

March 24, 1925.

J. J. HAYES

1,530,894

FUEL CONTROL DEVICE FOR AUTOMOBILES

Filed May 3, 1924

2 Sheets-Sheet 1

Fig. 1.

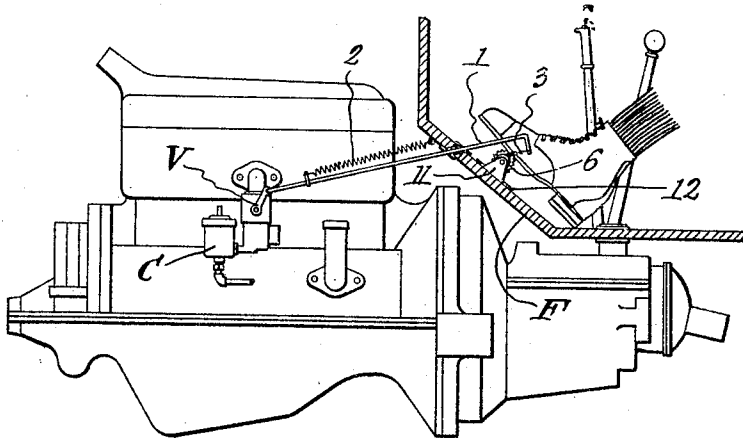


Fig. 2.

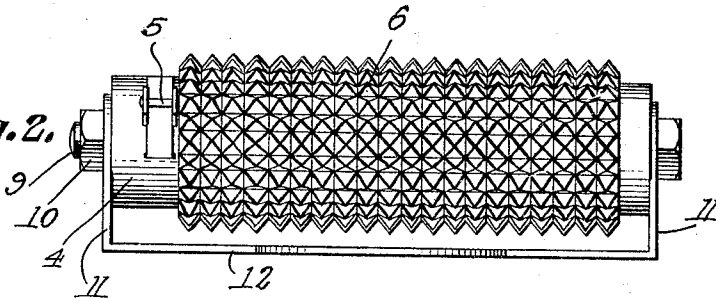
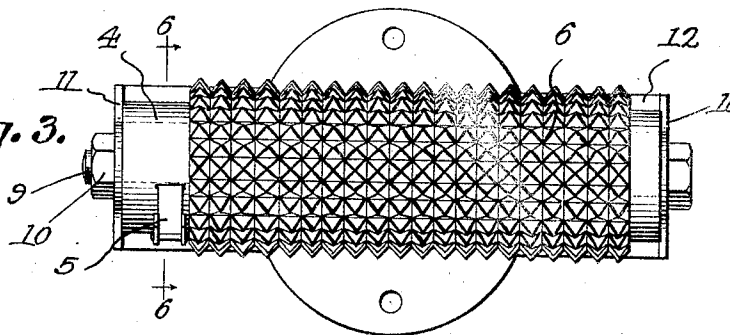


Fig. 3.



Inventor
Joseph J. Hayes

By *Leah L. Sargent*

Attorney

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Fig. 4.

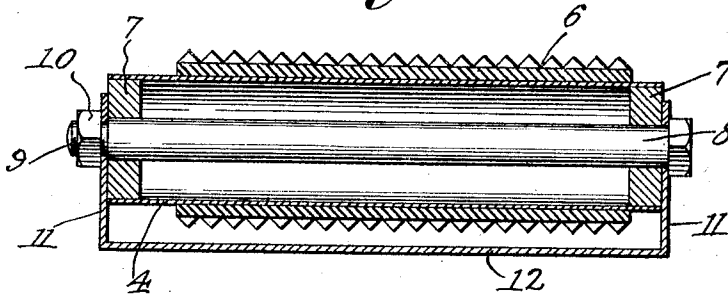


Fig. 5.

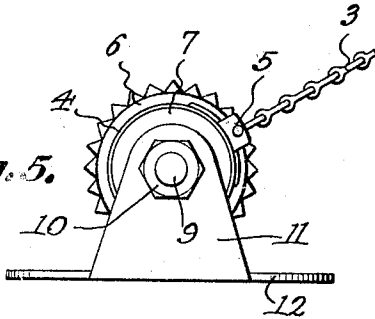


Fig. 6.

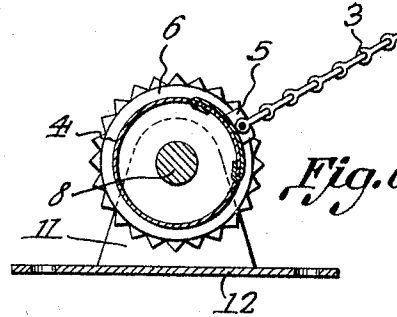


Fig. 7.

