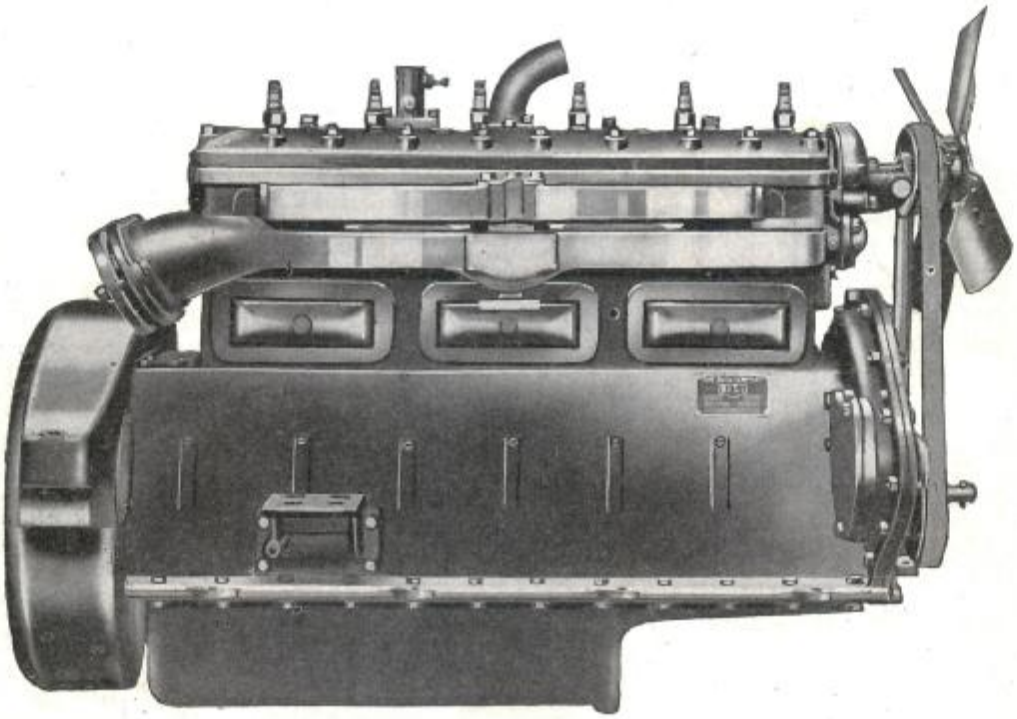
BUDA POWER

Model HS-6

Bore 3⅜ inches
Stroke 4½ inches



Distinctive Features

MODEL HS-6

Demountable bell housing for economical replacement.

Cylinder head designed to give maximum power and economy.

Engine arranged for both battery and magneto ignition.

Water pump in front of block and integral with fan assembly, driven by "V" fan belt.

Swan "high turbulence" manifold, insuring uniform distribution of fuel.

Specially designed self-centering type of crankshaft, assuring smooth operation of engine throughout the speed range.

Opening for timing engine on forward side of bell housing where it is accessible.

All main and connecting rod bearings of same diameter.

Connecting rods of special open hearth steel, rifle drilled for pressure lubrication to piston pins.

Piston pins of extra large diameter, retained by expanding alloy steel ring at ends to prevent scoring of cylinder walls.

Extra wide, helically cut timing gears.

Oil pan drain plug on side of engine where it is accessible.

Flywheel equipped with forged steel ring gear for starting motor.

THE BUDA COMPANY

HARVEY (CHICAGO SUBURB) ILLINOIS

30 CHURCH ST. NEW YORK — 311 E. SECOND ST. TULSA, OKLA — 664 MISSION ST. SAN FRANCISCO — 75 EVERSHOT RD. LONDON, N. 4

BULLETIN No. 605

BUDA POWER

SPECIFICATIONS
Model HS-6

TYPE—Vertical, en bloc, "L" head, four cycle, six cylinders.

