C. L. MAGEE.

LUBRICATING ATTACHMENT FOR INTERNAL COMBUSTION ENGINES.

APPLICATION FILED DEC. 30, 1919.

1,351,338. **Patented Aug. 31, 1920.**

Fig. 1.

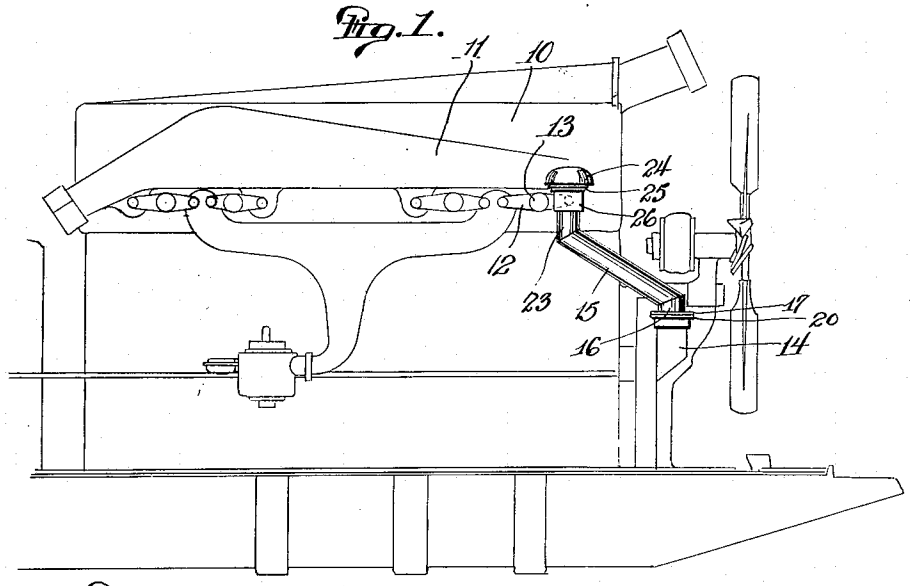


Fig. 2.

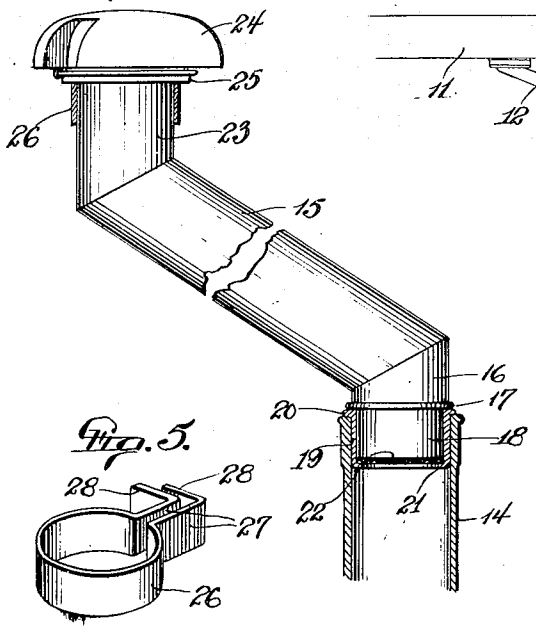


Fig. 3.

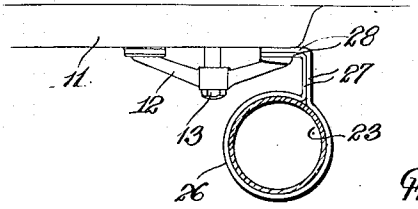


Fig. 4.

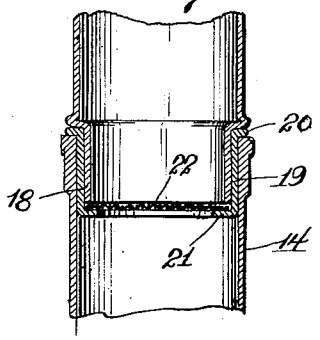


Fig. 5.

Inventor.

C. L. Magee

By Edgar M. Kitchin

His Attorney.

UNITED STATES PATENT OFFICE.

CHARLES L. MAGEE, OF WASHINGTON, DISTRICT OF COLUMBIA.

LUBRICATING ATTACHMENT FOR INTERNAL-COMBUSTION ENGINES.

1,351,338. Specification of Letters Patent. Patented Aug. 31, 1920.

Application filed December 30, 1919. Serial No. 348,360.

To all whom it may concern:

Be it known that I, CHARLES L. MAGEE, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Lubricating Attachments for Internal-Combustion Engines; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention relates to engine attachments, and more particularly to an attachment adapted to facilitate the introduction of oil into a crank case or other part of an engine.

The object of this invention is to provide a device which may be rigidly mounted upon an engine for facilitating the pouring of a lubricant into the breather pipe of an engine, particularly an internal combustion engine, and which may be mounted on the pipe and is constructed to support the usual cap or vented closure for such pipes.

Another object of the invention is to provide an attachment of this character which may be mounted rigidly upon an internal combustion engine of common type, and which is constructed to coöperate with parts of the engine for maintaining the device rigidly in place.

With these and further objects in view as will in part hereinafter become apparent and in part be stated, the invention comprises certain novel constructions, combinations and arrangements of parts as subsequently specified and claimed.

