



Ajax Motors Co. was formed June 27, 1924 to develop and sell the Ajax line of cars for Nash. They were priced about \$300. lower than comparable Nash models and were built in 1925 and 1926. In May, 1926 the Ajax nameplate disappeared and the car became the Nash Light 6. Ajax production for 1925 was 10,693; a fairly respectable figure for those days. The Ajax engine was Nash-built with a 3 x 4 inch bore and stroke and an NACC horsepower rating of 21.60.

• • •



The
AJAX
SIX

NASH-BUILT

AJAX MOTORS CO.
RACINE, WISCONSIN



F O R E W O R D



THE introduction of the Ajax Six may well be regarded as constituting an event of genuine public significance.

For it inaugurates in its field a new order of motor car refinement and creates an entirely new idea of the possibilities of motor car value at a moderate price.

And it presents for the first time in a car of its price a 7-bearing crankshaft, 4-wheel brakes and a force-feed lubrication system. The brakes are of special design, exclusive to Ajax and Nash, and are immune to climatic changes.

These attractions are supplemented by many other notable features. And full balloon tires and five disc wheels are included as standard equipment at no extra charge.

The Ajax is the latest development of C. W. Nash, whose long series of contributions toward motor car improvement have given him high place as one of the important influences in the industry.

So that it is an authentic interpretation of his conception of a supremely fine car of moderate size at a restrained price.

It is equally representative in conclusive degree of the most advanced principles of design and engineering that have been evolved and matured throughout the course of automotive progress.

It is no more than strict truth to say that no manufacturer in the Ajax field has struck as far forward in all those elements which constitute quality.

The Ajax Six is built almost in its entirety in its own plant, thus enabling us to maintain the severely strict Nash supervision and control of each part and process.

The entire Ajax plant is newly remodeled to pursue the latest accepted ideas of factory layout.

Even the precision-machine equipment and tools are new, bought solely for Ajax use, and are to be excelled nowhere else in the world.

No cost was spared in providing for Ajax Six production the very best mechanical facilities that modern inventive genius has devised for motor car manufacture.

With these intensely practical and valuable advantages, plus the vast resources of The Nash Motors Company, and working exactly to the high Nash standard of quality, the Ajax Six has been brought to a point of advancement distinctly new to its field.

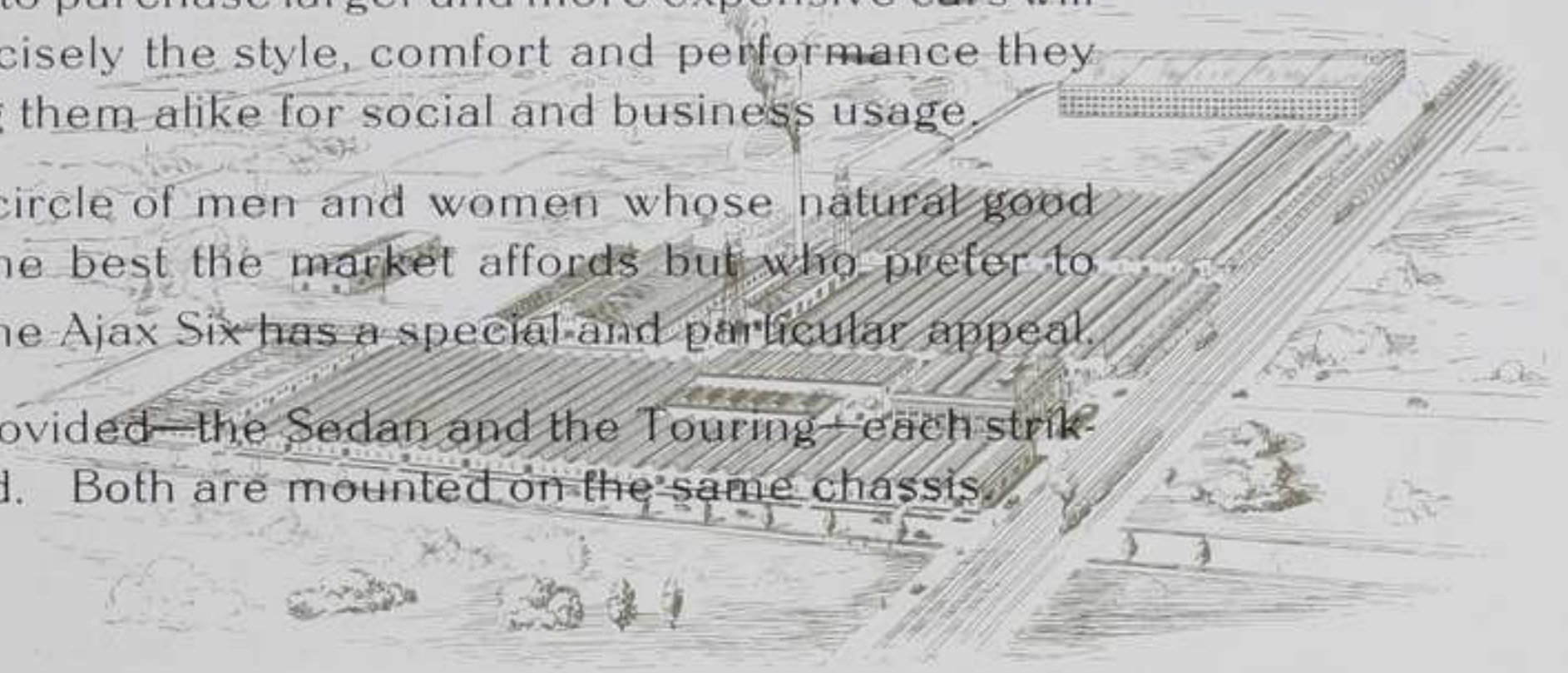
And in consequence the car is certain to exercise a powerful appeal to the most discerning classes of buyers.

