J. BERG.

MOUNTING DEVICE FOR INSTRUMENT BOARDS.

APPLICATION FILED FEB. 7, 1917.

1,283,638. Patented Nov. 5, 1918.

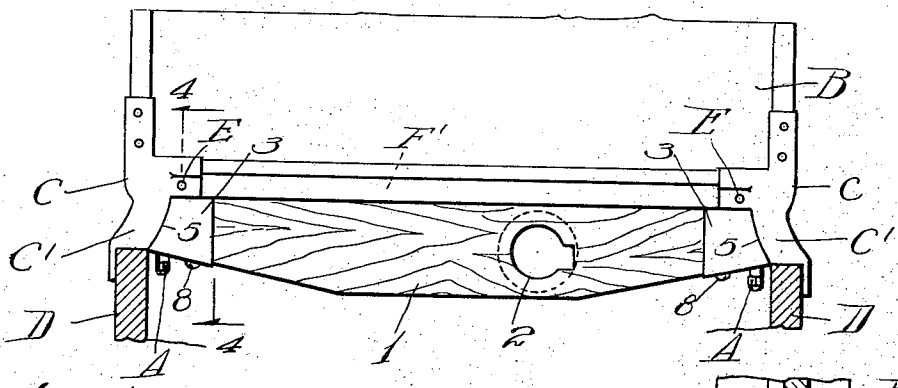


Fig. 1.

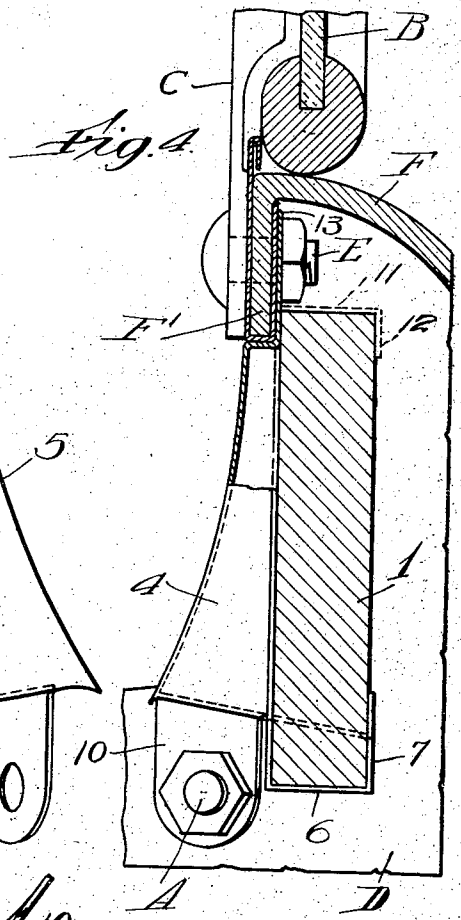


Fig. 4.

Fig. 2.

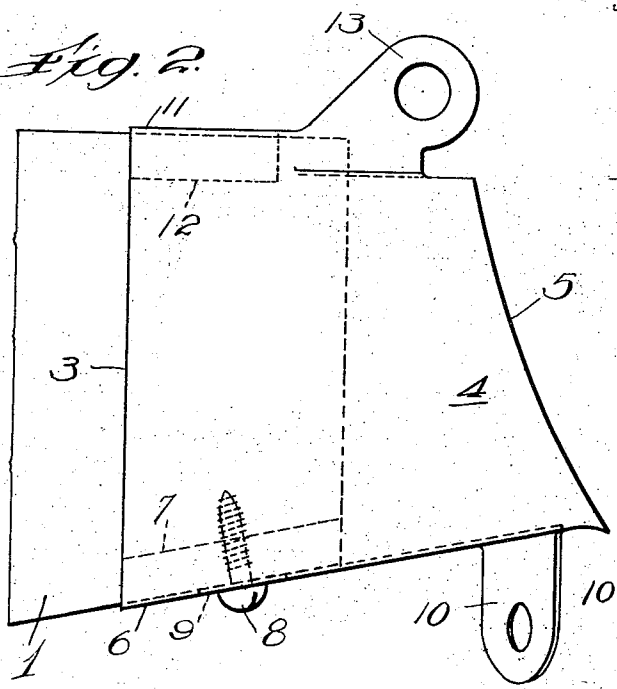
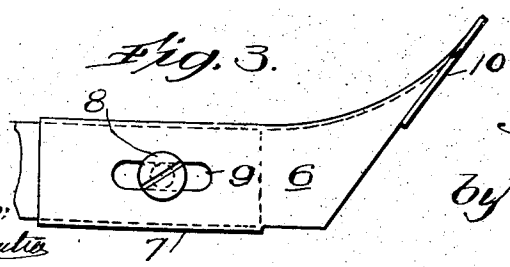


Fig. 3.



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UNITED STATES PATENT OFFICE.

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MOUNTING DEVICE FOR INSTRUMENT-BOARDS.

