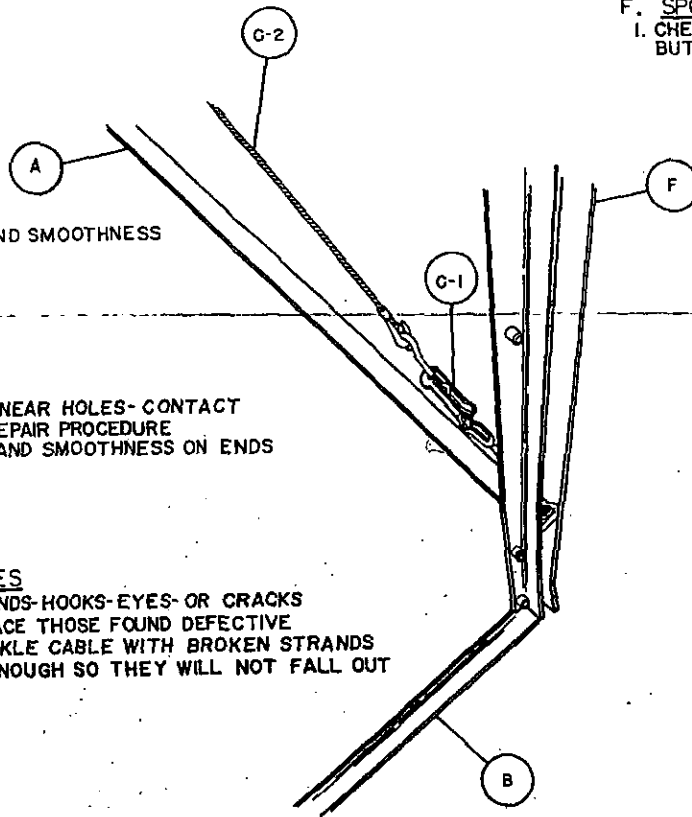


**F. SPOKES**

1. CHECK FOR DENTS OR KINKS- STRAIGHTEN BUT DO NOT HAMMER ON THEM



**A. CROSSBARS**

1. CHECK STRAIGHTNESS AND SMOOTHNESS ON ENDS

**B. RIMS**

1. IF CRACKS ARE FOUND NEAR HOLES- CONTACT FACTORY FOR PROPER REPAIR PROCEDURE
2. CHECK STRAIGHTNESS AND SMOOTHNESS ON ENDS

**C. TURNBUCKLES- CABLES**

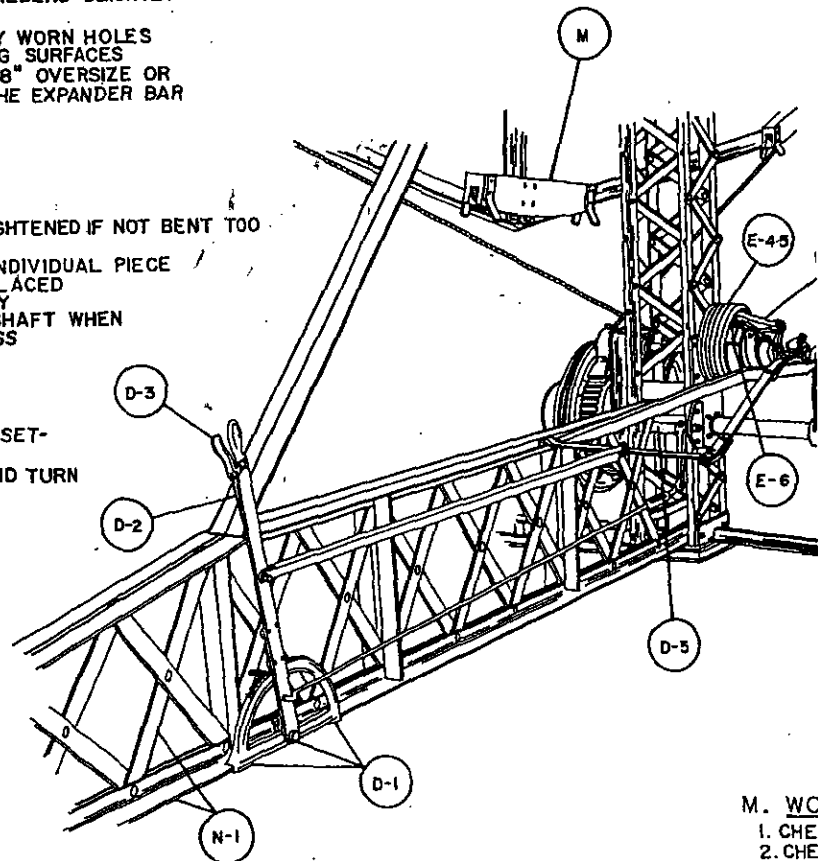
1. CHECK FOR BAD STUB ENDS-HOOKS-EYES- OR CRACKS IN TURNBUCKLES-REPLACE THOSE FOUND DEFECTIVE
2. REPLACE ANY TURNBUCKLE CABLE WITH BROKEN STRANDS
3. KEEP CABLES TIGHT ENOUGH SO THEY WILL NOT FALL OUT

