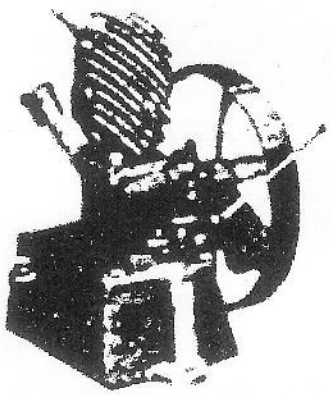
Instructions

For Operating and Adjusting the

Maytag

Multi - Motor



The Maytag Company
Newton, Iowa

DIRECTIONS FOR OPERATING AND ADJUSTING THE

MAYTAG MULTI-MOTOR

Keep in mind that, in order to get satisfactory operation from ANY gasoline engine, you MUST have LIVE batteries, CLEAN spark plug, coil PROPERLY ADJUSTED -- all connections TIGHT-- CLEAN gasoline and GOOD LUBRICATING OIL.

It is a good idea to keep an extra spark plug on hand for emergency.

KEEP THIS FOR REFERENCE

THE MAYTAG COMPANY
Newton, Iowa

MAYTAG MULTI - MOTOR

The Maytag Multi-Motor is a gasoline engine and to insure its successful operation in the hands of the most inexperienced operator, our engineers have simplified it to an extent so remarkable that it now consists of but three moving parts; viz:--Piston, Connecting Rod and Crank Shaft with Fly Wheel and Governor attached.

This motor has been designed and assembled in such a thoroughly understandable way as to remove all mystery even in the mind of the novice and the removal of necessity of expert advice or assistance at any time lies simply and entirely within your willingness to thoroughly familiarize yourself with these directions. The principle of operation itself is so very simple and the characteristics of the motor are so plainly and positively described with a specific remedy for every possible condition that the operator owes it to himself or herself to abide faithfully by the following directions. Read them—Study them—Know them and abide by them—and there will be no such thing as trouble.

DIRECTIONS

1. Fill tank with gasoline mixed with lubricating oil in the following proportions: One gallon gasoline to half pint lubricating oil. Use Maytag Multi-Motor special oil which can be obtained from factory or any of our branch houses. Fill grease cup with good hard oil---not axle grease---and turn oiler cap down slightly, frequently.

2. To start motor, close ignition switch, close air valve by turning to right. Turn motor over by one push on starting wheel; this will raise gasoline into the carburetor. Now open air valve by turning one full turn to left, then turn motor over with crank, or notched starting wheel when engine is attached to washer and adjust air valve, until you get fewest regular explosions. If motor is turned too often with air valve closed, motor is liable to be flooded and refuse to start. If this occurs, open air valve wide, turn motor over a few times to force out the surplus gasoline.

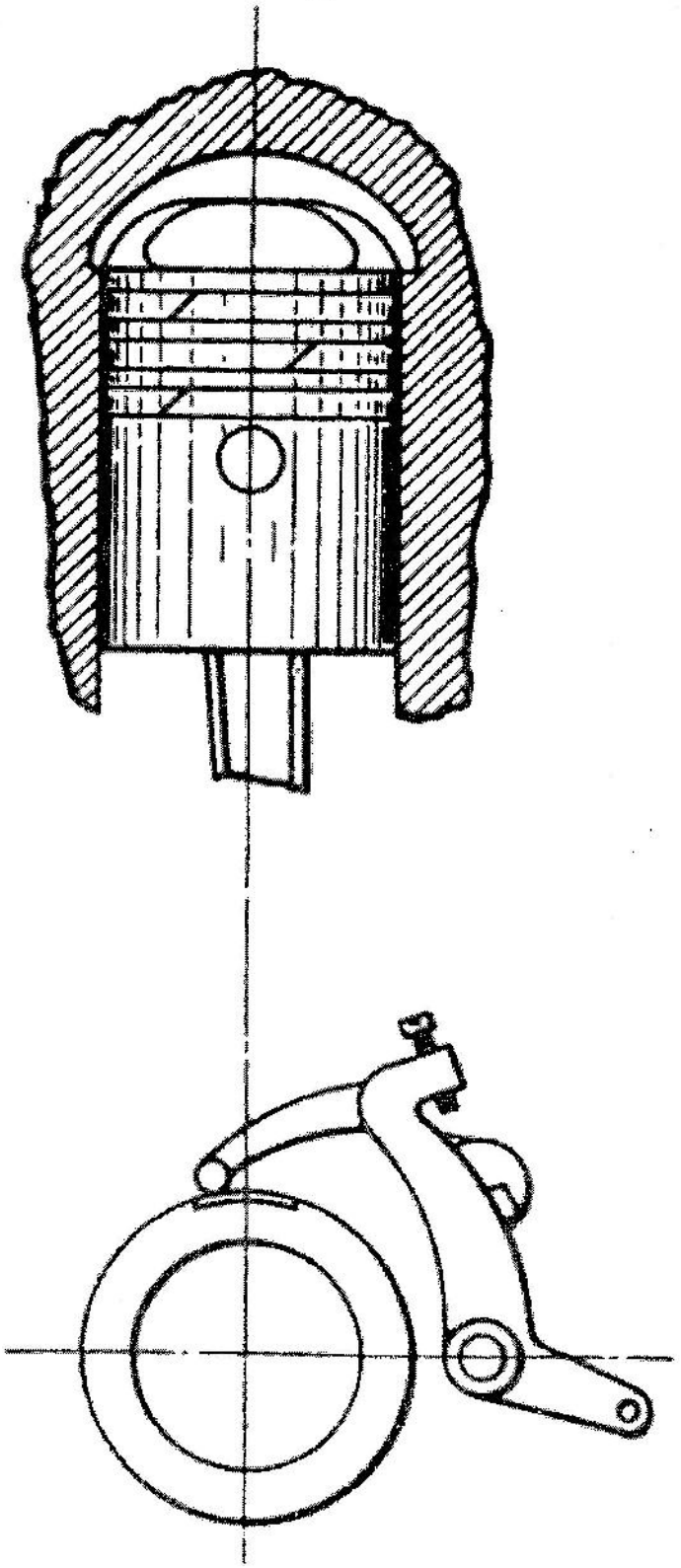
When motor is warm it is hardly ever necessary to close or change air adjustment for starting.

