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J. F. ARMSTRONG.
FOOT ACCELERATOR ATTACHMENT FOR AUTOMOBILES.
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Fig. 1.

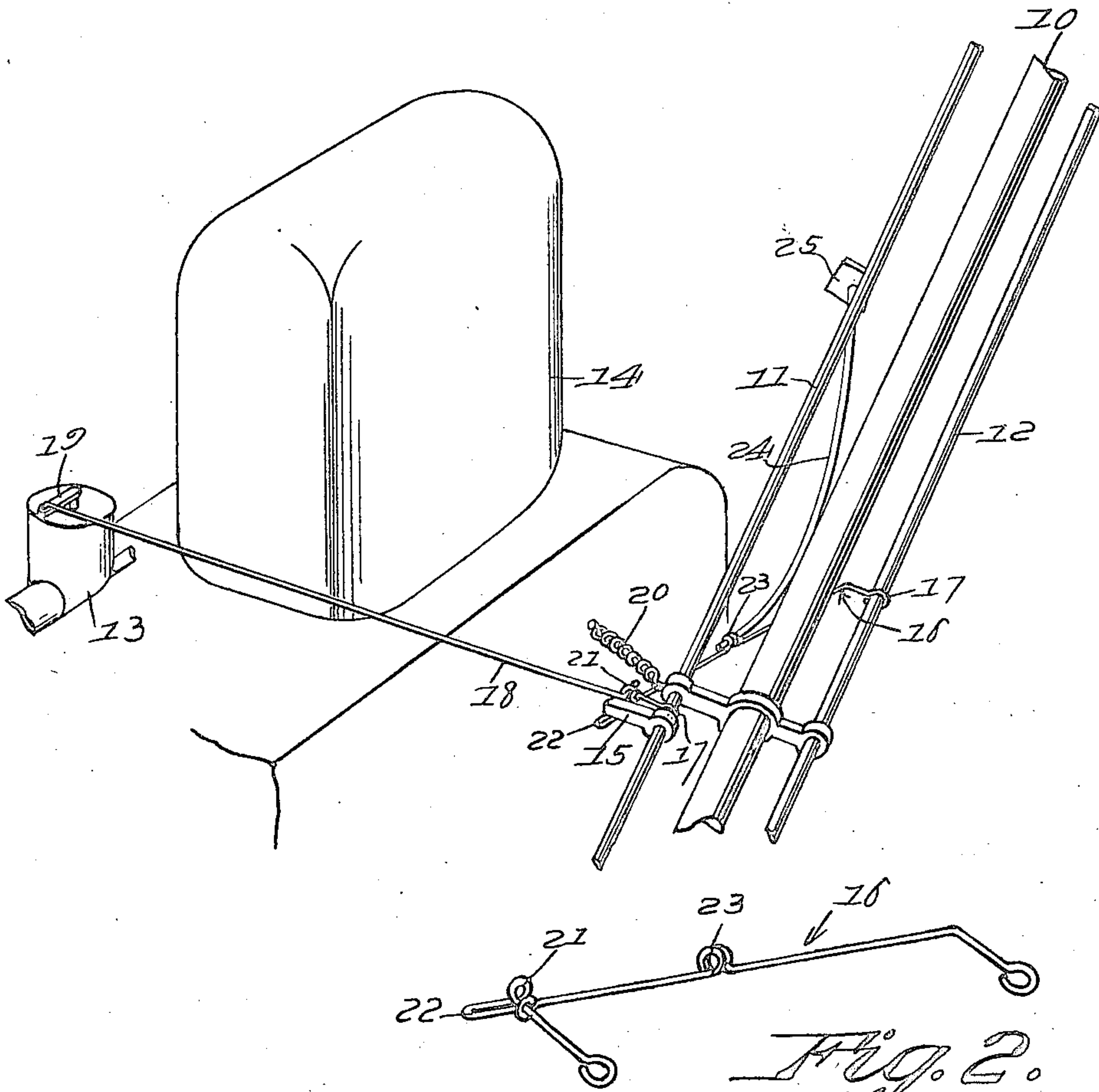


Fig. 2.

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FOOT-ACCELERATOR ATTACHMENT FOR AUTOMOBILES.

