

PARTS LIST AND Operating Instructions

Novo Rollr Engines

Two Cylinder U Model

Radiator and Hopper Cooled Types

UF - 3" x 4"

RU - 3 $\frac{1}{4}$ " x 5"

HU - 3 $\frac{3}{8}$ " x 4"

YU - 3 $\frac{3}{4}$ " x 5"

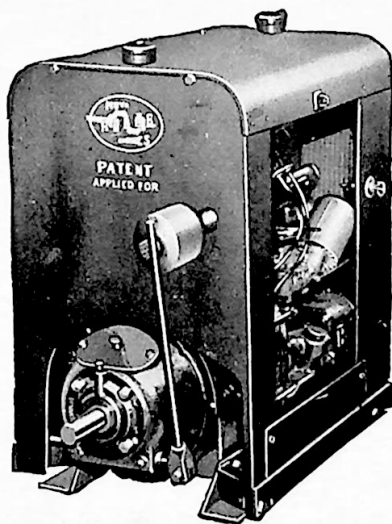


FIG. 1432. RADIATOR COOLED
WITH CLUTCH

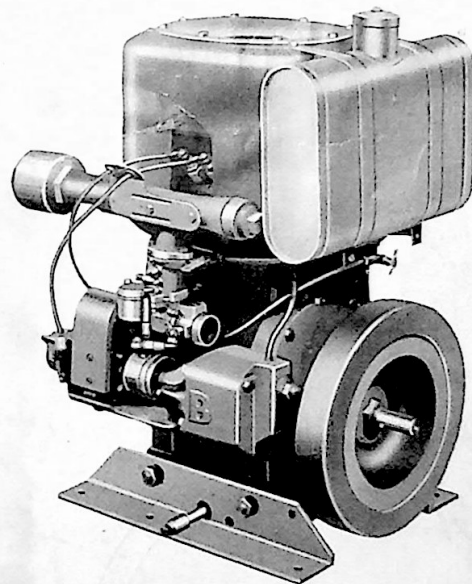


FIG. 1132. HOPPER COOLED

NOVO ENGINE CO.

LANSING - MICHIGAN

U. S. A.

New York

Chicago

Parts List 736
U Two Cylinder Engine

Operating Instructions

OILING

Use a good grade of gas engine oil. For summer operation a medium heavy SAE viscosity No. 30, for winter a medium light SAE No. 20.

Models UF and HU. Capacity—2 quarts.

Models RU and YU. Capacity—2 quarts.

Pour oil thru tube located in timing gear case cover (earlier models in governor housing). Bayonet gauge for checking oil level is located in inspection plate on side of crankcase. Gauge is marked for high and low levels. Check daily to maintain level at upper mark on gauge.

To Oil Gear Reduction. The lubrication of the gear reduction is entirely separate from the engine crankcase and a different grade of oil is required. An oil of SAE viscosity No. 40 is recommended. Pour oil in housing thru hand hole plate opening or pipe plug hole at top of case.

Capacity:

Models UF and HU three-quarters of a pint.

Models RU and YU one and one-half pints.

Fill radiator or hopper with clean water, soft is preferable.

Fill fuel tank. Container used for filling should be clean and free from foreign particles. Capacity, hopper cooled, Models UF and HU $2\frac{3}{4}$ U.S. gallons. Radiator cooled, 2.6 U.S. gallons.

Models RU and YU, hopper cooled, $3\frac{1}{2}$ U.S. gallons. Radiator cooled, 5 U.S. gallons.

All models are equipped with a combination fuel filter and shut off valve, located directly underneath the fuel tank. Be sure to open valve before starting engine. Filter bowl and screen should be removed and cleaned periodically.

Carburetor is gravity feed type. It is adjusted before leaving factory for most efficient operation and should require no further adjustment. Pamphlet of carburetor instructions is furnished separate.

Spark Plugs. Before screwing spark plug in position check gap between the points. It should not be more than $1/32$ ", the thickness of a thin dime.

Magneto. Attach cables to spark plugs. All models are equipped with impulse coupling which automatically retards the spark for starting, producing a hot spark at slow engine speed and automatically advanced for running, the impulse operation cutting out at approximately 150 R.P.M. No adjustment is necessary. To clean the impulse, flush with kerosene when necessary, then oil impulse parts with light oil. Pamphlet of magneto instructions is furnished separate.

In case it is necessary to remove the magneto from bracket, it can be reset as follows: Turn crankshaft of engine in running direction until piston of No. 1 cylinder, one nearest flywheel, is at upper dead center of the compression stroke. The spark of the magneto occurs the instant the impulse trips. Revolve magneto impulse in running direction to this position and connect magneto to governor shaft. Before securing magneto to bracket it is best to recheck timing to make certain the spark occurs at upper center when turning crankshaft by hand.

