No. 878,297. PATENTED FEB. 4, 1908.

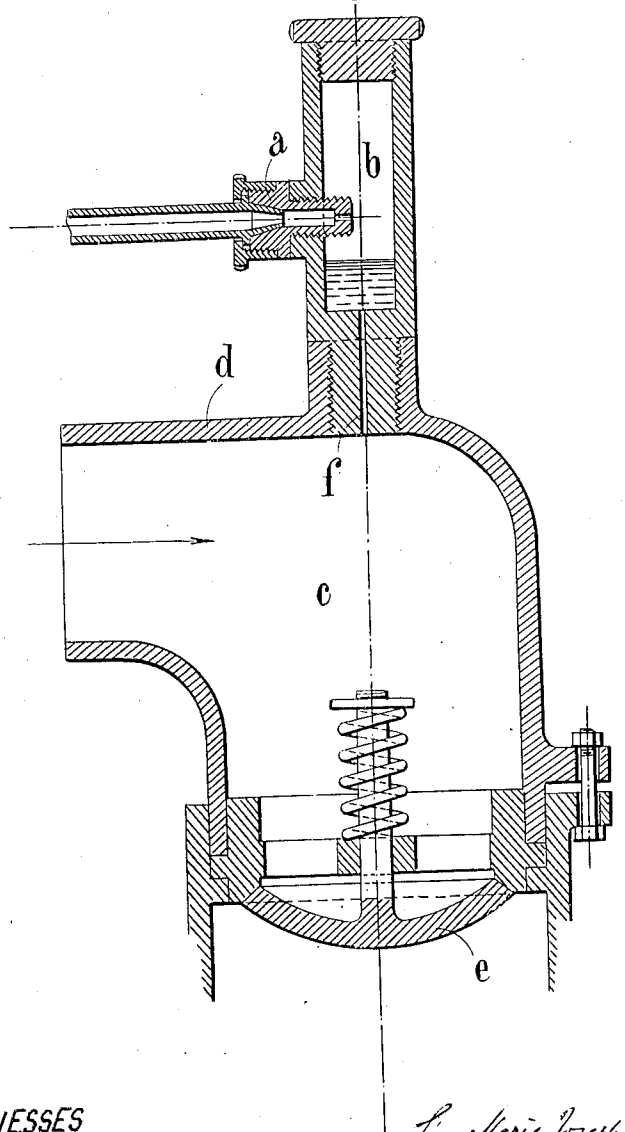
L. M. J. C. LEVAVASSEUR.

CARBURETER.

APPLICATION FILED MAY 16, 1907.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

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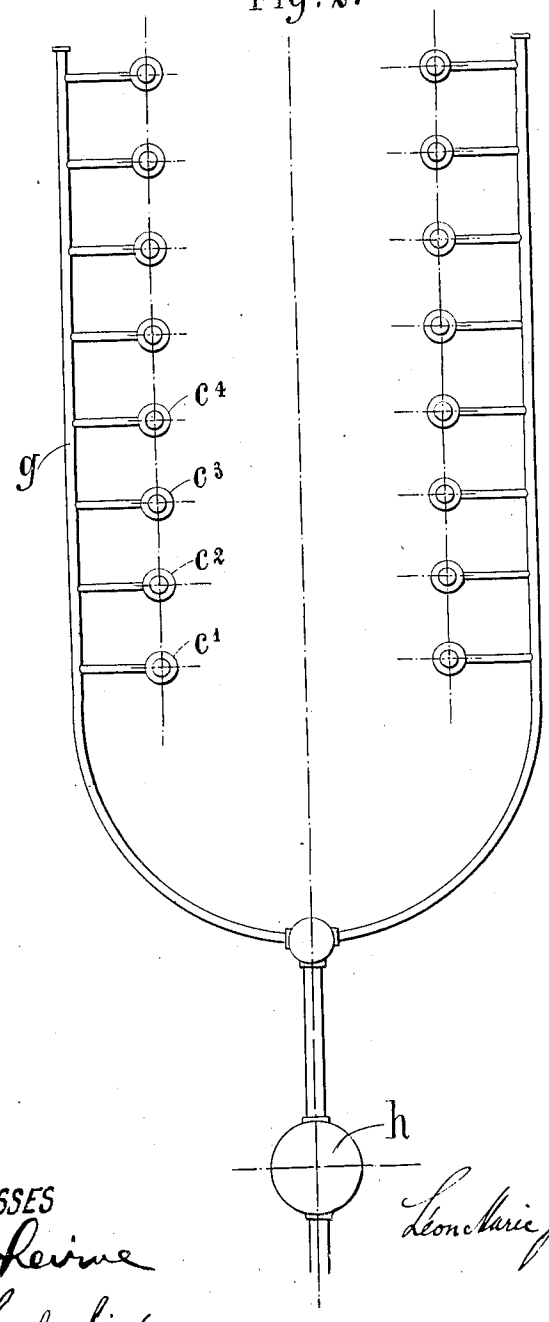
2 SHEETS—SHEET 2.

