

# How To Oil The Maxwell Messenger

## To Oil the Engine

Mounted on the dash, underneath the hood, will be found a small brass tank about 5 inches long. This should be filled with a good grade of cylinder oil, as already recommended, and the plug in the top securely screwed down. The oil from this tank is then forced through the sight feed oilers on the dash of which there are three. The two outer ones lubricating the cylinders, the center one supplying oil to the transmission case. These oilers on the dash are adjusted when the car leaves the factory to feed at the rate of not less than 20 drops per minute. These oilers are in constant sight from the driver's seat and there is no excuse for not supplying the engine with a plentiful supply of lubricant. From time to time these oilers may need adjustment. This is done as follows:

At the top of each oiler is a small pin, the head of which is slotted to take a screw driver. Screwing this pin down diminishes the flow of oil. Unscrewing it, increases the flow. These adjustments should be made while the motor is running idle, with throttle closed and spark retarded. Never feed less than 20 drops a minute through each oiler. No hard and fast rule can be laid down as to the exact amount of oil to feed. Probably the best plan is to regulate the flow until a light blue smoke is seen coming from the exhaust, then cut down the supply to a point where the engine just does not smoke.

## Crank Case Oiling

About a half pint of oil should be placed in the crank case once a week, as splash lubrication is depended upon partially for proper lubrication of connecting rods and front main bearing.

The best way to put the oil in is to disconnect the force-feed pipe running from the top of the crank case compartment to the oil tank. The ball check valve in the crank case cover may then easily be removed, and the oil put in with an oil gun.

In replacing the ball check valve, care should be taken to get it back in the cover in the same position that you found it when removing it from the cover, for the reason that if it is turned up-side-down, the ball check will not operate, and it will be impossible for you to keep any pressure on the oil tank to force the oil through the sight feed to the cylinders and center bearing.

**UNDER NO CIRCUMSTANCES MUST THE OILER UNDER THE HOOD BE ALLOWED TO RUN DRY.**

Should this occur, the cylinders, pistons, main engine bearings and connecting rod bearings will be cut and ruined.

## Transmission Oiling

The transmission should run in oil, gas engine cylinder oil is best. At least once a week additional oil should be supplied to the transmission case as follows:

Remove one of the small bolts in the transmission case cover on the left hand side looking forward. Through this hole pour