Those who now own costly and beautiful cars and yet who have need for a smaller car that does not depart from their accustomed standards in quality and beauty will immediately be drawn to the attractions of the Ajax.

Those abundantly able to purchase larger and more expensive cars will find in the Ajax Six precisely the style, comfort and performance they require in a car serving them alike for social and business usage.

And for that far larger circle of men and women whose natural good taste impels them to the best the market affords but who prefer to limit their investment the Ajax Six has a special and particular appeal.

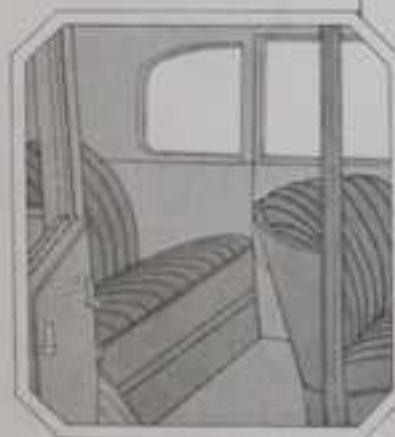
Two body styles are provided—the Sedan and the Touring—each strikingly superior of its kind. Both are mounted on the same chassis.



AJAX SIX



The roomy, low-slung Sedan body is an original Ajax-Seaman design whose grace and dignity reflect the art of craftsmen known the world over for the superb character of their work. It is built by the Seaman Body Corporation, one-half interest in which is owned by The Nash Motors Company. The body is finished in a charming shade of Deep Gray Green wherein the overtone of gray is subtly enlivened by the introduction of a green tone and set off attractively by black running-gear, fenders and upper structure. Traveling completely around the body and carried forward on either side to the radiator shell is a trimly shaped beading with a fine gold pin stripe directly beneath it and parallel with it.



NASH BUILT



The performance ability of the Ajax Six is of genuinely unusual calibre. The car accelerates with surprising swiftness from standstill to higher and higher speed without developing a single rough spot thruout its entire range of speed. In fact the rapidity of its get-away stamps the Ajax Six motor as one of the most notable developments in automobile engineering history. And under all conditions the power-pull is delightfully even and steady. In fact the Ajax Six is endowed in highest degree with all those fine phases of motor behavior that most clearly indicate scientific engineering and intensively refined manufacturing practice.



