

When ordering Ford Speedometers specify the style Bracket required

ATTACHING BRACKETS

This style of bracket is made to fit the holes already drilled in the dash—is regular Ford equipment unless otherwise specified.



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.

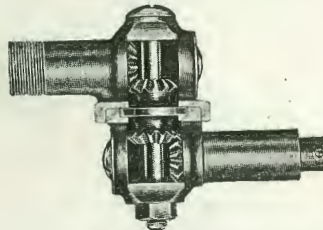


HANGING BRACKET



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.

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 CORBIN SCREW CORP.

THE AMERICAN HARDWARE CORP. SUCCESSOR
GENERAL OFFICES AND FACTORIES
NEW BRITAIN, - CONN.



Speedometer



FORD SPECIAL

Price \$12.00

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1919

YEAR CODE BOX

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The Corbin-Brown Ford Special Speedometer

THE HEAD MECHANISM



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

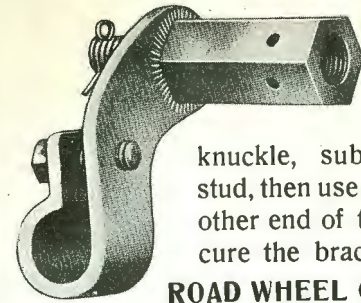
This means that it is absolutely accurate at all times, because science has proved

that a mechanism built on the centrifugal principal 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 GEAR BRACKET



Remove the nut from the steering knuckle, substituting the stud, then use the nut on the other end of the stud to secure the bracket in place.

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.