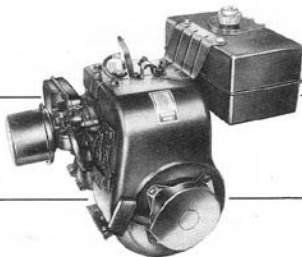




OWNER'S MANUAL

and OPERATING INSTRUCTIONS for
TECUMSEH



MODELS

H50 H60 H70
HH50 HH60 HH70

**HORIZONTAL CRANKSHAFT
AIR COOLED
FOUR-CYCLE ENGINE**



THIS SYMBOL POINTS OUT IMPORTANT SAFETY INSTRUCTIONS WHICH IF NOT FOLLOWED COULD ENDANGER THE PERSONAL SAFETY AND/OR PROPERTY OF YOURSELF AND OTHERS. READ AND FOLLOW ALL INSTRUCTIONS IN THIS MANUAL AND ANY PROVIDED WITH THE EQUIPMENT ON WHICH THIS ENGINE IS USED BEFORE ATTEMPTING TO OPERATE YOUR TECUMSEH ENGINE.



THE FOLLOWING SYMBOLS MAY APPEAR ON YOUR ENGINE:



FAST



SLOW



STOP



FULL



OFF

CHOKE

LITHO IN U.S.A.

Rev. 6-1-82

181-388-1

OIL & FUEL RECOMMENDATIONS

To start and operate your Tecumseh engine, you will need the following:

- 1 **A CLEAN, HIGH QUALITY DETERGENT OIL.** Be sure original container is marked with engine service classification "SC," "SD," "SE" or "SF."

DO NOT USE SAE10W/40 OIL.

FOR SUMMER (ABOVE 32°F) USE SAE 30 OIL. (SAE10W/30 is an acceptable substitute.)

FOR WINTER (BELOW 32°F) USE SAE 5W20 or 5W30 OIL. (SAE10W is an acceptable substitute.)

(BELOW 0°F ONLY) SAE10W oil diluted with 10% kerosene is acceptable.

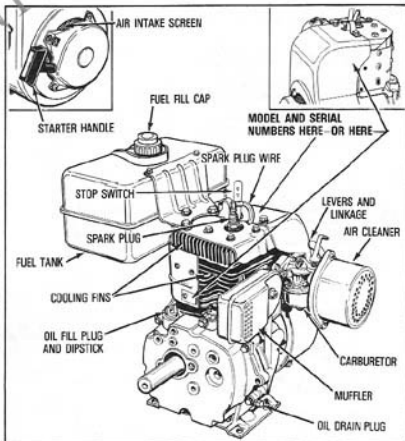
Oil Sump capacity is approximately 19 ounces (1-1/8 pints).

- 2 **A FRESH, CLEAN, UNLEADED AUTOMOTIVE GASOLINE.** (Leaded "Regular" grade gasoline is an acceptable substitute).

NOTE: Gasohol requires special care when engine is unused for extended periods. See "STORAGE" Instructions on Page 5.

NOTE: Use clean oil and fuel and store in approved, clean, covered containers. Use clean fill funnels.

(continued on Page 2)



Page 1

Figure 1

PRE-START INSTRUCTIONS

- 1 Read all instructions provided with the equipment on which this engine is used.
- 2 **FILL OIL SUMP WITH OIL.** See preceding "OIL & FUEL RECOMMENDATIONS," Item ① for correct oil and Figure 1 for oil fill locations.
POSITION EQUIPMENT SO ENGINE IS LEVEL.
Remove OIL FILL PLUG and DIPSTICK and place it on a clean surface.
Fill oil sump, slowly, to "full" mark on DIPSTICK. DO NOT OVERFILL. OIL FILL PLUG must be seated fully and tightened and/or locked securely into oil fill hole when checking oil level.
- 3 Oil level should be checked frequently during initial engine break-in period. OIL FILL PLUG must be seated fully and tightened and/or locked securely into oil fill hole when engine is running.

