A Great BASIC DEVELOPMENT in

TOP CYLINDER LUBRICATION

Prevents

Carbon- and Gum- Foiled Valves and Guides
Gum-Varnished Cylinder Walls
Gum-and Carbon- clogged Piston Rings.
Carbon-caked Pistons

VAPOR Ampco LUBRICATOR

for ALL INTERNAL COMBUSTION ENGINES

LUBRICATES WITH CONSTANT OIL VAPOR IN THE HEAT-FRICTION-WEAR ZONE
Amazing Improvement in Motor Performance—
SMOOTH — QUIET — FRICTION-FREE

AMPCO Vapor Lubricator supplies a constantly metered flow of finely dispersed additive oil to the entire upper cylinder section—the engine heat zone—where crankcase oil breaks down. The oil spray is introduced on the first intake stroke and dispersed evenly to each cylinder, where it makes an effective seal for powerful compression, maximum power, and smooth-as-silk performance. It supplies instantaneous and constant lubrication in the critical friction area of a motor before ignition occurs and during operation. The AMPCO visible reservoir holds a full quart of any approved upper cylinder oil, and operates up to 2,000 miles before refilling. Improved performance, pickup, extra power and quiet operation through adequate lubrication are sustained.

EXCLUSIVE, NEW PRINCIPLE OF OIL DISPERSION

AMPCO Lubricator operates entirely by atmospheric pressure and through the vacuum created in the intake manifold. There are no moving parts in an AMPCO. It is completely effective in the entire manifold vacuum range. A fine, steady oil spray is dispersed with the fuel supply in the instant gasoline passes from carburetor to combustion chamber. The lubricant provides an oil seal throughout the entire upper cylinder section for greater compression. It oils and cleans valves, pistons, and cylinder surfaces for smoother, increased efficiency on every piston stroke and prevents fuel or power blow-by. AMPCO’s steady spray of lubricant into the upper cylinder section dissolves engine varnish and gasoline gum, cleans out carbon and combustion residues with every exhaust stroke, and a clean, well-lubricated engine is ready for smooth, friction-free and economical performance.

The OIL SOURCE FOR THE HEAT ZONE — —
— PISTONS, — RINGS, — VALVES, — VALVE-GUIDES, — CYLINDER-WALLS
LUBRICATES AND PROTECTS ALL—IN THE HEAT-FRICTION-WEAR ZONE

Avoids Formation Of Carbon, Gum, And Varnish In Upper Cylinder Section
AMPCO goes to work immediately to relieve sticky valves, blocked stems and guides, carbon-clogged rings, and varnish-glazed cylinders. Thirty minutes after an AMPCO installation—sluggish performance, due to dirty motors fouled with carbon, varnish and gum is quickly and permanently remedied. Results—a cool, quiet, smooth-running motor with faster pickup, increased power and real economy of operation.

152 Oil Companies Strongly Recommend Top-Cylinder Oiling With Claims For Greatly Improved Performance
—BUT, the problem has always been, "How to introduce the lubricant effectively?" until AMPCO provided the answer. Dropped into the gas tank, top oils loosen rust, scale and deposits for introduction into the fuel system. Car manufacturers' service manuals urge motorists NOT to add materials to the fuel supply in the gas tank.

RIDS ENGINE OF COMBUSTION RESIDUES
AMPCO effectively supplies constant cleansing lubrication to the dirt-carbon-gum zone, where these combustion by-products rob engine power, block normal channels of lubrication, and cause crankcase contamination. The lubricant enters the intake manifold below the point of carburetion as a complete spray (not drops) to reach the upper heat section instantaneously under the vacuum pull of the motor.

THE "SHOT-IN-THE-ARM" METHOD
Good While It Lasts—But Only Temporary

CLEANS AND OILS—Every Valve Motion!
—Every Piston Stroke!

INTAKE STROKE
Lubricates Intake Valve and Cover Cylinder Wall and Rings with Protective Oil Film

COMPRESSION STROKE
Seals for Maximum Compression and Power

POWER STROKE
Prevents Power Blow-by and Crankcase Contamination

EXHAUST STROKE
Lubricates Exhaust Valves and Pipes Dissolved Combustion Products

DROP BY DROP METHOD
Leaves residues which clog intake manifold. Ineffective when needed most in cold starting.

Pouring Top Oil In Cylinder
This treatment temporarily relieves; but carbon and gum begin to form rapidly afterwards.

Gas Tank Additives
Oil-injected deposits eventually clog fuel system. Proportion of lubricant in fuel is insufficient for adequate lubrication.

Pouring Oil Through Carburetor
A treatment not a cure! Carbons, gums and residues continue to form rapidly after a few miles of operation.
Permanent, Motor-Tested Performance

PROVED AND GUARANTEED TO:

1. Improve Valve Action!
   Valve troubles begin when heat accumulated in valve is not dissipated. Valves subjected to high temperature will warp and bow. Valve-stem heat and seizure in guides. AMPCO Vapor Lubrication reduces gum residue, prevents free valve and valve-guide action—ensures quiet operation.

