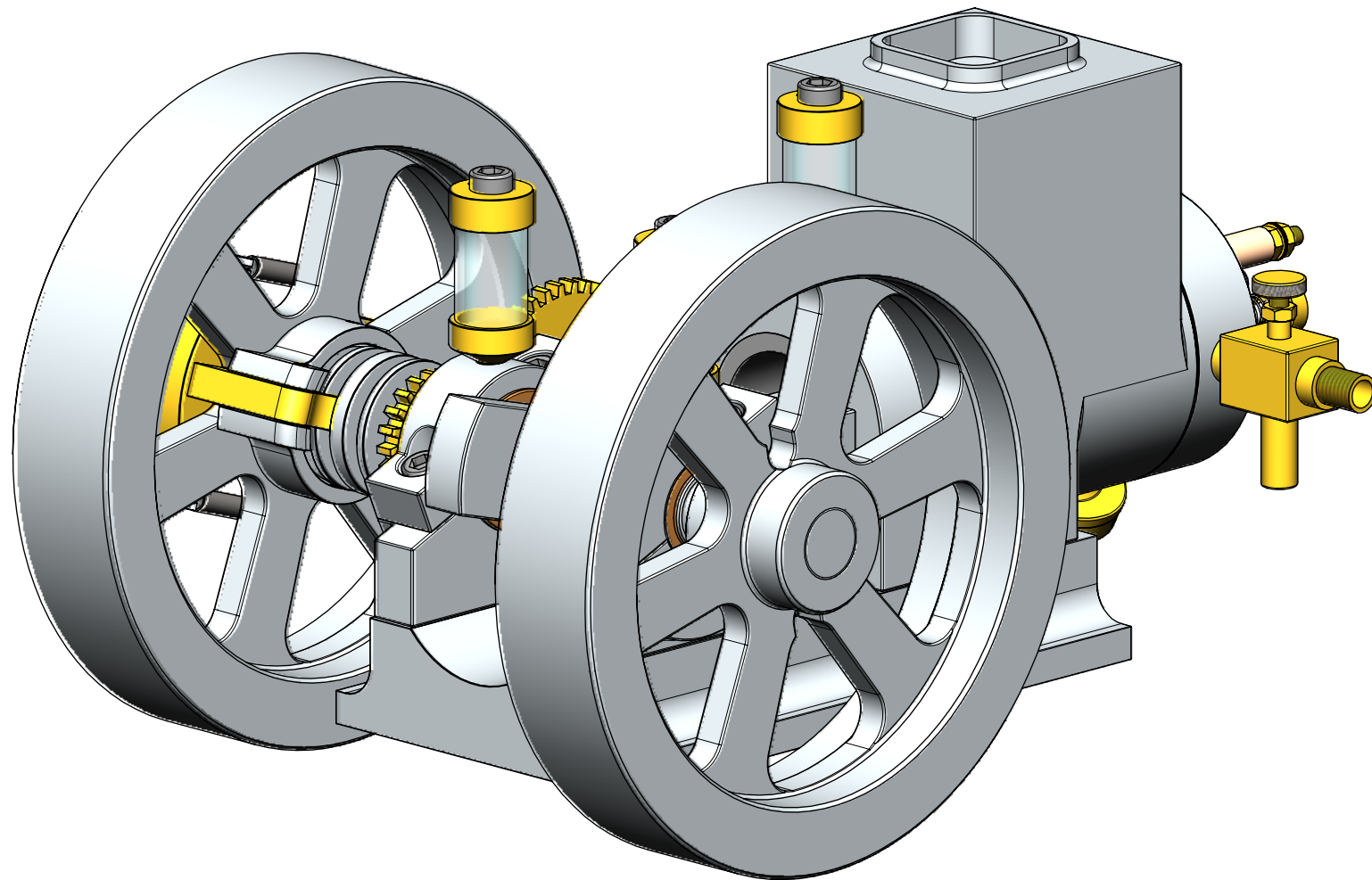
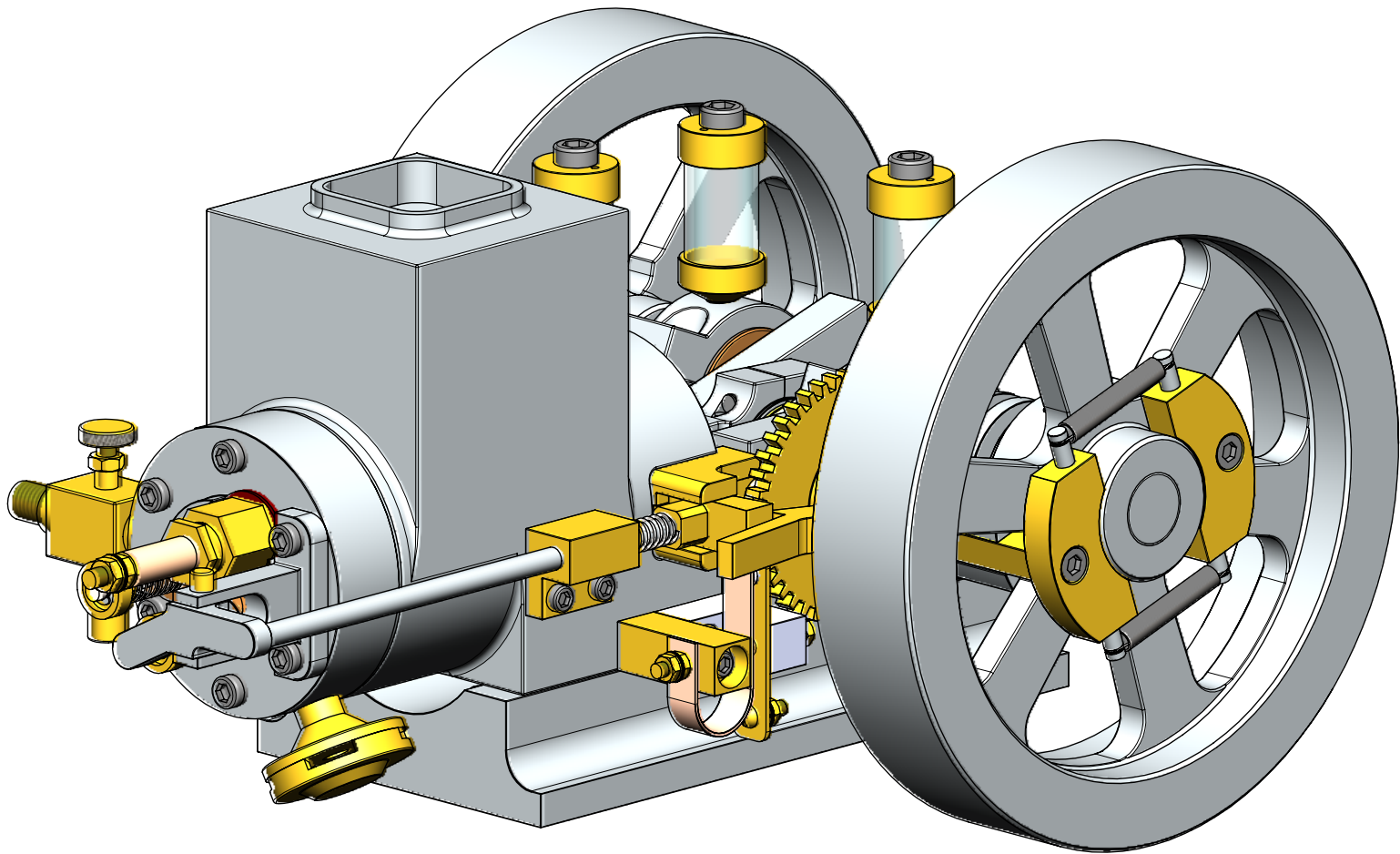




