

THERE is no car made whose engine oiling system is so entirely automatic and which requires less care on the part of the operator than the Maxwell.

At the base of the crank case, shown on sectional drawing herewith, will be seen the oil reservoir, which has a capacity of five pints.

When the motor starts, the oil is forced from this reservoir through pipe P and driven up through pipe E into sight feed on dash by means of gear driven pump G. A constant stream of oil flows through sight feed when motor is running.

From sight feed the oil flows into crank case through pipe F, filling oil troughs O under each connecting rod by means of outlets I.

The knife-like blades G on the end of the connecting rods dip into these troughs, splashing the oil about. The intense heat within the crank case and cylinders vaporizes the oil, creating a mist, affording effective lubrication of all moving parts.

Overflowing the troughs, the oil falls into the reservoir, to be strained and re-circulated.

To fill reservoir pour oil through breather pipe into try cock B.

Float ball indicates depth of oil in reservoir, avoiding continual measuring.

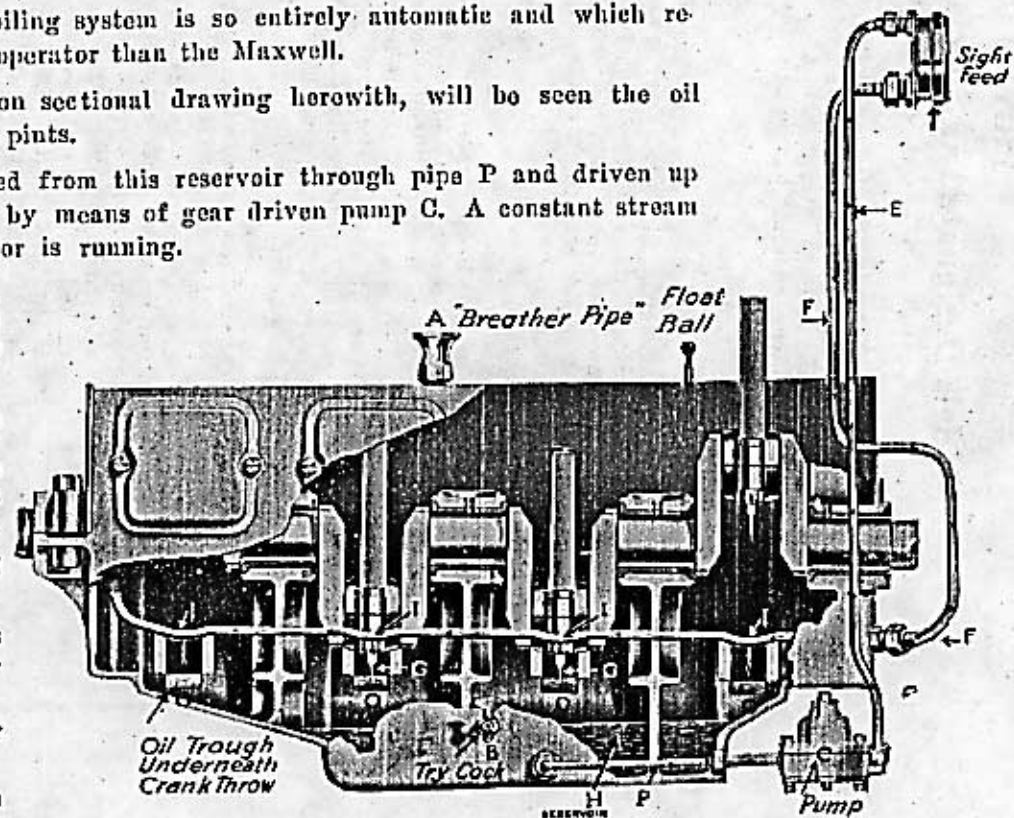


Fig. 4. Oiling System. Models Special, Mercury and Mascotte.