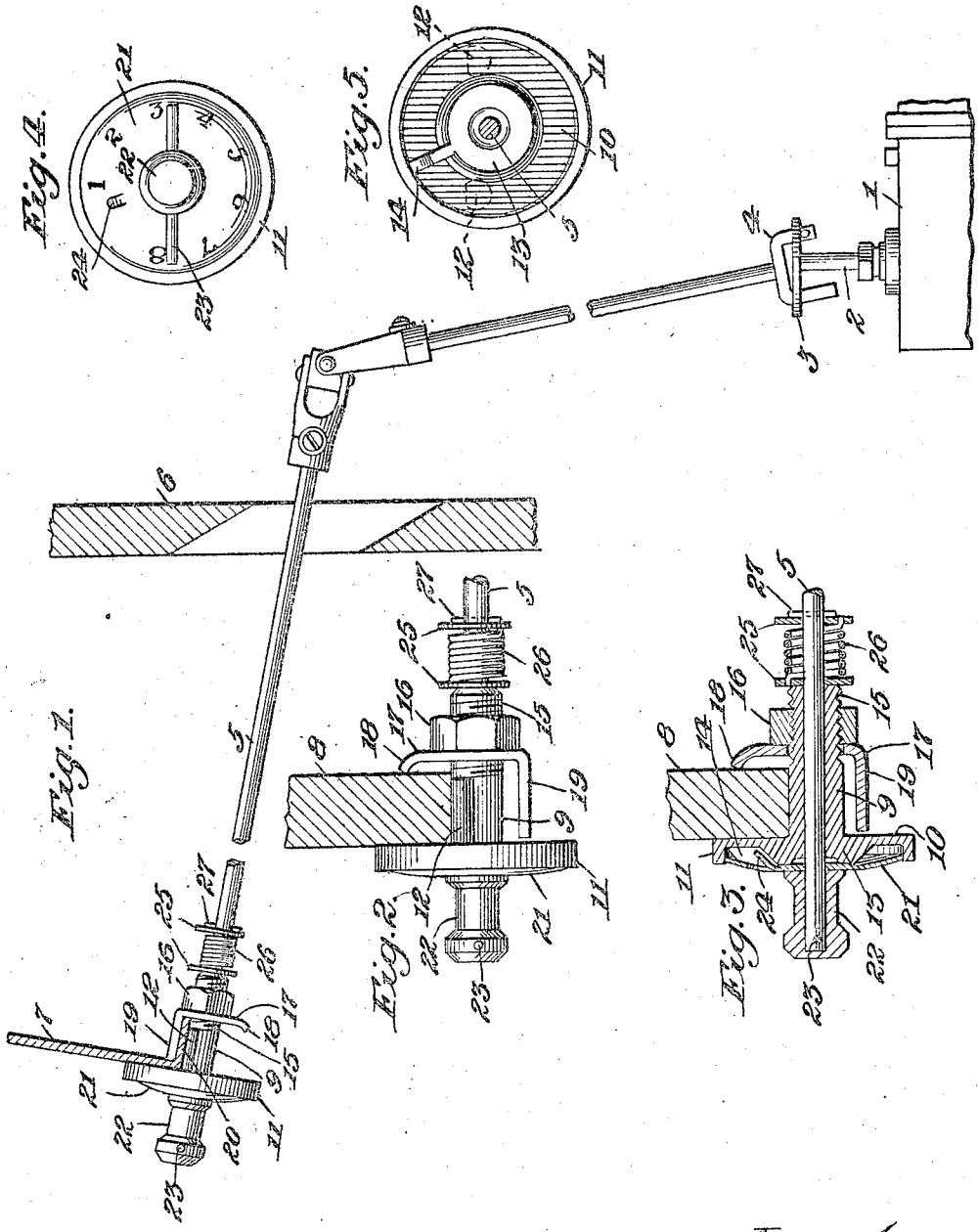
Jan. 20, 1925. 1,523,568

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DASH CONTROL FOR CARBURETORS

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UNITED STATES PATENT OFFICE.

ALBERT WAGNER, OF CINCINNATI, OHIO, ASSIGNOR TO WAGNER RESEARCH SOCIETY, OF CINCINNATI, OHIO, A CO-PARTNERSHIP COMPOSED OF ALBERT WAGNER, HENRY A. MEYER, FELIX ELSBACH, AND JACOB BLOCH.

DASH CONTROL FOR CARBURETORS.

Application filed March 1, 1923. Serial No. 622,127.

To all whom it may concern:

Be it known that I, ALBERT WAGNER, of Cincinnati, in the county of Hamilton and State of Ohio, a citizen of the United States, have invented certain new and useful Improvements in Dash Controls for Carburetors, of which the following is a specification.

This invention relates to carburetor controlling devices and has for its object the provision of simple means whereby the needle valve of a carburetor may be accurately adjusted from the instrument board of an automobile.

A further object of the invention is to provide means to limit the movement of the actuating member, and another object is to provide a novel construction and arrangement of parts whereby the device will be maintained in a set position, will be prevented from rattling, and may be easily applied to the instrument board without requiring the formation of any opening therethrough. The invention is illustrated in the accompanying drawing and will be hereinafter fully set forth.

