

Vintage Marvel Inverse Oiler



This is the predecessor of the familiar '50s and '60s Marvel Oilers Judson used to lubricate their Superchargers. It works on the same inverse pressure principal but has the oiler flow control positioned conveniently on the car's dashboard.

The attractive chrome plated control sits en route between the oil reservoir and the inlet manifold. To regulate the flow of Marvel Oil you just turned the knob at the top and viewed the drip of the oil in the same way as the later models. If you scroll down you will see the Marvel Brochure that came with the kit and the Installation Instructions for the Four and Six Cylinder engines. I'm not sure of the starting date of this style of Marvel Oiler but they were in use in the 1930s until, I think it safe to say the early 1950s.



Above: The disposable oil reservoir-3 styles shown, probably more variations exist. Photograph courtesy of Alejandro Martin.

• • • EXCLUSIVE FEATURE • • •

Graduated 32 ounce Gauge Stick and Filling Spout on oil supply tank.

Mileage can be computed at will; also supply in reserve measured.

PRICED AS FOLLOWS:
Chromium Finish:

4 or 6 Cylinder Motors \$7.50

8 Cylinder Motors \$8.00

Complete with 2 quarts of Marvel Mystery Oil.

Heavily Silver Plated: Complete \$11.00

Heavily 14 Carat Gold Plated: Complete \$21.00

Guaranteed one year if used with Marvel Mystery Oil only.



ACTUAL SIZE



MARVEL MYSTERY INVERSE OILER

AUTOMATIC—SELF-TIMING LUBRICATOR

"The Watchdog of the Lubricating System"

MARVEL MYSTERY INVERSE OILER

correctly feeds the right amount at the right time.

Watch-like in construction, fundamentally and scientifically correct in operation, feeding oil only when oil is needed, eliminating excessive wear and keeping valves and pistons in an ideal condition.

ENGINEERING DEVELOPMENT

Thorough research work and careful tests have been conducted covering many years of time and study in the development of this perfected device.

Always visible to the operator, directly facing him in front of his instrument panel with its beautiful chromium—silver or 14 carat gold finish. It informs the operator through its vision glass the assurance of assistance it delivers to the laboring motor when severely taxed.

• • • FEATURES • • •

Oil Mileage approximating 800 miles to one quart of Marvel Mystery Oil.

Smoothness, quietness and power alone will pay for the investment.

Easily set to perform as you may wish or require.



DESIGNED FOR

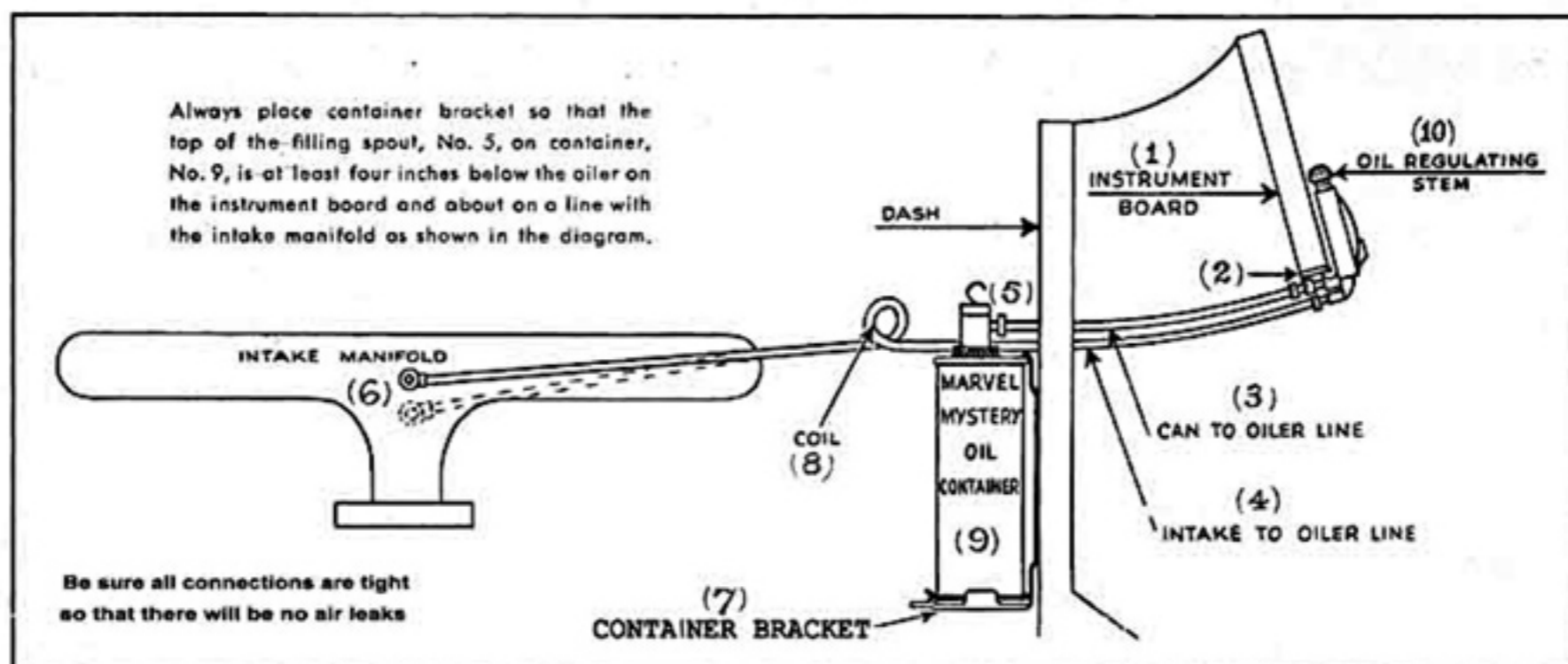
Automobile, Air Plane, Motor Boat, Truck, Tractor and all internal combustion motors.

