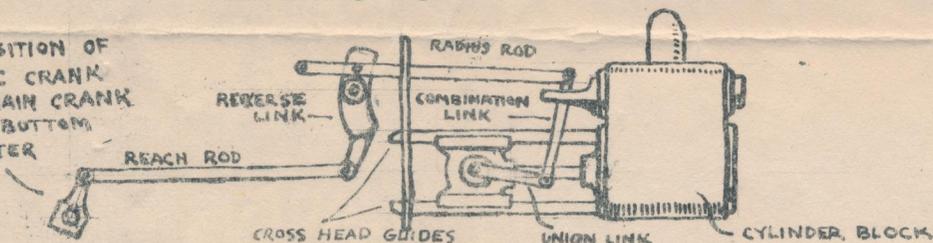


#### HOLES

- A - SPECIAL SHOULDED SCREW
- B - MAIN CRANK PIN
- C-D HEADLESS SCREWS

NOTE POSITION OF  
ECCENTRIC CRANK  
WHEN MAIN CRANK  
IS AT BOTTOM  
CENTER



#### VALVE GEAR LINKAGE

#### INSTRUCTIONS

Very little is required in the way of special instructions for the second section. The drawings are just about self explanatory. A list of the principal operations are as follows:

1. Clean up the pilot casting and attach with screws to the front of frame. Be sure to file out coupler pocket. It may be necessary to file away a slight amount of metal from the end of the frame or from the casting to make the fit perfect.
2. Clean up and attach cylinder block.
3. Assemble valve gear hangers by soldering. (We can supply these assembled at a slight extra charge.)
4. File front ends of cross head guides to a round and press into holes in cylinder block.
5. Attach Brake hangers.
6. Assemble Side Rods. Trim up contours of rods with a file. Rivet sections together with care to see that the joints hinge freely.
7. Assemble cross heads with union link and small end of main rod.
8. Assemble side rods to drive wheels. Note that several types of screws are used as indicated in drawing. The main crank pin has the eccentric crank soldered to it, and be very careful to press this on in the right position, as indicated in the drawing. A press fit was used here instead of a screw to permit this placement, and to avoid loosening.
9. Attach valve gear hangers to cross-ties of frame. Guide yoke fits about 1" back of cylinder block on first cross-tie. The cross head guides should be tack soldered to guide yoke after assembly. Place wet cloth on valve gear assembly to prevent previous soldering from loosening.
10. Assemble and rivet up valve links.