The Sedan



The Touring Car

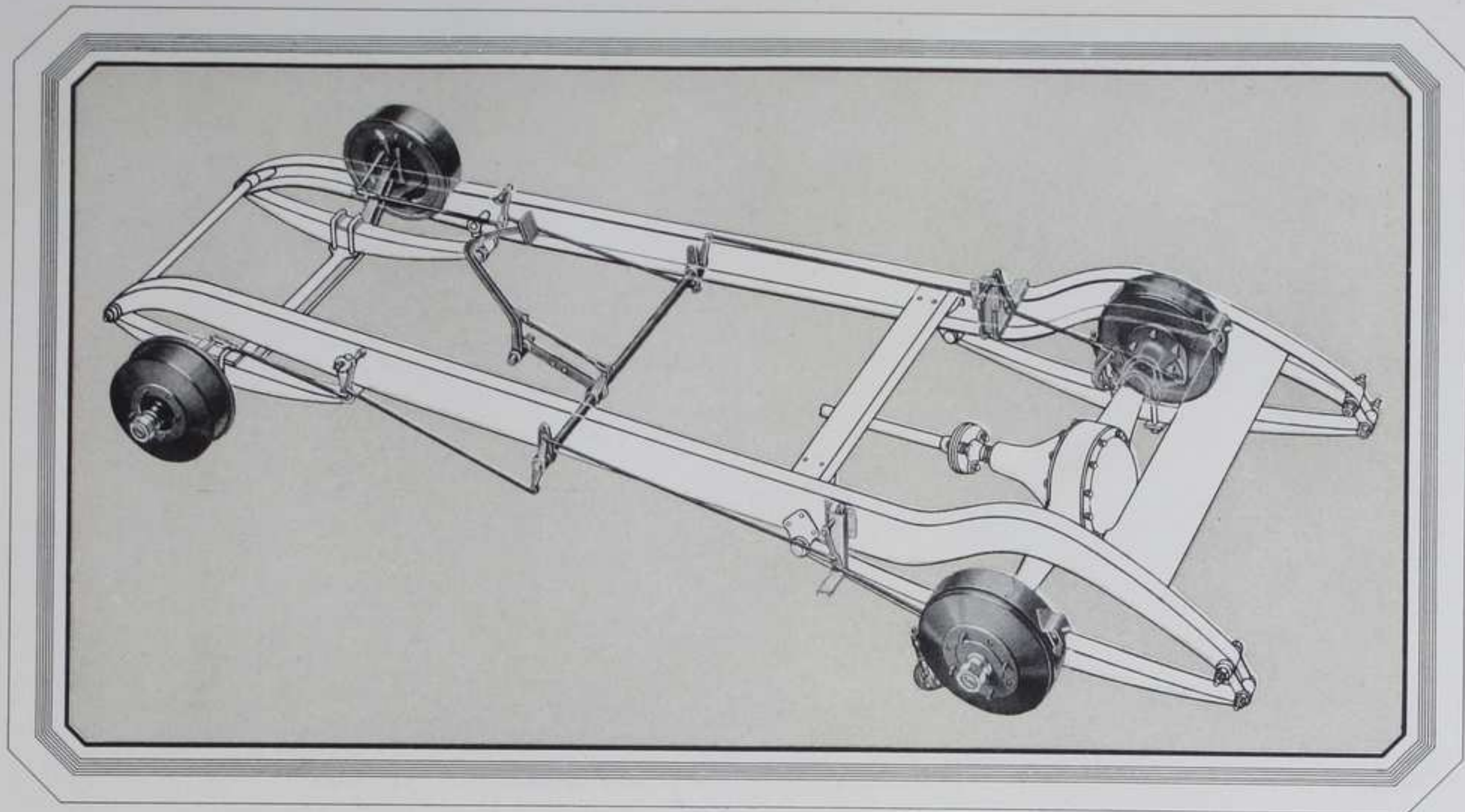
THE Ajax Six open car illustrates no less effectively than the Sedan the resourceful originality and fine sense of symmetry inherent to Ajax body designing.

The handsome body is swung particularly low to the road and has a distinctive appearance of length and lowness unique to a motor car of its moderate size.

