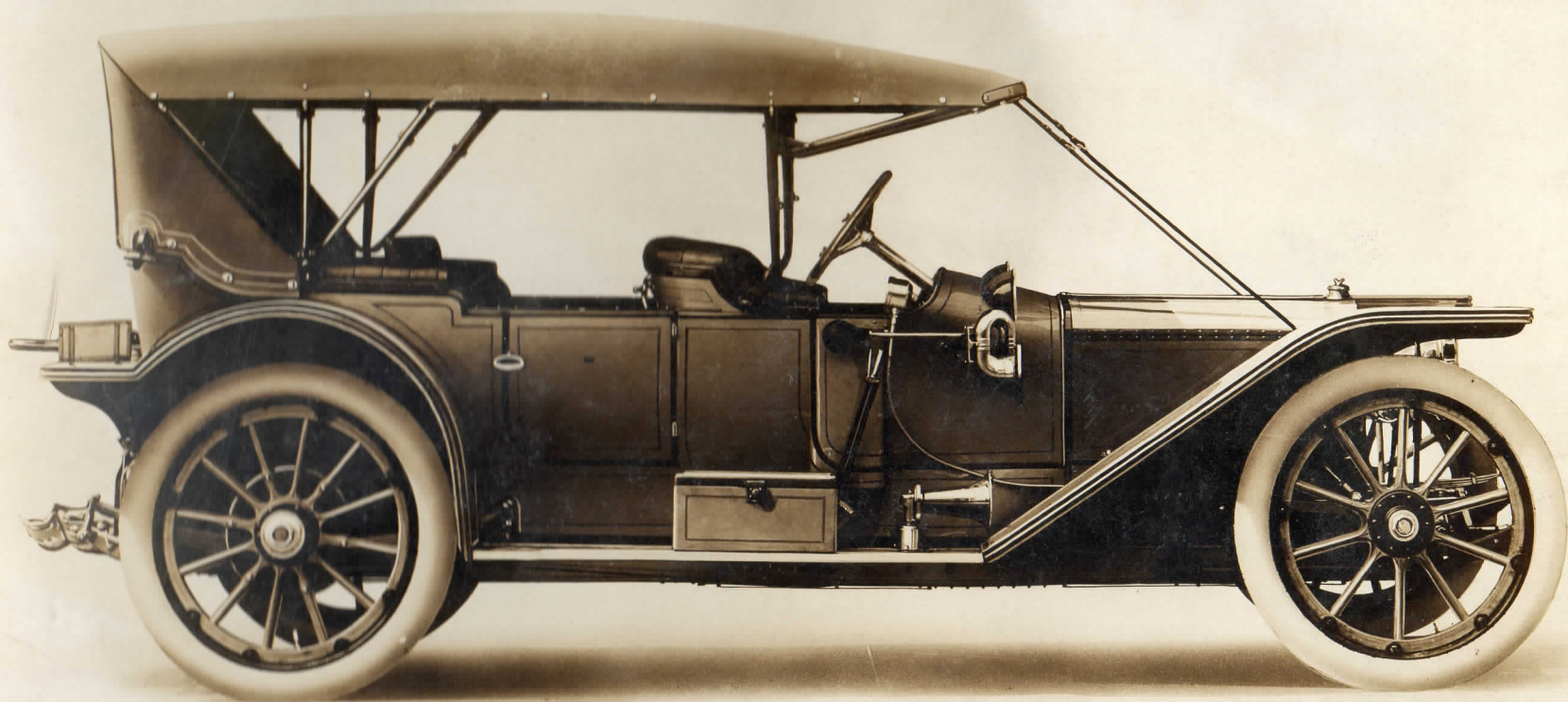


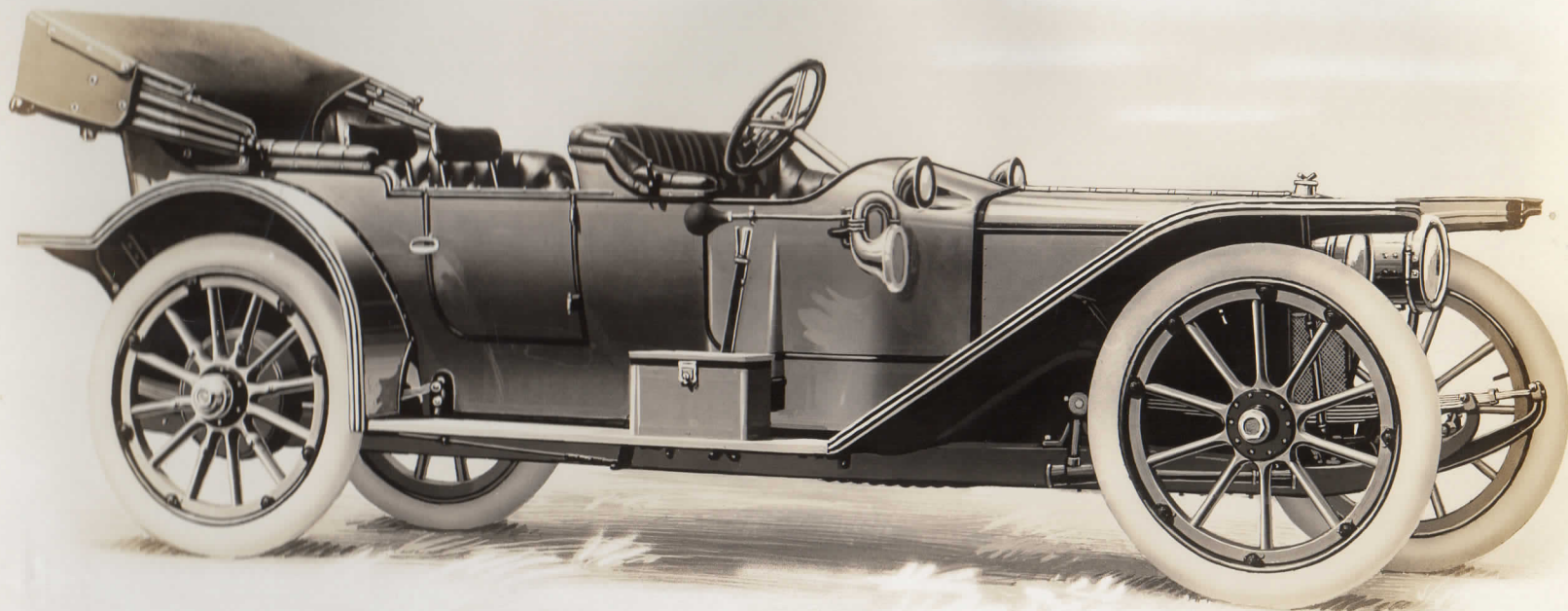
The
"AMERICAN"
Underslung

American Motors Co.
INDIANAPOLIS



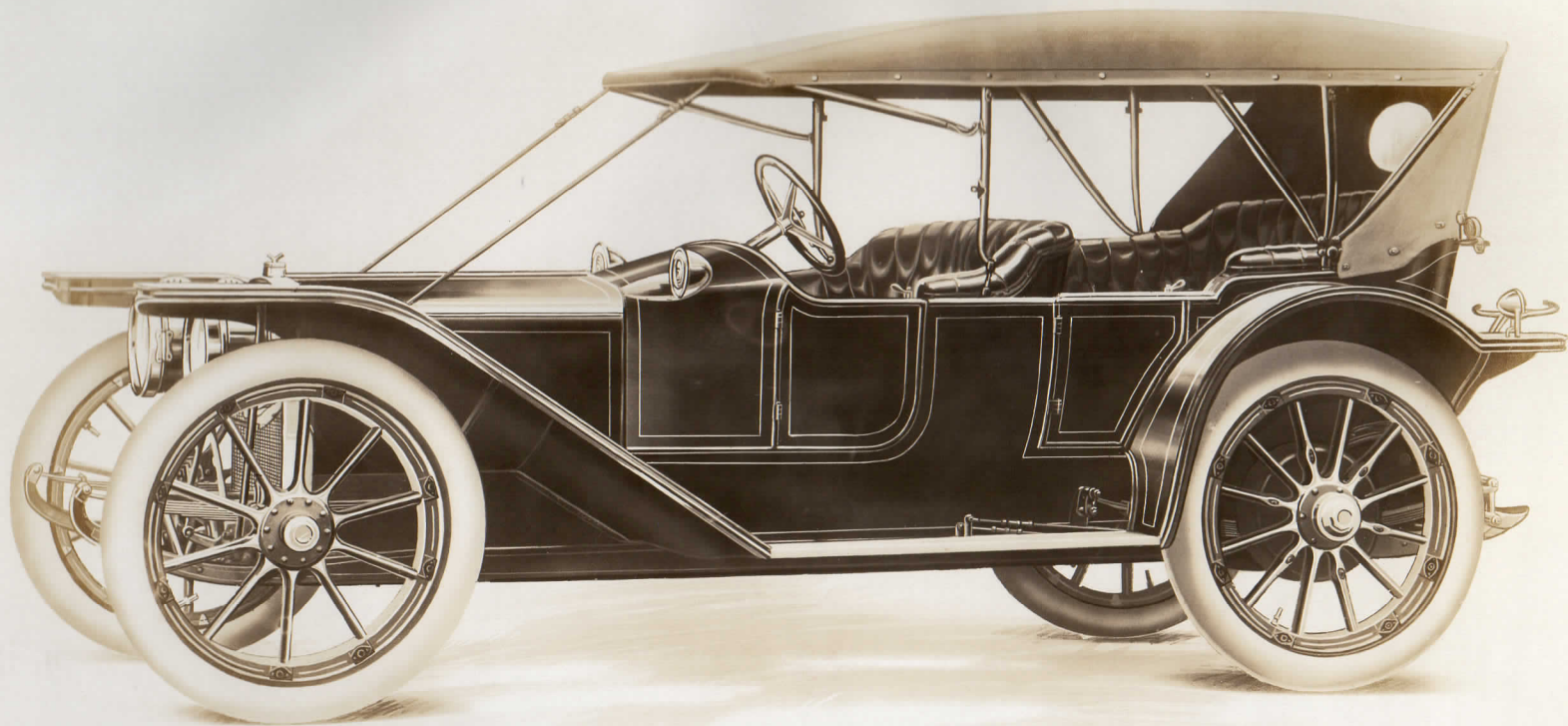
THE "AMERICAN TRAVELER" (TYPE 56) \$4,500

Six passengers. Motor 5 $\frac{1}{2}$ x5 $\frac{1}{2}$ inches. Wheel-base 140 inches; tires 41x4 $\frac{1}{2}$ inches; front and rear on demountable rims. Regular equipment includes top and top-boot, 5 lamps, side and tail lights electric, supplied by battery separate from ignition battery; Prest-o-lite tank, Bosch magneto and storage battery, two extra rims, shock absorbers, foot-rest, robe-rail, tire holders, horn, jack, tools and tire repair outfit.



