

OWNER'S MANUAL
for PACESETTER III and PACESETTER S-III

1. LUBRICATION

- a) RECOMMENDED LUBRICATING OIL.
Use a high quality detergent oil classified "FOR SERVICE SC or MS", for regular use as well as for the break-in of a new engine.

GRADE OF OIL CHART

SEASON or TEMPERATURE	GRADE OF OIL
Spring or Summer or Autumn +120°F to +40°F	SAE 30
Winter +40°F to +15°F	SAE 20
Below +15°F	SAE 10W - 30

* Crankcase Capacity: 1½ Pints

b) FILLING

Fill crankcase, thru oil filler opening, to the upper mark indicated on dip stick. The oil capacity is approximately 1½ Pints. Check oil level by inserting dip stick into oil filler opening - Do not thread in place to check level. If the oil level is low, add fresh oil to the upper level on the dip stick, before the oil level is lowered, below the lower mark on the dip stick.

c) CHANGING

FIRST TIME: Change oil after 10 hours of operation.
SECOND TIME AND THEREAFTER: Change oil every 30 hours of operation. Check oil level daily.
TO DRAIN OIL: Remove oil drain plug by turning it counterclockwise with a screw driver. Oil will flow more freely if engine is hot.
After completely draining oil, turn oil drain plug in until its shoulder comes in contact with the seat surface.

2. FUEL

Fill tank with clean fresh gasoline (Do Not Mix Oil With Gas). The capacity of the tank is approximately 1.5 gallon.
Use only reputable well known brands of REGULAR GRADE gasoline.
CAUTION: Do Not Add Fuel To Tank While Engine Is Running Or Hot. Spilled fuel could cause a fire.
Be sure that air vent in fuel tank cap is not plugged as this would prevent fuel from flowing to the carburetor.

OPERATING THE ENGINE

STARTING PROCEDURE:

- 1.) Before starting make sure throttle control opens and closes freely.
- 2.) Open FUEL VALVE on bottom of gas tank.
- 3.) Close choke on carburetor by turning lever in direction of arrow. If engine is warm or air temperature is high, close choke valve half-way, or keep it open fully.
- 4.) REWIND STARTER - Pull engine over through compression stroke and then let rope rewind slowly into starter. Take slack out of rope and pull firmly and rapidly to start engine. DO

NOT DROP ROPE, hold on to handle while rewinding or rope may rewind improperly and jam assembly.

RUNNING:

- 1.) After engine starts, open choke gradually by turning choke lever counterclockwise.
 - 2.) Warm-up by allowing the engine to run at slow speed (idle), for about 5 minutes without load. See inside of front cover for operating NEW ENGINE. Do not race or gun engine to hurry warm-up.
- STOPPING:
- 1.) Slow down throttle and allow the engine to run at idle speed for 2 or 3 minutes before stopping.
 - 2.) Depress stop button and hold down until engine stops.

NOTE: DO NOT STOP ENGINE SUDDENLY WHILE RUNNING AT HIGH SPEED.

MAINTENANCE:

1.) SPARK PLUG

Remove spark plug periodically. Clean electrodes and adjust gap 0.020 to 0.025 inch. Use a new spark plug at the beginning of a new season. Replacement plug must be of the correct heat range - See specifications on page 1.

2.) AIR CLEANER

These engines are equipped with an "oiled-filter" type air cleaner that should be serviced at least every 50 hours of operation - Daily in very dusty and dry grass conditions. Remove cover, element and retainer. Wipe all metal parts clean. Wash element in kerosene or liquid detergent and hot water. Wrap foam element in a cloth and squeeze dry.
CAUTION - Do not use gasoline, carbon tetrachloride or paint thinner.
Saturate element in light engine oil and squeeze out excess oil.

IN REASSEMBLY; mount element retainer with arrow UP, and cover with latch at bottom.

3.) KEEP ENGINE CLEAN

It is important that the engine also be kept clean externally to prevent overheating. Cooling is accomplished by a flow of air circulated past the cylinder walls and head fins from a combination fan-flywheel encased in a sheet metal shroud. The air is divided and directed by ducts and baffle plates to insure uniform cooling of all parts.
Never Operate An Engine With Any Part Of The Shrouding Removed, this will retard air cooling.
Keep the cylinder and head fins free from dirt and chaff. Improper circulation of cooling air will cause engine to overheat.

