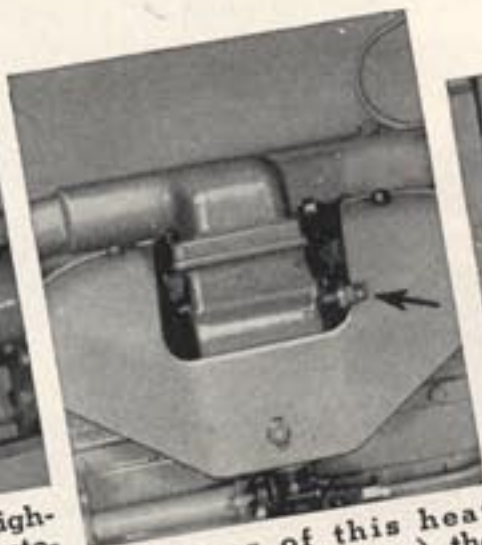
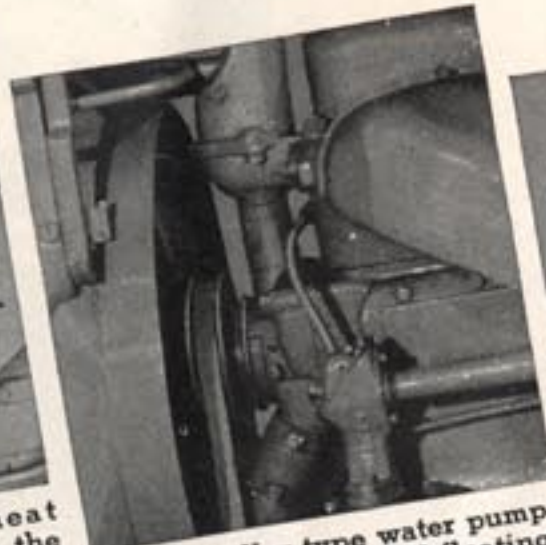


This Harvester-made high-tension magneto, with automatic impulse coupling, gives a full-size spark with a quarter-turn of the crank. The magnet, exceptionally strong, will never require recharging.



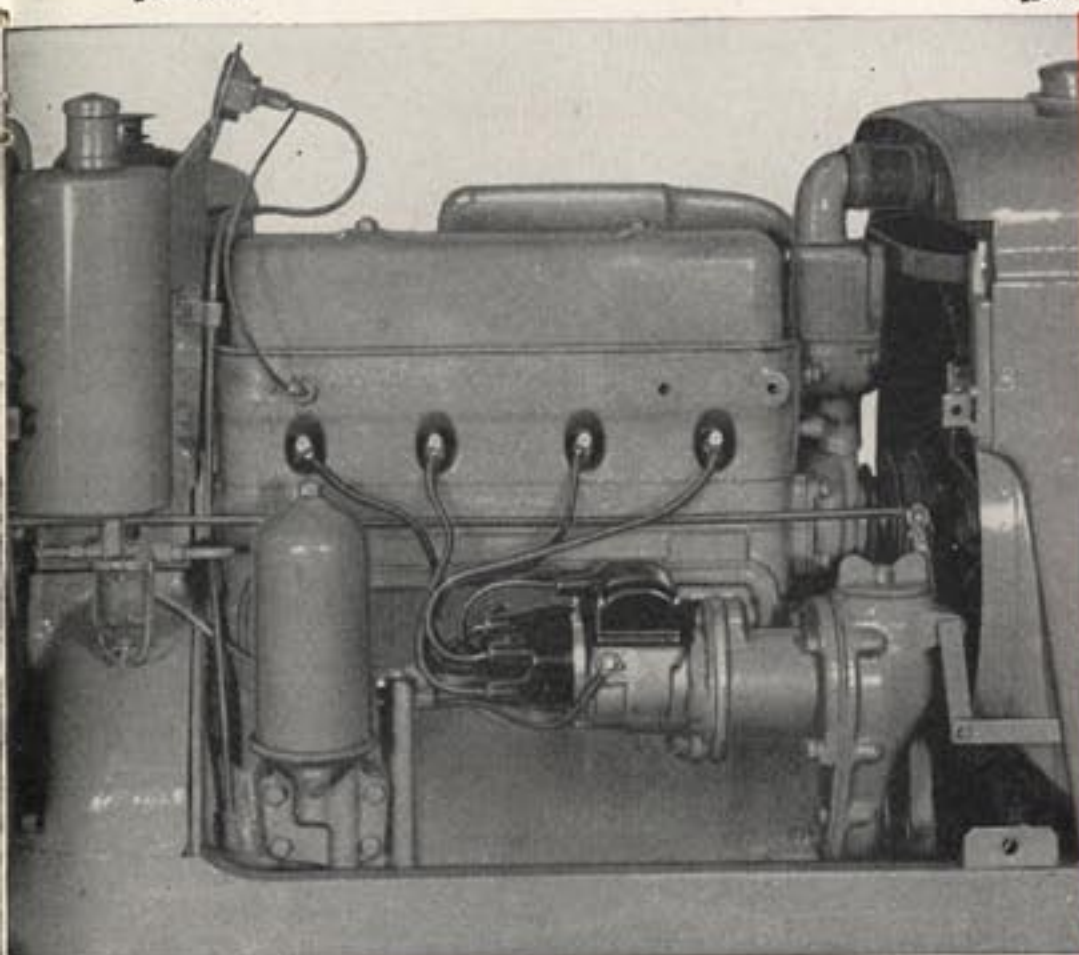
By means of this heat control valve (arrow) the intake manifold is made "hot" or "cold," depending on whether gasoline or distillate fuel is being used.



