

Hercules Engine News

By Glenn Karch

Spouting Off About Spouts



For anyone wondering what is the right fuel spout for a small-block, 3-1/4-inch-bore Hercules-related engine, this column is for you. There are a few different kinds, and knowing something about each type will help you find the one that works best.

The first basic block-style fuel spout was put on the 1 HP "Sparta" Economy in 1912. That fuel spout was nothing more than two 3/8-inch pipe nipples, an elbow and a pipe cap. A special funnel came with the engine to aid in filling the tank (Photo 1).

When the first 1-1/3 HP Model D engines were produced in Evansville, Ind., in 1914, the engines used a cast iron spout with the pipe fitting cast with it. This spout was continued into the early Model E engines and had a cast iron hinged lid (Photo 2).

From 1915 through 1917 or so, Hercules engines used an elbow spout connected to the tank with a pipe nipple. The spout had a cast iron lid that pivoted to the side with a tang that fit into a notch in the spout to keep the lid from jiggling off to the side while the engine was running (Photo 3).

Until 1921, Hercules used the same elbow spout, but the cast iron lid was replaced by a stamped steel lid that utilized a spring that applied tension to keep the lid in place (Photo 4).

In mid-1921, when Model F engines were introduced and engine blocks were modified slightly, the more common flip-top spout was introduced. It was still located at the off side of the engine like earlier spouts, but in late 1924 Model S engines were released, which featured the flip-lid spout on the engine's ignition side (Photo 5).

At some point in the mid-1920s, a spout that screwed onto a vertical pipe was introduced. It was used primarily on Jaeger engines. The cap was positioned above the gas tank's fuel level so that fuel was less likely to splash out during transport. A steadying brace wasn't used in earlier models, but was present on later engines. This same type of spout was also used on Model N Hercules and Economy engines. Later, log saw engines with an auxiliary tank also used the vertical spout (Photo 6).

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