



Object:-	Ruston Hornsby HR Manual
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RUSTON & HORNSBY LTD. :: LINCOLN, ENGLAND.

Instructions for Working THE RUSTON COLD STARTING OIL ENGINE.

Class HR. Sizes 2HR to 10HRC.

STARTING AND STOPPING THE ENGINE.

FILL THE FUEL OIL TANK being careful to pour the oil into the tank through the central strainer for it is imperative to filter the fuel thoroughly to prevent trouble in the pump and atomiser due to dirt in the oil.

Should the engine be required to run upon viscous oil or during very cold weather, we recommend starting on lighter oil such as paraffin, shale or gas oil. Sufficient time should be allowed for the fuel filter on the exhaust bend to get thoroughly warm before changing over to the main fuel. A connection for light starting oil can be fixed to the fuel filter in place of the flange 'U' (fig 14).

OIL ALL ROUND. Fill the mechanical lubricator and lubricating cups with well strained lubricating oil and prime the lubricating pipes as described in the separate instructions supplied. Fill the camshaft gear wheel guard up to the level of the test plug which is on the front of the guard. (See also "Lubrication").

For 2 and 3 HR Engines before starting up, always fill the oil ducts on the top of the flange of the crankshaft main bearings with lubricating oil. This is necessary to ensure that the bearing thrust faces are lubricated when starting up.