THE

WOLSELEY

PETROL ENGINES

(VERTICAL, 3½ H.P., 5 H.P. AND 7 H.P.)

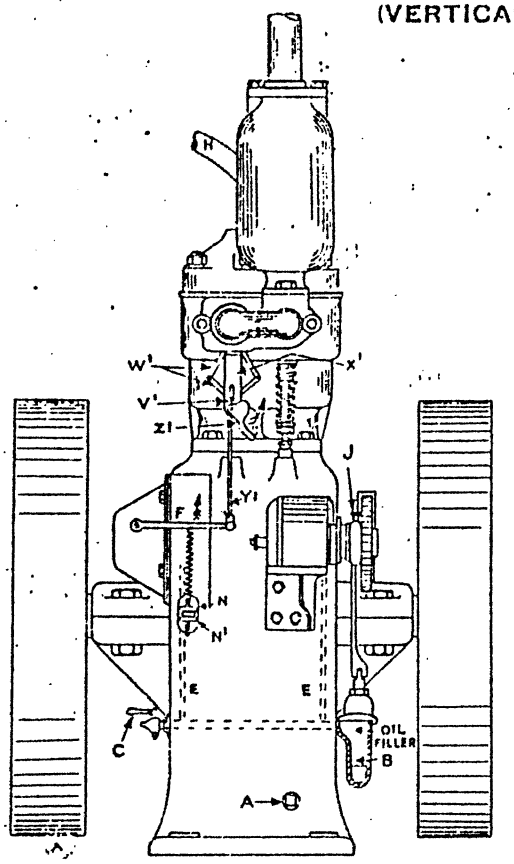

FIG. 1.

WORKING INSTRUCTIONS.

BEFORE STARTING ENGINE.

Care should be taken to see that the level of the Water in Water-tank is above the Hot Water Pipe "H," Fig 1. Oil the Pump Eccentric "J," Fig. 1, and all other parts where there are oil holes. See that Oil Well "B," Fig 1, is full. When Engine is delivered from manufacturers all oil is drained from crankcase. Be sure this is replaced by suitable oil to instructions.

STARTING.

To start pour petrol into Petrol Tank and after turning on Tap to position shown in sketch, Fig. 2, see that the petrol is freely entering the Float-Chamber of the Carburettor as air locks occasionally take place. The Carburettor Baffle Lever "G," should point to letter "S," Fig. 4. Then give engine a turn with starting handle. As **soon as** engine starts move lever back to letter "W," Fig. 4. In damp or cold weather, if any difficulty is experienced in starting it may be overcome by putting a few drops of petrol into the cylinder through compression tap. Slow speed cam Z1 should hang free.

Care should be taken to see that all governor parts such as Lever "F," Rod Y1, Bracket X1, Lever W1, Fig. 1, are not in any way damaged or bent, as this would affect the satisfactory governing of the Engine.

THROTTLE GOVERNOR.

If it is necessary to alter speed of the engine it can be done by the Nuts "N" and "N1," Fig 1. **To increase the speed unscrew nut "N" slightly and screw up Nut "N1." To decrease the speed unscrew nut "N1" slightly and screw up Nut "N."** See that Nuts "N" and "N1" are tight after making any adjustment. It is not advisable to run a 3½ H.P. Engine more than 700 R.P.M., a 5 H.P. Engine more than 700 R.P.M. and and 7 H.P. Engine more than 650 R.P.M.

If it is required to leave the Engine running with no load, instead of stopping lift Cam Z1, Fig. 1, in direction of arrow Fig 1, to suitable position. Revs. and H.P. of Engine may be lowered by lifting Cam Z1, Fig. 1, in direction of arrow. This will be found very useful where only light load is required, and lower Engine speed is suitable. By using this attachment you would get a lower petrol consumption.

LUBRICATION.

This is a matter of utmost importance, as most engine troubles arise through improper lubrication. **WOLSELEY Cylinder Oil should be used.** The Lubricator "J," Fig. 1, on pump eccentric should be oiled frequently. When oil in sump becomes dirty or thin, it should be drained, by removing plug "A," Fig. 1, and refilled with clean oil to within at least ¼in. from the top of the filler. Great care should be taken to see that the oil does not fall below level "B," Fig. 1. To ascertain whether pump is delivering oil, turn on tap "C," Fig. 1, when oil should flow. If it does not do so take out ball "D," Fig. 3, and remove all dirt which may prevent it from seating itself. If this does not remedy the trouble, remove delivery pipes "E," Fig. 1, and see that they are not choked with dirt or other foreign matter.

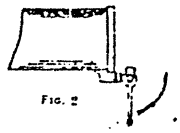

FIG. 2

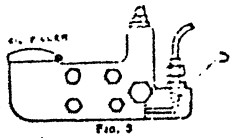

FIG. 3

STOPPING.

To stop engine, turn tap, Fig. 2, in direction of arrow, or shut Throttle Valve by lifting Governor lever "F," Fig. 1. The former method is advisable. If engine is fitted with slow running cam Z1, lift handle in direction of arrow.

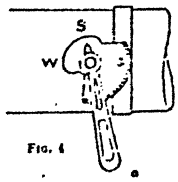

FIG. 4

SPARK.

Both the Magneto Gear and the Camshaft Magneto Gear are marked. Should it be necessary at any time to remove the Magneto, care should be taken to see that these two marks are exactly opposite.

DO NOT OIL THE MAGNETO, as it is sent out from the Works sufficiently lubricated to last a lifetime, and DO NOT INTERFERE WITH MAGNETO in any way.

NOTE—It is advisable in hot weather when engine is doing heavy loads to remove hot air pipe from exhaust side and turn it downwards.

HANG THIS CARD AS NEAR AS POSSIBLE TO WHERE ENGINE IS ERECTED.

When ordering Spare Parts always state Engine Number and H.P.