

SPECIFICATIONS

Model	4006 (Lightwin, weedless, gearcase) 4036 (Yachtwin, standard gearcase)	Propeller gear ratio	17:28 Lightwin 12:25 Yachtwin										
		Propeller drive pin	Part Number 203230 1/8" x 13/16" stainless steel										
		Propeller	Yachtwin - Standard - 8" diameter x 5-1/2" pitch, 3 blade Optional - 8" x 4-1/2", 3 blade Lightwin - 6-1/4" diameter x 5-1/2" pitch, 3 blades										
		Speed control	Single lever, synchronized throttle and spark										
*Horsepower (B.I.A. - certified)	4 hp at 4500 rpm	Weight	4006 Model - 33 lbs. 4036 Model - 35 lbs.										
Full throttle op.-range	4000 to 5000 rpm												
Test tank rpm with test wheel	4200 rpm												
Engine type	2-cylinder, 2 cycle alternate firing	Hi Lift vacuum fuel system	3 gal. tank and plug in hose										
Bore and stroke	1-9/16" bore x 1-3/8" stroke	Fuel capacity	3 gallons										
Piston displacement	5.28 cubic inches	Starter	Eas-A-Matic, self-rewinding										
Piston ring sets (2 per set)		Ignition	Flywheel magneto										
standard	Part Number 383920	Spark plug	AC-M42K, Champion J4J, - 14mm										
.020" oversize	Part Number 383921	Spark plug gap	.030 inch										
Diameter of ring	1.563 in. (standard)	Spark plug torque	17-1/2 - 20-1/2 foot-pounds										
Width of ring	.0625 - .0615 in.	Breaker point gap	.020 inch										
Lbs. compression recommended when compressed	2 to 3 lbs.	Condenser Capacity	Part Number 580321 .18 to .22 Mfd.										
Piston less rings standard	Part Number 383236	COIL SPECIFICATIONS											
.020" oversize	Part Number 383240	Part No. 580416 Coil Test Specifications:											
Crankshaft size top journal	.7520 - .7515 in.	Old Stevens Tester											
center journal	.6854 - .6849 in.	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Switch</th> <th style="width: 50%;">Index Reading</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">2.0 - 2.5</td> </tr> </tbody> </table>		Switch	Index Reading	A	2.0 - 2.5						
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bottom journal	.6854 - .6849 in.	New Stevens Tester Model No. M.A.-75											
Connecting rod crank pin	.6255 - .6250 in.	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Switch</th> <th style="width: 50%;">Index Adjustment</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">24</td> </tr> </tbody> </table>		Switch	Index Adjustment	A	24						
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Carburetion	Single barrel float feed, with high and low-speed adjustments manual choke	Merc-O-Tronic											
Float level setting	Flush with casting	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Operating Amperage</th> <th style="width: 33%;">Primary Resistance Min. Max.</th> <th style="width: 33%;">Secondary Continuity Min. Max.</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1.4</td> <td style="text-align: center;">.45 - .55</td> <td style="text-align: center;">30 - 45</td> </tr> </tbody> </table>		Operating Amperage	Primary Resistance Min. Max.	Secondary Continuity Min. Max.	1.4	.45 - .55	30 - 45				
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1.4	.45 - .55	30 - 45											
Inlet needle seat	.053 - .050 Use a #55 drill as gage.	Graham Tester Model 51											
Cooling system	Centri-matic (combination positive displacement and centrifugal pump).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 16.6%;">Maximum Secondary</th> <th style="width: 16.6%;">Maximum Primary</th> <th style="width: 16.6%;">Coil Index</th> <th style="width: 16.6%;">Minimum Coil Test</th> <th style="width: 16.6%;">Gap Index</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">4200</td> <td style="text-align: center;">1.2</td> <td style="text-align: center;">75</td> <td style="text-align: center;">33</td> <td style="text-align: center;">70</td> </tr> </tbody> </table>		Maximum Secondary	Maximum Primary	Coil Index	Minimum Coil Test	Gap Index	4200	1.2	75	33	70
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*Horsepower established at sea level. Allow 2% reduction per 1000' above sea level.