AEI 64

The American

Nineteen
Hundred
and
Twelve

The American Underslung

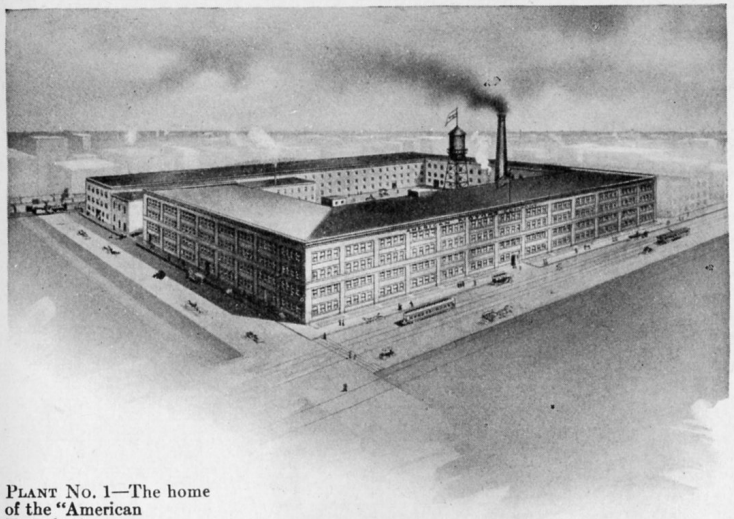
A Car for Discriminating Buyers

The American

Underslung

"The Safest Car On Earth"

American Motors Company
Indianapolis-Indiana



PLANT NO. 1—The home of the "American Traveler"

PLANT NO. 2—where "American Tourist" and "American Scout" are built

PLANT NO. 3—Sheet Metal and Body Department

Our Policy

FOR seven years we have clung rigidly to the belief that quality is bound to win; and we find it pays. We have built each year a limited number of high-grade, high-class cars and sold them to particular people; the kind who insist that the things they buy and use shall bear the stamp of genuine merit.

Our product has pleased them and their endorsements have encouraged us. We, therefore, propose to stick to the *quality* theory as long as we continue the building of automobiles.

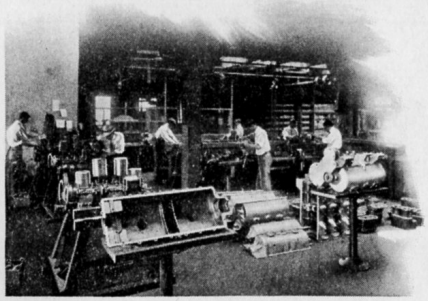
It is not our ambition to boast the "longest" or the "tallest" factory in the world, because we do not believe that the "acres-of-factory" scale is the truest guide in determining the value of a motor car, or its adaptability to *your* individual needs.

We are, however, most earnestly ambitious to make and sell *good goods* only, and in such quantity as is consistent with the strict adherence to those painstaking methods, that precision and care so vitally important—and this is just what we are doing. The volume of our business is fully up to that point beyond which additional volume affords little, if any, economy in either purchases or production, and beyond which it may be dangerous for any one concern to go too far—lest quantity live only at the expense of quality.

Neither do we claim to build the "biggest car on earth for the money." There are larger cars than ours—at prices lower. There are also watches to be had for five apiece that are as large as others which cost a hundred.

The virtues of the "American" are measurable by the yardstick of intrinsic value—not by the table of "weights and measures." It appeals to discriminating people; is thus intended. It is not expected to attract the man who seeks quantity rather than quality, but is designed and built expressly for those whose refined taste demands something more than is required to satisfy the less exacting. It, therefore, should be—and is— distinctive in the broadest sense, and most unique.

The cardinal principles of American design lend themselves most freely to the introduction of rakish, beautiful lines, and this advantage is augmented by that expert precision in the selection and preparation of materials, that infinite care in assembly and finish so conspicuous in the "American" shops, and which have won for us a staunch position in motordom, amply justifying our slogan—"A car for discriminating buyers."



We invite your attention to the following pages, and offer you the advantages of our seven years' successful experience in the building of ultra high-grade motor cars.

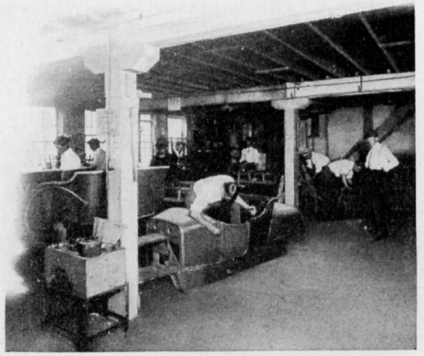
Our Principle

THE Underslung frame is the underlying principle that differentiates our product from the conventional types of motor cars. Within itself it offers many attractive features—and the advantages made possible by inverting the frame are both numerous and obvious. We are the originators of this type of construction—the pioneers—and have used and advocated it for years.

The present universally favorable comment by the world's highest engineering authorities, and the public in general, amply prove the growing popularity of *Underslung construction*. We quote below a few of the reasons:

FIRST—*An absolutely straight line drive*, which delivers direct to the rear axle practically all of the motor's power and avoids that angularity in the propeller shaft and the consequent loss of power always present in cars of conventional design.

SECOND—*Low center of gravity*, which prevents side-lash and skidding, and gives the car that hug-of-the-road sensation so satisfactory to all drivers and insures the safety and comfort of

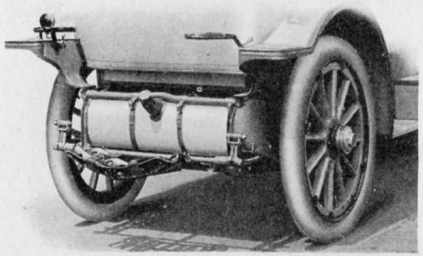


the passengers when turning corners at high speed.

THIRD—*Large wheels*, which insure easy riding and long tire life, and which cannot be used with safety except in *Underslung Construction*. Tire manufacturers recommend this principle because tires of large circumference have greater contact with the ground, and as all braking, load-carrying and motor strains are delivered to that section of the tire, the greater the ground contact the greater the tire life.

FOURTH—*Our spring construction* is pronounced ideal by expert spring makers because the unusual flexibility of the springs allows full play to the axles without transmitting the shocks and jerks to the occupants of the car. A broken spring is a very unusual occurrence with us, as springs are broken under recoil only, and the recoil action is limited by the frame coming in contact with the axle; the springs being held under tension at all times.

