

Jan. 2, 1923.

1,440,554

W. F. M. ROSE.
DEVICE FOR SUPPLYING OIL TO INTERNAL COMBUSTION ENGINES.
FILED SEPT. 21, 1921.

2 SHEETS-SHEET 1

Fig. 1.

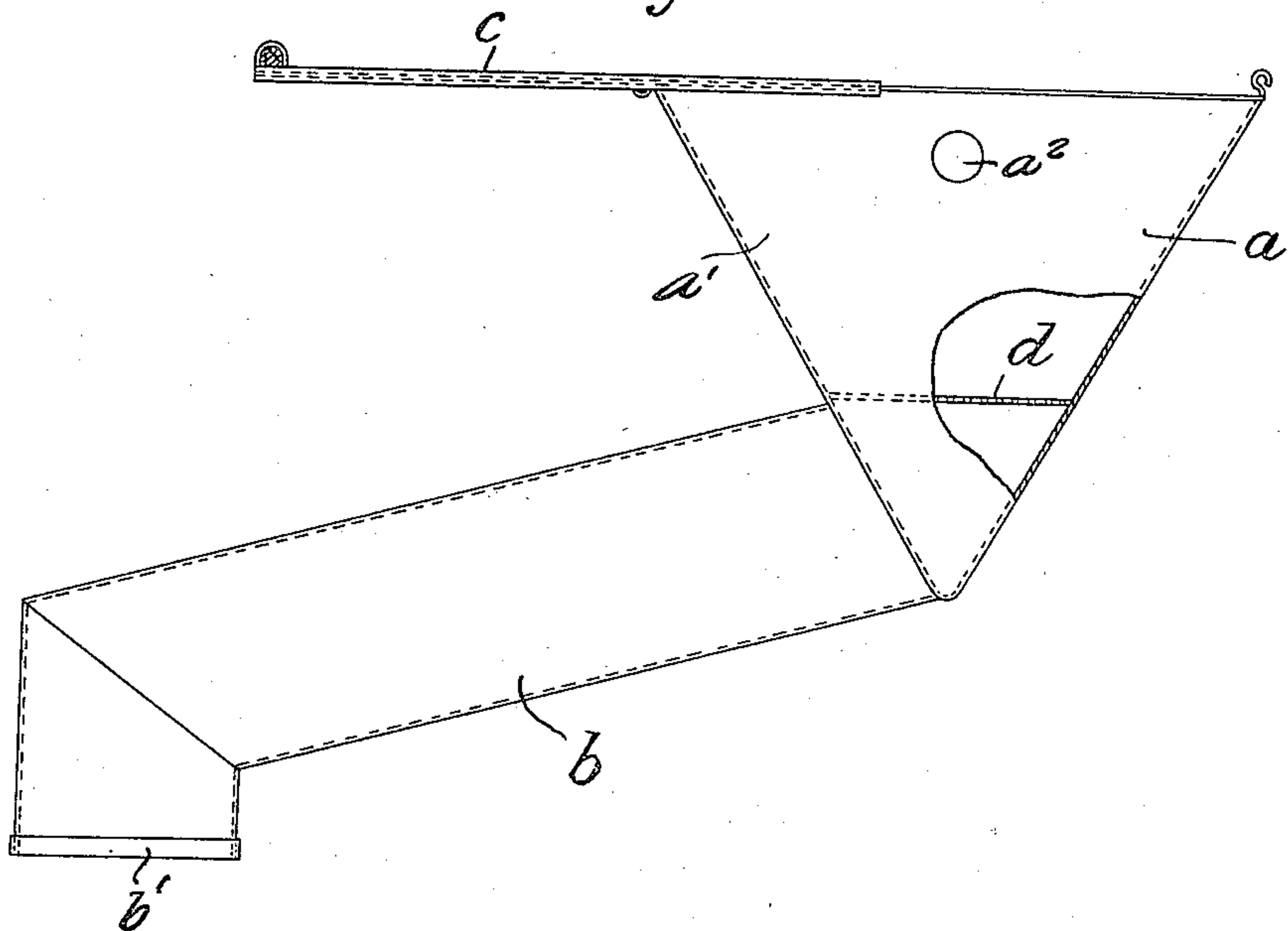
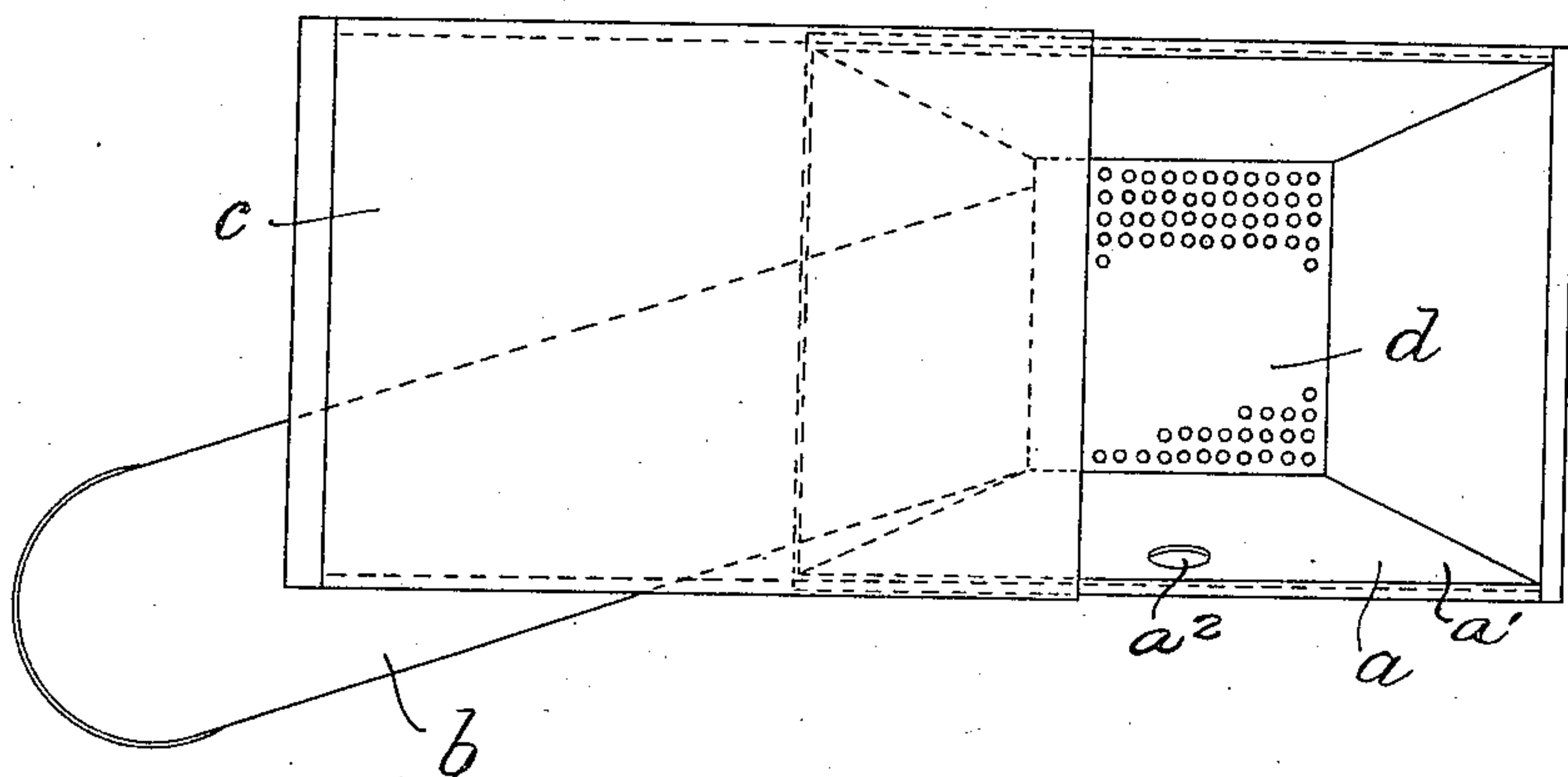


