

A Great **BASIC DEVELOPMENT**
In

TOP CYLINDER LUBRICATION

Prevents



Carbon and Gum-Fouled Valves and Guides



Gum-Varnished Cylinder Walls



Gum and Carbon-clogged Piston Rings



Carbon-caked Pistons

Patents Applied for
and Pending

for ALL
INTERNAL COMBUSTION
ENGINES

**LUBRICATES WITH CONSTANT OIL VAPOR
IN THE HEAT-FRICTION-WEAR ZONE**



Continuously **CLEANS,** **VITAL MOVING PARTS**



LIST
\$14.95
(Plus special studs or gaskets)
(Plus small installation charge.)

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.

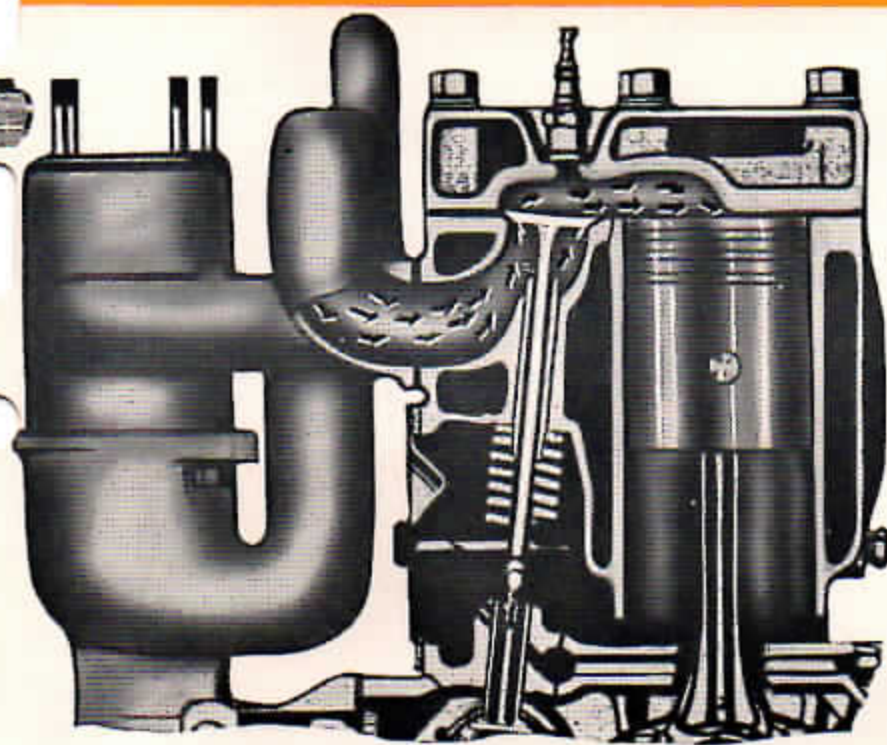
*Flow of oil may be regulated to suit operating condition of motor.

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 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, clears 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



RIDS ENGINE OF COMBUSTION RESIDUES

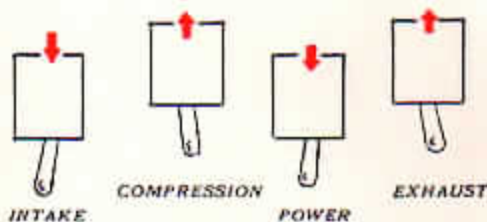
AMPCO effectively supplies constant cleansing lubrication to the dirt, carbon, gum zone, where these combustion by-products rob engine power, block normal channels of lubrication, and cause crankcase contamination. The lubricant enters the intake manifold below the point of carburetion as a complete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

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 pick-up, 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. Dumped 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.



CLEANS AND OILS

- Every Valve Motion!
- Every Piston Stroke!

INTAKE STROKE

Lubricates Intake Valve and Covers Cylinder Wall and Rings with Protective Oil Film

COMPRESSION STROKE

Seals for Maximum Compression and Power

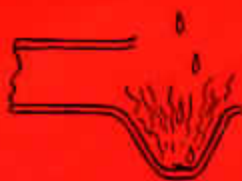
POWER STROKE

Prevents Power Blow-by and Crankcase Dilution

EXHAUST STROKE

Lubricates Exhaust Valves and Passes Dissolved Combustion Products

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



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 gums begin to form rapidly afterwards.



Gas Tank Additives

Oil-laden deposits eventually clog fuel system. Proportion of lubricant to fuel is insufficient for adequate lubrication.



Pouring Oil Through Carburetor

A treatment, not a cure! Carbon, gums and residues continue to form quickly 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 sticking open on combustion will warp and burn. Valve stems stick and freeze in guides. AMPCO Vapor Lubrication removes gum residues, promotes free valve and valve-guide action—assures quiet operation.