An investment of insurance never to be regretted or forgotten.

Manufactured Exclusively By EMEROL MANUFACTURING COMPANY, (INC.) 342 WEST 10th STREET NEW YORK, N. Y. U. S. A.

Form 10

Installation Diagram and Instruction Chart For Four and Six Cylinder Motors



1st.—The MARVEL MYSTERY INVERSE OILER should be placed in front of the instrument board so that it can be easily seen by the operator. The bracket arms are to be either bolted or screwed to the under side of the instrument board (No. 1) as shown at No. 2 on the diagram.

After locating the most suitable position for the INVERSE OILER on the instrument board, set the two brackets at right angle with the back of the oiler and hold them under the instrument board and mark one spot for drilling one hole with a No. 17 drill for the screw if the board is backed up with wood—being careful to just bore thru the metal as the screw will undoubtedly make its own way into the wood. If it is all metal pressed and the edge that is turned under is not backed up with wood, a No. 17 drill can be used to drill thru the metal to admit the bolt thru the bracket arm. Lock washers are furnished with the bolts to put under the nuts on the upper side to secure them.

It would be well to put in one screw or one bolt, whichever is the case, and draw it up firmly and set the oiler so that it resembles the position of the oiler shown in the diagram at figure No. 10. Set the oiler vertical up and down the dash, as stated in paragraph No. 2, but having it slant back toward the dash as shown in figure No. 10 of the diagram, and not quite touching.

There is behind the oiler, two cap nuts to draw up the arm and the oiler firmly, and after the oiler is set in position, one of these cap nuts can be tightened up and keep the oiler in position so that it will be easy to spot the instrument board for the drilling of the second hole to secure the oiler.

This is all very simple and easy and will assure the correct placing of the INVERSE OILER on the dash. Do not mar or injure the face of the customer's instrument board in any way as in our Sales Agreement we promise not to mar or injure the instrument board.

2nd.—Screw or bolt the container bracket (No. 7) to the dash so that the scale finger pull (No. 5) is not higher than the bottom of the Oiler on the instrument board. Then snap the can (No. 9) into the bracket by placing the top of the can under the clamp hook at top of bracket first, and spring the bottom of can into the two bottom hooks by pressing down on the thumb latch to lock it securely into place.

3rd.—Drill holes thru the dash for both Oil lines with a No. 5/16 drill, and slide the two pieces of woven tubing found on the copper coil into these holes thru which the tubing must pass to prevent wearing of the oil lines and also to prevent the copper tubing from rattling.

4th.—Run the oil line thru these two short pieces of woven tubing where they pass thru the dash and into the compression nut at No. 2 for the top line as shown in diagram, and make it up tight as shown in the illustration for "Manner of Correctly Connecting Tubing." Slide the tubing as far into the oiler seat as possible, then screw the compression nut into the threaded seat easily—being sure it is not cross threaded. Make this up with the fingers as far as possible before using your wrench. Do not exert too much force on a small article of this kind—only sufficient pressure to prevent a leak. Next bring this tubing oil line, described as "Can to Oiler Line" (No. 3) to the filling spout below gauge cap at No. 5, as per diagram, measuring it carefully to have it a little long and loose, and mark where it is to be carefully filed around with the corner of a file deep enough so you can snap the tubing off without much effort. (By all means do not try to saw this tubing as you will get copper filings in the line). File clear around the tubing and break it off, using care not to get dirt into the oil line. Make the end, cut off, smooth so you can slide the compression nut, found in the filling spout, easily over it. Next make it tight into the filling spout in the same manner as previously described at oiler connection. There is a wide brass knurled ring nut that tightens the filling spout to the can (No. 9) that can be set at any angle to meet the oil line (No. 3) to make it easy to connect up. Be sure to tighten this knurled ring nut to the spout on can (No. 9) always keeping the finger ring on measuring scale so that it can be removed from the can easily and without bending and so the cap and scale can easily be removed to allow refilling of the can (No. 9).

