OPERATING INSTRUCTIONS

THE MK. 24C & MK. 25C ENGINES

VILLIERS ENGINES

BEFORE STARTING

1. EMERGENCY STOP

2. BREATHE SAFETY

OPERATING INSTRUCTIONS

THE MK. 24C & MK. 25C ENGINES

VILLIERS ENGINES

HEAD OPERATING INSTRUCTIONS CAREFULLY

BEFORE STARTING THIS ENGINE FOR THE FIRST TIME

1. FIXING

2. BREATHE SAFETY

OPERATING INSTRUCTIONS

THE MK. 24C & MK. 25C ENGINES

VILLIERS ENGINES
DECARBONISING.

The Villiers Two-stroke Engine is quite subject to the formation of carbon deposits in the carburettor and induction pipe, particularly in the induction pipe. The presence of carbon in the induction pipe will result in a loss of power and a decrease in efficiency of the engine. It is therefore important to remove the carbon deposits from the carburettor and induction pipe periodically.

To remove the carbon deposits, the engine should be run for a short period after the oil has been changed, and then the carburettor and induction pipe should be dismantled and washed in a suitable solvent. The carbon deposits can then be removed from the carburettor and induction pipe using a wire brush and a suitable solvent.

SPARKING PLUG.

The type of sparking plug recommended for the Villiers 25C Engine is the Sparking Plug, as this is the most suitable for the engine. The electrode gap should be set at 0.025 inches, and the point of the plug should be checked regularly to ensure that it is not worn or damaged.

FUEL SUPPLY.

The Villiers Two-stroke Engine is a carburetted engine, and the fuel supply system should be checked regularly to ensure that it is functioning correctly. The fuel filter should be cleaned regularly, and the fuel lines should be checked for leaks.

TO START—WHEN HOT.

When starting the engine, it is important to ensure that the spark plug is clean and free from carbon deposits. The engine should be turned over by hand until the starter engages, and the throttle should be opened slightly to allow the engine to start.

FAILURE TO START.

If the engine fails to start, it is important to check that the fuel lines are not blocked, and that the fuel filter is clean. The carburettor should also be checked to ensure that it is not blocked or damaged.

 Failure to start may also be caused by a faulty spark plug, or a loose or damaged wire. It is important to check that the spark plug is clean and free from carbon deposits, and that the wires are securely connected.

MACHINERY AND REPAIRS.

The Villiers Two-stroke Engine is a robust and reliable piece of machinery, and with regular maintenance and care, it should provide many years of service. It is important to ensure that all parts are regularly checked and replaced when necessary, to ensure that the engine remains in good working order.
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Hints and Tips

1. Avoid all sharp blades in the lantern globe cutters.
2. Always work with open light, never with a lighted match. 
3. Do not touch the lantern globe cutters before striking the match. 
4. Shop carefully by taking off the lead if available. 
5. Do not handle the pieces or make any repairs until you are sure they are clean. 
6. Before using the pieces, be sure the light is off. 
7. Always open the lantern globe cutters when striking the match. 
8. Never work on the lamps while the light is on. 
9. Always work on the lamps before striking the match. 
10. Avoid all sharp blades in the lantern globe cutters.

Disassemble:

1. Remove the cap and place it on a flat surface. 
2. Lift the top of the cap from the bottle. 
3. Remove the stopper from the bottle. 
4. Pour the contents of the bottle into a suitable container. 
5. Wash the bottle and Cap with warm water and soap. 
6. Dry the bottle and cap thoroughly. 

Reassemble:

1. Place the cap on the bottle, making sure the cap fits tightly. 
2. Fill the bottle with the proper amount of liquid. 
3. Replace the cap and secure it tightly. 
4. Place the cap on the bottle, making sure the cap fits tightly. 
5. Pour the contents of the bottle into a suitable container. 
6. Wash the bottle and cap with warm water and soap. 
7. Dry the bottle and cap thoroughly.
Always give Engine No. when ordering parts.

**MAGNETO.**

- Component
- No.
- Part No.
- Unit Price

<table>
<thead>
<tr>
<th>Component</th>
<th>No.</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armature Plate, complete Assembly</td>
<td>11</td>
<td>A102</td>
</tr>
<tr>
<td>Ignition Coil</td>
<td>2</td>
<td>M1361</td>
</tr>
<tr>
<td>Flywheel complete, less Fan</td>
<td>3</td>
<td>31</td>
</tr>
<tr>
<td>Lighting Cable Connector</td>
<td>4</td>
<td>41SA M1724</td>
</tr>
<tr>
<td>Lighting Coils, Head and Tail</td>
<td>5</td>
<td>M164</td>
</tr>
<tr>
<td>Fan only, 3 hole facing</td>
<td>6</td>
<td>M1344</td>
</tr>
<tr>
<td>1006 x 14</td>
<td>7</td>
<td>M1845</td>
</tr>
</tbody>
</table>