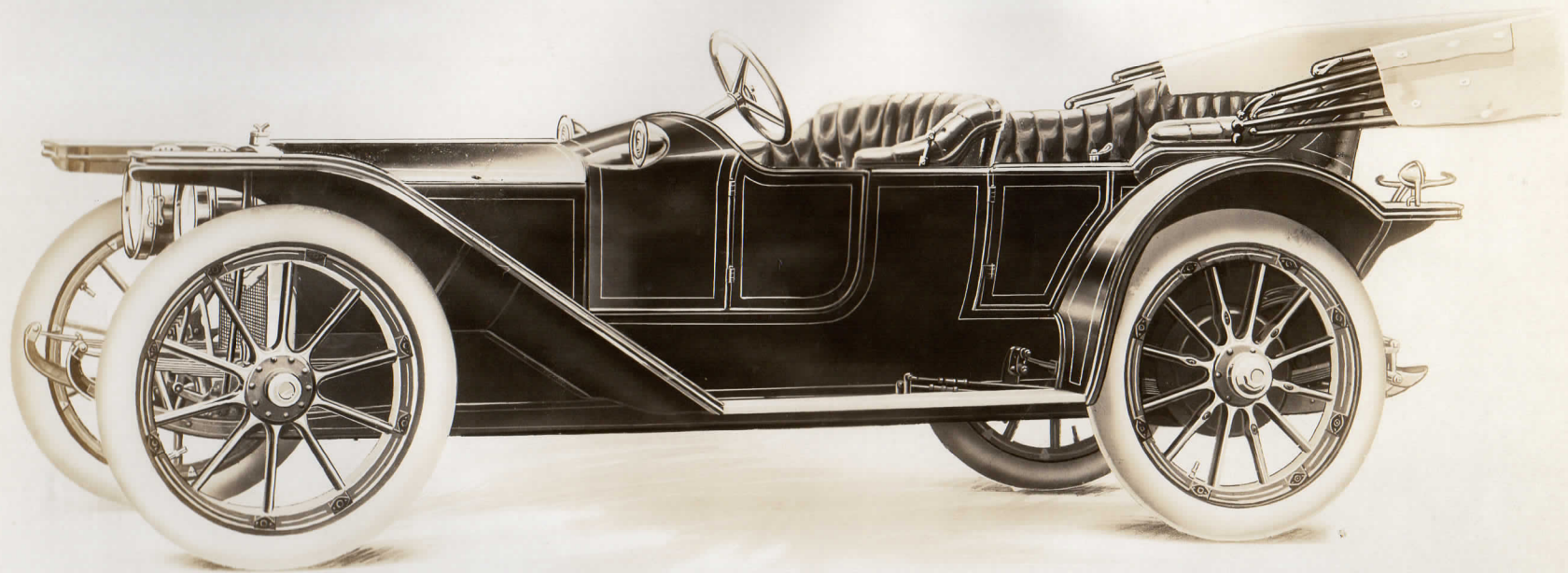
THE "AMERICAN TRAVELER" (TYPE 56) \$4,500

Six passengers. Motor $5\frac{3}{8} \times 5\frac{1}{2}$ inches. Wheel-base 140 inches, tires $41 \times 4\frac{1}{2}$ inches; front and rear on demountable rims. Regular equipment includes top and top-boot, 5 lamps, side and tail lights electric, supplied by battery separate from ignition battery; Prest-o-lite tank, Bosch magneto and storage battery, two extra rims, shock absorbers, foot-rest, robe-rail, tire holders, horn, jack, tools and tire repair outfit.



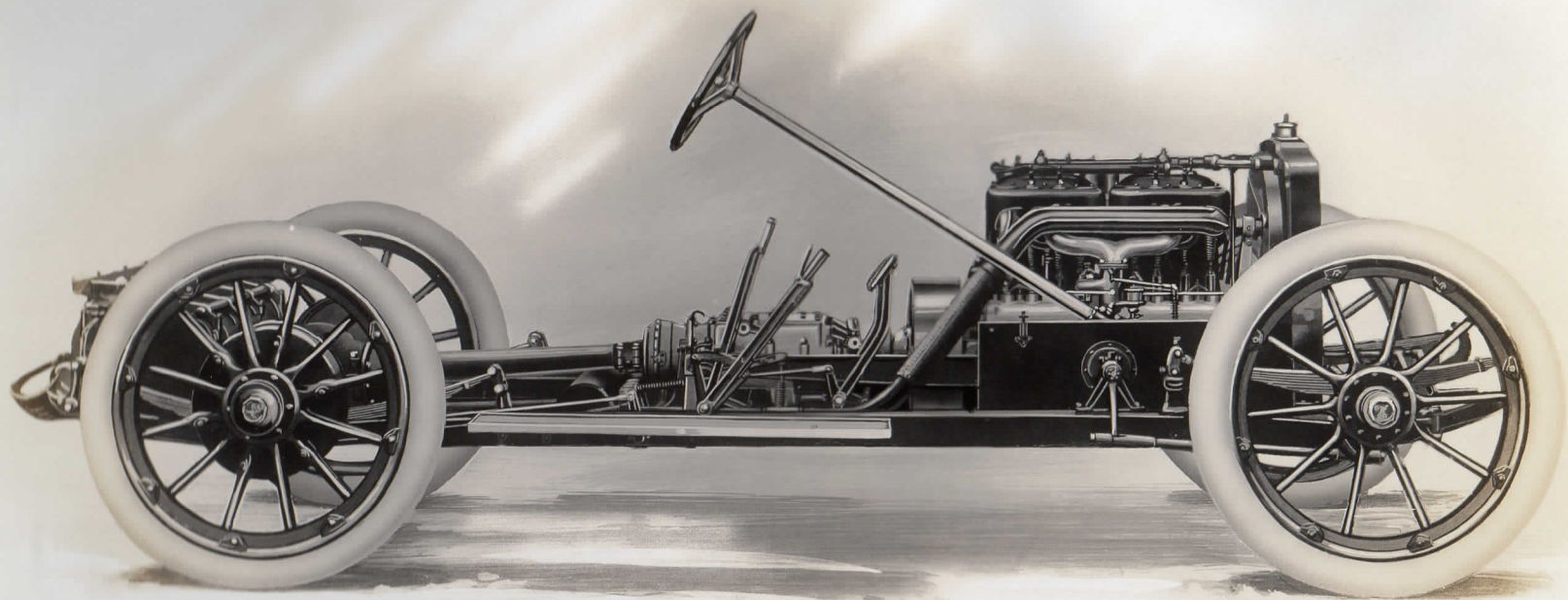
THE "AMERICAN TRAVELER (TYPE 54) \$4,250

Four passengers. Motor 5 $\frac{1}{2}$ x5 $\frac{1}{2}$ inches. Wheel-base 124 inches, tires 40x4 inches front, 41x4 $\frac{1}{2}$ inches rear on demountable rims. Regular equipment includes top and top-boot; 5 lamps, side and tail lights electric, supplied by battery separate from ignition battery Prest-o-lite tank, Bosch magneto and storage battery, two extra rims, shock absorbers foot-rest, robe rail, tire holders, horn, jack, tools and tire repair outfit.

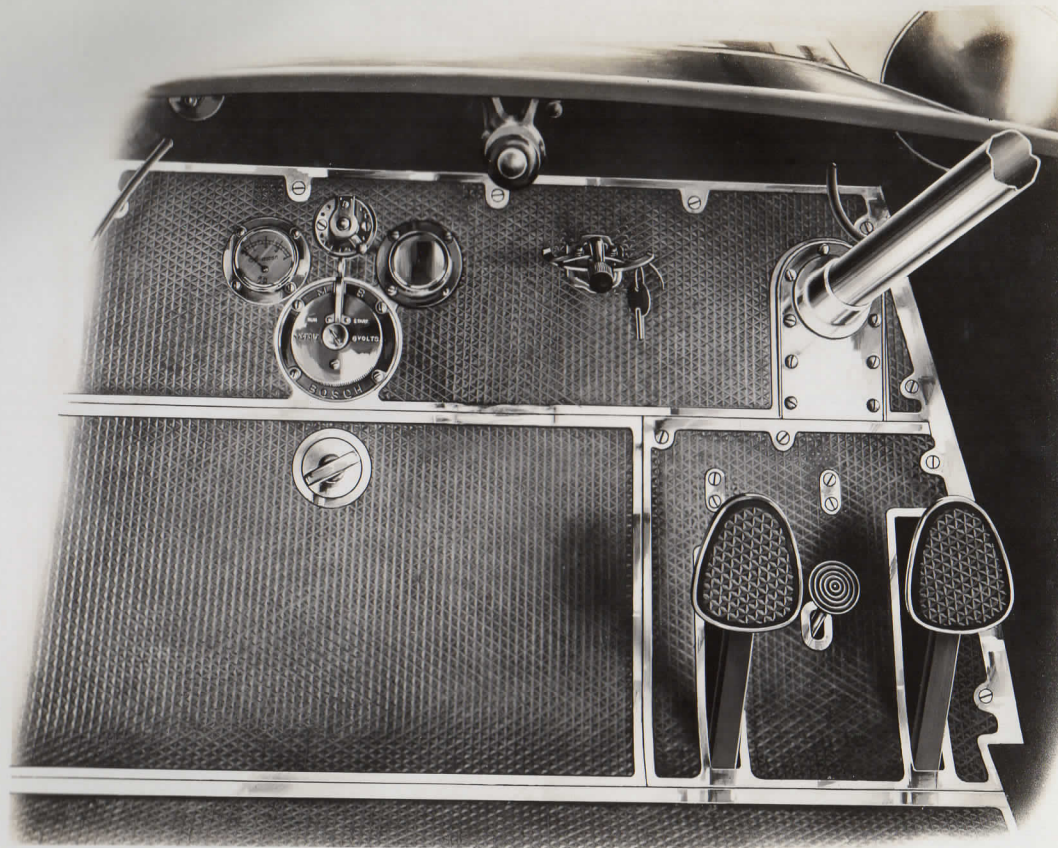


THE "AMERICAN TRAVELER" (TYPE 54) **\$4,250**

Four passengers. Motor $5\frac{3}{4} \times 5\frac{1}{2}$ inches. Wheel-base 124 inches, tires 40x4 inches front, 41x4 $\frac{1}{2}$ inches rear on demountable rims. Regular equipment includes top and top-boot; 5 lamps, side and tail lights electric, supplied by battery separate from ignition battery Prest-o-lite tank, Bosch magneto and storage battery, two extra rims, shock absorbers foot-rest, robe rail, tire holders, horn, jack, tools and tire repair outfit.

