

DETAILED SPECIFICATIONS

Second Series

HARROUN MOTOR CARS

*Also the Plant and Equipment in which they are built at
Wayne, Michigan, a Western Suburb of Detroit*

Motor—Four cylinders, $3\frac{1}{4} \times 5\frac{1}{4}$; enclosed valves-in-head; horse-power, 16.9, S.A.E. rating; 43.1 horse-power at 2400 R.P.M., by dynamometer test.

Cooling—Impelled thermo-syphon with honeycomb radiator.

Ignition—By Westinghouse or Remy distributor from Prestolite storage battery, automatically supplied by generator.

Starting and Lighting System—Two-unit; gear driven generator from timing gears; starting motor operates through teeth on fly-wheel; battery under front seat; electric head lights with dimmers; electric tail light and dash light; loud, electric alarm signal.

Lubrication—Force feed and splash; separate direct lead to each main bearing and timing gears; radiating cooler through which all oil passes in process of circulation, keeps it at even temperature, greatly prolonging its lubricating qualities.

Clutch—Cone, running in oil; faced with asbestos fabric—a sure method of securing easy gear shifting and of relieving driving mechanism of all sudden strains.

Gasoline Tank—At rear; connecting with Stewart vacuum feed to carburetor; capacity, 10 gallons—approximately 250 miles running radius.

Windshield—Tilted; adjustable to ventilation and rain vision.

Body—Of welded pressed steel panels on frame work of forged steel and wood; ample room for five passengers; widest rear seat on the market; soft yielding upholstery; tonneau carpeted; front compartment floor covered with linoleum.

Control—Left steer, center levers; large 17-inch Harroun "Velvet-Touch" steering wheel—rigidly transmitting all turning force but flexibly absorbing all road shocks and vibration; turning radius 27 feet; right-hand steer optional on cars for export.

Transmission—Unit with motor type; three speeds forward and reverse; ratio, 4 to 1 on high; 12.3 to 1 on low; gear box directly under shifting lever, Thermoid-Hardy single universal joint.

Brakes—Service operated by pedal to external contracting bands; emergency by lever to internal expanding shoes on brake drums.

Dash Equipment—Instrument board containing 100,000-mile speedometer, electrical switchboard, dash lamp, and carburetor adjustment.

Front Axle—Substantial I-beam; Timken wheel bearings.

Rear Axle—Floating; wheels carried on pressed steel housings; axle shafts detachable through hubs; roller bearings on differential.

Frame—Extremely wide (6-inch) vertical section sidebar.

Springs—Front, semi-elliptic; rear, full cantilever.

Fenders—True oval, not semi-crowned; substantially mounted. Running boards pressed steel, covered with linoleum.

Tires—30 x $3\frac{1}{2}$ inches; non-skid type all round.

Rims—Demountable; extra rim on carrier solidly attached to rear of body.

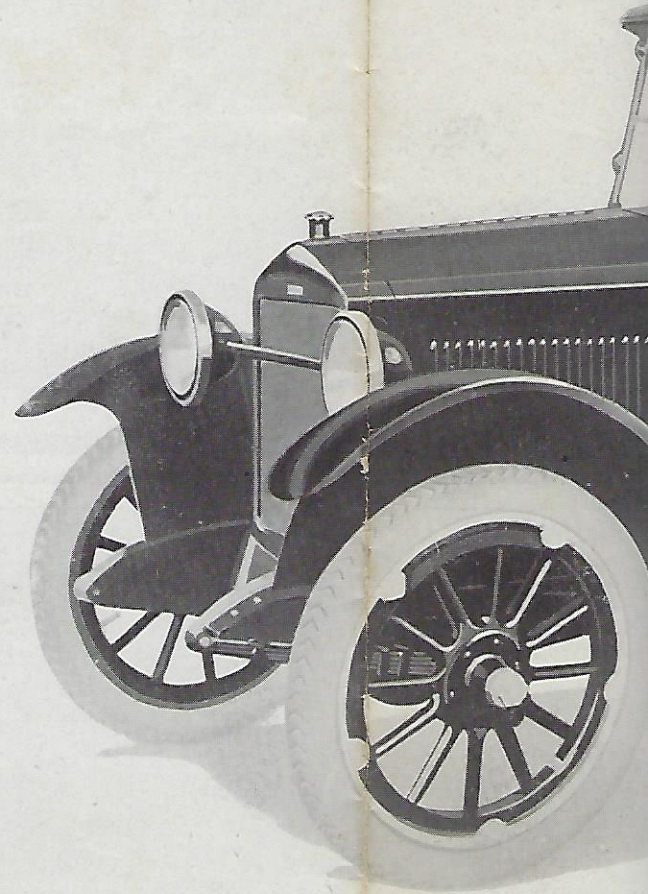
Top—One-man type, neverleak material with self-contained curtains.

Equipment—Foot pump, tire tools, powerful jack, complete set wrenches, hammers and other tools; oil can; license tag holders, front and rear.

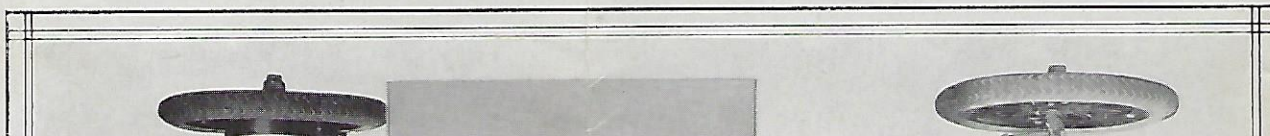
Standard Colors—Body Liberty Blue; hood, fenders, upholstery, frame, radiator shell and axles, black; wheels and running boards Khaki Brown.

Wheelbase—106 inches.

Weight—Approximately 2000 pounds.



TOP VIEW OF CHASSIS *Featuring*—Simplicity of design; unit running board assembly; Thermoid Hardy Universal Joint; rear sub-frame to carry load to tank and tire; simplicity of brake rods and application.



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Springs—Front, semi-elliptic; rear, full cantilever.

Fenders—True oval, not semi-crowned; substantially mounted. Running boards pressed steel, covered with linoleum.

Tires—30 x 3½ inches; non-skid type all round.

Rims—Demountable; extra rim on carrier solidly attached to rear of body.

Top—One-man type, neverleak material with self-contained curtains.

Equipment—Foot pump, tire tools, powerful jack, complete set wrenches, hammers and other tools; oil can; license tag holders, front and rear.

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