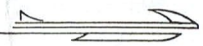




*The*

# TRANSCONTINENT SEDAN



IN NAME

AND PERFORMANCE

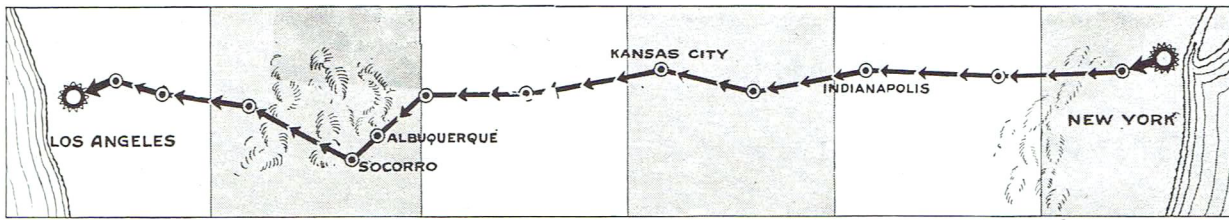
THE DOMINANT

ROAD CAR

OF AMERICA



—AND INTRODUCING A NEW CONCEPTION OF



# VALUE IN FINE CARS

**T**HROUGHOUT the years that Franklin has been developing performance, roadability, and comfort, one model has always taken the punishment which gruelling tests, experiments, road runs, and hill-climbs afford—the Sedan.

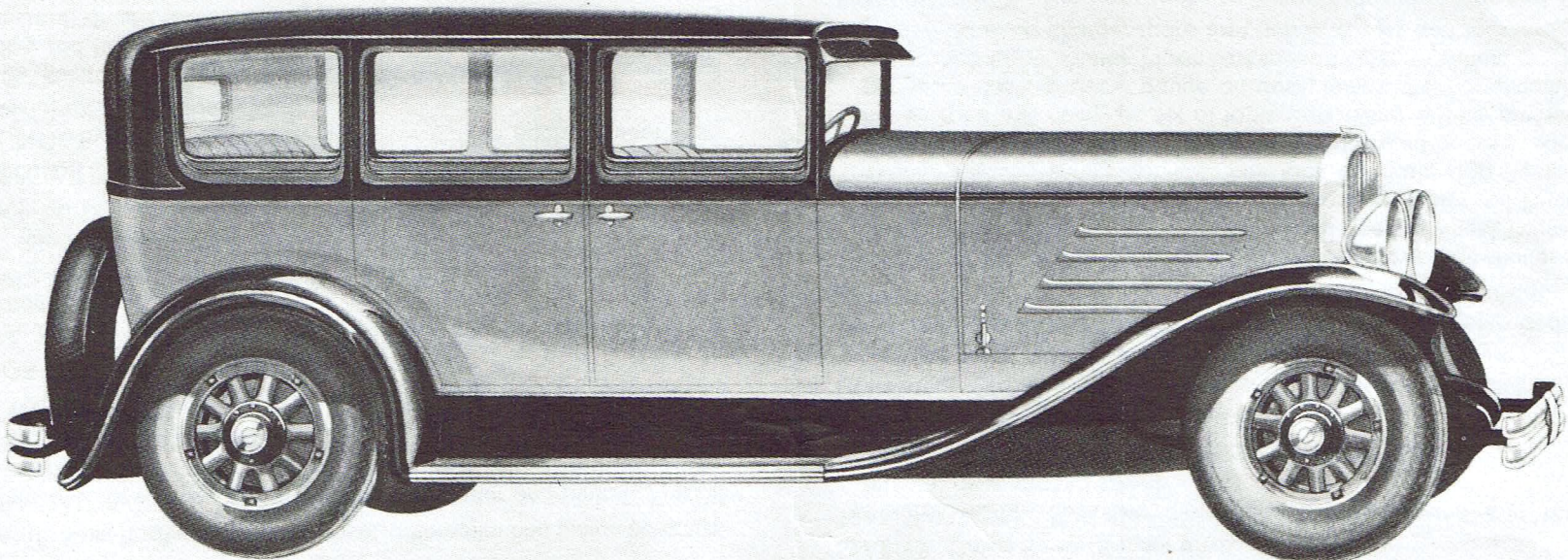
In recent famous Franklin road records—of which more than a score have been established—the Sedan carried the Franklin banner to new fame. The Sedan gave Franklin the reputation of America's Fastest Road Car. The Sedan climbed snow-capped mountains to almost impossible heights—raced through torrid deserts at terrific speed—and sensationally broke the coast-to-coast speed record. No closed car of any other make has been subjected to such gruelling tests. The result is that Franklin, in addition to developing incomparable performance, has evolved a Sedan body with sturdiness and endurance that stands unapproached in excellence of character.

It is appropriate that with all Franklin's knowledge behind it, confirmed by spectacular and conclusive demonstrations, the Sedan in which this quality of serviceability culminates should be called the TRANSCONTINENT SEDAN.

The Transcontinent Sedan appeals especially to thousands of motorists who recognize SERVICEABILITY—who drive their cars HARD—who see in the air-cooled car their ULTIMATE CAR—who want TROUBLE-FREE transportation—and who are always seeking uninterrupted miles of fast, carefree, comfortable motoring.

