

SHOP NOTES King Midget Maintenance and Restoration

A. Identification	How to Tell King Midgets Apart
B. Restoration	Saving Aging King Midgets
C. Body & Frame	The Structure of these Cars
D. Brakes	Restoring and Tuning the Brakes
E. Clutches	The Original Shifting Mechanism
F. Comet	Modern Replacements for the Above
G. Driveline	Getting Power to the Pavement
H. Electrical	Wiring, Switches, Lights etc.
I. Steering	Dealing with that Pesky Front End
J. Engine Accessories	Getting the Most from it
K. Wisconsin	The Original Power Plant
L. Kohler	The Final Power Plant
M. Modifications	Updating the Power etc.
N. Parts	Sources, Choices and Locations
O. General	The 1968 Model 3 Manual

Organizing all this material proved a challenge. We've put some 225 articles into the sections above, but there are interesting tidbits scattered through more than 100,000 words. Many are hard to pin down.

These Shop Notes were not written to be part of a book! We've added cross indexing, using a system we hope you'll find helpful. Instead of indexing alphabetically by their original titles, we assigned a letter code to each article (A-1, A-2, A-3) etc., by Section (except the last Section, which is referenced by page number). Each letter code is followed by a short description of the article's subject. When several subjects are covered, we follow the main topic with others, trying to hit the high spots. Some articles range over many topics that were on the author's mind at the time of writing. Under the heading "See Also" we make reference to other articles that talk about similar matters. Sometimes there are several of those; often none. We've also left in the old manual's original table of contents.

Sometimes we find an item that fits multiple sections, so we add a category labeled "Plus" with a line, and note any such subjects and their Section location below that line in smaller italicized print.

We also provide some space after each section's content for you to write in the subject of future articles you may choose to add to your manual.

Yes, it's confusing, but we've tried to make it possible to find what you seek. We think most fans will probably find the whole book interesting and fun to read, because these articles have always been the most popular feature of the newsletters. □

SHOP NOTES King Midget Maintenance and Restoration

Updated January, 2017

A Identification ----- See Also

- A-1 Identifying the Four Basic King Midgets Built by Midget Motors.
- A-2 Estimated Midget Motors Production by Year and Model. ----- A-16
- A-3 Photographs of Model 2, 3, and 4 Frames Plus Super-Cycle.
- A-4 Golf Model.
- A-5 King Midget Junior.
- A-6 Corrections to a Model 1 Article in *Hemmings Classic Car*.
- A-7 Serial Number Locations. Model 2 & Model 3. ----- K-1, O-2
- A-8 How One Owner Found His Serial Number. ----- O-2
- A-9 Model 2 & Model 3 Serial Number Descriptions.
- A-10 Super-Cycle, M1, M2 and M3 Serial Number Details. ----- A-7, A-9
- A-11 Evolution of the Model 2 (AKA Series II). ----- L-13
- A-12 More Details on the M2 evolution. ----- L-13
- A-13 Evolution of the Model 3 (AKA Series III). ----- L-13
- A-14 Model 2 Owner's Manual.
- A-15 Model 2 Owner's Manual Part 2.
- A-16 Updated Production Estimate. ----- A-2

Plus

B Restoration ----- See Also

- B-1 Which Direction and How Far Do You Go in Restoring your King Midget?
Planning Step Tips for your Restoration.
- B-2 Budgeting your Restoration.
- B-3 Repairing Dents, Tools, Filler, Sand Paper and Paint.
- B-4 Bodywork – Sheet Metal Reshaping with Heat, Body Filler and Painting.
- B-5 Dick Russ' Series, Part 1. The Search for a Restorable King Midget;
Work stand/Rotisserie. ----- B-13, B-14, B-15
- B-6 Part 2. Disassembly Procedure and Helpful Tools.
Inspect for Electrical. ----- H-1
Rust and Cracks that Need Repair. ----- C-2, M-2
Preparation for Reassembly. ----- C-8
- B-7 Part 3. Attaching Sheet Metal. Brake Assembly; Overhaul. ----- D-7
- B-8 Part 4. Rebuilding and Repairing Rear Spring Shocks. ----- C-16
- B-9 Part 5. Steering Column Bearing Repair. The "Rope Bearing." ----- B-12, I-11
- B-10 Part 6. Wiring your King Midget. ----- H-3
- B-11 Part 8 (There is no Part 7). Rusty Fuel Tank Repair.
Adding Selector to Fuel Tank
Alternator with Built-In Regulator. ----- H-4
Relocation of Coil Bracket
Engine Compartment Deck Lid Latch Modification. ----- C-7

