INSTRUCTIONS FOR SETTING UP MIDGE-O-RACER

POWER UNIT: Place the power unit in the center of the area to be occupied by the ride and block it in a level position.

CONTROL CABLES: Plug the control cables in outlets provided in the magnetic switch mounted on the power unit and extend the outer ends in the direction selected for the entrance.

TIE RODS: Insert the turnbuckle ends of the tie rods into the keyhole slots provided in the base of the power unit.

PLATFORM: Place the platform sections in position starting with the center of the first section opposite one corner of the power unit base. Insert the jacks in sockets provided on the outer edge of platform. Connect the outer ends of tie rods to platform sections and adjust tie rods with turnbuckles to centralize and secure platform to power unit. Level platform by adjusting the jacks and block inner edge.

SWEEPS: Fasten the sweeps to the hub of power unit with the sweep pins and secure the pins with a cotter-key on each end. Hook the springs from the hub to the sweeps using the holes which hold the sweeps in approximately a horizontal position with the tow bars fully extended.

SWEEP COVER: Place the canvas sweep cover over the power unit and insert the lower center pole through the ring in the center of the sweep cover and into the bearing mounted on top of the hub. Roll the sweep cover up so that it is out of the way until ride is assembled.

OUTER TOP POSTS: Insert the outer top posts into the platform jacks and secure with pins. Place the post having the control switches in the position selected for the entrance facing the switches in toward the center of the ride. There are two types of posts, eight with plain ends and eight (including the switch post) provided with two sockets on the upper ends. These are placed alternate, first a double and then a plain, etc.

RADIAL MEMBERS: Place the radial members in position by inserting one end in sockets provided on center pole and the other end in the top of the outer posts having the double sockets. Place the member having the electrical fittings to the post supporting the control switches. The male fitting goes on the outer end and connects to the female fitting on the light disconnect switch.

CRESTINGS: Place the crestings in the sockets provided on the outer posts with the Midge-O sign in the entrance position. Place the medallions over the ends of the crestings thus covering the gap between the crestings. Insert the brackets in back of medallions and secure to bolt on outer posts.

LIGHT CLUSTER: Place the light cluster over the top of the lower center pole.

TOP: Place the canvas top over the radial members with the center ring over the top of the lower center pole.

UPPER CENTER POLE: With the rope block hooked to the top of the upper center pole place it over the upper end of the lower center pole.

TOP: Hook the top fasteners into the rings on the crestings and hoist the center of the top with the rope block, running the hoisting rope through the ring in the center of the top.

LIGHT CLUSTER: Slide the light cluster up on the upper center pole to the desired height and secure with setscrew. Plug the male fitting on the light cluster into the female fitting on the radial member.

CARS: Place cars on platform and connect to tow bars, making sure that the bushings are in place, allowing the connection to turn freely.

SWEEP COVER: Spread the sweep canvas over the sweeps and hook onto the springs provided on the ends of the sweeps.

CONTROL CABLES: Plug control cables leading from the power unit into the fitting at the base of control post. Then plug the 220 volt and 110 volt power leads into the fittings provided at the base of the control post.

TIMER SWITCH: Mount the timer switch on the control post and plug in the leads from the disconnect switch. Also plug the light fittings together on the crestings and medallions. A toggle switch on the side of the 110 volt disconnect switch controls the lights. The timer switch should always be removed from the control post and packed in a separate box during transporting. This switch should be handled with the same care that would normally be given a high-grade clock.

LUBRICATING INSTRUCTIONS

WAGNER MOTOR

The motor has a sufficient quantity of lubricant in the bearing housings for three years' normal operation. When relubrication is necessary, clean the grease gun fittings and remove drain plugs. Add grease (Texaco Regal Starfak No. 2 or equal) until the old grease has passed out of drain openings.

