

OWNER'S MANUAL

1942

Pederick

GAS PRODUCER

Priced from **£48-10-0**

PLUS FITTING.

OFFICIALLY APPROVED AND PRODUCED UNDER
CONTRACT WITH COMMONWEALTH GOVERNMENT,
ENSURING MANUFACTURE TO RIGID SPECIFICA-
TIONS, EFFICIENT INSTRUCTION AND SERVICE
FOR OWNERS AND SAFETY OF OPERATION.

Sole Distributors for Victoria & Riverina:

S. A. CHENEY PTY. LTD.

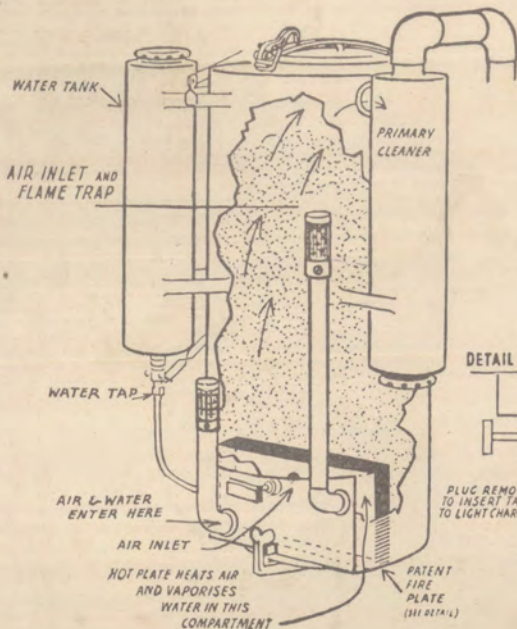
22 Flinders Street, Melbourne, C. I.

Phone: Central 8991 (11 lines)

N 665.772 m294

Pederick

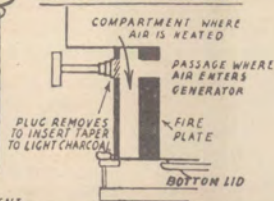
GAS PRODUCER



Lighting taper—wire with asbestos string wrapped on end—is attached to cap of lighting fluid can.

