

Collected N.Y. Auto Show

Jan. 5-12, 1918



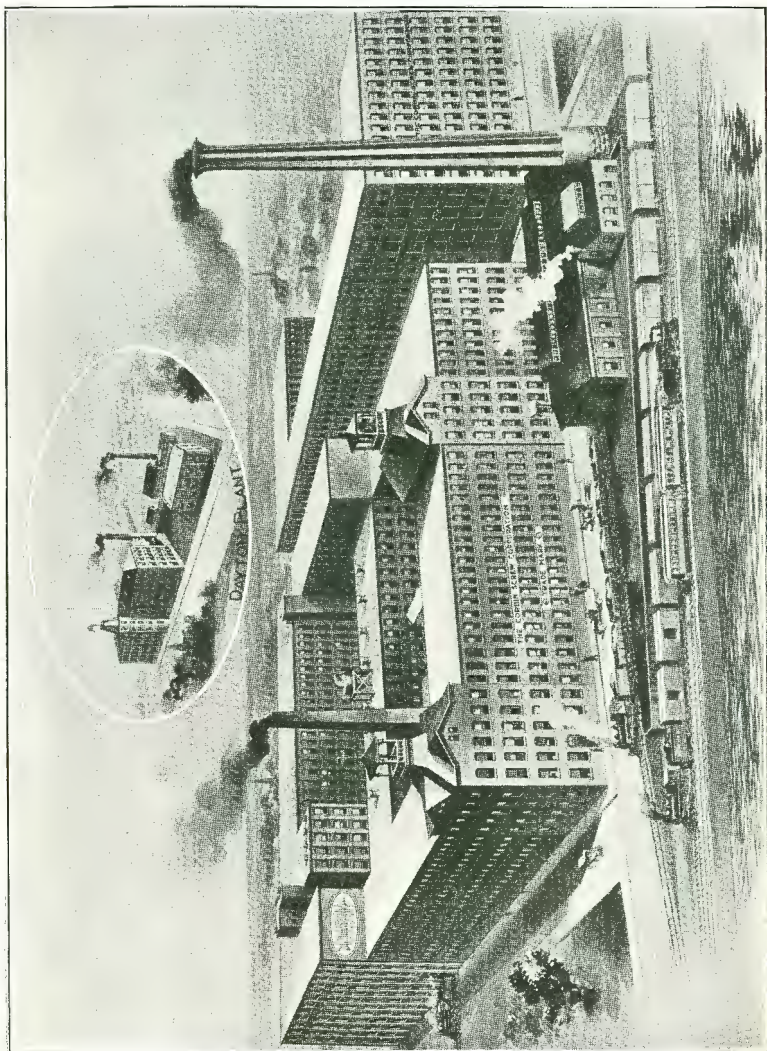
**SPEEDOMETERS  
FOR AUTOMOBILES  
AND MOTORCYCLES**

**1918**

**THE CORBIN SCREW CORPORATION**  
THE AMERICAN HARDWARE CORPORATION, SUCCESSOR  
NEW BRITAIN, CONNECTICUT, U. S. A.

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Articles Manufactured by  
**The Corbin Screw Corporation**

AMERICAN HARDWARE CORPORATION, SUCCESSOR

WOOD, MACHINE, CAP AND SET SCREWS,  
DOWEL, HAND RAIL, SAW SCREWS  
AND SPECIAL SCREWS  
OF  
EVERY DESCRIPTION.

STOVE, TIRE, SINK AND AGRICULTURAL  
BOLTS, JACK, SAFETY, PLUMBERS,  
REGISTER AND LADDER CHAIN,  
KEY CHAINS,  
DOG LEADS.

MACHINE SCREW NUTS.  
ESCUTCHEON PINS.

Separate catalogs published covering:  
CORBIN DUPLEX COASTER BRAKE.  
CORBIN TWO-SPEED COASTER BRAKE.  
CORBIN BAND BRAKE FOR MOTORCYCLES.  
CORBIN FRONT HUBS.  
AND  
CORBIN-BROWN SPEEDOMETERS.

Quotations are made for immediate acceptance, subject to change without notice.

All orders are taken subject to delays on account of strikes, accidents or other causes beyond our control.

Accounts payable with exchange on New York.

## SPECIAL AUTOMATIC SCREW MACHINE PRODUCTS

The following page illustrates a few of the thousands of items made up to individual specifications. It is impossible to enumerate the wide variety of parts which we are prepared to furnish, including parts for

AUTOMOBILES,  
CARBURETORS,  
MAGNETOS,  
ELECTRICAL INSTRUMENTS,  
FIRE ARMS,  
HARDWARE,  
TOOLS,  
MOTORCYCLES,  
BICYCLES,  
SPARK PLUGS.

We are thoroughly equipped for the manufacture of all classes of turned parts, and consider it a privilege to quote prices on specifications and samples, or blue-prints.



Special Screw Machine Products

## Corbin-Brown Speedometer

### The Speedometer of Accuracy

**W**HAT make of speedometer will serve you best for automobile or for motorcycle?  
You cannot be too careful in your choice.

For in view of the claims of superiority made for every type on the market, there is a strong possibility of an injudicious selection.

Your future satisfaction demands that you permit yourself to be influenced by facts alone.

Because of the following facts, the Corbin-Brown Speedometer for Automobiles and Motorcycles merits your preference.

The Corbin-Brown Speedometer is manufactured and sold by the Corbin Screw Corporation—a fact which in itself is a guarantee of quality.

Thousands of dealers and hundreds of thousands of consumers throughout the country have for more than forty years found the many products manufactured by this Company to measure up to the most exacting standards.

The Corbin-Brown Speedometer 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.



**SPEEDOMETERS  
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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* the indicating hand and its reading is at no time interfered with while the car is in motion.

The model AA Corbin-Brown Speedometer has a trip-odometer that can be reset to any tenth of a mile. The figures are large and can be easily read by the driver.

The season odometer is 100,000 miles, with automatic reset to zero, when the limit is reached.

We can furnish model A or B with odometer, having an instantaneous reset. On this type of odometer, we have installed a new device whereby the odometer can be reset to zero, no matter how fast the car may be moving, without any danger of the odometer sticking and causing trouble as is the case with the ordinary odometer with the instantaneous reset.

The Corbin-Brown Speedometer can be connected either to the right wheel or the left wheel or to the transmission and the instrument records speed and mileage whether the car is moving forwards or backwards. In some speedometers of other

manufacture when the car is moving backwards, the indicating hand does not record any speed, while the odometer subtracts mileage instead of adding to it.

The Corbin-Brown Speedometer is made of the highest grade of material, specially hardened steel, and full ball bearings.

Every Corbin-Brown Speedometer is calibrated by hand and tested to absolute accuracy before being sent out.

We regularly furnish Corbin-Brown Speedometers with the cable of the alternate dumb bell and shoe hook links. This form of cable is particularly strong and capable of standing any strain to which it may be subjected. We can furnish the mono-coil type of cable if desired.

The Corbin-Brown Speedometer is well supplied with Service Stations. See Page 29 for list.

Any Corbin-Brown Speedometer either for motorcycle or automobile can be furnished with a maximum hand excepting Model AA. If desired, the maximum hand can be locked to prevent resetting by the operator.

