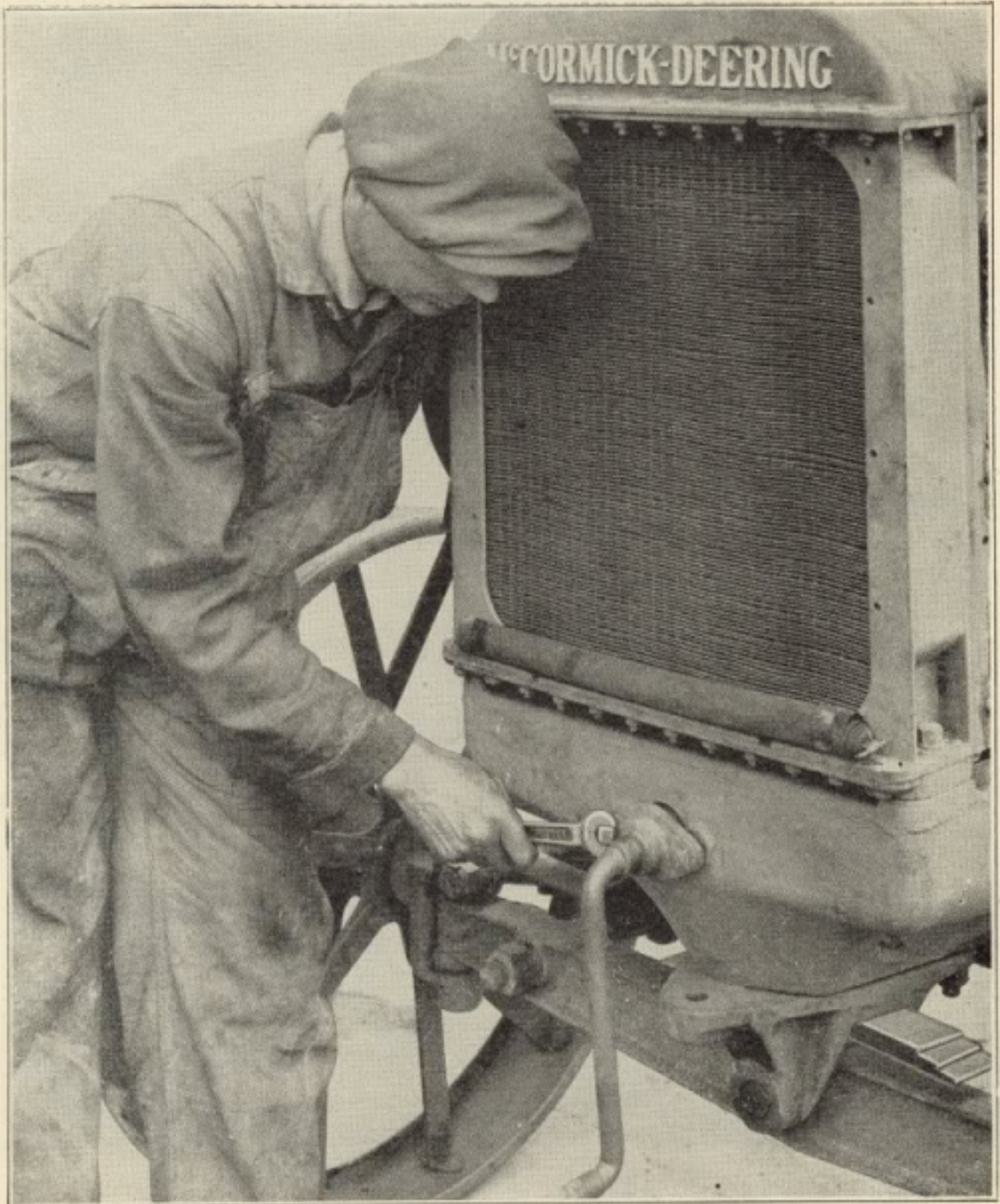


Illust. 75—10-20 and 15-30

ENGINE, 10-20 AND 15-30

The tripod as shown is made from three 4 x 4's with a straight $\frac{3}{4}$ " bolt through the top. This bolt should be long enough and the holes large enough to allow the spread of the feet of the tripod.