As with all models of the new Franklin line, the Transcontinent Sedan is powered with an air-cooled, airplane-type engine—the most powerful type engine built. Flying an airplane, this remarkable engine not only established its kinship to motors of the air, but also revealed the great power and stamina that have given them a reputation for advanced design. At speeds far above the ordinary range—60, 70, 80—the new Franklin glides along smoothly, quietly, comfortably. The lack of vibration and other high speed sensations make these fast paces seem like 30, 40, 50.

The Transcontinent Sedan is extraordinary in its performance and in its efficient, economical service—first because of the way it is designed and built, and next because of the value represented in its price—\$2395 f. o. b. Factory. Franklin Automobile Company, Syracuse, New York.



TRANSCONTINENT SEDAN  
FIVE PASSENGERS



# S P E C I F I C A T I O N S

WHEELBASE: 125". Tread, 58".

TURNING RADIUS: 20 $\frac{1}{4}$  ft.

CHASSIS LUBRICATION: Zerk pressure system.

WIRINGS: Single wire system.

FRONT AXLE: Tubular with roller wheel bearings. Yoke pins lubricated by Zerk pressure system.

REAR AXLE: Semi-floating with roller wheel, differential and pinion bearings.

DIFFERENTIAL: Bevel type with spiral bevel ring gear and pinion of nickel steel. Shafts of Chrome-Silico-Manganese steel. Housing of aluminum.

GEAR REDUCTION: 11 to 50.

TIRES: 19-6.50. Demountable rims.

SPRINGS: Full-elliptic, 36" front and 42" rear.

BRAKES: Service—4-wheel hydraulic with two internal expanding shoes on drum, 14" diameter by 2" face.  
Hand—double-acting contracting band on transmission drum.

STEERING: Reversible worm and roller.

ENGINE: 6-cylinder, 3 $\frac{1}{2}$ " bore by 4 $\frac{3}{4}$ " stroke.

HORSEPOWER: 95.

COOLING: By direct application of air currents to each cylinder from powerful air-turbine fan.

OILING: Recirculating system with positive force-feed to main and connecting rod bearings and timing gear case from a double gear pump. Crankshaft drilled to connecting rod bearings. Connecting rods drilled to supply cylinder walls and pistons. Six-quart oil reservoir. Purolator.

CRANKCASE: Aluminum, with steel oil pan.

CRANKSHAFT: Seven main bearings occupying half of total length. Fully counterbalanced.

CAMSHAFT: Cams forged integral with shaft, four plain bearings. Drives ignition instrument, timing gear and oil pump by means of helical gears.

CONNECTING RODS: Duralumin, I-beam type.

WRIST PINS: Case-hardened and chromium plated; clamped in connecting rod.

PISTONS: Aluminum, four rings with oil control feature, Invar-strut.

CYLINDERS: Cast individually of nickel-iron. Cooling flanges cast on to cylinder walls.

VALVES: In head, enclosed, automatically lubricated.

TIMING CHAIN: Silent type, also drives generator.

CLUTCH: Improved dry-plate, located in flywheel.

FAN: Air-turbine, direct-connected to crankshaft.

CARBURETOR: Special Stromberg with Franklin attachments; electric Fuemer, automatically operated; air cleaner; fuel transformer.

IGNITION: Delco Remy closed circuit, automatic spark advance with modified dash control.

GENERATOR: Delco Remy 6-volt, driven by silent chain.

STARTER: Delco Remy. Bendix drive.

TRANSMISSION: Selective, three speeds forward and one reverse, internal gear second speed.

DRIVESHAFT: Tubular with two enclosed universal joints.

FRAME: Steel, channel section, flexible built.

LIGHTING: Single contact, 6-volt system. Twilite headlights with double filament bulbs, also including parking lights.

GASOLINE SYSTEM: 20-gallon tank at rear. Gasoline pump and filter.

BATTERY: 6-volt, 135 ampere-hour Willard, USL, Wubco or Exide.

GENERAL EQUIPMENT: Windshield and all windows non-shatter glass, automatic windshield wiper, rubber-mounted steering wheel, Fuemer, air cleaner, gas filter, fuel transformer, crankcase ventilator, oil Purolator, Wahl hydraulic spring controls, coil lock on dash, stop light, cigar lighter, front bumper, rear bumperettes, interior gold-backed rear-view mirror, robe rail, complete set of tools, Zerk oiling system, pressure oil gauge on dash, gasoline gauge on dash, lamps, thermostatically controlled hood-front shutter, North East speedometer, Waltham clock, tire carrier. At extra charge, spare tires, tubes, covers and lock.

APPOINTMENTS: Sun visor; genuine broadcloth upholstery and lining, butler silver finish mountings; fine quality window shades; soft upholstered arm rests; velvet carpet in rear, rubber mat in front; polished walnut grain garnish moldings; walnut grain finish instrument board and cowl arch; window regulators on all side windows; double latch doors with push lock; dome light; Vanity and smoking sets with cigarette case and lighter in rear compartments. Carpeted foot rail.

STANDARD AND SPECIAL COLOR: Standard colors in lustrous Pyroxylin are changed from time to time to afford variety. Franklin dealers should be consulted in regard to colors. Those who desire a special color, for which a small charge is added, may choose from a wide list. Franklin dealers are in a position to show samples of these various highly lustrous Pyroxylin colors.

Franklin Automobile Company reserves the right to make any changes or improvements at any time without incurring any responsibility with regard to cars previously sold.