Specify the Corbin-Brown Speedometer for Automobiles!  
Equip with the Corbin-Brown Speedometer for Motorcycles!

### THE CORBIN SCREW CORPORATION.

General Offices and Factories - - - - - New Britain, Conn.

Western Factory - - - - - Dayton, Ohio

Ware-houses: The Corbin Screw Corporation,  
The American Hardware Corporation, Successor,  
98 Lafayette St.,  
New York

P. & F. Corbin,  
The American Hardware Corporation, Successor,  
Northwest Corner 8th & Arch Sts.  
Philadelphia, Pa.

The Corbin Screw Corporation of Chicago,  
335 Wells St.  
Chicago, Ills.



Showing Simplicity of

## Corbin-Brown Mechanism

Simplicity spells efficiency.

Note the absence of complicated mechanism.

In the Corbin-Brown Speedometer, the parts are few and big and strong.

Its centrifugal governor has four balance weights so sensitive that they respond to the slightest variation in speed.

This centrifugal principle of the Corbin-Brown Speedometer is the same as that applied to the regulation of engines. It insures absolute regularity of revolution.

Any Corbin-Brown Automobile Speedometer can be furnished for the left or right wheel or to drive from the transmission as may be desired.

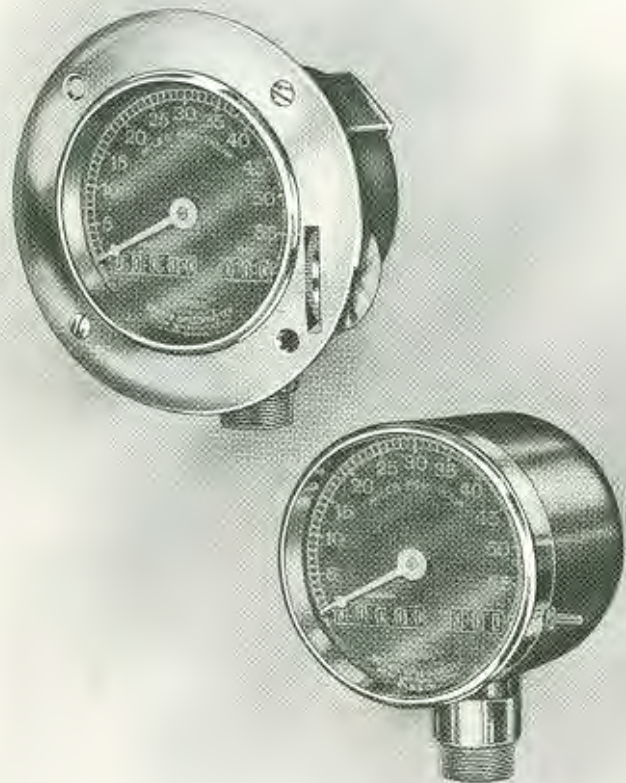
## For Automobiles



**Model A. Instantaneous Reset**  
**Price \$25.00**

This instrument can be furnished with a maximum hand, at a slight increase in price. The flush dash plate is made of heavy metal highly nickel plated and polished. The reset is instantaneous and automatic; you simply push the button.

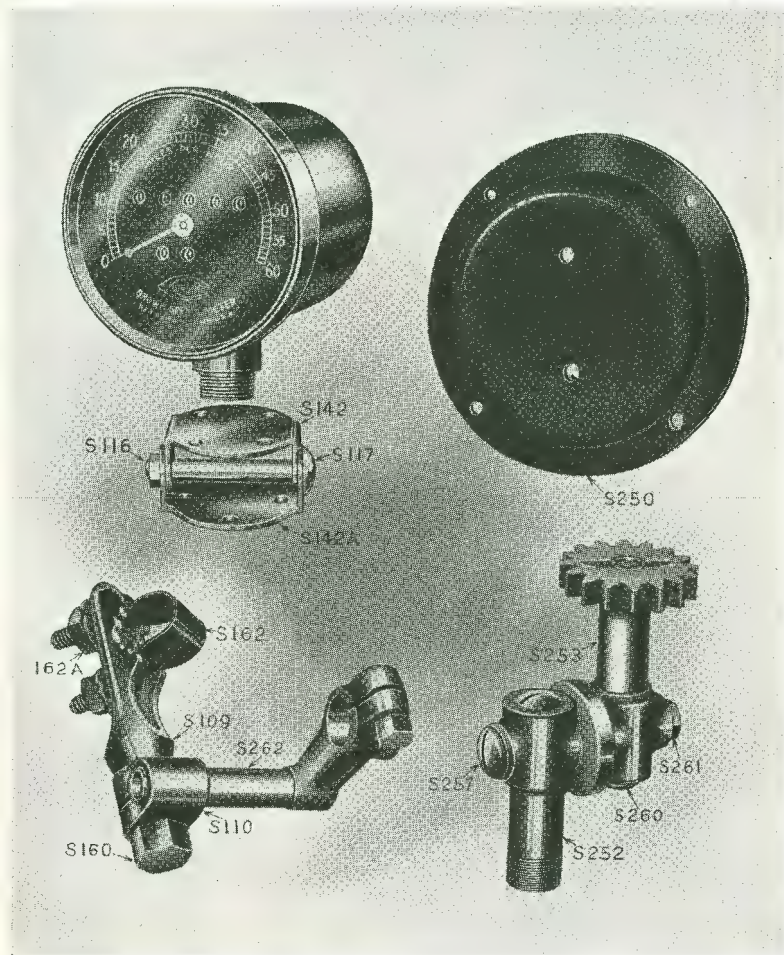
## Automobile Model AA



Model AA—Plain  
Price \$25.00

Model AA—Flush Mount  
Price \$30.00

## Automobile Attachments





## Speedometer Automobile Parts

	LIST EACH
Angle Dash Bracket, S-250 .....	\$0.20
Glass, Ring and Bezel .....	1.00
Swivel Gear Section Complete with Gear S-261x .....	3.75
Gear Section Angle Bracket Complete, S-262x .....	1.00

See Opposite Page for Old Style Parts.

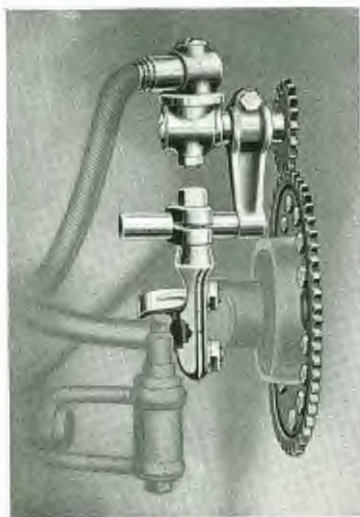


Table Showing Gears Required for Different Size Tires

Size	No. teeth on Small Gear	No. teeth on Large Gear
28" Diam.	18	64
29" "	23	85
30" "	17	64
31" "	18	70
32" "	16	64
33" "	17	70
34" "	15	64
35" "	16	70
36" "	14	64
37" "	15	70
38" "	18	85
40" "	16	85

