J. J. AULL.

PRIMING CUP.

APPLICATION FILED OCT. 19, 1914.

1,154,683. Patented Sept. 28, 1915.

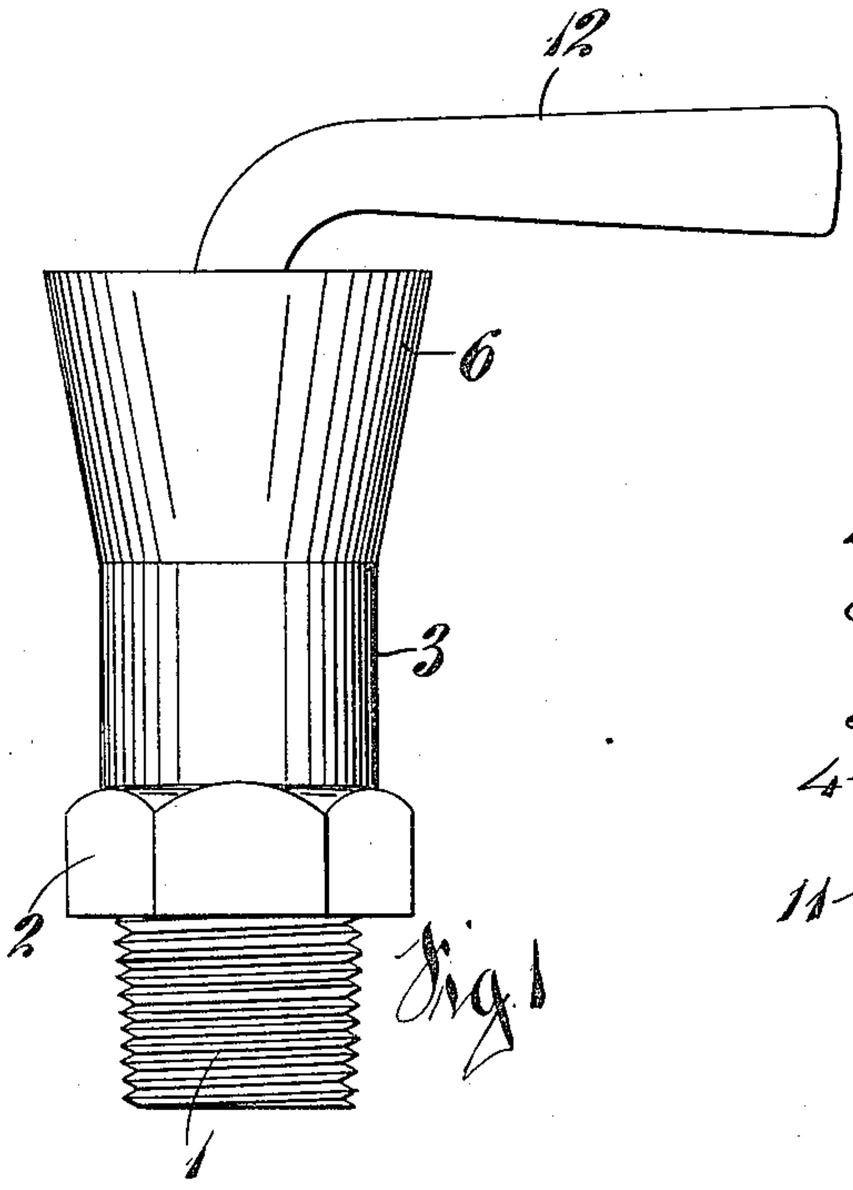

Fig. 1

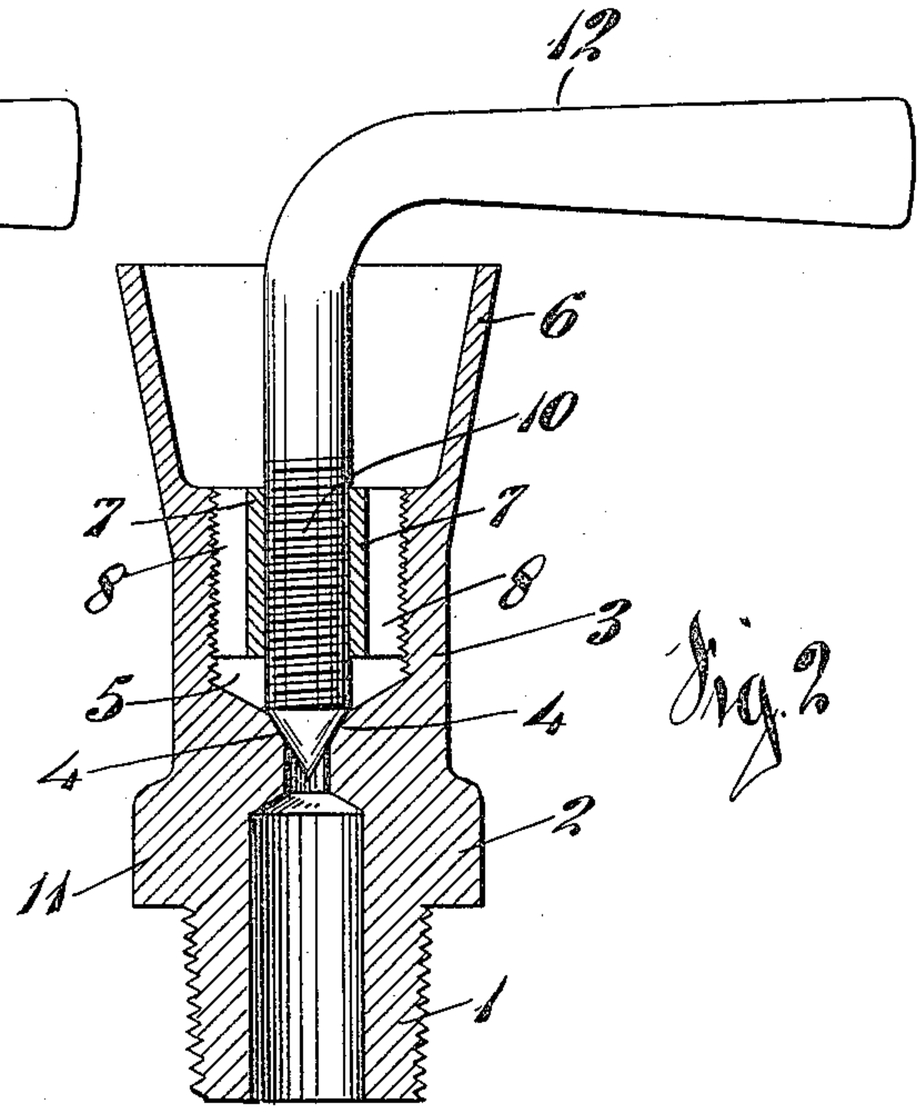

Fig. 2

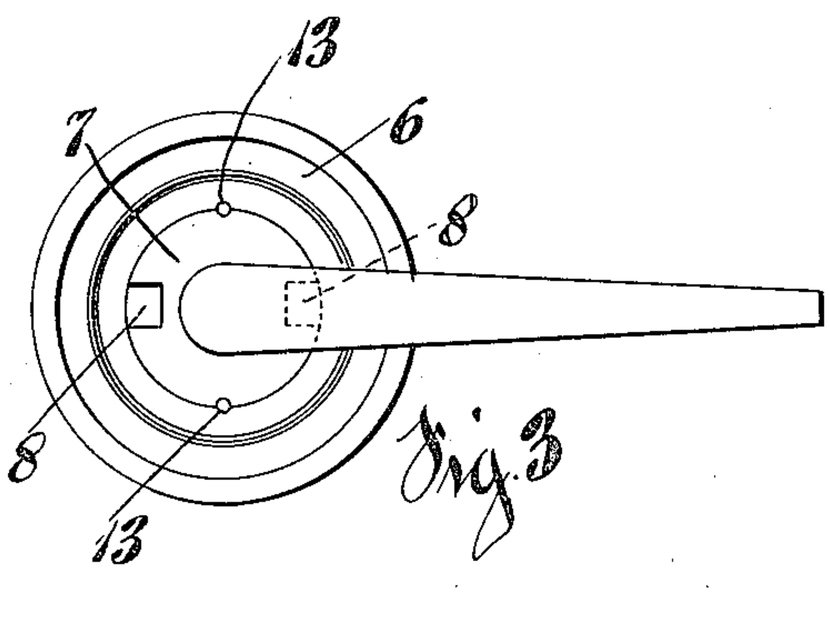

Fig. 3

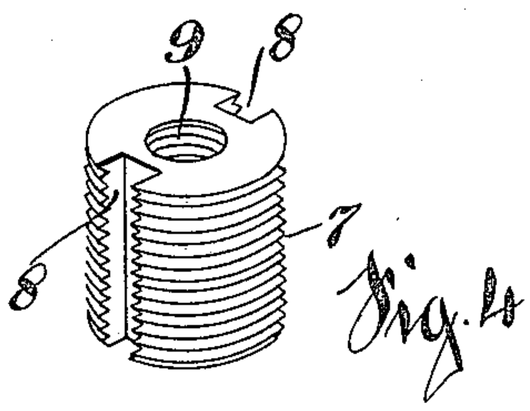

Fig. 4

Witnesses
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UNITED STATES PATENT OFFICE.

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PRIMING-CUP.

1,154,683. Specification of Letters Patent. Patented Sept. 28, 1915.

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To all whom it may concern:

Be it known that I, JEROME J. AULL, a citizen of the United States, and a resident of the city of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Priming-Cups, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention has relation to priming cups particularly of the type which employs a needle valve means for opening and closing the passageway therein to the engine cylinder, and has as its object the providing of a simple, inexpensive, durable and effective cup of this type, which object is accomplished by that certain construction and arrangement of parts to be hereinafter specifically pointed out and claimed.

In the drawings, Figure 1 is a side elevation of the priming cup. Fig. 2 is a central vertical section thereof. Fig. 3 is a top plan view of the same. Fig. 4 is a perspective view of the plug.

