July 10, 1923.

1,461,436

F. ARRIGONI

OIL CAP

Filed July 12, 1922

Fig. 1.

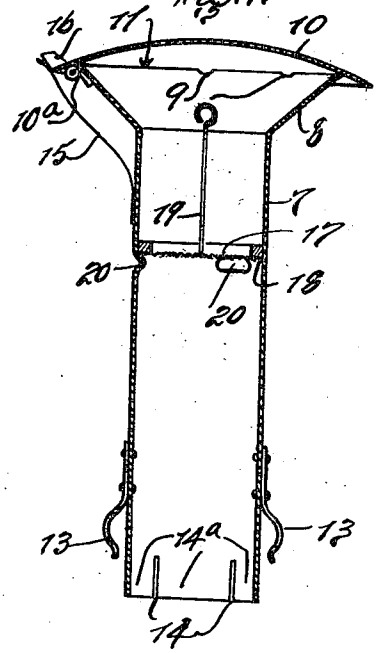


Fig. 2.

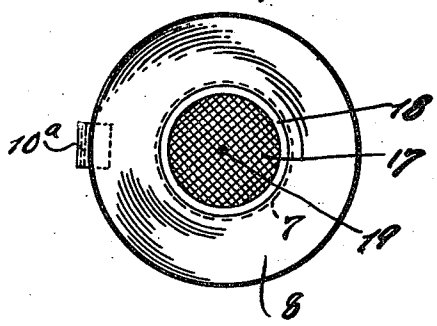


Fig. 3.

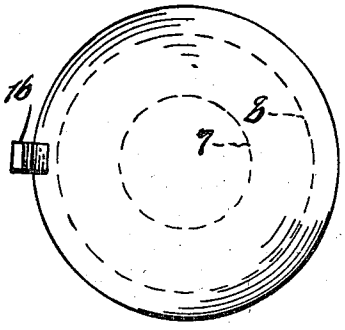
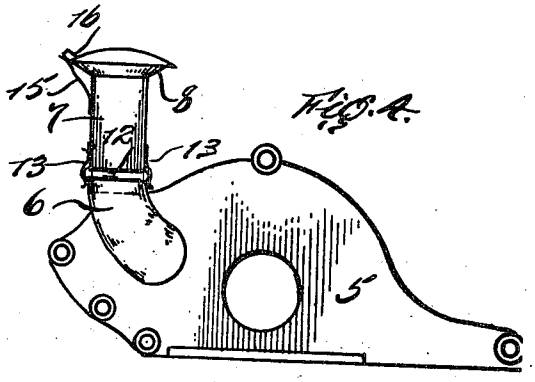


Fig. 4.



INVENTOR
Ferdie Arrigoni

BY

ATTORNEY

Patented July 10, 1923. 1,461,436

UNITED STATES PATENT OFFICE.

FERDIE ARRIGONI, OF NEW YORK, N. Y.

OIL CAP.

Application filed July 12, 1922. Serial No. 574,487.

To all whom it may concern:

Be it known that I, FERDIE ARRIGONI, a citizen of the United States of America, residing at New York city, Bronx County, State of New York, have invented certain new and useful Improvements in Oil Caps, of which the following is a specification.

This invention relates to improvements in oil caps for motor vehicles, one of the objects of my invention being to provide an oil cap that will act as a funnel when oil is poured into a crank case, thereby dispensing with a funnel entirely. A further object is to provide an oil cap that will stay in place and not become jarred loose, and fall out, by the jarring of the vehicle when in operation.

My improved oil cap is designed to take the place of the usual unsatisfactory breather cap used by the manufacturers of the Ford automobile to cover the spout through which oil is introduced into the crank-case. These breather caps invariably jar out and become lost; furthermore, they have to be removed when supplying oil. In most cases the commutator wires become oil soaked in a short time, due to the overflowing of the oil while being poured.

My improved oil cap is provided with a flange of sufficient diameter to prevent overflowing of the oil; hence, my oil cap acts as a funnel. To prevent the cap from jarring out of place, I provide it with means to engage the spout to which it is applied. Other features of improvement will hereinafter appear.

I will now proceed to describe my invention in detail, the novel features of which I will point out in the appended claim, reference being had to the accompanying drawing, wherein:—

Fig. 1 illustrates a vertical sectional view of my improved oil cap;

Fig. 2 is a top plan view, the cover being removed;

Fig. 3 is a top plan view of the complete cap; and

Fig. 4 is a front view of the front plate of a Ford automobile, having my improved cap applied thereto.

While my improved oil cap is especially designed for Ford automobiles, it is not limited to such, as it can be applied to the oil spout of the crank-case of the motor of any motor vehicle. The Ford automobile is provided with a front plate 5 carrying an oil spout 6 communicating with the crank-case (not shown) of the motor. The plate 5 fits over the end of the crank shaft and covers the timing gears. The spout 6 is provided in some cases with a cap that has to be removed when oil is poured in, and in other cases with a cap that does not have to be removed, but is fitted in said spout. These caps are short and invariably shake out. The diameter of the cap is such that oil cannot be poured into the crank case without overflowing the cap and saturating, in time, the commutator wires which are located adjacent the plate.

My improved cap is indicated by 7 and is comprised of an elongated tube flared at the top to provide an annular flange 8, having recesses 9 in the edge thereof. The tube is made long for the purpose of preventing oil from being thrown out by the action of the crank shaft while rotating. The tube 7 is provided with a cover 10 to contact with the edge 11 of the flange 8 to make a tight joint. The recesses 9 afford vents for the passage of air. The cover 10 is hinged to the tube at 10^a. To secure the tube to the spout 6, which carries an annular beading 12, I provide the tube 7 with spring clips 13 to engage said beading and to snap onto same when the tube is applied to the spout. The tube 7 is split as at 14 to provide yieldable tongues 14^a to enable same to tightly engage the inner surface of the spout, as said tube can be slightly spread at the bottom thereof. The cover 10 is maintained closed by a spring 15 which is carried by the tube, and bears, at its free end, against a block 16 carried by cover 10.

The tube 7 is provided with an oil screen 17 carried by a ring 18. The screen carries a post 19 in order that the screen can be removed at will. The screen rests upon projections 20, in this instance formed out of the material of the wall of the tube 7. The spring 15 maintains the cover 10 closed and said cover cannot be jarred open. The spring clips 13 securely hold the tube 7 to the spout 6; hence, said tube cannot be jarred out.

The flared flange 8 acts as a funnel element to prevent the overflowing of oil while being poured into the crank case.

What I desire to secure by Letters Patent is:—

In an oil cap, an elongated tube, an outwardly flared flange carried thereby at one end thereof, a spring resisted cover for said tube at the flared end thereof, spring clips carried by the tube to engage an oil spout, said tube being split at one end to provide yieldable tongues.

In testimony whereof I hereunto affix my signature.

FERDIE ARRIGONI.