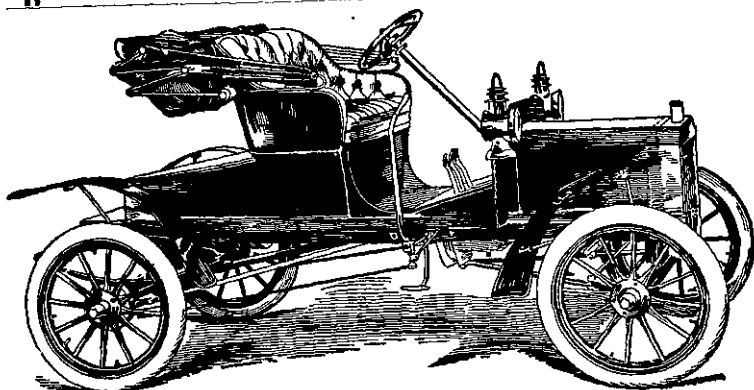


## FORD FOUR-CYLINDER RUNABOUT. 1907.



### MODEL "N" SPECIFICATIONS.

**TYPE OF CAR**—Runabout.

**MOTOR**—4 cylinder, vertical, 4 cycle.

**HORSE POWER**—15 **BORE**,  $3\frac{1}{4}$ ". **STROKE**,  $3\frac{3}{4}$ ".

**CYLINDERS**—Cast in pairs. Water jackets and valve chambers cast integral.

**DISPOSITION**—Longitudinally, under hood at front.

**VALVES**—Inlet and exhaust offset; all on left side. Interchangeable. Operated by single cam shaft.

**CAM SHAFT**—One piece nickel steel forging. Eight cams integral. All bearing surfaces hardened and ground.

**CRANK SHAFT**—Set at 180 degrees. Drop forging from chrome nickel steel specially treated by Wyman & Gordon process; no welds. Bearing surfaces ground.

**CRANK CASE**—Nickel aluminium; side plates removable for inspection or adjustment of bearings.

**COOLING**—Water; cellular radiator; centrifugal pump.

**IGNITION**—Jump spark—batteries.

**FAN**—Cast in fly wheel.

**CARBURETOR**—Ford design—float feed, automatic.

**LUBRICATION**—Force feed oiler using pressure from exhaust. Also splash system in engine base.

**CLUTCH**—Multiple disc.

**TRANSMISSION**—Ford planetary system; all spur gears.

**FINAL DRIVE**—By carbon shaft with single universal joint to bevel drive gears in live rear axle. Ford three point system (patented in all countries) with all moving parts enclosed in dust-proof casing, running in oil.

**REAR AXLE**—Ford design. Hyatt roller bearings of large dimension. Bevel gear differential.

**FRONT AXLE**—One piece steel drop forging in I-beam section, specially treated.

**FRAME**—Pressed steel.

**STEERING**—By Ford reduction gear system; irreversible, gears at top of column, away from dust and grit.

**BRAKES**—2 sets. (a) Service band brake on transmission. (b) Internal expanding, brakes in rear hub drums.

**OPERATION AND CONTROL**—High and low speeds by hand lever at right of driver; reverse by foot lever; service and emergency brakes by foot lever, ratchet lock.

**SPARK AND THROTTLE CONTROL**—Give all speeds from 3 to 40 miles per hour on high gear.

**WHEELS**—Artillery wood type.

**TIRES**—Pneumatic; standard equipment 28" x 3".

**SPRINGS**—Front: Semi-elliptic, cross spring. Rear: Full elliptic perched on rear axle outside frame line.

**DUST PAN**—Protects all machinery from mud and grit.

**WEIGHT WITH TANKS FULL**—3 inch tires and top 1080 pounds.

**WHEEL BASE**—84". Tread 56".

**BEARINGS**—Phosphor bronze and babbitt in motor. Hyatt roller in rear axle. Large balls in front hubs.

**GASOLINE CAPACITY**—8 gallons.

**WATER CAPACITY**—4 gallons.

**PRICE**—£250.

**TOP**—With side curtains and storm front. £270.

SOLE AGENTS FOR N.Z.:

**THE AUTOMOBILE CO. of N.Z., Ltd.**

Office: WOODWARD STREET. Garage: 15 MOLESWORTH STREET. WELLINGTON.

# FORD

## 1907. Six-Cylinder Touring Car.

### MODEL "K" SPECIFICATIONS.

**MOTOR**—6-cylinder vertical.

**HORSE POWER**—40.

**COOLING**—Cellular radiator.

**PUMP**—Centrifugal.

**CAMS**—Forged integral with shaft.

**LUBRICATION**—Positive feed mechanical oiler to all motor parts.

**IGNITION**—Ford dual system; (a) high tension magneto; (b) batteries. Two sets of plugs.

**TRANSMISSION**—The "velvet Ford" planetary—spur gears.

**FINAL DRIVE**—Ford triangular system (patented in all countries) all parts enclosed.

**FRONT AXLE**—One piece drop forging from Chrome nickel steel. I-beam section.

**STEERING**—By Ford reduction gear system—irreversible.

**FRAME**—Cold pressed from Chrome nickel steel. Straight sides, channel section.

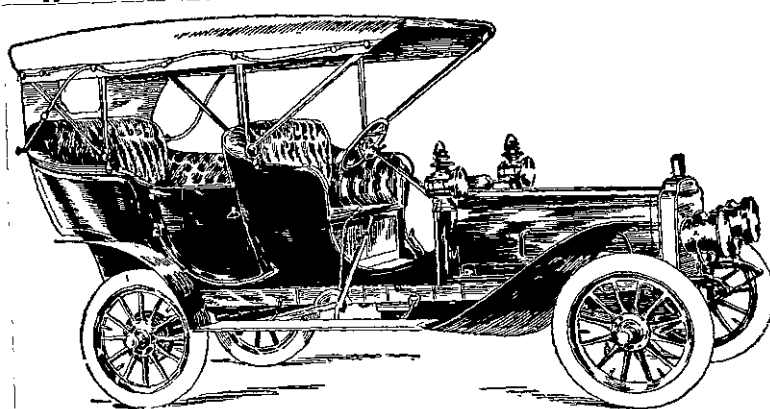
**CONTROLS**—Easier than any other large car in the world.

**BODY**—Straight side tonneau; seats 5 liberally, 7 by adding folding or revolving seats.

**COLOR**—Optional.

**TIRES**—34" x 4" front and rear.

**PRICE**—£875. With cape top and gas lamps, £950.



Ford Six-Cylinder Touring Car, 1907.

SOLE AGENTS FOR N.Z.:

**THE AUTOMOBILE CO. of N.Z., Ltd.**

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