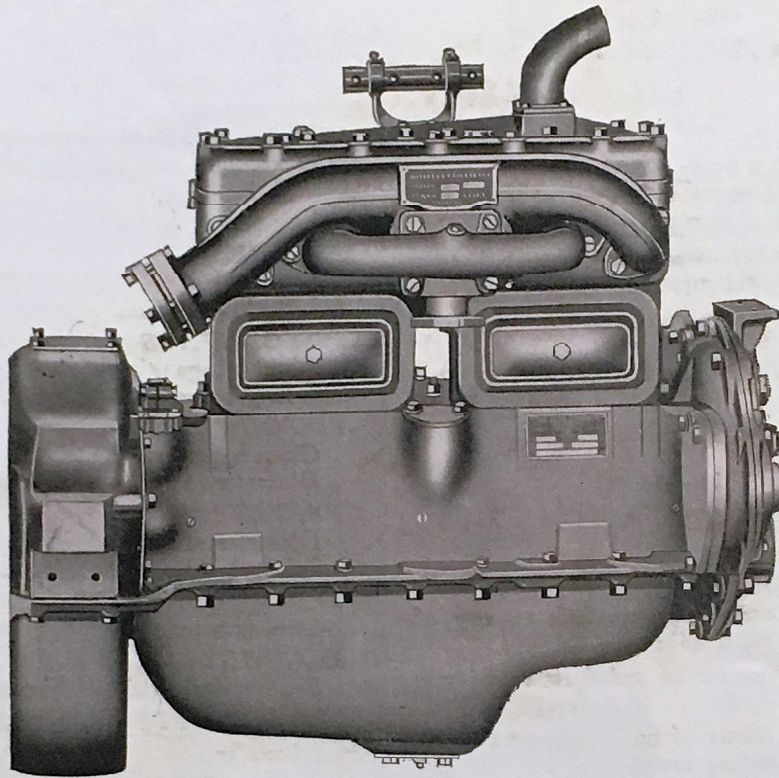


**BUDA
POWER**

Model WTU

Bore $3\frac{3}{4}$ inches
Stroke $5\frac{1}{8}$ inches



Distinctive Features

MODEL WTU

Cylinder block separate from crankcase.

Engine arranged for magneto and battery ignition.

Extra wide face, helically cut timing gears.

Buda two-piece "high turbulence" manifold, designed for maximum power and economy.

Idler gear adjustable.

All oil lines of seamless steel tubing, cast integral with crankcase.

Large-sized crankshaft with special balancing pads.

Cylinder block with complete water circulation around all valve seats.

Cooling by centrifugal pump, which forces cooled water direct to valve seats.

All nuts, bolts and studs subjected to heavy strains are of alloy steel.

Oil pump in center of engine.

Connecting rods of open hearth steel.

THE BUDA COMPANY

HARVEY (CHICAGO SUBURB) ILLINOIS

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

SPECIFICATIONS

Model WTU

TYPE
Vertical, en bloc, 'L' head, four cycle, four cylinders.

SIZE
Bore (95.25 mm.), $3\frac{3}{4}$ in.
Stroke (130.175 mm.), $5\frac{1}{8}$ in.

PISTON DISPLACEMENT
226.4 cu. in.

POWER
S.A.E. rating, 22.5
B.H.P. at 1000 R.P.M., 26
B.H.P. at peak, 36.5
R.P.M. at peak of B.H.P., 1800
Torque in foot lbs. at peak, 136
R.P.M. at peak of torque, 1000

SUSPENSION
3 point.

IGNITION
Standard.

SPARK PLUGS
S.A.E. Standard, $\frac{7}{8}$ in.—18.

CARBURETOR FLANGE
S.A.E., 1 in.

CONSTRUCTION
Height from center of crankshaft to top of water outlet pipe, $23\frac{1}{2}$ in.
Distance from center of crankshaft to bottom of engine, $9\frac{3}{16}$ in.
Distance from center of front support to center of rear supporting arms, $30\frac{9}{16}$ in.
Drop of front support bracket—standard $3\frac{1}{2}$ in., (optional $2\frac{1}{2}$ in.).
Overall width of rear supporting arms, $25\frac{3}{4}$ 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.

