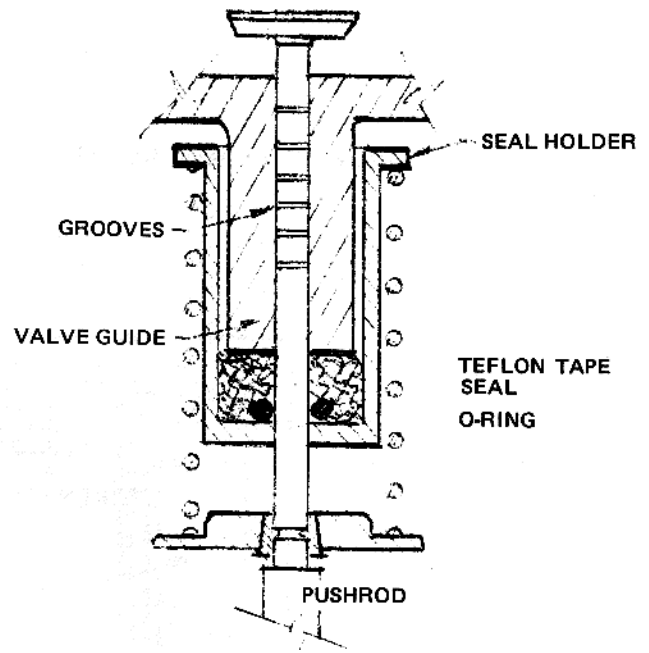


Details of the head, plate and -manifold

many years, as I have proven, and the valve and seal can be removed and reassembled with ease.

The cavity of the IC inlet (where the carburetor was attached to the air-cooled cylinder) is to be filled with graphite-asbestos packing, rammed in. Then a cover plate is installed as shown. Fit a grease nipple to the plate to pump in heavy oil. This lubricates the valve spindle and some oil will seep through to the cylinders. I also use soluble oil in the water: one pint to five gallons water to lubricate water pump, pistons, etc.

The cylinder head cover used on most of my engines is a standard design as you see in the photos. I use a 3/8 inch mild steel plate, fit inlet valve seat, and mill two slots for steam passageways. This is easy if



you have access to a milling machine. if not, the problem is easily overcome by adopting another design: Use 5/16 inch steel plate for cylinder head cover, turn out, and fit valve seat for a standard 1" diameter valve. Now, instead of milling steam passages, cut out a 1/8" steel plate same shape as the cylinder head and use this between the plate under the cylinder head cover and the cylinder. This design allows good steam flow in and out of cylinders with no restrictions.