4.) CARBURETOR ADJUSTMENT

The main metering jet in the carburetor is of the fixed type and therefore no adjustment is necessary.
The correct amount of throttle plate opening for the proper low idle speed is obtained by means of the throttle stop screw, and the idle adjustment for smooth low speed

own warranty; nor to normal maintenance services or replacement of normal service items.
Manufacturer reserves the right to modify, alter, and improve any engine or parts without incurring any obligation to replace any engine or parts previously sold with such modified, altered, or improved engine or part.

THIS WARRANTY, AND THE MANUFACTURER'S OBLIGATION HEREUNDER, IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS, IMPLIED, OR STATUTORY, INCLUDING ANY WARRANTIES OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, and all other obligations or liabilities, including special or consequential damages or contingent liabilities arising out of the failure of any engine or part to operate properly. No person is authorized to give any other warranty or to assume any additional obligation on the Manufacturer's behalf unless made in writing and signed by an officer of the Manufacturer.

TRANSMISSION - LUBRICATION & MAINTENANCE INSTRUCTIONS

1. Regular inspections of the torque sensing device are recommended to prevent obstructions such as sticks or other foreign matter from interfering with the operation of the torque sensing spring and cam.
2. The Nylon Inserts Part No. 200373 will eventually wear down and have to be replaced in the torque sensing cam block. These can be replaced by placing the element containing the nylon pads into an oven at about 350° for a few minutes. The pads can then be removed with a pair of pliers. Replacement pads are pressed in place after the unit has cooled.
3. The Comet torque converter will require little maintenance. Depending on the usage of the torque converter the system should not have to be disassembled for cleaning or lubrication for about 25 hours. This of course depends on how and where the unit is being used. Under extreme conditions the owner may want to exercise preventative maintenance service more often. When taking the Comet torque converter system (Driver/Driven) apart it is most important that you pay particular attention to the way the driver weights are situated inside the drum. You will note that one side of the weight face is more angular than the other.
THIS ANGULAR FACE MUST ALWAYS BE MATED TO THE DRUM, NOT THE MOVABLE PULLEY FLANGE.
4. Very little lubrication is required to keep the Comet torque converters in peak operating condition. Too much lubricant can actually hamper the operation of the system by getting onto the belt - causing it to slip and heat up excessively.
5. For normal maintenance it is necessary to service the Driver unit and Driven unit. The Driver unit should be disassembled as shown in Figure 1 (next page) and all old grease and dirt removed with a solvent. Before reassembling the unit the weights should be lubricated sparingly with a good grade of light grease. The rear unit or driven member does not have to be taken apart but should have a few drops of light oil put on the bushing under

operation is accomplished by means of the idle screw. Gently seat idle screw and then back screw out (counterclockwise) 1 and 5/8 turns.
Caution - do not seat idle screw too firmly - this may damage the needle point and prevent a satisfactory adjustment.

5.) RECOIL

The rope in the recoil should be checked periodically for fraying. The ratchet assembly in the recoil should be oiled lightly every 50 hours.

PREPARATION FOR LONG STORAGE

1. Drain fuel tank completely.
2. Operate engine until gasoline in carburetor is completely consumed.
3. While engine is still warm, drain oil from crankcase.
4. Remove spark plug and pour 1 ounce (about 2 or 3 tablespoons) of SAE 30 oil into the cylinder. Crank slowly (about 3 or 4 revolutions), to distribute the oil on to the cylinder walls, and stop when piston is at the top on compression stroke. Reinstall spark plug.
5. Clean dirt and chaff from cooling fins and blower housing.
6. Store in a clean dry place.

When engine is returned to service, before adding fresh crankcase oil, drain base of condensation which may have a during the storage period.
Fill crankcase with a good quality oil to the grade specified in oil chart, before starting engine.