SHOP NOTES King Midget Maintenance and Restoration

- B-12 Part 9. Tie Rod End Replacement. ----- B-9, I-1, I-11
Steering Box. ----- I-18
Alignment. ----- G-1, I-4, I-8,
B-13 Air Powered Work Stand. ----- B-5, B-14
B-14 Two Simple Work Stands. ----- B-5, B-13
B-15 Temporary Work Stands for King Midgets Only.
B-16 Penetrating Oil.
B-17 Rust Removal using Reverse Electrolysis.
B-18 Rust Removal using Molasses.
B-19 Cleaning Portawalls and Whitewalls
B-20 Dressing Up Wheels.
B-21 Polishing Your King Midget.
B-22 Fabricating a Replacement Dash Light Cover.

Plus

-
- Bumper Polishing Using Wet Sanding.* ----- J-2
Undercoating Used on King Midget. ----- J-2

C Body & Frame ----- See Also O-30, O-32, O-34, O-36

- C-1 Midget Motors Efforts to Reduce Weight.
C-2 Frame Theory and Practice; Resulting Cracks. ----- B-6, M-2
C-3 Bracing a Sagging Hood.
C-4 Hood Stiffener Using Oak Strips.
C-5 Deck Lid Hinges, Stiffening with Curtain Rods.
C-6 Differing Deck Lids, Early Steel, Later Aluminum.
C-7 Slipping Deck Latches.
Brakes Relining with Wrong Material. ----- D-3
Fuel Stabilizer. ----- G-2, L-12
C-8 Patching a Rusted Floor Pan with Plywood. ----- B-6
C-9 Patching a Rusted Floor Pan, C-Channels and Pop-Rivets. ----- B-6
C-10 Two different Carrier Pans, the Tray Behind the Seat.
C-11 Heater Funnel Shrouds for Model 2 and 3.
C-12 Repairing Door Hinges.
C-13 Repairing Striker Plates.
C-14 Corrections to the Model 1 Plans.
C-15 Model 1 Springs; where to Find or Make.
C-16 Rear Shock Bushing, Replacement Part Tip. ----- B-8
C-17 Model 2 Top Frame Dimensions and Construction Tips.
C-18 Model 2 Top Frame from Factory. How to Fold Model 3 Top. ----- O-5, O-34
C-19 Side Curtain Rods; Early and Later M3 Styles.

SHOP NOTES King Midget Maintenance and Restoration

- C-20 Top Snaps. ----- O-5
C-21 Installing a Windshield Gasket.
C-22 Windshield Removal and Installation.
C-23 Wooden Doors.
C-24 A Simpler Hood Opening.

Plus

-
- Attaching new Model 3 Sheet Metal.* ----- B-7
Steering Column Bearing Repair. ----- B-9
Plexiglas Windshields; Model Years Used. ----- A-12
Engine Compartment Deck Lid Latch Modification. ----- B-11
Seat Dimensions of Model 2 and Model 3. ----- L-13
Widen the King Midget Frame. ----- L-13
M-3 Engine Cradle ----- J-16

