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AUTOMOBILE LOCK

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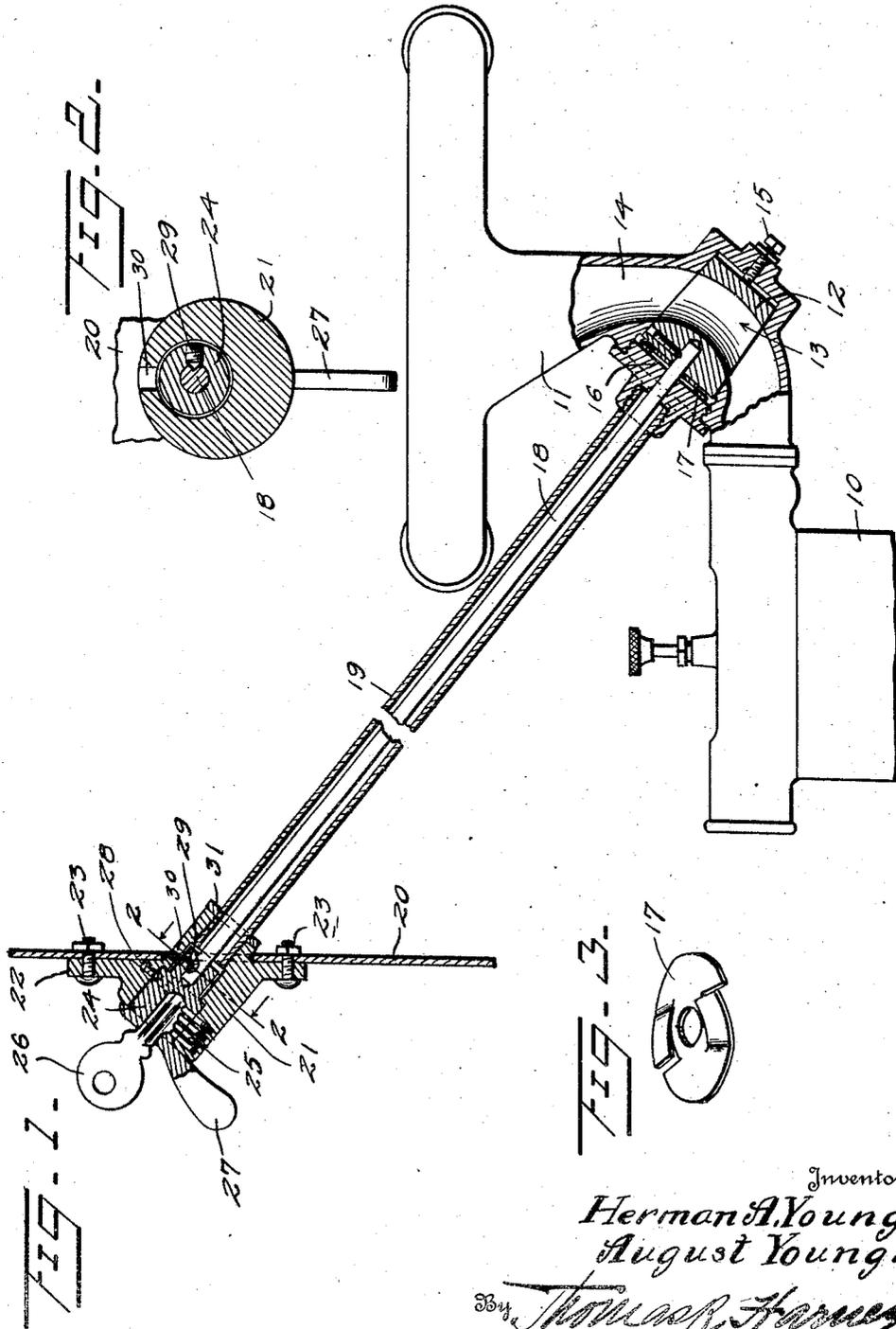


FIG. 3.

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AUTOMOBILE LOCK.

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To all whom it may concern:

Be it known that we, HERMAN A. YOUNG and AUGUST YOUNG, citizens of the United States of America, residing at Stuttgart, in the county of Arkansas and State of Arkansas, have invented certain new and useful Improvements in Automobile Locks, of which the following is a specification.

Our present invention relates generally to automobile locks and more particularly to locks for automobiles and motor cars applied more particularly to a disruption of the gas line, the line of communication between the carburetor and the working cylinders of the motor, our object being the provision of a simple, inexpensive arrangement which may be readily and quickly applied, which will be lasting and durable and which will be uniformly effective and efficient in use.

In the accompanying drawing, which illustrates our present invention and forms a part of this specification:

Figure 1 is a vertical longitudinal section illustrating the practical application of our invention,

Figure 2 is a detail cross section taken on line 2-2 of Figure 1, with the parts in position they assume when the lock is in effective position, and

Figure 3 is a detail perspective view of the spring take-up washer utilized in connection with the valve plug.

