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SPARK COIL

Illustration No. 12 shows spark coil which must work properly in order to insure smooth running of engine. Proper working of coil is best determined by buzzing sound made by vibrators. Thumb screw should be adjusted until both sides of coil make a strong buzzing sound when contact is made by timer. Operator will also be able to determine condition of batteries by the sound of vibrators. Platinum contacts in end of adjustment screw and vibrator springs must be replaced after machine has been in use some time.

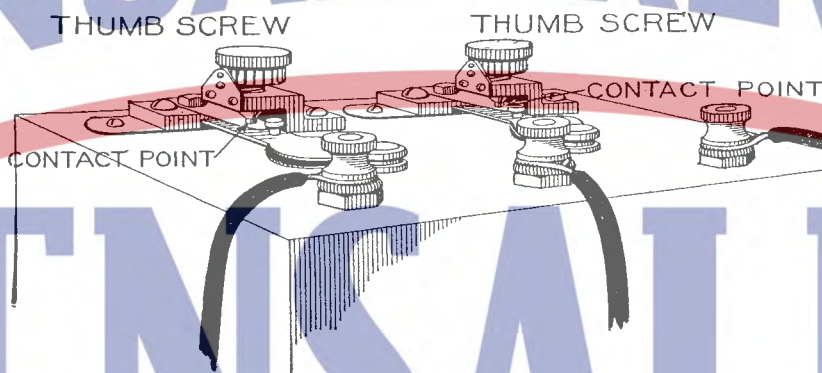


Illustration No. 12

SPARK PLUGS

Any good make of spark plug will answer, but we recommend the use of plugs like those shipped with engine. A great deal of trouble will be caused by the use of poor spark plugs. Test spark plugs by removing same from cylinder with wire connected and laying same on top of cylinder, then turn engine around with crank until right contact is made when spark will be seen between terminal points of spark plug. If sparks occur in any other place except between points, plug is no good.



Illustration No. 13

CLUTCH

Transmission friction clutch should be adjusted just as tight as possible and still allow clutch hand lever to be pulled up as far as it will go. When adjusting clutch be sure that both hands are adjusted alike as shown in illustration No. 9, being sure to lock adjusting nuts with screw driver so that same will not work out of adjustment.

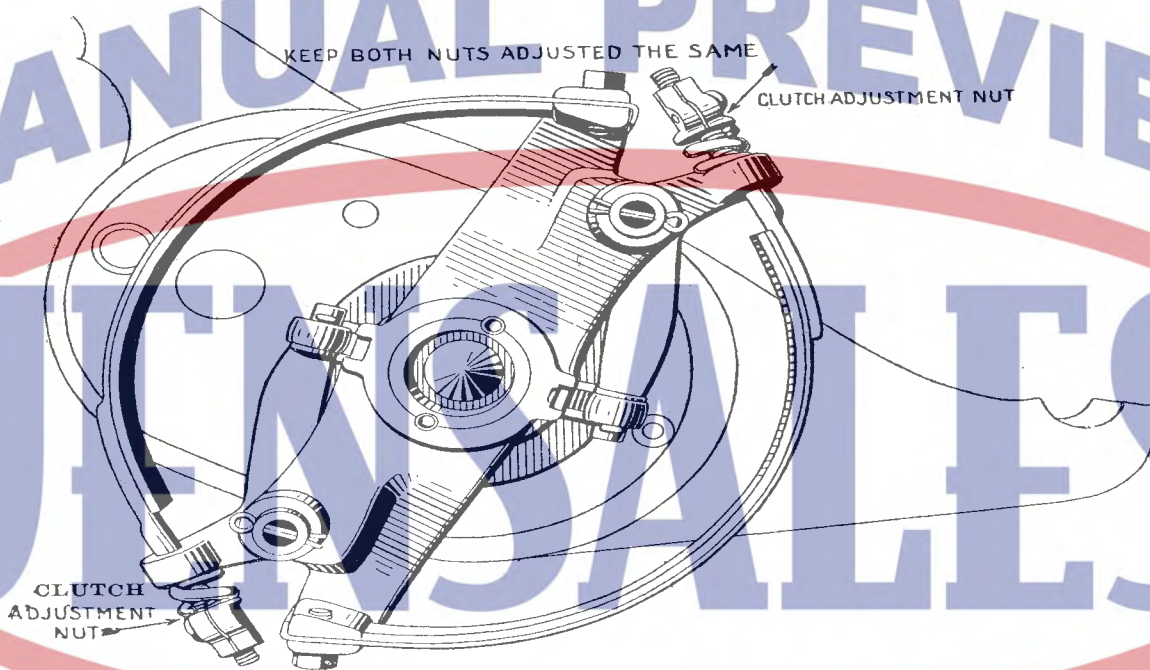


Illustration No. 9

INSTRUCTIONS FOR REMOVING TRANSMISSION

Remove transmission chain which connects transmission with countershaft. Disconnect oil pipe which extends from crank case to transmission and remove transmission oil pipe. Disconnect controlling lever by removing bell cranks Nos. 162E and 163E. Loosen locking screw in clutch fork No. 72E and unscrew clutch shifter rod No. 1191EA. Remove "U" bolts which clamp transmission to engine supporting bars when transmission may be removed.

CHAINS

Chains should be kept reasonably tight but not taut, for if they are too tight they will cause friction and undue wear. Chains should be kept well greased and dressed with graphite. Whenever chains are adjusted, brake must also be adjusted. (See illustration No. 14.)

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The foot brake is generally used in slowing down for corners, etc., but if the braking effect is not great enough, the emergency brake is also brought into play. These should be used when car is standing to prevent any danger of its "running away," or when stopping on a grade. The hands of both sets of brakes are faced with wire woven asbestos fabric, giving a very effective gripping service.

To adjust brakes, remove connection pin at either end of rod, back off lock nut and screw up fork end. Be careful, when adjusting any of the brakes, that they do not drag or rub on the drum.

OIL IN CRANK CASE

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It is important that oil be supplied to the crank case at regular intervals; $\frac{1}{4}$ pint of oil per day should keep the engine in good condition. The oil can easily be applied to the crank case through the breather hole. The accumulation of oil in crank case should be drawn off at least once a week, and replaced with fresh oil.

A FEW DON'TS

- Don't crank engine with an advanced spark.
 - Don't crank engine with clutch engaged.
 - Don't run car on batteries.
 - Don't run car on retarded spark.
 - Don't run engine when oil is low.
 - Don't fail to grease wheels every 500 miles.
 - Don't fail to throw out clutch when shifting speeds.
 - Don't throw gears into reverse when car is going forward.
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