A practical and entertaining recreational vehicle principally designed for the transport of people and licensed under U.S. Patent No. 7,055,642

Owner ś Manual

for safe & fun vehicle operation

Attention! This Owner's Manual contains important safety information. Read and understand all warnings and instructions contained herein prior to operating the XtremeCooler™.

Vehicle Registration:

(to be recorded at original date of purchase)

Purchaser: (Name & address)

_____

_____

_____

Date of Purchase: _____

Location of Purchase: (website, or Dealer name, and address)

_____

_____

_____

Person (over 18 years of age) who will be the designated "Vehicle Owner" (Name & address)
(complete if different than above identified "Purchaser")

_____

_____

_____

Vehicle ID codes: (located on the vehicle frame)

Mfg No. _____

Model No. _____

Mfg. Date (record as written Yr/M/D) _____

Engine Serial Number: _____
Imprinted in aluminum engine case next to where gearbox mounts (8 to 10 digit number)

INDEX

1. Introduction & Owner's responsibilities

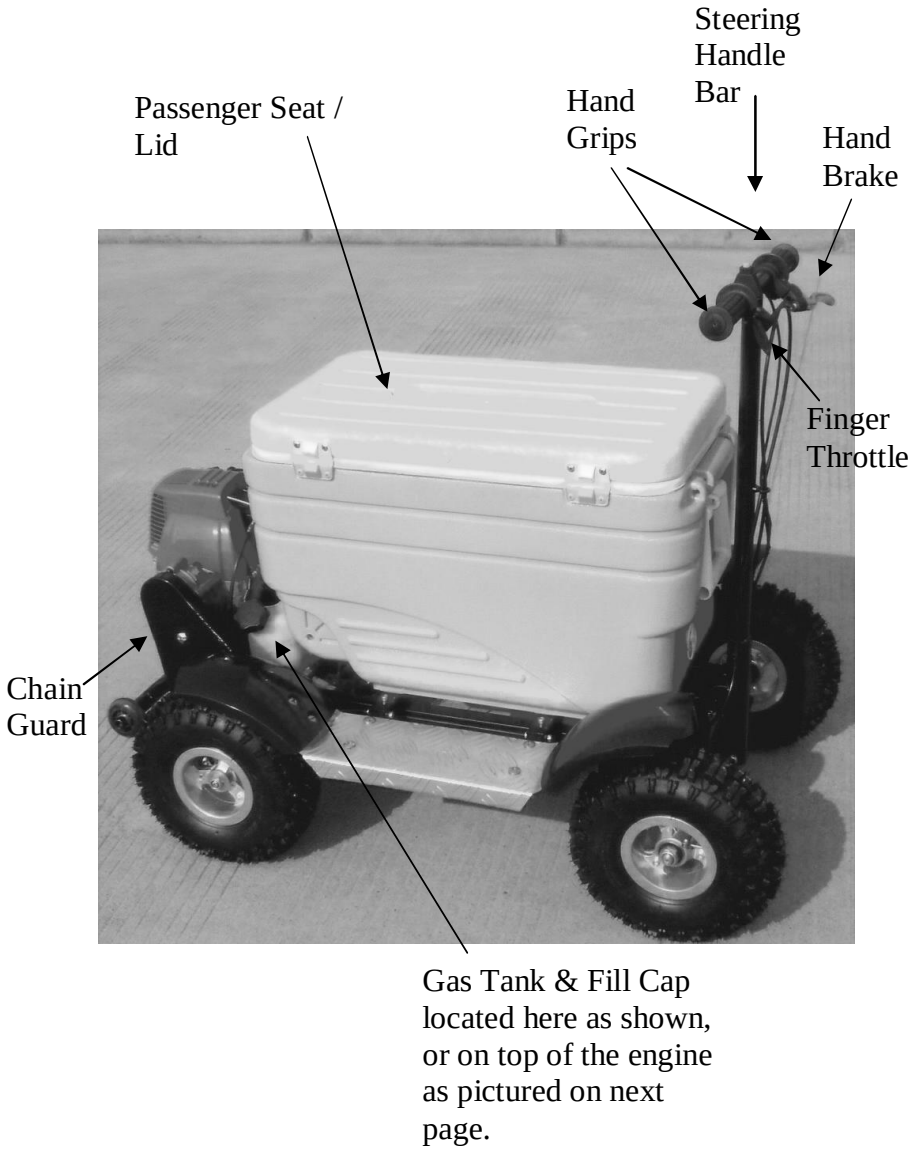
Congratulations, you are now the proud owner of an XtremeCooler™. If you need parts, accessories, or some cool apparel, or have any questions or concerns regarding the operation, service, or maintenance of your vehicle, contact your Dealer or email our service department from our website. We will be happy to assist.