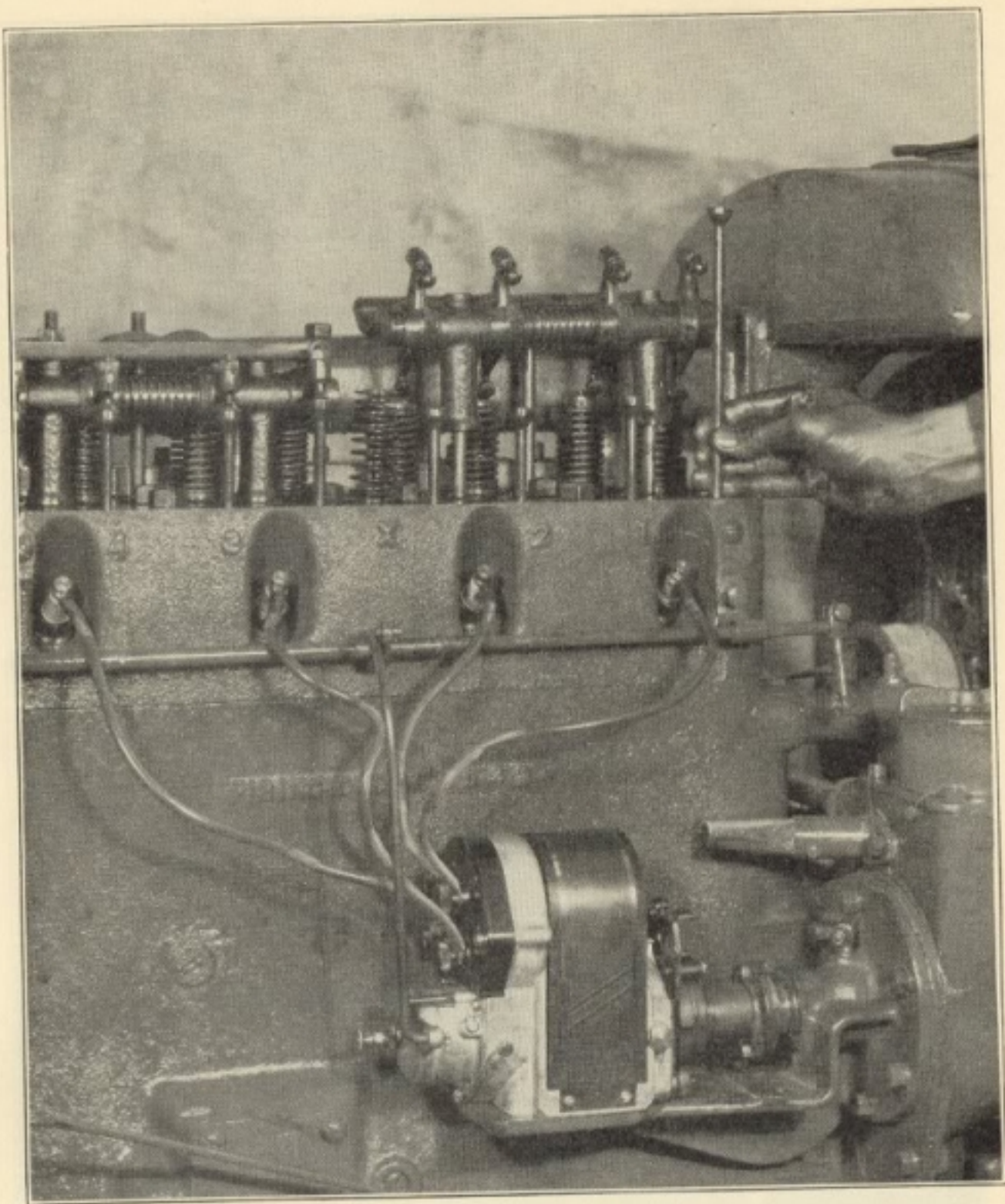
To remove the engine it will be necessary to use a chain hoist, as shown in the illustration, or a heavy block and tackle. The chain hoist is to be preferred wherever available. The dash may be removed if desired, but is not necessary.



