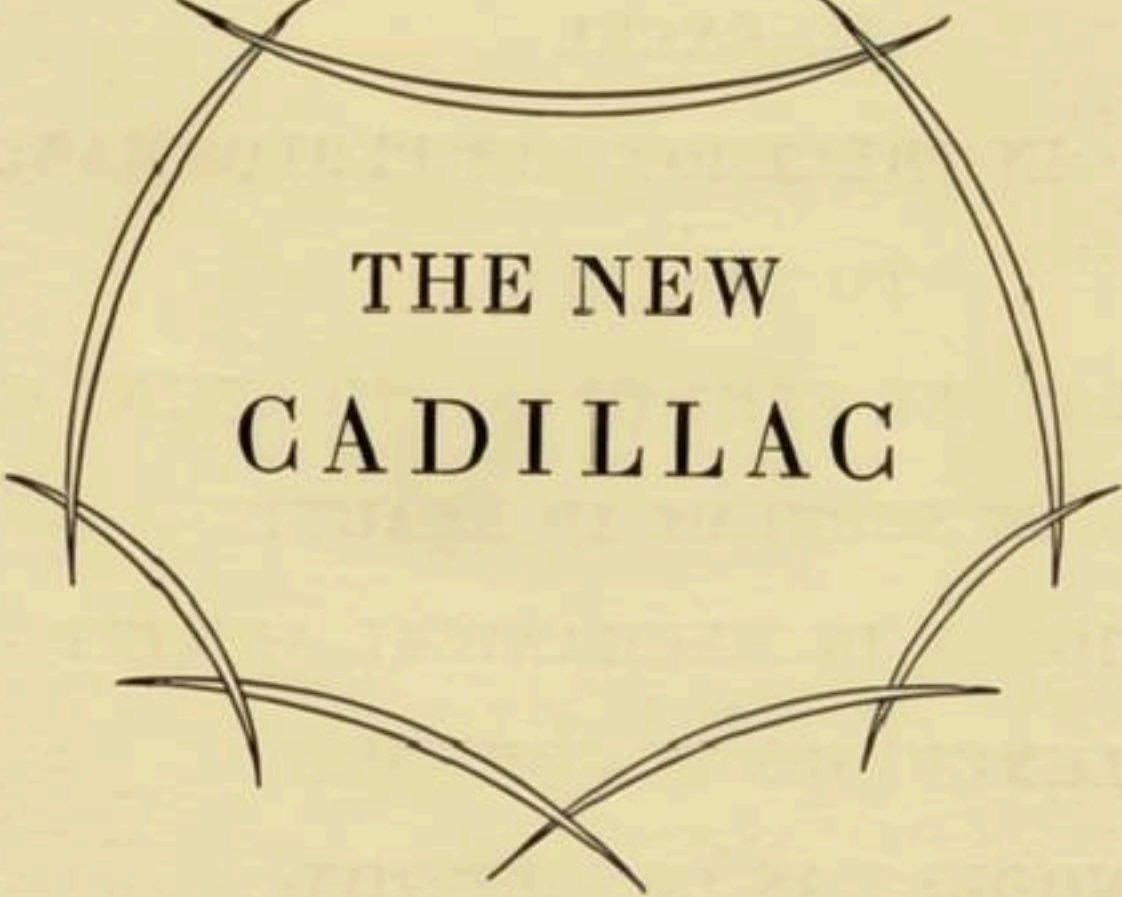


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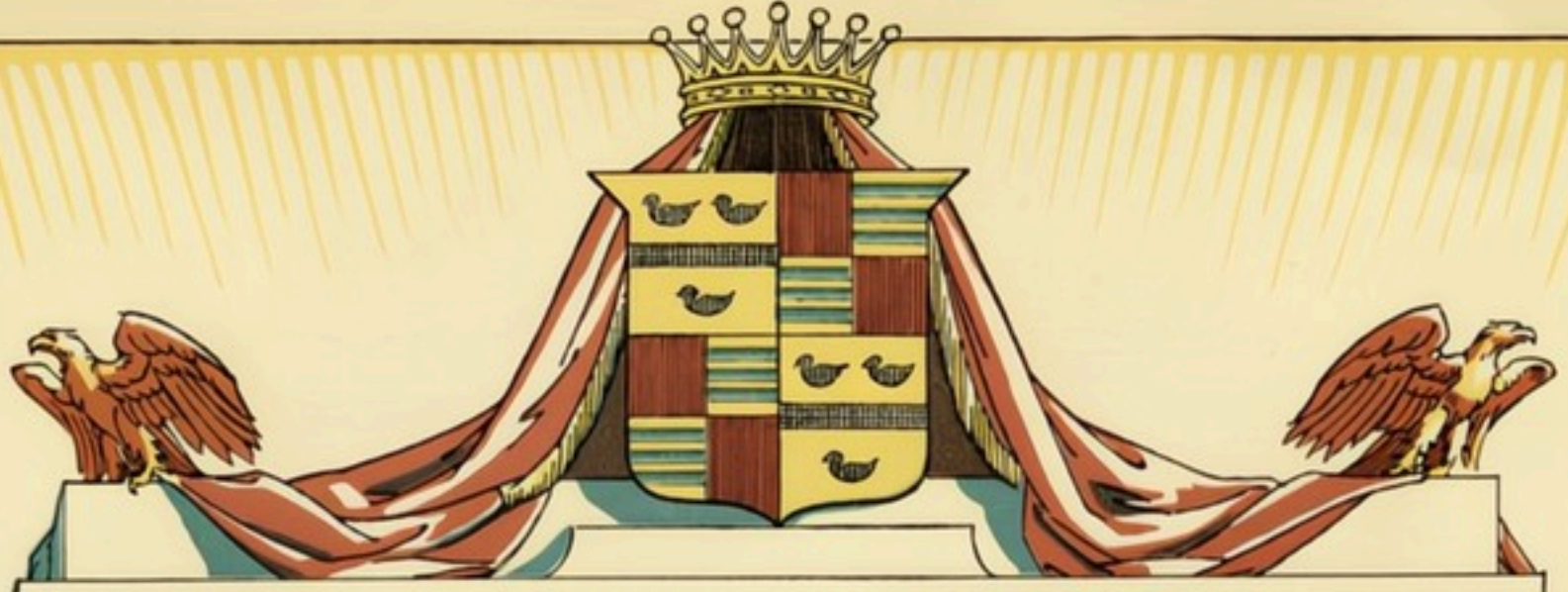






THE NEW  
CADILLAC



TO EXCEL  
IN DESIGN · IN PRECISION · IN PERFORMANCE  
TO SURPASS  
IN EVERY FEATURE PERTAINING TO A FINE CAR  
TO BE SUPREME IN BEAUTY  
EXCEPTIONAL IN MECHANICAL ABILITY  
LUXURIOUS IN COMFORT  
MODERN IN CONCEPTION  
AND SUPERB IN REALIZATION  
SUCH HAS EVER BEEN THE IDEAL OF CADILLAC  
AND SUCH  
MORE SPLENDIDLY THAN EVER BEFORE  
IS THE NEW CADILLAC  
OF TODAY



THE NEW  
**CADILLAC**  
IN WHICH  
THE MODERN TREND OF THE MOTOR CAR  
IS EMBODIED IN A RICH VARIETY OF  
LUXURIOUS  
DISTINGUISHED MODELS



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## Preface

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ONE after another, the successive models of the Cadillac have evidenced the truth that excellence can never be static. They have demonstrated that the Cadillac organization is alive, is responsive to the living age about it, is awake to the fact that only through change from what has already been achieved can progress ever be made toward the better thing that is to be. Each has embodied the finest design and practice of its day. To that, each has added, here or there, in this detail or that, its definite contribution to the industry.

Today, the New Cadillac preserves that unbroken record. It stands—as the others have stood—the unquestioned representative of the best.

In addition, it embodies, not this and that improvement, but a series of perfected refinements along many lines. The manifold factors of mechanical worth, of performance ability, of outward beauty, of luxurious comfort come to sharp focus in this car as they have never combined in any other. It is a masterly expression of today's characteristic demands—the matured product of an industry come of age.

The fact that this car is the largest, most powerful, most luxurious, most distinctive car Cadillac has ever built is significant. But that impressive fact is only part of the story.

What is of vastly greater significance is that motordom has here in final embodiment a modern car for this contemporary age—a car so fine, so spirited, so attuned to present day life, that superlatives fail to describe it. It must be judged, not in terms of greatest advancement upon what has been done in the past, but in new, fresh terms of what modern, informed, wide-awake motorists expect a motor car to be and do.

*This book was designed and illustrated by*

T. M. CLELAND

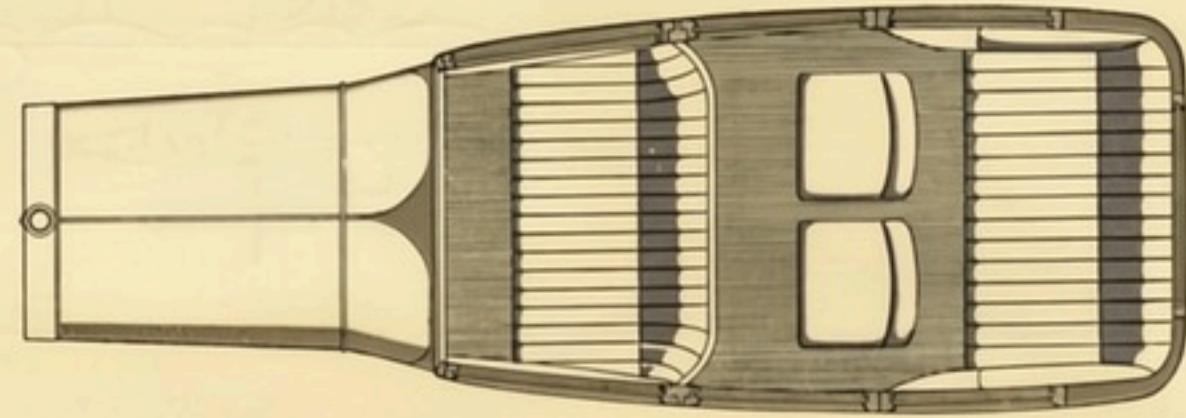
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CADILLAC MOTOR CAR COMPANY, DETROIT

# The Seven-passenger Sedan



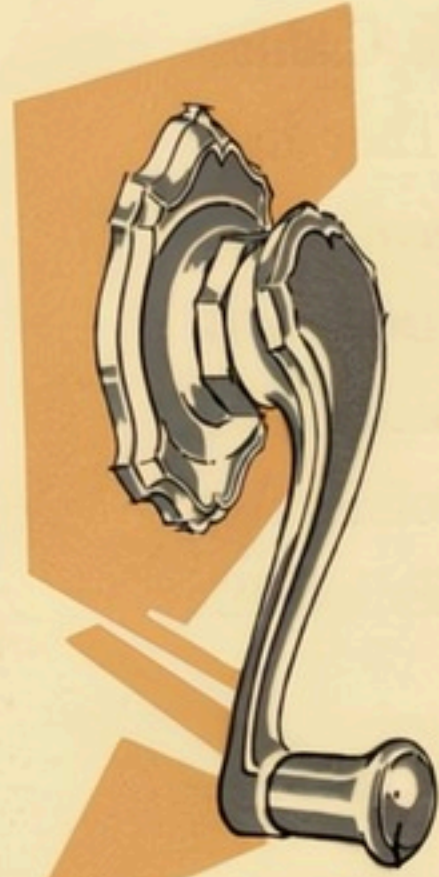
Spacious seven-passenger seating plan

The automotive industry has now catered to two generations of car buyers. It appealed first to that group of staid, substantial citizens who took pride in their stables and whose allegiance to the family carriage as the utmost in luxury of transportation gave way very, very slowly—if, in fact, it ever wholly disappeared. Those buyers have passed from the scene.

To their children the sedate Sunday morning ride to church in the family carriage has long been a hazy memory—a scarcely considered factor in selecting a motor car but still, to some extent, a factor in automotive development.

Today, motor car buyers are three generations removed from the horse and carriage. Few of them ever saw a carriage; fewer of them ever rode in one. Instinctively, by birth as well as by training, they are a motoring public.

