

LUBRICATION OF GOVERNOR PARTS.

It is advisable to lubricate all the moving parts of the governor when starting up each time, and by putting a little grease in the crevice of the governor hooks it will reduce the friction and any snapping or clicking noise, allowing them to perform their proper function at the right time, reducing wear and the liability of not releasing promptly.

ADJUSTMENT OF SPARK COIL.

1. Remove entirely the vibrator contact screw.
2. Then adjust the vibrator or spring so that the hammer or piece of brass on the end of vibrator spring stands normally about $1/16$ of an inch from the end of the coil.
3. Now screw in the contact screw until it just touches the platinum contact on the vibrator spring—be sure that it touches, but very slightly. Now start up your engine; if the engine misses at all, tighten up or screw in the contact screw a trifle farther—just a trifle at a time—until the engine will run without missing explosions.

If your needle valve or mixer is properly adjusted and your wiring is in good shape, your coil will be in a position to give quick action and ample spark with the smallest possible consumption of battery energy.

Be sure that the platinum point on adjusting screw and vibrator is clean and not pitted; if so, use a very fine file and smooth them up before adjusting coil, also see that they come squarely together.

TO TEST SPARK PLUG AND BATTERIES.

Lay the plug on the exhaust lever bracket of the engine, with the high tension or large wire attached to the plug, have the switch on, turn off the gasoline at the needle valve, and slowly turn the fly-wheel around until contact is made, when the coil should buzz and there should be a spark between the points of the plug **only** (points to be not over $1/32$ inch apart, and spark to be a sizzling blue—not a red color; if it is red, batteries are weak.) If you discover any spark or flashes when looking up inside of the plug, this is an indication that the plug is short circuited and should be cleaned or a new plug used.

When your engine fails to start put an ammeter or "battery tester" on the batteries and see that there are none showing less than ten amperes. If so, throw them away and put in a new battery. An ammeter only costs \$1.50 and we can supply this to you if you desire.

Be sure that all the wires are tight and the connections are made according to diagram shown in back pages of this book applying to your engine.

TIMING THE SPARK.

To ascertain if your engine is properly timed, turn the fly-wheel around until the piston is on its farthest compression in-