Two Cylinder Models. Connect outside magneto cable to plug of No. 1 cylinder, No. 1 is next to the flywheel, and opposite wire to plug of No. 2 cylinder.

To Start Engine. Place starting crank in position. Open switch located on manifold bracket, close choke in carburetor by pushing choke valve control lever on side of carburetor and crank engine to right. Immediately after engine starts, release choke valve control lever and engine will pick up the speed to which governor is set.

To Stop Engine. Close switch located on manifold bracket. Never shut down engine by choking carburetor.

LUBRICATION

An engine, to operate satisfactorily, must be kept properly lubricated. The manufacturer can provide the proper instructions and the means whereby it is possible to correctly lubricate the engine, but the operator must provide the proper oil and the care necessary to keep the engine properly lubricated. Proper care is what lengthens the life of an engine.

For the grade of oil for summer and winter operation, refer to paragraph No. 1 under "Oiling." There are several good makes of lubricating oil on the market and we suggest that you consult your local distributor.

Crankcase. Periodic draining of the crankcase is one of the most important factors in reducing wear and maintaining maximum efficiency of the engine. On a new engine the oil should be drained after the first fifteen hours of service and every

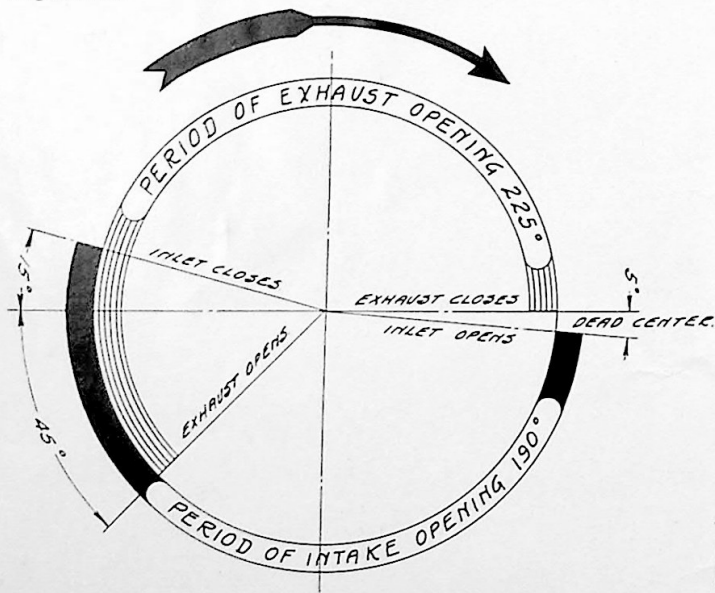


Fig. A2676

Always Give Model and Serial Number of Engine and Outfit When Ordering Repairs



twenty-five working hours thereafter. The proper time to drain the oil is after the engine has been run and is warmed up. When used intermittently in cold weather a certain amount of water condensation or "sweating" will occur in the crankcase. With dirty oil this water will form a soft, gummy emulsion. To insure proper lubrication in cold weather, remove the oil pan and clean out with kerosene every two weeks.

Fan. The grease in the fan shaft bearing should be renewed once a month. For winter operation an SAE No. 40, and for summer 600W is recommended, but any good grade of grease will be satisfactory.

Power Gears. Refer to paragraph two under "Oiling." Inspect oil level daily and drain and renew every sixty working days.

CLUTCH

Engine with Clutch Only. Oil clutch shifter collar twice daily thru oiler on clutch housing cover. Oil outer ball bearing thru oiler daily.

Engine with Clutch and Gear Reduction. Oil clutch shifter collar twice daily thru oiler on clutch housing cover. The bearing receives oil from gear reduction and does not require attention. The pilot bearing is packed with a special grease and does not require renewing except at overhaul periods. When overhauling, the pilot bearing and felt should be repacked with a grease similar to Superla 2X grease. Never allow clutch to slip. To adjust or take up wear remove clutch cover, pull out adjusting ring lock pin and turn to the right. After making adjustments, be sure that lock pin is in the nearest hole in clutch pressure plate. Disengage clutch when making adjustments.

COOLING

Hopper Type: Single cylinder capacity—four gallons. Two cylinder capacity—five gallons.

Keep water level about three inches from top of hopper at all times and under no circumstances permit the water to get as low as top of cylinder head. Boiling is typical of a hopper cooling system, therefore the water must be replenished as it boils away. Steaming and boiling is **not** an indication of overheating. **During freezing weather drain cylinder and hopper when engine is not in use.**

Radiator Type.

Single cylinder capacity—two gallons.
Two cylinder capacity—two gallons.
Four cylinder capacity—five gallons.

The radiator must at all times be kept full of water to insure proper circulation. Soft water is most desirable. If soft water is not obtainable we recommend that the system be drained every two weeks and flushed with clean water.