D Brakes ----- See Also O-3, O-6, O-26, O-27

- D-1 How Model 2 Mechanical Brakes Work.
Broken Brake Problem.
D-2 Brake Cable on a Model 2, an Unsatisfactory Adjustment.
D-3 Model 2 Proper Brake Adjustment Lever Diagram.
Proper Brake Linings, Relining and Adjustment. ----- J-11
Correct Cables and Installation.
D-4 Adding Hydraulic Brakes to Model 2 Front Wheels.
D-5 Checking Master Cylinder Fluid Level. ----- O-6
When to Change Brake Fluid.
Brake Drag.
Parking brake Cable and Routing Pulleys.
Drive Chain Wear Measurement. ----- G-11
Checking Model 2 Mechanical Brakes.
D-6 Changing the Master Cylinder.
D-7 Complete Model 3 Brake System Rebuild. ----- B-7
D-8 Brake Lines, Cylinders and Fluid.
D-9 Brake Drums for King Midgets; 1951 to 1970.
Jig for Installing Drums on Wheel Rim.
D-10 Adjusting M3 Brakes.
Front End Adjustment.
D-11 Neglect Leads to Broken Wheel.
D-12 Filling Master Cylinder. Removing Lid for Access. ----- D-14

SHOP NOTES King Midget Maintenance and Restoration

- D-13 M3 Parking Brake Cables.
- D-14 Filling Master Cylinder with a Pump. ----- D-12
- D-15 LETTER: Floating Model 2 Brakes? ----- D-1, D-3

Plus

-
- Semi-Metallic Brake Lining.* ----- C-7
 - Brake Drag and Master Cylinder Check.* ----- J-4
 - Upgrading Brakes for Higher Powered Engines.* ----- M-5

E Clutches ----- **See Also** 0-24

- E-1 Low-Speed & High Speed Clutch Shoes—Differences. ----- G-1, O-24
- E-2 Driven Pulleys; the Two Styles. ----- O-20
- E-3 Manual Clutch Adaptation.
- E-4 Fixing Clutch Slippage Due to Glazing.
- E-5 Overhauling KM Clutches; Detailed Instructions. ----- G-2
- E-6 Bonding Clutch Linings. ----- G-1
- E-7 Maintaining Driven Clutches.
 - Lubrication of Bearings in the 10” Low Speed Pulley. ----- I-11
 - Borg-Warner Clutch Preventive Maintenance.
 - Tightening Sprocket on Transmission Output.
- E-8 Detailed Clicker Clutch Description and Servicing.
- E-9 Slipping Drive Belts. ----- O-10
- E-10 Belt Tension. ----- O-10

Plus

SHOP NOTES King Midget Maintenance and Restoration

F Comet----- **See Also**

- F-1 Determining Appropriate Engine and Drive System. ----- M-2, M-3, M-4, N-33
- F-2 Comparison; Comet vs. Original KM Drive.
- F-3 Comparison of Comet Clutches.
- F-4 Challenges of the Comet 40 Clutch.
- F-5 Letters: Comet 40 Maintenance.

Plus

Comet 94 setup. ----- M-2
Feedback on Engine, Transmission and Comet. ----- M-5
Comet vs. Peerless Differentials. ----- M-5
Comet Description and Part Numbers. ----- N-33

G Drive Line----- **See Also** O-3, O-4, O-9, O-20, O-22

- G-1 Bearings, Chain, Lubrication. ----- G-6, O-7, O-13
- Clutches. ----- E-1, O-13
- Tire Rub. ----- N-5
- Toe-In. ----- B-12, I-4, I-8
- Clicker-Clutch. ----- E-8, O-20
- Lining Clutches or Brakes. ----- E-6, O-13
- G-2 Oil. ----- J-8, K-4, O-3, O-13
- Fuel.
- Clutches. ----- E-5, O-5
- Shifting. ----- G-5, G-6, M-2, O-3, O-9
- G-3 Stopping Transmission Gasket Leak.
- G-4 Stopping Transmission Leak around Output Shaft.
- G-5 Reducing Jumping Out of Gear. ----- G-2, M-2
- G-6 Details on Rebuilding '56 to '69 Transmission. ----- O-13
- G-7 Details on Rebuilding Older Transmission.
- G-8 Reducing Torque Steer.
- G-9 Trouble from Over-Tightened Drive Chain. ----- O-7

