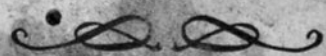


INSTRUCTIONS

Lockwood Twin Boat Motors



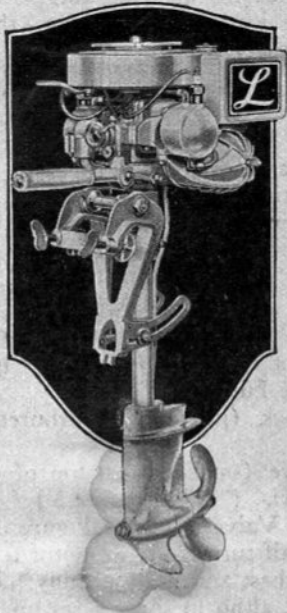
1927 Models

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It is **IMPORTANT** that you keep this Instruction Book; that you study it; that you **KNOW** how to operate your motor and how to take care of it. It has been built with painstaking care; it has been thoroughly tested; and now that it is in your hands. its useful life will depend on how **YOU** handle it.

In writing **ALWAYS** mention Model and Serial Number of your motor.



Every Lockwood Twin Motor is guaranteed to be free from defects in material or workmanship without time limit. Parts judged defective by us will be repaired or replaced F. O. B. our factory.

Lockwood Motor Company

Jackson, Michigan, U. S. A.

WHEN YOU GET IT

Remove the lid and take the motor out of the shipping box carefully.

Clamp it on the stern of your boat—USE NO WRENCH. If the propeller is not well below the surface of the water (with boat running in trim) and, in most cases, also below the bottom of the boat—down in "solid" water—then notch or cut the top of the transom down until it is.

Adjust the Thrust Block in the quadrants so that the drive shaft casing is vertical when the boat is loaded and running—the top of the gasoline tank level. (See nut "F" Figure 5.)

FUEL AND OIL

Mix one-half pint of heavy oil—such as Gargoyle Mobiloil "A"—with ONE gallon of gasoline in a separate CLEAN can. (NOT in the Motor Tank.) Fill the tank with this mixture.

While the motor is new, for the first week or two of operation, use three-fourths pint of oil per gallon of gasoline. RACING: Use a full pint of oil per gallon of gasoline.

TO START MOTOR

1. Loosen "screw-vent" as far as it will go. It cannot come off. This is the small nut on top of the Filler Cap.

2. Open gasoline cock (just under carburetor bowl) by turning the handle DOWN.

3. See that float valve (small pin on top of carburetor bowl) rises, indicating gasoline in the bowl. ("A" in Figure 3.)

4. Close the Needle Valve ("C" in Figure 3) on the Carburetor and then OPEN it one and a half turns. After motor is running and warm, slowly close this until motor runs best and most steadily. It is unnecessary to change this once it is properly set, altho in some cases opening it a quarter turn will facilitate starting.

5. Turn the Choke-and-Throttle Lever ("B" in Figure 3) forward and down to position marked "Choke"—no farther.

6. Place Timing Handle of magneto in position "A" (see Figure 2) about 30 degrees left of center position. (For starting in REVERSE, place it in position "B".)

7. Place knot of Starting Rope in either notch of the Starting Sheave and wrap rope around in the groove to the RIGHT. (For starting motor in REVERSE, wrap in other direction.)

8. Fold the Steering Handle up as far as it will go. Grasp it with the left hand, thumb up. Press your thumb on the Stopping Button, thus cutting out the spark. Push on the handle to hold the motor in position. Then give the starting rope a quick pull, part way, and let the flywheel "bounce" back. Do this four or five times—the purpose is to get a charge of gasoline into the crank-case. Then release the Stopping Button and give the rope a sharp pull, all the way. In most cases the motor will start on the FIRST full pull of the rope.

Note—This method of "rocking" the flywheel back and forth is not so necessary when the motor is warm; but you will find it most convenient in any case to push on the folded steering handle when pulling the rope.

9. Move the Timing Handle of Magneto to the RIGHT to about position "B" or about 30 degrees to the right of center position. (See Figure 2.) The Timing Handle should be set where motor runs highest speed, but not beyond that. This is "Full Speed" position. A little experience will show you how to set it so the motor will run best.

10. Slowly move the Choke-and-Throttle Lever upward as the motor warms up, until it is straight up in the position marked "Run". (See Figure 3.)

11. Look to see that cooling water is being discharged from the water tube from each cylinder.

Do NOT choke the carburetor to start when the motor is hot, or if so, very little.

TO SLOW DOWN

FIRST, move the Timing Handle of Magneto to the LEFT slightly beyond position "A", then move the Choke-and-Throttle Lever backward slowly until the desired speed is obtained. (See Figure 2.)

