P. G. TAYLOR.

TIRE TOOL.

APPLICATION FILED AUG. 16, 1918.

1,323,927. Patented Dec. 2, 1919.

Fig. 1.

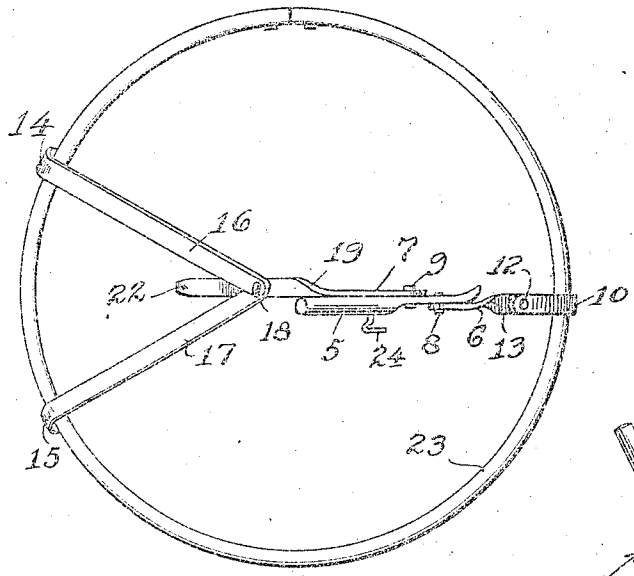


Fig. 3.

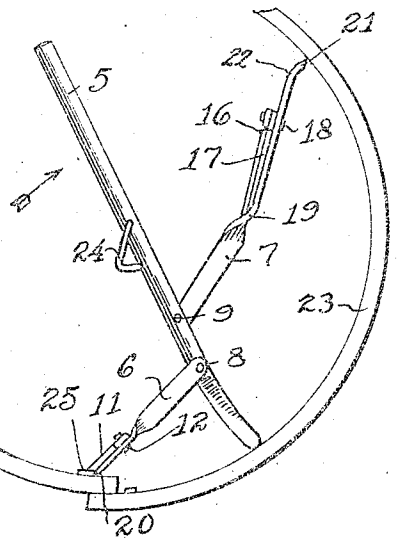
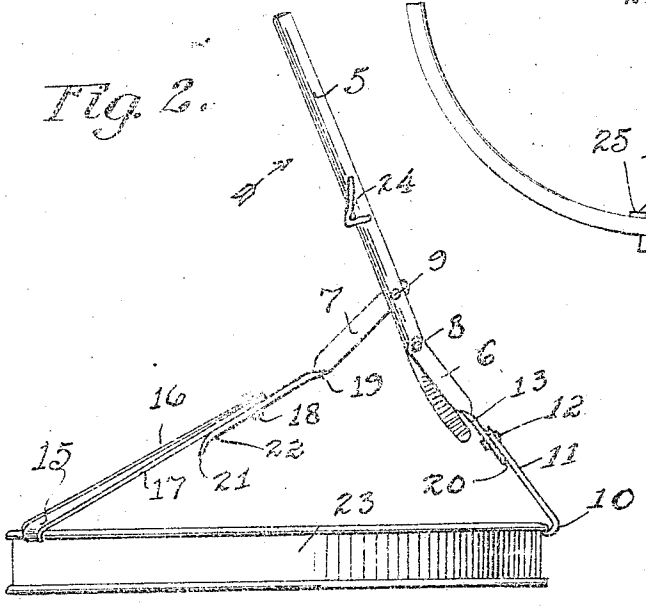


Fig. 2.



Inventor

PRESTON G. TAYLOR

By Miller & Sturgeon.

Attorneys.

UNITED STATES PATENT OFFICE.

PRESTON G. TAYLOR, OF MUMFORD, TEXAS, ASSIGNOR OF ONE-HALF TO T. L. BUSH, OF MUMFORD, TEXAS.

TIRE-TOOL.

1,323,927. Specification of Letters Patent. Patented Dec. 2, 1919.

Application filed August 16, 1918. Serial No. 250,166.

To all whom it may concern:

Be it known that I, PRESTON G. TAYLOR, a citizen of the United States, residing at Mumford, in the county of Robertson and State of Texas, have invented new and useful Improvements in Tire-Tools, of which the following is a specification.

