A. H. HUGHES AND H. S. CURREN.

FUEL TANK FOR AUTOMOBILES.

APPLICATION FILED APR. 17, 1920.

1,360,406. **Patented Nov. 30, 1920.**

FIG. 1

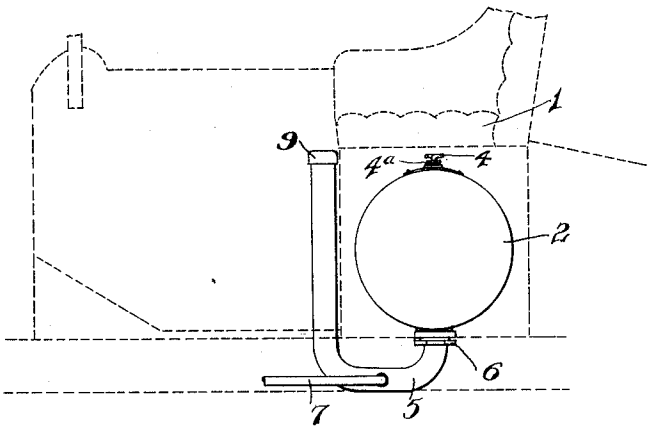
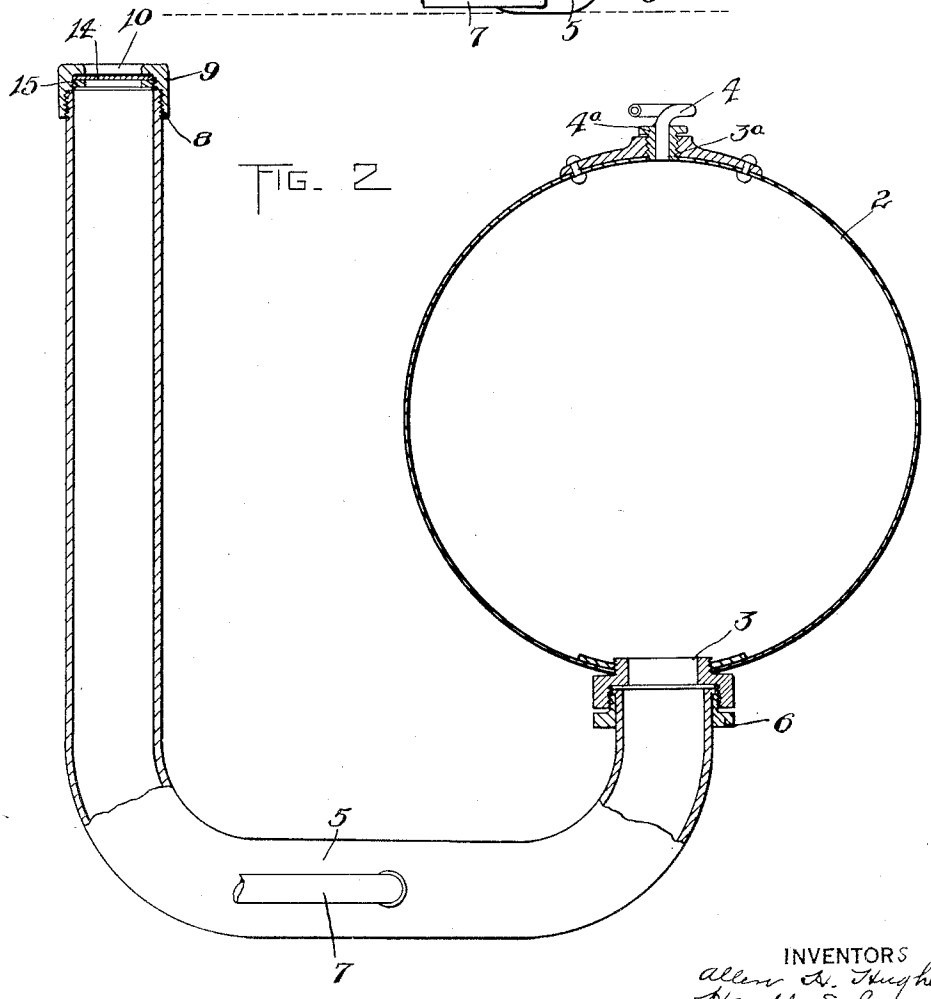


FIG. 2



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FUEL-TANK FOR AUTOMOBILES.