All hardware is richly chased



It is for this generation that the New Cadillac is built. It is of their day, for them. Breaking definitely with the past, retaining only those fundamental features of design which incontrovertible engineering principles stipulate and a quarter century experience approves for genuinely fine car performance, it signals the entry of an essentially modern motor car into the modern world market.

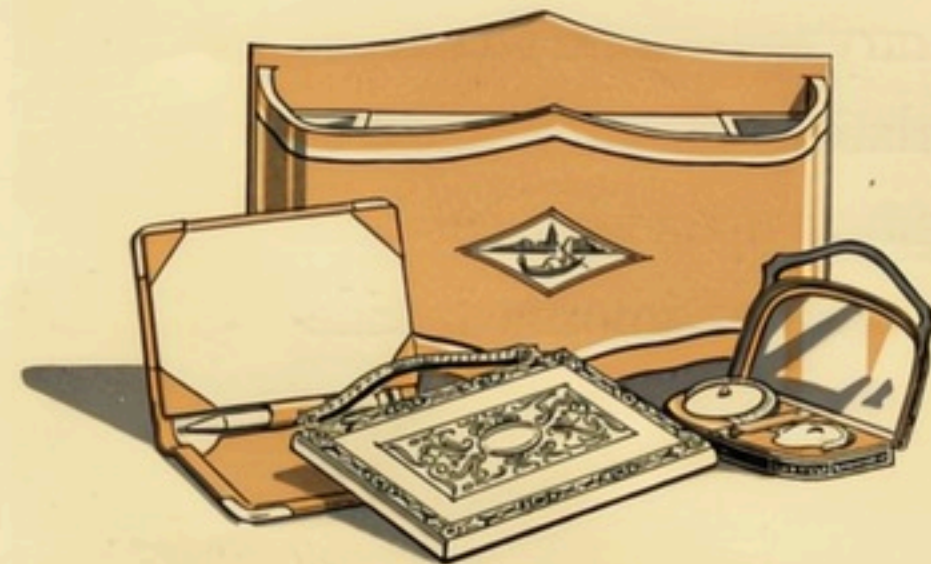
It is large, luxurious, distinguished—a car of compelling appeal to the intelligent, sophisticated people who direct affairs today. Their standards of beauty, dignity, power, and riding comfort are given untrammelled expression in this brilliant motor car creation.

And because these standards differ sharply from those of their parents and their grandparents,

Cadillac offers these buyers a genuinely new car—no mere working over of old factors for intensified effects, but a new creation, conceived from fresh ideals, developed along new lines, perfected to new performance standards, and summing up within itself in abundant measure all that the third generation dictates as essential features of a modern motor car for its uses.



Individuality prevails in the upholstery



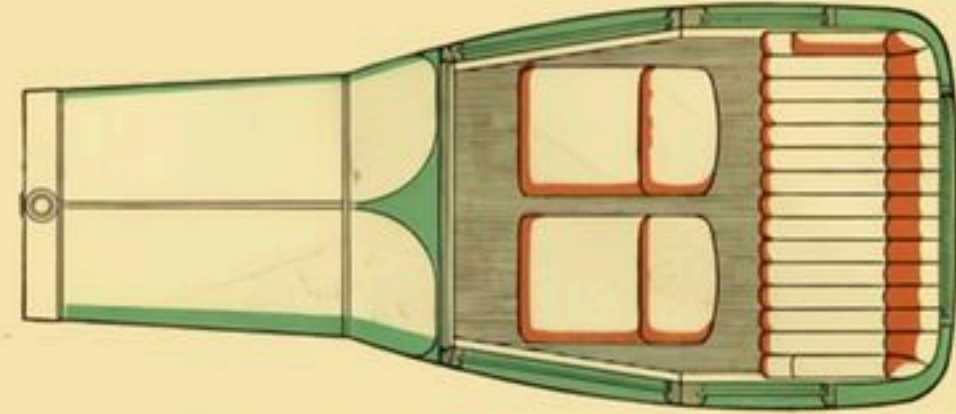
Vanity cases are richly inlaid, sterling equipped

CADILLAC

Seven Passenger  
Sedan



# The Five-passenger Coupé



Seating plan for five passengers in a group

Vogue there has been of late for the small car. To it Cadillac responded with the LaSalle, a spirited fine car of 125-inch wheelbase. Able energies were devoted to its development and refinement. Concentrating upon its needs and possibilities, they brought it to the point of superb fitness to its specific field of usefulness.

But never has the industry or the public forgotten that a large car provides still further travel luxury. The added length of wheelbase, and greater weight result in more restful, comfortable travel over the highway.

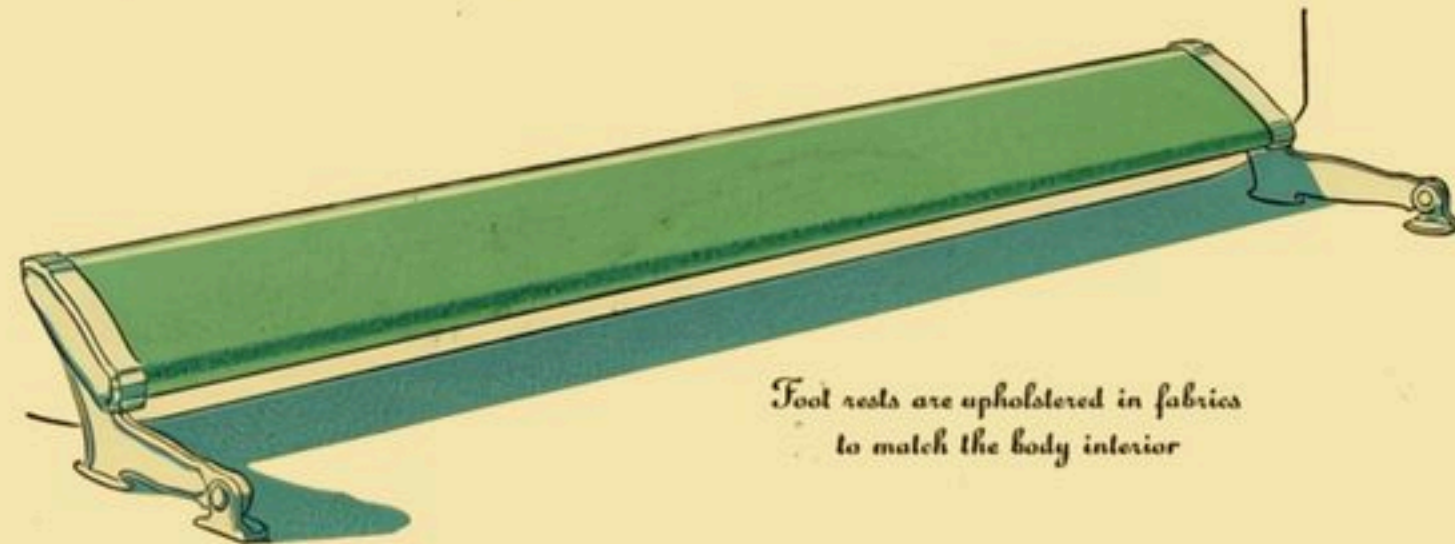
It is in recognition of this that the New Cadillac has greater length, greater width, greater luxury than any previous Cadillac. The wheelbase of all models is increased to 140 inches. The rear seat is wider by a full three inches than in previous Cadillacs. The car is impressive in its massive beauty, no less than in its modern smartness.

Its weight, mass, and finish make it a veritable parlor car. And with them, it has the scientific balance and the flexible spring suspension that carry it over the highway with the same smoothness as a Pullman rolls along the rails. Yet with such masterly skill is this abundant size proportioned that the car parked at the curb or passing on the highway does not chiefly impress with its unusual size. Its effect is rather one of athletic trim—of sound, effective development.

One of a wide range of fabrics



It is when a door is opened that the car's generous dimensions become most evident. There is an abundance of room within. No niggardly budgeting of space here, allotting to each passenger a strict quota which can be made to suffice only if he sit stiffly erect in prescribed position. On the contrary, a generous margin of excess space for active, vigorous people, wherein each is free to take what position he will for his maximum comfort and enjoyment of any trip. Seven-passenger Sedans and Imperials are full sized seven-passenger models with ample capacity to accord every one of the seven adequate room for lounging at ease.



Foot rests are upholstered in fabrics to match the body interior



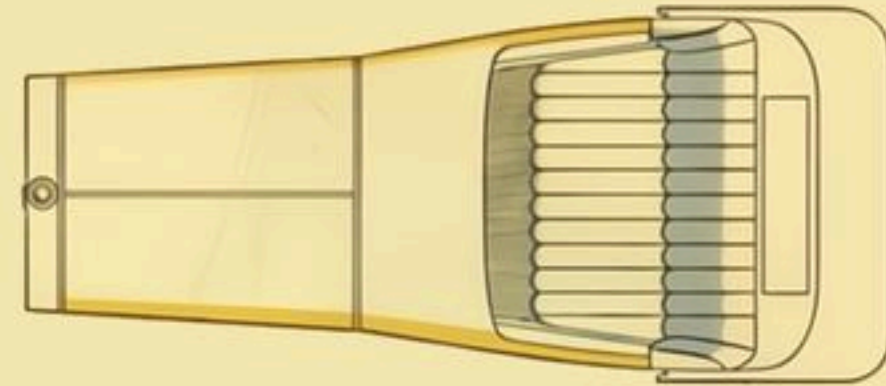
Door controls are all conveniently placed

## CADILLAC Five Passenger Coupé





# The Roadster



Seating plan includes rumble seat



Small rim with comfortable, rubber composition grip

They look closely at a new car on Park Avenue, in Paris, in Hollywood. In the Mesaba Range country, at Gallup, on the sandy route to Bagdad, they feel out the accelerator, step hard on the brakes, ask about the cooling.

In either environment, where fashion counts or where ability is essential, the New Cadillac challenges comparison, commands approval.

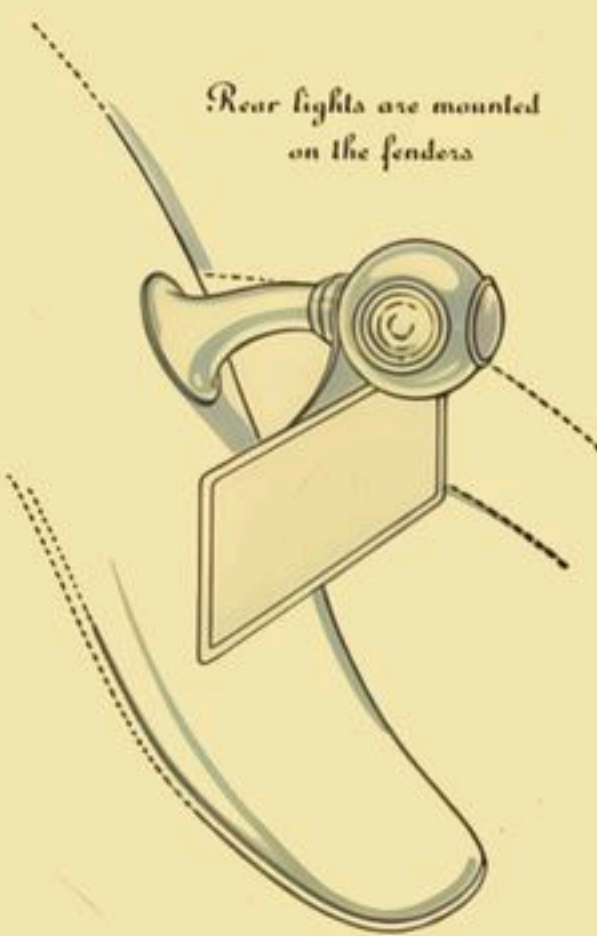
For the appeal of this new modern car is not limited to any provincial market. A world product, it goes worthily even where the going is hardest—is worthy, too, to park in the world centers of fashion, to invite scrutiny by the keenest critic of Deauville, Rome, or Mayfair. Servant of man, it serves as he demands, whether his need be for distinction in the parades of Fashion; for sustained speed over the concrete, or for tireless energy where a lonely trail winds upward through the clouds.