- NOTES:
0. ALL DRAWINGS ARE IN METRIC MEASUREMENTS
 1. ALL ENGINEERING PRACTICES SHALL BE APPLIED WITH REGARDS TO HOLE AND SHAFT TOLERANCES.
 2. WHERE SCREWS OR BOLTS ARE USED THE CLEARANCE HOLES SHALL BE APPROXIMATELY 5% TO 8% LARGER THAN THE MATCHING TAPPED HOLE.
 3. PREFERABLY ALL TAPPED HOLES AND MATCHING SCREWS AND/OR BOLTS TO BE METRIC FINE (MF)
 4. MATERIALS SPECIFIED ON THE DRAWINGS ARE INDICATIVE ONLY. THE BUILDER CAN MAKE HIS/HER OWN MATERIAL CHOICE.
 5. ALL CONNECTIONS/JOINTS WHICH HAVE STEAM PRESSURE APPLIED TO IT SHALL BE SILVER/HARD SOLDERED.
 6. COMPRESSION SPRINGS ARE DRAWN IN COMPRESSED STATE (CP), UNCOMPRESSED STATE IS APPROX 40% TO 60% LONGER THEN COMPRESSED STATE.
 7. WHERE PREFERRED SCREW OR RIVETED CONNECTIONS CAN BE OMITTED AND PARTS CAN BE BONDED TOGETHER BY USING EITHER HIGH STRENGTH GLUE, EPOXY RESIN, OR SOLDER.
 8. PARTS WHICH ARE DIRECTLY EXPOSED TO STEAM AND/OR WATER SHOULD BE CONSTRUCTED USING NON-FERROUS OR NON CORROSIVE MATERIAL SUCH AS BRASS, BRONZE, GUNMETAL, STAINLESS STEEL, COPPER OR MONEL.
 9. THE ORDER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED AND THE MODEL IS ASSEMBLED IS ENTIRELY LEFT TO THE BUILDER/MODEL MAKER.
 10. A COLOUR SCHEME FOR THIS PROJECT IS ENTIRELY LEFT UP TO THE MODEL MAKER.
 11. THE MANNER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED IS ENTIRELY LEFT UP TO THE BUILDER.
 12. USE LOCTITE, ON SCREW OR PRESS FIT CONNECTIONS OR SURFACES, WERE DEEMED NECESSARY TO PREVENT PARTS FROM LOOSENING.
 13. WASHERS AND/OR SPRINGWASHERS SHALL BE USED WHERE DEEMED NECESSARY.
 14. N/A
- XX. ERRORS AND/OR OMISSIONS MAY OCCUR IN THE DRAWINGS, DO NOT HESITATE TO CONTACT ME SO THAT THE ERRORS/OMISSIONS CAN BE RECTIFIED.

