



Good Boating Starts With Tip-Top Engine

To a boat owner who has planned an afternoon of water skiing or a fishing trip, there can be nothing more frustrating than a balky outboard engine.

Most outboard owners keep their engines in top tune by following the maintenance recommendations clearly specified in the owner's manual. However, the few owners who do experience engine trouble can usually blame no one but themselves. According to marina operators and service technicians most outboard trouble can be traced to owner neglect.

To insure trouble-free boating, here's a checklist

- The fuel system is another critical area. Make sure all components are clean and in good working order. Replace filters before they become clogged. And accurately measure the gasoline/oil mixture whenever filling the tank. Too little oil can cause overheating, detonation and accelerated wear, while too much oil can result in fouled plugs, loss of power and hard starting.

- Check the gearcase for proper lubricant level.

If you are the owner of a brand new outboard, remember that the breaking-in period is important. Run the engine at about half throttle for the first hour. Every few minutes during this period, open the throttle slowly to full, hold it there for a minute or so, then throttle back to half.

By keeping an eye on that engine, you can eliminate a lot of needless headaches. But no matter how conscientious an owner may be about maintenance, he may experience hard starting at times, due to overchoking. One cause of this malady is when the engine is tilted up for trailering or launching.

Extra fuel may enter the carburetor, so it is a good idea to disconnect the fuel line whenever the engine is not in use. Overchoking can also result when the fuel tank is exposed to the blistering sun

- Periodically check the spark plugs. If they are basically in sound condition, clean and regap them. If they are worn, replace them. It is also a good idea to keep an extra set of plugs on board for emergencies. And don't forget a plug wrench.

- Breaker points should be checked at the same time as the plugs. Make sure they are in good condition and that the gap is adjusted to specifications.

- Ignition wiring that is cracked or broken is another source of trouble. Check the wiring for these troublemakers and also make sure all connections are tight.

- Proper spark timing is a must if the engine is to run efficiently. Check the set against the recommendation in the owner's manual.

- Loss of accelerating power
- Hard starting
- Rough idling
- Increased oil consumption
- Smoking exhaust.

These are signs that either your engine needs a tune-up or that critical engine parts are worn.

HOW TO AVOID THESE CONDITIONS

To avoid these conditions and reduce air pollution, regular attention to maintenance is required.

Every six months or 5,000 miles, the following services should be performed:

Inspect, clean and regap spark plugs; check and adjust ignition points; check timing; clean and inspect distributor cap and rotor; inspect ignition wiring; check and reset external carburetor adjustments; clean air filter; inspect anti-pollution system.

Every year or 10,000 miles, the following should be performed as part of a major tune-up:

Install new spark plugs; inspect spark plug wiring and boots; test cranking, starting and operating voltage; install new ignition points and condenser; set distributor dwell angle and timing; check compression.

Test charging rate of generator or alternator; test coil output; check distributor condition; clean and inspect distributor rotor and cap; service carburetor; replace air cleaner; check anti-pollution system.

Champion also says that one of the best insurances against premature wear on

internal engine parts is to change oil at regularly scheduled intervals and to use the best grade oil available. Oil filters should be changed as recommended by your owner's manual, too.

While car manufacturers are continuing to make strides in producing a virtually pollution-free engine, maintenance will always be the key to keeping the car from fouling the air.

So start your vacation trip with a pollution check in the form of a cleaner-air producing tune-up. You'll not only be a good citizen but you'll gain in better gas mileage, better passing power and sure starts.

Here's How To . . .

Leave Air Pollution Behind When You Motor to Outdoors

As long as you're going to be leaving the city behind when you visit the Great Outdoors, don't take air pollution with you.

If yours is the typical American car it is contributing to the nation's pollution problem. Even if it is equipped with the latest anti-pollution devices provided by the manufacturer, your car is still polluting more than it should if it is not properly maintained.

Since more than half of the cars on the road today are under-maintained, the amount of pollutants in the air is significantly higher than it should be.

According to Champion Spark Plug Company, the price of engine neglect is great in terms of air contamination. Champion tests show that even a five percent incidence of spark plug misfiring increases harmful emissions by as much as 300 percent!

A University of Michigan engineering school survey shows an average reduction in pollutants of 55 percent after a tune-up.

How can you tell if your car is one of the polluters? Often, you can't. Your car may be running perfectly well as far as you can tell but may still be polluting beyond what it should be.