During cold and freezing weather keep radiator partially covered. Either drain, or use non-freezing solution corresponding to the following temperatures:

Water	Alcohol	Temperatures
90%	10%	18 degrees above zero.
85%	15%	11 degrees above zero.
80%	20%	5 degrees above zero.
75%	25%	2 degrees above zero.
70%	30%	9 degrees below zero.
65%	35%	15 degrees below zero.
60%	40%	20 degrees below zero.

VALVES

The valves and seats must always be kept in good condition to prevent the engine from losing compression. Should the engine turn too easily while being cranked, it is evident that compression is being lost past the valves. A clearance of .015" between valve stems and tappets must be maintained on inlet and exhaust valves. After a new engine has been run for some time and the valves and seats are properly worn in, they should be readjusted with engine cold, to this clearance.

To check valve timing, refer to figure A2676. Adjust tappet clearance before setting valve. Set exhaust valve to close as indicated in diagram.

GOVERNOR

The governor is set for a standard speed of 1200 R.P.M. crankshaft speed unless otherwise specified. The maximum is 1800 R.P.M. The speed can be raised by increasing the tension on governor rod spring, or lowered by decreasing the spring tension. The tension on governor rod spring is varied by means of adjusting screw and nut.

BEARINGS

The crankshaft and power gearshafts are equipped with tapered roller bearings, which require very little adjustment. However, adjustment is required from time to time and is made evident by end play in the shaft. To take up end play in engine crankshaft, remove the bearing housings at each end of shaft and take off one or more paper shims until excessive end play is eliminated. In the case of power gear shafts, these shims are between the reduction gear housing and the cover.

The engine operator should make it a point to check all bearings weekly.



Instructions for Ordering Parts

*ALWAYS GIVE MODEL AND SERIAL NUMBER OF ENGINE
WHEN ORDERING REPAIRS*

This parts catalog lists only standard engine parts. So many special items have been supplied to meet different customers' specifications, that it is impractical to list these special parts. However, any special parts originally furnished on engines can be supplied on request.

Accessories, such as magnetos, carburetors, air cleaners, etc. are not listed. These can be supplied, however, upon receipt of order giving model and serial number of engine. Price will be furnished upon application.

This parts list and prices shown hereon supersedes all other lists previously furnished.

Prices are subject to change without notice.

The end of the crankshaft where starting crank is applied is always considered the front of the engine.

Unless otherwise agreed, all parts shipments are f.o.b. Lansing.

Replacement of connecting rods will be handled on an exchange arrangement, provided old rod is returned in usable condition, transportation charges prepaid. Price on exchange will be furnished upon application.

Pistons and piston rings can be supplied from stock in the following sizes, standard, .005", .010", .015", .020", .025", and .030", oversize. Orders for sizes above .030" will be handled as special orders only.

Piston pins will be furnished standard, .005" and .010" oversize only.

RETURN OF PARTS

All claims must be made within three days after date of receipt of shipment. Give our order number against which return is being made and state full details of what is being returned and why.

Transportation charges on return shipments must be prepaid. Return shipments should be tagged showing shipper's name and address.

INDEX REFERENCE

Accessories, Magnetos, Carburetors, Air Cleaners or parts thereof are not listed. For replacement of these give engine serial number with order and state plainly what is wanted.	
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*For Impulse Coupling or Parts used after engine Serial 26381, Model UF and HU, refer to Magneto Parts List.	



