

April 26, 1932.

A. TOMSHOW

1,856,005

EXHAUST SYSTEM

Filed March 29, 1930

Fig. 1.

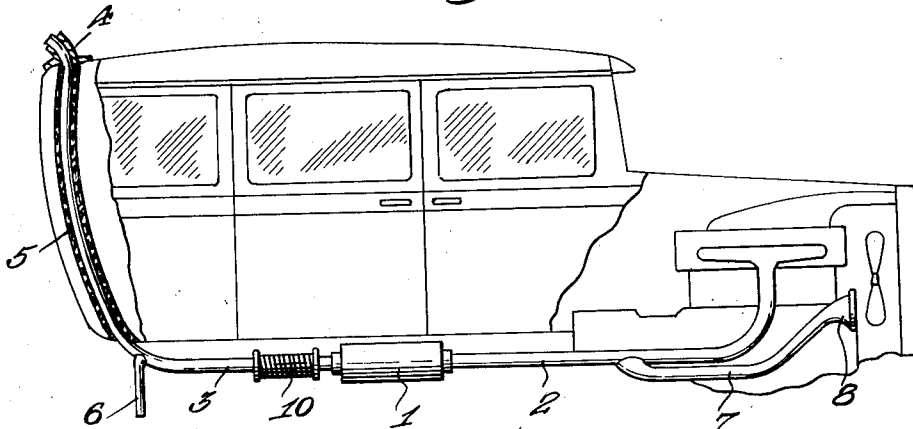


Fig. 2.

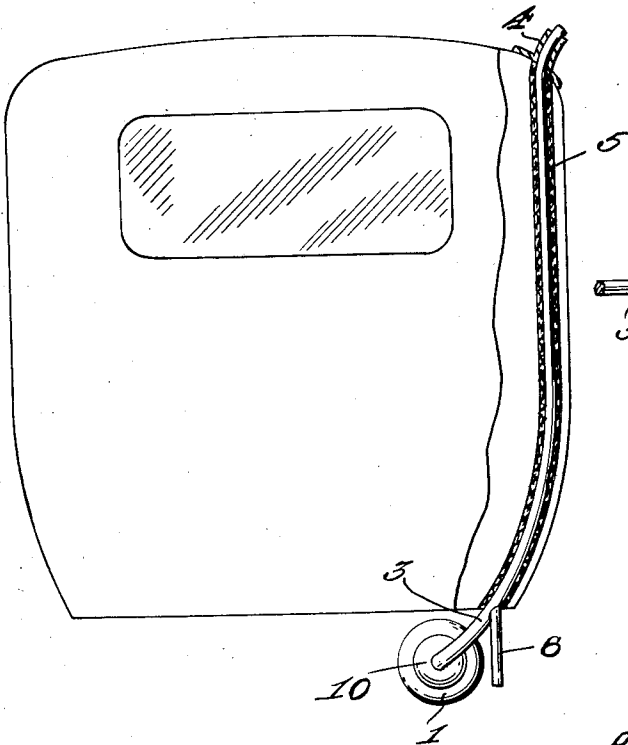


Fig. 4.

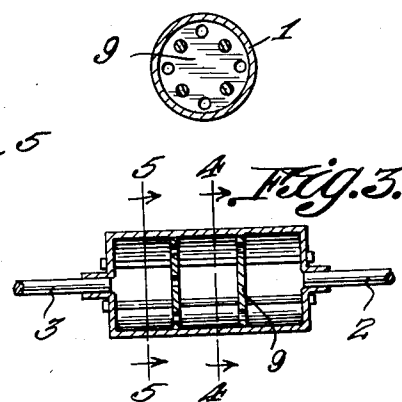
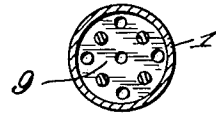


Fig. 5.



Witness:

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EXHAUST SYSTEM

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This invention relates to improvements in motor vehicles, the general object of the invention being to provide means for leading the exhaust gases from the muffler upwardly through the rear part of the body and discharging them above the top of the body so that said gases will not annoy occupants of following cars or pedestrians.

Another object of the invention is to provide means for introducing air into the exhaust system so that this air will facilitate the discharge of the exhaust gases.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claim.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is an elevation partly in section of a motor vehicle to which the invention is applied.

Figure 2 is a rear view partly in section of the body of the vehicle.

Figure 3 is a longitudinal sectional view through the muffler.

Figure 4 is a section on line 4—4 of Figure 3.

Figure 5 is a section on line 5—5 of Figure 3.

In these views, the muffler is shown at 1 and the pipe which connects the muffler with the exhaust manifold is shown at 2. A pipe 3 is connected with the exhaust outlet of the muffler and extends upwardly through the medium of a curvature in said pipe through the rear portion of the body of the vehicle adjacent one corner thereof, and has its upper end passing through a tubular part 4 which is suitably connected with the top of the vehicle, this tubular part and the outlet

end of the pipe curving rearwardly, as shown. Thus the exhaust gases are discharged at the rear part of the top of the vehicle so that they will not annoy occupants of following cars or pedestrians as they do when discharged at the rear of the under part of a vehicle. That part of the pipe which passes through the body of the vehicle is covered with asbestos or the like, as shown at 5, and the lower part of the pipe has a small drain pipe 6 depending therefrom so that any moisture in the pipe 3 will drain therefrom. This pipe 6 of small cross sectional diameter leads downwardly above the low point of the curvature in the pipe 3 and thus gases will not escape therethrough especially in view of the forced draft thereof which results in a suction in the drain pipe 6.

In order to facilitate the passage of the exhaust gases through the exhaust means, I connect a pipe 7 with the pipe 2 and extend this pipe 7 to a point adjacent the fan, the front end of the pipe being of substantially funnel shape, as shown at 8, so that air will be delivered to the pipe 2 by the pipe 7 and this air, flowing through the exhaust pipes and the muffler, will facilitate the discharge of the exhaust gases at the top of the vehicle.

This invention enables the muffler to be made with but a few baffles, as shown at 9 in Figures 3, 4 and 5, so that the muffler is much smaller than the mufflers now in use and is constructed of fewer parts.

The pipe 3 is provided with a flexible part 10, so as to take care of body sway.

It is thought from the foregoing description that the advantages and novel features of the invention will be readily apparent.

It is to be understood that changes may be made in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

The combination with a motor vehicle hav-

ing a body, an exhaust line extending exteriorly along the bottom thereof and including a muffler, of a pipe curved upwardly through the rear portion of the body and terminating above the top thereof and flexibly
5 joined with the muffler, and a drain extension of smaller diameter than and leading from the last named pipe above the lower portion of its curvature contiguous to the rear of the
10 body.

In testimony whereof I affix my signature.
ANDREW TOMSHOW.

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