Pederick GENERATOR

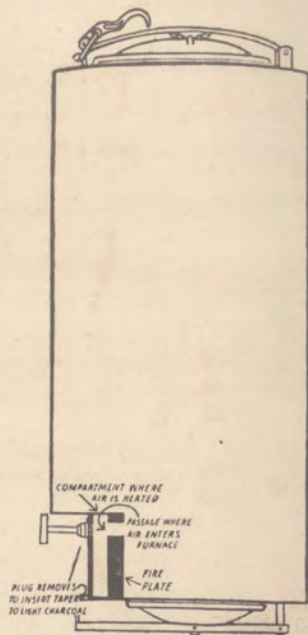
DETAIL OF PATENT FIRE PLATE

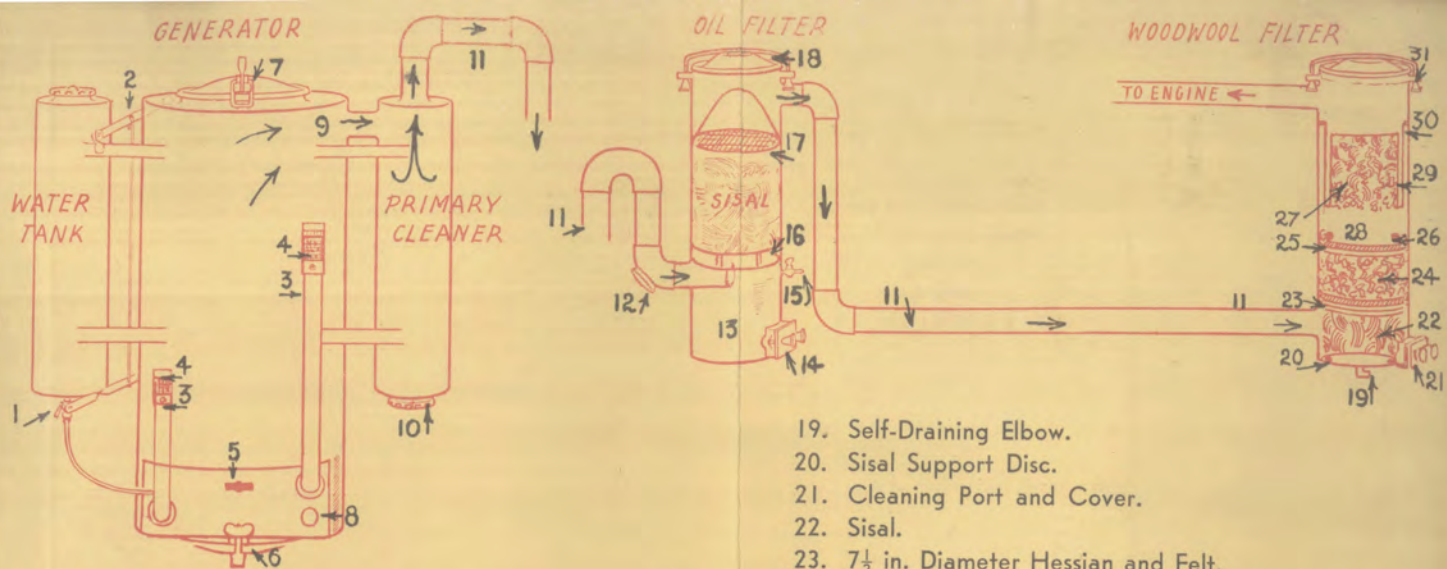


Pederick

Patented
FIRE PLATE

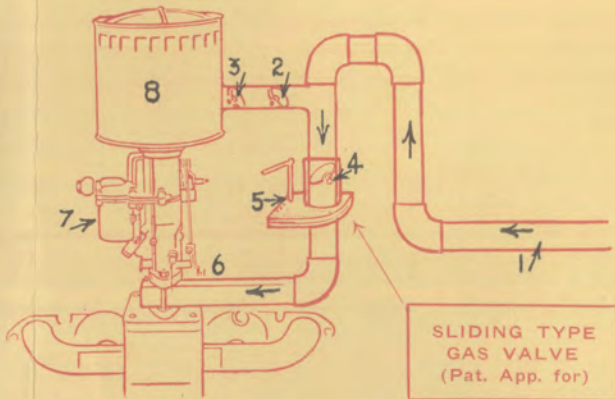
The Secret of Pederick's efficiency and simplicity with consequent low price—the indestructible patented fire plate.





1. Water Drip Tap.
2. Manual Water Control.
3. Air Inlets.
4. Flame Traps.
5. Lighting Plug.
6. Bottom Lid and Clamp.
7. Filling Lid and Clamp.
8. Cleaning Plug.
9. Gas Outlet.
10. Primary Cleaning Port and Cap.
11. Gas Line.
12. Gas Elbow Cleaning Port and Plug.
13. Oil Reservoir.
14. Cleaning Port and Cover.
15. Oil Level Tap.
16. Sisal Support Disc.
17. Sisal Holding Down Disc.
18. Lid and Clamp.

19. Self-Draining Elbow.
20. Sisal Support Disc.
21. Cleaning Port and Cover.
22. Sisal.
23. 7½ in. Diameter Hessian and Felt.
24. Wood Wool.
25. 9½ in. Diameter Hessian and Felt.
26. Holding Down Clips.
27. Sisal and Wood Wool.
28. Air Space.
29. Security Filter Cage and Felt Sock.
30. Holding Down Screws.
31. Lid Clamp.



1. Gas Line.
2. Air Inlet Manual Valve.
3. Air Inlet Automatic Valve.
4. Gas Throttle, Foot Controlled.
5. Gas Cut-off Valve, Hand Controlled.
6. Gas Inlet Manifold Tee Piece.
7. Carburettor.
8. Air Cleaner.

Pederick

GAS PRODUCER

The operation of a *Pederick* Gas Producer is far more simple than the average motorist imagines. Assuming the Producer is filled with charcoal and the Cleaners are in order, this is all there is to do to start and run the vehicle on gas.

1. Start the motor on petrol and let it idle.
2. Pull out the gas valve on the dash.
3. Unscrew lighting plug from Generator.
4. Remove lighting taper from small can attached to unit (it is part of the cap). Light it and hold it to the charcoal through the opening made by removing the plug, and the suction from the engine draws the flame in and lights the charcoal instantly.
5. Replace plug and drive away on petrol.

you will feel the gas coming through. You then drive on gas only, adjusting the air valve to get best mixture. If out of the city you can turn petrol right off, by special tap if fitted, and adjust water drip to about 50 drops per minute for continuous running.

6. Open the air valve slightly.
7. Place your foot on both petrol and gas accelerators together, and in about one mile

8. When stopping there will be no need to light the charcoal again unless the engine is stopped for more than about four hours. In re-starting after a stop, do so on petrol, and again use both accelerators, and gas will come through again in anything from 100 yards to about half a mile, depending upon how long the engine has been stopped.

This is all there is to do other than to fill up with charcoal as required. Do not let the fuel in the fire box get below the halfway mark or overheating may result. Systematically attend to the cleaners as outlined in the *Pederick* Manual.

Manual on

Pederick

G A S P R O D U C E R

PRICE:
ONE SHILLING AND SIXPENCE

FOREWORD

It should be clearly understood by operators, accustomed to driving on petrol, that they must learn to drive on an entirely new fuel. If they approach the task with an open mind and take the trouble to learn the construction and function of the various components of the unit, then the extra controls will be clear to them, also various symptoms will be recognised and understood.

