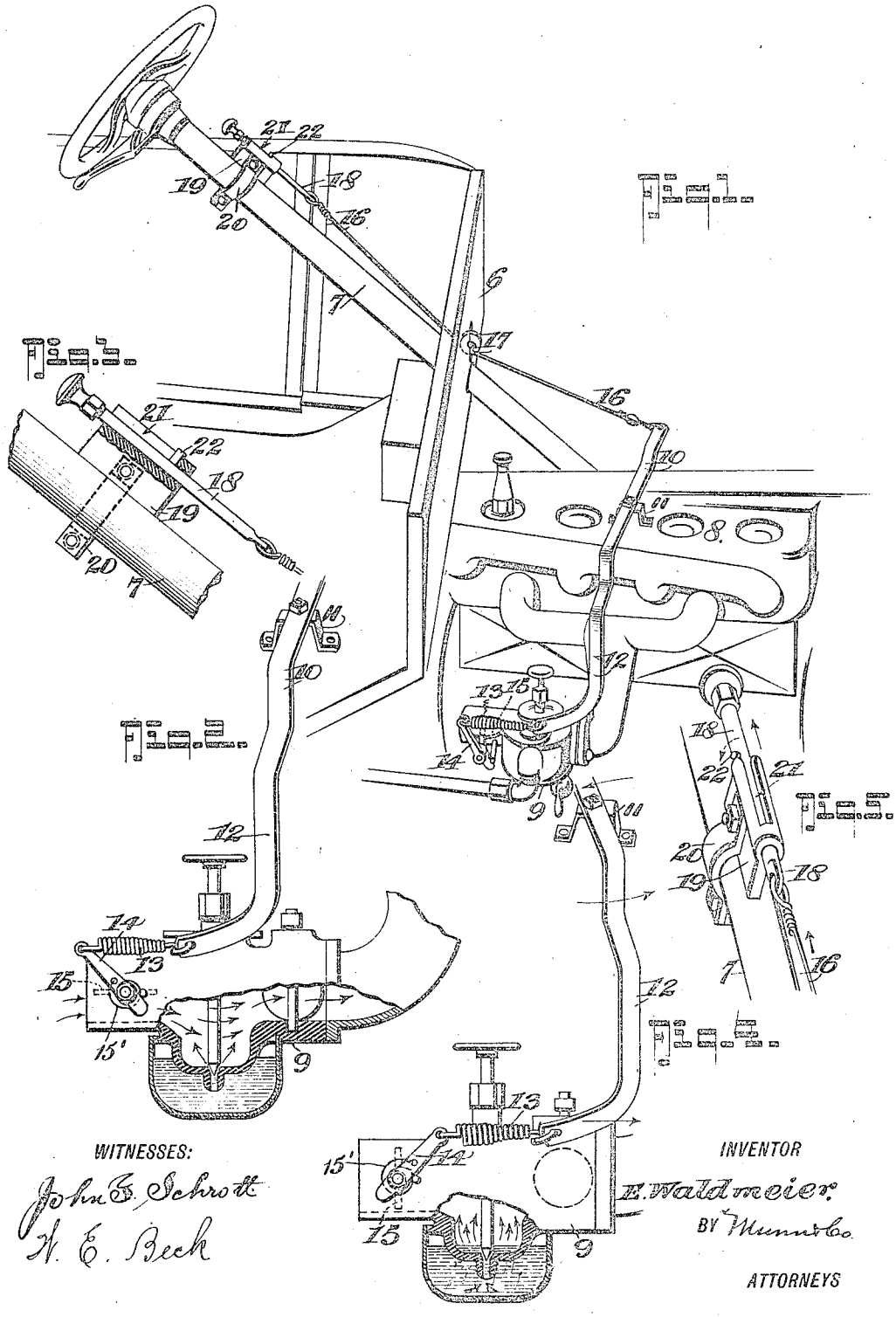
E. WALDMEIER.

CARBURETER ATTACHMENT.

APPLICATION FILED MAY 10, 1915.

1,182,723. Patented May 9, 1916.



UNITED STATES PATENT OFFICE.

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CARBURETER ATTACHMENT.

1,182,723. Specification of Letters Patent. Patented May 9, 1916.

Application filed May 10, 1915. Serial No. 27,184.

To all whom it may concern:

Be it known that I, EMILE WALDMEIER, a citizen of the United States, and a resident of Gulfport, in the county of Harrison and State of Mississippi, have invented an Improvement in Carbureter Attachments, of which the following is a specification.

This invention relates to gasolene engines, and more particularly to a device for adjusting the "choke" valves of the carbureters thereof.

An important object of the invention is the provision of a regulating device, especially adapted for use in connection with engines having self starters, and operated from the driver's seat of a vehicle to close the air inlet for the carbureter in order to supply the same with more gasolene whereby the mixture is made richer.

A further object is to provide a device of this character which may be manufactured at a minimum cost and applied to cars and engines of ordinary construction, and one which is durable and efficient in carrying out the purpose for which it is designed.

