Dec. 4, 1951 H. G. MOORE 2,577,260

CARBURETOR CHOKE MECHANISM

Filed July 28, 1948

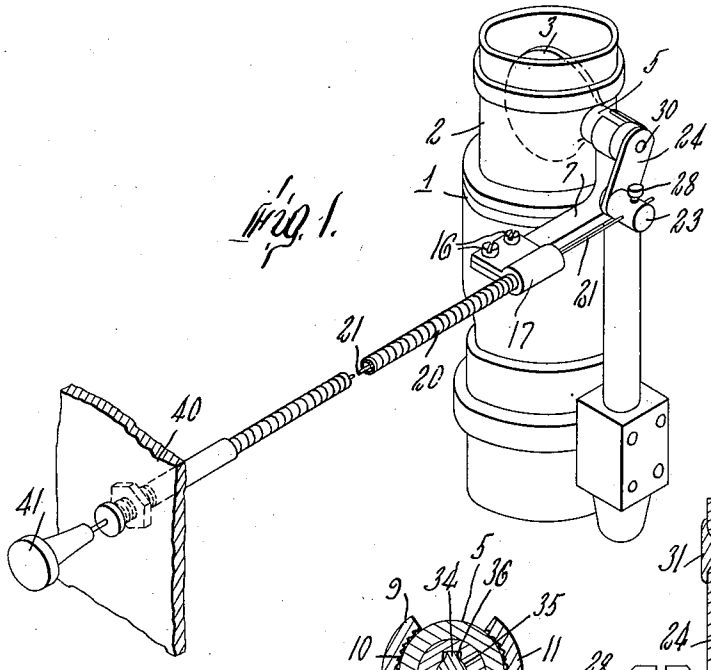


Fig. 1.

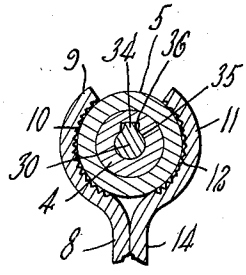


Fig. 6.

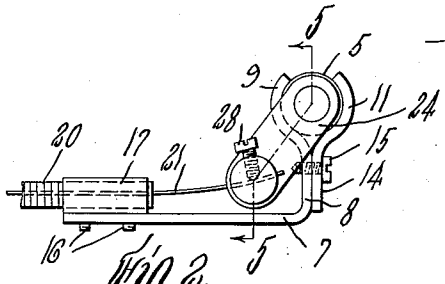


Fig. 2.

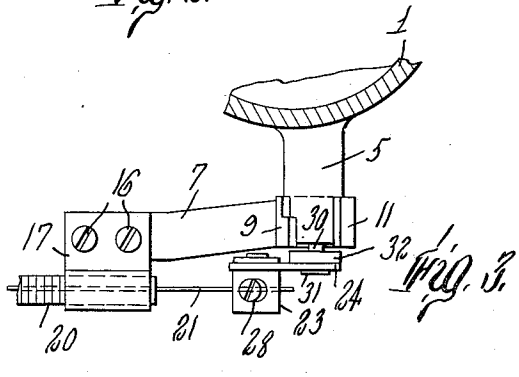


Fig. 3.

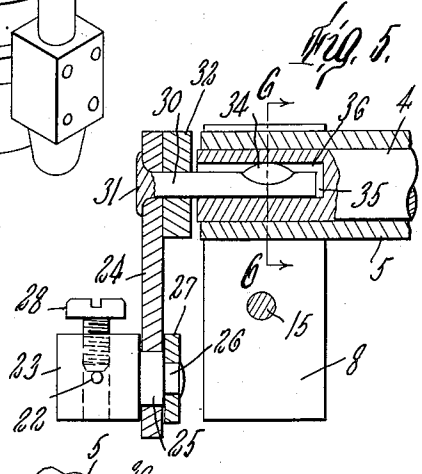


Fig. 5.

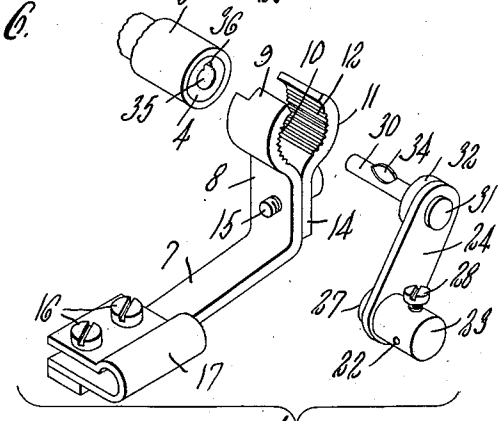


Fig. 4.

