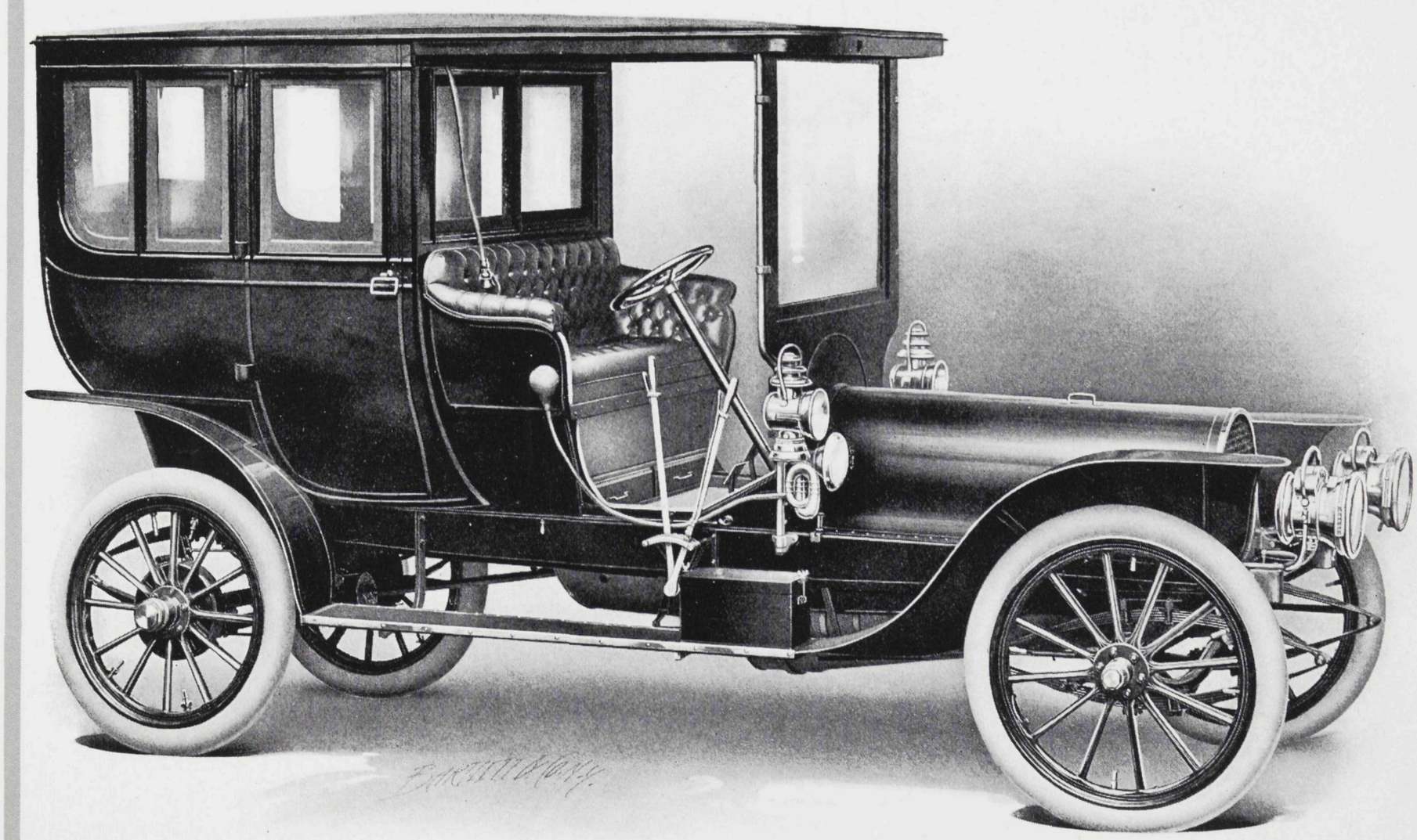
FRANKLIN

1907

FRANKLIN 1907



Experience keeps a dear school; and a
wise man lets others pay for his tuition



1907 Type H Six-cylinder Limousine. Described on page 21

FRANKLIN MOTOR-CARS

1907



First Edition

H. H. Franklin Manufacturing Company

Syracuse *New York*

Member Association Licensed Automobile Manufacturers

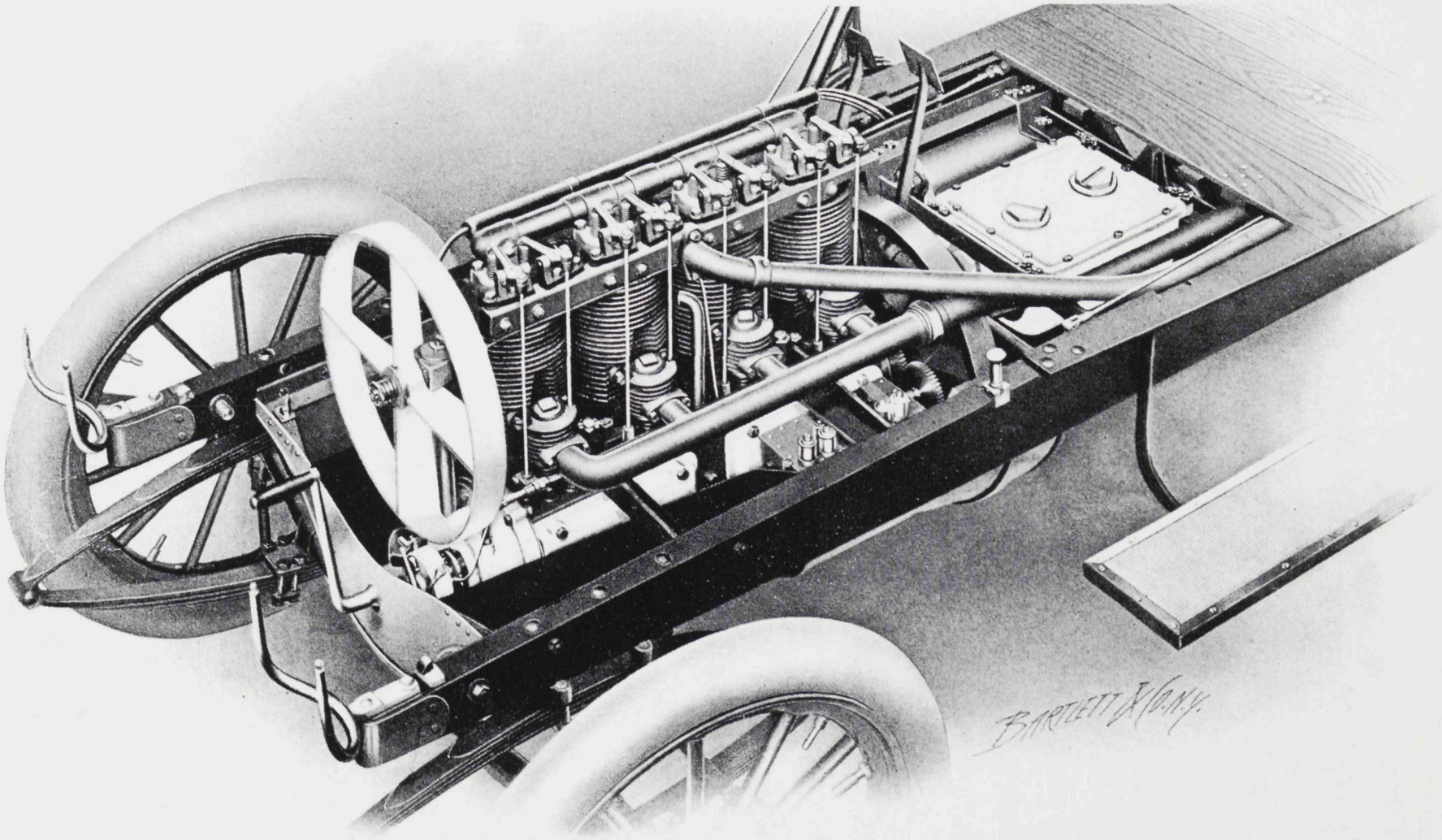
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The Automobile Situation

MOTORISTS are gradually learning this lesson: The jolting and jarring over the inequalities of our roads damage a heavy or stiff-frame car, use up the power, wear out tires, and endanger and fatigue the passengers. Superfluous weight is costly and dangerous. Cylinders are liable to overheat. And, in water-cooled cars, cold weather freezes up the water-pipes and -radiators.

