

1,372,987.

Patented Mar. 29, 1921.

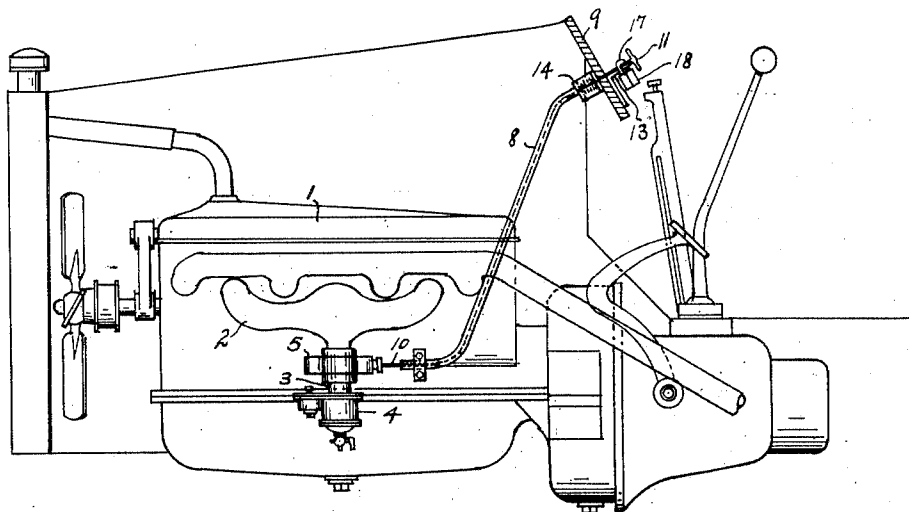


Fig. 1.

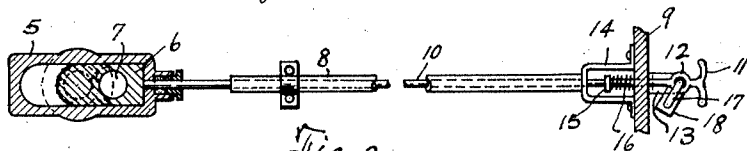


Fig. 2.

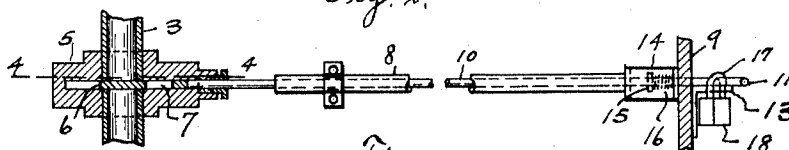


Fig. 3.

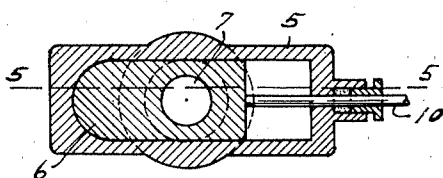


Fig. 4.

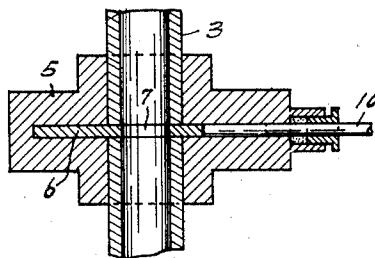


Fig. 5.

James Clarence Thomas,
INVENTOR
BY
Hardway C. Cathey
ATTORNEYS

UNITED STATES PATENT OFFICE.

JAMES CLARENCE THOMAS, OF HOUSTON, TEXAS.

ATTACHMENT FOR INTERNAL-COMBUSTION MOTORS.

1,372,987.

Specification of Letters Patent.

Patented Mar. 29, 1921.

Application filed January 28, 1920. Serial No. 354,593.

To all whom it may concern:

Be it known that I, JAMES CLARENCE THOMAS, a citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Attachments for Internal-Combustion Motors, of which the following is a specification.

This invention relates to new and useful improvements in an attachment for internal combustion motors.

One object of the invention is to provide a device of the character described, specially adapted for application to the intake pipe of an internal combustion motor, whereby the motive fluid may be admitted to or cut off from the motor cylinders.

Another object of the invention is to provide a device of the character described adapted to close the intake pipe of a motor and which may be locked in a closed position thereby preventing the theft or unauthorized use of the vehicle to which the motor belongs.

With the above and other objects in view the invention has particular relation to certain novel features of construction, operation and arrangement of parts, an example of which is given in the accompanying drawings wherein:—

Figure 1 is a side view of a motor with the attachment applied thereto.

Fig. 2 shows a plan view of the attachment partially in section.

Fig. 3 shows a side view thereof shown partially in section.

Fig. 4 shows an enlarged fragmentary sectional view taken on the line, 4, 4 of Fig. 3 and

Fig. 5 shows an enlarged fragmentary sectional view taken on the line 5, 5 of Fig. 4.

Referring now more particularly to the drawings wherein like numerals of reference designate similar parts in each of the figures, the numeral 1 refers to the motor having the intake manifold 2 which leads to the intake pipe 3 which conducts the motive fluid from the carbureter 4 to the intake manifold. A valve casing 5 is carried by the intake pipe which casing has the slide valves 6 mounted therein. The valve 6 is provided with a circular opening 7. This opening may be brought into and out of registration with the intake pipe 3 by a suitable manipulation of the valve 6. When

the opening 7 registers with the intake pipe, the motive fluid will pass freely from the carbureter into the intake manifold and thence to the cylinders of the motor in the usual way. When the opening 7 is out of registration with the intake pipe, said pipe will be closed by the valve 6 as shown in Fig. 3 and the motive fluid will be cut off from the motor.

A tubular housing 8 is attached at one end to the dash board 9 and at its other end to the motor casing and a flexible rod 10 is attached at one end to the valve 6 and passes through said housing and its other end extends through dash board 9, and this last mentioned end carries the hand grip 11 by means of which the rod may be manipulated and the valve 6 controlled, but the upper end of the rod 11 is formed with an eye 12 and fastened to the dash board 9 adjacent said end of said rod there is an outwardly turned flange 13. The rod 10 works through a U-shaped bearing 14 fastened to the underside of the dash board 9 and within this bearing the rod has the collar 15 fixed thereon. Surrounding said rod and interposed between the dash board and said collar there is a coil spring 16 which normally operates against said rod to hold the valve in position so that the opening 7 will register with the intake pipe 3.

When it is desired to cut off the supply of fluid the rod 10 is pulled upwardly and the hasp 17 of the lock 18 may be inserted through the eye 12 and through an aligned opening in the flange 13 and the rod thereby locked against movement, the valve 6 will thus be locked in position to close the intake pipe 3 which will prevent the operation of the vehicle and thus prevent the theft or unauthorized use thereof.

What I claim is:

1. The combination with an internal combustion motor having a carbureter and a conduit leading from said carbureter to the cylinders, of a valve arranged to open and close said conduit, a U-shaped bearing carried by the vehicle dash board, an operating rod attached to said valve and operating through said bearing, a yieldable member within said bearing and operating against said rod to normally hold said valve open, and means for locking the rod in position to hold the valve closed.

2. The combination with the intake pipe of an internal combustion motor of a valve

arranged to open and close said pipe, a manually operative rod having an eye near its free end for operating the valve into open or closed position, a dash board through
5 which said manual rod passes, a U-shaped bearing secured to one side of said dash, a spring within said U-shaped member operating to hold said valve in open position, an outwardly turned flange on the other side
10 of said dash, and means passing through

said eye and flange for locking the valve against movement.

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

JAMES CLARENCE THOMAS.

Witnesses:

V. A. CATHEY.

R. M. SMITH.