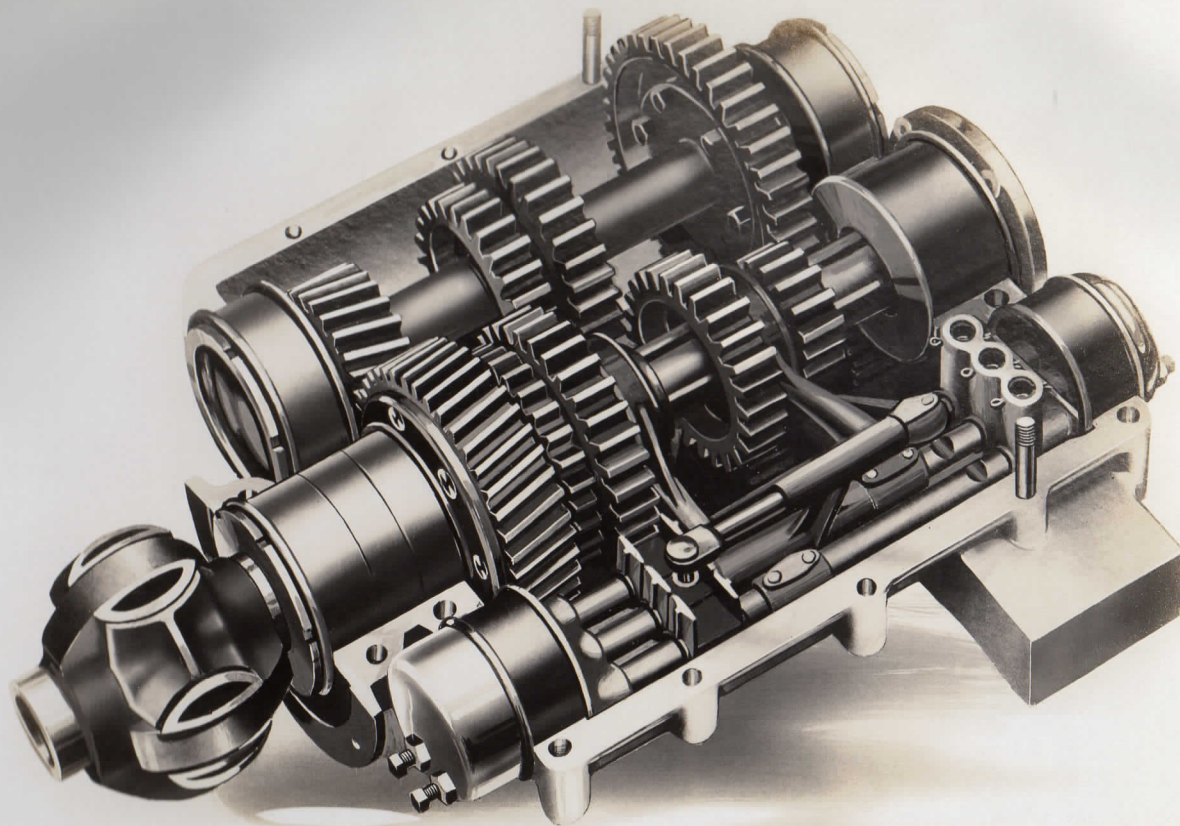


THE "AMERICAN TRAVELER" CHASSIS



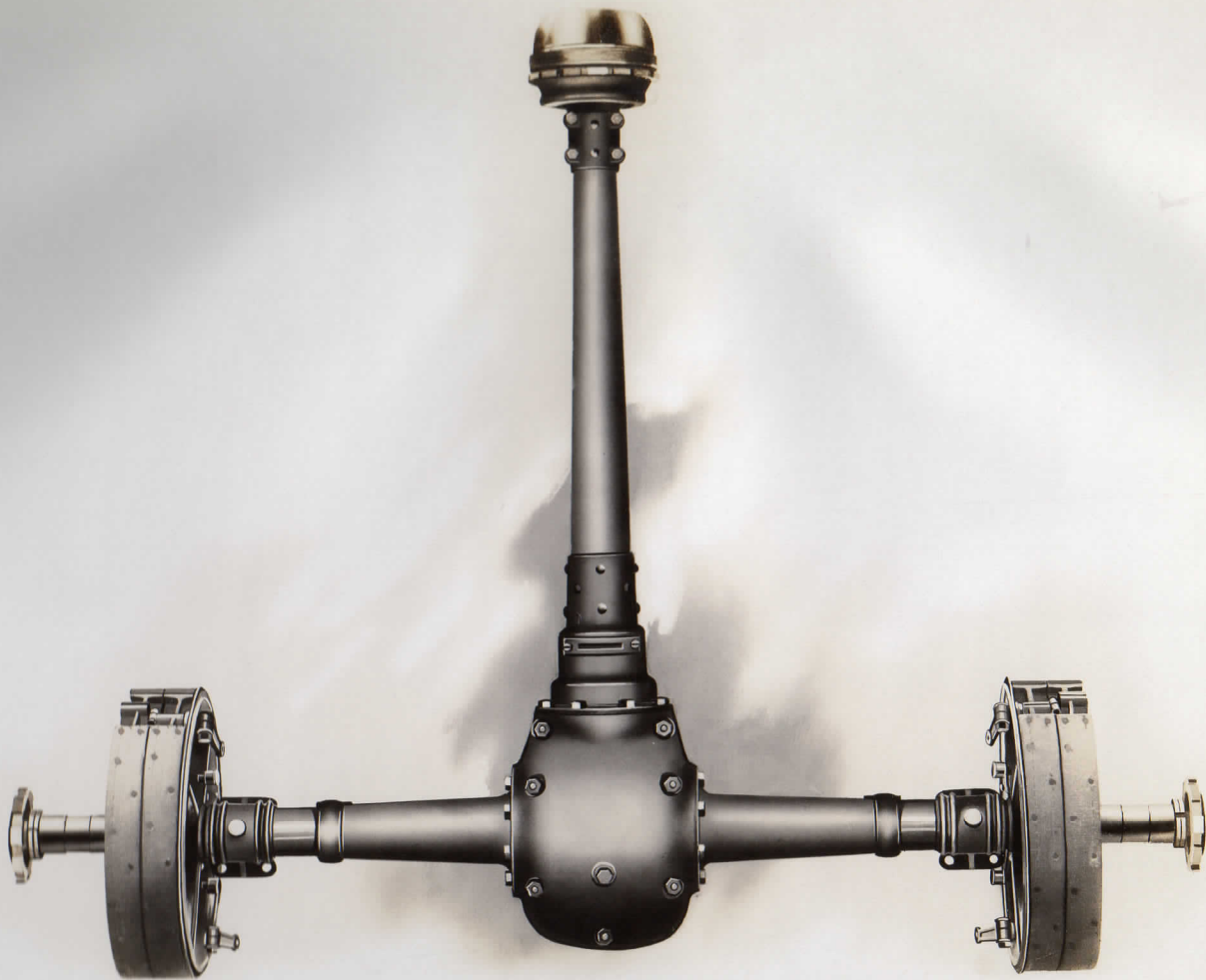
THE "AMERICAN TRAVELER" DASH

Showing convenient arrangement of kick-switch, carburetor adjustment, oil regulator, pressure dial, sight feed, and auxiliary hand pump for air pressure in gasoline tank.



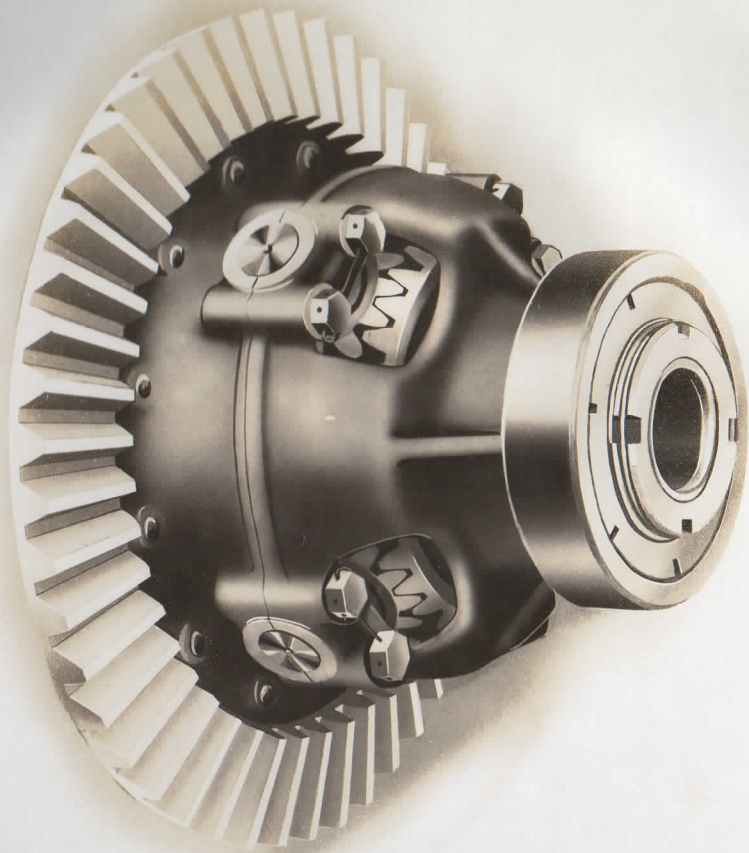
THE "AMERICAN TRAVELER" TRANSMISSION

Four speeds forward and reverse. Imported annular ball bearings used throughout.

