

Perfect Links In A Powerful Chain

The Engine Base is cast in one piece, is scientifically designed for lightness and strength. Contains the fuel tank. Fuel is drawn by suction and no pump is required. The base holds enough fuel for a whole day's run.



The Muffler: A simple, neat compact, silencer that does the work is provided. No loss of power from back pressure.

Crank Shaft: Our crank shaft is made of special steel designed for great tensile strength. It is steam hammered, finished and ground. Ordinary engines have cast steel shafts to save expense.



Connecting Rod is also made of special hammered steel. Cheap engines have malleable iron castings. The connecting rod is of special design to give strength and durability.

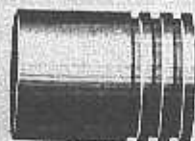


Lubrication: A large automatic sight feed lubricator is provided for cylinder. Direct lubrication for connection rod bearings supplied by special oiler attached directly to connecting rod.

Gears: Gears are machine cut from special gear metal. Push rods are made of malleable iron, dogs and cams are made of steel case hardened and wear resisting.

Fly Wheels: Fly wheels are large and ample, are lathe finished. No rough spots on the rim to tear hands and clothing and are perfectly counter-weighted to prevent vibration.

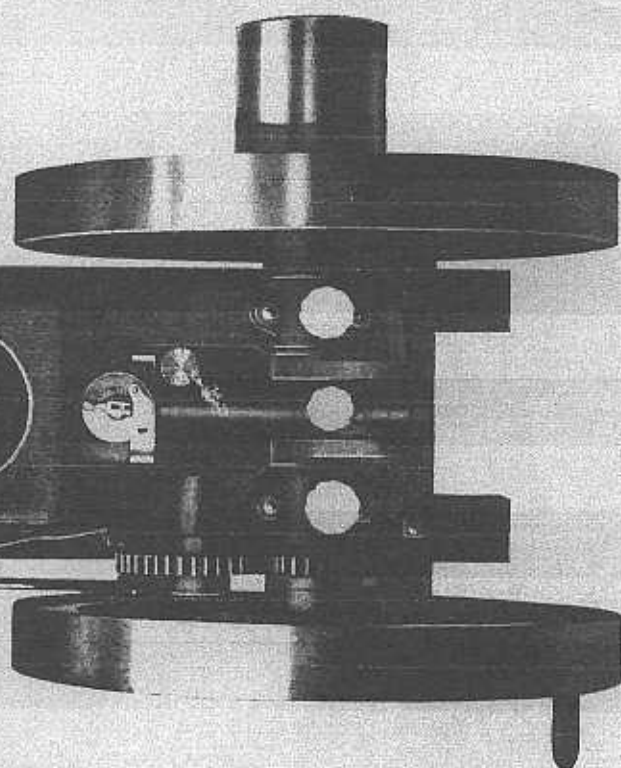
Piston and Rings are made of carefully selected iron. Machined on automatics, heat treated, and "ground" finished within one thousandths of an inch of absolute accuracy.



Finish: A good mechanic always does neat work and finishes up his work to make it look nice.



The careful work on the GRAY engine deserve a fine finish. Engine is enameled in light green, skids and battery box are enameled dark red. Engine makes an attractive appearance and the metal is protected from rust and wear.



the simplicity—No hidden parts—No Complications

Simplicity and Accessibility: You will find this the simple engine. We call it the engine that needs no expert. Few moving parts, the piston can be removed through the open end of the cylinder without disturbing the cylinder head or the valve arrangement. Anyone that can run a pump can start it.