FIFTH—*Road Clearance* being determined by the low point of the car, and as nothing projects below the frame of the "*American*" *Underslung*, it has as much road clearance as the conventional (Overslung) types.



Upon the whole the underslung principle is sane, logical and correct.

(*See our special treatise on Underslung Construction.*)

Our Line

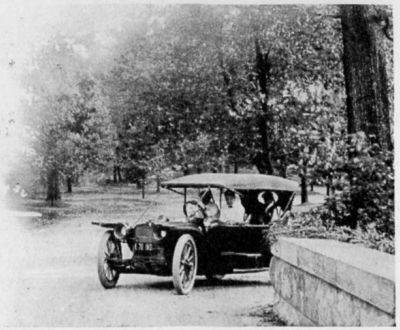
THE "AMERICAN TRAVELER" has "won its spurs," and needs little introduction to those who have watched and noted the achievements of the leading high-powered, high-class cars during the past several years. The "American Traveler" is known throughout the country and universally commended for its consistent work and its beautifully low and graceful lines. Heretofore it has been built only in four-passenger type, but is now presented also with six-passenger body, longer wheel-base, and a most luxurious and pleasing car for family touring.

"American Traveler"

(See cuts on pages 10, 11 and 12.)

The "AMERICAN TOURIST" is especially designed and built to meet a well-defined demand for a smaller car at lower price and yet carrying all of the distinctive and excellent features of the "American Traveler." It is brimful of that "indescribable something" so clearly reflecting the tone character and aristocratic individuality of "American" design. It is the kind of automobile you will be proud to own, proud to have the door-man of your club point out as *your* car, and will make you experience a kind of "special satisfaction"

"American Tourist"



when other motorists turn and look. In fact, it is a car entirely worthy of the name "American," and this, in our opinion, is the strongest language we could use.

(See cut on page 18.)

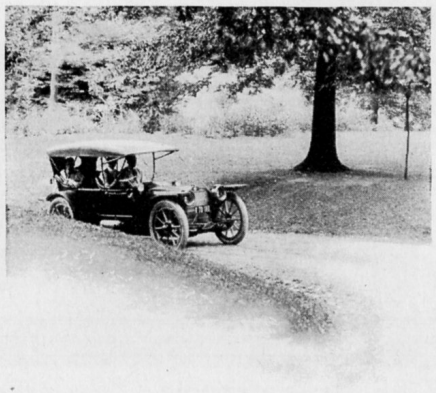
"American Roadster"

The "AMERICAN ROADSTER" will unquestionably serve and satisfy the man who requires a strictly "up-to-the-minute" Roadster with ample power and speed. Chassis construction same as the "American Tourist," except the changes necessary to make it an ideal two-passenger job.

(See cut on page 19.)

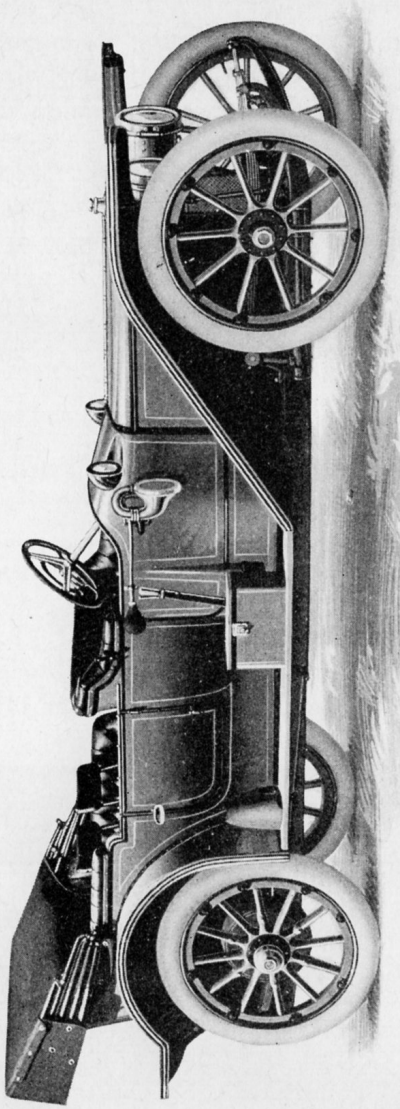
"American Scout"

The "AMERICAN SCOUT" fills a long-felt want. There are men and women in the world who, while to them the cost of a chauffeur's hire is of no concern, want a little car to drive themselves. But they want it *good throughout.* Their dignity and pride forbid their being satisfied with the ordinary type of "Runabout" and they, therefore, want a real Roadster—small, yet bearing all the earmarks of class and style—and in which the true mechanic's art is clearly stamped. The "American Scout" is expressly intended to serve and please this particular class, and it will.



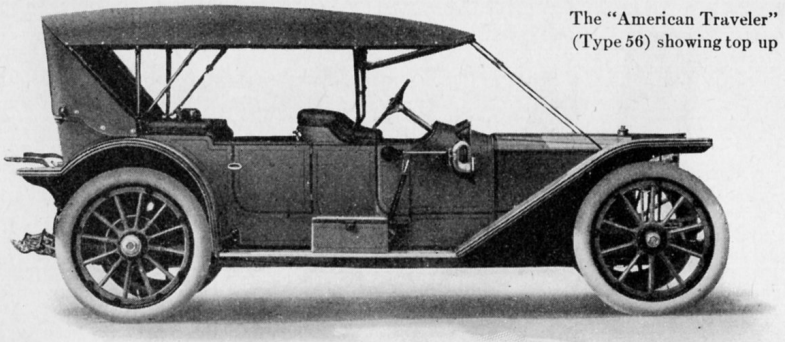
(See cuts on pages 26 and 27.)

The American Traveler



The "American Traveler" (Type 56) $4500.00

Six passengers. Wheel-base 140 inches; tires 41x4½ front and rear on demountable rims. Regular equipment includes: top and top boot; five lamps, side and tail lamps 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. Weight with standard equipment 3850 lbs.