Illust. 92—10-20 and 15-30

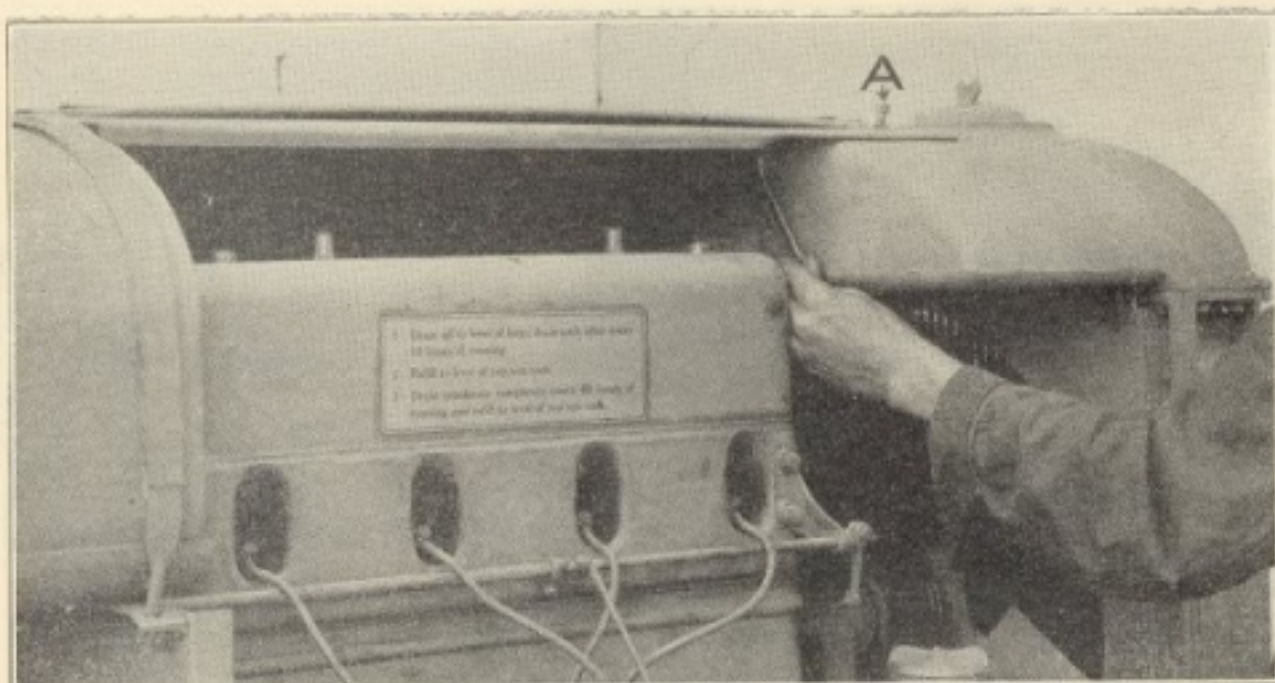
FAN BELT, 10-20 AND 15-30

In order to permit the fan belt to be passed between the starting crank and the belt pulley which drives the fan, it is necessary to loosen the two bolts which hold the starting crank bearing to the main frame, as shown above. These bolts need not be taken entirely out, but simply loosened enough to permit the belt to pass through.