It is genuinely new because only a new car can measure up to modern needs. It is large, luxurious, powerful because only through these elements can it supply in adequate measure the distinction, the riding comfort, the exceptional performance which today demands—which motor-dom habitually looks to Cadillac to supply.

The splendid appearance of the car will gain first notice. Not only is it long, low, fleet, beautifully balanced, gracefully proportioned—these it is with distinction, but these are not the terms to express its design. Rather, that must be called animated, lively, energetic. Its lines depart from the conventional. Its paneling follows no rule of rote.

Fender contours, radiator and hood design, lamp mountings, moulding treatment—all declare it to be a modern, a distinguished car; of direct Cadillac lineage, it is true, of becoming dignity, but above all, free and outspoken in expressing the most advanced trends in contemporary motor car design.

Formed to achieve an effect, it transcends all formal restrictions and gains its end by direct means with a consummate success that will kindle enthusiasm in the motor marts of the world, set a period to the conventional designs of the past, and inaugurate an era of fresher motifs for a sophisticated generation of car buyers.

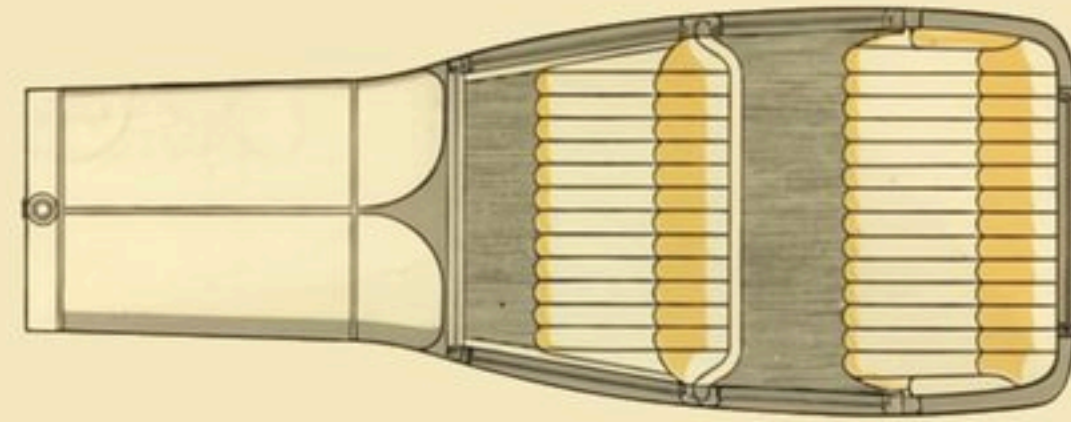


Rear lights are mounted on the fenders

## CADILLAC Roadster



# The Town Sedan



Compact, five-passenger seating plan

A flashing gleam of color, a silent sweep of speed—from such meager data the bystander must appraise the New Cadillac. So alert it is, so swift, smooth, silent in its coming and going that it accords him no time to analyze its vivacious charm.

Yet even such a fleeting glance will impress him with the fact of this car's newness. For the New Cadillac is outspoken, positive in its individuality and fashioning. It is, emphatically, a new car for today's generation of buyers.

Massive it is—long, wide, low. Smart it is, with unconventional moulding treatment, and great bullet type headlamps rigidly mounted on nicked posts. Modish it is, with long, low lines, resplendent in sparkling trappings, modernistic in treatment, irresistible in its appeal to all who love the brilliant, the dashing, the vigorous.

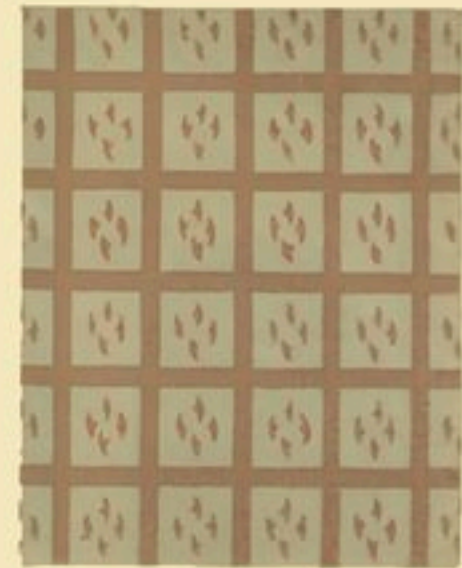
Parked, on display, the New Cadillac reveals more intimately its fresh trend in body design. Fenders are seen to be wide and flat, narrowing to the running boards. Its radiator, mounted low in the frame, with a graceful curve at the bottom and vertical shutters, towers above the great headlamps. The hood is long, flat and wide. Cowl mouldings sweep upward along the windshield and forward to form a windsplit panel at the hood hinge. Body mouldings are unusually wide and of rounded section. The running boards, finished with rubber mats, are edged with rounded, nicked moulding; dust shields are faced with kick plates and carry step lights on both sides of the car.

The wide body extends far outward above the rear wheels. The gasoline tank is screened behind a metal shield, corrugated, slatted, smartly embellished with the Cadillac crest in colors.

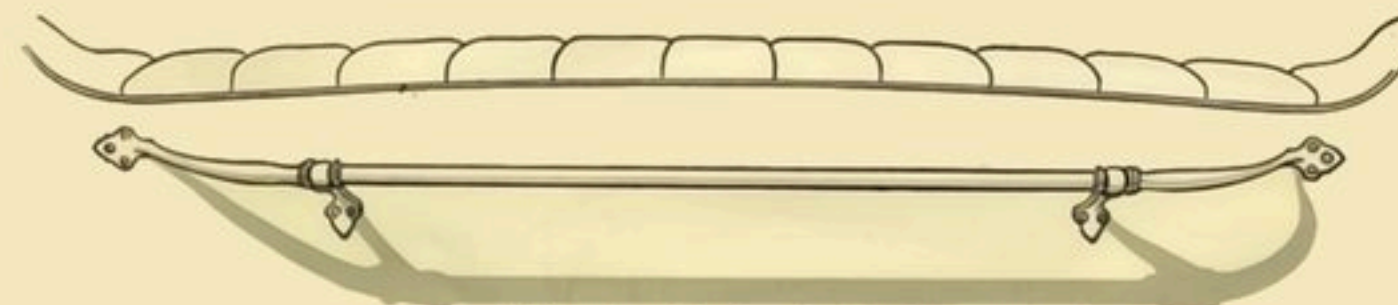
Reflecting the best thought of the most exacting motor car markets of the world, this newest masterpiece by master builders does not take its style from any one source. Drawing upon all, it belongs to all, a thoroughly modern car for a modern, world-wide market.



Dome and quarter lights are handsomely framed



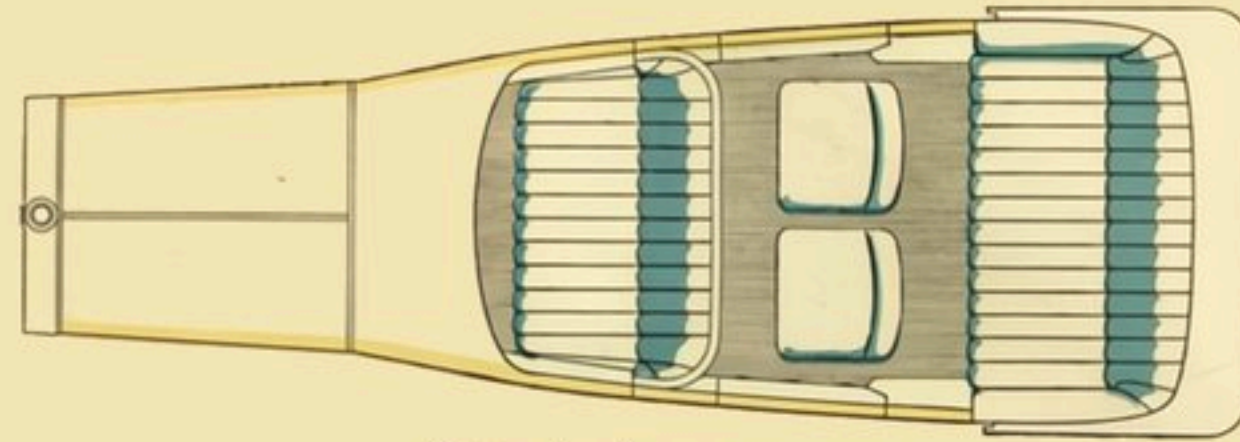
Upholstery is supplied in novel patterns



The robe rail is finished in silver



# The Seven-passenger Touring



Seating plan for seven passengers

Power in the engine, weight on the wheels, length on the road, all involve problems of control. Until these are solved, driving a heavy and powerful car demands strength, skill, and concentrated attention. Solved as they are here, with customary Cadillac thoroughness, they give place to a refreshing, an exhilarating handling ease.

The New Cadillac thus aligns itself with a pronounced preference of the modern spirit—a preference for enjoying results directly, immediately, without laboring over the means which gain them.

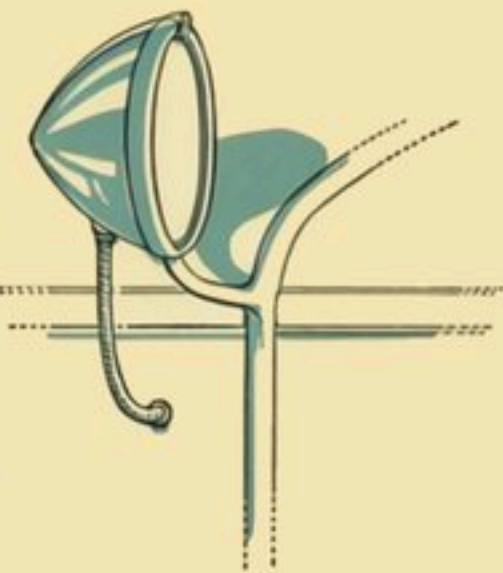
The New Cadillac is preëminently a car to delight the owner-driver. The abundance, responsiveness, flexibility of its power will thrill him; and the well-nigh automatic way in which every element of driving is dispatched will charm and refresh him.

All controls are centered within a small compass, all highly sensitive, all positive. The newly designed clutch is singularly soft and smooth in action. The gears shift at a touch upon the long, convenient lever. Steering is smooth and effortless; made more so by the large wheel with comfortable grip. And the brakes—Cadillac's compensated, mechanical four-wheel type—gripping with long-life fabric upon large drums—respond instantly, to the precise degree of the pressure upon the pedal.

Convenience in driving is furthered, too, by the novel arrangement of the instrument panel in which instruments are distributed across the board in symmetrical, businesslike array. Each gauge and record thus stands alone, to be read in a glance without possibility of confusion. The narrow rim of the steering wheel gives unobstructed view of everything on the board. And wide

range of vision outside the car is promoted by the small steel door posts at the front body corners.

Such driving ease transforms the piloting of the car into functions all but automatic, permitting the driver to enjoy with his passengers the unalloyed comfort of travel in the New Cadillac, also leaving him free to enjoy to the full the bracing sensation of handling a thoroughly modern, abundantly powered, exquisitely refined motor car.



Side lamps are on brackets



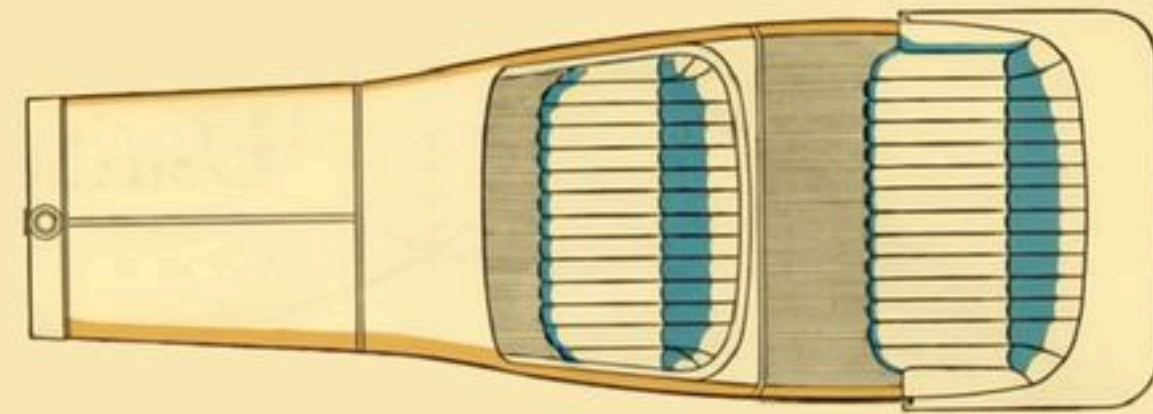
The slatted gas tank cover adds dignity to the rear view



CADILLAC  
Seven Passenger  
Touring

JMC

# The Sport Phaeton



A racy, four-passenger seating plan

Motor car smartness the modern world has sought—travel comfort on the highway it has demanded. In supplying these with characteristic Cadillac generosity, the New Cadillac immediately encountered the need for abundant power. To handle the New Cadillac acceptably called for a power plant of extreme prowess. It is a large, a heavy car—dominant, dynamic energy under its hood it must have.