Part No.	NAME OF PART	No. Used	UF & HU		RU & YU	
			Symbol	Price	Symbol	Price
U1	Piston only, 3" diameter, Model FU.....	2	UF1	2.25	.....	.....
U1	Piston only, 3 3/8" diameter, Model HU, used after engine No. 26261.....	2	HU1A	2.50	.....	.....
U1	Piston only, 3 3/16" diameter, Model HU, obsolete, used previous to engine No. 26262.....	2	HU1	2.50	.....	.....
U1	Piston only, 3 1/4" diameter, Model RU.....	2	.....	.....	AF1D	2.75
U1	Piston only, 3 3/4" diameter, Model YU.....	2	.....	.....	YU1	3.00
U1A	3" Diameter piston assembled with parts 1, 2, 3, and 940, Model FU.....	2	100FU	3.90	.....	.....
U1B	3 3/8" Diameter piston assembled with parts 1, 2, 3 and 940, Model HU, used after engine No. 26261.....	2	100HUA	4.30	.....	.....
U1A	3 3/16" Diameter piston assembled with parts 1, 2, 3 and 940, Model HU, used previous to engine No. 26262.....	2	100HU	4.25	.....	.....
U1A	3 1/4" Diameter piston assembled with 1, 2, 3 and 940, Model RU.....	2	.....	.....	100AFC	5.00
U1A	3 3/4" Diameter piston assembled with parts 1, 2, 3 and 940, Model YU.....	2	.....	.....	100YU	5.40
U2	Piston ring, plain, Model FU.....	2	UF2	.25	.....	.....
U2A	Piston ring, plain, Model HU, 3 3/8" diameter, used after engine No. 26261.....	4	RRU2	.30	.....	.....
U2	Piston ring, plain, Model HU, 3 3/16" diameter, used previous to engine No. 26262.....	4	HU2	.30	.....	.....
U2	Piston ring, plain, Model RU.....	4	.....	.....	AF2	.35
U2	Piston ring, plain, Model YU.....	4	.....	.....	NF2	.40
U2D	Piston oil ring, Model FU.....	2	UF2D	.30	.....	.....
U2D	Piston oil ring, Model HU, 3 3/8" diameter, used after engine No. 26261.....	2	RRU2D	.35	.....	.....
U2D	Piston oil ring, Model HU, 3 3/16" diameter, used previous to engine No. 26262.....	2	HU2D	.35	.....	.....
U2D	Piston oil ring, Model RU.....	2	.....	.....	RU2D	.40
U2D	Piston oil ring, Model YU.....	2	.....	.....	YU2D	.45
U3	Piston pin, Model FU.....	2	UF3	.50	.....	.....
U3A	Piston pin, Model HU, for 3 3/8" diameter piston, used after engine No. 26261.....	2	GU3	.50	.....	.....
U3	Piston pin, Model HU, for 3 3/16" diameter piston, used previous to engine No. 26262.....	2	UF3	.50	.....	.....
U3	Piston pin, Model RU.....	2	.....	.....	AF3A	.75
U3	Piston pin, Model YU.....	2	.....	.....	NF3A	.80
U6	Crankshaft pinion.....	1	UF6	2.00	RU6	3.50
U7A	Cam gear.....	1	UF7A	2.50	RU7	2.40
U7	Cam gear, Models FU and HU, used previous to engine No. 20097.....	1	UF7	2.25	.....	.....
U8	Bushing for connecting rod, upper end.....	2	UF8	.15	UF507A	.35
U20	Valve stem collar.....	4	UF20	.05	RU20	.05
U22	Valve spring, inlet and exhaust.....	4	UF22	.05	RU22	.10
U23	Valve stem guide.....	4	NNU23	.35	RU23	.50
U39	Connecting rod complete with parts 39, 41 and 241.....	2	T3227	6.80	T3287	9.00
U10J	Crankshaft assembly, crankshaft drive only, includes parts U678, 679, 680, 995, 1247, 1344 and 1313. Used after engines FU-HU 25100, RU-YU No. 25892.....	1	T4308J	20.50	T4311J	31.50
U10K	Crankshaft assembly, speed reduction take-off only, includes parts U678, 679, 680, 995, 1247, 1344 and 1313. Used after engine FU-HU No. 25100, RU-YU No. 25892.....	1	T4308K	21.50	T4311K	33.00
U10L	Crankshaft assembly, used with clutch, either crankshaft drive or speed reduction, includes parts U678, 679, 680, 995, 1247, 1344, and 1313. Used after engine FU-HU 25100, RU-YU No. 25892.....	1	T4308L	22.25	T4311L	36.00
U40	Crankshaft assembly, speed reduction take-off only, includes parts U678, 679, 680 and 995. Used previous to engine FU-HU No. 25101, RU-YU No. 25893.....	1	T3228	20.50	T3284	30.65
U40C	Crankshaft assembly, crankshaft drive with clutch only, includes parts U678, 679, 680 and 995. Used previous to engine FU-HU No. 25101, RU-YU No. 25893.....	1	T3228C	21.75	T3284E	34.50
U40D	Crankshaft assembly, crankshaft drive only, includes parts U678, 679, 680 and 995. Used previous to engine FU-HU No. 25101, RU-YU No. 25893.....	1	T3228D	18.50	T3284C	29.50
U41	Connecting rod bolt.....	4	UF41	.25	RU41	.35
U50	Magneto cable, 26", includes terminals.....	2	UNM50A	.70	UNM50A	.70
U58B	Cylinder, Model FU, always furnished with valve guides and bushings.....	1	101FUB	37.50	.....	.....
U58C	Cylinder assembly, Model FU, includes piston assemblies and valves with springs.....	1	101FUC	46.00	.....	.....
U58	Cylinder, Model FU, always furnished with valve guides and bushings, obsolete, used previous to engine No. 11538.....	1	101FU	37.50	.....	.....
U58A	Cylinder, Model FU, obsolete, includes piston assemblies and valves with springs, used previous to No. 11538.....	1	101FUA	46.00	.....	.....
U58B	Cylinder, Model HU, always furnished with valve guides and bushings.....	1	101HUB	42.00	.....	.....
U58C	Cylinder assembly, Model HU, includes piston assemblies and valves with springs.....	1	101HUC	54.00	.....	.....
U58B	Cylinder, Model RU, always furnished with valve guides and bushings.....	1	.....	.....	101RUB	55.00
U58C	Cylinder assembly, Model RU, includes piston assemblies and valves with springs.....	1	.....	.....	101RUC	70.00
U58B	Cylinder, Model YU, always furnished with valve guides and bushings.....	1	.....	.....	101YUB	60.00
U58C	Cylinder assembly, Model YU, includes piston assemblies and valves with springs.....	1	.....	.....	101YUC	78.00
U61A	Flywheel, for FU and HU hopper cooled engine. Also radiator cooled after engine No. 27907.....	1	SU61C	8.50	.....	.....
U61	Flywheel, radiator cooled engines, Mod. FU and HU previous to No. 27908.....	1	UF61H	8.50