SIZE
Bore (85.725 mm.), 3⅜ in.
Stroke (114.3 mm.), 4½ in.

PISTON DISPLACEMENT—241.6 cu. in.
241.6 cu. in.

POWER
S.A.E. rating, 27.3
B.H.P. at 1000 R.P.M., 28
B.H.P. at peak, 57
R.P.M. at peak of B.H.P., 2500
Torque in foot lbs. at peak, 150
R.P.M. at peak of torque, 900

SUSPENSION
Points, 3

IGNITION
Standard, (Battery; Magneto) optional.

SPARK PLUGS
S.A.E. Standard, ⅞ in.—18

CARBURETOR FLANGE
S.A.E., 1¼ in.

CONSTRUCTION
Height from center of crankshaft to center of water outlet pipe, $20\frac{5}{16}$ in.
Distance from center of crankshaft to bottom of engine, $9\frac{7}{32}$ in.
Distance from center of front support to center of supporting arms, 37¼ in.
Drop of front support bracket—standard (optional 2½ in.), 3½ in.
Width of rear supporting arms between Bolt Hole Centers, 24½ in.

LUBRICATION (Patented)
Force feed pressure to all crankshaft, camshaft, and connecting rod bearings, through a seamless steel distributing pipe cast in the crankcase.
Oil pump is gear driven from the camshaft.
Regulation is by an adjustable spring relief valve in pump.
Sump capacity, 2 Gal.

COOLING
Centrifugal Pump integral with fan operated by V type fan pulley.

CRANKSHAFT
Special open hearth steel, self centering type with unusually heavy cheeks and throws.
Number of bearings, 4.

CRANKCASE
Cast iron, divided horizontally 2¾ inches below the crankshaft center.

CYLINDERS
Grey iron, cast en bloc. Removable cylinder head.

CAM SHAFT
Open hearth steel, gear driven. Number of bearings, 5.

CONNECTING ROD
Special open hearth steel, "I" beam construction.
Length, center to center, 9¾ in.
Diameter and number of connecting rod bolts per rod, $\frac{7}{16}$ in. diam.—2
Phosphor bronze bushings at wrist pin end. Spun in babbitt on large end.

PISTONS
Grey iron
Length, 3⅞ in.

PISTON RINGS
Three rings above the wrist pin; one oil control ring below

PISTON PINS
Open hearth steel
Diameter, 1⅛ in.

VALVES
Diameter, 1½ in.
Exhausts Silchrome No. 1
Alloy steel springs

VALVE PUSH RODS
Mushroom type, steel with chilled iron face on exhausts

CRANKSHAFT BEARINGS
Bronze shell babbitt lined

Diameter
Front (60.325 mm.), 2⅜ in.
First intermediate (60.325 mm.), 2⅜ in.
Second intermediate (60.325 mm.), 2⅜ in.
Rear (60.325 mm.), 2⅜ in.

Length
Front (63.5 mm.), 2½ in.
First intermediate (44.45 mm.), 1¾ in.
Second intermediate (44.45 mm.), 1¾ in.
Rear (74.61 mm.), $2\frac{15}{16}$ in.

CAMSHAFT BEARINGS

Diameter
Front (52.387 mm.), $2\frac{1}{16}$ in.
Second and third (49.21 mm.), $1\frac{15}{16}$ in.
Fourth (49.21 mm.), $1\frac{15}{16}$ in.
Rear (49.21 mm.), $1\frac{5}{16}$ in.

Length
Front (44.45 mm.), 1¾ in.
Second and third (19.05 mm.), ⅞ in.
Fourth (19.05 mm.), ⅞ in.
Rear (31.75 mm.), 1¼ in.

CONNECTING ROD BEARINGS
Diameter (60.325 mm.), 2⅜ in.
Length (44.45 mm.), 1¾ in.

BUDA POWER

PISTON PIN BEARING
Diameter (28.575 mm.), 1⅛ in.
Length (26.99 mm.), 1¼ in.

