

threaded shaft. If these set screws are unscrewed too much they will drop out and into the transmission case. Should this occur, it would be necessary to take off the plate at the end of the transmission case, which entails considerable labor. Therefore, the greatest care must be used to unscrew them only just enough to allow the clutch finger support to turn. In tightening the set screws and lock nuts, do not exert too great a pressure. Simply set them up solidly, but do not strain the set screws. In loosening and tightening these set screws, place one end of the special wrench on the set screw and with a small monkey-wrench fastened to the other end of this special wrench, the set screw can be tightened. The same operation holds in regard to the lock-nut, except that you use the large end of the special wrench for this purpose.

To Adjust Slow Speed

If at any time the car should not move off powerfully when the hand control lever is pushed to a central position, it will show too much slippage between band and drum. To tighten this first release the lock nut on set screw, then turn up set screw the pressure required on the lever. Then lock properly by tightening the lock nut.

How to Adjust the Reverse

If the car should not move back powerfully when the hand control lever is pulled back as far as it will go towards the seat, it will show too much slippage between band and drum. To tighten this band, release the lock nut and turn up set screw slightly until the correct tension is obtained, which can be noted by the pressure required on the lever. Then lock properly by tightening the lock nut. The adjustment for the low speed and reverse are found on the left hand side of the transmission case, looking forward. The low speed adjustment being one nearest the back end of the car, the reverse being near the engine.