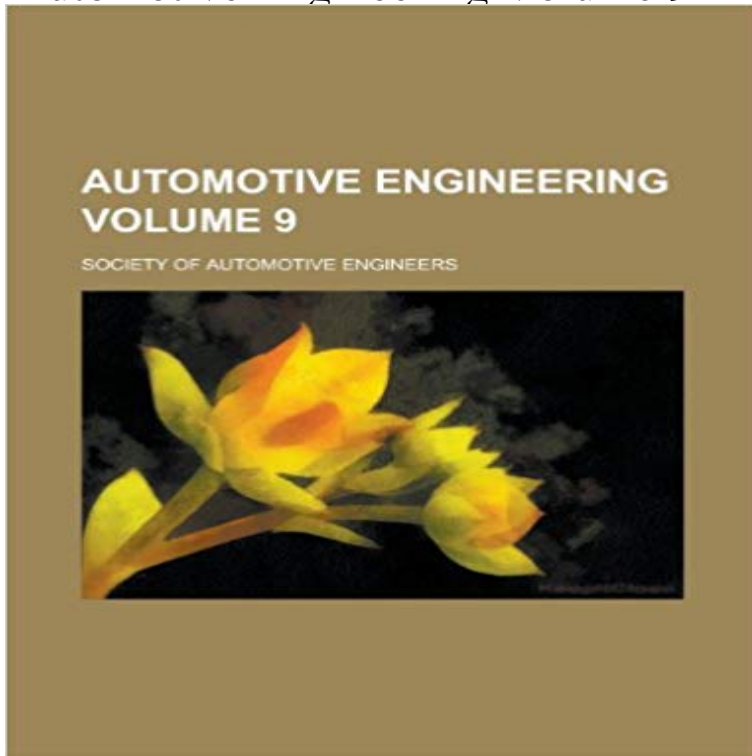


Automotive Engineering Volume 9



This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1921 edition. Excerpt: ...that would not only give a uniform angular velocity, but a constant pressure-angle. In other words, a curve is desired that will mesh with a straight-sided rack tooth instead of with a curved-rack tooth. In practice, the rack with straight-sided teeth can therefore be taken as a Fig. 7--A Straight-sided Involute Rack master form and gear teeth generated by rolling them in mesh with this rack. Fig. 8 shows a pair of involute gears, each of which has been generated by rolling in mesh with the involute or straight-sided rack. Since the rack is symmetrical, these gears will mesh properly with either side of the rack or with each other. In the consideration of any pair of involute gears, an imaginary rack profile can be visualized as passing between the gears as here shown. Assuming the smaller gear to be the driver and the direction of rotation as shown by the arrow, it will be found that at any point of contact between the teeth the pressure is exerted on a line at right angles to the rack profile. The pressure-angle will always be the same as the angle between one side of the rack tooth and the vertical. A 14V2-deg. pressure-angle rack is therefore merely a straight-sided rack with an included angle of 29 deg. Observe the points of contact at c, cf and c. Lines are drawn to indicate the direction of pressure at each point. It will be noted that these lines all pass through the point of contact between the two pitch-circles. Specifying Gear-tooth Sizes Fig. 9 shows the two methods used for specifying tooth sizes. At the left is the system of diametral pitches in common use in this country, and at the right the module system which is used in connection with the metric system. In the first case, the number of teeth is divided by

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