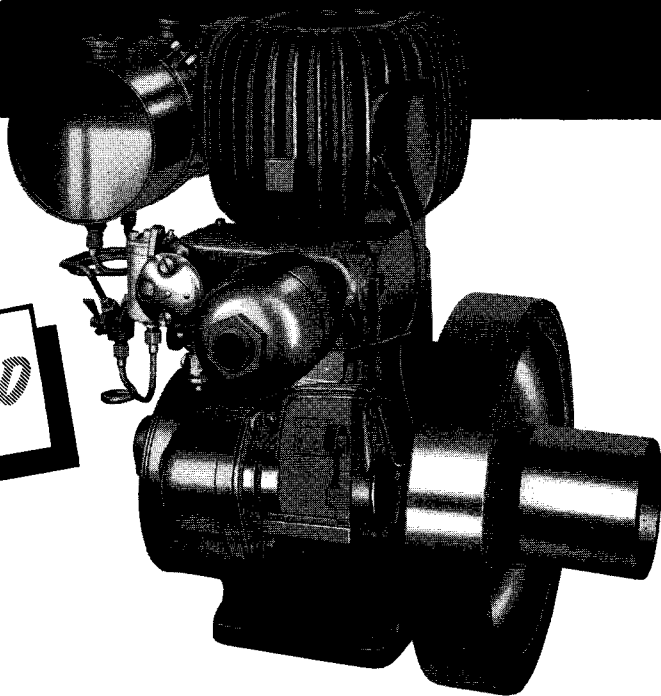
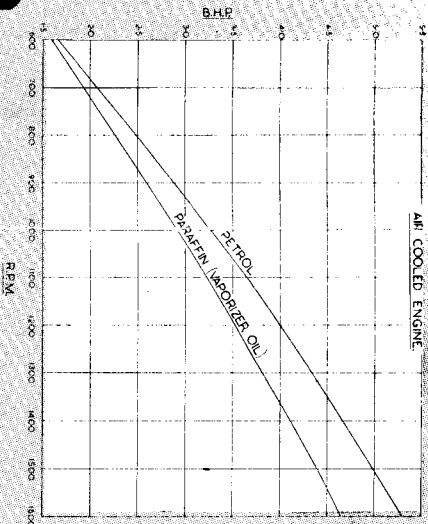
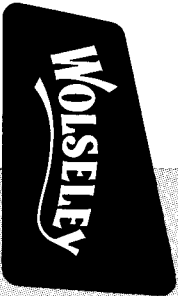
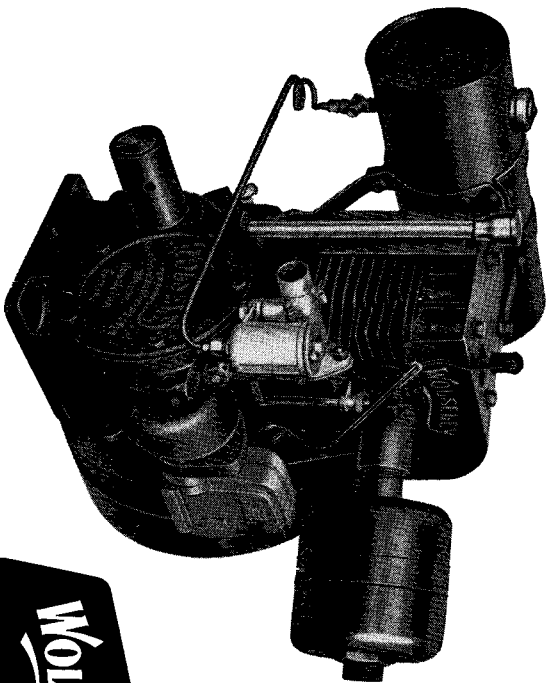


