July 21, 1931. J. H. GRAY 1,815,772

MOTOR VEHICLE ATTACHMENT

Filed Dec. 15, 1927

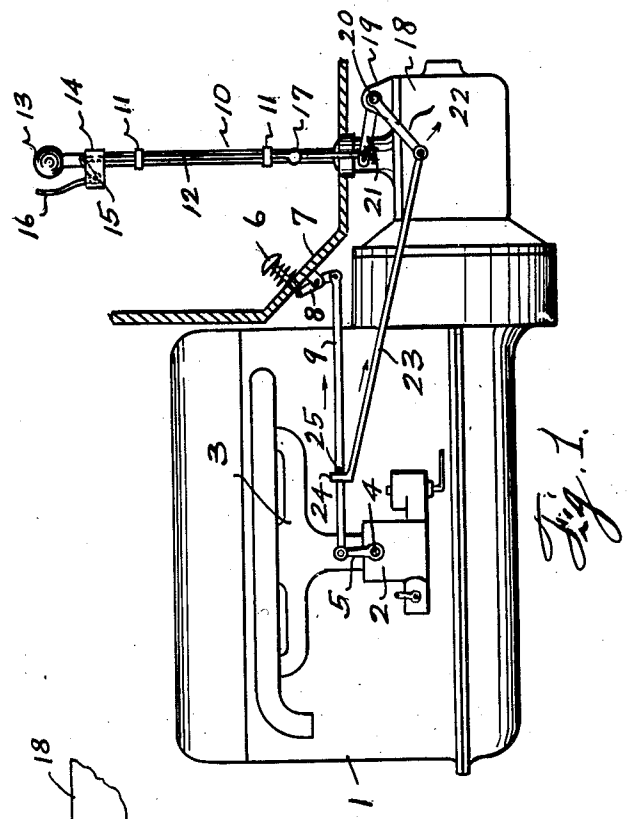


Fig. 1.

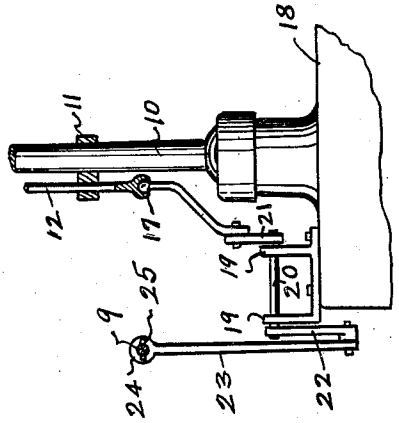


Fig. 2.

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UNITED STATES PATENT OFFICE

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MOTOR VEHICLE ATTACHMENT

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This invention relates to new and useful improvements in a motor vehicle attachment.

One object of the invention is to provide an attachment of the character described which is associated with the gear shift lever, of a motor vehicle, and is operatively connected with the valve of the carbureter which controls the feed of the motive fluid to the motor and through which the supply of said motive fuel may be conveniently and easily controlled by the hand of the operator.

With the above and other objects in view this invention has particular relation to certain novel features of construction, operation and arrangement of parts an example of which is given in this specification and illustrated in the accompanying drawings, wherein:—

Figure 1 shows a side elevation of an internal combustion motor showing the attachment applied thereto, and

Figure 2 shows a fragmentary rear end view, showing the attachment in section.

Referring now more particularly to the drawings, wherein like numerals of reference designate similar parts in each of the figures the numeral 1 designates an internal combustion motor, having the conventional carbureter 2 connected with the intake manifold 3 thereof. The carbureter has the usual valve for controlling the feed of the motive fuel to the motor and attached to the valve stem 4 there is the arm 5. The numeral 6 designates a yieldably mounted accelerator pedal which works through the vehicle foot board 7 and whose lower end is connected to one end of the pivotally mounted lever 8. The free end of the arm 5 and the other end of the lever 8 are connected by the link 9, said lever 8 being pivoted to the underside of said foot board intermediate the ends of said lever.

