



Patents Pending

### TO ATTACH LUBRICATOR

1. Assemble Mounting Bracket to Lubricator with screws and lock washers. Mounting Bracket may be reversed if required.
2. Locate Lubricator and Mounting Bracket on fire wall or other convenient location. Keep oil container from contact with wall. Drill or punch starting holes for metal holding screws. Mount securely.
3. Connect copper tubing to Lubricator with anti-vibration coil as illustrated. Connect tubing to Injector Plate or Nozzle. On dual-type installations, support dual connector bow with 3/8" wrench while attaching tubing.
4. Remove filter-type Filler Cap and fill oil container to top marking with an APPROVED-TYPE Lubricant. Replace Filler Cap. Tighten oil container.

### TO ATTACH TO ENGINE

1. An installation and service kit is required with each Lubricator. Specific installation information is included with each kit.
2. Attachment of the Lubricator to the engine provides for either a specific Injector Plate or Injector Nozzle. The Lubricator will not function properly without the correct attachment of either the Injector Plate or Nozzle.
3. Injector Plates and Nozzles are illustrated below as required for various types of engines. These Injector Plates and Nozzles have been engineered to provide for controlled vapor spray injection of the lubricant into the fuel/air stream with proper proportions of lubricant and air. The air/fuel ratio of an engine cannot be disturbed with the use of the proper Injector Plate or Nozzle and the correct installation of this part.
4. To use the Injector Nozzle connection a suitable opening must be available in the intake manifold, in the riser section and either above or below the carburetor, depending on updraft or downdraft type. If the manifold is to be drilled, use a 21/64" drill and tap for 1/8" pipe thread. Do not attempt to drill through a double wall or hot spot section of the intake manifold. Use reamed and flared reducing bushing as required to avoid interference with vapor spray injection.



## Installation and Operating Instructions

### GENERAL OPERATING PRINCIPLES

The AMPCO VAPOR LUBRICATOR has been engineered on an exclusive principle to meter and introduce a properly compounded lubricant, as a completely dispersed vapor spray, into the fuel/air stream, below the point of carburetion and without dilution by the engine fuel, to result in even and immediate distribution of the oil particles to all cylinders of an engine. The use of an APPROVED-TYPE Lubricant is essential to satisfactory performance of the AMPCO VAPOR LUBRICATOR. The AMPCO method of Auxiliary Lubrication will result in decreased engine wear, reduced engine deposits, improved valve and ring action, lowered fuel and oil consumption, and increased power potential. Since no two engines are identical in requirements or operate under the same conditions, the AMPCO VAPOR LUBRICATOR is equipped with an adjustable oil flow control valve which affords proper adjustment and regulation of oil input to provide for Finger-Tip Control of performance and oil consumption.

### TO ADJUST LUBRICATOR

1. Start engine. Idle few minutes until warm.
2. From finger-tight closed position, open Oil Control Valve 1/2 to 3/4 turn to left and continue engine idle. Continue few minutes.
3. Reduce oil flow and set Oil Control Valve at 1/4 turn from closed position. Observe oil flow which should be steady but not heavy.
4. Accelerate engine 3 or 4 times and return to normal idle. Adjust idling speed and low speed mixture on carburetor for smooth idle. A secondary adjustment of the Oil Control Valve and carburetor controls may be made after initial 100 or more miles of operation to correct Oil Control Valve adjustment to engine requirements and smooth idle.

### CARE OF LUBRICATOR

1. This Lubricator is designed to provide thousands of miles of trouble-free operation. Air filtration is provided at the Air Inlet and the Filler Cap. If congestion through accumulated road and engine dirt should restrict filter elements, remove and wash in gasoline and replace. Replacement filter elements are available.
2. The Oil Control Valve provides for a micrometer-type adjustment, and this mechanism should not be removed or handled roughly. The Oil Control Valve should be opened to 1/2 to 3/4 turn for a few minutes at 1000 to 1500 mile intervals or when refilling the Lubricator to clear any foreign material from valve and seat. Reset valve to normal position for maximum engine efficiency.

### CERTIFICATE OF SERVICE

Millions of miles of road-testing have been undertaken by Automotive & Marine Products Corporation to establish improved operating characteristics, reduced fuel and oil consumption, and longer engine life through AMPCO Engineered Auxiliary Lubrication. The Manufacturer certifies these benefits if the AMPCO VAPOR LUBRICATOR is installed properly, adjusted correctly, and used with an APPROVED-TYPE Lubricant.

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