## Automobile Parts and Attachments

DESCRIPTION	PART NO.	EACH
Swivel Joint (With small gear).....	S83, 84, 86, 91, 93, 93½, 94, 94B, 95, 96, 100, 100A, 102B, 115, 128, 151, 152, 153, 154, 155, 156.....	\$3.75
Grease Cup Stud .....	S151.....	.25
Grease Cup Cap .....	S156.....	.10
Flexible Shaft Complete.....	S85, 87, 92, 97, 98, 99, 124, 125, 127, 127A, 129, 158, 158½, 159, 219, 248, 249.....	6.00
Flexible Shaft Casing Complete.....	S85, 87, 92, 97, 98, 99, 248, 249.....	4.00
Extra Length Flexible Shaft Casing Casing over 72" long.....	S85, 87, 92, 97, 98, 99 248, 249.....	.40 foot net
Lower End Clutch of Chain.....	S219 or 230.....	.15
Spring Link and Upper End Clutch of Chain.....	S124, 124A, 125, 129, 159	.25
Road Wheel Gear Complete with Washers and Screws.....		1.00 per set
Bushings and Screws For use on Road Wheel (set of 4).....		.15 per set
Small Gear (Fibre).....		.30
Rubber Bushing.....		.15
Foot Board Collar.....	S200.....	.15
Flexible Shaft Chain.....	127, 127A.....	.35 foot net
Flexible Shaft Ferrule and Union.....	99, 87.....	.35

## Instruction Page

The simplicity of the Corbin-Brown Speedometer and the accuracy of the fittings make any detailed instructions as to its installation unnecessary. There are a few simple directions to follow:

See that the slot of the cable is fitted at right angles to the corresponding part in the Speedometer Head. After properly fitting the connection, secure the fastening ferrule tightly in place.

Make the connection of the driving end of the cable to the swivel joint in the same manner.

The swivel gear carries the small gear which is supported by a bracket. Care should be taken in fastening this bracket in place, to see that the small gear and the road wheel gear are properly meshed. To get the best results, a clearance of a sixteenth of an inch should be left in meshing the teeth together.

After fitting the gears leaving the necessary amount of play, the gear bracket should be fastened tightly in position.

It is important that the road wheel gear be fastened in a central position, otherwise it will bind in certain positions, wearing out the small gear and making the Speedometer hand inaccurate and unsteady.

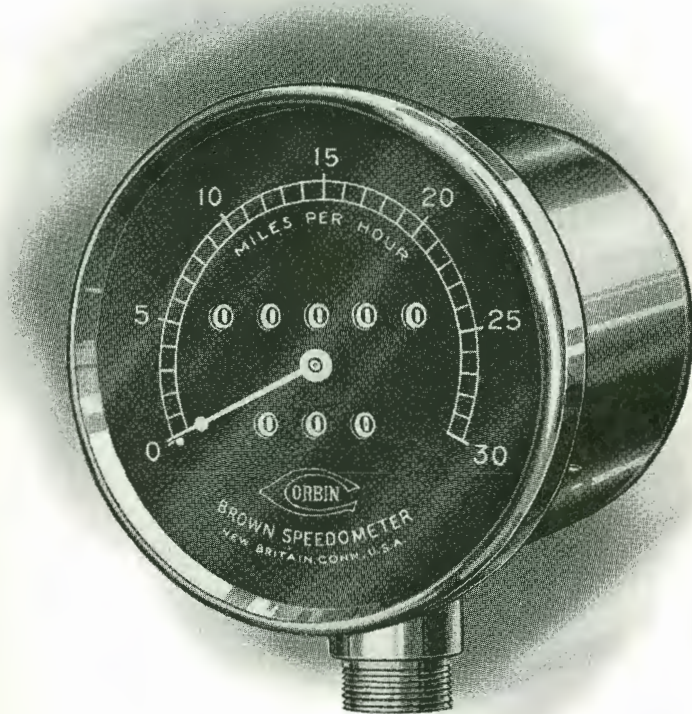
Only two parts of the complete instrument require lubrication—the cable and the swivel gear. We thoroughly pack both parts with grease before leaving the factory and further attention should not be required for six months.

Ninety-nine percent. of Speedometer trouble is due to improper installation and it is very rarely the fault of the Corbin-Brown Speedometer Head. We would, therefore, suggest if the Corbin-Brown Instrument is not registering properly or if the hand is unsteady, you examine every other part before coming to the conclusion that the head is at fault.

The cable should not be bent any more than is absolutely necessary and all short bends should be avoided.

As the number of teeth in the large and small gears are of the proper ratio for various size tires, you cannot expect to use a larger or smaller tire than originally intended for the speedometer and get accurate results. Changes in tire sizes require different gearing.

## For Automobile Trucks



**Model B—4 inch Dial—Instantaneous Reset  
Price \$20.00**

We can furnish this instrument with maximum hand locked, if desired, at a slight increase in price.

Finished in Nickel Plated, Black and Nickel or Black and Brass.

## Ford Specials



### Flush Mount With Cowl Board No. S-500, Price \$14.00

The instrument used with the Cowl board is high grade in every detail—beautifully polished and handsomely nickel plated.

The trip is reset to zero instantly and automatically by simply pushing the knob inward.

The board is made of inch hard wood lumber, very smoothly rubbed down and finished in a dull, long wearing rubber black. It is grooved so it will fit snugly under the wind-shield. It is fastened in place by two steel brackets.



### Hanging Bracket No. S-238C, Price \$12.50

This style bracket is made that the instrument may be hung from the cowl; it is bent on such an angle as to tip up the face of the instrument, making it more readable.

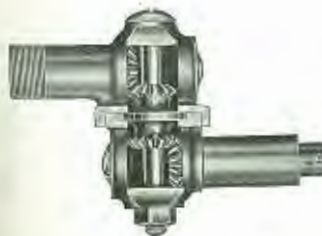
## Ford Specials

### ATTACHING BRACKET NO. S-250

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

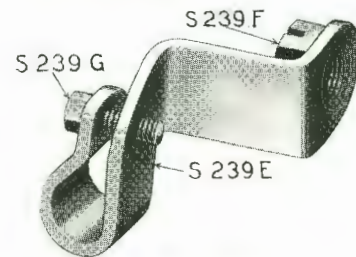


### Complete with Bracket, No. S-243, \$12.00



### 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.

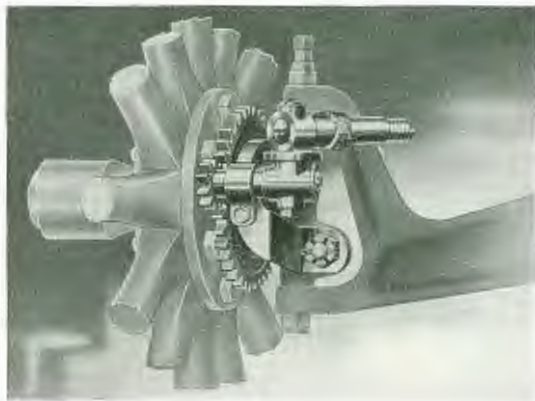


### The Gear Bracket

Remove the nut from the steering knuckle. Place gear bracket against steering post, fasten in place with the castellated nut we furnish.

## Ford Specials

### The Installation



The illustration shows how impossible it would be for anyone to make a mistake in properly installing the Corbin-Brown Ford Special Speedometer.

