

F. C. REINEKING.
 REED AIR INTAKE REGULATOR FOR CARBURETERS.
 APPLICATION FILED JUNE 3, 1909.

939,549.

Patented Nov. 9, 1909.

Fig. 1

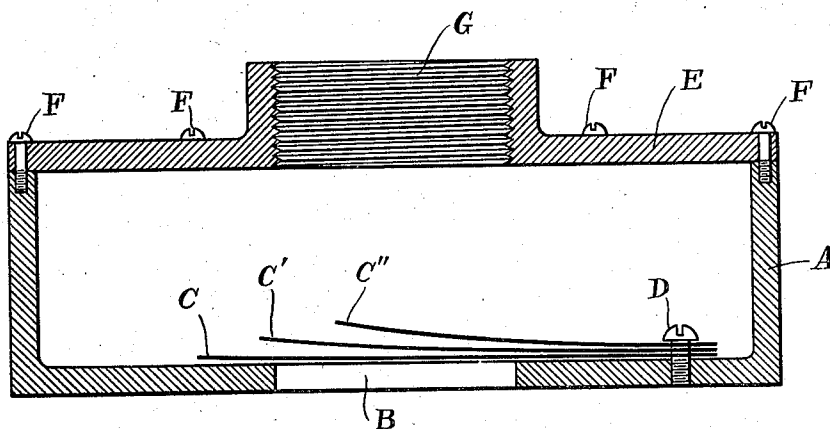
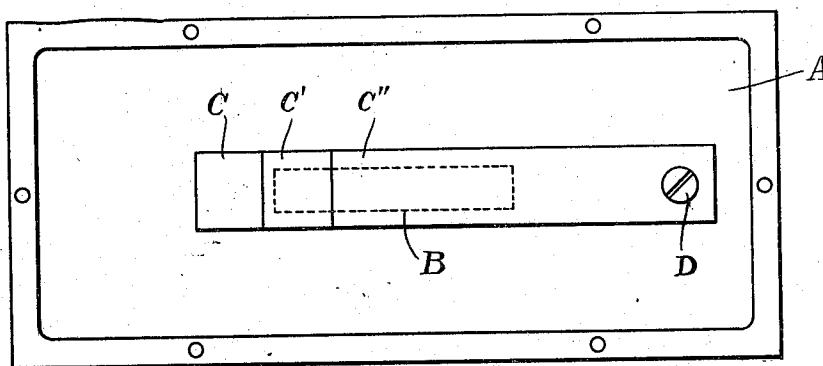


Fig. 2



WITNESSES:

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REED AIR-INTAKE REGULATOR FOR CARBURETERS.

939,549.

Specification of Letters Patent.

Patented Nov. 9, 1909.

Application filed June 3, 1909. Serial No. 499,938.

To all whom it may concern:

Be it known that I, FREDERICK C. REINEKING, a citizen of the United States, residing at 34 Lembeck avenue, in Jersey City, county of Hudson, and State of New Jersey, have invented a new and useful Improvement in Reed Air-Intake Regulators for Carbureters, of which the following is a specification.

My invention relates to an improvement in reed air intake regulators for carbureters; and the objects of my invention are, first to provide means for a regulation of the reed tension which shall make the air regulation more efficient at all engine speeds, second to provide for greater durability and wearing qualities of the reeds. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a section in elevation of my device, Fig. 2 is a plan view of my device viewed from above.

Fig. 1 is a longitudinal section in elevation of my device. A is the casing or wall of the air intake chamber. B is the air intake slot in casing A. C, C', C'' are the reeds fastened to casing A by screw D. The method of fastening the reeds, or of holding them in place is no part of the present invention, as the reeds may be permanently fastened by a screw D as shown, or may be made removable, as shown in my application now pending in the United States Patent Office filed April 13, 1909, Serial No. 489,646.

E is a top fastened to casing A by screws F. G is the air connection in top E, leading to the mixing chamber of the carbureter or to the intake pipe of the engine.

Fig. 2 is a detail plan view of my device viewed from above (the top E being removed). A is the casing. The slot B is indicated by the dotted lines. C, C' and C'' are the reeds. D is the screw holding reeds C, C', C'' to casing A.

The operation of the device is as follows: Experience has shown that a reed which gives the best results under certain conditions of atmosphere, engine speed, etc., will not give such good results as another reed under different conditions; and also that a reed which gives the best results at low engine speed will not necessarily give the best results at higher engine speeds even with all other conditions identical. There has therefore been great need of a reed device capable of differential adjustment. This differential adjustment of the reed tension I have effected by means of employing a plurality of superimposed reeds. Thus Fig. 1 shows my device with three reeds, C, C' and C'' all of different lengths and different degrees of curvature—C being straight, C' being shorter than C and slightly curved, and C'' being still shorter than C' and more curved. Instead of three reeds, as shown in Fig. 1, I might use two reeds, C and C', discarding C'', or I might use four or more reeds. And where these superimposed reeds are used I might make them all straight and of different lengths, or all curved with different degrees of curvature and of the same length, or all curved and of different lengths, or some straight and some curved and all of the same length, or some straight and some curved of different lengths.

I claim as my invention:

1. In reed air intake regulators for carbureters, a plurality of reeds superimposed over a common air intake slot, said reeds being of different lengths.

2. In reed air intake regulators for carbureters, a plurality of reeds superimposed over a common air intake slot, said reeds being of different degrees of curvature.

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Witnesses:

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