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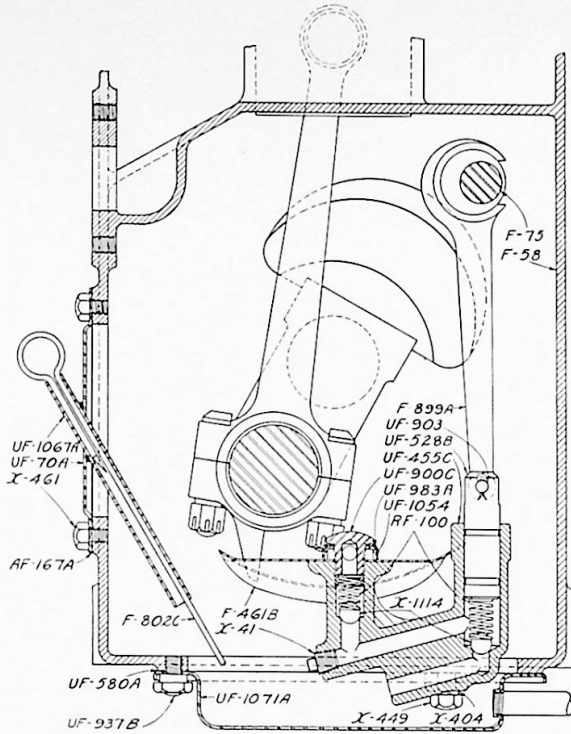


Fig. B879

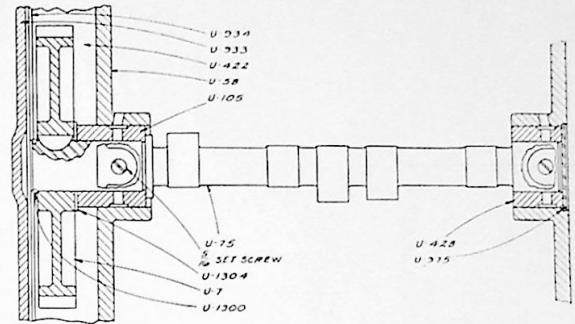


Fig. B1286—Model UF and HU. Detail of camshaft and gear assembly, used after engine serial 20096.

Fig. B879. Obsolete oil pump assembly. Models UF and HU, used previous to engine serial 25100. Models RU and YU previous to engine serial 25892.

Part No.	NAME OF PART	No. Used	MODELS UF & HU		MODELS RU & YU	
			Symbol	Price	Symbol	Price
U61B	Flywheel, radiator or hopper cooled, Models RU-YU	1			RU61B	12.00
U65	Hopper cover	1	UF65F	.85	RU65	2.00
U67	Muffler assembly	1	T3301	1.25	T3149	2.50
U70	Hand hole cover, for use with bayonet oil gauge	1	T3364	.60	T3364	.60
U70B	Hand hole cover, obsolete, for use without bayonet oil gauge	1	AF76B	.40	AF70B	.40
U71	Starting crank	1	T3214	2.15	T3695	2.50
U74C	Governor shaft, FU-HU models only, used after engine No. 26380	1	UF74C	1.85		
U74B	Governor shaft, obsolete, used from engine No. 22555 to No. 26381 on FU-HU, after No. 22554 on RU-YU	1	T4230	3.50	T4230	3.50
U74A	Governor shaft, obsolete, used from engine No. 18893 to No. 22555 on FU-HU, from No. 20358 to 22555 on RU-YU	1	T3674	3.00	T3674	3.00
U74	Governor shaft, obsolete, Models FU-HU, used previous to engine No. 18893, Models RU-YU previous to No. 20358	1	T3237	3.00	T3237	3.00
U74D	Governor shaft, Model FU-HU only, special for use with Bosch, Splittorf or Eisemann magnetos after engine No. 26380	1	NNU74	1.85		
U75	Cam shaft, obsolete, on UF-HU models only, used previous to engine No. 20097	1	UF75	12.50	RU75A	13.50
U75A	Cam shaft with gear assembled, obsolete, UF-HU models only, used previous to engine No. 20097	1	T3229	15.00	T3320	16.50
U75B	Cam shaft, used after engine No. 20096	1	UF75A	7.50		
U100	Oil pump spring, obsolete, used previous to engine No. 25101 on UF and HU; used previous to No. 25893, RU and YU	1	RF100	.05	RF100	.05
U105	Cam shaft bushing, obsolete, used previous to engine No. 20097 on Models FU-HU. Standard on RU-YU	2	UF105	.35	RU105	.45
U105A	Cam shaft bushing, used after engine No. 20096	1	UF105A	1.00		
U108B	Breather tube, obsolete, used previous to engine No. 25101 on UF and HU. Standard on RU and YU	1	UF108B	.35	UF108B	.35
U108C	Breather tube, used after engine No. 25100	1	UF108C	.30		
U110	Bracket for valve tappet, used after engine No. 24674, UF-HU only	1	NNU110	1.45		
U120E	Magneto bracket and governor housing, includes bushings U507A. State whether A or B drive engine. Used previous to engine No. 15972	1	UF120E	6.00	UF120E	6.00
U120D	Magneto bracket and governor housing, includes bushings U507A. State whether A or B drive engine. Used after engine No. 15972 to No. 26381	1	UF120D	6.00	UF120D	6.00
U120F	Magneto bracket, used after engine No. 26380. Refer to part No. U443A for housing	1	UF120F	.25		
U158E	Fuel feed pipe, hopper cooled engine, less house	1	UF158E	.40	RU158E	.20
U158A	Fuel feed pipe, hopper cooled engine with house	1	UF158A	.25		
U158F	Fuel feed pipe, radiator cooled engine with house	1	UF158F	.30	RU158G	.40
U165	Valve stem collar U washer	4	UF165	.05	RU165	.05
U167	Gasket for hand hole cover	1	AF167A	.05	AF167A	.05