**D. BRAKES**

1. IF RATCHET CASTING IS LOOSE WHERE IT FITS ON BASE- REBEND SLIGHTLY
2. LIFT WIRE BENT BY NEGLECT IN HANDLING
3. REPLACE NO.43 MALLEABLE RELEASE HAVING BADLY WORN HOLES
4. REPLACE LINERS WHEN RIVETS ARE TOUCHING BRAKING SURFACES
5. BRAKE EXPANDER BAR- IF HOLES ARE AS MUCH AS 1/8" OVERSIZE OR THERE IS A 1/16" GROOVE CUT IN BAR- REPLACE THE EXPANDER BAR AND THE BRAKE BAR PLATES IN THE TOWERS
6. LUBRICATE ALL PIVOTING JOINTS REGULARLY
7. KEEP GREASE OFF OF BRAKING SURFACES

**E. CLUTCH**

1. BENT NO. 84 MALLEABLE CLUTCH ARMS CAN BE STRAIGHTENED IF NOT BENT TOO FAR- CLUTCH LINERS SHOULD THEN BE REPLACED
2. (B) PIN JOINTS IN CLUTCH- IF ANY PIN WOBBLER IN AN INDIVIDUAL PIECE BOTH THE PIN AND PIECE IT GOES IN SHOULD BE REPLACED
3. LUBRICATE BABBITTED COUNTERSHAFT BEARING DAILY
4. IF NO.12-90 PULLEY HUB WOBBLER ON THE COUNTERSHAFT WHEN THE CLUTCH IS NOT ENGAGED- THE NO.89-A OIL-LESS PULLEY BUSHING IS PROBABLY WORN
5. CHECK FOR CRACKS IN NO.12-90 PULLEY HUB
6. REPLACE CLUTCH LINERS WHEN RIVETS TOUCH THE FRICTION SURFACE OF THE NO.12-90
7. REPLACE ENTIRE SET OF V- BELTS WITH A MATCHED SET- NOT JUST ONE- FOR BALANCED BELT LOAD
8. KEEP GREASE CUP FILLED ON TOP OF STANDJACK AND TURN DOWN REGULARLY TO INSURE LUBRICATION OF THE NO. 43 BEARING
9. LUBRICATE ALL PIVOTING PARTS
10. KEEP GREASE OFF OF CLUTCH SURFACES
11. MODEL/SERIAL NOS. ON PLATE MOUNTED ABOVE CLUTCH ON TOWER

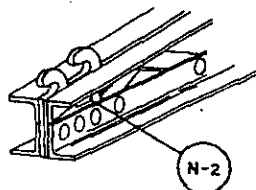


**M. WO**

1. CHE
2. CHE
3. KEE
4. MAI

**N. BASES**

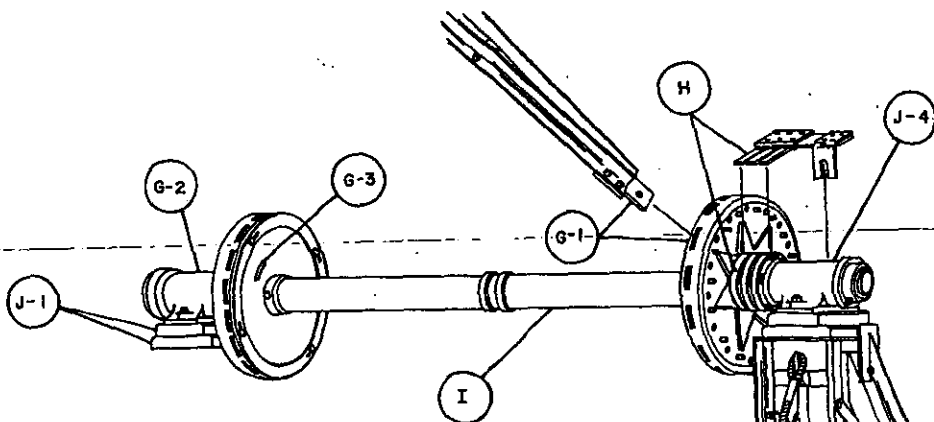
1. STRAIGHTEN ANY DENTS IN ANGLES OR LACINGS
2. MODEL NO. LOCATION ON EACH HOOK PLATE