In the accompanying drawing,—

Figure 1 is a side elevation of a common type of internal combustion engine having the lubricating attachment of this invention applied thereto.

Fig. 2 is an enlarged, side elevation of the attachment, partly in section and showing adjacent parts of the engine in relation to the attachment.

Fig. 3 is a transverse section through the upper end of the attachment taken on the line 3—3 of Fig. 1, and illustrating the fastening of the attachment to the motor.

Fig. 4 is a fragmentary, enlarged section taken through the lower end of the attachment and the adjacent portion of the breather pipe, showing the construction and interfitting of the parts.

Fig. 5 is a detail, perspective view of a clamp forming part of this invention.

Referring to the drawing by numerals, 10 designates, generally, an internal combustion engine, provided with a manifold 11 secured in proper position against the side of the engine 10 by one or more clamps 12 which bind against the manifold by the action of clamping nuts 13, or the like. The engine 10 is also provided with a breather pipe 14 located at its forward end, and which, when installed in a motor vehicle in the usual manner, is inaccessible for receiving a supply of lubricant which is introduced into the bottom or crank case of the motor 10.

The attachment comprises a pipe 15 which is adapted to be placed at one side of the motor 10, and which has a downwardly projecting elbow 16 provided at its lower edge with an annular flange 17 for seating above the breather pipe 14 and which is provided, below the flange 17, with a reduced spud 18 for engagement downwardly into the breather pipe 14. A thimble 19 is adapted to be fitted into the upper end of the breather pipe 14 and has an outstanding flange 20 on its upper end to engage between the top of the breather pipe 14 and the flange 17 of the elbow. The thimble 19 has upon its lower end an inturned flange 21 for supporting a screen 22 which rests within the thimble on the flange and is held to the latter by the lower end of the spud 18. The pipe 15 is inclined upwardly and rearwardly from the breather pipe and is provided upon its upper end with a second elbow 23, which opens upwardly in a plane above or adjacent to that of the clamp 12 for easy access of lubricant adapted to enter the breather pipe 14. The breather pipe 14 is provided with the usual cap 24 which must be removed for receiving the spud 18 and the thimble 19, and the upper end of the elbow 23 is constructed to receive the cap 24 for functioning in the same manner as when the cap is mounted directly upon the breather pipe.

The upper end of the elbow 23 is provided with an outstanding annular flange 25 beneath which is fitted a clamping ring or band 26, which may be split, as shown in detail in Fig. 5, and which has bracket arms 27 adapted to outstand from the inner side of the band 26 to form a space between the band and the motor 10. The bracket arms

27 are provided with attaching ears 28 adapted, when the arms 27 are brought together, to overlap and engage beneath the adjacent end of the clamp 12 for binding the band 26 tightly about the elbow 23 and for binding the clamp to the motor.

The device may be quickly attached to a motor, such as the Ford motor illustrated, by removing the cap 24, inserting the thimble 19 with its screen 22 into the top of the breather pipe 14, inserting the spud 18 of the elbow 16 into the thimble, and then securing the band about the upper elbow 23 and beneath the clamp 12, the latter being loosened by turning the nut 13 sufficiently to receive the ears 28 between the clamp and the adjacent part of the manifold. When the clamp 12 is secured tightly against the manifold and ears 28, the lubricating attachment is rigidly supported upon the motor and held against vibration. The cap 24 may now be inserted in the usual manner in the upper end of the elbow 23 for protecting the lubricant in the engine, and may be quickly drawn out of the elbow 23 for supplying oil to the engine.

What is claimed is:—

1. A lubricating attachment for engines having a breather pipe and a clamp, a pipe having one end adapted to engage in the breather pipe and having its other end terminating adjacent the clamp, and attaching means carried upon the upper end of the pipe and having a portion adapted to engage beneath said clamp.

2. A lubricating attachment for engines having a breather pipe with its cap and a clamp for holding the manifold to the engine, a pipe having a spud on one end adapted to fit in the breather pipe in lieu of said cap and having its other end arranged adjacent said manifold and adapted to receive said cap, and a band surrounding the upper end of said pipe and provided with an ear adapted to engage between the clamp and manifold.

3. A lubricating attachment for engines having a breather pipe with its cap and a clamp for maintaining a manifold on the engine, a lubricant-conducting pipe having a nipple on one end adapted to fit in the breather pipe in lieu of said cap, a thimble adapted to fit in the breather pipe about said nipple, a screen detachably carried in the bottom of the nipple and held therein by said spud, and a support connected to the upper end of said pipe and provided with an inwardly-extending bracket arm having an ear on its inner end adapted to enter between the clamp and the manifold to support said pipe, said pipe having an upper end adapted to receive said cap.

4. A lubricating attachment for engines having a breather pipe, comprising a pipe equipped with a spud upon one end, a thimble adapted to fit over said spud, said thimble having an inturned flange at its end, a screen removably fitting in the thimble and supported on said flange, said spud being adapted to engage in the thimble against the screen for holding the latter to the flange, and said thimble being adapted to engage in said breather pipe, and means on the upper end of the device for supporting the same on the engine.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES L. MAGEE.

Witnesses:
CHRISTIE H. FESLER,
T. T. MAWHINNEY,