

You will understand of course, that every engine that is sent out has its bearings properly attended to; the above is applicable where any wear in the bearings is to be taken care of.

### **ADJUSTMENT OF LEVER BLADE.**

(See "Spider View" page 9.)

In adjusting the lever blade where the governor weight strikes, have this lever blade bent so that it stands a scant 1/16 of an inch away from the governor weight when the engine is at rest. If the blade is too far away from weight the engine will run at an excessive and dangerous rate of speed and switch should immediately be thrown out, stopping engine.

### **ADJUSTMENT OF GOVERNOR HOOKS OR DETENTS.**

(For all engines excepting 6J, 2½G and 4G.)

Be sure these are tight and square with each other and have just the proper amount of clearance "up" and down so that they will engage and disengage when the governor weight strikes the lever blade. They can be ground off to give more clearance—if necessary—and both beveled edges can be used. These hooks are hardened on the edges so that too large a wrench or strong arm will break them off. They should be drawn up snugly and the end slightly riveted over to prevent nut unscrewing.

There is an adjusting screw and lock nut on governor lever (see page 9) to bring the governor hooks parallel, vertically with each other.

If the hooks come loose and turn around or are set too far apart they will not engage and hook-up, allowing engine to run or race at an excessive and dangerous speed.

### **ADJUSTMENT OF 6 "J" GOVERNOR HOOKS.**

Tighten one of these screws in the right arm of the lever holding the exhaust cam roller. The edge should be square with the edge of the casting.

Place the second screw in the lock lever casting at its lower end.

Turn the fly-wheels until the cam shoves the roller and push rod back as far as it will go.

Push the lock lever to the left.

The edge of the lower screw should be 1/32 of an inch below the edge of the upper screw when they pass. This adjustment is easily made by a set screw in the end of the lock lever.

Tighten this second screw in position. (Do not break it. It is hardened tool steel.)

### **SECOND ADJUSTMENT.**

First—The lock lever when released from being held by the lock lever screws should swing to the right only 1/16 of an inch, no more, no less.

Second—There is a pin to stop this lock lever from swinging. Tap this pin gently with a hammer as required to the right or the left to give this proper space.