As with the Sedan there is a delicate pin

stripe of gold just beneath and parallel to the body molding. The upholstery is shaded to harmonize with the color of the car and is done in a genuine duo-tone leather.

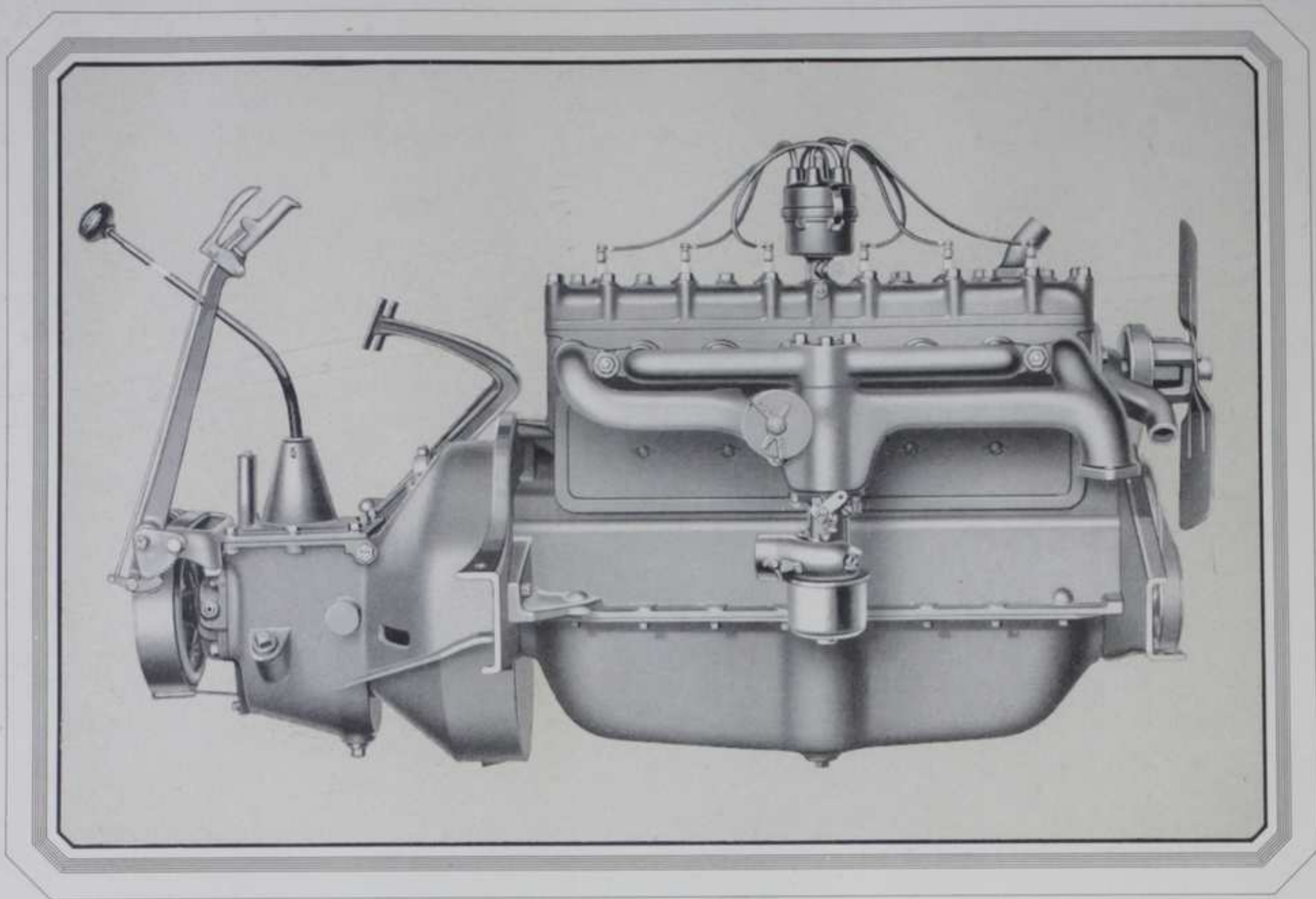
Apart from the differences in body styles and upholstery the cars are exactly alike, so that the Touring car, too, has such important features as 4-wheel brakes, full balloon tires, 5 disc wheels, and force-feed lubrication to all main bearings, connecting rod bearings, and camshaft bearings.