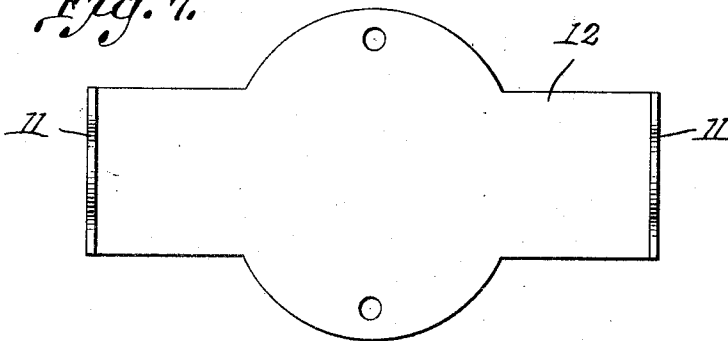
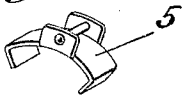


Fig. 8.



Inventor
Joseph J. Hayes

By *Robert Sargent*

Attorney

UNITED STATES PATENT OFFICE.

JOSEPH J. HAYES, OF ELKHART, INDIANA.

FUEL-CONTROL DEVICE FOR AUTOMOBILES.

Application filed May 3, 1924. Serial No. 710,933.

To all whom it may concern:

Be it known that I, JOSEPH J. HAYES, a citizen of the United States, residing at Elkhart, in the county of Elkhart and State of Indiana, have invented a new and useful Fuel-Control Device for Automobiles, of which the following is a specification.

The object of my invention is to provide a device which will permit of controlling the inflow of additional fuel without the danger of opening the valve too far while driving over rough roads, which latter occurrence is often a source of inconvenience and possible danger with fuel control devices operated by the foot which have heretofore been devised and are now in use. It is further an object of my device to provide a relatively simple attachment for accomplishing the desired object; and to provide the novel arrangement of parts disclosed in the accompanying drawings, in which—

Figure 1 is a side elevation of my invention applied to an automobile;

Fig. 2 is a front plan view of the foot controlled roller 4;

Fig. 3 is a top plan view of same;

Fig. 4 is a longitudinal section through roller 4;

Fig. 5 is an end elevation of same;

Fig. 6 is a section on line 6—6 of Fig. 3;

Fig. 7 is a plan view of the bracket member 12; and

Fig. 8 is a detail perspective view of chain attaching member 5.

Like characters of reference designate like parts in each of the several views;

Referring to the accompanying drawings, I provide a suitable rod 1, preferably of L-shape as shown, slidably mounted in floor F and suitably attached to the valve control arm V of carburetor C. I provide a chain 3 attached to the end of rod 1, the other end of said chain being suitably attached to the fastening member 5, which is suitably attached to roller 4, as illustrated in Fig. 6. Roller 4 is provided with a suitable friction covering such as the knurled rubber shell 6. The friction covering 6 is affixed to roller 4 in some suitable manner so that the cover-

ing 6 and roller 4 operate as a unitary element. Roller 4 has suitable end bushings 7 by which the roller is rotatably mounted on the bolt 8. Bolt 8 is mounted in the ends 11 of bracket 12. I provide a reduced threaded end 9 on bolt 8, which with nut 10 fastens bolt 8 so that it cannot rotate. Bracket 12 is suitably attached to the floor F of the automobile. I provide a suitable spring 2 attached at one end to floor F and at the other end to rod 1. Spring 2 normally holds the valve arm V in a position in which the valve is closed against admission of fuel to the engine.

In operating the device, the foot of the operator is placed on the friction covering 6 of roller 4 and the roller is rotated, thus winding the chain 3 around the end of the roller and thereby pushing rod 1 forward and operating valve controlling arm V. When the foot of the operator is removed from roller 4 the spring 2 will return the rod 1 to its original position and close the valve or throttle, thus shutting off the fuel.

The term "roller" as used in the following claims shall be construed to include the bushings as well as the cylindrical shell of the roller.

What I claim is:

A control device for automobiles consisting of a rod extending through the floor of the automobile and operatively connected with the valve or throttle of the carburetor, spring means attached to the rod and normally holding it in a position to close the valve or throttle of the carburetor, a chain attached to the outer end of the rod, a roller to which said chain is attached, means for rotating the roller to wind the chain thereon and thus operate the rod, a friction covering affixed to the roller to permit of rotating same with the foot, a bracket adapted to be attached to the floor of the automobile, a bolt mounted on said bracket and adapted to be tightly clamped thereto, the above described roller being loosely mounted for rotation on said bolt.

JOSEPH J. HAYES.