This invention relates to tools employed for expanding demountable tire-carrying rims of the split type, and its object is to provide a tool of this kind by the use of which the rim can be easily contracted for removal from the tire and also with equal facility expanded to its proper position after the tire has been put back on the rim.

The object stated is attained by means of a novel combination and arrangement of parts to be hereinafter described and claimed, and in order that the same may be better understood, reference is had to the accompanying drawing forming a part of this specification.

In the drawing,

Figure 1 is a plan view of the tool showing its application to the rim;

Fig. 2 is a side elevation thereof, and

Fig. 3 is an elevation showing the tool positioned for expanding the rim.

Referring specifically to the drawing, 5 denotes a lever of suitable length having pivotally connected adjacent to its outer end two links 6 and 7, respectively, connection being made by rivets 8 and 9, respectively, or any other suitable means. The link 6 is connected to the lever outward of the connection of the link 7 with the latter.

The link 6 carries a hook 10 having a straight and flat shank 11 which is pivotally connected at its inner end, as shown at 12, to the link 6, a short distance back of its outer or free end. The link 6 is a flat metal bar having a twist 13 intermediate its ends to bring the pivots 8 and 12 at a right angle to each other.

The link 7 carries two hooks 14 and 15, respectively, at the outer ends of straight flat shanks 16 and 17, respectively, said shanks being both pivotally connected at their inner ends, as shown at 18, to the link 7, a short distance back of its outer or free end. This link is also a flat metal bar having a right angled twist 19 intermediate its ends to bring the pivots 9 and 18 at a right angle to each other.

The outer end of the link 6 is blunt as shown at 20, and the outer end of the link 7 has a sharpened transverse edge 21, and also a slight lateral curve or bend 22.

In use, to contract the rim shown at 23, the links 6 and 7 are swung to extend from opposite sides of the lever 5, and the shanks 16 and 17 are spread to extend divergingly from opposite sides of the link 7. The hooks 14 and 15 are slipped over the rim edge and the hook 10 is slipped over the rim edge at a diametrically opposite point. The two hooks 14 and 15 securely anchor the lever 5 to the rim 23 at two points, and upon swinging the lever in a direction to draw the hook 10 inward, the rim is contracted in an obvious manner. The rim may be held locked in contracted position by means of a suitable latch device 24 carried by the lever 5 and adapted to be slipped over the link 6 after the lever is swung to draw the links inward whereby the lever is held against swinging back to release the links.

To expand the rim 23, the links 6 and 7, in conjunction with the lever 5, are used in the following manner:

The links 6 and 7 are set to extend from opposite sides of the lever 5 and the hooks 10, 14 and 15 are folded back alongside the links to leave the outer ends of the latter free and unobstructed. The blunt end 20 of the link 6 is placed against an abutment 25 on the inside of the rim 23 adjacent to the break. This abutment may be the fastener which secures the two ends of the rim together at the break. The sharp end 21 of the link 7 is placed against the inside of the rim on the side of the break opposite that side where the abutment is located. The lever 5 is now swung in the direction of the link 7 until the ends of the rim at the break come together. The sharp end 21 of the link 7 holds when pressure is put on the lever, and the link 6 pushes against the abutment 25, in view of which the hereinbefore described operation, by which the rim is expanded, is readily effected.

I claim:

1. A tire tool comprising a lever, a pair of links pivotally connected to the lever adjacent to one end thereof, one back of the other, the extremities of the links having transverse rim-engaging edges and hooks having their shanks pivotally connected to

the links back of the outer ends thereof, the pivotal axis of the hooks being perpendicular to the pivotal axis of the links.

2. A tire tool comprising a lever, a pair of links pivotally connected to the lever adjacent to one end thereof, one back of the other, the extremities of the links having transverse rim-engaging edges and hooks having their shanks pivotally connected to the links back of the outer ends thereof, one of the shanks carrying a pair of hooks adapted to be spread to extend from opposite sides thereof, the pivotal axis of the hooks being perpendicular to the pivotal axis of the links.

In testimony whereof I affix my signature.

PRESTON G. TAYLOR.