Fig. 2.



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LÉON MARIE JOSEPH CLÉMENT LEVAVASSEUR, OF PUTEAUX, FRANCE.

CARBURETER.

No. 878,297. Specification of Letters Patent. Patented Feb. 4, 1908.

Application filed May 16, 1907. Serial No. 373,922.

To all whom it may concern:

Be it known that I, LÉON MARIE JOSEPH CLÉMENT LEVAVASSEUR, a citizen of the Republic of France, residing in Puteaux, near Paris, in said Republic, have invented certain new and useful Improvements in Carbureters, of which the following is a specification.

This invention relates to carbureters, and the object of the invention is to provide a carbureter in which the hydrocarbon is sucked out of its receptacle or container, and properly mixed with a supply of air, by the suction action of the engine.

In the accompanying drawing, Figure 1 shows in vertical section a carbureter constructed in accordance with the invention, and Fig. 2 shows a number of such carbureters connected for use with an engine having several cylinders.

In the drawing *c* denotes the inlet-chamber of an explosive engine, air being admitted into said chamber through a laterally extending branch *d*. In the lower part of said chamber an inlet-valve *e* is located. This valve is normally held closed by means of a spring, as shown, but is periodically opened by the suction of the engine.

The petrol or other hydrocarbon used is fed into the admission-chamber from a receptacle or container *b* mounted above said chamber. Said container is preferably cylindrical and is provided at its lower end, where it communicates with the admission-chamber, with a capillary passage *f* which is located directly above and in alinement with the inlet-valve *e*. The container is connected with the upper wall of the admission-chamber, preferably by a threaded connection such as that illustrated. The petrol or other hydrocarbon is fed to the container *b* through a nozzle *a* arranged in the side-wall of the latter. This nozzle communicates by means of a tube or pipe with the feed-pump which is preferably operated by the engine itself, so that the feed of the hydrocarbon is controlled by the speed of the engine.

In operation the hydrocarbon after being pumped to the container *b* is admitted to the admission-chamber through the capillary passage *f* when the valve *e* is opened to admit atmospheric air which enters the admission-chamber through the branch *d*. The hydrocarbon in dropping from the container is thoroughly mixed with the ingoing air and then passes with the same through the inlet-valve, which is directly in the path of the hydrocarbon sucked down out of the container. The supply of hydrocarbon to the container *b* is regulated as desired by adjusting the feed-pump.

As shown in Fig. 2, any number of such carbureters can be connected for use with an engine having several cylinders. In this case the different tubes which supply the hydrocarbon to the containers of the different carbureters c^1, c^2, c^3, c^4 . . . are connected by a single supply-pipe *g* to a single pump *h*.

Having thus described my invention, I claim:

In a carbureter, the combination, with the admission-chamber for the air having a lateral branch, and a valve in the lower part of said chamber which is opened by the suction of the engine, of a hydrocarbon container mounted on said chamber at its upper part and having a capillary passage directly above and in alinement with said valve, and means for supplying the hydrocarbon to said container.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

LÉON MARIE JOSEPH CLÉMENT LEVAVASSEUR.

Witnesses:

EMILE LÆDRET,

DEAN B. MASON.