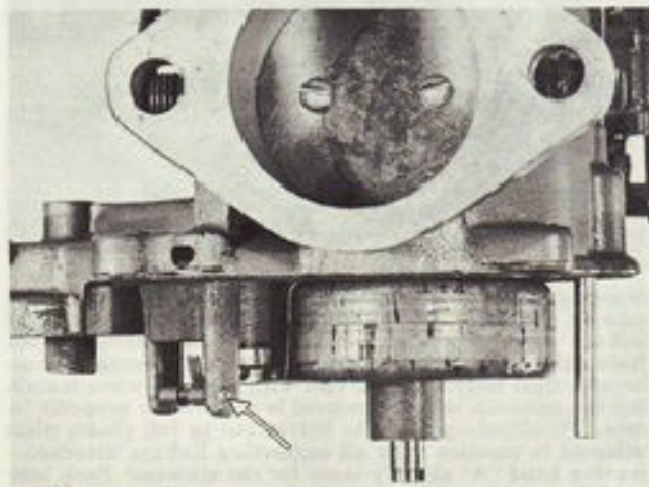


Hard starting of the Model RD may at times be laid to the automatic starter lock (latch) engaging too early—engaging too early to permit taking full advantage of top limit speed pre-determined for starting as result of collar "A" (shown in illustration) being out of place or improperly adjusted.

To adjust position of locking "latch" "B", proceed as follows:

1. Set shift lever to "Neutral".
2. Loosen screw "C" securing collar "A" to shaft "D".
3. Turn speed control grip to top limit for starting as governed by limitation control mechanism built into the assembly.
4. Push collar "A" up against bracket on latch "B" just far enough to cause opposite end of latch "clearing" stop lugs on the starter pulley. Ultimate position can be determined by simultaneously pulling on the starting cord grip.
5. Draw up on screw "C" to hold collar "A" fast to control shaft "D".

The above adjustment is a simple one, however, in event latch "A" engages "stop" lugs too early, carburetor throttle and spark cannot be advanced far enough to accomplish "easy" starting.



There may be Occasion when it is found Difficult to Obtain Satisfactory Float Level Adjustment on the Model RD Car-

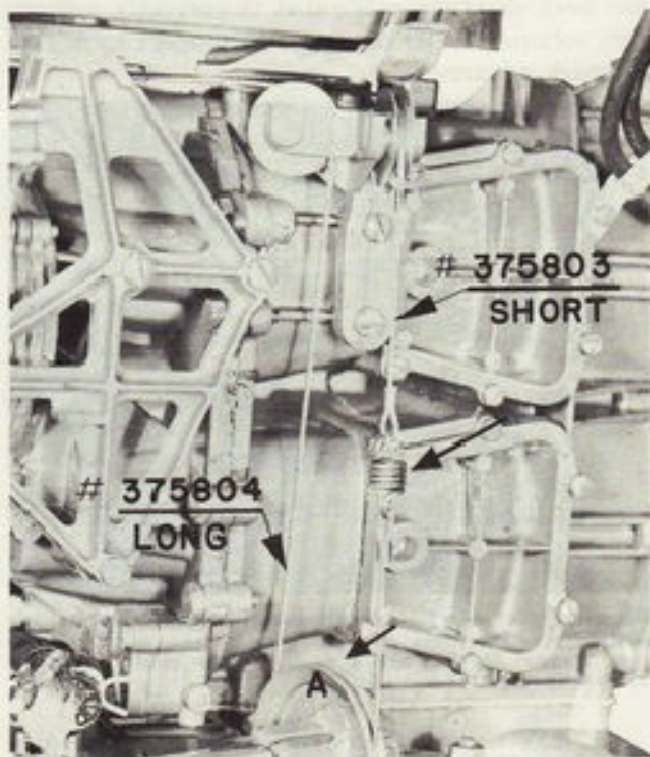
buretor to Overcome Constant Flooding. (See Pages 148 and 149.

Investigation has Revealed this Situation to be Result of Excessive Wear on the Float Arm Hinge Pin (#302661) thus Establishing more than Normal Clearance (Play) between the Pin, its Supporting Bracket and Float Arm than can be Compensated for by Following Normal Procedure for Adjusting Float Level.

Installation of a new Hinge Pin (#302661) and Perhaps a bit of Careful "Crimping" of the loop on the Float Arm (around the pin) to obtain a Closer Fit, should take up enough "Slack" to Maintain Proper Fuel Level when Correctly Adjusted.

"Crimping" of the Float Arm Loop Around the Pin, if Necessary, should be Carefully Pursued with a pair of Pliers—Keeping in Mind that Clearance between the Loop and Hinge Pin ought to be just enough to Permit Free Movement without Possibility of Binding—but not a "Sloppy" Fit.

It is Advisable when Replacing the Hinge Pin to Install a New Float Valve and Seat Assembly #375798. And likewise a New Hinge Pin when Replacing the Float Valve and Seat Assembly.



A Change in Assembly of #375804 Speed Control Cable (from Armature Plate to Pulley at Rear End of the Steering Arm), Involved but Relocation of the "Bead," which Locates Position of the Cable in Pulley "A" and which Requires Reversing Position of the Cable When Attaching to the Armature Plate. Under these Circumstances the "Take-up" Spring will Locate Outside (adjacent to the Motor Cover) Rather than on the "in" Side, Next to the Cylinder Block as Heretofore. To Accomplish the installation Simply Reverse Positions of the Long Cable #375804 and the Short Cable #375803 as illustrated here. See Pages 49 to 51 Inclusive.

Purpose of the Revised Arrangement is to Prevent the Spring (Connecting Cables) from Advancing the Armature Plate to Engage the Shift Lock. This Occurs after Shifting with the Speed Control Grip Set to Maximum for Starting, thereby, making it Impossible to Shift Back to Neutral Without First Retarding Motor Speed.

SEE ILLUSTRATION, BOTTOM OF PAGE 149
AND TEXT, PAGE 150