AIR COOLED

WOLSELEY



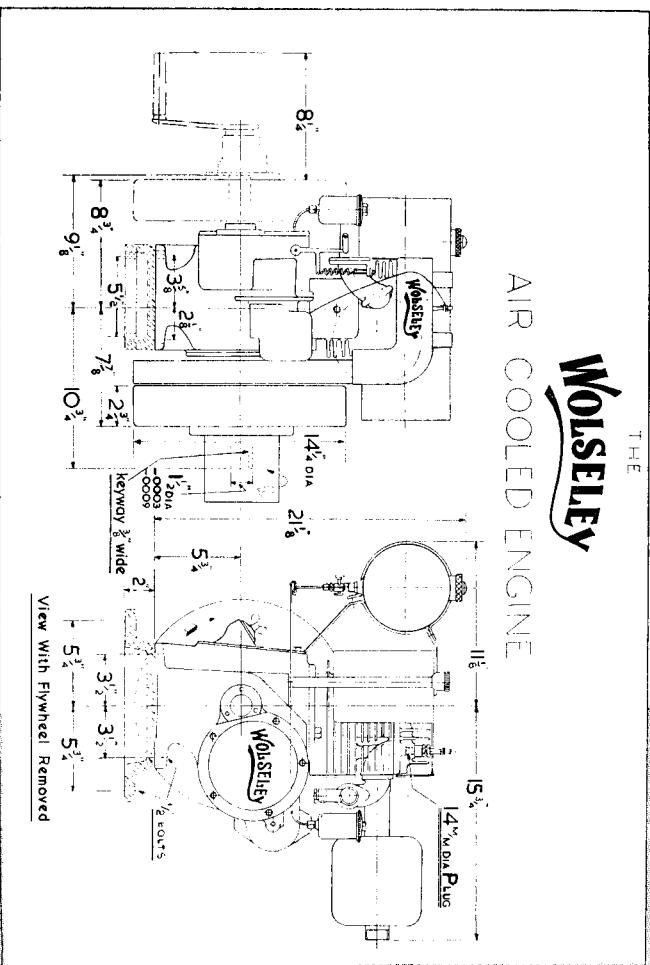
WATER COOLED



AIR COOLED
PETROL & *PARAFFIN ENGINES

DEPENDABLE
ECONOMICAL
EASY TO START

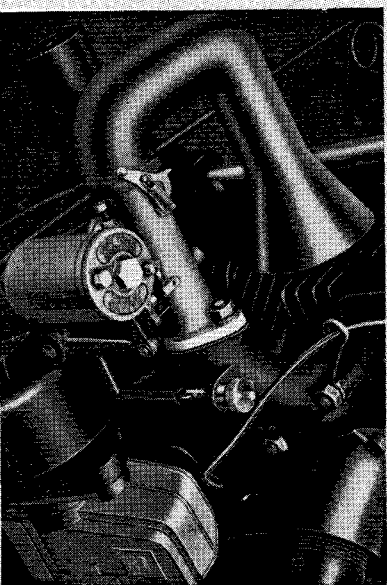
SPEED RANGE 600/1500 r.p.m.
H.P. RANGE 1 1/5



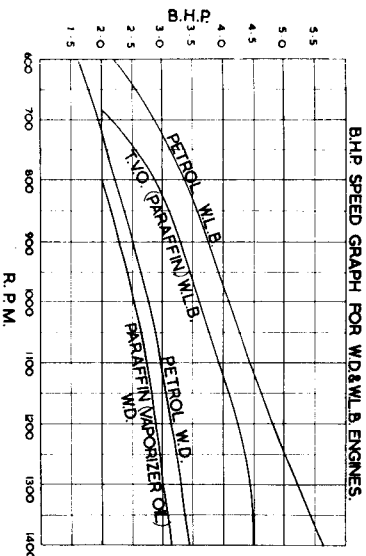
- ★ FULL RANGE OF 1 1/5 B.H.P. OBTAINABLE WITHOUT CHANGING GOVERNOR WEIGHTS, BUT BY SIMPLE ADJUSTMENT OF KNURLED SCREW
- ★ DRIVE CAN BE TAKEN FROM EITHER END OF CRANKSHAFT
- ★ EASY CONVERSION FROM PETROL TO PARAFFIN RUNNING

Illustration of special patented Elbow for paraffin running, which dispenses with the need for a Vaporiser by diverting hot air emerging from the cooling fins into the carburetor.

