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(See Advertisement on page 10)

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THE SUNNY ESTABLISHED NEWSPAPER PUBLISHED IN KENYA AND ZANZIBAR.

THE LEADER.

No. 1284. DATED AT NAIROBI, UGANDA.

NAIROBI, SATURDAY, MARCH 29, 1961

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PRINCIPLES OF CARBURETION.

Fundamental Points in Engine Operation,

USES OF POWER PARAFFIN.

Water Injection, Air Cleaners and some Precautions when Taking.

Practically, as far as it is generally known, there are only two types of motor oil which is composed of hydrocarbons, hydrogen, and oxygen. The former, hydrogen, is apparently present in all the different oil products, but the latter, oxygen, is only present in the mineral oils.

The motor oil has widely varying boiling points (temperature range) ranging from near the freezing point to about 400 degrees Centigrade. Naturally, the higher the temperature, the more readily will evaporation take place and this fact is made use of in the manufacture of motor oils. There are many products, amongst others, which are added to the motor oil to reduce the viscosity of the oil, which may be either solid, liquid, or gas.

It is important to realize that just as water will expand when heated so also will motor oil. When having a heating point of about 100 degrees Centigrade, motor oil can expand to twice its volume when heated. Under such heating conditions, if the oil is heated only on the surface, the temperature of the oil, and the temperature of the oil in the tank, will differ with the result that the oil will move from the tank to the engine. This will result in a loss of power, the rate of which will depend upon the amount of heat applied to the oil.

It is important to note that the oil must be mixed with air in the correct proportions, the ratio of which varies with the type of motor oil, and the temperature at which the oil is heated.

It is clear that in order to utilize the oil to its best advantage, it must be heated to the required temperature to bring out the maximum efficiency.

In its simplest form the engine requires a certain amount of air to be heated by the movement of the air over the hot oil. This heated air is fed into the form of a fine spray, which will mix with the oil to give the right proportion.

It is important that the oil is heated to the required temperature and that the air is heated to the required temperature and into the engine.

To maintain the correct speed varying conditions of engine operation are considered. One method is to vary the flow of fuel through the carburetor, another is to vary the speed at which the carburetor is operated, and beyond the scope of this article.

Carburation with Petrol.

Day to day, evaporative losses are particularly suited for me in maintaining the correct speed varying conditions, as the fuel is heated to the required temperature, and when the temperature is increased, the fuel is not heated to the required temperature. This method will require a sufficient amount of air to be heated to the required temperature. This method will require a sufficient amount of air to be heated to the required temperature.

It is apparent that for the operation of the engine, the vaporization of the fuel and air in the carburetor must be maintained in the proper sequence, otherwise no power will be obtained. Once this is accomplished, it is necessary to have the fuel introduced into the cylinder in the correct sequence, and this is done by the carburetor.

The carburetor must be able to atomize the fuel and air in the correct sequence, and this is done by the carburetor.

Once this is accomplished, it is necessary to have the fuel introduced into the cylinder in the correct sequence, and this is done by the carburetor.

Carburation with Power Paraffin

As previously mentioned, the

oil must be heated to the required temperature, and this is done by the carburetor which must be able to atomize the fuel and air in the correct sequence, and this is done by the carburetor.

The factor which makes the operation of the carburetor difficult is the fact that the oil is composed of hydrocarbons, hydrogen, and oxygen.

The oil is heated to the required temperature, and this is done by the carburetor which must be able to atomize the fuel and air in the correct sequence, and this is done by the carburetor.

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SATURDAY, MARCH 22, 1924.

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and supplies should be obtained from local

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KENYA'S TRADE

Estimated Total Trade of Kenya

PROFIT TO THE U.K.

The following is the Customs
allowing return for the week ended
March 11.

EXPORTS

500 p. New Agricultural implements

24 p. New Automobiles

500 p. New Books

216 cases, Beer

5 p. Cases, Bottles

260 p. Tea and Shells

100 p. Tea

47 p. Tea and Glaziers

500 p. New Cotton Piece Goods

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