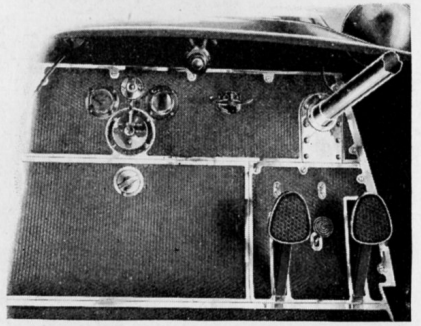
The "American Traveler" (Type 56) showing top up

THE four-cylinder motor, water cooled, bore, 5⅜ inches; stroke, 5½ inches, has cylinders cast in pairs and offset on the crank-case. All valves are on one side, 2⅜ inches in diameter and water jacketed. Water is taken in directly under the exhaust valves, the hottest part of the motor, and circulated by a powerful centrifugal pump. A six-bladed fan in connection with the large honeycomb radiator, and fan-bladed fly-wheel, insure an absolutely cool engine under all conditions. Crank-shaft bearings, three in number, are plain, die cast nickel babbitt, of generous size, and are bolted to the upper half of the crank-case.

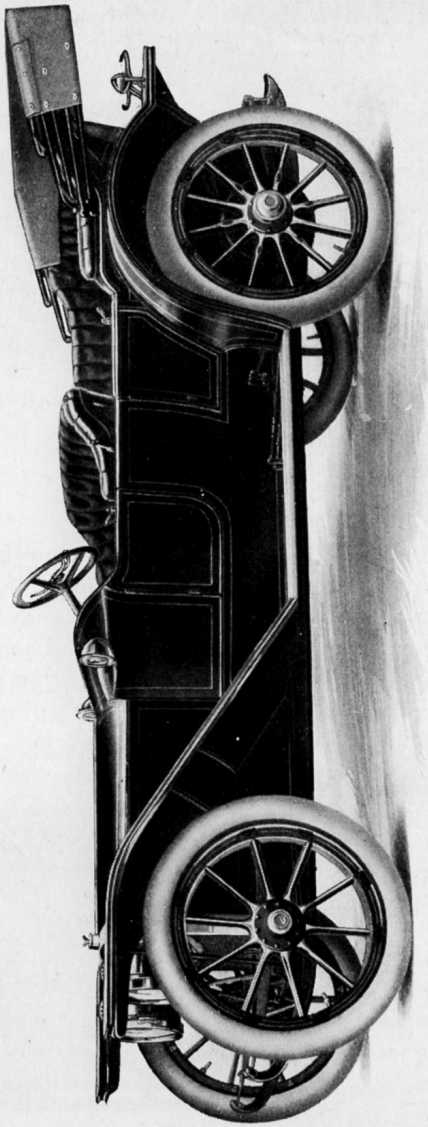
Motor

Ignition is by Bosch dual system — a high tension magneto and storage battery, with a single unit coil.

Special attention has been given to lubrication. A gear-driven pump forces the oil

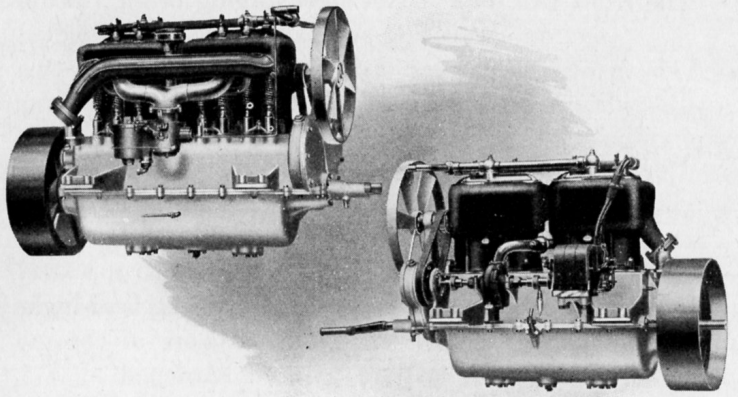


The "American Traveler" Dash



The "American Traveler" (Type 54) $4250.00

Four passengers. Chassis the same as Type 56 except that the wheel-base has been reduced to 124 inches and the tires changed to 40 x 4 front and 41 x 4½ rear on demountable rims. Springs 40 inches front; 48 inches rear. Regular equipment includes: top and top boot; five 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. Weight with standard equipment 3650 lbs.

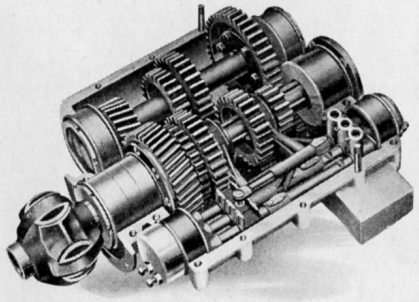


The "American Traveler"
Motor showing both sides

from reservoir in the bottom of the crank-case to sight feed on the dash, thence back to the motor through brass tubes cast integral with the crank-case to each and every bearing, insuring positive lubrication.

The transmission is the selective type, four speeds forward and reverse, direct drive on fourth speed. A small, compact and rigid case and short distance between the bearings insure perfect alignment and absolute silence. Gears and shafts are chrome nickel steel and of unusual size. The shafts are mounted on imported annular bearings. These bearings are used throughout the car with the exception of the motor.

