

A Practical Guide to 'Free Energy' Devices

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US Patent 2,026,798

7th January 1936

Inventor: Charles N. Pogue

CARBURETTOR

This invention relates to carburettors suitable for use with internal combustion engines and is an improvement on the carburettors shown in my Patents Nos. 1,938,497, granted on 5th December 1933 and 1,997,497 granted on 9th April 1935.

In my earlier patents, an intimate contact between such as the fuel used for internal combustion engines, and a gas such as air, is obtained by causing the gas to bubble up through a body of the liquid. The vaporised liquid passes into a vapour chamber which preferably is heated, and any liquid droplets are returned to the body of the liquid, with the result that the fuel introduced into the combustion chambers is free of liquid particles, and in the molecular state so that an intimate mixture with the air is obtained to give an explosive mixture from which nearer the maximum energy contained in the liquid fuel is obtained. Moreover, as there are no liquid particles introduced into the combustion chambers, there will be no burning of the fuel and consequently, the temperature of the engine will not be increased above that at which it operates most efficiently.

In my Patent No. 1,997,497, the air which is to bubble up through the body of the liquid fuel is forced into and through the fuel under pressure and the fuel vapour and air pass into a chamber where they are heated and caused to expand. The introduction of the air under pressure and the expansion of the vaporous mixture ensures a sufficient pressure being maintained in the vapour heating and expanding chamber, to cause at least a portion of it to be expelled from it into the intake manifold as soon as the valve controlling the passage to it is opened.

In accordance with the present invention, improved means are provided for maintaining the vaporous mixture in the vapour-heating chamber under a predetermined pressure, and for regulating such pressure so that it will be at the optimum for the particular conditions under which the engine is to operate. Such means preferably comprises a reciprocating pump operated by a vacuum-actuated motor for forcing the vapour into and through the chamber. The pump is provided with a suitable pressure-regulating valve so that when the pressure in the vapour-heating chamber exceeds the predetermined amount, a portion of the vapour mixture will be by-passed from the outlet side to the inlet side of the pump, and so be recirculated.

The invention will be described further in connection with the accompanying drawings, but such further disclosure and description is to be taken merely as an exemplification of the invention, and the invention is not limited to that embodiment of the invention.

DESCRIPTION OF THE DRAWINGS

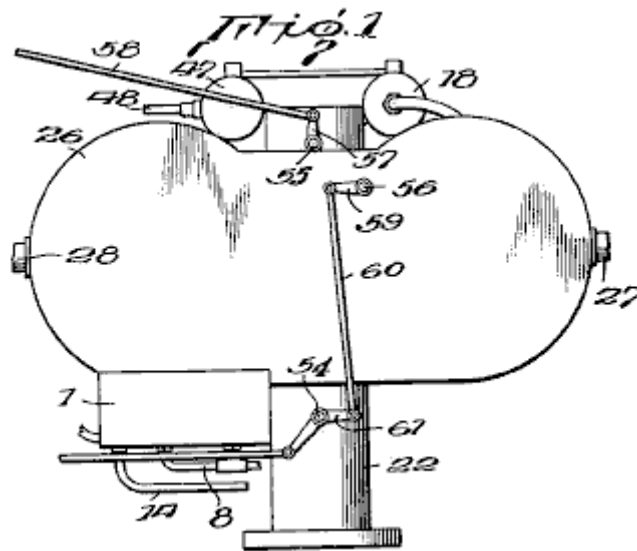


Fig. 1 is a side elevation of a carburettor embodying the invention.