THE two main components of the "Pederick" Gas Producer are:—

A.—The Generator in which the Charcoal is burned to produce the Gas, and

B.—The Cleaners for filtering the Gas.

GENERATOR

This is a large cylinder, sometimes described as the hopper, which holds the Charcoal. It has a large hinged lid at the top for filling, and a smaller door at the bottom for cleaning purposes. At the bottom, on one side, cut under, is the "Pederick" patent fire plate, through which there is a hole to admit the air to the fire (this patent fire plate is used in the "Pederick" instead of a costly water cooled "tuyere" of limited life). There is also a compartment alongside this fire plate into which the air is first drawn through the two pipes seen on either side — this is done by the suction of the engine. The air, passing the fire plate (which gets almost red hot in operation), is pre-heated before it enters the Generator, and at the same time cools the fire plate as it passes right across its face and thus prevents its destruction.

A removable plug, inserted on the outer side of the air compartment, in line with the hole through the fire plate, is removed to insert the lighting taper, and is replaced when the Charcoal lights up.

WATER TANK

Attached to one side of the Generator is a circular water tank, water being used to enrich the gas. This water is fed by drip feed into one of the air intake pipes on the side of the Generator and, when it reaches the air compartment beside the fire plate, this compartment already being heated by the fire plate, the water is turned into steam or vapor before it enters the Generator and reaches the fire.

THE CLEANING SYSTEM

The Cleaning and Filtering of the Gas is done in five stages:—

1. The Primary Cleaner, a cylinder fitted to the Generator opposite the water tank.
- 2 & 3. The Oil Cleaner and the Sisal Cleaner are contained in another cylinder, placed in front of the vehicle or grouped with the Generator.
- 4 & 5. The Woodwool Cleaner and the Final Felt Cleaner are contained in another cylinder also fitted to the front of the vehicle or grouped with the Generator. These Cleaners form a pair and

10,1146 2/1
10.12.18

are placed in exposed positions in order to cool the gas, thus dispensing with the necessity of any other cooling system. These are described below:—

No. 1 PRIMARY CLEANER

A round cylinder fitted to the Generator on the opposite side from the water tank. This Cleaner, which is a "Pederick" patent, is remarkably efficient and traps between 80% and 90% of the dust content of the gas. The gas is drawn from the Generator through a short pipe, and entering the side of the Cleaner takes a centrifugal and downward course; then about one-third way down the Cleaner the gas is deflected upwards again and out through the top, whilst the dust goes to the bottom and settles there. The dust is removed by unscrewing the cap at the bottom. This Cleaner should be cleaned out every day or at least every 100 miles.

No. 2 and 3 OIL and SISAL CLEANERS

Situated in front of the car. This Cleaner should be kept filled to the level of the drain tap fitted on the side about 6 inches from the bottom, with a cheap, thin oil (sump oil will do, provided it is strained and clean). The gas enters at this level and impinges on the oil which arrests nearly all the dust or lampblack which has passed the Primary Cleaner, and settles it to the bottom of the oil. Above the oil bath is a

baffle to keep the oil down, but the gas is allowed to pass upwards through a specially formed opening about $2\frac{1}{2}$ inches in diameter in the baffle; a wire gauze disc placed on this baffle supports a Sisal pack. Any oil which passes upwards with the gas meets the Sisal pack and falls back into the Oil Bath, washing back with it any oil-saturated dust that may have reached this point. The Sisal must not reach the top of this Cleaner—a wire cage holds it down—as space above it is required to allow the gas to bank up. The gas then passes to the next Cleaner. **Do not pack Sisal too tightly.** 500-mile service instructions are described under maintenance.

No. 4 and 5 WOODWOOL and FINAL FELT CLEANERS

Situated in front of the car, this cylinder is packed with Sisal and Woodwool up to the level of a felt disc held in place by strong clips which engage with indentations on the side of the Cleaner approximately 15 inches from the top. A wire gauze disc rests on the bottom of the Cleaner and forms a space in which water may accumulate. A self-draining elbow, which should be cleaned when the unit is serviced, is screwed into the bottom.

The final Felt Security Felt is mounted on a galvanised wire cage which in turn is held by three screws on to a ring welded approximately 4 inches from the top of the Cleaner.

Care is needed to ensure that the felt forms a seal between the cage and this ring. No dust or dirt can get through this final Cleaner, and if the other Cleaners have been neglected and dust or dirt does get this far, it will simply block up the felt and in time prevent the flow of gas—the symptoms of which would be loss of power followed by actual stoppage of the engine.