Transmission



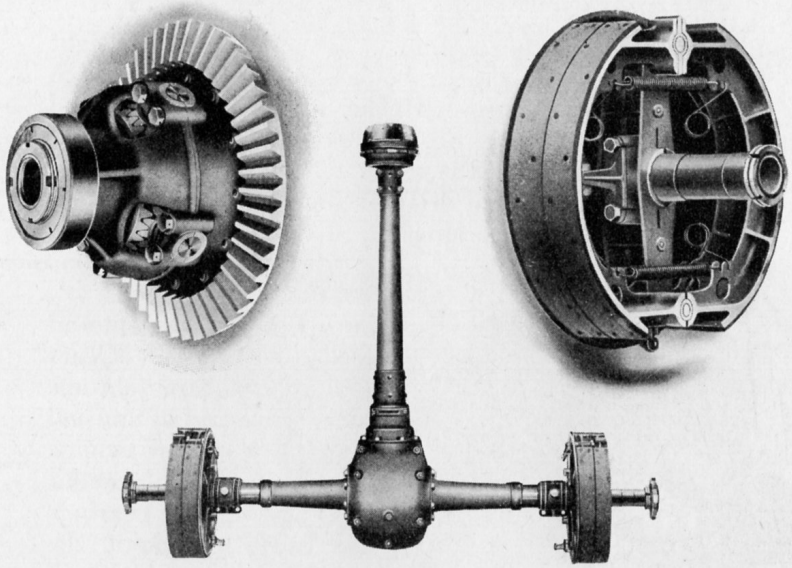
The "American Traveler" Transmission

Front Axle

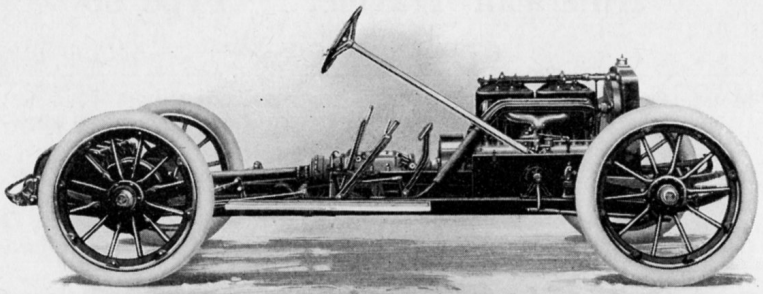
The front axle is a nickel steel forging of "I" beam section. Steering arms are bored and attached to the underside of the steering knuckle by two taper bolts, hardened and ground, preventing absolutely any chance of working loose.

Rear Axle

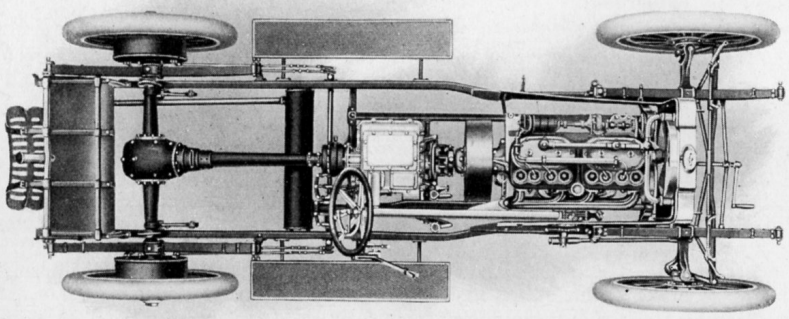
The rear axle is of the full floating type, the entire weight of the car being borne by the Krupp steel sleeves, and the driving shafts bear no weight. The sleeves and torsion tube are drawn Krupp steel tubing, and the differential housing is of high-grade crucible steel. All gears and shafts are of chrome nickel steel, carefully heat-treated and hardened.



The "American Traveler" Rear Axle, showing Details of Differential and Brake Construction



The "American Traveler" Chassis, Side View



The "American Traveler" Chassis, Top View

"American Traveler"—Type 56

Specifications

Motor—Four cylinders cast in pairs, "L" type and offset; bore 5⅜ inches; stroke 5½ inches. Water cooled by centrifugal pump. 50 horsepower at 1,000 revolutions per minute.

Ignition—Bosch dual system, high tension magneto and storage battery, with single unit coil operating through one set of spark plugs directly over intake valves. Kick switch on dash.

Carburetor—Float feed auxiliary air supply type, water jacketed. Adjustable from dash.

Gasoline Supply—24 gallons, including five gallon reserve supply, contained in tank on rear of chassis. Gasoline is pressure feed, pressure maintained by positive air pump driven from end of cam-shaft.

Oil Supply—Six quarts in sump of motor and 2-gallon auxiliary tank.

Lubrication—Gear-driven oil pump contained in crank-case with sight feed on toe board, oiling all bearings and cylinders. There are only two exposed, flexible steel oil pipes. Transmission and differential run in oil.

Control—Irreversible worm and sector steering wheel, spark and throttle levers inside wheel on a stationary sector. A foot throttle is also provided. Foot service brake, and hand emergency brake.

Clutch—Special woven asbestos facing, fan-bladed cone type. Rubber inserts under facing to permit easy engagement.

Body—Sheet steel on an ash frame. Upholstery, hand-buffed leather and curled hair.

Color—Optional.

Transmission—Selective type, four speeds forward and reverse, with direct drive on fourth speed. Shaft and gears of chrome nickel steel. All bearings imported annular type of unusually large diameter.

Drive—Direct shaft to differential and floating live rear axles that bear no weight.

Front Axle—One piece, nickel steel, "I" beam section.

Wheels—Front, ten spokes, 2-inch selected second growth hickory; rear, twelve spokes, 2-inch selected second growth hickory. Demountable rims.

Brakes—Double internal expanding in 16-inch pressed steel, dust-proof, brake drums bolted to rear wheels.

Frame—Underslung, giving low center of gravity. Pressed steel of high tensile strength, oil treated.

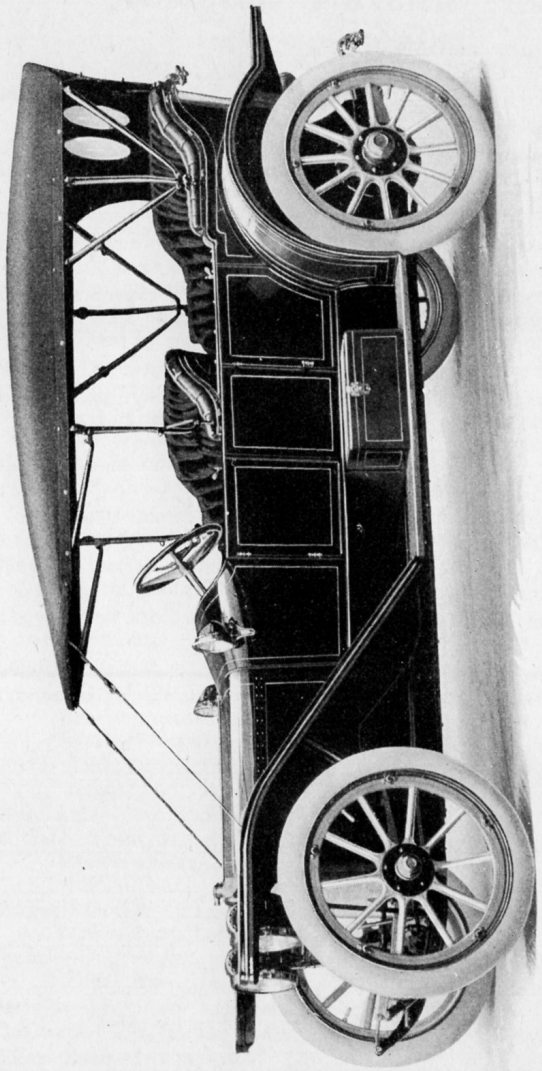
Springs—Imported Lemoine, semi-elliptic, 40 inches front, 54 inches rear.