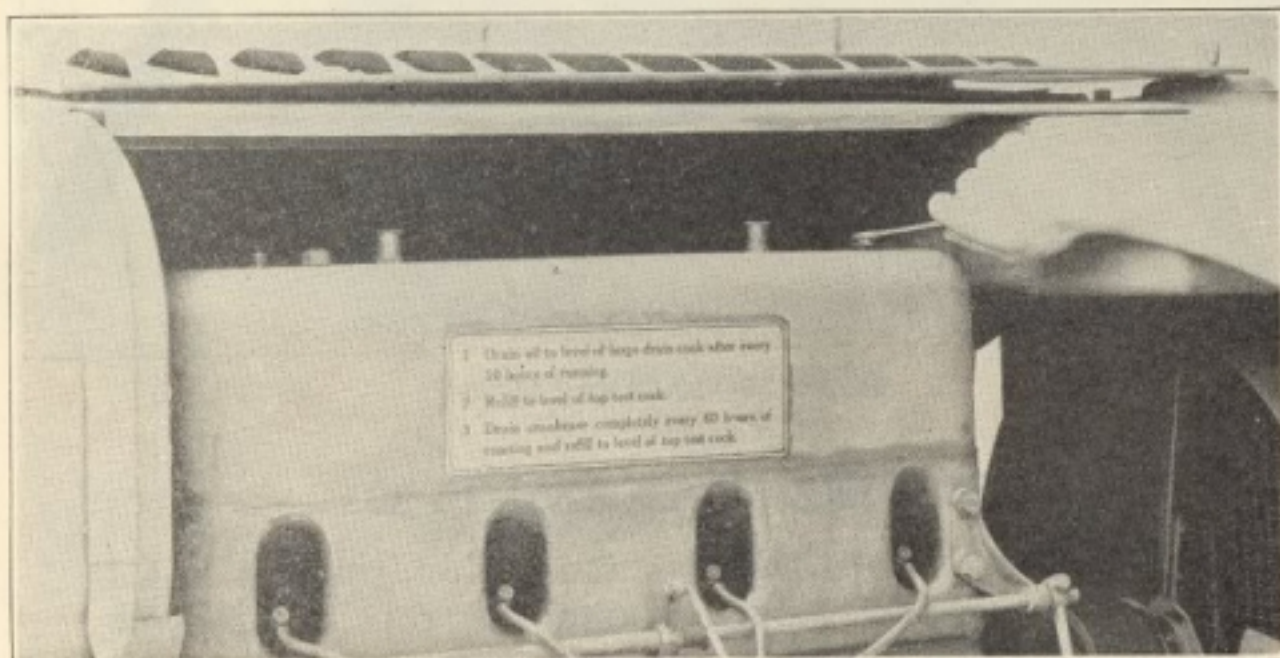
Illust. 79—10-20 and 15-30

To remove the push rods, proceed as in the previous illustration. The oil trough can be removed and the rocker arms raised, as in the above illustration. The push rods can then be easily lifted out.