In the construction of priming cups in the art, there have been several of the needle valve type designed, but these cups, although they possess the nonleakable features which make this type of valve of advantage over the more common stop-cock type, are too expensive to be a practical advanced step in the art. By the new priming cup here, a cup is supplied which is of the needle valve type, and still is cheaper and more simple than the usual cup of the stop-cock variety. A single straight barrel is provided having a screw-threaded end 1, for insertion in the cylinder of an engine, the hexagonal nut shaped boss 2 to accommodate a wrench, the body portion 3 which contains the valve seat 4, and the screw-threaded cylindrical chamber 5 above the valve seat, and the cup 6 leading into the chamber and forming the upper end of the barrel.

It can readily be seen that the advantage in construction of this straight, unitary piece, with the passageways therein along a single axis, is considerable over a T-shaped piece with passageways at different angles, necessitating the handling and tapping at different angles, and the use of an excess of brass or bronze.

To close the cup at the base, provide channels for flow of gasolene out of the cup, and provide for a mounting means for the needle valve, a cylindrical plug 7 is provided. This plug 7 is screwthreaded to screw into the chamber 5, and has longitudinal channels 8, 8, at opposite sides. These channels form sockets to accommodate a small spanner for turning the plug down into the chamber, and they also serve as channels for the passage of liquid down from the cup. Tapped centrally through the plug is a screw hole 9 for the needle valve. This valve has the screwthreaded stem 10, the point 11 and the handle 12.

In assembling the cup, the plug is screwed into the chamber until its top is flush with the bottom of the cup, and nicks or burs 13, 13, are made at the adjacent edges to lock the plug permanently in place. The valve stem is then screwed in through the plug and turned down by means of the handle until the point 11 seats on the seat 4.

In use the cup is filled with liquid and the valve raised away from its seat, when the liquid will then flow through the channels into the base of the chamber 5, through the passageway in the needle valve seat 4 and out through the screw end 1 into the engine.

Instead of an L-shaped handle, as shown, the handle may be T-shaped, as will be obvious without further showing in the drawing.

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

1. In a priming cup, a cup portion and an outlet portion, a plug to screw into the cup portion, a valve stem to screw into the plug, and cutaway portions in the periphery of the plug to form passageways in the plug to conduct priming fluid from the cup to the outlet.

2. In a priming cup, a cup portion, a chamber portion, a valve seat in the base of the chamber portion, a plug to screw into the chamber portion, a valve stem to screw into the plug, and cutaway portions in the periphery of the plug to form passageways in the plug to conduct priming fluid from the cup portion to the valve seat.

JEROME J. AULL.

Witnesses:
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