For this demand, Cadillac was more than ready. Long experience in hundreds of thousands of fine cars had convincingly demonstrated the inherent worth and ability of its ninety-degree, V-type, eight-cylinder engine. It was necessary only to extend a little further the development of this surpassing power plant to more than meet the needs of the new, heavier, more luxurious car.

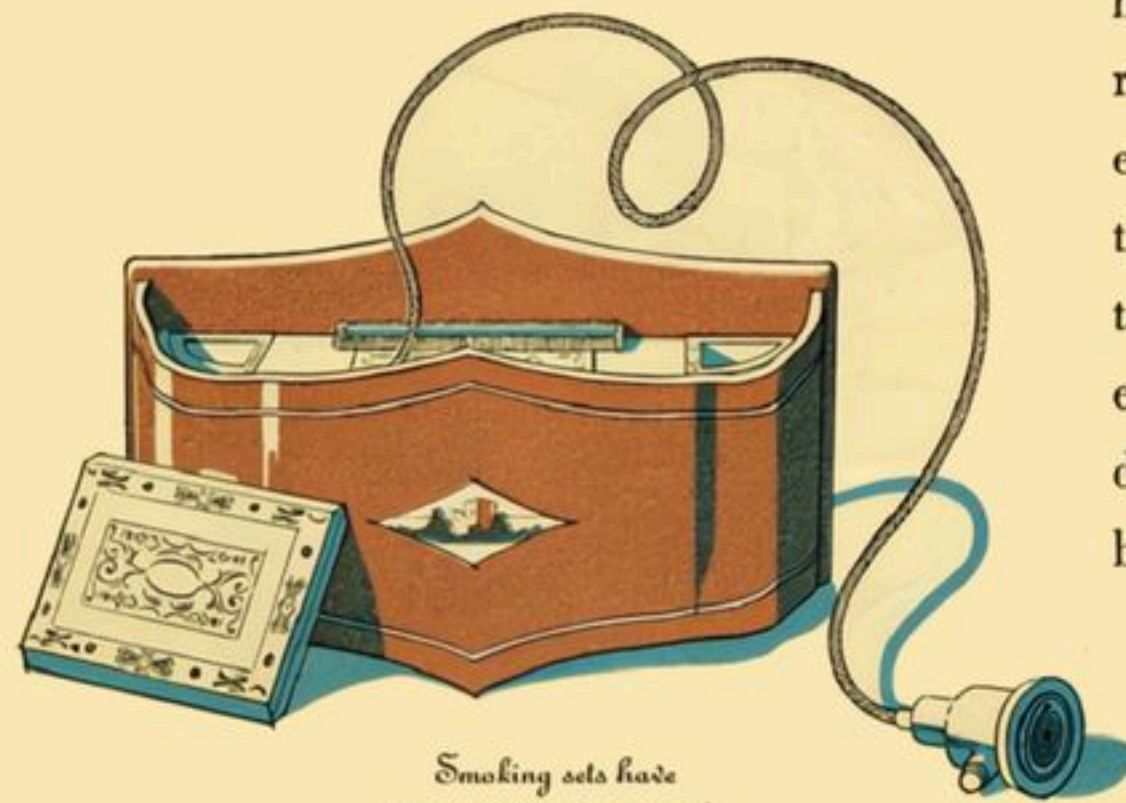
Cadillac has chosen to do more—to build an entirely new engine for the purpose—to effect a new interpretation of the V-type, eight-cylinder principle for the modern market.

Simpler, sturdier, substantially enlarged, this new engine confirms anew Cadillac's fine car leadership. It runs ever in advance of the most extreme demands the car can impose and plays up to its driver with a refreshing buoyancy of energy. It is characteristically Cadillac—ninety-degree, V-type, eight-cylinder, finely built, inherently balanced. With this simplified, perfected engine, the New Cadillac is a dashing, swift, responsive, light feeling car—a car whose performance is symbolized by the smartness, rather than by the size, of its body types. Motorists everywhere will acknowledge the New Cadillac for its

modern charm, its size, its luxury. But those who ride in it—above all, those who drive it—will be so enthralled by its amazing resources of eager power that all its other features will ever after, for them, take secondary rank. The New Cadillac, to them, will ever mean power—power in abundance, power that does the exceptional with matter-of-fact ease and brilliant finality.



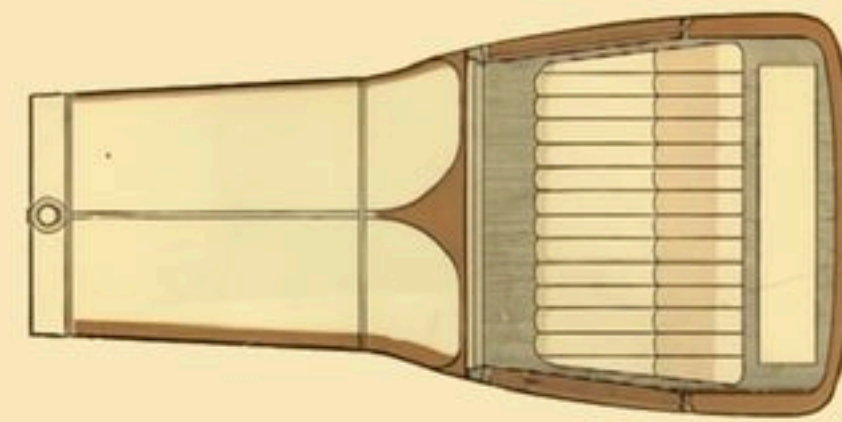
Headlamps are rigidly mounted



Smoking sets have lighter and ash receptacle



# The Convertible Coupé



Seating arrangement includes rumble seat

Man's search for comfort has ever been a prime motive force behind automotive development. It is, therefore, particularly fitting that the New Cadillac, a supreme embodiment of modern motor car ideals, should be a surpassingly comfortable car.

Its comfort is partly a matter of size, partly of abundant power, partly of exquisite refinement of those manifold elements which have long made Cadillac the car preferred among exacting motorists.

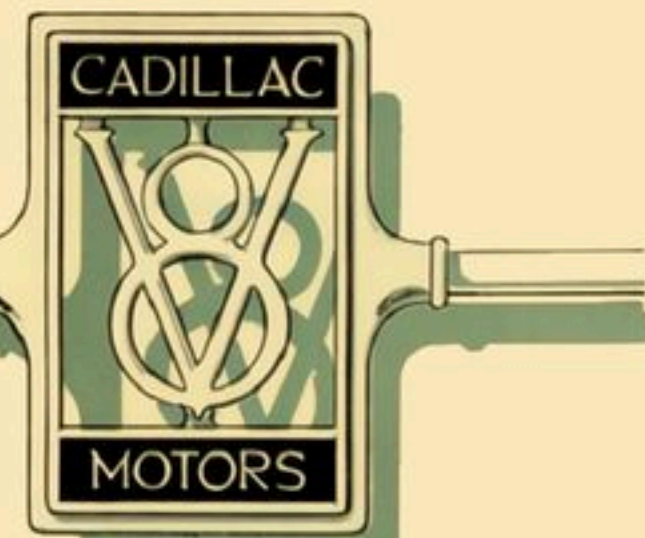
Thus a car of 140-inch wheelbase, heavy and low, built to Cadillac's traditional standards, abundantly powered and its engine highly refined, is inherently, admirably fitted for easy, comfortable travel over any road at any speed.

Yet even these basic comfort factors are here developed anew in accordance with modern standards.

The frame is sturdier than ever, even in proportion to the increased car weight and, in addition, is heavily reinforced forward with plate steel inserts. The springs are wider; the rear set are under-slung and rendered even more resilient than in the past by the use of a free shackle at their front end. In addition, all models are equipped with shock absorbers to soften and control the spring reactions. Driving impulse is imparted to the car, positively and evenly, through a concentric torque tube which employs only one sealed-in universal joint.

The engine is fully cushioned from the car frame. Quiet and smooth as this power plant is, yet every precaution is taken to preserve car occupants from any possible evidence of its presence and functioning. To that end, the two rear supports of its three-point suspension are mounted in solid rubber blocks which effectually absorb any vestige of tremor from the power plant. Driver and passengers in the New Cadillac therefore ride in complete, in modern comfort—a comfort

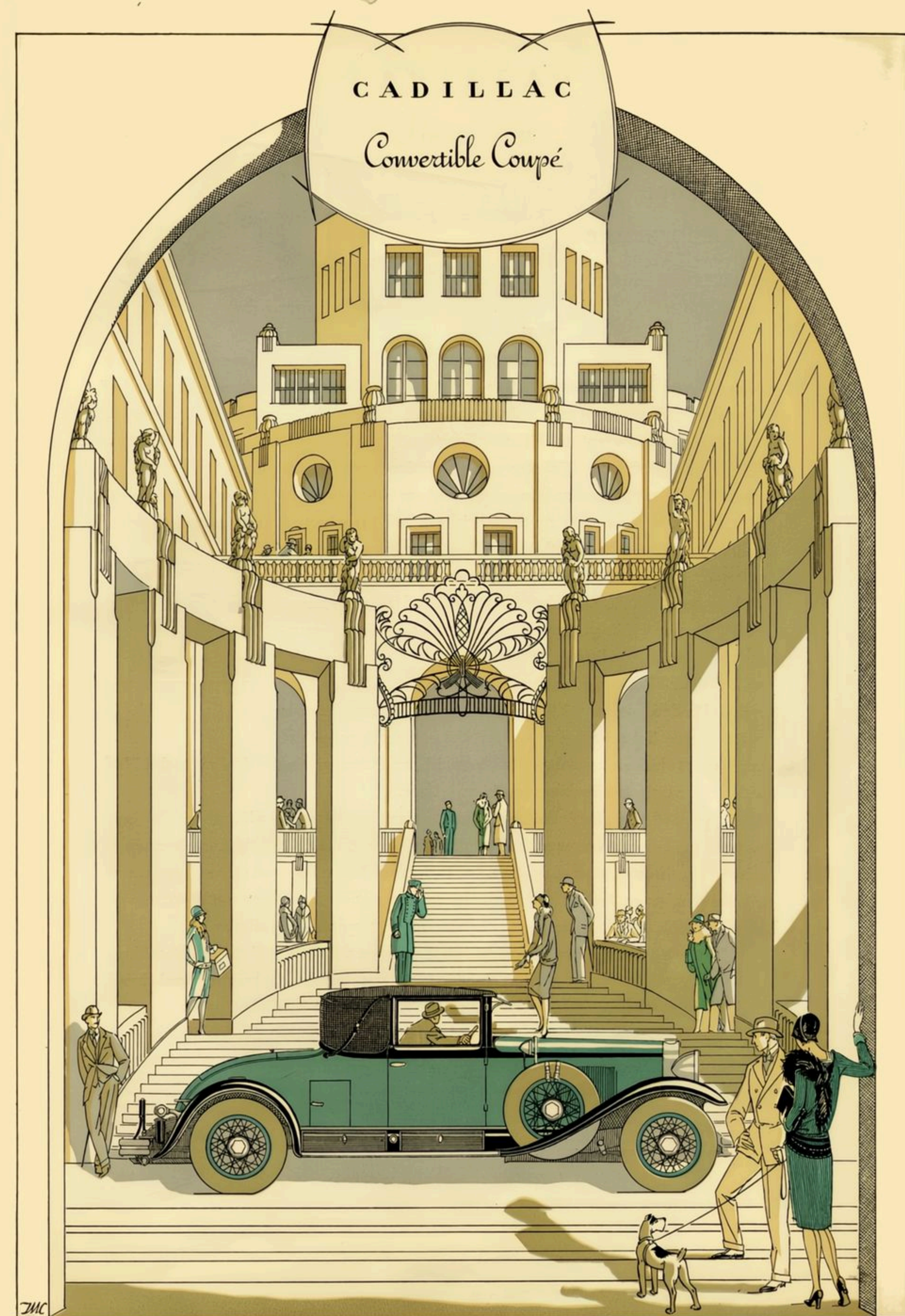
attained only by modern factors, utilized with consummate skill, guided by close sympathy with present day ideals of well-being.