3. Keep in mind that, in order to get satisfactory operation from a gasoline engine you must have live batteries, clean spark plug, coil properly adjusted---all

connections tight, clean gasoline and good lubricating oil. It is a good idea to keep an extra spark plug on hand for emergency.

4. To adjust the speed, you will find a small set screw in one of the governor arms. To increase speed, turn screw out. If slower speed is desired, turn screw in.

5. If for any reason the fiber commutator upon which the governor makes contact should require adjustment to place the spark in time, turn the flywheel to the right until the piston is at its highest point in the cylinder which can be determined by watching the movement of the piston through the exhaust ports; when the piston is in this position, the contact part of the governor should rest on the back part of the brass segment of the commutator, as shown in the diagram; in order to adjust the commutator, loosen the set screw holding the commutator in place, and turn it until in proper position then refasten with set screw. Keep commutator clean. A careful study of the diagram will enable the operator to time the engine correctly.



6. We highly recommend the use of the special sealed batteries---which can be obtained from the factory or any of our regular branch houses. These batteries are waterproof, and should last for several months. When these special batteries cannot be secured, you can use the ordinary dry cell batteries, of which it will require four cells. It is essential that these dry cells be kept dry if the best results are to be secured. Be sure all connections are tight.

7. You will always get better results by using high test gasoline, when it can be obtained. It is very important that the right kind of lubricating oil is used. The special oil which we are using and recommending is much better than any other oil we have been able to secure. We can supply it in any quantities from one gallon to barrels.

8. If exhaust tube is thrown out in freezing weather, it is liable to fill up with ice and stop the motor.

9. Drain and clean gasoline tank occasionally by removing the drain plug in bottom of the tank.

If engine fails to operate satisfactorily, it is due to one or more of the following causes:

No gasoline in tank.
Dead or weak battery.
Loose wire connection to battery, coil or spark plug.
Dirty or leaky spark plug.
Exhaust ports filled up with carbon.
Not using the right kind of lubricating oil.

HOW TO TEST ELECTRICAL CIRCUIT AND PARTS

10. TO TEST THE IGNITION CIRCUIT:--Turn fly wheel until it comes in contact with commutator segment. Close switch and note whether coil buzzes. If not see that coil points are not sticking.

11. IF COIL VIBRATES AND MOTOR WILL NOT START:--

(a.) See that every connection is clean and making good contact.

(b.) Remove spark plug from cylinder and with spark plug wire attached place plug on engine base. Turn on switch and note the volume

of spark and color, which should be of a blue cast. This proves the spark is hot.

(c.) Remove spark plug from wire and with governor yet in the same position, turn on the switch. Hold spark plug wire close to cylinder and note the distance it will jump. If it will not jump over one-eighth inch, it is an evidence of battery being exhausted. New battery is the only remedy. Battery showing less than 12 amperes will not run motor satisfactorily. (See coil directions for adjusting coil.)

12. HOW TO SET SPARK PLUG POINTS:--

(a.) The space between plug points should be approximately 1-32 inch, or thickness of a thin silver dime.

(b.) After adjusting plug points, make same test as in "b" of Sec. 11, and if spark does not pass between plug points, note whether or not spark is jumping through on inside of plug. If it does, plug is defective and a new one will be necessary. A cracked porcelain will also render a plug useless.

13. IF MOTOR RUNS SPASMODICALLY;--

(a.) Coil points are pitted or sticking or not set properly. If points are rough, remove and smooth off with fine file or on oil stone. In replacing same, be careful to have points meet evenly.

(b.) A partially obstructed gasoline inlet tube to carburetor will also make motor run jerky and water in fuel will also cause motor to run this way.

14. WHEN MOTOR RUNS FOR A FEW MINUTES AND THEN STOPS AND AFTER STANDING A FEW MINUTES WILL START AND RUN A FEW MINUTES:--

(a.) Battery is nearly exhausted and unable to furnish spark only for a few minutes. After motor is idle a short time, battery will build up in strength sufficient to run motor for another few minutes. The only remedy is a new battery.

15.WHEN MOTOR RUNS A FEW SECONDS AFTER SWITCH IS TURNED OFF, IT IS DUE TO THE FOLLOWING CAUSE:--

(a.) Overheating on account of insufficient lubrication.

(b.) Carbon in top of cylinder and on piston.

(c.) Points of the carbon become red hot when engine is running and this causes motor to fire a few seconds after the switch is turned off.

REMEDY:--Use Maytag Multi-Motor Special Oil.

16. Examine the brass segment on commutator frequently and keep it clean from dirt. Drop a few drops of oil on it occasionally; also oil the governor bearings and joints.

17. If engine fires regularly and does not develop sufficient power, it may be due to fuel being too rich.

(a.) Remedy: Open air valve more. Or it may be due to improper timing of spark.

(b.) See paragraph 5 for adjusting same if necessary.

Or it may be due to insufficient lubrication of piston, main bearing or both.

(c.) Remedy: Little more good oil in your gasoline, and screw down the grease cup, to oil the main bearing. Or it may due to connecting link from engine shaft to washer, binding.

(d.) Remedy: Loosen the two bolts holding engine to the base, and adjust engine so that the link is free and see that it gets oil at both bearings.

18. If engine runs and develops full power for a short time, and then begins to labor and get hot, and finally stops, it is invariable due to dry main bearings or not enough good oil in gasoline to lubricate the piston and cylinder.

19. If engine has been in use a considerable length of time and developing sufficient power, and gradually gets weaker until it fails to operate machine, you will probably find exhaust port filled with carbon—caused by use of too much oil, or a poor grade of oil.

Remedy: Remove exhaust hose, turn piston on down stroke and use screw driver or small tool to remove carbon from the three small port holes.

