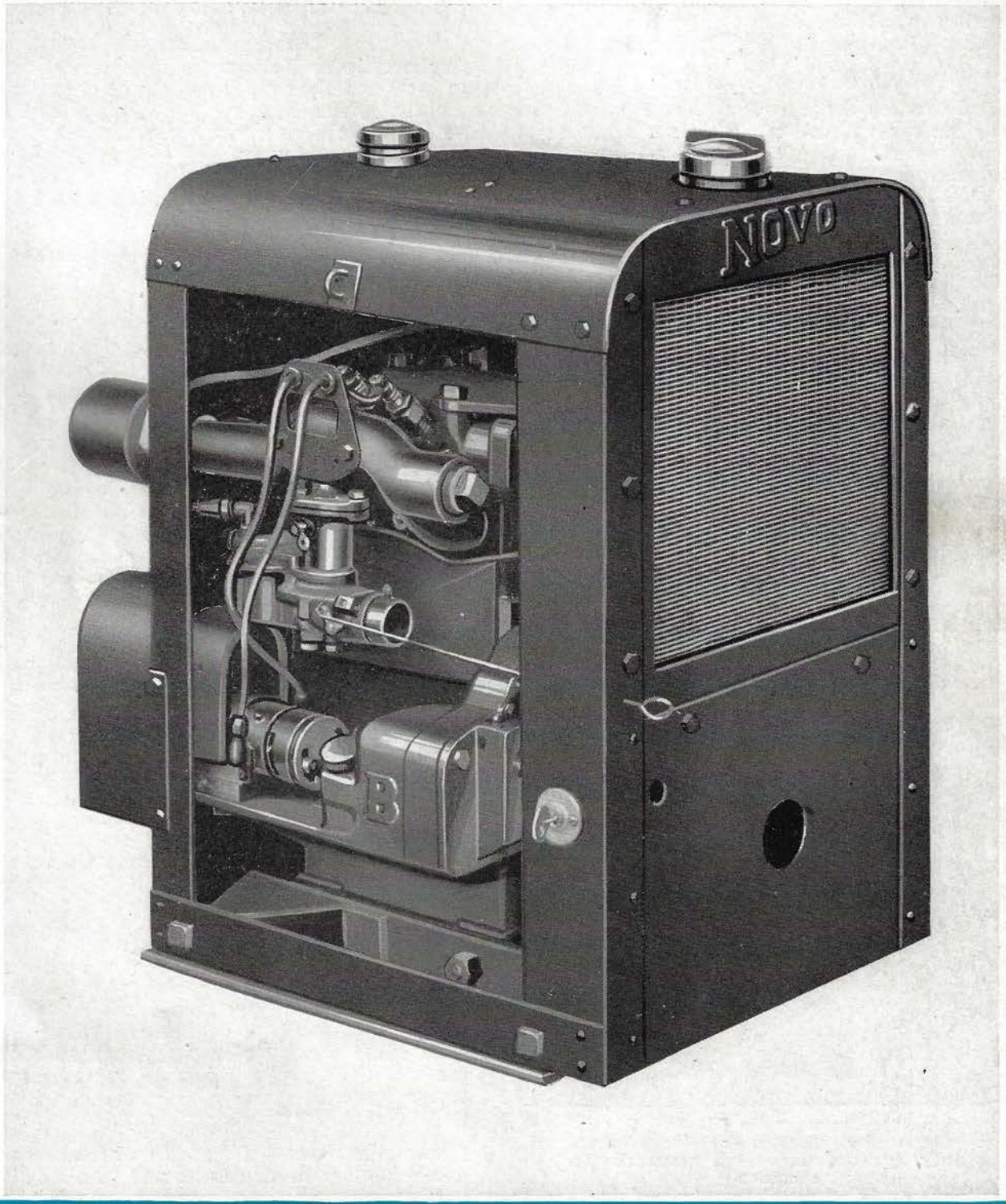
NOVO

6 and 8 H. P.