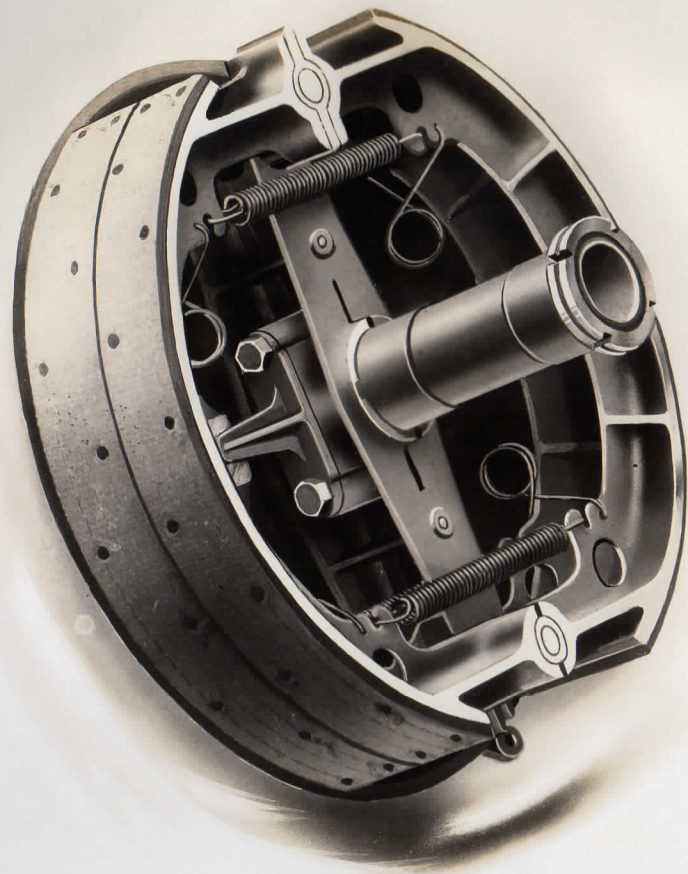


THE AMERICAN TRAVELER "REAR AXLE"

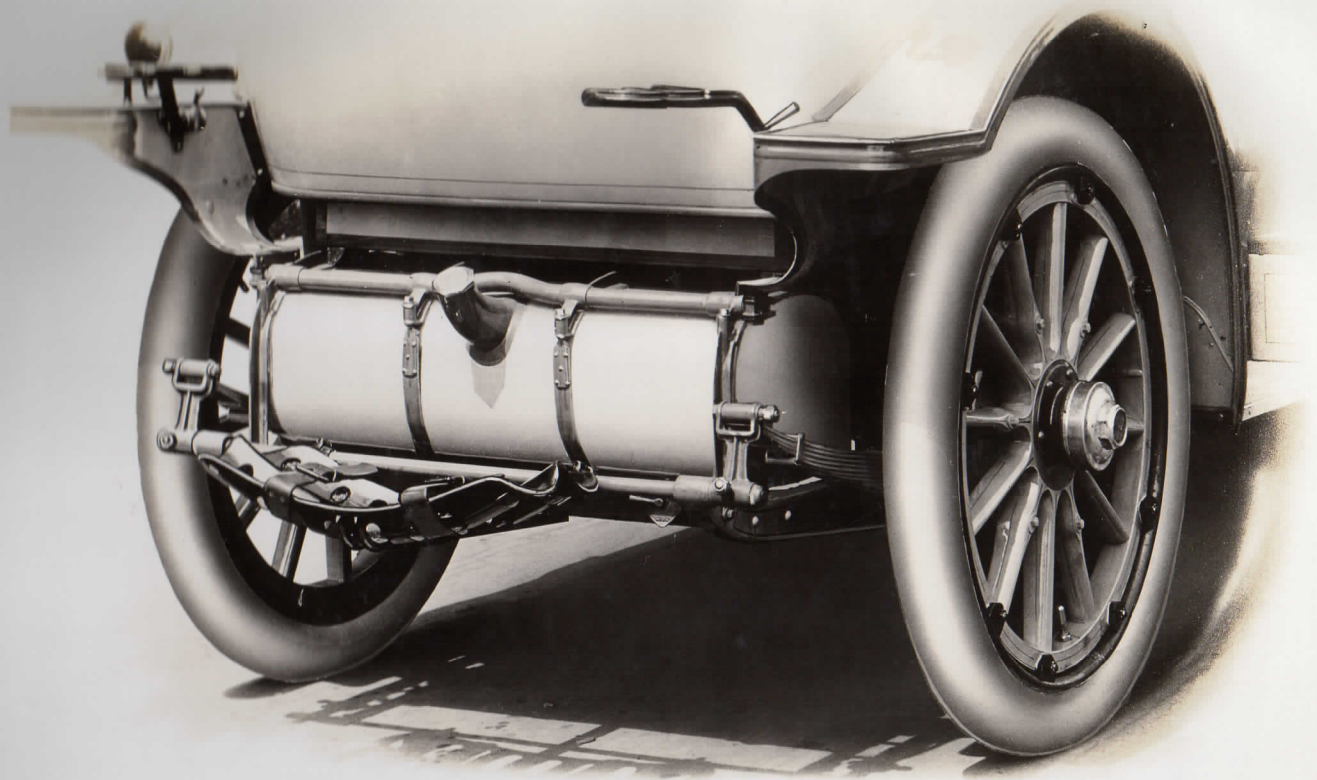
Showing torsion tube, universal-head, axle construction, brakes, etc. Torsion tube
and axle tubes are imported Krupp steel tubing



