

1,365,837.

Patented Jan. 18, 1921.

Fig. 1.

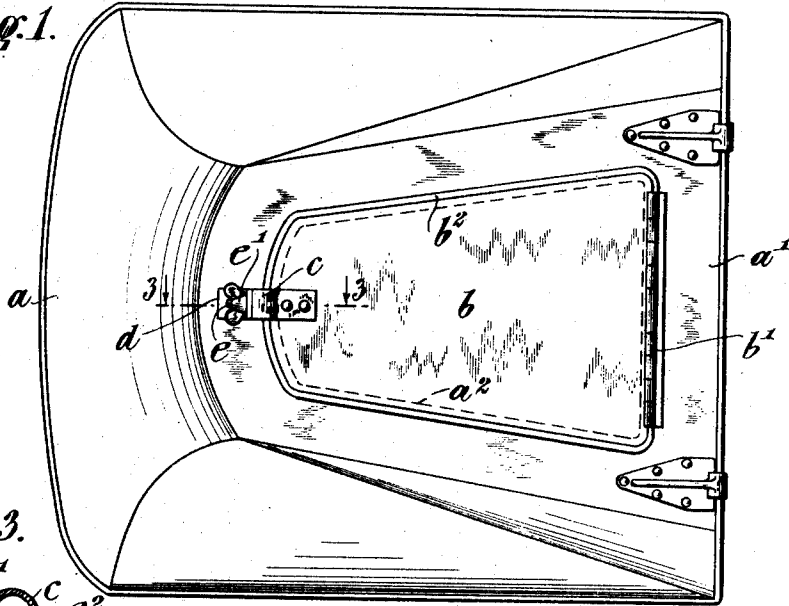


Fig. 3.

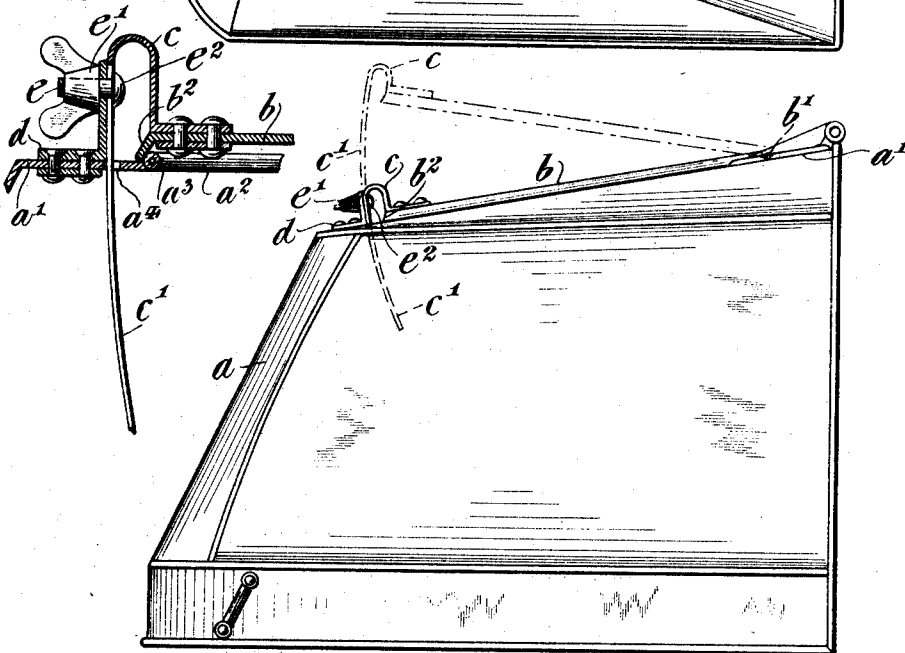


Fig. 2.

WITNESSES
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UNITED STATES PATENT OFFICE.

HARRY L. LEVERETT, OF NEW YORK, N. Y., ASSIGNOR TO INTERNATIONAL MOTOR COMPANY, OF NEW YORK, N. Y., A CORPORATION OF DELAWARE.

MOTOR-HOOD.

1,365,837.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HARRY L. LEVERETT, a citizen of the United States, residing in the borough of Manhattan of the city of New York, in the State of New York, have invented certain new and useful Improvements in Motor-Hoods, of which the following is a specification, reference being had to the accompanying drawing, forming a part hereof.