Should this trouble occur it can be remedied by removing the cage and choked felt and cleaning it thoroughly—or renewing if necessary. **No harmful impurities can possibly get through this filter to the engine.**

HOW GAS REACHES ENGINE

The passage of the gas from the Final Cleaner to the engine is through a gas pipe attached to a special tee piece which is inserted between the carburettor and its manifold. This necessitates raising the carburettor about 2 inches. Fitted in the gas line, near the carburettor, is a Change-Over Valve, which is a positive sliding type and opens the way for the gas to enter the manifold, or completely cuts off the gas when closed. This is controlled from the dashboard by a special Bowden which is pulled out to admit the gas or pushed in to shut off the gas. Another Bowden control on the dash operates an air valve, which admits air to mix with the gas to form an explosive mixture. Air is drawn through this separate air pipe

which may be connected with the existing air cleaner. A throttle is incorporated in the Change-Over Valve, and is controlled by a second accelerator pedal placed beside the petrol accelerator pedal to control the speed and power of the engine in the ordinary way.

STARTING

Petrol is required to start, and the better the engine is tuned to run on petrol the better it will run on gas.

TO START

1. See the Generator is full—or has plenty of Charcoal. See the Generator lid is closed tightly. When closing the lid see that no particles of Charcoal are on the surface of the lid joint, which would prevent the lid closing properly. This would cause leaks and loss of power.
2. Start the motor and let it idle.
3. Pull out Gas Valve about one inch. This will cause the engine to draw air into the Generator through the two pipes leading into the air compartment beside the fire plate, through the fire plate orifice, and right through the Generator and all the filtering system and into the engine.
4. Remove plug from fire plate orifice.
5. A lighting taper is part of the cap of a small tank containing lighting fluid attached to the

unit. Keep tank filled with a mixture of petrol and kerosene or methylated spirits.

Light the taper and hold it to the fire plate orifice—and the suction of the engine will draw the flame into the Generator and set the Charcoal alight; this you will be able to see by looking into the orifice. When the Charcoal is alight replace the plug and drive away on petrol. (If you wish you can run the engine while the vehicle is stationary, and in about one minute the burning Charcoal will be making gas. It is better, however, to drive away on petrol, as idling of a motor when cold is never a good practice.)

After driving a short distance pull Gas Valve right out. As speed is gained, partially open the gas throttle, by pressing gas accelerator pedal simultaneously with the petrol accelerator; after about a mile gas should come through, and power can then be maintained by using gas accelerator pedal only in place of petrol accelerator.

Always remember to admit air by pulling out air control slightly as soon as gas comes through, as gas alone will not give any power. When the Producer has warmed up and the gas is coming through in proper volume, the best setting for the air valve will soon be found, and very little adjustment will be required from then on because of the automatic idling control fitted to the air valve. The petrol throttle hand control should be

adjusted to enable the driver to keep his engine idling in traffic or to shut off completely when on long runs; by this means very little petrol is used and a great convenience is experienced by having petrol power always instantly available. If a petrol tap is fitted by an owner he must remember to always turn on the petrol before stopping the engine to ensure easy restarting.

Petrol can be used on a hill, or anywhere, at will, and if used only for city traffic and boosting speed on a hill, very little is required.

As producer gas is a slower burning fuel than petrol it will take a much earlier spark. A spark control may be fitted to the dash and used when speed is required. (This is not part of the standard equipment; it is not absolutely essential, but will considerably improve the performance if properly used.)

RUNNING

After the engine has warmed up and is running on gas, water is turned on to drip slowly (about 50 drops per minute). Where vehicles are equipped with automatic water control, very little adjustment is necessary, **but it is essential that it be checked to see that the proper drip rate is maintained**, for, if no water is used and high speed is maintained for long periods, serious damage to the producer may result. When a "Pederick" Gas Producer is installed it is advisable to take careful

speedo readings to find out just how far it will run before refuelling. **Remember, the Generator should not be burnt lower than half way before refuelling.** Check every 50 miles, otherwise power will fall off and overheating take place. The heating takes place because the fire spreads when the charcoal is too low in the Generator. The amount used will be found to alter under varying conditions, but it is better to be on the safe side, and keep the Generator as full as possible. Trucks do about one mile to one pound of charcoal; cars about one and a half miles to the pound. The standard Generator holds about 70 lbs., and the larger ones about 100 lbs. When stopping to replenish the Generator, or at any time for that matter, let engine idle for a minute, or slow down for awhile before stopping. This eases the fire down, and prevents a large accumulation of gas being generated and wasted, also unburnt gas may find its way out through the air intake and ignite when it comes in contact with the air. If the gas does light up at the air intake pipes, which are protected by flame traps, it can be extinguished by starting the engine, or by opening the Generator lid.

