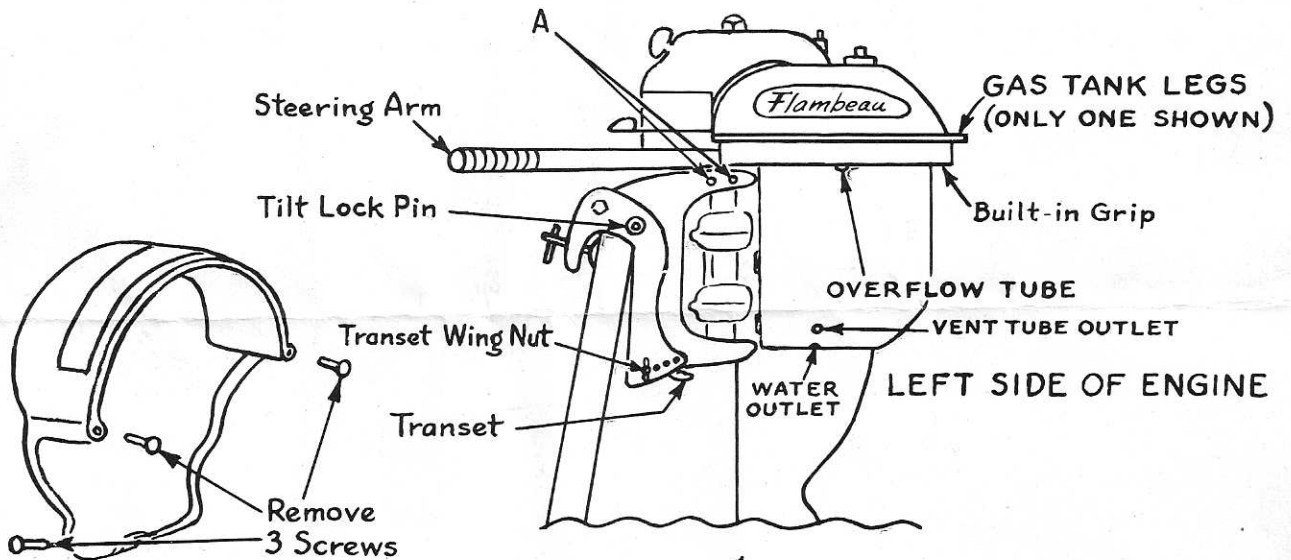
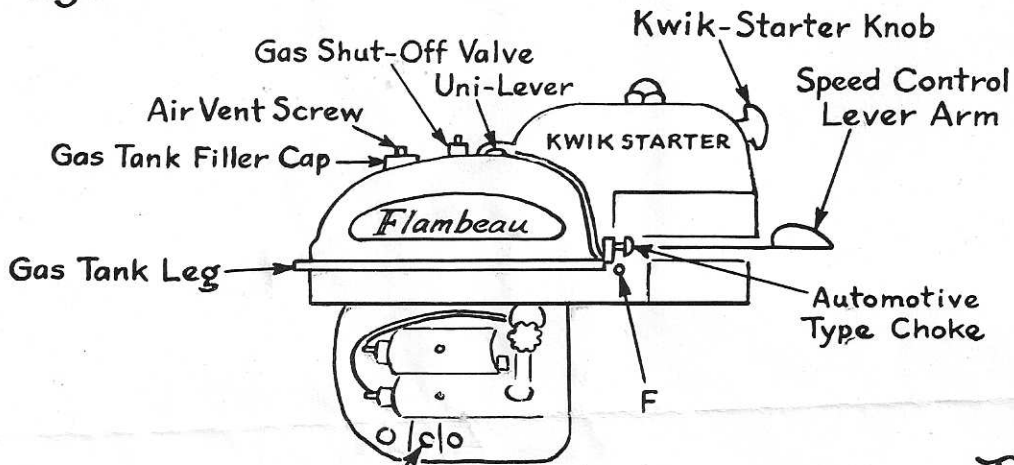