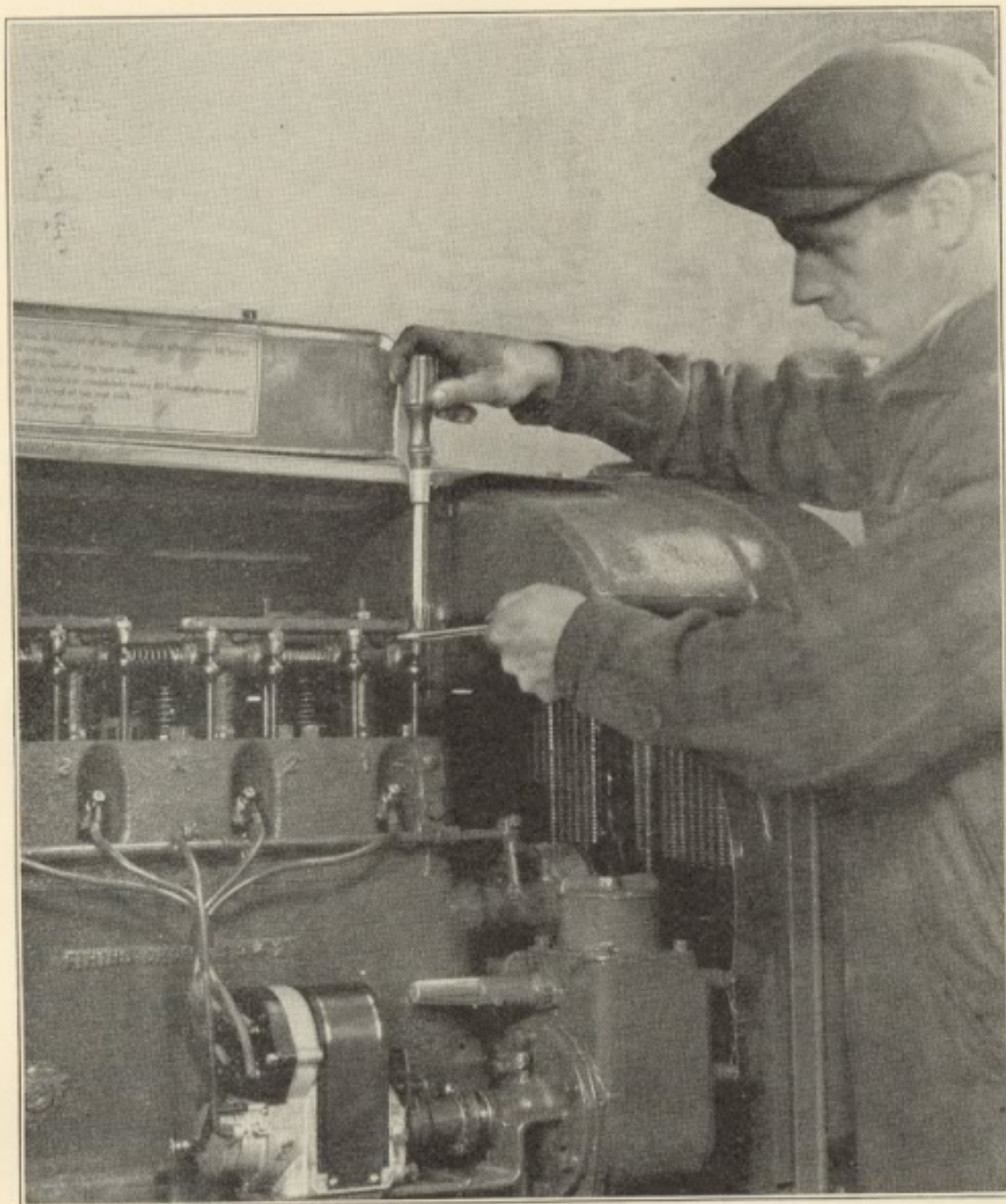
Illust. 76—10-20 and 15-30

To remove the hood, take out the small cap screw underneath at the front, as shown in the illustration, then loosen the front tank band; also take out the small cap screw at A, on the top, which has been loosened in the illustration.