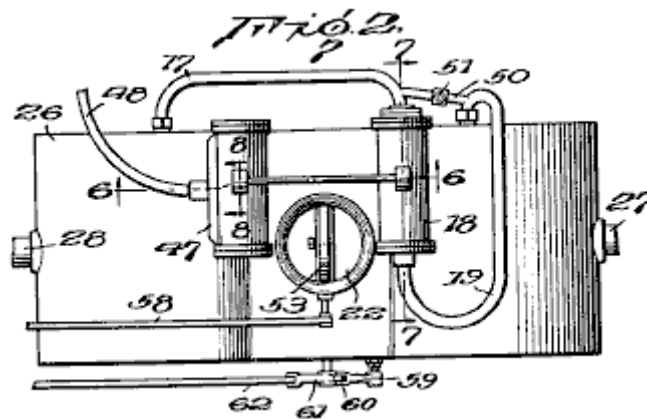


Fig. 2 is a plan view of the carburettor

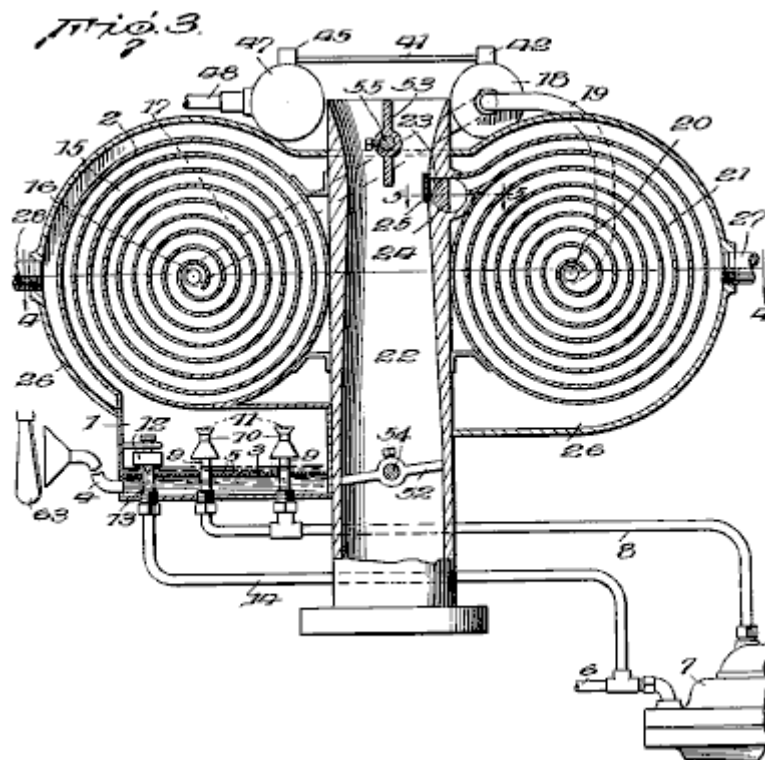


Fig. 3 is an enlarged vertical section view.

