C. H. NEWTON.

LUBRICANT CONDUIT.

APPLICATION FILED MAY 20, 1920.

1,383,746.

Patented July 5, 1921.

Fig. 1

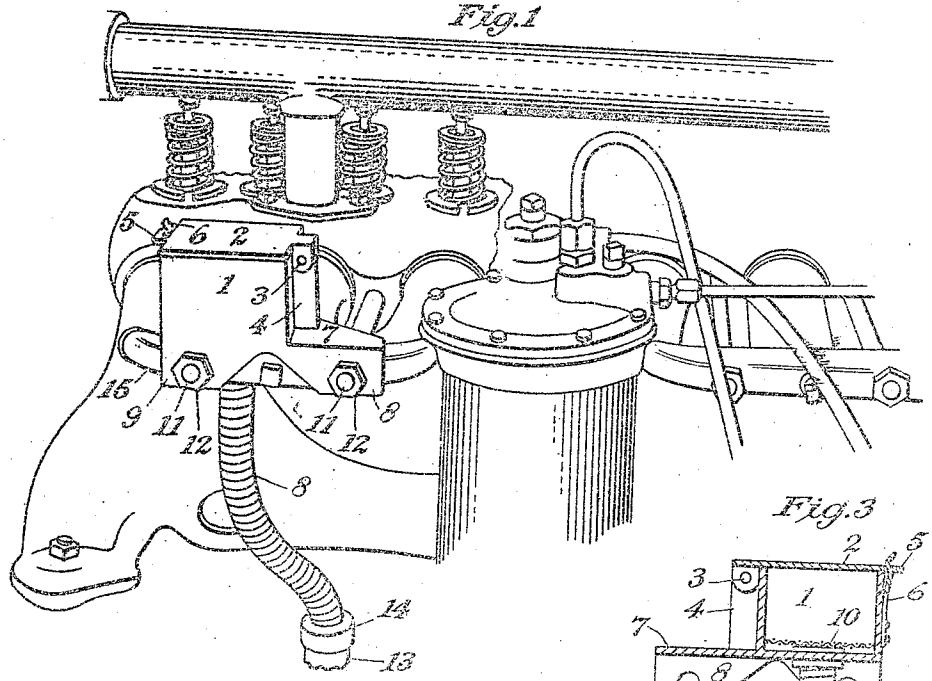
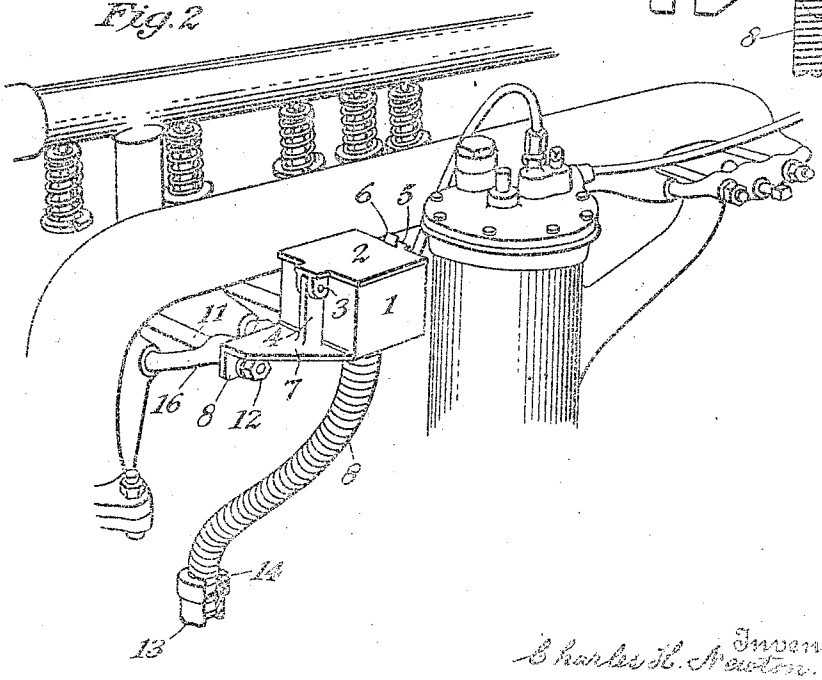


Fig. 3

Fig. 2



Inventor
Charles H. Newton.

By his Attorney

UNITED STATES PATENT OFFICE.

CHARLES H. NEWTON, OF PLAINVILLE, CONNECTICUT.

LUBRICANT-CONDUIT.

1,383,746. Specification of Letters Patent. Patented July 5, 1921.

Application filed May 20, 1920. Serial No. 382,973.