Illust. 77—10-20 and 15-30

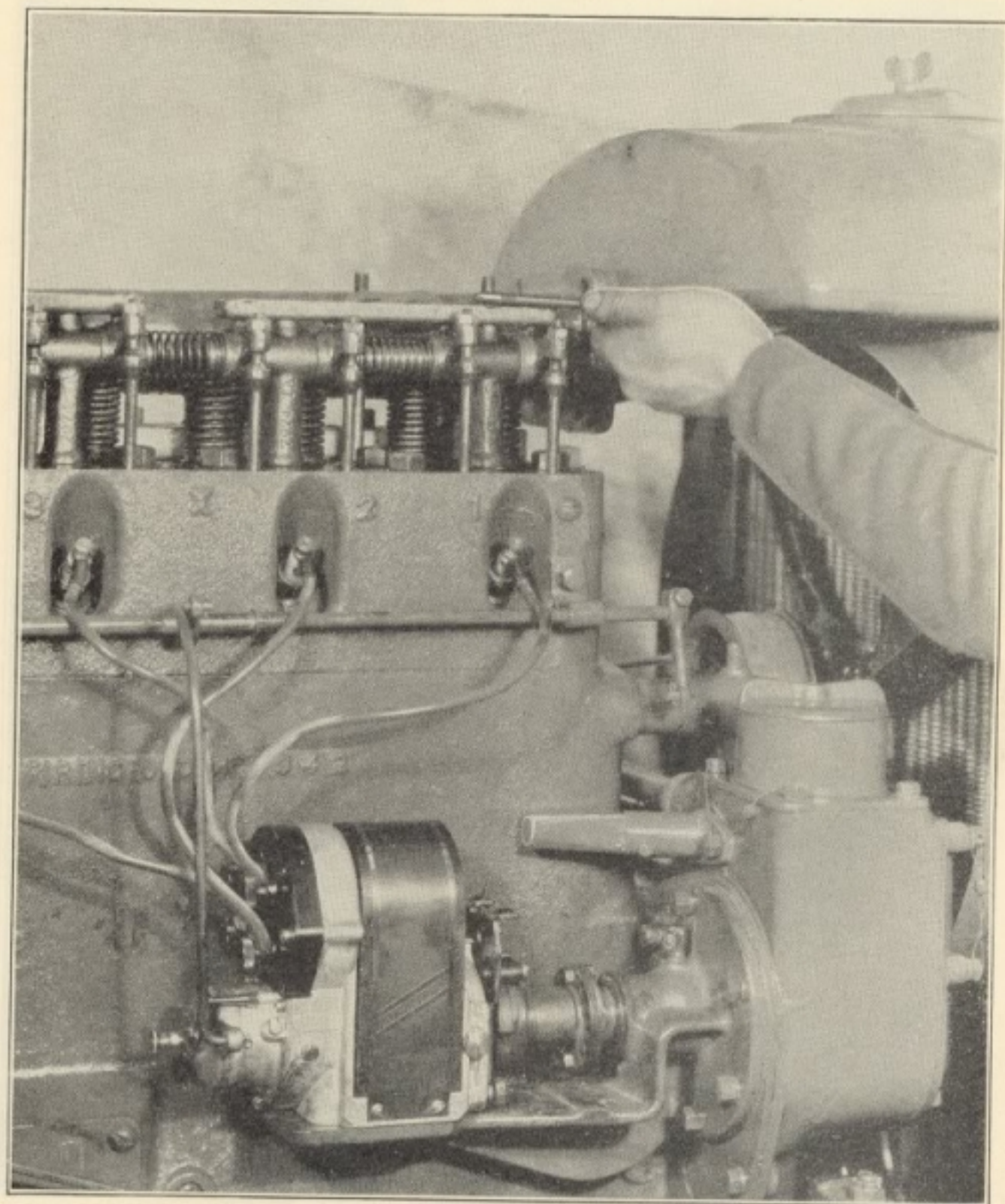
To inspect or adjust the valves, rocker arms, etc., this valve housing may easily be removed by removing the two priming cups and taking off the two nuts on top of it, as shown above.



Illust. 81—10-20 and 15-30

ADJUSTING PUSH RODS 10-20 AND 15-30

After the valve housing is removed the adjusting of the valves is easily made by loosening the lock nuts on the adjusting screws. Then turn the screws until the proper clearance is obtained between the upper end of the valve stem and the face of the rocker arms which press against the valve stem. This clearance should be ten-thousandths (0.010) of an inch by the "feeler" gauge or the thickness of a post card. In adjusting this clearance care should be exercised that each valve is fully closed and the cylinder head drawn down firm and tight. Any tightening of the cylinder head nuts alters the valve clearance. Place each cylinder on dead center when adjusting the valves for that particular cylinder.



Illust. 78—10-20 and 15-30

To remove the rocker arms, in case it is desired to take off the cylinder head or do some other job requiring a removal of the rocker arms, the four nuts in the two oil troughs should be taken off. Then the rocker arms, with their shaft and brackets, can be lifted off.

