

**WISCONSIN MODEL VP4
ENGINE FOR OPERATION
ON NO. 62 HAY
CHOPPER AND NO. 64
ENSILAGE HARVESTER**



OPERATORS MANUAL
WISCONSIN MODEL VP4 ENGINE FOR
OPERATION ON NO. 62 HAY CHOPPER AND NO.
64 ENSILAGE HARVESTER

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INTRODUCTION

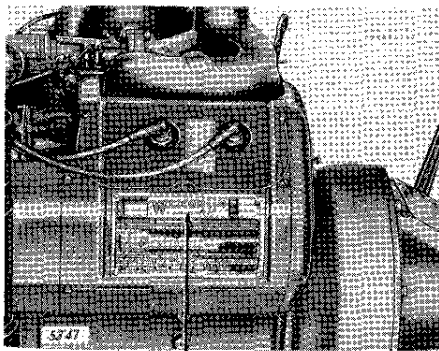
Wisconsin heavy-duty air-cooled engines are of the most approved design, built in a modern factory, equipped with the latest machinery available. Only the best materials, most suitable for the particular part, are used. During production, every part is subjected to the most rigid inspection, as are also the completely assembled engines. After assembly, every engine is operated on its own power, for several hours, on a dynamometer. All adjustments are carefully made so that each engine will be in perfect operating condition when it leaves the factory.

Like all fine machinery, an engine must be given regular care and operated in accordance with instructions.

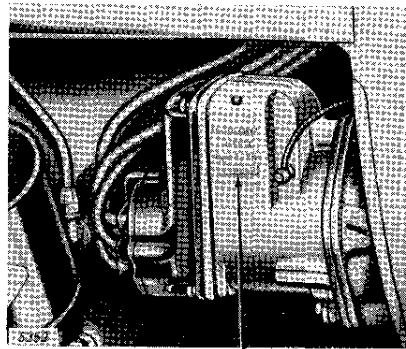
KEEP THIS BOOK HANDY AT ALL TIMES; FAMILIARIZE YOURSELF WITH THE OPERATING INSTRUCTIONS.

When in need of parts, be sure to give your dealer the model, specification and serial number of your engine and magneto. The illustrations below will show you where to find these numbers. Obtain these numbers **NOW** and insert them in the spaces provided below so they will be available when needed.

*Engine Model, Specification and
Serial No.*



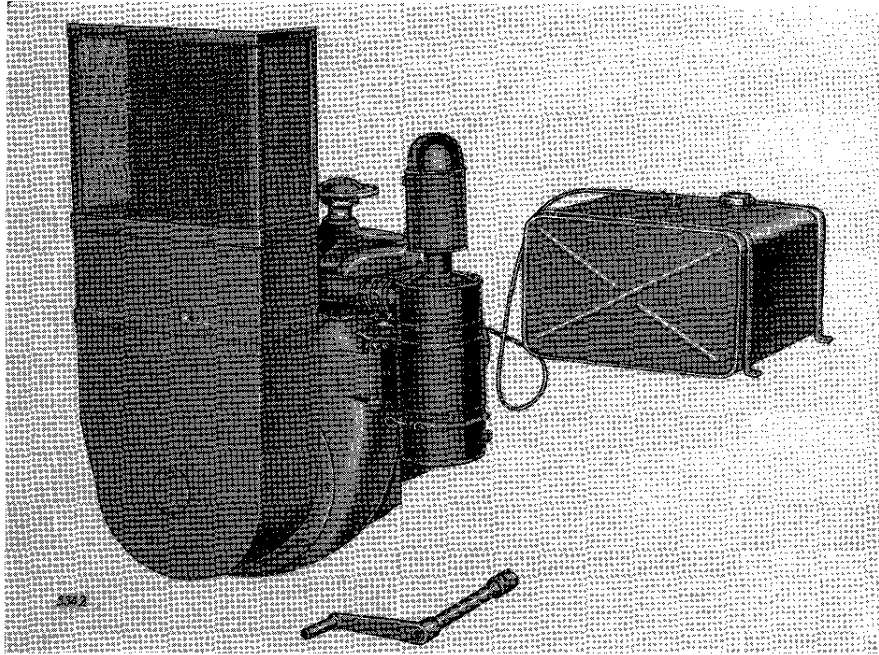
Magneto Serial No.