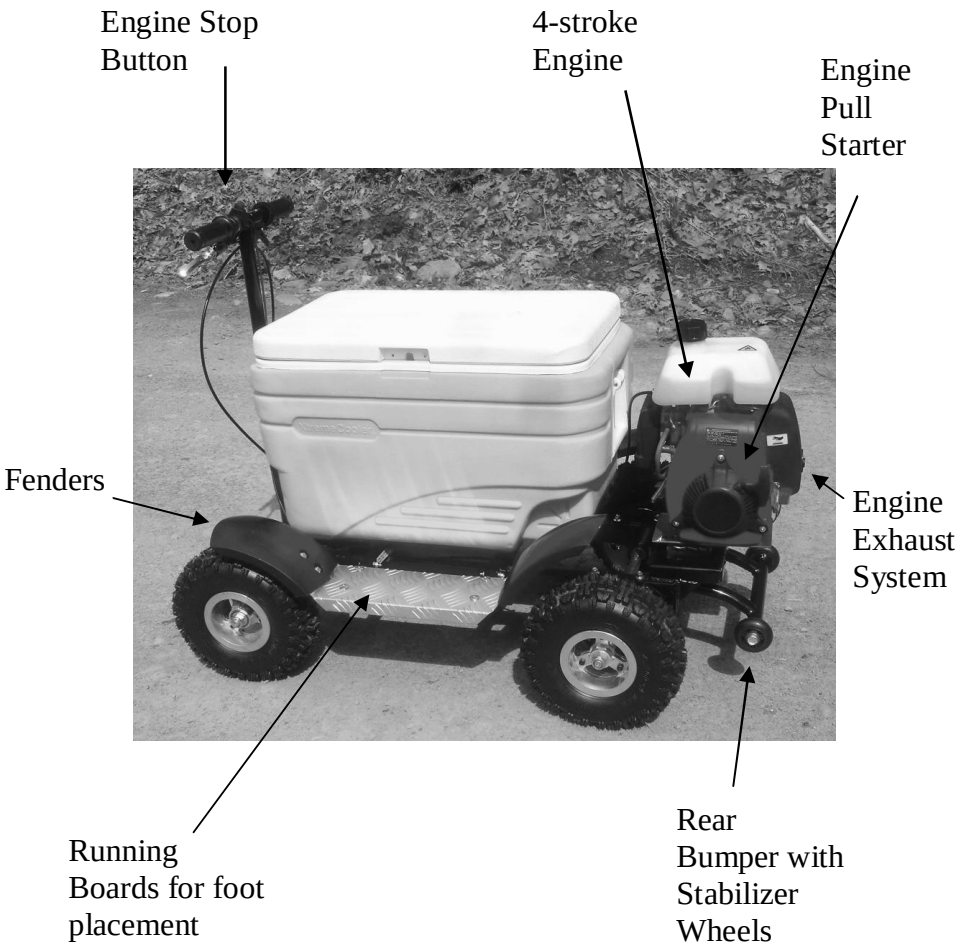
www. xtremecoolers .com

All the manuals and instructions provided with your vehicle contain important information so please read each of them in their entirety. This particular manual contains a **"Warnings"** section that must be read. These warnings describe the potential dangers associated with this vehicle. Also, as the "Vehicle Owner", you are responsible to ensure that these warnings are conveyed to anyone who might ride or operate this vehicle. Please take time to read and take heed of all these warnings plus keep this manual in a safe yet convenient location for quick and frequent reference. This Owner's Manual should also remain with this vehicle in the event the vehicle is resold or otherwise transferred to a new owner.

Remember: This is a motorized vehicle and not a toy, intended to be operated by only capable and qualified individuals who are at least 18 years of age and who have had prior training and experience in the safe and proper use of motorized passenger vehicles. Please continue reading this manual, and all the other manuals received with this vehicle so you can ensure many years of problem free, safe, and fun entertainment.

