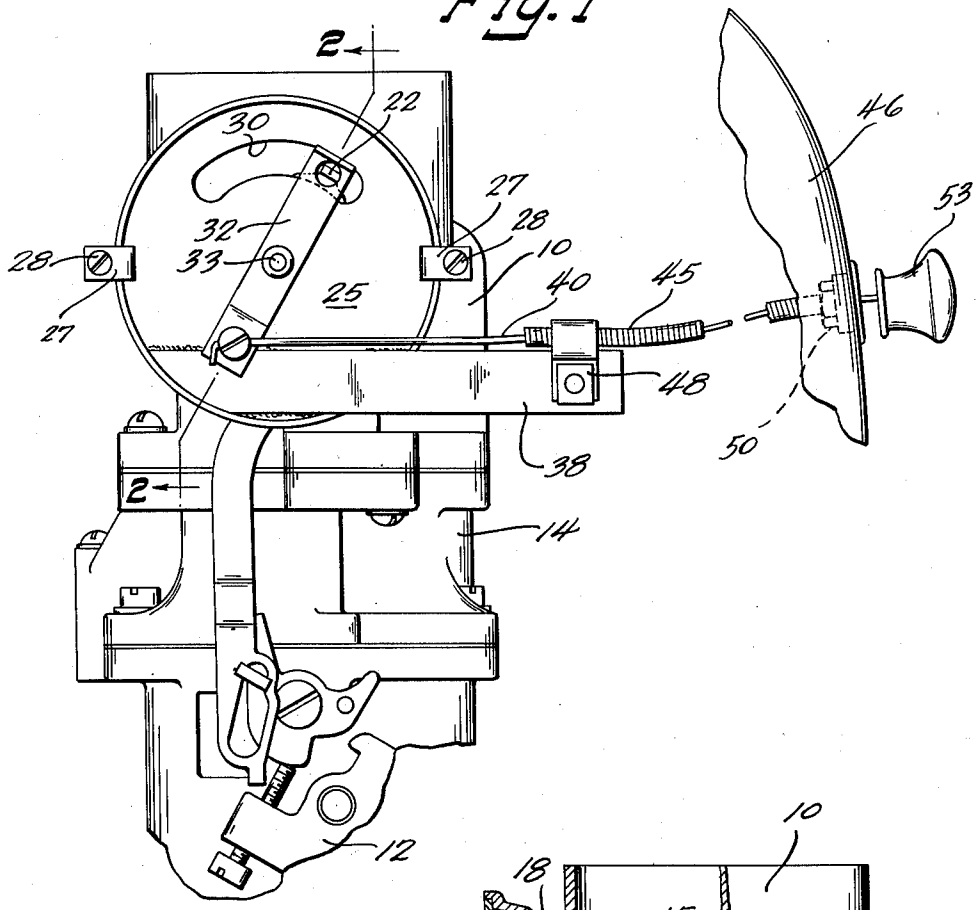
March 13, 1956 E. O. PLOCKELMAN 2,737,825

CHOKE CONVERTOR

Filed Oct. 20, 1951

Fig. 1



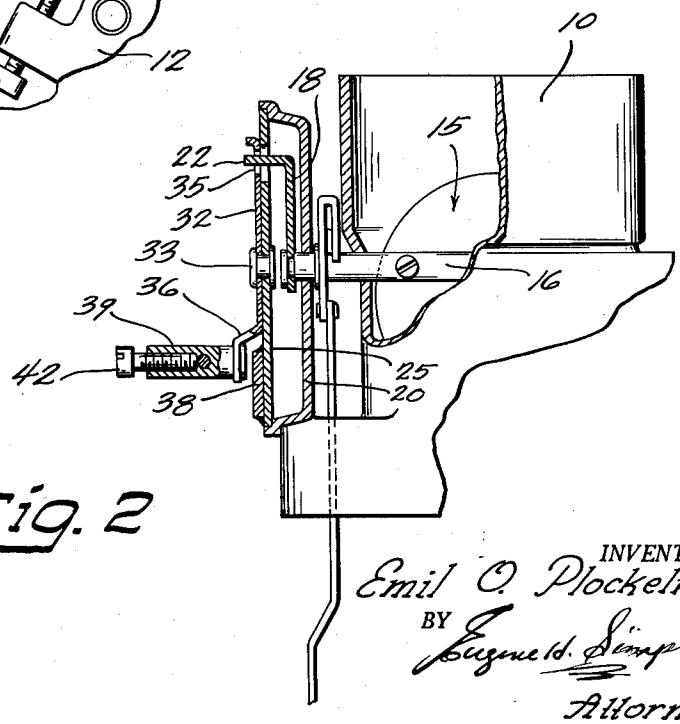


Fig. 2

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CHOKE CONVERTOR

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3 Claims. (Cl. 74—501)

This invention relates to manual choke controls and more particularly to an automotive accessory to convert an automatic choke to manual control.

