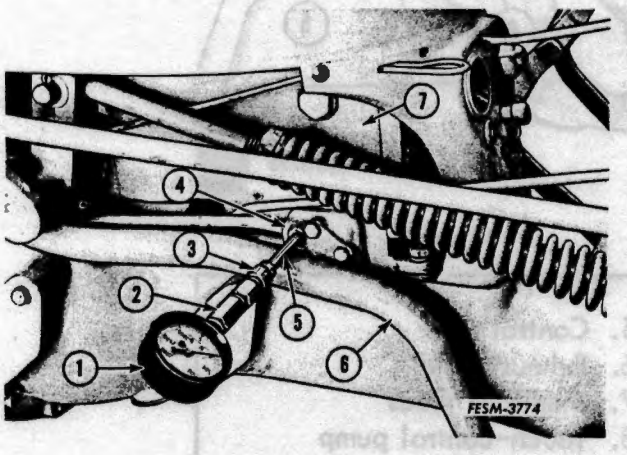
14. Adjust the control valve operating lever stop as follows:

(a) Install the pressure gauge, FES 1-2 (1) and pressure snubber, FES 94-6 (2), in the 1/8-inch pipe plug hole of the rear manifold flange (4).



1. Hydraulic gauge, FES 1-2
2. Pressure snubber, FES 94-6
3. 1/4" - 1/8" reducer pipe coupler
4. Hydraulic manifold rear flange
5. 1/8" pipe nipple
6. Exhaust pipe
7. Cylinder block

(b) Loosen the cap screws slightly so that the stop moves freely forward and back in its slotted holes.

(c) With the engine operating at half to full governed speed, move the Touch-Control hand lever forward until, at the forward end of the rockshaft stroke, the pressure gauge registers high pressure.

NOTE: Should the hand lever come to the end of its travel before high pressure is indicated, shorten the control rod at the adjustable yoke.

(d) Watching the pressure gauge, move the Touch-Control hand lever to the rear far enough to return the system to low pressure but not far enough to move the rockshaft from its extreme position.

(e) With the rockshaft in the extreme forward position, establish that position by measuring the distance between the pin in the rockshaft arm and the carburetor bowl cover. Keep the figure in mind.

(f) Then with your rule in the same position, touch the hand lever and move the rockshaft rearward 3/8-inch. Holding the stop forward against the operating lever pin, tighten the cap screws.

(g) Operate the hand lever back and forth a number of times and check to see that the 3/8-inch differential is maintained.

NOTE: If necessary, readjust the stop until the 3/8-inch measurement is correct, then lock the stop cap screws by bending the lock strip.