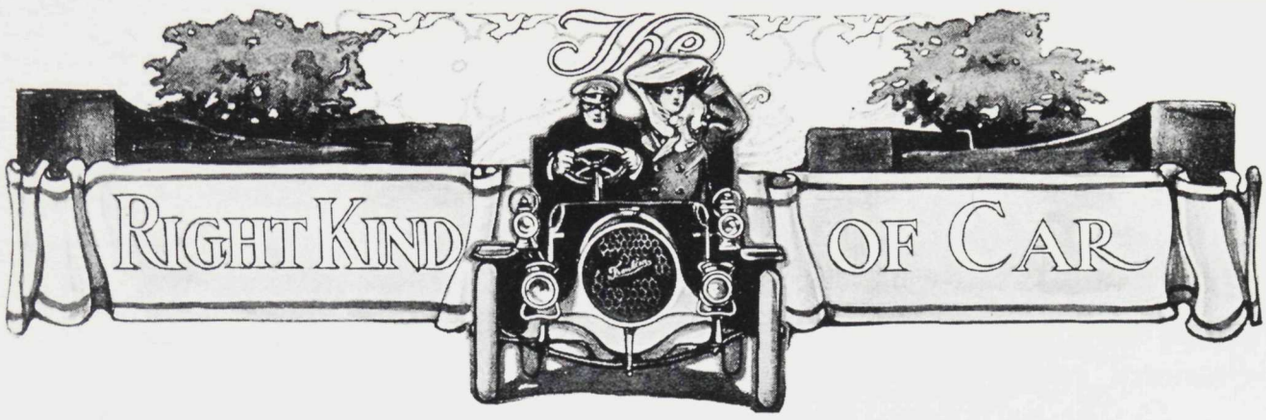
Experience has proved that the right type of car for practical use and enjoyment in this country is of non-jarring construction, of light weight—being made strong with high-grade material and workmanship instead of by mere weight; with an engine that never freezes or overheats but does its full work on all roads and in all weathers.

This is the only safe, comfortable, reliable, economical, and generally satisfactory kind of car—and that is what this book is about.



Engine of Type D Four-cylinder Touring-car—Exhaust Side

This is the same as the engine of Type G, illustrated and described more in detail on page 9, except that the cylinders are larger (4 x 4) and a cooling fan is used on the front of the engine. Regular exhaust-valves and pipes are shown at the top of each cylinder. The Franklin auxiliary exhaust attachments are shown at bottom. The ports of this exhaust are uncovered when the piston reaches a point $\frac{5}{16}$ of an inch above its lowest point of travel. They immediately discharge the hot burnt gases of the explosion, so that they are not carried back through the cylinder.



THE Franklin principle, adopted at the start, is the right one: (1) air-cooling (2) four or more cylinders (3) light construction (4) non-jarring frame or sills with full springs. These are the advantages:

1. Franklin air-cooling of the engine not only cools perfectly in summer and avoids freezing in winter, but it produces and maintains, under all conditions, the most efficient working temperature ever obtained in an engine.

2. Four or more cylinders. This is universally acknowledged to be the best construction—smoother, more reliable, quieter. It is significant however that the Franklin led all American cars by two years in four-cylinder construction, and was also the first to use six.

3. Light construction. Air-cooling makes this possible. It simplifies the engine and does away with the heavy water-cooling apparatus and the heavier frame necessary to support it. This is carried still further by the utmost refinement of design and by the use of the very strongest highest grade materials throughout the entire car, strengthening by quality instead of weight. The result is: Franklin cars are by far the most powerful of their size and weight—which makes them exceptionally able for speed, passenger-carrying, and hill-climbing.

4. Non-jarring frame or sills, with full springs. Together (sills and springs) they absorb the road-shocks which, in the ordinary stiff-frame car, use up so much power, damage the car, and bring injury and discomfort to passengers. In the Franklin, the full power of the engine is usable even on rough roads without damage to car, and with full comfort to passengers. This makes motoring in the Franklin the thoroughly enjoyable affair that motoring pretends and ought to be.

For these reasons Franklin cars always have full net power—not limited by weight, jarring, overheating, or freezing; and Franklin horse-power produces the greatest road-ability found in any motor-car. For the same reasons, they are so economical of repairs, fuel, oil, and particularly tires, that, of all motor-cars, they cost the least for what they do.

Franklin Models for 1907

No change whatever has been made or needed in the distinctive Franklin engineering, design, or construction. These have always remained the same. Franklin cars for 1907 simply go a step farther in the development of Franklin scientific motor-car construction. The 1907 models are faster, climb better, and are livelier than last year. They are quiet—both in the engine and throughout the entire car. They have longer wheel-bases, larger wheels and more ground-clearance. And they have newly-designed larger and more luxurious bodies.

The increased speed is due to refinements made in the same direction and on the same principles that have always been followed in building Franklin cars. Not by the "easy" method—bigger engines with increased weight, complications, trouble, and operating cost—but by refining the entire car at every possible point; simplifying, strengthening, augmenting power, and heightening efficiency.

The Engine

The Franklin air-cooled engine is light, powerful and quiet.

The cylinders are small-bore, vertical, separately-cast, with deep flanges outside which radiate superfluous heat directly into the air.

With the highly effective form of exhaust, which we describe below, this method of cooling is perfect—for large as well as small cars. The greater the number of cylinders the more conspicuous is the simplicity and advantage of Franklin air-cooling. No leaking or freezing or bursting troubles; no overheating. No extra weight of water-jackets, -pipes, -tanks, -pumps, -radiators, with the extra heavy frame and heavy construction throughout necessary to support them. No big load for the engine to carry.

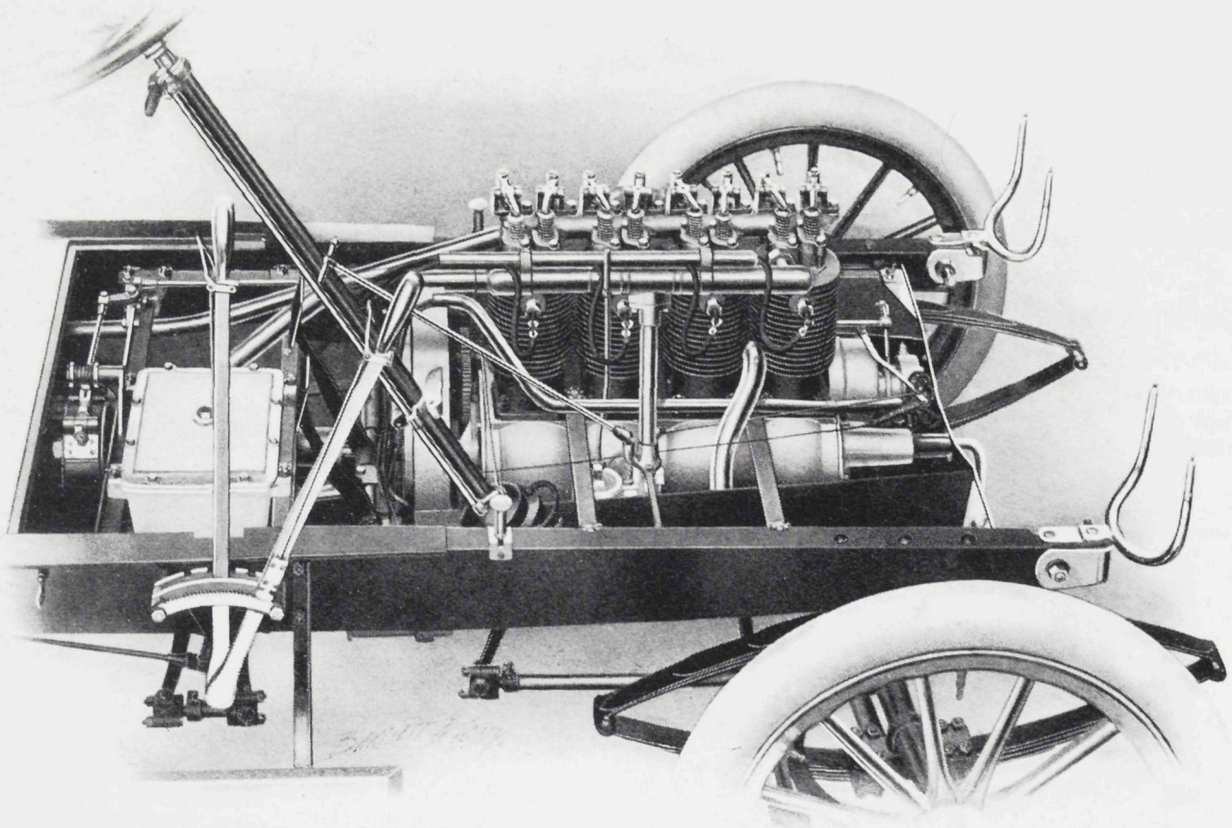
For this reason the Franklin not only delivers more net power than any other car of anywhere near its size and weight; but is safer, easier to control, and more economical of repairs and tires.

Full and continuous power, however, is obtained not by mere cooling but by maintaining evenly and continuously, under the most trying conditions, the cylinder temperature at which the engines are known to work most effectively. This is done in the Franklin, in the hottest and coldest weather, and under the most trying road-conditions. A very important factor in producing this result is the auxiliary exhaust.

The Auxiliary Exhaust

This is one of the most valuable and radical improvements ever introduced into a motor-car. The auxiliary exhaust opens just after the charge has expended its full force; and immediately discharges the hot used gases of the explosion. The small amount of remaining dead gases is then discharged through the regular exhaust-valve in the usual way.