SHOP NOTES King Midget Maintenance and Restoration

	Cracked Subframe Cause of Broken Chains.	
G-10	Chain Stretching and Tension Adjustment. -----	J-11, O-7, O-12
G-11	Measuring Drive Chain Wear. -----	D-5, O-7
G-12	Keeping Drive Key Locked in Place.-----	O-12
G-13	Smoothing the Power Train.	
G-14	Breaking Drive Shafts. -----	G-9
Plus		
	<i>Checking Sprocket on transmission output shaft. -----</i>	<i>E-7</i>
	<i>Replacing a stretched chain. -----</i>	<i>M-2</i>

H Electrical-----**See Also** O-5, O-8, O-28

H-1	Electrical System Defined; Generalities.-----	B-6, B-10
H-2	Correction to KM Wiring Diagram. -----	H-12, H-13
H-3	Connectors and Wire.	
H-4	6 volt Autolite GAS-4190 Generator. -----	O-5, O-7, O-9
	Regulating Voltage; 6-volt System.	
H-5	Follow-up on 6-Volt Constant Speed Generator.	
H-6	Converting Model 2 from 6-Volts to 12-Volts.	
H-7	Details on Generators & Starter-Generators.	
H-8	Electric Fuel Pump/Carburetor. -----	L-11, L-12
H-9	Electric Horn.	
H-10	Sparton Signal Switch Wiring Diagram and Repair.	
H-11	Timing of Changes in King Midget Electricals. -----	A-13
H-12	6-Volt Wiring Diagram.	
H-13	12-Volt Wiring Diagram. -----	O-28
H-14	Instrument Panel Lighting.	

Plus

	<i>Alternator with Built-In Regulator. -----</i>	<i>B-11</i>
--	--	-------------

SHOP NOTES King Midget Maintenance and Restoration

I	Steering -----	See Also O-8, O-20, O-30
I-1	Details on Suspension and Steering. -----	M-5, O-8, O-26
	Two Types of Tie Rod Ends. -----	B-12
	Adjustment of Suspension Tubes.	
	Adding of a Steering Stabilizer/Damper. -----	I-9
	Tie Rod Tubing/Threading Modification.	
	Steering Box Play. -----	B-12
I-2	Theory of KM Front End Design.	
I-3	Front Struts, Wear and Replacement Options. -----	M-5, N-2
I-4	Front End Tuning.	
	Tire Pressure. -----	N-5, N-7, O-4
	Wheel Balance. Camber. -----	I-4, J-11, N-2
	Adjusting Toe-In. -----	B-12, I-8
	Lubrication. -----	O-8
I-5	Steering Tune-Up. -----	O-8, O-39
I-6	Follow-Up on King Midget Front Ends.	
	Adjusting Steering and Front End, Letter from Midget Motors. ----	O-8
	Adding Shock Adjustment on Model 2s.	
I-7	Steering Adjustment and Rebuild.	
	Diagnosing Steering Symptoms; Suggested Fixes.	
I-8	Details on Adjusting Toe-In. -----	B-12, G-1, I-4
I-9	Stopping Bounce with Stabilizer/Damper. -----	I-1
I-10	Model 3 Front Shock Rebuild. -----	M-5
	New Upper and Lower Strut Components.	
I-11	Lubrication of the Steering Column Bearing. -----	B-9, B-12
I-12	Front End Tune-Up.	
I-13	Adding Spacers to Front Springs.	
I-14	Adding a Tie-Bar Between Front End Shock Tubes.	
I-15	Steering Wheel Removal and Repair.	
I-16	More on Stuck Steering Wheels.	
I-17	Model 2 and 3, Steering Wheels.	
I-18	Maintaining and Repairing the Steering Box. -----	B-12
I-19	Tie Rod Ball Joint Replacement on KM M3 -----	I-25
I-20	Steering Wheel Restoration -----	I-15, I-16, I-17
I-21	Alternate Front Strut Repair -----	I-3
I-22	Camber Details -----	I-1, I-4, I-6, I-8
I-23	Letters: Camber	
I-24	Letters: Tire Rub	
I-25	Tightening a Front End -----	I-19
I-26	Letters: Bent Axles; Other Steering Parts. -----	I-23
Plus		
	<i>Front End Adjustment.</i> -----	<i>D-10</i>
	<i>Richard Pryer's Front End Upgrade.</i> -----	<i>M-5</i>