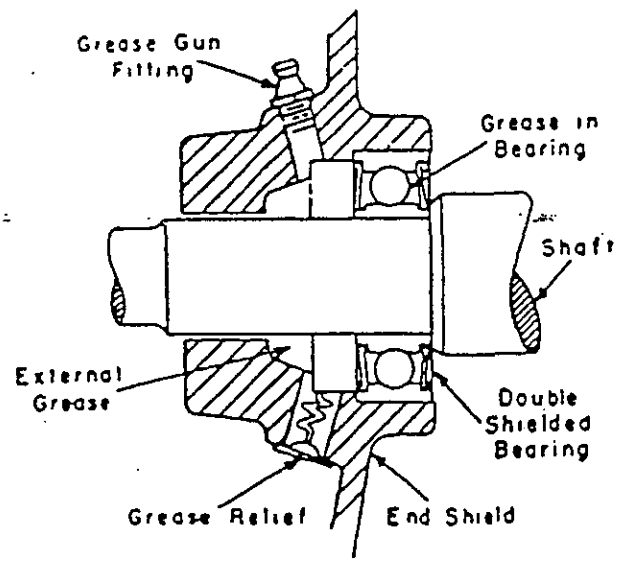
If necessary, use oil to soften grease.

Run motor with drain plug removed until excess grease has escaped and then replace plug

GENERAL ELECTRIC MOTOR

The motor has a sufficient quantity of lubricant in the bearing housings for three years' normal operation. When relubrication is necessary, clean grease fitting and free relief valve of hardened grease. Add grease (Texaco Regal Starfak No. 2 or equal) until old grease has passed out of relief valve.

After greasing, run motor for about 10 minutes, and then wipe off grease escaping from relief valve.



COUNTERSHAFT BEARINGS

The Countershaft Bearings have a sufficient quantity of lubricant for three months' operation. When relubricating, use Texaco Regal Starfak No. 2, or equal. Zerk fittings, shown on Page #3, Reference No. 55, are provided for lubricating these bearings. Add just enough grease to show slightly at the seals.

When storing for the winter, add grease until it shows at the seals. After storage or idle period, add a little fresh grease before running.

FRONT WHEEL SPINDLES

Grease weekly with Texaco Regal Starfak No. 2. Zerk fittings shown on Page #6, Reference No. 27, are provided for lubricating these spindles.

CENTER POLE BEARING

The Center Pole Bearing has a sufficient quantity of lubricant for a season's operation. Relubricate with Texaco Regal Starfak No. 2, adding just enough to show slightly at the seals. Zerk fitting, shown on Page #3, Reference No. 54, is provided for the lubrication of this bearing.

ROLLER CHAIN

The Roller Chain should be lubricated once each season with Texaco Crater No. 1 or equal. Best results are obtained if the chain is dipped into heated lubricant and then hung up to drain.

TOW BAR GUIDE ROLLERS

The Tow Bar Guide Rollers, as shown on Page 5 Ref. Nos. 4 and 5, are mounted on "Oilrite Bronze Bushings", Ref. Nos. 10 and 20. The lubricant in these bushings is adequate for a season's operation. However, at the close of the season, these bushings should be removed and inspected for wear. If they show excessive wear, they should be replaced with new bushings. If not, submerge in Texaco Motor Oil No. S. A. E. 30, for a few hours before re-assembling.

REDUCTION GEAR

With the exception of the upper bearing, the Reduction Gear has a sufficient quantity of lubricant for a season's operation.

The upper bearing should be greased lightly once a week with Texaco Regal Starfak No. 2 or equal. The Zerk fitting, shown on Page 3, Reference No. 52 is provided for lubrication of this bearing. Drain plug, Reference No. 53, Page 3, is provided for draining housing.

CAR WHEEL BEARINGS

The Wheel Bearings are packed with sufficient grease to operate one season. When storing for the winter, remove bearings from wheels, dismantle from sleeve wash thoroughly and repack with Texaco Regal Starlak NO. 2 or equal.

HAND OILED POINTS

The following parts should be lubricated weekly with a few drops of Texaco Motor Oil No. S.A. E. 30 applied with an oil can:

Steering Post Bearing Bracket, shown on Page 5, Ref. No. 11.

Steering Column, shown on Page 5, Ref. No. 13.

(Lubricate directly below Steering Wheel, Ref. No. 12.

Tow Bar Bushing, Page 5, Ref. No. 18.

Emergency Brake, Page 5, Ref. No. 14.

