

If the governor weight strikes the lever properly, there is no reason why it should not throw the hook in at 150 revolutions a minute, if the spring is not too tight.

It may be that the lever blade which the weight strikes is out of place, but these points can easily be inspected and determine where the fault is. (Note "Adjustment Lever Blade and Governor Hook," page 4).

**Be sure every bolt, nut and pin is tight each time before starting up your engine.**

Be sure to take up on the cylinder head bolts and nuts after your engine has been running five or ten minutes which will prevent gaskets from blowing out. (Tighten each bolt at a time until all are thoroughly tight.)

### REPLACING GASKET.

If cylinder gasket should ever blow out, remove the cylinder head and scrape **every particle** of the old gasket from the cylinder head as well as from the end of the cylinder, then use 1/32 inch card or pasteboard packing to make your new gasket, applying a coat of medium thick shellac with a brush to both sides of the gaskets before replacing this and the cylinder head.

Draw up snugly on the cylinder head bolts, each a little at a time, until all are thoroughly tight, allowing the engine to stand for half an hour before starting up and after the first four or five explosions see if you cannot take up a little more on the cylinder head bolts, being careful not to twist them off in the cylinder.

### STARTING UNDER LOAD.

Many failures to start, and engine starting hard can be avoided by having a friction clutch pulley or a tight and loose pulley on a line shaft and machines to be driven so that the engine can be **started up without load**. After it has attained its working speed the load can be thrown on **gradually**.

### REGAINING LOST COMPRESSION.

If your engine hasn't good compression this may be caused by dirt or carbon under the inlet or exhaust valve preventing it from seating and should be cleaned with gasoline or kerosene or the exhaust valve adjusting screw may be in too far, preventing valve from seating. Another cause for loss of compression is a leaking cylinder head gasket or too much oil having been used or a poor grade causing the piston rings to stick in their grooves, and the remedy is to remove the piston and rings—soak these in kerosene oil, compressing the rings with your finger until they work freely in and out of the piston grooves.

A hissing noise when turning the fly-wheel around on a new engine by hand is an indication of a slight leakage by the piston rings, but is not anything serious as the rings will soon conform to and bear on the cylinder walls after the engine is used a week or so.

This blowing by the rings should not be had when engine is