ENGINE WARRANTY

TELEDYNE WISCONSIN MOTOR, hereinafter referred to as "Manufacturer" warrants each new Wisconsin engine sold by the Manufacturer to be free from defects in material or workmanship, under normal use and service, for a period of (90) ninety days after the date of delivery to the original retail purchaser, and Manufacturer will, at its option, replace or repair, at one of the Manufacturer's factories, or at a point designated by the Manufacturer, any part or parts which shall appear to the satisfaction of the Manufacturer upon inspection at such point, to have been defective in material or workmanship. This warranty does not obligate the Manufacturer to bear any transportation charges in connection with the replacement or repair of defective parts.
This Warranty shall not apply to any engine which shall have been installed or operated in a manner not recommended by the Manufacturer; nor to any engine which shall have been repaired; altered, used in any type of competition, neglected or used in any way which, in the Manufacturer's opinion, adversely affects its performance; nor to any engine in which parts not manufactured or approved by the Manufacturer have been used; nor to any accessories installed on the engine where the accessory manufacturer has its

ate sticking throttles.

Note: When the throttle is open, the bike will only go so fast. Often the tendency is for the rider to put additional force on the throttle grip in an attempt to gain an additional amount of speed from the machine, this eventually results in premature throttle cable and throttle component fail res.

CHAINS

1. Keep the chains well lubricated using engine oil or commercial-ly prepared chain lubricants. Never all rusty, or stiff from lack of lubricant as premature chain failure will occur.
2. Chains must also be kept properly tightened. Chain tension may be checked by grasping one side of the chain halfway between the large and small sprockets, alternately push up and down on the chain, if the resulting deflection between maximum up and maximum down position is an inch (1 inch) or more the chain should be tightened. Tightening the front chain can be accomplished by loosening the locknuts on each side of the secondary jackshaft bearing carrier plates. These plates are slotted and can be moved back tightening the front chain. The front chain should always have at least one-half inch of up and down movement at a point midway between the two sprockets. Make sure both bearing plates are moved the same amount. The rear chain is adjusted by moving the idler located on the frame of the trailing link up or down according to the need. Once the chains have been stretched they will need very little adjusting.

BEARINGS

All bearings used are of the sealed type and require no customer lubrication. Premature bearing failures are predominately caused by the following conditions:

1. Driving in water for extended periods of time.
2. Dumping or upsetting the bike in such a manner that the rubber seals are punctured or dislocated.
3. Allowing vines, weeds, or grass to become entangled or wrapped between the bearing seals and the frame members.

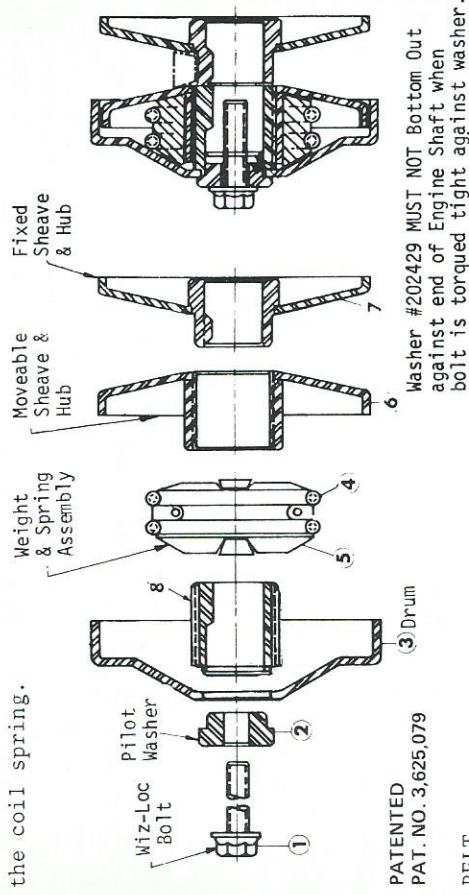
FUEL SYSTEM

Your bike's gasoline tank has been designed with a valve in the bottom on the tank to turn the fuel supply off during transport. An additional valve is provided in the fuel tank cap to allow air to enter and replace the gasoline as it is consumed. This valve must be open during operation. During transport the gas cap valve should be closed by turning it in a clockwise direction until the rubber valve gasket is slightly compressed.

NORMAL REQUIRED MAINTENANCE

We have found that the most predominant reason for improper machine performance is lack of owner's maintenance.

the coil spring.



BELT

1. The belt is especially designed for the transmission and only original replacement belts will work. The belt never stretches and never needs adjusting. Normal belt life is between 50-100 hours.

