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MANUAL PREVIEW

Fuller & Johnson

Operator's Manual

Farm Pump

Engine

and Multimotor

Operator's Manual

JENSALES.COM

or Call 800-443-0625



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FJ-O-FARM PUMP

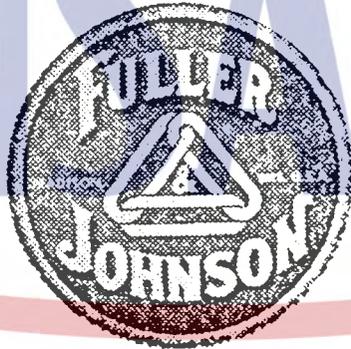
INSTRUCTION BOOK

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REPAIR PRICE LIST

FULLER & JOHNSON



FARM PUMP ENGINE

AND MULTIMOTOR

or Call 800-443-0625

FULLER & JOHNSON MFG. CO.

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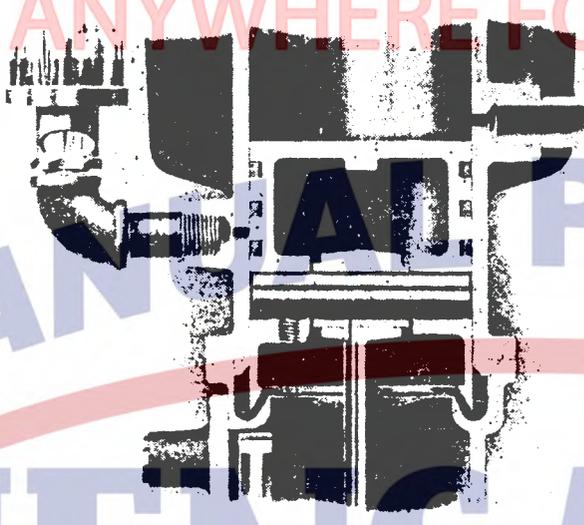
FJ-O-FARM PUMP

turn the knurled thumb nut up or down until the oil drops about 6 drops a minute. Always stop the flow of oil when you

stop the engine, which is done by turning the drop lever over to a horizontal position.

Cold Weather Caution

In cold weather the oil will be more sluggish and special attention will be required to see that it is feeding properly. If necessary thin it by adding 25 per cent or 30 per cent of kerosene or enough to make it flow freely, in which case increase the flow to 8 or 10 drops per minute.



The oil enters from the oil cup and accumulates in the oil trough. The lower edge of the piston dips into this trough of oil at the bottom of every stroke. At the right is shown the auxiliary exhaust port where the very hot gases escape the instant they have done their work.

Caution

Never use any other oil on the cylinder and piston than **Good Cylinder Oil.**

SECTION 3—Lubrication—Bearings

The crank and piston pin are lubricated by the grease cup in lower end of the connecting rod, reached thru the door in the side of crank case. A key is furnished for turning this. Before starting the engine give this and each of the other grease cups on the engine one-quarter of a turn. This is sufficient for a day's run.

Magneto SECTION 4—MAGNETO ENGINE ONLY

When the engine leaves the factory the magneto is properly connected up, the engine being run the last thing before it is put in the box, so as to be absolutely certain everything is in proper adjustment. Unless the engine has been damaged in transit you can be practically certain that the magneto needs no adjusting or tampering with.

Before starting the engine remove the metal magneto cover by loosening the two thumb nuts.

Oil the magneto bearings at each end of the magneto where the oil holes are marked.

Always open your switch when engine is stopped. Otherwise you may waste your battery, for if in contact it will run down in a few hours.

Speed of Engine SECTION 8

The normal speed of the engine is 500 revolutions per minute, which will drive the pump at about 31 strokes per minute, and the small pulley at about 155 revolutions per minute. The speed is controlled by the tension spring on the governor weight, which is located on the inside of the fly wheel.

The speed may be changed by changing the tension of the governor spring. To increase the speed, loosen the lock nut on the eye bolt, then turn the inner nut forward on the bolt to increase the tension. To decrease the speed, turn the inner nut backward on the eye bolt so as to decrease the tension. When the position is correct and the speed where you desire it, tighten up lock nut so as to keep it in proper place.

