

How To Oil

Models Designated as Special, Mercury and Mascotte Consult Aid Charts Daily Until Thoroughly Familiar

The object of lubrication is to prevent friction and wear. Any piece of machinery, unless properly oiled, wears excessively and ultimately is ruined. It is, therefore, imperative that the following instructions be faithfully carried out.

To Oil the Engine

The oiling system of the Maxwell is exceedingly simple and efficient. There is no car made whose engine oiling is so entirely automatic and which requires less care on the part of the operator than the 4-cylinder Maxwell. The oil reservoir is cast with the crank and gear case and is that part of the case which drops down 3 or 4 inches from the base of the case. (See Fig. 4).

The following instructions should be faithfully followed: Before using car, open try cock or see if float ball is up two inches to determine whether there is a quantity of oil in reservoir. When this float ball is down, reservoir is empty. If not, pour oil through breather pipe, at the top of the case until it overflows through try cock. Use a good grade of cylinder oil such as Panhard light or medium, Havoline light or medium, Polarine light or medium. The oil from this reservoir is forced by a pump through the single sight feed located on dashboard in full view of the operator. All the oil used by the engine passes through this single sight feed oiler in a constant stream when motor is running. Leaving the sight feed the oil flows through a pipe which is perforated by four different sized openings one leading to each oil trough directly underneath each connecting rod. The overflow from these troughs drops into oil reservoir below, whence it is strained and re-circulated. By means of knife-like splash blades attached to connecting rod ends, the oil is picked up from these troughs and vaporized, which mist affords ample and effective lubrication of all moving parts. (See Fig. 4.) Oil strainer should be removed about every 500 miles for cleaning.

Note: Under no circumstances must the oil reservoir under the crank case be allowed to run dry. Should this occur, the cylinders, pistons, main engine bearings, connecting rods, etc. will be cut, scored and ruined.