Referring now to these figures and particularly to Figure 1, there is shown at 10 a carburetor of an automobile or other motor car, which usually supplies to the engine or motor a combustible mixture through an in-take manifold 11, the latter or other part of the supply connections for the combustible mixture being provided in accordance with our invention with an angular bore for the reception of the valve plug 12 having a transverse opening 13 which when the valve plug is turned in one position forms a part of the gas supply channel 14. This plug when turned at right angles to its normal position shown in Figure 1 serves to cut off passage of combustible mixture through the gas channel 14 and is adjustably supported at its lower free end by means of a set screw 15 threaded through one wall of the manifold 11 at the base of its above mentioned bore.

At the opposite end of its bore, the manifold 11 is threaded for the reception of a

cap 16 above the turning plug 12, and between this cap 16 and the adjacent or upper end of the turning plug 12, a spring washer 17 is disposed, the function of which is to press the valve longitudinally and yieldingly maintaining the same in engagement with the adjusted screw 15 at all times.

The screw cap 16 has a central bore for the lower end of the valve stem 18, the latter of which is rigidly connected to the upper end of the valve plug 12, and the cap 16 also has at the upper end of its stem receiving bore a counter bore and is internally threaded around the latter to receive the lower threaded end of a tube 19 which forms a housing for the valve stem 18.

The valve stem 18 and tube 19 forming the housing thereof upstand to the dash or instrument board of the vehicle, the latter of which has an opening to receive one end of the tubular body 21 of a lock head having a flange 22 secured against the face of the dash or instrument board by a series of bolts or rivets 23. This body 21 forms a lock casing and has a bore in which a lock barrel 24 is rotatable under control of tumblers 25 or in other words is rotatable when the key 26 is inserted in the barrel in order to set the tumblers in proper position. The barrel 24 has at its upper outer portion an angular arm or handle 27 and is provided at its inner portion with a surface groove angularly thereof for the reception of the inner portion of a set screw 28 threaded angularly through a portion of the casing 21 and which it will be particularly noted is covered when the casing is secured to the dash or instrument board so as to defeat any attempt to pull the barrel outwardly while the casing is secured to the dash.

The inner reduced portion of the barrel 24 is axially bored to receive the upper end of the valve stem 18 and the upper end of the valve stem is secured within this bore by a set screw at 29 threaded into engagement with the stem through a threaded bore in the inner reduced end of the barrel 24, which set screw is insertable and removable through an opening 30 of the lock casing when the barrel 24 and consequently the turning plug valve 12 are in one position, namely, the normal operating position. When the key 26 is inserted and the barrel rotated through 180 degrees so as to move the turning plug valve to the locked position, the set screw 29 is shifted out of aline-

ment with the opening 30 and cannot be removed by unwarranted persons while the device is in locked position.

5 The casing 21 is internally threaded at the lower forward end of its bore to receive the upper threaded end of the tube 19 forming the valve stem housing and there is also preferably associated therewith a lock nut 31 abutting the lower forward end of the casing so as to insure rigid union of these parts.

15 Obviously in action, when the key 26 is placed within the barrel 24, the latter may be turned by means of its handle 27 so as to shift the turning plug valve 12 into either its normal operative position wherein its opening 13 forms a part of the gas channel, or to a right angular position where the flow of gas through the channel is cut off. In either of these positions, the removal of the key 26 serves to leave the parts locked against rotation until released for movement by reinsertion of the proper key and it is obvious from this and from a careful consideration of the foregoing description that our invention provides a simple, economical arrangement which may be quickly and easily installed, which will be strong and durable in use, as well as one which will be effective and efficient in its action.

We claim:

1. A dash-carried control for a fuel control valve having a stem, said control consisting of a casing having a flange securely fastened to the dash and also having a bored body one end of which extends through an

opening in the dash, a key controlled lock barrel rotatable in the upper portion of the bore of said body and having a surface groove, a set screw extending into said groove and arranged through a portion of the casing abutting the dash when the casing is secured to said dash whereby to conceal the set screw, said barrel having a bore in its lower inner end receiving the valve stem, a set screw threaded diametrically through the barrel and engaging said valve stem; the lower portion of the casing having an opening in its wall through which said latter set screw is exposed in one position of the barrel corresponding to the normal operating position of the fuel control valve.

2. A combustible fuel supply connection having a fuel channel and an angular bore, a turning plug in said bore having a transverse opening normally forming a part of said fuel channel and shiftable at right angles thereto whereby to cut off the flow through said channel, a stem attached to one end of said plug, a set screw engaging the opposite end of the plug and threaded through one wall of said connection, a threaded cap closing the said bore and having an axial bore for the said stem, and a spring washer between the said cap and the first mentioned end of the plug, for the purpose described.

In testimony whereof we have affixed our signatures.

HERMAN A. YOUNG.
AUGUST YOUNG.