The road wheel gear is properly spaced for the screw holes already in the hub. The gear bracket is fitted positively and accurately into its proper place by moving and tightening a nut. The swivel gear brings the small and the road gear into perfect alignment. The application

of the instrument to the Ford Machine can be quickly and easily done by anyone.

### The Road Wheel Gear



The holes in the road wheel gear are properly spaced for the screw holes in the hub, so that all the bother of measuring and boring holes is eliminated. Necessary bushings and screws are packed with the gear.

## Ford Specials

### Price List of Parts

PART NO.	LIST EACH
Head of Speedometer Flush Mount Model AX (Complete with Board) . . . . .	\$9.50
Head of Speedometer only, Model A . . . . .	7.50
“ “ “ “ Flush mount, Model AX . . . . .	8.50
Complete Driving Cable 48 in. . . . .	5.00
“ “ “ 54 in. (For Bracket S243) . . . . .	5.50
“ “ “ 60 in. (For Brackets S238 C and S 500) . . . . .	6.00
Complete Inside Shaft for $\frac{5}{8}$ " Cable . . . . .	.35 per ft.net
S-127 Steel Links for Shaft $\frac{5}{8}$ " . . . . .	.05
S-127A “ Wire Links for Shaft $\frac{5}{8}$ " . . . . .	.10
S-129 Spring Link Outside Sleeve $\frac{5}{8}$ " . . . . .	.15
<b>Gear Section Complete with Gears . . . . .</b>	<b>3.75</b>
S-259 Fiber Gear Bushing . . . . .	.10
S-105A 11 Tooth Fiber Gear . . . . .	.30
S-242 42 Tooth, Large Road Wheel Gear Screws & Bushings . . . . .	1.00 per set
S-222 68 “ “ “ “ “ “ “ “ “ “ . . . . .	1.00 per set
S-105 18 “ Fiber Gear . . . . .	.30
<b>Ford Gear Bracket Complete . . . . .</b>	<b>1.00</b>
S-239E Ford Gear Bracket . . . . .	.75
S-239F “ “ “ Nut . . . . .	.15
S-239G “ “ “ Clamping Screw . . . . .	.10
S-238 “ Hanging Bracket . . . . .	.40
S-250 “ Attaching Bracket . . . . .	.20
<b>Glass Spun in Ring &amp; Bezel . . . . .</b>	<b>1.00</b>

## Motorcycle Speedometer



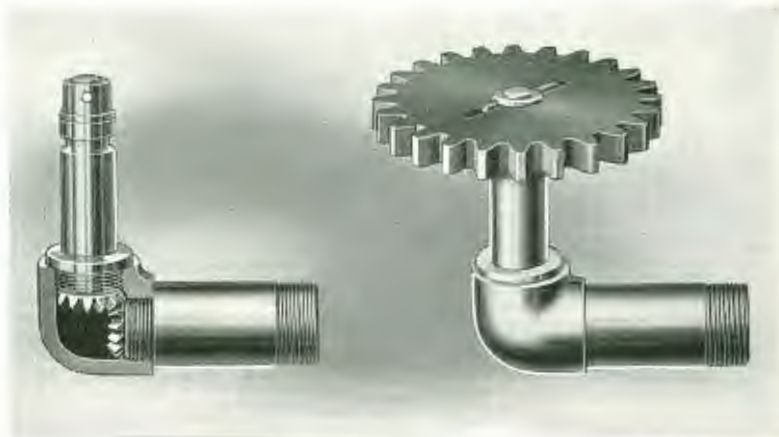
### The Maximum Hand

The Maximum Hand as illustrated obviates the necessity of constantly watching the speedometer in order to determine the highest speed at which the motorcycle is driven.

The extra hand remains in the high speed position until tripped back to zero at the will of the rider.

Price \$12.00

With Maximum Hand, \$2.50 Extra    With Electric Light, \$2.50 Extra  
See illustration page 25

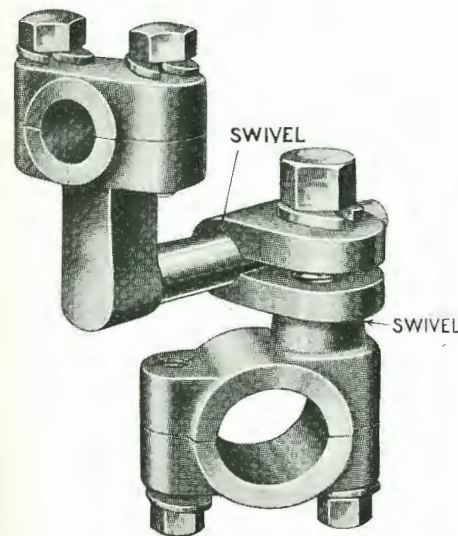


## Motorcycle Rear Drive Attachments

Our new gear section for rear driven Speedometers has been perfected and we are quite sure will prove a great boon to all motorcycle riders. The gears and shaft are in one piece. The gears are a good deal heavier than is necessary for the work and are cut to mesh perfectly.

## Motorcycle Speedometers

### Rear Drive Bracket



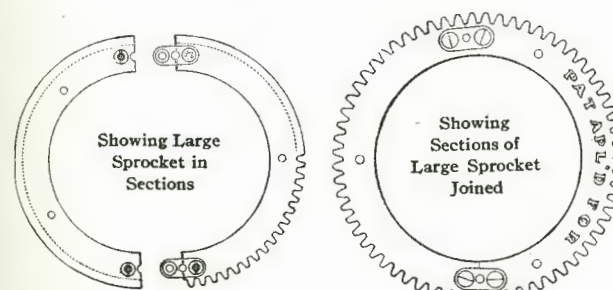
Perhaps the greatest improvement we have made for installing the motorcycle Speedometer recently, has been the rear drive bracket. It is practically universal. The double swivel insures alignment of the gears and even though the braces of the motorcycle to which the speedometer is attached become bent through accident, a readjustment will easily bring the gears into line.

In ordering separate rear drive brackets be sure to advise us the exact diameter of the frame—whether three-quarters, seven-eighths or one inch tubing.

Furnished for  $\frac{3}{4}$ ,  $\frac{7}{8}$ , and 1 inch Tubing.  
Part S-285X.

See page 24 for list of parts.

