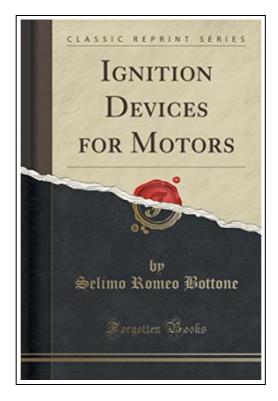
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Forgotten Books, 2017. Paperback. Condition: New. Language: English . Brand New Book ****** Print on Demand ******. Excerpt from Ignition Devices for Motors Enclosed, the spindle alone projecting. Fig. 1 is a front section, and Fig. 2 a side view, of the ordinary petrol motor - in which I is the cylinder, 2 the cylinder cover, and 3 the chamber containing the crank. This chamber is fitted with two covers, 4 and 5, the latter of which has on it a box, 6, whence arises a stud, 7, carrying. A sleeve, 8, whereon is formed the exhaust-valve cam. To this sleeve is keyed the gear-wheel, 9, which is driven by a pinion, 10, fastened to the crank-shaft, 1 1. Since the number of teeth on the gear-wheel, 9, is twice that of those on the pinion, 10, it revolves at half the speed of the crank-shaft, thus Operating the exhaust-valve at every alternate in-stroke of the piston. At 12 is the piston, which is furnished with three metal rings, 13, which enable it to make a gas-tight fit in the cylinder; and 14 is the connecting-rod, fitted with brasses at each end. The valve-box, 15, is cast on the side of the cylinder, and communicates with the combustion chamber, 16, by the port. The valve-box has a water jacket in communication with the water-jacket, 29, 30, of the cylinder, which device prevents the valve seatings becoming unduly heated. At 17 is an inlet valve which is automatic in its action, opening by the suction of the piston, against the light spring, 18. A stronger spring, 20, controls the exhaust-valve, 19, which therefore resists the suction stroke, but is lifted from its seat at every second revolution of the engine by the cam on the sleeve, 8. This cam raises the...



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