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Patented Dec. 4, 1951 2,577,260

UNITED STATES PATENT OFFICE

2,577,260

CARBURETOR CHOKE MECHANISM

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Application July 28, 1948, Serial No. 41,062

1 Claim. (Cl. 74—501)

1

It is now customary for automobile manufacturers to equip certain of their cars with carbureter choke mechanisms automatically controlled by thermostats, but in many cases these automatic chokes have not proved satisfactory to the customers who have desired to replace the automatic chokes with manually controlled chokes.

An object of the present invention, therefore, is to provide manually operated choke mechanism which can be substituted for the automatic choke mechanism without requiring drilling of any holes or other work upon the carbureter or associated parts for receiving parts of the manually operated mechanism, but which is readily securable to parts already in position when the automatic choke actuator has been removed.

Referring to the drawings,

Figure 1 is a fragmentary perspective view of a carbureter showing manually operable choke actuating mechanism accessible for actuation back of the vehicle dashboard.

Figure 2 is a fragmentary side elevation of a portion of the mechanism.

Figure 3 is a top plan view of the parts shown in Figure 2, a portion of the carbureter being shown in section.

Figure 4 is an exploded perspective view of certain of the parts.

Figure 5 is a detail sectional view to a larger scale on line 5—5 of Figure 2.

Figure 6 is a detail sectional view on line 6—6 of Figure 5.

In the drawings, the carbureter 1 is provided with an air intake portion 2 in which is rockably mounted the choke valve 3. This choke valve is carried by a shaft 4 which extends outwardly from the carbureter through a tubular boss 5 projecting from the wall thereof. To this boss 5 is clamped a supporting frame member 7 which is shown detached in Figure 4. It is generally angle shaped, having an upwardly extending portion 8 terminating in a curved jaw 9 which is preferably roughened or serrated on its inner face as at 10. Cooperating with this jaw is a mating reversely curved jaw 11, its interior face being preferably roughened or serrated as at 12. This jaw portion 11 has a downward extension 14 which may be secured to the portion 8, as by the screw 15, which passes through an opening in the portion 14 and is threaded into the portion 8. These parts are so formed that when the screw 15 is tightened, the parts 9 and 11 are firmly clamped about the boss 5 as shown best in Figure 6.

2

The horizontal portion of the frame member 7 has secured thereto by screws 16 a loop clamp 17 which is adapted to clamp the forward end of a pull wire cover 20. The pull wire 21 is slidable through the cover and at its inner end it passes through a lateral perforation 22 in a post 23 which is journaled at the outer end of a crank arm 24. As shown in Figure 5, this post 23 may have a reduced diameter portion 25 journaled in a circular opening through the crank arm 24 and it may also have a further reduced portion 26, the outer end of which may be headed over a retaining washer 27 which overlaps the adjacent face of the crank arm 24. A set screw 28 may be employed to secure the pull wire 21 to this post. The inner end of the crank arm 24 is provided with an axis member 30 which may be secured to the arm 24 as by heading it over the outer face thereof as at 31. This member 30 extends through a spacing block 32 and its inner end portion is provided with a key 34 which may be formed integral therewith by pressing the material of the member 30 together at a localized point. This member 30 with its key portion 34 is adapted to fit within a socket 35 in the outer end of the shaft 4, this socket being provided with a keyway 36 for the reception of the key 34. The crank arm 24 is thus secured against rotation with respect to the shaft 4 so that by rocking this crank by axial motion of the wire 21, the shaft 4 may be rocked to close or open the valve 3. The opposite end portion of the cover 20 may be secured to the vehicle dashboard 40 and the rear end of the wire 21 may be provided with the usual actuating knob 41 for manual actuation.

It will be seen from the foregoing description that the mechanism is attached to parts already on the carbureter and requires no drilling or other machine work thereon for its assembly therewith.

From the foregoing description of an embodiment of this invention it should be evident to those skilled in the art that various changes and modifications might be made without departing from its spirit or scope.

I claim:

The combination with a device having a tubular boss projecting therefrom, and a rock shaft journaled in said boss, said rock shaft having a socket in its outer end provided with a keyway, of a support, means engaging about the periphery of said boss for clamping said support to said boss, a crank having a keyed axis member engageable in said socket to cause rocking of said

crank to rock said shaft, a post pivotally carried by said crank spaced from said axis member and having a lateral perforation therethrough, a pull wire cover, means for clamping said cover to said support, a pull wire axially movable through said cover and having its inner end extending into and secured in said perforation, and manually actuatable means secured to the opposite end of said pull wire.

HARVEY G. MOORE.

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