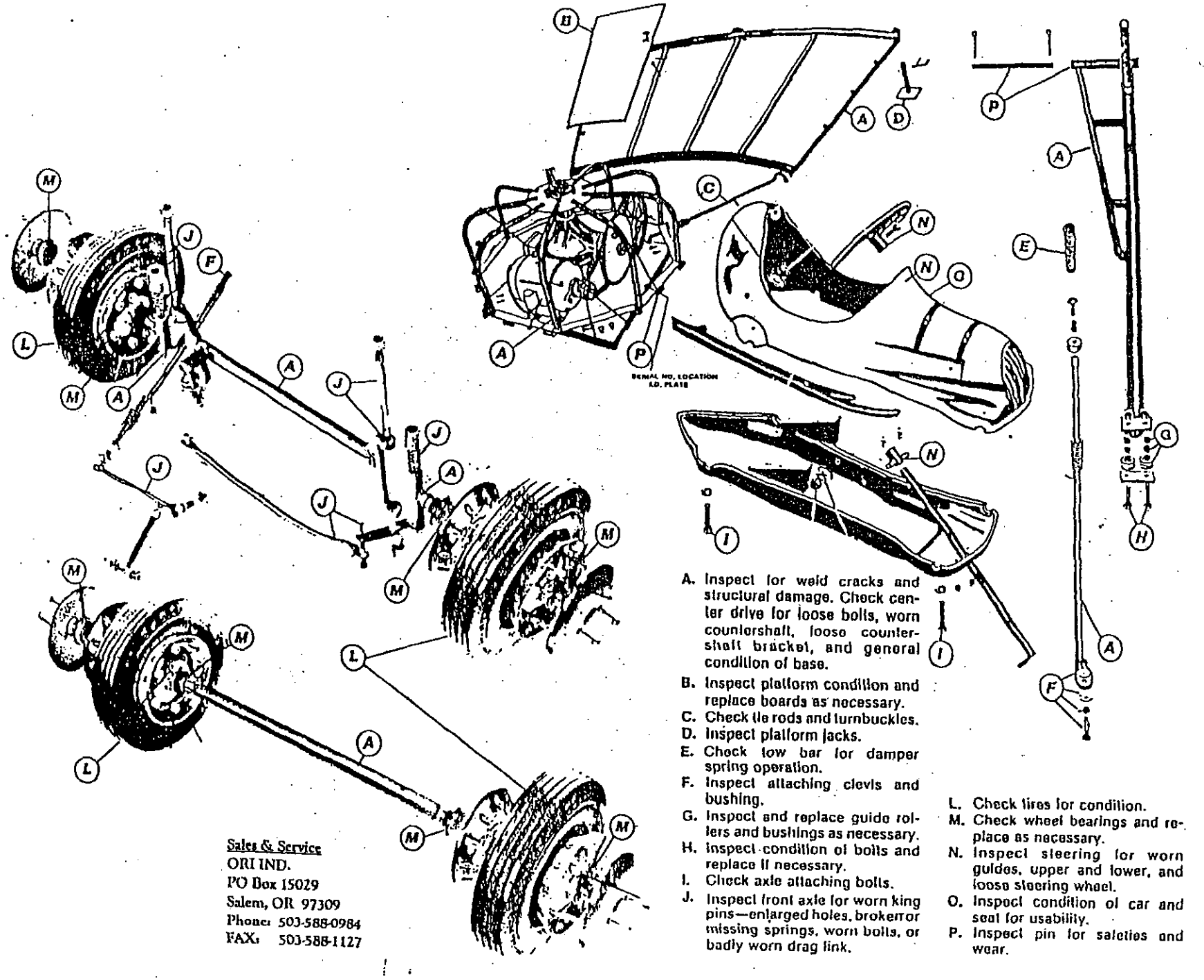
Steering Slide Rod, Page 7, Ref. No. 3.

Steering Tie Rod Bushing, Page 7, Ref. No. 10.

Steering Gear Link, Page 7, Ref. No. 5.

MIDGE-O-RACER

INSPECTION CHECK LIST



A. Inspect for weld cracks and structural damage. Check center drive for loose bolts, worn countershaft, loose countershaft bracket, and general condition of base.
B. Inspect platform condition and replace boards as necessary.
C. Check tie rods and turnbuckles.
D. Inspect platform jacks.
E. Check tow bar for damper spring operation.
F. Inspect attaching clevis and bushing.
G. Inspect and replace guide rollers and bushings as necessary.
H. Inspect condition of bolts and replace if necessary.
I. Check axle attaching bolts.
J. Inspect front axle for worn king pins—enlarged holes, broken or missing springs, worn bolts, or badly worn drag link.
L. Check tires for condition.
M. Check wheel bearings and replace as necessary.
N. Inspect steering for worn guides, upper and lower, and loose steering wheel.
O. Inspect condition of car and seat for usability.
P. Inspect pin for safeties and wear.

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