The distinctive monogram

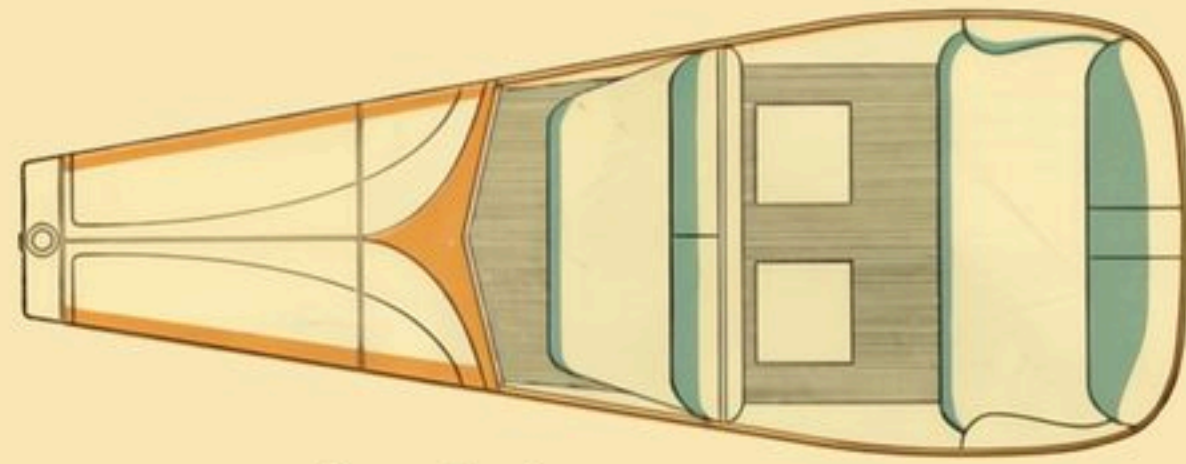


The symmetrical, group plan instrument board



JMC

# The Fleetwood Transformable Town Cabriolet



Seating plan, side-passenger compartment

Men there will always be for whom the finest of the current modes is never quite good enough. They seek further degrees of refinement, added measures of richness. Their possessions must be the accurate embodiment of their own individual preferences.

Such find in the new line of Cadillac-Fleetwood cars the utmost refinements of that exclusive, individualized charm which they seek. Combining in equal measure the mechanical achievements of Cadillac craftsmen and the coachcraft of one of America's leading custom body builders, these superlative motor cars are exquisitely perfected instruments of personal transportation.

For such uses the New Cadillac chassis possesses rich inherent potentialities. Its abundant power serves with exceptional distinction in the custom field. Its ample length and width, and its solid strength afford full scope for the custom builder to develop his lines in untrammelled freedom in any direction he may choose.

Cadillac-Fleetwood cars utilize these potentialities to the full. They are specifically adapted to the formal occasion when the most rigorous ritual prevails. To it they bring a correctness and a rich panoply of appointment which are beyond question, but which are, at the same time, vivified and embellished with a rare artistry that begets personality and charm.

Several of these models are supplied in the transformable type in which the driving compartment can be made open or enclosed at will. Windows concealed within the front doors can be raised, extension stanchions of steel attached to the front body pillars, and the top enclosed with a leather roof cover. The roof and stanchions are stored under the driver's seat where they are always available. A few moments suffice for changing from open to enclosed type.

The body is built of hand-hammered aluminum upon a frame of selected ash. Door hinges are hand-finished cast bronze. Hardware is hand-chased. Upholstery is Wiese broadcloth in subdued colors.

Produced in limited quantities, in various body types, to special order, Cadillac-Fleetwood cars afford to even the most meticulous of motorists full opportunity to gratify the taste for the exclusive, the individual, the superlatively smart.



