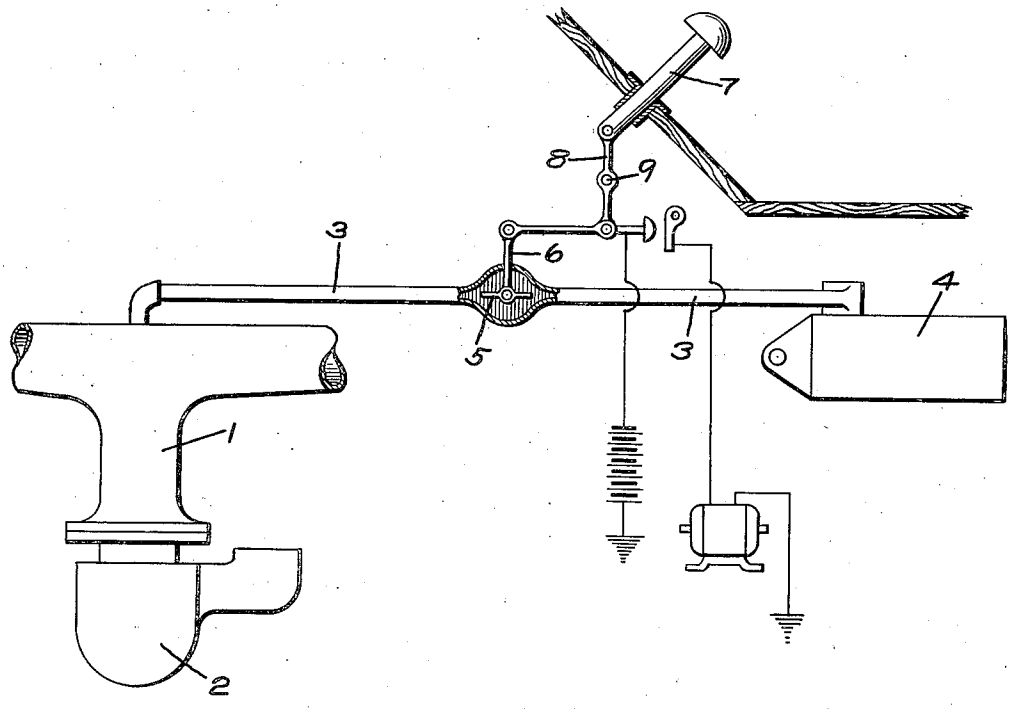
Feb. 16, 1932. C. D. STEWART 1,845,528

MOTOR VEHICLE DEVICE

Filed Sept. 12, 1927



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UNITED STATES PATENT OFFICE

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MOTOR VEHICLE DEVICE

Application filed September 12, 1927. Serial No. 219,157.

This invention relates to motor vehicles of the type in which an internal combustion engine provides the motive power.

It has been proposed to make use of the vacuum creating property of the suction manifold of an internal combustion engine to provide a vacuum for operating various auxiliary devices, such as the motor vehicle brakes.

Air is supplied to the engine in creating and maintaining a vacuum for operating an auxiliary device and this is liable to interfere with the starting of the engine in some cases, particularly when the weather is cold and a rich fuel mixture is desired in starting.

In order to obviate this difficulty, the principal object of my invention is to provide means for cutting off communication through which the vacuum is created for controlling an auxiliary device.

In the accompanying drawing, the single figure is a diagrammatic view of the suction manifold and carburetor of an internal combustion engine, showing my invention applied thereto.

In the drawing is shown a suction manifold 1 having a carburetor 2 associated therewith in the usual manner, and connected to said manifold is a pipe 3 through which a vacuum is created for controlling an auxiliary device 4.

According to my invention, a valve 5 is provided in the pipe 3 having an operating arm 6 and said arm is operatively connected to the usual push rod 7, which is employed to effect the starting of the engine. A lever 8, centrally fulcrumed on a pin 9, is pivotally connected to the rod 7 at one end and to the arm 6 at the other end.

Normally, the valve 5 is held in its open position, as shown in the drawing, so that air from the device 4 flows through pipe 3 to the suction manifold 1 and this creates a vacuum in connection with the device 4. When the rod 7 is pressed down in order to start the engine, the valve 5 is operated through the movement of the lever 8 and the arm 6, so as to cut off communication through the pipe 3 and thus prevent the supply of air through said pipe to the suction manifold at the time the engine is being started.

While one illustrative embodiment of the invention has been described in detail, it is not my intention to limit its scope to that embodiment or otherwise than by the terms of the appended claims.

Having now described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. The combination with a suction manifold of an internal combustion engine, of a pipe connected to said manifold, an auxiliary device connected to said pipe and operable by the vacuum created in the manifold, and means operated upon starting the engine for closing communication through said pipe to the manifold.

2. The combination with a suction manifold of an internal combustion engine, of a pipe connected to said manifold, a vacuum operated device connected to said pipe, a valve in said pipe, and means operated in starting the engine for operating said valve.

3. The combination with a suction manifold of an internal combustion engine, of a pipe connected to said manifold, an auxiliary device connected to said pipe and operable by the vacuum created in the manifold, a valve for controlling communication through said pipe, and a member operable to effect the starting of the engine and operatively connected to said valve.

4. The combination with a suction manifold of an internal combustion engine, of a pipe connected to said manifold, a valve for controlling communication through said pipe, an auxiliary device connected to said pipe and operable by the vacuum created in the manifold, a push rod operable to effect the starting of the engine, and an operative

connection between said valve and said rod.

5. In combination, a suction manifold of an internal combustion engine, a pipe connected to said manifold, an auxiliary device connected to said pipe and operable by the vacuum created in the manifold, a member operable to effect the starting of the engine, and a valve in said pipe and operatively connected to said member, said valve being moved to close communication through said pipe upon movement of said member to effect the starting of the engine.

In testimony whereof I have hereunto set my hand.

CARLTON D. STEWART.