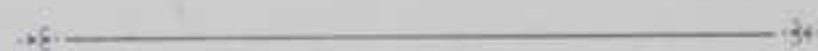
Ajax Four - Wheel Brake Design

THE advanced engineering and superiority of design evidenced thruout the Ajax motor have achieved certain new and decisive advantages in a car of this field. The motor provides a case in point. An important feature is the force-feed lubrication system to all main bearings, connecting rod bearings and camshaft bearings, which enables you to sustain high speeds with no injury to the motor. This materially prolongs the life of the motor and maintains its efficiency at the highest level. Worthy, too, of your close examination, are the extra long connecting rods which function to reduce piston thrust on the cylinder walls and to accentuate the smoothness of the motor performance.

Now we can turn to a brief description of the Ajax 4-wheel brake system. This is another feature exclusive to Ajax in its field. It is of the most highly engineered mechanical type following a special design employed solely by Ajax and Nash. It is characterized by these four major advantages: the design and construction are of notable simplicity; there are fewer parts and less points to be lubricated than is true of any other mechanical system known; it is not affected by climatic changes and at all times and under all conditions it operates with standardized and invariable efficiency; the tremendous braking power it brings immediately into play in response to the depression of the brake pedal is so scientifically distributed that speed is reduced and the car brought



Intake and Exhaust Side of Motor

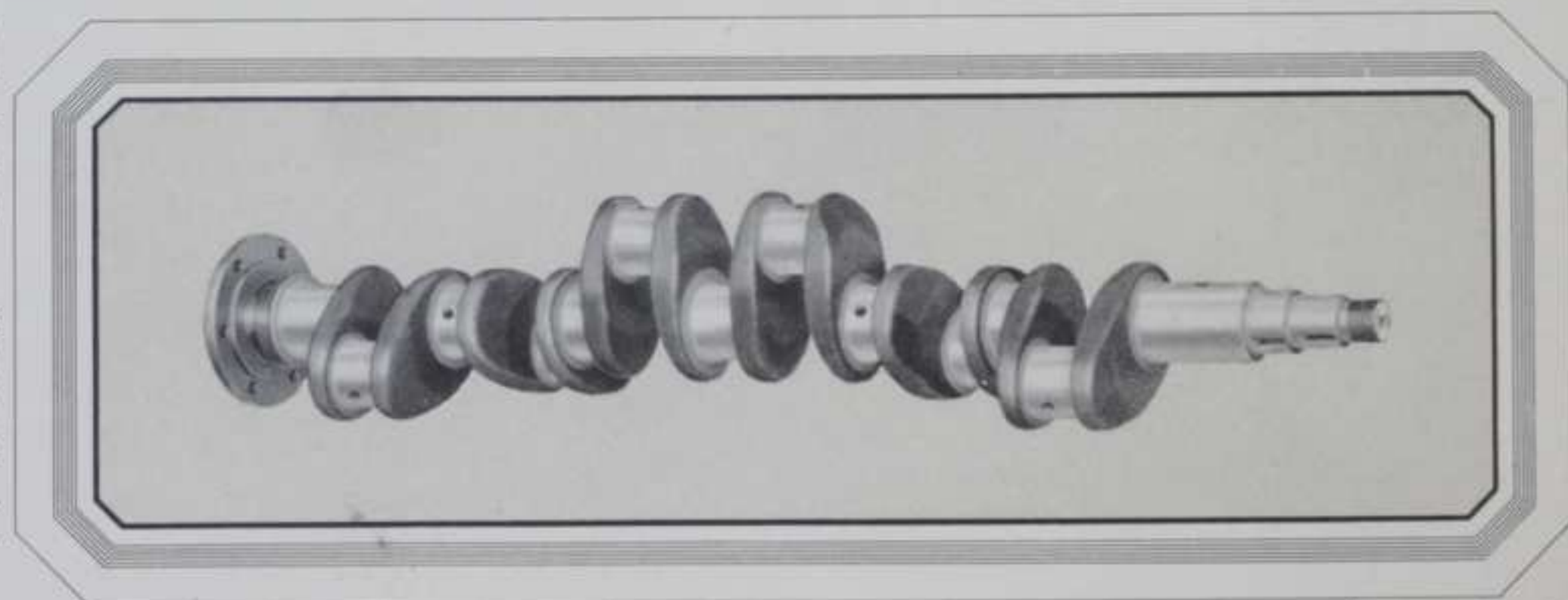


7—Bearing Crankshaft

to a dead stop with the utmost expedition and yet smoothly and softly.

The braking surfaces you will note have purposely been made over-size for two good reasons. First, the larger the brake surface the less need for pressure. And this reduces wear on the system to a negligible point.

For other outstanding major Ajax mechanical attractions we refer you to an examination of the chassis, since space limitations preclude their description here.



92-52 (HVN)

S P E C I F I C A T I O N S



- ENGINE**—L head. 3-inch bore and 4-inch stroke. Combined fan and water pump. The fan and water pump are one unit driven by a belt from the generator. The water pump impeller operates in the cylinder casing. In case of freezing the belt slips—the heat of the cylinder wall, which is adjacent to the water pump impeller, thaws the water and allows the impeller to turn.