4 OIL AIR CLEANER FILTER

If your engine is equipped with a FOAM TYPE FILTER (see Figure 6), proceed as follows:


- A. Remove FILTER per "SERVICE AIR CLEANER" instructions on Page 4.
- B. Saturate FILTER with engine oil and squeeze to distribute oil and remove excess oil.
- C. Re-install FILTER per "SERVICE AIR CLEANER" instructions on Page 4.

- 5 **FILL FUEL TANK** with gasoline as specified in the preceding "OIL & FUEL RECOMMENDATIONS," Item ② (Page 1).


NEVER MIX OIL WITH GASOLINE

Never use "stale" gasoline left over from last season or stored for long periods.




-  **NEVER FILL FUEL TANK INDOORS. NEVER FILL FUEL TANK WHEN ENGINE IS RUNNING OR WHILE ENGINE IS HOT.**

-  **NEVER FILL FUEL TANK COMPLETELY. FILL TANK TO WITHIN 1/4 TO 1/2 INCH OF TOP OF TANK TO PROVIDE SPACE FOR FUEL EXPANSION. WIPE ANY FUEL SPILLAGE FROM ENGINE AND EQUIPMENT BEFORE STARTING ENGINE.**

- 6 **CHECK THE FOLLOWING** before attempting to start your engine:

-  **A. BE SURE EQUIPMENT IS IN NEUTRAL GEAR WITH CLUTCHES, BELTS, CHAINS, ETC., DISENGAGED. (FOLLOW EQUIPMENT MANUFACTURER'S INSTRUCTIONS.) THIS SHOULD PLACE ANY SAFETY SWITCHES IN SAFE STARTING POSITION.**
- B. Be sure SPARK PLUG WIRE is attached to SPARK PLUG (see Figure 1).
- C. Be sure STOP SWITCH next to SPARK PLUG (if so equipped) is not contacting SPARK PLUG (see Figure 1).
- D. Be sure any Ignition switch on engine or equipment is in ON, RUN or START position.
- E. Be sure FUEL SHUT-OFF VALVE (if so equipped) is open (see Figure 4).
- F. Be sure FUEL FILL CAP air vent is open.

STARTING INSTRUCTIONS

-  **NEVER RUN ENGINE INDOORS OR IN ENCLOSED, POORLY VENTILATED AREAS. ENGINE EXHAUST CONTAINS CARBON MONOXIDE, AN ODORLESS AND DEADLY GAS.**
-  **KEEP HANDS, FEET, HAIR AND LOOSE CLOTHING AWAY FROM ANY MOVING PARTS ON ENGINE AND EQUIPMENT.**
-  **WARNING — TEMPERATURE OF MUFFLER AND NEARBY AREAS MAY EXCEED 150°F (65°C). AVOID THESE AREAS.**

- 1 **COLD ENGINE START** (Engine has not been run recently.)

A. Move CHOKE LEVER on engine (see Figure 3) or remote control on equipment to FULL CHOKE POSITION.

B. Move remote control on equipment to START position (see equipment manufacturer's instructions).

C. **START ENGINE** — Proceed with the following instruction:
1. REWIND STARTER, 2. ROPE STARTER or 3. ELECTRIC STARTER depending on type of starter:

1. REWIND STARTER (see Figures 2 and 3)

- A. Grasp STARTER HANDLE (see Figure 2) and pull rope out, slowly, until it pulls harder due to engine compression. Let rope rewind slowly.
- B. Pull rope with a rapid continuous full arm stroke. Let rope rewind SLOWLY. Don't let STARTER HANDLE snap back against starter.
- C. Repeat preceding instructions A and B until engine fires and when engine starts, move CHOKE LEVER on engine or remote control on equipment to 1/2 choke and then to NO CHOKE POSITION.

