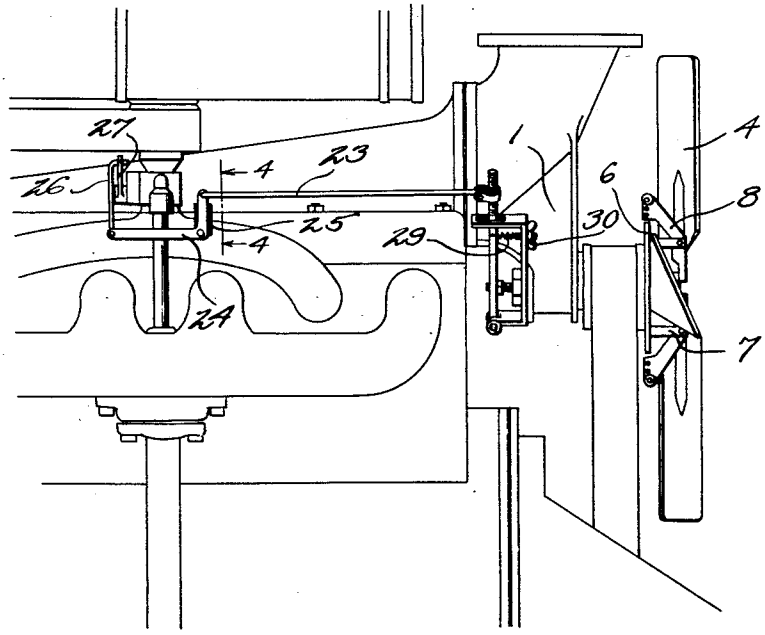
May 14, 1929. L. O. FUNDINGSLAND 1,713,470

GOVERNOR ATTACHMENT FOR TRACTORS

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Fig. 1.



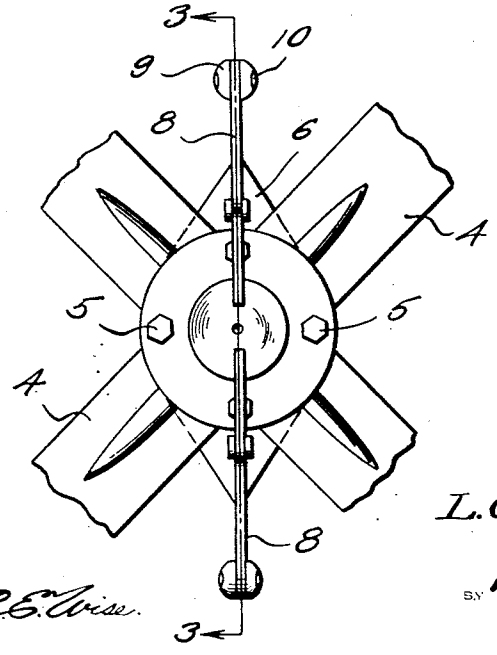


Fig. 2.

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Fig. 3.

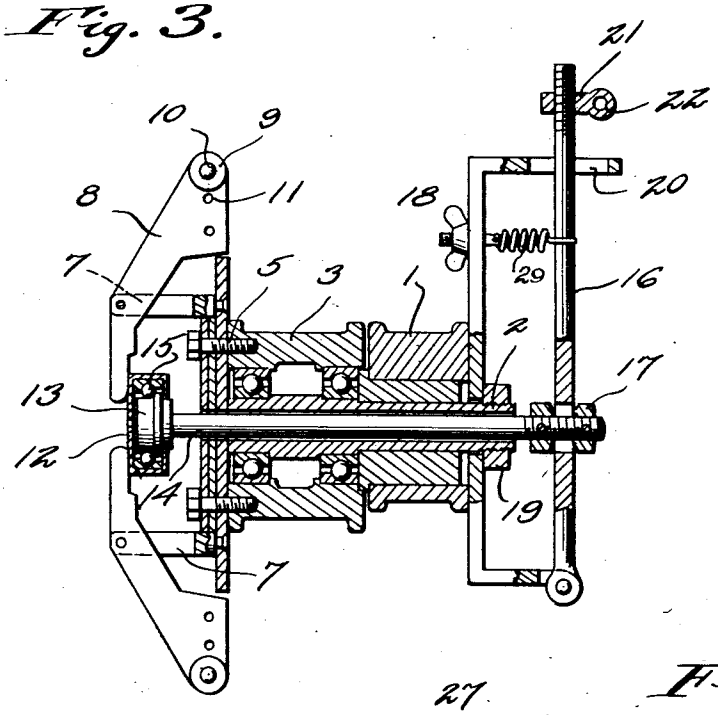
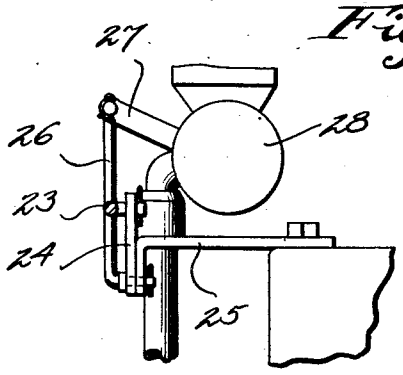


Fig. 4.