Sump capacity, 1.25 gal.

COOLING
Centrifugal pump operating at engine speed.

CRANKSHAFT
Open hearth steel, high speed type with heavy cheeks and throws.
Number of bearings, 3.

CRANKCASE
Cast iron, divided horizontally at crankshaft center.

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

CAMSHAFT
Open hearth steel, gear driven.
Number of bearings, 3.

CONNECTING ROD
Drop forged open hearth steel, 'I' beam construction.
Length, center to center, $11\frac{1}{4}$ in.
Diameter and number of connecting rod bolts, $\frac{7}{16}$ in.—2.
Phosphor bronze bushings.

PISTONS
Grey iron.
Length, $4\frac{1}{2}$ in.

PISTON RINGS
Three rings above the wrist pin; one wiper ring below.

PISTON PINS
Open hearth steel.
Diameter, $1\frac{3}{8}$ in.

VALVES
Diameter, $1\frac{1}{2}$ in.
Exhausts Silchrome No. 1.

VALVE PUSH RODS
Steel, mushroom type.

BEARINGS—MAIN
Bronze shell, babbitt lined.

CRANKSHAFT BEARINGS
Diameter
Front (44.45 mm.), $1\frac{3}{4}$ in.
Center (50.8 mm.), 2 in.
Rear (53.975 mm.), $2\frac{1}{8}$ in.

Length
Front (63.50 mm.), $2\frac{1}{2}$ in.
Center (63.50 mm.), $2\frac{1}{2}$ in.
Rear (74.61 mm.), $2\frac{1}{8}$ in.

CAMSHAFT BEARINGS
Diameter
Front (52.387 mm.), $2\frac{1}{16}$ in.
Center (51.59 mm.), $2\frac{3}{16}$ in.
Rear (41.275 mm.), $1\frac{5}{8}$ in.

Length
Front (64.29 mm.), $2\frac{1}{16}$ in.
Center (80.96 mm.), $3\frac{1}{16}$ in.
Rear (44.24 mm.), $1\frac{3}{16}$ in.

CONNECTING ROD BEARINGS
Babbitted direct to rod.
Diameter (47.625 mm.), $1\frac{7}{8}$ in.
Length (50.80 mm.), 2 in.

PISTON PIN BEARING
Diameter (34.92 mm.), $1\frac{3}{8}$ in.
Length (34.92 mm.), $1\frac{3}{8}$ in.

FAN

Belt driven. Bracket support integral with crankcase and gear cover.

Diameter, 18 in. Not furnished.

BELL HOUSING

S.A.E., No. 3.

TIMING GEARS

Spiral cut teeth.

Gear Set—crankshaft, cam, idler, pump shaft and generator shaft gear.

FLYWHEEL

Grey iron, accommodates standard disc clutch.

Alloy steel bolts and nuts.

Width of flywheel face, 3 in.

INTAKE AND EXHAUST MANIFOLD

Grey iron. Cast separate.

GEAR CASE COVER

Grey iron, with large trunnion.

BREATHER AND OIL FILLER

Equipped with strainer screen.

CABLE TUBE

STARTING CRANK ASSEMBLY

The following accessories can be furnished if desired:

Magneto—S.A.E. Mounting.

Distributor—S.A.E. Mounting.

Lighting Generator—No. 2 S.A.E. Mounting.

Starting Motor—No. 2 S.A.E. Mounting.

Governor—Standard or Buda.

Carburetor—S.A.E. Standard, 1 in.

Clutch—Standard.

Transmission and Gear Reducer—Standard.

SHIPPING DATA

Net weight, 660 lbs.

Domestic

Gross shipping weight less carload, 810 lbs.

Gross shipping weight carload, 760 lbs.

Number of engines per minimum carload, 30.

Export

Average gross weight boxed for export, 900 lbs.

Approximate dimensions export box:

Length, 39 in.

Width, 32 in.

Depth, 34 in.