# ILLUSTRATIONS for the STARTING & OPERATING INSTRUCTIONS

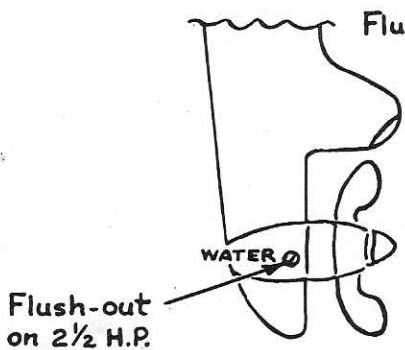


-1-

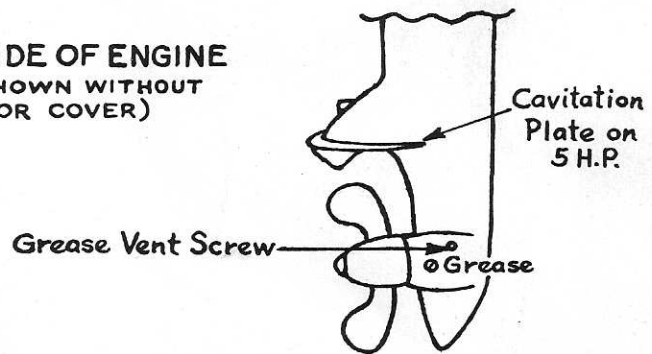
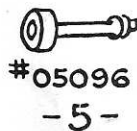


RIGHT SIDE OF ENGINE  
(VIEW SHOWN WITHOUT  
MOTOR COVER)

-2-



-4-



-6-

## FLAMBEAU STARTING & OPERATING INSTRUCTIONS

- A. FUEL IS IMPORTANT both to the satisfactory performance and to the life of your Engine. Use a good grade of regular or marine gasoline like Texaco Fire Chief or its equivalent. Ethyl, or High Test Gasoline, gives no advantage and may affect the performance adversely. Mix 2/3 of a pint of outboard engine oil (SAE 40), like Texaco, or its equivalent, with each gallon of gasoline. An easy mixture to remember is one quart of oil to three gallons of gasoline. Thoroughly mix all fuel and strain through a filter funnel employing a felt screen (a Coleman Lantern funnel) to remove any water or dirt.

ALWAYS AGITATE THE FUEL CONTAINER BEFORE FILLING GAS TANK.

- B. Use your FLAMBEAU on boats that meet the Outboard Boating Club's (OBC) standards; that is, boats with 15", 12° angle transom, and one with a faired keel.
1. Place the Engine in the center of the boat transom.
  2. Tighten the clamp screws securely by hand. Caution: Use of tools, to tighten the clamps may break the mounting brackets. Periodically check the clamps to see that they haven't worked loose. It is always advisable to secure the motor to the boat with a safety chain or rope.
  3. With the boat empty, check to see if the motor housing is nearly vertical. If not, adjust the Transet with a flick of a finger to secure the correct vertical position of the motor. If the boat deviates from the Standard Outboard Boating Club's specifications, it may be necessary to relocate the Transet Stud in a different hole.

C. STARTING AND OPERATING INSTRUCTIONS.

Fill the gasoline tank with the correct fuel mixture as specified in paragraph A.

(See figure 2 for location of the following parts.)

1. Open the Vent Screw in the Filler Cap as far as it will go.
2. Open the Gas Shut-Off Valve two full turns.
3. Move the Uni-Lever to the "Cold Start" position.
4. Move the Speed Control Lever to the "Start" position.
5. When the Engine is cold pull out the choke as far as it will go. If the Engine is warm, or has been running, no choking, or a small amount of choking, is all that is required.
6. Pull the Starter Handle slowly until it engages, then pull forcibly. Only a short 18" to 24" snappy pull is required. Be sure to pull the Starter Cable out straight. Allow the Starter Cable to rewind before releasing your grip to avoid injuring the Starter Cable.

7. After the Engine is running, reduce choking as necessary until the motor is warm.
8. After the Engine is running, move the Uni-Lever to the "run" position. Let the Engine warm up for a few minutes and then adjust the Uni-Lever slightly to obtain the best performance within the "run" range. If the fuel mixture is too rich, the motor will vibrate and run unevenly. If the mixture is too lean, the Engine will starve and tend to backfire and stop.
9. To stop the Engine, move the Speed Control Lever to the "stop" position.
10. Before removing the Engine from the boat, close the Shut-Off Valve, and the Vent Screw in the Filler Cap.

GIVE YOUR FLAMBEAU A BREAK BY HOLDING THE SPEED DOWN TO 2/3 SPEED FOR THE FIRST 3 OR 4 HOURS OF OPERATION TO ALLOW FOR THE "BREAKING IN".

TROLLING. For slow trolling, be sure to first of all, permit the motor to warm up at faster speeds, then move the Speed Control Lever to "Slow" speed and you may then find that a slight Uni-Lever Adjustment may be necessary within the "run" position to obtain the best performance. No further adjustment is then necessary for maximum FLAMBEAU performance within the entire speed range.