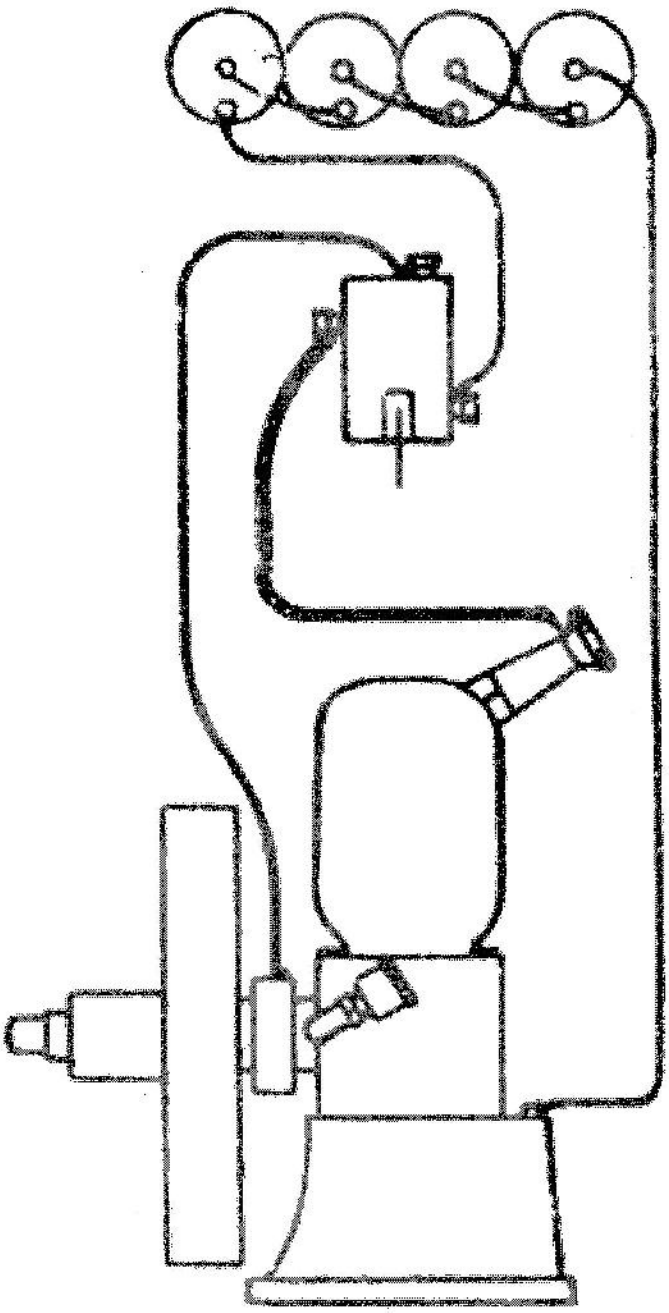
20. It is always best to add some fresh gasoline and oil after machine has been idle for a few days.

BE SURE YOU HAVE A LIVE BATTERY, CLEAN SPARK PLUG AND GASOLINE IN THE TANK.

BATTERIES AND WIRING

We recommend the use of the Columbia sealed Batteries. When these can not be secured, use the ordinary dry cell Batteries. It will take four cells to spark the engine and they should be connected as shown in Diagram Fig. 2. The Batteries may be located in any convenient place, even at some distance from the engine. It is essential that they be kept dry and free from vibration if the best results are to be secured. When the wiring is properly done, the vibrator on the coil will buzz only when the governor finger touches the commutator segment. Motors furnished with Washing Machine are equipped with Columbia Sealed Batteries with all wiring completed.

Figure 2



The engine runs at about 1,000 revolutions per minute, and MUST BE PROPERLY LIBRICATED. Do not think that because the oil you have been using in your automobile has given good satisfaction, that it will work right WHEN MIXED WITH GASOLINE. Most oils settle to the bottom of the tank and do not stay mixed.

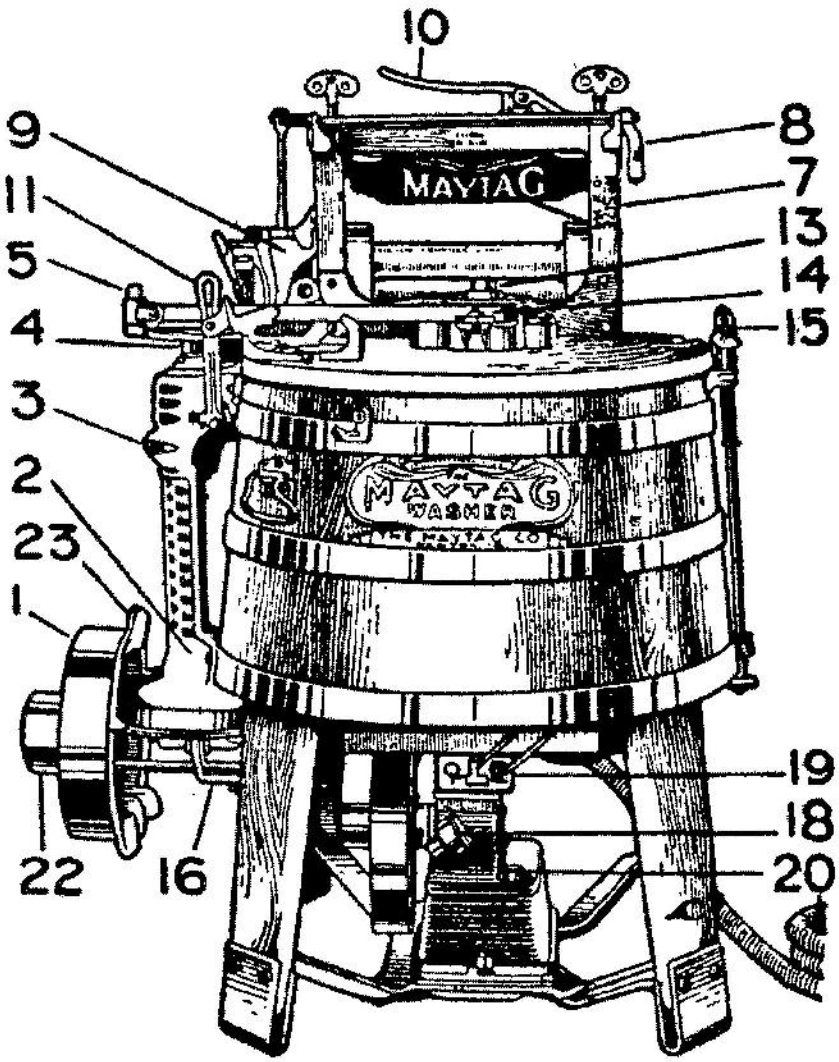
We sell the MAYTAG MULTI-MOTOR SPECIAL OIL. It is especially compounded for us. We furnish this oil at just about what it costs us. We do not want you to think that we are trying to force anyone to buy oil of us. That is not the idea at all. We want the engine on these machines PROPERLY LUBRICATED, and we know that this special oil will do it. If you prefer to buy your oil of some other firm, all well and good, PROVIDING it has a

FIRE TEST OF 470
FLASH TEST OF 415
VISCOSITY 200 AT 70
GRAVITY, 26.4
COLD TEST, 30
CARBON TEST OF LESS
THAN ONE PER CENT.