FILLING THE GENERATOR WITH CHARCOAL

Open top lid of Generator and stand clear, as ignition will occur when the unburnt gas in the Generator comes in contact with the air. **If this ignition does not occur,**

throw a lighted match into the open Generator, otherwise ignition may take place unexpectedly. It is then safe to fill with charcoal. After filling, clamp down the lid. It will be found necessary to drive for a hundred yards or so on petrol to again draw the gas through. Normally the fire will remain alight for several hours; experience will teach when it is necessary to relight. After short stoppages (say 5 to 10 minutes duration) the engine should restart on gas, although many prefer to always start off on petrol. It is not harmful to allow the engine to idle on gas for short stops. Expert operators always stop to refuel on the down slope of a hill so as to start without using petrol.

Every 100 miles clean primary. Check water drip feed. Check oil level.

MAINTENANCE

The owner will realise on taking delivery of a "Pederick" Gas Producer that, as all "Pedericks" are built to a standard, he has a similar unit to those which are being used successfully by large numbers of other operators, and the degree of success he derives from it will depend almost entirely on how it is maintained.

Maintenance is chiefly confined to keeping the Generator and Filters clean, and to do this the following procedure is recommended:—

GENERATOR

- A.—Empty the Generator completely every 500 miles by dropping bottom lid to remove ash and clinker. Replace lid and screw up securely so that no leaks are possible. Be careful not to damage gasket.
- B.—Place a couple of inches of fine ash in bottom of Generator and then refill with fresh Charcoal.

WATER TANK

See that water tank is kept filled. The tank holds two gallons, enough for about 500 miles. It is advisable each 500 miles to disconnect outlet pipe and tap and clean out thoroughly.

No. 1 PRIMARY CLEANER

Remove bottom cap of Cleaner every day, or at least every 100 miles, and clean out the accumulation of Charcoal dust, also knock the sides of the Cleaner to see that all the dust comes away.

Should wet Charcoal be encountered, part of this Cleaner may become blocked through the dust being wet and not passing through freely.

Provision is made for cleaning and inspection by removing plate near the top, and this should be done every 500 miles. When replacing plate be sure that the gasket is not left off or there is any chance of air leaks.

No. 2 and 3 OIL and SISAL CLEANERS

Situated at front of the car. The lid comes off the top and there is an opening on the side of this Cleaner at the bottom for cleaning purposes. Remove the lid, take out Sisal, take off plate from bottom opening and let oil run out, then scrape out any accumulation of sludge which has been formed by the Charcoal dust arrested by the oil. On the gas pipe, just above where it enters this Cleaner, there is a removable plug. Remove this, and scrape out gas pipe upwards and downwards, as Charcoal dust coming into contact with the oil will become coated on the gas pipe. If the Sisal is very black, replace with fresh Sisal. There is a tap on the side of this Cleaner. Refill with fresh oil to the level of this tap, pouring the oil down through the Sisal if new Sisal has been used, so as to saturate it with oil.

When closing, see that the lid of Cleaner is gas-proof, as leaks at any of these joints will, of course, prevent the engine from drawing all the gas through, and there would either be loss of power, or if leaks were too great, there would be no power.

Complete service as above should be done every 500 miles, but the oil level should be checked more frequently and kept consistently correct. Service stations will do this work for a nominal sum in the same way as you have your car greased regularly.

No. 4 and 5 WOODWOOL and FINAL FELT CLEANERS

Situated at the front. The lid of this Cleaner is removable. Take out the Security Felt Filter and Cage, which comes out easily through the top by unscrewing three screws. Remove the felt, wash to remove the accumulation of dust and replace after drying, or install a clean spare. (A new felt can be kept on hand and used, and the one removed can be washed and ready to replace next time the cleaning is done. This will save time.) Before replacing cage and security felt, renew the Sisal and Woodwool in the lower half of the cleaners and the felt disc under the retaining clips. A supply of Sisal and Woodwool should be on hand and one or two spare felt discs.

Be sure and drain away any water that has accumulated in the bottom of this Cleaner. Remove and blow out self-draining plug.

This operation should be done at 500 miles.

All these cleaning operations can be done by the handy man, but service stations are now equipped to do this work quickly for a nominal charge.

General Hints

CHARCOAL

It is essential that screened Charcoal is used; a careful operator sieves each bag before using, as the handling and friction of Charcoal in transit causes it to disintegrate and become dusty again, and, if used without sieving, means more frequent cleaning of the filters.

Size of charcoal is important, and no pieces should be larger than will pass through 1-inch mesh. Hardwood, particularly Red Gum timber, gives the most power and the longest range per bag.

It should be well burnt otherwise it may contain tar, which is difficult to remove, and causes sticking valves. The Charcoal should also be dry. If it is wet, the moisture in it will be converted into steam in the Generator and pass to the Filters, interfering first with the Primary Cleaner by making the dust wet, then by condensing in the oil cleaner and overflowing it, then getting into the Wood-wool and preventing it acting as a cleaner and drier, and finally saturating the final felt cleaner and preventing the gas from passing through the felt.