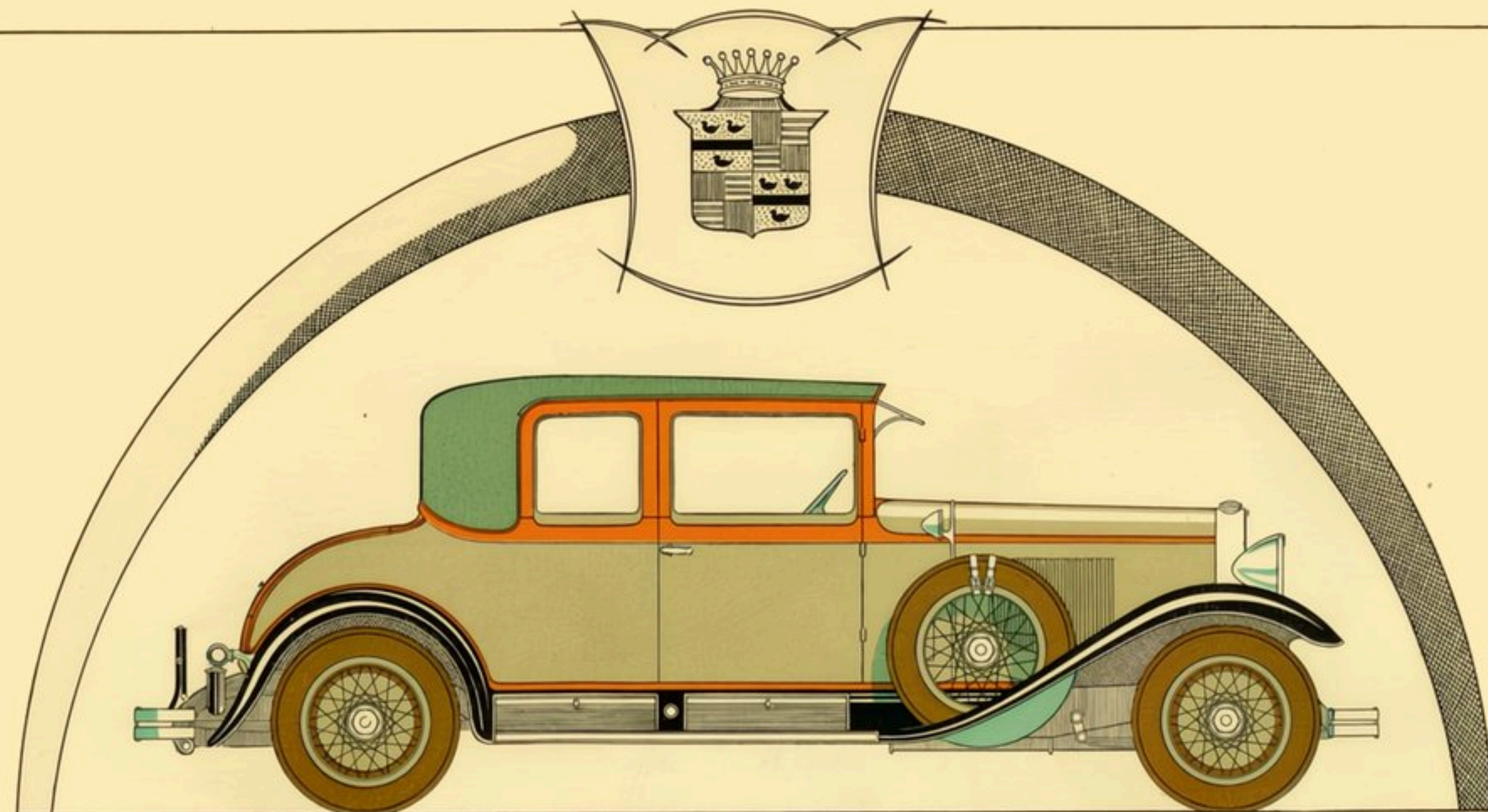
The crest  
is proudly displayed



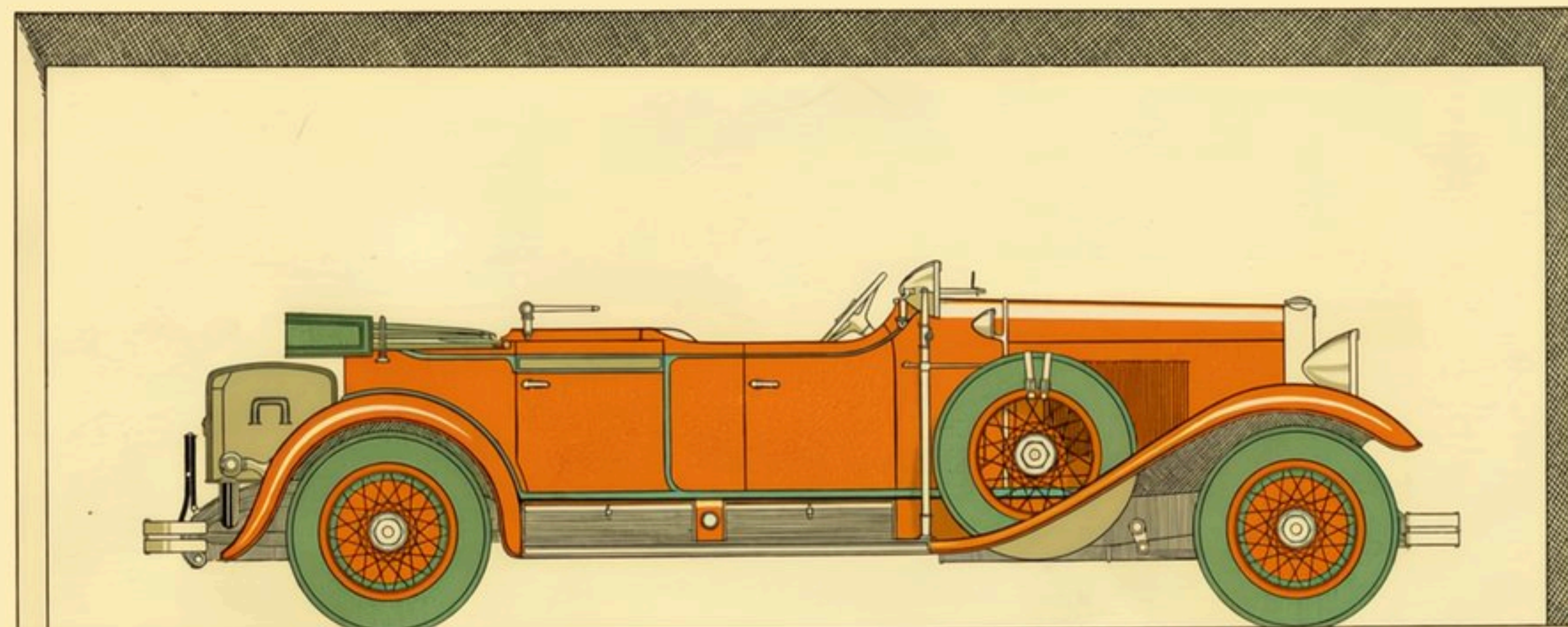
Imposing for mass and grace



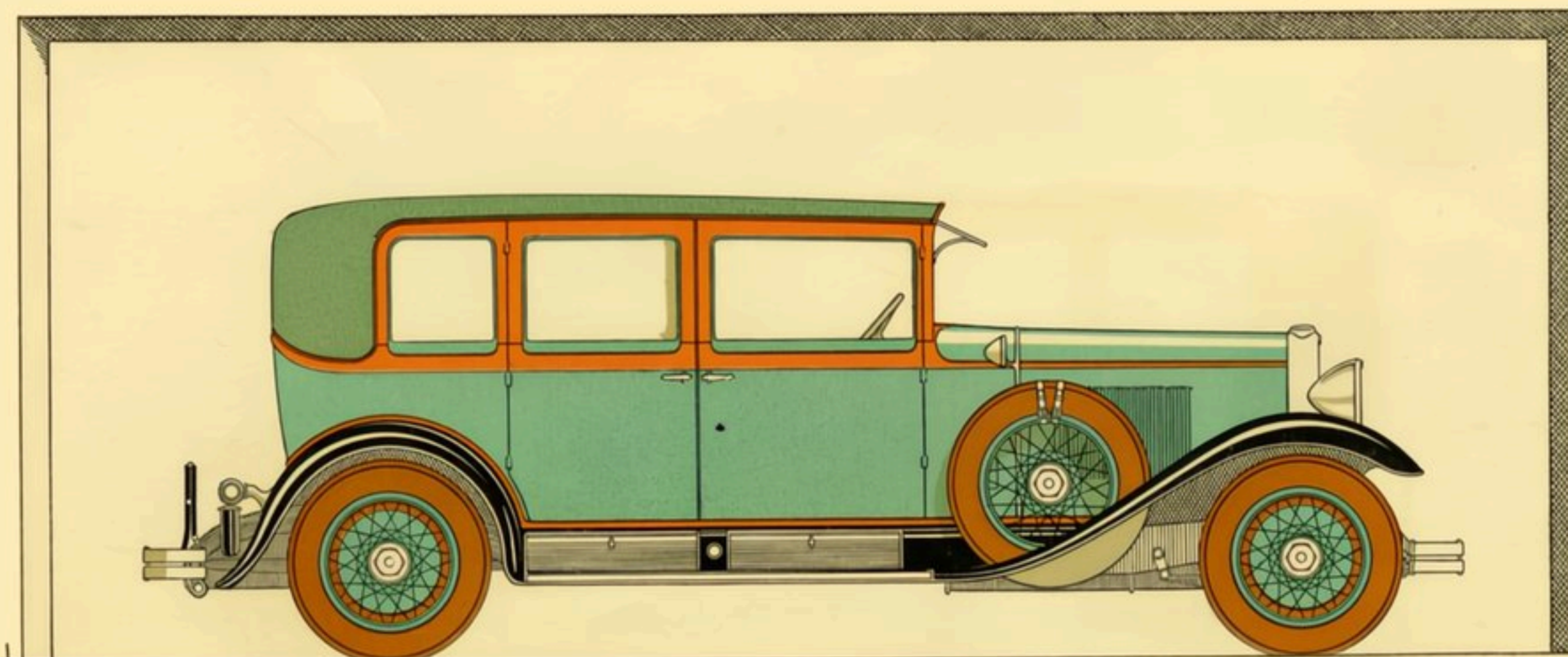
Typical  
NEW  
CADILLAC  
Models



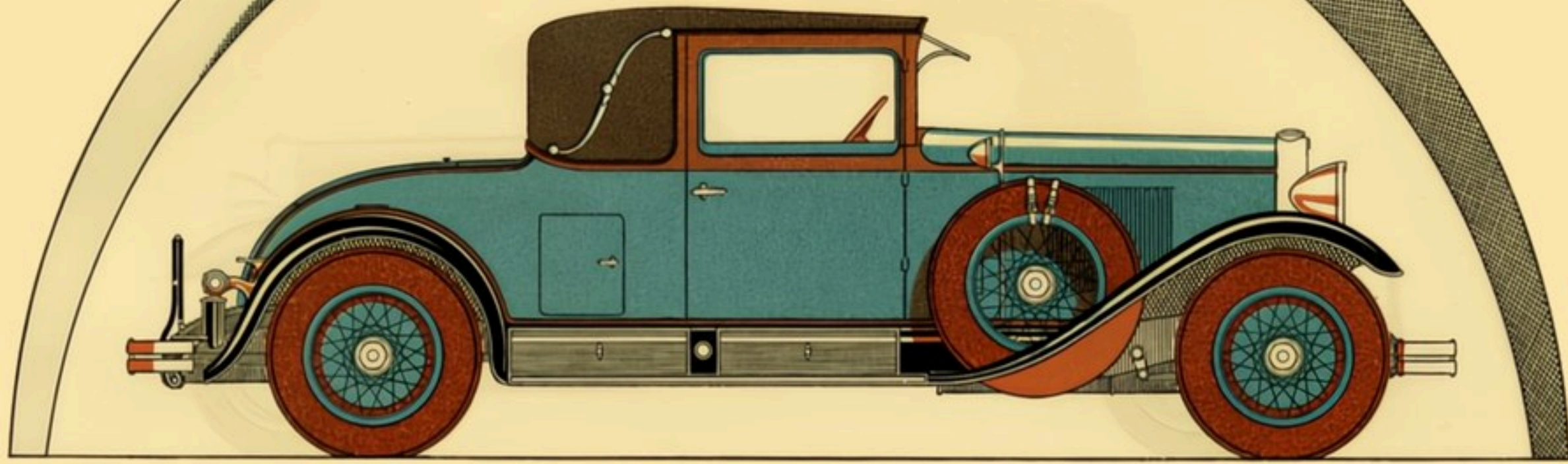
*Five-passenger Coupé*



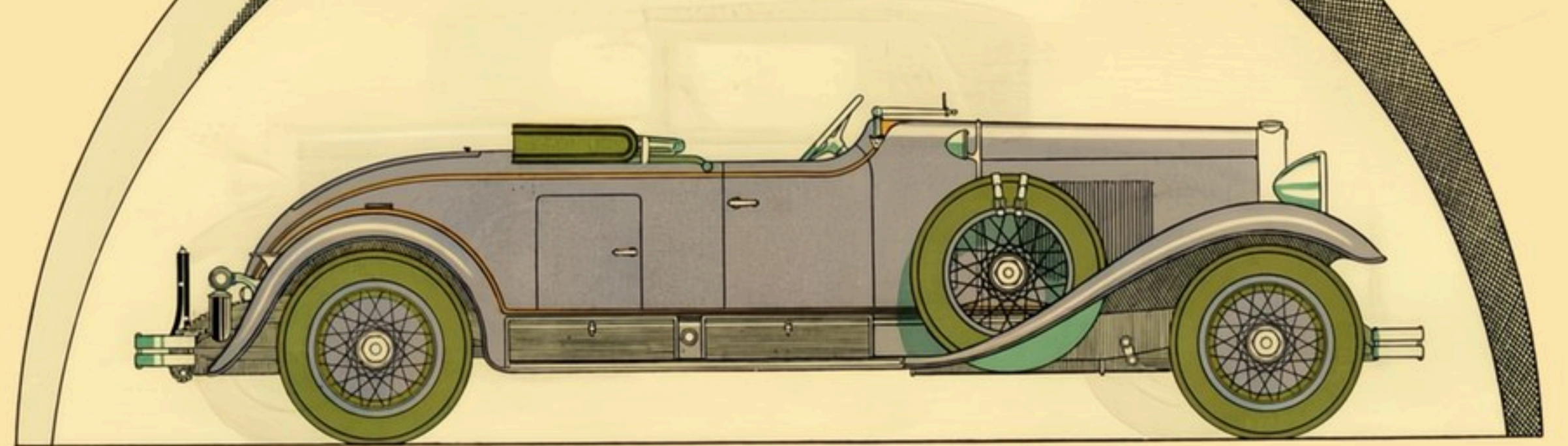
*Four-passenger Sport Phaeton*



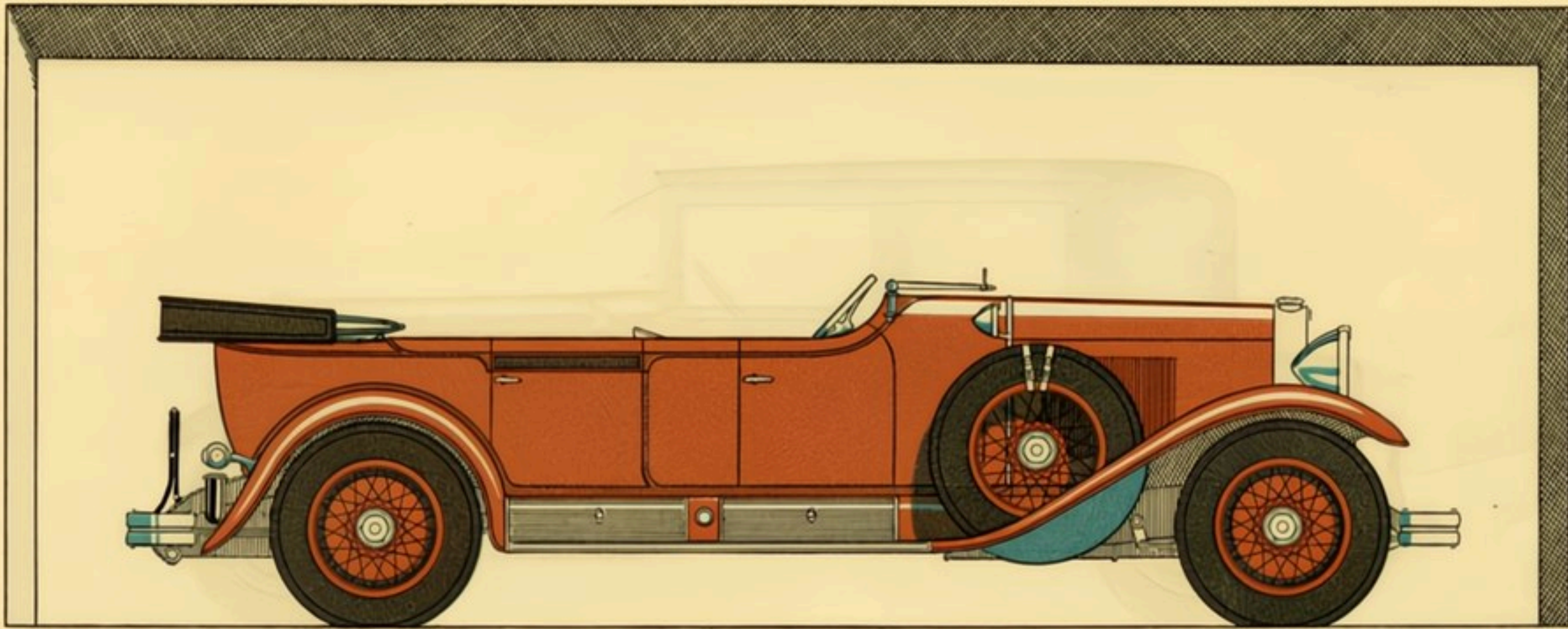
*Five-passenger Imperial Sedan*



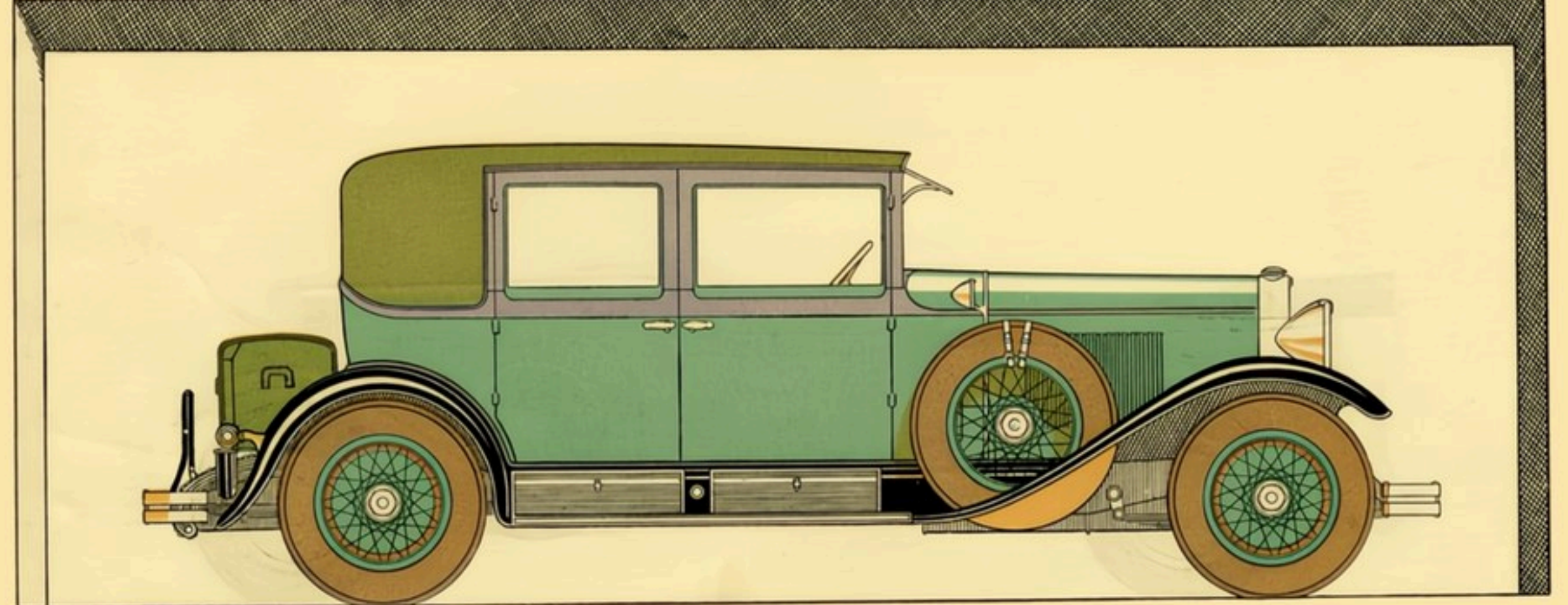
*Two-passenger Coupé*



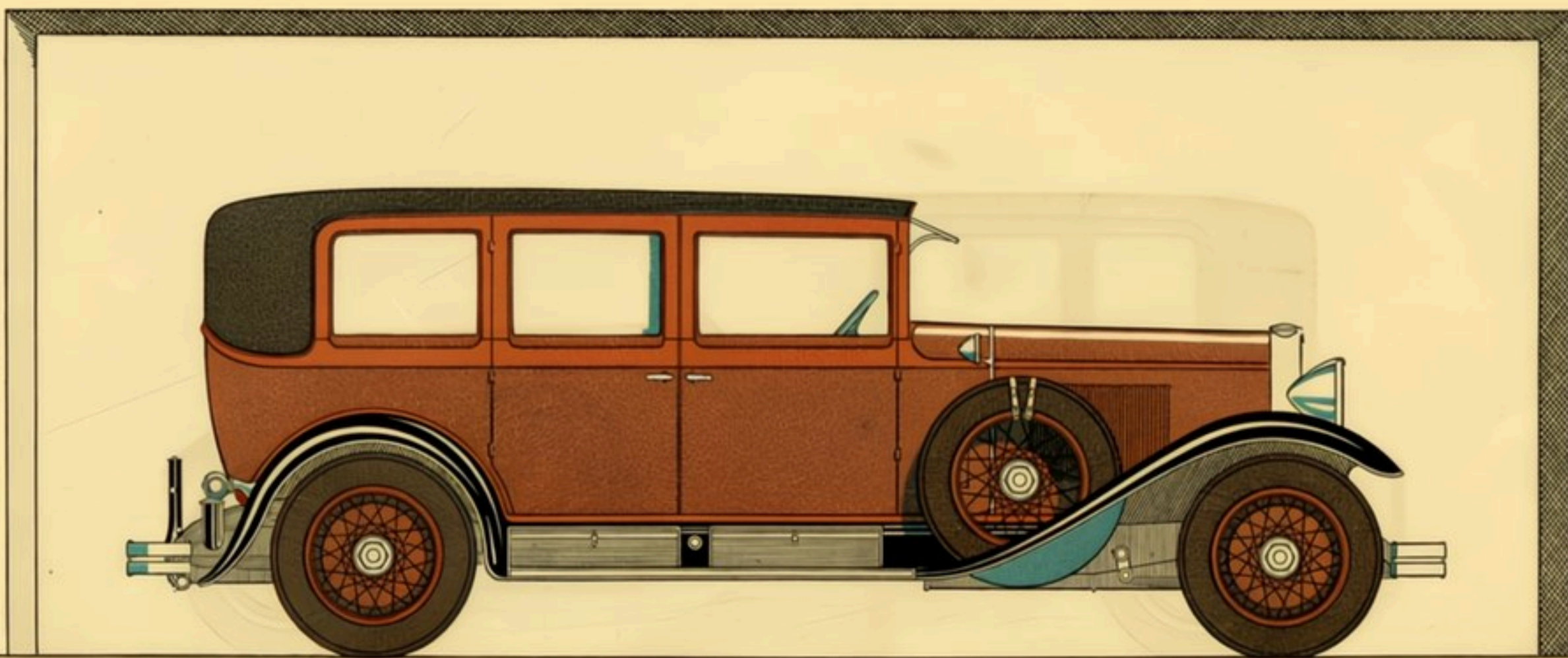
*Roadster*



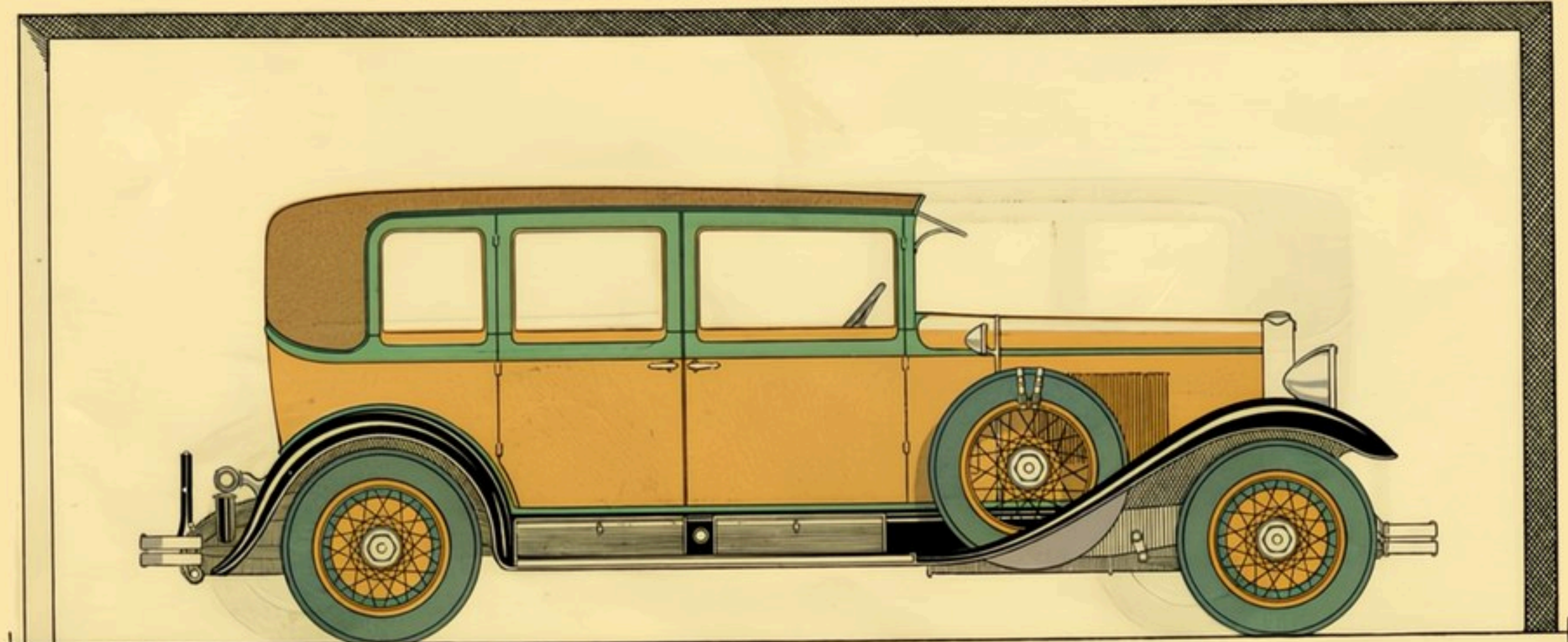
*Seven-passenger Touring*



*Town Sedan*

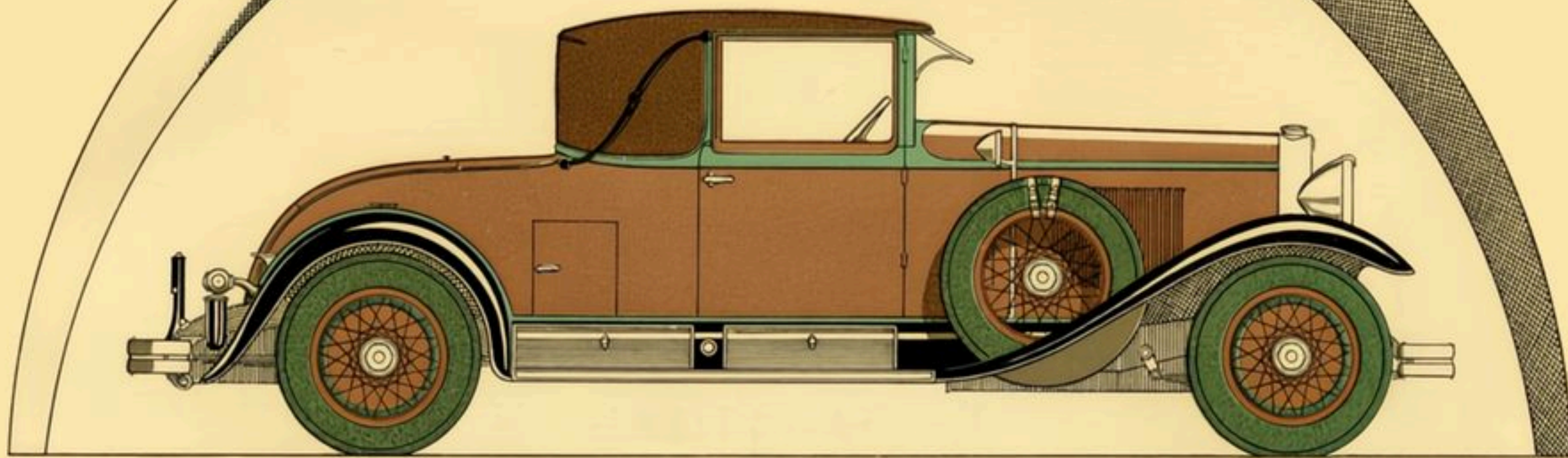


*Seven-passenger Imperial Sedan*

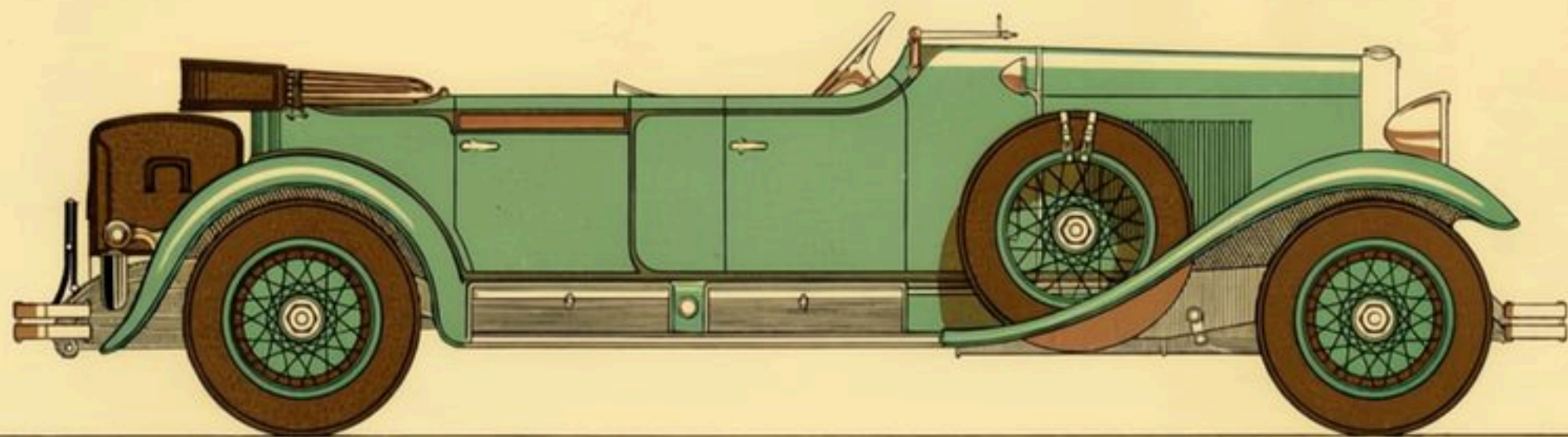


*Five-passenger Sedan*

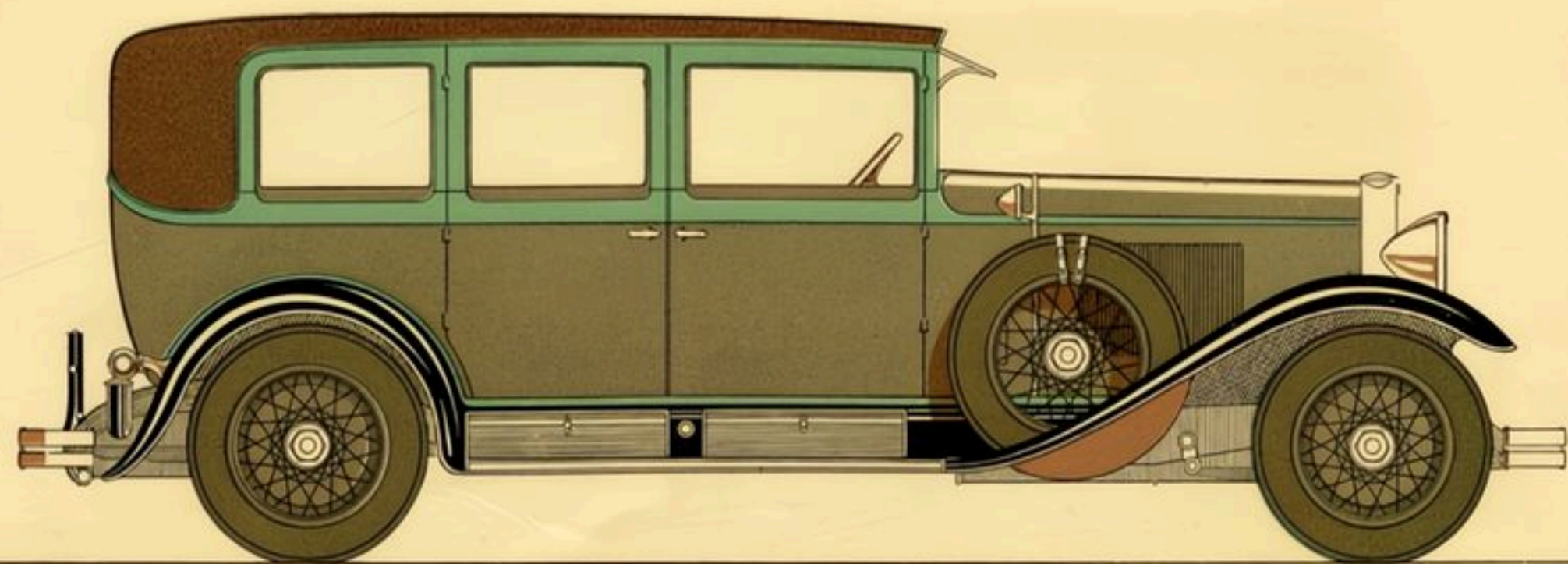




*Two-passenger Convertible Coupé*



*Four-passenger Phaeton*



*Seven-passenger Sedan*

*Specifications*  
NEW  
CADILLAC  
*Chassis*

## Specifications

### RESUMÉ OF MECHANICAL FEATURES OF THE NEW CADILLAC

The Cadillac Motor Car Company reserves the right to make changes in specifications and to add improvements at any time without incurring any obligation to install same on cars previously sold

#### POWER PLANT

**ENGINE** • Compensated eight-cylinder V-type. Ninety-degree angle between cylinder blocks. Engine and transmission in unit; three-point suspension with rubber lined supports at rear. Piston displacement 341 cubic inches. Bore  $3\frac{5}{16}$ " ; stroke  $4\frac{1}{8}$ " . Horsepower S.A.E. rating 35.1; actually 90.

**CYLINDERS** • Cast in blocks of four, with detachable heads.

**PISTONS** • Cast gray iron, special formula, annealed; 3 rings, 2 above wrist pin and 1 below; lower ring special oil regulating type.

**CONNECTING RODS** • Drop-forged special formula steel. Side by side, two on each crankpin. Bearings  $2\frac{3}{8}$ " x  $1\frac{3}{8}$ " . Babbitt in rods at lower ends.

**VALVES** • Intake  $1\frac{1}{2}$ " , tungsten steel; exhaust  $1\frac{1}{2}$ " , silico-chrome steel,  $\frac{3}{4}$ " lift. Mechanism enclosed. Valve stems automatically lubricated.

**CRANKCASE** • Copper-aluminum alloy.

**CRANKSHAFT** • Diameter  $2\frac{3}{8}$ " ; length to outer ends of front and rear bearings  $23\frac{3}{4}$ " . Supported on 3 main bearings. Crank throws 90 degrees apart, provided with compensators. Rotates with unprecedented smoothness.

**CAMSHAFT** • Single, hollow shaft with 16 cams, supported on 4 bearings. Driven from crankshaft by silent chain.

**CLUTCH** • Of new design of disc dry plate type.

Two driven discs  $9\frac{1}{2}$ " in diameter, faced both sides with compressed asbestos fabric, driven by flywheel to which are attached all springs, levers and other parts of clutch with exception of clutch thrust bearing which is carried on a sleeve bolted to the transmission case.