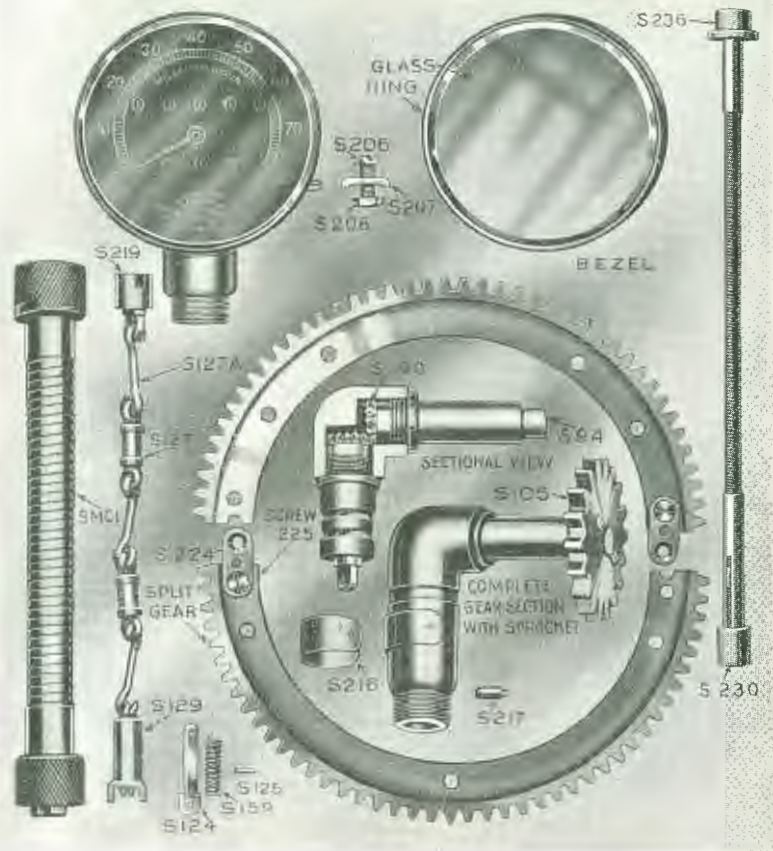
### The Driving Sprocket



securely together by clamps and to spokes of wheel by clips.

The driving sprocket is made in two parts so that it may be easily slipped into place without disturbing even slightly the motorcycle's wheel or chain adjustment. These two parts are held

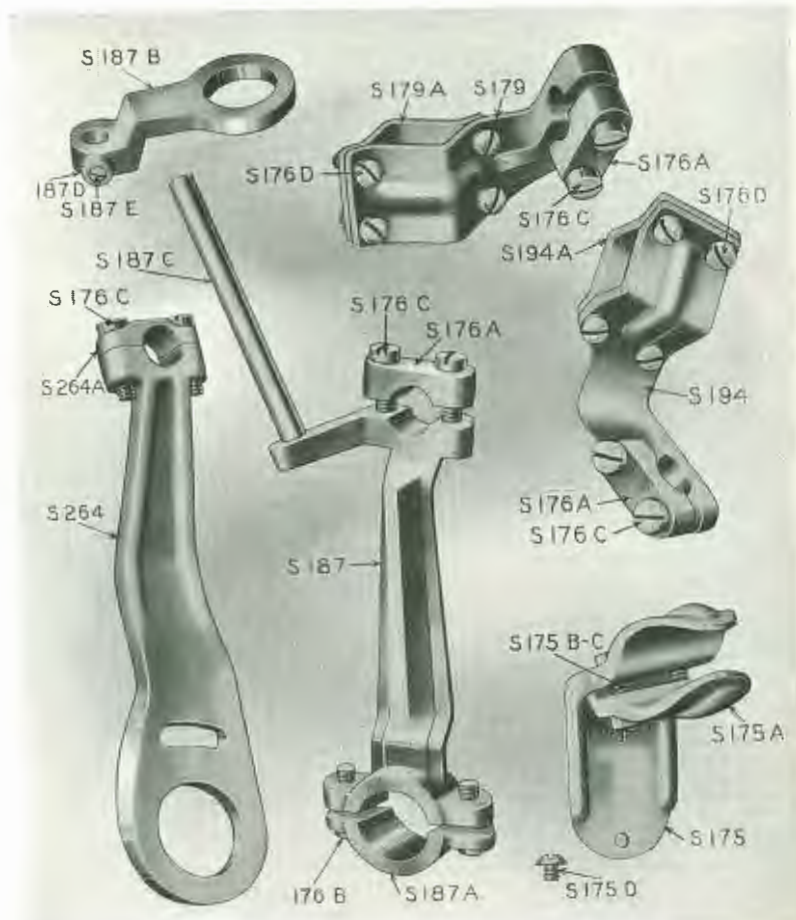
## Motorcycle Rear Drive Attachments



## Motorcycle Rear Drive Parts and Attachments

PART NO.	Model "A. M."	LIST EACH
	Head of Speedometer only.....	\$7.50
MC-1	Complete Driving Cable $\frac{5}{8}$ " 33, 34, 35, 37, 40 long	3.75
MC-2	" " " $\frac{1}{2}$ " 33, 34, 35, 37, 40 long	3.75
	" " Inside Shaft for $\frac{5}{8}$ " Cable .....	.35 per ft.net
	" " " $\frac{1}{2}$ " " .....	.35 per ft.net
S-127	Steel Links for Shaft $\frac{5}{8}$ " .....	.05
S-127A	" Wire Links for Shaft $\frac{5}{8}$ " .....	.10
S-129	Spring Link Outside Sleeve $\frac{5}{8}$ " .....	.15
S-124	" " Plunger .....	.10
S-125	" " Pin .....	.05
S-159	Sleeve Plunger Spring .....	.05
S-219	Rear Drive Cable Connection .....	.15
	<b>Gear Section Complete with Small Gear S-94x.....</b>	<b>3.75</b>
S-101	Small Gear, 14 Teeth, Fiber .....	.30
S-102	" " 15 " " .....	.30
S-103	" " 16 " " .....	.30
S-104	" " 17 " " .....	.30
S-105	" " 18 " " .....	.30
S-106	" " 19 " " .....	.30
S-107	" " 20 " " .....	.30
S-109B	" " 24 " " .....	.30
S-216	Steel Spring for Rear Clutch .....	.05
S-217	" Clutch Spring Stud .....	.05
	<b>Gear Section Complete with Small Gear .....</b>	<b>3.75</b>
S-230	Connecting Link Lower for $\frac{1}{2}$ " Wire Cable .....	.10
S-236	" " Upper for $\frac{1}{2}$ " " .....	.10
S-223	Large Split Gear, 64 Teeth, Screws and Clips .....	.80
S-223A	" " " 70 " " " " .....	.85
S-223B	" " " 72 " " " " .....	.85
S-223E	" " " 85 " " " " .....	.90
S-224	" " Clamps (2 in a set) .....	.15 per set
S-225	" " Clamp Screws (4 in a set) .....	.05 per set
S-206-207-208	Spoke Clips (5 in a set) .....	.15 per set
	<b>Regular Gear Bracket Complete for following: (Indian, 1912; Thor, 1913; Yale; Haverford; Iver-Johnson; Dayton; Pope Model H and K) 176x.....</b>	<b>1.15</b>
S-176	Gear Bracket .....	.50
S-176A	" " Cap .....	.30
S-176B	" " Clamp .....	.20
S-176C	" " Screws (2 large) .....	.05 per set
S-176D	" " (4 small) .....	.10 per set
	<b>Special Gear Bracket Complete for Indian 1918, S-177x.....</b>	<b>1.15</b>
S-177	Gear Bracket, Indian .....	.50
S-176A	" " Cap .....	.30
S-176B	" " Clamp .....	.20
S-176C	" " Screws (2 large) .....	.05 per set
S-176D	" " (4 small) .....	.10 per set