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GOVERNOR ASSEMBLY

LATE MODEL

OBSOLETE MODEL

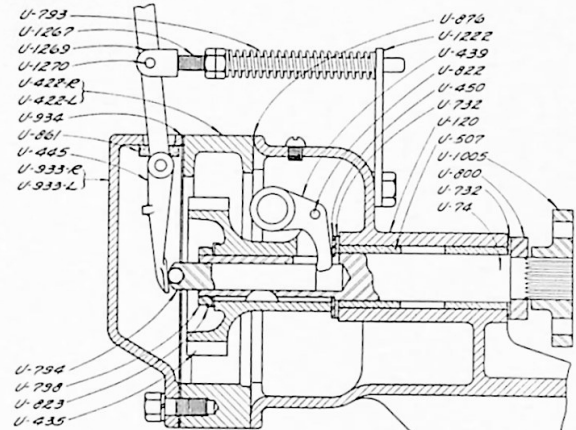
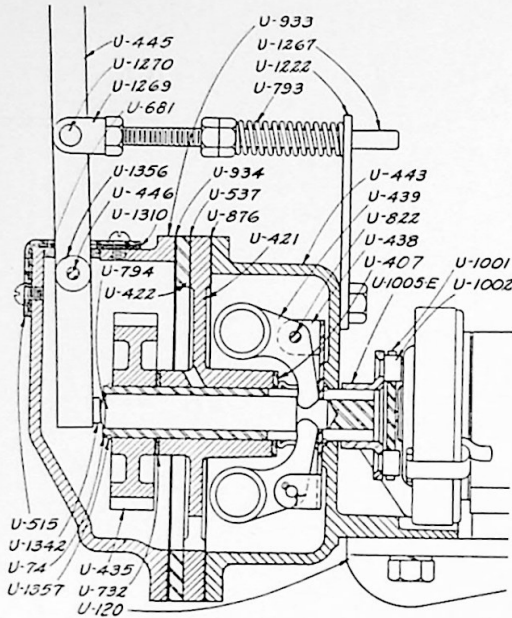


Fig. B1377

Fig. B1479

Models UF and HU, used after engine serial 26381.

Models UF and HU; used from engine serial 22555 to 26381.

Models RU and YU, used after engine serial 22555.