To all whom it may concern:

Be it known that I, CHARLES H. NEWTON, a citizen of the United States, and resident of Plainville, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Lubricant-Conduits, of which the following is a specification.

My invention relates to a novel form of lubricant conduit particularly adapted for adjustment upon the engines of Buick automobiles, or cars of a similar type, so as to facilitate the introduction of the lubricating oil into the crank case of the engine; and my improvements are directed to so constructing the conduit that it shall be adapted to be readily attached to and detached from the mechanism of the engine without injury thereto, or the necessity of structural changes or alterations therein, and without interfering with the operative parts of the engine.

In the drawings Figure 1 is a perspective view of elements of a Buick automobile engine in which the intake manifold is between the cylinder and the exhaust manifold, with my improved lubricant conduit secured in position by the manifold stay bolts; Fig. 2 is a similar view of another type of Buick engine wherein the exhaust manifold is above the intake manifold, the lubricant conduit being secured in a different position by the stay bolts; and Fig. 3 is a vertical sectional view of the intake for the conduit.

Similar reference numerals designate similar parts in all the figures.

A box-like intake 1 is provided with a cover 2, hinged as at 3 to a suitable flange 4 and provided at its other end with a slotted nose 5 adapted to engage a spring detent 6 which is secured to the adjacent end of the intake-box 1.

The bottom of the box 1 is extended at one end into a shelf 7; and a slotted flange 8 extends down from the shelf, and a similar flange 9 depends from the back of the box.

A flexible tube 8 registers with a hole in the bottom of the box 1; and a suitable strainer 10 may, preferably, be placed over the mouth of the tube.

The slots in the flanges 8 and 9 are adapted to register with the shanks of the stay bolts 11, 11; so that, when the nuts 12, 12 are slacked off, the flanges may be slid down to straddle the stay bolts, and then be secured in place by setting up the nuts against them.

The tube 8 is of a suitable length to reach down from the box 1 to the intake pipe 13 which leads into the crank case of the engine, as is well understood by those familiar with cars of this type; and the end of the tube 8 is inserted in the pipe 13, and, preferably, a flanged sleeve 14 is placed around the top of the pipe, snugly embracing the tube 8, so as to make a fairly close joint which will exclude dust and dirt from the pipe 13.

It will be observed that the construction of the intake-box 1 permits it to be applied to either of the types of cars shown in the drawings. Thus, in Fig. 1, where the exhaust manifold does not interfere, the box is faced inwardly with its bottom resting over the anchor 15; while, in Fig. 2, where the exhaust manifold is above the intake manifold, the box 1 is turned around so as to sit out and away from the exhaust manifold. This reversibility of the intake-box 1 is a very desirable feature in its practical use as it makes it unnecessary for the manufacturer or dealer to carry two types of the attachments for the two different styles of Buick engines above mentioned.

I wish it to be understood that details of my device may be modified, as by the use of mechanical equivalents, and the like, without departing from the spirit of my invention as claimed.

Having thus described my invention, what I claim and desire to secure by Letters Patent of the United States is:—

1. A lubricant conduit for automobile engines, embodying an intake box provided with integral means for detachably attaching it to the engine above the crank case through the medium of the standard manifold stay bolts of the engine, in combination with a flexible pipe adapted to extend from said intake member to the oil intake pipe in the crank case.

2. A lubricant conduit for automobile engines, embodying an intake box provided with integral means consisting of a downwardly deflected flange for detachably attaching it to the engine above the crank case through the medium of the standard manifold stay bolts of the engine, in combination with a flexible pipe adapted to extend from said intake member to the oil intake pipe in the crank case.

3. A lubricant conduit for automobile engines, embodying an intake member provided with means consisting of a plurality of downwardly deflected, integral flanges for detachably attaching it to the engine above the crank case through the medium of the manifold stay bolts of the engine, in combination with a flexible pipe adapted to extend from said intake member to the oil intake pipe in the crank case.

4. A lubricant conduit for automobile engines, embodying an intake box provided with means consisting of a plurality of downwardly deflected, integral flanges having openings therethrough for detachably attaching it to the engine above the crank case through the medium of the manifold stay bolts of the engine, in combination with a flexible pipe adapted to extend from said intake member to the oil intake pipe in the crank case.

5. A lubricant conduit, for automobile engines, embodying an enlarged intake member provided with a hinged cover and locking means therefor, integral, pierced flanges for receiving the normal manifold stay bolts of such engines, and a flexible pipe adapted to connect such intake member with the oil intake pipe of such engine.

6. A lubricant conduit for automobile engines, embodying an enlarged intake member, provided with integral, pierced flanges for receiving the normal manifold stay bolts of such engines, and a flexible pipe adapted to connect such intake member with the oil intake pipe of such engine.

CHARLES H. NEWTON.