MATERIAL ABBREVIATIONS:

ALU = ALUMINIUM
HALU= HARD ALUMINIUM
BRS = BRASS
BRZ = BRONZE OR GUNMETAL (BRZ/GM)
CI = CAST IRON
CU = COPPER
GRA = GRAPHITE
MS = MILD STEEL/BRIGHT MILD STEEL
SS = SILVER STEEL OR STAINLESS STEEL
SPS = SPRING STEEL
PEEK= POLYETHER ETHER KETONE
SYN = SYNTHETIC MATERIAL SUCH AS VETON, NYLON, TEFLON OR RUBBER
IN GENERAL SYNTHETIC MATERIALS SOULD BE ABLE TO WITHSTAND THE HEAT AND PRESSURE(S) APPLIED TO THEM.
nnn/nnn MEANS THAT EITHER MATERIAL CAN BE USED

OTHER ABBREVIATIONS

DP = DEEP
DAA= DRILL AFTER ASSEMBLY
D&TAA= DRILL AND TAP AFTER ASSEMBLY
CF = CLOSE FIT (SIZE FOR SIZE)
PF = PRESS FIT
PFAA= PRESS FIT AFTER ASSEMBLY
PCD = PITCH CIRCLE DIAMETER
RM = REAM
HEX = HEXACON, 6SIDED
CP = COMPRESSED
KNL = KNURLED
CSK = COUNTERSINK
PL = PLACES
DWL= DOWEL
SPF= SPOTFACE
(T)HESOP=(TAPPED)HOLES EQUALLY SPACED ON PCD
(T)HESOC=(TAPPED)HOLES EQUALLY SPACED ON CIRCUMFERENCE
[SA-xxx]= SUB ASSEMBLY-xxx