1,360,406. Specification of Letters Patent. Patented Nov. 30, 1920.

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To all whom it may concern:

Be it known that we, ALLEN H. HUGHES and HAROLD S. CURREN, citizens of the United States, and residents of Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Fuel-Tanks for Automobiles, of which the following is a specification.

The present invention relates to fuel tanks for automobiles and more particularly to the type in which the fuel tank is arranged under the seat of the vehicle as in the "Ford" or "Chevrolet" automobile, an object of this invention being to provide a means whereby the filling of the tank may take place without lifting the seat in order to expose the tank, this filling means preferably being utilized for supplying the carbureter line with fuel.

To these and other ends, the invention consists of certain parts and combinations of parts, all of which will be hereinafter described, the novel features being pointed out in the appended claim.

In the drawings:

Figure 1 shows in dotted lines, a fragment of a vehicle and in full lines, the position of the tank under the seat of the vehicle and the position of the filling tube with reference to such seat; and

Fig. 2 is an enlarged vertical section through the tank and the filler tube.

Referring more particularly to the drawings, 1 indicates the seat of the vehicle under which the tank 2 is arranged. This tank is, in this instance, the one usually employed in the "Ford" or "Chevrolet" car and is turned 180 degrees so that the usual filling opening near one side of the tank may be employed as the discharge opening of the tank. A combined filling and discharge tube 5 is preferably, by a bushing 6, held firmly to a discharge bung 3 fitted in the usual filling opening. This filling and discharge tube extends downwardly from the tank, thence forwardly and finally upwardly, its upwardly projecting portion lying immediately in front of the seat. A removable closure is provided for the upper end and for this purpose the upper end is externally threaded at 8 and has a cap 9 fitted thereto, this cap in this instance, being provided with a central opening 10. On the under side of the cap a transparent or glass disk 14 is held by a nut or collar 15, which engages internal threads on the cap 9.

The usual outlet on a tank of this type to which the carbureter tube connects, will, when the tank is inverted, be disposed upwardly and it is, in the present invention, utilized for an opening through which air may readily pass in both directions in order to permit the withdrawal of the fuel from the tank as well as the filling of the tank through the tube 5. In this instance, a pipe 4 of irregular form extends through a bushing 4^a which has screw threaded engagement with the walls of the opening 3^a and serves to prevent the splashing of fuel from the tank. The fuel is led from the tank to the carbureter by a line of piping 7 which connects with the carbureter and extends laterally from the horizontal forwardly projecting portion of the combined filling and discharge tube 5.

In filling the tank 2, the cap 9 is removed so that the filling tube 5 is opened for the free entrance of the fuel to the tank 2. After the tank has been filled, the cap 9 is fitted to the filling tube and the height of the liquid may be ascertained by looking through the glass window. The fuel will be fed from the tank to the carbureter through the line piping 7.

A fuel tank constructed in accordance with this invention may lie under the seat of a vehicle and may be filled without lifting the seat. The filling tube lies in front of the seat and is of substantially uniform diameter throughout its length so that an unrestricted flow of fuel to the tank is permitted. The filling tube may also be utilized for ascertaining the amount of fuel in the tank.

What we claim as our invention and desire to secure by Letters Patent is:

In combination with a seat and a tank arranged under the seat and having two openings one in the top and the other in the bottom wall thereof, the uppermost opening having a smaller diameter than the lower opening, a closure for the uppermost opening provided with a vent which permits the escape of air from the tank or the entrance of air to the tank, a combined filling and

discharge tube detachably secured to the tank at the lowermost opening, extending downwardly and forwardly from the tank and having an upwardly projecting portion in front of the seat, a removable closure for the upper end of said upwardly projecting portion, and a fuel feed pipe of smaller diameter than the filling and discharge tube, leading from the latter between its connection with the tank and its upwardly extending portion.

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