

May 20, 1924.

1,495,101

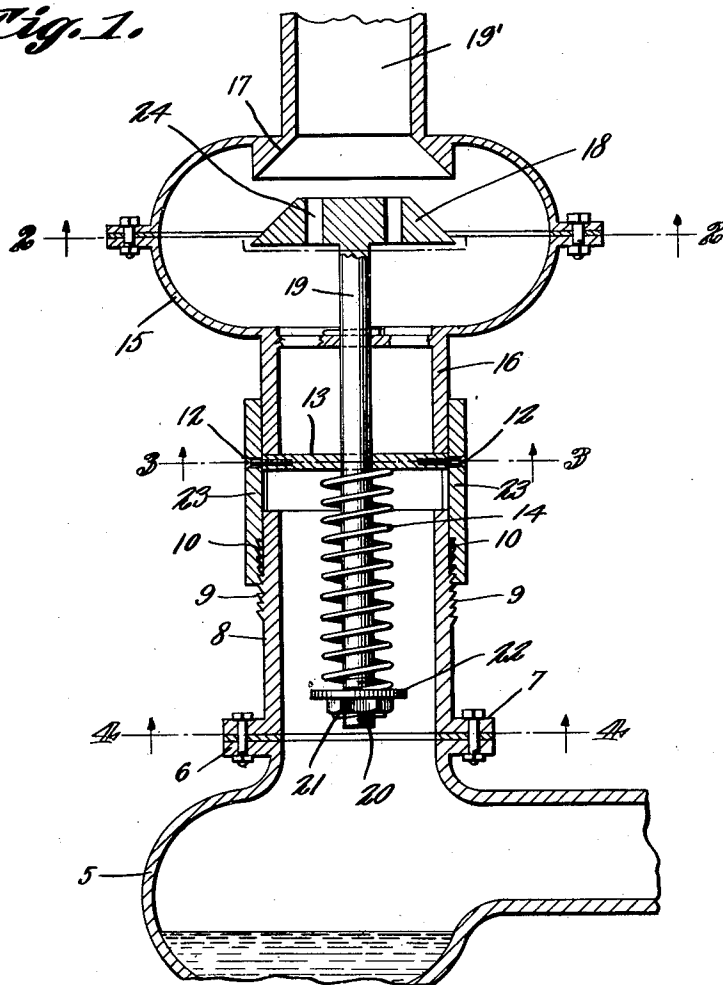
J. F. OLDHAM

GOVERNOR

Filed Oct. 13, 1922

2 Sheets-Sheet 1

Fig. 1.



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Filed Oct. 13, 1922 2 Sheets-Sheet 2

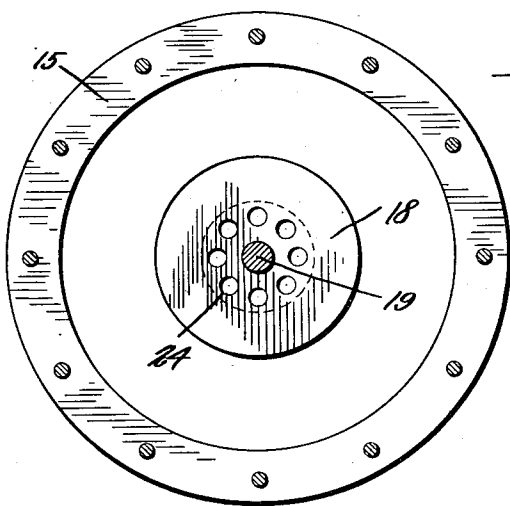


Fig. 2.

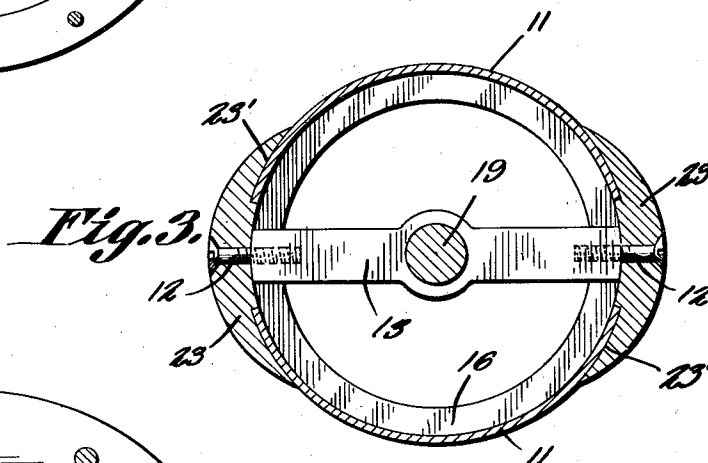


Fig. 3.