In the drawing, Fig. 1 is a side elevation of the device in operative position.

Fig. 2 is an enlarged elevation of the dial or operating end of the device.

Fig. 3 is a longitudinal section of the parts shown in Fig. 2.

Fig. 4 is a face view of the dial.

Fig. 5 is a front elevation of the dial support.

The carburetor 1 may be of any known type having a needle valve 2 provided with a head 3 engaged by a yoke 4 on the end of a control shaft 5 which extends through an opening in the dash 6 and thence to the instrument board 7 (Fig. 1) or 8 (Figs. 2 and 3), the board 7 being of metal and the board 8 of wood. The rear end of the shaft 5 extends through and is journaled in a bearing sleeve 9 which is supported on the instrument board, the sleeve being provided at its rear end with a head or disk 10 having an annular rim 11 on its rear face. The upper portion of the head or disk bears against the rear side of the instrument board and is clamped against the same and on the front face of the head are lugs 12 which bear against the lower edge of the instrument board to prevent turning of the head while the clamp is being secured. The disk head is constructed on its rear face with a central enlargement or hub 13 and a stop lug or rib 14 extends at a fixed point between the hub and the rim. The front end portion of the sleeve 9 is exteriorly threaded, as shown at 15, and a nut 16 is mounted on said threaded portion to bear against a clamping plate 17 which is loosely mounted on the sleeve and is provided at one side with a rearwardly projecting lip 18 and at its opposite side with a rearwardly projecting arm or wing 19. It will be readily understood from an inspection of the drawings that the nut 16 bears against the clamping plate, and when it is turned home will force the plate against the instrument board so that the board will be clamped between the plate and the head or disk 10 whereby the head and the bearing sleeve will be firmly secured in place.

In applying the device to a metal instrument board, as shown in Fig. 1, the clamping plate is turned with the wing or arm 19 uppermost to engage over the flange 20 at the lower edge of the board and bear against the board but the plate is reversed when applied to a wooden board, as shown in Figs. 2 and 3, so that the lip 18 will bear against the board.

The end of the shaft 5 projects beyond the hub 13, and a dial 21 is fitted on the shaft and bears against the hub, being held thereto by a cap or thimble 22 which is pinned on the end of the shaft by a pin 23 which projects radially from opposite sides of the thimble and constitutes a handle whereby the thimble and the shaft may be turned. The dial 21 may have any desired legends or indications thereon which, by their position, will indicate the position of the valve 2. At a proper point of the dial, a tongue 24 is struck therefrom in position to impinge against the stop 14 and thereby arrest the turning movement of the dial.

In advance of the bearing sleeve 9, collars 25 are fitted upon the shaft and a coiled spring 26 is mounted upon the shaft between the said collars, the ends of the spring being secured in the respective collars and the spring being held under compression between them by a cotter pin 27, or other retaining device which is so located that the rear collar 25 will be held against the end

of the sleeve. The spring, tending constantly to expand, establishes such close contact between the dial and the hub that the dial is held against turning under the vibration of the vehicle in motion and is prevented from rattling.

If the dial be rotated clockwise until the tongue 24 impinges against the stop 14, the valve 2 will be closed or set for the weakest mixture possible, and rotation in the opposite direction will set the valve for a mixture of any desired strength within the range of the carburetor. The stop of my device is very important as the dial might be given more than one turn if no stop were provided and the operator then could not tell the position of the valve without closing it and then resetting it. The device is very simple and may be easily secured in operative position without requiring any openings to be formed through the instrument board, as all that is needed is to place the device in the proper position against the edge of the instrument board, adjust the clamping plate or strap 17, and turn the nut 16 home. The device may be easily operated and is highly efficient for the purpose for which it is designed.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent of the United States is:—

1. In a mechanism of the class described, the combination of a shaft, a bearing therefor having a head adapted to bear against one side of a fixed support, a reversible clamping plate mounted loosely on the bearing and adapted to bear against the opposite side of the support, and a securing member fitted on the bearing and arranged to bind the clamping plate against the support.

2. In a mechanism of the class described, the combination of a shaft, a bearing therefor having a head adapted to bear against one side of a fixed support, a reversible clamping plate mounted loosely on the bearing and adapted to bear against the opposite side of the support, said plate having a lip at one end and a lateral wing or arm at its opposite end, and a securing member fitted on the bearing and arranged to bind the clamping plate against the support.

3. In a mechanism of the class described, the combination of a shaft, a bearing therefor, a stationary head at one end of the bearing, means for rotating the shaft, a dial rotatable with the shaft, a stop lug on the head, and a tongue struck from the dial in position to impinge against the stop lug.

4. In a mechanism of the class described, the combination of a shaft, a bearing therefor having a head at one end, a dial rotatable with the shaft and resting against the head, a collar on the shaft impinging against the end of the bearing remote from the head, a second collar on the shaft held against movement thereon away from the bearing, and a spring coiled around the shaft and held under compression by and between the collars.

In testimony whereof I hereunto affix my singnature.

ALBERT WAGNER.