2. Vehicle Overview





3. **Warnings** ⚠

Because this is a motorized vehicle which is designed to transport people, and because such vehicles can be hazardous if operated carelessly, we have provided the following list of "**Warnings**". The wording of these warnings is not meant to insult or intimidate the reader, but instead to explain and emphasize the potential dangers associated with this vehicle. If these warnings are not read, and if one does not take heed of these warnings, then **serious injury or even death** could result. Please take the time to read and understand each of these important "Warnings" before operating or allowing others to ride upon this vehicle.

Also in regard to others who might ride or operate this vehicle, you as the Vehicle Owner, are responsible for its use and any results that might occur directly or indirectly from that use. Therefore to prevent unfavorable results, you must strictly enforce only safe and proper use of this vehicle at all times and by all people, and ensure that all the "Warnings" listed below get conveyed and fully understood by any and all people who might operate or ride upon this vehicle. If you do not accept this responsibility and read and take heed of these warnings, and ensure that each of these warnings is conveyed to and understood by others, and ensure that only safe and proper use of this vehicle occurs at all times, then you or others could suffer **serious injury or even death**.

Warning⚠ To prevent injury or death to an operator or others, the operator must never be under the influence of drugs or alcohol. The operator must always remain fully aware of their surroundings and practice only safe and stable operation of the vehicle. No stunts or jumps or other unsafe acts must ever be attempted with this vehicle.

Warning ⚠ To prevent injury or death, appropriate protective guarding has been installed and must always be in place during vehicle operation. Additionally, personal protective equipment should be worn by all operators and riders of this vehicle. Such protective equipment is a long sleeve protective jacket, a full coverage pair of protective pants, a pair of protective shoes or boots, a pair of protective gloves, and an approved protective helmet worn correctly upon the head. This protective equipment however should not be bulky or loose fitting or freely hanging so that it could become entangled in a moving part on the vehicle. Additionally, no person having long and freely hanging hair that might become entangled in a moving part should be allowed to come near or come in contact with this vehicle. Any and all persons that might come in contact with this vehicle must be made aware of and prevented from making contact with moving parts.

Warning ⚠ To prevent injury or a severe burn, each and every person who might come in contact with this vehicle must be made aware of and prevented from making contact with the hot engine exhaust system (See Vehicle Overview illustration for Engine Exhaust System location).

Warning ⚠ To prevent severe burns, serious injury, or even death, it must be understood that this is a gasoline powered motorized vehicle, and that gasoline fuel is highly explosive. Extreme care must therefore be taken whenever operating or refueling this vehicle so that none of the gasoline or the vapors from the gasoline ever come in contact with an open flame or other sources of heat or spark that might ignite and cause a fire or an explosion (such as the engine exhaust system, cigarette, etc.). Therefore whenever refueling this vehicle, the following steps and precautions must be taken:
1) Turn the engine off and allow the engine to cool sufficiently before refueling (refer to the engine operation

and maintenance manual for any specific requirements), plus extinguish all cigars, cigarettes, etc. 2) Use an approved and small (for example: a one gallon size) fuel container having an extended pour spout to transfer gasoline into the vehicle fuel tank without spilling. A proper fueling funnel can also be used. 3) Never overfill the fuel tank. The fuel level should remain below the bottom of the filler neck of the fuel tank. 4) Make sure the fuel tank cap is reinstalled properly after refueling and double check to be sure the cap is properly aligned and fully tight and secure to prevent fuel leakage. This check should also be done frequently, and before each time someone uses the vehicle. 5) If any fuel does spill, make sure the engine is shut off and all areas around and on the vehicle itself have completely dried before starting or running the engine.

Warning ⚠ This vehicle was designed with the intent of safely seating and transporting only one (1) human operator of at least 18 years of age and who is capable of and has had prior training in the safe operation and use of motorized passenger vehicles, and who does not weigh more than 250 pounds.

Warning ⚠ Although this vehicle was designed for low speed, and for use on various types of off-road terrain, substantial experience and confidence must be gained in the operation of this vehicle before attempting use on any terrain other than hard, flat, smooth, and obstacle free surfaces. This vehicle was not designed to be operated at speeds over which the vehicle will operate on dry level ground, therefore one must never operate the vehicle on terrain, or grades, or condition that could cause this vehicle to exceed that speed, or cause the operator, or the vehicle itself to become unstable or imbalanced. Such situations can lead to accidents and must be avoided. If such terrain or conditions become apparent, the operator must immediately bring the vehicle to a safe stop, shut off the engine, and move the vehicle to a safer area of use. Failure to do so could lead to serious injury

or even death. Good judgment and extreme caution must always be used when operating this vehicle.

