

Sept. 15, 1925.

1,553,493

I. L. ALLEN
ACCELERATOR ATTACHMENT
Filed Sept. 23, 1924

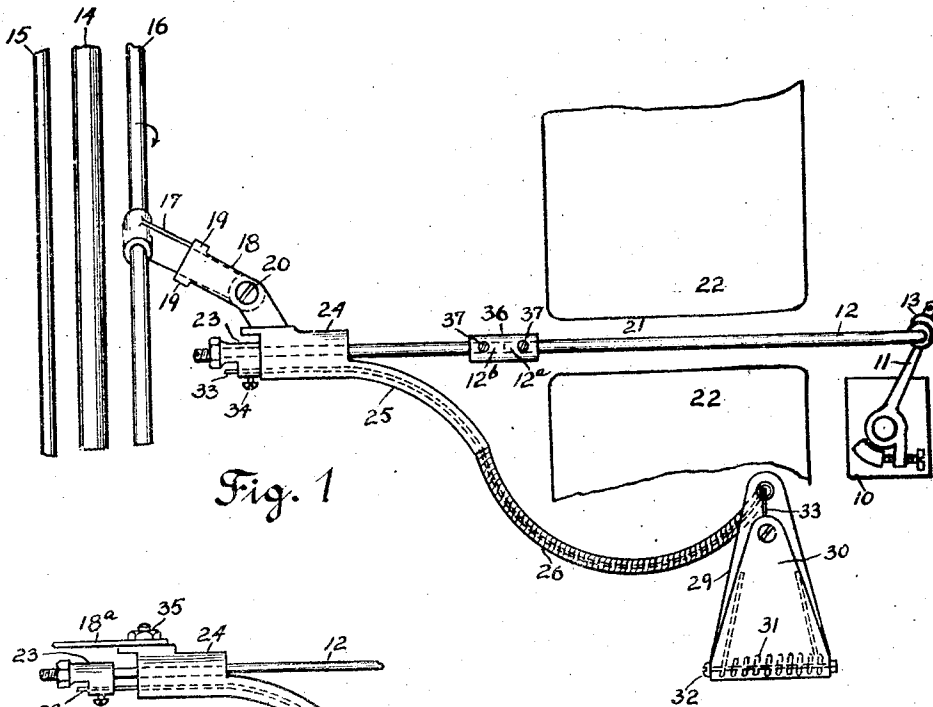


Fig. 1

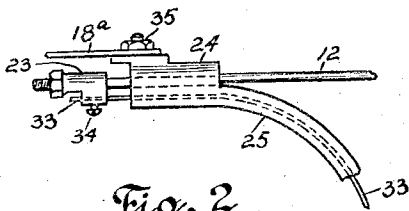


Fig. 2

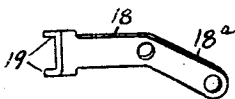


Fig. 4

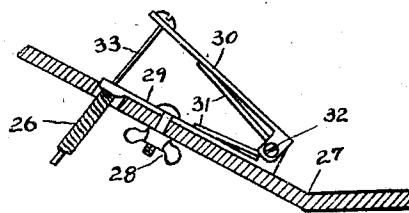


Fig. 3

INVENTOR.
Ira L. Allen
BY L. L. Wentfall
ATTORNEY.

Patented Sept. 15, 1925.

1,553,493

UNITED STATES PATENT OFFICE.

IRA L. ALLEN, OF SPOKANE, WASHINGTON.

ACCELERATOR ATTACHMENT.

Application filed September 23, 1924. Serial No. 739,347.

To all whom it may concern:

Be it known that I, IRA L. ALLEN, a citizen of the United States of America, residing at Spokane, Spokane County, State of Washington, have invented new and useful Improvements in Accelerator Attachments, of which the following is a specification.

This invention pertains to new and useful improvements in accelerator attachments and has for its object to provide means whereby the throttle of an internal combustion engine of a motor car can be controlled either by the hand or by the foot.

A further object is to provide an attachment of the character mentioned, which can be adapted to cars at present in use, especially Ford cars, having only hand operated means of control, by which said means of control may also be operated by the foot.

A further object is to provide new and useful means whereby each means of control is entirely independent of the other, so that, when either of said means is operated, it will not effect the operation of the other means.