VKS- STRAIGHTEN  
THEM

### G. HUBS-SPOKE TENONS

1. ELONGATION OF HOLES IN SPOKE TENONS AND HUBS- BOTH NEED REPLACED- TENONS SHOULD BE REFITTED AT THE FACTORY ON ORIGINAL JIGS
2. LUBRICATE BORE OF HUBS TO EASE SLIDING ON AND OFF AXLE
3. MODEL NO. LOCATED ON INSIDE FACE OF HUB



### H. ELECTRIC RINGS & BRUSHES

1. MAKE SURE RINGS ARE TIGHT ON HUBS
  2. CHECK BRUSH/RING ALIGNMENT
  3. MAKE SURE ALL WIRES ARE SECURELY FASTENED
  4. KEEP A THIN COAT OF VASELINE ON RINGS
- TURN POWER OFF TO CHECK!

### I. MAIN AXLE

1. REPLACE AXLE IF IT IS GROOVED BY HUB SET SCREW
2. CHECK REGULARLY FOR CRACKS- ESPECIALLY AROUND STAY PINS- IF CRACKS ARE FOUND- REPLACE AXLE
3. IF ENDS HAVE BEEN HAMMERED ON- FILE SMOOTH

### J. TOWERS

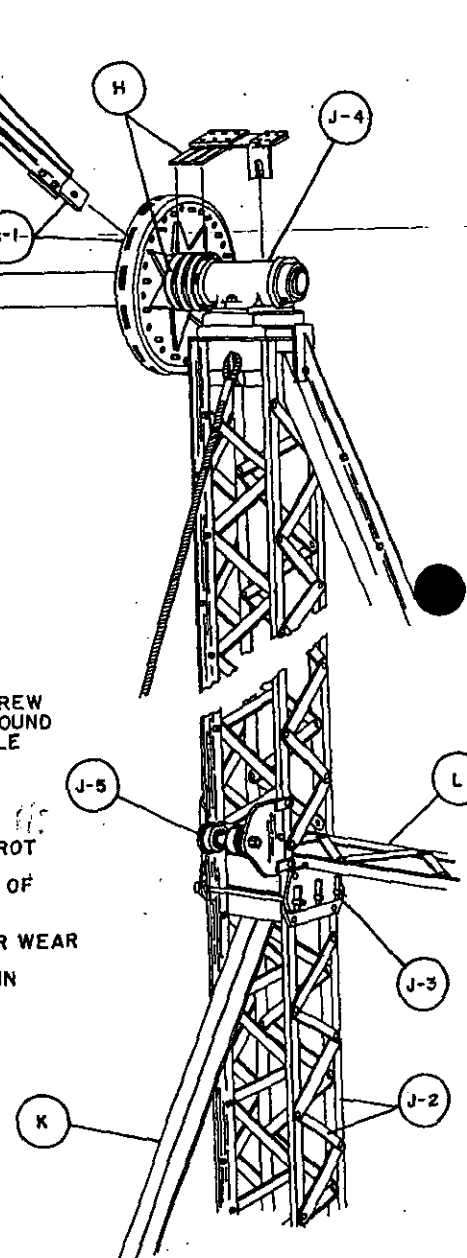
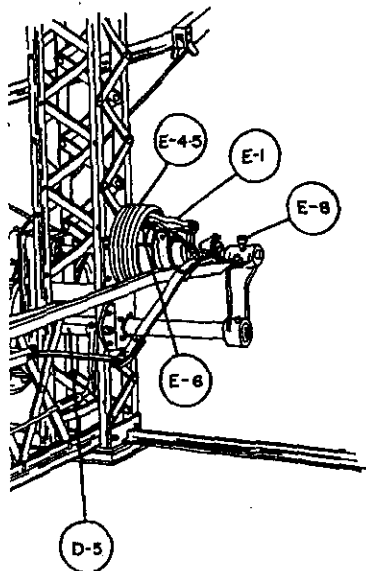
1. CHECK WOOD BLOCKS UNDER TOP BEARINGS FOR ROT KEEP A GOOD COAT OF PAINT ON THEM
2. STRAIGHTEN ANY DENTS IN LACINGS OR ANGLES OF STUB. TOWERS AND TOP TOWERS
3. EXAMINE HINGE PLATES, ON TOWERS FOR BENDS
4. CHECK THE TOP "ELI-10" BEARING BABBITS FOR WEAR AND GREASE REGULARLY
5. CHECK THAT DOLLY WHEELS ARE BOLTED AND IN GOOD CONDITION BEFORE RAISING TOP TOWERS

