Oct. 27, 1925. 1,558,854

N. FALCONER

BRAKE ADJUSTING TOOL

Filed Dec. 22, 1924

Fig. 1.

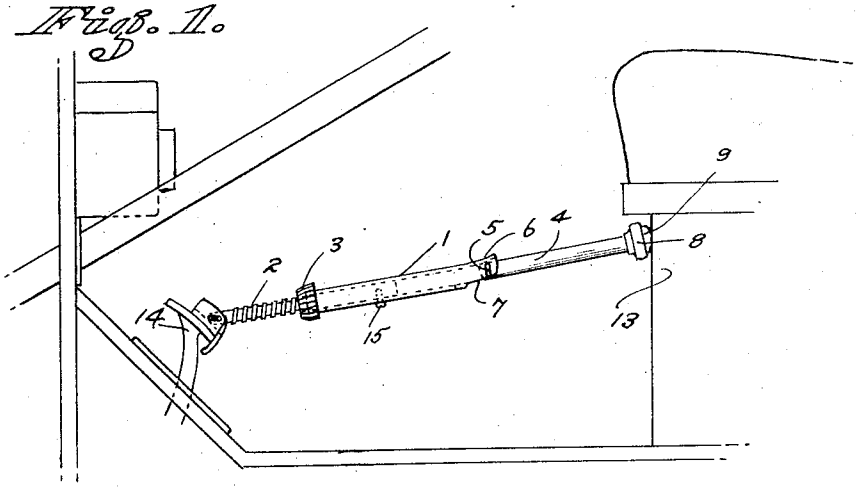


Fig. 2.

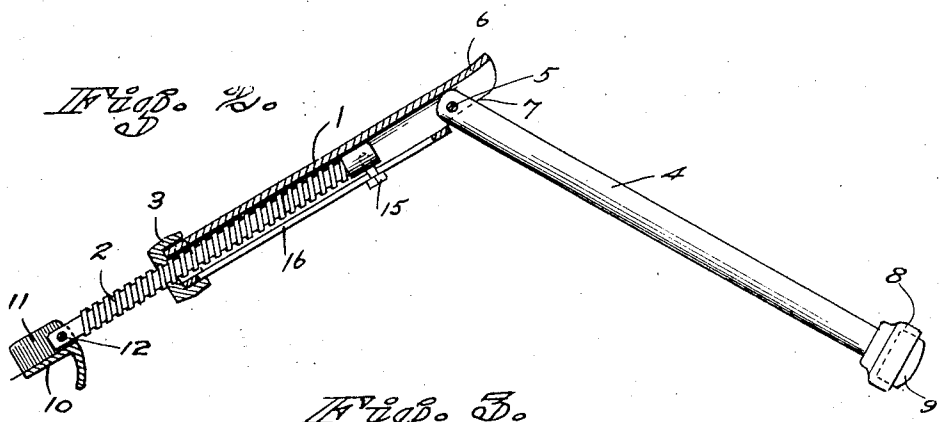
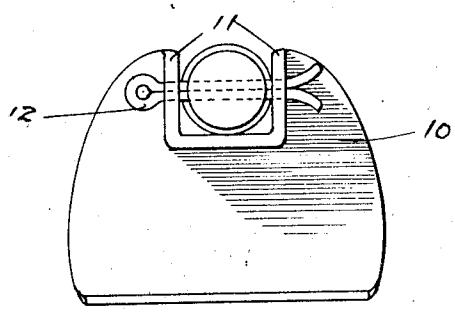


Fig. 3.



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UNITED STATES PATENT OFFICE.

NEIL FALCONER, OF SAN FRANCISCO, CALIFORNIA.

BRAKE-ADJUSTING TOOL.

Application filed December 22, 1924. Serial No. 757,570.

To all whom it may concern:

Be it known that I, NEIL FALCONER, a citizen of the United States, and a resident of San Francisco, in the county of San Francisco and State of California, have invented a new and useful Brake-Adjusting Tool, of which the following is a specification.

This invention relates to garage tools and particularly to a special tool for use in adjusting the brakes of automobiles.

The objects of the invention are to provide a tool which will engage the brake foot pedal and some fixed part of the vehicle, say the seat, and force the pedal down to a predetermined degree depending on the setting of the tool, also such a device which will be adjustable while in position to vary the amount of depression of the pedal, which will be quickly applied and instantly detachable, also which may be used on different sizes and makes of automobiles.

In the drawing hereto:

Figure 1 shows the device in operative position between the foot pedal and the seat or other fixed portion of an automobile as explained.

Figure 2 shows the device with the releasing toggle joint "broken" and with certain portions shown in section to better reveal their construction.

Figure 3 is an end view of the pedal engaging lug.

In further detail the invention comprises a tubular body member 1 slidably receiving a threaded rod 2 with a nut 3 thereon bearing against the end of the tubular body when the tool is in use, and a pipe or bar section 4 pivoted at 5 to one end of the tubular section.

The bar section 4 is loosely fitting within the body section at its pivoted end so that in use in opposing endwise pressure the bar and body portions will be deflected out of a straight line as indicated in Figure 1, like a toggle pushed beyond a straight line, and the bar is locked in the deflected position by the extending wall 6 of the tubular body, while opposite the extended side 6 the wall is cut away at 7 so that the joint may be "broken" by pushing it back over the center to collapse it to the position shown in Figure 2. At the extreme end of the rod section is a ferrule 8 in which a pad 9 of rubber or other material is secured for the purpose of placing against a fixed part 13 of the vehicle and getting a frictional grip thereagainst as indicated in Figure 1.

At the remote end of the threaded rod 2 is a pivoted hook like plate 10 having a pair of ears 11 formed thereon embracing opposite sides of the end of the bar and secured thereto by a pivot pin 12.

This plate is especially formed and adapted to engage the edge of the foot pedal 14 as shown in Figure 1, and the pivot provides for the plate assuming any angle in forcing the pedal back.

To prevent rotation of the threaded rod upon turning the nut 3 a screw 15 extends through a slot 16 cut through the side of the tubular body, and which permits of its longitudinal adjustment without turning.

In use the tool is roughly adjusted to the required length, the joint "broken" and the tool then straightened between a fixed portion of the vehicle and the pedal, thus forcing the latter down as required, and by turning the nut any further adjustment of the pedal in either direction may be secured.

After performing the necessary work on the clutch or brake, or whichever pedal has been released by the device, the tool is removed by simply breaking the joint, thus preserving the setting of the tool for a repetition of the work on a similar automobile.

I claim:

1. A tool of the character described comprising a tubular body, a threaded bar extending therefrom at one end and having a nut bearing against the end of the body, and a bar extending from and pivoted to the other end of the body.

2. A tool of the character described comprising a tubular body, a threaded bar extending therefrom at one end and having a nut bearing against the end of the body, and a bar extending from and pivoted to the other end of the body, means to prevent relative turning of the threaded bar and body, and means for limiting the movement of the pivoted joint.

NEIL FALCONER.