Fig. 2.



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2 SHEETS-SHEET 2

Fig. 3.

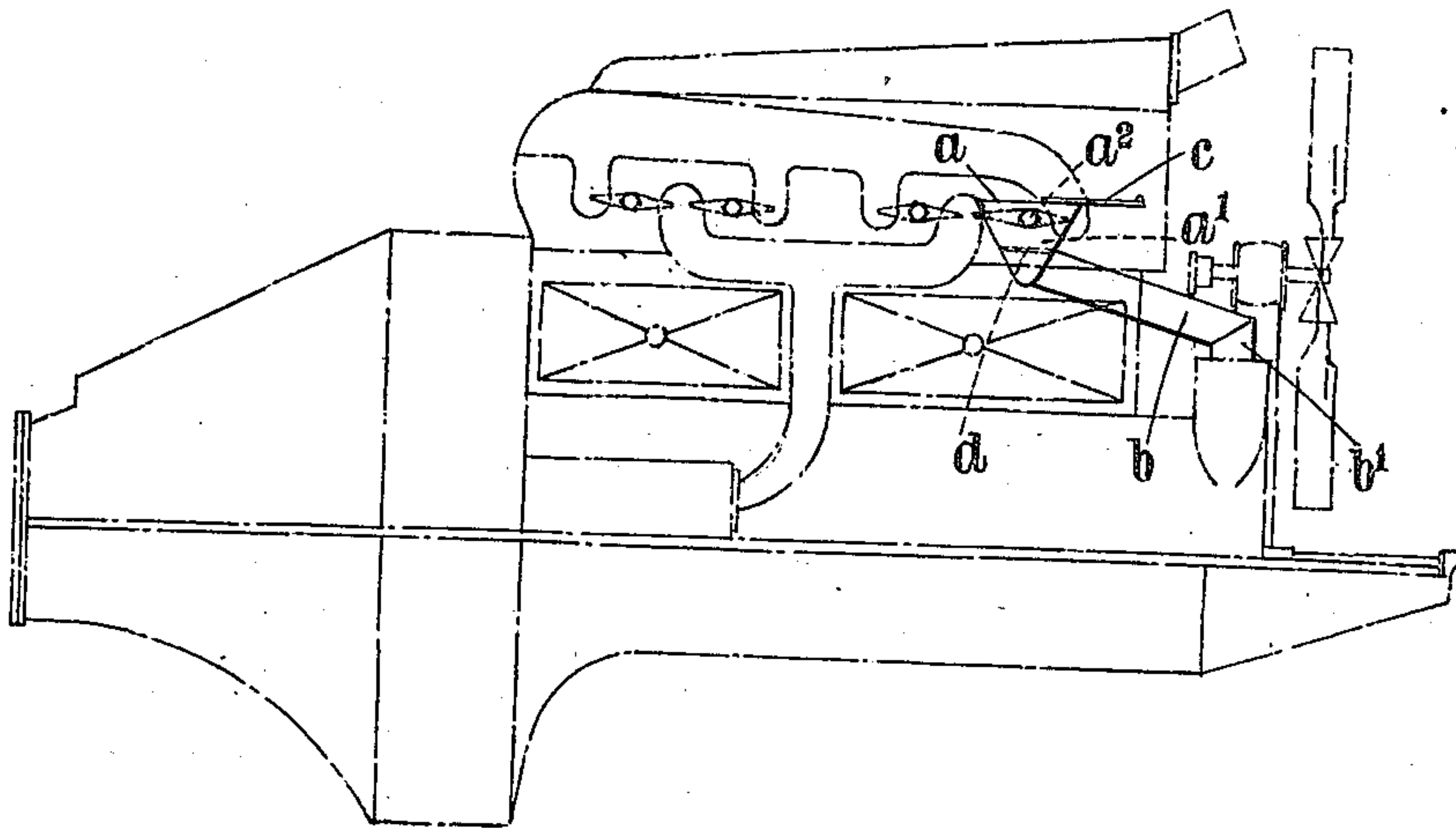
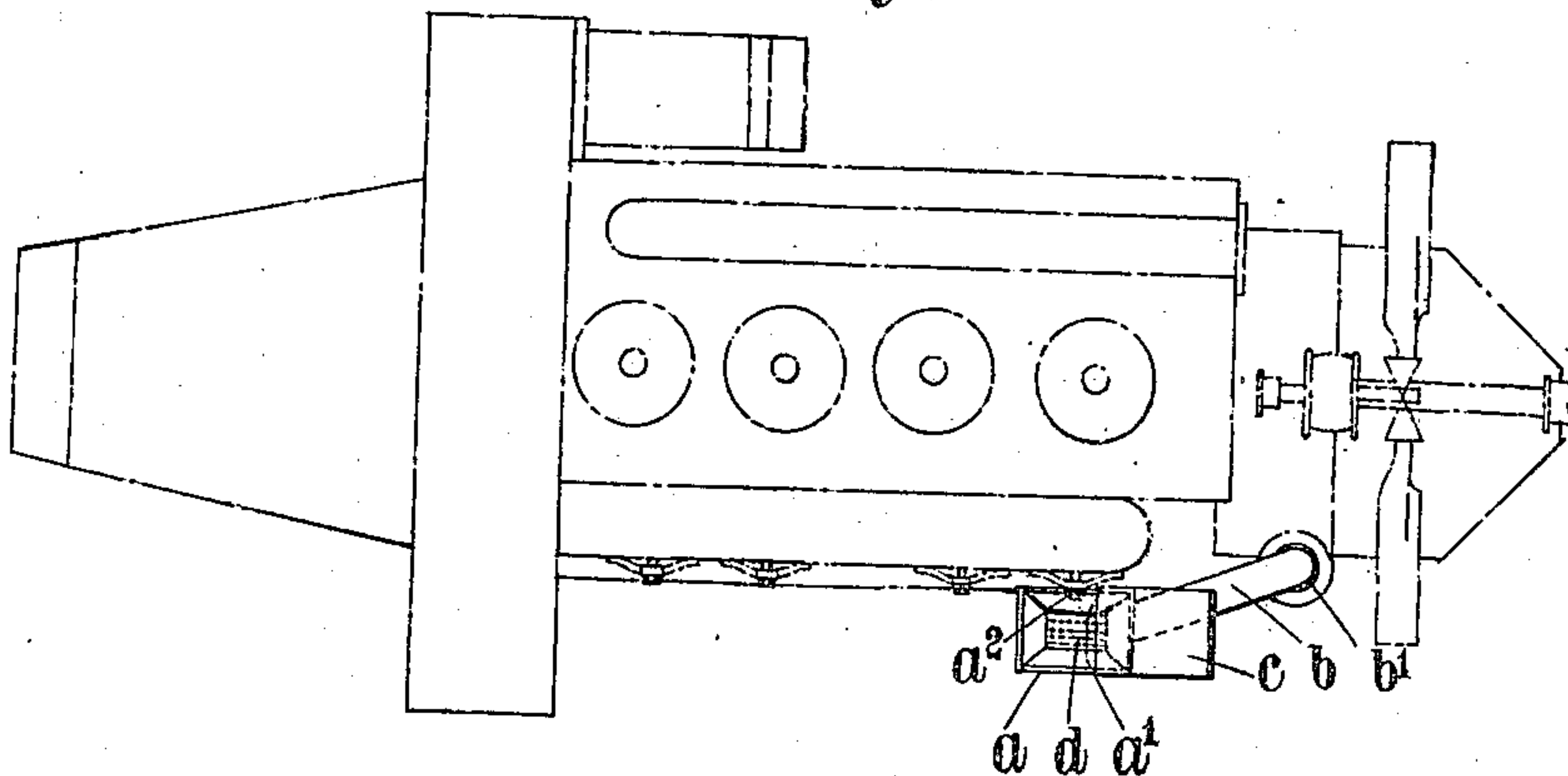