2. To replace the belt remove the torque converter cover and take the belt off the rear pulley first.

Caution - Avoid getting oil on the belt. If you do get oil on the belt, clean with solvent soaked cloth.

TIRES

1. The recommended nominal tire pressure is as follows: front tire - 3 pounds, rear tire - 2 pounds. It is suggested you experiment with tire pressure. If riding on rough terrain, sand or snow, use less pressure. If riding on hard surfaces, use more pressure. Most punctures can be repaired just like any other tubeless tire. Tire warranties should be handled through the respective tire manufacturer's retail outlets in your area.

BRAKE ADJUSTMENT

1. After extended usage the brake bands will require adjusting to provide continuing braking action. There are two threaded adjustment rods on the brake mounting bracket. By loosening the nuts on the back side of the bracket and tightening the nut on the front side of the bracket, tightening of the brake bands will result. Make sure before finalizing adjustment that the vehicle can be moved forward easily so as to assure that the brakes are not "dragging" and causing excessive heat build up.

THROTTLE

1. Keep throttle housing from becoming twisted or kinked. Be sure throttle is returned to idle position before starting engine. A few drops of light oil on throttle linkage will normally elimin-

Listed below are 10 items that will make your Pacesetter III the vehicle it was meant to be. Each time before venturing into the field spend a few minutes performing the 10 steps. The hours listed after each item are the suggested length of time between each check. This is based on normal use and during extreme conditions should be checked more often.

- (1.) Oil and adjust your chain. 10 hours
- (2.) Clean and grease front transmission. 10 hours
- (3.) Oil the rear transmission. 10 hours
- (4.) Clean the air filter. 10 hours
- (5.) Check tire pressure. 10 hours
- (6.) Wash and clean motor. 10 hours
- (7.) Adjust the brakes. 10 hours
- (8.) Change oil in engine. 30 hours
- (9.) Oil recoil starter. 30 hours
- (10.) Check all nuts and bolts for tightness. 30 hours

RIDING PROCEDURES

Find a large open area free of obstacles for your first ride. Sit on the center of the seat with both feet on the foot platform. Slowly advance the throttle, (avoid turning the throttle open too quickly). As the throttle advances, the driving member of the transmission will engage the belt and start forward motion. The transmission will shift automatically maintaining engine efficiency at all speeds. To stop forward motion of the bike, release the throttle and lightly squeeze the brakes (avoid too much pressure on the brakes as this will cause the rear wheel to lock). Practice starting the bike in motion and stopping repeatedly until you find these responses occurring automatically to suit your driving situations. As the rider becomes more confident he will try to master increasingly more difficult terrain. It is inevitable that you will encounter a riding situation in which you will lose control of the bike. In this situation it is best not to attempt to save or manhandle the bike but to allow oneself to get clear of the machine. The machine is constructed in such a manner that most components are adequately protected by frame members. As soon as possible the machine should be uprighted so the engine does not get flooded with an abundance of gas. Above all - do not give up, there are very few trail conditions that you cannot negotiate with your bike.

WARRANTY

Pacesetter Enterprises Inc.'s warranty covers all components except the engine and tires, they are covered under separate warranties. Pacesetter Enterprises, Inc., warrants each new vehicle manufactured by or for Pacesetter Enterprises, Inc. to be free from defects in materials and or workmanship under normal use and service for a period of 90 days from the date of purchase. Pacesetter's obligation under this warranty is limited to repairing or replacing at it's option, such parts as shall be acknowledged by its authorized dealer to be defective. Parts affected or damaged by collision, misuse, neglect, incorporation of or use of unsuitable attachments or parts or unauthorized alteration of any part will not be considered defective. Furthermore, use

of a Pacesetter Product for racing, competition or rentals will also void this warranty.

This warranty is given to the first registered owner only and is not transferrable to subsequent owners.

The warranty will not be construed to mean replacement of parts worn out through usage such as belts, chains, sprockets, brake linings, control cables or any other component that fails as a result of wear versus a manufacturer's defect.