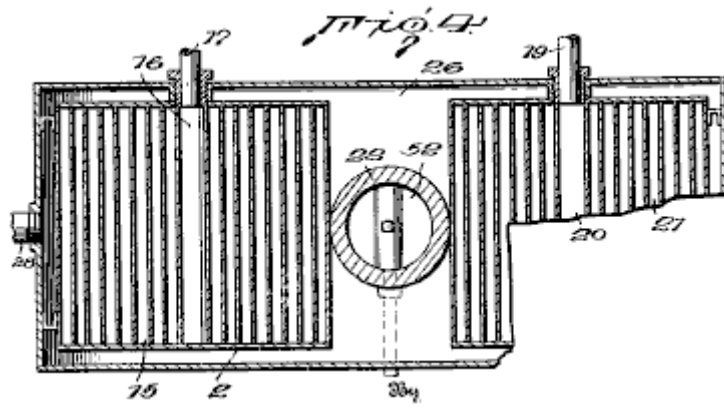


Fig. 4 is a transverse sectional view on line 4--4 of Fig. 3

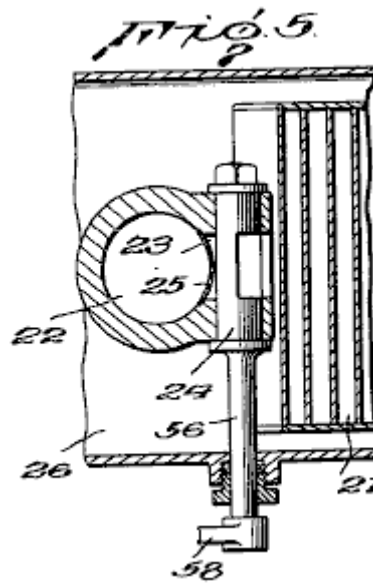


Fig. 5 is a detail sectional view on line 5--5 of Fig. 3

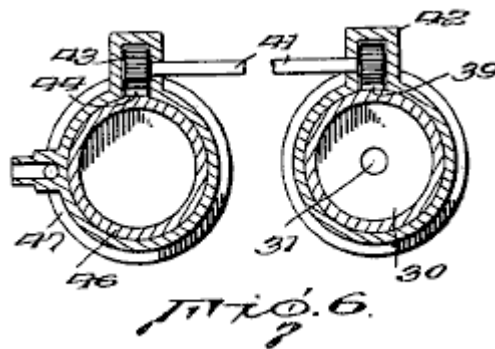


Fig. 6 is a transverse sectional view through the pump and actuating motor, taken on line 6--6 of Fig. 2

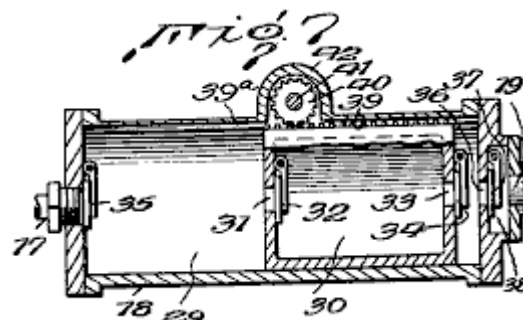


Fig. 7 is a longitudinal sectional view through the pump taken on line 7--7 of Fig. 2

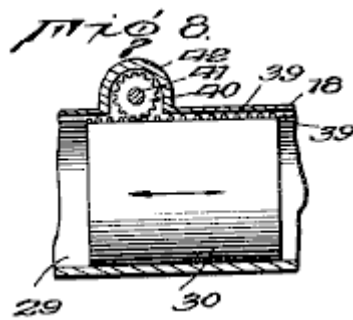
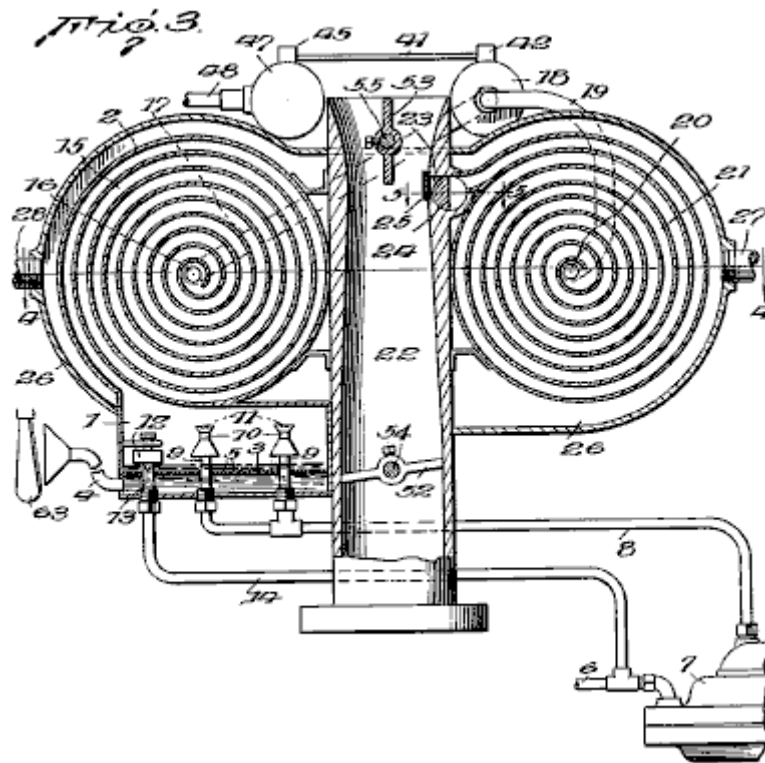


Fig. 8 is a longitudinal sectional view through a part of the pump cylinder, showing the piston in elevation.



In the drawings, a vaporising and atomising chamber **1** is located at the bottom of the carburettor and has an outlet at its top for the passage of fuel vapour and air into a primary vapour-heating chamber **2**.