Fig. 4.



INVENTOR

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per

Robert Phillips
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM FRANCIS MEEKAN ROSE, OF BRISTOL, ENGLAND.

DEVICE FOR SUPPLYING OIL TO INTERNAL-COMBUSTION ENGINES.

Application filed September 21, 1921. Serial No. 502,276.

To all whom it may concern:

Be it known that I, WILLIAM FRANCIS MEEKAN ROSE, residing at Bristol, England, a subject of the King of Great Britain and Ireland, have invented certain new and useful Improvements in or Relating to Devices for Supplying Oil to Internal-Combustion Engines, of which the following is a specification.

10 This invention relates to a device for conveying lubricating oil to the crank-chambers of internal combustion engines in which the filling hole leading into said chamber is not conveniently placed, as for example in
15 the engines of "Ford" cars in which the oil filler hole is located at the front end of the engine and in such close proximity to the fan and radiator that it is difficult of access even with the use of a funnel.

20 The object of the present invention is to provide a device adapted to be permanently fixed to the engine which will, while operating as a funnel, a strainer and a breather, bring the filler hole into a more convenient
25 position to receive oil direct from the tins in which it is supplied.

I attain this end by the employment of a device adapted to be permanently fixed in position on the engine, said device comprising essentially a hopper shaped on one side
30 to allow it to be bolted on to the side of the engine, a cover for said hopper, and a cranked pipe issuing from said hopper and terminating in a nozzle adapted to fit in the
35 filling hole in the crank-chamber after the usual breather cap has been removed, the construction and arrangement of said pipe being such that the vertical axis of its nozzle is offset on and to a suitable distance from
40 the side of the hopper by which it is adapt-

ed to be mounted on the engine in order to make said nozzle register with the filling hole in the crank-chamber of the engine.

In the accompanying drawing which illustrates this invention, Fig. 1 is a view in elevation of the complete device, Fig. 2 is a view in plan thereof, and, Figs. 3 and 4 are views in side elevation and plan of an engine fitted with this invention.

Throughout the views similar parts are marked with like letters of reference.

The hopper *a* of the filler may be of any suitable shape in cross section provided that it has one side *a'* flat so as to adapt it to be attached to the engine by means of one of the bolts thereof, to which end said flat side is provided with a hole *a²* to receive said bolt. Within the hopper is the usual strainer *d* and to the lower end of the hopper is attached a cranked pipe *b* which is offset on and from the flat side *a'* of the hopper so as to bring the nozzle *b'* of the pipe into register with the filler hole in the crank-chamber of the engine said nozzle being of such a size that it fits into said hole. The hopper *a* is provided with a suitable lid *c*.

What I claim is:—

A filler for conveying oil to the crank chamber of an engine comprising a conical vessel having one flat side, a cover to said vessel, an outlet pipe cranked and offset in relation to the vessel to bring its orifice into a predetermined position in relation to said vessel and means for securing the conical vessel to the cylinder block of the engine by its flat side.

In testimony whereof I have signed my name to this specification.

WILLIAM FRANCIS MEEKAN ROSE.