This is an absolutely straight mineral oil, which has been filtered making it free of FREE CARBONS and also any foreign mineral acids or sediments usually found in the average gasoline motor or engine oils. Oil of these specifications will cost you, not matter where you buy it, AS MUCH OR MORE than we charge for it, because we buy it in tank cars and sell it to you at practically what it costs us, and why? BECAUSE it is to our interest as well as yours that the engine is properly lubricated. The engine as well as the balance of the machine is warranted by us PROVIDING the directions are followed, and we want it DISTINCTLY UNDERSTOOD, here and now, that a part of the directions are, to use MAYTAG MULTI-MOTOR SPECIAL OIL, or one that is of EXACTLY the same quality.

Instructions for Operating

MAYTAG MULTI - MOTOR SWINGING WRINGER WASHING MACHINE



Also a Few Suggestions for the Care of the Same

THE MAYTAG COMPANY

Newton, Iowa

Instructions for Operating the Maytag Multi-Motor Swinging Wringer Washer, Also a Few Suggestions for the Care of Same

Fill the tub two-thirds full of cold water and let stand over night before using the first time. A new tub will sometimes leak when water is first put in, but if treated with cold water over night leakage will disappear. When through washing leave a little clear water in the tub. This will prevent warping and drying out of the tub. Keep machine in a cool place when not in use.

Before starting machine be sure to oil all bearings and gears mentioned below and shown in illustration.

Where to Oil and Grease. See Illustration

1. Outer bearing for drive shaft; also oil bearing on opposite end of shaft under the tub.
2. Lower bearing for vertical drive shaft.
3. Wringer shifter clutch needs oil when wringer is not running for it then runs loose on shaft.
4. Upper bearing for vertical drive shaft.
5. Rack bar crank pin.
6. Lower wringer roll bearing, both ends.

7. Upper wringer roll bearing, both ends.
9. Upper end bearing for wringer drive shaft, also lower end.
13. Dolly post bearing, put only a little oil at this point. Too much oil will run down the post and into the tub.
14. Rack bar and pinion. Use a little hard oil or cup grease.
16. Reverse clutch. Use hard oil or cup grease.
17. Driving gear and bevel pinions.
18. Fill with good quality cup grease.

Lower bearing for wringer drive shaft.

Center bearing for wringer drive shaft; also grease gears showing through slot in gear cover.

Use a good grade of machine oil which must be thin enough to flow freely. Oil every time machine is used. This will prolong the life of your machine by preventing wear and your machine will also consume less power and run smoother. Do not use too much oil but use less and apply it more often. If too much oil is used it will spread on outside of bearings and will cause your

machine to become very dirty. Where hard oil is specified, use a good grade and do not use too much. Use less at a time and apply more often.

A little hard oil or cup grease on the wringer drive chain will make it run smoother and prevent wear.

HOW TO OPERATE

Fill the machine to within four inches of the top with hot suds and clothes equal in bulk to six shirts. Distribute clothes evenly in the machine, close the cover, holding the dolly up against it so the dolly will come squarely upon bulk of clothes when cover is shut. Put rack in place, on crank and dolly pinion and you are ready to turn on power. Always have engine running before turning operating handle to lock cover down as this will start the machine. Turning operating handle locks down the lid of tub, starts machine and also reverses the machine by turning operating handle one-half around. This handle is used to reverse the wringer also.

Allow the machine to run long enough to wash clothes clean. The amount of time necessary to wash clothes clean is determined by the condition and kind

of clothes, temperature of the water kind of soap used, etc.

TO OPERATE WRINGER AND SAFETY RELEASE

Hang rack bar on hook found on the side of the tub, raise cover and turn operating handle No. 15 and wringer will start. The wringer is automatically thrown in gear when the lid is thrown back. To reverse wringer turn operating handle No. 15 one-half way around. When through wringing refill tub with clothes, close the lid, replace rack bar and proceed wit 2washing as before. Swing wringer to the second position and wring from rinse position and wring from bluing water to basket. Shift wringer back to first position and shut off wringer by shifting wringer lever No. 11.

You are then ready to wring from the tub as before. Adjust the two thumb screws on the top of the wringer to suit the thickness of the clothes. Do not use too much pressure. A little care in adjusting the screws will prolong the life of your wringer. Spread the clothes thin and flat and fold the buttons inside of the clothes.

To operate safety release, press or strike down on lever No.10 on top of wringer shown in illustration. This allows the top cross bar of wringer to fly out releasing pressure on the springs that hold the wringer rolls together. To replace the top cross bar unscrew tension screws and slip into place, then screw tension screws down.

GENERAL SUGGESTIONS

Tension screws on wringer should always be loosened when machine is idle.

