

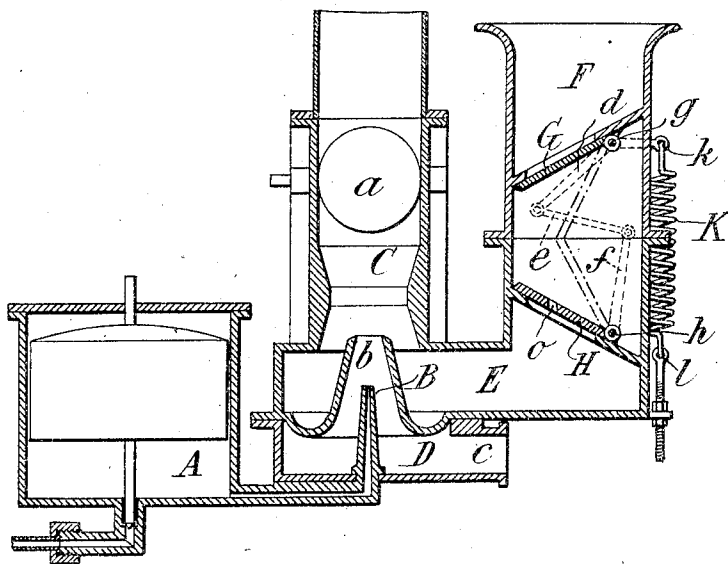
No. 835,880.

PATENTED NOV. 13, 1906.

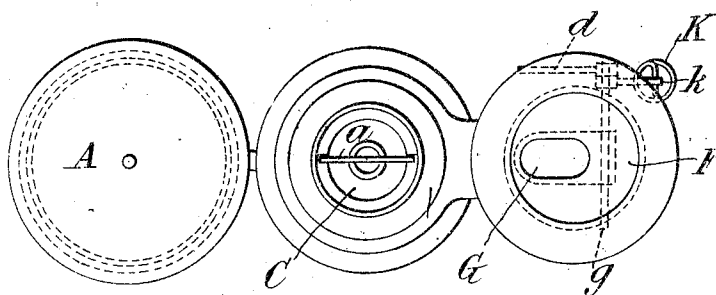
A. CLÉMENT.  
CARBURETER.

APPLICATION FILED MAR. 16, 1905.

*Fig. 1.*



*Fig. 2.*



WITNESSES:

Fred White  
Rene's Mine

**INVENTOR:**

Adolphe Glémont,

By his Attorneys

Arthur C. Rowlett

# UNITED STATES PATENT OFFICE.

ADOLPHE CLÉMENT, OF LEVALLOIS-PERRET, FRANCE.

## CARBURETER.

No. 835,880.

Specification of Letters Patent.

Patented Nov. 13, 1906.

Application filed March 18, 1905. Serial No. 250,467.

*To all whom it may concern:*

Be it known that I, ADOLPHE CLÉMENT, a citizen of the Republic of France, residing in Levallois-Perret, Seine, France, have invented certain new and useful Improvements in Carbureters, of which the following is a specification.

This invention has for its object a carbureter specially adapted for motors which are governed on the admission, its purpose being to give the maximum explosive force under whatever regimen the motor may be running. This carbureter, which is represented in vertical section in Figure 1 and in plan in Fig. 2, consists of a constant-level reservoir A, distributing the spirit to the injector B of a carbureter-body C, provided with a throttle-valve *a* and provided at its lower part with a conical nozzle *b*, in the axis of which the injector is situated. At the lower part of the carbureter-body C is placed a cup D, which communicates with the atmosphere through a conduit *c*, through which the air reaches the nozzle *b* around the injector B.

An additional air admission beyond the nozzle *b* is effected through the conduit E, which communicates with the tubular box F, in which are arranged two valves G and H, which regulate the additional air-supply. These valves G and H are oppositely arranged and opposed and are given an equal displacement by an assemblage of small levers *d e f* which connect the spindles *g h* outside the tube F. A spiral spring K is connected by one extremity with the arm *k*, mounted upon the spindle *g*, and by the other extremity with the screw-threaded rod *l*, thus permitting of the regulation of the force with which the valves are applied to their seats.

The operation is as follows: On starting the motor and at low speeds—that is to say, when the reduction of pressure or degree of vacuum is very small—the air enters only through the orifice D and passes around the injector B inside the conical nozzle *b*, the small section of which imparts to it sufficient velocity for effecting pulverization under good conditions, and consequently obtaining efficient carburation. If the admission of the motor is increased, the reduction of pressure increases and tends to cause the opening of the valves G and H, acting upon the upper valve G, owing to the communication afforded by the orifice *o* of the valve H. The supplementary air reaches E in the carbureter. Owing to the conical nozzles, the vacuum increases around the injector B.

By judiciously selecting the sections of the various conical nozzles and the spring K of the opposed valves a constant carburation under all conditions is obtained.

What I claim is—

In a carbureter, in combination, a constant-level reservoir, a carbureter-body C having a conical lower end, a throttle-valve, a conical nozzle *b* entering said lower end of the body C, an injector B in the axis of said nozzle and connected with the reservoir, and a chamber D surrounding said injector B and communicating with the atmosphere and with the interior of the nozzle *b*.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

ADOLPHE CLÉMENT.

Witnesses:

JULES ARMENGAUD, Jeune,  
HANSON C. COXE.