The Uni-Lever is the most simplified carburetion adjustment ever developed and efficiently regulates the fuel mixture. When placed on Cold Start, the fuel mixture is rich and gradually goes to the lean side when moved in the opposite direction. In locating the best performance point within the Run Position, the Uni-Lever must be moved slightly, yes, less than 1/16 inch at a time. When the motor pops and quits, the mixture is too lean, and the Uni-Lever should be moved just slightly toward Cold Start. If the motor stutters or dies, the mixture is too rich. To correct this, move the Uni-Lever slightly towards the Closed position. When you have found the proper Run position, leave the Uni-Lever at that point even when you transport your motor.

D. STARTING A WARM MOTOR

A warm Engine should start without choking. Leave the Uni-Lever in the "Run" position. Choke only if necessary.

E. WHILE FISHING WITH THE ENGINE "SHUT-OFF".

In order to prevent any possibility of flooding, which might create hard starting, close the Gas Shut-Off Valve while still-fishing, drifting, or at any time when your Engine is not operating.

F. IF YOUR ENGINE DOES NOT START

Don't wear out your arm or the Starter Cable. If the Engine does not start after two or three tries -- take it easy. Relax and Recheck.

1. Did you fill the gas tank? Are you using the correct gas-oil mixture? Are you transporting your gas-oil mixture in a clean gas can? Did you filter your gas mixture through a Coleman Lantern funnel to eliminate water condensation?
2. Did you open the Gas Shut-Off Valve two full turns?
3. Did you open the Air Vent on the Gas Cap as far as it would go? Is the Air Vent Clogged?
4. Is the Speed Control Lever at the START position?
5. Is the Uni-Lever at the COLD START position?
6. Did you pull out the Automotive Type Choke?

FLAMBEAUS do not flood easily. However, if this should take place, close the Gas Shut-Off Valve, move the Uni-Lever to CLOSED position and pull the Starter Cable five or six times. The Engine should start up and run for a few seconds before stopping. Now return the Uni-Lever to the Run Position and open the Gas Shut-Off Valve two full turns. Proceed as you would to regularly start the motor. Check and clean spark plugs periodically. The gap should be .025". When removing spark plugs on a 5 HP motor, be sure to attach the spark plug wire with the tag marked "Top" to the Top Spark Plug.

G. WHEN YOU HAVE FINISHED USING YOUR ENGINE FOR THE DAY.

1. Close the Air Vent and the Gas Shut-Off Valve before removing the motor from the boat. Leave the Uni-Lever adjustment as is.
2. After removing the Engine from the boat, allow all the water to drain from the housing before emptying the gasoline from the Gas Tank. This prevents water from draining into the Power Head and rusting the Piston Rings and Cylinders.
3. If you intend transporting the motor in your car, it would be advisable to drain the carburetor. This can be accomplished by laying the motor on its left side permitting the gas in the carburetor bowl to drain out of the over-flow tube.
4. To assure against leakage of fuel into your car, it is advisable to drain the motor gas tank before transporting the motor any appreciable distance. Gas pressure frequently builds up within the tank, particularly in hot weather, which can force a slight drippage of fuel even though the motor controls are properly closed.

H. TILT UP LOCK.

FLAMBEAU motors do not rely on friction in maintaining a tilt-up position. Tilt up your FLAMBEAU only by lifting the engine forward from the built-in grip in the back of the gas tank, Figure 1.



When the swivel bracket clears the tilt-up lock, depress it and allow the motor to rest on the lip of the pin. Never attempt to raise the motor by pressing down the steering handle. Always use the built-in grip to do this. This positive Tilt-Up Lock permits you to leave the Engine in a Tilt-Up position for any length of time. To return the Engine to "Running" position, lift the Engine into the boat sufficiently to release the Tilt Lock allowing the Engine to drop back onto the Transet.

If you plan on leaving your motor tilted up for an extended period of time you may wish to close the Shut-Off Valve and the Air Vent to prevent possible loss of fuel.

#### I. IF YOU USE THE ENGINE IN SALT WATER.

No Engine is impervious to salt water corrosion. However, FLAMBEAUS are provided with maximum protection against salt water by using special finishes on the inside and outside of the Engine. A fresh water Flush Out Fitting can be purchased from the factory. This fitting attaches to a garden hose and permits flushing the complete cooling system with fresh water through the Water Plug Hole. The exterior parts of the Engine should be carefully washed with fresh water to remove salt water deposits.

