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O. C. COUTS

COMBINED OIL GAUGE AND DRAIN DEVICE FOR CRANK CASES

Filed May 7, 1925

Fig. 1.

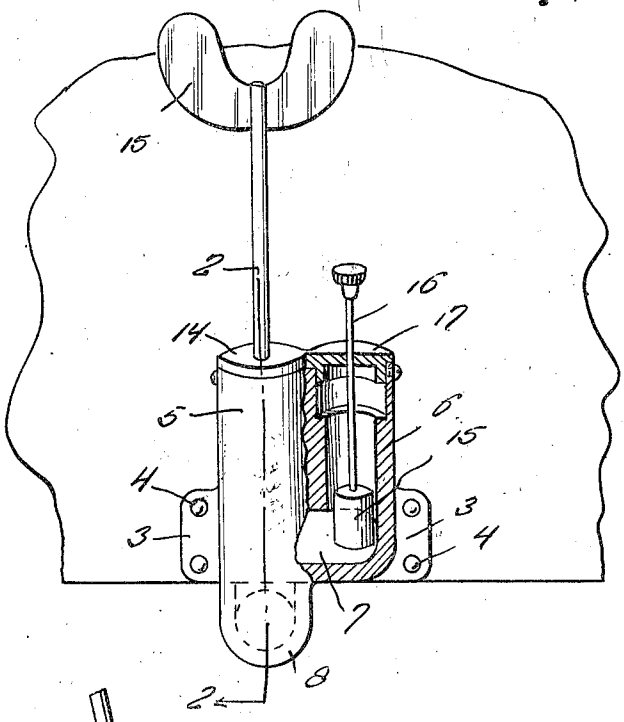
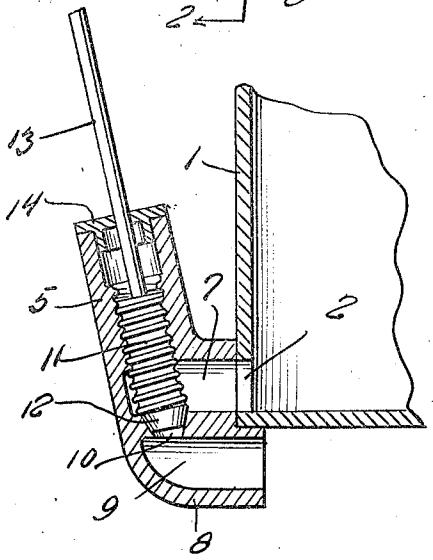


Fig. 2.



Inventor
O. C. Couts,

By Clarence O'Brien

Attorney

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OLIVER C. COUTS, OF LANSING, MICHIGAN.

COMBINED OIL GAUGE AND DRAIN DEVICE FOR CRANK CASES.

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The present invention relates to a device which will indicate the level of the oil in the crank case of an internal combustion engine and also has means whereby the oil may be easily and quickly drained from the crank case when desired, without necessitating a person crawling under the engine.

An important object of the invention is to provide a device of this nature which is exceedingly simple in its construction, and may be manufactured at a comparatively low cost, and will yet prove durable, strong, and efficient and reliable in operation.

With the above and numerous other objects in view as will appear as the description proceeds, the invention resides in certain novel features of construction, and in the combination and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawing:—

Figure 1 is an elevation of the device showing the same applied, and showing one section thereof in vertical section,

Figure 2 is a vertical section taken therethrough substantially on the line 2—2 of Figure 1.

Referring to the drawing in detail, it will be seen that 1 designates a crank case provided with an opening 2 in its side adjacent its bottom. The body of my device is preferably in the form of a casting or any other integral construction capable of being mounted on the side of the crank case by wings 3, and suitable fastening elements 4. The numeral 5 designates one section or cylinder of the device, and the numeral 6 designates the other section, or cylinder of the device. The bottom ends of these cylinders are in communication with each other through the passage 7 which also communicates with the opening 2. An extension 8 is disposed at the bottom of the section 5, and is preferably curved toward the space below the crank case. This extension 8 has a bore or passage 9 provided therein which communicates with the passage 7 through an opening 10 which forms a valve seat. The bore of the cylinder 5 is threaded for receiving the threaded valve 11, the lower extremity of which is shaped to fit in the seat 10, as is indicated at 12. A valve stem 13 extends through a cap 14 provided at the upper end of the cylinder 5, and has on its outer extremity a suitable rotating member or handle 15. By unscrewing the valve 11 it will be seen that the crank case may be easily drained through the passage 7, opening 10, and passage 9.

The cylinder 6 has mounted therein a float 15 with a stem 16 projecting upwardly therefrom and through a cap 17, fixed in the upper end of the cylinder 6. It will thus be seen that when the crank case is filled with oil, the float 15 will ride, and thus the level of the oil may be indicated by the distance of the upper extremity of the valve stem 16 from the cap 17, or if desired, suitable indicia might be marked on the stem 16 for cooperating with the upper surface of the cap 17.

It is thought that the construction, operation, and advantages of the invention will be clearly understood without a more detailed description thereof. It is desired, however, to point out that numerous changes in the details of construction, in the combination and arrangement of parts may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed, or sacrificing any of its advantages.

Having thus described the invention, what I claim as new is:—

The combination of a valve casing having a port, a valve in the casing controlling said port, a gauge casing located co-extensively with and alongside of the valve casing, a hollow body connecting the bottom ends of the casings, and a liquid level indicating means comprising a float in the gauge casing.

In testimony whereof I affix my signature.

OLIVER C. COUTS.