- Starting Pulley
- Bank
- Water
- Rope
- 13
- E424
- M557
- 14
- M557
- E424
- M1350
- 10
- M1468
- 5
- CM509
- 12
- M1241
- 9
- 2
- 11
- M1468
- 8
- D6884
- 7
- M1845
- 1
- M164
- 4
- 12
- A36
- 2
- 15
- 0
- 4120
- 1
- 39
- 0
- 4179
- 7
- 0
- 90
- 0
- 70
- 90
- 2
- 0
- 13
- 0
- 90
- 2
- 0
<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Oil Filter Cap with Oil Plug</td>
</tr>
<tr>
<td>2</td>
<td>Fuel Tank with Cap</td>
</tr>
<tr>
<td>3</td>
<td>Chain, Plain Hold</td>
</tr>
<tr>
<td>4</td>
<td>Fuel Tank 1/2 Gallon with Cap</td>
</tr>
<tr>
<td>5</td>
<td>Cover without Tank Brackets</td>
</tr>
<tr>
<td>6</td>
<td>Screw Fitting Screw</td>
</tr>
<tr>
<td>7</td>
<td>Spring Washer Jaws</td>
</tr>
<tr>
<td>8</td>
<td>Bolt to Cylinder</td>
</tr>
<tr>
<td>9</td>
<td>Cover with Tank Brackets</td>
</tr>
<tr>
<td>10</td>
<td>Fuel Tank, 9 Gallons</td>
</tr>
<tr>
<td>11</td>
<td>Measure, Marking No. 24</td>
</tr>
<tr>
<td>12</td>
<td>Oil Cap, separate</td>
</tr>
<tr>
<td>13</td>
<td>Clip to Cylinder</td>
</tr>
<tr>
<td>14</td>
<td>Bolt, separate</td>
</tr>
<tr>
<td>15</td>
<td>Nut, separate</td>
</tr>
</tbody>
</table>

**Table Columns**
- **Part No.**: Part number assigned to the component.
- **Description**: Detailed description of each component.

**Table Rows**
- **1**: Oil Filter Cap with Oil Plug.
- **2**: Fuel Tank with Cap.
- **3**: Chain, Plain Hold.
- **4**: Fuel Tank 1/2 Gallon with Cap.
- **5**: Cover without Tank Brackets.
- **6**: Screw Fitting Screw.
- **7**: Spring Washer Jaws.
- **8**: Bolt to Cylinder.
- **9**: Cover with Tank Brackets.
- **10**: Fuel Tank, 9 Gallons.
- **11**: Measure, Marking No. 24.
- **12**: Oil Cap, separate.
- **13**: Clip to Cylinder.
- **14**: Bolt, separate.
- **15**: Nut, separate.

**Miscellaneous**
- **14**: Always quote Engine No. when ordering parts.
1. IMPORTANT

If required, we are always prepared to give an estimate before proceeding with any repair. This entails a certain amount of labour in dismantling the engine, and therefore, in the case of any estimates not being accepted for special reasons, a small charge is made to cover the cost of reassembly. This is 5 per cent, extra up to £5 value. Minimum extra is 1fl. Stamps cannot be accepted for items over 1fl. (one shilling) in value.

We do not undertake to fit to engines returned to us for overhaul, any parts not specified by the customer when we received them. Old parts are not supplied to make an efficient repair. In such cases, we are prepared to supply new parts as necessary, but the customer is responsible for the cost of the parts.

Estimates must be treated as approximate only. We reserve the right to include additional parts should these be found, on further examination or on receipt, to be necessary, to make the repair satisfactory.

If required, the original or a copy of the estimate will be supplied on request.

2. TERMS OF BUSINESS

The cost of postage and packing is extra in remittance to cover the extra amount must always be included on remittance to cover the cost of postage and packing and packing in remittance to cover the extra amount must always be included on remittance to cover the cost of postage and packing.

Repair and parts must always be returned on a cash basis. We do not encourage debtors to return parts and parts are not accepted on return. All repairs are charged to the cost of work done.

We reserve the right to charge an extra 5 per cent. on all work done. We do not accept credit cards for payments.

We do not accept cancellations of orders.

We do not accept orders for repairs on pregnant parts.

3. REMAINDER

We do not accept orders for repairs on pregnant parts.

We do not accept cancellations of orders.

We do not accept credit cards for payments.

We do not accept orders for repairs on pregnant parts.

We do not accept cancellations of orders.

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THE ENGINEER TO ENSURE THAT THE PROPER ENGINEERING CONSTRUCTION IS TAKEN TO ALL THE REPAIRS.

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CONDITIONS OF GUARANTEE

WE Give the following guarantee with VILLIERS Engines and

GUARANTEE