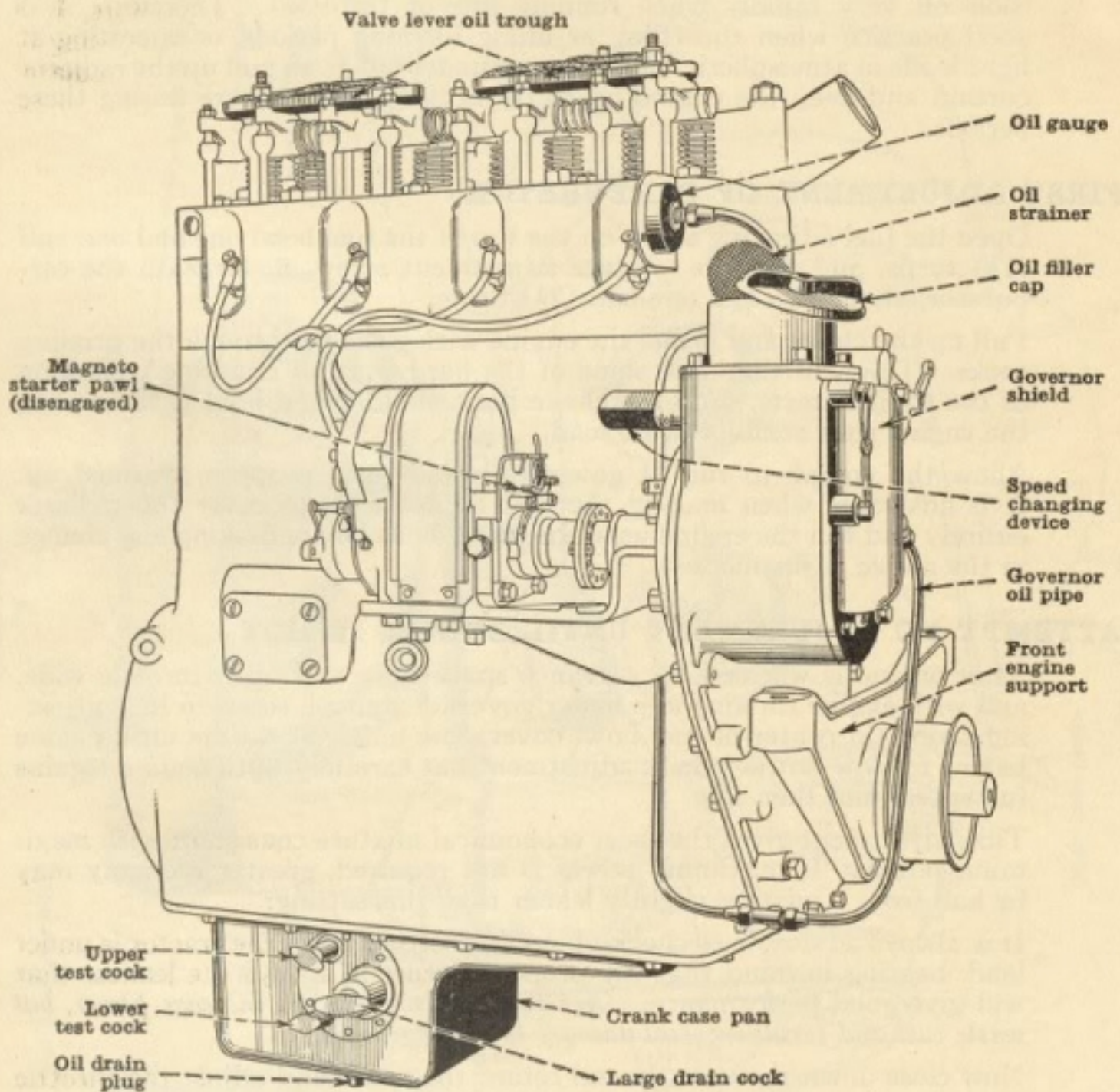


Illustration No. 8—Engine, Magneto side.

Magneto starter pawl tripped; also magneto driving members, crank case oil filler, governor, test cocks, etc.