FAN
Integral with water pump.
Diameter, 18 in. Standard.

BELL HOUSING
S.A.E. Standard No. 3

TIMING GEARS
Spiral cut teeth, 1¼ in. wide
Gear Set—crankshaft, cam and generator gear.

FLYWHEEL
Grey iron.
Alloy steel bolts and nuts, 6

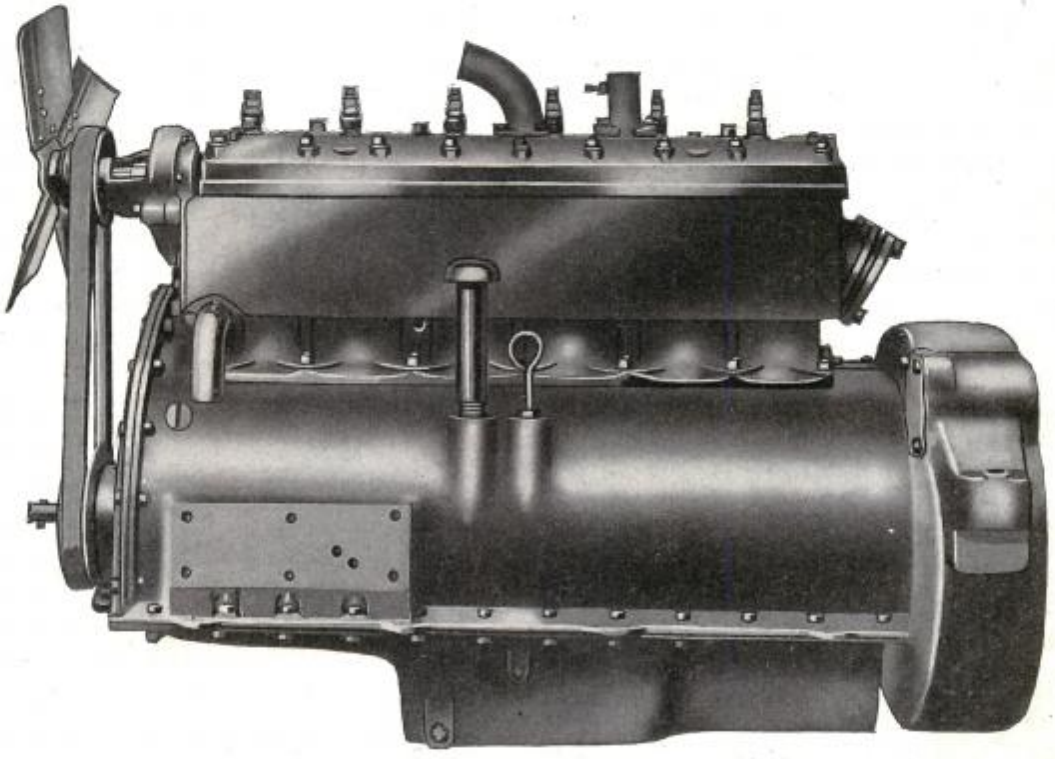
INTAKE AND EXHAUST MANIFOLD
Grey iron, cast separate

GEAR CASE COVER
Grey iron, with large trunnion
Breather and Oil Filler equipped with strainer screen
S.A.E. Mounting for Distributer
S.A.E. Mounting No. 2 for Lighting Generator
S.A.E. Mounting No. 1 for Starting Motor.
Provision for Governor Drive.
The following accessories can be furnished if desired:
Starting crank assembly
Magneto bracket

SHIPPING DATA
Net Weight, 730 lbs.

Domestic
Gross shipping weight less carload, 905 lbs.
Gross shipping weight carload, 830 lbs.
Number of engines per minimum carload, 29

Export
Average gross weight boxed for export, 965 lbs.
Approximate dimensions export box:
Length, 49 in.
Width, 32 in.
Depth, 34 in.
Number of engines per minimum carload, 26.



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Outline Diagram
Model HS-6