If engine falters, move CHOKE LEVER to 1/2 choke until engine runs smoothly and then to NO CHOKE POSITION.

NOTE: If engine fires, but fails to start, move CHOKE LEVER to NO CHOKE POSITION and repeat preceding instructions A and B until engine starts.

If engine again fires, but fails to start, repeat preceding instructions A, B and C until engine starts.

2. ROPE STARTER (see Figure 2)

Insert rope knot into starter PULLEY notch and wind rope, clockwise, around PULLEY. Follow all preceding REWIND STARTER instructions except rewind rope manually.

3. ELECTRIC STARTER — 12 VOLT D.C. (see Figures 2 and 3)

- A. Press starter button or turn IGNITION SWITCH KEY (see Figure 2) per equipment manufacturer's instructions to activate starter motor and crank engine.
- B. Crank engine until engine fires and when engine starts, move CHOKE LEVER (see Figure 3) on engine or remote control on equipment to 1/2 choke and then to NO CHOKE POSITION.

If engine falters, move CHOKE LEVER to 1/2 choke position until engine runs smoothly and then to NO CHOKE POSITION.

NOTE: If engine fires, but fails to start, move CHOKE LEVER to NO CHOKE POSITION and crank engine until engine starts.

2 WARM ENGINE START (Engine still warm from recent running).

NOTE — Warm engine may start without choking.

A. Move **CHOKE LEVER** (see Figure 3) on engine or remote control on equipment to **NO CHOKE POSITION**.

B. Move remote control on equipment to **START** position (see equipment manufacturer's instructions.)

C. **START ENGINE** — Proceed with the following instruction:
1. **REWIND STARTER**, 2. **ROPE STARTER** or 3. **ELECTRIC STARTER** depending on type of starter:

1. REWIND STARTER (see Figures 2 and 3)

A. Grasp **STARTER HANDLE** (see Figure 2) and pull rope out, slowly, until it pulls harder due to engine compression. Let rope rewind slowly.

B. Pull rope with a rapid continuous full arm stroke. Let rope **rewind SLOWLY**. Don't let **STARTER HANDLE** snap back against starter.

C. Repeat preceding instructions A and B until engine starts.

If engine falters, move **CHOKE LEVER** to 1/2 choke position until engine runs smoothly and then to **NO CHOKE POSITION**.

NOTE: If engine fails to start after a reasonable number of starting attempts, follow preceding "1 COLD ENGINE START" instructions.

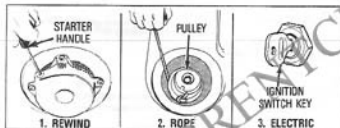


Figure 2

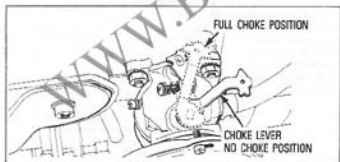


Figure 3

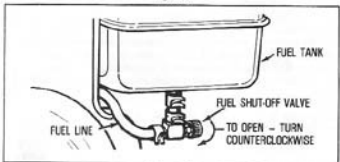


Figure 4

2. ROPE STARTER (see Figure 2)

Insert rope knot into starter **PULLEY** notch and wind rope, clockwise, around **PULLEY**. Follow all preceding **REWIND STARTER** instructions except rewind rope manually.

3. ELECTRIC STARTER — 12 VOLT D.C. (see Figures 2 and 3)

A. Press starter button or turn **IGNITION SWITCH KEY** (see Figure 2) per equipment manufacturer's instructions to activate starter motor and crank engine.

B. Crank engine until engine starts.

If engine falters, move **CHOKE LEVER** to 1/2 choke position until engine runs smoothly and then to **NO CHOKE POSITION**.

NOTE: If engine fails to start after a reasonable number of starting attempts, follow preceding "1 COLD ENGINE START" instructions.

TO STOP ENGINE

1 Move remote control on equipment or any ignition stop switch on engine to **STOP** or **OFF** position (see equipment manufacturer's instructions).