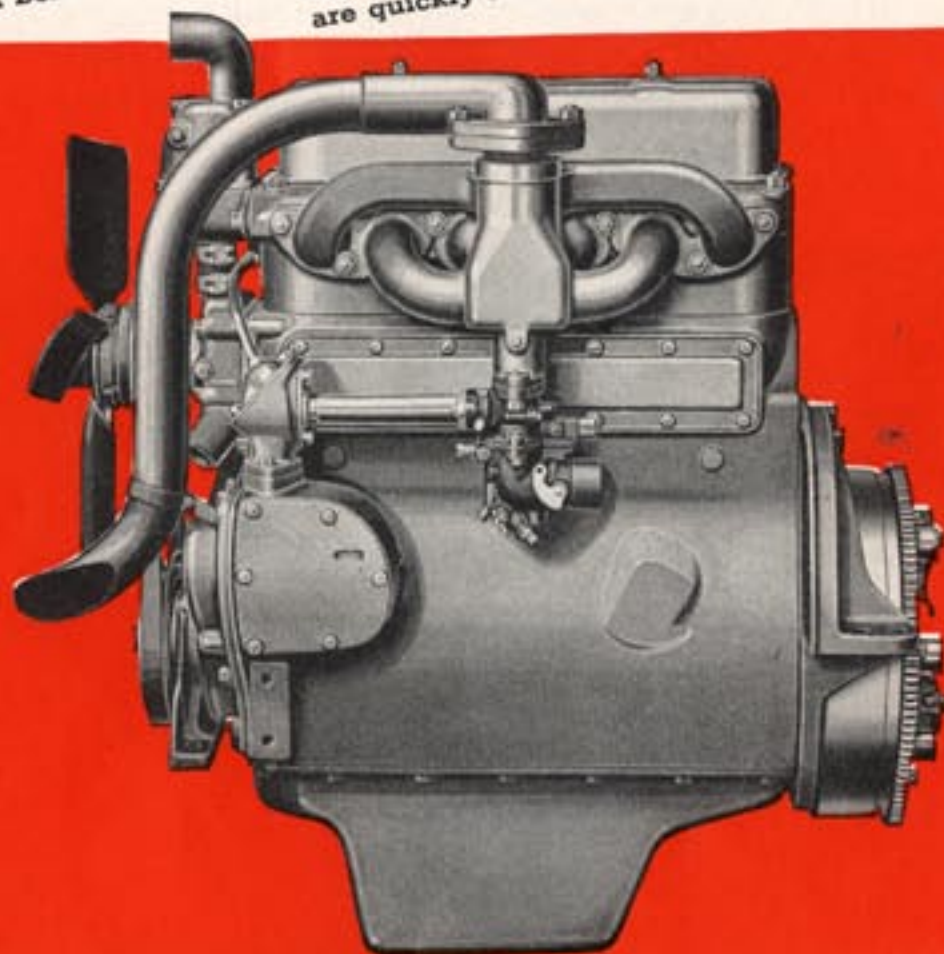
The impeller type water pump is driven by a full-floating fan shaft from the fan, the fan pulley turning in two ball bearings on the pump shaft housing. Thus pump shaft and packing are under no strain from the fan belt.