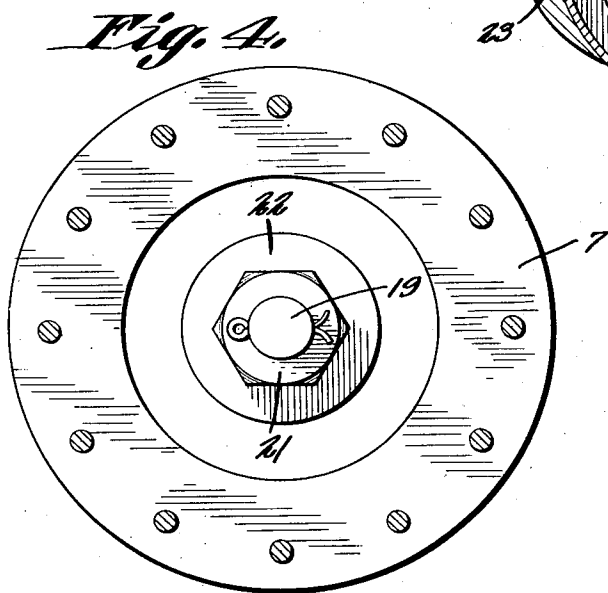


Fig. 4.

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UNITED STATES PATENT OFFICE.

JOSEPH F. OLDHAM, OF HORSE SHOE BOTTOM, KENTUCKY.

GOVERNOR.

Application filed October 13, 1922. Serial No. 594,404.

To all whom it may concern:

Be it known that I, JOSEPH F. OLDHAM, a citizen of the United States, residing at Horse Shoe Bottom, in the county of Russell and State of Kentucky, have invented a new and useful Governor, of which the following is a specification.

This invention relates to an automatic controlling device to be used in connection with carburetors, to regulate the supply of gas to the cylinders of an engine according to the speed of the engine.

The primary object of the invention is to provide a device of this character which will automatically retard the passage of gas to the engine cylinders when the engine is racing, thereby eliminating any possibility of a person unfamiliar with the operation of motors, causing the engine to run at such speed as to be detrimental to the elements thereof.

A further object of the invention is to provide means which may be readily and easily installed in the pipe line, between the carburetor and manifold eliminating the necessity of making extensive alterations in the present structure to accomplish the installation of the device.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawings:

Figure 1 is a sectional view through a device constructed in accordance with the invention, and showing the same as applied to a carburetor.

Figure 2 is a sectional view taken on line 2-2 of Figure 1.

Figure 3 is a sectional view taken on line 3-3 of Figure 1.

Figure 4 is a sectional view taken on line 4-4 of Figure 1.

Referring to the drawings in detail, the reference character 5 designates a carburetor float chamber, which is formed with the usual flange 6 that cooperates with the flange 7, of the pipe section 8, whereby the pipe section may be secured to the carburetor.

Extending laterally from opposite sides of

the pipe section 8 are teeth 9, which teeth cooperate with teeth 10 of the adjustable sectional sleeve 11 for holding the sleeve in its positions of adjustment.

This sleeve 11 also includes supporting members 23 which are provided with openings to accommodate the screws 12 that have their threaded ends disposed in the threaded openings in the bar 13 that provides an abutment for the upper end of the coiled spring 14. These supporting members 23 have curved surfaces indicated at 23', which curved surfaces accommodate the adjacent end portions of the sleeve 11 as clearly shown by Figure 3 of the drawings, the members 23 acting to hold the sectional sleeve into close engagement with its supporting pipe, the screws allowing for the sections of the sleeve to be moved with respect to each other permitting of such adjustment.

Supported above the pipe 8 is a mixing chamber 15 that has a pipe 16 formed integral therewith and depending therefrom, the pipe 16 resting on the bar 13 to be grasped by the upper portion of the split sleeve to secure the split sleeve in position.

Formed in the upper section of the mixing chamber 15 is a valve seat indicated at 17, which valve seat cooperates with the movable valve 18 positioned on the upper end of the rod 19, so that suction through the pipe 19 which is in communication with the mixing chamber 15 will cause the valve 18 to move with respect to the valve seat to regulate the flow of gas to the engine cylinders.

The lower end of rod 19 is threaded as at 20 to accommodate the nut 21 which supports a washer 22, the washer 22 acting as a support for the coiled spring 14, the same being shown as engaging the washer 22. From the foregoing it will be seen that by loosening the screws 12 and moving them from within their slots, the tension of the coiled spring may be regulated to cause the operation of the valve 18, under various degrees of suction.

Openings 24 are provided in the valve member 18, which openings are sufficiently large to permit a quantity of fuel to pass therethrough at all times, so that under ordinary conditions, gas will pass to the cylinders through the openings.

The operation of the device is as follows:

The coiled spring 14 is tensioned to a degree to prevent the operation of the valve

18 under normal conditions, but at the same time allow movement of the valve member 18 when the engine is racing to cut off a portion of the gas supply to retard the movement of the engine automatically.

What is claimed as new is:—

In a device of the character described, a pipe adapted to be mounted between a carburetor and manifold of an internal combustion engine and to be supported by the carburetor and having teeth, a sectional sleeve supported by the pipe and having teeth, a mixing chamber disposed above the carburetor and in communication therewith, a valve in the mixing chamber, a coiled spring for

regulating the movements of the valve, means supported by the sectional sleeve for regulating the tension of the coiled spring to cause the valve to operate at various degrees of suction, and said valve having a plurality of openings to permit gas to pass therethrough.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JOSEPH F. OLDHAM.

Witnesses:

F. F. COOK,

J. R. MCFARLAND.