The invention will be hereinafter particularly described, illustrated in the accompanying drawings and pointed out in the appended claims.

In the drawings, Fig. 1 is a view in elevation of the improved construction with carburetor and attachment and a broken-away view of the steering mechanism and of the cylinders of a motor car. Fig. 2 is a broken-away view of Fig. 1, with parts adjusted to a different position. Fig. 3 is a side view of the foot operating means, together with a sectional view of the foot board of a motor car, to which the same is attached, and Fig. 4 is a view of a detail connection, used as a part of the hand operating means.

In a detail description, in which like numerals refer to like parts throughout the several views, I have indicated a carburetor 10 with an accelerator arm 11 in a position to indicate a minimum feed. An operating rod 12 is shown connected with the arm 11 at 13. Paralleling the steering rod 14 and the spark adjusting rod 15, is the hand accelerator rod 16, to which is rigidly secured, an arm 17, to which, in turn, is secured an angular member 18, by means of engaging prongs 19 and a screw 20. The rod 12 is shown as passing through an opening

21 between the motor cylinders 22, at the free end of which rod 12 is adjusted, a shoulder 23. Slidably adjusted on the rod 12, inside of the shoulder 23, is a sleeve 24, having a rigid tubular connection 25 joined thereto. Attached to the free end of the tubular connection 25, is a hollow flexible cable 26. Mounted on the foot board 27 and secured thereto as by a thumb-screw 28, is a member 29, to which is hinged a member 30, and between which members 29 and 30, is mounted a spring 31, a bolt 32 serving both to hinge said members and to retain said spring. The said spring 31 is adapted to hold the hinged members 29 and 30 apart, as shown in Fig. 3. To the free end of the member 30 is secured a wire 33, the same passing through an opening in the free end of the member 29, thence through the cable 26 and the connection 25 and adjusted to and held in an opening in the shoulder 23 by means of a set screw 34. The portion 18^a of the member 18 is secured to the sleeve 24 by means of a stud 35.

When it is desired to open the throttle valve by means of the foot operative mechanism, the member 30 is manually depressed, whereby the wire 33 is forced through the cable 26 and the connection 25, which has the effect of forcing the rod 12 to the left, thereby pulling the arm 11 of the carburetor 10 in the same direction and opening the valve and changing the relative positions of the sleeve 24 and the shoulder 13 as indicated in Fig. 2, the sleeve 24 remaining stationary, consequently not disturbing the hand operative mechanism connected therewith. When the member 30 is released, the spring 31 forces the parts back to normal. When it is desired to accelerate by means of the hand operative mechanism, the rod 16 is manually rotated in the direction of the arrow, whereby, by means of the arm 17 and the member 18, the sleeve 24 bearing against the shoulder 23, forces the rod 12 to the left, and by reason of the connection of the rod 12 with the carburetor arm as shown, the valve is opened. The slack in the cable 26, as indicated, permits of this last described action without disturbing the foot operative mechanism shown. The rod 12 is shown spliced by means of a sleeve 36, the ends 12^a and 12^b being held to position by means of set screws 37. This splicing may be used as an expedient in placing the improved mechanism on a Ford car equipped with a car-

buretor other than the regular Ford equipment.

What is claimed is:

1. A gas motor car accelerator attachment,
5 comprising a rod attached to the crank arm of the carburetor, a shoulder adjusted to the free end of the rod, a sleeve slidably adjusted on the rod inside of the shoulder, a rigid tubular connection with said sleeve,
10 a hollow flexible cable attached to said tubular connection, a spring return actuating lever attached to the foot board of the motor car body, a wire secured to the shoulder on the rod and passed through said rigid
15 tubular connection and through said hollow flexible cable and attached to said lever and an arm connection between the said sleeve

and a hand operative rotatable accelerator rod.

2. A gas motor car accelerator attachment, 20 comprising a rod attached to the crank arm of the carburetor, a slidable member on said rod, means on the free end of the rod for limiting the movement in that direction of
said slidable member, a foot lever, connected 25 therewith for the actuation thereof in one direction and a spring connected with said foot lever for the return actuation of said slidable member and an arm attachment between said slidable member and a hand 30 actuating accelerator rod.

In testimony whereof, I affix my signature.

IRA L. ALLEN.