Warning ⚠ This vehicle employs a single and powerful braking system which applies brake force to only the rear tires. Extreme caution must therefore be used to apply this brake force in a manner that adequately slows the vehicle speed without sliding the rear tires. This vehicle is like other wheeled vehicles whereby if a rear tire (or tires) is made to slide, less braking power and less vehicle side to side stability result which can cause an unstable and very dangerous situation. Therefore, always maintain a safe speed and leave adequate stopping distance to avoid applying excessive brake force that could cause a rear tire to slide. Positioning of the operator towards the rear of the vehicle (without hanging off the passenger seat) may help to provide some additional rear weight to in turn increase the vehicle's braking ability as compared to being seated fully forward on the vehicle.

Warning ⚠ To prevent a potential injury or death, the braking system must always be in proper working order. If the braking system is ever noticed to be failing, or does not seem to be operating properly, the operator must immediately reduce speed and safely bring the vehicle to a stop. After stopping the vehicle, the vehicle engine must be shut off and the vehicle not used again until the brake system is inspected and ensured to be working properly.

Warning ⚠ Both the brake and throttle control levers must operate smoothly and freely without any difficulty. If any difficultly, roughness or binding is felt, DO NOT OPERATE THE VEHICLE as this is an indication that a component is worn or damaged and needs immediate replacement. Ignoring this condition can lead to a brake or throttle control failure, which could lead to serious injury or even death. Do not operate the vehicle until the condition is resolved.

Warning ⚠ This vehicle was <u>not</u> designed for use on any public roads or highways. Some jurisdictions may fine the driver, impound the vehicle, or jail the driver if unlawful use is attempted. Check with your local law jurisdiction for areas of approved use.

Warning ⚠ To prevent injury or death, this vehicle must be properly assembled and maintained. Assembly and maintenance should be conducted only by individuals that are knowledgeable and qualified to work on motorized vehicles. It is recommended that this only be done by professionals.

Warning ⚠ This vehicle was <u>not</u> designed to perform jumps or stunts or to withstand any reckless or thoughtless operating behaviors. The vehicle must never be modified in any way to try and withstand such behavior. The vehicle must never be overloaded, and must never be used in any manner other than that which will provide for a safe, smooth, and stable form of human transportation. If any of the above is allowed to occur, it could lead to a component or structural failure and possible serious injury or even death.

4. Vehicle WARRANTY

As the distributor of this vehicle, ATC Sales, LLC warrants this vehicle to be free of manufacturer defects for a period of 60 days from the original date of purchase. This warranty does not cover wear and tear, tires, tubes, brakes, cables, or physical damage or failure due to overloading, misuse, or reckless or thoughtless operating behavior. This limited warranty is issued to the original purchaser only, and for only new vehicles purchased from authorized dealers. If there is a defect in workmanship or materials during the warranty period, we will repair, replace, or refund the product at our option. This warranty is voided if the product

is used in a manner other than for what it was designed for, if modified in any way, if overloaded, if leased or rented, if purchased from anyone other than an authorized dealer, if used for racing, if improperly assembled, if improperly maintained, if improperly serviced or repaired, if damaged by accident, if damaged through negligence, or if ever used to perform stunts, jumped, or unreasonably used or misused. This LIMITED WARRANTY excludes shipping costs, compensation for inconvenience or loss of use, any consequential or incidental damages. Returns must be authorized by ATC Sales, must be within the warranty period, and must be returned to ATC Sales' facilities for the repair, replacement, or refund.

