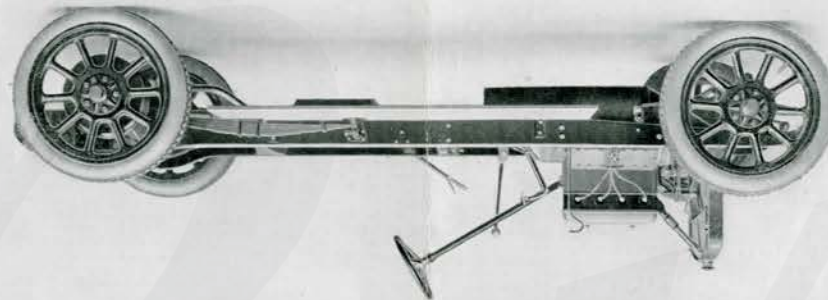


GEAR RATIOS 4.15 : 1 7.3 : 1 12.32 : 1 12.32 : 1
3rd Speed. 2nd Speed. 1st Speed. Reverse.

16. **Front Axle.** Steel forging of "H" section with thrust of the swivels arranged underneath the axle.
17. **Springs.** Front springs semi-elliptic and offset; rear springs of cantilever type. Both springs are of generous length and are flat under normal load.
18. **Brakes.** Both the hand and foot brakes are of the internal expanding type and operate in one large drum on the rear wheels. Easy means of adjustment for both brakes are provided.
19. **Steering.** Of worm and sector pattern. A large steering wheel is fitted, carrying usual control quadrant.
20. **Wheels.** Detachable steel artillery, fitted with 815 x 105 tyres.
21. **Controls.** Hand brake and change speed levers on right hand of driver. The usual pedal controls are fitted.
22. **Fuel Tank.** Situated at the rear of the chassis. Capacity, nine gallons.

15. **Rear Axle.** Formed of two steel pressings welded together. Final drive by helical bevel crown wheel and pinion. Differential of bevel type. The entire driving and differential gear is withdrawable from the rear, as a unit, without dismantling the axle.
14. **Gear Box.** Three speeds forward and reverse. All shafts run on ball bearings. Turbine gears at front and rear of shaft throw back all oil into the box. The speedometer is gear-driven from the rear end.
13. **Clutch.** Of single plate type with fabric lined friction surfaces. Easy means of adjustment and lubrication.



14-H.P. SUNBEAM CHASSIS.
GENERAL SPECIFICATION.

1. **Cylinders.** Four; in mono-bloc aluminium casting. Bore 72m/m. Stroke 120m/m. Easily detachable head.
2. **Crankcase.** Aluminium. Upper half cast integrally with the cylinder block.
3. **Valves.** Overhead type, with push rod and rocker operating mechanism.
4. **Camshaft.** Nickel chrome forging, driven by silent chain from the crankshaft.
5. **Crankshaft.** Forging in 40 ton steel. Supported upon three white metal bearings.
6. **Connecting Rods** of "H" section in nickel chrome steel.
7. **Piston.** Aluminium alloy, with flat crown. Three gas rings and a scraper ring are fitted.
8. **Ignition.** Distributor and coil, the batteries being carried on the stepboard.
9. **Fuel Supply and Carburation.** Autovac feed to carburettor. Exhaust heated induction pipe, with "hot spot."
10. **Lubrication.** Forced, by gear wheel pump to main bearings, cam-shaft by splash, and valve gear by low pressure lead from main pump.
11. **Cooling.** Pump and fan, with honeycomb radiator of standard Sunbeam pattern.
12. **Electrical Equipment.** The starting motor is neatly disposed in housing cast integrally with the crankcase. The dynamo is driven direct by belt from the camshaft.

ENGINE.

THE NEW 14-H.P. SUNBEAM

LIST OF MODELS AND PRICES

CHASSIS	-	-	-	£575
Four Seater	-	-	-	£725
Two Seater (with Dickey)	-	-	-	£725

THESE Cars are supplied with full equipment, including spare wheel and tyre, electric lighting and starting set, hood, wind screen, full kit of tools, etc.

The standard coachwork colour is grey, bright metal parts being nickel finished.

Terms of business and guarantee as shown in the Company's complete Catalogues.

The Sunbeam Motor Car Co. Ltd.

MOORFIELD WORKS ; WOLVERHAMPTON

LONDON SHOWROOMS AND EXPORT DEPARTMENT:
12 Princes Street, Hanover Square, W.1.

MANCHESTER SHOWROOMS: 106 Deansgate.

SOUTHERN SERVICE & REPAIR DEPOT—
177 THE VALE, ACTON, LONDON, W. 3.

NORTHERN SERVICE & REPAIR DEPOT—
288/294, ECCLES NEW ROAD, WEASTE, MANCHESTER.

C. F. DINGWALL THE NEW

Four Cylinder 14-h.p. Overhead Valve

SUNBEAM

1922



THE SUNBEAM MOTOR CAR Co. Ltd.
Moorfield Works. WOLVERHAMPTON.