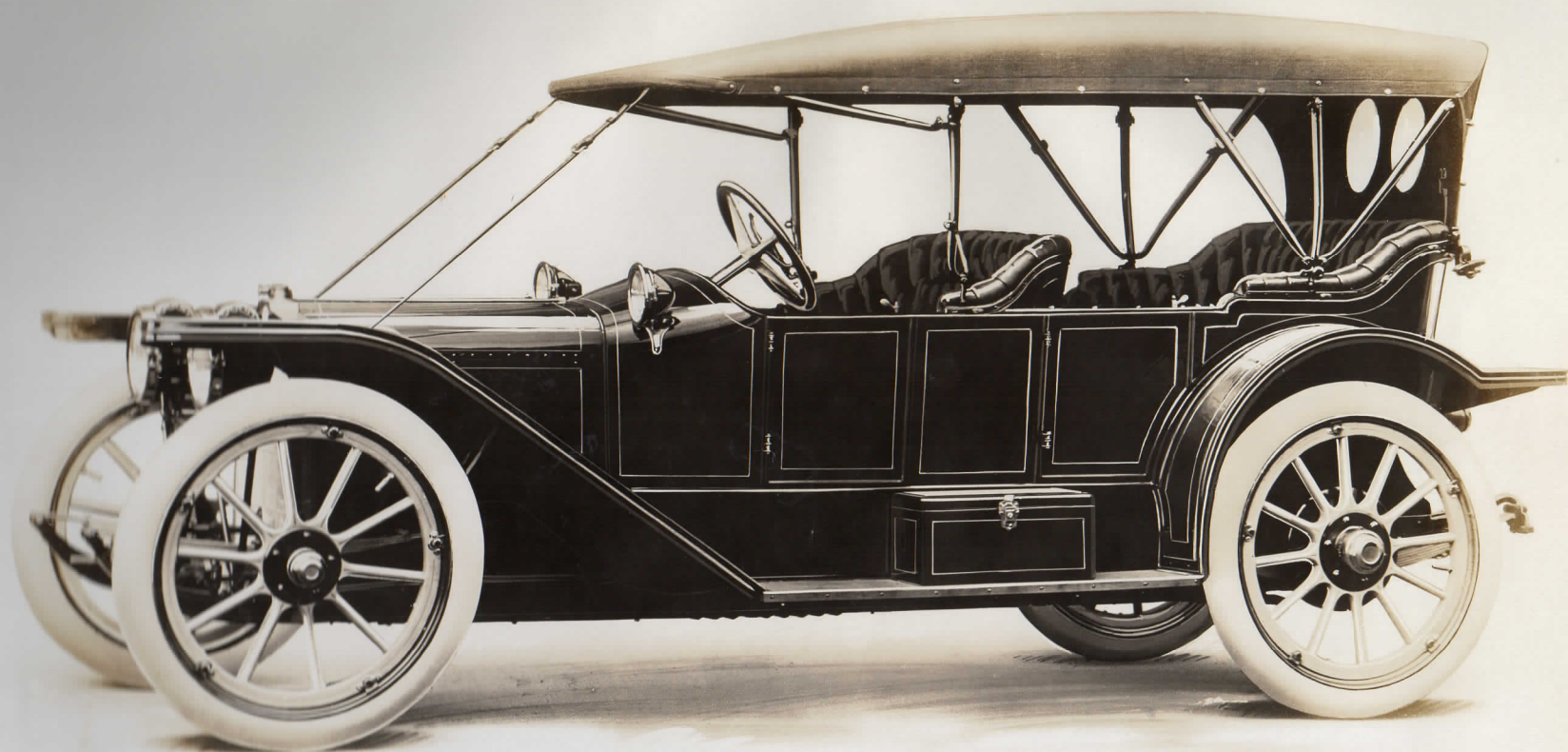
THE "AMERICAN TRAVELER" DIFFERENTIAL



THE "AMERICAN TRAVELER" BRAKE CONSTRUCTION

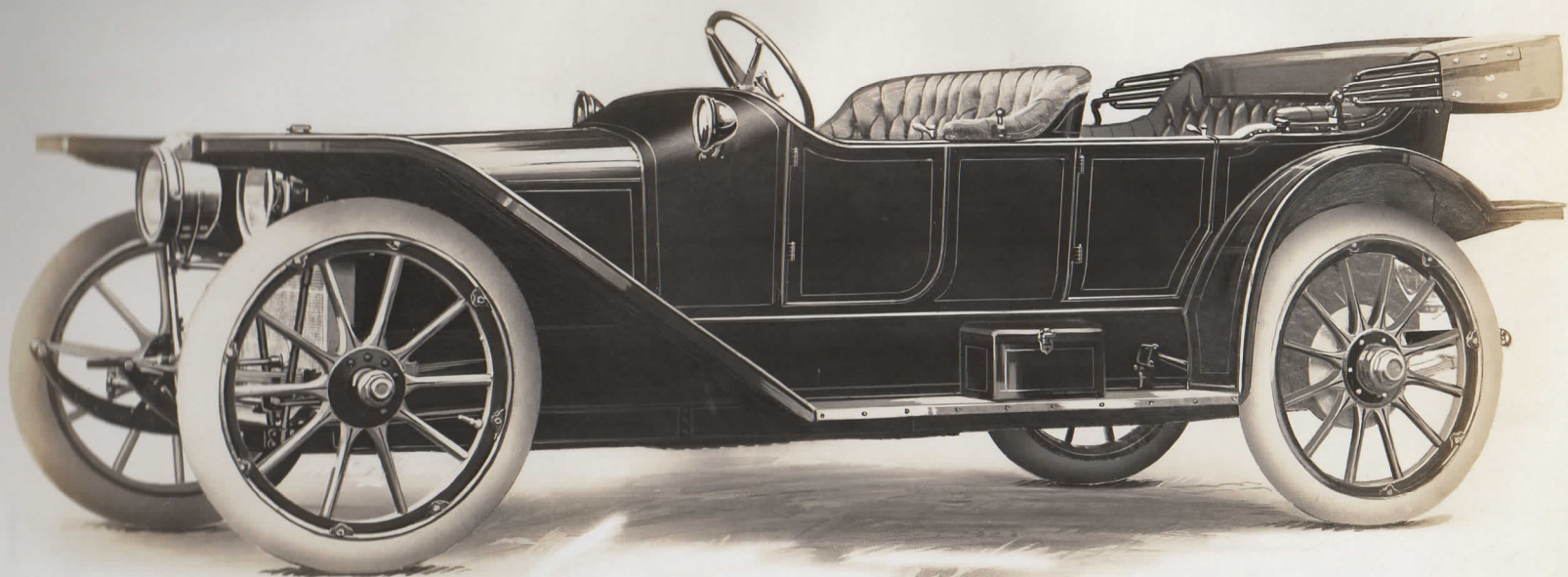


THE "AMERICAN TRAVELER" TANK
Details of the tire-holders, tank rack, etc.



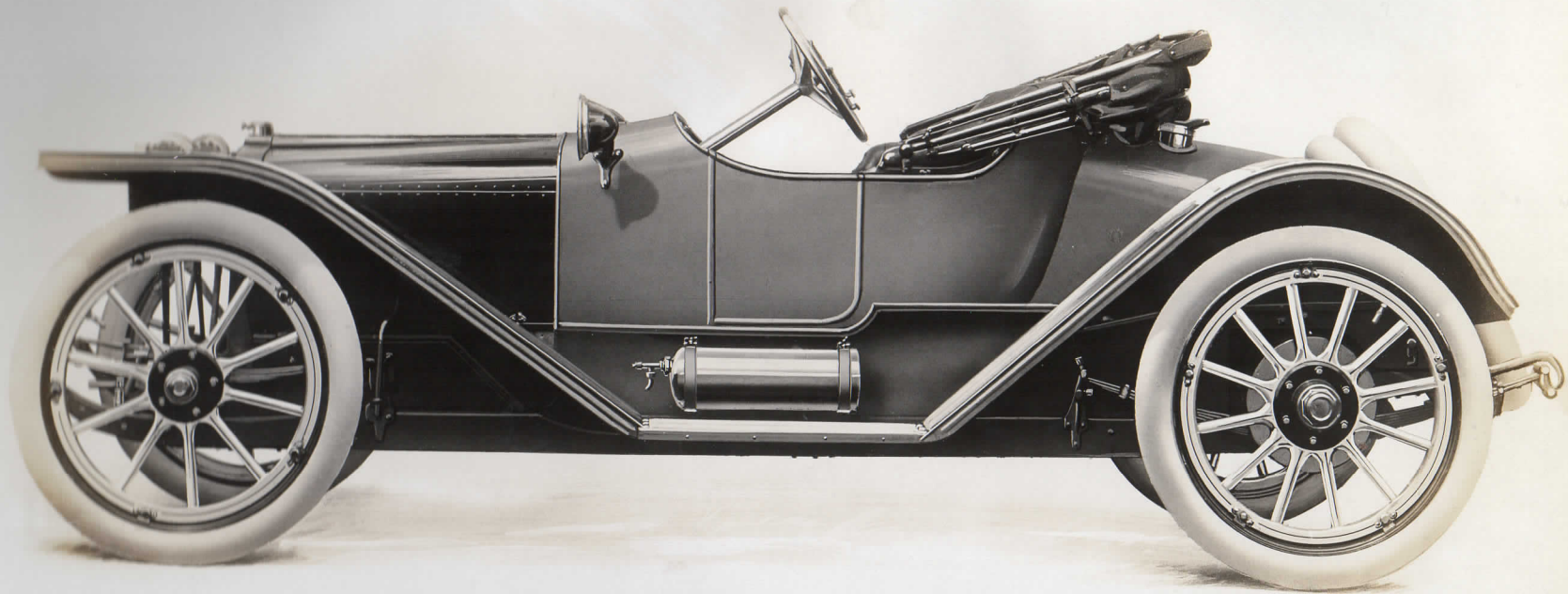
THE "AMERICAN TOURIST" (TYPE 34) **\$2,250**

Four passenger Motor 4½x5 inches. Wheel-base 118 inches, tires 37x4 inches, front and rear on Q. D. demountable rims. Regular equipment includes top and top-boot; 5 lamps, dash lights electric, Prest-o-lite tank, Bosch magneto and storage battery; one extra rim; shock absorbers, foot-rest, robe-rail, tire holders, horn, jack, tools and tire repair outfit.



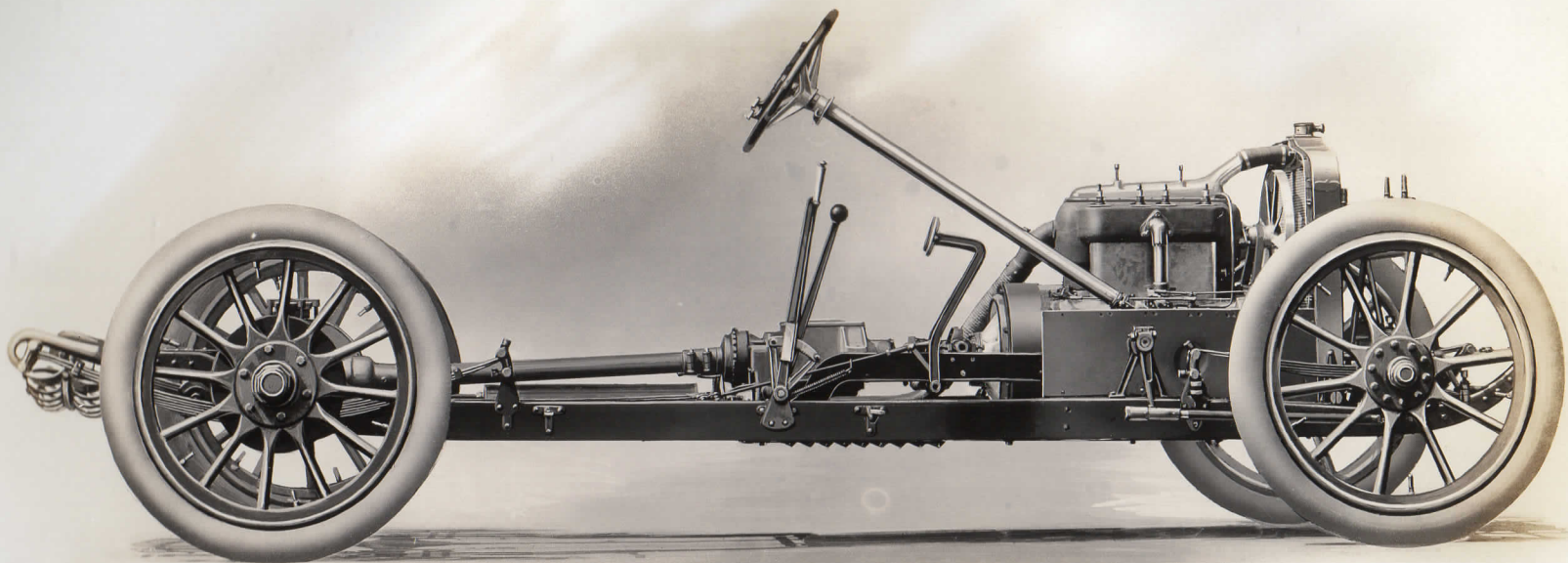
THE "AMERICAN TOURIST" (TYPE 34) \$2,250

Four passenger Motor $4\frac{1}{2} \times 5$ inches. Wheel-base 118 inches; tires 37x4 inches, front and rear on Q. D. demountable rims. Regular equipment includes top and top-boot, 5 lamps, dash lights electric, Prest-o-lite tank, Bosch magneto and storage battery one extra rim; shock absorbers, foot-rest, robe-rail, tire holders. horn, jack, tools and tire repair outfit.