Care should be taken never to permit the lower unit of the motor to be raised above the Power Head which would permit water to run into the Power Head mechanism.

#### IMPORTANT

Grease the lower unit, do not neglect to inspect the lower unit after every day's use. Remove the Vent Screw and Grease Plug and squeeze grease from an Outboard Motor Grease Tube into the Grease Plug Hole. This will force any water from the Gear Housing. Continue until only grease comes out of the Vent Hole. This assures ample lubrication and prevents water corrosion of the gears. Use Texaco Outboard Grease Lubricant or equivalent.

#### KWIK-STARTER

All FLAMBEAU Kwik-Starters are equipped with a galvanized Aircraft cable which will outlast any ordinary rope or cable. This will, however, eventually wear out and need replacement. If the cable should break, just remove the three screws, Figure 3, which hold the Kwik-Starter to the Engine and remove the Kwik-Starter Assembly. Now you can use a rope to start the motor, or if you do not have a rope with you, tie a knot in your handkerchief and use it as you would a starter rope.

#### PROPELLER CLUTCH (no shear pin feature)

Releases when propeller hits any obstruction . . . then automatically re-engages and you continue outboarding without delay. If the motor revs up fast when this occurs, the Speed Lever should immediately be

moved to "SLOW" Speed until Clutch has re-engaged.

Do not mistake "cavitation" for Clutch Slippage. Cavitation occurs when the air is drawn down to the propeller so that the propeller moves in a large bubble of air. This could take place when making a fast sharp turn; or if the boat hasn't the standard 15", 12° angled transom and a faired keel.

As the propeller drives thru the water, the forward thrust created, keeps the Clutch engaged -- the Clutching force increasing proportionate with the speed. If the propeller meets an obstruction that prevents it from rotating, the forward thrust is then lost and the Clutch releases - permitting the Drive Shaft to continue to revolve while the propeller is held idle by the obstruction. When the Propeller clears the obstruction and again is free to rotate the forward thrust automatically re-engages the Clutch.

The Propeller Clutch is a patented FLAMBEAU feature and if given reasonable care, will give you indefinite service and will greatly add to your outboard boating enjoyment.

#### SLIPPAGE

Clutch Slippage can occur under three conditions.

1. When striking an underwater obstruction. This is a normal condition and provides propeller protection without the necessity of a bothersome shear pin.
2. When the Clutch Discs become oily or greasy. This occurs when the Engine is run in a dirty barrel or test tank which doesn't provide circulating fresh water. It is then necessary to clean the Discs.
3. When the Clutch Discs become worn after hard useage, they should be replaced.

#### STEERING ARM FRICTION

Can be changed by adjusting the two screws located on the left hand side on the 5 HP engine's Upper Swivel Bracket Bearing, and on the Right Side on the 2½ HP engine's Upper Swivel Bracket Bearing.

#### SPEED CONTROL LEVER ADJUSTMENT

Adjust the tension you prefer by loosening, or tightening, the Friction Screw. This can be reached through opening "F", Figure 2, when the left edge of the Speed Control Lever Arm is placed directly over the "STOP" position.

### STORING YOUR MOTOR

Place in a dry, clean place and store in an upright position.

1. Thoroughly drain out the water. Turn the Engine over a few times, by pulling the Kwik-Starter Handle, to completely drain the cooling system.
2. Remove the Spark Plugs and squirt a few drops of lubricating oil into the Cylinders. Again turn over the engine a few times to spread the oil evenly over the Cylinder walls. Replace the Spark Plugs.
3. Fill the lower Gear Housing with Texaco Outboard Gear Lubricant or its equivalent, to force out all the water.
4. Wipe the entire Engine with an oil-soaked cloth and then cover the Engine with a heavy wrapping paper or a piece of canvas.

### PUTTING THE ENGINE BACK INTO SERVICE

Assuming that you followed the above storing instructions and are ready to put the Engine back into service.

1. Remove the Spark Plugs and be sure to ground the wires to some part of the Engine. If they are not grounded, and the Engine is turned over, a possible burned out Coil could result.
2. With the Engine in a horizontal position, that is, lying on its Gas Tank Legs, turn over the Engine by pulling on the Kwik-Starter Handle, to remove excess oil in the Cylinders.
3. Clean the Spark Plugs and check the gap (.025"). Replace them in the Engine and connect the Spark Plug wires, being sure that the Spark Plug wire tagged "top" is attached to the upper Spark Plug.
4. Wipe off the Engine with a clean cloth. Your Engine is now ready for service.

We know you will enjoy many years of happy outboarding.

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