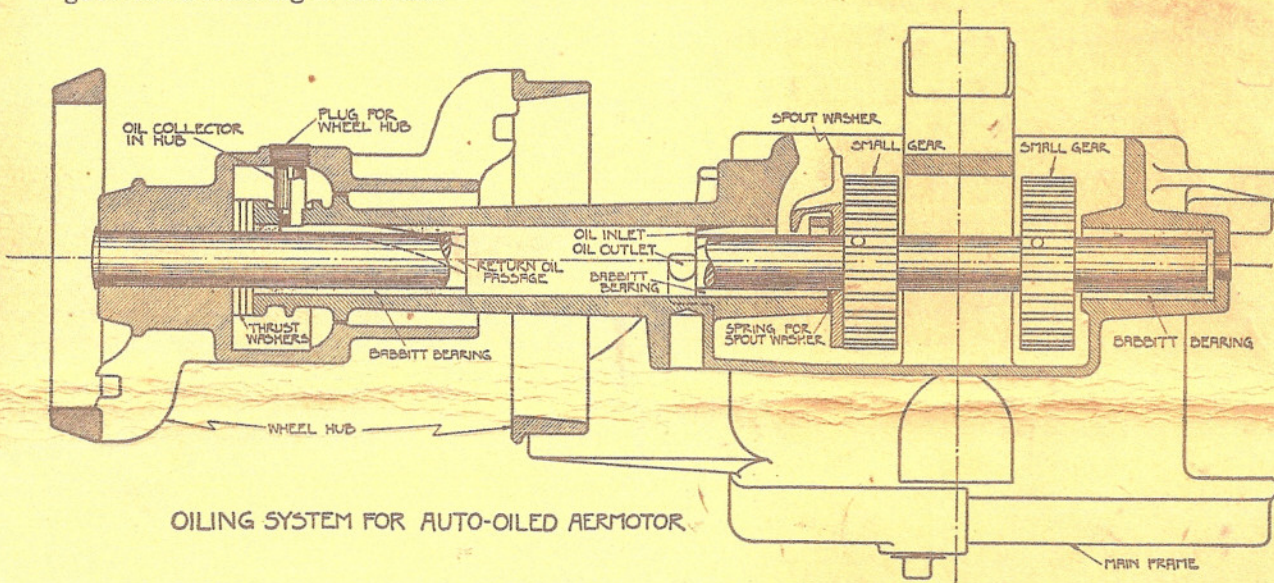


# The Oiling System for the Auto-Oiled Aermotor

The method of oiling the Auto-Oiled Aermotor is complete, simple and entirely automatic. If proper oil is used, and if the supply is renewed once a year, the oiling system of the mill should require no further attention. Every owner of an Aermotor, however, should understand the plan for oiling the mill so that he may be able to care for it intelligently. A careful reading of the following explanations and instructions, in connection with the illustrations, will give a good understanding of the mill.

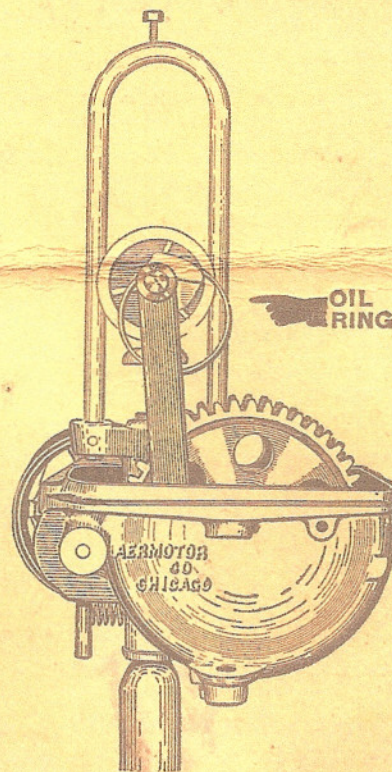


## PLAN OF OPERATION

1. The gears run in an inclosed case which should be filled with Aermotor Oil. Aermotor Oil is best adapted to our system because it is thin enough to flow thru all the oil passages and is fluid in cold weather.
2. The oil should not stand higher than  $\frac{1}{4}$  inch below the wheel shaft and it will continue to circulate perfectly so long as there is enough oil in the gear case to reach the teeth of the big gears.
3. As the gears revolve, oil is carried up onto the pinions and runs down into the bearings on each side of them and into the bearing for the large gears.
4. Oil is constantly scraped from the front side of the forward pinion by the spout washer and it runs down into the arm which carries the wheel.
5. Some of this oil works out thru the end bearing, thru the thrust washers, and into the pocket in the hub.
6. As the wheel revolves, the oil in the hub is carried up and is caught by the oil collector, from which it runs down thru the return oil passage into the arm.
7. The surplus oil in the arm flows back into the gear case thru the oil outlet at the back end of the arm.
8. The oil ring, which is suspended above one of the large gears, carries a few drops of oil onto the yoke at every stroke of the pump. Through the yoke it runs along the cross shaft, oiling all of the upper bearings.

## INSTRUCTIONS

If it should ever become necessary to remove the wheel hub, the oil collector in the hub must be removed first. To do this, screw out the plug in the oil chamber of the hub, turn the hub so the opening will be straight up, and then with a screwdriver remove the oil collector. When the hub is put back, a new oil collector should be used to insure the proper fit between the collector and the inside surface of the oil pocket.



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