TWO-CYLINDER GASOLINE ENGINE



Novo Two-Cylinder, Radiator Cooled Engine

ENGINE BULLETIN NO. 4

Balanced Anti-Friction Two-Cylinder Power

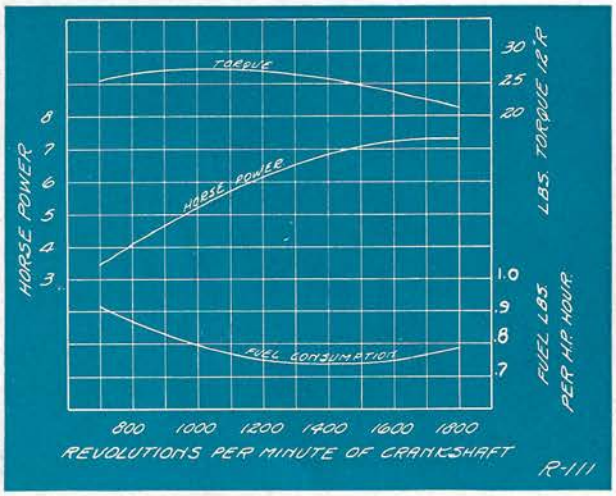
6-8 H. P. Rollr Engines

Novo Model FU and HU Two-Cylinder Rollr Engines are 6 and 8 H. P. respectively. They are L-head vertical power units, furnished hopper or radiator cooled. The hopper cooled type may be furnished with or without lockable steel house. The house is standard on radiator cooled engines.

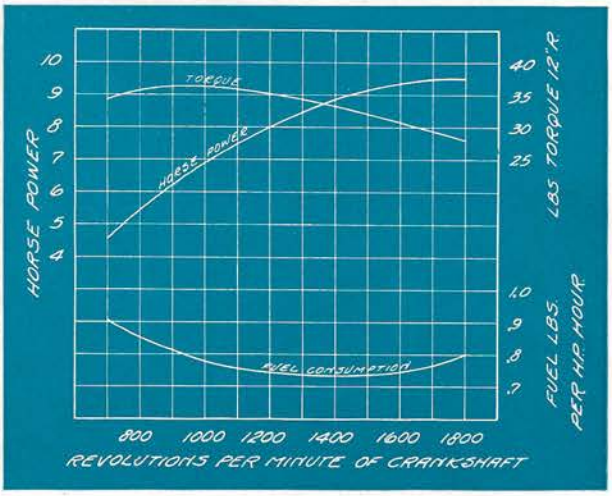
The two-cylinder engines are furnished standard for operation at 1200 R. P. M. with a range from 750 to 1800 R. P. M. and with a shaft extension 3½" long and 1 7/16" in diameter.

Vibrationless Operation

The Novo Two-Cylinder Rollr Engines are practically without vibration. This performance is obtained by the use of the opposed throw 180° counterbalanced crankshaft. The crankshaft is in perfect mechanical balance, connecting rods and counterweights are weighted and matched, resulting in a smoothness of operation regardless of speed.



Performance curves on the FU 6 H. P. two-cylinder engine. Ratings are obtained from a fully equipped engine—all accessories in operation



Performance curves on the HU 8 H. P. two-cylinder engine. Ratings are obtained from a fully equipped engine—all accessories in operation

Timken Roller Bearings

Timken Roller Bearings are used on the crankshaft, adding to the smoothness of operation and the elimination of friction—give long bearing life without adjustment or replacement—carry all radial or thrust loads, and need less lubrication.

Chrome Nickel Block

The cylinder block contains a high percentage of steel and the proper amount of chromium and nickel to give a close grained metal of high transverse strength and the proper hardness to withstand strain and wear.

The cylinders are bored, reamed and honed. Each cylinder is held to less than .001 of an inch tolerance.

Carburetor, Magneto and Governor on Either Side

The two-cylinder engines can be furnished with working parts as carburetor, magneto and governor on either the right or left side (facing the flywheel, designed by "A" or "B" position respectively), making it possible to locate these where they will be most easy to reach. "B" position standard unless otherwise specified.

Hand Holes

Hand holes are provided in the engine block through which adjustment can be made on the connecting rod bearings, etc., with the least possible effort. This quick accessibility makes adjustments possible with practically no loss of time. A bearing can be taken up in a very short time.

Throttling Governor

These engines have a built-in governor which maintains rated speed at all loads within their capacity. Governor is of rugged construction and is self-oiling. An attachment for variable speed can be supplied which allows change in governed speed while engine is in operation.

Positive Lubrication

All bearings, cams, gears, connecting rods, pistons and other working parts in the crankcase are constantly flooded with oil by the positive gear driven oiling system.

Quarter Turn Starting

The ignition system includes a high tension magneto and an automotive impulse starter, which automatically retards spark and makes it possible to start these engines with the least possible effort. A quarter right-hand turn of the crank and the engine is started, regardless of the temperature.

Standard Engines

Crankshaft drive—"B" position of accessories—equipped with air cleaner and gasoline filter

NOVO ROLLR ENGINES

Application

Users of industrial power have adopted these power units for a wide range of application and all with the same striking success. This has also been the case in the agricultural field, implement and farm tool manufacturers have adopted the Novo Two-Cylinder Rollr Engine as standard equipment on their finest pieces of machinery.

Some typical industrial applications are:

Concrete mixers, compressors and blowers, pumps of all kinds, light duty hoists, paint sprayers, conveyors, graders, generators, light plants, concrete finishers and saw tables.