J Engine Accessories -----See Also O-31

- J-1 Increasing the Power of Small Gasoline Engines; Midget Motors' Booklet.
- J-2 Tuning Basics that Govern the Top Speed of a King Midget.
Bumper Polishing with Wet Body Sanding Paper.
Undercoating Used on King Midget.
- J-3 Engine Tuning, Better fuel.
- J-4 More on Tuning.
Brake Drag and Master Cylinder Check.
- J-5 Tuning Engine, Some Finer Points.
- J-6 Proper Octane.
- J-7 Oil, Zinc and Detergent vs. Non-Detergent.
- J-8 Proper Oil for King Midgets. ----- G-2, K-4
- J-9 Accelerator, Lubrication and Diagram of Setup.
- J-10 State Emissions Test, a Personal Experience.
- J-11 Tuning for Efficiency.
Wheel Balancing. ----- I-4, N-2
Brakes.----- D-3
Chain. ----- G-9, G-10
- J-12 Modifying a Muffler to Fit.
- J-13 Dead Speedometer?----- J-15, O-26
- J-14 Measuring Speedometer & Odometer Accuracy
- J-15 Dead Speedometer Update. ----- J-13, O-26
- J-16 M-3 Engine Cradle.

Plus

Kohler Upgrading-----L-3 to L-9
The Chonda Revolution -----M-12

SHOP NOTES King Midget Maintenance and Restoration

K Wisconsin ----- See Also O-3, O-6, O-7, O-15

- K-1 Wisconsin Engines Sold to MM, Serial Numbers and Build Date.
- K-2 Wisconsin Owners Manual, Model AEN.
Zenith 161 Series Carburetors.
- K-3 Removing Starting Pulley on Wisconsin engine.
- K-4 Wisconsin & Oil, Straight-Weight and Synthetic. ----- G-2, J-7, J-8
Regrinding Cam.
- K-5 Parts and Plugs for Wisconsin.
- K-6 Reproduced Data Plates.
- K-7 Minimizing Oil Seepage.

Plus

Relocating Wisconsin Engine Coil. ----- B-11
Wisconsin and Kohler Vibration. ----- L-13
The Chonda Revolution----- M-12

L Kohler ----- See Also O-3, O-6, O-7, O-15

- L-1 Determining when Your Kohler was built.
- L-2 Kohler Owner's Manual.
- L-3 The Dave Kirk Series on Improving the Kohler K-301.
- L-4 Engine Design Basics.
- L-5 Breathing Improvements.
- L-6 Muffler Tuning.
Billet Breather Cover to Dress Up the Engine.
Transistorized Ignition .
Oil Change and Marvel Mystery Oil.
Fuel, Running Different types (Octane).
Change of Exhaust Valve Diameter.
Crankshaft Re-Balancing for Smoother Running.
- L-7 Computer Simulation of Engine Performance.
Engine Build Summary.
- L-8 Preliminary Report of Improvement by KM Owner.
- L-9 Singh Grooves Improve Engine Performance.
- L-10 Fuel Pump – Broken Diaphragm.
- L-11 Kohler Fuel Pump Replacement. ----- H-8
- L-12 Fuel Pump Failure, Ethanol, Sta-Bil, Electric Pumps. ----- C-7
- L-13 Replacing Original with Higher HP Kohlers.

SHOP NOTES King Midget Maintenance and Restoration

	Evolving Changes of the Model 2 and 3. -----	A-11, A-12, A-13
	6 and 12-volt Systems per Wisconsin and Kohler engines. -----	A-11, A-12, A-13
	Plexiglas Windshields. -----	A-11, A-12, A-13
	Widening and Lengthening the Car.	
	Wisconsin and Kohler Vibration. -----	M-6, M-7, M12
L-14	Oil Leaks.	
L-15	Kohler Starter Bracket Failure.	
Plus		
	<hr/> <i>The Chonda Revolution</i> -----	<i>M-12</i>

