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The Hercules Engine News

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By early 1925 the horsepower of Hercules and Economy engines had been increased simply by upping the rpm about ten percent. At this same time the Hercules color was changed from dark green to a lighter green color. These changes are likely well known among Hercules engine enthusiasts.

Not so well known was the introduction of 1¼ and 2½ HP model SK throttling governed Hercules engines at that same time. The Hercules block was slightly modified with additional holes in the base for the throttle rod to go from the governor to the inside above the fuel tank and out the front to the fuel mixer.

A water-cooled head is used and where the normal mixer screwed in, it was modified to provide a flat place for the two fuel mixers to bolt on. This mixer with its starting gas reservoir is quite similar to the mixer on the later and more common XK and JK kerosene engines. Since the water-cooled head is thicker on the 1¼ HP than the hit and miss engine head, a longer side rod is required.

Shown at right is a page from the manual with the special instructions for these engines.

How many of these 1¼ and 2½ HP SK Hercules engines were built and currently exist? It is likely that fewer than 1,000 of the 1¼ HP size were built. Probably only a few hundred of the 2½ HP size were built. Here is a listing of those currently known.

2½ HP	#374182	1929
1¾ HP	#330284	late 1925
	335654	early 1926
	350744	late 1926
	350768	late 1926
	375218	1929
	376447	1929

It is always a surprise to look at what you expect to be a regular gasoline hit and miss engine and see that odd looking fuel mixer. O

HERCULES KEROSENE ENGINE

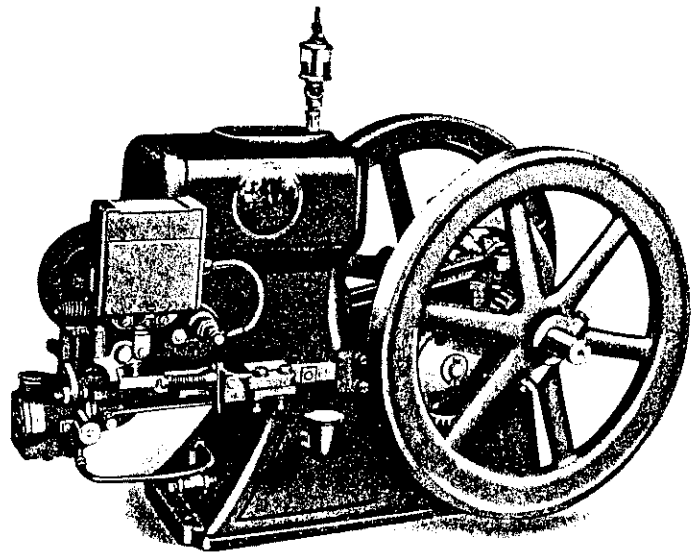

Figure 1

1¾ and 2½ Horse Power

These little engines are of the same sturdy construction and material as our 1¾ and 2½ horse power gasoline engines and the rules for running, adjusting and caring for them are the same except the following instructions on the kerosene features.

TO START THE 1¾ AND 2½ H. P. KEROSENE ENGINES

Read page 30 and proceed as follows:

First. Fill carburetor reservoir with gasoline, open gasoline throttle valve No. 0153A one full turn.

Second. Lift magneto spark lever No. 403 (see Fig. 12 or 13, page 36 or 37) up to starting position, this retards the spark which prevents the engine from kicking and makes it easier to start.

Third. Apply the starting crank and hold the intake valve in the cylinder head open with the left hand, spin the flywheel rapidly five or six times, then release intake valve but continue to crank the engine, as soon as you release the inlet valve place your hand over the air damper inlet on the carburetor so as to partly close the air intake until the engine starts.

Fourth. As soon as the engine starts firing, push the spark lever No. 403 down to running position.

Fifth. About the time the gasoline placed in the carburetor has been used up or the engine has become heated enough to run on kerosene turn on the kerosene by opening the kerosene throttle valve No. 0153 about one full turn and then close the gasoline valve and adjust the kerosene valve to the point where the engine runs best.

HOW TO ADJUST THE BUTTERFLY VALVE ON THE 1¾ AND 2½ H. P. KEROSENE ENGINES

Across the face of the butterfly spindle and damper lever No. 0167 you will find a line. This line should be parallel with the air damper rod No. 173 or thus—when the engine is idle. When the butterfly valve is in this position it is wide open and the governor spindle No. 068-C should just touch the end of set nut No. Y467, see page 34.