2 Push **STOP SWITCH** (see Figure 1) located next to **SPARK PLUG** on engine (if so equipped) against **SPARK PLUG** and hold it in this position until engine is completely stopped.

3 AFTER ENGINE IS STOPPED:

A. Close **FUEL SHUT-OFF VALVE** (if so equipped). (See Figure 4).

B. Close **FUEL FILL CAP** air vent (if so equipped).

! C. DISCONNECT SPARK PLUG WIRE FROM SPARK PLUG AND PLACE IT WHERE IT CAN NOT CONTACT SPARK PLUG.

! D. TURN IGNITION SWITCH KEY IF SO EQUIPPED, TO "OFF" POSITION AND REMOVE KEY FROM SWITCH. THIS WILL REDUCE THE POSSIBILITY OF UNAUTHORIZED STARTING OF ENGINE WHILE EQUIPMENT IS NOT IN USE.

! E. NEVER STORE ENGINE WITH FUEL IN TANK INDOORS OR IN ENCLOSED, POORLY VENTILATED ENCLOSURES, WHERE FUEL FUMES MAY REACH AN OPEN FLAME, SPARK OR PILOT LIGHT AS ON A FURNACE, WATER HEATER, CLOTHES DRYER, ETC.

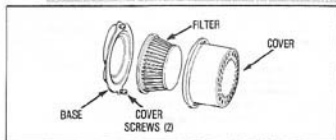


Figure 5

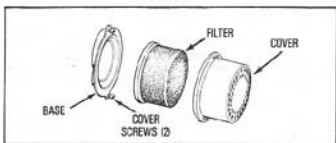


Figure 6

WARNING — TEMPERATURE OF MUFFLER AND NEARBY AREAS MAY EXCEED 150°F (65°C). AVOID THESE AREAS.

1 CHECK OIL LEVEL REGULARLY.

POSITION EQUIPMENT SO ENGINE IS LEVEL.

Check level every five (5) operating hours or each time equipment is used. Always clean area around OIL FILL PLUG (see Figure 1) before removing plug, to avoid contaminating oil with dirt, grass clippings, etc. Add oil as necessary. DO NOT RUN ENGINE UNLESS PROPER OIL LEVEL IS MAINTAINED. LEVEL MUST BE BETWEEN "FULL" AND "ADD" MARK ON DIPSTICK. See Instructions 2 and 3 in preceding "PRE-START INSTRUCTIONS" (Page 2).

2 CHANGE OIL — after first two (2) hours of operation and every twenty-five (25) hours thereafter, or more often if operated in extremely dusty or dirty areas.

DRAIN OIL — Position equipment so that engine OIL DRAIN PLUG (see Figure 1) is lowest point on engine. Remove OIL DRAIN PLUG and OIL FILL PLUG (while engine is still warm) and allow oil to drain completely.

Replace OIL DRAIN PLUG and tighten securely. Refill oil sump with new oil of proper viscosity and service classification per preceding "OIL & FUEL RECOMMENDATIONS" (Page 1). Replace OIL FILL PLUG and tighten securely. See Instructions 2 and 3 in preceding "PRE-START INSTRUCTIONS" (Page 2).

3 SERVICE AIR CLEANER

Your engine may be equipped with a DRY TYPE PAPER FILTER as in Figure 5 or a FOAM TYPE FILTER as in Figure 8. Proceed with the following applicable Instruction A or B depending on type of filter:

A. DRY TYPE PAPER FILTER (see Figure 5)

Replace FILTER once a year or more often if used in extremely dusty or dirty conditions.

DO NOT ATTEMPT TO CLEAN OR OIL FILTER.

Replacement FILTERS are available at any Authorized Tecumseh Service Outlet.

