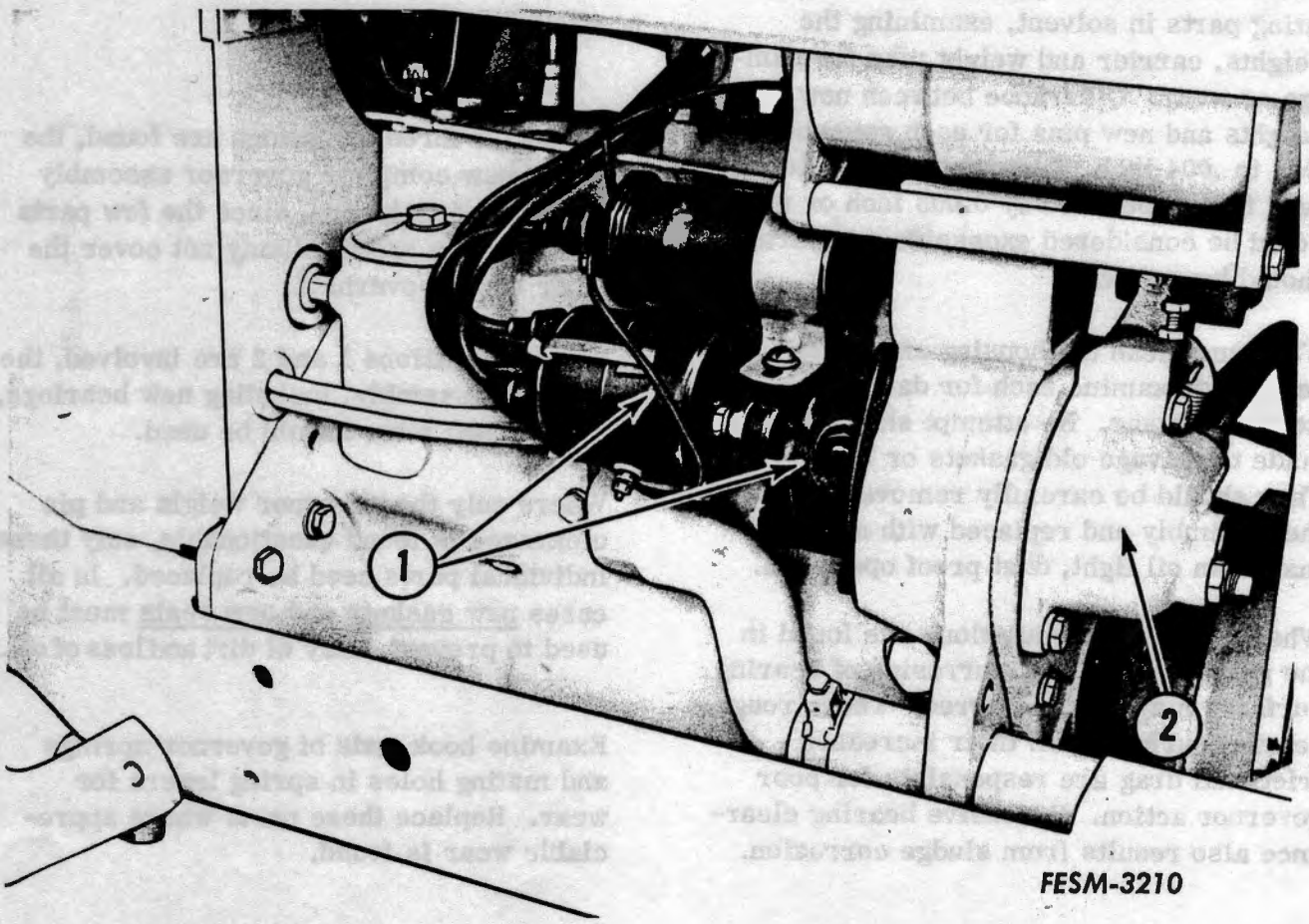
To insure smooth, surgeless, and prompt response of the governor, all of its moving parts and linkage must move freely to follow slight changes in engine load-speed. Should binding occur at any point, a greater change in speed will take place before sufficient centrifugal force or spring tension is built up to overcome the friction and move the throttle valve. Friction increases and binding often occurs because of wear and misalignment of the carburetor throttle shaft. Sludge deposits in the governor housings can cause sluggish or rough action of governor parts and linkage. Wear of governor weights, pins, sleeve, rockshafts, or rockshaft lever also result in surging and erratic governor action.

## REMOVAL, INSPECTION AND REPAIR

The governor drive gear also serves as the ignition unit drive. The governor drive gears are marked for proper mesh with mating gears at top dead center of number one cylinder compression stroke. Some reassembly time may be saved if the engine is turned to this position before removal of the governor assembly.

Before removing any of the governor assemblies for inspection or repair, clean the surrounding area and the various connecting points to prevent entry of dirt into those parts which remain with the engine.

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|---|---|
| 1. Ignition unit | 2. Governor assembly |