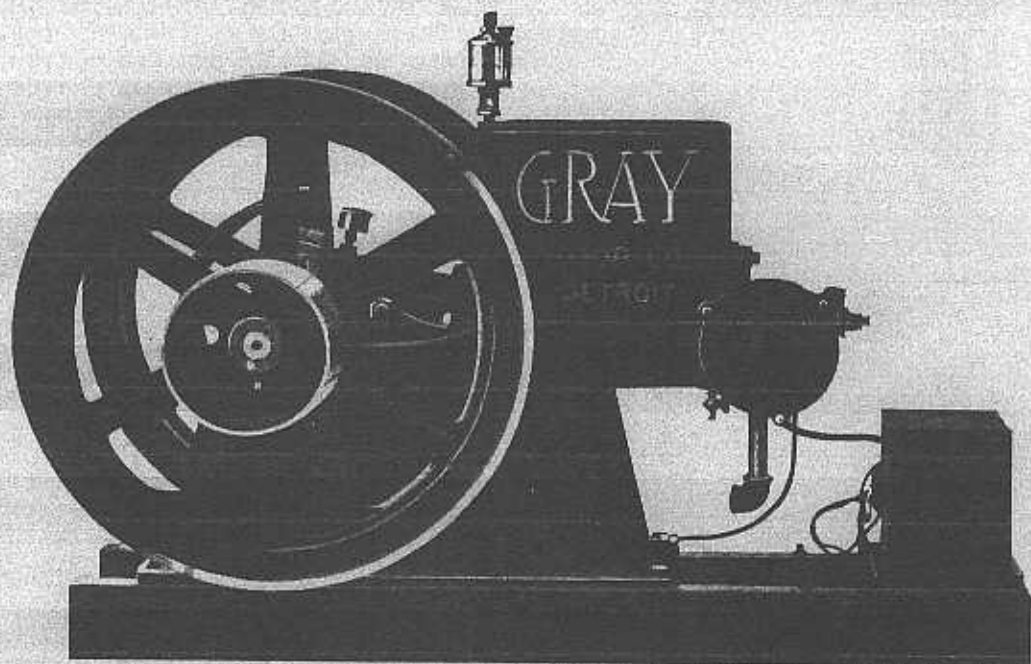
Bearings: The marine field has educated us to furnishing the right kind of bearings. The marine bearings are all heavy, substantial, and the metal is right.

The bearing metal in all Gray engines in our own special formula composed of nickel, babbitt, copper and tin. It costs exactly twice as much as the metal found on the ordinary engine.

All bearings are fitted with removable liners to furnish easy adjustment.

The Starting Handle is enclosed in the fly wheel very convenient, closes up automatically when engine starts, simple and easy.

The Engine Without a Competitor



4 Horse Power Complete Ready to Run \$110.00

Bore 4 1/4", Stroke 6", Speed 350 to 600 R. P. M.; Pulley 8" dia. 6 1/4" face; Fly wheel 25" dia.;
Floor space 24"x48"; Net weight 660 lbs.; Shipping weight 800 lbs.

This engine is without exception the biggest value ever offered in a gasoline work engine.

The engine is practically without competition in the 4 H. P. size, even comparing prices with the "cheap ones."

Hundreds of little shops are turning out 1 and 1 1/2 H. P. machines at dirt cheap prices. When they get into the larger powers where an engine must do big work and stand up day after day they are afraid to take the chance.

Our automatic and labor saving machinery and large output enables us on this 4 H. P. machine to meet the field on a price basis.

As we said before though, price isn't our whole argument. It is the engine itself.

Just study the views of this machine. Simplicity and beauty of design speak for themselves.

The 4 H. P. starts easily. It doesn't take a Sampson to crank it even in zero weather. The engine has spark control and speed can be regulated when running. It is compact, clean to handle, has cast iron oil guard to prevent throwing of oil from the cranks.

This engine, too, is an engine that needs no expert. The 4 H. P. is the most popular, useful size we

know. It will run an ordinary small pump where only 1 1/2 or 2 H. P. are needed with a proportionate reduction in fuel, still it is big enough to run all machinery found on the farm. It will take care of medium sized grinders, corn shellers, shredders, light ensilage cutters and saws 20 to 22 inches in diameter.

This machine offers enough power for the average machine or wood working shop. It takes care of power driven lathes, drill presses, forges, small planers, shapers, trip hammers, etc.

No over rating here. High power is developed in compact space same as in our powerful marine engines.

Everyone of these 4 H. P.s will hit up to 5 H. P. on the testing stand.

We believe in giving big measure and getting repeat orders. We call it a 4.

Really a better investment to buy than the 1 1/2. It does the little jobs at small cost and fuel, takes care of the big jobs as well.

At the GRAY economy prices most people can afford the two machines. Use the 4 H. P. for the heavy work, keep a 1 1/2 H. P. on a truck around the house.