NOTES:
1. ALL DRAWINGS ARE IN METRIC MEASUREMENTS.
2. ALL ENGINEERING PRACTICES SHALL BE APPLIED WITH REGARD TO HOLE AND SHAFT TOLERANCES.
3. WHERE SCREWS OR BOLTS ARE USED THE CLEARANCE HOLE SHALL BE APPROXIMATELY 5% TO 8% LARGER THAN THE MATCHING TAPPED HOLE.
4. ALL CONNECTIONS/JOINTS WHICH HAVE STEAM PRESSURE APPLIED TO THEM SHALL BE SILVER/HARD SOLDERED.
5. PREFERRED SPACINGS ARE EQUALLY SPACED ON PCD (TAPPED HOLES EQUALLY SPACED ON CIRCUMFERENCE)
6. MATERIALS SPECIFIED ON THE DRAWINGS ARE INDICATIVE ONLY, THE BUILDER CAN MAKE HIS OWN MATERIAL CHOICE.
7. NO TECHNICAL DRAWING CAN BE TO SCALE.
8. PARTS WHICH ARE DIRECTLY EXPOSED TO STEAM AND/OR WATER SHOULD BE CONSTRUCTED USING NON-FERROUS OR NON-CORROSIVE MATERIAL SUCH AS BRASS, BRONZE, GUNMETAL, STAINLESS STEEL, COPPER OR MONEL.
9. THE ORDER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED AND THE MODEL IS ASSEMBLED IS ENTIRELY LEFT TO THE BUILDER/MODEL MAKER.
10. THE MANNER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED IS ENTIRELY LEFT TO THE BUILDER/MODEL MAKER.
11. ONLY THE MATERALS SPECIFIED ON THE DRAWINGS ARE INDICATIVE ONLY. THE BUILDER CAN MAKE HIS OWN MATERIAL CHOICE.
12. THE BUILDER/MODEL MAKER MUST DETERMINE THE TYPE OF MATERIALS TO BE USED IN THE CONSTRUCTION OF THE DRAWINGS.
13. THE OFF SET ANGLE OF THE ECCENTRIC(S) IN RELATION TO THE CRANK AXIS TO BE EXPERIMENTALLY DETERMINED FOR THE SMOOTH RUNNING IN BOTH DIRECTIONS OF THE ENGINE AND TO THE SATISFACTION OF THE BUILDER.
14. errors and/or omissions may occur in the drawings, do not hesitate to contact me so that the errors/omissions can be rectified.

MATERIAL ABBREVIATIONS:
A3 = AUSTENITIC STAINLESS STEEL
BS = BRASS
Br = BRASS OR GUNMETAL (BRZ/GM)
Cu = COPPER
Gra = GRAPHITE
M5 = MILD STEEL/BRIGHT MILD STEEL
S5 = SILVER STEEL OR STAINLESS STEEL
SPS = SPRING STEEL
Teflon = TETRAFLUOROETHYLENE
Teflon = TETRAFLUOROETHYLENE
Vekon = VETON
Nylon = NYLON
Teflon = TETRAFLUOROETHYLENE
Rubber = RUBBER
Syn = SYNTHETIC MATERIAL SUCH AS VETON, NYLON, TEFLOM OR RUBBER

A3: N/A

J.A.M. DE WAAL PAPAKURA NZ

IN GENERAL SYNTHETIC MATERIALS SHOULD BE ABLE TO WITHSTAND THE HEAT AND PRESSURE(S) APPLIED TO THEM.

THE OFF SET ANGLE OF THE ECCENTRIC(S) IN RELATION TO THE CRANK AXIS TO BE EXPERIMENTALLY DETERMINED FOR THE SMOOTH RUNNING IN BOTH DIRECTIONS OF THE ENGINE AND TO THE SATISFACTION OF THE BUILDER.
NOTES: FOUND ORIGINAL DRAWINGS ON INTERNET, GERMAN ORIGIN. REFERENCE "BAUPLAN Nr. 9763 VOM NECKAR-VERLAG, KONSTRUKTION K.-E. JENCZOK"
THE OFF SET ANGLE OF THE ECCENTRIC(S) IN RELATION TO THE CRANK AXIS TO BE EXPERIMENTALLY DETERMINED FOR THE SMOOTH RUNNING IN BOTH DIRECTIONS OF THE ENGINE AND TO THE SATISFACTION OF THE BUILDER.

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