Most automobiles now being sold come equipped with automatic chokes which automatically provide a richer gasoline mixture during periods of starting the car or while the engine is cold. Such automatic chokes do not always remain satisfactory to the car users many of whom wish to convert to a mechanical choke control. This conversion in the past has entailed either a complete new carburetor or a make-shift mechanical control.

It is an object of the present invention to provide a mechanical actuator for an automatic choke carburetor.

Another object is to provide a mechanical actuator for an automatic choke carburetor which will insure positive actuation of the choke valve.

A further object is to provide a manual choke actuator which will be simple to manufacture and cheap to install.

A still further object is to provide a manual control for an automatic choke carburetor which will enable the choke to be controlled from the dashboard.

Still further objects of the invention will become apparent from the following specification, which, when taken in conjunction with the accompanying drawings illustrates a preferred form of the invention.

In the drawings:

Fig. 1 is an elevational view of the face of a choke control embodying the invention and showing also adjacent parts of the carburetor; and

Fig. 2 is a cross-section taken on the line 2—2 of Fig. 1, looking in the direction of the arrows.

Referring to the drawings, the carburetor casing **10** contains a throttle valve controlled by a throttle lever **12**. The throttle lever **12** is controlled from within the car by the foot throttle so that depressing the foot throttle rotates the lever **12** to increase the speed of the car.

A Venturi throat **14** leads to a butterfly choke valve **15**.

The choke valve **15** is mounted on a rod **16**, which rod is rotatably supported in the casing **10** of the carburetor so that rotation of the rod **16** rotates the valve **15** to vary the opening through the carburetor. The rotation of the rod **16** is controlled by a lever **18** fixed on the end of the rod.

The lever **18** is mounted in a cup-shaped housing **20** and has an outturned finger **22** at its outer end which extends parallel to the rod **16** and extends beyond the rim of the housing **20**.

When the automobile comes from the factory it ordinarily has an automatic choke control mounted on the rim of the housing **20**, which automatically adjusts the setting of the valve **15** in accordance with the need of the engine. Since many motorists have found such automatic chokes undesirable the present manual control has been designed to replace the automatic control.

The manual control comprises a disc **25** which is clamped onto the rim of the housing **20** by a pair of

fingers **27—27** held to the carburetor casing **10** by screws **28—28**.

The disc **25** has an arcuate slot **30** cut therethrough adjacent its upper end to receive the outstanding finger **22** of the lever **18**.

The disc **25** has a lever **32** pivotally mounted at the center of the disc **25** on a rivet **33**. The upper end of the lever **32** has an aperture **35** which receives the outer end of the finger **22** of the lever **18**.

The lower end of the lever **32** has an end portion **36** offset sufficiently to clear a bar **38** which bar is secured to the disc **25**. The offset portion **36** of the lever **32** receives a binding post **39** which is pivotally mounted thereon.

The binding post **39** has an aperture therethrough which receives the end of a control wire **40**, the control wire being held in the binding post **39** by a screw **42**.

The control wire **40** is encased in a cable **45** which extends between the dashboard **46** of the car and the carburetor **10**. The cable **45** is secured to the outer end of the bar **38** by a clamp **48**. The other end of the cable is secured under the dashboard **46** by a nut **50**.

The wire **40** extends through the cable **45** and terminates in a knob **53** on the face of the dashboard **46**.

Operation

In operation, when it is desired to enrich the mixture, the knob **53** may be pulled out from the dashboard rotating the lever **32**. Rotation of the lever **32** causes a corresponding rotation of the lever **18** opening the choke valve **15** and enriching the mixture. The wire **40** maintains the valve **15** in the adjusted position.

It will be realized that the hereinbefore described form of the invention is to be taken merely as a preferred embodiment thereof and that variously changes in size, shape and arrangement of parts may be made without departing from the spirit of the invention or the scope of the subjoined claims.

That which is claimed as new and is desired to be secured by United States Letters Patent is:

1. In a carburetor having a casing, an actuating lever including a finger projecting from said casing, a manual control for said lever comprising a plate having an arcuate aperture through which said finger extends, means to secure the plate on the exterior of said casing, a second lever pivotally secured to said plate with one end of said second lever engageable with the finger, a control cable secured to the plate and a control wire movable through said cable and secured to said second lever to actuate the control lever.

2. In a carburetor having a casing, an actuating lever on the exterior of the casing and an outstanding finger on said lever, a manual control for said lever comprising a plate having an arcuate aperture therethrough, means to secure the plate on the exterior of said casing, a second lever pivotally secured to said plate with a hole in one end of said second lever engageable over the finger, a binding post pivotally secured to said second lever, a control wire secured to said binding post to actuate the first named lever and a control cable receiving said wire to guide the same.

3. In a carburetor having a casing, a lever on the exterior of the casing and an outstanding finger on said lever, a manual control for said lever comprising a plate having an aperture therein through which the finger projects, means to secure the plate on the exterior of said casing, a second lever pivotally secured to said plate with a hole in one end of said second lever engageable over the finger, a binding post pivotally secured to the end of said second lever opposite said finger, a control wire secured to said binding post to actuate the first named

lever and a control cable receiving said wire to guide the same.

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