To install new FILTER, proceed as follows:

1. Loosen two COVER SCREWS (these need not be removed completely).
2. Turn COVER counterclockwise and remove it and FILTER from BASE. Discard FILTER.
3. Clean inside of BASE and COVER thoroughly.
4. Insert new FILTER into COVER and reassemble COVER TO BASE as it was before removal. Tighten COVER SCREWS securely.

B. FOAM TYPE FILTER (see Figure 6).

Inspect FILTER every twenty-five (25) operating hours, or more often if used in extremely dusty or dirty areas. Proceed as follows:

TO INSPECT FILTER:

1. Loosen two COVER SCREWS (these need not be removed completely).
2. Rotate COVER counterclockwise and remove from BASE.
3. Inspect FILTER for discoloration and/or dirt accumulation. If either is present, FILTER should be cleaned and re-oiled.

TO CLEAN AND RE-OIL FILTER:

1. Wash FILTER by immersing in water and detergent solution and squeezing until all dirt is removed.
2. Rinse FILTER thoroughly in clear water.
3. Dry FILTER by wrapping in a clean cloth and squeezing until completely dry.
4. Saturate FILTER with engine oil and squeeze to distribute oil and remove excess oil.
5. Before replacing FILTER, clean inside of BASE and COVER thoroughly.
6. Replace FILTER and COVER making sure that FILTER is seated correctly between BASE and COVER. Tighten COVER SCREWS securely.

NEVER RUN ENGINE WITHOUT COMPLETE AIR CLEANER INSTALLED ON ENGINE.

4 SPARK PLUG (see Figure 1)

Clean and reset gap periodically. Clean area around SPARK PLUG base, prior to removal, to prevent dirt from entering engine. Replace SPARK PLUG if electrodes are pitted or burned or if porcelain is cracked. Clean SPARK PLUG by carefully scraping electrodes (do not wire brush or sand blast). Be sure entire SPARK PLUG is clean and free of foreign material. Check electrodes gap with wire feeler gauge and reset gap to .030 if necessary. If replacing SPARK PLUG, use Champion J-8 or J-17LM or equivalent (see note below) and tighten to 15 foot pounds or if lacking torque wrench tighten firmly.

NOTE: If your engine is equipped with a Champion RJ-17LM resistor SPARK PLUG see page 6 for "CANADIAN RADIO FREQUENCY INTERFERENCE REGULATION COMPLIANCE" information.

5 CLEAN COOLING SYSTEM frequently, by removing any build-up of grass, dirt or other debris from the cylinder and cylinder head COOLING FINS, AIR INTAKE SCREEN and carburetor governor LEVERS AND LINKAGE. This will help insure adequate cooling and correct engine speed and will reduce the possibility of overheating and mechanical damage.

6 3 AMP. ALTERNATOR (see Figure 7)

A. If fuse replacement becomes necessary, remove FUSE HOLDER CAP by pushing in and turning counterclockwise. Remove FUSE and replace with a 3AG 6 AMP - 32 volt fuse. Replace FUSE HOLDER CAP by pushing in and turning clockwise until tight.

B. RECTIFIER

A heavy duty rectifier is an integral part of the alternator lead coming out of the engine and normally does not require servicing.

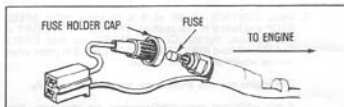


Figure 7

7 7 AMP ALTERNATOR

If electrical malfunctions such as inoperative starter, discharged battery etc., are encountered, see equipment manufacturer's instructions for fuse replacement and other electrical repairs.

8 BATTERY SERVICE

When servicing battery, be sure to connect cables to battery exactly as they were before removal. If incorrectly connected, alternator will not charge battery. If this happens, replace fuse in 3 AMP system and see equipment manufacturer's instructions for 7 AMP system.

