

Learn ALL the Secrets of Gas Engineering in this Big Book—FREE!

Here are Only 67 points out of the 545 contained in this book.



- A heap of troubles.
- Ammeter.
- Ampers for jump spark.
- Battery strength.
- Buzz of the vibrator.
- Crank case compression.
- Cylinder rings lose compression.
- Compression of the mixture.
- Carburetors.
- Clogged float needle.
- Cold weather affects starting.
- Choked inlet passage.
- Coil short circuited.
- Contact of terminals.
- Circuit, primary.
- Circuit, secondary.
- Circuit breaker.
- Coil, jump spark, action, and how made.
- Dislodge obstruction in pipe, how.
- Dynamo or magneto.
- Dry battery reserve.
- Dry battery strength.
- Electrodes or terminals not in contact.
- Explosions in crank case.
- Float feed.
- Fuel tank, empty.
- Gasoline blow torch for cold weather starting.
- Generator and storage battery.
- Hammer break spark.
- Hot box.
- Igniting current, source of and strength.
- Insulation broken.
- Ignition ammunition, plenty of it.
- Jump spark.
- Leak in inlet passage.
- Loose wire connections.
- Lubrication.
- Mixture too rich.
- Muffler explosions.
- Overheated piston.
- Packing blown out.
- Plan to locate trouble.
- Power leak.
- Premature explosions.
- Power troubles in two cycle.
- Short circuit.
- Starting in cold weather.
- Suction valve may stick.
- Source of igniting current.
- Spark testing.
- Spark coil.
- Tank empty.
- Trap for water in gasoline pipe.
- Testing current and battery strength.
- Testing spark.
- Two-cycle troubles.
- Valve springs broken.
- Valves dirty, corroded and im-properly timed.
- Vibrator in coil.
- Vaporizer, flushing the
- Volt meter.
- Voltage of current.
- Water in gasoline.
- Why battery becomes exhausted quickly.
- Wire broken within insulation.
- Weak mixture.
- Weak battery.

Don't envy the man who keeps his engine humming all the time—get one of these books—FREE, and know how yourself. You don't have to stay up late at nights studying it. Just read a dozen words or so as you need them to clear up the point in hand.

Each remedy or point is numbered and indexed so you can put your finger on the one you want in a jiffy. For instance, here is Point No. 397, on the correct way to start a new Gas Engine:

- First—Clean the engine and all wearing parts thoroughly.
- Second—Oil every point where there is any friction, EXCEPT VALVE STEMS and SPARKER SHAFT.
- Third—If there is a relief or starting lever on the engine, set it so as to relieve the compression. A Pet Cock is sometimes used for this purpose instead of a lever. It should be open.
- Fourth—Switch in Battery current. If tube ignitor is used the flame against the tube should be started first thing. While the tube is heating, oil up, etc.
- Fifth—When hot enough, open the throttle valve slightly so as to admit a light charge of fuel when the engine is turned

- over. REMEMBER you are more liable to give the engine too much fuel in starting than not enough.
- Sixth—Turn the fly wheels of the engine rapidly forward until it gets an impulse. Three or four revolutions should be enough.
- Seventh—After the engine has had three or four impulses and gained some speed, throw out relief lever or close relief Pet Cock.
- Eighth—Start oil from lubricating cup on cylinder. Twenty drops per minute while engine is new. Less will do later on.
- Ninth—Let water into jacket chamber from water supply.

This is only one point. There are 544 others just as clear and concise. The sturdy covers make the book stand up under the oily fingers of the operator. It fits snugly into the overall pocket, ready to be whipped out the second your engine kicks—if you need it. Construction, erection and the operation of the engine are so clearly set forth that there will hardly be a problem for which it does not provide the solution. All this briefly, in plain everyday words. The points on construction will help you get value for every dollar you spend on a NEW engine.

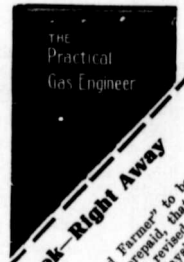
Estimate the value to yourself of "The Practical Gas Engineer" by counting the points shown here on which you are not expert—then multiply them by eight.

How to get it without cost

Send us the coupon for the book itself, so you can have the privilege of reading over the answers to such points as you need right now to make your old engine work better or to clear your mind about the new one. And when we say you can return the book within five days and get your money back without a question asked, we mean that. We will pay the charges both ways so that nothing can stand in the way of your tearing off and mailing the coupon.

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