Feb. 12, 1924. 1,483,830

N. Y. MOORE

OIL FILTER

Filed July 17. 1922

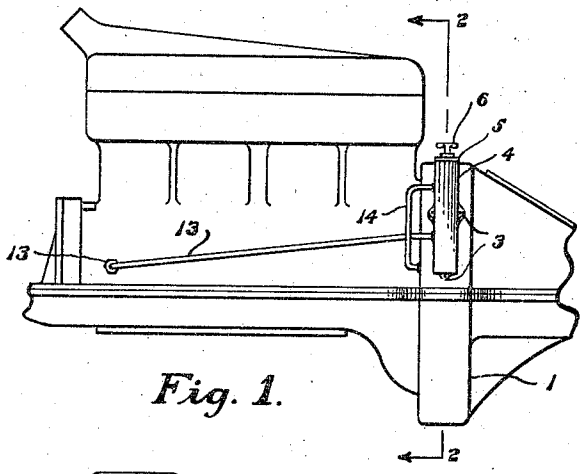


Fig. 1.

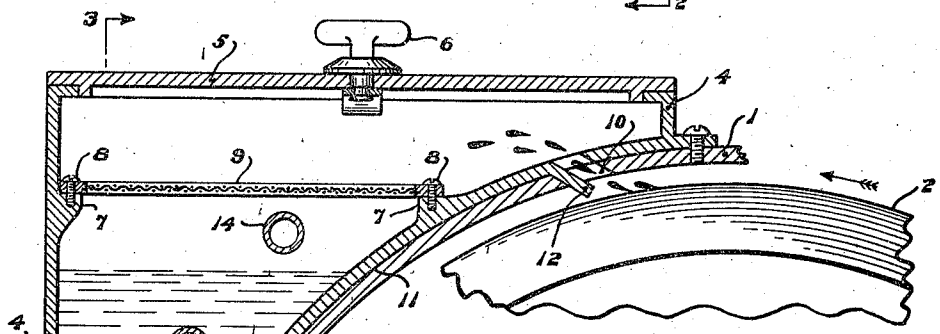


Fig. 2.

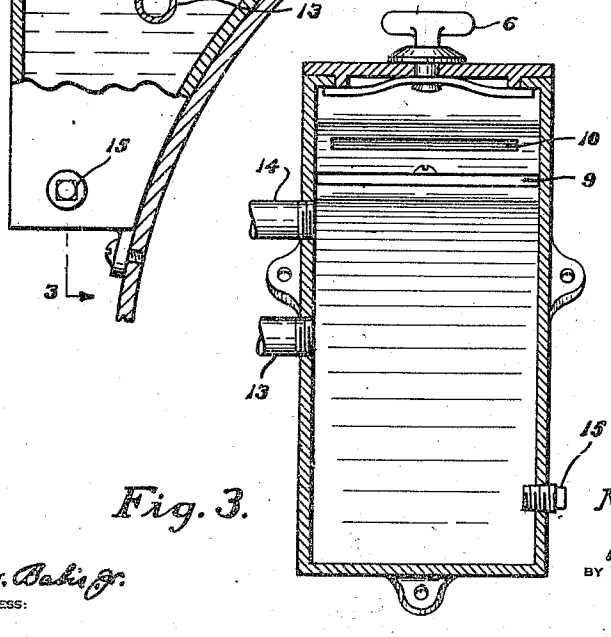


Fig. 3.

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UNITED STATES PATENT OFFICE.

NORMAN Y. MOORE, OF DELANCO, NEW JERSEY.

OIL FILTER.

Application filed July 17, 1922. Serial No. 575,696.

To all whom it may concern:

Be it known that I, NORMAN Y. MOORE, a citizen of the United States, residing at Delanco, in the county of Burlington and State of New Jersey, have invented new and useful Improvements in Oil Filters, of which the following is a specification.

My invention has reference to oil filtering and distributing devices for internal combustion motors and has more particular reference to means for separating the oil from sediment or other foreign particles and conveying said oil from the rear of the motor to the front end of the Ford type of motors and others of similar design.

The primary object of my invention is the provision of an oil filtering device in conjunction with return means, adapted to be mounted on the fly-wheel and transmission case of the motor of an automobile, to receive the oil which is splashed by the rotating fly-wheel, cleans or filters the same and redirects said oil into the front end of the crank case.

A further object of my device is the provision of an overflow pipe adapted to control the height of the filtered oil in my device so that said oil after having once passed through the filtering member will not come in contact with said filtering member again before it has returned to the front end of the crank case.

With the foregoing and other objects in view which will become more apparent as this specification proceeds, my invention resides in the combination and arrangement of parts and in the details of construction hereinafter more fully described and claimed.

In the further disclosure of the invention reference is to be had to the accompanying drawing constituting a part of this specification, in which similar characters of reference denote corresponding parts in all the views.

Figure 1 is a side elevation showing my device as applied to the Ford motor.

Figure 2 is a fragmentary longitudinal section taken substantially on the line 2—2 in Figure 1; and,

Figure 3 is a vertical cross section of my device taken substantially on the line 3—3 in Figure 2.

Referring more particularly to the drawing, the numeral 1 designates the transmission case of an internal combustion motor and 2 designates the fly-wheel arranged in said case. Secured on the transmission case adjacent to the top thereof, by means of the screw bolts 3 is the inner concaved side of the container 4. Said container has a partially open top which is covered or closed by removable cover 5, with suitable locking means 6 attached and rotatable thereon for holding the cover in closed position. In the casing 4 below the opening in the top thereof is secured on projecting lugs 7 by means of screw 8, a filtering screen 9.

The transmission case 1 is provided adjacent to its top with a rectangular aperture 10 and the concaved side 11 of the casing 4 is provided with a projecting angular lip 12 which enters the aperture 10. This lip 12 is designed to direct the oil which is splashed by the fly-wheel 2 into the casing 4 and drained through the filtering screen 9. Leading from the casing 4 on one side thereof is a pipe 13 that conducts the filtered oil from between the upper portion of the casing 4 below the filtering screen 3 to the front end of the crank case 14.

Below the oil conducting pipe 13 there is also connected to the casing 4 an overflow pipe 14 leading into and connected to the transmission case 1, said pipe 14 carrying the overflow of oil directly into the path of the fly-wheel and prevents the flooding of the filtering screen 9.

For draining and cleaning said container I provide a drain opening in the lower wall of the container 4 which is normally closed by a screw plug 15.

Having described my invention, what I claim as new and desire to secure by Letters Patent is:

The combination with an automobile engine and transmission, of a container secured to the transmission casing adjacent to the top thereof, said transmission case having an opening, said casing also provided with an opening communicating with the last mentioned opening, a lip on the casing entering the case, said container having a partly open top and a closure therefor, a filtering screen supported on brackets below the lip, a normally closed outlet for the casing at the bottom thereof, a pipe connection in the container below the screen, and the front end of the engine, and a pipe connection from the container to the transmission case.

In testimony whereof I affix my signature.

NORMAN Y. MOORE.