In standard cylinders the regular exhaust is the only outlet for the burnt gases; and it is not by any means sufficient for the purpose. These gases are



Engine of Model G Four-cylinder Light Touring-car—Intake Side

This is a vertical four-cylinder air-cooled engine. The bore and stroke are 3¼ inches. On the D and H engines the bore and stroke are 4 inches. The cylinders are cast separately; and are mounted on an aluminum base. The intake-valve and the regular exhaust-valve are shown on the top of each cylinder. The attachment of the auxiliary exhaust—which is peculiar to the Franklin engines—is shown on the other side of the engine on page 6. All the valves are opened by walking-beams operated by a cam-shaft inside the engine-base, parallel with and driven by the crank-shaft; and are closed by springs. The valves and valve-seats are readily removed and can be changed or adjusted in a few minutes. The fly-wheel shown at the rear of the engine also acts as a suction-fan; but no cooling-fan is used or required. The foot-board has been removed, showing the transmission case and the regular transmission brake-band. The foot-levers operate respectively the regular brake, and the disc-clutch within the fly-wheel, described on page 10. One hand-lever operates the gear-shift; the other, the emergency brake. Throttle-control is by a small lever moving on a notched quadrant on top of the steering-wheel. Spark-control on Type G is by a rod on post. On Types D and H it is on top of wheel. The smaller rod going to the carburetor regulates the flow of gasoline into the carburetor—the usual type of car has no such control of gasoline.

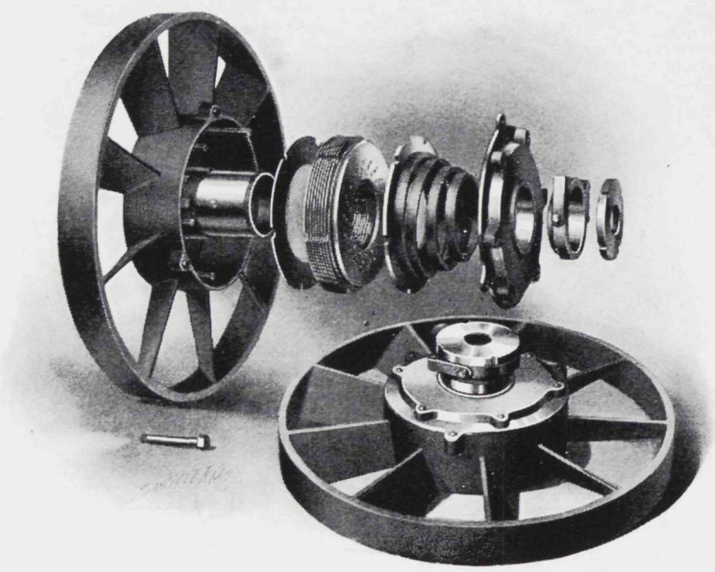
worse than useless. Their force has been expended, yet they are carried back through the cylinder, heating its walls terrifically, and then pouring out through the regular exhaust-valve in a sheet of flame. The regular exhaust-valve, upon which proper compression depends, becomes burnt and pitted, leaks, and power is lost. Besides, the remaining gases cause back-pressure, hinder the entrance of a larger fresh charge, and thus prevent the full production of power.

In a Franklin engine the auxiliary exhaust so completely and instantly frees the cylinders of the hot used gases that a perfect temperature is obtained. The regular exhaust-valve is never burned; there is no back-pressure of used gases. And the cool, free cylinder consequently admits a much larger fresh charge than can possibly be taken into a standard cylinder of equal size, and thus produces a more powerful explosion. It also prevents the formation of carbon deposits in the cylinder, prevents the fouling of spark-plugs and allows the use of graphite—a specially convenient and desirable lubricant—in the engine-base.

New Gear-shift

An entirely new gear-shift—quickest, safest, easiest, stops itself automatically at the proper notch. The operator can change gears without looking or feeling for the stopping place. He can't push or pull it beyond by "accident." He can't go wrong unless he tries to. The control by throttle and spark is so complete that hand-levers are required only in steep climbing or emergency.

Carburetor This is of the automatic, float-feed type with clean gasoline insured by a removable strainer. An improved non-leakable suction-pipe absolutely insures a uniform mixture to each cylinder. Opening the throttle also opens the air-valve and obtains precisely the mixture required for all conditions. The action is positive and simple. It does not depend upon suction, springs or guess-work. It cannot easily get out of order and cannot fail—which is a great deal to say of a carburetor.



Clutch The Franklin disc-clutch takes hold promptly but never grabs. When engaged, it is positive until released. It consists of alternating discs of phosphor-bronze and crucible steel in an oil-tight case. The bronze discs are driven by the fly-wheel, the steel discs are connected with the transmission. When the clutch is "let in," a spiral spring jams both sets of discs together. The oil acts as a cushion and prevents jarring, but the oil is gradually squeezed out and the discs are perfectly engaged by friction. This makes complete driving-connection between the engine and the transmission.

Transmission This is under the foot-board in an oil-tight aluminum case. The gears run in oil. All parts are of specially hardened nickel-steel.

Lubrication A force-feed, direct gear-driven oiler fastened directly to the engine furnishes oil for all parts of the engine. Types G and D have four feeds each. Type H has six. This is the safest and best oiling system. It acts as positively as the engine. The oil will not congeal from cold, as the engine keeps it at an even temperature. Lubrication does not depend upon an individual feed.

The Franklin Non-jarring Construction

The shock-absorbing Franklin construction is due both to the sills and the springs. It is not an extra attachment—put on after the car is built, to offset radical defects in construction—but an essential part of the Franklin. Its effect is power-saving, expense-saving, and comfort, built in the very frame of the car. And that is the only way to obtain it.

Wood-sills Steel sills are stiff and transmit shocks and vibrations. Strike a steel sill and it vibrates from end to end. Wood-sills are shock-absorbing. Strike a wood sill at one end; you can't feel the blow at the other. Franklin sills are wood. Besides being non-jarring they are lighter and stronger.

Spring-suspension Every Franklin car has four full-elliptic springs. There are no reaches, "torque-rods" or "strut-rods," to make it rigid and transmit shocks. These Franklin springs yield to every form of road-shock from every direction—up and down, side-ways, end-ways and "twisty-ways"—a perfect elasticity of movement which cannot be obtained by half-springs.

The combination of Franklin sills and Franklin spring-suspension takes up and absorbs all road-shocks as no other construction can do. It saves the engine-power which, in a metal-frame car, is used up by vibrations transmitted to the engine. This power-loss is so great that the shaking and jolting of a very rough road sometimes stops such a car altogether. The Franklin construction also prevents damage by road-shocks to the machinery and the car. Most important of all, Franklin construction prevents the racking, jolting and pounding of passengers, which take the pleasure out of motoring. This construction gives an absolute ease and comfort which cannot be obtained in any other car.

Body The bodies of the Franklin 1907 models are larger and more luxurious than ever. Wheel-bases are longer. Wheels are larger—giving more ground-clearance. Doors are specially wide and roomy. The D and H types are particularly remarkable for sumptuous elegance. Bodies and running-gear are dark blue.

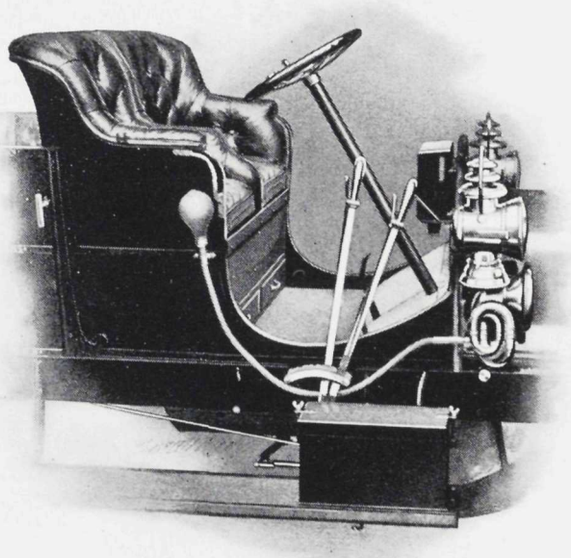
The Hood The Franklin hood is symmetrical and distinctive, with a rakish swift-going look. It is all one piece, is easily removed, leaving the engine perfectly accessible.

Materials and Construction

Exclusively the highest-grade and most thoroughly tested materials and construction are employed in every part of Franklin cars. The best quality nickel-steel forgings are used in larger proportions than in any other motor-cars. Aluminum, phosphor-bronze, seasoned ash, and similar materials, which are expensive but specially suited for their particular uses, and combining strength with light weight to an unusual degree, are used wherever desirable regardless of expense.