### K. KNEEBRACES

1. STRAIGHTEN ANY DENTS

### L. A-BRACES

1. STRAIGHTEN ANY DENTS OR REPLACE AS NEEDED



### M. WOODRIMS

1. CHECK RUBBER PACKING FOR WEAR- REPLACE AS NEEDED
2. CHECK WOOD FOR ROT- REPLACE IF ROTTEN
3. KEEP A GOOD COAT OF PAINT ON THE WOOD
4. MAKE SURE NUTS AND BOLTS ARE IN PLACE AND TIGHT

S OR LACINGS  
HOOK PLATE

### DRIVE SHEAVE

1. CHECK BABBITTED BUSHING FOR EXCESSIVE WEAR- IT CAN BE REMOVED- RE-BABBITTED OR REPLACED
2. KEEP GREASE CUP FILLED AND TURN DOWN REGULARLY FOR PROPER LUBRICATION OF DRIVE SHEAVE
3. CHECK RUBBER PACKING FOR WEAR- REPLACE IF BADLY WORN
4. KEEP GREASE GROOVE CLEAN ON SHEAVE

### SHEAVE AXLE

1. ROTATE TO ONE OF FOUR POSSIBLE MOUNTING POSITIONS REGULARLY FOR EVEN WEAR AND EXTENDED LIFE
2. IF SHEAVE AXLE PLATES IN TOWERS GET WORN- WE RECOMMEND REPLACEMENT AT THE FACTORY