U241	Nut for connecting rod bolt.....	2	UF241	.05	2S241	.15
U401	Cylinder head, hopper cooled, FU and RU.....	1	UF401H	14.50	RU401	20.45
U401	Cylinder head, hopper cooled, HU and YU.....	1	HU401F	14.50	YU401	25.00
U401B	Cylinder head, radiator cooled, FU and RU.....	1	UF401G	8.30	RU401A	12.00
U401B	Cylinder head, radiator cooled, HU and YU.....	1	HU401E	8.20	YU401A	12.00
U401A	Cylinder head, radiator cooled, obsolete, Model UF, used previous to engine No. 14400.....	1	UF401A	8.75	.....	.....
U402F	Cylinder head studs, hopper cooled, short, 13 used on RU and YU.....	8	RF402	.10	RF402	.10
U402N	Cylinder head capscrew, radiator cooled.....	10	NNU402	.15	.....	.....
U402	Cylinder head stud, short, radiator cooled, obsolete.....	7	UF402	.15	UF403	.15
U403	Cylinder head stud, hopper cooled, long, 2 used on RU and YU, 3 used on obsolete models.....	2	UF403	.15	RF403	.25
U407	Washer for governor body.....	1	EF407	.05	.....	.....
U409	Cylinder head gasket.....	1	UF409A	.45	RU409A	.60
U410	Manifold stud.....	2	UF410	.10	.....	.....
U413F	Stud for water inlet manifold.....	2	.....	.....	EF413	.05
U413	Stud for water outlet manifold.....	2	.....	.....	RU413	.10
U414	Fan bracket, FU-HU, first used on engine No. 27908.....	1	NNU414	.20	.....	.....
U414R	Fan bracket, A position, obsolete, used previous to engine No. 27908, UF and HU only.....	1	UF414RA	1.00	RU414R	1.15
U414L	Fan bracket, B position, obsolete, used previous to engine No. 27908 on UF and HU only.....	1	UF414LA	1.00	RU414L	1.15
U415	Fan adjusting screw, first used on engine No. 27908.....	1	NNU415	.30	.....	.....
U415A	Fan adjusting screw, obsolete on FU and HU only, previous to engine No. 27908.....	1	UF415	.10	RU415A	.45
U417G	Fan assembly, first used on engine No. 27908.....	1	UF417G	5.25	.....	.....
U417D	Fan assembly, obsolete on FU and HU only previous to engine No. 27908.....	1	UF417D	5.25	RU417B	7.00
U421	Bearing for governor shaft, first used on engine No. 26381.....	1	UF421	1.25	.....	.....
U422	Plate for timing gear case cover, first used on engine No. 25133.....	1	UF422	1.50	.....	.....
U422CL	Gear case, B position, obsolete, used from engine No. 11538 to No. 25133, UF and HU only.....	1	UF422LC	5.25	RU422LB	6.25
U422CR	Gear case, A position, obsolete, used from engine No. 11538 to No. 25133, UF and HU only.....	1	UF422RC	5.25	RU422RB	6.25
U422BL	Gear case, B position, obsolete, used previous to engine No. 11538.....	1	UF422LB	5.25	.....	.....
U422BR	Gear case, A position, obsolete, used previous to engine No. 11538.....	1	UF422RB	5.25	.....	.....
U426	Manifold gasket.....	1	UF426	.15	RU426	.25
U428	Rear cam shaft bushing, used after engine No. 20096.....	1	UF428	.80	.....	.....
U432	Stud for gear case cover.....	3	RF432	.05	.....	.....
U433	Stud for gear case cover.....	2	AF433	.15	.....	.....
U434	Fan drive pulley, used after engine No. 27907.....	1	NNU434	1.00	.....	.....
U435B	Governor pinion, first used on engine No. 26381.....	1	UF435B	1.35	.....	.....
U435A	Governor pinion, used after engine No. 18893 to No. 26381 on UF and HU; used after engine No. 20358 on RU and YU.....	1	UF435A	2.50	RU435A	3.25

Always Give Model and Serial Number of Engine and Outfit When Ordering Repairs



GOVERNOR ASSEMBLY

OBSOLETE MODEL

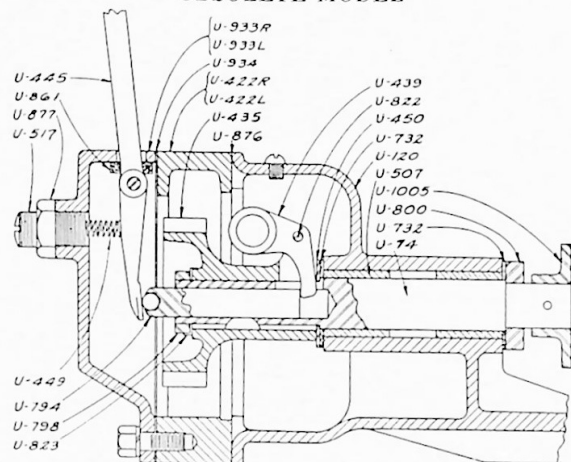


Fig. B1255

OBSOLETE MODEL

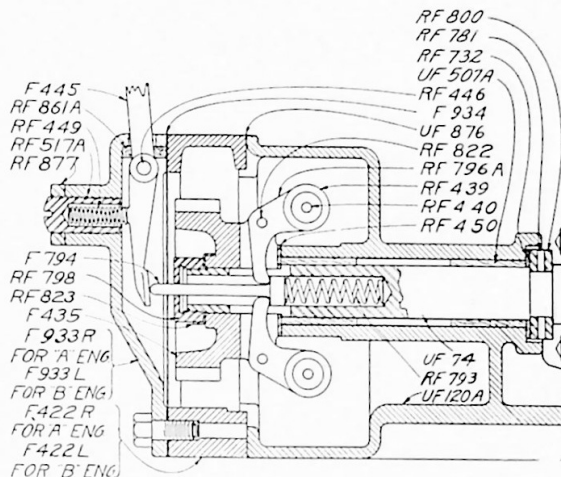


Fig. B877

Models UF and HU, used from engine serial 18894 to 22555.
Models RU and YU, used from engine serial 20358 to 22555.