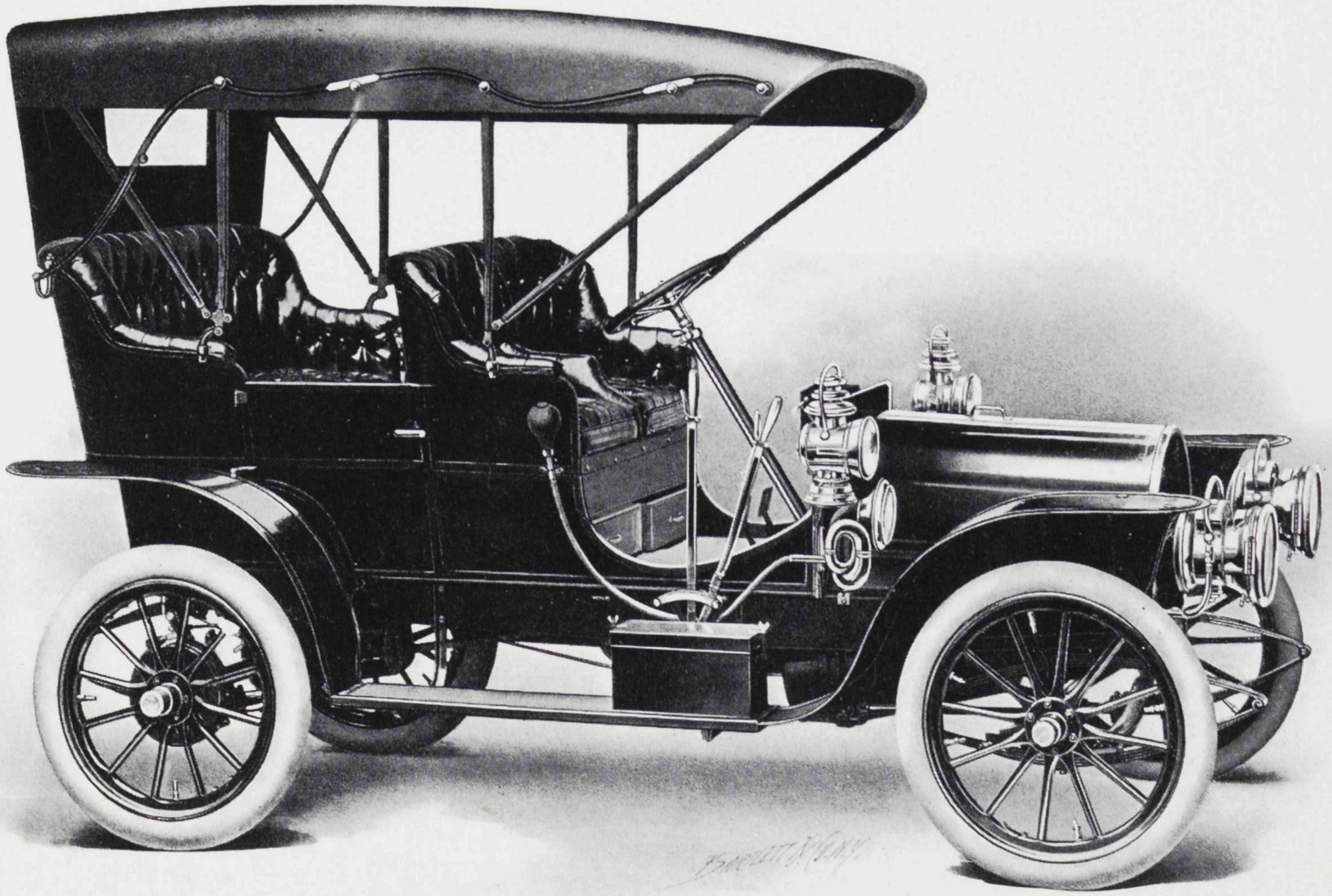
Careful grinding of cylinders, pistons, and crank-shafts—including pins as well as main bearings—insures Franklin engines against compression leakage due to ill-fitting pistons; and increases the unusual smoothness of operation.

Though this high grade of materials and construction makes Franklin cars expensive to build, they are economical to buy, because of their extreme efficiency great endurance and light weight. These qualities reduce operating cost, repairs, and particularly tire-cost, to the lowest point.

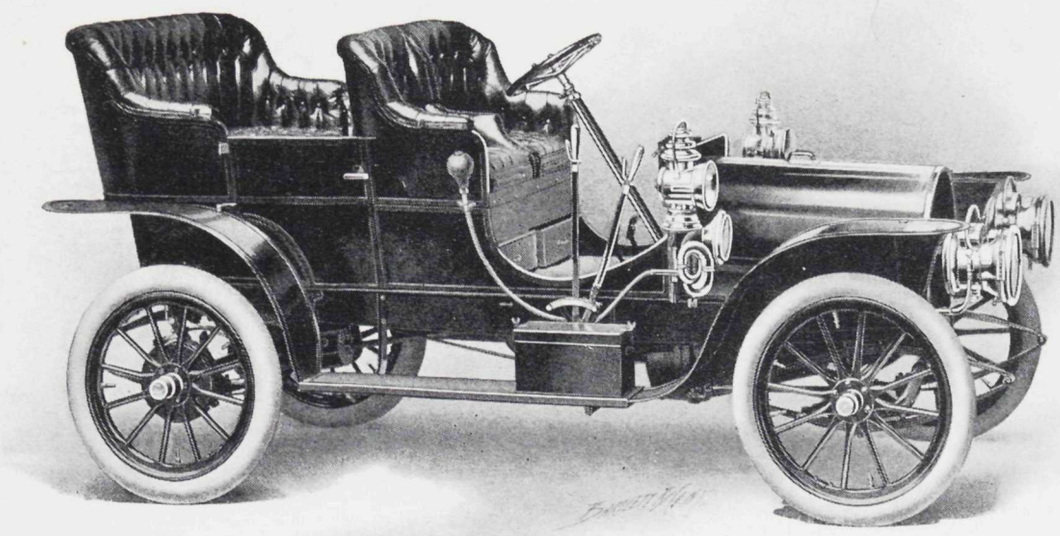


Driver's Seat

The gear- and brake-levers are forward, allowing plenty of room for the driver to enter on his own side of the car



Type G with Extension Top



Type G Four-cylinder Light Touring-car $1850

Shaft-drive. Sliding-gear transmission. Three speeds and reverse. Franklin disc-clutch. Four cylinders. 4 passengers. 90-inch wheel-base. Self-finding gear-shift. 12 "Franklin horse-power." 1450 pounds. 35 miles per hour. Ironed for top and for glass front. Full lamp equipment. Complete specifications on page 24.

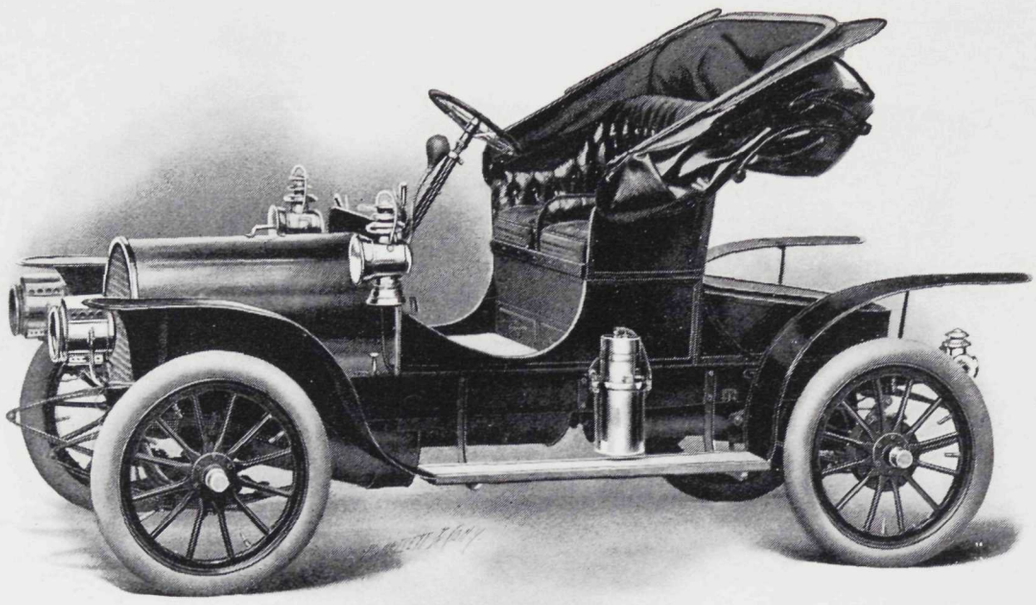
This is the only small four-cylinder touring-car made in America, and is probably the most widely useful motor-car ever built.

It has ample power for long-distance touring, takes full load at high speed, runs hour after hour without overheating; and is a splendid climber. For city and suburban use, it is wonderfully flexible, throttling down to the finest point.

This car has all the ability required for average conditions, is strong, roomy, and wonderfully handy, without having the needless bulk and weight—and consequent trouble and operating cost—of ordinary four-passenger cars.

Type G has the full riding comfort that is found only in Franklin cars. It is the greatest gasoline and tire-saver among all touring-cars. There never was a more reliable car or one that does so much for so little money.

The larger wheels than last year give more ground-clearance, and the longer wheel-base allows larger tonneau and doors. The upholstery, and appointments are of the most modern and approved type.



Type G Runabout $1800

Two passengers only. Shaft-drive. Sliding-gear transmission. Three speeds and reverse. Franklin disc-clutch. Four cylinders. 90-inch wheel-base. Self-finding gear-shift. 12 "Franklin horse-power." 1250 pounds. 40 miles an hour. Full lamp equipment. Ironed for top and for glass front. Price given above is without top. Complete specifications on page 24.

The Franklin Runabouts

The Franklin 1907 runabouts are without parallel among motor-cars.

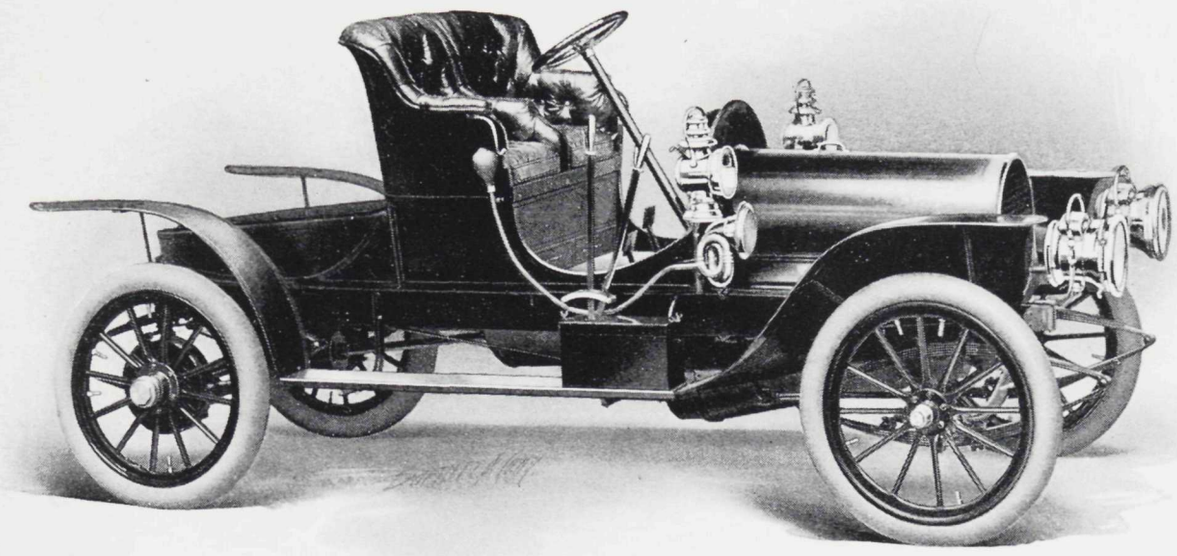
They have exactly the same construction throughout as the Franklin touring-car, in design, in materials, and in workmanship. The runabout body is of course of lighter weight—which means that the net power of the engine is even greater: for speed, hill-climbing, and traveling on difficult roads.

The combination of the unequaled Franklin engine-efficiency, strength, resiliency, and light weight, with the extreme modernness of style and appointments, puts them beyond comparison with any other runabouts.

Racing swiftness and ability are united with perfect endurance and touring-car luxury.

The G Runabout

The G runabout is just as easy-riding as the four-passenger car, and five miles an hour speedier.



Type D Runabout $2800

Two passengers only. No tonneau can be attached.

Shaft-drive. Sliding-gear transmission. Three speeds and reverse. Franklin disc-clutch. Four cylinders. 105-inch wheel-base. Self-finding gear-shift. 20 "Franklin horse-power." 1700 pounds. 50 miles per hour. Full lamp equipment. Ironed for top and for glass front.

A person buying this G runabout can afterward buy a tonneau and attach it, making a four-passenger car. Or buying the touring-car can remove the tonneau put on a hamper and use as a runabout.

Its equipment upholstery and appointments are of the same luxurious quality as the four-passenger car.

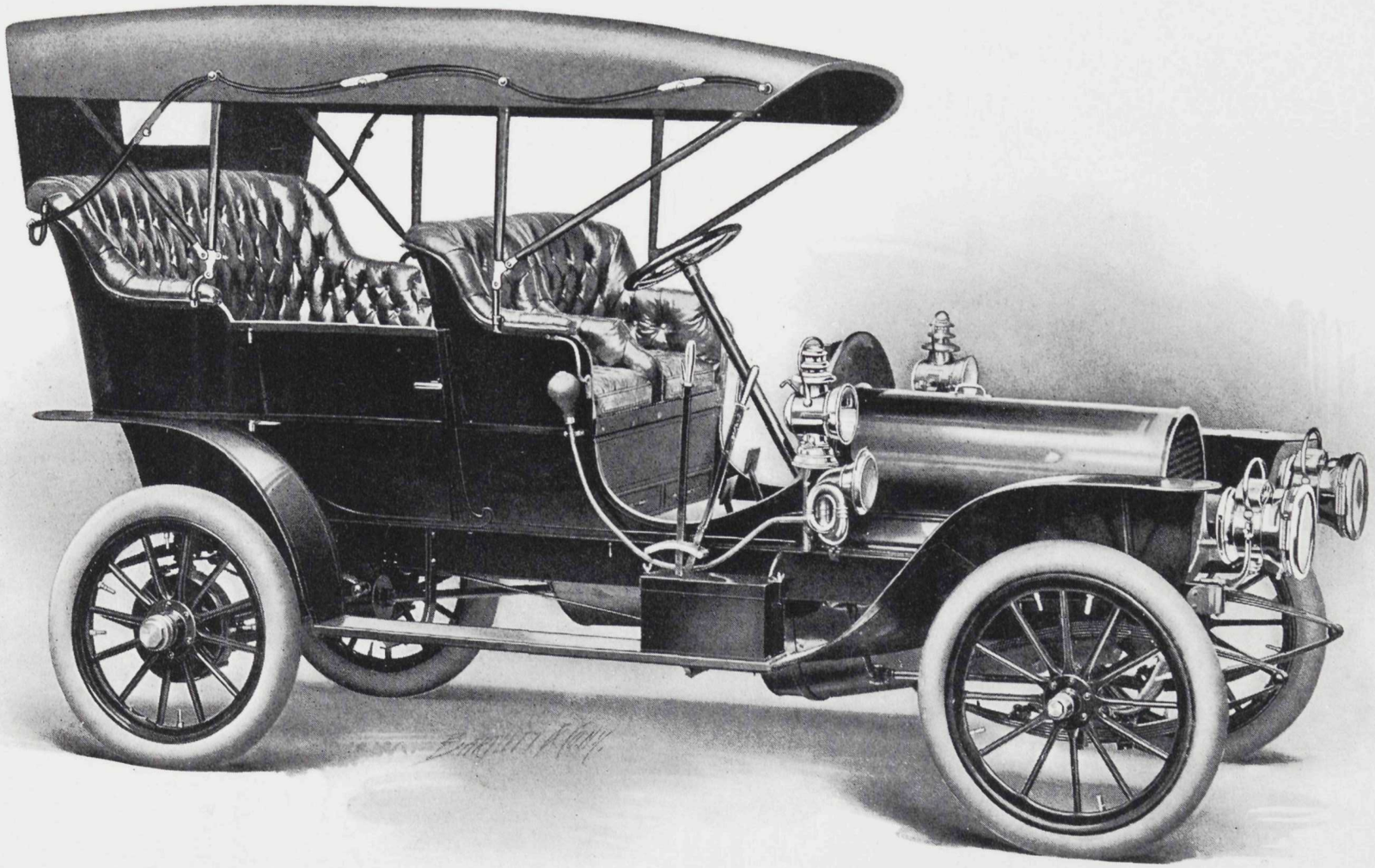
It is the ideal light runabout of the year.

The D and H Runabouts

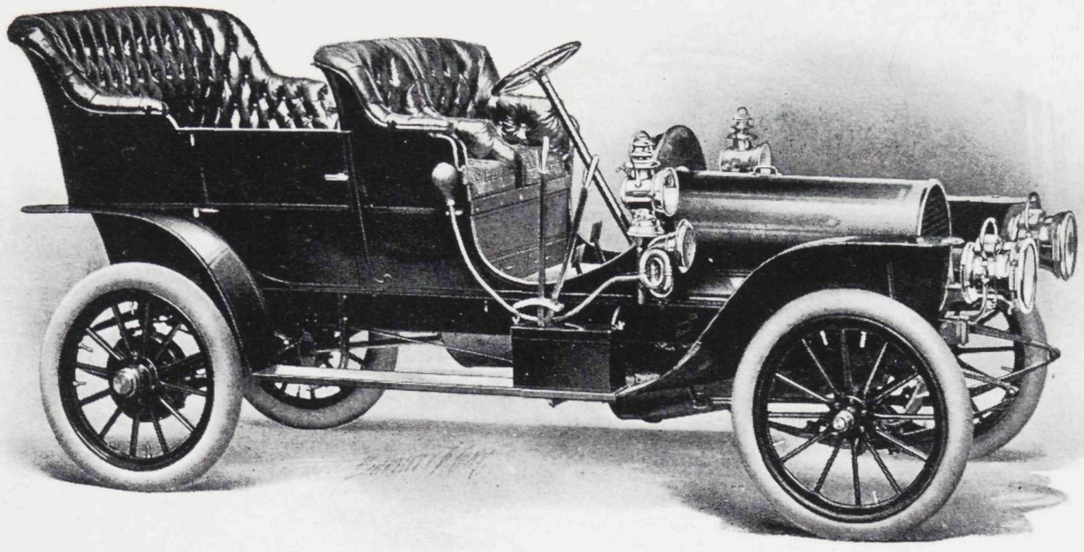
Types D and H are also made as runabouts; and no other type of runabout can equal them in swiftness, climbing-capacity, comfort, or style.

