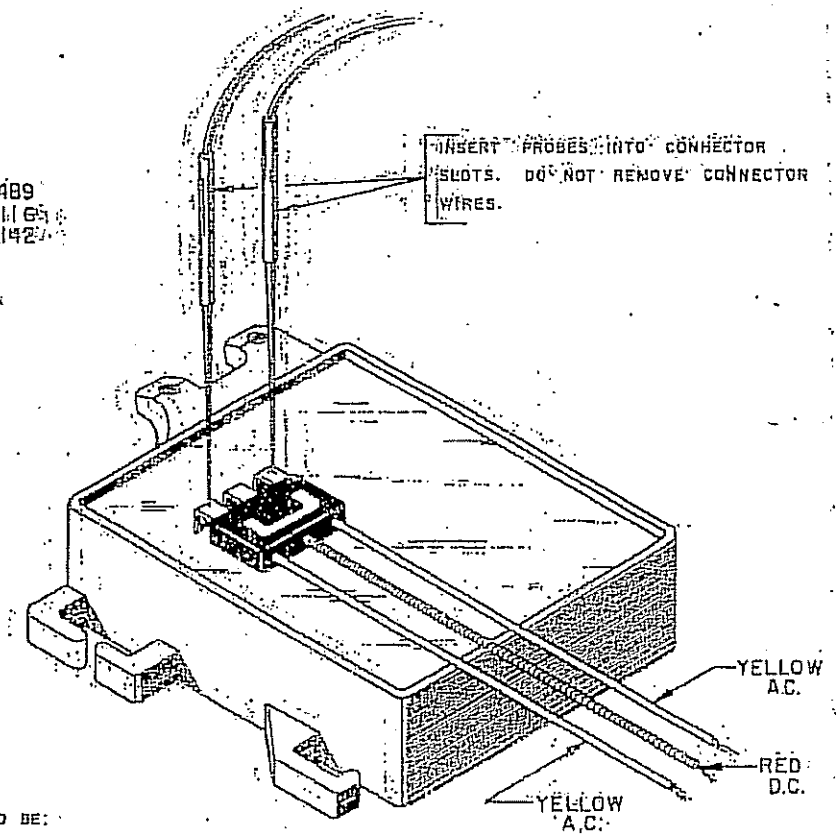
TECUMSEH IVH 70 ENGINE LAYTON MFG. CO. PART NO. 550-489
550-116
525-142

FIRST CHECK TO SEE IF BATTERY IS GOOD. WATER LEVEL AND SPECIFIC GRAVITY READING (1.275). IF ANY DEAD CELLS, REPLACE BATTERY. CHECK FOR LOOSE CONNECTIONS OR BROKEN WIRES.

CAUTION — AT NO TIME SHOULD THE ENGINE BE STARTED WITH THE BLOWER HOUSING REMOVED.

REMOVE BLOWER HOUSING FROM ENGINE. UNBOLT REGULATOR RECTIFIER AND POSITION IT OUTSIDE BLOWER HOUSING. REINSTALL BLOWER HOUSING BEFORE STARTING ENGINE. KEEP ALTERNATOR LEADS CONNECTED TO REGULATOR RECTIFIER.

WITH ENGINE RUNNING AT 3600 RPM WITH A D.C. VOLTMETER, CHECK FROM D.C. WIRE (RED) TO GROUND. YOU SHOULD HAVE A READING BETWEEN 14.2 AND 14.7. IF NOT, THE REGULATOR RECTIFIER IS FAULTY.



WITH ENGINE RUNNING MINIMUM, A.C. VOLTAGE FROM LEAD TO LEAD SHOULD BE:

2500 R.P.M. — 16.0 VOLTS A.C.
3000 R.P.M. — 19.0 VOLTS A.C.
3300 R.P.M. — 21.0 VOLTS A.C.
3600 R.P.M. — 23.0 VOLTS A.C.

IF THE MINIMUM READINGS ARE NOTED, ALTERNATOR IS OKAY. IF THE SYSTEM FAILS TO CHARGE A KNOWN GOOD BATTERY, REGULATOR-RECTIFIER MUST BE DEFECTIVE.

140211

LAYTON MANUFACTURING COMPANY
SALEM, OREGON

TITLE: SERVICE BULLETIN NO. 1-80

TESTING THE CHARGING SYSTEM

REV. 2/83

Ron Philips		NONE	8-19-80
LAYTON PAVERS			C-336

REQ.	PART NO.	DESCRIPTION	REQ.	REF. NO.	PART NO.	DESCRIPTION	REQ.