

MAINTENANCE

Polarizing the Generator

If the generator or the regulator has been removed or the leads disconnected, the generator should be repolarized. After the leads have been reconnected, but before the engine is started, proceed as follows:

After making certain that the grounded battery terminal is the positive (+) one, momentarily connect a jumper lead between the "BAT" terminal of the regulator and the "A" terminal of the generator. This allows a momentary surge of current to flow through the generator which correctly polarizes it. Reversed polarity may result in vibration, arcing and burning of the relay contact points.

Important! Do not touch the jumper lead to the "F" terminal on the generator as this will damage the regulator.

Servicing the Generator

To service the generator other than lubrication, it is necessary to remove the hood and fuel tank assembly as described below:

Removal of Hood and Fuel Tank

1. Remove the radiator cap, air cleaner cap and exhaust muffler (if so equipped). Disconnect each headlight cable "A" (*Illustr. 37A*) and pull the cables through the holes in the hood.

2. Close the fuel strainer shut-off valve, underneath the gasoline tank (*Illustr. 8*) and disconnect the fuel line at the fuel strainer.

3. Remove the radiator screen by unscrewing screws "B" (*Illustr. 37A*) on each side of the radiator screen. Remove the screws at "C" and cap screws "D" on each side of the radiator. Remove the four screws at the hood and fuel tank support "E." Remove screw "F" and allow the electrical cables to drop free from the hood.

4. Lift the hood and fuel tank assembly up and over the air cleaner pipe and exhaust pipe. Carefully place the assembly on the floor and block up the fuel tank end so as not to damage the fuel strainer or gasoline tank.

Generator Belt Tension

Check the slack of the generator belt after every 60 hours of operation to assure maintenance of the correct tension. The belt should never be loose enough to allow slippage but should not be so tight as to cause excessive side-thrust on the generator bearing. Allow approximately $\frac{1}{4}$ -inch slack. See *Illustr. 27A*.

Adjusting the Generator Belt

Loosen two nuts "A," and cap screw "B" (*Illustr. 38*), and move the generator toward or away from the engine. After getting the correct tension, tighten nuts "A" and cap screw "B."

Removing the Generator Belt

1. Remove the hood and fuel tank assembly as described above.

2. Remove the four screws holding the fan housing to the radiator.

3. Loosen two nuts "A" and cap screw "B" (*Illustrs. 38 and 38A*). Move the generator in toward the engine and remove the belt from the generator pulley.

4. Loosen fan spindle "C" (*Illustrs. 38 and 38A*) and slide the fan and hub assembly to the bottom of the groove on the crankcase front cover. Remove the fan belt from the bottom drive pulley.

5. Set one of the fan blades in the recess "D" in the fan housing (*Illustr. 38*) in such a position that the fan blade will pass by the recess when raised.

6. Slide the fan and hub assembly up and out of the groove and remove the generator belt.

Replacing the Generator Belt

Replace the generator belt when it becomes soaked with grease or badly worn.

When replacing the belt, reverse the procedure outlined under "Removing the Generator Belt." Before replacing the hood and fuel tank assembly, adjust the fan belt and generator belt as described on pages 27 and 28.