



MANUAL PREVIEW

Continental

Service Manual

Y-112 Engine

And

PY-112 Power Unit

Service Manual

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MODEL Y-112 ENGINE

AND

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Right Hand View PY112 Power Unit

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It is recommended that the tappets be adjusted with the machine running at idle speed whenever possible. If it is not possible to make the adjustment with the engine running, it will be necessary to crank the engine until both valves are closed and the piston is on Top Dead Center on the compression stroke. As a final check start the engine and be sure the .012 feeler will pass between the tappets and valves.

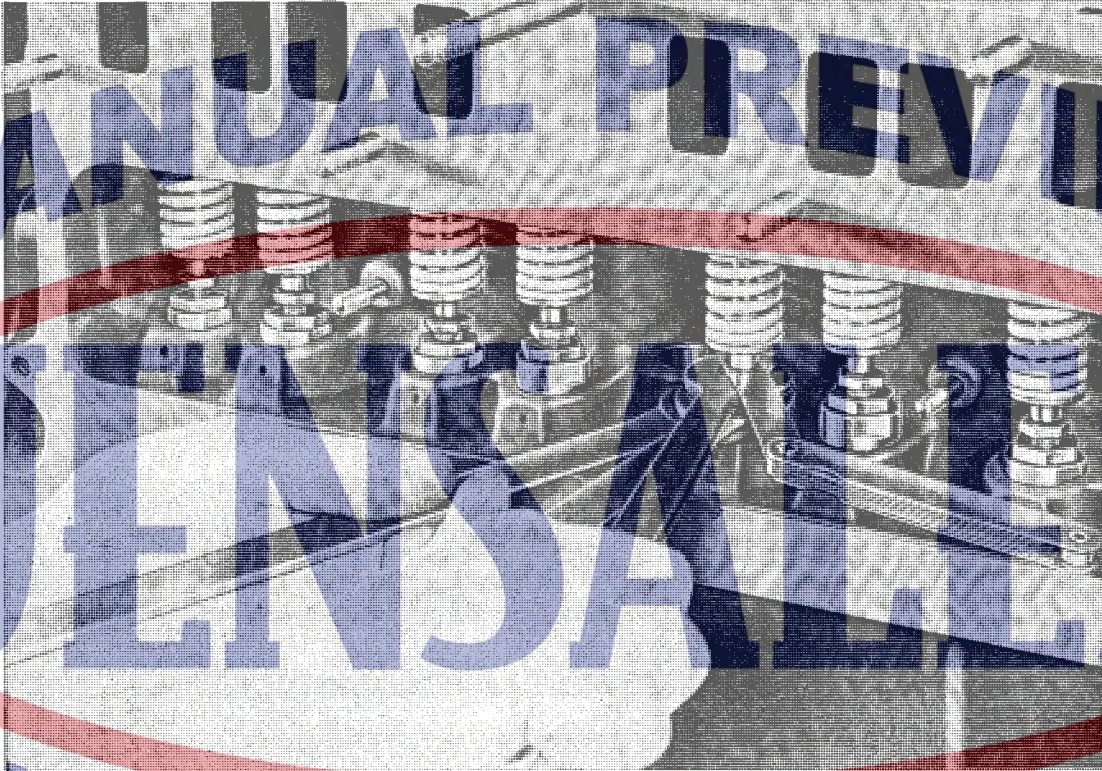


Fig. 5
Adjusting Tappets

INSTALLATION OF CYLINDER HEAD

The installation of the cylinder head may appear to be a very simple matter, but care should be exercised to insure a perfect seal of the cylinder head gasket at all points.

Remember that the compression pressures are very high when the explosion takes place in the cylinder. Before installing a new gasket be sure that the top surface of the cylinder block is perfectly clean. Also that the gasket and the surface of the cylinder head is perfectly clean.

In tightening the cylinder head nuts start in the center by pulling the nuts down firmly and then work towards each end of the cylinder head, tightening alternate nuts. Do not attempt to pull the nut down absolutely tight the first time. Be sure to go over all cylinder head nuts at least three times. If a torque wrench is available by all means use it.

CYLINDER HEAD GASKET

If care is exercised in the removal of the cylinder head and gasket, it is possible to use the old gasket when the cylinder head is replaced, but, under ordinary circumstances, this practice is not recommended. It is suggested that, wherever possible, a new cylinder head gasket be installed each time the cylinder head is removed for any reason. It is also recommended that the gasket be coated with a thin film of gasket paste similar to the aviation type Permatex or

CARBURETOR

This unit is equipped with a Marvel-Schebler Carburetor Model TSX-94. The Continental part number is Y112F-216. The carburetor is a standard downdraft type.

This section contains instructions for the adjustment and repair of the carburetor, and also a parts list and illustrations.



Fig. 13

MODEL TSX-94 CARBURETOR Continental No. Y112F-216
ADJUSTMENT INSTRUCTIONS

Preliminary Adjustments

Set throttle stop screw "A" so that throttle disc is open slightly. Make certain that gasoline supply to carburetor is open. Set throttle control lever to one-third open position. Close choker fly by means of choke control button on instrument board. Start engine and partially release choke. After the engine has been run sufficiently to bring it up to operating temperature throughout, see that choke is returned to wide open position.

Low Speed Adjustment

Set the throttle or governor control lever in slow idle position and adjust throttle stop screw "A" for the correct engine idle speed. (On a new, stiff engine this speed must be slightly higher than required for a thoroughly run-in engine.) Turn idle adjusting screw "B" in, or clockwise, until engine begins to falter or roll from richness, then turn screw "B" out, or counter-clockwise, until the engine runs smoothly.

Note: It is better that this adjustment be slightly too rich than too lean.

SERVICE REPAIR INSTRUCTIONS FOR MODEL TSX CARBURETORS

The following procedure for the service and repair of the Model TSX carburetor is for a complete overhaul.

After removing carburetor from the engine, it should be washed thoroughly with cleaning fluid, such as gasoline, so that an examination of external parts can be properly made to determine that all such parts are in place and not damaged.