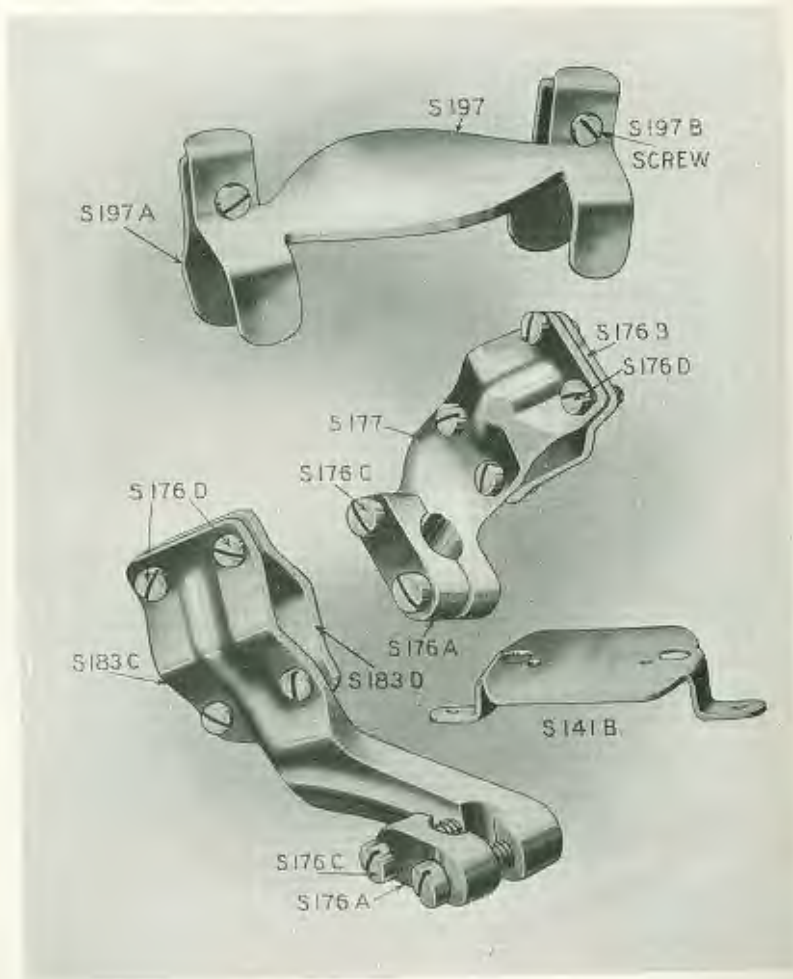
## Motorcycle Rear Drive Attachments



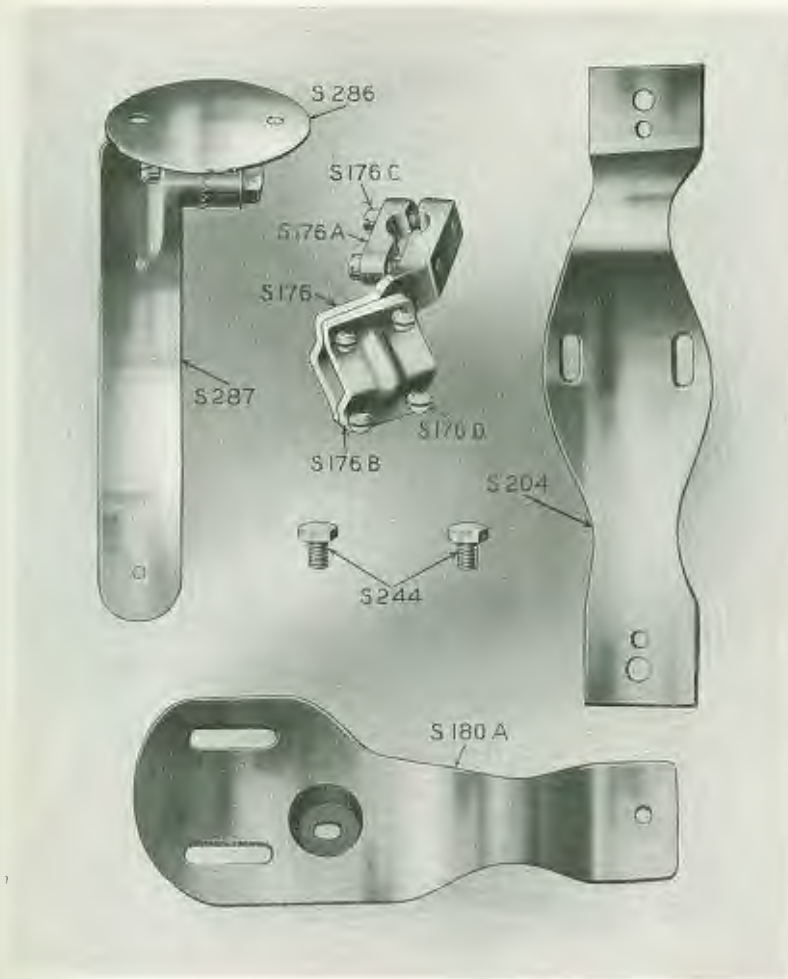
## Motorcycle Rear Drive Parts and Attachments

PART NO.	LIST EACH
<b>Special Gear Bracket Complete, Pope Model L &amp; M S-187x \$1.75</b>	
S-187 Gear Bracket, Pope L & M.....	.60
S-187A " " Clamp.....	.15
S-176A " " Cap.....	.25
S-187B " " Guide.....	.40
S-187C " " " Stud Pope, L & M.....	.15
S-187D " " " " Washers (2 only) Pope, L & M.....	.05 per set
S-187E " " " " Screws (1 only) Pope, L & M.....	.05
S-176B " " Clamp Screws (2 only) Pope, L & M.....	.05 per set
S-176C " " Cap Screws (2 only) Pope, L & M.....	.05 per set
<b>Special Gear Bracket Complete for Pope Model R, S-205x 1.75</b>	
S-205 Gear Bracket for Pope Model R.....	.60
S-205A " " Clamp.....	.15
S-176A " " Cap.....	.25
S-205B " " Guide.....	.40
S-187C " " Stud.....	.15
S-187E " " Screw.....	.05
S-176C " " Cap Screw.....	.05
S-176D " " Clamp.....	.05
<b>Special Gear Bracket Complete for Pope Model T, S-264x 1.25</b>	
S-264 Gear Bracket for Pope Model T.....	.75
S-264A " " Cap " " ".....	.25
S-264B " " " " Adj. Screw Pope Model T.....	.25
<b>Head Bracket Complete for 1917 Harley-Davidson, S-287x 1.00</b>	
S-287 Head Bracket for 1917.....	.40
S-286 " " Support, 1917.....	.60
<b>Regular Head Bracket Complete, S-175x 1.00</b>	
S-175 Head Bracket.....	.50
S-175A " " Clamp.....	.30
S-175B & C Head Bracket Screws and Nuts.....	.05 per set
S-204 Head Bracket for Pope Model R & Harley-Davidson, 1915.....	1.00
S-180A Head Bracket for Harley-Davidson, Electric Equipped, 1916.....	1.00
S-141B Head Bracket Complete for 1917 Indian.....	.75