Gears SECTION 9

When the engine is adjusted at the factory the gears are set in correct relation to each other, so that the various parts operated by the gears will move in correct time. Then two teeth on the gear and one tooth on the pinion are marked. If for any reason you should separate them or take them off, be very careful to replace them with the marks together so as to bring them in the original position, otherwise the parts operated will not move in correct time. If you fail to find the original marks make new ones before separating.

Time of Ignition SECTION 10

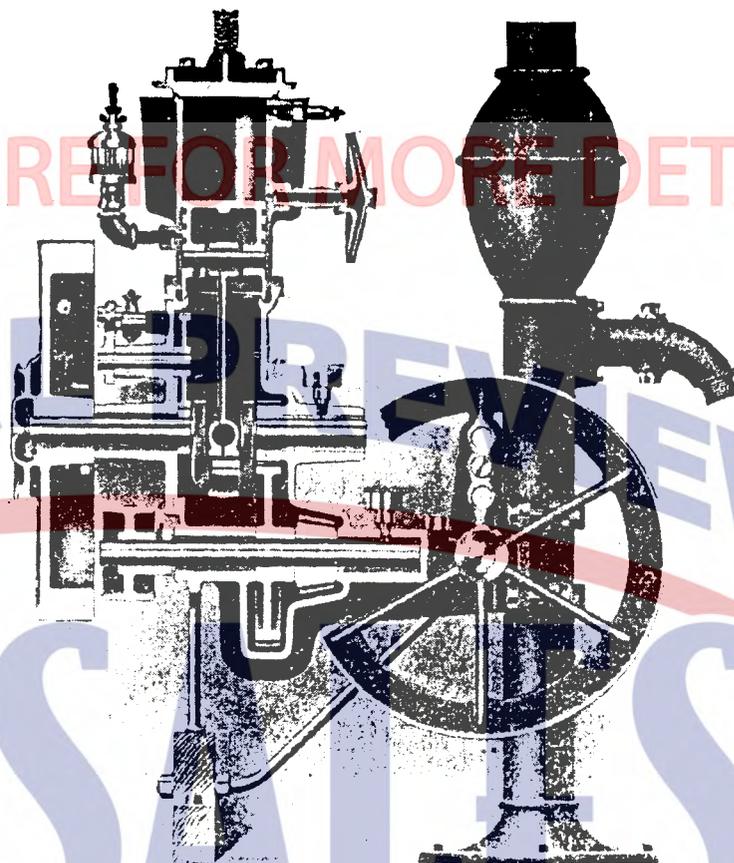
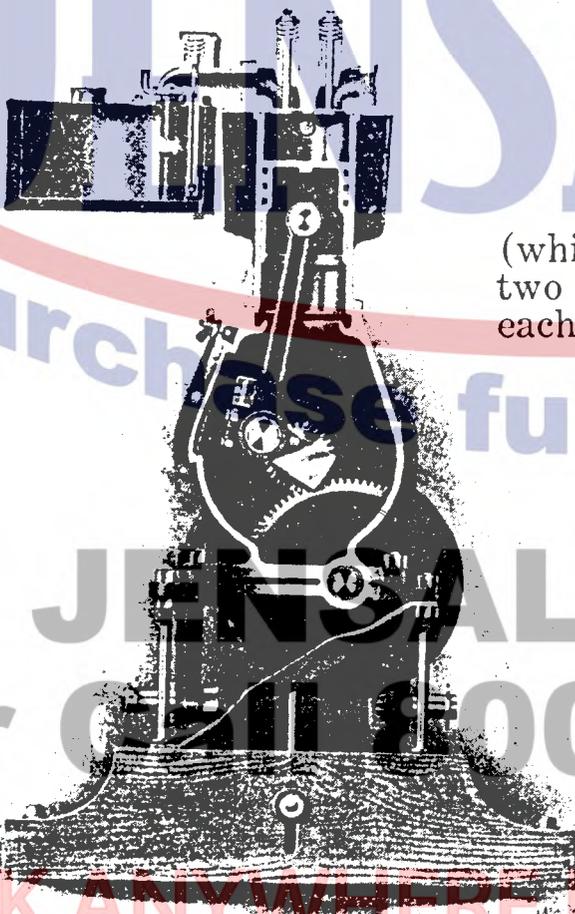
Ignition should occur just before the piston reaches the top. Before engine leaves factory the word "spark" is stamped on the rim of fly wheel. The ignition should occur just as this word "spark" is opposite the push rod to exhaust on compression stroke. If it becomes necessary to reset ignition, set the fly wheel in this position, then adjust flat contact spring so it will just touch contact pin in side of cam on the side that first comes in contact with it when engine is running. Close switch and see that it will work at that point. Contact spring is slotted to permit adjustment.

