



AMERICAN
UNDERSLUNG

SIX

Electric Starter
Electric Lights
Six Cylinders
"En Bloc" Motor
Valves Enclosed
Long Stroke
140 Inch Wheel Base
39x5 Inch Tires
Maximum Road Clearance
Complete Equipment

Made In Indianapolis By
AMERICAN MOTORS CO.

Specifications

MOTOR—Six cylinders, "T" head type, cast "en bloc." 60 H. P. at 1,000 R. P. M., maximum output 78 H. P.; valves enclosed with aluminum plates; water-cooled by large centrifugal pump. This is the latest and most improved European practice.

IGNITION—Dual system for battery or high-tension magneto operating through spark plugs placed over intake valves. Ignition switch on dash.

SELF-STARTER—Single unit type starter-generator located on specially designed bracket, cast integral with upper half of crank case, and operating through unusually strong timing gears. The starting and lighting outfit consists of generator, storage battery, automatic cut-out, switches, regulator, etc. It is complete and one of the most powerful and efficient generators and starters in use. Switch controlling all lights located 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 fed, pressure maintained by positive air pump driven from end of cam-shaft and an auxiliary hand air pump located on heel board at the left of the driver.

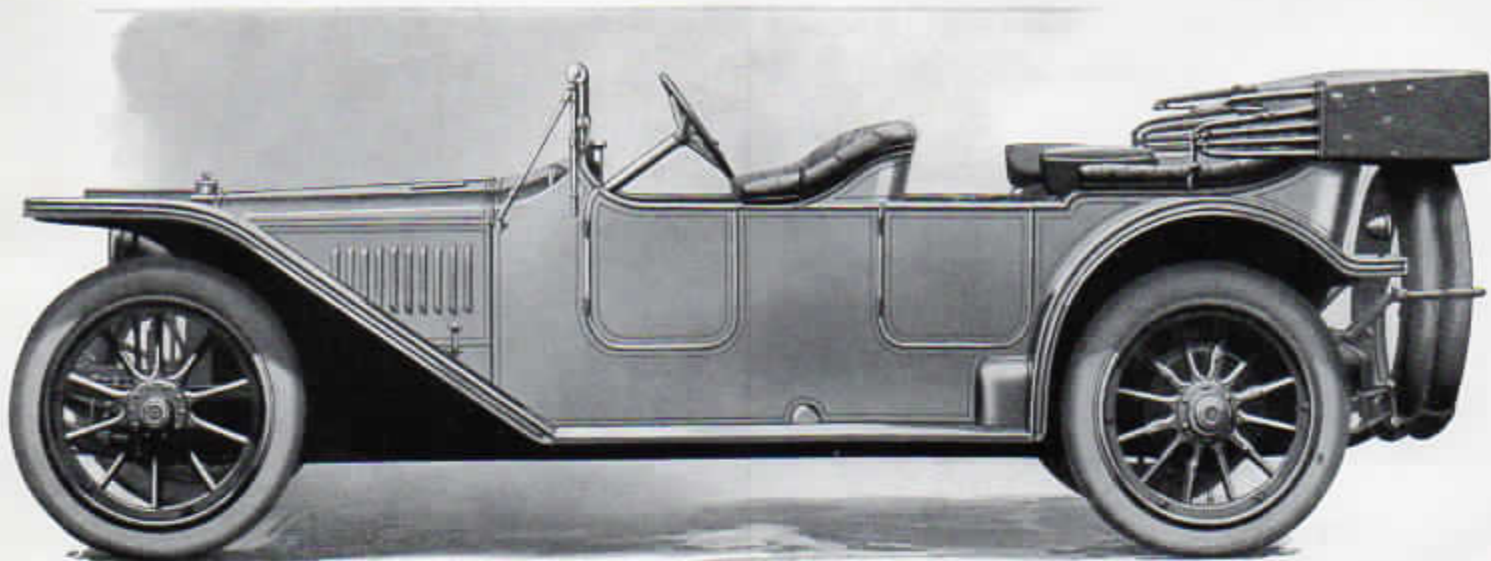
OIL SUPPLY—Six quarts in crank-case.

LUBRICATION—Special self-contained, automatic, level splash system on motor. Sight oil feed located on dash; transmission and differential run in non-fluid oil.

CONTROL—Irreversible worm and sector steering gear, spark and throttle levers inside wheel on a stationary sector. Foot accelerator is also provided; self-starter control lever located on heel board at right of the driver. Foot service brake, and hand emergency brake.

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.

CLUTCH—Special woven asbestos facing, cone type. Rubber inserts under facing to permit easy engagement.



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America's Most Luxurious Car

Electrically Lighted
Electrically Started

THE "AMERICAN UNDERSLUNG SIX" marks the ultimate in high-grade motor car construction. For the first time is offered a strictly high-grade up-to-the-minute motor car, embodying all the acknowledged advantages of the under-slung frame, six cylinders, long-stroke motor, and complete equipment.

Every feature is designed and built as an integral part of this truly luxurious car; no part is a makeshift. The specially designed windshield, for example, is built into the body, not merely added as an afterthought. The self-starter and generator is as much a part of the motor as the magneto or carburetor; in fact, the car gives one the impression that it is right in the first place, and it is.

Among the features that go to make this an ideal big car are the long wheel-base, large diameter oversized tires, long comfortable springs, handsome roomy six-passenger body, complete control of all parts of the car from the driver's seat, specially designed top which can be easily raised or lowered by one person, and grace of line throughout.

The unusually complete equipment offered with this car leaves nothing to be desired by the lover of true motor car luxury. The disposition of the various conveniences shows the careful forethought of a wide-awake engineering department keenly alive to the needs of the modern motorist.

See the car; ride in it; feel its ample smooth power and you will be convinced that this is truly the most luxurious complete, high-grade car of its class.

Specifications

BODY—Six-passenger. Two auxiliary seats in tonneau. Sheet steel on an ash frame. Upholstery, hand-buffed leather and curled hair over specially designed and tempered springs.

COLOR—Optional.

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

FRONT AXLE—One piece, nickel steel, "I" beam section.

REAR AXLE—Full floating type. Driving shafts bear no weight.

AXLE CONSTRUCTION—Built up type with Krupp steel sleeves and torsion tube. Differential housing of high-grade crucible steel. Removable inspection plates provide easy access for adjustment or inspection.

WHEELS—Front, ten spokes, 2-inch selected second-growth hickory; rear, twelve spokes, 2-inch selected second-growth hickory. Demountable rims. Front wheels equipped with double thrust bearings.

TIRES—39 x 5 front and rear on 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—Unusually flexible, silico-manganese, semi-elliptic, 40 inches front, 54 inches rear.

CLEARANCE—11 $\frac{1}{4}$ inches under entire car.

WHEEL-BASE—140 inches.

TREAD—56 inches.

Equipment

REGULAR EQUIPMENT INCLUDES: Cravenetted mohair top of special design, complete with storm curtains and top boot; positive and efficient electric starter and generator supplying all lamps; 100-mile electrically lighted speedometer and clock; adjustable, built-in windshield; penetrating electric horn; shock absorbers; two spare demountable Q. D. rims; pump, jack, tire repair kit, complete tool kit, foot rest, robe rail, etc., etc.

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