- PISTONS**—Cast iron. 3 rings; 2 main and 1 oil regulating.
- VALVES**—Cast iron heads and steel stems. Water completely around each valve seat. Valve stems lubricated by oil thrown from crankshaft.
- CONNECTING RODS**—8½ inches long, which is unusually long for this size of engine. This reduces piston thrust on cylinder walls and makes smoother performance.
- CAMSHAFT**—Six bearings.
- BEARINGS**—Bronze back; babbitt-lined main bearings; connecting rod bearings babbitt die-cast in rods.
- CRANKSHAFT**—7-bearings. 1¼-inch main bearings and 1⅝-inch connecting rod bearings. The use of the 7-bearing crankshaft makes the engine considerably shorter, allowing far more body room.
- LUBRICATION**—Force feed to all main bearings and connecting rod bearings and camshaft bearings.
- RADIATOR**—Fin and tube type. Large frontal area. Nickel-plated shell.
- CARBURETOR**—Plain tube carburetor. Mixture passes through hot spot in exhaust manifold. Hot spot can be shut off for extremely hot weather.
- IGNITION**—Automatic spark advance.
- STARTING AND LIGHTING**—Two unit system.
- CLUTCH**—Single plate. The clutch release bearing is a solid block of graphite which never needs lubrication.
- TRANSMISSION**—3 forward speeds and one reverse. Front main bearing Hyatt. Rear main bearing annular ball bearing. The transmission is provided with transmission lock.
- BRAKES**—12-inch drums on all 4 wheels. Hard moulded lining 1¾-inch wide. Front internal expanding. Rear external contracting.
- EMERGENCY BRAKE**—At rear of transmission.
- STEERING GEAR**—Cam and lever type which makes for exceptionally light steering.
- FRONT AXLE**—Drop-forged steel I-beam; reversed Elliot type.
- REAR AXLE**—Semi-floating type. Pressed steel housing with removable malleable iron pinion and ring gear carrier.
- DRIVE**—Hotchkiss type.
- SPRINGS**—Semi-elliptic front and rear. Springs, front 36 inches long. Rear 50½ inches long. 2 inches wide.
- FRAME**—4½ inches deep, 5/32 stock. Tubular front cross member. Two engine supports acting as cross members. Cross member connecting front-rear spring brackets. Wide cross member at rear of frame, making in all 5 cross members.
- TIRES**—4.75 on 21-inch rims. Full balloon cord tires. Standard 56-inch tread.
- MODELS**—5-passenger touring and 5-passenger Four-door sedan.
- STANDARD EQUIPMENT**—All models are equipped with cowl lights, rear-view mirror, automatic windshield wiper, cowl ventilators, five disc wheels with extra wheel mounted at rear on carrier.

