

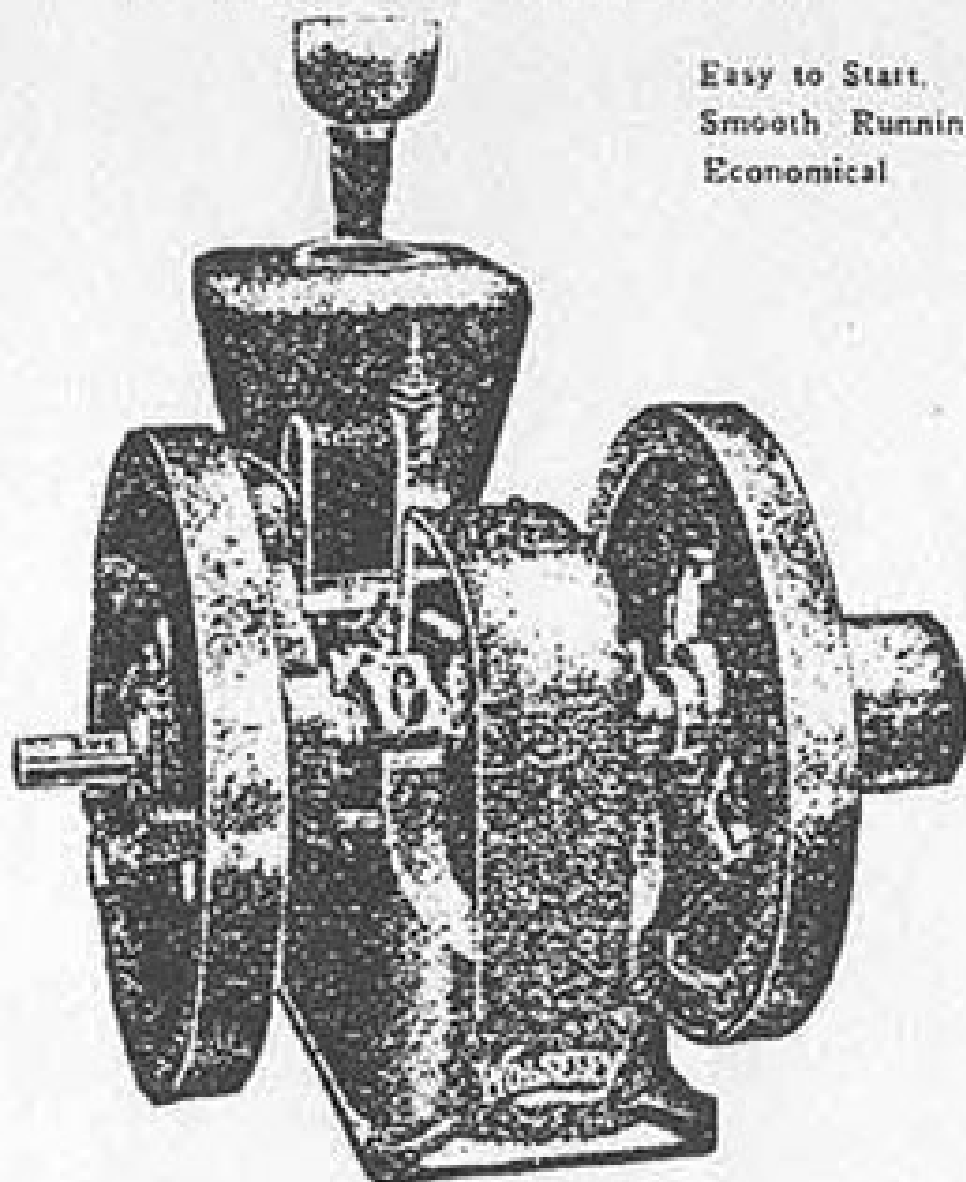
THE  
**WOLSELEY**

3 B.H.P.  
**ALMA  
HORIZONTAL ENGINE.**

HOPPER OR TANK COOLED. FOR PETROL OR KEROSENE.

**Specially Designed for Dairy Plants**

Starts on Benzine and Runs on Kerosene



Easy to Start.  
Smooth Running.  
Economical

Fitted with Ring Oil Bearings on Crankshaft, Fellow's (British) High-tension Gear-driven Magneto, and Throttle Type Governor.

The Wolseley Horizontal Hopper-cooled Engine is carefully designed so as to embody all that is requisite in a first-class, strong, and economically self-contained Petrol-Kerosene Engine. All parts are made to gauges and templates, and the workmanship, materials, and finish are the finest and best obtainable.

The Engine can be Mounted on a Light Transport with castiron wheels and drawbar for convenience in moving about.

Full specifications will be sent on application.

**PRICE:**

3 B.H.P. Engine, as illustrated (without circulating tank)	£65.
Water Circulating Tank and Connections, extra	£3.
Light Transport, with C.I. Wheels and Drawbar, extra	£12.

ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE.

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**SPECIFICATION.**

Horsepower, 3 B.H.P. Bore,  $4\frac{1}{2}$  in. Stroke,  $5\frac{1}{2}$  in. Weight, 3 cwt. 2 qr. 14 lb

**HOPPER AND BASE**—The Hopper forms part of the main casting, which includes the base, and is specially designed with fittings—if required—for pipe connections for the Flow and Return to and from a tank for continuous running for Pumping, but with the ordinary Shearing and Milking runs the Hopper will be found sufficiently large.

**PISTON**—The piston is of castiron, fitted with metallic rings of special mixture and overlapping joints.

**CYLINDER**—A separate casting forms the Cylinder head, which is properly water-cooled.

**VALVES**—The inlet and exhaust valves are made of nickel steel and contained in the cylinder head, and are easily inspected and adjusted.

**CARBURISATION, VAPOURISATION**—These are effected as required, by suction direct from the Tanks, through needle valves, by which the mixtures can be regulated.

**PISTON ROD**—Best quality steel. Drop forged.

**CRANKSHAFT**—The crankshaft and connecting rod are of forged steel and turned to a bright finish.

**BEARINGS**—The three main bearings are of extra width, and made of White Plastic Metal, having advantage of showing less wear than P.B. Bearings.

**RING OILER**—The two main crankshaft bearings are fitted with ring oilers, which keep up a constant supply of oil only while the Engine is working. This is the most efficient and surest form of lubrication.

**GOVERNOR**—The governor is built into the flywheel, is extremely sensitive in action, being of the Throttle principle, and allows for easy adjustment of the speed.

**IGNITION**—Ignition is by high-tension Magneto of British manufacture (Fellows); it is rotated from the half-time gear, and furnishes a full hot spark at the right moment from the first turn of the flywheel.

It is set to produce the spark to give the best results when the Engine is working. It never requires oiling, as the lubrication is absolutely automatic and no oiling is necessary.

**FLYWHEELS**—Two solid webbed flywheels 18 inches in diameter, with 2 inch face, and carefully balanced, are fitted, and provision is made for any size of pulley to be bolted on to either or both wheels by means of lugs.

**PULLEYS**—6 inches to 12 inches diameter as required