This manual supplements the Operator's Manual on the No. 62 Hay Chopper and No. 64 Ensilage Harvester, and contains only those instructions that apply to the Wisconsin VP4 engine as used on these machines.

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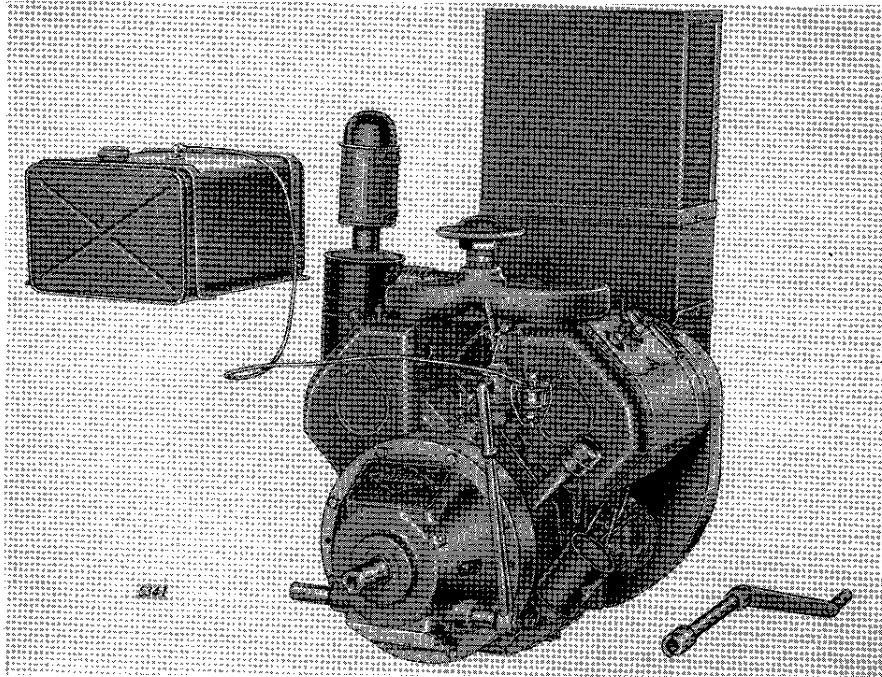
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Crank End of Wisconsin VP4 Engine

SPECIFICATIONS

Capacity	30.2 Horsepower
No-Load Speed	Approximately 2125 R.P.M.
Full-Load Speed	2000 R.P.M.
Engine	4 Cylinder V-Type
Cooling System	Air-Cooled
Fuel System	Fuel Pump Feed
Crankcase Oil Capacity	5 Quarts



Clutch End of Wisconsin VP4 Engine

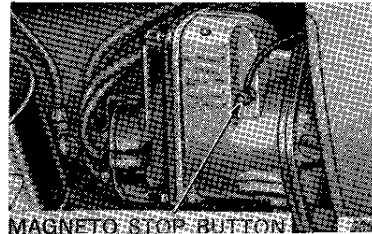
AND DATA _____

Type of Fuel	Gasoline of 70 to 75 Octane
Type of Air Cleaner	Oil Bath
Bore and Stroke	3-1/2-inch Bore, 4-inch Stroke
Displacement	154 Cubic Inches
Type of Clutch	Rockford Dry Disk
Ignition	Fairbanks-Morse or Wico Magneto
Approximate Weight	500 Pounds

CONTROLS

IGNITION SWITCH AND MAGNETO STOP BUTTON.

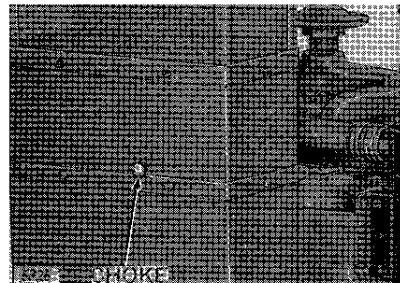
Magneto ignition is standard on VP4 engines with a push-button type switch on the side of the magneto. This is always in the "on" or running position, except when depressed for stopping the engine.



MAGNETO STOP BUTTON

CHOKE.