The vaporising chamber **1** is provided with a perforated false bottom **3** and is normally filled with liquid fuel to the level indicated in **Fig. 1**. Air is introduced via conduit **4** into the space below the false bottom **3**, and then through the perforations **5** in the false bottom which breaks it into a myriad of fine bubbles, which pass upwards through the liquid fuel above the false bottom.

Liquid fuel for maintaining the level indicated in chamber **1** passes from the usual fuel tank (not shown) through pipe **6**, and is forced by pump **7** through pipe **8** through a pair of nozzles **9** having their outlets located in chamber **1**, just above the level of the liquid fuel in it. Pump **7** may be of any approved form but is preferably of the diaphragm type, as such fuel pumps are now standard equipment on most cars.

The nozzles **9** are externally threaded at their lower ends to facilitate their assembly in chamber **1** and to permit them to be readily removed should cleaning become necessary.

The upper ends of nozzles **9** are surrounded by venturi tubes **10** having baffles **11** located at their upper ends opposite the outlets of the nozzles, as is shown and described in detail in my Patent No. 1,997,497. The liquid fuel being forced from the ends of nozzles **9** into the restricted portions of the venturi tubes, causes a rapid circulation of the air and vapour in the chamber through tubes **10** and brings the air and vapour into intimate contact with the liquid fuel, with the result that a portion of the liquid fuel is vaporised. Unvaporised portions of the liquid fuel strike the baffles **11** and are thereby further broken up and deflected downwards into the upward-flowing current of air and vapour.

Pump **7** is regulated to supply a greater amount of liquid fuel to nozzles **9** than will be vaporised. The excess liquid fuel drops into chamber **1** which causes the liquid there to be maintained at the indicated level. When the liquid fuel rises above that level, float valve **12** opens and the excess fuel flows through overflow pipe **13** into pipe **14** which leads back to pipe **6** on the intake side of pump **7**. Such an arrangement permits a large amount of liquid fuel to be circulated by pump **7** without more fuel being withdrawn from the fuel tank than is actually vaporised and consumed by the engine. As float valve **12** will set upon the end of the outlet pipe **13** as soon as the liquid level drops below the indicated level, there is no danger of vapour passing into pipe **14** and thence into pump **7** to interfere with its normal operation.

The amount of liquid fuel vaporised by nozzles **9** and by the passage of air through the body of liquid, is sufficient to provide a suitably enriched vaporous mixture for introducing into the passage leading to the intake manifold of the engine, through which the main volume of air passes.

Vapour formed by air bubbling through the liquid fuel in the bottom of chamber **1** and that formed by the atomisation at the nozzles **9**, pass from the top of that chamber into the primary heating chamber **2**. As is clearly shown in **Fig.1**, chamber **2** comprises a relatively long spiral passage **15** through which the vaporious mixture gradually passes inwards to a central outlet **16** to which is connected a conduit **17** leading to a reciprocating pump **18** which forces the vaporious mixture under pressure into conduit **19** leading to a central inlet **20** of a secondary heating chamber **21**, which like the primary heating chamber, comprises a relatively long spiral. The vaporious mixture gradually passes outwards through the spiral chamber **21** and enters a downdraft air tube **22**, leading to the intake manifold of the engine, through an outlet **23** controlled by a rotary plug valve **24**.

To prevent the engine from backfiring into vapour chamber **2**, the ends of passage **19** are covered with a fine mesh screen **25**, which, operating on the principle of a miner's lamp, will prevent the vapour in chamber **2** from exploding in case of a backfire, but will not interfere substantially with the passage of the vapour from chamber **21** into air tube **22** when valve **24** is open.

The air tube **22** is preferably in the form of a venturi with the greatest constriction being at that point where outlet **23** is located, so that when valve **24** is opened, there will be a pulling force on the vaporious mixture due to the increased velocity of the air at the restricted portion of the air tube opposite outlet **23**, as well as an expelling force on it due to the pressure maintained in chamber **21** by pump **18**.

Both the primary and secondary spiral heating chambers **15** and **21**, and the central portion of air tube **22** are enclosed by a casing **26** having an inlet **27** and an outlet **28** for a suitable heating medium such as the gasses coming from the exhaust manifold.