Application filed June 11, 1920. Serial No. 388,325.

To all whom it may concern:

Be it known that I, JAMES F. ARMSTRONG, a citizen of the United States of America, residing at Elgin, in the county of Antelope and State of Nebraska, have invented new and useful Improvements in Foot-Accelerator Attachments for Automobiles, of which the following is a specification.

The object of the invention is to provide a simple and relatively inexpensive foot accelerator attachment for supplementing the manually operable accelerator in common use upon automobiles of the Ford type in reference to the control of the carburetter and adapted to be used without interfering with the operation of the means ordinarily employed for this purpose and at the same time to permit of the operation of the manually controlled means in accordance with the usual practice and to this end the same consists in a construction and combination of parts of which a preferred embodiment is shown in the accompanying drawing, wherein:

Figure 1 is a perspective view showing the attachment applied in the operative position to the related parts of the automobile.

Figure 2 is a view of the intermediate or transmission yoke.

The contemplated apparatus is designed for use in connection with the usual steering column 10 adjacent to which are arranged the carburetter rod 11 and spark rod 12, the former in the usual practice being directly connected with the carburetter 13 located in convenient relation to the engine 14, and in the present adaptation an operating arm 15 secured to and carried by the carburetter rod 11 is arranged in operative relation with an intermediate or transmission yoke 16, preferably fulcrumed as at 17 upon the carburetter and spark rods in the path of said arm 15, the said yoke being connected by a rod 18 with the carburetter lever 19 to the end that when the carburetter rod 11 is turned in the ordinary way it will act through the intermediate or transmission yoke 16 to affect the carburetter and regulate the amount of gas supplied to the engine, said yoke being yieldingly held in a normal position or in opposition to the pressure of the arm 15 by means of a spring 20.

The connection between the rod 18 and the yoke 16 is effected by means of an eye 21 formed on the latter and consisting, when

the yoke as shown is constructed of a single length of wire or rod, of a looped portion thereof as indicated, and extending therefrom is a looped arm 22 serving as a bearing with which contacts the arm 15 in the ordinary operation of the carburetter by means of the movement of the carburetter rod 11.

With an intermediate eye 23 also formed by coiling the rod of which the yoke 16 is constructed, is the stem 24 of a pedal 25 adapted to be disposed in rear of the dashboard of the car within convenient reach of the foot of the operator or driver, so that the yoke may be moved in the direction necessary to position the carburetter lever 19, by manipulating either the carburetter rod 11 by hand as in the ordinary practice, or by pressure upon the pedal 25. This arrangement enables the operator to use the pedal in an emergency as in ascending a sharp grade and where a rich mixture is desired only for a short period, without modifying the adjustment of the carburetter lever at the steering wheel, so that after the grade has been overcome or the necessity for the increased speed or power no longer exists, the release of the pedal from the pressure of the foot will allow the carburetter through the action of the spring 20 to return to the previous adjustment controlled by the position of the hand operated means for regulating the carburetter.

In other words the foot operable attachment may be applied to a car already equipped with the usual hand operated means for controlling the carburetter and may be used independently thereof when an occasion arises for an abrupt increase in power or in the feed of fuel without altering the adjustment of the manually operable means which thus may be set to secure the best results under normal conditions of load and speed, and in this way the flexibility in the operation of the car is increased and the operation thereof under varying conditions is facilitated.

What is claimed is:

1. A foot control for carburetters consisting of a foot actuable intermediate or transmission yoke connected with the carburetter and arranged in the path of movement of an arm actuable by the carburetter rod, said yoke consisting of a rod provided with terminal eyes for engagement with the carburetter and spark control rods of the steer-

ing column, intermediate eyes for connection respectively with the carburetter and a pedal stem, and a terminal arm for engagement by the arm of the carburetter rod.

- 5 2. A foot control for carburetters consisting of a foot actuable intermediate or transmission yoke connected with the carburetter and arranged in the path of movement of an arm actuable by the carburetter rod, said

yoke being provided with means for swing- 10
ing connection with the carburetter and spark controlled rods of the steering column, means for operative connection with the carburetter and a foot pedal, and means for actuation by the carburetter rod. 15

In testimony whereof he affixes his signature.

JAMES F. ARMSTRONG.