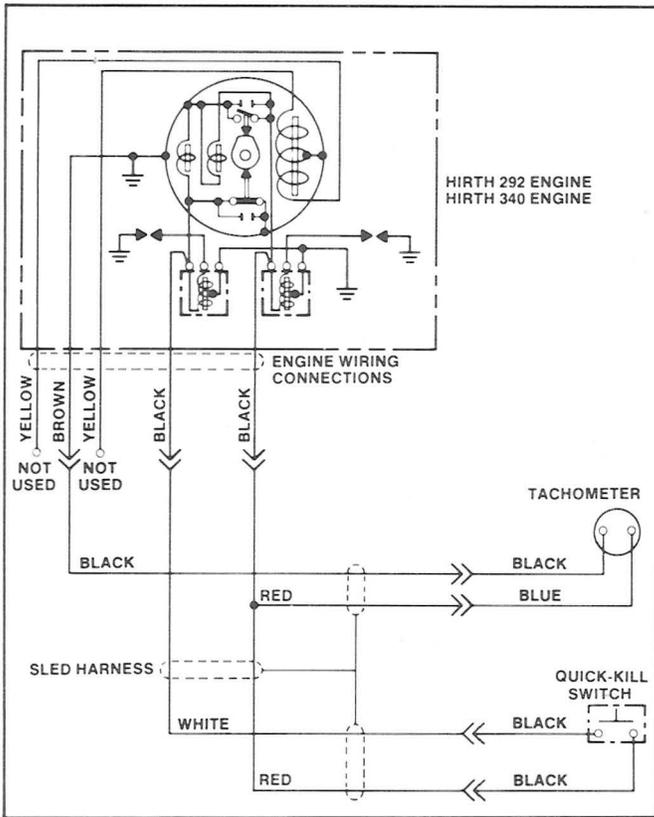


**SPARK PLUG CHART**

MODEL NUMBER	ENGINE	LIGHT SERVICE	SEVERE SERVICE
SD15M28B (XX-1300)	292	38058 (N60 or *41XL)	38068 (N57 or 41XC)
SD15M26B (XX-1340)	340	38058 (N60 or *41XL)	38068 (N57 or 41 XC)

\*Optional



**Figure 12**

**Wiring Diagrams**

The electrical wiring diagram (figure 12) is provided for the trained technicians using this manual.

**Troubleshooting**

**ENGINE HARD TO START.** Fuel line blocked or leaking; ruptured fuel-pump diaphragm; water in fuel, flooded or loose impulse line; ignition or switch wiring loose or grounded; spark plug(s) fouled or faulty; contact breaker points pitted or burned; quick-kill switch in off position.

**ENGINE STOPS.** Fuel tank empty; fuel flow obstructed; ignition system faulty. Spark plug(s) fouled or dirty. Engine too hot and pistons seizing; carburetor setting too lean or incorrect grade of oil being used, impulse line loose.

**ENGINE OPERATES IRREGULARLY.** Spark plug(s) loose, fouled or faulty; ignition switch wiring shorted; carburetor out of adjustment or dirty. Engine holddown bolts loose; ignition timing off.

**ENGINE WORKING FOUR-STROKE.** Choke shut; carburetor settings incorrect; dirt preventing carburetor inlet needles from seating properly.

**ENGINE LOSES POWER.** Poor compression due to loose head and crankcase bolts. Faulty ignition; timing; piston rings sticking due to the use of improper oil. Carbon deposits in cylinder.

**ENGINE BACKFIRES THROUGH CARBURETORS.** Carburetor fuel-supply channel clogged. Carburetor set too lean.

**ENGINE BACKFIRES THROUGH EXHAUST.** Incorrect or faulty spark plug(s); faulty ignition coil or condenser; loose ignition wiring.

**ENGINE OVERHEATS.** Insufficient or incorrect grade oil in fuel mixture; carburetor or fuel line partly clogged; carburetor setting too lean; ignition timing too slow.

**BRAKES.** Excessive play in handbrake due to loose brake cable or worn pads.

**TRACTION BELT.** Poor traction; check traction belt for alignment and tension; worn sprockets.

**CLUTCH.** Automatic clutch fails to engage at proper RPM's (see figure 13). Check variable-speed drive belt for proper tension and alignment.