M Modifications ----- **See Also**

M-1	Installing a Vanguard about Two Decades Ago.	
M-2	Trailing Arm Suspension Adaptation.	
	Comet 94 Setup.	
	Replacing a Stretching Chain. -----	G-9, G-10, G-11
	Transmission Jumping out of Gear. -----	G-5, G-6
	Transmission Designs and Operation. -----	Section F
M-3	Part One, Several Options for Engine/Transmission Conversions. -	F-1
M-4	Part Two, Utilizing the Vanguard engine, Some Details. -----	F-1
M-5	Part Three, Other Upgrades to Handle More Power.	
	Adding Gussets to the Front Shock Towers. -----	I-3
	Common Sense Power Upgrading.	
	Richard Pryer's Front End Upgrade.	
	Upgrade Brakes for Higher Powered Engines.	
	Comet vs. Peerless Differentials.	
	Feedback on Engine Installation, Transmission and Comet. -----	Section F
M-6	Chinese Engine Vibration. -----	L-13
M-7	Follow-up, Engine Vibration. -----	N-14
M-8	Body and Interior Modifications. -----	L-13
M-9	More Body and Interior Modifications. -----	L-13
M-10	Model 3 Taillight Innovation.	
M-11	Model 2 Folding Tops.	
M-12	The Chonda Revolution. -----	K-14

SHOP NOTES King Midget Maintenance and Restoration

Plus

<i>Steering Column Bearing Repair.</i>	-----	B-9,
<i>Adding Selector Valve to Fuel Tank.</i>	-----	B-11
<i>Engine Compartment Deck Lid Latch Modification.</i>	-----	B-11
<i>Size Engine Needed.</i>	-----	F-1
<i>HP vs. Tire Spin.</i>	-----	F-1
<i>Maximum Load, #40 and #50 Chain.</i>	-----	F-1
<i>6 and 12-volt Systems per AEN Wisconsin and Kohler Engines.</i>	-----	L-13
<i>Lengthening the Car.</i>	-----	L-13
<i>Widening the Frame.</i>	-----	L-13
<i>Dressing Up Wheels.</i>	-----	B-20

N Parts ----- See Also 0-15 to O-37

N-1	King Midget Specialists. Other Useful Vendors. Belts for Stock Clutches. Brake Parts. -----	B-7, B-8, D-3, D-6, D-13, D-14
	Generator Brushes.	
N-2	Spare Parts to Carry in KM. Strut Damage Potential. -----	I-3
	Wheel Balancing. -----	I-4, J-11, N-5
N-3	The Challenge of Supplying King Midget Parts.	
N-4	Supplier Survey.	
N-5	Tires; Best for KMs.-----	G-1, I-4, N-7, N-12, N-19, O-4
	Balancing. -----	N-2
	Inner Tubes. -----	N-8
N-6	White Porta Walls.	
N-7	Tire Brand, Pressure, Size and Ply. -----	I-4, O-4
N-8	Valve Stem Grommets. -----	N-5
N-9	Dust caps, Hubcaps.	
N-10	Improvised Model 2 Dust Caps.	
N-11	Hub Caps, aka Dust Caps.	
N-12	Dressing Up Wheels.	
N-13	Wheel Discs.	
N-14	Motor Mounts. -----	M-12
N-15	KM Colors for Body, Frame, Seats, etc.	
N-16	KM Body Colors by Year and Model. -----	O-5
N-17	Rust Preventative Paint.	
N-18	Scott Olene's Parts and Sources. Wisconsin Starter. Zenith Carburetor Kit.	