In the field of agriculture:

Orchard and crop sprayers, dusters, hay presses, well pumps, transplanters, potato diggers, feed-grinders, farm elevators, ensilage cutters and farm shop.

Drives Available

A variety of speed reductions are available, with or without clutch and with either direction of rotation. Also right angle drives.

SPECIFICATIONS

Model	FU	HU
H. P.	6	8
Bore	3″	3⅜″
Stroke	4″	4″
R. P. M.	1200—range 750 to 1800	
Displacement	56.52″	71.56″
Fuel tank capacity	2¾ U. S. Gallons	
Oil capacity	4 pints	
Cooling	Hopper or radiator	
Valve diameter clear.	1 3/16″	
Connecting rod bearings	1½″ dia. x 1½″ long	
Main bearings—two	Timken Roller Bearings	
Drive shaft bearings—two	Timken Roller Bearings	
Timing gears	Spur—10 pitch, ¾″ face	
Piston	Special analysis cast iron	
Piston rings per piston	2 compression, 1 oil regulat'g	
Piston ring width	⅛″	
Piston pin	¾″ dia. (full floating type) hardened, ground and lapped	
Ignition	High tension magneto with automatic impulse starter	
Crankshaft	S. A. E. 1035 steel heat tr't'd	
Cylinder block	Novite—Chrome nickel content alloy	
Carburetor	Float feed, fixed high speed jet	
Fan diameter (Radiator cooled only)	11″	
Flywheel diameter	13″	
Clutch	Own make	
*Approx. net weight, lbs.	330	
*Approx. shipping wt., lbs.	380	
Code:		
Hopper cooled less house	NEZHE	NEKAM
Hopper cooled with house	NEZTO	NEKED
Radiator cooled with house	NEZNA	NEKIL

*Radiator cooled engine.

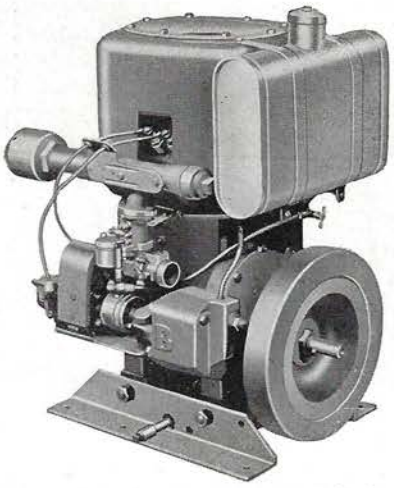
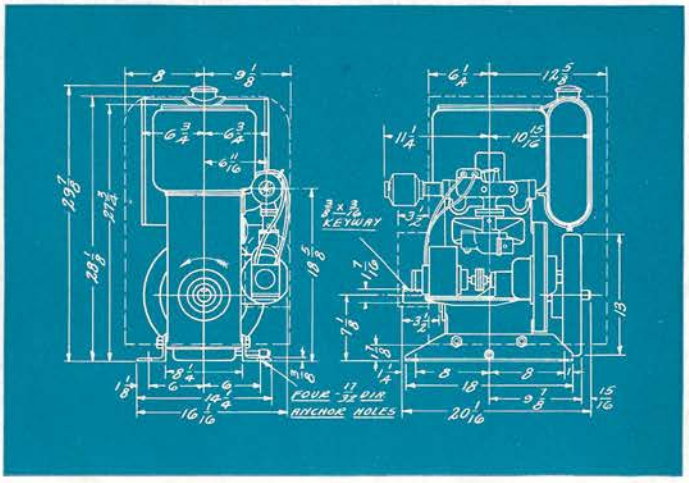
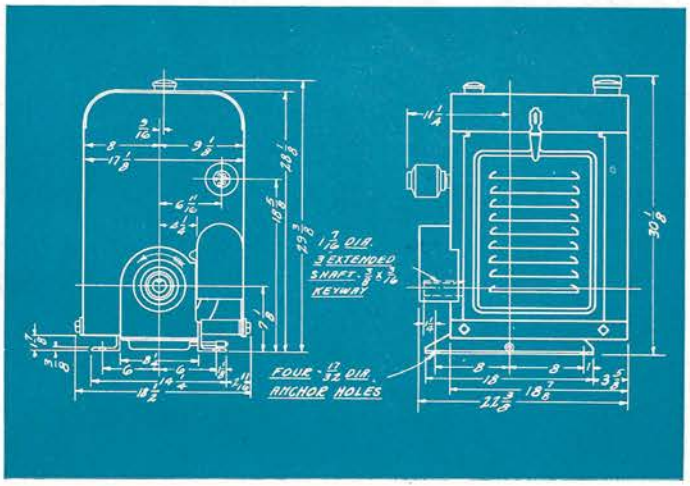