When the pedal 6 is depressed the carbureter feed valve will be opened, through the mechanism described, and vice versa.

The numeral 10 designates the upstanding gear shift lever, which is connected to the transmission gears in any conventional manner. Clamped to the lever 10 are the bearing members 11, 11, having the aligned bearings in which the rod 12 is slidably mounted. The upper end of the gear shift lever 10 has a hand grip 13 and beneath and adjacent said grip there is a bracket 14 attached to the lever 10. A bell crank 15 is pivoted to the bracket 14 and one of its arms is pivoted to the upper end of the rod 12 while its other end is extended forming the grip lever 16. Beneath the lower bearing member 11, the rod 12 is formed with a universal joint 17. The transmission case 18 has the transversely aligned upstanding bearings 19, 19 in which is mounted a shaft 20. Fixed to one end of the shaft 20 there is an arm 21 whose free end is pivoted to the lower end of the rod 12 and fixed to the other end of the shaft 20 there is an arm 21 whose free end is pivoted to one end of the reach rod 23. The other end of this reach rod is upturned and formed with a bearing 24 in which the link 9 works and behind said bearing 24 the link 9 has a fixed stop 25.

The carbureter valve for controlling the feed of the motive fuel may be operated in the usual way through the accelerator mechanism described. At times however it is desirable to give the motor additional gas when both feet of the driver are occupied with the clutch and brake pedals and during the process of shifting the transmission gears. In such case the lever 16 may be gripped, while said gears are being shifted, and this will operate, through the rods 12 and 23, and their connections, to move the link 9 rearwardly and thus open the carbureter controlling valve as desired.

While I have shown what I now consider the preferred form of the attachment it is obvious that mechanical changes may be made therein, and equivalents substituted for the parts shown and I hereby reserve the right to make such changes, substitutions and adaptations as may be found desirable so long as I do not depart from the principle of the invention as comprehended within the scope of the appended claims.

What I claim is:—

1. In a motor vehicle a carbureter having a controlling valve, a foot pedal, a link connecting said pedal and valve, a freely movable gear shifting rod, a manually operable rod associated with said gear shifting rod, a

reach rod one end of which has a slidable bearing on said link and whose other end is operatively connected with said manually operable rod, and a stop on said link on one side of said bearing, said manually operable rod being slidable in bearings on said gear shifting rod.

2. In a motor vehicle a carbureter having a controlling valve, a foot pedal, a link connecting said pedal and valve, a gear shifting rod, a manually operable rod associated with said gear shifting rod, a reach rod one end of which has a bearing on said link and whose other end is operatively connected with said manually operable rod, and a stop on said link on one side of said bearing, said manually operable rod being slidable in bearings on said gear shifting rod and being composed of sections connected by a universal joint.

3. The combination with a motor vehicle having a motor, a carbureter, a freely movable gear shifting rod and a pedal controlled device operatively connected with the carbureter controlling valve, of a manually operable rod mounted on said gear shifting rod, and means including a universal joint for operably connecting said rod with said carbureter valve, whereby the carbureter valve may be opened by the hand operating the gear shifting rod.

4. The combination with a motor vehicle having a motor, a carbureter, a freely movable gear shifting rod and a pedal controlled device operatively connected with the carbureter controlling valve, of a manually operable rod slidably mounted on the gear shifting rod, auxiliary means for operating said pedal controlled device and having a slidable connection therewith, and a universal joint connecting said manually operable rod and auxiliary means.

5. In a motor vehicle, a carbureter having a controlling valve, a foot pedal, a link connecting said pedal and valve, a freely movable gear shifting rod, a manually operable rod slidably mounted on said gear shifting rod, a reach rod, one end of which has a slidable bearing on said link, a universal joint connecting the other end of said rod with the manually operable rod, and a stop on said link on one side of said bearing.

In testimony whereof I have signed my name to this specification.

JOSEPH H. GRAY.