5. DISCLAIMER

Purchaser(s)/recipient(s)/owner(s)/user(s)/assigns shall indemnify, protect, defend and hold harmless ATC Sales, LLC, its members, officers, managers, employees, and agents, from and against any and all claims, costs, liabilities, losses, damages, injuries, judgments, and expenses (collectively, the Claims" including, without limitation, attorney's fees, court costs, including those incurred at the trial and appellate levels and in any bankruptcy, reorganization, insolvency or other similar proceedings, and other legal expenses) arising out of or resulting from: (i) accidents, injuries or death from ATC Sales products (ii) any misrepresentation, breach of warranty or negligence of ATC Sales, LLC, its members, officers, managers, employees, and agents, and (iii) incidental or consequential damages or losses due to directly or indirectly from the use of this product. By operating this vehicle I agree to these terms as a condition of operation of this or any other ATC Sales products and have assumed the responsibility for reading the appropriate manuals and taking heed to each of the stated warnings, instructions, recommendations, and guidance stated within.

6. Vehicle Operation

Before attempting to operate this vehicle, or before allowing any other person to operate the vehicle, the operator must be made fully aware of and have a thorough understanding of each of the listed warnings in this manual (**see "Warnings" section**). This must be done to prevent serious injury or even death.

Also before attempting to operate this vehicle, assembly must be properly completed, including completion of all pre-operational inspections as stated within the provided instruction sheets and this manual. Ensure that all items are double checked for completeness.

There are three (3) operator control inputs needed to drive this vehicle. Refer now to the two Vehicle Overview illustrations in section 2 of this manual. The three (3) control inputs are:
1.) the Hand Brake, 2.) the Finger Throttle, and 3.) the Steering Handle Bar. The Hand Brake 1.) is a hand lever type control that the operator pulls (squeezes) to apply and regulate the braking force to the rear axle and tires to slow and stop the vehicle. The Finger Throttle 2.) is a finger type control actuator that the operator regulates to vary engine speed which in turn can regulate vehicle speed. The Steering Handle Bar 3.) is the "T" shaped handle which is connected through linkages to the two front wheels. Gripping the Steering Handle Bar using two hands, each placed upon the two Hand Grips, allows the operator to turn (twist) the Steering Handle Bar in either the clockwise or counter-clockwise direction to in turn pivot the front wheels and direct (steer) the vehicle's direction of motion.

The following will now step you through the proper preparation for the operation of your vehicle.

Pre-operational Inspection: – complete the following checklist each time before using your vehicle (and with the ENGINE OFF):

1. Check the engine oil level. Refer to the engine manual for proper oil level inspection and filling procedures.

2. Check for and complete any recommended engine maintenance.

3. Conduct an overall vehicle inspection to ensure that no parts are loose, missing or broken, and that all nuts, bolts, and other fasteners are secure. If any discrepancies are noticed, have a qualified person correct the condition.

4. Check the brake lever and throttle control operations to ensure that both control levers operate freely and without any difficulty or feeling of binding or roughness. If difficulty, binding, or roughness is present, DO NOT OPERATE THE VEHICLE, as this is an indication that the cable, linkage, or the control itself may be worn or damaged and in need of immediate replacement. Ignoring this condition can lead to a brake system failure or a sticking throttle condition or other condition that could lead to serious injury or even death. Have a qualified person repair the condition immediately.

5. Check the hand brake for proper function. (**CAUTION**: This hand brake check is only a pre-operative check which may not always detect a worn or faulty component somewhere within the entire braking system. If there is any doubt as to whether any part of the braking system is working properly, have a qualified person thoroughly inspect and repair the condition before ever using the vehicle again.) The hand brake check is done by gripping the handle bar while standing along side the vehicle and then gently pushing and rolling the vehicle forward then pulling on the hand brake lever. The rear tires should instantly lock and

stop turning with at least 2/3rds of hand brake lever travel remaining. If the tires lock and stop but there is less than 2/3rds of hand lever travel remaining, a simple Brake Cable adjustment might correct the problem (see the "Maintenance Procedures" section of this manual for brake cable adjusting). If adjustment can not be made, or there is no more cable adjustment available, or if a cable adjustment is made but the problem still persists, have a qualified person inspect and repair the problem before using the vehicle (see the "Maintenance Procedures" section of this manual for brake cable and brake caliper adjusting).

6. Check the fuel cap to be sure the fuel cap is properly installed, aligned, and fully tightened to prevent any fuel leakage. This check should occur frequently.