### Motorcycle Rear Drive Attachments



### Motorcycle Rear Drive Attachments.

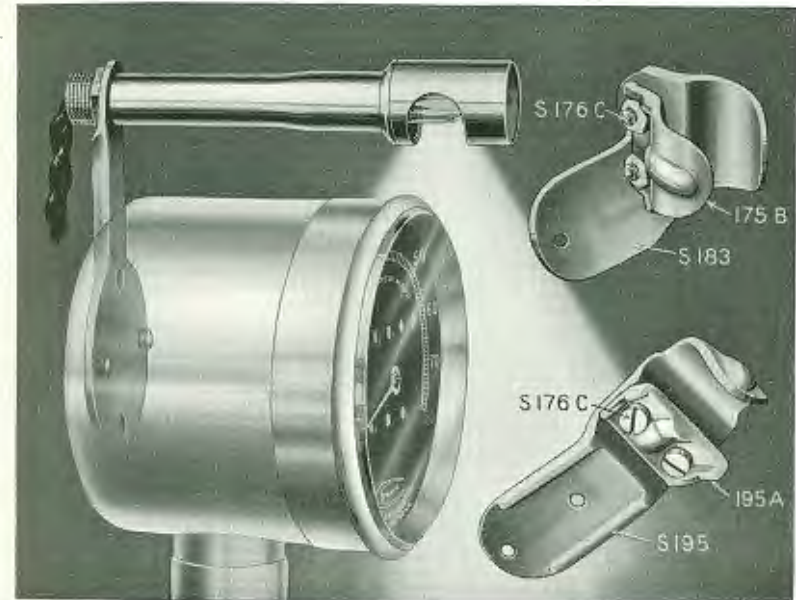




## Motorcycle Rear Drive Parts and Attachments

PART NO.	LIST EACH
S-244 Head Bracket Screws .....	\$0.05
<b>Diehl Head Bracket Complete</b> .....	1.00
S-195 Diehl Head Bracket.....	.60
S-195A " " " Clamp.....	.30
S-195B & C Head Bracket Screws and Nuts.....	.10 per set
S-223C 70-Tooth Sprocket Indian Spec. ....	.80
S-223D 72- " " " " .....	.85
<b>Indian Head Bracket Complete, S-197x</b> .....	1.00
S-197 Head Bracket for Indian.....	.60
S-197A " " Clamp.....	.30
S-197B " " Screws.....	.10 per set
<b>Excelsior Head Bracket Complete, 1915, S-183x</b> .....	1.00
S-183A Head Bracket for Excelsior.....	.60
S-175A " " Clamp.....	.30
S-175B " " Screws.....	.05
S-175C " " Nuts.....	.05
<b>Glass Spun in Ring and Bezel</b> .....	1.00
<b>Rear Gear Bracket Complete, S-285x</b> .....	1.25
When ordering always specify size of tubing.	
S-285 Gear Bracket.....	.40
S-285½ " " Cap.....	.20
S-285A " " Clamp.....	.10
S-285B " " Right Angle Section.....	.40
S-285C " " " " Cap.....	.15

## Motorcycle Attachments

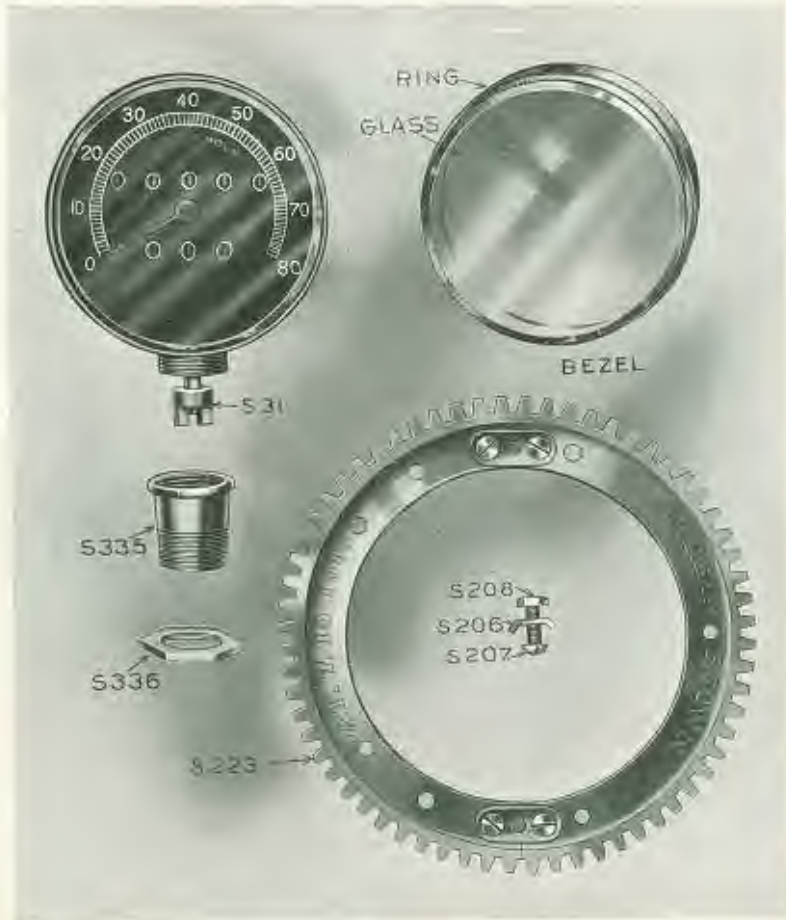


For Price of Electric Light Attachment see Page 16

PART NO.	LIST EACH
<b>Head Bracket Complete for Henderson, S-183x</b> .....	\$1.00
S-183 Head Bracket for Henderson.....	.60
S-175B " " Clamp " .....	.30
S-195B & C Head Bracket Screws and Nuts, Henderson....	.10 per set

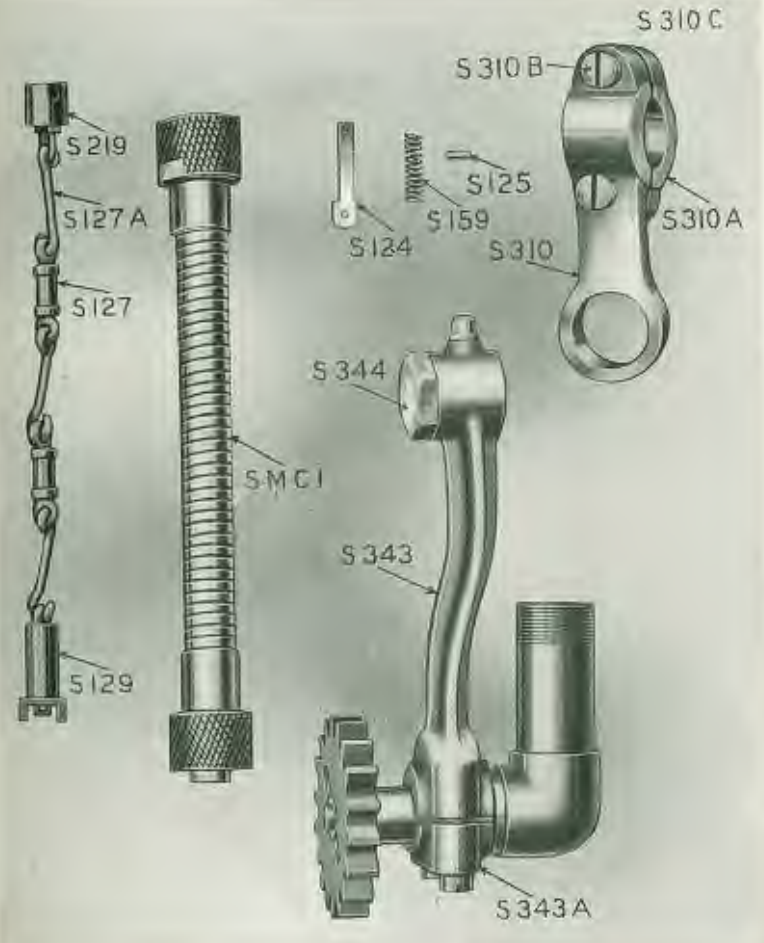
## Motorcycle Front Drive Attachments

"Model A. M."