If this happens, clean everything out properly and refill with fresh Charcoal.

OVERHEATING

Causes:—

1. Charcoal too low in Generator.
2. Not enough water being used.
3. Charcoal too big, allowing fire to spread.
4. Improper air mixture.
5. Clinker formed in Generator.
6. Generator lid gaskets leaking.

IGNITION

The ignition system of the engine is of major importance when using producer gas. Troubles, such as loss of power, difficult starting, inability to use proper amount of water, etc., have been traced to weak ignition. If these symptoms occur, have spark plugs tested, set spark plug gaps at about 15 thousandths, advance octane selector to full advance.

BACKFIRING IN ENGINE

If popping occurs in engine the cause is most likely to be, either too much water from tank, wet Charcoal, or a hot spot. Reduce water supply, and retard spark.

FIRE SLOW TO LIGHT

This is due to no draught, or not strong enough draught.

Causes:—

1. Gas throttle not sufficiently open.
2. Clinker or ash in Generator preventing draught from getting through. To remedy—open lid at bottom of Generator, remove clinker and dust, replace with fresh Charcoal.
3. Bad leak somewhere—possibly Generator lid not shut properly.
4. Sometimes when refilling Generator with Charcoal a cavity may have formed near lighting orifice so that taper does not contact with the Charcoal. Remedy—poke Charcoal down with iron spike.

LOSS OF POWER

If you find air valve must be closed more than usual, and power is falling off, the cause will most likely be dirty Security Filter or Charcoal getting low. If not, then look for air leaks around lids and rubber joints in gas pipe, or a blockage of the gas pipe where it enters the oil cleaner. **Oil level may be too high.**

COMPLETE STOPPAGE

If not caused by reasons mentioned in preceding paragraph, it is most likely due to blocked Primary Cleaner. Take off inspection plate located near top of Cleaner and see that opening around baffle is free from any blockage.

ENGINE NOT USING NORMAL QUANTITY OF OIL

As Charcoal, unlike petrol, is a dry gas, it may be found that the engine uses less than the normal quantity of oil; in such cases it is advisable to use a lighter grade of oil. New engines or rebored engines should have an upper cylinder lubricator fitted for the first 2,000 miles.

REMEMBER

- 50 miles—Check Charcoal.
- 100 miles—Clean primary;
Check water feed;
Check oil level.
- 500 miles—Service unit completely.

When unit is being serviced, insist on these points being attended to:

9. Never allow heated charcoal to fall on to bitumen road surfaces or to lie in the vicinity of dry grass when cleaning the hopper. In brief, see that no coals drop out that might cause a fire. Clean the hopper in safe positions, and only when cold. Even then care should be taken to see there is not an odd piece of hot charcoal which may be fanned into flame. If, in an emergency, it is found necessary to clean the hopper when hot, live coals, hot ash and the like should be discharged from the hopper directly into a metal container, and immediately saturated with water or placed in a hole sufficiently big to bury the charcoal, and covered with at least 6 in. of earth. The danger of live ash blowing on to dry grass, etc., whilst thus cleaning the hopper must also be guarded against. Immediately the fire in the hopper is lighted, the cover of the lighting-up opening should be placed in position. Never at any time operate the vehicle on the road with the cover of the lighting-up opening not in position.

10. Do not take a Gas Producer Unit into situations where inflammable materials are stored or used, as under such conditions added risk of explosion and fire exists.

11. In rural areas extreme care should be taken to see that units do not cause fires in crops or dry grass. This risk will be accentuated, of course, in hot weather.

12. Outside rear-view mirrors should be fitted to cars when the Gas Producer Unit is so placed that it partially or totally obscures the view of the driver through the rear window.

13. Under certain conditions of operation, minor explosions may occur at the air intake and tuyere opening, and care should be taken to avoid personal injury by flame from such openings. The fitting of metal gauze over the air intake will minimise this risk.

See that the flame trap or wire gauze on the air intake is in place and intact.

Once a month, every Gas Producer Unit should be overhauled, and all connections thoroughly tightened, and care should be taken to see that all joints and seals are in good order and condition, so as to avoid any leakage of gases. Any worn or partially worn gaskets should be replaced immediately, and the whole unit kept in a thoroughly sound mechanical condition.

All Pederick Models are officially approved and produced under contract with the Commonwealth Government, ensuring manufacture to rigid specification, efficient instruction and service for owners, and safety of operation. Therefore, some of the items as shown above do not apply to Pederick, but it was inadvisable to alter the Government memorandum.

If there is any further information required to enable you to obtain the best performance from your Pederick, communicate with us immediately.