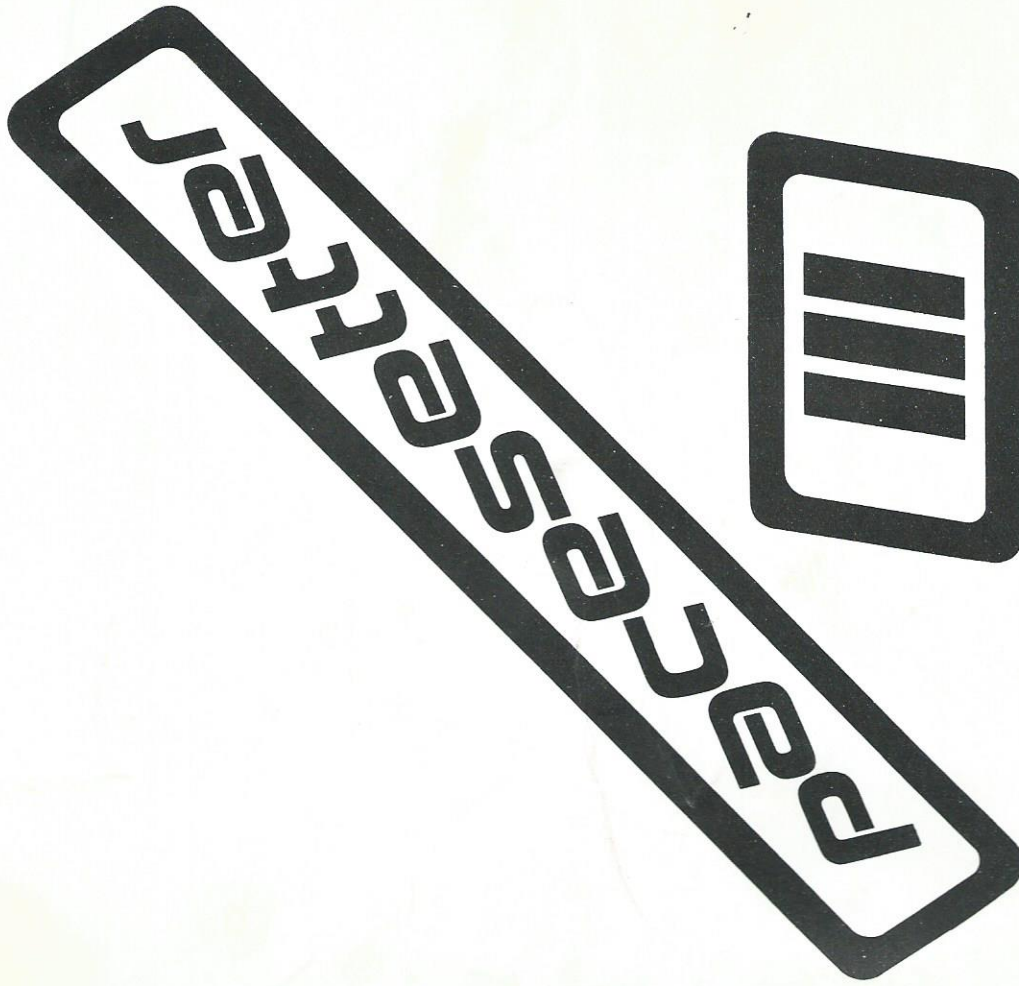
The repair or replacement of defective parts under this warranty must be made by an authorized Pacesetter dealer.

Warranty repairs will be made without charge for parts returned prepaid to Pacesetter Enterprises, Inc., Cascade, Iowa or to an authorized dealer within 90 days of purchase. Parts repaired or replaced without charge under this warranty are warranted only during the balance of the above stated warranty period. All defective parts replaced under the warranty become property of Pacesetter Enterprises, Inc.

This warranty will be honored by all authorized Pacesetter dealers. All other conditions and warranties, statutory or otherwise, and whether expressed or implied including, but not limited to implied warranties of merchantability or fitness for a particular use are hereby excluded and no warranty other than that expressly herein contained applies to the Pacesetter Bike or any accessory or part.

ENVIRONMENTAL PRECAUTIONS:

- 1.) Do not litter the landscape with cans or paper wrappers.
- 2.) Always ask permission before riding on another's land.
- 3.) Enjoy and find relaxation in nature but do not deface or mar the beauty of it for others.



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