9 CHECK ENGINE AND EQUIPMENT FREQUENTLY FOR LOOSE NUTS, BOLTS, ATTACHMENTS, ETC., AND KEEP THESE ITEMS TIGHTENED.

ADJUSTMENTS

DO NOT MAKE UNNECESSARY ADJUSTMENTS. FACTORY SETTINGS ARE SATISFACTORY FOR MOST APPLICATIONS AND CONDITIONS. IF ADJUSTMENTS ARE NEEDED, PROCEED AS FOLLOWS:

- ① **CARBURETOR ADJUSTMENTS** (see Figure 8)
HIGH SPEED ADJUST NEEDLE is pre-set at the factory.
H50-60: 1-1/4 turns open
H70, HH50-60-70: 1-1/2 turns open
Re-adjustment should not be necessary.

- A. Close IDLE ADJUST NEEDLE by turning clockwise. Close finger tight only. Forcing may cause damage.
- B. Open IDLE ADJUST NEEDLE by turning counterclockwise.
H50-60: 3/4 turn open
H70, HH50-60-70: 1-1/4 turns open
- C. Start engine. Follow preceding STARTING INSTRUCTIONS. Run engine a few minutes to warm it up.
- D. With engine running at IDLE speed, adjust IDLE ADJUST NEEDLE 1/8 turn at a time, clockwise and counterclockwise, until engine runs smoothly.

Allow several seconds between each adjustment for engine to adapt to new setting.

- ② **REMOTE CONTROL ADJUSTMENTS** (see Figure 9)

To obtain satisfactory engine performance, the engine and remote equipment controls must be adjusted properly. If it is necessary to check the engine control adjustments, proceed as follows:

- A. Set remote equipment control at FAST or HIGH SPEED and keep it in this position.
With control in this position, CONTROL LEVER should touch HIGH SPEED STOP. If it does, the controls are adjusted correctly and no further adjustment should be necessary.
- If CONTROL LEVER does not touch HIGH SPEED STOP, proceed to Instruction B.
- B. Loosen CLAMP SCREW just enough so the REMOTE CONTROL CABLE can be moved in CABLE CLAMP (do not remove CABLE CLAMP from CONTROL BRACKET or disconnect REMOTE CONTROL CABLE from CONTROL LEVER.)
- C. Move CONTROL LEVER so it is touching HIGH SPEED STOP and hold it in this position. With CONTROL LEVER in this position, tighten CLAMP SCREW so that CABLE CLAMP will hold REMOTE CONTROL CABLE in place when remote equipment control is used.

The engine controls should now be adjusted correctly.

If any additional control adjustments are necessary, they should be made at the remote equipment control (see equipment manufacturer's instructions).

- ③ **NEVER TAMPER WITH ENGINE GOVERNOR WHICH IS FACTORY SET FOR PROPER ENGINE SPEED. OVER-SPEEDING ENGINE ABOVE FACTORY HIGH SPEED SETTING CAN BE DANGEROUS. IF YOU THINK THE ENGINE GOVERNED HIGH SPEED NEEDS ADJUSTING, CONTACT YOUR NEARBY AUTHORIZED TECUMSEH SERVICE OUTLET, WHO HAS THE PROPER EQUIPMENT AND EXPERIENCE TO MAKE ANY NECESSARY ADJUSTMENTS.**

CHANGING OF ENGINE GOVERNED SPEED WILL VOID ENGINE WARRANTY.

STORAGE

- ⚠ **NEVER STORE ENGINE WITH FUEL IN TANK INDOORS OR IN ENCLOSED, POORLY VENTILATED ENCLOSURES, WHERE FUEL FUMES MAY REACH AN OPEN FLAME, SPARK OR PILOT LIGHT AS ON A FURNACE, WATER HEATER, CLOTHES DRYER, ETC.**

If engine is to be un-used for 30 days or more, prepare as follows:

- ① Remove all gasoline from CARBURETOR and FUEL TANK to prevent gum deposits from forming on these parts and causing possible malfunction of engine.

