

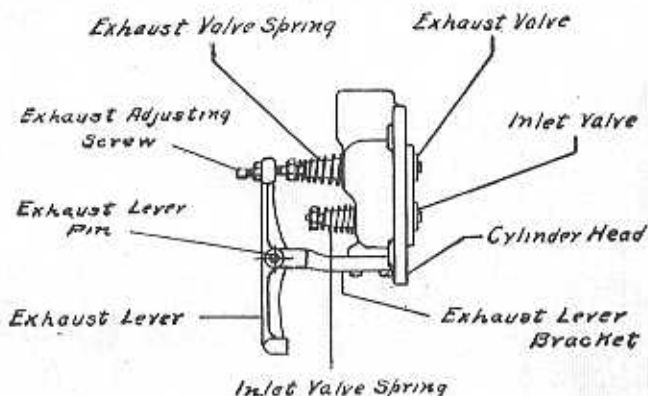
INSTRUCTIONS FOR STARTING AND OPERATING GRAY FOUR CYCLE STATIONARY ENGINES.

The engine when shipped is all complete on skids, the skids forming the lower part of crate. Be careful in removing crate not to pry against the engine or any of its parts, as they might be damaged. After the crate is removed, turn the fly-wheel around a few times to see that all working parts are in order.

The inlet valve (see cut below) may be stuck by paint or gummed oil on the stem, and not work in when fly-wheel is turned around.

Remove paint or old oil with gasoline or kerosene until the valve works freely, then squirt a little lubricating oil on the valve stem.

DETAILS OF CYLINDER HEAD AND VALVES OF 1½, 1¾, 2¾ AND 4 H. P., 1912 ENGINES (EXCEPT 2¾ AND 4 H. P. HAS CONTACT SPRING ON EXHAUST LEVER).



Fill the oil cups or lubricators with gas engine oil (not machinery or steam engine oil). Fill the grease cups with good machine grease, screw down on the covers and adjust the lubricator to feed about fifteen drops per minute until the engine has been used steady for a week or so, after which the oil may be reduced to ten drops per minute.

Oil all of the small moving parts of the engine and governor with gas engine oil by means of a squirt can and fill the hopper full of water which should be replenished when it is three-quarters evaporated. (In cold weather it is advisable to put boiling hot water in the hopper which will make the engine start quite easily.)