Muffler SECTION 11

Sometimes the muffler becomes clogged on account of the use or too much oil or a poor grade of oil. Should this occasion arise, take the muffler off and clean same with a wire so that the air will pass through freely. Also clean the small holes which lead into the cylinder where the muffler pipe is connected to the cylinder with a pointed stick or nail.

The Farm Pump Engine operates on the four cycle principle, which long experience has shown gives the greatest power for the amount of gasoline used. When correctly made, engines constructed on this principle are notably trouble proof, and wonderfully long lived.

What is meant by the four cycle principle is briefly this: The piston of the engine makes four movements—two up and two down



(which means that the fly wheel makes two complete revolutions) between each power impulse.

First stroke—The intake valve opens and the piston moves downward, acting as a pump, to draw into the cylinder a mixture of gasoline and air.

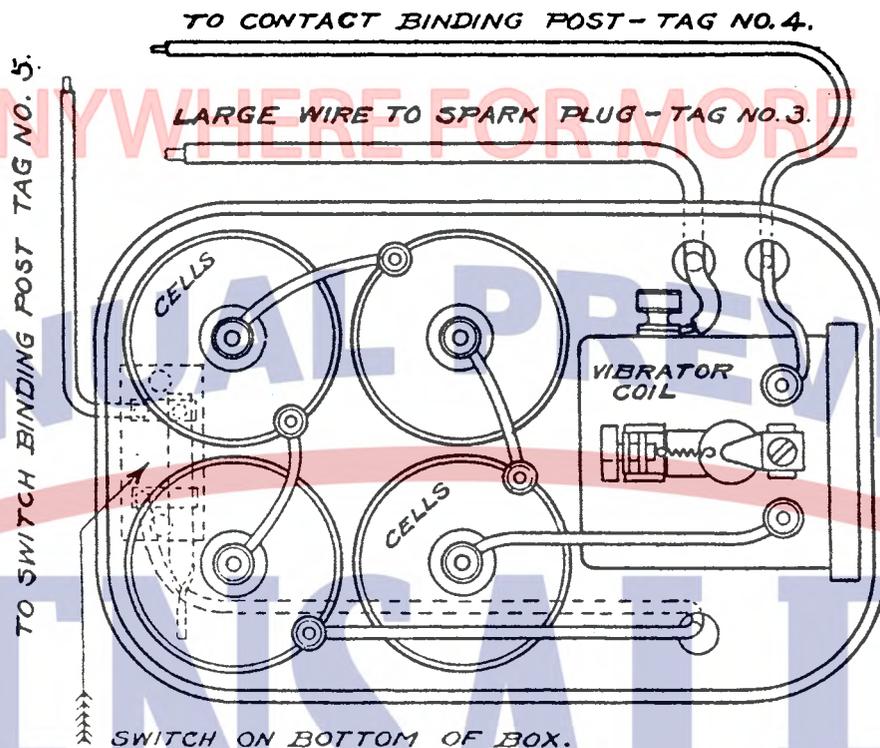
Second Stroke—The piston moves upward and compresses this mixture into a small space.

Both valves are closed.

Third stroke—An electric spark explodes the compressed mixture, and forces the piston downward. This is the **power stroke**.

Fourth stroke—The exhaust valve opens and the piston moves upward, forc-

ing out the gases which the explosion has created.



ELECTRIC BATTERY AND SPARK COIL

As supplied with

FULLER & JOHNSON FARM PUMP ENGINE

Note the cells are connected in series. All short wires must connect center post of one cell with outer post of next.

See that none of the wires are broken, that binding nuts are tight. **Keep the battery dry.**

Don't disconnect a wire until you know how to replace it.

To renew, order new cells of the factory, or your dealer, and connect up same as this.

The outer binding post on a cell should never touch the next cell but be as far from it as possible (see diagram).

We guarantee the battery we furnish to be full strength, to be correctly connected up, and in working order when shipped.

If properly cared for, it will supply current to ignite engine from six to twelve months, but if neglected or tampered with, it may be ruined in a few hours.

We will *not* replace it without charge. The purchaser *must* see to it that it is cared for.