- ⚠ **DRAIN FUEL INTO APPROVED CONTAINER OUTDOORS, AWAY FROM OPEN FLAME.**

- A. Run engine until FUEL TANK is empty and engine stops due to lack of fuel.
- B. Disconnect FUEL LINE at CARBURETOR or FUEL TANK. Be very careful not to damage FUEL LINE, Fittings or FUEL TANK.
Drain any remaining fuel from System

NOTE: If gasoline has been used, complete preceding Instructions "A" and "B" and then put a small amount of unleaded (or leaded regular) gasoline into fuel tank and repeat preceding Instructions "A" and "B".

- ② If oil has not been changed recently, this may be a good time to do it. See "CHANGE OIL" instructions in "MAINTENANCE" section.

- ③ Remove SPARK PLUG and pour one (1) ounce (0,029 Liter) of engine oil into spark plug hole. Crank engine over, slowly, several times.

- ⚠ **AVOID SPRAY FROM SPARK PLUG HOLE WHEN CRANKING ENGINE OVER SLOWLY.**

Replace SPARK PLUG.

- ④ Clean engine by removing any clippings, dirt, or chaff from exterior of engine.

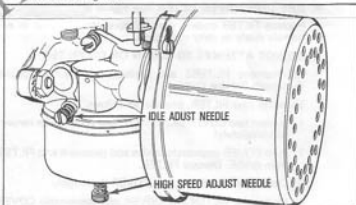


Figure 8

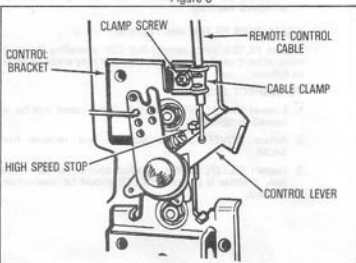


Figure 9

CANADIAN RADIO FREQUENCY INTERFERENCE REGULATION COMPLIANCE:

If your engine is equipped with a Champion RJ-17LM resistor spark plug, it is in compliance with the radio noise limitations order (radio frequency interference) issued by the Ministry of Communications of the Canadian Telecommunications Regulations Branch.

COMPLIANCE WITH RADIO INTERFERENCE REGULATIONS CERTIFIED. CERTIFIÉ CONFORME AU RÈGLEMENT SUR LE BROUILLAGE RADIO ÉLECTRIQUE.

To remain in compliance a Champion RJ-17LM resistor spark plug must be used for any replacement.



yellow pages

For engine adjustments, repairs, or warranty service not covered in this manual, contact your nearest AUTHORIZED TECUMSEH SERVICE OUTLET. He is listed in your telephone book yellow pages under "Engines, Gasoline."

Tecumseh manufactures and is responsible only for the engine used on this power equipment. If repair or service is needed for unit, other than engine, contact service source as recommended by equipment manufacturer.

TECUMSEH PRODUCTS COMPANY'S LIMITED WARRANTY FOR NEW ENGINES

A. Products Warranted

Tecumseh Products Company ("Tecumseh"), subject to the limitations contained below, will, at its option, repair or replace, without charge for parts or labor only, any part or parts of a new Tecumseh engine, EXCEPT any engines used to power two-wheeled riding type vehicles, chain saws and/or any vehicle used in competitive racing or on commercial or rental tracks, which is found upon examination by any Tecumseh Authorized Service Outlet or by Tecumseh's factory in Grafton, Wisconsin to be DEFECTIVE IN MATERIAL AND/OR WORKMANSHIP if received by Tecumseh or a Tecumseh Authorized Service Outlet for such examination within ONE YEAR (TWELVE MONTHS) from the date of sale to the original consumer purchaser. New Tecumseh engines used to power two-wheeled riding type vehicles (including, by way of example, but not limited to, mini-bikes, trail bikes and scooters) are warranted in the same manner and to the same extent EXCEPT such engines are warranted for NINETY (90) DAYS ONLY, and must be received by Tecumseh or a Tecumseh Authorized Service Outlet for such examination within 90 DAYS from the date of sale to the original consumer purchaser. New Tecumseh engines used to power any chain saw are warranted in the same manner and to the same extent EXCEPT such engines are warranted for THIRTY (30) DAYS ONLY, and must be received by Tecumseh or a Tecumseh Authorized Service Outlet for such examination within 30 days from the date of sale to the original consumer purchaser.