Do you realise how much you can help the National War Effort by advising your friends to equip their vehicles with Pederick? 1942 Models are now available for immediate delivery, priced from £48/10/-, plus fitting.

S.A.C. Pty. Ltd.

SUMMER FIRE RISKS

Government Authorities have requested us to convey to all Pederick Owners the necessity for care in operating Producer Gas Plants during the summer months, and a copy of full details, as set out by the authorities, is given below.

S. A. CHENEY PTY. LTD.

Reproduced by courtesy of

NATIONAL SAFETY COUNCIL OF AUSTRALIA.

SAFETY HINTS IN RELATION TO GAS PRODUCER UNITS

Gas Producer Units of proper design and construction can be used with confidence if reasonable precautions are taken at all times. However, it should always be kept in mind that they generate carbon monoxide gas, which is poisonous and inflammable. The general adoption or use of Gas Producer Units has prompted this Council to issue this set of hints, so that car and truck drivers shall be conversant with methods to be adopted for their safe use.

Carbon monoxide gas is an insidious and deadly poison, odourless, and tasteless, and gives no initial warning of its presence or deadly action. THERE IS NO WARNING AT ALL OF ITS PRESENCE IN THE ATMOSPHERE, and even a small percentage in the air can be fatal. It is essential, therefore, to guard against leakage of even a small quantity of such gas, and its collection in any confined space. ~~Special care is necessary~~, of course, in garages, closed cars, and truck cabins.

1. Any garage for a car fitted with a Gas Producer Unit must have permanent and adequate ventilation from the open air.
2. After use with a Gas Production Unit the vehicle should be allowed to stand in the open air for one hour, or if placed in a garage the doors should be left wide open. Never leave a car in a closed garage when the generator is heated, as it will still generate gas. If the hopper lid is not tightly closed, the fire will not die down, and gas will be emitted.
3. Never open the hopper lid when in the vicinity of a petrol pump or an open container of petrol, nor fill a car petrol tank while hopper is alight.
4. When opening the hopper lid of a heated unit, stand to windward and keep face clear of the hopper opening. If the gas does not ignite when the lid is opened, throw in a lighted match or a piece of burning paper to burn off inflammable gas in the hopper before refilling with charcoal.
5. Do not open the hopper in the vicinity of easily ignited matter, as the flame from the hopper may travel several feet.
6. Keep any gas pipes and that part of the hopper which normally becomes hot at least 3 in. from any wooden or canvas bodywork, which should also be protected by an asbestos sheet.
7. Make sure that the hopper is properly protected so that no portion of the load on any vehicle can come into contact, or near contact, with the hopper, even if the hopper is not open.
8. It is preferable to have the unit mounted with the lighting-up opening on the opposite side of the car to the petrol filler cap when a rear mounting is used. Make sure the seal on the petrol tank is effective, so that no petrol vapour escapes.

Pederick

GAS PRODUCER

PARTS PRICE LIST

(EFFECTIVE 1/11/1941)

NOTE: CERTAIN REPLACEMENT PARTS WILL NOT BE MADE AVAILABLE UNLESS ORIGINAL PART ACCOMPANIES ORDER.

GENERATOR

	£	s.	d.
Generator (Prices on Application)			
Top Lid, Plain	5	:	0
" " Chrome Plated	13	:	6 P
Clamp Handle, Top Lid, Plain	3	:	6
" " Chrome Plated	7	:	6 P
Clamp Assembly, Plain, Top Lid	15	:	0
" " Plated, Top Lid	1	:	2 : 6 P
Lower Lid, Plain	4	:	6
Lower Lid and Clamp Assembly	19	:	6
Filter	5	:	6
Flame Trap	3	:	6
Water Inlet Tube	2	:	0
Gasket, Top Lid	4	:	0
" Lower Lid	3	:	4
Firebox Plug, Plain	4	:	0
" " Plated	8	:	0 P

WATER TANK

	£	s.	d.
Tank Assembly, Galvanised	1	:	19 : 6
Cap, Plain	3	:	0
" Plated	6	:	0 P
Tap	3	:	6
Pipe, Copper	1	:	0

PRIMARY CLEANER

	£	s.	d.
Primary Cleaner Assembly	4	:	0 : 0
Cap	3	:	0
Gasket, Cap			3
Cleaning Portcover Plate	1	:	0
Gasket, Portcover Plate			3
Nut, Portcover Plate			1

OIL CLEANER

	£	s.	d.
Oil Cleaner Assembly	4	:	0 : 0
Body	3	:	5 : 0
Lid, Plain			3 : 3
" Plated	10	:	0 P
Clamp Bar, Lid, Plain	1	:	4
" " Plated	4	:	6 P
Nut, Bar, Lid, Plain			10
" " Plated	1	:	6 P
Rubber Gasket, Plain	1	:	0
" " Full Circle	2	:	9
Wire Disc, Lower	4	:	6
" " Upper	3	:	6
Sisal Separator	6	:	6
Gas Elbow	6	:	6
Oil Level Socket and Plug			6
Cleaning Portcover Plate	1	:	9
Gasket Portcover Plate			6
Nut Portcover Plate			10

