

Hercules Engine News

By Glenn Karch

Half-Breed Project Update



The progress on the 7 HP Hercules screen-cooled engine replica continues, but somewhat slowly. The story today is mostly in pictures, and the first picture shows the newly cast cylinder cover and lid in place on the cylinder (see Photo #1). The coolant pipe is in place, as is the oiler pipe and the oiler. Since the oiler pipe passes through the water jacket, it requires a water-tight joint. The originals had packing around the pipe, but in this case I'm hoping a little silicone on the bottom side will do the trick. The igniter, igniter trip and right-angle priming cup are in place. Now, where

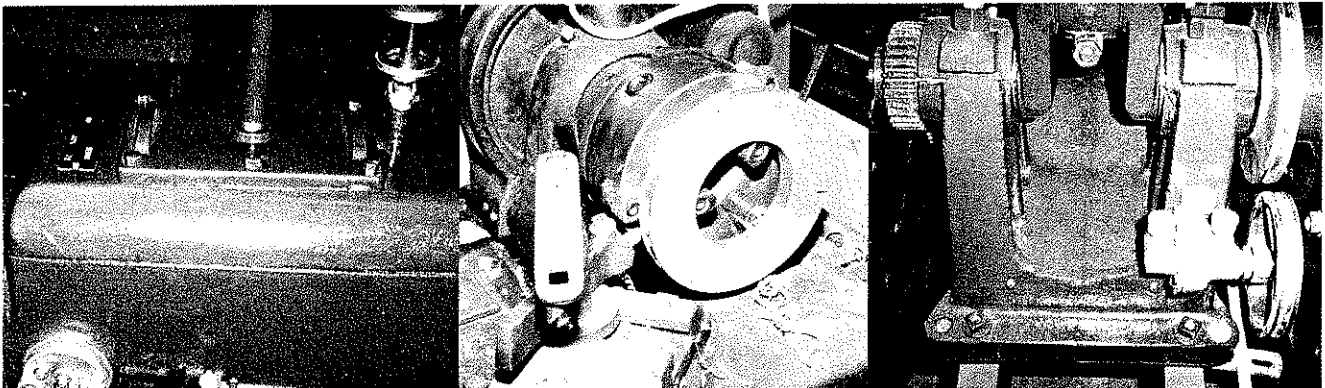
does the I.D. tag belong? Very early E Model engines of this type had the tag on the base, but in this case a spot on the front top of the cylinder cover has been chosen as appropriate.

Photo #2 shows an aluminum pulley that will drive the water pump being turned on the lathe. Photo #3 shows the pulley mounted on the crankshaft spacer and the water pump it will drive. The water pump had to be small to fit between the crankshaft throw and the flywheel, and a small, offset flywheel salvaged from an electric treadmill mechanism proved ideally suited for the pump pulley.

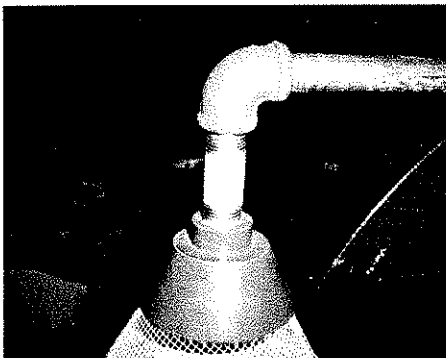
Photo #4 shows the screen cooler connecting cone, which was turned on the lathe from a solid piece of aluminum.

And finally, Photo #5 shows how it was necessary to route the plumbing to allow for a head drain. It had to leave room for accessing the fuel filler spout and for the exhaust pipe and muffler. With luck, next month we may get to see the whole thing assembled and ready to go.

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Left to right: Photo #1, cylinder cover and lid; Photo #2, aluminum pulley being turned on lathe; Photo #3, pulley mounted on crankshaft spacer and the water pump it will drive.



Left: Photo #4, screen cooler connecting cone.

Right: Photo #5, plumbing off the head incorporating a drain cock and routed to give room for fuel filler and exhaust pipe/muffler.