Clearance—12¼ inches under entire length.

Wheel-Base—140 inches.

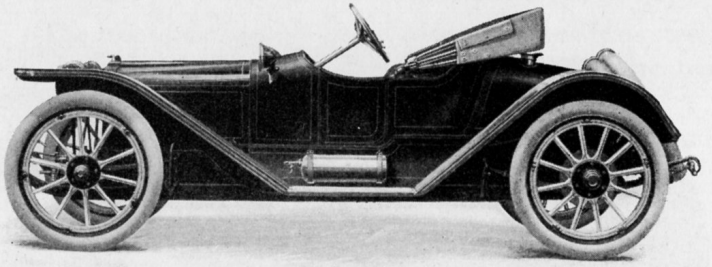
Tread—56 inches.

The American Tourist



The "American Tourist" (Type 34) $2250.00

Four passengers. Wheel-base 118 inches; tires 37 x 4 inches front and rear on Q. D. demountable rims. Regular equipment includes: top and top boot; five 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. Weight with standard equipment 2650 lbs.



The "American Roadster" (Type 32) $2250.00

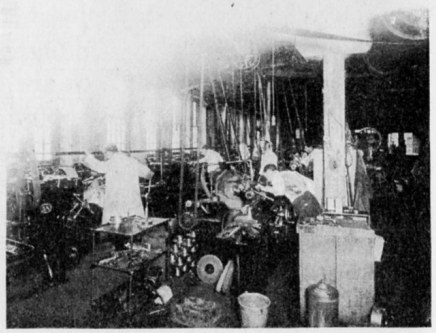
Two passengers. The same chassis as the "American Tourist" except that the steering column has been lengthened and set with a slightly greater rake. Regular equipment includes: top and top boot; five lamps, dash lights electric; Prest-O-Lite tank; Bosch magneto and storage battery; one extra rim; shock absorbers; foot rest; tire holders; horn; jack; tools and tire repair outfit. Weight with standard equipment 2550 lbs.

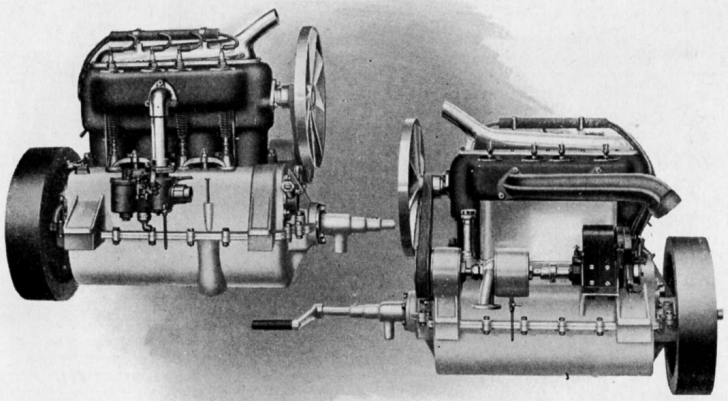
Motor

THE motor is four-cylinder, "T" head type, cast "en Bloc;" bore, 4½ inches, stroke 5 inches. Valves are 2⅛ inches in diameter. Owing to the large valves and light but sturdy reciprocating parts this motor possesses remarkable speed, rapid acceleration and great pulling properties. All bearings are of a high-grade die cast metal. The crank-shaft bearings, contrary to the usual practice in "en Bloc" motors, are three in number, unusually large, insuring noiseless running and long life.

The splash system of lubrication is very efficient and remarkably simple.

Ignition is supplied by Bosch magneto (dual system) with storage battery and single unit coil.





The "American Tourist" Motor, valve cover removed from intake side

Clutch

The clutch is of the inverted cone, non-adjustable spring type. The cone, an aluminum casting of great strength, is lined with thermoid, under which six spring plungers work to give easy engagement. The thrust bearing against which the engagement spring operates, is a floating ball type of large dimensions. Back of the clutch proper is a universal coupling, consisting of a shaft enlarged at the end through which pass two large alloy steel pins, with large steel blocks. The whole is carefully hardened and ground. The blocks work in drop-forged sockets which are also hardened and ground, guaranteeing long life and minimum wear.

The release mechanism has been very carefully designed, with large thrust bearings and adjustments to take up any wear that may occur. The entire coupling and clutch mechanism is most accessible. The pedal pads are of rubber, interchangeable.

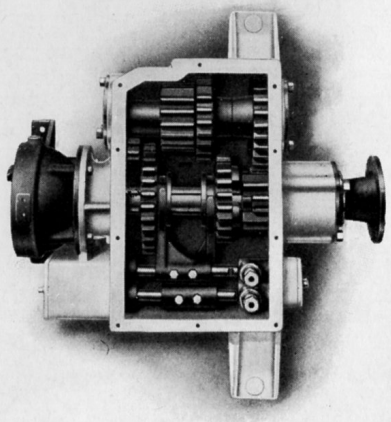
Front Axle

The front axle is drop forged of a special analysis steel, "I" beam section 2¼ inches deep, carefully heat-treated to increase its toughness. Steering knuckles are drop forged and heat-treated, held in place by a king pin of ample proportions, and are equipped with large ball thrust bearings, which bear the weight of the car. The front wheels run on large annular ball bearings, and are equipped with hubs so constructed that they exclude all dust and dirt that might have a tendency to work into the bearings.

Transmission

The transmission is of the sliding selective type; three speeds forward and reverse. All gears and shafts are of chrome vanadium steel, carefully heat-treated and hardened. The gears are of large diameters, five pitch and ⅞-inch faces. The shafts are mounted on imported annular bearings of generous size, and efficient oil caps cover all bearings. The whole transmission is enclosed in an aluminum case with a removable cover. Suitable oil plugs, for draining, are placed in the bottom of this case.