**TRANSMISSION** • Selective type with three speeds forward and one reverse. Chrome-nickel steel gears and shafts. Faces of gear teeth ground on special grinding machines to obtain silent operation. Mechanism contained in cast-iron case.

#### GASOLINE SYSTEM

**SUPPLY** • Twenty-one gallon tank capacity. Vacuum feed. Vacuum in intake manifold assisted by vacuum created by a special vacuum pump to insure positive feed under all conditions.

**CARBURETOR** • Cadillac design and manufacture. Uniform distribution with maximum efficiency and economy. Automatic thermostatic mixture control. Large accessible strainer. Overflow from carburetor drained to ground. Intake header exhaust heated. Valve in left exhaust manifold operated from instrument board, when closed deflects back exhaust gases from left cylinders through intake header jacket, thus giving maximum heat for carburetor almost immediately.

#### COOLING SYSTEM

**RADIATOR** • Copper with cellular core; highly polished nickered casing.

**WATER COOLING** • Capacity 6 gallons. Forced circulation by one pump driven by a silent chain from the crankshaft. Cylinder blocks interconnected by a brass tube cast in crankcase. One drain plug for entire system at bottom of pump; 4 hose couplings, easily disconnected.

**TEMPERATURE CONTROL** • Thermostatically controlled by radiator shutter with vertical balanced shutter blades.

**FAN** • Diameter  $20\frac{1}{4}$ " ; 6 blades; belt driven by pulley mounted on end of camshaft. Fan bearing positively lubricated.

#### LUBRICATING SYSTEM

**ENGINE LUBRICATION** • Pressure system with gear pump conveys oil under pressure to all main bearings, connecting rod bearings and camshaft bearings, and is controlled by an automatic pressure regulator. Oil level indicator is located on right-hand side of crankcase at rear.

**CRANKCASE VENTILATION** • An exclusive Cadillac system which prevents pollution of lubricating oil from unburned gasoline and from condensation of water vapors produced in combustion.

**OIL FILTER** • An effective filtering device which removes any impurities, in solid form, from oil.

#### ELECTRICAL SYSTEM

**IGNITION** • Cadillac-Delco high-tension system with 2 timer contact arms actuated by 4-lobed cam. Jump-spark distributor thus eliminating rotor button.

**GENERATOR** • 2-pole Cadillac-Delco type mounted on right side of engine. Positive drive by chain from crankshaft. Thermostatic control of charging current.

**STARTING MOTOR** • Cadillac-Delco separate 6-pole unit; special design, exclusive on Cadillac cars and has unusual stalling torque. Mounted along right side of transmission.

**BATTERY** • Cadillac-Exide 130-ampere hour, 6-volt, 3 cells. Enclosed in moulded box located in right-hand dust shield.

**HORN** • High frequency vibrator type horn carried on left headlamp bracket at side of radiator.

**LIGHTING EQUIPMENT** • 2 headlamps with tiltable light beams controlled from steering wheel switch; fluted lenses, 21 c.p. double-filament bulbs and side lamps with 3 c.p. bulbs. Two rear lights, one located on each of rear fenders, right side is stop light, left side rear light. Step lights in dust shields which light automatically with opening of doors.

#### OPERATING CONTROLS

**GEAR SHIFT** • Center gear shift.

**SERVICE BRAKES** • Two independent braking systems. Mechanically operated, internal expanding on front wheels and external contracting on rear wheels. Division of pedal pull automatically proportioned between front and rear systems. Front brakes equalized when straight ahead, outer brake released on turn; 16" brake drums on all wheels.

HAND BRAKES • Internal expanding on rear wheels and will not require adjustment during life of brake lining.