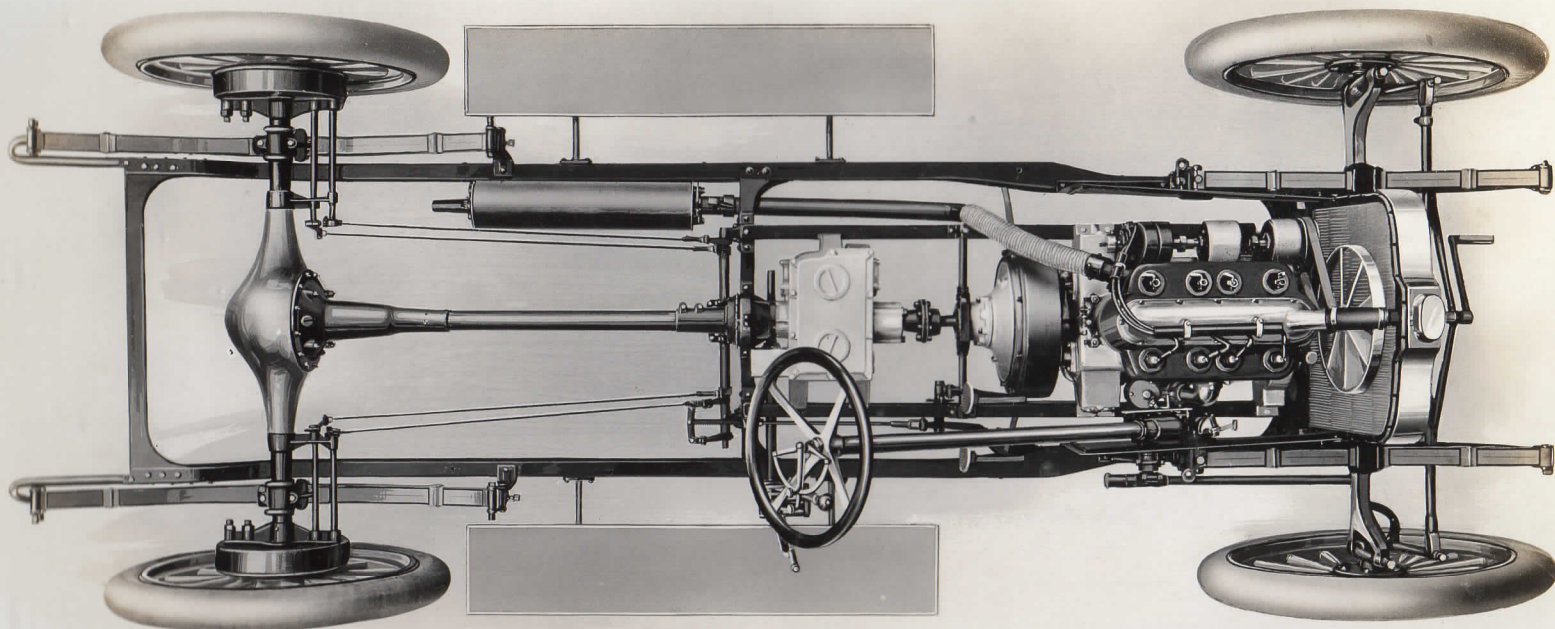


THE AMERICAN ROADSTER (TYPE 32) \$2,250

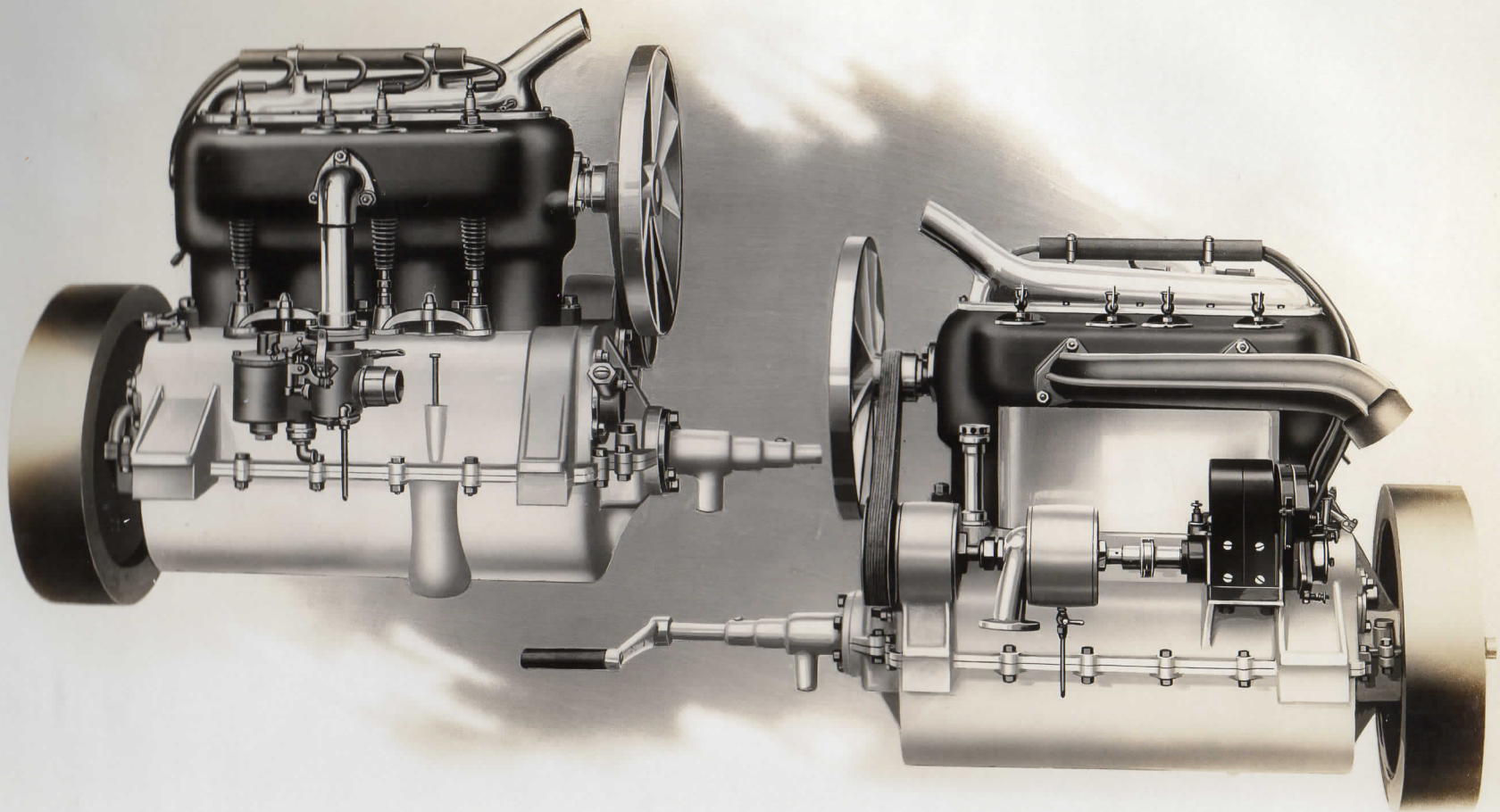
Two passengers. Motor $4\frac{1}{2} \times 5$ inches. Wheel-base 118 inches, tires 37x4 inches; front and rear on Q. D. demountable rims. Regular equipment includes top and top-boot, 5 lamps, dash lights electric, Prest-o-lite tank, Bosch magneto and storage battery, one extra rim; shock absorbers, foot rest, tire holders, horn, jack, tools and tire repair outfit.