This invention relates to an improved motor hood and has for its object to incorporate in such a hood an adjustable ventilating door for the admission of air to the motor chamber. The improved construction embodies the advantages of simplicity of construction, low cost of manufacture, ease of operation and substantial water tightness. One embodiment of the invention is illustrated in the accompanying drawing, in which—

Figure 1 is a view in plan of a motor hood provided with the improved door.

Fig. 2 is a view in side elevation of the hood shown in Fig. 1, the door in opened position being indicated in dotted lines.

Fig. 3 is a fragmentary detail view in section of the devices for holding the door in any desired position, the view being taken on the plane indicated by the line 3—3 of Fig. 1 and looking in the direction of the arrows.

The hood *a*, which may be of any form, is shown as having a substantially flat upper wall *a'* in which is formed an opening *a²* adapted to be closed by a door *b* which is hinged at its rear end on the upper wall, the hinge line being indicated at *b'*. The perimeter of the opening *a²* is preferably formed by rolling the metal along the opening in the upper wall *a'* on itself to form a sill for the door, as indicated at *a³*. The door *b* which, in outline, conforms to the outline of the opening *a²*, has its edge, except at the hinge line *b'*, formed with a downwardly extending flange *b²* adapted to rest, throughout its length, on the sill *a³* when the door is closed, thus forming a substantially water tight joint. To the front end of the door *b* is secured a reversely bent guide strip *c* the lower end *c'* of which is slotted and extends downwardly through a slot *a⁴* in the upper wall of the hood into the motor chamber. In front of the slotted member *c'* and on the upper wall *a'* of the hood is secured a

bracket *d*, the vertical face of which is engaged slidingly by the guide strip *c*. Supported loosely in the bracket *d* and extending through the slot in the guide piece *c'* is a bolt *e* on which is threaded a wing nut *e'*, the head *e²* of the bolt bearing against the rear face of the slotted strip *c'*. By the relation of the parts just described it will be evident that the only uncovered opening in the upper wall of the hood is the relatively small slot *a⁴* and this slot is of such dimensions and so disposed with respect to the slotted strip *c'* and the bracket *d* as practically to prevent entry of water there-through.

When direct ventilation under the hood *a* is not required, depending upon the outside temperature, the door *b* is secured in closed position by means of the wing nut *e'* and the binding action of the head of the bolt *e* on the guide strip *c'*. At this time the flange *b²* on the door *b* is maintained in snug engagement with the sill *a³* throughout the meeting line. When direct ventilation under the hood is desired, the wing nut *e'* is loosened and the door *b* elevated to any desired extent whereupon it may be locked in such position by setting up on the wing nut *e'*. The extent of opening may then be adjusted and the air admitted is deflected by the underside of the door *b* directly into the motor chamber. The door remains always in such position with respect to the opening *a²* as to prevent the direct entry through the opening of foreign matter.

The construction is simple, inexpensive to manufacture, slightly and affords an easily adjusted ventilating opening which can, when desired, be closed with substantial water tightness.

I claim as my invention:

1. In a motor hood in combination with the upper wall thereof having an opening therein, an adjustable door hinged at its rear edge to the wall at the opening, a rolled metal sill carried by the upper wall along the perimeter of the opening and a depending flange carried along the perimeter of the door to overlie the sill when the door is closed and forming a substantially water tight connection therewith.

2. In combination with the upper wall of a motor hood having an opening therein, a door hinged at its rear edge to said wall along the opening, a slotted guide piece se-

cured at the front edge of the door and extending downwardly through the upper wall into the motor chamber, a bracket secured to the upper wall adjacent the guide piece, a
5 bolt carried in the bracket and resting in the slot of the guide piece and a nut on the bolt to clamp the piece in adjusted position.

3. In a motor hood in combination with the upper wall thereof having an opening
10 therein, a door hinged at its rear edge to said wall along the opening, a rolled metal sill formed in the metal of the upper wall along the perimeter of the opening, a depending flange formed in the metal of the door along

the perimeter thereof to overlap the sill when
15 the door is closed, a slotted guide piece secured at the front edge of the door and extending downwardly through the upper wall into the motor chamber, a bracket secured to the upper wall adjacent the guide
20 piece, a bolt carried in the bracket and resting in the slot of the guide piece and a wing nut on the bolt to clamp the piece in adjusted position.

This specification signed this 5th day of 25
September, A. D. 1919.

HARRY L. LEVERETT.