

How To Adjust Clutch

To Adjust High Speed

If, on engaging the low speed clutch, the engine speeds up without the car moving ahead as soon as the clutch is fully engaged, or if the car moves ahead very slowly for, say, 15 or 20 feet and then the clutch suddenly grabs, it is a sign that the low speed clutch needs adjusting.

If, on pulling back to reverse, the car does not start to back immediately, or if it backs very slowly, this is a sign that the reverse needs adjusting.

To determine if the high speed clutch is slipping, if, after the high speed clutch is thrown in, the car does not move off rapidly, or if the clutch grabs after the car has run for some distance, this is an indication that the high speed clutch needs tightening.

Note that the adjustments for the low speed and the reverse are regulated by the set screws provided with lock nuts on the left hand side of the transmission case, looking forward towards the engine. The set screw nearest the rear end of the car adjusts the low speed clutch. The set screw nearest the radiator regulates the reverse clutch. To adjust the high speed clutch, it is necessary to take off the transmission case cover. To get at this, you will have to lift out the floor boards, the transmission case cover will then be exposed. It is bolted to the transmission case by six small nuts.

The following instructions explain how these adjustments are made:

How to Know When Adjustment is Necessary

First, remove the square plate which covers the entire top of the transmission case. Loosen the set screws, of which there are two, projecting from the clutch finger support which carries the clutch fingers, and which is threaded on the friction disc driver. It is important to note that the friction disc driver has eight (8) square surfaces cut on its threaded portion. These surfaces are intended to receive the friction of the set screws so that they will not jam the threads. After having loosened the set screws, as before mentioned, turn the clutch finger support to the right, one-quarter to one-half a turn should be sufficient, being sure to stop in such a position that each set screw will bear directly on one of the eight (8) flat surfaces. Throw the clutch lever in and out to see that the adjustment is properly made, and when the adjustment is apparently satisfactory and the set screws are over one of the flat surfaces, throw in the clutch and then set up the set screws. Caution: Do not attempt to run the car until the set screws and locknuts have been tightened. You will find in tool-box a special socket wrench about seven inches long, the large end being used to loosen the locknuts which hold the set screws in place. The small end is used to loosen the set screws themselves.

In making this adjustment it is necessary to loosen the two set screws not more than two or three turns, or just enough to allow the clutch finger support to turn on the