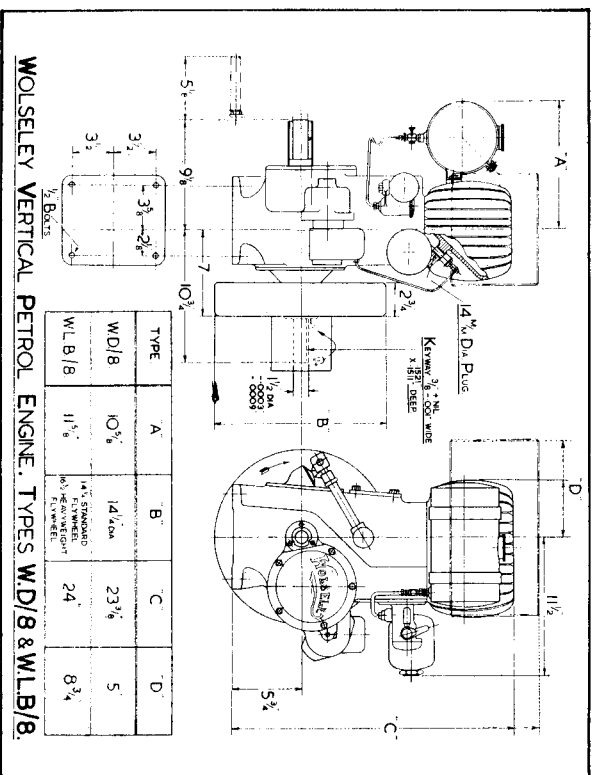
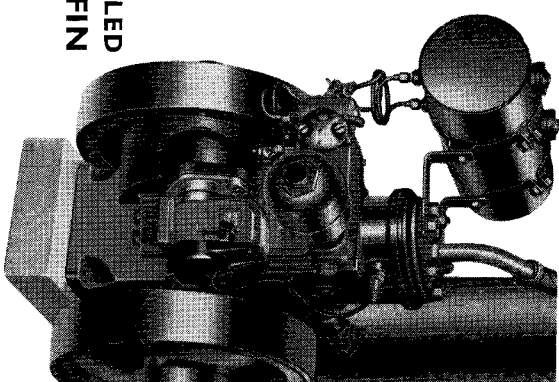
SPECIFICATION			
Bore	3 1/2"	Special Pulley—bolted to flywheel
Stroke	3 1/2"	Special Pulley—bolted to flywheel
Petrol Tank Capacity	11 pints	Nett weight with one Standard flywheel and 5" pulley
Lubricating Oil Capacity	2 pints	Nett weight with two Standard flywheels and 5" pulley
Standard Pulley—bolted to flywheel	5" dia. x 4 1/2" wide	252 lbs.



*Vaporising oil.



HOPPER & TANK COOLED
PETROL & *PARAFFIN
ENGINES



WOLSELEY VERTICAL PETROL ENGINE. TYPES W.D/8 & W.L.B/8.

Type	W.D.L.	W.D.M.	W.D.H.	W.L.B./L	W.L.B./H
Range of speed by hand adjustment (on petrol)	580/800 r.p.m.	800/1100 r.p.m.	1000/1250 r.p.m.	800/875 r.p.m.	1000/1100 r.p.m.
B.H.P. (on petrol)	1 1/2	2 1/2	2 1/2	2 1/2	3 1/2

SPECIFICATION				
Bore	3"	3 3/8"	5" dia. x 4 1/2" wide
Stroke	3 1/2"	3 1/2"	3 1/2" dia. x 5" wide
Petrol Tank Capacity	8 1/2 pints	11 pints	8" dia. x 5" wide
Lubricating Oil Capacity	2 pints	2 1/2 pints	249
Hopper Capacity	1 1/2 galls.	1 1/2 galls.	298 lbs.
Petrol Tank Capacity	1 1/2 galls.	1 1/2 galls.	313
Water Tank Capacity	14 1/2 dia. x 2" high	14 1/2 dia. x 2" high	390
Water Tank Dimensions	14 1/2 dia. x 2" high	14 1/2 dia. x 2" high	
* Tank cooled only			



THE EASY STARTING, TROUBLE FREE ENGINE FOR THE FARMER. PETROL AND PETROL/PARAFFIN ENGINES Air Cooled, Hopper and Tank Cooled

Wolseley have been making Engines for over 50 years, designed primarily to meet the requirements of the Farm Industry. These Engines are eminently suitable for driving many classes of Agricultural Machinery including Elevators, Pumps, Milking Machines, Barn Machinery, Sheep Shearing Machines, etc., etc. They also provide a cheap and efficient source of power for many industrial duties.

The Engines will run for long periods idling or on very light loads yet be instantly ready to take up full load. They are economical in fuel consumption. All working parts are totally enclosed.