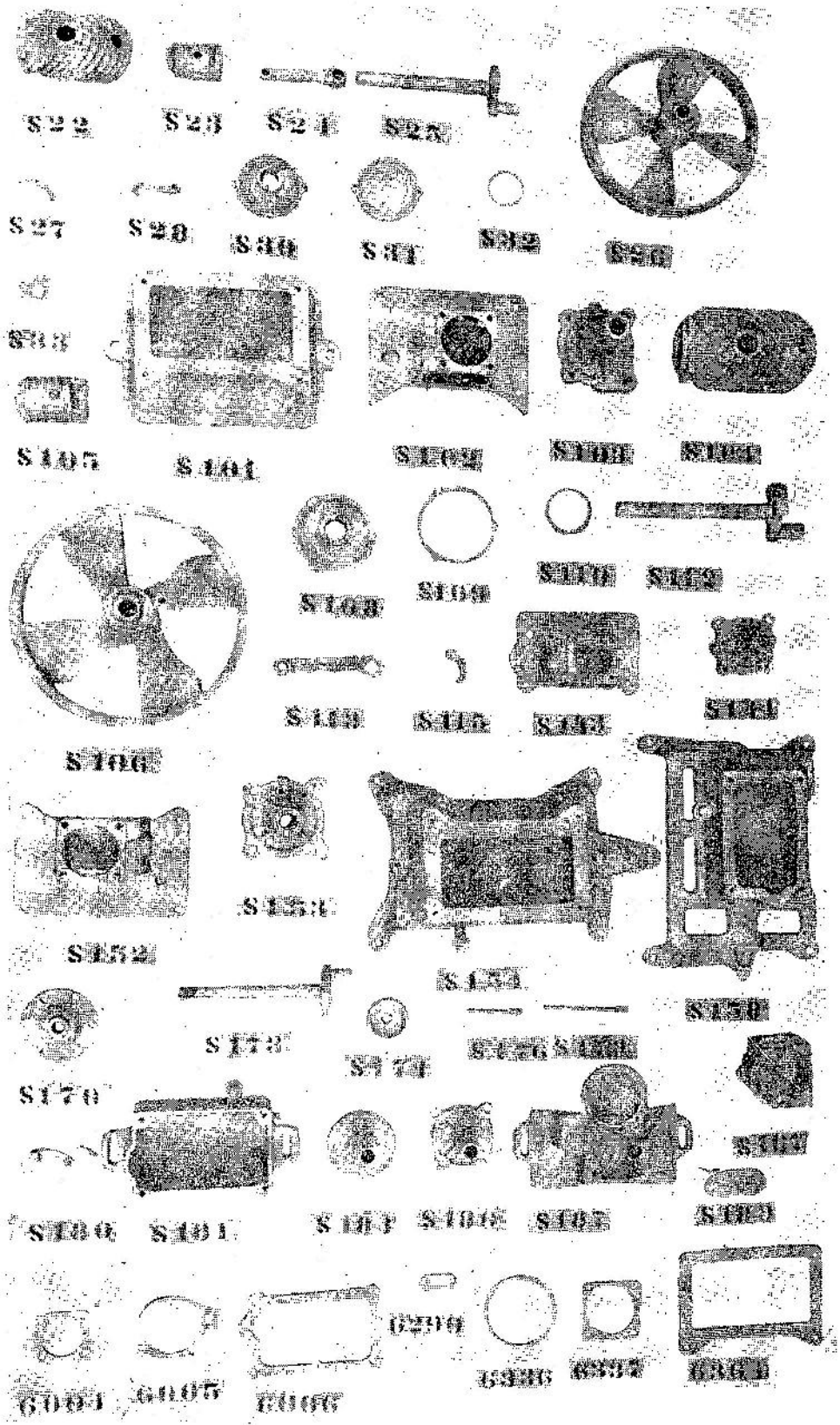
Should the chain on wringer drive become slack, tighten nuts on brace rod. Be careful and not get them too tight.

Wringer should always be thrown out of gear when not using and machine is running. This will prevent unnecessary wear and will save power.

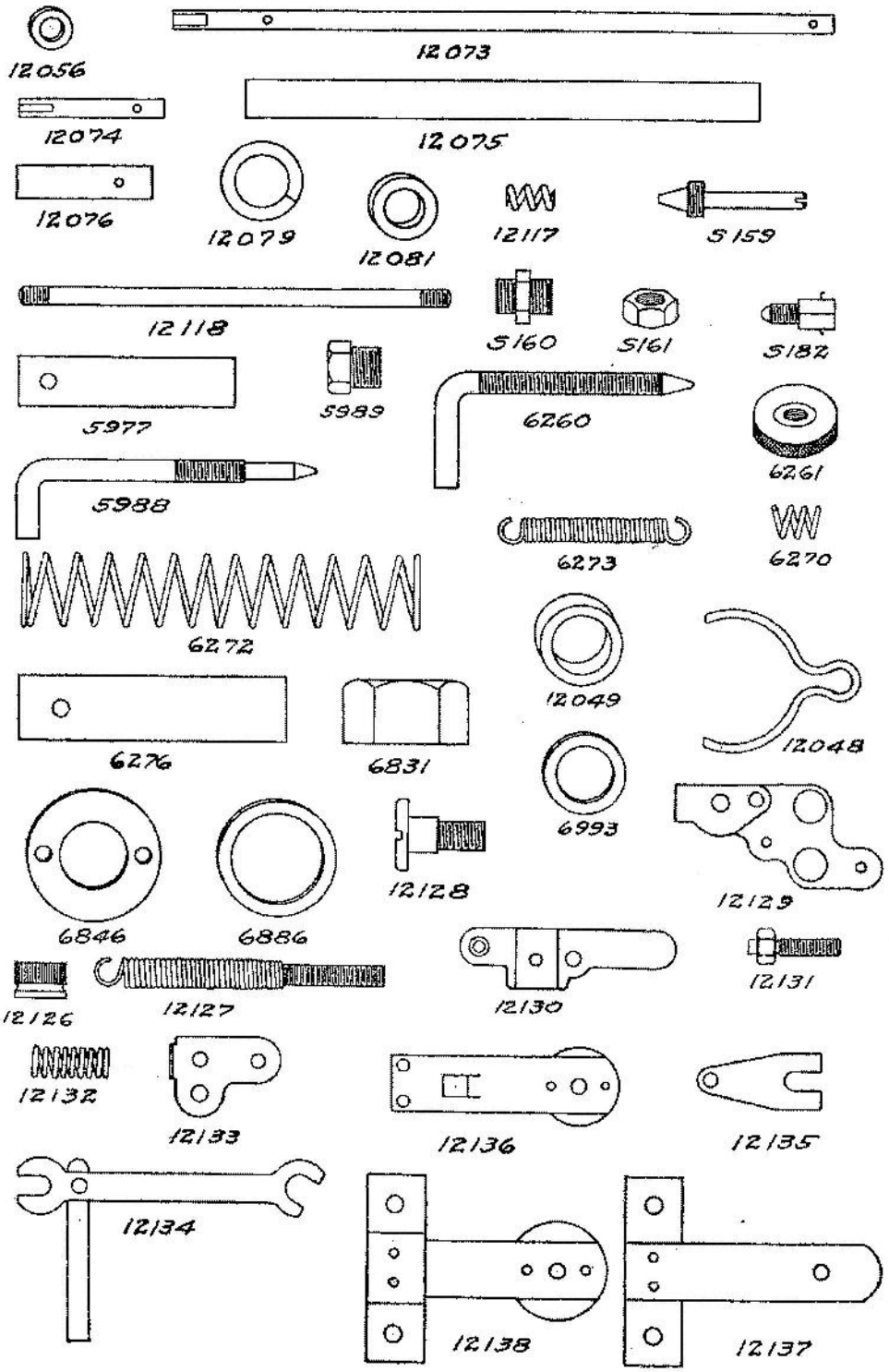
Machine will run much better when standing on a level floor. If you do not thoroughly understand the machine or any point in regard to using it, write us and we will furnish the desired information.