Pump **18**, used to force the vaporious mixture from primary heating chamber **2** into and through the secondary chamber **21**, includes a working chamber **29** for hollow piston **30**, provided with an inlet **31** controlled by valve **32**, and an outlet **33** controlled by a valve **34**. The end of the working chamber **29** to which is connected conduit **17**, which conducts the vaporious mixture from primary heating chamber **2**, has an inlet valve **35**, and the opposite end of the working chamber has an outlet **36** controlled by valve **37** positioned in an auxiliary chamber **38**, to which is connected outlet pipe **19** which conducts the vaporious mixture under pressure to the secondary heating chamber **21**. Each of the valves **32**, **34**, **35** and **37** is of the one-way type. They are shown as being gravity-actuated flap valves, but it will be understood that spring-loaded or other types of one-way valves may be used if desired.

One side of piston **30** is formed with a gear rack **39** which is received in a groove **39a** of the wall forming the cylinder of the pump. The gear rack **39** engages with an actuating spur gear **40** carried on one end of shaft **41** and operating in a housing **42** formed on the pump cylinder. The other end of shaft **41** carries a spur gear **43**, which engages and is operated by a gear rack **44** carried on a piston **46** of a double-acting motor **47**. The particular construction of the double-acting motor **47** is not material, and it may be of a vacuum type commonly used for operating windscreen wipers on cars, in which case a flexible hose **48** would be connected with the intake manifold of the engine to provide the necessary vacuum for operating the piston **45**.

Under the influence of the double-acting motor **47**, the piston **30** of the pump has a reciprocatory movement in the working chamber **29**. Movement of the piston towards the left in **Fig.7** tends to compress the vaporious mixture in the working chamber between the end of the piston and the inlet from pipe **17**, and causes valve **35** to be forced tightly against the inlet opening. In a like manner, valves **32** and **34** are forced open and the vaporious mixture in that portion of the working chamber is forced through the inlet **31** in the end of the piston **30**, into the interior of the piston, where it displaces the vaporious mixture there and forces it into the space between the right-hand end of the piston and the right-hand end of the working chamber. The passage of the vaporious mixture into the right-hand end of the working chamber is supplemented by the partial vacuum created there when the piston moves to the left. During such movement of the piston, valve **37** is maintained closed and prevents any sucking back of the vaporious mixture from the secondary heating chamber **21**.

When motor **47** reverses, piston **30** moves to the right and the vaporous mixture in the right-hand end of the working chamber is forced past valve **37** through pipe **19** into the secondary heating chamber **21**. At the same time, a vacuum is created behind piston **30** which results in the left-hand end of the working chamber being filled again with the vaporous mixture from the primary heating chamber **2**.

As the operation of pump **47** varies in accordance with the suction created in the intake manifold, it should be regulated so that the vaporous mixture is pumped into the secondary heating chamber at a rate sufficient to maintain a greater pressure there than is needed. In order that the pressure in the working chamber may at all times be maintained at the optimum, a pipe **50** having an adjustable pressure-regulating valve **51** is connected between the inlet and outlet pipes **17** and **19**. Valve **51** will permit a portion of the vaporous mixture discharged from the pump to be bypassed to inlet **17** so that a pressure predetermined by the seating of valve **51** will at all times be maintained in the second heating chamber **21**.

Air tube **22** is provided with a butterfly throttle valve **52** and a choke valve **53**, as is usual with carburetors adapted for use with internal combustion engines. Operating stems **54**, **55** and **56** for valves **52**, **53** and **24** respectively, extend through casing **26**. An operating arm **57** is rigidly secured to the outer end of stem **55** and is connected to a rod **58** which extends to the dashboard of the car, or some other place convenient to the driver. The outer end of stem **56** of valve **24** which controls outlet **23** from the secondary heating chamber **21** has one end of an operating arm **59** fixed securely to it. The other end is pivotally connected to link **60** which extends downwards and pivotally connects to one end of a bell crank lever **61**, rigidly attached to the end of stem **54** of throttle valve **52**. The other end of the bell crank lever is connected to an operating rod **62** which, like rod **58**, extends to a place convenient to the driver. Valves **24** and **52** are connected for simultaneous operation so that when the throttle valve **52** is opened to increase the speed of the engine, valve **24** will also be opened to admit a larger amount of the heated vaporous mixture from the secondary heating chamber **21**.

