

magazine and had quite a few letters stating it was impossible to achieve what I had done. Well, since then I have proved them wrong, having run my engines for many years with the same pump. I have just stripped it down, and the only parts replaced are new o-rings on the plungers. The best way to service this pump is keep a high oil level so that the plungers are well lubricated. I have always added a small amount of soluble oil to the water tank as well.

When making and fitting cams, the exact lifts do not have to be precise, nor does the timing of the cams.

If a pot burner pilot light is not fitted, a make and break switch, spark ignition can be fitted to the inside of the pulley. I use two flats to give two sparks every revolution from a transistorized auto coil.

I have since converted a piston inclined-plunger pump for burner use. Light oil is pumped by three plungers for cold start up and heavy sump oil is provided via the other three plungers. I change over to heavy oil after three minutes running.

The pot burner has to be fitted with an air shroud in the following way:



