

Jan. 1926



P. R. BONHOMME  
 NASH & AJAX  
 TEL. PLATEAU 3937  
 " " " 3433

LEGARE-NASH MOTORS  
 DISTRIBUTORS FOR  
 NASH AND AJAX  
 3416-3418 PARK AVE. NEAR THE HOOK  
 MONTREAL

# AJAX SIX

NASH-BUILT

**T**HIS NEW CAR is the latest attainment of C. W. Nash, whose manufacturing achievements during the past quarter-century have left their indelible impress upon the whole trend of motor car progress.

The Ajax Six was designed by Mr. Nash to symbolize his ideal of a car of moderate size and price, embodying a degree of quality and refinement distinctly new to its field.

It presents an extraordinary group of major features to be found in no other car in the Ajax price field which are sure to focus your immediate attention, including:—

4-wheel brakes of special design exclusive to Ajax and Nash; a six-cylinder motor that develops performance of unusual liveliness and superior smoothness throughout its entire range of speed and power; a 7-bearing crankshaft; force-feed lubrication to all main bearings, connecting rod bearings and camshaft bearings; and also, full balloon tires and five disc wheels, as standard equipment at no extra cost.

It is built in a great plant of its own, at Racine, Wisconsin, equipped throughout with entirely new mechanical facilities of the very latest character.

All of the precision-machine equipment and tools were newly purchased solely for Ajax production.

They are the finest known to the automobile world and they assure to every operation standardized accuracy within the closest limits.

So that in manufacturing practice as well as in body design, engineering, construction, and performance, the Ajax Six can truthfully be said to represent a definite step forward in the science of building moderate-priced motor cars.

The bodies, swung extremely low to the road, are expressive of the highest art of body craftsmanship.

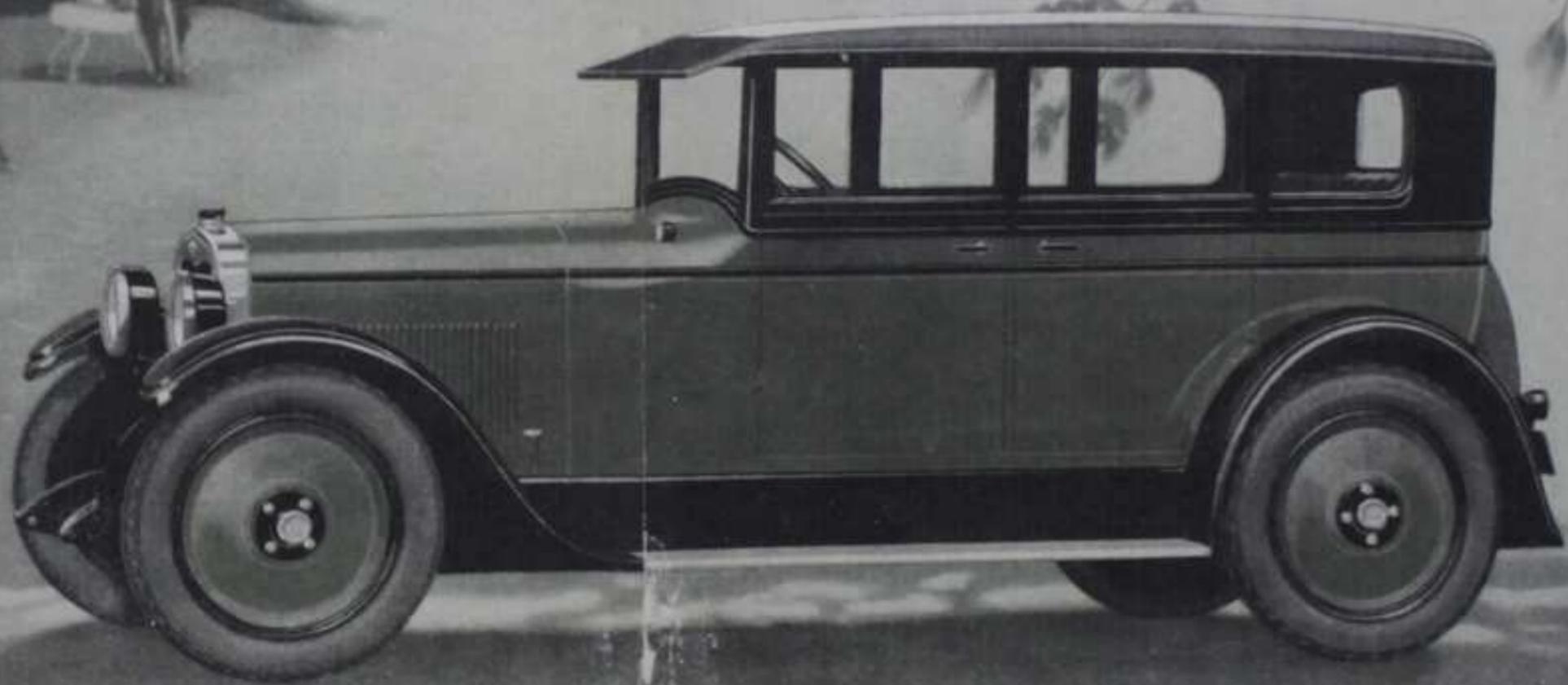
They are finished in an attractive shade of Deep Gray-Green, in which the gray tone is delightfully enlivened by the admixture of a lively green note, while the upper structure, fenders and running gear are held to a deep black.

Encircling the entire body and extending forward along the hood on both sides to meet the radiator shell is a narrow body moulding.

The Sedan has four broad doors and the deep upholstery is toned to harmonize with the finish of the body.

Two body styles on the same chassis and with the same wheelbase are available, the Sedan and the Touring model.

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*The Sedan*



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*The Touring Car*

# Specifications

ENGINE—L head. 3" bore and 4" 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" long which is unusually long for this size of engine. This reduces piston thrust on cylinder walls and makes a smoother engine.

CAM SHAFT—Six bearings.

BEARINGS—Bronze back; babbitt-lined main bearings; connecting rod bearings babbitt die-cast in rods.

CRANKSHAFT—7 bearings. 1¾" main bearings and 1⅝" connecting rod bearings. The use of the 7-bearing crankshaft makes the engine considerably shorter, allowing for greater body room.

LUBRICATION—Force feed to all main bearings and connecting rod bearings and camshaft bearings.

RADIATOR—Fin and tube type. Nickel-plated shell.

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" 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 Elliott 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" long. Rear, 50½" long. 2" wide.

FRAME—4½" deep, ⅜" stock. 5 cross members.

TIRES—4.75 on 21" rims. Full balloon cord tires. Standard 56" 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 ventilator, 5 disc wheels with extra wheel mounted on carrier at rear.