Models UF and HU, used previous to engine serial 18894.
Models RU and YU, used previous to engine serial 20358.

U435	Governor pinion, used previous to engine No. 18894 on UF and HU; used previous to engine No. 20359 on RU and YU.....	1	UF435	2.25	RU435	3.25
U438	Governor body, used after engine No. 26380.....	1	UF438	.10	.....	.....
U439	Governor weight, used after engine No. 18893 on UF and HU; used after engine No. 20358 on RU and YU.....	2	SU439	.50	SU439	.50
U439A	Governor weight, used previous to engine No. 18894 on UF and HU; used previous to engine No. 20359 on RU and YU.....	2	RF439A	.50	RF439A	.50
U443	Governor housing for magneto without dust shield for impulse coupling used after 26380, UF and HU.....	1	UF443	1.75	.....	.....
U443A	Governor housing for magneto with dust shield for impulse coupling....	1	UF443A	1.80	.....	.....
U445	Governor lever, A or B drive.....	1	RRU445A	1.00	RRU445A	1.00
U445A	Governor lever assembly, specify A or B drive, includes AG1342. Used after engine No. 26380.....	1	A3368	.95	.....	.....
U446	Governor lever pin.....	1	RF446	.10	RF446	.10
U447D	Governor rod, A position.....	1	UF447D	.30	RU447D	.45
U447E	Governor rod, B position.....	1	UF447E	.30	.....	.....
U449	Governor adjusting spring, obsolete, used previous to engine No. 26381..	1	RF449	.10	.....	.....
U450	Washer for governor sleeve and fan bracket.....	2	RF450	.05	RF450	.05
U455C	Oil pump body, used on engine No. 7979 to No. 25101 on UF and HU; on engines No. 7952 to No. 25893 on RU and YU.....	1	UF455C	3.50	UF455C	3.50
U455	Oil pump assembly, used from engine No. 7979 to No. 25101, UF and HU; used from No. 7952 to No. 25892, RU and YU.....	1	T3370	5.25	T3371	5.25
U455B	Oil pump body, used previous to No. 7979 on UF and HU; used on engines previous to No. 7952 on RU and YU.....	1	UF455B	5.00	UF455B	5.00
U461	Oil trough, obsolete after engine No. 25100 on UF and HU; obsolete after engine No. 25892, RU and YU.....	1	UF461B	.30	RRU461	.30
U463D	Manifold, used after engine No. 14876 on UF and HU; used after engine No. 15055 on RU and YU.....	1	UF463D	4.00	RU463A	6.50
U463	Manifold, used previous to engine No. 14877 on UF and HU; used previous to engine No. 15056 on RU and YU.....	1	UF463	4.25	RU463	6.25
U465	Water inlet flange.....	1	.....	.....	FFU465	1.00
U481	Oil strainer assembly, obsolete after engine No. 7978 on FU and HU; obsolete after engine No. 7951 on RU and YU.....	1	T3241	1.50	T3241	1.50
U491	Lower radiator hose.....	1	UF491	.25	RU491A	.35
U492	Upper radiator hose.....	1	UF492A	.15	RU492	.25
U493	Fan belt, V type, used after engine No. 27907 on UF and HU; used previous to No. 15229 on RU and YU.....	1	NNU493	1.00	FFU493	1.50
U493A	Fan belt, used previous to engine No. 27908 on UF and HU; used previous to No. 15230 on RU and YU.....	1	UF493	1.00	RU493	1.15
U498	Shield for magneto cables.....	1	.....	.....	RU498	.50
U507A	Bushing for governor shaft, used previous to engine No. 26381 on UF and HU only.....	2	UF507A	.35	UF507A	.35
U515	Cover for governor lever.....	1	UF515	.10	.....	.....
U517	Governor adjusting screw, obsolete.....	1	RF517A	.30	.....	.....
U528	Oil pump plunger, obsolete after engine No. 25100 on UF and HU; obsolete after engine No. 25892 on RU and YU.....	1	UF528B	.70	UF528B	.70
U537	Gear case gasket, used previous to engine No. 11538—UF and HU only..	1	UF537	.05	.....	.....
U537A	Gear case gasket, used after engine No. 11537 on UF and HU only.....	1	UF537A	.05	RU537	.05
U539A	Oil thrower.....	1	UF539A	.10	RU539A	.05

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