

NOTES:

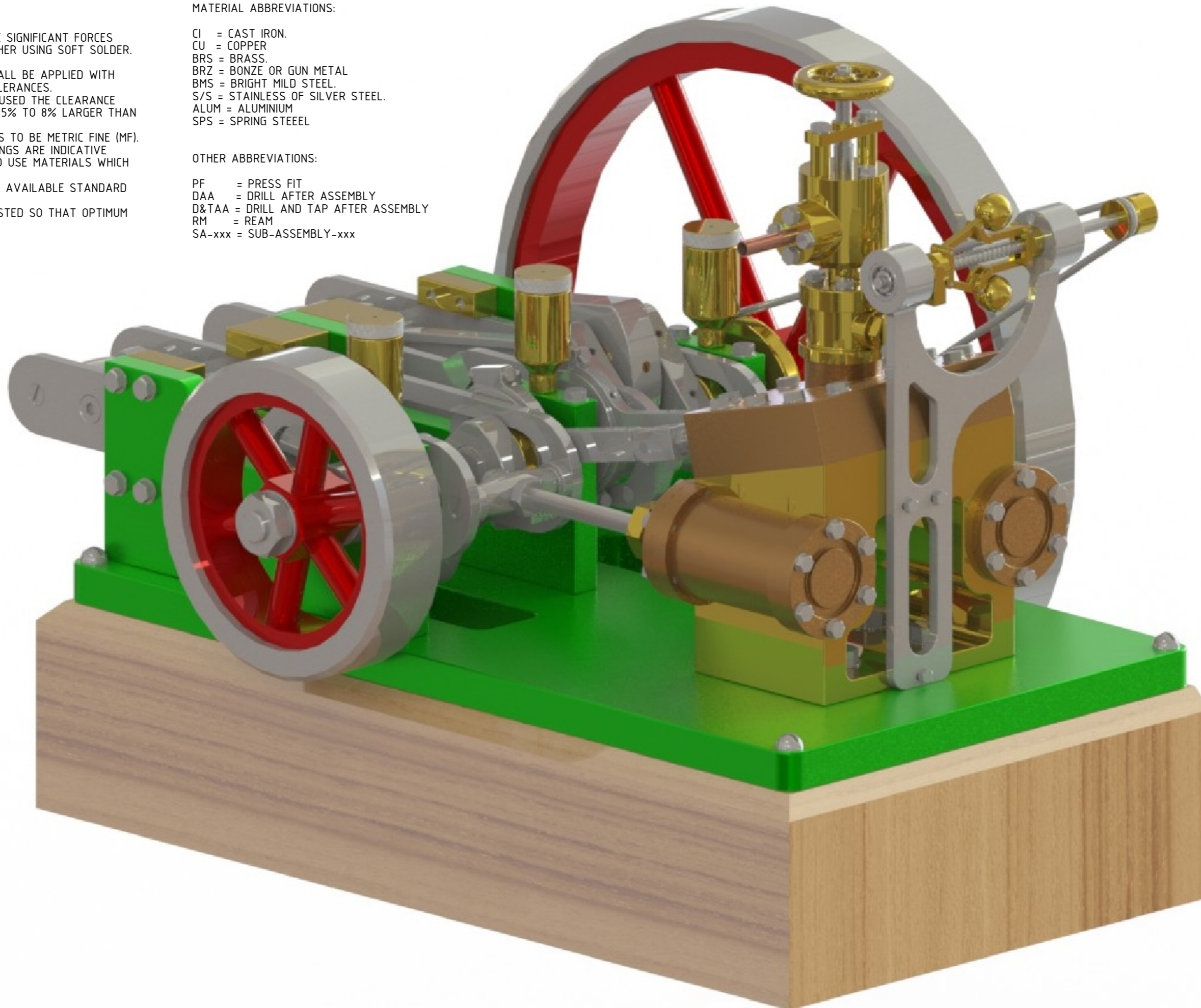
1. ALL PARTS WHICH DO NOT HAVE SIGNIFICANT FORCES APPLIED CAN BE SOLDERED TOGETHER USING SOFT SOLDER. OTHERWISE USE SILVER SOLDER
2. ALL ENGINEERING PRACTICES SHALL BE APPLIED WITH REGARDS TO HOLE AND SHAFT TOLERANCES.
3. WHERE SCREWS OR BOLTS ARE USED THE CLEARANCE HOLES SHALL BE APPROXIMATELY 5% TO 8% LARGER THAN THE MATCHING TAPPED HOLE.
4. PREFERABLY ALL TAPPED HOLES TO BE METRIC FINE (MF).
5. MATERIALS SPECIFIED ON DRAWINGS ARE INDICATIVE ONLY, IT IS UP TO THE BUILDER TO USE MATERIALS WHICH WOULD BE THE MOST SUITED.
6. THIS DESIGN IS BASED ON USING AVAILABLE STANDARD BAR STOCK MATERIALS
7. VALVE ECCENTRICS TO BE ADJUSTED SO THAT OPTIMUM RUNNING IS AQUIRED

MATERIAL ABBREVIATIONS:

- CI = CAST IRON.
- CU = COPPER
- BRS = BRASS.
- BRZ = BONZE OR GUN METAL
- BMS = BRIGHT MILD STEEL.
- S/S = STAINLESS OF SILVER STEEL.
- ALUM = ALUMINIUM
- SPS = SPRING STEEEL

OTHER ABBREVIATIONS:

- PF = PRESS FIT
- DAA = DRILL AFTER ASSEMBLY
- D&TAA = DRILL AND TAP AFTER ASSEMBLY
- RM = REAM
- SA-xxx = SUB-ASSEMBLY-xxx



NOTES: THIS ENGINE WAS DESIGNED AND BUILT BY Mr. STEWART HART (POTTY ENGINEERING)

TITLE
OVER CRANK TYPE STEAM ENGINE
40mm BORE x 70mm STROKE

DRAWING CONTENTS
RENDERED PICTURE

PROJECT No 09E-12-00

JDW DRAUGHTING SERVICES

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PROJECTION



JDWDS

DATE **APRIL 2014**

SHEET:06 OF 06

MODEL SCALE: 1:1

DWG SCALE: 1:1 @A3 OR AS SHOWN

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A3 No: ~~XXXXXXX~~

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09E-12-00-SHT06