Starting the engine: (refer to Vehicle Overview photos)

1. Ensure you have an adequate supply of good quality gasoline in the fuel tank. For engines with the gas tanks mounted low (not on top the engine), slowly and repeatedly press and release the fuel primer bulb on the bottom of the carburetor until fuel is observed pumping through the clear return fuel line. Once gas is visible in the line, repeatedly press and release the fuel primer bulb slowly so to only draw fuel through without air bubbles. **Priming the carburetor is very important for proper engine operation. Any air left in the carburetor will cause poor or no starting, stalling, or a lack of power (refer to the Engine Manual for more detailed engine information).**

2. If the engine is COLD, close the choke fully.

3. Next, reach forward and squeeze and hold the brake lever to firmly apply and hold the brake.

4. While firmly holding the brake, pull the rope starter in a quick fashion to start the engine

CAUTION: If the engine starts and runs at a high speed, the drive clutch may engage and try to move the vehicle. **High engine speed is dangerous and not normal. If high engine speed occurs, continue holding the brake and immediately shut OFF the engine by pressing and holding down on the Engine Stop Button until the engine completely stops running** (see Vehicle Overview photos for Engine Stop Button location). Have a qualified individual inspect the engine and throttle control system for the cause of this problem and ensure the condition is repaired before using the vehicle.

5. After the engine has started, open the choke fully.

   Note: (For engines with fuel primer bulbs) once the engine has run for a minute or two, very slowly (to prevent stalling the engine) prime the carburetor again an additional 3 to 4 times (slowly) to remove any possible trapped air.

Driving the vehicle: (refer to the Vehicle Overview illustrations)

1. Straddle the vehicle and be seated on the passenger seat/lid. Place both hands on the hand grips and both feet on the running boards. **NOTE:** Always hold the brake whenever the engine is running and if you are not traveling.

2. If the engine is cold and just started, allow the engine to idle and warm up for several minutes before attempting to travel. If the engine has not warmed up sufficiently or

has not been primed of all the air in the carburetor, it will hesitate and stutter and not perform as intended. If primed properly, this condition should go away as the engine warms up to operating temperature (read the engine manual for more specific engine operating instructions).

3. To begin traveling, release brake lever pressure and then slowly and smoothly squeeze the throttle finger control lever towards you until the engine speed increases enough to engage the clutch and start vehicle motion. To reduce travel speed, reduce pressure from the throttle control lever. Vehicle speed is regulated by varying the position of this finger control lever.

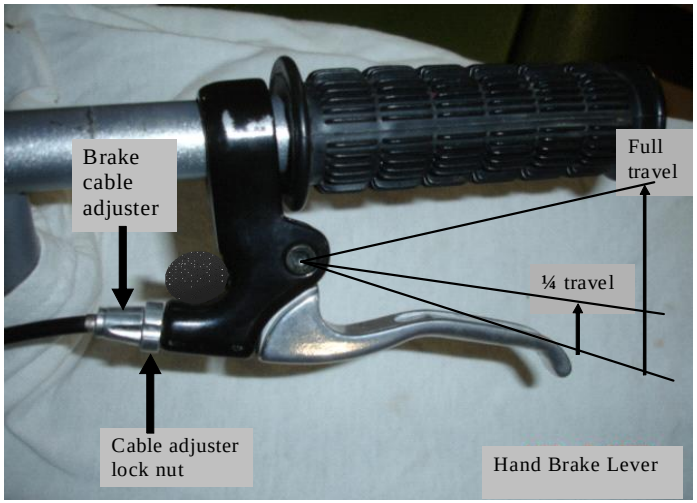
4. To reduce speed to a stop, release the throttle finger control lever completely then smoothly yet firmly apply a braking force by squeezing the hand brake lever, BUT without applying excessive braking force that could lock and slide the rear tires. **CAUTION**: remember that applying too much brake force and sliding the rear tires can result in a very dangerous situation and a loss of vehicle control as with any other motorized wheeled vehicles (see the "Warnings" section of this manual).

7. Maintenance Procedures

Operator Brake Cable Adjustment

When the brake system is working properly, the hand brake lever should only need to be pulled / squeezed about 1/4 of its possible travel to begin applying a brake force to the wheels, however over time, the pads, the cable, and even the housing will wear and eventually need replacement. Some of this early and normal wear can be compensated for by simply adjusting the effective length of the cable housing. This effective length adjustment can be done by loosening

the cable adjuster lock nut located on the hand brake lever assembly (see illustration below) and then screwing the cable adjuster outward until the brake system just starts to work at about 1/8 to 1/4 brake lever travel, then relocking the adjuster lock nut.