B. Products And Items Not Warranted

1. Products Not Warranted By Tecumseh

Tecumseh does not warrant any Tecumseh engine used to power any vehicle used in competitive racing and/or used on commercial or rental tracks. Products or parts not bearing the name "Tecumseh" or the Tecumseh trademark, and used parts of any make, including Tecumseh, are not warranted by Tecumseh.

2. Alterations or Modifications of Tecumseh Engines

All obligations under this warranty shall be terminated if the new Tecumseh engine is altered or modified in any way.

3. Accidents, Normal Maintenance, Failure To Follow Tecumseh's Instruction Manual

This warranty covers only parts of a new Tecumseh engine which are found upon examination to be defective in material or workmanship as delivered to the original consumer purchaser. This warranty does not cover defects caused by depreciation or damage caused by normal wear, accidents, improper maintenance, improper use or abuse of the product, failure to follow the instructions contained in an Instruction Manual for the operation of the engine and parts. The cost of normal maintenance and replacement of service items which are not defective, shall be paid for by the original consumer purchaser.

C. Securing Warranty Service

Warranty service can be arranged for by contacting either a Tecumseh Authorized Service Outlet (which includes a Tecumseh Registered Service Dealer; a Tecumseh Authorized Service Distributor; and a Tecumseh Central Warehouse Distributor) or by contacting Tecumseh, c/o Director of Securing, Lawson Power Products Parts Dept, 900 North Street, Grafton, Wisconsin 53024. Warranty service can only be performed by a Tecumseh Authorized Service Outlet or by Tecumseh at its factory in Grafton, Wisconsin. At the time of requesting warranty service, evidence must be presented of the date of sale to the original consumer purchaser. The purchaser shall pay any charges for making service calls and/or for transporting the product to and from the place where the inspection and/or warranty work is performed. The purchaser shall be responsible for any damage or loss incurred in connection with the transportation of the engine and/or of part or parts of the engine submitted for inspection and/or warranty work.

D. No Additional Warranties Or Representations

The foregoing EXPRESSED WARRANTY IS IN LIEU OF ALL OTHER EXPRESS WARRANTIES. Neither Tecumseh nor any of its affiliates makes any warranties, representations or promises, written or verbal, as to the quality of the Tecumseh engine or its part or parts other than those set forth herein.

ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, TO THE EXTENT EITHER APPLIES TO PART OR PARTS OF A TECUMSEH ENGINE SHALL BE LIMITED IN DURATION TO THE PERIODS OF THE EXPRESSED WARRANTIES AS DEFINED IN PARAGRAPH A OF THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply.

E. Damages

IN NO EVENT WILL TECUMSEH BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES AND/OR EXPENSES. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to you. This warranty gives you specific legal rights and you may have other legal rights which vary from state to state.

F. No Dealer Warranty

Tecumseh neither assumes nor authorizes any other person, natural or corporate, to assume for Tecumseh any other obligation or liability in connection with or with respect to any part or parts of a Tecumseh engine. The seller or dealer of part or parts of a Tecumseh engine has no authority to make any representations or promises on behalf of Tecumseh or to modify the terms or limitations of Tecumseh's warranty in any way. The seller or dealer makes no warranty of his own on any item warranted by Tecumseh and makes no warranty on other items unless such seller or dealer delivers to the purchaser a separate written warranty document in which the seller or the dealer individually and specifically, on his own behalf, warrants the item.



TECUMSEH PRODUCTS COMPANY

ENGINE DIVISIONS

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