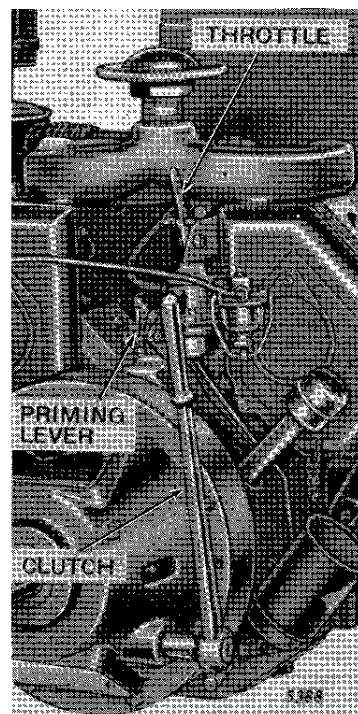
The choke is located on the flywheel end of the engine. It is used only when starting the engine, as it allows more or less raw fuel to be injected into the combustion chamber.



CHOKE

THROTTLE.

The throttle lever is located on a bracket over the fuel pump and is connected to the governor speed control lever by a rod and spring. Only two operating positions are provided—idle and full speed.



THROTTLE

PRIMING
LEVER

CLUTCH

PRIMING LEVER ON FUEL PUMP.

A hand priming lever is provided on the fuel pump for starting engine the first time or after a period of idleness. Its purpose is to pump gas into the dry carburetor, otherwise starting would be very difficult.

CLUTCH.

Your engine is equipped with a Rockford clutch of the dry disk type. The clutch operates by means of an operating lever mounted on the right-hand side of the clutch housing. For explanation of clutch adjustment, see Page 17.

OPERATION

BEFORE STARTING ENGINE.

When starting the engine the first time, or after a period of idleness, it is necessary to pump fuel into the carburetor by manually working the priming lever back and forth up to 20 or 30 times, depending on how much fuel there is in the carburetor. When priming is being done, a distinct resistance of the fuel pump diaphragm should be felt. If this is not the case, the engine should be turned over one revolution so that the fuel pump cam will be rotated from its upper position as this would prevent priming.

Before starting a cold engine, pull out the choke button at the flywheel end of the engine.

STARTING ENGINE.

Start the engine by applying the crank and pulling it briskly in a clockwise direction.

CAUTION: Do not attempt to spin the engine with the starting crank.

If the engine does not start on the first pull-up of the crank, re-engage the crank and repeat the operation.

After the engine has started, push in the choke button gradually as the engine warms up. More choking is necessary when starting in cold weather than in warm. If the engine is warm, very little choking is necessary. The operator will soon gain experience in how much choking is necessary. Always push in the choke button after the engine is warmed up.

OPENING THROTTLE.

After engine is warmed up, place the throttle lever in the horizontal or full speed position.

ENGAGING CLUTCH.

To engage the clutch, move the operating lever toward the engine. It is necessary to force the lever into its locked position in order to make the clutch remain engaged.

DISENGAGING CLUTCH.

To disengage the clutch, move the operating lever away from the engine. A slight thrust, or jerk, is necessary to move the lever out of the locked position.

STOPPING ENGINE.

Before stopping the engine, return the throttle lever to the vertical or idling position. Stop engine by depressing the magneto stop button.

BREAKING-IN NEW ENGINE.

Before putting the engine into regular operation, it should be run-in at governed idle speed, which is 2125 R.P.M., without load.


For this run-in period, which should last six hours, add one pint of light oil (S.A.E. No. 10 or equivalent) to each five gallons of gasoline. Do not add oil to gasoline after the six-hour run-in period.

Running the engine, as described above, will greatly increase the life of your engine.

OPERATING ENGINE.

After engine has been started, allow it to warm up at idling speed for a short period of time in order to allow the parts to become lubricated. This is especially important in cold weather. Open the throttle before engaging the clutch, otherwise the load may stop the engine. If it becomes necessary to engage the clutch while engine is under load, throw the operating lever of clutch in and out a few times in order to allow the engine to obtain enough speed to handle a full load. Disengage the clutch and close the throttle whenever power output is not required; this will save fuel and make your engine last longer.

Be Careful



THE LIFE YOU SAVE MAY BE YOUR OWN...

NATIONAL SAFETY COUNCIL

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