The inventive idea involved is capable of receiving a variety of mechanical expressions, one of which, for the purpose of illustrating the invention, is shown in the accompanying drawing, in which—

Figure 1 is a perspective view of a portion of automobile showing the invention applied thereto. Fig. 2 is a side elevation of the carbureter, in normal position, the lever for operating the "choke" valve thereof being shown in perspective. Fig. 3 is a fragmentary side elevation of the steering post of the automobile, showing the proportion of the operating means in longitudinal section. Fig. 4 is a view similar to Fig. 2 showing the parts in operated or closed position, and Fig. 5 is a detail perspective of the operating means shown in Fig. 3.

Referring more particularly to the accompanying drawing in which like reference characters indicate similar parts, the numeral 6 indicates generally a vehicle having the steering post 7, engine 8, and carbureter 9.

The device, which comprises the essential feature of this invention, includes a lever 10 pivoted intermediate the ends thereof to the top of a bracket 11 which is secured to the top of the engine 8, as shown. This lever extends transversely of the engine 8 and has a depending portion 12 which is bent so as to conform generally to the adjacent parts of the engine. The depending portion 11 of the lever terminates adjacent the carbureter 9 and is provided with an opening adapted to receive one end of a coiled spring 13, the other end of which is connected to the lever 14 which operates the "choke" valve 15, the latter being normally open, as shown in Fig. 2, to permit the inflow of air to the carbureter and being adapted to be closed, as shown in Fig. 4, to shut off the air supply in order to permit more gasolene to be fed to the carbureter. The valve 15 is returned to its normal open position through the action of a spring 15′ usually employed in choke valve constructions. The other end of the lever 10 has secured thereto one end of a flexible connection 16 which passes under a roller 17 mounted in the dash board of the vehicle 6, the other end of said connection being secured to a rod 18 slidably mounted in a bracket 19 which is secured to the steering post 7 by means of the split collar 20. The collar 20 is provided with a slot 21 which extends longitudinally of the bracket 19 for a major portion of its length and which is adapted to receive a laterally projecting pin 22 carried by the rod 18 when the latter is in normal position. The provision of the spring 13 permits of the rod 18 being further pulled, should this be found necessary in order to disengage the pin 22 from the slot 21, after the valve 15 has reached the extreme limit of its closing position.

In practice, when the rod 18 is pulled upwardly the lever 10 is made to oscillate about its pivot on the bracket 11 thus causing a pull on the lever 14 and closing the "choke" valve 15. After the pin 22 is disengaged from the slot 21 the rod is given a slight turn so as to prevent the parts returning to their normal positions under the action of the spring 13, said pin then engaging the upper end of the bracket. When it is desired to return the parts to normal position, the rod is then turned to permit the pin to register with the slot, when said rod will be drawn downwardly by said spring 15′.

I claim:

1. In a vehicle, the combination with an engine, a carbureter and a steering post; of an oscillating lever pivoted to said engine, one end of said lever being connected to the choke valve of the carbureter of the engine,

a flexible connection secured to the other end of said lever, a bracket carried by said steering post and having a longitudinal slot therein, and an operating rod secured to said flexible connection and having the laterally extending pin normally engaging the slot in said bracket, said rod being adapted to be moved longitudinally of the bracket to withdraw said pin from the slot and operate said choke valve.

2. In a vehicle, the combination with an engine, a carbureter and a steering post; of an oscillating lever pivoted to said engine, one end of said lever being connected to the choke valve of the carbureter of the engine, a flexible connection secured to the other end of said lever, a bracket carried by said steering post and having a longitudinal slot therein, and a rod slidable in said bracket and having a pin engaging said slot, said rod being adapted to be pulled to operate said choke valve and rotated to cause said pin to engage one end of said bracket whereby the valve is held in operated position.

3. In a vehicle, the combination with an engine, a carbureter and a steering post; of an oscillating lever pivoted to said engine, one end of said lever being connected to the choke valve of the carbureter of the engine, a flexible connection secured to the other end of said lever, a bracket carried by said steering post and having a longitudinal slot therein, and a rod slidable in said bracket and having a pin engaging said slot, said rod being adapted to be pulled to operate said choke valve and rotated to cause said pin to engage one end of said bracket whereby the valve is held in operated position, and means for returning the parts to normal position.

4. In a vehicle, the combination with an engine, a carbureter and a steering post; of an oscillating lever pivoted to said engine, a bracket having a longitudinal slot secured to said steering post, a rod slidable in said bracket and having a pin engaging said slot, and a flexible connection between said rod and the lever for oscillating the same to operate said choke valve, and means connecting said lever with the choke valve of the carbureter for permitting operation of said rod after said valve has been actuated.

5. In a vehicle, the combination with an engine, a carbureter and a steering post; of an oscillating lever pivoted to said engine, a bracket having a longitudinal slot secured to said steering post, a rod slidable in said bracket and having a pin engaging said slot, a flexible connection between said rod and the lever for oscillating the same to operate said choke valve, said rod being adapted to be rotated after the valve has been operated to cause said pin to engage the end of the bracket whereby the parts are prevented from returning to normal position.

6. In a vehicle, the combination with an engine, a carbureter; of a lever pivoted to said engine and having one end thereof connected to the choke valve of the carbureter, and a slidable rod for actuating said lever to operate said valve, said rod being adapted to be rotated after said operation to prevent return thereof to its normal position.

EMILE WALDMEIER.