The rear axle is of the full floating type, the differential housing and axle tube being integral. This construction makes a very light axle possessing great strength. The driving and differential gears, of generous diameters, cut from drop forgings of



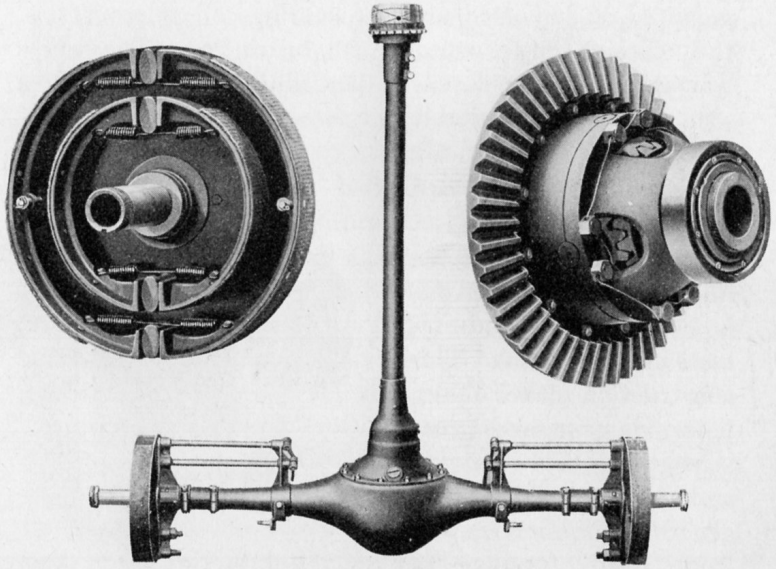
The "American Tourist" Transmission

special steel, are heat-treated and hardened. All thrust loads are taken by large adjustable ball thrust bearings, and radial loads by extra large imported annular bearings. The driving shafts, of special analysis steel, have flanged ends, castellated, that fit in the hubs of the wheel. This is the most advanced type of drive.

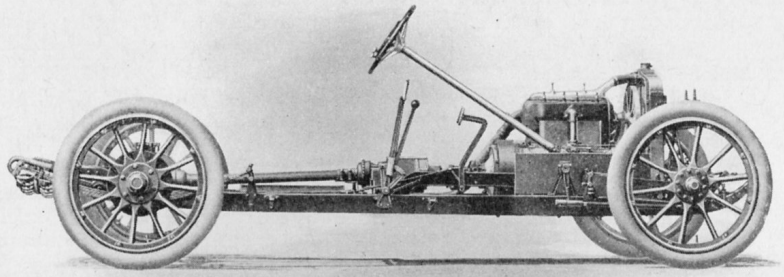
Rear Axle

The wheels are mounted on large imported annular ball bearings.

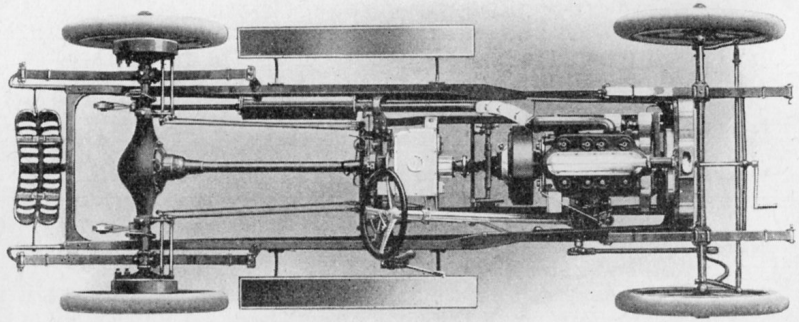
The brakes are of internal expanding type, two on each wheel, faced with linebestos. An adjustment is provided at the rear of the axle, on the dust shield, for taking up the brakes. This consists of a cam that gives an initial expansion to the shoes.



The "American Tourist" Rear Axle, Differential and Brakes



The "American Tourist" Chassis, Side View



The "American Tourist" Chassis, Top View

"American Tourist"—Type 34
Specifications

Motor—Four cylinders, "T" head type, cast "en Bloc;" bore, 4½ inches; stroke, 5 inches. Water cooled by centrifugal pump. A. L. A. M. rating, 32.4 horse-power. (Actual brake-test, 40 horse-power at 1,200 revolutions.)

Ignition—Bosch dual system, high tension magneto and storage battery, with single unit coil operating through one set of spark plugs directly over intake valves. Kick switch on dash.

Carburetor—Float feed, single jet type with auxiliary air valve; water jacketed. Adjustable from dash.

Gasoline Supply—16 gallons, contained in tank under front seat. Gasoline is pressure feed, pressure maintained by positive air pump driven from end of cam-shaft.

Oil Supply—Two and a half gallons.

Lubrication—Special self-contained splash system on motor. Transmission runs in oil and differential in grease.

Control—Irreversible worm and gear steering gear, with 18-inch steering wheel, spark and throttle control levers inside steering wheel on a stationary sector. A foot throttle is also provided. Foot service brake, and hand emergency brake.

Clutch—Thermoid facing, inverted cone type. Spring plungers under facing to permit easy engagement.

Body—Sheet steel on an ash frame; upholstery, machine-buffed leather and genuine curled hair.

Color—Brewster green body with light green running gear, black mouldings and fenders. Hair-line stripes to match.

Transmission—Selective type, three speeds forward and reverse, with direct drive on third speed. Shaft and gears of chrome vanadium steel. All bearings imported annular type of unusually large diameter.

Drive—Direct shaft to differential and floating rear axles that bear no weight.

Front Axle—One-piece drop forging of special analysis steel, "I" beam section.

Wheels—Front, ten spokes, 1¾-inch selected second growth hickory; rear twelve spokes, 1¾-inch selected second growth hickory. Q. D. demountable rims.

Brakes—Double internal expanding in 10 and 14-inch pressed steel, dust-proof, brake drums on rear wheels.

Frame—Underslung, giving low center of gravity. Pressed 30-point carbon steel very carefully designed and proportioned.

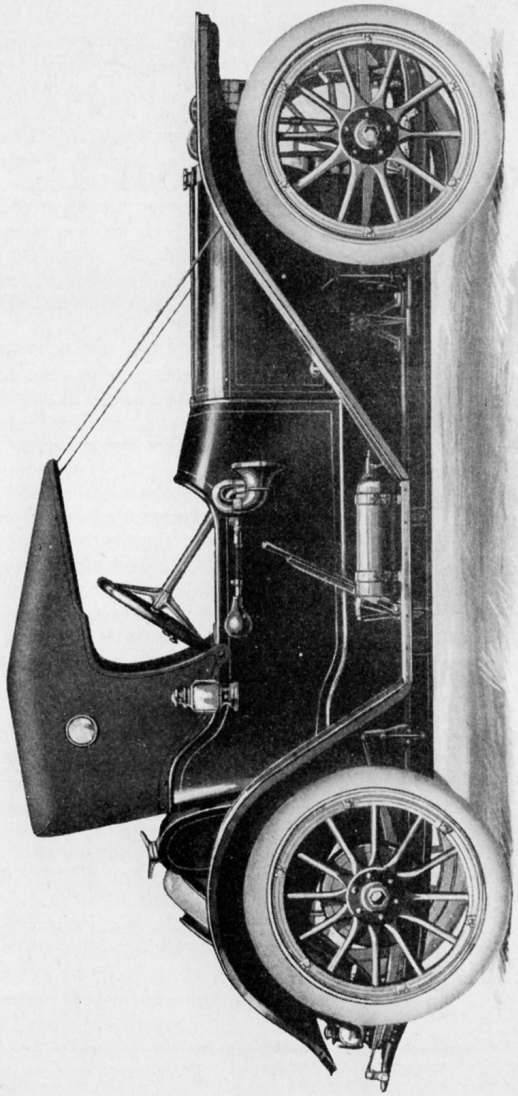
Springs—Semi-elliptic; 38 inches front, 51 inches rear.