While the suction created by pump **18** ordinarily will create a sufficient vacuum in the primary heating chamber **2** to cause air to be drawn into and upwards through the body of liquid fuel in the bottom of vaporising chamber **1**, in some instances it may be desirable to provide supplemental means for forcing the air into and up through the liquid, and in such cases an auxiliary pump may be provided for that purpose, or the air conduit **4** may be provided with a funnel-shaped intake which is positioned behind the engine fan **63** which is customarily placed behind the engine radiator.

The foregoing description has been given in connection with a downdraft type of carburetor, but it is to be understood that the invention is not limited to use with such type of carburetors and that the manner in which the mixture of air and vapour is introduced into the engine cylinders is immaterial as far as the advantages of the carburetor are concerned.

Before the carburetor is put into use, the pressure-regulating valve **51** in the bypass pipe **50** will be adjusted so that the pressure best suited to the conditions under which the engine is to be operated, will be maintained in the secondary heating chamber **21**. When valve **51** has thus been set and the engine started, pump **18** will create a partial vacuum in the primary heating chamber **2** and cause air to be drawn through conduit **4** to bubble upwards through the liquid fuel in the bottom of the vaporising and atomising chamber **1** with the resulting vaporisation of a part of the liquid fuel. At the same time, pump **7** will be set into operation and liquid fuel will be pumped from the fuel tank through the nozzles **9** which results in an additional amount of the fuel being vaporised. The vapour resulting from such atomisation of the liquid fuel and the passage of air through the body of the liquid, will pass into and through spiral chamber **1** where they will be heated by the products of combustion in the surrounding chamber formed by casing **26**. The fuel vapour and air will gradually pass inwards through outlet **16** and through conduit **17** to pump **18** which will force them into the secondary heating chamber **21** in which they will be maintained at the predetermined pressure by the pressure-regulating valve **51**. The vaporous mixture is further heated in chamber **21** and passes spirally outward to the valve-controlled outlet **23** which opens into air tube **22** which conducts the main volume of air to the intake manifold of the engine.

The heating of the vaporous mixture in the heating chambers **2** and **21**, tends to cause them to expand, but expansion in chamber **21** is prevented due to the pressure regulating valve **51**. However, as soon as the heated vaporous mixture passes valve **24** and is introduced into the air flowing through intake tube **22**, it is free to expand and thereby become relatively light so that a more intimate mixture with the air is obtained prior to the mixture being exploded in the engine cylinders. Thus it will be seen that the present invention not only provides means wherein the vaporous mixture from heating chamber **21** is forced into the air passing through air tube **22** by a positive force, but it is also heated to such an extent that after it leaves chamber **21** it will expand to such an extent as to have a density less than it would if introduced directly from the vaporising and atomising chamber **1** into the air tube **22**.

The majority of the liquid particles entrained by the vaporous mixture leaving chamber **1** will be separated in the first half of the outermost spiral of the primary heating chamber **2** and drained back into the body of liquid fuel in

tank **1**. Any liquid particles which are not thus separated, will be carried on with the vaporous mixture and due to the circulation of that mixture and the application of heat, will be vaporised before the vaporous mixture is introduced into the air tube **22** from the secondary heating chamber **21**. Thus only "dry" vapour is introduced into the engine cylinders and any burning in the engine cylinders of liquid particles of the fuel, which would tend to raise the engine temperature above its most efficient level, is avoided.

While the fullest benefits of the invention are obtained by using both a primary and secondary heating chamber, the primary heating chamber may, if desired, be eliminated and the vaporous mixture pumped directly from the vaporising and atomising chamber **1** into the spiral heating chamber **21**.

From the foregoing description it will be seen that the present invention provides an improvement over the carburettor disclosed in my Patent No. 1,997,497, in that it is possible to maintain the vaporous mixture in the heating chamber **21** under a predetermined pressure, and that as soon as the vaporous mixture is introduced into the main supply of air passing to the intake manifold of the engine, it will expand and reach a density at which it will form a more intimate mixture with the air. Furthermore, the introduction of the vaporous mixture into the air stream in the tube **22**, causes a certain amount of turbulence which also tends to give a more intimate mixture of vapour molecules with the air.

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