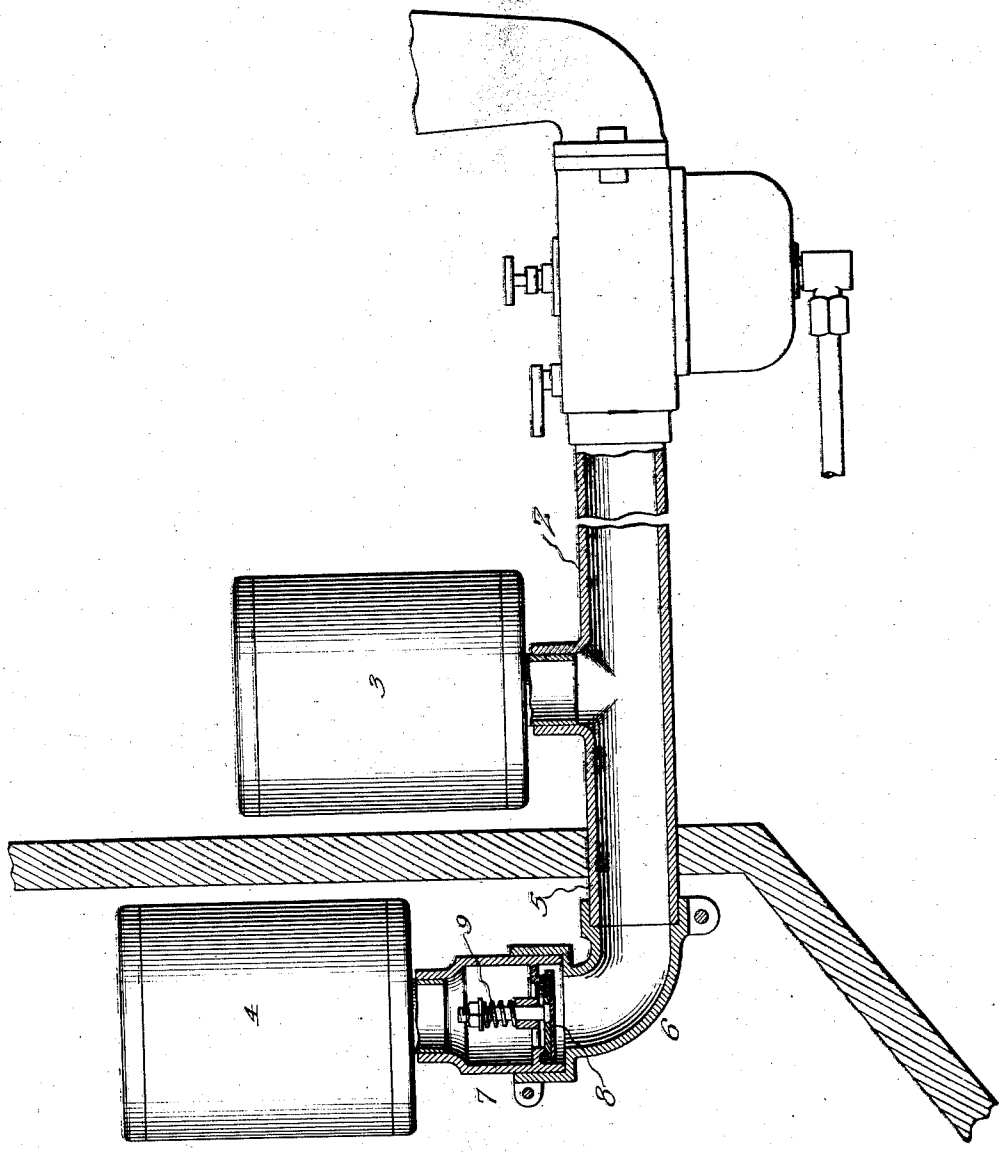
May 5, 1925. 1,536,726

F. S. OREM

AIR CLEANER FOR CARBURETORS

Filed July 12, 1924



Inventor

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UNITED STATES PATENT OFFICE.

FREDERICK S. OREM, OF BALTIMORE, MARYLAND.

AIR CLEANER FOR CARBURETORS.

Application filed July 12, 1924. Serial No. 725,702.

To all whom it may concern:

Be it known that I, FREDERICK STRATTNER OREM, a citizen of the United States, and a resident of Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Air Cleaners for Carburetors, of which the following is a specification.

The invention concerns means to furnish clean air to carburetors and it consists in the features and combination and arrangement of parts hereinafter described and particularly pointed out in the claim.

The drawing represents an elevation of the apparatus partly in section.

In this drawing 1 indicates conventionally a carburetor having a supply pipe 2 leading thereto from an air cleaner device 3. This air cleaner may be of any suitable form, such, for example, as that shown in Letters Patent of the United States granted to me the 20th day of April, 1920, Patent No. 1,337,564.

In connection with this cleaner I now employ a supplemental cleaner 4, which also may be of any suitable detail form, to extract the dust from the air, and this cleaner supplies the air to an extension 5 of the pipe 2 and through a connection 6—7, which contains a valve 8 adapted to open towards the carburetor and held closed by a spring 9. The two-part connection 6 and 7 may be held together in any suitable way.

In the operation of the apparatus the cleaner 3 is constructed to supply clean air to the pipe 2 for the ordinary operation of the carburetor of the automobile, or other situations in which the carburetor may be used. If, however, the demand of the carburetor for air under the suction of the engine increases beyond that for which the cleaner 3 is calculated, and therefore the pressure of air in the pipe 2 becomes reduced, the valve 8 will automatically open and bring the supplemental cleaner 4 into service, for supplying the deficiency in air pressure under the demand of the carburetor. Normally, however, the valve 8 will remain closed and the cleaner 4 will be out of service and will be called automatically into service when conditions require its operation.

I claim:

In combination with a carburetor, an air cleaner connected therewith, a supplemental air cleaner, a pipe connecting the main air cleaner with the supplemental air cleaner in spaced apart relation, and a valve for bringing said supplemental cleaner into service automatically when the main cleaner is out of service.

In testimony whereof, I affix my signature.

FREDERICK S. OREM.