Clearance—11¼ inches under entire car.

Wheel-Base—118 inches.

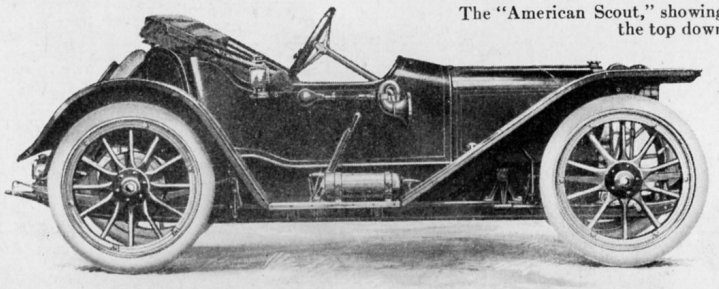
Tread—56 inches.

The American Scout



The "American Scout" (Type 22) $1250.00

Strictly a two-passenger car. Wheel-base 102 inches tires 36 x 3½ inches front and rear on demountable rims. Regular equipment includes: top and top boot; five lamps; Prest-O-Lite tank; Bosch high tension magneto; combination circular luggage box and tire holder; horn; jack; tools and tire repair outfit. Weight with standard equipment about 2400 lbs.



The "American Scout," showing the top down

THE motor is four-cylinder, "L" head, cast "en Bloc;" bore, 3¾ inches, stroke, 4½ inches. The valves, all on side, are 1⅝ inches in diameter. All bearings are of a high-grade die cast metal, unusually large, and insure long life and maximum efficiency. A constant level, splash system of lubrication is used, with a pump to maintain the oil level.

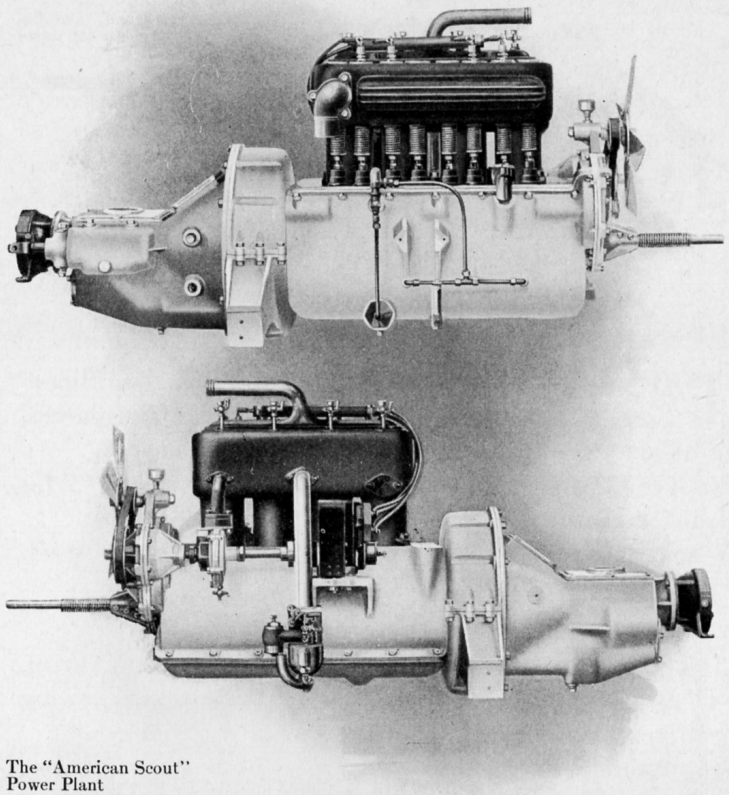
Motor

Ignition is by Bosch high-tension magneto.

The front axle is drop forged of a special analysis steel, "I" beam section 2 inches deep, carefully toughened by heat treatment. Steering knuckles, heat-treated drop forgings, are held in place by a large pin, and are equipped with large ball thrust bearings that bear the weight of the car. The front wheels run on imported annular bearings, and are equipped with specially designed hubs that exclude all dirt and dust from the bearings.

Front Axle

The transmission is of the sliding selective type; three speeds forward and reverse. All gears and shafts are of chrome vanadium steel, carefully hardened. The gears are of large diameters and the shafts are mounted on

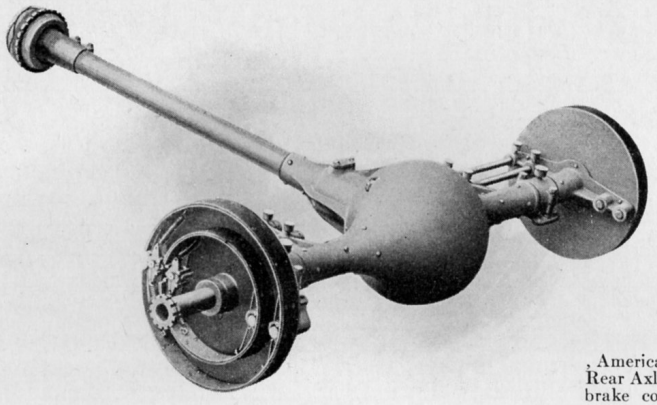


The "American Scout"
Power Plant

imported annular bearings of generous size. The transmission case, clutch housing and crank-case, are aluminum castings, firmly bolted together and forming a unit power plant. Removable covers and handholes make all parts most accessible for any necessary adjustments.

