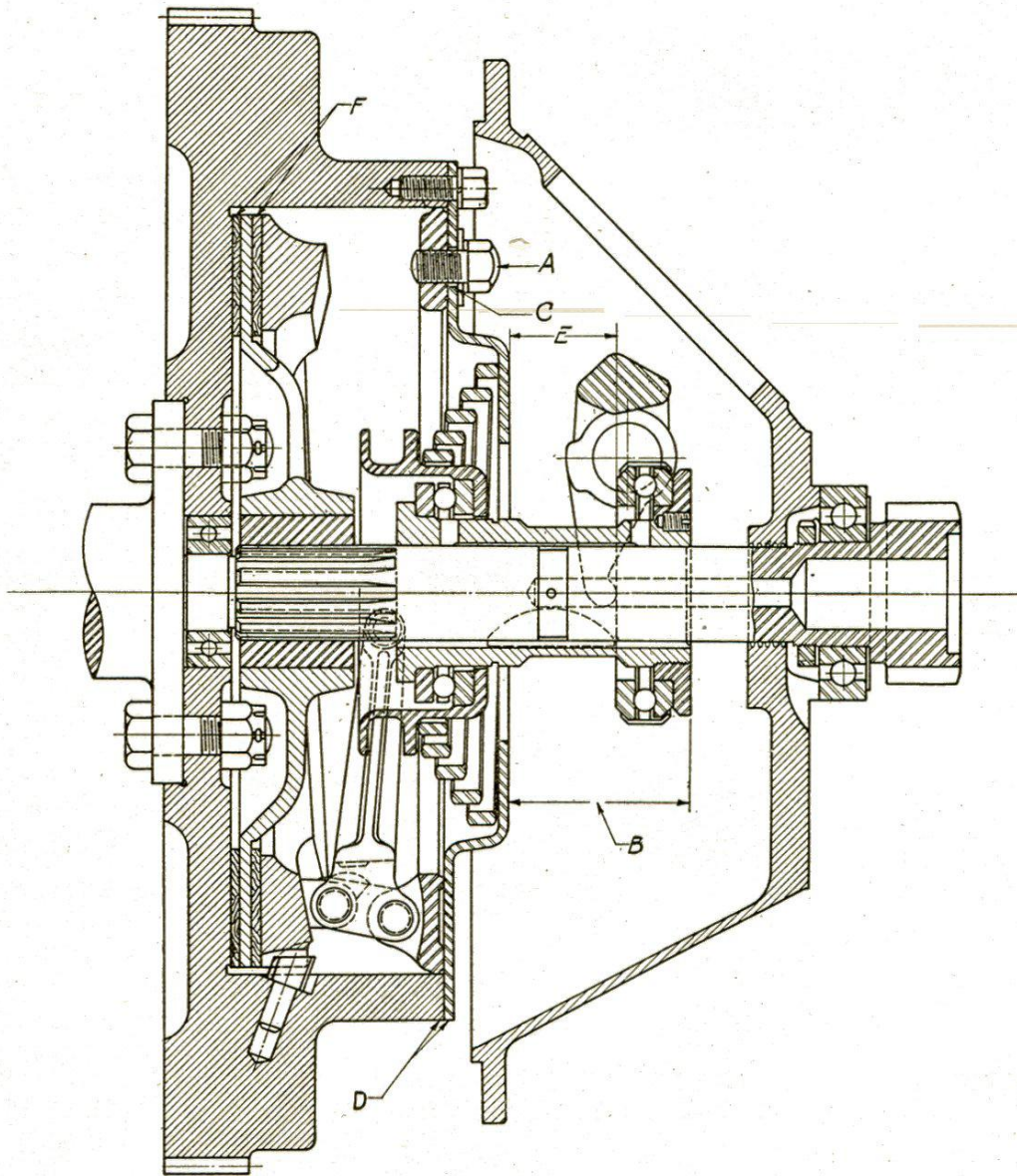


Clutch Adjustment

After the car has been driven some 200 to 400 miles, the clutch will become set and may need slight adjustment. We recommend if possible that you have this done by a competent mechanic, but if you find it necessary to do the work yourself, the following instructions will be of assistance:



Instructions

To adjust clutch, first "release" it with foot lever. Loosen both slot bolts "A" and shift either of them "clockwise" about $\frac{1}{2}$ inch. Let in clutch, and, if opening at "B" is more than $2\frac{1}{4}$ inches, throw out again and tap either slot bolt back ("anti-clockwise") far enough to open space at "B" to full $2\frac{1}{4}$ inches.

A The adjustment "A" also adjusts the foot pedal, and when clutch slips it is usually due to clutch pedal striking

against underside of foot board. After adjusting clutch see that at least one inch clearance is left between pedal and foot board, for wear-in.



Note.—The clutch pedal should be set right when car leaves factory, and if the pedal hangs up on the underside of footboard, use clutch adjustment only for obtaining necessary clearance, as the single clutch adjustment automatically adjusts the pedal. When clutch is adjusted the clutch pedal automatically moves forward, giving necessary clearance for wear-in.

Should it be necessary to adjust pedal at any time, set clutch at proper position first, and then set pedal according to location of clutch throw-out collar, giving proper clearances on pedal, as indicated above.

B The adjustment "A" must be used to increase or decrease this "B" space. When clutch is "in," if space between these faces is more than $2\frac{1}{4}$ inches, the throw-out movement will be too short for clean release.

C When bolts "A" reach last end of cover slots, due to repeated adjustments, screw them out of their mounting holes and set them back into repeat holes exposed near first end of slots, thus doubling the range of adjustment.

D If, for any reason, the clutch is to be taken apart, first punch remounting "line-up" marks on cover and casing, as clutch will not work properly if cover is shifted in remounting.

E In taking the clutch apart, first throw out and "lock-out" the spring by placing a space block $1\frac{3}{16}$ inches high and 4 inches long between the cover and throw-out bearing at "E."

F Leave asbestos rings loose in their seats. These rings are treated with soapstone and need no lubrication. They are assembled dry at the factory and should remain so.

If clutch seems to drag or gear shifting is difficult after adjustment instructions have been carried out, there is probably a surplus of transmission oil in the clutch. To correct, wash out clutch by pouring about one-half pint of kerosene through a funnel or chute into the large opening in the clutch cover while engine is running. This permits the liquid to work its way between the friction surfaces readily if the clutch is released and gear in mesh. If the first application is not sufficient, repeat the operation once or twice. Care should be taken to see that the oil level in transmission is not too high—approximately up to the center of the lower shaft.

If trouble is encountered after these instructions have been carried out, it is an indication that facings require replacement or that some part of the clutch has been driven out of position or incorrectly assembled, and a competent service man should be consulted. More detailed information for disassembly and reassembly will be furnished gladly on request.