THE MAYTAG CO.

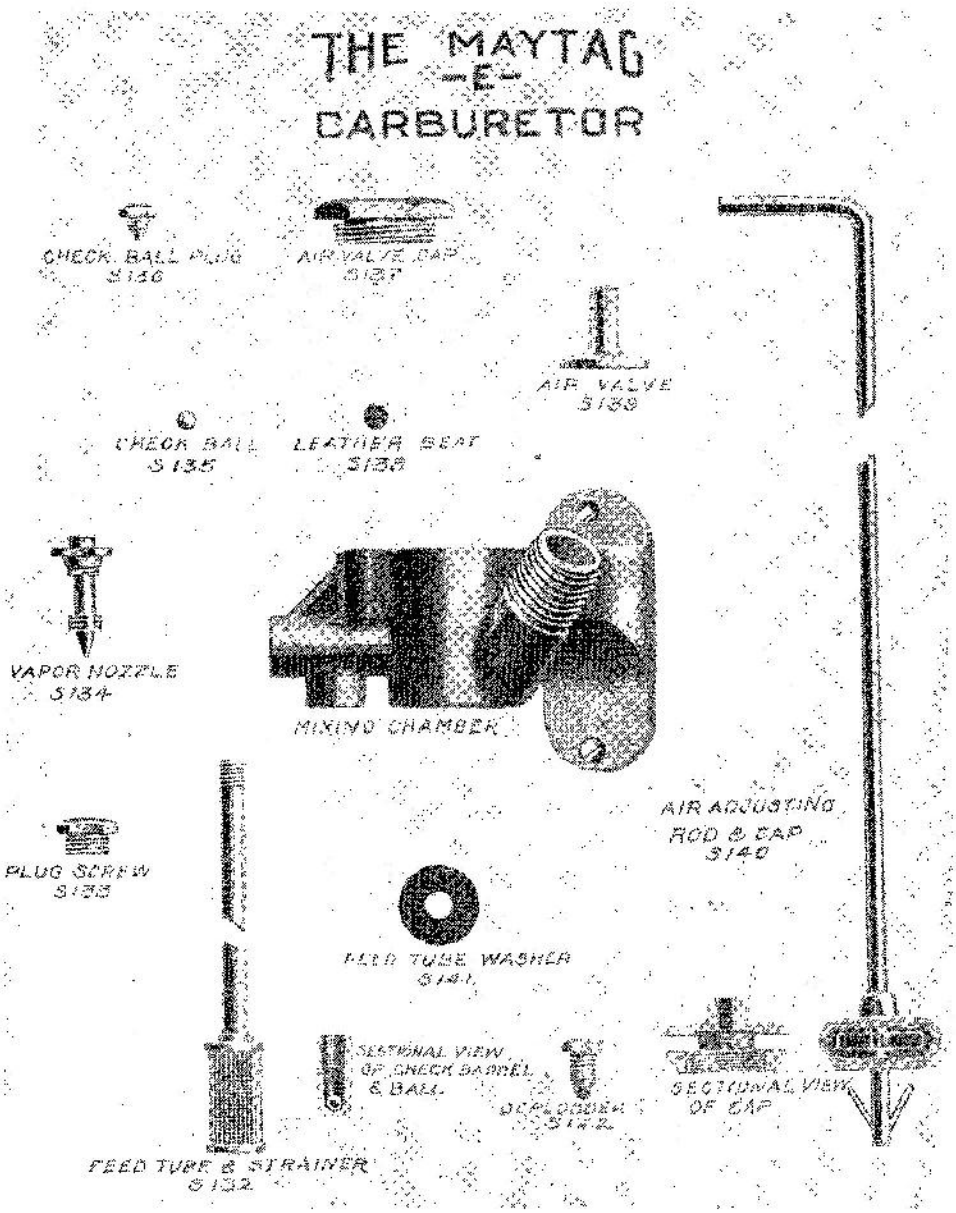
PARTS FOR MULTI-MOTOR ENGINES



PARTS FOR MULTI-MOTOR ENGINES



PARTS FOR MULTI-MOTOR ENGINES



MAYTAG MULTI-MOTOR ENGINE

PRICE LIST OF REPAIRS FOR MULTI-MOTOR ENGINE

Telegraph Cipher	No. of Part	DESCRIPTION OF PART	No. Pieces	Price	Total
		Brought forward			
	S22	Cylinder, sold only in assembly (See Ass. 2258)		7.00	
	S23	Piston, sold only in assembly (See Ass. 2258)		2.10	
epactal	S24	Connecting rod for ½ H. P.		1.40	
epactilla	S25	Crankshaft for ½ H. P. (battery type)		3.50	
epaenetus	S26	Fly-wheel for ½ H. P.		3.50	
epagogo	S27	Governor contact finger		.30	
epaissi	S28	Governor arm		.45	
epalpate	S30	Muffler body for ½ H. P.		.35	
epaltide	S31	Muffler cap for ½ H. P.		.35	
epaltod	S32	Piston rings for ½ H. P. engine		.35	
epamprer	S35	Clutch for starter		.25	
	S44	Crankshaft bearing (See Ass.2260½)			
epanchant	S48	Cylinder, water cooled for ½ H. P.		8.40	
epandage	S101	Tank or base for 1 H. P.		2.80	
epandait	S102	Crankcase for 1 H. P.		5.25	
	S103	Crankshaft bearing (See Ass. 2279½)			
epanodos	S104	Cylinder for 1 H. P.		8.40	
epanoui	S105	Piston for 1 H. P.		2.45	
epanoura	S106	Fly-wheel for 1 H. P.		5.25	
epanthous	S108	Muffler body for 1 H. P.		.60	
epaphre	S109	Muffler cap for 1 H. P.		.45	
eparcio	S110	Piston rings for 1 H. P. and ¾ H. P.		.50	
epargnant	S112	Crankshaft for 1 H. P.		5.60	
epargniez	S113	Connecting rod for 1 H. P.		2.10	
epargnons	S114	Governor arm		.45	
eparque	S115	Governor contact finger		.45	
eparser	S128	Cylinder, water cooled, (1 H. P.)		9.80	
epastum	S132	Feed tube with strainer, 4½-in. over all		.70	
epatalgia	S133	Plug screw in carburetor		.35	
epatants	S135	Check ball in carburetor		.05	
epater	S136	Check ball plug in carburetor		.30	
epatica	S137	Air valve cap in carburetor		.35	
epatiche	S139	Air valve in carburetor		.35	
epaticos	S140	Air adjusting cap and rod for Carb.		.60	
	S141	Washer for carburetor feed tube		.05	
epaticum	S143	Crankcase for ½ H. P.		3.50	
	S144	Crankshaft bearing (See Ass.2260)			
epaufrer	S152	Crankcase for 1 H. P.		4.90	
	S153	Crankshaft bearing (See Ass.2279)			
epaule	S154	Tank with legs for 1 H. P.		5.25	
epaullets	S158	Tank with legs for ½ H. P.		4.20	
epeiride	S170	Coupling disc for magneto fly-wheel		1.40	
epeiros	S173	Crankshaft for magneto type engine		3.85	
epelasses	S174	2 7-16 x 2-in. pulley, ⅝-in. bore		1.15	
epeliez	S176	Feed pipe with strainer, 2⅝-in. over all		.70	
epelons	S178	Feed pipe with strainer, 4⅞-in. over all		.85	
ependyte	S180	Governor arm		1.05	
epenetic	S181	Fuel tank for ½ H. P.		2.80	
epentesi	S182	Deflooder in bottom of crankcase for ½ H.P.		.35	