Transmission

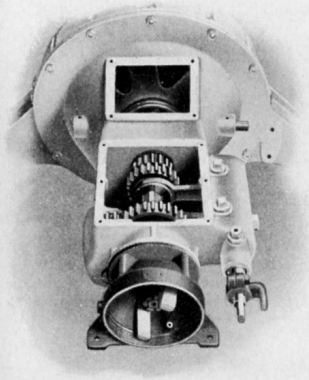
The rear axle is of the full floating type, the differential housing and axle tubes being semi-integral and reinforced with steel tubes. The bevel and differential gears, of



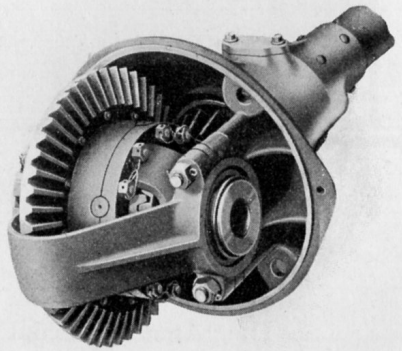
, American Scout"
Rear Axle, showing
brake construction

generous diameters, are heat-treated and hardened. All thrust loads are taken by large adjustable ball bearings and radial loads by extra large imported annular bearings. The driving shafts of special analysis steel have flanged ends, that fit into the hubs of the wheels. The wheels are mounted on large imported annular ball bearings. The brakes, all on the rear wheels, are unusually efficient, of the internal expanding type, operating on two pressed steel drums, 10 and 14 inches in diameter.

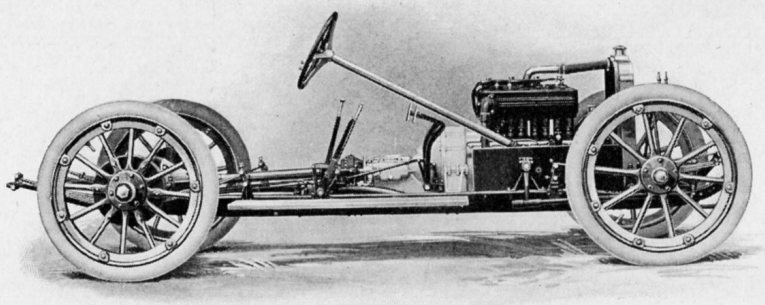
Rear Axle



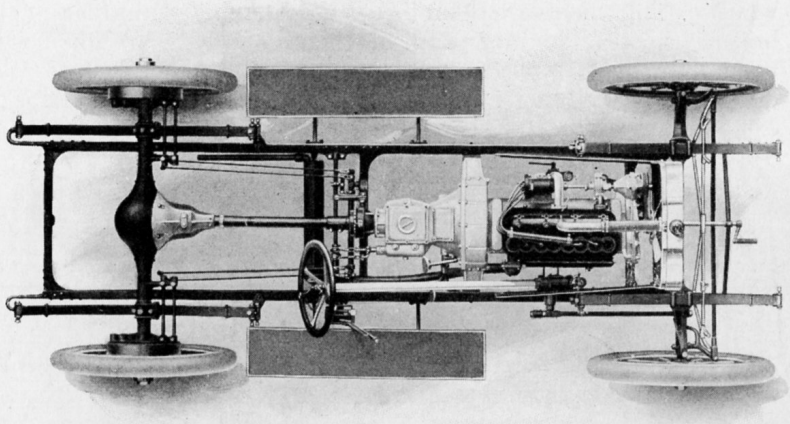
The "American Scout" Transmission
and Clutch Housing



"American Scout" Differential



The "American Scout" Chassis, Side View



The "American Scout" Chassis, Top View

"American Scout"—Type 22

Specifications

Motor—Four cylinders, "L" head type, cast "en Bloc"; bore, 3¾ inches; stroke 4½ inches. Water cooled by centrifugal pump. 22.4 horse-power. (A. L. A. M. Rating.) Unit power plant.

Ignition—Bosch high tension magneto operating through one set of spark plugs directly over intake valves. Lock switch on dash.

Carburetor—Float feed, single jet type, with auxiliary air valve.

Gasoline Supply—Twenty gallons, contained in oval tank behind seat, and six gallons auxiliary supply in separate compartment of main tank.

Oil Supply—Two gallons, contained in bottom half of crank-case.

Lubrication—Pump and splash, constant level, self-contained system on motor. Transmission runs in oil, and differential in grease.

Control—Irreversible worm and gear steering gear, with 18-inch steering wheel, spark and throttle control levers inside wheel on stationary sector. Foot accelerator. Service brake, foot pedal; emergency brake, hand lever.

Clutch—Linebestos facing, cone type; spring plungers under lining make easy engagement.

Body—Sheet steel on an ash frame; upholstery, machine-buffed leather and genuine curled hair.

Color—"American" Maroon body, and grey running gear.

Transmission—Sliding selective type, three speeds forward and reverse with direct drive on third speed. Shafts and gears of chrome vanadium steel. All bearings annular type of unusually large diameter.

Drive—Shaft to bevel gears and floating live rear axles that bear no weight.

Front Axle—One-piece, special analysis steel, "I" beam section.

Wheels—Front, ten spokes, 1⅝-inch selected second growth hickory; rear, twelve spokes, 1⅝-inch selected second growth hickory. Q. D. demountable rims.

Brakes—Double internal expanding in 10 and 14-inch pressed steel, dust-proof, brake drums on rear wheels.

Frame—Underslung, giving low center of gravity. Pressed steel of high tensile strength.

Springs—Semi-elliptic, 38 inches front, 47 inches rear.

Clearance—9¾ inches under entire car.

Wheel-Base—102 inches.

Tread—56 inches.

Our Guarantee

THE guarantee placed upon its product by the American Motors Company, both cars and parts, is as follows:—

We guarantee all goods furnished by us for six months following the date of their shipment, based upon the date of invoice covering the goods; this guarantee being limited to the replacement in our factory of all parts giving out under normal service in consequence of defect of material or of workmanship without other responsibility on our part of any character.

If the circumstances do not permit that the work shall be executed in our factory, the said guarantee is limited to the shipment, without charge, of the parts intended to replace those acknowledged by us to be defective.

It is, however, understood that we make no guarantee whatever regarding pneumatic tires, batteries, magnetos or other accessories, as these are parts guaranteed by their respective manufacturers.

We cannot accept any responsibility in connection with any of our motor cars when they have been altered or repaired outside of our factory, and our guarantee extends to and covers car in hands of first purchaser only.

Our dealers are solely responsible to the purchaser of our goods for all undertakings and guarantees made by them beyond those expressed above.