

suggested that both extremes of speed be  
checked with the service mechanism, to  
be sure that the operator's control is capable  
of moving the system into contact with both  
stop adjustments. Failure to obtain either  
stop (with engine running) would require re-  
adjustment of linkage. Where considerable  
lost motion in the linkage has occurred be-  
cause of wear, the wear parts must be re-  
placed to restore a full range of movement.  
To govern 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 speed.

#### 4. Operator's engine speed control lever linkage.

In the preceding adjustments covering  
the low and high 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 correct the maximum  
speed stop at one extreme, or to correct the  
low speed stop screw at the other  
extreme.

After both the low and high speed  
adjustments have been completed, it is