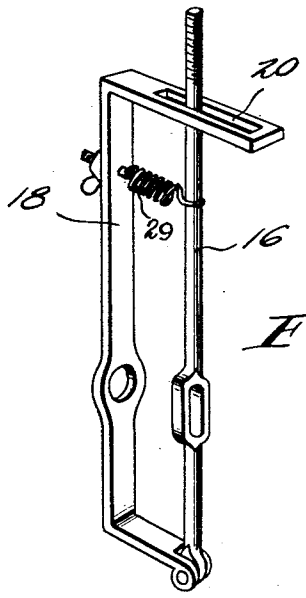


Fig. 5.

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UNITED STATES PATENT OFFICE.

LAURITZ O. FUNDINGSLAND, OF BURLINGTON, COLORADO.

GOVERNOR ATTACHMENT FOR TRACTORS.

Application filed March 26, 1926. Serial No. 97,692.

This invention relates to a governor for controlling the speed of an internal combustion engine, the general object of the invention being to place the governor on the fan of the motor so that the speed of the fan will actuate the governor when the speed becomes excessive, with means for attaching the governor to the throttle.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claim.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a fragmentary elevation of a motor showing my invention in use.

Figure 2 is a fragmentary front view of the fan with the governor thereon.

Figure 3 is a section on line 3—3 of Figure 2.

Figure 4 is a section on line 4—4 of Figure 1.

Figure 5 is a view of the bracket and lever which are located at the rear of the fan assembly.

As shown in these drawings, the bracket 1 at the front of the motor supports a hollow shaft 2 upon which the fan pulley 3 is rotatably connected, the blades 4 being connected with the pulley by the bolts 5. In carrying out my invention, I place a base plate 6 between the blades and the pulley, the plate being perforated for the passage of the bolts 5, so that said plate will rotate with the pulley and fan. This plate carries the horizontal posts 7 which pivotally support the governor arms 8. A weight 9 is adjustably connected with the outer end of each arm by having its screw or bolt 10 engaging any one of a number of holes 11 made in the arm. The inner ends of the arms engage a small casing 12 rotatably mounted on the head 13 of a shaft 14 which is slidably arranged in the hollow shaft 2. Anti-friction bearings 15 are placed between the casing and the head. The inner end of the shaft 14 is connected with a lever 16 by the nuts 17 engaging the screw threaded end of the shaft and said lever 16 is pivotally supported by a yoke-shaped bracket 18 which is provided with a hole through which the hollow shaft 2 passes and which is held against the bracket 1 by the nut 19. The upper end of the lever 16 passes through a slot 20 in the upper arm of the bracket, so that the rocking movement of the lever is limited, and the upper end of the lever is threaded to receive a clip 21 which is provided with an eye 22 to pivotally receive a link 23 which is connected to one arm of a bell crank 24, pivoted to the bracket 25 on the motor and which is connected by the link 26 to the throttle arm 27 of the carbureter 28 of the motor.

From the foregoing it will be seen that the base plate 6, with the governor arms 8, will rotate with the fan and its pulley so that when the speed of the pulley and fan exceeds that for which the governor is set, the weighted ends of the arms will swing outwardly so that their inner ends will press upon the casing 12, which rotates with the arms, and this pressure will move the shaft 14 inwardly, thus rocking the lever 16 and causing the bell crank 24 to move the throttle arm to partly close the throttle valve which will check the speed of the motor. When the speed is checked, a spring 29 which connects the lever 16 with the bracket 18 and which is adjustable by the winged nut 30, will move the lever back to its normal position, thus opening the throttle valve again and moving the shaft 14 to its normal position which will also cause the governor arms 8 to return to their normal position. The arms can be adjusted to operate at different speeds by adjusting the weights 9 thereon. As will be seen, the governor assembly is carried by the fan part so that it can be easily arranged on a motor of the class shown.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

In combination with a fan and a hollow fan shaft of an internal combustion motor, a rod passing through the shaft, a head rotatably mounted on the outer end of the rod, a support fastened to the front of the fan assembly, governor arms carried by the support and having their inner ends engaging the

head, weights adjustably connected with the outer ends of the arms, a supporting frame at the rear of the fan assembly including upper and lower arms, the upper arm being slotted, a lever pivoted to the lower arm and having its upper end passing through the slot, means for adjustably connecting the inner end of the rod to the lever, means for connecting the upper end of the lever with the throttle valve, a spring connecting the upper part of the lever with its supporting frame and means for adjusting the tension of the spring.

In testimony whereof I affix my signature.

LAURITZ O. FUNDINGSLAND.