Type H Runabout $4000

Type H, the six-cylinder runabout, embodies all the remarkable Franklin qualities developed to the very highest degree and has an ability unequaled by any other two-passenger car ever built. Sixty miles an hour.



Type D with Extension Top



Type D Four-cylinder Touring-car $2800

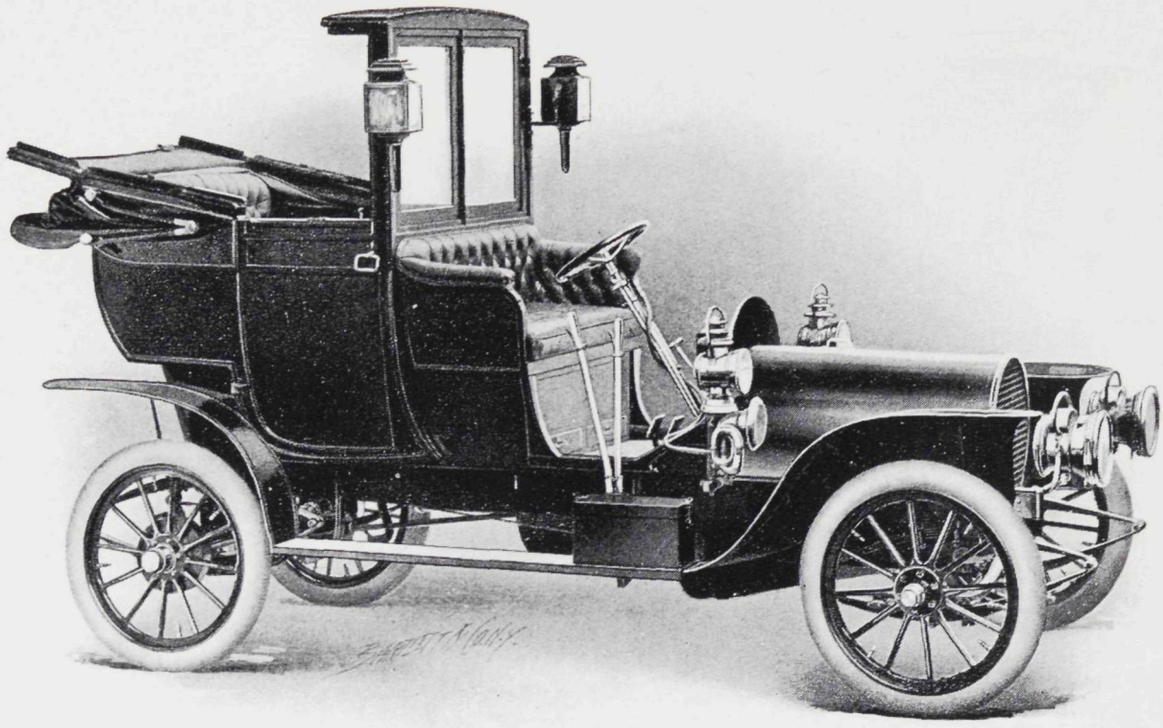
Shaft-drive. Sliding-gear transmission. Three speeds and reverse. Franklin disc-clutch. Four cylinders. 5 passengers. 105-inch wheel-base. Self-finding gear-shift. 20 "Franklin horse-power." 1900 pounds. 45 miles per hour. Full lamp equipment. Ironed for top and for glass front. Complete specifications on page 24.

Type D combines all the qualities that are wanted for touring. No matter how much you may pay, you cannot get a four-cylinder car that will carry you so many miles in a day or give its passengers the absolute comfort and freedom from anxiety that add so greatly to the pleasure of motoring.

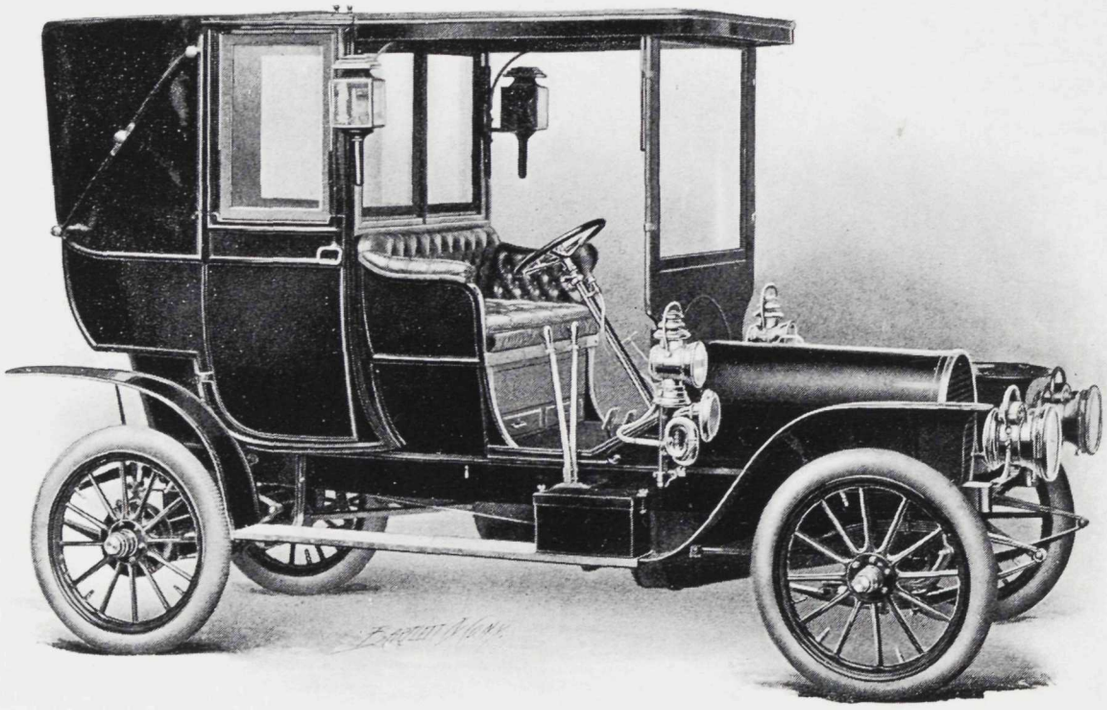
It is the ablest of all four-cylinder cars, ready every minute for the unexpected, with an abundant reserve power. The only car that can do more than D is the Franklin six-cylinder. Type D does its work continuously on all kinds of roads, without break or hitch, and, what is particularly important, without pounding the backs and nerves of its passengers.

Light weight, extreme engine-refinement, and high-grade, non-jarring construction, make this car not only highly efficient but economical of operating cost, repairs, and tires.

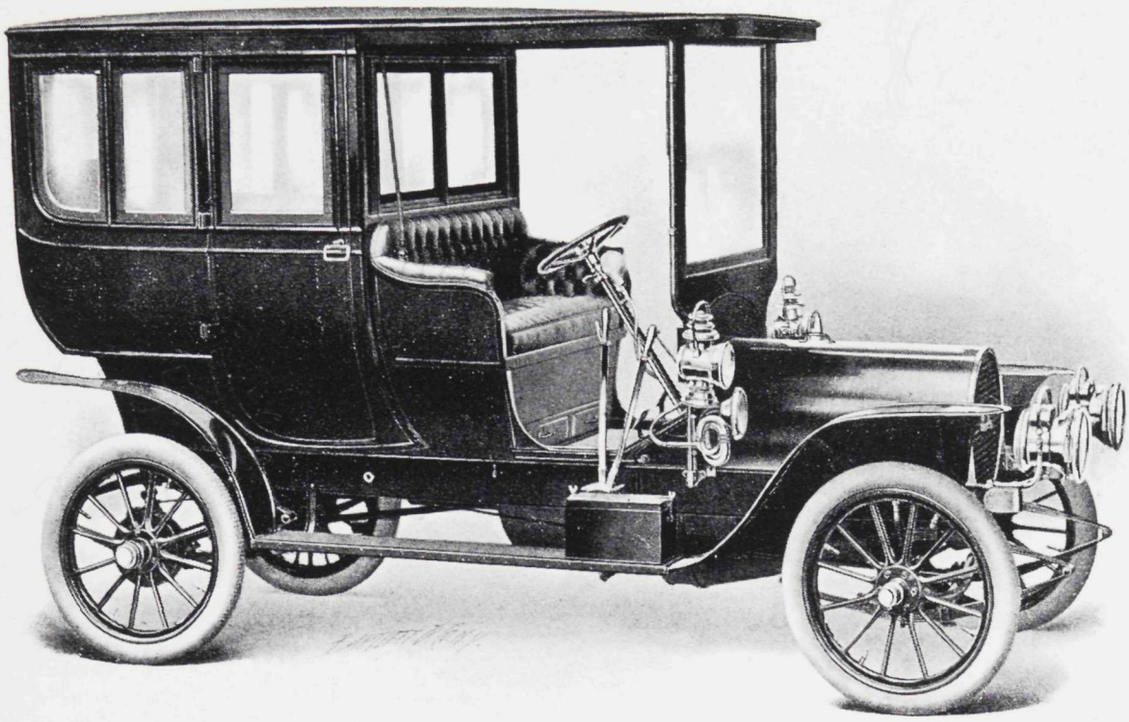
The car is of imposing and stylish appearance — a pattern of luxurious elegance throughout. The tonneau easily seats three.