SHOP NOTES King Midget Maintenance and Restoration

	Wisconsin Engine Parts. -----	K-2, K-5, K-6
	M2 Steering Wheel. -----	N-20
	Turn Signal Lights.	
	Headlights. -----	N-20
	Windshield Wiper Arms. -----	N-20
	Brake Lights. -----	N-20, N-25
	Flexible Tube to the Heater.	
	Model 3 Bumpers. -----	O-32
N-19	More Olene Sources.	
	Belts for Stock Clutches. -----	N-1, O-9
	M2 Steering Wheel. -----	N-18
	Tires. -----	N-5
N-20	Scott Olene Finds More Pieces.	
	Turn Signal Switch.	
	Tail Lamp. -----	N-18, N-25
	6-volt Cutout.	
	6-volt Flasher.	
	Amp Gauge.	
	Starter Button.	
	Headlight Switch.	
	Ignition Switch.	
	Dimmer Switch.	
	Starter Solenoid.	
	Brake light switch.	
	Flex Tubing.	
	Muffler. -----	J-12
	Cowl Lamp.	
N-21	Wheel Spinner Source.	
N-22	Source for Super-Cycle decals.	
N-23	Model 1 Headlights.	
N-24	King Midget vs. Jeep Parts.	
N-25	Lenses and Lights.	
	Signal Light Assembly # 440.	
	Replacement Lens.	
	Taillight Lens.	
N-26	Cowl Gasket Rubber.	
N-27	Wheel Cylinders. -----	D-6, N-1
N-28	Deck Lid Luggage Rack.	
N-29	Harbor Freight Source for Tools and Engines. -----	B-6
N-30	Towing King Midgets.	
N-31	Trailers: Open vs. Closed.	
N-32	Trailer Shopping in 2011.	
N-33	Comet Description and Part Numbers. -----	F-1, M-4
N-34	More Parts.	
N-35	Gas Caps.	
N-36	Missing Supplier.	

SHOP NOTES King Midget Maintenance and Restoration

Plus

These Parts Noted in Other Sections:

Spot Weld Cutter. -----	B-6
Wheel Cylinder Hone. -----	B-7
Metal Brake Lines and Flex Lines. -----	B-7, D-8, N-1
Fuel Line. -----	B-7
Rear Shock Rubber Mounts. -----	B-8, B-16
Spools of Copper Wire. -----	B-10
Crimp Connectors and a Crimping Tool. -----	B-10
Stick-On Wiring Numbers. -----	B-10
Hirsch Rusty Fuel Tank Repair Kit. -----	B-11
Fuel Level Shut Off Valve. -----	B-11
Steel Ball Joint Rod End. -----	B-12, I-1
Close Tolerance Bolts. -----	B-12
Air Operated Motorcycle Lift. -----	B-13
Rust Stripping. -----	B-17, B-18
Fuel Stabilizer. -----	C-7, G-2, L-12
Model 1 Plans. -----	C-14
M1 Springs. -----	C-15
Brake Cable and Fittings for M2. -----	D-3, D-13
Brake Lines, Double Flare Kit and DOT 5 Brake Fluid. -----	D-8
Parking Brake Cables. -----	D-3, D-13
Pump to Fill Master Cylinder. -----	D-14
Bearing for High and Low Speed Clutch. -----	E-5
Clutch/Brake Lining Adhesive. -----	E-6
Bearings for 10" Clicker Clutch. -----	E-8
Loctite. -----	F-4, G-7, G-12
Wiring Harness. -----	G-2
Bearing and Seal for Transmission. -----	G-6
Transmission Input Shaft Sprocket Bronze Bushing. -----	G-6, G-7
Chain Inside Transmission. -----	G-7
Voltage Regulator. -----	H-7
Kohler Electric Fuel Pump. -----	H-8, L-11, L-12, N-2
LED Strip Lighting. -----	H-14
Front End Damper/Stabilizer. -----	I-1, I-9
Steering Wheel Repair Kit. -----	I-15
Muffler & Mandrel Bent Pipes. -----	J-12
Exhaust Gasket Material. -----	J-12
Exhaust Pipe Flange. -----	J-12
Speedometer Drive Spring. -----	J-13
Kohler Solid State Ignition. -----	L-6
Drive Chain.-----	M-4
Dayco Belt for Use with Comet. -----	M-4
Pryer/Gerhardt Front End Struts. -----	M-5
Driven Clutch Parts -----	O-20, O-21
Transmission Parts -----	O-22, O-23
Drive Clutch Parts -----	O-11, O-24, O-25
Electrical System Parts -----	O-8, O-9

0 The 1968 Model 3 Manual ----- O-1 to O-39