5th.—You should now have a fairly long piece of the copper tubing left. It is always good to carefully straighten out the coil, taking care not to bend it any more than can be helped, as the tubing is fully annealed and each time you spring or bend it, it will become less pliable. Previously you have filed it to break it so use the end that came to you from us cut, first slip this end thru the hole you have drilled in the dash in the most direct line to the oiler and slip it carefully through the compression nut into the bottom connection on Oiler, as shown in the diagram, and tighten up carefully, as previously described in paragraph four. This now becomes intake to oiler line No. 4, as shown in diagram. This line is run directly to the center of the manifold at No. 6, and is the bottom line as shown in diagram. The coil shown at No. 8 in this line is used to reduce strain or vibration as much as possible, and if well done, is a good idea.

6th.—Connection of intake to oiler line, No. 4 on the diagram, which is the bottom line to the oiler, can now be

made as shown in the diagram below the words "Intake Manifold No. 6." If the manifold is already drilled to receive the wind shield wiper connection in the center of the manifold, you can disconnect this line and back out the connection and replace it with the connection furnished by us, which has the 1/8 pipe screw plug in the end, screwing this firmly into the threaded portion where the wind shield wiper connection has been removed, turning it firmly in until the compression nut for the intake oiler line, No. 4, comes into direct line with tubing from bottom of oiler—No. 4—on diagram. Now you can measure your intake to oiler line No. 4, leaving it a little bit long for inserting into the compression nut, file carefully around it, as previously stated in paragraph four, and break it off, using care not to bend it. Smooth up the end of this tubing carefully and be sure there is no dirt in the line, then insert it as far as possible thru the compression nut and tighten it up. Remove the 1/8th pipe screw plug from the end of this connection and screw the wind shield wiper connection into the threaded portion where you remove the plug, making all up tightly so there will be no air leaks and connect up the wind shield wiper connection. This should complete the job, and if instructions are carefully followed and it is nicely done, you will have no trouble, whatever.

7th.—If it should happen that the manifold is not drilled, it would be perfectly all right to drill a little lower down at No. 6 on the intake manifold, shown by the dotted lines, and this should be tapped with a 1/8th pipe tap, being careful that no drillings or dirt of any kind get into the manifold. It would be well to unbolt the carbureter and place a piece of paper over the mouth of the carbureter so no dirt can get into the carbureter. While these precautions require only a few moments time, they are absolutely necessary. By all means, never make a connection on one end of the manifold, even though it be drilled for the wind shield wiper in this manner, as the MARVEL MYSTERY INVERSE OILER will not work correctly connected in one end of the manifold but must always be in the center so that all cylinders are fed alike.

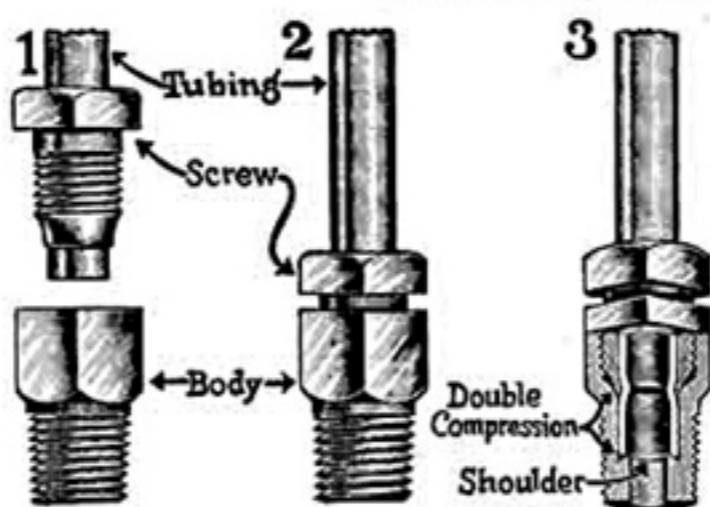
Always drill hole for the Can to Oiler Line, No. 3, in a most direct line to the supply container, No. 9. Always select the most convenient place for drilling line No. 4 to reach the manifold.

Always place container bracket so that the top of the filling spout, No. 5, on container, No. 9, is below the oiler on the instrument board and about on a line with the intake manifold as shown in the diagram.

IMPORTANT INFORMATION

Always make a fine installation, doing fine work, as your customer is willing to pay for a good job and when he sees the satisfactory results he will get with the MARVEL MYSTERY INVERSE OILER, he will remain your good friend and customer.

Never install a MARVEL MYSTERY INVERSE OILER unless you are sure your customer intends to continue to use MARVEL MYSTERY OIL as the INVERSE OILER is made especially to operate with Marvel Mystery Oil. Any substitute oil used will more than likely cause severe carbonization of the motor and will give your customer very poor results, and he undoubtedly will condemn the INVERSE OILER and have it removed from his car.



Manner of Correctly Connecting Tubing