Feb. 14, 1928.

1,659,387

E. ADEL

DISK WHEEL

Filed April 13, 1927

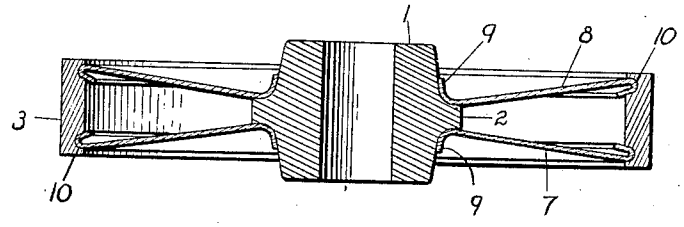


Fig. 2.

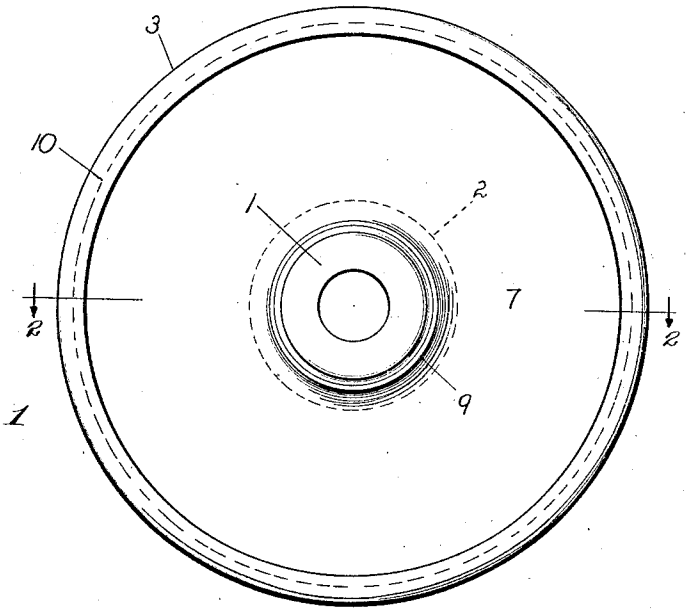


Fig. 1

Fig. 3.

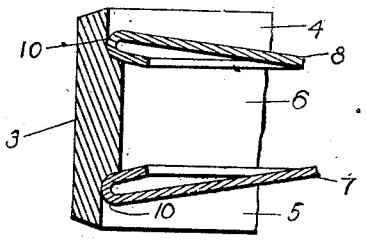
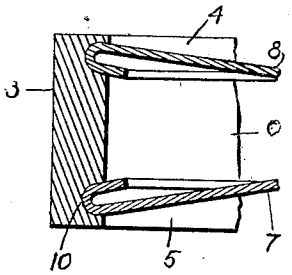


Fig. 4.



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UNITED STATES PATENT OFFICE.

EMIL ADEL, OF CHICAGO, ILLINOIS.

DISK WHEEL.

Application filed April 13, 1927. Serial No. 183,468.

This invention relates to improvements in disk wheels and its object is to provide, primarily, a disk wheel of very substantial construction, that is efficient in use and inexpensive to manufacture.

With the foregoing and other objects in view the invention consists in the combination and arrangement of parts to be hereinafter fully described, pointed out in the appended claim and illustrated in the accompanying drawing which forms a part of this application and in which—

Fig. 1 is a view of the wheel in side elevation.

Fig. 2 is a cross section on line 2—2 of Fig. 1.

Fig. 3 is an enlarged fragmentary sectional view showing how the disks are applied to the rim.

Fig. 4 is a similar view showing how the disks are ultimately secured to the rim.

Like reference characters denote corresponding parts throughout the several views.

The wheel is designed for use principally on automobiles although it is capable of other uses. It comprises double disks each of which is applied to and pressed upon the hub, an annular rib formed upon the hub separating the disks. The disks have their outer peripheral edges bent to form lips which are snugly and securely disposed in spaced channels formed in the wheel rim.

The reference numeral 1 denotes the wheel hub which is formed with a central annular rib 2. The rim 3 of the wheel along its inner circumference comprises the marginal recessed portions 4, 5 separated by the central non-recessed or relatively thick portion 6 and to the recessed or diminished portions 4, 5 the disks 7, 8 are applied.

Each disk is formed of a single sheet of material having a central hub-receiving perforation, the material about this perforation being bent laterally as at 9 to conform to the periphery of the hub 1 received thereby, the central portion of the disk being pressed on to the hub and to the peripheral rib 2 thereof.

The outer edge of the disk is bent or rounded as at 10 and the diameter of the disk is such that it can be snugly applied to a marginal recessed portion 4 or 5 of the rim and forced inwardly against a lateral edge of the rim portion 6. In this position of the disks the lateral edges of the rim are rolled against and about the disk periphery as illustrated in Fig. 4, the disk now being disposed in the channel formed between the rim portion 6 and one rim edge. The disks, rim and hub are now securely united into a very substantial wheel structure.

What is claimed is:—

In a wheel, a hub, a rib formed centrally and peripherally of said hub, a rim formed along its inner circumference with spaced marginal recessed portions, and spaced disks having rounded outer peripheral edges snugly engaging said marginal recessed portions.

In testimony that I claim the foregoing as my own I have hereto affixed my signature.

EMIL ADEL.