THE "AMERICAN TOURIST" CHASSIS

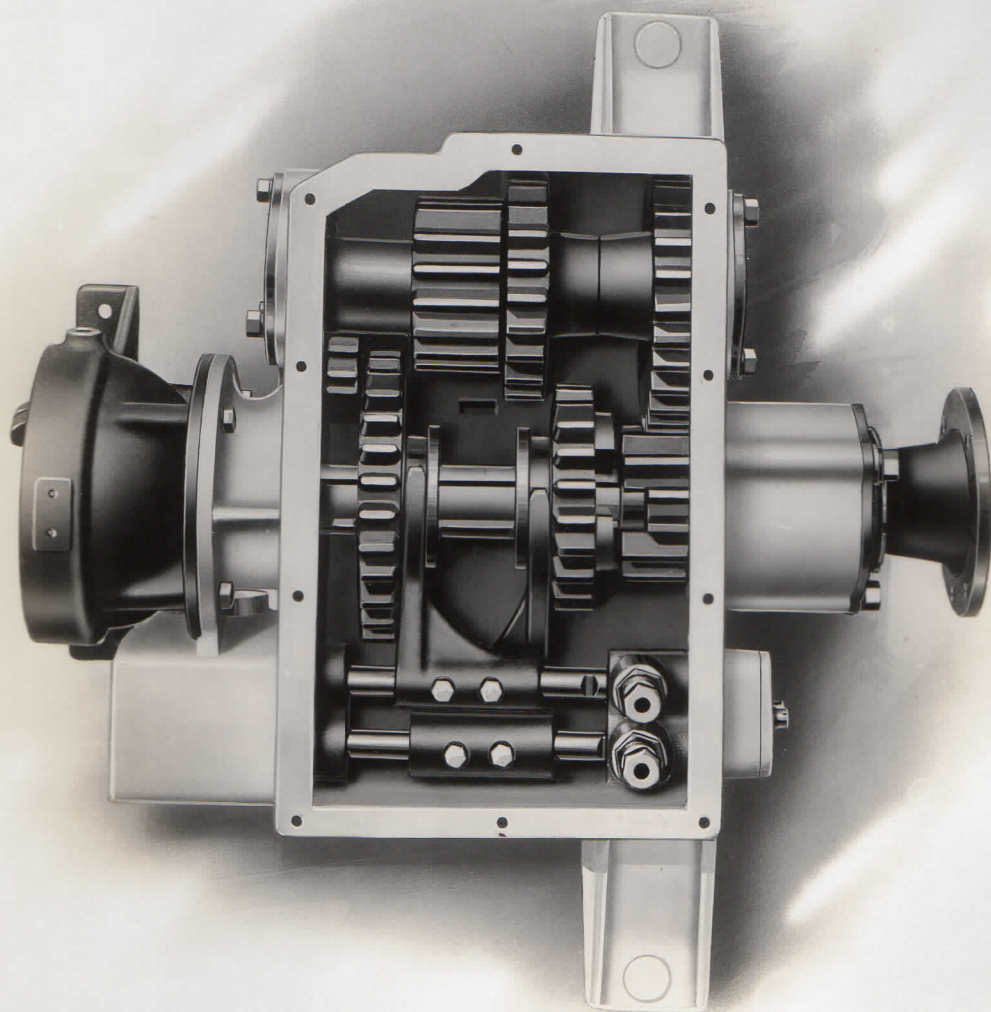


THE "AMERICAN TOURIST" CHASSIS

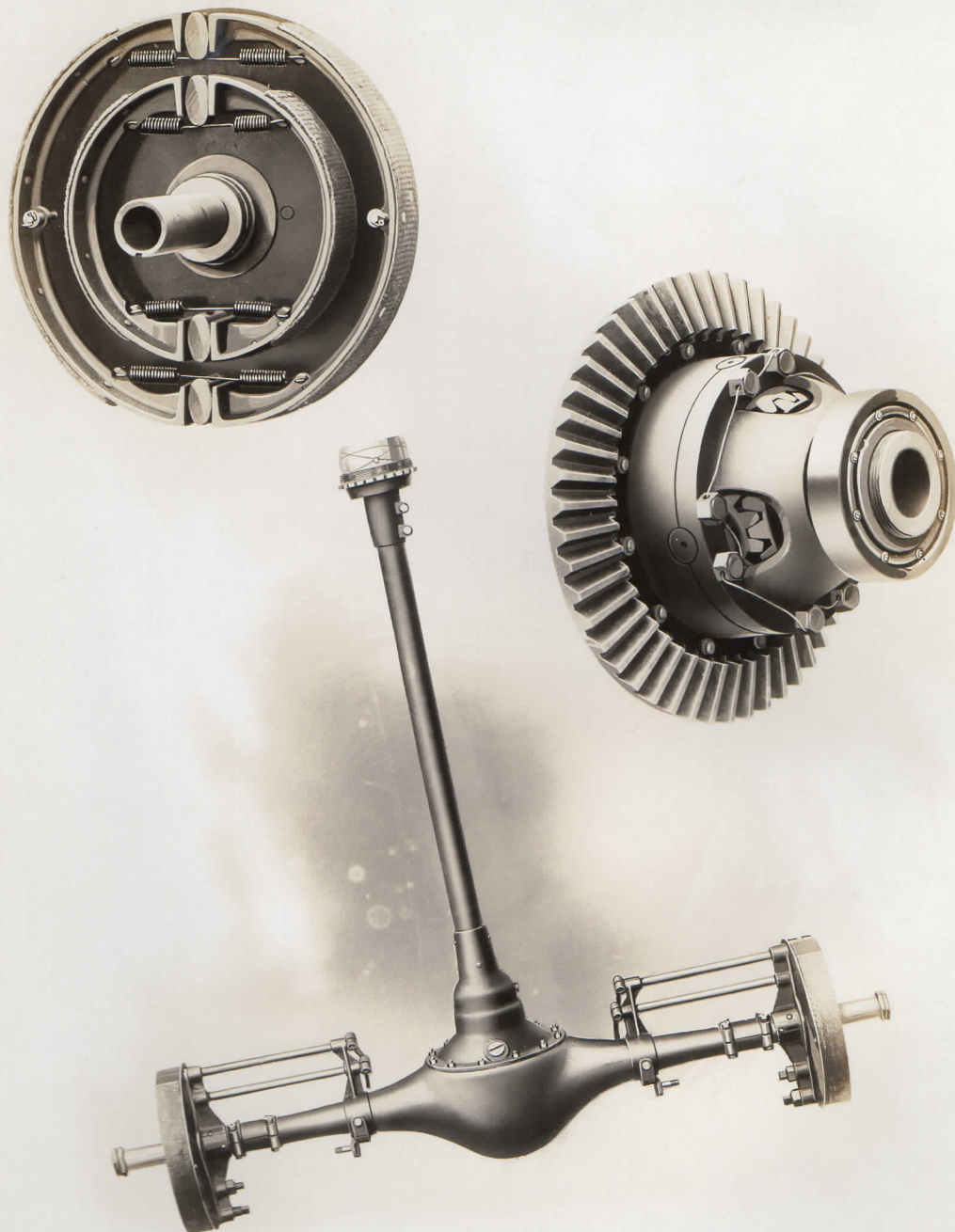


THE "AMERICAN TOURIST" MOTOR

32.4 H.P. Bore $4\frac{1}{2}$ inches; stroke 5 inches. Cylinders cast "en Bloc", T head type.
Valve cover removed from intake side to show valve arrangement.

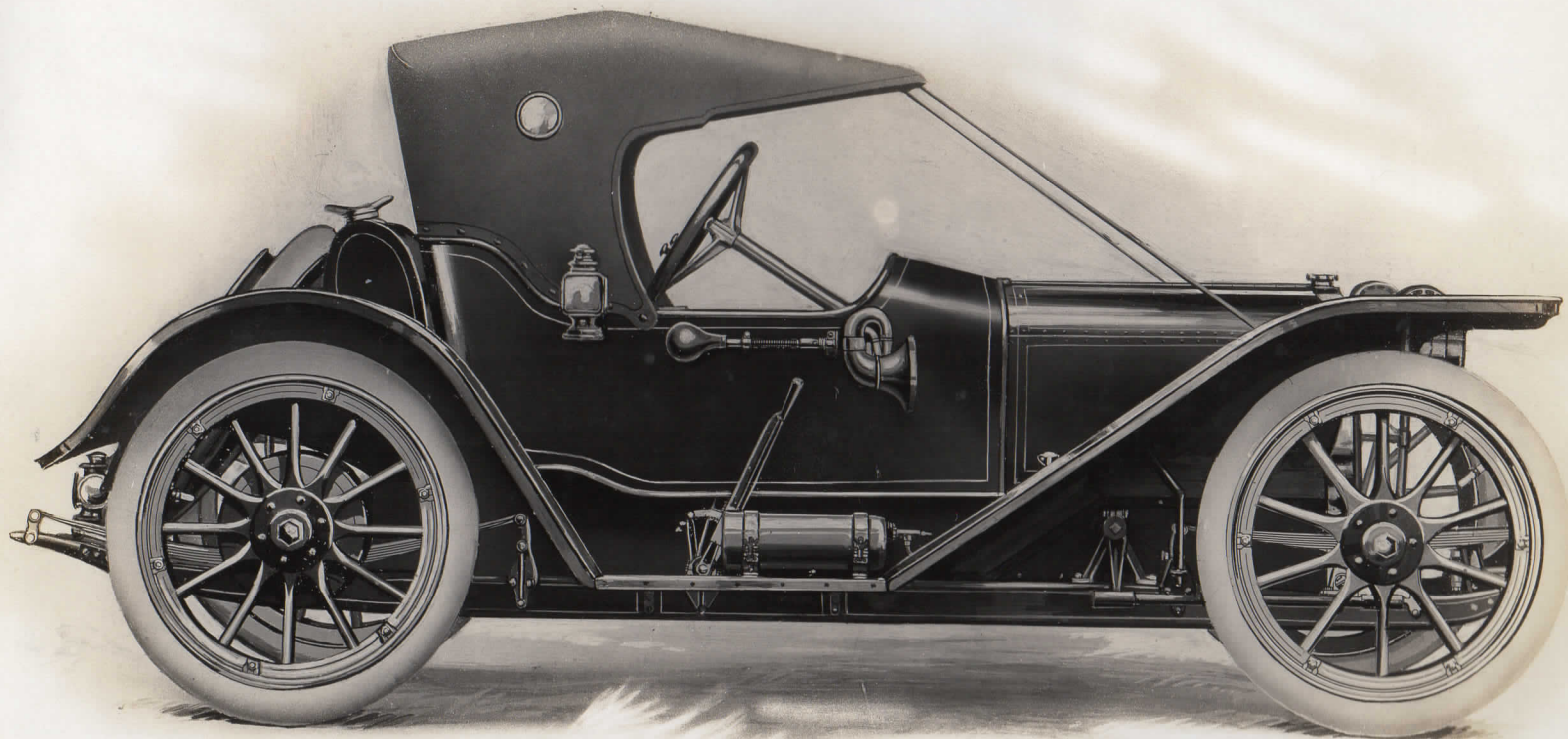


THE "AMERICAN TOURIST" TRANSMISSION



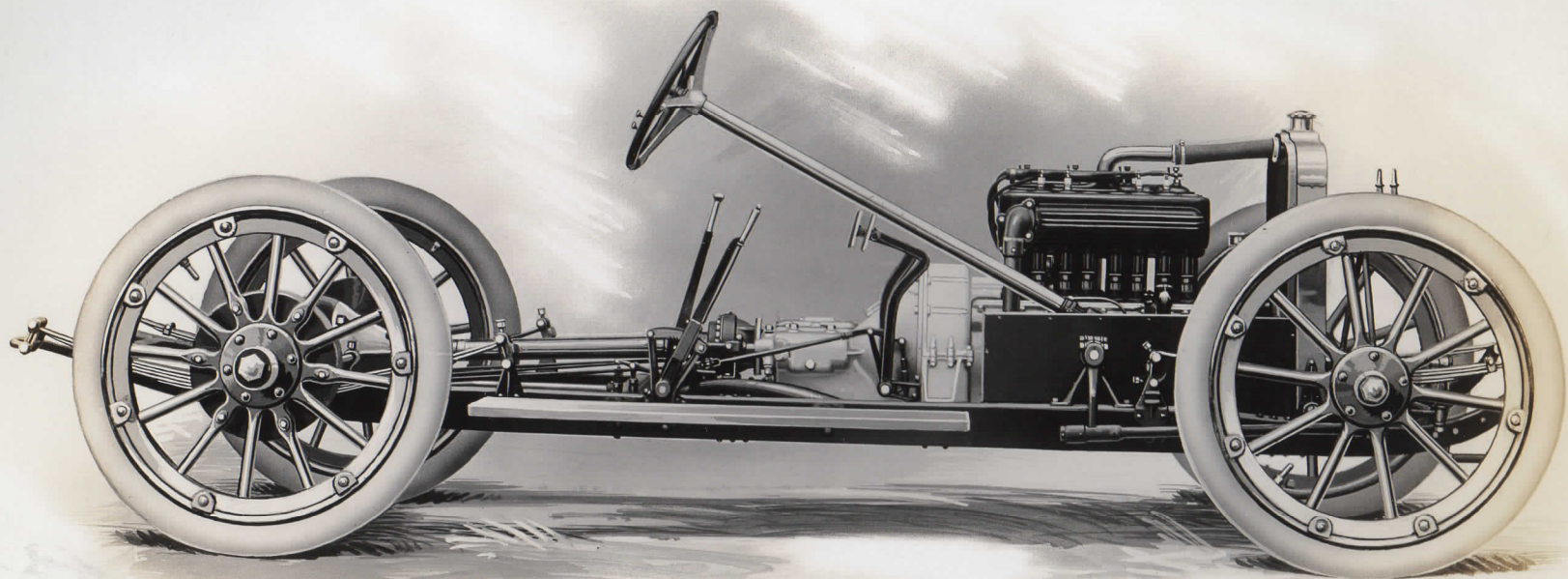
THE "AMERICAN TOURIST" REAR SYSTEM

Showing in detail the brake construction, differential and rear axle including torsion tube and universal head.