2. Quiet Noisy Motors!

Mechanical resistance of carbon, gum-clogged valves, pistons and rings account for metal-to-metal contact noise. 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 and varnish is blown off with the exhaust. An effective oil seal 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 area 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 heat-zone of a motor. Valves, guides, rings, pistons and plugs 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 fine, new car performance.

ON OLDER CARS:

Noisy valves, sluggish rings, clattering pistons, and over-heated engines due to carbon-and-varnish-clogged engine parts, are cooled, lubricated and oil-cleaned by AMPCO Lubrication. The improvement is *unbelievable*; the effect is *immediate*—the result *new life, power, performance and economy*.

Ampco Demonstrator Unit

Available to distributors and dealers to promote AMPCO profits. The AMPCO Demonstrator Unit is a complete on-the-spot display of what actually happens inside intake manifold 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. Demonstrator outfit consists of 110-V. AC motor driven vacuum pump complete with vacuum gauge and glass-simulated intake manifold connected to AMPCO unit and installed in attractive, hardwood hinged panel cabinet. Approximate weight 75 lbs.

Net F. O. B. Boston \$125

(Demonstrator is refundable upon return in satisfactory condition)



MFD. IN U. S. A.

AUTOMOTIVE & MARINE PRODUCTS CORP.

BOSTON, MASS., U. S. A.

AMPCO Lubricator is complete with fittings, bracket, connecting tubing, manifold spray adapter, or universal spray nozzle. Individually boxed, packed 8 to carton. Approximate shipping weight 15 lbs.

MODEL No. 100

Fits all 1 1/4" S.A.E. Single Carburetors

CHEVROLET—1932 to 1949 Pass. and Truck
 FORD—6 Cyl. FRAZER to 1949
 HUDSON—8 to 1941 (models 40-10-20)
 INTERNATIONAL TRUCK (1941-1949) K1-K1-NR1-NR3
 KAISER to 1948 PONTIAC—6—1933 to 1949
 NASH—6—1939 to 1949 PONTIAC—8—1933 to 1949
 PACKARD—6—Models 110-115
 PLYMOUTH—1933 to 1938 Model P13-P9
 PLYMOUTH—(FLEET ECONOMY MODEL to 1948)
 STUDEBAKER—6 Cyl. 1936 to 1949
 OLDSMOBILE—6 Cyl. 1939 F-39-G79

MODEL No. 101

Fits 1" S.A.E. Double Carburetors

BUICK—Model 49 Special 1936 to 1949
 BUICK—Model 50 Super All to 1949
 FORD V8—1934 to 1948
 FORD V8—1949 (Use spacing gasket 5-18" thick with 1 1/2 x 3/4 studs)
 MERCURY—1939 to 1948
 PACKARD—Model 120—8 Cyl. 1933 to 1948
 STUDEBAKER—(Some models)—8 Cyl.
 NASH—8 Cyl. 1939-1942 Models 3960-4010-4080-4180-4280

MODEL No. 102

Fits 1 1/2" S.A.E. Double Carburetors

BUICK—Series 70 to 1949
 CADILLAC—All models to 1949
 CHRYSLER—8 Cyl.—1941 to 1946
 FORD TRUCK using 143 H.P. Motor
 LEBLANC—1937 to 1940 MERCURY—1948
 LINCOLN—1946 to 1949 (use laminated asbestos gaskets)
 OLDSMOBILE—8 Cyl. 1937 to 1948
 PACKARD—Super 8 Models HUDSON—8-8 Cyl. 1941-1949
 PONTIAC 8—1941 to 1949 RED TRUCK—1948 model 37
 KAISER—DELUXE 1949 STUDEBAKER (Some models)
 FRAZER—MANHATTAN Late 1948 and 1949

MODEL No. 102R

Special Dual-Throat Carburetor

OLDSMOBILE—Model 88-98 1949

MODEL No. 103

Fits all 1 1/2" S.A.E. Single Carburetors

CHRYSLER—6 } ALL WITH VACUUM
 D-SOTO—6 } WINDSHIELD WIPERS
 DODGE—6 }
 OLDSMOBILE—6 1941 to 1949 DODGE TRUCK—1941-1949
 PLYMOUTH—DELUXE 1939 to 1949
 CHRYSLER MARINE—1943-1946-1947 6 Cyl. M7—8 Cyl. M8

MODEL No. 104

CHRYSLER WITH ELECTRIC WIPERS USE 3-4 to
 D-SOTO— 1-2" REDUCING BUSHING IN MANI-
 DODGE FOLD
 DIVCO—1941 to 1943—Use 3-way Fitting for Vacuum
 Connection at Manifold. DIVCO—1946 to 1949
 STUDEBAKER—CHAMPION—1948 to 1949

ALL OTHER INSTALLATIONS ON ENGINES USING TAPPED HOLE IN MANIFOLD