### GEARS

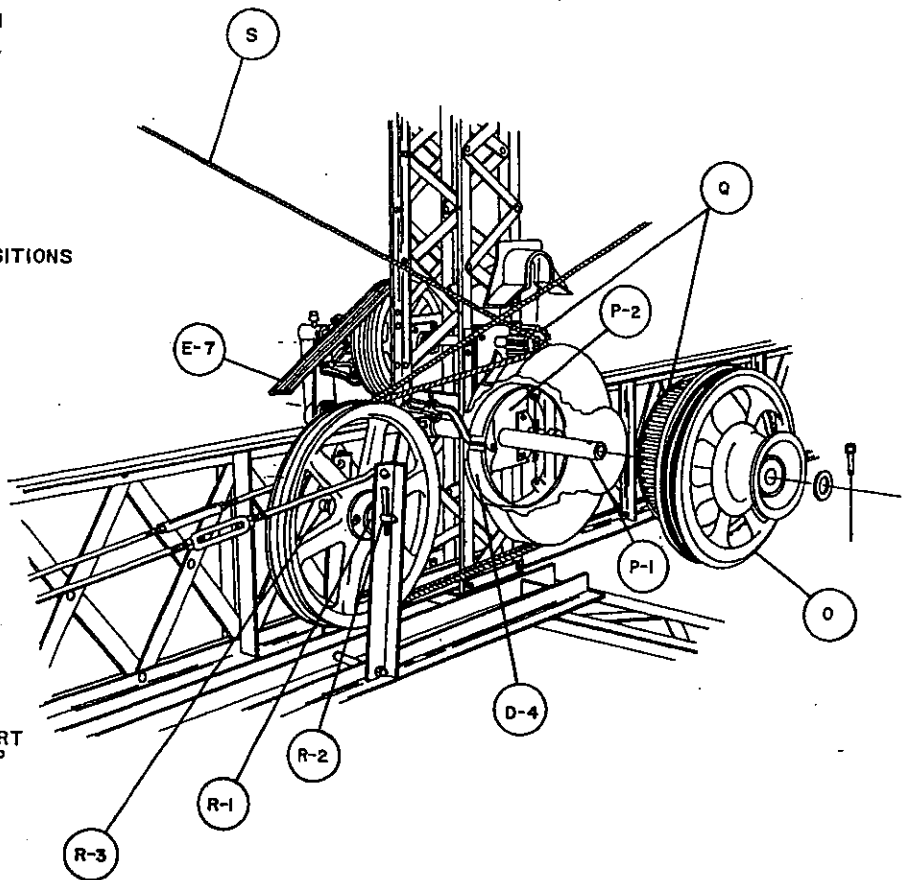
1. CLEAN AND GREASE REGULARLY

### IDLER SHEAVE

1. CHECK BUSHING FOR WEAR- REPLACE IF NECESSARY (OLD BABBITTED TYPE)
2. REPLACE PIN ON WHICH IDLER TURNS- IF WORN
3. FILL GREASE CUP ON PIN REGULARLY

### DRIVE CABLE

1. APPLY PINE TAR TO CABLE TO AVOID SLIPPING- TO LUBRICATE THE CABLE- AND TO AVOID HAVING TO OVER TIGHTEN CABLE
2. REPLACE CABLE IF WORN OUT- IF SPLICE PULLS APART OR IF INDIVIDUAL STRANDS BREAK LOOSE AND KEEP POPPING OUT AFTER THEY HAVE BEEN PROPERLY TUCKED BACK INTO CENTER OF CABLE
3. INSPECT FOR KINKS- LAY CABLE OUT FLAT TO REMOVE ANY- TAKE CARE IN HOW CABLE IS COILED AND UNCOILED TO AVOID KINKS



### T. SEAT

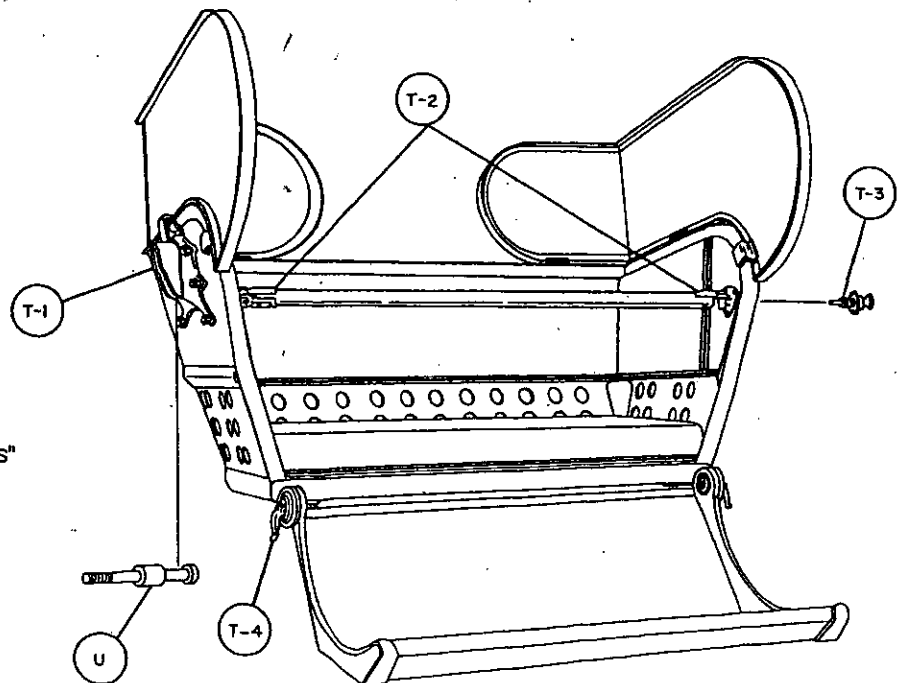
1. CHECK SEAT HANGERS (Y- CASTINGS) TO SEE IF BOLTED SECURELY- CHECK FOR CRACKS OR EXCESSIVE WEAR ON THE INNER SURFACES THAT CONTACT THE SEAT PINS- REPLACE AS NEEDED
2. LUBRICATE HANDLEBAR HINGE AND LATCH- MAKE SURE IT MOVES FREELY AND CATCHES PROPERLY- CHECK ALSO FOR CRACKS IN THESE CASTINGS
3. MAKE SURE SPRING IN THE "AB" PLUNGER ASSEMBLY IS NOT BROKEN
4. CHECK FOOTBOTTOM HINGES TO SEE IF THEY LOCK IN PLACE- CHECK BOLTS AND FOR POSSIBLE CRACKS

