

4. Operator's engine speed control lever linkage.

In the preceding adjustments covering fast idle and low idle speeds, it was noted that some readjustment of the operator's speed control lever linkage may be required in each case. This may have been found necessary in order to contact the maximum speed stop at one extreme, or to contact the throttle lever stop screw at the other extreme.

After both fast idle and low idle speed adjustments have been completed, it is

suggested that both extremes of speed be rechecked with the service tachometer, to be sure that the operators control is capable of moving the system into contact with both stop adjustments. Failure to attain either stop (with engine running) would require readjustment of linkage. Where considerable lost motion in the linkage has occurred because of wear, the worn parts must be replaced to restore a full range of movement to governor speed change lever. Loose brackets, which act as supports for linkage levers and bellcranks, will also result in lost motion and failure to secure full range of engine speeds.