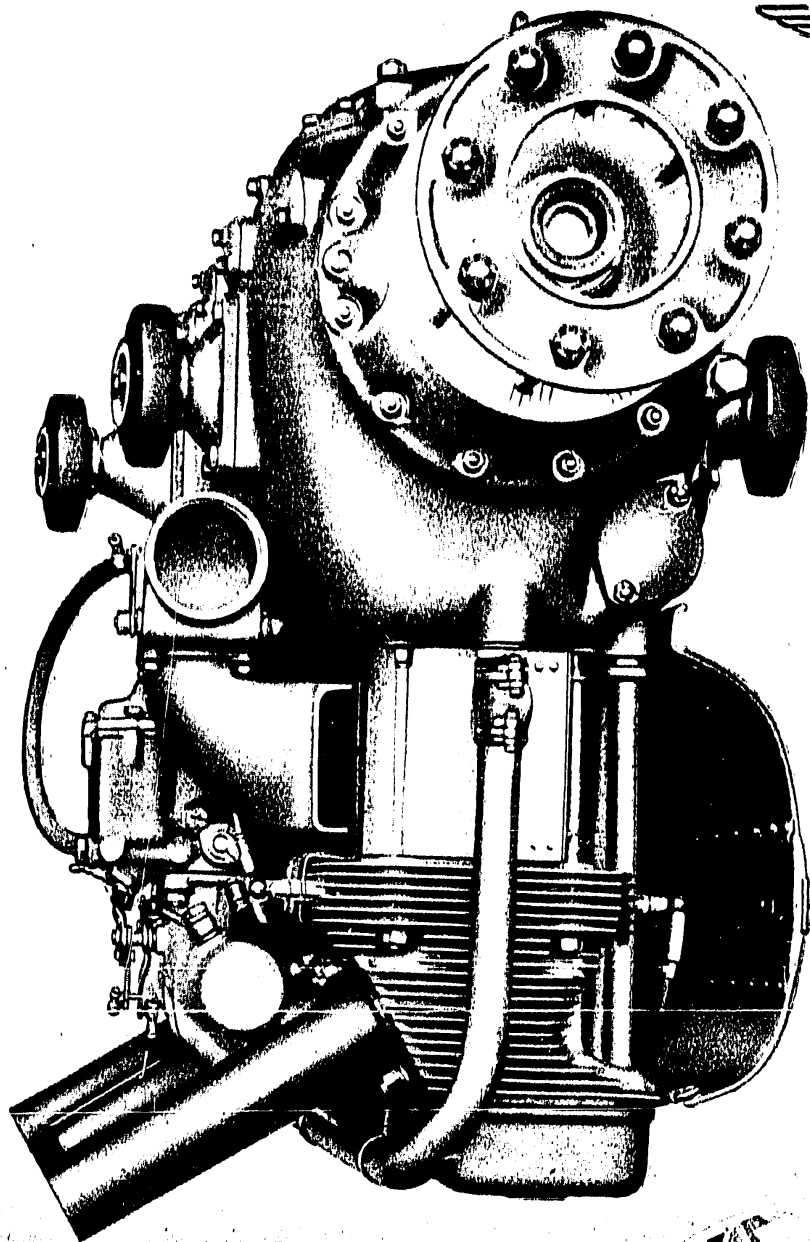


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# WALTER MINOR 4-III



**COOLING.** A duralumin sheet shroud with an easily removable sliding inspection strip for access to the sparking plugs is fitted to the cylinder port side. On the opposite side, cylinder baffle plates divert the air between the cylinder fins for maximum cooling effect.

**STARTING OF THE MINOR 4111 ENGINE.** This engine may be fitted either with a hand starter WALTER R 25 with crank, or with an electric and hand starter WALTER RE 25 with crank. Starter is supplied on special request only. The starter is mounted on the standard flange at the rear wall of the crankcase and engages a dog in the rear end of the crankshaft.

**DRIVES AND EQUIPMENT.** At the rear end of the crankcase are fitted at the L. H. side a cast-iron drive with standard DIN-AS-1.15 fitting, direction of rotation clockwise, speed of rotation 1/2 engine speed; at the R. H. side a fuel pump mounting flange and drive, direction of rotation clockwise, speed of rotation 1/2 engine speed. At both the port and starboard sides of the crankcase are a mounting flange and drive to the port mounting flange can be fitted a directly driven generator SCINTILLA 500 W, 24 V (600-800 r.p.m.), to the port or starboard flange or so both flanges can be mounted a flexible shaft for one or two remotely driven generators or other equipment.