### U. SEAT PINS

1. SEAT PINS SHOULD BE FREE OF NICKS AND GOUGES
2. RUB GREASE LIGHTLY ON BEARING SURFACES OF ALL PINS TO REDUCE WEAR ON SEAT PINS AND "Y- CASTINGS"
3. REPLACE ANY PIN THAT IS CRACKED OR HAS NOTICEABLE WEAR

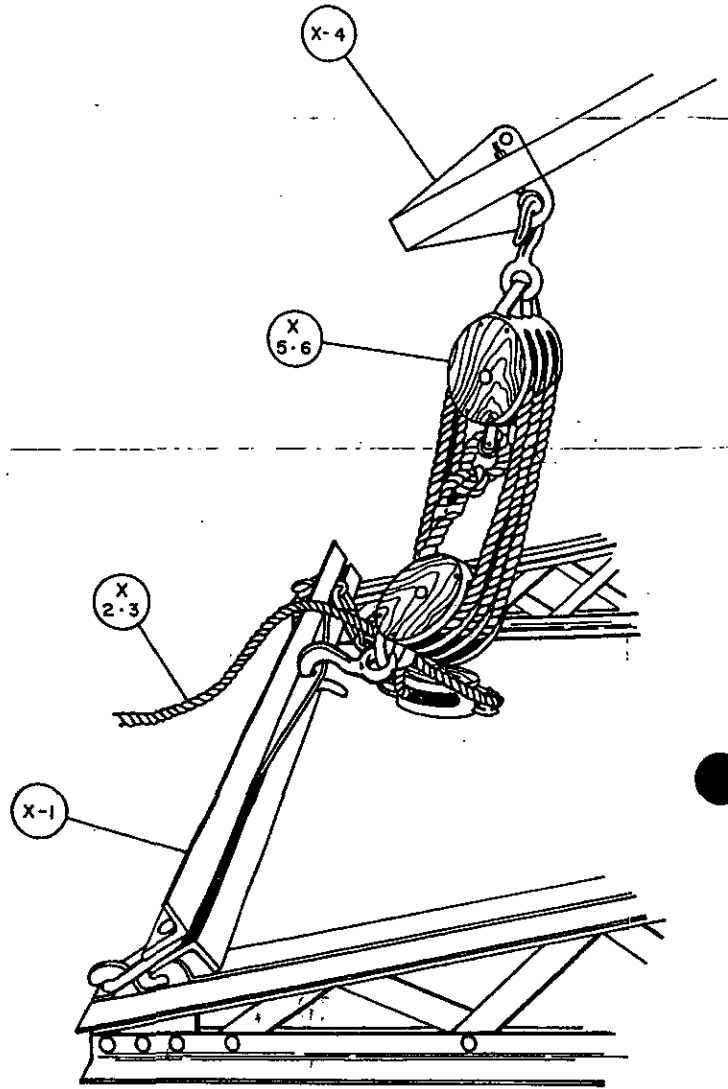
### V. PINS - GENERAL

1. GO OVER ALL PINS- IF A RING IS WORN AROUND ANY- DISCARD AND REPLACE
2. **IMPORTANT!!** BE SURE TO INSTALL ALL PINS IN WHEEL ASSEMBLY! THEY SHOULD ALL BE IN PLACE FOR THE SAFETY OF THE PASSENGERS AND FOR THE LONGEVITY OF WHEEL ITSELF!



7. LOADING PLATFORM

1. WOOD TOP SHOULD BE FREE OF BREAKS, SPLITS, ROT, OR SPLINTERS, ON LEADING EDGES
2. KEEP EN-DUR-LON, R-MIR-DEK, OR OTHER SUITABLE NON-SLIP COATING ON ALL WALKING SURFACES
3. OPERATING LINKAGES MAY SHOW WEAR IN BOLT HOLES- REPAIR OR REPLACE AS NEEDED
4. MAKE SURE ALL BOLTS ARE IN PLACE AND SECURE AND THE PLATFORM RAISES PROPERLY



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