Eventually this effective length adjustment will no longer compensate for the accumulated wear. At that point the brake system will need to be inspected. A caliper adjustment may fix the problem, or some components may need to be replaced.

Whenever the brake system is first assembled, repaired, or rebuilt, the cable adjuster should be reset to only one full turn out from being fully screwed in, so that future cable adjustments can again be made.

When new, or repaired, or rebuilt, if the cable adjuster is already set to this starting position but the brake system is already applying a braking force, then most likely there is a problem with the Brake Caliper adjustment (see the following sections for these adjustments).

Brake Pads:

The brake caliper has (2) friction pads located within the brake caliper assembly. The brake caliper must be properly aligned with the rotor during initial vehicle assembly to ensure there is proper bake pad contact and maximum braking power (see ASSEMBLY MANUAL). Even with proper alignment, the friction pads will eventually wear and require replacement of the caliper assembly. Proper brake function requires that the friction pads have at least 1/16” of friction material left that is in good working condition. Replace the brake caliper if needed.

Adjusting the brake caliper and cable connection:

With proper caliper alignment at initial vehicle assembly (see ASSEMBLY MANUAL) and with brake pads in good working order, the cable and the caliper can be adjusted to remove wasted cable movement. First inspect the brake cable connection at the caliper. The brake cable is clamped in a lever arm on the caliper assembly that when pulled, rotates an internal mechanism that squeezes the pads together and against the brake rotor. The cable should be clamped in the caliper lever arm so that there is minimal cable travel before the brake pads start applying a brake force to the rotor. Therefore, to inspect and make adjustments, proceed as follows:

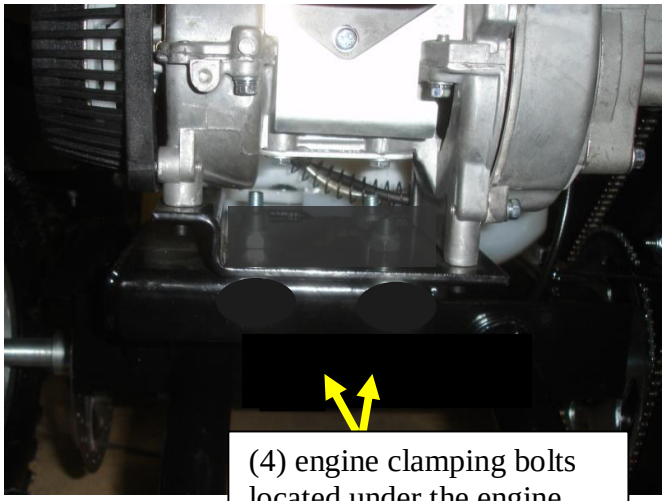
1. At the brake hand lever assembly, screw the brake cable adjuster all the way in and then back out one full turn. Now lock the adjuster nut against the lever assembly.
2. The brake cable must then be double checked to ensure it is seated properly within the hand brake lever assembly and routed to the caliper without any kinks or tight bends.
3. Adjustment of the cable connection at the brake caliper can now be made if needed. To check for any needed adjustment, you simply roll the vehicle forward and then pull on the brake hand lever. The rear tires should lock

and stop turning with only 1/3 hand brake lever travel (or at least 2/3rds brake lever travel remaining for use). If the tires lock and stop but you used more than 1/3rd of your hand brake travel, the cable clamped position at the brake caliper arm can be re-adjusted.

4. This is done by loosening the cable clamp on the caliper arm and repositioning the arm further up the cable (towards the hand lever). NOTE: positioning of the lever too far up the cable will cause the brakes to be locked or dragging without any hand lever being applied. The cable must then be loosened and clamped further back towards the caliper. Again, the cable must be installed and clamped tight so that when operating the hand lever, it starts applying brake force within 1/3 travel.
5. Once this adjustment is complete, further fine tuning can now be done at the caliper itself to get this travel down to only 1/8th hand lever movement before the brakes start engaging (refer to the ASSEMBLY MANUAL for photos of this next process).
6. This adjusting is done by jacking the rear of the kart up so the rear wheels are off the ground.
7. Now loosen the lock nut located on the back center of the brake caliper body. The lock nut is threaded over a small set screw that adjusts the internal starting position of the brake pads (8 mm end wrench and a 2.5mm Allen wrench).
8. While rotating a rear tire, screw the set screw in (using a 2.5 mm Allen wrench) until you feel significant drag and resistance in rotation, then back the set screw back out just enough to <u>almost</u> eliminate that drag.
9. Now re-tighten the lock nut and recheck your brake lever travel to ensure the brakes stop the wheels at only 1/8th hand lever travel. **NOTE:** Additional and quicker adjusting can later be made to compensate for ware by using the cable adjuster on the hand lever.