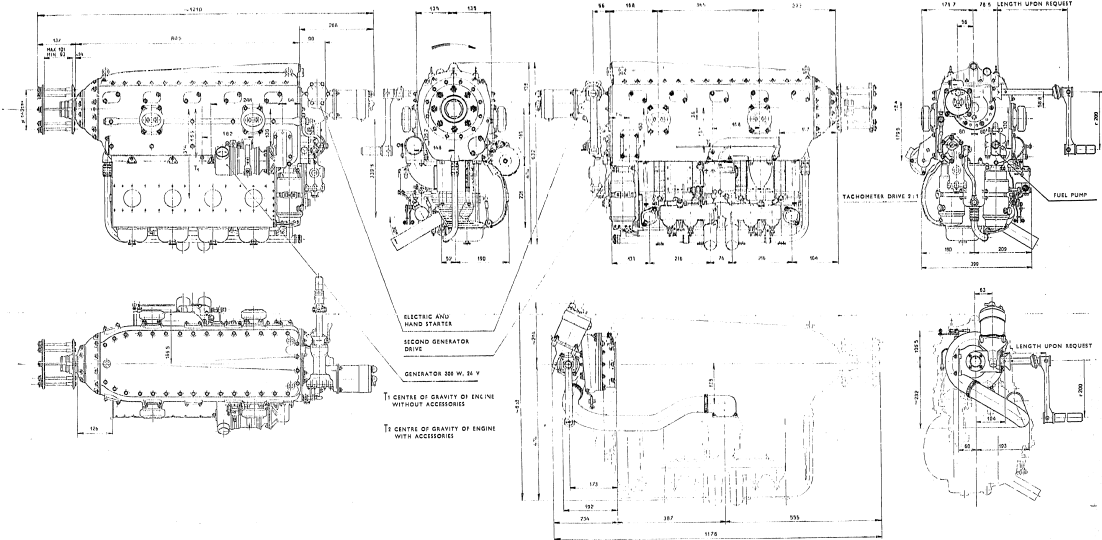
**ENGINE MOUNTING.** The engine is mounted elastically by means of four engine bearer feet with rubber-vibration dampers, which are fixed to suitable fittings on both sides of the crankcase. Various types of bearer feet can be supplied, on request, for floating or wing metal mounting.

**THE PROPELLER BOSS** has been designed for a wooden fixed pitch propeller. It is keyed to the tapered crankshaft flange and is fitted with a nut. The propeller hub and its retaining plate are fixed to the boss by means of eight bolts.

**SUPERCHARGER.** A centrifugal supercharger feeds the carburettor with fresh air. It is attached to the starter flange on the rear wall of the crankcase. The impeller, made of forged aluminum alloy aluminum AA 36, is driven from the crankshaft rear end by means of an elastic clutch and a pinion gear with gear ratio of 1:1.74. The supercharger can be engaged or disengaged from the pilot's cockpit by braking the pinion outer gear by means of a hand brake, controlled by a pull rod. The outer pinion gear runs in a pilot bearing and the starting gear in needle-bearing. The impeller shaft is secured to the front end in a plain bearing and at the rear end in a special ball bearing. The gear mechanism is lubricated by pressure oil; the drain oil returns to the crankcase.

An aluminum tube, attached to the carburettor by a vased elbow, supplies the air from the supercharger to the carburettor. On the supercharger casing there is a double connection for attaching the pressure gauge pipe and the pressure balance pipe to the fuel pump.

**STARTING OF THE MINOR 4111 ENGINE.** In the rear part of the supercharger casing there are a starter dog, the hand crank starting mechanism with a rubber protection against backfiring of the engine, and a worm gear from the electric motor. The electric starting motor is fitted only on request; no other starting mechanism is to be mounted - this being incorporated into the supercharger mechanism; the supercharger gear drive forms part of the starting mechanism and the supercharger brake acts as a starter safety clutch against engine backfiring. The rear part of the casing with the starting mechanism can be turned on the crankshaft axis in different positions, in positions of 15°, to suit various installations (maximum offset 45° on either side).



Detailed installation drawings of the engine, its accessories and drives can be obtained on request.

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