Fig. 1475. Novo Two-Cylinder Rollr Engine, hopper cooled, less house



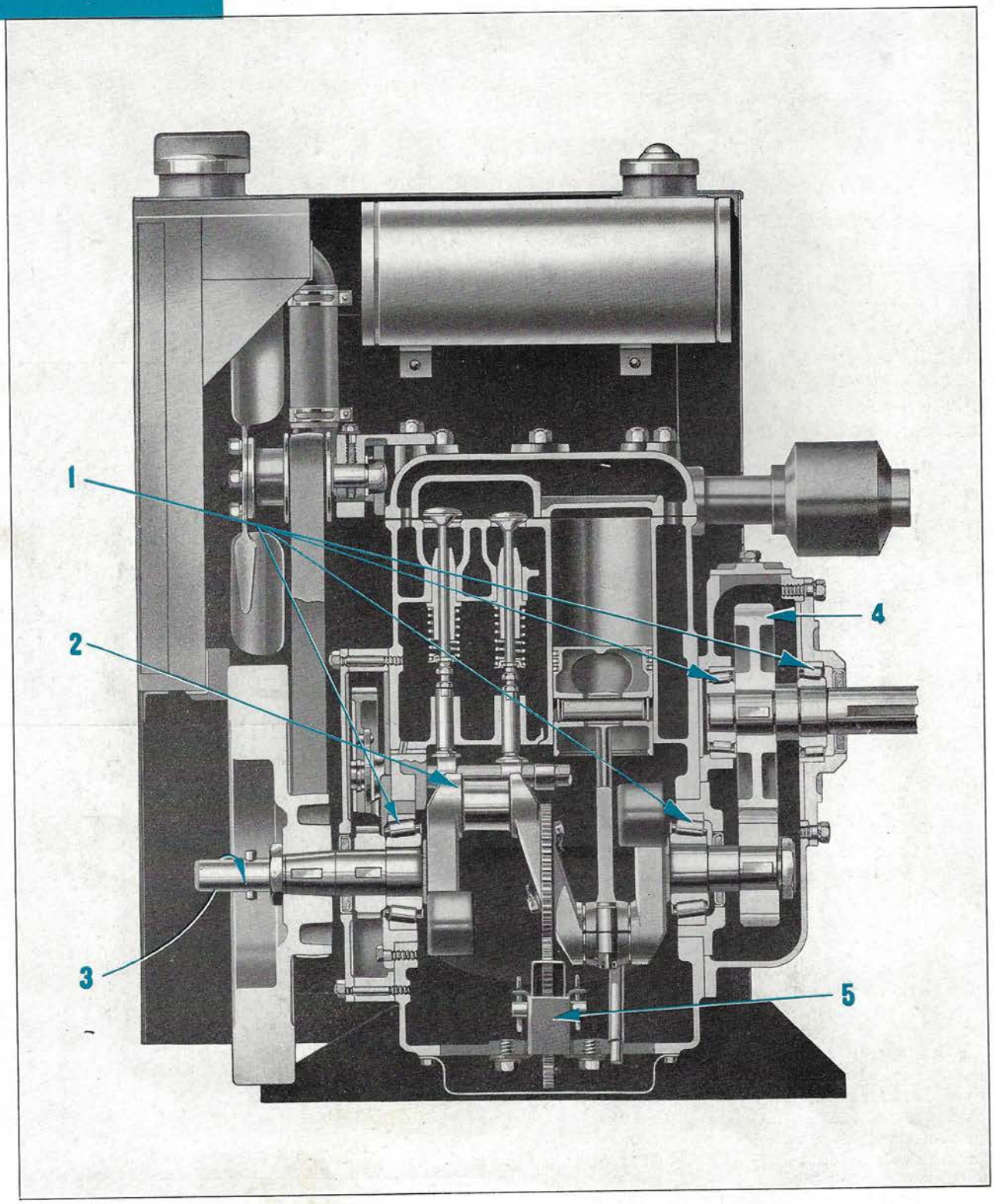
Dimensions of the FU and HU two-cylinder engine, hopper cooled, crankshaft drive, B position of accessories



Dimensions of the FU and HU two-cylinder radiator cooled, with house, crankshaft drive, B position of accessories

FEATURES OF 2-CYL. ENGINES

Fig. 1461. Sectional view of a Novo Two-Cylinder Rollr Engine, radiator cooled, with 2 to 1 left-hand reduction, showing some of the superior features of these engines



1. Timken Roller Bearings
2. 180° Counter balanced crankshaft
3. All engines crank right-handed
4. Roller bearing equipped gear reduction
5. Gear oiling system

NOVO ENGINE CO.
LANSING, MICHIGAN, U. S. A.

3M-8-33