QTY.	PART NUMBER
1	01-30-00-1-01-BASE PLATE
1	01-30-00-1-02-LH+RH-BEARING BLOCK
1	01-30-00-1-02-LH+RH-BEARING BLOCK
1	01-30-00-1-03-CYLINDER HOUSING
1	01-30-00-1-04-SLIDE BEARING BLOCK
1	01-30-00-1-05-PUSH ROD BEARING
1	01-30-00-1-06-POINT PART-1
1	01-30-00-1-07-POINT PART-2
1	01-30-00-1-08-CYLINDERHEAD
2	01-30-00-1-09-VALVE GUIDE
1	01-30-00-1-10-SPARK PLUG
1	01-30-00-1-11-SPARK PLUG CORE WIRE
1	01-30-00-1-12-ROCKER ARM PIVOT
1	01-30-00-1-13-REGULATOR ARM PIVOT
3	01-30-00-1-14-OILER
1	01-30-00-1-15-EXHAUST MUFFLER
1	01-30-00-1-16-CARBURETOR
1	01-30-00-2-01-PISTON
2	01-30-00-2-02-PISTON RING
1	01-30-00-2-03-WRIST PIN
1	01-30-00-2-04-CRANKSHAFT
2	01-30-00-2-05-FLYWHEEL
1	01-30-00-2-06-CON-ROD
1	01-30-00-2-07-REGULATOR YOKE
2	01-30-00-2-08-REGULATOR FLYWEIGHT
2	01-30-00-2-09-FLYWEIGHT SPRING
1	01-30-00-2-10-CRANKSHAFT GEAR WHEEL
1	01-30-00-2-11-IDLER GEAR WHEEL
1	01-30-00-2-12-CAM
1	01-30-00-2-13-REGULATOR BOBBIN
1	01-30-00-2-14-REGULATOR ARM
1	01-30-00-2-15-CAM FOLLOWER
1	01-30-00-2-16-CAM FOLLOWER ROLLER
2	01-30-00-2-17-VALVE
1	01-30-00-2-18-CAM FOLLOWER SPRING
1	01-30-00-2-19-INTAKE VALVE SPRING
1	01-30-00-2-20-EXHAUST VALVE SPRING
1	01-30-00-2-21-EXHAUST VALVE ROCKER ARM
6	01-30-00-M4 NUT-BRASS
4	01-30-00-M4 WASHER-BRASS
4	01-30-00-M4x4.5 A-K GRUB SCREW
1	01-30-00-M4x10 A-K C-SINK SCREW
1	01-30-00-M4x12 RND HD SCW-BRASS
3	01-30-00-M5 NUT-BRASS
2	01-30-00-M5 WASHER-BRASS
2	01-30-00-M5x8 A-K GRUB SCREW
2	01-30-00-M5x10 A-K CYL HEAD SCREW
2	01-30-00-M5x24 A-K CYL HEAD SCREW
1	01-30-00-M5x28 A-K CYL HEAD SCREW
1	01-30-00-M5x50 A-K CYL HEAD SCREW
2	01-30-00-M6x20 A-K C-SINK SCREW
8	01-30-00-M6x38 A-K CYL HEAD SCREW
2	01-30-00-M6x44 A-K CYL HEAD SCREW
3	01-30-00-M8x10 A-K CYL HEAD SCREW
4	01-30-00-M8x18 A-K CYL HEAD SCREW
4	01-30-00-M8x32 A-K CYL HEAD SCREW

ADDITIONAL NOTES:
IF SOMEBODY IS PLANNING TO BUILD THIS ENGINE I WOULD STRONGLY ADVISE TO CONTACT DAVID KERZEL WITH REGARDS TO THE FOLLOWING:
1) WHAT TYPE OF IGNITION SYSTEM TO USE
2) THE SETTING UP OF THE TIMING OF THE EXHAUST VALVE TO OPEN AND WHEN FIRING SHOULD TAKE PLACE.
3) WHAT THE BEST TYPE OF FUEL IS FOR THIS ENGINE.
4) WHAT MAXIMUM SPEED TO RUN THIS ENGINE AT
5) AIR INTAKE FILTER REQUIRED
6) OTHER CONCERNS