Note—If you put the Choke-and-Throttle Lever as far back as it will go, to position marked "S" in Figure 3, the motor will stop.

TO STOP MOTOR

The motor may be stopped in two ways: By pressing the Button in the end of the Steering Handle or by moving the Choke-and-Throttle Lever clear back.

LAG SCREW IN BOAT

The stern bracket has a slotted extension at the bottom. When the motor is operated on the same boat, screw a lag screw into the stern of the boat in this slot. Do NOT screw it in tight, but leave it so the head lacks 1/32 inch of touching the bracket. The motor can then be lifted off and replaced easily, yet the lag screw makes its attachment to the boat more secure. (See Figure 7.)

TO REVERSE

See the instructions under "TO START THE MOTOR" as to position of the Timing Handle. THIS IS IMPORTANT.

STEERING

The Lockwood Twin may be steered with the folding tiller handle or with ropes. The eye-nuts on each end of the muffler are for attaching the steering ropes. It is best to use a short piece of light chain 10 or 12 inches long on the end of each rope, with a small harness snap or steel wire hook to fasten to the eye-nuts. Quarter-inch braided sash cord makes the best rope. Use screw-eyes or small pulleys on sides of boat to guide the rope, if desired. (See Figure 4.)

LOCKWOOD PILOT

The PILOT is adjustable by means of the small wing screw in the Pilot clamp. It is not necessary to make this very tight to absolutely hold the motor in the position you leave it. For rope steering, it should probably be somewhat looser than for hand steering. Adjust it to suit your conditions. You will find it can be very loose and still, because of its patented construction, will hold the motor from turning when you let go.

PROPELLERS

The motor is regularly shipped with the two-blade weedless design Propeller, 9-inch diameter, 8-inch pitch, suitable for the average boat. On a boat capable of up to twelve miles per hour, this Propeller will not permit the motor to run at too high speed, but on a boat capable of making fifteen miles per hour, or more, a higher pitch wheel is necessary to HOLD THE MOTOR SPEED DOWN to normal.

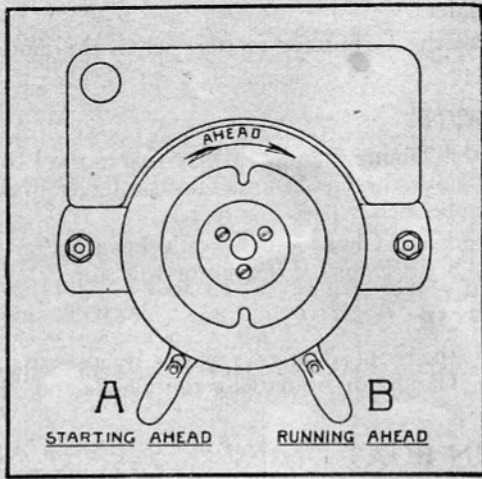


Figure 2

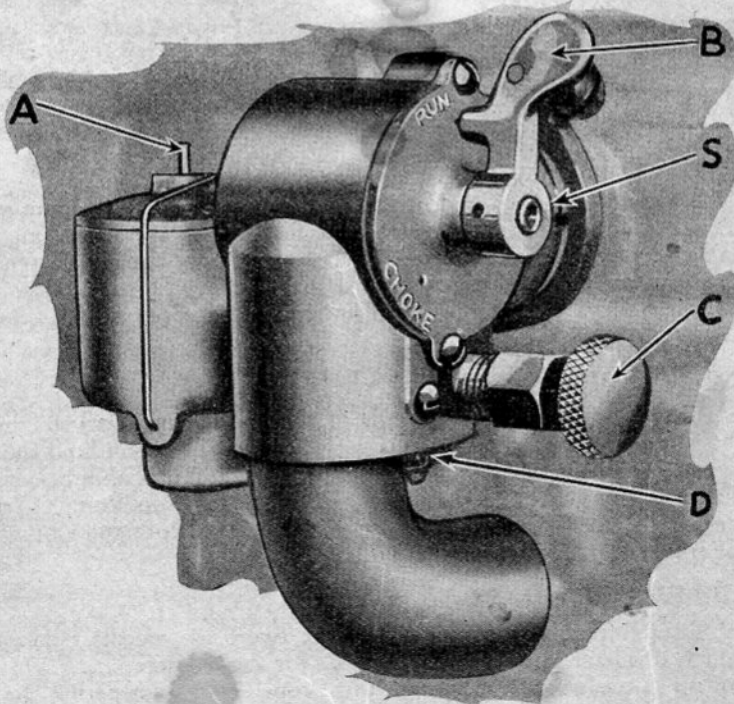


Figure 3