Exceptional ease of starting is a feature of Wolseley Engines. The impulse magneto rotates at Engine Speed and gives a full powered spark even when the Engine is cranked over slowly.

Right-hand drive will be supplied unless otherwise specified.

The Engines will operate on paraffin, when specially fitted for the purpose, at a 10% reduction in power output. Paraffin Engines are started on petrol and allowed to warm up before changing over to paraffin. The two-compartment fuel tank holds $2\frac{1}{2}$ pints petrol and $8\frac{1}{2}$ pints paraffin.

HOPPER AND TANK COOLED.

These Engines are made in two sizes, the model W.D. $1\frac{1}{2}/3\frac{1}{2}$ B.H.P. and Model W.L.B. $2\frac{1}{2}/5\frac{1}{2}$ B.H.P. and, except for the size of cylinder, are of similar design and construction. Both models have three ranges of speeds, low, medium and high, indicated by the letters L, M and H. Conversion from one speed range to another is a simple matter and is carried out by changing the governor weights and/or spring. The speed within the limits of any particular range can be varied by the adjustment of a simple knurled screw.

Conversion to paraffin is effected by the addition of a simple vaporiser and a two compartment fuel tank.

The Engines can be operated with one or two flywheels, a pulley can be fitted at either end.

AIR COOLED.

The air cooled Engine has all the features of the hopper and tank cooled and in addition a number of special features. The full range of $1\frac{1}{2}/5$ B.H.P. can be obtained without changing the governor weights, but by a simple adjustment of a knurled screw. The conversion to paraffin is effected by (1) the addition of a special, very easily fitted elbow which diverts hot air emerging from the cooling fins into the carburettor, (2) the fitting of a two compartment fuel tank, (3) the insertion of an additional gasket under the cylinder head. This gives particularly satisfactory running on paraffin. As in the case of the hopper and tank cooled Engines, this model can be run with one or two flywheels and a drive taken from either end—an unusual feature in an air cooled Engine of this size.

AIR COOLED, W.D. AND W.L.B. MODELS

TYPE.—4-stroke Vertical Engine.

ROTATION.—Right-hand, anti-clockwise looking at pulley end, or, if specified left-hand, in opposite direction.

CYLINDER AND CRANKCASE.—(a) Hopper and tank cooled: cast integral of very best close grained cast iron. Cylinder bore diamond bored and honed. Extra large capacity crankcase keeps oil at very moderate temperature when Engine is running. (b) Air Cooled Engine as above, but cylinder and crankcase of separate castings.

CYLINDER HEAD.—Of close grained cast iron specially designed to give a high degree of turbulence.

PISTON AND GUDGEON PIN.—The W.D. has a special cast iron piston, and the W.L.B. and Air Cooled light alloy pistons fitted with two pressure and one scraper rings. The Gudgeon Pin is of the floating type.

CRANKSHAFT.—Of special alloy. All working surfaces ground.

CAMSHAFT.—High duty cast iron mixture, cam faces hardened and ground.

CONNECTING ROD.—High grade steel stamping with steel backed lead bronze lined bush at small end, and steel backed tin base white metal lined half bearings at big end.

MAIN BEARINGS.—High quality steel backed lead bronze lined bush renewable at low cost.

VALVES.—Special heat resisting steel, ground all over.

COOLING.—(1) Tank cooled (2) Hopper cooled. Ribbed cast iron hopper. (3) Air cooled. Steel fabricated fan mounted on inside of flywheel.

PETROL CARBURETTOR.—Special Wolseley design with detachable jet.

PARAFFIN VAPORISER.—(1) Hopper and Tank cooled Petrol/Paraffin Engines are fitted with Paraffin Vaporiser of special design with detachable jet. (2) Air cooled, Petrol/Paraffin Engines are fitted with a special patented elbow diverting hot air from the cooling fins into the carburettor.

LUBRICATION.—Automatic throughout (with controlled level), including governor gear, by splash from thrower working in special channel with oil ducts on the main, and other bearings. Extra large oil capacity.

IGNITION.—Lucas S.R.I.F Magneto fitted with impulse starter and running at crankshaft speed. Equipment with each Engine: Starting Handle, 4 Spanners, Valve Lifter and Tommy Bar.

WOLSELEY ENGINEERING LIMITED

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