epenthese	S186	Bearing for crankshaft, magneto type		4.90	
epeos	S187	Fuel tank for horizontal type, ½ H. P.		3.15	
epepiner	S188	Collar for felt washer		.25	
eperlano	S189	Cover for fly-wheel, magneto type		.35	
eperviere	S191	Governor arm for magneto		1.70	
epeuleuse	S200	Crankcase for magneto type, ½ H. P.		3.50	
		Amount forward			

PRICE LIST OF REPAIRS FOR MULTI-MOTOR ENGINE

Telegraph Cipher	No. of Part	DESCRIPTION OF PART	No. Pieces	Price	Total
		Brought forward			
ephah	S204	Cylinder for ¾ H. P. sold only in ass 2984		7.70	
ephebium	S205	Piston for ¾ H. P. sold only in ass. 2984		2.45	
ephebicos	S206	Crankcase for lawn mower engine		4.20	
ephebicum	S207	Connecting rod for ¾ H. P.		1.75	
ephebies	S208	Crankshaft for ball bearing lawn mower		3.85	
ephebique	S209	Crankshaft bearing for ball bearings lawn mower		4.90	
epheu	S214	Crankcase for ¾ H. P.		4.20	
epheurebe	S215	Cover for fuel tank, ¾ H. P.		1.40	
epheuwand	S216	Fuel tank for ¾ H. P.		3.50	
ephialta	S217	Feed tube with strainer, 3¾-in. over all		.70	
ephisteme	S220	Crankshaft bearing		4.90	
ephlal	S221	Coupling disc for magneto to ¾ H. P.		1.40	
ephod	S222	Deflooder for ¾ H. P.		.35	
	S223	Frame fuel tank		4.20	
	S224	One-half muffler, to clamp on hose		.45	
	S225	One-half terminal, to clamp on hose		.25	
	S226	Coupling disc		1.75	
	S227	Cover for fuel tank		1.40	

STEEL PARTS

esacerbo	5962	Spring for primer rod		.25	
esaedro	5963	Spring for air valve		.25	
esaforo	5976	Axle pin for governor		.25	
esagerato	5977	Pin for connecting rod 7-16 x 1 27-32 in.		.35	
esagerava	5982	Air valve plate, aluminum carburetor		.30	
esagini	5983	Air valve, aluminum carburetor		.30	
esagoge	5988	Needle valve		.25	
esagonato	5989	Stuffing nut for needle valve		.25	
esaiani	5999	Glass carburetor		.30	
esaite	6004	Gasket for crank case and cylinder, ½ H. P.		.25	
esalabile	6005	Gasket for C. C. and C. bearing, ½ H. P. Glass Carb.		.25	
esalando	6006	Gasket for crankcase and tank ½ H. P.		.30	
esalasse	6007	Bronze bushing for crank bearing		.85	
esalatoio	6008	Nipple for grease cup		.25	
esalatore	6010	Spring for crankcase valve ½ H. P.		.25	
esalavate	6014	Cap for check valve		.30	
esaliate	6016	Pipe for muffler ½ H. P.		.45	
esaltano	6061	Pipe for muffler 1 H. P.		.35	
esapoda	6273	Spring for governor		.25	
esaptero	6276	Pin for connecting rod for 1 H. P. 9-16 x 2½ in.		.45	
esaragama	6290	Gasket for carburetor		.25	
esarcato	6309	Bronze bushing for crankshaft bearing 1 H. P.		1.05	
esarcia	6336	Gasket for crankcase and bearing 1 H. P.		.30	
esartrema	6337	Gasket for crankcase and cylinder 1 H. P.		.25	
		Amount forward			