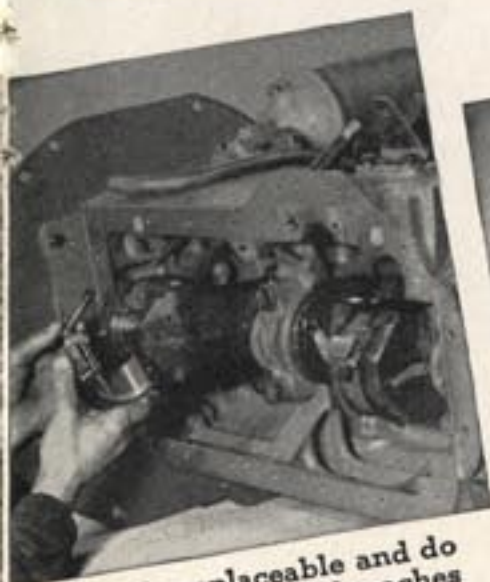
The replaceable cylinders in these tractors are made of high-grade, close-grained iron, uniformly cast and accurately machined. They not only represent the most satisfactory and inexpensive method yet devised for renewing engine efficiency, but are quickly and easily installed.



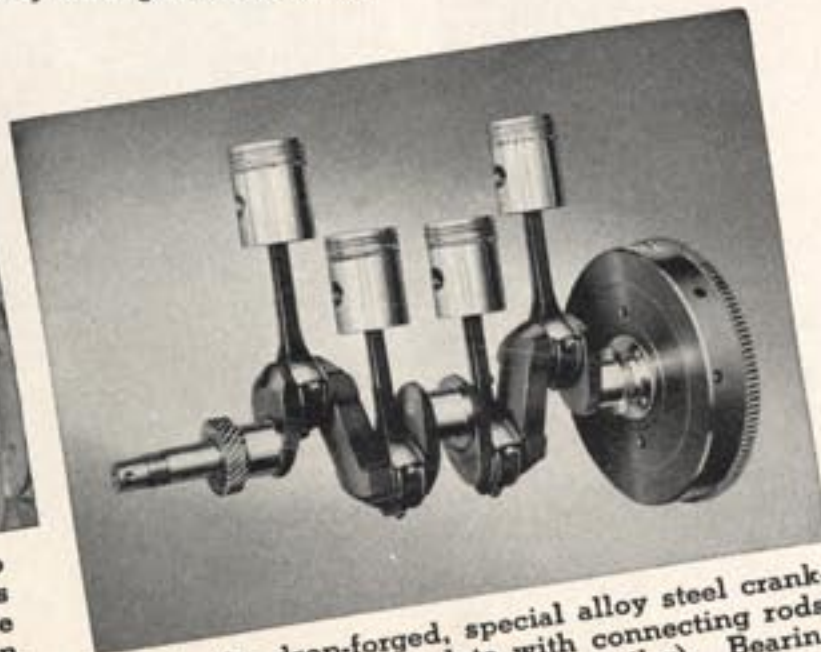
Right side of O-4 distillate-gasoline engine, showing position of the special tractor magneto, oil filter, fuel strainer, and auxiliary fuel tank. A gear type oil pump in the crankcase, taking sediment-free oil through a floating oil screen, delivers it under pressure to main and connecting rod bearings, rocker arms, etc., and at the same time circulates it continuously through the oil filter.



This is the manifold side of the high-compression engine (made in two sizes) which is optional at the factory for O-4 and O-6 tractors. This engine, designed for operation on gasoline having an octane rating of 70 or more, assures maximum power output and greatest efficiency on that grade of fuel.



are readily replaceable and do not require fitting. Oil reaches the bearings under pressure through drilled passages in the crankshaft.



This is the drop-forged, special alloy steel crankshaft of the O-6, complete with connecting rods, pistons, and flywheel (the O-4 is similar). Bearing surfaces on the crankshaft are Tocco-hardened and are lubricated under pressure. Pistons have three compression rings, one oil control.

(Below) Both types of engine available in the O-4 and O-6 tractors (this one is high compression) are of valve-in-head design, which is generally conceded to develop the most horsepower per cubic inch of displacement.

This design also affords quick accessibility for inspection, adjustment of tappets, etc. Rocker arms are lubricated under pressure.