Once a car's engine condition has been allowed to deteriorate significantly, there are definite signs that your engine is emitting excess pollutants. These signs include:

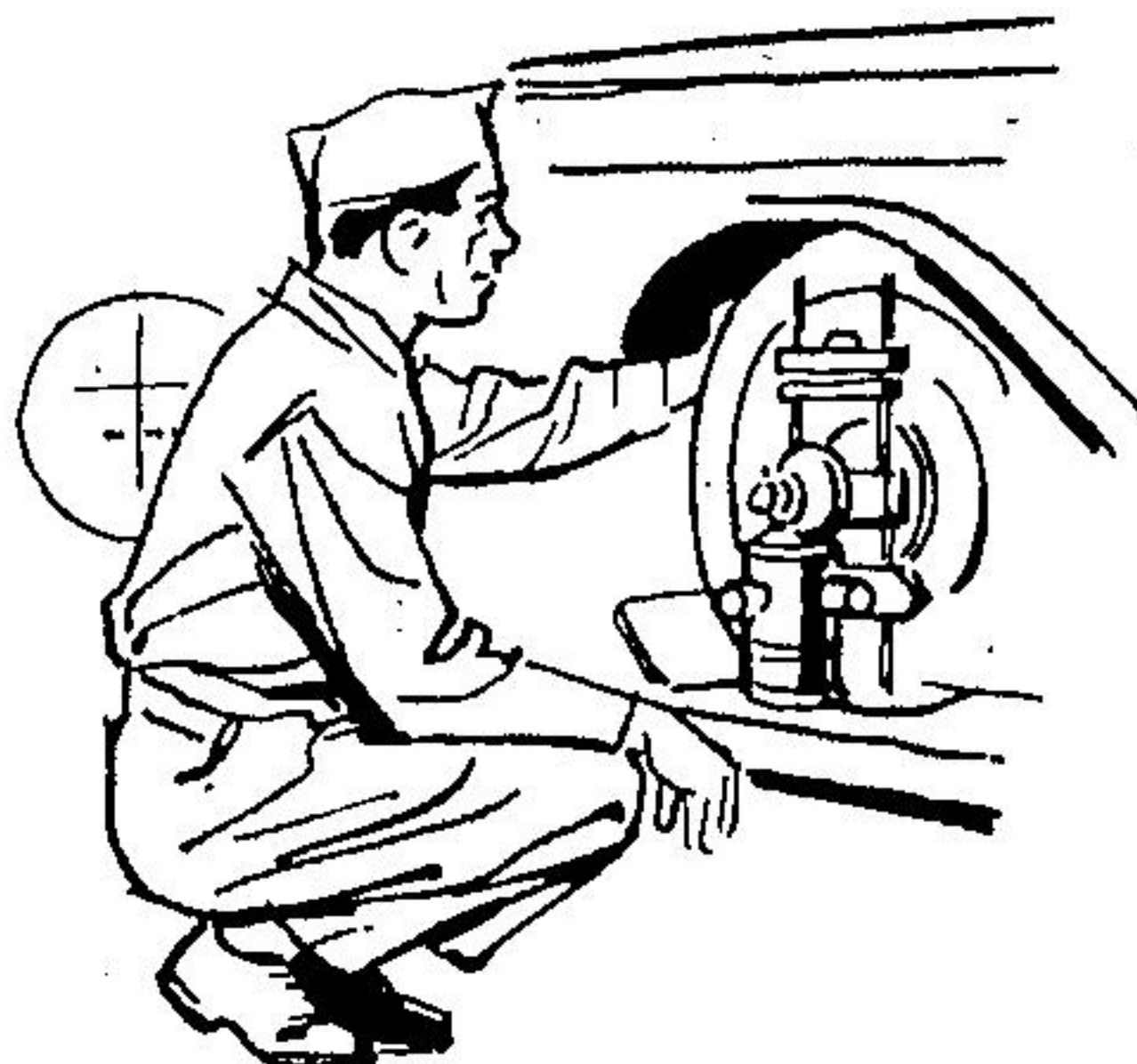
- A noticeable drop in fuel economy



Before casting off for an enjoyable day-on-the-seas, be sure to follow this land-mermaid's advice — Why row? Tune-up and carry extra spark plugs.

Be ready for . . . The Great Outdoors

Make certain your vehicle is in top condition



Front End ALIGNMENT

(Includes Packing Front Wheel Bearings, Check Ball Joints, Tie Rod Ends, Steering)

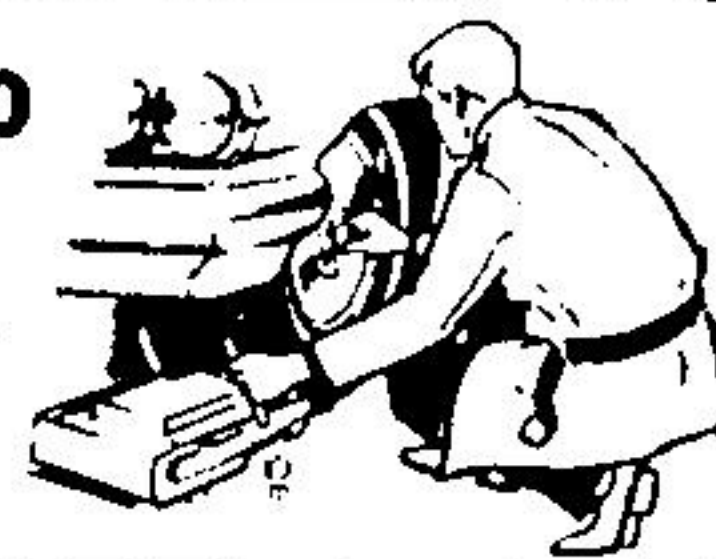
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