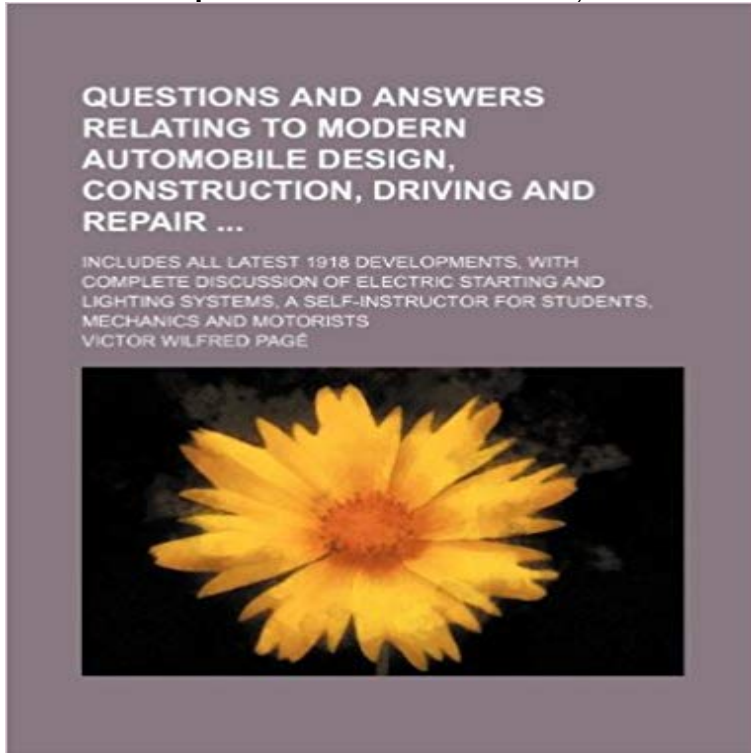


Questions and answers relating to modern automobile design, construction, driving and repair ; includes all latest 1918 developments, with complete ... for students, mechanics and motorists



This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1918 Excerpt: ...but as road conditions become r.iore severe a greater degree of frictional adhesion is desired so mo re pressure must be applied by the pedal. Q. What two methods of sliding gearset control are used? A. Sliding gearsets may be controlled either by the progressive or selective system. Q. What is a progressive gearshift, and what are its disadvantages? A. The progressive gearshift is the type where the hand lever must be pushed from one extreme of a segment to the other to obtain varying speed ratios which are progressive in their application. This sector is usually provided with five notches if used on a three speed and reverse gearset. The rearmost notch is the reverse position. The next one working toward the front of the car is a neutral point and then the low speed, intermediate and direct drive Fig. 253.--Gear Shifting and Emergency Brake Lever Assembly Attached to Selective Gearset Case. positions follow in the order named. The disadvantage of this system is that if the lever is in the reverse position and it is desired to engage the intermediate or high speed, it is necessary to first pass through the low speed before the higher ratios can be secured. This gear control is not very widely used as it is slow in action and requires careful gear shifting in order to avoid injuring the gear teeth. Fig. 254.--Simple Gearshift System for Two Speed and Reverse Gearset Used Early Hupmobile Cars. Q. Describe selective system, and give advantages. A. The selective system uses but one hand lever, as shown in illustrations Figs. 252 to 256 inclusive, to obtain varying speed ratios, but this works in an H slot segment member outlined at Figs. 252 and 253 which makes it possible to go from the

neutral position into any gear ratio desired or from one ratio to the oth...

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