2. Quiet Noisy Motors!
   Mechanical resistance of carbon, gummed valves, pistons and rings account for metal-to-metal contact and wear. AMPCO Oil Vapor cushions all moving parts for quiet operation.

3. Clean Out Varnish, Carbon & Combustion Residue!
   Immediately after installation AMPCO effects a continuous cleaning and lubricating action in the upper cylinder area. Combustion residue, gum, varnish is blown off with the exhaust. An effective oil and prevents the products of combustion from causing crankcase dilution and contamination.

4. Constantly Cool & Lubricate Upper Cylinder Surfaces!
   AMPCO Oil Vapor Lubrication keeps top cylinder areas mechanically clean. All surfaces are provided constant lubrication with every stroke. Oil supply from AMPCO reservoir is a metered spray of cooling lubricant in the heart-seat of a motor. Valves, guides, rings, pistons and plunger stay clean and keep the motor at top efficiency.

Installed In 30 Minutes

Installing AMPCO is simple. Simply unbolt carburetor from manifold, insert AMPCO adapter plate and remount carburetor. Mount AMPCO unit by bracket, connect tubing, fill with AMPCO Top Oil, or any approved quality top cylinder oil and adjust oil flow to best performance.

ON NEW CARS:
AMPCO installation on a motor maintains full power and ideal engine performance from the first day. Assures sustained motor efficiency, maximum power, quiet operation and definite satisfaction with line, new car performance.

AMPCO Demonstration Unit
Available in distributors and dealers to promote AMPCO Pedestal. The AMPCO Demonstration Outfit is a complete self-contained display of what actually happens inside engine block when connected to an AMPCO Vapor Lubricator. The finely dispersed oil spray is visible and controllable. The effect is a dramatic, convincing demonstration of AMPCO Lubrication. Demonstration outfit consists of 110 VAC motor driven vacuum pump complete with vacuum gauge and gage regulated intake manifold connected to AMPCO unit and installed in attractive, hardwired panel cabinet. Approximate weight 75 lbs.

Net F.O.B. Boston $125
(Demonstrator is refundable upon return in satisfactory condition)

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AUTOMOTIVE & MARINE PRODUCTS CORP.
BOSTON, MASS., U.S.A.

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MODEL No. 100
Fixes all 1 1/2" S.A.E. Single Carburetors

CHRYSLER—191 to 1943, Pack & Truck
FORD—6-Cyl.
HUMBER—6 to 1911 (models 40-10-0-5)
INTERNATIONAL TRUCK 1914-1940 KL-K1-KB-K1B
KAISER—1914
NASH—6 to 1939 to 1949
PONTIAC—6-333 to 1949
PACKARD—6-Model 100-145
PLYMOUTH—1931 to 1950 Model P1-190
PLYMOUTH—Fleet Economy (Model 1940)
STUDEBAKER—6-Cyl. 1935 to 1949
OLDSMOBILE—6-Cyl. 1939-P-9-J9

MODEL No. 101
Fits 1 1/2" S.A.E. Double Carburetors

BUICK—Model 40 Special 1938 to 1945
BUICK—Model 50 Super 1936 to 1945
FORD—1938 to 1948
FORD—1940 (Late spooling gasket: 5-1/2" thick with intake gasket)
MERCURY—1929 to 1945
PACKARD—Model 12-Cyl. 1915 to 1945
STUDEBAKER—Some models—6 Cyl.
NASH—6-Cyl. 1915-1927 Models 500-502-506-510-620-625

MODEL No. 102
Fits 1 1/2" S.A.E. Double Carburetors

BUICK—Series 30 to 1940
CADILLAC—All models to 1940
CHRYSLER—6-Cyl. 1935 to 1940
FOSTER TRUCK—164 HP. Model 800
LINCOLN—1927 to 1938
MERCURY—1908 to 1919
OLDSMOBILE—6-Cyl. 1928 to 1945
PACKARD—Super 8 & Models HUDSON—6-Cyl. 1915-1945
PONTIAC—1915 to 1945
REO TRUCK—1945 model 37
STUDEBAKER—Deluxe 1940
FRAZIER—Manhattan Late 1945 and 1949

MODEL No. 102R
Special Dual-Throat Carburetors

OLDSMOBILE—Models 1939-1940

MODEL No. 103
Fixes all 1 1/2" S.A.E. Single Carburetors

CHRYSLER—6
Dodge—6
OLDSMOBILE—4 1941 to 1949
PLYMOUTH—1941 to 1949
STUDEBAKER—Champion 1940 to 1949

MODEL No. 104

IDEAL FOR THERMALLY READING ON MAIN

Dodge—FOLD
DIVCO—1915-1943 Use 3-way Fitting for Vacuum Connection on Manifold. DIVCO—1944 to 1950
STUDEBAKER—Champion 1940 to 1949

Model 104

IDEAL FOR THERMALLY READING ON MAIN

Dodge—FOLD
DIVCO—1915-1943 Use 3-way Fitting for Vacuum Connection on Manifold. DIVCO—1944 to 1950
STUDEBAKER—Champion 1940 to 1949

ALL OTHER INSTALLATIONS OF ENGINES USING TAPPED HOLE IN MANIFOLD