PRICE LIST OF REPAIRS FOR MULTI-MOTOR ENGINE

Telegraph Cipher	No. of Part	DESCRIPTION OF PART	No. Pieces	Price	Total
		Brought forward			
esastico	6364	Gasket for crankcase and tank, 1 H. P.		.25	
esatiride	6509	Gasket for crankcase and bearing ½ H. P.		.25	
esattoria	6547	Gasket for crankcase and tank, ½ H. P.		.25	
esattrice	6753	Spring for air valve, "E" carburetor		.25	
esaudirai	6831	⅝-in. nut for crankshaft, magneto type		.15	
esaudisco	6845	Gasket for C. C. and base, horizontal engine		.25	
esaudissi	6886	Packing ring for fuel tank, horizontal engine		.25	
esaudita	6993	Fiber washer for crank bearing		.10	
esaurerei	12048	Spring for fuel tank holder, horizontal engine		.35	
esausto	12049	Felt washer for crank bearing		.25	
esauturo	12111	Switch cable for magneto		.25	
esbanjar	12112	Spark plug cable for magneto engine		1.05	
esbarrar	12121	No. 7 Woodruff key in crankshaft, magneto engine		.10	
esbeltez	12126	Adjusting nut for governor, magneto engine		.25	
esbirros	12127	Spring with screw for governor, mag. engine		.60	
esbozo	12128	Screw for governor arm, magneto engine		.30	
esbraziar	12129	Breaker bracket, magneto engine		.60	
esbrizar	12130	Breaker blade with point, magneto engine		1.05	
esbrouffe	12131	Adjusting screw point, magneto engine		1.05	
esbulho	12132	Spring for breaker, magneto engine		.25	
esburgar	12133	Spring holder, magneto engine		.25	
esbuxar	12134	Magneto wrench and blade for setting points		.25	
escabeau	12135	Stationary point for Lempke coil		1.00	
escabeles	12136	Vibrating point for Lempke coil		1.00	
escabelon	12137	Stationary point for Detroit coil		1.00	
escabimus	12138	Vibrating point for Detroit coil		1.00	
escabunt	12285	Gasket for Cyl. and crankcase ¾ H. P.		.25	
escachaba	12286	Gasket for cylinder and exhaust hose		.25	
escadam	12287	Wrist pin, 7-16 x 2 5-16-in.		.45	
escadeado	12407	Gasket for fuel tank ¾ H. P.		.25	
escadrille	12412	Gasket for crank-case and cover ¾ H. P.		.25	
	12592	Spring for switch		.15	
	12593	Rod for switch		.15	
	12594	Guide for switch rod		.15	

ASSEMBLIES

etablimes	Ass.2230	Flexible exhaust hose		3.10	
etabliras	Ass.2234	Muffler for ½ H. P.		.70	
etaero	Ass.2235	Governor with stud and spring		1.40	
etageant	Ass.2236	Commutator for ½ H. P.		2.10	
etalais	Ass.2258	Cyl. piston, rings and conn. rod, ½ H. P.		11.90	
etalerais	Ass.2260	Crankshaft bearing (S144)		4.20	
etambot	Ass.2260¼	Crankshaft bearing (S34)		4.20	
etambrai	Ass.2260½	Crankshaft bearing (S44)		4.20	
etanchons	Ass.2268	Fly-wheel assembly for ½ H. P.		16.80	
etape	Ass.2270	Crank for starting, ½ H. P.		.60	
etarquer	Ass.2271	Muffler for 1 H. P.		1.05	
etaupiner	Ass.2272	Governor with coil spring		1.30	
etayement	Ass.2273	Commutator for 1 H. P.		2.45	
		Amount forward			

PRICE LIST OF REPAIRS FOR MULTI-MOTOR ENGINE

Telegraph Cipher	No. of Part	DESCRIPTION OF PART	No. Pieces	Price	Total
		Brought forward			
etego	Ass.2277	Cyl. piston, rings and conn. rod for 1 H. P.		14.85	
eteguecer	Ass.2279	Crankshaft bearing (S153)		5.60	
eteignant	Ass.2279½	Crankshaft bearing (S103)		5.60	
etemoma	Ass.2281	Fly-wheel assembly for 1 H. P.		20.65	
etendiez	Ass.2283	Crank for starter for 1 H. P.		.70	
etensbak	Ass.2657	Spark cable 17½-in. long, for 1 H. P.		.35	
etensur	Ass.2703	Carburetor for horizontal engine		5.60	
eteokies	Ass.2704	Carburetor for ½ H. P. vertical engine		5.60	
eteoneus	Ass.2705	Carburetor for 1 H. P. engine		5.60	
eteostic	Ass.2752	Magneto complete		21.00	
eterizzo	Ass.2753	Breaker complete for magneto		4.55	
eternando	Ass.2754	Condenser for magneto		2.80	
eternassi	Ass.2755	Attachment for carburetor to use natural gas		5.60	
eterniser	Ass.2800	Magneto fly-wheel assembly for ½ H. P.		35.00	
eternite	Ass.2816	Ground wire 16-in. long for battery type		.25	
eternized	Ass.2905	Spark cable 8½ in. long, battery type		.35	
eternuais	Ass.2906	Coil to commutator wire, 7½-in. long bat. type		.25	
eternuons	Ass.2907	Coil to battery, 6-in. long		.25	
eterocero	Ass.2908	Strainer for feed tube		.35	
eterocree	Ass.2909	Adjustable vapor nozzle for carburetor		.85	
eterodone	Ass.2983	Carburetor for ¾ H. P.		5.60	
eterofillo	Ass.2984	Cyl. piston, rings and conn. rod for ¾ H. P.		14.85	
eterotomo	Ass.2989	Exhaust hose with flanged terminal & muffler		3.10	
	Ass.3016	Magneto flywheel for ¾ H. P. engine		35.00	
	Ass.3022	Muffler with clamp jaws		.85	
	Ass.3041	Clamping terminal for exhaust hose		.50	
	Ass.3042	Switch for ¾ H. P. engine		.45	

MISCELLANEOUS

exabrupto	146 Columbia battery		4.35	
exabusum	Coil		7.00	
exabusuri	Spark plug		1.05	
exabuti	Switch		.35	
exabutor	Switch for Detroit coil		.45	
exaccao	No. 0 grease cup		.35	
exacerbar	⅜-in. pipe plug		.25	
exacescis	⅜-in. street ell		.30	
exacesco	Measuring cup		.35	
exacinate	Funnel		.25	
	Aluminum measuring cup		.25	