

Aug. 11, 1931.

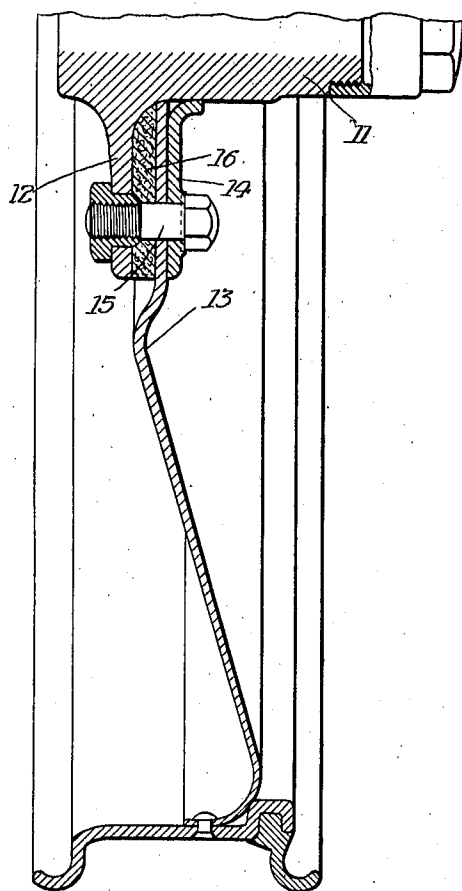
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1,818,447

DISK WHEEL HUB ASSEMBLY

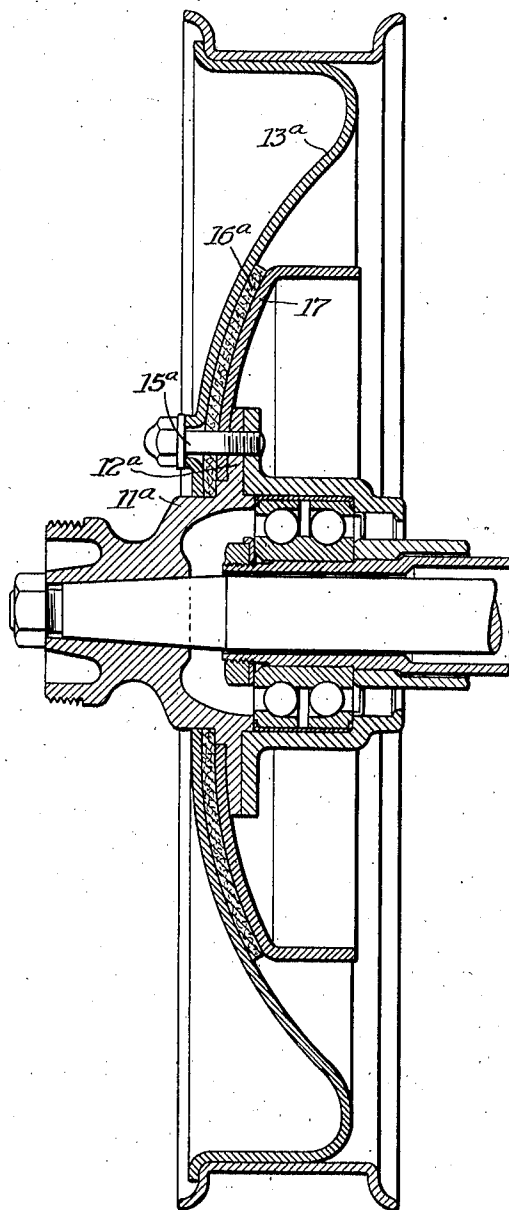
Filed July 2, 1921

Fig. 1.



Witness
R. B. Davison.

Fig. 2.



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UNITED STATES PATENT OFFICE

ERLE KING BAKER, OF CHICAGO, ILLINOIS, ASSIGNOR, BY MESNE ASSIGNMENTS, TO
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DISK WHEEL HUB ASSEMBLY

Application filed July 2, 1921. Serial No. 482,098.

My invention relates generally to improvements in automobile wheels and more particularly to those of the disk type.

The primary object of the invention is the assembly of the wheel body with the hub and associated parts in such manner as to prevent relative slippage and obviate any drumming sound.

This object is attained by the employment of a non-vibratory insulating member between the disk wheel and the hub parts to prevent the transfer of road and axial vibration to the disk and to mute disk resonance.

In structure, my invention is extremely simple and will be readily understood upon reference to the drawings illustrating embodiments of the same; wherein

Fig. 1 is a radial sectional view through a front wheel construction embodying the invention; and

Fig. 2 is a similar section through a rear wheel embodying the invention in modified relationship.

Referring to Fig. 1 of the drawings by way of illustration, the hub 11 has associated therewith the usual permanent flange 12, and upon the front face of the flange is mounted the disk wheel body 13 by means of a clamping ring 14 and clamping bolts 15, a friction disk 16 of non-vibratory material, such as wood, compressed fiber or woven and treated fabric such as brake liner material, being interposed between the wheel disk and flange; whereby when the wheel is tightly clamped to the hub flange upon the interposed friction disk, rotative lash or slippage is prevented; and, by avoiding metal-to-metal contact between the adjacent faces of the wheel body and hub flange, any transmission of vibration is avoided and resonance in the disk muted.

In Fig. 2 a construction is shown wherein a brake drum 17 is mounted upon the flange 12^a of the hub 11^a and the friction-muting disk 16^a is interposed between the wheel body 13^a and said drum 17. Here the clamping ring 14 of Fig. 1 is omitted and the bolt heads 15^a bear directly against the wheel disk. The functioning of the non-vibratory friction

disk 16^a is here the same as that set forth with respect to the disk 16 of Fig. 1.

I claim:

1. In a disk wheel, the combination with the hub and the disk body, of muting means acting upon the disk whereby to reduce the resonance of the same, said muting means comprising a non-vibratory member associated with the hub and having contact with the rear face of the disk.

2. In a disk wheel, the combination with the hub and the disk body, of muting means acting upon the disk whereby to reduce the resonance of the same, said muting means comprising a member associated with the hub and having contact with the rear face of the disk, the disk-contacting portion of the member faced with a sound deadening substance.

3. In a disk wheel, the combination with the hub and disk body, of a rear support for the disk, the bearing portion of the support faced with a sound deadening substance.

4. An automobile wheel construction embodying therein, a metallic hub flange, a brake drum seated upon the outer face thereof, a metallic wheel disk spaced from the brake drum but having its adjacent portion conformed thereto, a disk of relatively soft material interposed between the wheel disk and the brake drum, and means firmly securing the brake drum, wheel disk and interposed disk to the hub flange.

5. An automobile wheel construction embodying therein, a metallic hub flange, a brake drum seated upon the outer face thereof, a metallic wheel disk spaced from the brake drum but having its adjacent portion conformed thereto, a non-metallic disk interposed between the wheel disk and the brake drum, and means firmly securing the brake drum, wheel disk and interposed non-metallic disk to the hub flange.

In testimony whereof, I have hereunto set my hand this 22nd day of June, 1921.

ERLE KING BAKER.