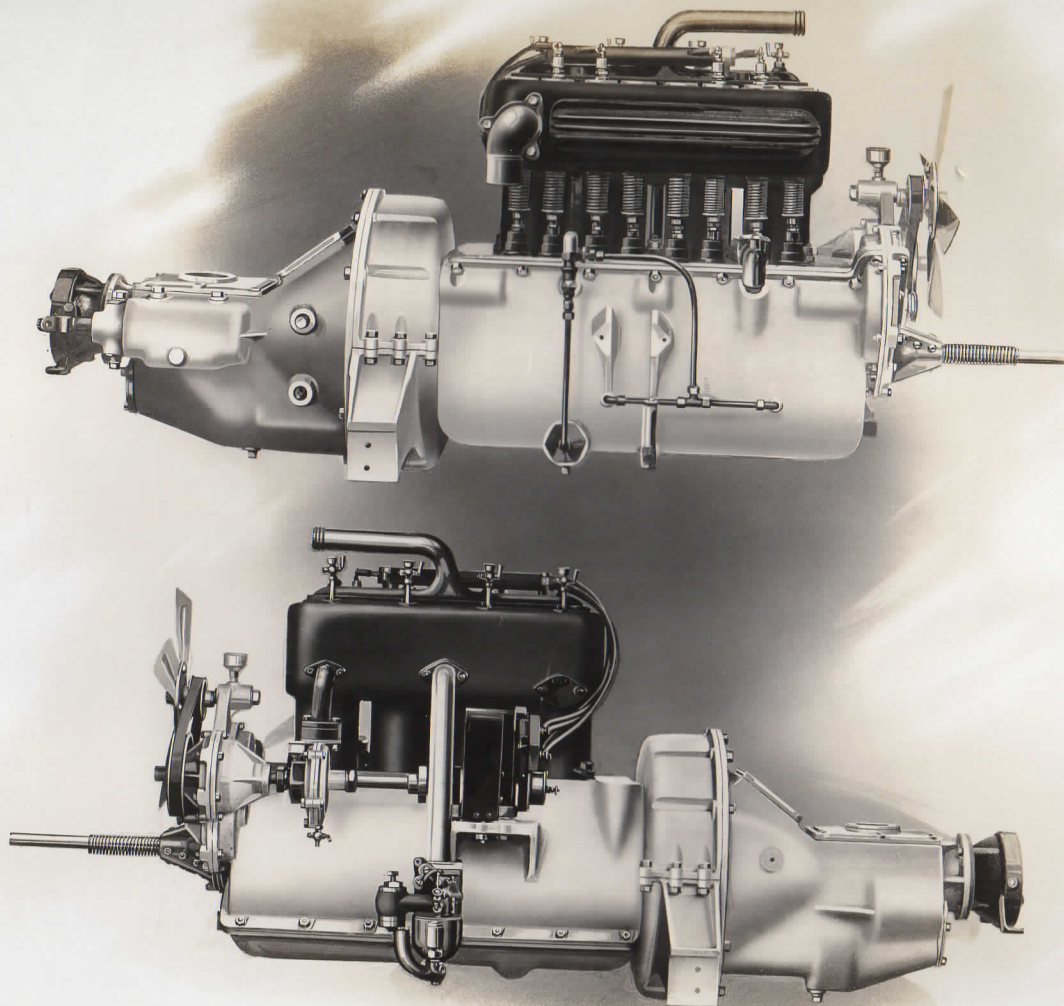


THE "AMERICAN SCOUT" (TYPE 22) \$1,250

Two passengers. Motor $3\frac{3}{4} \times 4\frac{1}{2}$ inches. Wheel-base 102 inches; tires $36 \times 3\frac{1}{2}$ inches, front and rear on Q. D. demountable rims. Regular equipment includes top and top boot, 5 lamps, Prest-o-lite tank; Bosch high tension magneto; tire trunk and holders; horn, jack, tools and tire repair outfit.

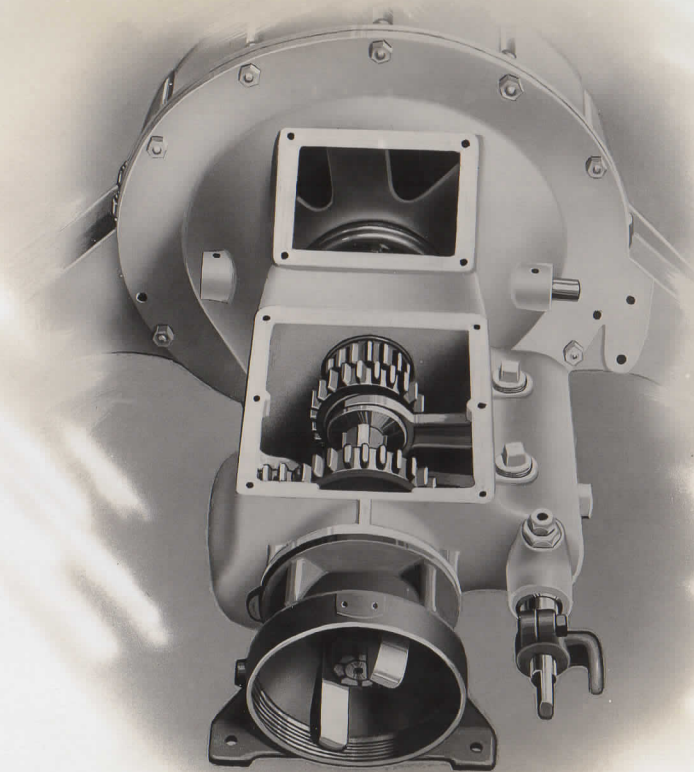


THE "AMERICAN SCOUT" CHASSIS



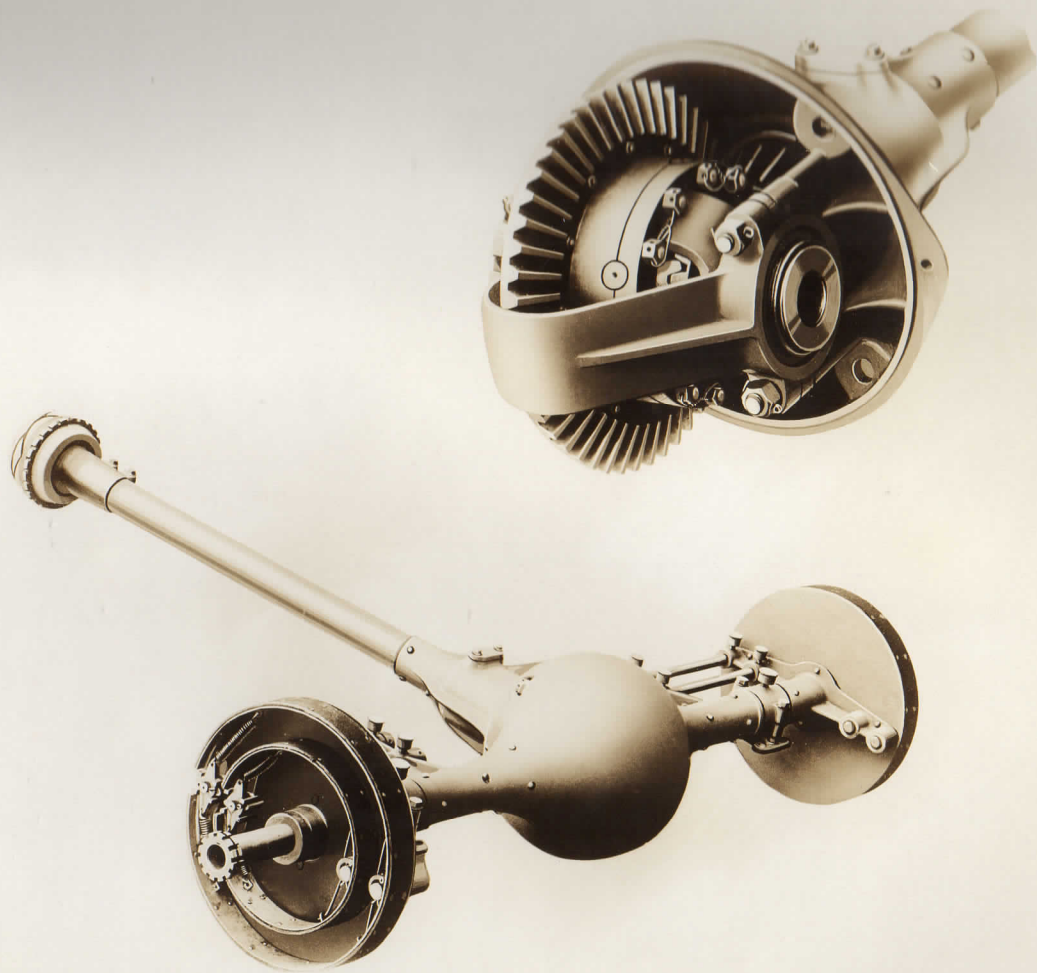
THE "AMERICAN SCOUT" POWER PLANT

Motor 4 cylinder, L head type, cast "en Bloc." Bore $3\frac{3}{4}$ inches, stroke $4\frac{1}{2}$ inches. Crank case, clutch-housing and transmission case are bolted rigidly together forming a unit power plant.



THE "AMERICAN SCOUT" TRANSMISSION

Showing gear-case with cover removed and plate removed from hand-hole in clutch housing.



THE "AMERICAN SCOUT" REAR SYSTEM

Showing details of the differential, brakes, and the rear axle including torsion tube and universal head.