Type D Landaulet top down $4000



Type D Landaulet top up Extension Front $4000



Type D Limousine $4000

People will put up with a certain amount of jolting and jarring in the exhilaration of touring in the open country; but when they step into a limousine or landaulet they expect perfect and luxurious comfort.

Franklin light-weight, non-jarring construction is particularly adapted to these luxurious town-carriages. There is no other car that makes riding over cobbles, ruts, and car tracks, so comfortable.

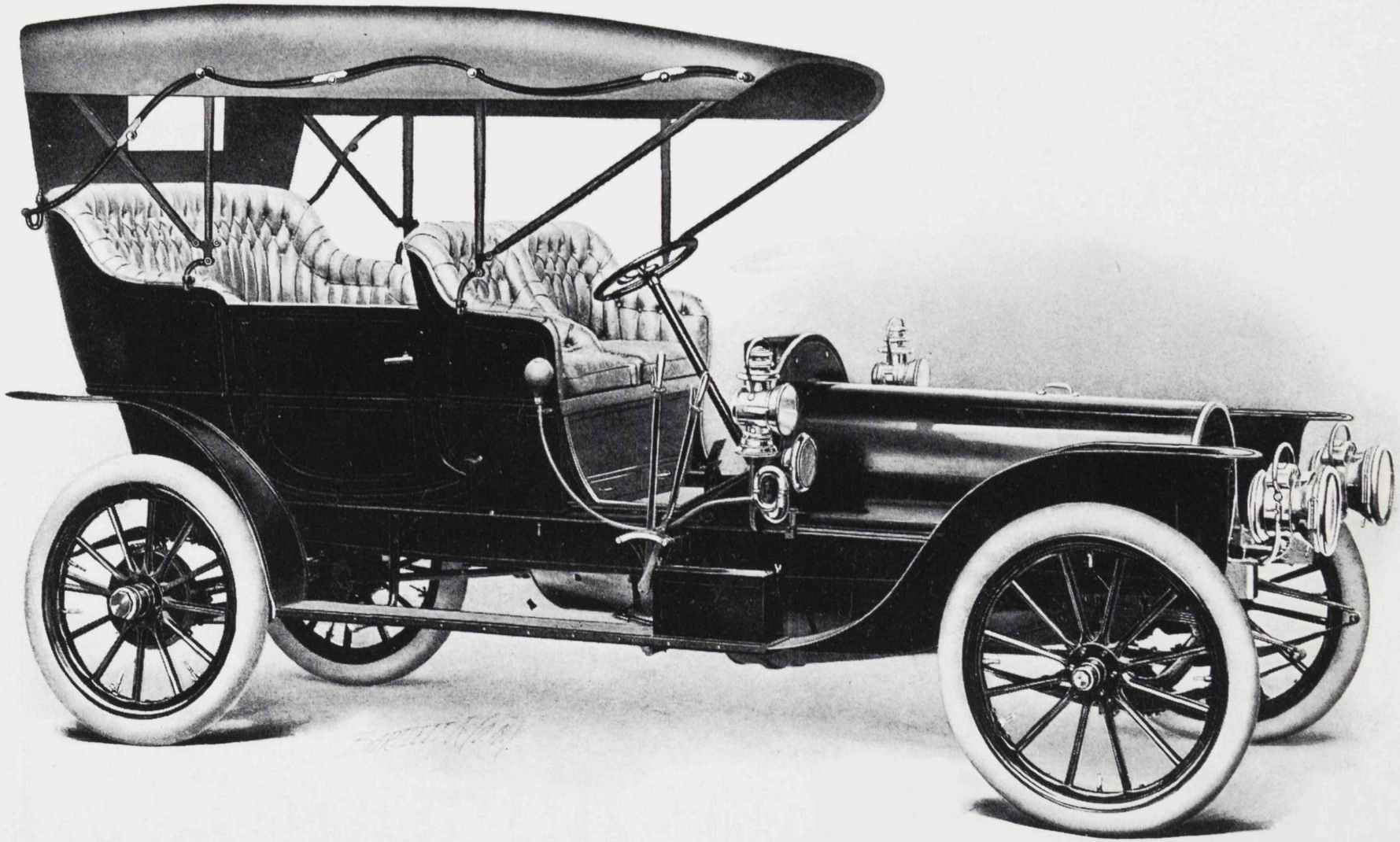
Their flexibility of control and light weight, added to the perfection of carriage building, furnishing, and appointments, make a Franklin the ideal town-carriage.

Our Type D town-carriages, seven-passenger limousine and five-passenger landaulet, are the very latest design. The colors are dark green and black. The front seats are upholstered in leather. The limousine and landaulet upholstering is in heavy broadcloth.

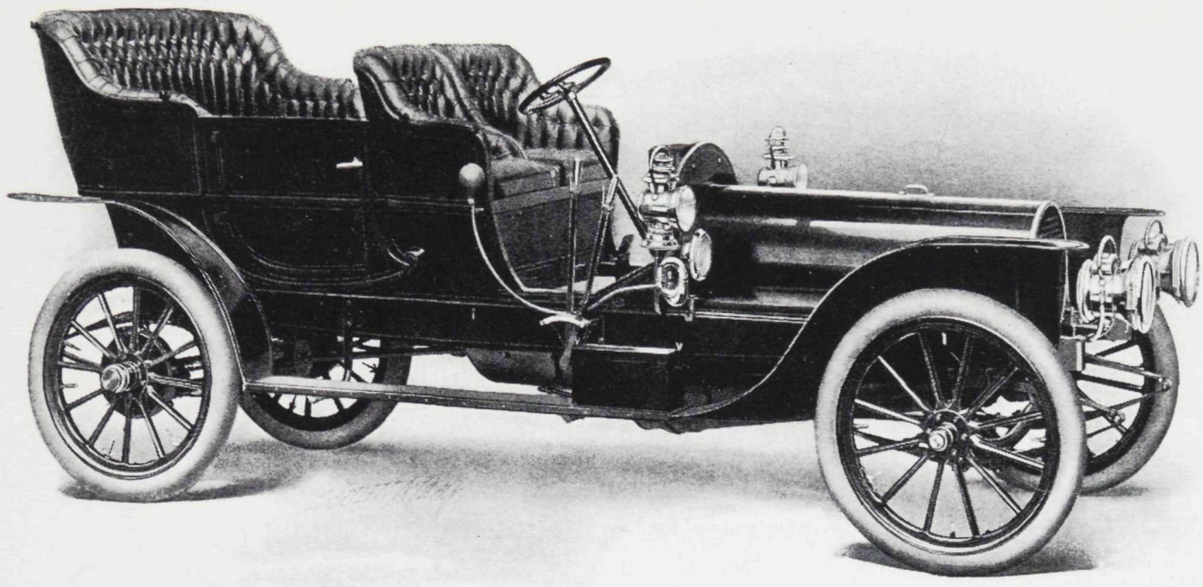
The limousine windows are of the disappearing type. The cars are fitted with electric lights, speaking tubes, card-case, pockets, and all the modern town-carriage requisites. The window curtains are silk. The front of the cars is mahogany.

The landaulet has a folding top and removable extension front.

The rear seat of both carriages comfortably seats three persons; and a hinged drop-seat inside the limousine accommodates two more.



Type H with Extension Top



Type H Six-cylinder Touring-car $4000

Shaft-drive. Sliding gear transmission. Three speeds and reverse. Self-finding gear-shift. Franklin disc-clutch. Six cylinders. 120-inch wheel-base. 7 passengers. 30 "Franklin horse-power." 2400 pounds. 50 miles per hour. Ironed for top and for glass front. Full lamp equipment. Complete specifications on page 24.

