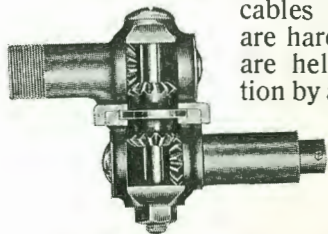


The SWIVEL GEAR SECTION

Please note the large gears giving plenty of power. The gears are made in one piece with the shaft, to which the cables are attached, and are hardened. The gears are held in correct location by a big, strong collar, insuring exact meshing. All the bearing surfaces are exceptionally large and the



entire mechanism is assembled in such a way as to be protected against dust and dirt entering. The gear section has a large capacity for grease and, being filled when assembled, will need no attention for a long time.

The ATTACHING BRACKET

The speedometer's attaching bracket, though firm and rigid, can be easily adjusted to four positions by merely removing two set screws. Thus is the driver enabled to obtain exactly the angle most convenient to his range of vision.

The Corbin Screw Corp.

THE AMERICAN HARDWARE CORP. SUCCESSOR

GENERAL OFFICES AND FACTORIES

NEW BRITAIN, - CONN.



Speedometer



FORD SPECIAL

Price \$12.00

The Corbin-Brown Ford Special Speedometer



The HEAD Mechanism

The Corbin-Brown Head is built on the centrifugal principle of physics.

This means that it is absolutely accurate at all times because science has proved that a mechanism built on the centrifugal principle is not affected by changes in temperature or by electrical influence. As a result the Corbin-Brown is just as accurate whether the thermometer registers high or low.

The fact that the Corbin-Brown is not affected by electrical influence means much to the owner of an automobile equipped with an electric lighting system, electric self-starter, etc., because the resultant increased electrical influence does not affect its accuracy.

The Corbin-Brown is extremely simple in mechanism. It has compound governors which make it particularly sensitive and it will record accurately as low as two miles per hour. These compound governors absorb all the shock to which a car is subjected and, should it be driven over ruts or railroad ties, the indicating hand remains absolutely steady and does not wobble, no matter how severe a jolt the car may receive. The indicating hand of the Corbin-Brown Speedometer is pivoted in the center. It allows practically three-fourths of the circumference for the calibration, thereby permitting absolutely easy reading. The trip-odometer is below indicating hand and its reading is at no time interfered with while car is in motion.

The CABLE

The construction of the flexible shaft is responsible for much of the inaccuracy of speedometers. The Corbin-Brown shafting is constructed of a succession of dumb bells and links. The dumb bells give a smooth bearing. The strength of the links makes breaking almost impossible. If a link does break by accident, a new link can be put in so simply that anyone can do it.

