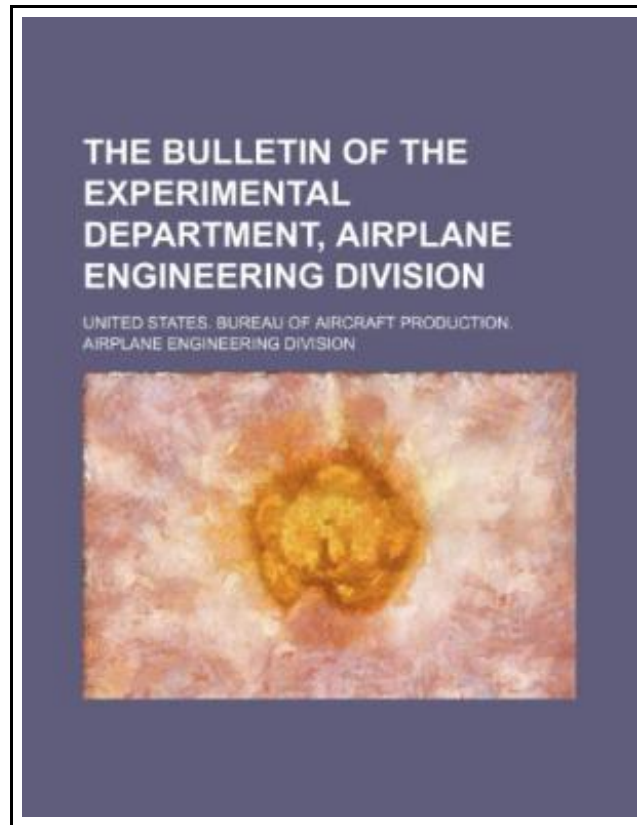


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1918 edition. Excerpt: .being 5 percent, which is an excellent showing for a test of this nature. Camshaft and rocker arm assemblies.--Sixty hrs. of operation in engine No. 801 did not bring to light any appreciable wear in any of these parts nor any abrasions of the bearings. On final inspection after the complete run all cams, rocker arm bearings and rollers were still found to be in excellent condition. The roller bushings in three cases were turning on the pins, which, owing to the softness of the latter, caused considerable wear. The worst of these in cylinder No. 6 is illustrated in Fig. 12. The trouble, seemed to be caused entirely by improper fitting of the roller bushings between the forked ends of the rocker arms. No trouble could be found in these parts in engine No. 719 after 75 hrs., although one rocker arm housing indicated imperfect machining and a lack of lapping together. At the end of the full 160 hr. test the upper camshaft driveshaft pinion had three broken teeth, and while the motor still operated, there was very little left of these teeth, although just enough to prevent slippage. There was no apparent cause for this break, but it was probably due to a hardening crack in one tooth, or to foreign material getting in between the gears. The rocker arm roller pins revealed considerable wear, due to the bushings turning on the pins rather than /. j. e Ttwo inlet valves above...

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