<u>Drive Chain Tensioning</u>

1. To adjust chain tension, first try adjusting the chain guide roller. To do this, simply remove the chain guard then loosen the chain guide roller and slide it down in the slot to remove unwanted slack in the chain. If there is not enough adjustment, then move the guide roller to the top of its slot and adjust the engine position. This is done by loosening the (4) engine plate clamping bolts (located under the engine mounting platform) loosening ONLY enough to just allow the engine to slide back and tension the chain.



(4) engine clamping bolts located under the engine mounting platform.

2. VERY IMPORTANT -- when ready to set chain tension, HOLD ENGINE DOWN FIRMLY AGAINST THE ENGINE MOUNTING PLATE (ESPECIALLY ON LEFT SIDE) then simply slide the engine back until the desired chain tension is achieved.

3. Either hold engine down or carefully let downward pressure off engine (without allowing engine to slide forward or back) and re-tighten the (4) engine plate clamping bolts.

4. Re-check the tension to ensure it is still where desired. **NOTE**: The chain must never be fiddle tight or damage to the chain, or the gearbox, or both can occur. If needed, repeat the steps above until proper tension is achieved. It is very important to maintain proper chain tension.

Troubleshooting Chart

Problem	Possible Causes	Fixes
Chain falls off	1. Chain sprockets not aligned (most likely). 2. Chain too loose. 3. Excessive chain wear or stretch.	1. Align sprockets (see Assembly Manual). 2. Adjust chain tension (see above procedures). 3. Replace chain.
Engine stalls, or is running poorly, or is hard to start.	1. Fuel too low, uncovering pickup in fuel tank. 2. Spark plug fouled. 3. Carburetor not primed adequately and air is in one of the fuel chambers (only for 1 HP engines with fuel primer bulb on carburetor).	1. Be sure fuel tank is a min 1/3 full. 2. Install a new spark plug (see Engine Manual for proper replacement). 3. Loosed fuel tank for a moment to break any vacuum then retighten cap and prime the carburetor by pressing the fuel primer bulb until fuel is observed pumping thru the clear fuel line. Start the engine and with the engine running, prime the fuel primer bulb 3 to 5 more times, very slowly so not to stall the engine. 4. Let engine cool down. Also for 1hp model, loosen gas cap to break any vacuum, re-tighten cap, prime fuel bulb, start engine then prime again slowly while running - see #3 above). 5. Must drain all fuel from gas tank then remove carburetor and drain then clean thoroughly.
Brakes not working well	1. Brake cable, or brake caliper needs adjusting.	1. Adjust per (see procedures in this manual).
Brakes making grinding or metallic noise	1. Brake pads worn out.	1. Replace brake pads or the caliper assembly.
Engine won't run. Pull spark plug and check for spark. If there is no spark try unplugging kill switch. If there is spark now with the kill switch wire		

unplugged, look for the following…..	1. Look for the kill switch wire to be pinched and shorted to metal. 2. Kill switch wire may have been caught or pulled causing the wire connections under the kill switch button to be pulled together.	1. Repair the shorted condition. 2. Remove small kill switch mounting screws then slide housing up and off and then spread wire connections apart (be carful not to lose spring, button, and small parts.
Engine quits and won't start. Pull spark plug and check for spark. If there is no spark try unplugging kill switch. If there is still no spark, look for the following.	1. Look for the kill switch wire coming from in the engine to be pinched and shorted to metal. 2. Look a cut spark plug wire. 3. Bad coil assembly	1. Repair the shorted condition. 2. Replace the coil and spark plug wire assembly. 3. Replace the coil and spark plug wire assembly.
Kill Switch not working	1. Kill switch wire plug-in connector separated – at the engine. 2. Wire end terminal came loose from metal engine case.	1. Check plug-in connection and push together if needed. 2. Reinstall or tighten screw holding wire end to engine case.