This car is the present-day limit of touring-car ability. There are a few cars of very much higher price and higher-rated horse-power, which can make a little better time on the smoothest possible roads; but they cannot, without injury to the car or with comfort and safety to the passengers, use nearly so much power on average, uneven, or rough roads as this car uses regularly on such roads because of its non-jarring construction.

It is this car, converted into a runabout, but with a load bringing it up to 3150 pounds, which made the astonishing record of 15 days, 2 hours, 12 minutes over the roughest roads in the United States from San Francisco to New York. More could not be said for its usable power, reliability, endurance, and comfort to passengers.

With all this, on account of its light weight, it is extremely economical in maintenance and particularly of tires.

Type H seats seven facing forward. Its sumptuous design, upholstery, and appointments are in keeping with its ability.

Type H Limousine $5200

With limousine body as shown on page 2, and upholstered and appointed in the same style and colors as the Type D limousine described on page 19, Type H represents the utmost extreme of town-carriage luxury and power.

Franklin Factory and History

The Franklin plant is probably the finest and most thoroughly equipped automobile factory in the world. We have our own physical and chemical laboratories for testing the quality of materials, the finest modern tools, and the highest standard of shop-practice.

We are the largest users of highest-grade steels in the automobile business.

All our experience and energy have always been in one direction: toward perfecting one type of car. We have not spent any time, money, or effort, on anything less than four-cylinder air-cooled Franklins.

We were the first American builders of both four- and six-cylinder cars. The first builders of a successful air-cooled car. And Franklins to-day are the highest development of the multi-cylinder and of the air-cooling principle.

The Two World-Records for Reliability and Efficiency

Franklin cars hold the world's record for long-distance touring. In 1904 Mr. L. L. Whitman in a 12 Franklin horse-power runabout cut the record from San Francisco (61 days) nearly in half—less than 33 days. That record wasn't equaled until August, 1906, when Mr. Whitman cut his previous record in half again—this time in a six-cylinder touring car, with a heavy load bringing it up to 3150 pounds. His time was 15 days, 2 hours, 12 minutes, over 4000 miles of desert, railroad ties, and roads of every conceivable type. This tells more about Franklin horse-power, reliability, usable power, hill-climbing, mud-plowing, and endurance, than a dozen pages of eloquent tribute. The record will stand for years. No car with stiff metal frame or with half-springs could have endured the constant and awful strain to which the Franklin was subjected. It was an absolute triumph for Franklin construction and Franklin air-cooling.

Franklins also hold the First Prize and world's record for efficiency; won in the Automobile Club of America's great efficiency test, which was the most important and decisive contest in automobiling history.

Among 65 cars—including many of the best and best-known makes built in Europe or America—a Franklin won the first prize $500 punch bowl by going farther on two gallons of gasoline than any other motor-car ever went in the world.

All the six Franklin cars of different types in this contest made a 75 per cent higher average mileage than that of all the other cars, thus showing not only unequaled fuel-economy but that high refinement of construction and design upon which efficiency depends; and demonstrating conclusively that Franklins do the most in proportion to their cost of all cars built anywhere.

Guarantee

Franklin cars are guaranteed against defective workmanship or material, for one year from date of factory shipment, to the extent that we will replace defective parts providing they are returned to the factory, charges prepaid. This guarantee does not apply to tires, as we use only standard makes guaranteed by their manufacturers.

In making claims under above guarantee, claimant must deliver parts to dealer, or ship them to us, for examination, with charges prepaid, and send us at the same time, properly filled out and signed, the claim blank furnished by us.

Terms

The above prices of Franklin Motor-cars are f. o. b., Syracuse, and are for standard color and equipment. Special colors, upholstery, and equipment, extra.

H. H. FRANKLIN MFG. CO.

SYRACUSE, N. Y.

Member Association Licensed Automobile Manufacturers Licensed under George B Selden United States Letters Patent No 549160

Selling agencies in principal cities of United States Mexico and Canada

Call and discuss the Franklin with our dealer



Specifications

	Model G. Runabout and Touring-car.	Model D. Touring-car.	Model H Touring-car.
Rear Axle.	Divided driving-axle running in tubular axle on ball-bearings. Bevel-gears held in absolute alignment. Bevel driving-gears supported at each end by bearings.	Live rear axle of floating type with annular ball-bearings throughout.	Live rear axle of floating type with annular ball-bearings throughout.
Front Axle.	Tubular with Timken roller-bearing front wheels.	Tubular with Timken roller-bearing front wheels.	Tubular with Timken roller-bearing front wheels.
Springs.	36″, full-elliptic.	40″, full-elliptic.	40″, full-elliptic.
Wheels.	30″, wood, artillery type; 12 spokes.	34″, wood, artillery type.	36″, wood, artillery type.
Tires.	30″ x 3″ front; 30″ x 3½″ rear.	34″ x 3″ front; 34″ x 3½″ rear.	36″ x 3½″ front; 36″ x 4″ rear.
Brakes.	Double-acting Raymond brake on drive-shaft operated by foot. Two double-acting Raymond brakes, one on each hub, operated by hand-lever.	Double-acting Raymond brake on drive-shaft operated by foot. Two double-acting Raymond brakes, one on each hub, operated by hand-lever.	Double-acting Raymond brake on drive-shaft operated by foot. Two double-acting Raymond brakes, one on each hub, operated by hand-lever.
Tank Capacity.	7 gallons gasoline. 6 pints lubricating oil.	12 gallons gasoline. 6 pints lubricating oil.	16 gallons gasoline. 1 gallon lubricating oil.
Tread.	54″.	54″.	54″.
Wheel Base.	90″.	105″.	120″.
Motor.	Four-cylinder, 3¼″ x 3¼″. Individual cylinders.	Four-cylinder, 4″ x 4″. Individual cylinders.	Six-cylinder, 4″ x 4″. Individual cylinders.
	Intake- and exhaust valves mechanically operated, both valves and seat easily removable, all running parts enclosed.		
Air-cooled.	Suction fan circulation.	Gear-driven fan in front. Fly-wheel suction fan in rear.	Gear-driven fan in front. Fly-wheel suction fan in rear.
Lubrication.	Splash system; oil maintained at constant level in base by force-feed, four-feed, adjustable-feed, lubricator.	Splash system; oil maintained at constant level in base by force-feed, sight-feed, four-feed, adjustable-feed, lubricator.	Splash system; oil maintained at constant level in base by force-feed, sight-feed, six-feed, adjustable-feed, lubricator.
Carburetor.	Float-feed, automatic type.	Float-feed, automatic type.	Float-feed, automatic type.
Ignition.	Jump spark, with 4 coils on dash. Current from batteries.	Jump spark, with 4 coils on dash. Current from batteries.	Jump spark, with 6 coils on dash. Current from batteries.
Control.	Throttle, spark and governor.	Throttle, spark and governor.	Throttle, spark and governor.
Transmission.	Sliding, with ball-bearings.	Sliding, with ball-bearings.	Sliding, with ball-bearings.
Speeds.	3 speeds and reverse.	3 speeds and reverse.	3 speeds and reverse.
Drive.	Bevel-gear.	Bevel-gear.	Bevel-gear.
Steering Gear.	Wheel.	Wheel.	Wheel.
Body.	Aluminum. Two side doors, divided front seat. Touring car seats two in tonneau. Runabout has hamper.	Aluminum; two side doors, divided front seat. Single seat for three behind.	Two side doors, divided front seat. Single seat for three behind with extra seat for two.
Hood.	Tilting and instantly removable.	Tilting and instantly removable.	Tilting and instantly removable.
Equipment.	2 oil side-lamps, 1 rear lamp, 2 headlights, horn, complete tool equipment, with jack.	2 oil side-lamps, 1 rear lamp, 2 headlights, horn, complete tool equipment, with jack.	2 oil side-lamps, 1 rear lamp, 2 headlights, horn, complete tool equipment, with jack.
Color.	Royal blue.	Royal blue.	Royal blue.
Franklin Horse-power.	12.	20.	30.
Ratio of Reduction for Each Car.	Touring-car. / Runabout. 4-1 High, / 4-1. 7-1 Medium, / 7-1. 14.4-1 Low, / 14.4-1. 17¼-1 Reverse, / 17¼-1.	High, 3½-1. Medium, 5¼-1. Low, 11.76-1. Reverse, 15.12-1.	High, 3½-1. Medium, 5¼-1. Low, 11.76-1. Reverse, 15.12-1.
Approximate Maximum Speed.	Touring-car, 35 miles. Runabout, 40 miles.	Touring-car, 45 miles. Runabout, 50 miles.	Touring-car, 50 miles. Runabout, 60 miles.
Approximate Total Weight.	Touring-car, 1450 lbs. Runabout, 1250 lbs.	Touring-car, 1900 lbs. Runabout, 1700 lbs.	Touring-car, 2400 lbs. Runabout, 2200 lbs.
Price.	Touring-car, $1850. Runabout, $1800.	Touring-car, $2800. Runabout, $2800.	Touring-car, $4000. Runabout, $4000.