## Motorcycle Front Drive Attachments

"Model A. M."



## Motorcycle Front Drive Parts and Attachments

PART NO.	LIST EACH
<b>Head Only</b> .....	\$7.50
S-335 Cup Brace Extension.....	.50
S-336 Head Bracket Lock Nut.....	.10
<b>Gear Section Guide, Bracket Complete</b> 1915 and 1916, 326x	1.00
S-326B Guide Bracket for Indian.....	.60
S-330A " " Roll.....	.10 per pr.
S-330B " " Rivets.....	.05
S-326C " " Clamp.....	.25
S-176C " " Screws.....	.05 per set
<b>Gear Bracket Complete, 1915 and 1916, S-326x</b> .....	1.50
S-326 Gear Bracket.....	.50
S-326A Swivel ".....	.40
S-309 " ".....	.20
S-309A " ".....	.20
S-309B " Collar.....	.05
S-309D " Spacer.....	.05
S-176D " Screw.....	.05 per set
S-309C Guide Rod.....	.10
<b>Gear Bracket Complete, 1917 and 1918, S-343x</b> .....	.90
S-343 Front Drive Bracket 1917 and 1918.....	.60
S-343A " " Cap.....	.10
S-344 " " Swivel Bushing.....	.20
<b>Head Bracket Complete, S-310x</b> .....	1.00
S-310 Head Bracket.....	.60
S-310A " " Clamp.....	.30
S-310B " " Screws (2).....	.05 per set
S-310C " " Nuts (2).....	.05 per set
<b>Gear Section Complete 5/8" Cable, S-93x</b> .....	1.50
S-93 Gear Section Sleeve.....	.20
S-94 " " Shaft.....	.20
S-105B Small Gear 18-tooth.....	.30
S-94B " " Pin.....	.10
S-83 Gear Section Sleeve Bushing.....	.10
S-100 " " Bevel Gear.....	.20
S-91 " " Threaded Sleeve.....	.20
S-128 " " Driving Shaft.....	.20
<b>Large Split Gear Complete, S-223x</b> .....	1.00
S-223 Large Gear 64-tooth.....	.80
S-224 " " Clamps.....	.15 per set
S-225 " " Screws.....	.05 per set
<b>Spoke Clamps, Nuts and Screws, 9 Each, Per Set, S-206x</b>	.25 per set
S-206 Spoke Clamps.....	.15 per set
S-207 " " Screws.....	.05 per set
S-208 " " Nuts.....	.05 per set

## Corbin-Brown Speedometer Service Stations

Albany, N. Y.	243 Washington Ave.	Albany Speedometer Service Station
Boston, Mass.	711 Beacon St.	C. A. Jackson
Birmingham, Ala.	1805 Fourth Ave.	Robert Stubbs
Baltimore, Md.	304 W. Baltimore St.	Howard A. French
Buffalo, N. Y.	1204 Main St.	Figlears Speedometer Station
Cincinnati, O.	912 Race St.	Motor Supply & Tire Co.
Cincinnati, O.	432 Main St.	Herman Bumiller Co. (Motorcycles)
Detroit, Mich.	967 Woodward Ave.	Elmer W. Brown & Co.
Dallas, Texas	1419 Commerce St.	Hans Johnson
Des Moines, Iowa	1112 Locust St.	Capital City Carriage Co.
Erie, Pa.	1721 Sassafras St.	Lejeal Cycle & Mobile Works
Kansas City, Mo.	1421 Grand Ave.	C. Hanson
Los Angeles, Cal.	923 So. Main St.	Los Angeles Ignition Works
Louisville, Ky.	405 West Broadway	Century Cycle Co.
Milwaukee, Wisc.	398 Kenilworth Place	J. J. Dougherty Co.
Milwaukee, Wisc.	216-220 Third St.	Phillip Gross Hdwe. Co.
Minneapolis, Minn.	116 Sixth St.	E. A. Williams & Co.
Minneapolis, Minn.	1026 Marquette Ave.	Guy W. Webb
Norfolk, Va.	808 E. Main St.	Irwin Bros.
Pittsburgh, Pa.	5900 Penn Ave.	Penn Motor Supply Co. (Motorcycles)
Pittsburgh, Pa.	278 Morewood Ave.	Motor Supply Co. (Automobiles)
Pittsburgh, Pa.	112 Shady Ave.	Oakmont Motor & Boat Co.
Philadelphia, Pa.	8th & Arch Sts.	P. & F. Corbin
Portland, Ore.	7th & Oak Sts.	Ballou & Wright
Richmond, Va.		Universal Motor Co.
Rochester, N. Y.	195 East Ave.	Rochester Motoring Assn. & Service Station
Rochester, N. Y.	119-125 Main St., West	Wagner Dolph Co., Inc.
St. Louis, Mo.	3414-3418 Lindell Ave.	Vehicle Top & Supply Co.
Salt Lake City, Utah		Bicycle Supply Co.
San Antonio, Texas	220 East Commerce St.	R. H. Hofheinz
San Francisco, Cal.	140 Van Ness Ave.	A. O. Bremer
Spokane, Wash.	215 Post St.	Spokane Cycle & Supply Co.
Syracuse, N. Y.	Jefferson & So. Clinton Sts.	The Olmstead Co., Inc.
Utica, N. Y.	115 Columbia St.	Utica Cycle Co.
Washington, D. C.	11th & G Sts., N. W.	Barber & Ross

## Showing Strong Construction of Links Cable



$\frac{5}{8}$  Inch  
Diam.  
Shaft

It is an unquestioned fact that the construction of the flexible shaft is responsible for much of the inaccuracy and unreliability of speedometers in general.

Too much friction in the casing results—or friction is minimized at the cost of durability.

The Corbin-Brown flexible shaft overcomes these faults. It consists of a succession of eye links and solid links, as shown.

The solid link gives a smooth bearing, thus minimizing friction and insuring smooth running.

The strength of these links makes breaking almost impossible. If perchance one should break, the replacing with a new link is so simple a matter that anyone can do it.

The Corbin-Brown Speedometer is guaranteed for twelve months from date of sale. We will replace any defective parts due to mechanical defects or workmanship if returned prepaid to our factory subject to our acceptance.

**Note**—This guarantee does not cover fibre pinions. It becomes void if the instrument is unsealed by removing the glass and does not, of course, cover improper use, accident, or the breaking of the glass.



$\frac{5}{8}$  Inch  
Diam.  
Shaft