WOODWOOL CLEANER

	£	s.	d.
Body	3	:	5 : 0
Lid, Plain			3 : 3
" Plated	10	:	0 P
Clamp Bar, Lid, Plain	1	:	4
" " Plated	4	:	6 P
Nut Bar, Lid, Plain			10
" " Plated	1	:	6 P
Rubber Gasket, Plain	1	:	0
" " Full Circle	2	:	9
Wire Disc	2	:	6
Hessian Pad			1
Felt Pad, 7½"			6
" " 9½"			6
Spring Clip			9
Cage, Security Filter	15	:	0
Felt, Security Filter	6	:	0
Screw, Security Filter			1

	£	s.	d.
Auto. Water Drainer			2 : 0
Cleaning Portcover Plate			1 : 9
Gasket Portcover Plate			6
Nut Portcover Plate			10

ENGINE PARTS

	£	s.	d.
Intake T. Piece			12 : 6
Gas Valve	3	:	9 : 6
Throttle Stop			2 : 6
Air Valve			6 : 0
Air Cleaner			7 : 9
Large Actuating Arm			1 : 3
Small Actuating Arm			1 : 0
Bracket, Accelerator			1 : 0
Pedal, Accelerator			1 : 6
Spring, Accelerator			9
Rod, Accelerator			6
Cross Shaft, Accelerator			1 : 3
Petrol Tap			6 : 0

CONTROLS

	£	s.	d.
Gas Control			10 : 6
Air Control			10 : 6
Spark Control			10 : 6
Control Escutcheon			5 : 0

GAS LINE FITTINGS

	£	s.	d.
Elbow, 2½"			2 : 6
" 2"			2 : 6
Steel Tubing, 2½" per ft.			2 : 10
" " 2" per ft.			2 : 8
" " 1½" per ft.			1 : 8
Gas Producer Hose, 2" per ft.			4 : 3 P
" 2½" per ft.			4 : 9 P
Radiator "Hose, 2½" per ft.			2 : 6 P
" 2" per ft.			2 : 6 P
" 1½" per ft.			2 : 0 P
Hose Clips, 2½"			1 : 0
" 2"			1 : 0

STANDARD EXTRAS

	£	s.	d.
Lighter Fluid Can and Torch			5 : 0
Name Plate, Large			4 : 0
" " Small			1 : 0
Woodwool Refill			6
Sisal Refill			9
Paint, Black Nett			1 : 6
" Grey Nett			3 : 0
Filter Oil (1 gall.) Nett			4 : 6
Service Manual Nett			1 : 6
Lighter Torch			2 : 0

ALTERNATIVE PARTS

	£	s.	d.
Generator Screen			9 : 0
Manual Water Control			7 : 6

DE LUXE PARTS

	£	s.	d.
Auto. Water Control			15 : 0
Auto. Water Lever			2 : 0
Auto. Water Spring			10
Auto. Water Tube, Copper			4 : 0
Auto. Water Diaphragm			8
Petrol Control Knob			2 : 6
Petrol Control Rod			1 : 0
Rear Shield De Luxe (unpainted)	3	:	10 : 0

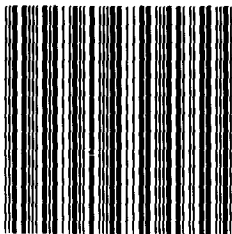
All Prices Subject to Alteration Without Notice

"P" opposite prices is a code symbol for dealers' information

Sole Distributors Victoria and Riverina:

S. A. CHENEY PTY. LTD. — 22 Flinders St., Melbourne, C.I. — Phone: Cent. 8991 (11 lines)

- A.—Inspection and cleaning of primary.
- B.—Emptying and refilling of generator.
- C.—Cleaning and renewing oil in oil cleaner.
- D.—Cleaning gas pipe at entry to oil cleaner.
- E.—Cleaning out woodwool cleaner; replacing woodwool and felts.
- F.—Testing general running of car by a short run on PETROL with gas valve closed. A car must run well on petrol to run well on producer gas.



3 1508 00765696 5

OWNER'S MANUAL

1942

Pederick

GAS PRODUCER

Priced from **£48-10-0**

PLUS FITTING.

OFFICIALLY APPROVED AND PRODUCED UNDER
CONTRACT WITH COMMONWEALTH GOVERNMENT,
ENSURING MANUFACTURE TO RIGID SPECIFICA-
TIONS, EFFICIENT INSTRUCTION AND SERVICE
FOR OWNERS AND SAFETY OF OPERATION.