SUNBEAM

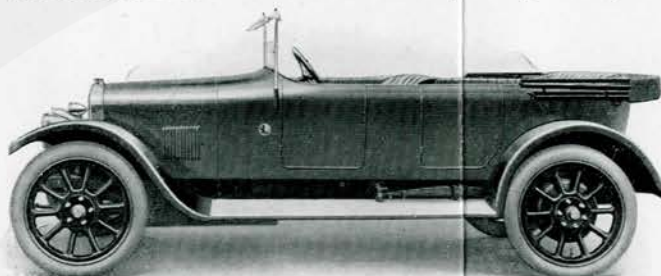
THE 14-H.P. SUNBEAM CAR.

(Tax, £13).

A highly efficient and economical Car adapted specially to the needs of the Owner-Driver.

**14-h.p. Four-Seater
Touring Model,
£725**

Ready for the Road.

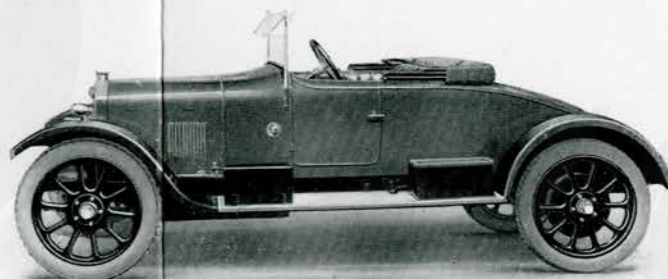


Illustrations are here given of the 4 seater and 2 seater types of bodywork. In the case of the 4 seater, note the ample room given at the rear, the sliding front seat, the wide doors, the neat appearance of the folding hood and envelope, the slightly bulbous shape of the bodywork and the general refined appearance of the whole.

Very effective side curtains with large transparent panels, giving ample interior lighting, are provided as standard, and

are arranged so that the windows can be opened with the doors, thus doing away with the troublesome necessity of unbuttoning the curtains when entering or leaving the car.

The 2 seater is, as will be observed, of particularly pleasing design, and incorporates many interesting features. The dicky seat provides much greater comfort than is usually found, whilst the hood is of extremely smart appearance when opened, and folds away compactly when not in use.



**14-h.p. Two-Seater
with Dickey,
£725**

Ready for the Road.

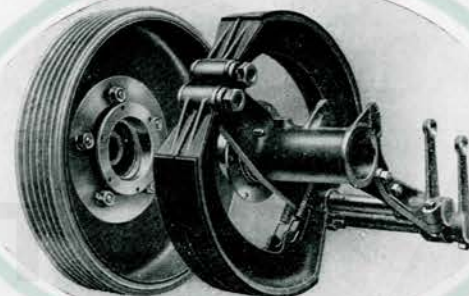
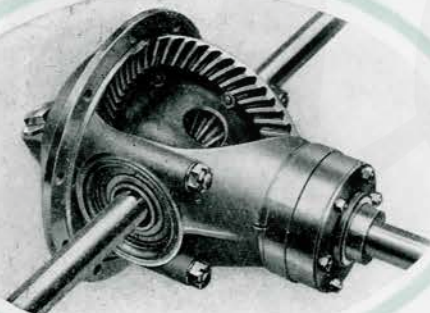
OVERALL LENGTH, 13' 3½"
WHEEL BASE, 9' 10½"

OVERALL WIDTH, 5' 3"
TRACK, 4' 2"

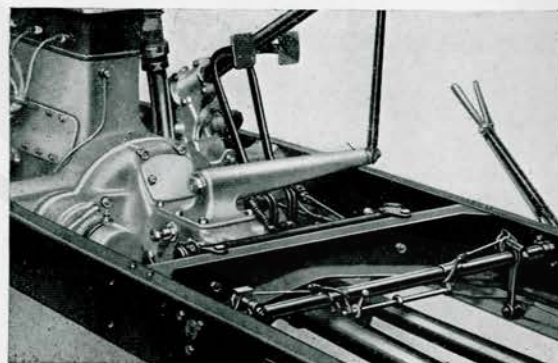
SOME INTERESTING FEATURES OF THE CHASSIS.

Final Drive and Differential. A noteworthy point in connection with the rear axle is that the final drive and differential gear can be detached from the axle casing as a unit, and drawn out clear for examining or repair.

Brake Drum and Shoes.—Note the large diameter of the drum containing both sets of brake shoes. The greasers for lubricating the brake mechanism are placed in very accessible positions.



Controls. Convenience of control is very noticeable; the change gear and hand brake levers are in very accessible positions on the right hand side, and the customary pedals are likewise very conveniently placed.



Rear Axle and Torque Tube. Lightness combined with strength is a feature of the rear axle. The generous dimensions of the brake drums and the method of securing the torque tube end will also be noted.

RELIABILITY