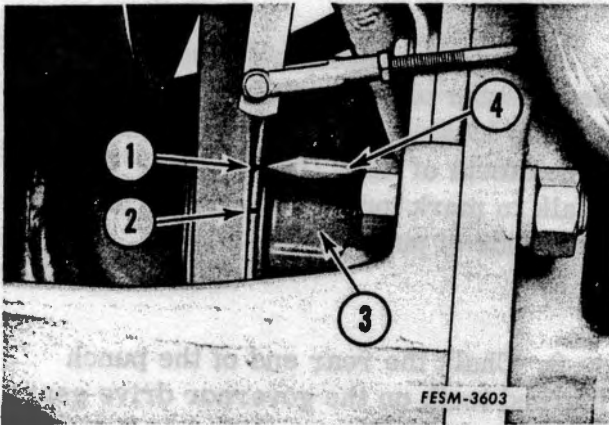


6. Advance or retard ignition distributor until spark occurs as the mark (1) on the fan drive pulley (3) aligns with pointer (4) while hand cranking the engine.



1. Mark
2. 16° mark
3. Fan drive pulley
4. Timing pointer

After installation of either new or overhauled governor assemblies, it is important that a thorough check of all four adjustments be made. The basic governor assembly may be in perfect condition, but in order to insure its full range of control it must be adjusted to its individual engine.

1. Synchronizing the governor-to-carburetor throttle movement.

Because of possible change in center-to-center distance between governor and carburetor, due to removal and replacement of manifold, carburetor or governor assemblies, the linkage between the governor and carburetor must be adjusted to establish the throttle position in relation to governor weight position. This adjustment insures the full power response of a wide open throttle when the governor weights are collapsed by reduction in rpm by application of heavy load. This governor-to-carburetor linkage must be free from binding throughout its range of movement. Adjustment procedure for all engines follows:

(a) With engine stopped, advance the operator's engine speed control lever to about half speed position; sufficient to create tension on the governor spring.

(b) Disconnect governor-to-carburetor control rod (either end). Hold carburetor throttle against its stop in wide-open position and adjust length of governor-to-carburetor control rod so that it may be reconnected freely without moving throttle lever or governor lever.

(c) Lengthen control rod one turn from the above condition, to compensate for wear, and reconnect.