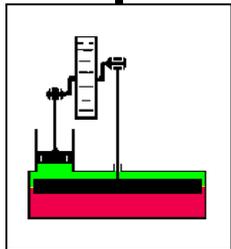
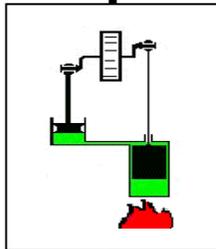
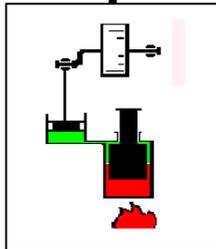


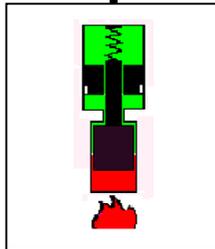
# Stirling



LTD-Stirling



Ringbom



Free-piston



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# STIRLING-ENGINE

Model SCHI-2  
Generator



Stirlingmotor  
SCHI-2g



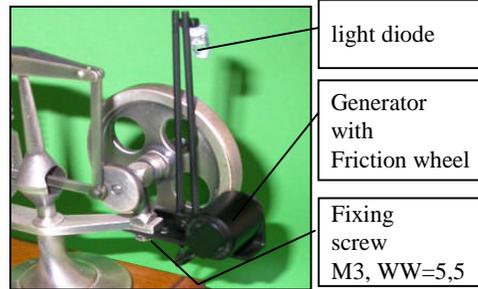
**Operating Manual**

## Stirling Engine Owner's Manual.

### **Please take time to read through this manual before starting your engine!**

Piston and bearing of the displacer rod are made out of a special material which is selflubricating. This means there is almost no maintenance and it gives your engine a long life if you treat it right.

**Starting:** Fill the fuel cell with denaturated alcohol.



**Attention:** Never ever oil power piston and displacer rod. The moment that any lubricant comes into contact with the piston, the engine will shut down. It will lay at rest until it's been given a complete cleaning inside and out.

After the engine start you press the friction wheel of the generator easily to the flywheel. Press friction wheel not too firmly on flywheel!  
Do not tighten the screw too firmly!

**Caution:** This should be done away from heat and open flame. Never fill a unit that is hot or is operating. Never fill the fuel cell more than 2/3 full! As the alcohol becomes warmer it expands and could overflow creating a potential fire hazard if this warning is not heeded. Be sure to properly close the fuel cell and alcohol container before lighting. Light the wick and adjust it so that the flame reaches the heat cup. Allow a few seconds warm-up time and then rotate the flywheel away from the cylinder. The engine will run slowly at first but will normally accelerate to full speed within a couple of minutes.

## **Attention:**

Stirling Engines become hot. Exercise caution when handling.

**Operate under adult supervision!**

**Keep out of reach of children!**

**Caution with the glass parts!** The pistons and cylinder are from glass. These are heat-resistant however not impact resistant. A metallic article brings it easily to burst!

**Function:** The Stirling Engine does not possess valves! Air (gas) is moved back and forth by the displacer piston. Thus air is fast warmed up and cooled down. The associated pressure change drives the working piston. The displacer piston is always positioned by 90° to the working piston. Therefore the direction of rotation is clearly set.