1,283,638. Specification of Letters Patent. Patented Nov. 5, 1918.

Application filed February 7, 1917. Serial No. 147,080.

To all whom it may concern:

Be it known that I, JOSEPH BERG, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Mounting Devices for Instrument-Boards, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof.

The purpose of this invention is to provide an instrument board and mounting devices therefor, particularly adapted for motor vehicles which are marketed without any instrument board, so that certain adjustment features must be provided to adapt the mounting means to slight variations in dimensions of different vehicles to which the board may be expected to be applied. The invention consists in such features and elements and their combination as hereinafter described and shown in the drawings and as indicated by the claims.

In the drawings:—

Figure 1 is a front elevation of an instrument board with mounting means embodying this invention and showing a portion of the vehicle body to which the board is applied.

Fig. 2 is an enlarged front elevation of one of the end caps which constitute the mounting means for the board proper.

Fig. 3 is a bottom plan view of the end cap shown in Fig. 2.

Fig. 4 is a vertical section taken as indicated at line 4—4 on Fig. 1.

The devices embodying this invention are adapted particularly for application to certain models of the Ford automobile of which vast numbers of comparatively uniform design have been marketed and are in use, but are unprovided with an instrument board or any corresponding means for mounting of speedometers, oil cases, electric switches and similar devices, which it is desirable to have in convenient relation to the driver's position. The comparatively uniform features of the vehicle bodies to which these devices are intended to be secured are certain bolts, A, a wind-shield, B, and the windshield brackets, C, which are secured to the body, D, by means of the bolts, A, and also by the bolts, E, passing through the vertically disposed flange, F^1, of the cowl, F.

The instrument board proper is shown at 1, and represented as being of wood or similar suitable material, provided with an aperture at 2 for flush mounting of a speedometer or like instrument. At each end the board, 1, is provided with a metal cap, 3, having a front face, 4, which is so curved or warped that its terminal edge, 5, shall meet and conform to the curved face, C^1 of the bracket, C, as indicated in Fig. 1. Adjacent the board, 1, the bottom flange, 6, of the end cap, 3, is bent up around the back of the board, 1, to form a cradle for the board with a guard flange, 7, and the cap, 3, is attached to the board by a screw, 8, passing through an oblong aperture or slot, 9, in the bottom flange, 6. The flange, 6, terminates in an ear or lug, 10, bent down to extend vertically in the plane of the body, D, for securement by the bolt, A.

The upper edge of the cap, 3, is also bent to conform to the shape of the board, 1, so as to comprise a top flange, 11, and a guard flange, 12, as indicated in Fig. 4. A portion of the material, however, instead of being bent over with the flanges, 11 and 12, extends vertically substantially in the plane of the front face of the board, 1, and is perforated to act as a lug, 13, for attachment to the bolt, E.

The slot, 9, in each of the end caps, 3, provides a limited range of adjustability in the total length of the instrument board and its mounting to adapt it to vehicles of slightly varying body width. Therefore, in applying the device, the screws, 8, are left a little loose, while the end caps, 3, are being mounted by securement of their lugs, 10 and 13, and, after these lugs have been properly attached to the vehicle body by means of the bolts, A and E, the board, 1, may be correctly centered between them and the screws, 8, finally tightened to render the parts rigid. It will be noticed that, owing to the fact that the flanges, 6 and 11, are not quite parallel, this adjustment may draw the upper edge of the board, 1, downward, out of contact with the flange, 11; but, since the edge of the board is disposed back of the flange, F^1, of the cowl, and is completely hidden by said flange, this fact will not in anywise affect the appearance of the device.

I claim:

1. In combination with an instrument board, end caps therefor, having means for attachment to a vehicle body, one of said

caps having a flange engaging an edge of the board, said flange being slotted longitudinally of said board and a screw in the board passing through such slot in the flange for adjustable securement of the parts.

2. In combination with an instrument board having one edge whose end portions are oblique to the opposite edge, mounting means comprising end plates, each having a flange engaging the oblique edge of the board and slidably adjusted therealong and also having members adapted for attachment to the vehicle body, said members being arranged for mounting such board with its said opposite edge concealed by an overlapping element of the body.

3. In combination with an instrument board for vehicles, end caps for said board, each having a portion overlapping the face of the board for ornamentally concealing its extreme end portion, a bottom flange for supporting said board and upper and lower attaching lugs for rigid securement to the vehicle body.

4. In combination with an instrument board for vehicles, end caps for said board, telescopically engaged therewith and overlapping the face of the board at its ends and supporting said board by engagement with its lower edge, said caps having unitary attaching lugs for connection to the vehicle body, and means for fixing the board at telescopically adjusted position in said caps.

In testimony whereof I have hereunto set my hand at Chicago, Illinois, this 31 day of January, 1917.

JOSEPH BERG.

Witnesses:
C. H. DORGE,
TOM S. DUFFY.