STEERING GEAR • Cadillac design, worm and sector, completely adjustable. Steering wheel 19" diameter, rubber composition, narrow rim with black finish aluminum die cast hub and spokes.

ENGINE CONTROLS • Accelerator at right of brake pedal. Hand throttle built into central portion of steering wheel.

INSTRUMENT BOARD • New design; instruments arranged in individual assembly—not grouped. Fitted with windshield wiper control; carburetor heat control; spark control; oil pressure gauge; button controlling carburetor enriching device; switch for instrument board lighting independent of switch on steering column; speedometer; ammeter; electrically operated gasoline gauge; eight-day clock; ignition lock; motor temperature indicator and combination inspection lamp and cigar lighter.

AXLES • Rear axle, Cadillac make, full floating with special alloy steel axle shafts, gears and housing tubes. Spiral bevel gears mounted on large bearings. Front axle, reversed Elliott type, drop-forged chrome-nickel steel, I-beam section drop-forged steering spindles and arms; steering spindles have adjustable tapered roller bearings at upper ends. Parallel rod has spring compensated ball-and-socket connections at end.

FRAME • Side bar channel section with wide top flange, carbon steel, maximum depth 7½", width 30" in front, 35" in rear; 4 channel cross members and 3 tubular cross members. Front ends of side members reinforced by plates riveted to side members.

DRIVE • Hollow steel drive shaft 2½" diameter in center tapering 2⅛" at each end, turns in torque tube which completely seals assembly. Rear end of drive shaft rigidly connected to rear axle by splined sleeve; front end to transmission shaft through universal joint. Torque tube is bolted to differential carrier at rear, and front end pivoted in ball-and-socket joint at rear of the transmission. Transmits drive of rear wheels to chassis and absorbs torque reactions due to acceleration and brakes.

FENDERS • One-piece, full crown wide type.

GEAR RATIO • 4.75 to 1.

SPRINGS • Semi-elliptic system of suspension with rear springs underslung. Rear shackle of rear spring tension type with universal ball-and-socket connection to frame. Front springs 42" x 2¼"; rear 60" x 2½". Shock absorbers of hydraulic type, front and rear, give greatly improved riding qualities.

TIRES • Straight side 32" x 6.75" cord balloon.

TOOLS • Complete set of tools in special fabric holder placed in rain-proof box concealed in left-hand dust shield. Cover of tool box forms kick pad.

WHEELBASE • 140"

GROUND CLEARANCE • 9".

WHEELS • Artillery type, 12 hickory spokes with steel felloes. Adjustable roller bearings, demountable split type rim with 6 lugs. Large steel hub flange with 12 bolts. Disc wheels and wire wheels obtainable at additional cost.





