

# Engine

*Tecumseh, Model VH-70*

*Spec No. 135021-A*

Idle Speed = 1500 to 1700 RPM, adjusted to smooth running. Set with “idle Stop Screw”, located at top of carburetor.

High Operating Speed = 3500 RPM, set with adjustable linkage between the throttle solenoid and carburetor. **NOTE: MUST BE ADJUSTED, EACH TIME** the operators console is moved or removed.

Spark Plug, Champion- “J-8”, Gap = .035”

Ignition Timing = .050” BTDC

Breaker Points Gap = .020” When replacing the breaker points, it should not be necessary to re-adjust the timing, unless the Strator Plate has been disturbed, or the mounting bolts are loose.

7 Amp. Alternator- See service bulletin No. 1-80, page #10 for the test instructions.

Crankcase capacity = 27 oz. (approx. 7/8 qt.) See maintenance schedule in the operation section for oil recommendation.

Carburetor adjustment- First, screws the “High Speed Adjusting Needle” and “Idle Adjusting Needle” (see fig. #7 in “Engine Operators” booklet for location), all the way closed. The Fuel-Air Mix Jet and “Cold Weather Start” valve is a brass screw, located in the top of the Propane Adapter block, between the carburetor and air cleaner. Be sure the knurled knob is turned so that the pin, through the shaft, is seated in the bottom of the notch in the hex head. Loosen the lock-nut and turn the adjuster all the way IN, until it is JUST seated (**DO NOT FORCE**). Back the adjuster OUT, ¾ turn. Start the engine (see operation section) and adjust to a smooth run. Turn the Auger Control switch, for that side, ON. This will automatically advance, and hold, the throttle to the High Speed position. Turn the adjusting screw IN until the engine starts to sputter, turn it OUT until the engine starts to sputter, then return the adjuster to “mid-point of the smooth running range, and lock with the jam-nut”.

12 Volt Starter- Occasionally, when activated, the starter will spin but the cranking gear does not engage the flywheel. **DO NOT AUTOMATICALLY REPLACE** the starter. Remove the starter, manually move the cranking gear to the end of the shaft, and apply WD-40 (or similar product). Move the gear up and down the shaft, 3 or 4 times, and apply more WD-40. Re-install the starter and test. If the starter still does not work properly, then replace it.

If ENGINE “BACKFIRES”: First, check the “Kill” wire, from the breaker Points. This wire should be plugged into the end of the Throttle Plate Assembly, which is located on top of the carburetor. If this wire is hanging loose, it can be “shoring out” against the cylinder block and trying to “Kill” the engine.

IF MORE TECHNICAL INFORMATION IS NEEDED OR WANTED,  
TECUMSEH “MECHANICS HANDBOOK” (#692509) IS AVAILABLE FROM  
LAYTON MFG. CO. OR ANY TECUMSEH ENGINE DEALER.