

Cold Weather Starting Instructions

No piston engine likes cold weather starts - great time to catch them on fire if done wrong.

Some suggestions:

1. With the mixture in idle cutoff and the ignition switch OFF, turn the prop in its normal direction of rotation 5 or 6 times to limber up the engine oil some. DO NOT turn opposite to its normal rotation - the vacuum pump is designed to turn in only one direction. They are actually designated as CW (clockwise) or CCW (counter clockwise). The prop will turn in the opposite direction to the pump but its not good for it.
2. Using the manual primer, give it 2 or 3 shots and wait about a minute before using the starter. The wait time is critical - it allows the primed fuel to vaporize. Also, load (pull aft) the primer slowly to allow it to fill. Push the primer forward with more force to help vaporize the fuel.
3. You may have to repeat this process a time or two.
4. Limit a crank cycle on the starter to 10 seconds. They are not intended (or designed) to be run very long - neither are the cables.
5. DO NOT PRIME THE ENGINE BY PUMPING THE THROTTLE. The carb is mounted upside down and it is very easy to flood the carb with fuel to the point it is dripping out of the engine and onto the nose wheel. A spark or backfire and now the plane is on fire.
6. Once the engine begins to fire, do not pump the throttle. Leave it at normal idle and allow the engine to reach a smooth idle speed. During a cold weather start, you will do 99% of the wear damage to the engine in the first minute of operation.

Hope this helps.